

Nailsea routes 3 and 4

- 1
- Existing ‘stop-up’ point of Fosse Lane requires a level and suitable gap for all kinds of cycles and a no parking restriction so that access remains clear.
- 2
- Consider 20mph zone gateway to Silver Street.
 - Reduce width of Silver Street/Whitesfield Road junction, and possibly other junctions as required.
 - Consider shared-use path on north side from 80m west of roundabout, and transition points.
- 3
- Remove redundant subway to provide additional space for cycling.
 - Convert existing controlled crossing at Clevedon Road to Toucan.
 - Provide crossing point to Link Road and/or consider permitting cycling through Clevedon Walk/Somerset Square.

Nailsea route 3

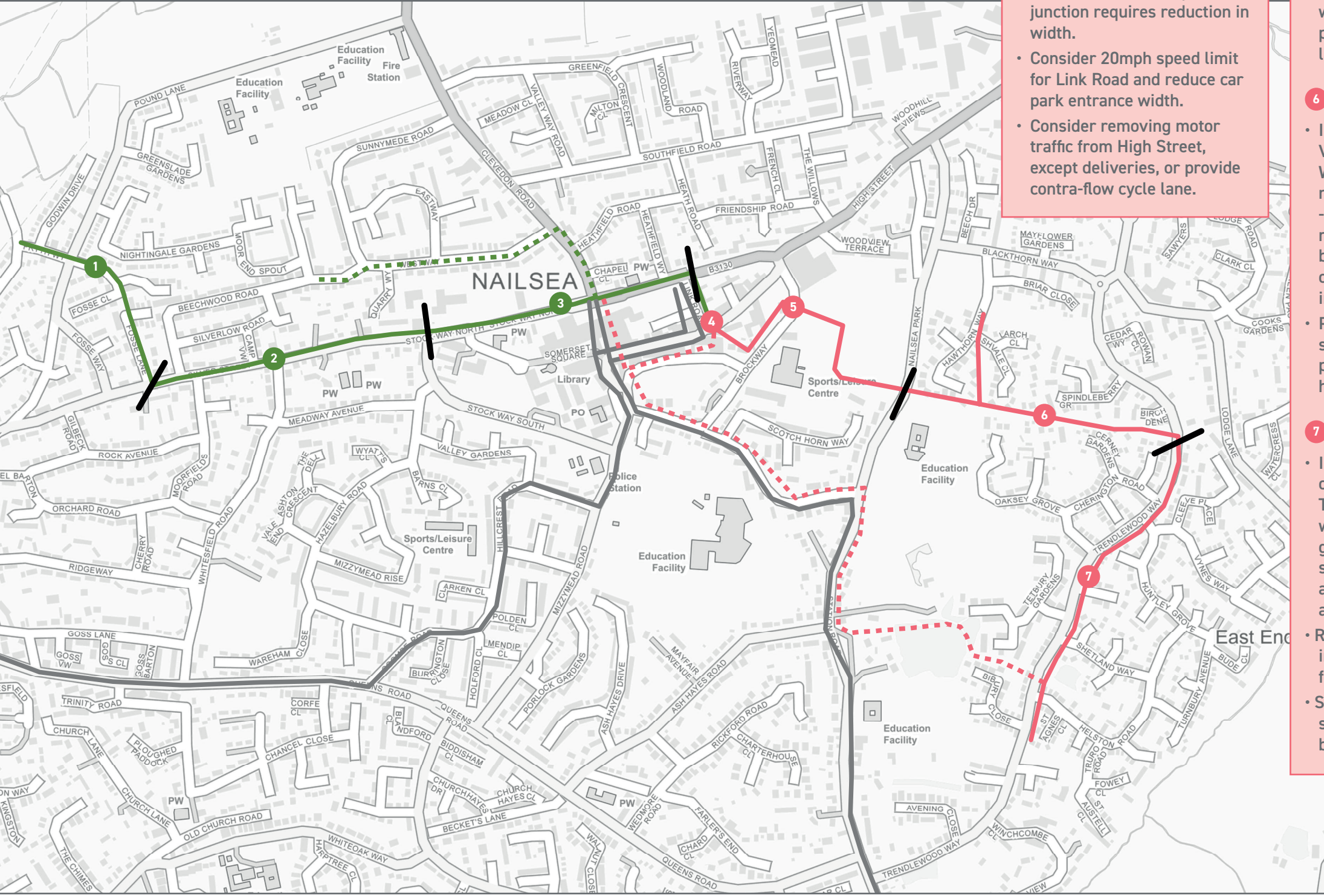
Nailsea route 3 variant

Nailsea route 4

Nailsea route 4 variant

Other LCWIP cycling routes

Section start and end points



- 4
- Link Road/Stock Way North junction requires reduction in width.
 - Consider 20mph speed limit for Link Road and reduce car park entrance width.
 - Consider removing motor traffic from High Street, except deliveries, or provide contra-flow cycle lane.

- 5
- Consider relocating or widening existing crossing point to align with un-named lane to High Street.
- 6
- Improve surface of Golden Valley bridleway/Festival Way/NCN33 as this is not suited to commuters - consider use of Ultitrec recycled tarmac which has been used successfully on other bridleways and blends in with rural surroundings.
 - Path is also too narrow and should be widened where possible while preserving hedgerows.
- 7
- Improve crossing point of Festival Way over Trendlewood Way to slow and warn motor traffic - existing guard rail may stop or deter some legitimate path users and should be removed or adjusted as necessary.
 - Reduce speed limit to 20mph including some physical features.
 - Side road junction widths should be reduced, also to benefit pedestrians.

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.