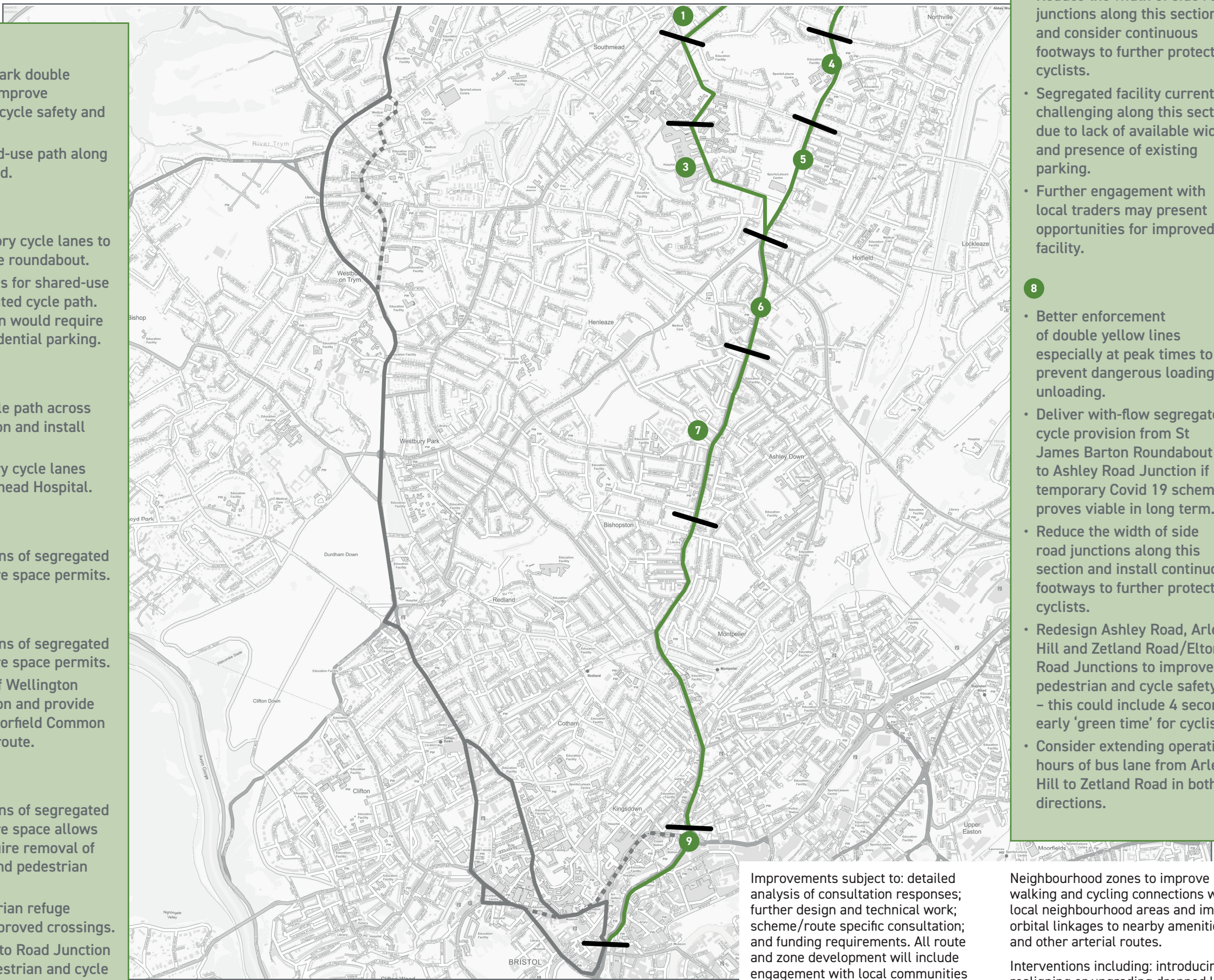


# Bristol/South Glos route 1



1

- Redesign Pen Park double roundabout to improve pedestrian and cycle safety and priority.
- Consider shared-use path along Southmead Road.

2

- Continue advisory cycle lanes to Pen Park double roundabout.
- Consider options for shared-use path or segregated cycle path. The latter option would require removal of residential parking.

3

- Segregated cycle path across Horfield Common and install lighting.
- Provide advisory cycle lanes towards Southmead Hospital.

4

- Consider sections of segregated cycle path where space permits.

5

- Consider sections of segregated cycle path where space permits.
- Reduce width of Wellington Crescent junction and provide crossing onto Horfield Common for alternative route.

6

- Consider sections of segregated cycle path where space allows which may require removal of turning lanes and pedestrian refuge islands.
- Replace pedestrian refuge islands with improved crossings.
- Redesign Toronto Road Junction to improve pedestrian and cycle safety and priority.

7

- Reduce the width of side road junctions along this section and consider continuous footways to further protect cyclists.
- Segregated facility currently challenging along this section due to lack of available width and presence of existing parking.
- Further engagement with local traders may present opportunities for improved facility.

8

- Better enforcement of double yellow lines especially at peak times to prevent dangerous loading/unloading.
- Deliver with-flow segregated cycle provision from St James Barton Roundabout to Ashley Road Junction if temporary Covid 19 scheme proves viable in long term.
- Reduce the width of side road junctions along this section and install continuous footways to further protect cyclists.
- Redesign Ashley Road, Arley Hill and Zetland Road/Elton Road Junctions to improve pedestrian and cycle safety – this could include 4 second early 'green time' for cyclists.
- Consider extending operating hours of bus lane from Arley Hill to Zetland Road in both directions.

9

- Consider removal of traffic lane on Lewins Mead northbound to make space for two-way segregated cycle path.
- Explore trial of 4 second early 'Green Time' for cyclists at traffic lights at St James Barton Roundabout.
- Ensure that future changes to St James Barton Roundabout incorporate safe crossing opportunities for pedestrians and protect cyclists from general traffic.

- Bristol/South Glos route 1
- 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.