

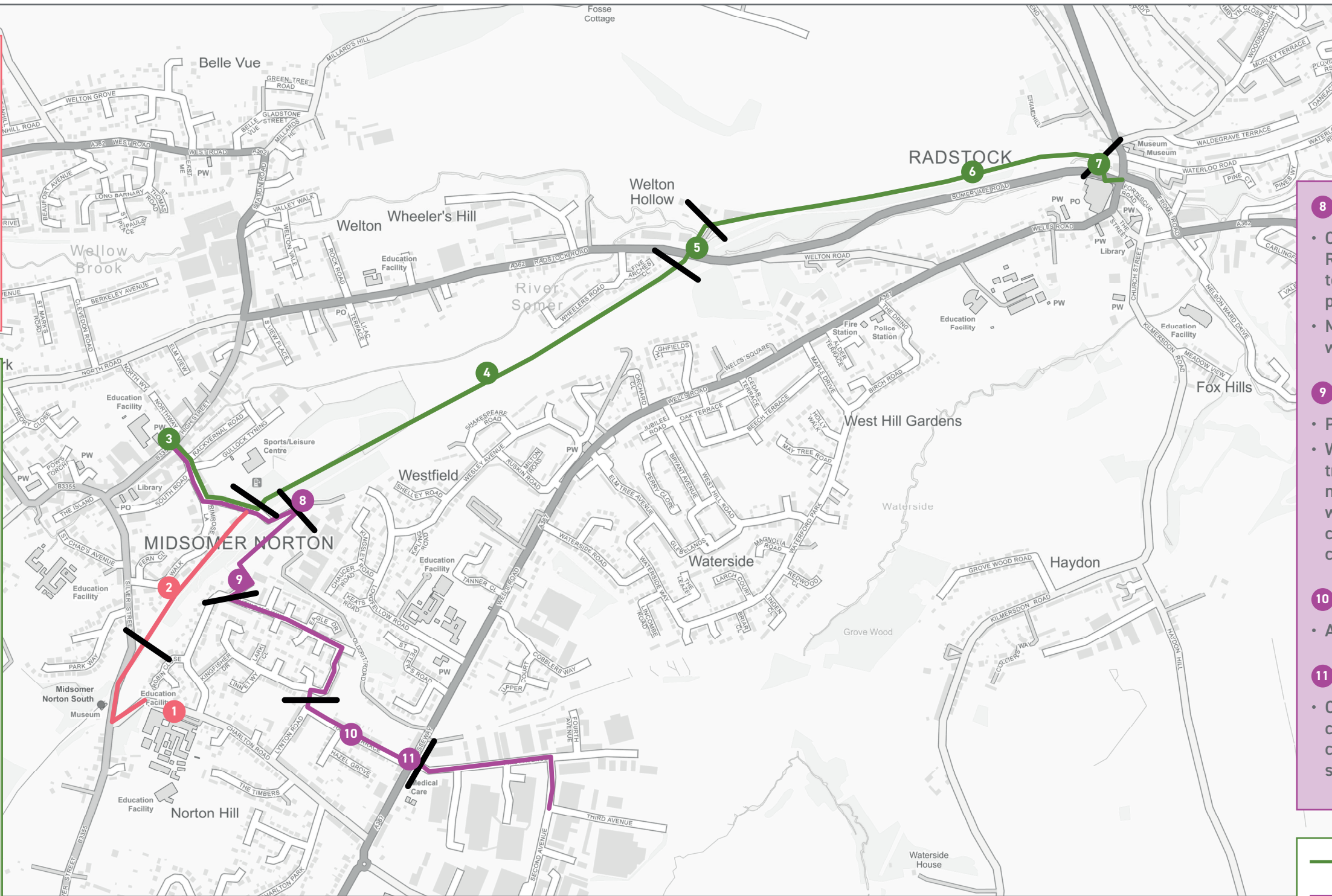
Somer Valley routes 1, 2 and 3

- 1**
  - Widen section of shared-use path approaching Norton Hill School after bend up to zebra crossing.
  - Convert Zebra to Parallel crossing.
  - Reduce road width to 6m.
- 2**
  - Provide lighting.

- 3**
  - Cycle contra-flow on High Street between Fortesque Road and North Way.
  - Widen footway to provide 3m shared-use path, rearrange parking, and Toucan or crossing facility on High Street.
- 4**
  - Provide lighting.
- 5**
  - Widen path to 3m and provide lighting between Norton Radstock Greenway and access road.
- 6**
  - Investigate options to light path and widen to 3 metres.
- 7**
  - Toucan on Wells Road and Somervale Road outside Co-op with shared-use path link, and widening existing path to Norton Radstock Greenway.

- 8**
  - On approach to bend on Pit Road, provide measures to give pedestrian/cycle priority.
  - Modify access from platform walkway onto Pit Road.
- 9**
  - Provide lighting.
  - Widen existing path to cycle track leading from cul-de-sac near Nightingale Way north west to platform walkway and change status of walkway to cycle/pedestrian route.
- 10**
  - Add cycle symbols on road.
- 11**
  - Convert existing Zebra crossing to a Parallel crossing on the Fosseway south of First Avenue.

- Somer Valley route 1
- Somer Valley route 2
- Somer Valley route 3
- 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.