

South Glos routes 1 and 2

- 1 and 2
- Investigate redesigning roundabouts to ensure safer cycle movements.
- 3
- Ambition to provide off road cycle provision on one or both sides of the carriageway.
- 4
- In order to create suitable cycle infrastructure under railway line, consider shuttle signals or bus gate to enable widening of footway, or separate subway for pedestrians and cyclists.
 - Provide priority to cyclists across critical junction.
- 5
- Investigate redesigning critical junction and giving priority to cyclists at side accesses.

- 6
- Provide a safer crossing of Hatchet Road south of the rail bridge to tie in with infrastructure improvements suggested for previous section.
 - Improve surface quality.
 - Reduce speed limit to 20mph.
- 7
- Potential to resurface path and introduce street lighting to improve the route's safety.
- 8 and 9
- Potential to widen existing shared use path.
- 10
- Ambition to provide a signal crossing for pedestrians and cyclists located on desire line at roundabout.
- 11
- Re-design junctions to improve pedestrian and cycle safety.

South Glos route 1

South Glos route 2

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.