

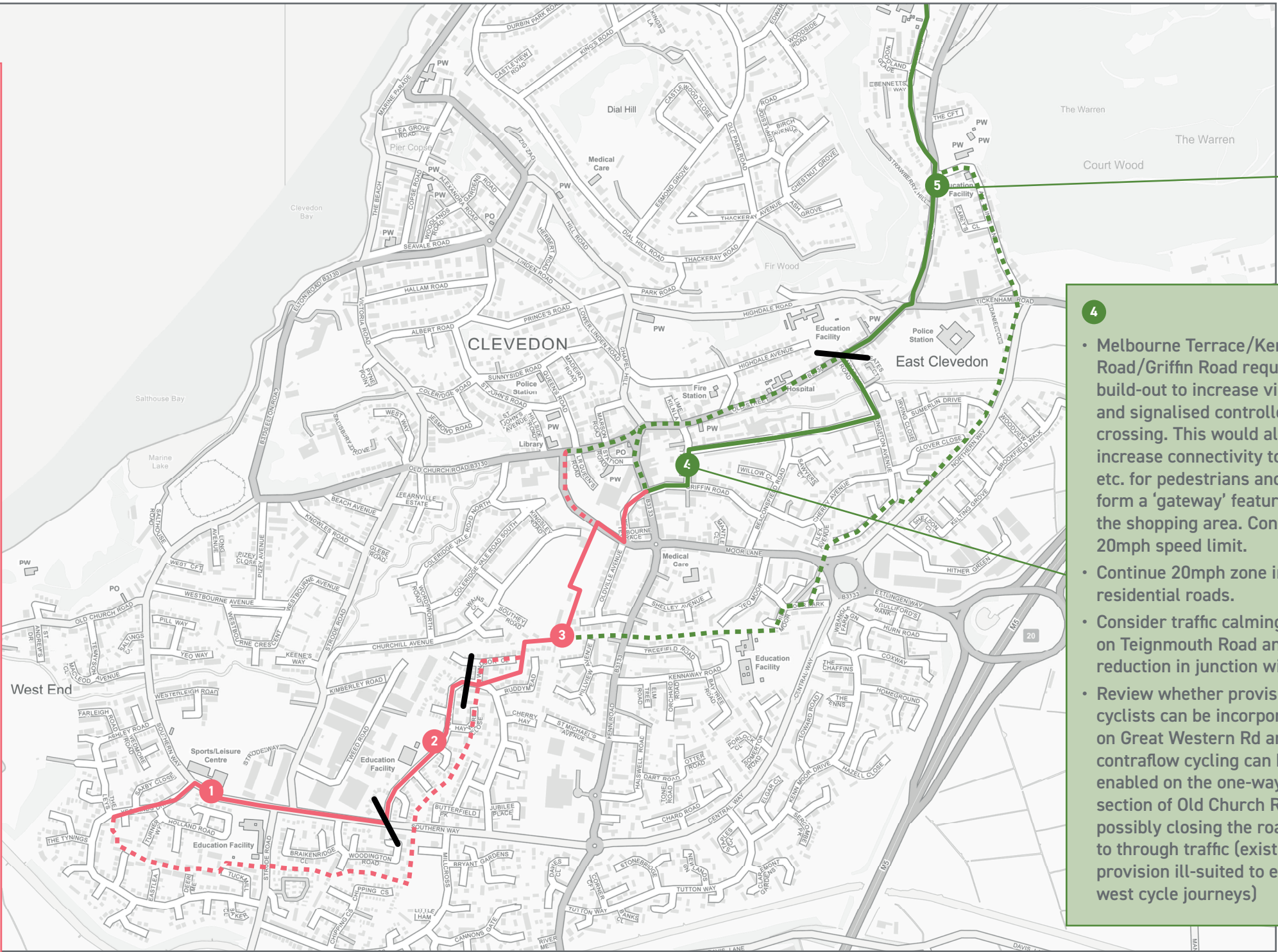
Clevedon routes 1 and 2

- 1

 - Signalised controlled crossing required or other means to reach existing refuge, and reduce width of Yeolands Drive/Southern Way junction.
 - Reduce width of Southern Way/Strode Road junction and reduce southbound Strode Road to single lane, ideally providing priority cycle crossing over junction.
 - Provide off-carriageway segregated cycle path - ample room on northern verge.
 - Carriageway could be narrowed to provide additional space and reduce traffic speeds.
- 2

 - Safe transition point between Southern Way shared-use path and Fosse Way.
 - 20mph limit as part of wider 'culture changing' Clevedon zone.
- 3

 - Improve lighting on approach to and alongside rugby ground.
 - Shared-use path surface requires improvement in places, due to tree root damage etc.
 - Approaches to Great Western Road existing Pelican crossing require delineation and crossing upgraded to Toucan.



- 4
- Melbourne Terrace/Kenn Road/Griffin Road requires build-out to increase visibility and signalised controlled crossing. This would also increase connectivity to shops etc. for pedestrians and could form a 'gateway' feature to the shopping area. Consider 20mph speed limit.
 - Continue 20mph zone into residential roads.
 - Consider traffic calming on Teignmouth Road and reduction in junction width.
 - Review whether provision for cyclists can be incorporated on Great Western Rd and contraflow cycling can be enabled on the one-way section of Old Church Rd, possibly closing the road to through traffic (existing provision ill-suited to east-west cycle journeys)

- 5
- Consider Old Street as alternative to Teignmouth Rd in conjunction with pedestrian improvements.
 - Consider removal of centre line on Old Street and Walton Road, and 20mph speed limit to Woodland Glade (school access) or ideally to Clevedon Lane for connectivity with NCN410, forming gateway feature to town.
 - Provide Zebra crossings to all arms of roundabout - parallel crossings should be considered for some movements if conflict with pedestrians can be avoided.
 - Repair Valley Road (subject to landowner agreement, as not adopted highway) and improve lighting.

— Clevedon route 1

- - - Clevedon route 1 variant

— Clevedon route 2

- - - Clevedon route 2 variant

— 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.