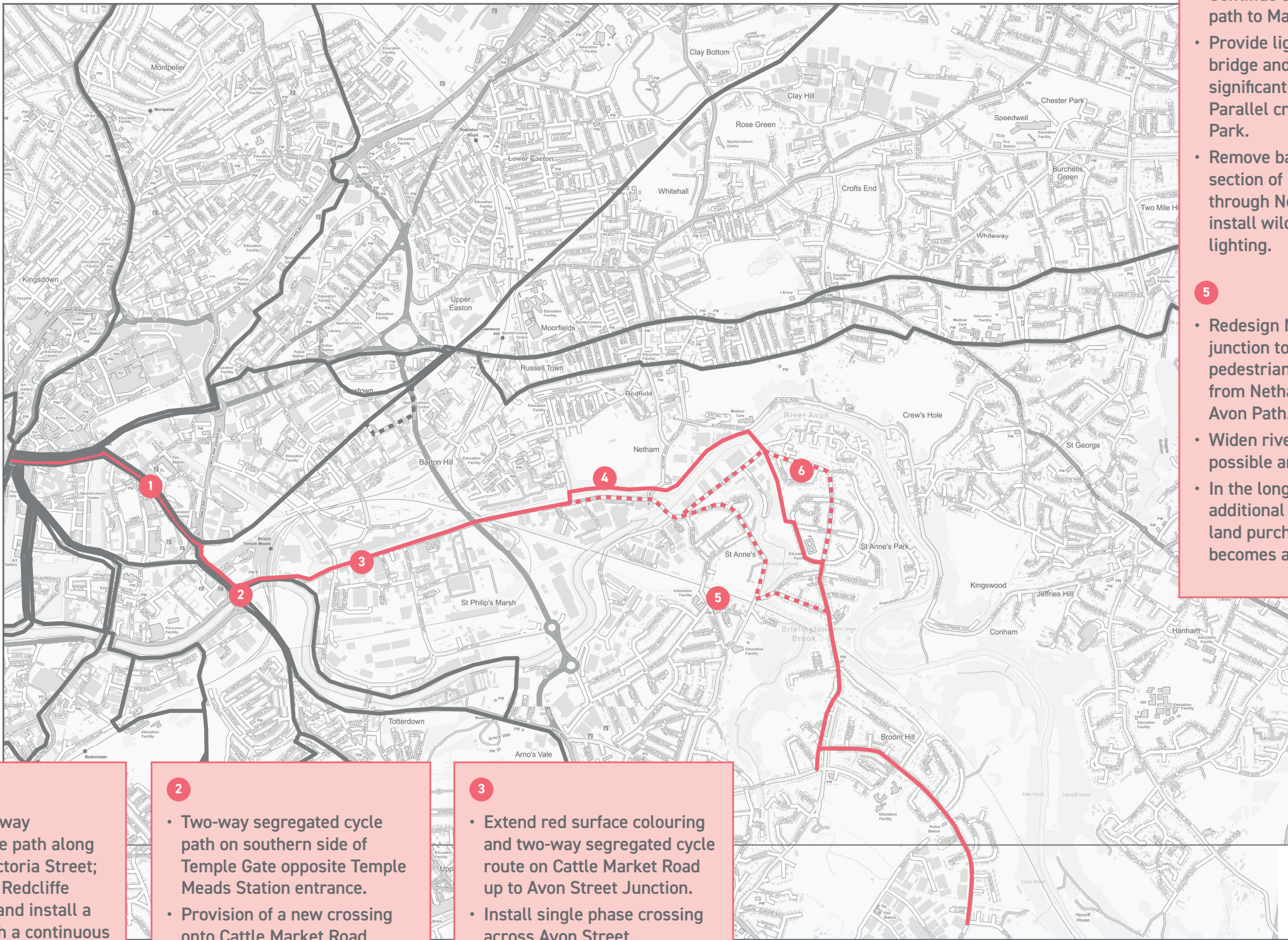


Bristol route 3



- Implement two-way segregated cycle path along the length of Victoria Street; reduce width of Redcliffe Street junction and install a raised table with a continuous footway.
 - Consider the same treatment for minor side roads along the length of Victoria Street.

- Two-way segregated cycle path on southern side of Temple Gate opposite Temple Meads Station entrance.
 - Provision of a new crossing onto Cattle Market Road segregated cycle path as well as improving connection to Clarence Road segregated cycle path.

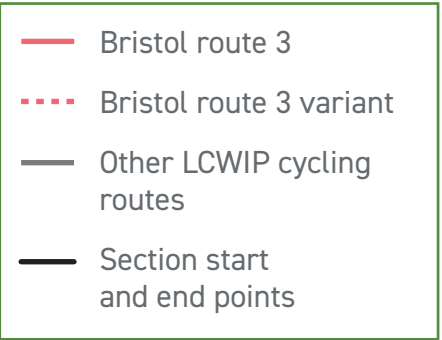
- Extend red surface colouring and two-way segregated cycle route on Cattle Market Road up to Avon Street Junction.
 - Install single phase crossing across Avon Street.
 - Two way segregated cycle path along the length of Feeder Road, noting that short sections of shared space maybe required as an interim solution in certain sections due to risk of overrunning HGVs from the adjacent industrial estate.

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

- Continue segregated cycle path to Marsh Lane Bridge.
 - Provide light segregation on bridge and build-out footway significantly to facilitate Parallel crossing into Netham Park.
 - Remove barriers along this section of route, widen path through Netham Park and install wildlife sensitive lighting.
- Redesign Netham Lock junction to improve pedestrian and cycle safety from Netham Park to River Avon Path.
 - Widen river footpath where possible and install lighting.
 - In the longer term secure additional width through land purchase when/if this becomes available.

- Remove barriers over bridge leading to shopping complex and widen path through to St Anne's Road/Wyatt's View Roundabout.
 - Significantly redesign roundabout to provide safe crossing points for pedestrians and cyclists and consider straight across movement similar to Old Market Roundabout.
 - Explore opportunities for major scheme through St Anne's Wood requiring local community engagement, considering resurfacing and widening path through woodland, as well as reducing gradient through landscaping, and install intelligent lighting.
 - 'Quietway' approach along Lichfield Road and Guildford Road.
- Consider mandatory cycle lanes to connect route to Sandy Park Road and Bath Road.



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.