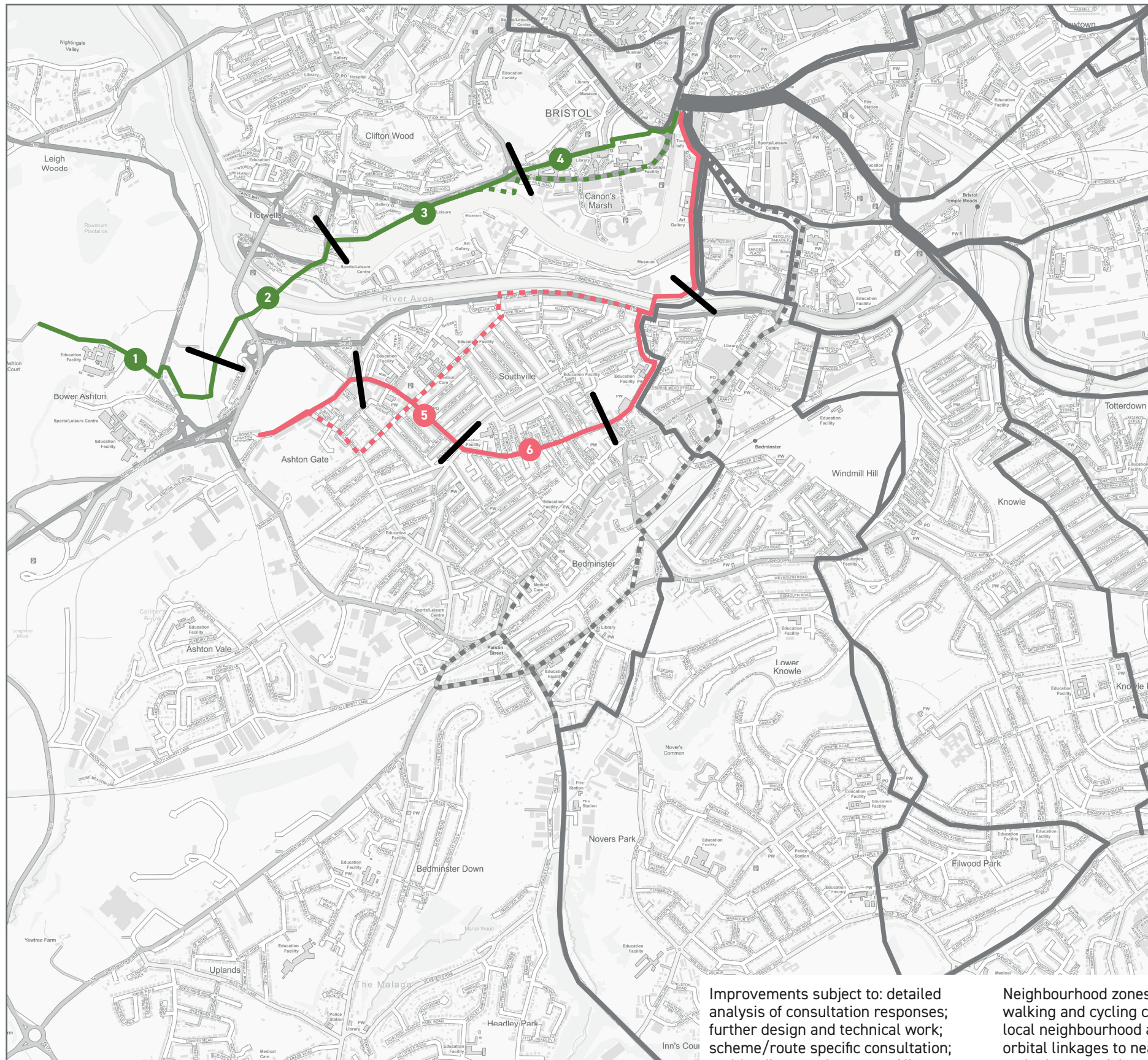
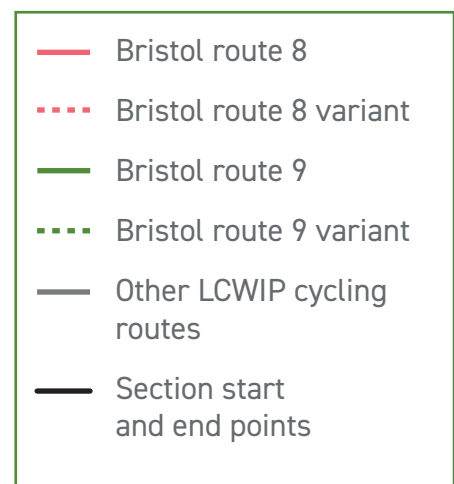


Bristol routes 8 and 9

- 1**
 - Provide two-way segregated cycle path (adjacent to cricket club) which would require land negotiation and purchase.
 - Improve lighting.
- 2**
 - Investigate cantilever path off of Merchants Road bridge.
 - Widen footway along Avon Crescent opposite Nova Scotia and provide Parallel crossing onto Ashton Avenue Bridge cycle link.
 - Implement two-way segregated cycle path through park adjacent to Ashton Avenue Bridge and underneath Brunel Way.
 - Extend provision through new development adjacent to allotments.
- 3**
 - Localised widening to shared-use path adjacent to floating harbour.
 - Re-surfacing of path to reduce impact of tree roots.
 - Consider bridge across Rownham Mead to avoid barrier pinchpoint.
- 4**
 - ‘Smoothway’ (levelling and relaying of a strip of cobbles) outside of Central Library.
 - Deliver two-way segregated cycle path on Deanery Road and Toucan crossings on Jacob’s Wells Roundabout in combination with trying to reduce the overall number of crossing stages.



- 5**
 - Consider two-way segregated cycle path requiring removal of parking and following extensive engagement with local traders and residents. Alternatives include with-flow stepped tracks and/or road width narrowing and traffic calming to facilitate improved public realm and promote lower speeds.
- 6**
 - Consider two-way segregated cycle path requiring removal of parking and following extensive engagement with local traders and residents. Alternatives include with-flow stepped tracks and/or road width narrowing and traffic calming to facilitate improved public realm and promote lower speeds.



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.