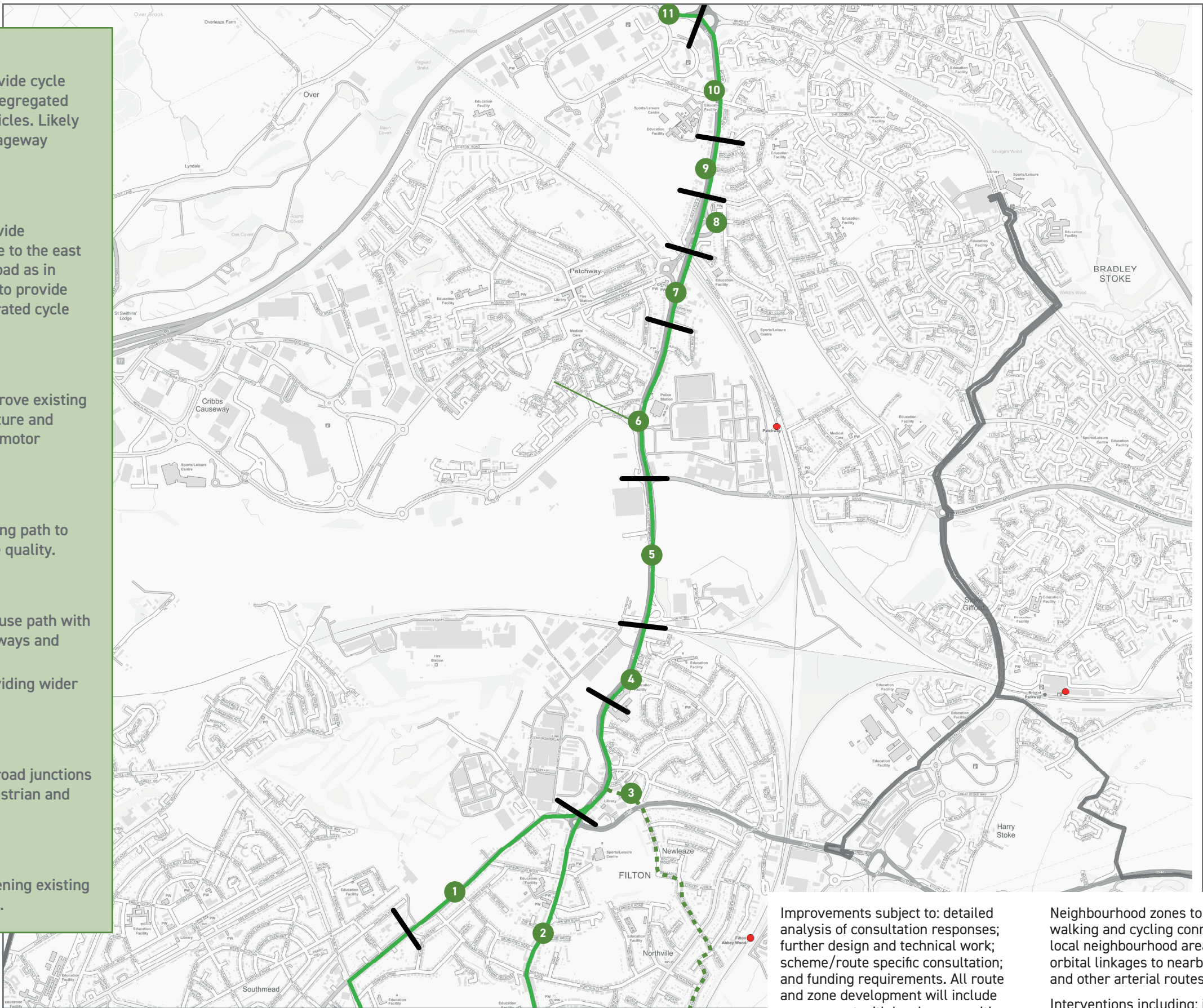


Bristol/South Glos route 1 continued

- 1
 - Ambition to provide cycle infrastructure segregated from motor vehicles. Likely to require carriageway reallocation.
- 2
 - Ambition to provide alternative route to the east of Gloucester Road as in sufficient width to provide physically separated cycle infrastructure.
- 3
 - Ambition to improve existing cycle infrastructure and segregate from motor vehicles.
- 4
 - Resurface existing path to improve surface quality.
- 5
 - Provide shared use path with continuous footways and wayfinding.
 - Investigate providing wider central refuge.
- 6
 - Re-design side road junctions to improve pedestrian and cycle safety.
- 7
 - Investigate widening existing shared use path.



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

- 8
 - Provide shared use path with continuous footways at side roads.
 - Comprehensive route signage and wayfinding.
 - Create more direct route for cyclists across Stoke Lane side road.
- 9 and 10
 - Provide shared use path with continuous footways at side roads.
 - Comprehensive signage and wayfinding.
- 11
 - Implement proposed comprehensive route signage and waymarking to indicate that off-carriageway route may be used.

- Bristol/South Glos route 1
- Bristol/South Glos route 1 variant
- Other LCWIP cycling routes
- Section start and end points

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.