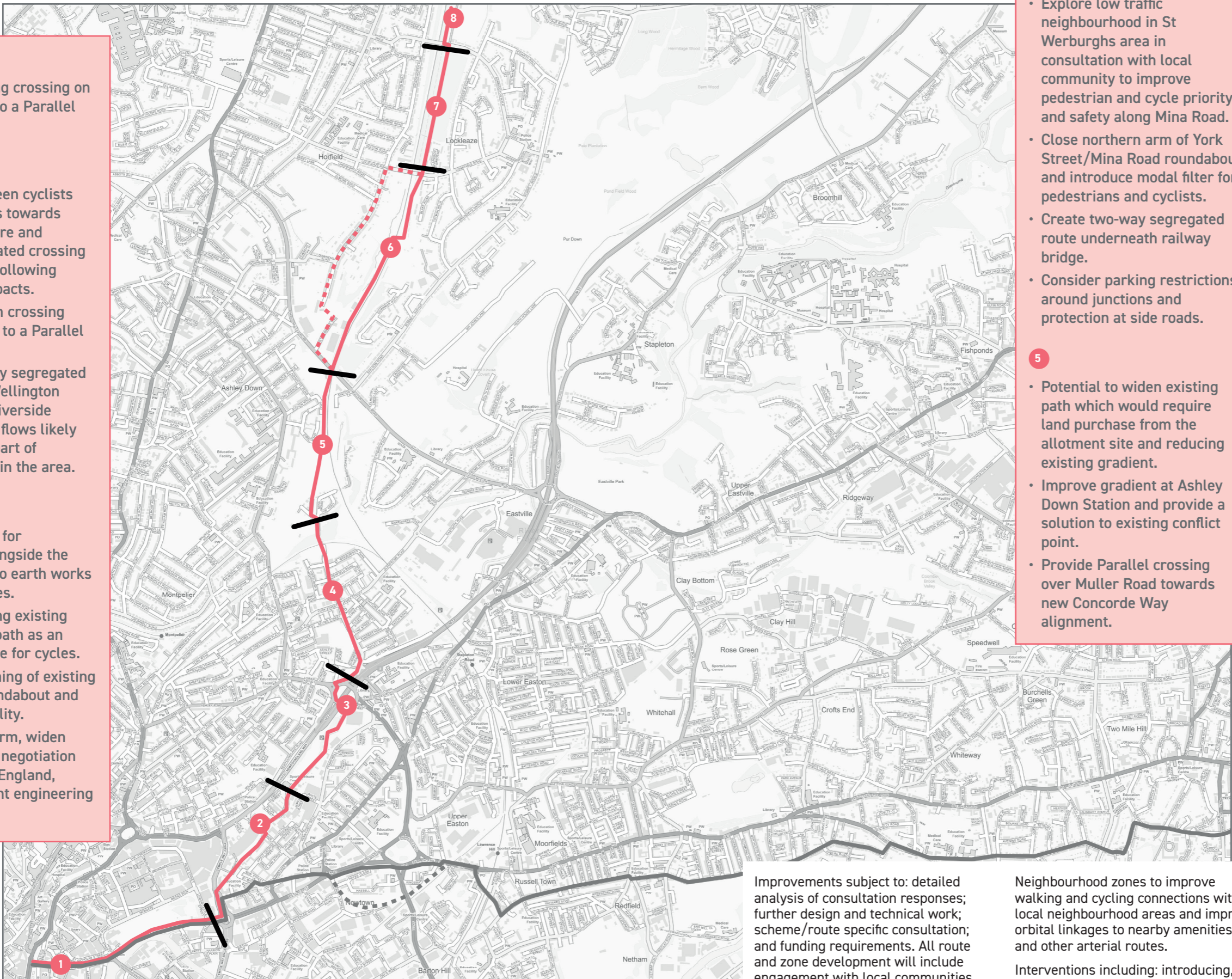


Bristol route 2



- 1
 - Upgrade existing crossing on Queens Street to a Parallel crossing.
- 2
 - Delineate between cyclists and pedestrians towards Champion Square and provide segregated crossing to Castlemead following modeling of impacts.
 - Upgrade Toucan crossing on Wade Street to a Parallel Crossing.
 - Provide two-way segregated cycle path on Wellington road towards Riverside Park as vehicle flows likely to increase as part of redevelopment in the area.
- 3
 - Limited options for segregation alongside the river path due to earth works and mature trees.
 - Explore widening existing north western path as an alternative route for cycles.
 - Localised widening of existing paths in J3 roundabout and improved legibility.
 - In the longer-term, widen underpasses in negotiation with Highways England, noting significant engineering challenges.

- 4
 - Explore low traffic neighbourhood in St Werburghs area in consultation with local community to improve pedestrian and cycle priority and safety along Mina Road.
 - Close northern arm of York Street/Mina Road roundabout and introduce modal filter for pedestrians and cyclists.
 - Create two-way segregated route underneath railway bridge.
 - Consider parking restrictions around junctions and protection at side roads.
- 5
 - Potential to widen existing path which would require land purchase from the allotment site and reducing existing gradient.
 - Improve gradient at Ashley Down Station and provide a solution to existing conflict point.
 - Provide Parallel crossing over Muller Road towards new Concorde Way alignment.

- 6
 - Provide new two-way, segregated cycle path adjacent to railway tracks and improve existing pedestrian railway bridge to provide step free access for bikes.
- 7
 - Widen path to 3.5m segregated.
 - Provide lighting along the route and install Parallel crossing at Constable Road.
- 8
 - Widen cycle path to provide segregation where possible.
 - Provide footway build-outs and Parallel crossing on Bonnington Walk.

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 Bristol route 2

 Bristol route 2 variant

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 Other LCWIP cycling routes

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 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.