

Weston-super-Mare routes 6 and 7

- 1
- Cycling on High Street and at Town Square to be reviewed and ideally permitted on a trial basis, with appropriate signing to advise cyclists to ride with care and pedestrians to have priority.
  - South Parade/Knightstone Road (including critical junction) is part of delayed enhancements for pedestrians and cyclists.
- 2
- Study to investigate connectivity to east (e.g. Clevedon Road and Ellenborough Park North, which is a signed NCN 33 route to station) such as widened paths across Beach Lawns, marked crossing points across Marine Parade, Toucans to cross Beach Road etc.
  - Promenade/Regent Street direct connection uses heavily used pedestrian crossing opposite Pier - a connection via the Oxford Street Pelican crossing (upgraded to Toucan) and a cross Princess Royal Square could be the signed route.
  - Amend bylaw to legalise cycling on the Promenade.
  - High Street to Regent Street to become traffic-free.

- 3
- Scheme recently completed. No further major improvements required.
  - Investigate redesigning Uphill Road North/Uphill Road South junction.
  - Reconfigure Beach Road/Marine Parade/Promenade section and crossing to Quantock Road to enable safe cycle movements.
- 4
- Investigate widening existing shared-use path at pinchpoints.

Weston-super-Mare route 5

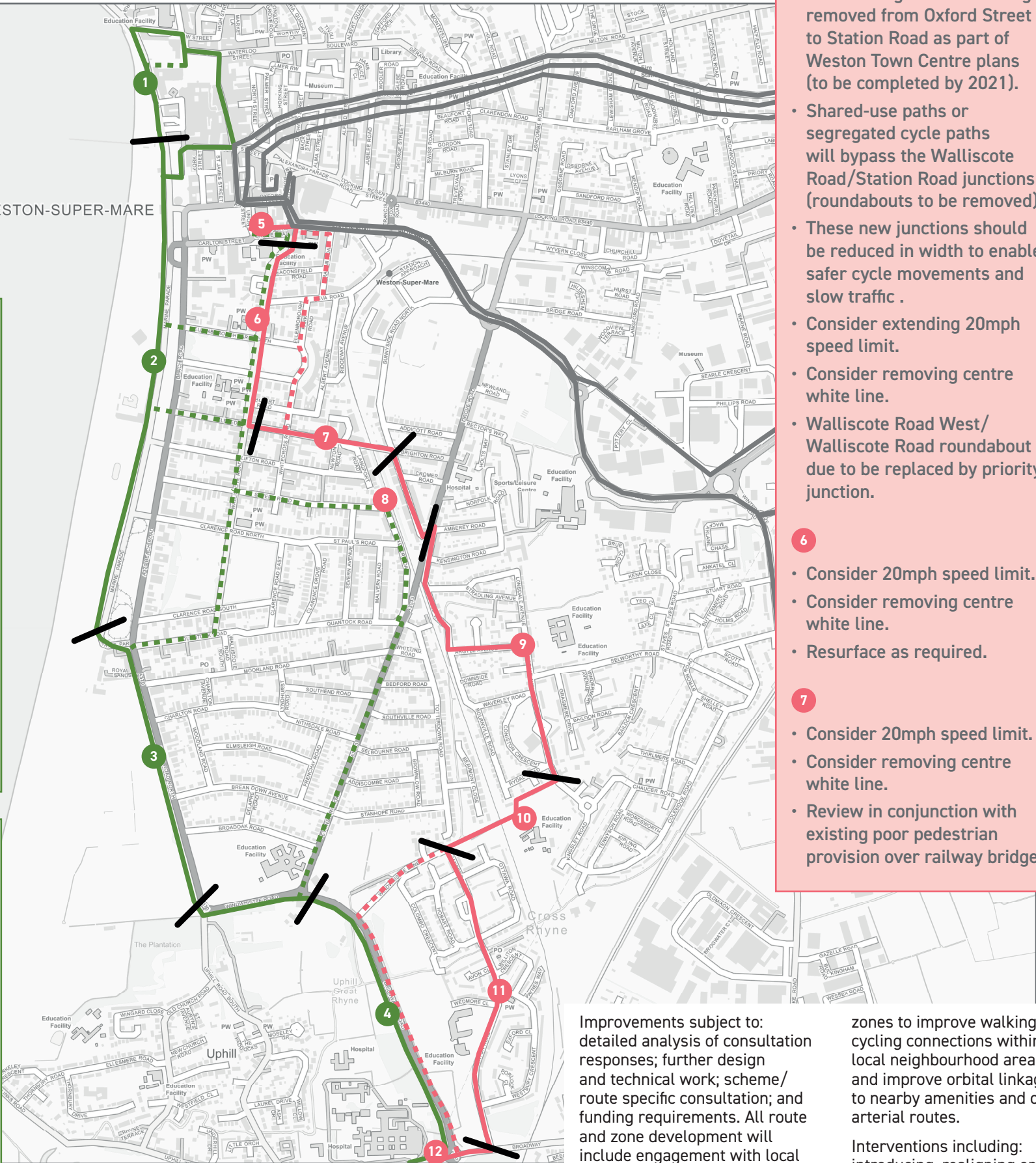
Weston-super-Mare route 5 variant

Weston-super-Mare route 6

Weston-super-Mare route 6 variant

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 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.

- 5
- 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 be reduced in width 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.
- 6
- Consider 20mph speed limit.
  - Consider removing centre white line.
  - Resurface as required.
- 7
- Consider 20mph speed limit.
  - Consider removing centre white line.
  - Review in conjunction with existing poor pedestrian provision over railway bridge.

- 8
- Consider 20mph speed limit.
  - Provide infrastructure to enable cyclists to more easily cross Drove Road such as improved ramps leading to existing pedestrian crossing (and conversion to Toucan).
- 9
- Consider 20mph speed limit.
  - Consider removing centre white line.
  - Reduce side road junction widths to enable safer cycle movements.
- 10
- Ramps with gentler gradients would address bridge gradient issue but likely to be extremely costly and with a large land take.
  - Critical crossing point for cyclists and pedestrians.
- 11
- Consider 20mph speed limit.
  - Consider removing centre white line.
  - Reduce side road junction widths to enable safer cycle movements.
- 12
- Consider widening shared-use footway/cycleway on approach to Bridgwater Road crossing.