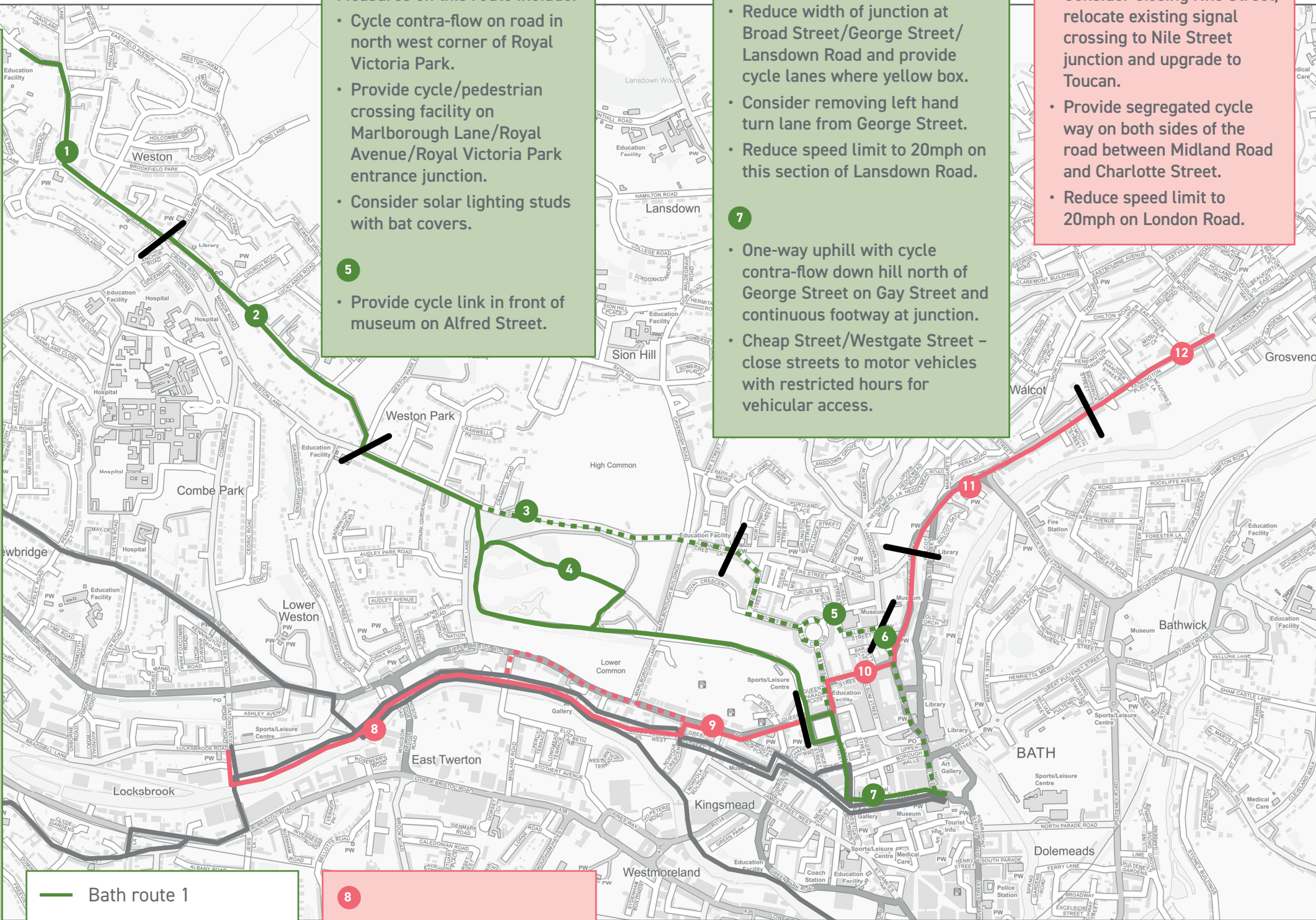


Bath routes 1 and 2

- 1
 - Provide continuous footways on Trafalgar Road, Anchor Road, Harcourt Gardens and Eastfield Avenue.
 - Reconstruct layby to give space for cyclists.
 - Redesign roundabout to improve pedestrian and cycle safety.
 - Provide rear access into school.
- 2
 - Remove slip road on east of High Street at junction of Crown Road and provide Toucan crossing or Parallel Zebra crossing.
 - Traffic calming maybe required on Crown Road.
- 3
 - Consider removal of parking on north side of Weston Road and provide bi-directional segregated cycleway on north side of road.
 - Convert two existing Zebra crossing to Parallel crossings.
 - Provide continuous footways at Cranhill Road, Cranhill Park and Lucklands Road.
 - Traffic calming between Cranwells Park and Weston Road/Weston
 - Remove slip road on east side Lane junction.



- Bath route 1
- Bath route 1 variant
- Bath route 2
- Bath route 2 variant
- Other LCWIP cycling routes
- Section start and end points

- 4

Measures on this route include:

 - Cycle contra-flow on road in north west corner of Royal Victoria Park.
 - Provide cycle/pedestrian crossing facility on Marlborough Lane/Royal Avenue/Royal Victoria Park entrance junction.
 - Consider solar lighting studs with bat covers.
- 5
 - Provide cycle link in front of museum on Alfred Street.

- 6
 - Reduce width of junction at Broad Street/George Street/Lansdown Road and provide cycle lanes where yellow box.
 - Consider removing left hand turn lane from George Street.
 - Reduce speed limit to 20mph on this section of Lansdown Road.
- 7
 - One-way uphill with cycle contra-flow down hill north of George Street on Gay Street and continuous footway at junction.
 - Cheap Street/Westgate Street – close streets to motor vehicles with restricted hours for vehicular access.

- 9
 - Consider closing Nile Street, relocate existing signal crossing to Nile Street junction and upgrade to Toucan.
 - Provide segregated cycle way on both sides of the road between Midland Road and Charlotte Street.
 - Reduce speed limit to 20mph on London Road.

- 10
 - Queen Square road layout will be changed as part of Bath's Clean Air Zone proposals so opportunities to improve cycling infrastructure will be incorporated into this scheme.
 - Public Realm improvements on George Street.
 - Implement shared-use footways on east side of Roman Road.
- 11
 - Provide 3m wide segregated cycle path on the east side (96m) of the Paragon between Guinea Lane and Walcot Street roundabout and upgrade existing Zebra crossing to a Parallel crossing.
 - Implement toucans at Clevedon Place by Curfew Inn.
 - Investigate feasibility of one-way segregated cycle track for eastbound cycle traffic on London Road from east end of Walcot Parade to Morrison's junction.
 - Implement Morrison's signal junction upgrade.
- 12
 - Consider removal of parking to provide one-way segregated cycle path between Upper East Hayes and St Saviours Road for approximately 250m eastbound.
 - Upgrade existing Puffin to Toucan and remove central pedestrian refuge.
 - Provide contra flow cycle route on one section of St Saviours Road.
 - Reduce speed limit to 20mph on London Road.

- 8
 - Implement link between Fieldings Road bridge and Riverside Path (will be delivered through Section 106 contribution).
 - Improve Riverside path - resurface, widen where feasible and provide lighting (see route 5 details).

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic Neighbourhood zones to improve walking and cycling connections

within local neighbourhood areas and improve orbital linkages to nearby amenities and other arterial routes.

Interventions including: introducing, realigning or upgrading dropped kerbs and/or tactile paving; and cutting back vegetation to improve visibility, lighting or increase footway or cycle route width will be considered as standard in the design of all schemes.

All schemes will be designed in line with the DfT's Local transport note 1/20.