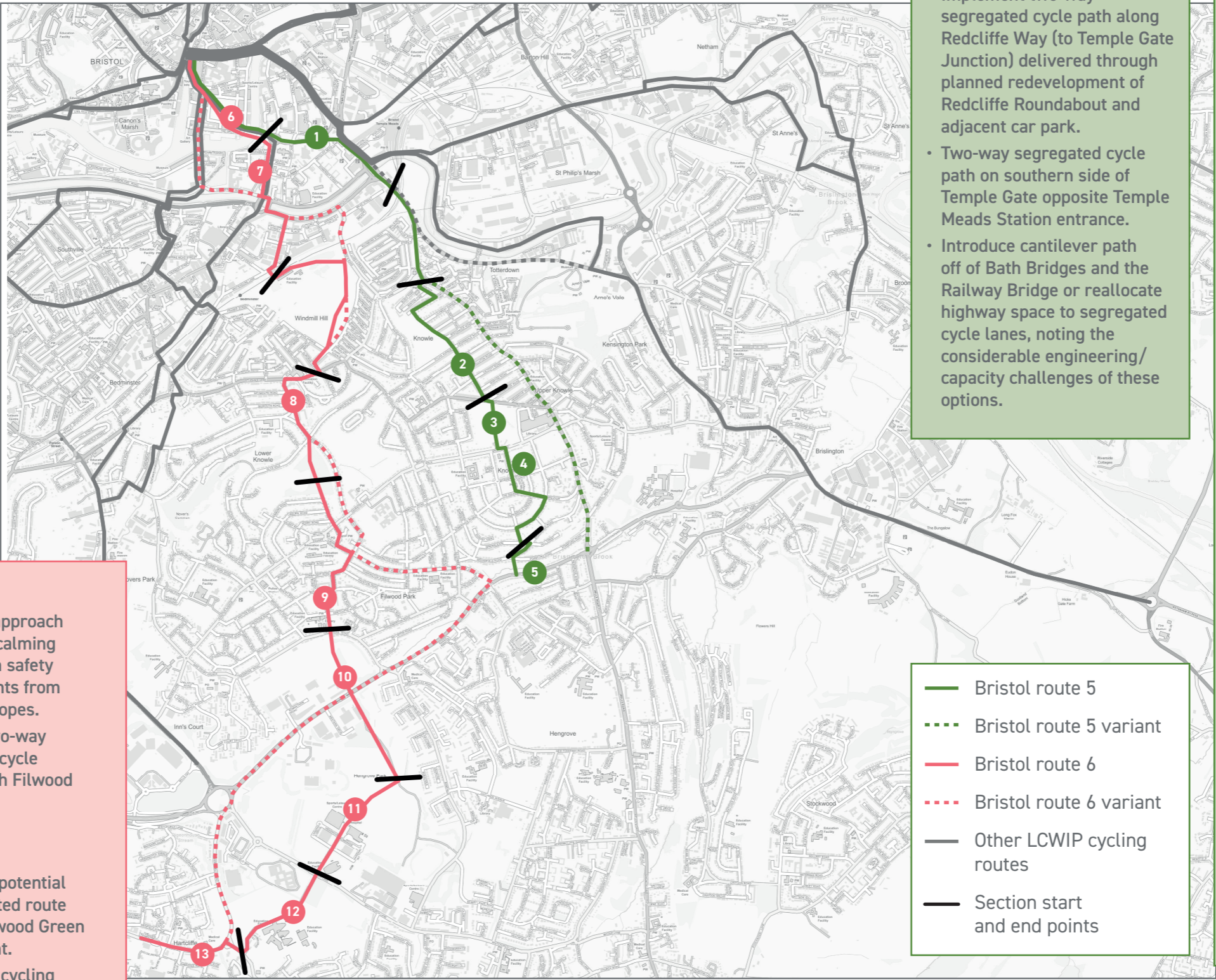


Bristol routes 5 and 6



- 6
 - Consider options for improving current shared path layout on southern perimeter of Queens Square reflecting high pedestrian and cycle flows.
 - Upgrade existing informal crossing across Welshback to a Parallel crossing.
 - Ensure that segregated cycle facilities are incorporated into the redevelopment of Redcliffe Roundabout and adjacent car park.
- 7
 - Implement two-way segregated cycle path on western side of Redcliffe Hill which requires the underpasses to be filled in.
 - Reduce number of crossing stages and provide segregated facility over Bedminster Bridges linking with wider cycle network on all arms of the bridge.
 - Consider provision of a new pedestrian and cycle bridge linking Clarence Road to the segregated cycle path on Whitehouse Street.
- 8
 - In the long-term consider removal of parking along Wedmore Vale to provide continuous two-way segregated cycle up to Northern Slopes.
- 9
 - 'Quietway' approach with traffic calming and junction safety improvements from Northern Slopes.
 - Consider two-way segregated cycle path through Filwood Broadway.
- 10
 - Investigate potential for segregated route through Filwood Green development.
 - Segregated cycling through the Hengrove Park site.
- 11, 12 and 13
 - Continue two-way segregated cycle path along these sections.

- 1
 - Implement two-way segregated cycle path along Redcliffe Way (to Temple Gate Junction) delivered through planned redevelopment of Redcliffe Roundabout and adjacent car park.
 - Two-way segregated cycle path on southern side of Temple Gate opposite Temple Meads Station entrance.
 - Introduce cantilever path off of Bath Bridges and the Railway Bridge or reallocate highway space to segregated cycle lanes, noting the considerable engineering/capacity challenges of these options.
- 2
 - Improvements at Three Lamps Junction to improve cycle and pedestrian safety.
 - Deliver two way segregated cycle path on from 3 lamps junction to junction with St John's Lane.
 - Improve safety and crossing opportunities at St John's Lane Junction.
 - Adopt 'Quietway' approach with side road protection/priority along Winton, Knowle and Batham Roads.
- 3
 - Short sections of unavoidable steep gradient along this section.
 - Adopt 'Quietway' approach along Bayham Road.
 - Redesign of entrance to Redcatch Park with Parallel crossing for access in consultation with local community.
- 4
 - Consider improved crossing facility over Broad Walk into Wellgarth Road and removal of mini-roundabout.
 - Adopt 'Quietway' approach along this section.
- 5
 - Adopt 'Quietway' approach along this section and remove barriers to access from Airport Road.

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.