

Weston-super-Mare routes 1 and 2

- 1
- Consider extending 20mph speed limit.
  - Orchard Street and Orchard Place requires measures to make cycle friendly as per the Weston Town Centre Regeneration SPD and/or contra-flow cycling.
  - Ideally parking should be removed at intervals to allow passing/refuges.
  - Investigate removal of through traffic.

- 2
- Introduce ‘quiet-streets’ as per Weston Town Centre Regeneration SPD - this requires contra-flow cycling.
  - Ideally parking should be removed at intervals to allow passing/refuges.
  - Extend 20mph zone to at least Milton Road/Baker Street junction.
  - Make Baker St one-way with segregated cycle path and traffic calming.
  - Provide Mandatory Cycle Lanes as required to Ashcombe Road junction on Milton Road.
- 3
- Investigate segregated cycle path on south side to align with dedicated crossing phase to Summerlands Way.
  - Redesign of Milton Road/ Ashcombe Road junction to improve cyclists’ safety, ensuring phasing of signals avoids delays and allows all cyclists sufficient time to clear junction.
  - Consider single traffic lane if segregated path not possible to reduce need to use right turning lane when travelling east.
- 4
- Investigate segregated cycle paths or shared-use paths on one or both sides of Locking Road, to avoid traffic flows/ critical junctions.
  - Redesign Borough Arms junction to enable safe cycle movements.
- 5
- Investigate closure of bridge to motor traffic .
  - Provide transition point to NCN 33 for southbound cyclists.

- 5
- Potential to de-clutter path/ remove obstructions.
- 6
- Potential to reduce speed limit and improve Beaufighter Road arm of roundabout for cyclists exiting/joining the shared-use path.

- 7
- Potential to install lighting where not currently provided.

Weston-super-Mare route 1

Weston-super-Mare route 2

Other LCWIP cycling routes

Indicative Green and Active Neighbourhood

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.