

Bristol route 4

1 and 2

See map C09 Bristol route 3 for details.

3

- Provision of a new crossing on to Cattle Market road segregated cycle path.
- Widen riverside path to two-way segregated cycle path and install lighting - these works to be delivered through the redevelopment of St Philips Marsh.

4

- Continue two-way segregated cycle path up to Spark Evans Bridge.

5

- Delineate route between pedestrians and cyclists over Sparke Evans Bridge.
- Consider widening route access lane toward Edward Road and introducing lighting.
- Explore options for a safe crossing point to southern side of Bath Road with widened shared-use path to Sandy Park junction.

6

- Construct two-way segregated cycle path by rationalising traffic lanes and acquiring land in selected locations - where physical constraints limit space, construct short sections of shared-use path.

7

- Construct segregated cycle path by reallocating road space and removing parking. Where physical constraints limit space, construct short sections of shared-use path.

8

- Implement two-way segregated cycle path where space permits.
- Short-term options include localised widening of shared-use path.



- Bristol route 4
- - - Bristol route 4 variant
- 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.