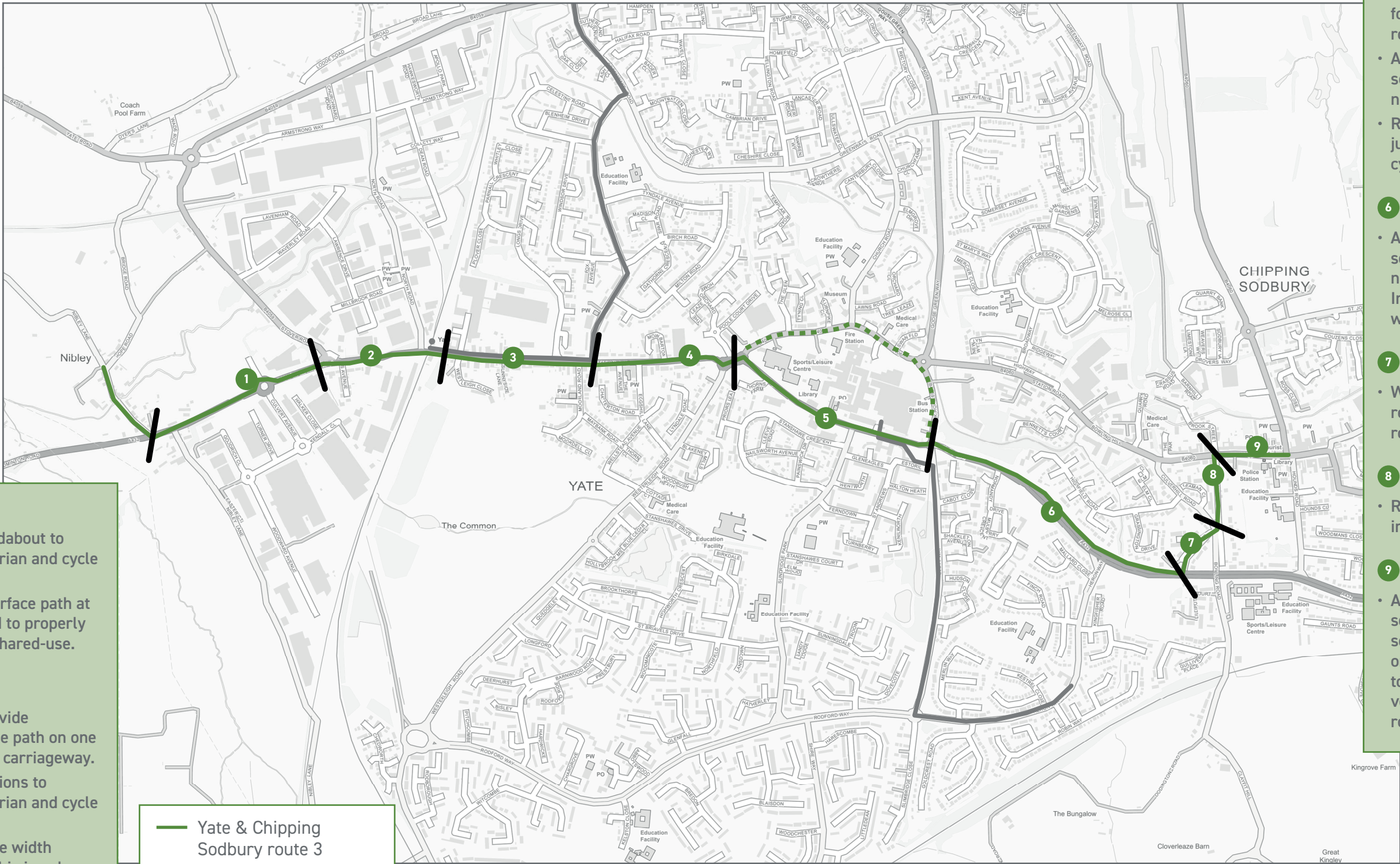


Yate & Chipping Sodbury route 3



1

- Re-design roundabout to improve pedestrian and cycle safety.
- Widen and resurface path at Nibley Lane end to properly accommodate shared-use.

2, 3 and 4

- Ambition to provide segregated cycle path on one or both sides of carriageway.
- Re-design junctions to improve pedestrian and cycle safety.
- Lack of available width likely to mean this is only achievable by reducing carriageway width and/or reclassification of road to reduce usage.

- Yate & Chipping Sodbury route 3
- Yate & Chipping Sodbury route 3 variant
- Other LCWIP cycling routes
- Section start and end points

5

- Investigate safe route for cyclists across B&Q roundabout to Kennedy Way.
- Ambition to provide segregated cycle path along north side of carriageway.
- Redesign critical side junctions with priority to cyclists where appropriate.

6

- Ambition to provide segregated cycle path along north side of carriageway. Improve lighting and wayfinding on section.

7

- Widen current pedestrian refuge island on Culverhill road to accommodate cycles.

8

- Resurface Horseshoe Lane to improve comfort.

9

- Ambition to provide segregated cycle path along south side of carriageway or alternatively measures to reduce traffic speed and volume to accommodate on road cycling.

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.