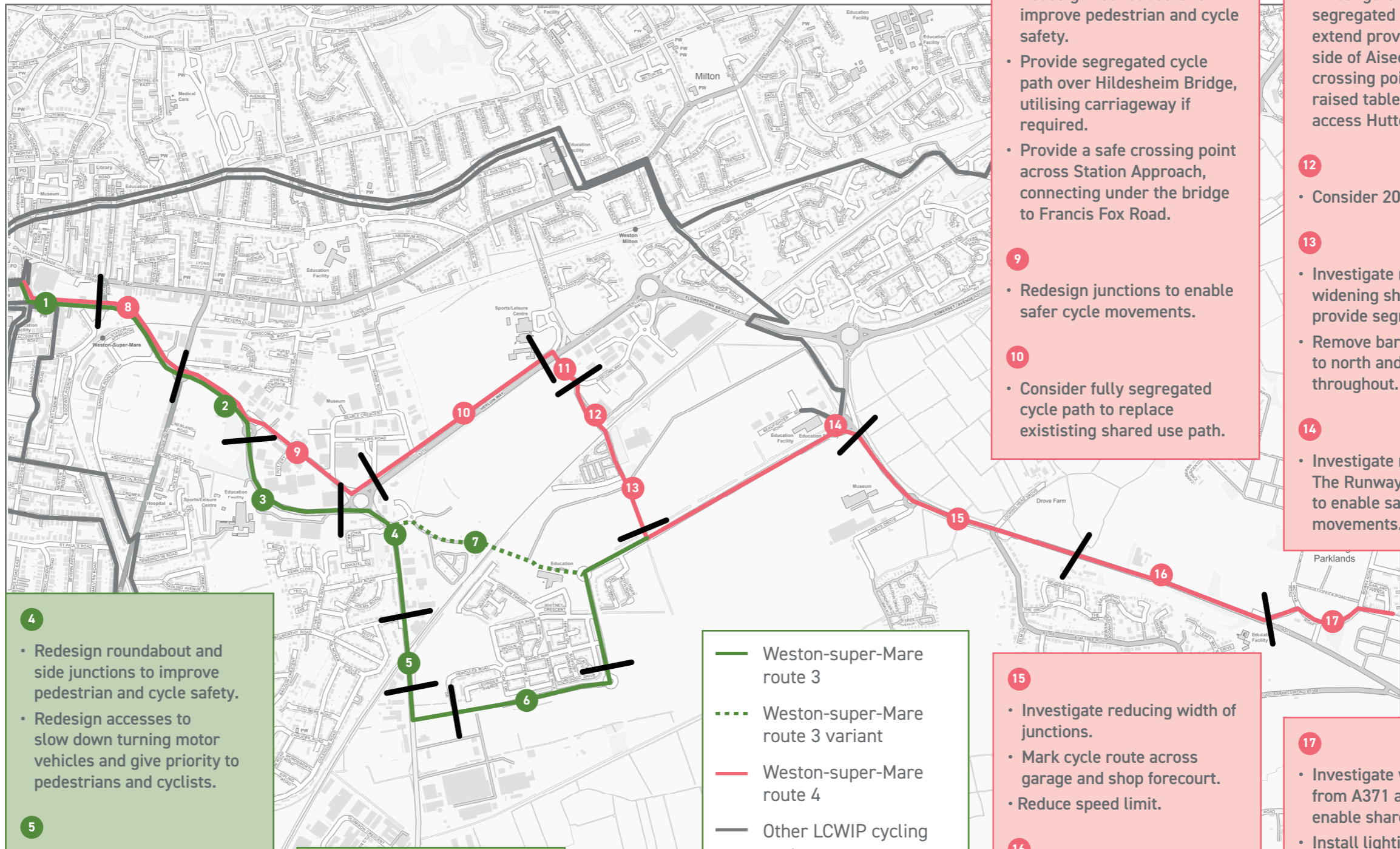


Weston-super-Mare routes 3 and 4

- 1**
 - Most through traffic is being removed from Oxford Street to Station Road as part of Weston Town Centre plans (to be completed by 2021).
 - Shared-use paths or segregated cycle paths will bypass the Walliscote Road/Station Road junctions (roundabouts to be removed).
 - These new junctions should have reduced widths to enable safer cycle movements and slow traffic.
 - Consider extending 20mph speed limit.
 - Consider removing centre white line.
 - Walliscote Road West/ Walliscote Road roundabout due to be replaced by priority junction.
 - Consider right turn refuges or off-carriageway provision at junctions.
 - Provide segregated cycle paths on one of both sides of the Station Road (Weston Town Centre scheme has been designed to provide provision on south side).
- 2**
 - Increase shared-use path width at pinchpoints.
 - Investigate redesigning junctions to enable safer cycle movements.
- 3**
 - Redesign side junctions to improve pedestrian and cycle safety.



- 4**
 - Redesign roundabout and side junctions to improve pedestrian and cycle safety.
 - Redesign accesses to slow down turning motor vehicles and give priority to pedestrians and cyclists.
- 5**
 - Major scheme to replace substandard bridge - replacement requires segregated cycle path. (Funding obtained and due to open 2023.)
- 6**
 - Reduce width of side junctions to provide priority to cyclists across side junctions.

- 7**
 - More direct route via a new railway bridge with segregation from motor vehicles would provide a more attractive route for most journeys than Route 3 and Route 7. This would save 1.25km and avoid a number of junctions. This scheme requires further investigation.

- Weston-super-Mare route 3
- - - Weston-super-Mare route 3 variant
- Weston-super-Mare route 4
- Other LCWIP cycling routes
- 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

- 8**
 - Redesign roundabouts to improve pedestrian and cycle safety.
 - Provide segregated cycle path over Hildesheim Bridge, utilising carriageway if required.
 - Provide a safe crossing point across Station Approach, connecting under the bridge to Francis Fox Road.
- 9**
 - Redesign junctions to enable safer cycle movements.
- 10**
 - Consider fully segregated cycle path to replace existing shared use path.

- 15**
 - Investigate reducing width of junctions.
 - Mark cycle route across garage and shop forecourt.
 - Reduce speed limit.
- 16**
 - Consider widening island.
 - Reduce speed limit.

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

- 11**
 - Investigate provision of a segregated cycle path to extend provision on east side of Aisecome Way with crossing point (slowed traffic, raised table or similar) to access Hutton Moor Lane.
- 12**
 - Consider 20mph speed limit.
- 13**
 - Investigate resurfacing and widening shared-use path, or provide segregated path.
 - Remove barrier/gateway to north and install lighting throughout.
- 14**
 - Investigate redesigning The Runway/A371 junction to enable safer cycle movements.

- 17**
 - Investigate widening path from A371 at pinchpoint to enable shared -use.
 - Install lighting on path from A371.
 - Reduce speed limit to 20mph in Locking Parklands.

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.