

Nailsea routes 1 and 2

- 1 • 20mph speed limit as part of wider residential street scheme may be helpful.
- 2 • Reduce junction widths.
• Provide segregated cycle path along north side of Queens Road and transition points.

— Nailsea route 1
 - - - Nailsea route 1 variant
 — Nailsea route 2
 - - - Nailsea route 2 variant
 — Other LCWIP cycling routes
 — Section start and end points

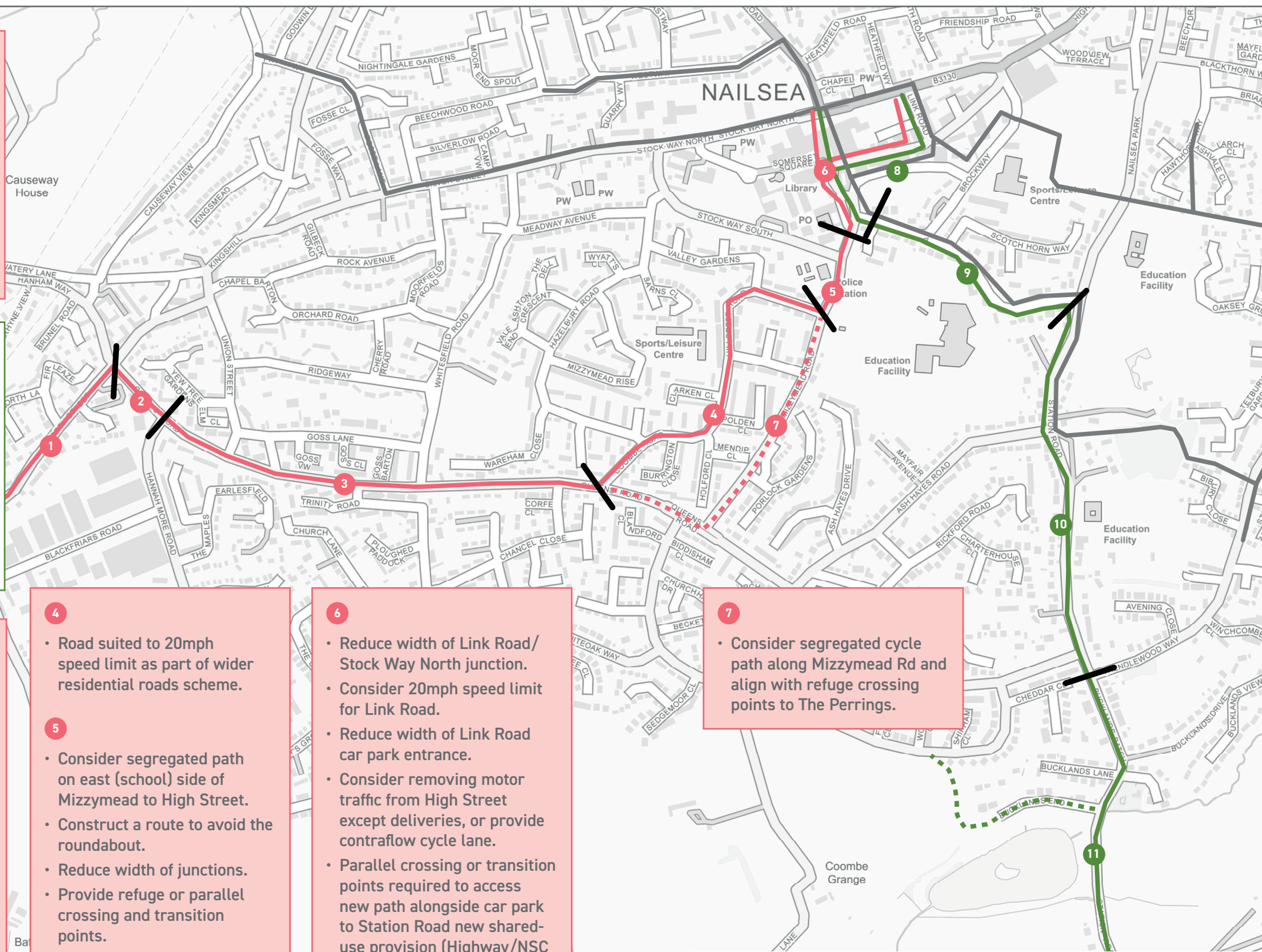
- 3 • Providing refuge island crossing points from roads on south side for greater connectivity.
• Reducing widths of junctions.
• Provide transition points.
• Provide segregated cycle path along north side of Queens Road and cross side roads as close as possible to carriageway and to have priority.
• Consider narrowing carriageway and reducing speed limit to 30mph.

- 4 • Road suited to 20mph speed limit as part of wider residential roads scheme.
- 5 • Consider segregated path on east (school) side of Mizzymead to High Street.
• Construct a route to avoid the roundabout.
• Reduce width of junctions.
• Provide refuge or parallel crossing and transition points.
• Ensure connectivity with Route 1.

- 6 • Reduce width of Link Road/ Stock Way North junction.
• Consider 20mph speed limit for Link Road.
• Reduce width of Link Road car park entrance.
• Consider removing motor traffic from High Street except deliveries, or provide contraflow cycle lane.
• Parallel crossing or transition points required to access new path alongside car park to Station Road new shared-use provision (Highway/NSC owns land required).
• Provide crossing point to Link Road, and/or consider permitting cycling through Clevedon Walk/Somerset Square.

- 7 • Consider segregated cycle path along Mizzymead Rd and align with refuge crossing points to The Perrings.

- 8 • Consider 20mph speed limit as part of wider residential street scheme.
- 9 • Provide segregated cycle path on north of Station Road to Brockway junction and provide parallel crossing to closed part of Station Road.
- 10 • Consider 20mph speed limit.
• Reduce junction widths where Station Road meets Queens Road and Trendlewood Way (in conjunction with walking improvements, and subject to bus movements).
• Consider removing centre white line.
- 11 • Consider 20mph speed limit with physical measures to slow traffic - other measures likely to be too complicated and expensive.
• This may work in conjunction with proposed south Nailsea link road with a combined aim to reduce through traffic.



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.