

Bath route 5

- 1

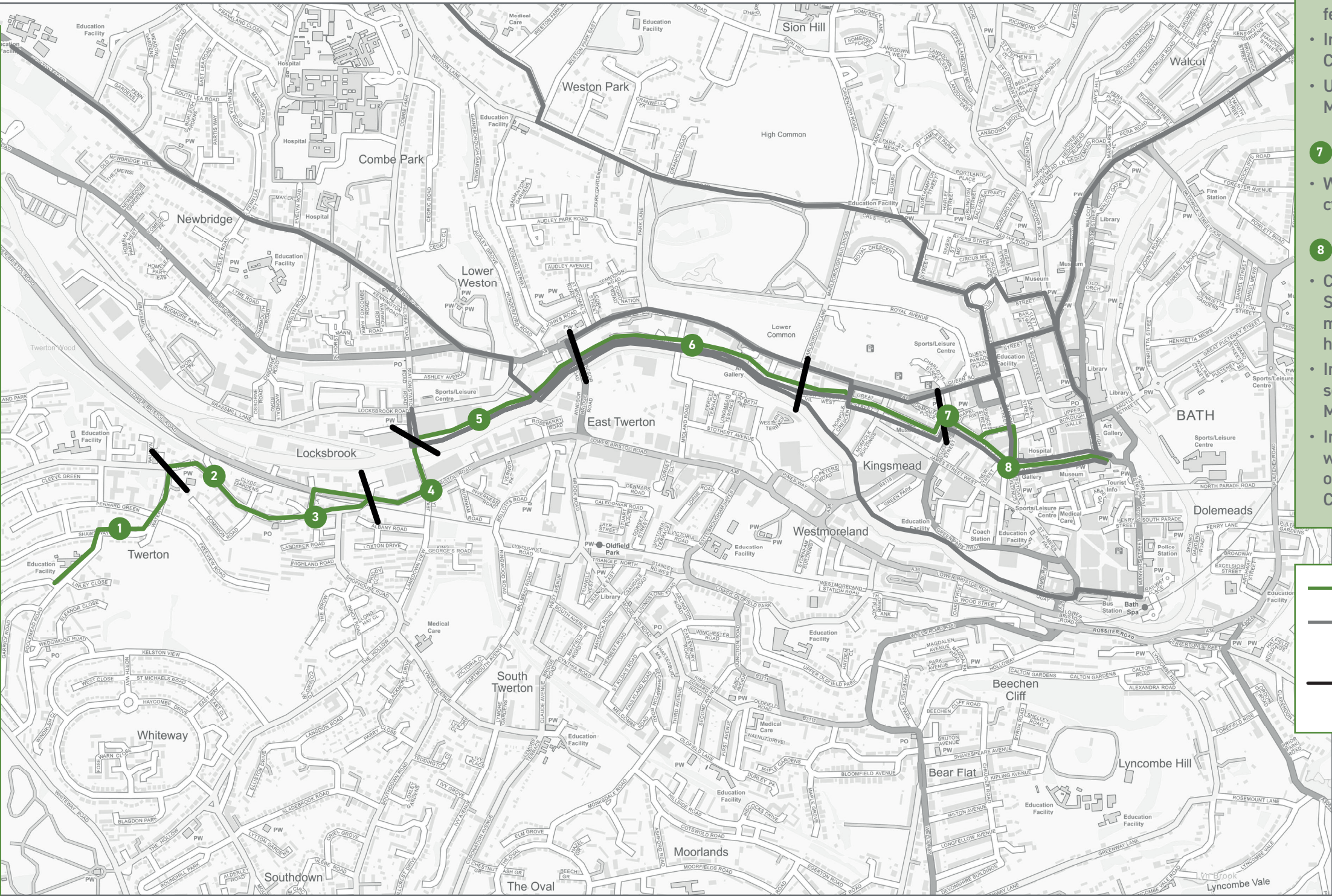
 - Pedestrian/cycle crossing where footpath to rear of Shaws Way crosses Poolemead Road.
 - New path to rear of Shaws Way between Poolemead Road and to rear of Twerton Infants School.
 - Consider change of status of 2.5m wide footpath to cycle/pedestrian route and upgrade access in to rear of school.
 - Improve pedestrian/cycling facilities outside school.
- 2

 - Public Realm improvements.
- 3

 - Signalise Mill Lane/Lower Bristol Road junction, and consider restricting access to cyclists, buses and cars.
- 4

 - Provide ramp between riverside path and Fieldings Road Bridge (part of Bath Spa University development).
 - Replace Fieldings Road Bridge.
 - Provide cycle/pedestrian raised table at entrance to Lidl.
- 5

Refer to map C02 for proposed measures between Fielding Road Bridge and city centre.



- 6

 - Resurface, widen where feasible and provide lighting.
 - Investigate new access at Comfortable Place.
 - Upgrade existing ramp to Midland Bridge Road.
- 7

 - Widen existing segregated cycle path on Charles Street.
- 8

 - Cheap Street/Westgate Street – close streets to motor vehicles with restricted hours for vehicular access.
 - Implement two-way segregated cycle path on Monmouth Street.
 - Improve crossing to assist with west cycle movements on Monmouth Street and Charles Street.
- Bath route 5

— Other LCWIP cycling routes

— Section start and end points

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.