travelwest

West of England Local Cycling and Walking Infrastructure Plan

2020-2036

Bath & North East Somerset Council

Bristol City Council

North Somerset Council

South Gloucestershire Council

West of England Combined Authority

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Introduction

The West of England Local Cycling and Walking Infrastructure Plan (LCWIP) is a significant and exciting first step towards transforming active travel in the region. The Plan proposes capital investment of £411m by 2036, and is the result of a collaborative effort between the West of England councils, the West of England Combined Authority, and local stakeholder groups.

The Government has encouraged local authorities to produce Local Cycling and Walking Infrastructure Plans using a methodology set out by the Department for Transport (DfT)[1]. This methodology prioritises improvements which will bring about the greatest increases in walking and cycling, which tend to be in urban areas.

It is important to note that the Local Cycling and Walking Infrastructure Plan forms only part of the West of England's wider plans and ambitions for creating and improving active travel. These ambitions are embedded within the Joint Local Transport Plan 4, and also in the respective local authorities' existing and emerging active travel strategies and plans (listed on pages 9-10), which include plans to deliver rural routes (both short distance within villages and longer routes) as well as additional urban routes.

New schemes will continue to be developed and delivered as a matter of urgency, particularly in light of the authorities' respective climate emergency commitments, as an important element in improving air quality, and as part of our Covid-19 recovery plan.

The DfT has explicitly stated that local authorities with Local Cycling and Walking Infrastructure Plans will be better placed to secure future funding which is why this Plan has been produced.

This Plan proposes improvements to the walking environment focussing on 30 local high streets (totalling £105 million), as well as improvements along 55 continuous cycle routes (totalling £306 million), with the aim of providing high quality infrastructure to support our transition to a region where walking and cycling are the preferred choice for shorter trips and to access public transport.

What is WECA?

The West of England Combined Authority (WECA) works to drive clean economic growth that benefits all residents. This means supporting our residents to have better skills, more job opportunities and a better standard of living. As a result of devolution, significant powers and funding have been transferred to our region through WECA and the West of England Mayor. Working with our councils, Bath & North East Somerset, Bristol City and South Gloucestershire, we are making decisions about transport, homes, jobs and skills here in our region, decisions previously made by central Government. Although not part of WECA, North Somerset Council is recognised as a key partner in meeting the West of England's transport and housing challenges and is also included in this plan. By working together as a region, we can achieve so much more.

1 DfT (2017) *Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities* https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/883082/cycling-walking-infrastructure-technical-guidance.pdf

Our journey so far

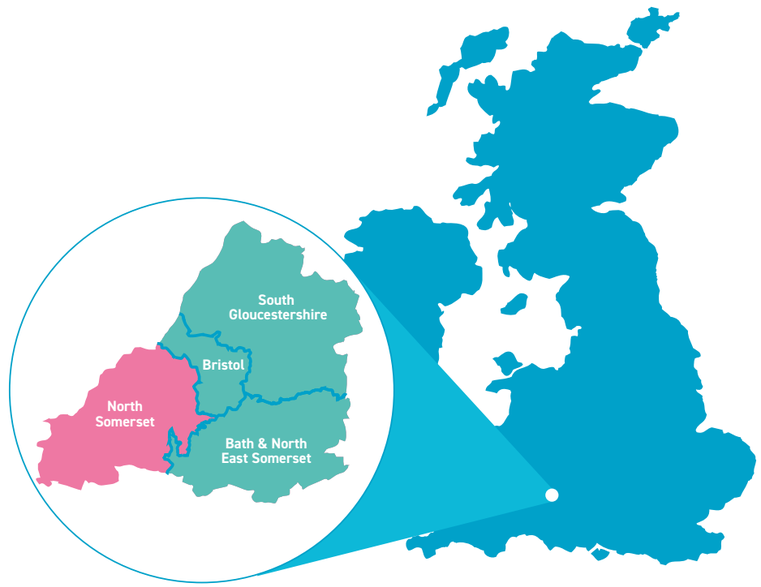
The West of England authorities have a strong track record of working together to deliver walking and cycling schemes, and our levels of cycling and walking compare favourably at a national level. The region saw an increase in rates of cycling to work from 6.7% in 2007 to 9.8% in 2010, and this has continued to grow steadily. The region has strong health and active travel agendas, but despite our strengths, we are not complacent and want to use the Local Cycling and Walking Infrastructure Plan to deliver further improvements for our region.

In 2008, Bristol was the first city in the UK to gain Cycling City status, which brought £11.4m of investment from the Department of Transport, and was matched by the local authorities to bring the total investment to £23m. Over the following few years, Bristol and South Gloucestershire councils embarked on a major programme to increase the numbers of people cycling through the creation of dedicated cycle lanes, better cycling facilities, and more cycle training for children.

In 2010, the IPSOS/MORI National Highways Satisfaction Survey (2010) ranked Bristol top in two categories – cycle route information, and cycle facilities at place of work.

After the success of Cycling City, the West of England authorities then won a £30m grant from the Local Sustainable Transport Fund (LSTF) which attracted a further £20m of match funding. The West of England's LSTF programme funded dedicated officers to work directly with employers, schools, universities, and community groups to encourage and support people living, working and studying in the West of England to travel in more sustainable ways, whilst simultaneously supporting economic growth.

The Cycle Ambition Fund ran from 2015 to 2018 and used £19m of central government funding to deliver a series of walking and cycling infrastructure projects including: the upgrading of 2.2km of towpath between Bath and Bathampton; Hengrove Family Cycling Centre; and Easton Safer Streets - a scheme developed by the local community in partnership with Bristol City Council in order to make streets feel safer and more attractive to walk and cycle in; the development and enhancement of several radial cycle routes including the Malago Greenway and Filwood Quietway; the introduction of lighting along several routes in South Gloucestershire, and



Introduction continued

the installation of on-street bike hangars which hold 6 bicycles securely.

Bristol's bus rapid transit scheme, metrobus, was completed in 2019, bringing with it funding for walking and cycling improvements. This included the re-configuration and redesign of the centre of Bristol to improve the walking and cycling experience; a new off-road walking and cycling path from Long Ashton Park & Ride to Bristol Harbourside which follows the route of the m2 metrobus service; and another route along the new South Bristol Link. metrobus also enabled improvements to the existing cycle path between Bromley Heath and Wick Wick roundabouts in South Gloucestershire, and delivered cycle stands at every bus stop on the metrobus network.

The Local Cycling and Walking Infrastructure Plan is the next step in the West of England's ambitious plans to improve the walking and cycling environment across the region, making it accessible for all users, including those using mobility aids, kick-scooters, and adapted cycles, whilst simultaneously future proofing for new modes such as electric scooters and other forms of sustainable, individual transport modes.

Investment of £411 million by 2036.

Improvements to walking routes serving 30 local high streets and 55 continuous cycle routes creating a West of England wide network.

Response to the consultation

The West of England Local Cycling and Walking Infrastructure Plan was publicly consulted on between 3 February and 15 March 2020, attracting over 1,800 responses.

To be eligible for anticipated Department for Transport funding we adopted this plan quickly, and prioritised analysing the questions and comments which centred on the general principles. Route and area specific comments were analysed separately by the respective local authorities, and these responses will feed in to the ongoing development of the routes and schemes. The LCWIP was adopted in June 2020 by the West of England Joint Committee, with route and area specific comments being incorporated into the document with delegated Executive Director approval later in 2020..

The consultation report for the questions and comments relating to general principles can be found in Appendix 2.

I know so many people who want to cycle but have to drive because they are scared. Let's make our towns and cities safe enough so even kids and older people can get around independently.

Male, 18-24, Bristol

I live in Easton and should be able to cycle everywhere. It is not safe with small kids and it should be. Amsterdam wasn't always a cycle city but with a long term vision it managed to become one. Cycling shouldn't just be for commuting. It should be the main mode of transport for those people and families living within a 2 mile radius of the centre.

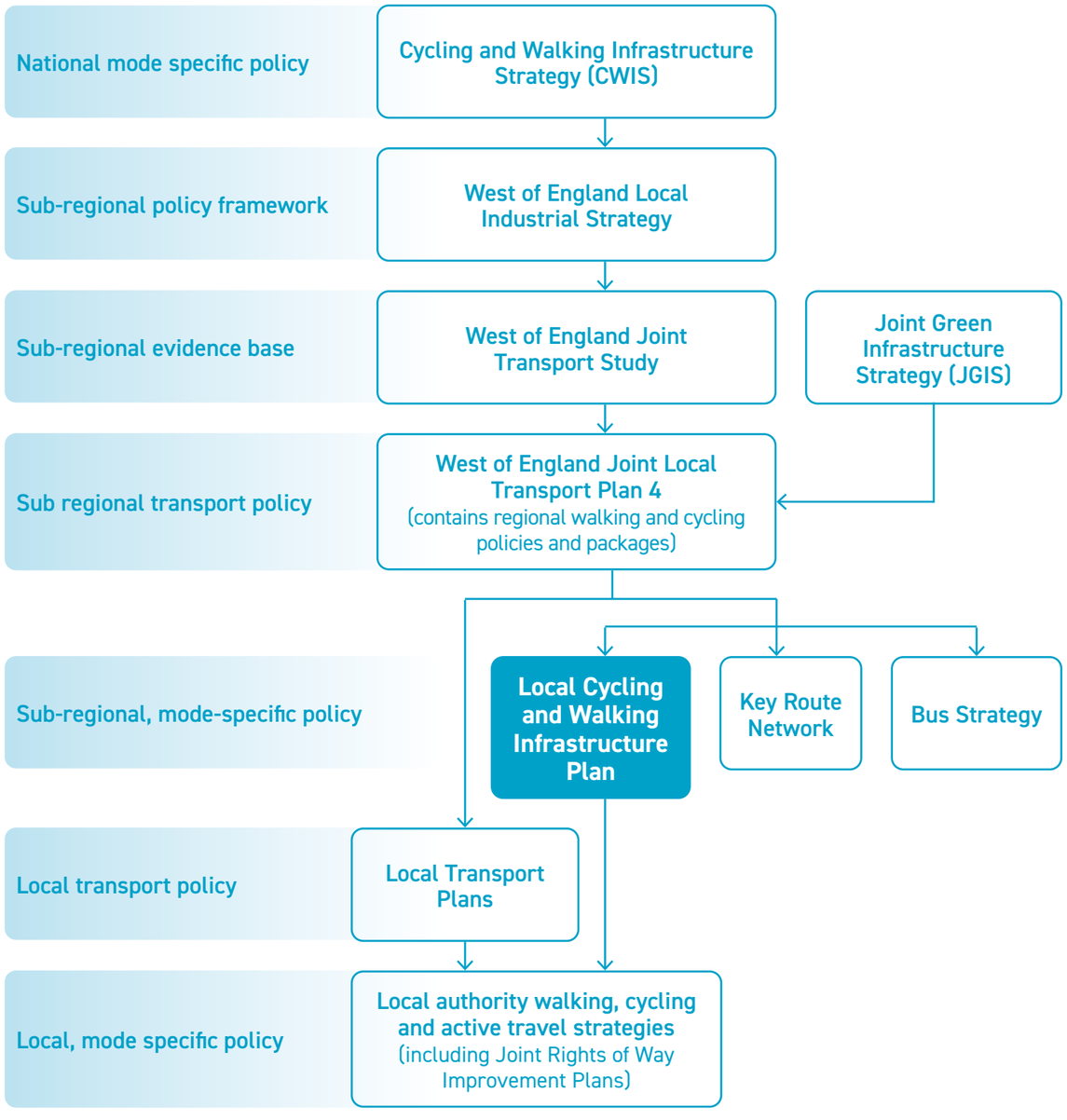
Female, 35-44, Bristol

We have declared a climate emergency. One of the responses to this must be bold, committed and large-scale implementation of actual improvements to cycling and walking and public transport.

Male, 45-54, Thornbury

Policy context

Relationship of the Local Cycling and Walking Infrastructure Plan to other plans and key documents



In 2017, government published a national Cycling and Walking Infrastructure Strategy (CWIS) in response to the decline in walking and cycling which has been observed over the last decades. The CWIS aims to make cycling and walking the natural choice for shorter journeys, or as part of a longer journey, as well as to double national levels of cycling by 2025, and to reduce the rate of cyclists killed or seriously injured in England each year.

In order to meet these targets cycling and walking need to be normal, safe, and enjoyable ways to travel, and also perceived in this way. The West of England Local Cycling and Walking Infrastructure Plan is a network planning and prioritisation tool for use at local authority and regional level through which government can deliver infrastructure changes.

The West of England Local Industrial Strategy looks at how we need to work together to secure clean growth to benefit all residents. It was developed by WECA and the Local Enterprise Partnership, working with regional businesses and organisations, as well as central government, and launched in summer 2019. One of the four key priorities identified in the Local Industrial Strategy, which is supported by the West of England Local Cycling and Walking Infrastructure Plan is to invest in infrastructure that reduces energy demand, lowers carbon emissions and is resilient to the impacts of climate change.

The Joint Local Transport Plan 4 (JLTP4) is the overarching transport plan for the West of England area, setting out the region's vision for travel and transport to 2036. It recognises the pressing need to improve walking and cycling provision and that meeting this challenge will help to achieve some of the JLTP4's key objectives of better health, wellbeing, safety and security. The CWIS's ambition to make cycling and walking the preferred choice is echoed in the JLTP4's strategy for connectivity, which also includes an ambition to reallocate highway capacity to sustainable and active modes of transport, which will support the delivery of our Local Cycling and Walking Infrastructure Plan. The Local Cycling and Walking Infrastructure Plan is incorporated into policy and supported through principles in the JLTP4.

Local sustainable travel plans and strategies

At a local level, individual councils have responsibility for their local transport plans as well as a range of other location and mode specific plans and strategies such as Rights of Way Improvement Plans, behaviour change interventions, and other infrastructure packages.

These include:

Bath and North East Somerset Council

Emerging Bath Transport Delivery Plan

Emerging Bath and North East Somerset Cycle Master Plan

Bath and North East Somerset Core Strategy and Placemaking Plan, adopted 2017
bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/Placemaking-Plan/cs_pmp_vol_1_district-wide.pdf

Getting around Bath: supporting document, October 2014
bathnes.gov.uk/sites/default/files/supporting_strategy_report_final.pdf

Getting around Keynsham Transport Strategy, July 2016
bathnes.gov.uk/sites/default/files/siteimages/Parking-and-Travel/getting_around_keynsham_-_final_version.pdf

Chew Valley Transport Strategy, draft report, October 2017
bathnes.gov.uk/sites/default/files/siteimages/Parking-and-Travel/final_draft_chew_valley_transport_strategy_-_supporting_document_oct_17.pdf

Somer Valley Transport Strategy, draft report, October 2017
bathnes.gov.uk/sites/default/files/siteimages/Parking-and-Travel/final_draft_somer_valley_transport_strategy_-_supporting_document_oct_17.pdf

Bristol City Council

Bristol Transport Strategy, 2019
www.bristol.gov.uk/documents/20182/3641895/Bristol+Transport+Strategy+-+adopted+2019.pdf/383a996e-2219-dbbb-dc75-3a270bfce26c

North Somerset Council

North Somerset Draft Active Travel Strategy, consultation October to December 2020

North Somerset Rights of Way Improvement Plan 2007-2017 (Revised 2010)
n-somerset.gov.uk/wp-content/uploads/2015/11/rights-of-way-improvement-plan.pdf

South Gloucestershire Council

South Gloucestershire Council Cycle Strategy, May 2016
https://edocs.southglos.gov.uk/download/cyclestrategy_531.pdf

Joint Rights of Way Improvement Plan

Draft Joint Rights of Way Improvement Plan, 2018 - 2026
www.bathnes.gov.uk/sites/default/files/sitedocuments/Streets-and-Highway-Maintenance/FootpathsandPublicrightsofway/draft_rowip_2018-2026.pdf

Joint Green Infrastructure Strategy

The West of England Joint Green Infrastructure (JGIS) complements the West of England Local Cycling and Walking Plan through shared aims and outcomes. Green Infrastructure (GI) is a strategically planned and managed network of natural and semi-natural areas delivering multiple benefits for people, wildlife and the environment.

The JGIS provides an evidence base for Local Plan developments as well as other plans and strategies; tools to enable a consistent approach to GI across the West of England authorities; and identifies opportunities for enhancement of GI including its integration as part of new and improved cycling and walking infrastructure.

Bus Strategy

The delivery of bus infrastructure through the West of England Bus Strategy will provide opportunities to fund and co-deliver 'whole corridor' improvements which will enhance sustainable transport options to help us meet the ambitious targets set out in the JLTP4. This will sometimes require trade-offs and compromises between different mode users

The Bus Strategy sets out how bus services will help us tackle traffic congestion and reduce carbon emissions in the region. To do this it proposes an ambitious aim for a doubling of bus passenger journeys by 2036.

The national Cycling and Walking Infrastructure Strategy aims to make cycling and walking the natural choice for shorter journeys, and to double national levels of cycling by 2025.[2]

2 DfT (2017), *Cycling and Walking Investment Strategy (CWIS)* https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/874708/cycling-walking-investment-strategy.pdf

How investing in cycling and walking supports our transport vision

Our transport vision, as set out in the Joint Local Transport Plan 4, is to **'Connect people and places for a vibrant, inclusive and carbon neutral West of England'**.

The JLTP4 identified five objectives, based on the aspirations of the West of England authorities, each of which has a role to play in achieving our vision.

The five JLTP objectives are shown on this page, against examples of how investment in cycling and walking can help deliver those objectives.

Accessibility

JLTP Objective: Enable equality and improve accessibility

- Inaccessible infrastructure is the biggest barrier preventing disabled people from cycling.[3]
- Three quarters of disabled cyclists use their cycle as a mobility aid.[4]
- The proportion of disabled Londoners who sometimes use a cycle to get around (15%) is only slightly less than for non-disabled Londoners (18%), demonstrating that cycling is an important mode of transport for everyone[5].
- People with reduced mobility such as wheelchair users or those using walking aids; people with push-chairs or those with sight issues, as well as those with young children, will find it much easier to use a footway that provides plenty of space[6].
- 25% of people with disabilities report difficulties with any type of trip, compared with 10% of people without disabilities.[7]

Health

JLTP Objective: Contribute to better health, wellbeing, safety and security

- 4 in 10 women and 1 in 3 men in England are not active enough for good health. This costs the NHS more than £450 million a year, equating to £8.17 per person.[8]
- Employees who cycle regularly take 1.3 fewer sick days then those who don't: worth £128m to the economy.[9]

Air quality and climate change

JLTP Objective: Take action against climate change and address poor air quality

- Meeting the Government's CWIS targets (doubling cycling and increasing walking) would lead to annual savings of £567m due to improved air quality and prevent 8300 premature deaths each year.[10]
- Transport is responsible for 29% of carbon dioxide (CO_2) emissions in the West of England, compared to 26% nationally. All of the West of England authorities (including WECA) declared climate emergencies during 2019.[11]

Economy

JLTP Objective: Support sustainable and inclusive economic growth

- Over a month, people who walk to high streets spend up to 40% more than people who drive to the high street.[12]
- 83% of Business Improvement Districts say that walking and cycling improvements attract more customers.[13]
- Nationally every £1 spent on walking and cycling returns £13 of benefits to the economy.[14]
- Cycle parking delivers 5 times the retail spend per square metre than the same area of car parking.[15]
- Cycling contributes £5.4bn to the economy each year - that's more than 3 times the contribution of the UK steel industry.[16]

Place making

JLTP Objective: Create better places

A study in Bristol, which has been replicated in many other cities, found that retailers on a local high street overestimated the proportion of shoppers arriving by car by almost double at 41% compared with the actual proportion of 22%. The retailers also underestimated how far pedestrians had travelled to get to the high street; over 60% lived within 1 mile. As well as the benefit of improved public realm, the study showed that pedestrians generally visited more shops than those arriving by car. This study has been replicated for many different high streets, each producing similar results.[17]

3 Wheels for Wellbeing (2019) *A Guide to inclusive Cycling*
4 Wheels for Wellbeing (2019) *A Guide to inclusive Cycling*
5 Wheels for Wellbeing (2017) *Guide to Inclusive Cycling*
6 Cambridgeshire County Council (2020) *https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/improving-the-local-highway/walking-improvements* Accessed 19 May 2020.
7 DfT (2017) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/647703/disabled-peoples-travel-behaviour-and-attitudes-to-travel.pdf
8 Public Health England (2018) *Cycling and walking for individual and population health benefits*
9 Grous, A. (2011) *The British Cycling Economy: 'gross cycling product' report.*

10 Public Health England (2018) *Cycling and walking for individual and population health benefits*
11 West of England (2019) *Draft Joint Local Transport Plan 4*
12 Transport for London (2013) *Town Centres 2013*
13 Aldred, R. and Sharkey, R. (2018) *Healthy Streets: a business view.* University of Westminster for Transport for London.
14 Department for Transport (2015) *Investing in cycling and walking – The economic case for action*
15 Raje, F. and Saffrey, A. University of Birmingham and Phil Jones Associates for Department for Transport (2016) *The value of cycling*
16 Newson, C. and Sloman, L. Transport for Quality of Life for the Bicycle Association (2018) *The value of the Cycling Sector to the British Economy: A Scoping Study.*
17 Sustrans (2006) *Shoppers and how they travel.* Information Sheet LN02.

How investing in cycling and walking supports our transport vision continued

The role of this Plan in achieving our vision

We want walking and cycling to be the preferred ways of travelling for shorter journeys or as part of a longer journey for everyone living, working or studying in or visiting the West of England.

Our vision is that the West of England walking and cycling network is the most coherent, accessible and comprehensive in the UK. It is well evidenced in both academic literature and real-world case studies that investment in active travel has a pivotal role to play in boosting local economies, helping us meet our environmental challenges, and creating healthier and happier people.

At its heart, this Plan is about improving how our streets look and feel, respecting their multifunctional purpose as transport corridors, areas of residence, and destinations in their own right.

To enable our vision, the Plan will specifically support the delivery of the following interventions which are set out in the JLTP4:

- to provide an attractive, safe and usable walking and cycling network;
- to support those without a private car to access the services they require;
- to improve the quality of streets and public spaces, and to provide clear wayfinding and signage;
- to work with residents and communities to identify barriers to accessibility including crossings, and speed reduction;
- to consider the needs of all road users in the design of transport and highway schemes, particularly vulnerable road users;
- to improve the quality of streets and public realm;
- to integrate walking, cycling and public transport into new developments;
- to provide clear wayfinding and signage;
- to improve and maintain Public Rights of Way;
- to work with residents and communities to identify barriers to accessibility;
- to support the provision of safe crossings and speed reduction in appropriate locations;
- to improve actual and perceived personal security.

Transport mode share targets are set out in the JLTP4.

Accessibility

Accessibility will be at the heart of delivering this plan and initial engagement with stakeholders has shaped our approach to developing the improvements cited in the technical maps. We recognise that users of cycles of all types, as well as wheelchairs and mobility scooters, and those with differing hearing, visual and other sensory needs have differing requirements from the transport network. We will continue to engage with relevant stakeholder groups to progress scheme designs to ensure that investment in infrastructure delivers the best possible out-comes for all users.

Behaviour change

This plan is only part of the picture. We will continue to work in partnership with external organisations to support and encourage a step-change in the uptake of active travel, as set out in the JLTP4. The need to respond to changes in mobility post Covid-19, and the ever-increasing importance of our climate emergency declarations make a greater case for investing in behaviour change programmes alongside the delivery of active travel infrastructure.

We recognise that users of cycles of all types, as well as wheelchairs and mobility scooters, and those with differing hearing, visual and other sensory needs have differing requirements from the transport network.

Challenges and opportunities

Key challenges

Types of commute in the West of England [18]

	On foot	By bicycle	By car or van
Commutes less than 2km	47%	7%	41%
Commutes between 2km and 5km	12%	9%	64%

25%

forecast increase in trips by 2036[19]

50%

of commutes are less than **5km** or mainly work from home[22]

300 deaths each year in the City of Bristol attributable to NO_2 and fine particulate matter ($PM_{2.5}$)[20]

68%

of commutes are less than **10km** or mainly work from home[23]

Transport is the largest contributor to greenhouse gases and CO_2 emissions[21]

Public opinion

Evidence from regional engagement and consultation shows that there is a high level of public support for walking and cycling improvements. The West of England's JLTP4 consulted on a range of transport options.

The most popular transport interventions were:

- Creating a comprehensive and safe network, so active travel is the preferred choice for shorter trips and accessing public transport
- Rail station enhancements
- Reallocate highways space to public transport, walking and cycling where appropriate

Covid-19

WECA and the four local authorities responded to the challenges brought about by Covid-19 by installing temporary infrastructure measures to support increased levels of walking and cycling and to facilitate safe social distancing in line with guidance. Given the dramatic short-term impact on public transport capacity, WECA and the four authorities are continuing to work together to identify how elements of this Plan can be accelerated to ensure that walking and cycling infrastructure is a viable alternative to those who cannot travel by public transport while social distancing is still in place. It is important that the sub-region works to enhance the opportunities that arise from 'the new normal', one of which is the potential for increased walking and cycling trips and the benefits that this change could bring to our health, the economy and the environment.

Climate change

We recognise the very real challenge of climate change, the emergency we face and its impact on the health, safety and wellbeing of our residents and people around the world. The United Nations Intergovernmental Panel on Climate Change (IPCC) has warned that a rise in temperatures of just 1.5 degrees could lead to ecological, environmental and humanitarian disaster. The Panel concludes we require rapid, far reaching and unprecedented changes in all aspects of society to avoid this. This is especially true for the transport sector which, at 32%, is the largest single source of carbon emissions in the South West. For the West of England transport CO_2 emissions will rise by a further 22% by 2036 if we don't act - increasing the risk of droughts, floods and extreme heat not just globally but also for the South West region. Consequently, all four local authorities and the West of England Combined Authority have now declared climate emergencies.

Delivering the Local Cycling and Walking Infrastructure Plan, alongside our other active and sustainable transport schemes will play a crucial role in allowing us to meet these targets.

Air quality

Poor air quality has significant impacts on human health. There is increasing scientific evidence and public recognition that air pollution is associated with adverse health impacts throughout the human life cycle, contributing to heart disease, stroke, chronic obstructive pulmonary disease and lung cancer. Particulates are known to have negative health impacts, even at very low concentrations.

Every car journey which is replaced by a walking or cycling trip directly reduces harmful emissions, and therefore enabling people to walk and cycle plays a key role in tackling poor air quality.

18 Census data (for West of England) (2011)
19 West of England (2019) *Draft Joint Local Transport Plan 4*
20 Air Quality Consultants Ltd. (2017). *Health Impacts of Air Pollution in Bristol*
21 West of England (2019) *Draft Joint Local Transport Plan 4*
22 Census data (for West of England) (2011)
23 Census data (for West of England) (2011)

Prioritisation and funding

This is an ambitious plan calling for £411m of funding to improve the walking and cycling network until 2036. Harnessing investment from a range of funding sources and working across disciplines to achieve shared goals will be critical to deliver the improvements outlined in this Plan.

Prioritisation

This Plan was created using a methodology set out by the DfT[24] which enabled routes to be selected, scored, and prioritised.

The West of England Combined Authority is currently establishing a 5-year infrastructure delivery plan which will incorporate these Local Cycling and Walking Infrastructure Plan schemes alongside other transport infrastructure schemes, including other cycling and walking schemes.

Cycling and Walking Early Assessment Sifting Tool

All cycling and walking schemes will be prioritised for further development and delivery against the vision, aims, objectives and policies set out in the Joint Local Transport Plan 4, as well as other regional priorities, including but not limited to: responding to Covid-19 recovery; climate change; air quality challenges; and the opportunity to co-deliver active travel schemes alongside other transport schemes. Schemes will be filtered for eligibility, according to the funding body's criteria, against the following factors:

- Delivery timescale
- Current status
- Whether co-funding or co-delivery opportunities are present

The WECA Investment Fund will be available for

- the capital delivery of schemes in the short to medium term
- minor improvements
- the development of medium to longer-term schemes
- partnership schemes with third parties

We will ensure that development funding is allocated evenly across the region so that schemes can compete on an equal footing when seeking funding for the delivery stage.

Where possible we will ensure schemes/investment in each area seeks to develop and deliver routes through and to areas with high levels of deprivation.

While NSC is not part of WECA, we recognise that there are strong regional benefits of joining up approaches and therefore, NSC will be eligible to receive match and development funding.

All schemes must meet the design standards set out in the Department for Transport's Local Transport Note 1/20 Cycle infrastructure design.

These prioritisation principles and the resulting dynamic prioritised list will be made publicly available.

The Local Cycling and Walking Infrastructure Plan will be reviewed on a regular basis as per the DfT's recommendation, which is currently every 4-5 years.

24 DfT (2017) *Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities* https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/883082/cycling-walking-infrastructure-technical-guidance.pdf

25 DfT (2020) LTN 1/20 *Cycle infrastructure design* https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120

The primary sources of funding that the councils will seek to utilise to realise the ambitions in this Plan include:

Government grant funding

Government frequently announces funding competitions to which local authorities can submit bids. The aims and objectives of these competitions vary from one funding competition to another.

The challenge for local authorities is to write a compelling case for funding within a short time frame. Local priorities will not always align exactly with the grant priorities, so local authorities need to be flexible in the order in which they put forward schemes for funding. Successful schemes often need to be delivered within one or two years, which can present delivery challenges for larger or more complex schemes.

Integrated Transport Block (ITB)

The ITB is an annual allowance set by the DfT and administered for Bath and North East Somerset, Bristol City, and South Gloucestershire councils; by the relevant transport authorities, e.g. WECA, and North Somerset Council. Totalling between £6-7m across the four West of England councils, it is a relatively modest amount of funding in the context of the cost of transport infrastructure. The ITB is often spread across multiple priority areas including rail, public transport, walking and cycling improvements, flood and drainage projects, and road safety schemes.

Devolved funding

In early 2017, Bath and North East Somerset Council, Bristol City Council, and South Gloucestershire Council came together to create the West of England Combined Authority (WECA). Together with the transfer of several new powers and responsibilities from government to the sub-region, the deal provided £1 billion in devolved funding over a 30-year period. In summer 2019 the WECA Committee agreed nominal allocations between Transport, Housing and Business and Skills for the first four years of funding. Together with additional funding from the Transforming Cities Fund (which government awarded to some of the largest city regions in 2017 with the aim of driving productivity and prosperity through investment in public and sustainable transport), transport has been allocated £144m up to 2023. Many of the schemes within this funding allocation require further development work before they are fully defined, but they will ultimately contribute to: reducing congestion; improving the sustainable transport offer across walking, cycling and public transport; improving access to jobs and housing; and contributing to the West of England's climate change and air quality objectives.

Developer funding

Local authorities are able to levy funding from developers to mitigate the impact of new developments. For instance, Section 106 payments can be required from developers to provide transport infrastructure such as a cycle paths, junctions, or crossing improvements if it can be evidenced that the development would place a strain on existing capacity. Section 106 funding must be spent within the immediate vicinity of the new development and the timing of the funding is dependent on when development comes forward. Local authorities can also collect payments from developers in the form of the Community Infrastructure Levy (CIL). The CIL allows authorities to define more strategic infrastructure improvements required as development comes forward, and request developer contributions for these. The process for defining CIL schemes is much more rigorous than Section 106 schemes, with the criteria set at local authority level and requiring community support.

Case studies

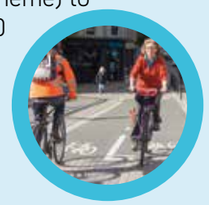
Case Study: Bromley Heath Viaduct shared path

The previous shared use cycle and pedestrian pathway on Bromley Heath Viaduct was narrow (approx. 2m), with no barrier between cyclists and the A4174 carriageway, presenting a significant deterrent to potential users. In its place, we have built a highly innovative new pathway as an extension to the viaduct in the form of a 3.5-metre cantilever composite bridge.

This new pathway is made from robust Fibre Reinforced Polymer (FPR) which requires minimal maintenance and is extremely lightweight, meaning there was no need for further strengthening of the viaduct. It has significantly improved the walking and cycling provision on a busy route. We delivered the scheme alongside essential maintenance on the viaduct to help minimise the work programme and share construction costs and resources, as well as reducing the impact and duration of work to residents, commuters and businesses.

Case Study: Baldwin Street

Completed in Autumn 2018, Bristol's showcase segregated cycling route along Baldwin Street connects with the city centre and Castle Park providing an important strategic link for cyclists travelling into the city from the Bristol and Bath Railway Path. The bi-directional cycle route has proven to be a major success story with the number of cycle trips increasing from 890 (pre-scheme) to nearly 3,000 cycle trips per day in 2019.



Case Study: Kennet and Avon towpath upgrade

The Kennet and Avon towpath links Bath City Centre with Bathampton on the eastern edge of Bath and is popular with leisure users as well as commuters and school children. The path was widened and resurfaced along 2.2km to provide an all-weather path suitable for all users, and a 300m path to Grosvenor River Bridge Road linking to the residential area of Larkhall was also improved.

The project was funded through the Cycle City Ambition Fund and carried out in partnership between Bath & North East Somerset Council and the Canal & River Trust.

Case Study: Brean Down Way

North Somerset Council opened the first leg of its flagship Coastal Towns Cycle Route in July 2017. The three-mile Uphill to Brean section has been an exemplary example of working with a wide range of partners, volunteers and funding sources, and the determination to make a long-held ambition happen. It was jointly led by North Somerset Council and national cycling charity, Greenways and Cycleroutes Ltd. It also involved the Environment Agency, Wessex Water, Natural England, Somerset County Council, Sedgemoor District Council and their contractors, Brean Parish Council, the National Trust and landowners.

The route won the Highway Partnership Award at the Institute of Highway Engineers (IHE) South Western awards in 2018.

The route continues for three-miles to the tip of Brean Down. This means that residents and holiday makers can now avoid the long, circuitous, and busy Accomodation Road, and their trip is shortened by three miles.

During 2018 the route carried at least 44,000 cycle and 30,000 pedestrian trips. Almost all the active travel journeys are new leisure trips, which were not possible or desirable before.

Case Study: Whitehouse Street

Although initially conceived as a cycling scheme, the Whitehouse Street project has been a major success story in increasing pedestrian numbers along a previously lightly traversed route. Reducing the width of junction mouths, introducing raised tables, planting (with drainage benefits), traffic calming (through the removal of the centre line), improved quality of materials and the introduction of a new segregated cycle route resulted in an increase in pedestrian footfall from 859 trips (pre-scheme) to 1628 trips post-scheme.

How we created this plan

To create this Plan the West of England authorities followed the methodology as set out in the Department for Transport's *Local Cycling and Walking Infrastructure Plan's technical guidance (2017)*. The guidance note has been used by other local authorities across the country to ensure consistency in how walking and cycling networks are planned. In line with the guidance, the West of England Local Cycling and Walking Infrastructure Plan was created using the following steps:

1

Determining scope

- Identifying the geographical area the plan would cover
- Identifying a project team to deliver the plan
- Identifying teams and stakeholders who would need to be involved in creating the plan
- Agreeing timescales

2

Gathering information

- Reviewing local policies and strategies to understand linkages
- Collecting information on existing walking and cycling trips across the network
- Identifying trip origins and destinations

3 4

Network planning for walking and cycling

- Identifying key desire lines for cycling using available data, predictive tools and local weighting factors (such as routes connecting to areas of deprivation, jobs, schools etc)
- Identifying Core Walking Zones for improvement
- Auditing all of our cycling and walking routes to understand the quality of the existing provision, and identifying areas for improvement.
- Engaging with internal teams and stakeholders to suggest a list of improvements to bring walking and cycling routes up to the best possible standard.

5

Prioritising improvements

- Costing improvements
- Establishing a timeframe for delivery

6

Integration and application

- Integrating the Local Cycling and Walking Infrastructure Plan into other plans and strategies
- Using the Local Cycling and Walking Infrastructure Plan to bid for funding
- Reviewing and updating the Local Cycling and Walking Infrastructure Plan

More details of the methodology for this Plan can be found in Appendix 1.

Types of improvements

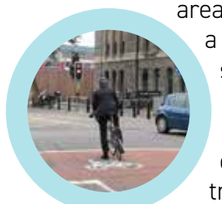
All walking and cycling infrastructure schemes will need to optimise usability and safety, while focussing on user needs and the opportunity to improve the built environment. All schemes will adhere to the latest best practice design standards, which are set out in the Government's Local Transport Note and place a greater emphasis on segregation between modes.

Cycle parking, including secure on-street resident cycle parking, will be considered as part of all schemes during the scheme development phase.

Note: Some references are taken from the London Cycling Design Standards manual.

Advanced stop line

A stop line for cyclists at traffic signals ahead of the stop line for general traffic, with a waiting area marked with a large cycle symbol and extending across some or all of the traffic lanes

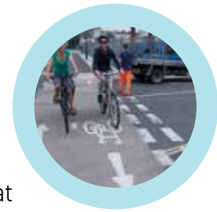


Advisory cycle lane

A dashed white line marking an area of the carriageway designated for the use of cyclists. Motor vehicles may need to cross the markings but generally should not enter the lane unless it is unavoidable

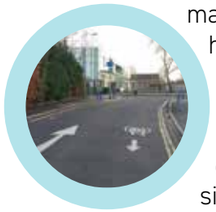
Continuous footway

A method of asserting pedestrian priority over vehicle turning movements at side junctions by continuing the footway material across the access mouth of the junction. This also provides strong visual priority to the pedestrian. A 'continuous cycleway' can be added in a similar way if a cycle lane is present



Contraflow cycle route

A facility allowing cyclists to travel in the opposite direction to one-way motor traffic and can be implemented using lane markings, which may or may not have some other form of physical protection, or by using signing only



Cycle bypass

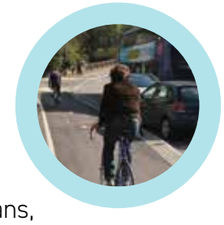
A form of physical separation for cycles enabling them to avoid a controlled feature for other road users – e.g. traffic signals

Cycle parking

The number, quality and range of types of cycle parking spaces must keep pace with the growing use of cycles in the West of England, but needs to also cater for the predicted future growth set out in the draft JLTP4. Cycle parking should be fit-for-purpose, secure, and well located, and take an inclusive approach to ensure all cycle users are catered for. We will consider cycle parking requirements as part of all proposed schemes

Delineating

A physical feature that separates space used by cyclists and pedestrians, such as a kerb and a change surface material



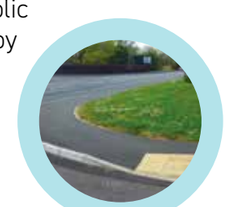
Photography: Bristol City Council, Chris Bahn; Department for Transport; North Somerset Council; Street View data ©2020 Google; Streets Reimagined Ltd.

Types of improvements continued

Desire line
A desire line is a route that pedestrians and cyclists take informally (away from the footway of existing cycle route), indicating a preference for direct travel

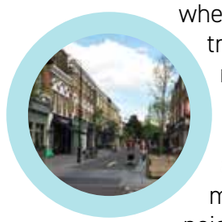
Dropped kerb
A feature to facilitate non-stepped access, usually between the footway and carriageway. Must be flush to ensure level access

Footway
A part of public space used by pedestrians. Where a footway runs alongside a road, it is commonly referred to as pavement



Light segregation
The use of intermittently placed objects, such as bollards, to separate and protect a cycle facility (usually a marked cycle lane) from motorised traffic

Low traffic neighbourhood
An area of residential streets where through traffic is removed or reduced to provide a better, more liveable neighbourhood which supports walking and cycling, Also referred to as Green and Active Neighbourhoods, and Mini Hollands



Mandatory cycle lane
A section of the carriageway marked by a solid white line that is designated for the exclusive use of cyclists during the advertised hours of operation

Parallel crossing
A crossing similar to a zebra crossing, which accommodates cyclists as well as pedestrians

Parklets
A small seating area or green space created as a public amenity

Segregated cycle path
A cycle facility, physically separated from the areas used by motorists and pedestrians. It may be next to, or completely away from the carriageway or alongside a footway, and usually in a former on-road parking space

Footway buildout/Reduce junction width
A widening of the footway into the carriageway to provide a shorter crossing distance, and to improve visibility

Pedestrian refuge island
An island in the carriage to support pedestrian and cycle crossing movements, as well as cycle right-turns

Puffin crossing
A puffin crossing has its name derived from the phrase "pedestrian user-friendly intelligent". This type of crossing has sensors which can detect if pedestrians are crossing slowly, and can hold the red traffic light for longer if needed

Photography: Bristol City Council, Chris Bahn; Department for Transport; North Somerset Council; Street View data ©2020 Google; Streets Reimagined Ltd.

Public realm improvements
Measures that enhance the visual aesthetic and feel of an area which can include improvements like tree planting, street art, seating and other features to make public spaces more attractive

Quietway
Quietways are strategic walking and cycling routes using less heavily trafficked local streets and new or existing crossing facilities at major barriers

Raised table
A raised section of the carriageway, used to slow traffic and improve pedestrian crossing facilities

Segregated cycle path
A cycle facility, physically separated from the areas used by motorists and pedestrians. It may be next to, or completely away from the carriageway

Shared use path
A route, path, or part of any public space which pedestrians and cyclists share but where motorised vehicles are not permitted. Specific permissions must be granted for cycles to use these spaces, and they are identified by the shared use sign – a blue circle containing white symbols of a pedestrian and cycle. In these spaces pedestrians have priority

Signal controlled crossing
A traffic light controlled crossing which can be used by pedestrians, and in some cases also cyclists

Single stage crossing
A crossing point where pedestrians and cyclists are able to cross a road or junction in one movement without having to wait at a pedestrian refuge island

Tactile paving
Paving that helps people with sight impairments to read the street environment by using changes in texture or colour

Toucan crossing
A type of crossing which allows pedestrians and cyclists to cross together. A Toucan crossing is wider than typical crossings, to allow cyclists to ride safely across

Traffic calming
Features which physically or psychologically slow traffic

Wayfinding
Encompasses all of the ways in which people orient themselves and navigate from place to place

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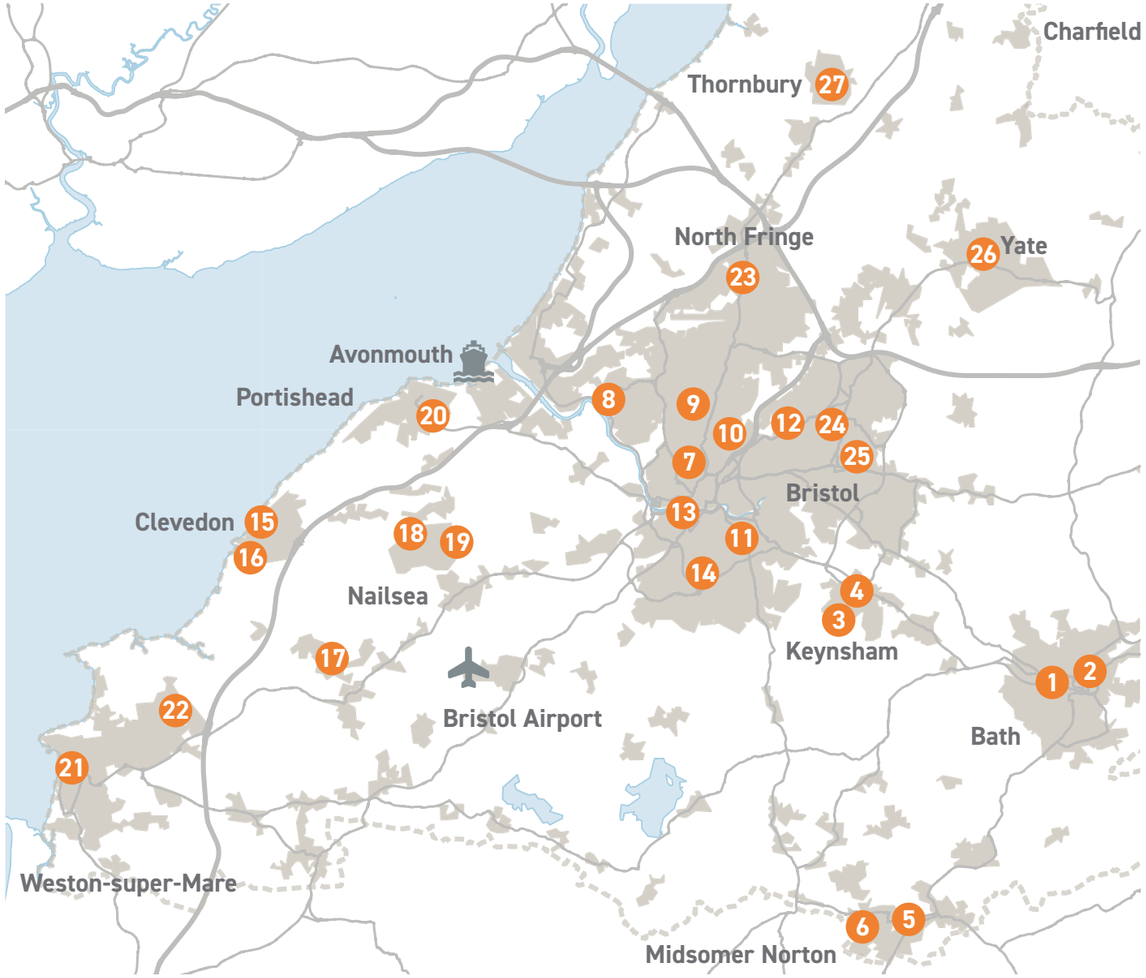
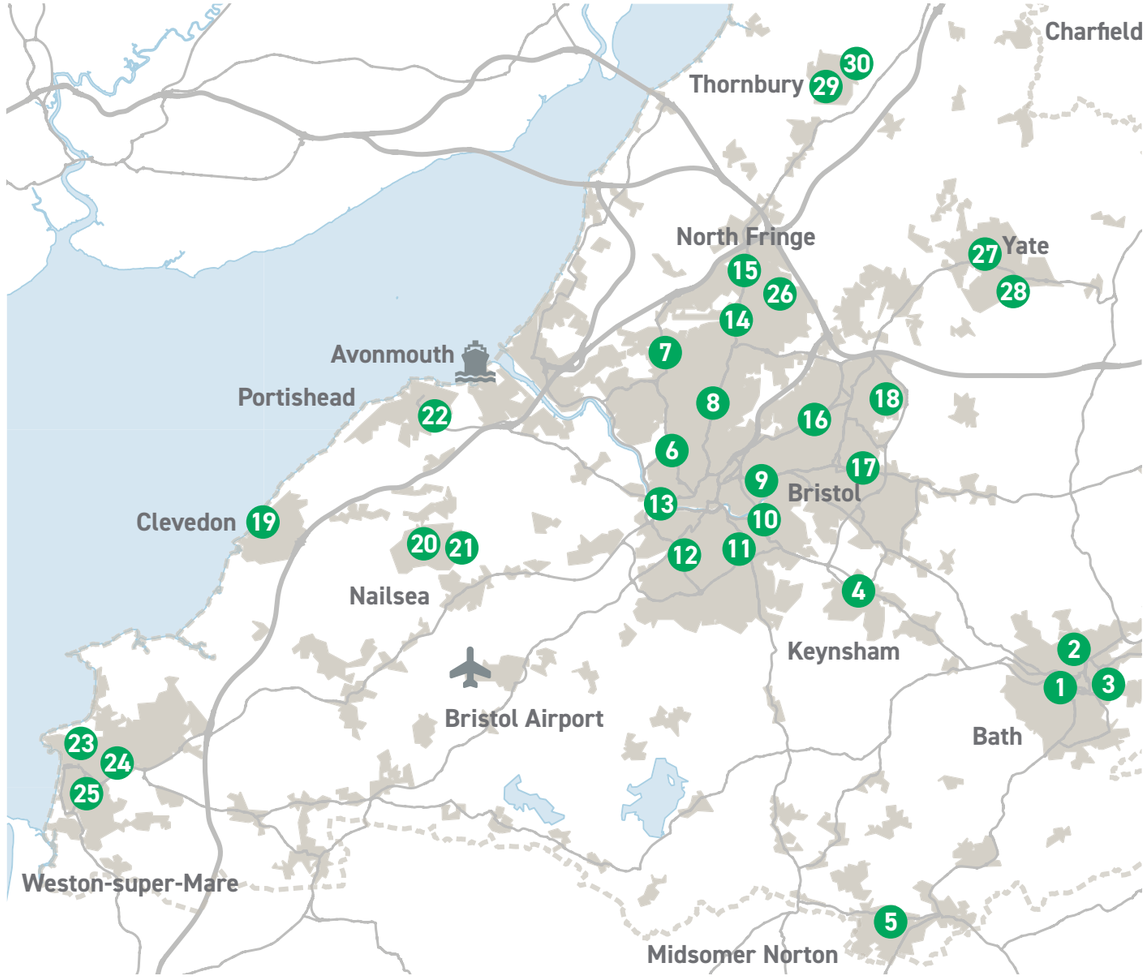
Walking routes map index



Cycling routes map index



About the maps

The following improvements to walking and cycling routes in the area have been identified by officers working in each of the councils.

Walking and cycling projects often take 2-3 years from inception to completion and usually require a minimum of 6 months of detailed design work and several more months of consultation before they can be considered for funding. Planning improvements at this scale and within government deadlines presents challenges in that there isn't the time and or funding to fully design and consult on each route separately before it is presented here.

Therefore it is important to see these improvements as a starting point in how we want the walking and cycling network to evolve over the next 16 years. All of these schemes are subject to further modelling, feasibility and design work and consultation with local communities. The sub-region is ever-changing and larger initiatives and projects may require us to adapt our plans accordingly sometimes allowing us to be more ambitious and sometimes requiring compromises. You can view the West of England's existing cycle network at:

betterbybike.info/maps-and-rides/regional-cycle-maps

W01

Bath 1

1 Western footway:
- Resurface footway on Livingstone Road.
- Widen footway at bus stop.
- Footway build-out on Stanley Road West at junction of Livingstone Road to reduce road width to one lane.

2 Eastern footway:
- Provide raised table at junction of Livingstone Road and Moorlands Road with improved pedestrian crossing facilities.
- Widen, resurface footway and restrict parking on Livingstone Road.
- Footway build-out on Arlington Road at junction of Livingstone Road.
- Investigate feasibility of signal controlled crossing and continuous footway.

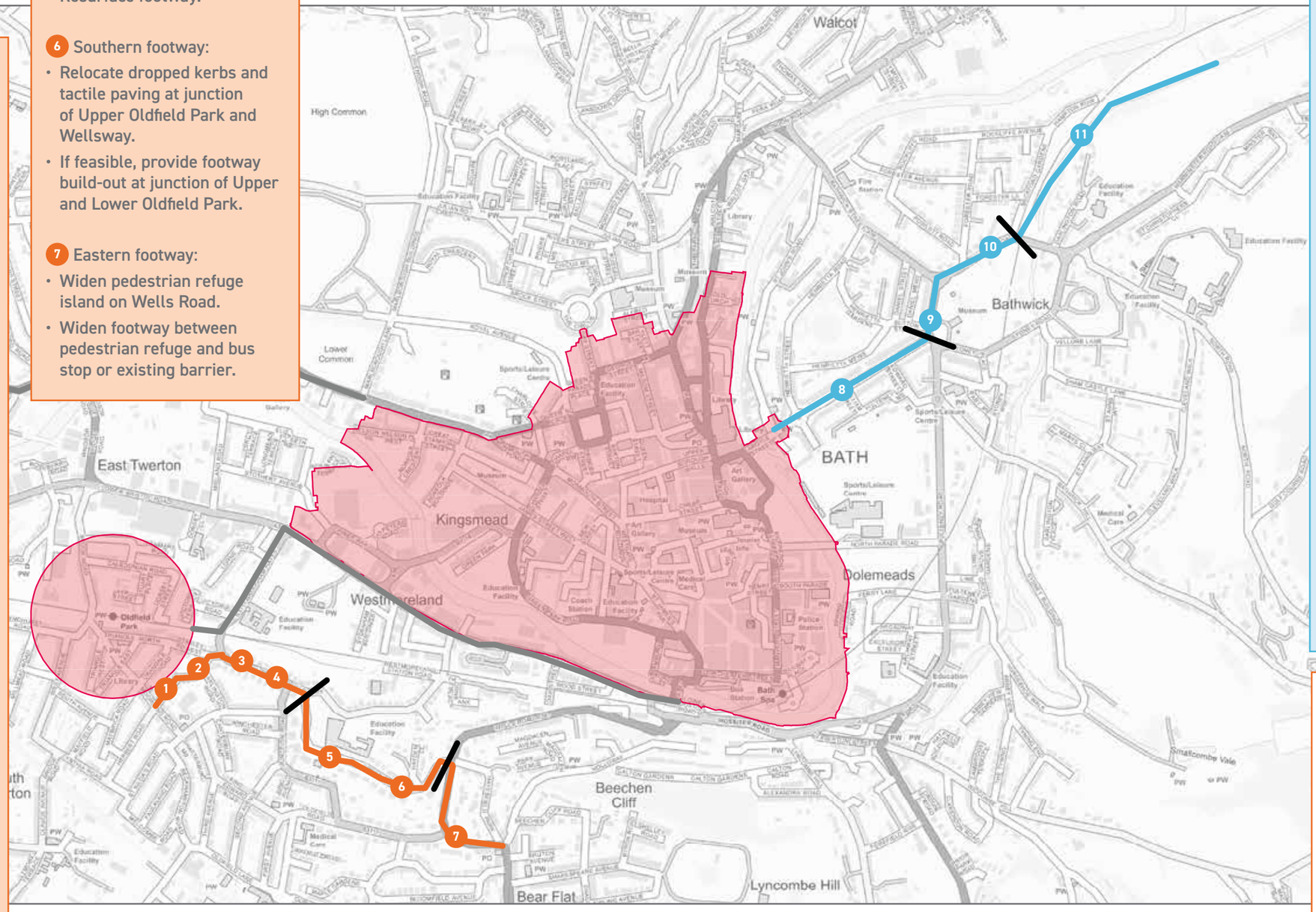
3 Northern footway:
- Improve pedestrian facilities at junction of Brougham Hayes/Stanley Road West - investigate feasibility of signal controlled crossing and resurface footways.
- Provide pedestrian facility such as footway build-out on Lower Oldfield Park, west of junction of Upper Oldfield Park.

4 Southern footway:
- Footway build-out at Junction Road junction.
- Consider continuous footway.

5 Northern footway:
- Resurface footway.

6 Southern footway:
- Relocate dropped kerbs and tactile paving at junction of Upper Oldfield Park and Wellsway.
- If feasible, provide footway build-out at junction of Upper and Lower Oldfield Park.

7 Eastern footway:
- Widen pedestrian refuge island on Wells Road.
- Widen footway between pedestrian refuge and bus stop or existing barrier.



8
- Consider continuous footways.

9 Southern footway:
- Provide Puffin crossing on Beckford Road near Kennet & Avon Canal towpath entrance.
- Widen footway on Beckford Road.
- Continuous footway on entrance to Sydney Gardens and Holbourne Museum.

10 Northern footway:
- Maintenance of footway slabs required.
- Consider continuous footways on Sutton Street and side roads off Beckford Road.
- Investigate widening footway on Beckford Road - would need to remove parking.

11
- Consider solar lighting studs with bat covers (land is owned by the Canal & River Trust).

Key Walking Route

Key Walking Route

Other Key Walking Routes

Section start and end points

Core Walking Zones

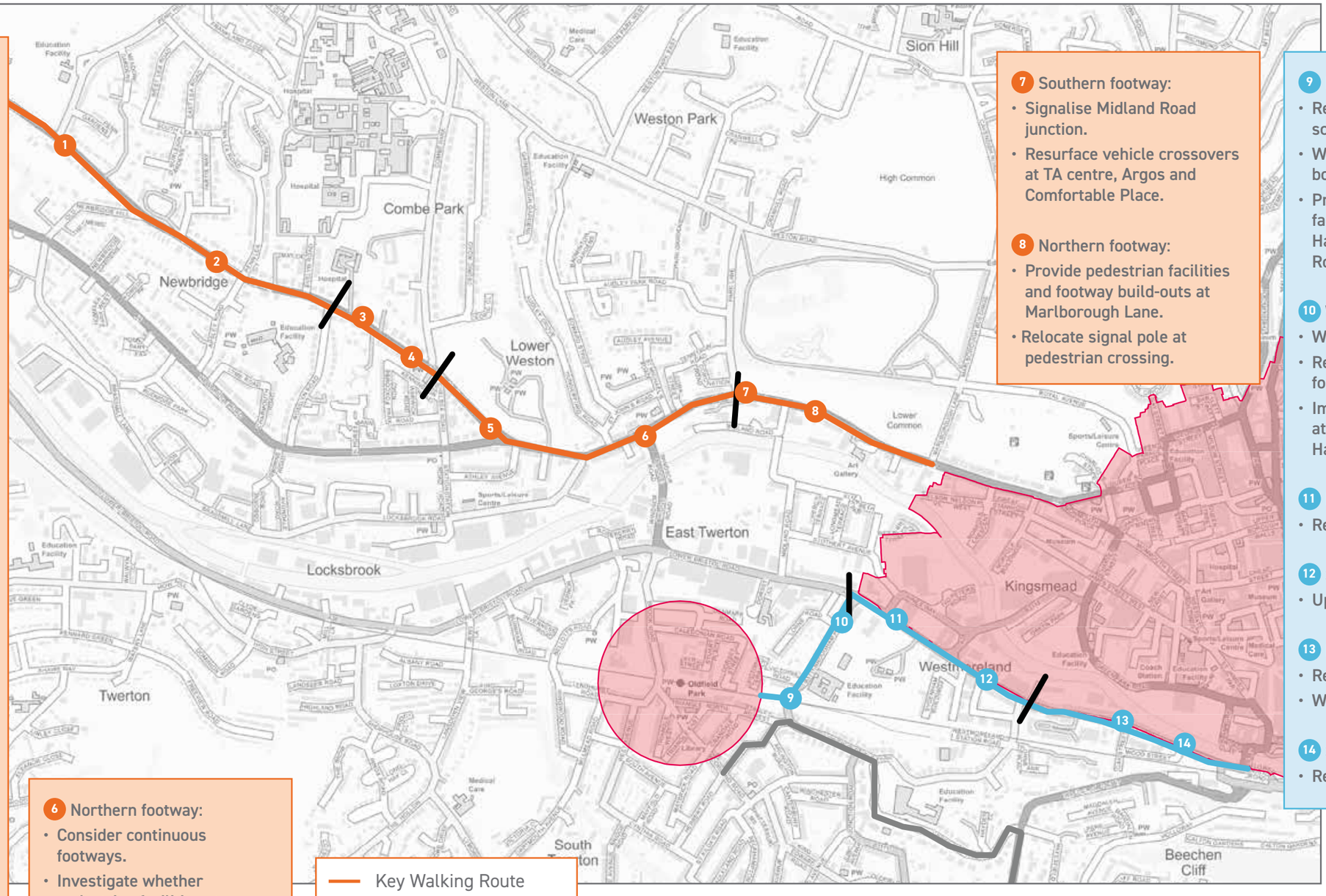
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic Neighbourhood zones to improve 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.

W02

Bath 2



1 Northern footway:
- Widen footway near Partis House.
- Improve pedestrian facilities at junction of Penn Lea Road.
- Resurface footway between Oldfield School and Penn Hill Road.

2 Southern footway:
- Widen footway on north side of Newbridge Hill.
- Consider continuous footways.

3 Northern footway:
- Redesign roundabout to improve pedestrian and cycle safety.
- Widen footways from north side of Zebra crossing to existing dropped kerbs on Combe Park.

4 Southern footway:
- Consider continuous footways.
- Widen footway at bus shelter near doctors surgery to tie into existing Zebra crossing footway build-out.

5 Southern footway:
- Provide signal controlled crossing phase at Windsor Bridge Road.
- Widen footway opposite Victoria Place.
- Reduce width of Locksbrook Road junction.
- Resurface footway near bus stop at Windsor Castle Inn bus stop.

6 Northern footway:
- Consider continuous footways.
- Investigate whether pedestrian facilities at Park Lane junction can be improved.
- Remove guardrail outside church.
- Reduce junction width at Hungerfield Road and consider drainage.

7 Southern footway:
- Signalise Midland Road junction.
- Resurface vehicle crossovers at TA centre, Argos and Comfortable Place.

8 Northern footway:
- Provide pedestrian facilities and footway build-outs at Marlborough Lane.
- Relocate signal pole at pedestrian crossing.

9 Eastern footway:
- Remove guardrail near school.
- Widen section of footway at bollard on Bridge.
- Provide pedestrian crossing facilities to cross Brougham Hayes to and from Stanley Road West.

10 Western footway:
- Widen footway near bus stop.
- Resurface sections of footway.
- Improve pedestrian facilities at junction of Brougham Hayes/Stanley Road West.

11 Northern footway:
- Resurface footways.

12 Southern footway:
- Upgrade footway.

13 Northern footway:
- Remove pedestrian barrier.
- Widen and resurface footway.

14 Southern footway:
- Resurface footway.

Key Walking Route

Key Walking Route

Other Key Walking Routes

Section start and end points

Core Walking Zones

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.

W03

Keynsham 1

1

- Reconstruct and widen footway to reduce slope towards road on St Margaret's Close.
- Link between St Anne's Avenue and St Francis Road - remove barriers and widen footway.
- Cut back hedge encroaching onto footway.
- Investigate options to improve pedestrian environment around school entrance.

2 Eastern footway:

- Consider continuous footway at junction of St Anne's Avenue/St George's Road and across St Anne's Avenue near St Margaret's Close.

3

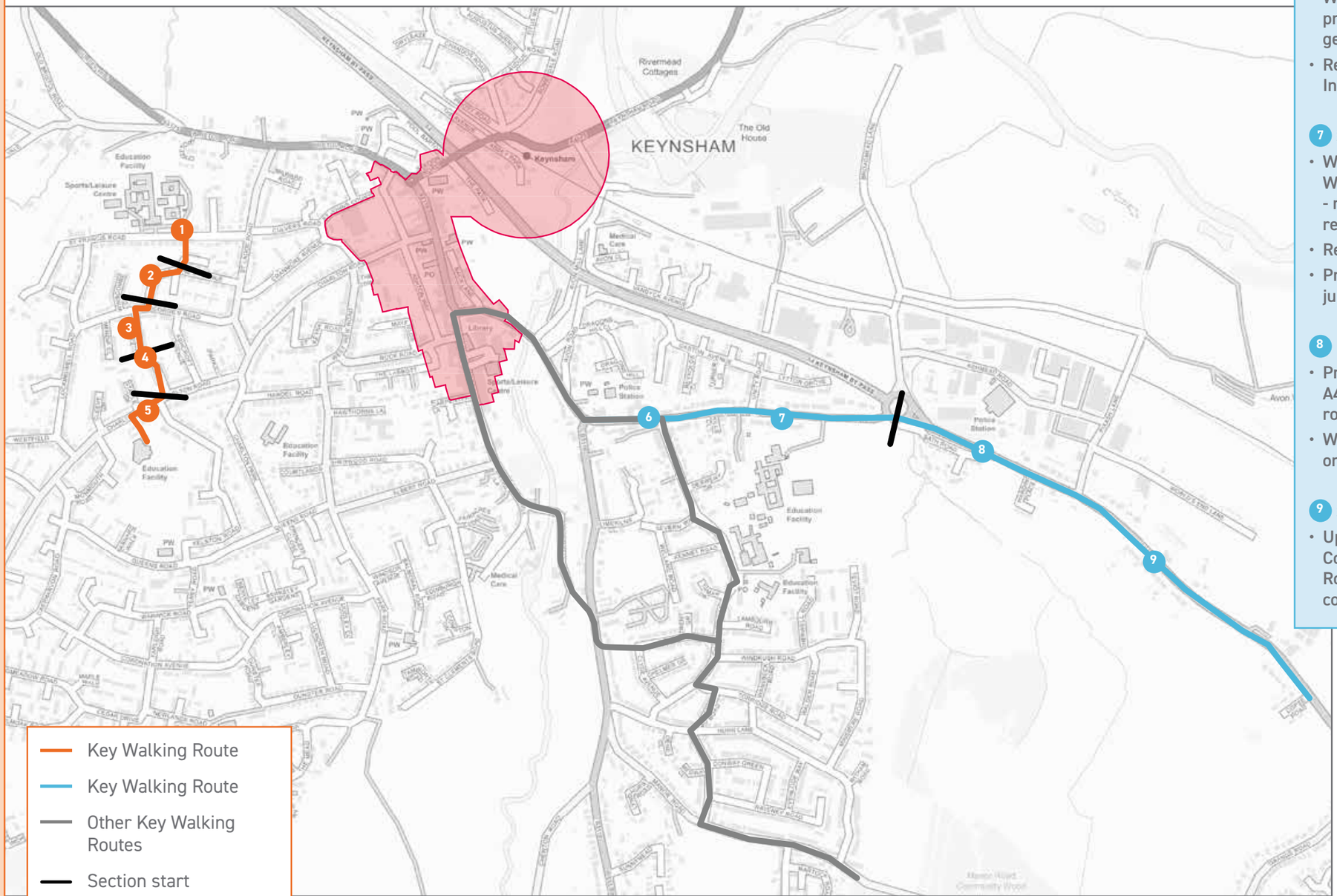
- Consider continuous footways at junction of Selworthy Road/St George's Road.

4 Western footway:

- Consider continuous footways at junctions of Holcombe Road/Charlton Road and Holcombe Grove/Selworthy Close.

5 Northern footway:

- Widen and resurface lower level footway on Charlton Road.
- Provide tactile paving and consider continuous footway at Staple Grove.



Key Walking Route

Key Walking Route

Other Key Walking Routes

Section start and end points

Core Walking Zones

6 Northern footway:

- Improve existing pedestrian refuge on B3116 near Wellsway School entrance to provide pedestrian facility to get to north side of B3116.
- Relocate bus stop near Talbot Inn to widen footway.

7 Southern footway:

- Widen footway between Wellsway junction and garage - need to remove parking or reduce road width.
- Relocate bus shelter.
- Provide footway build-out at junction of Chandag Road.

8 Northern footway:

- Provide Puffin crossing on A4 east side of Broadmead roundabout.
- Widen and resurface footway on A4 where required.

9 Southern footway:

- Upgrade pedestrian facility at Copseland Road and Grange Road (i.e. tactile paving or continuous footway).

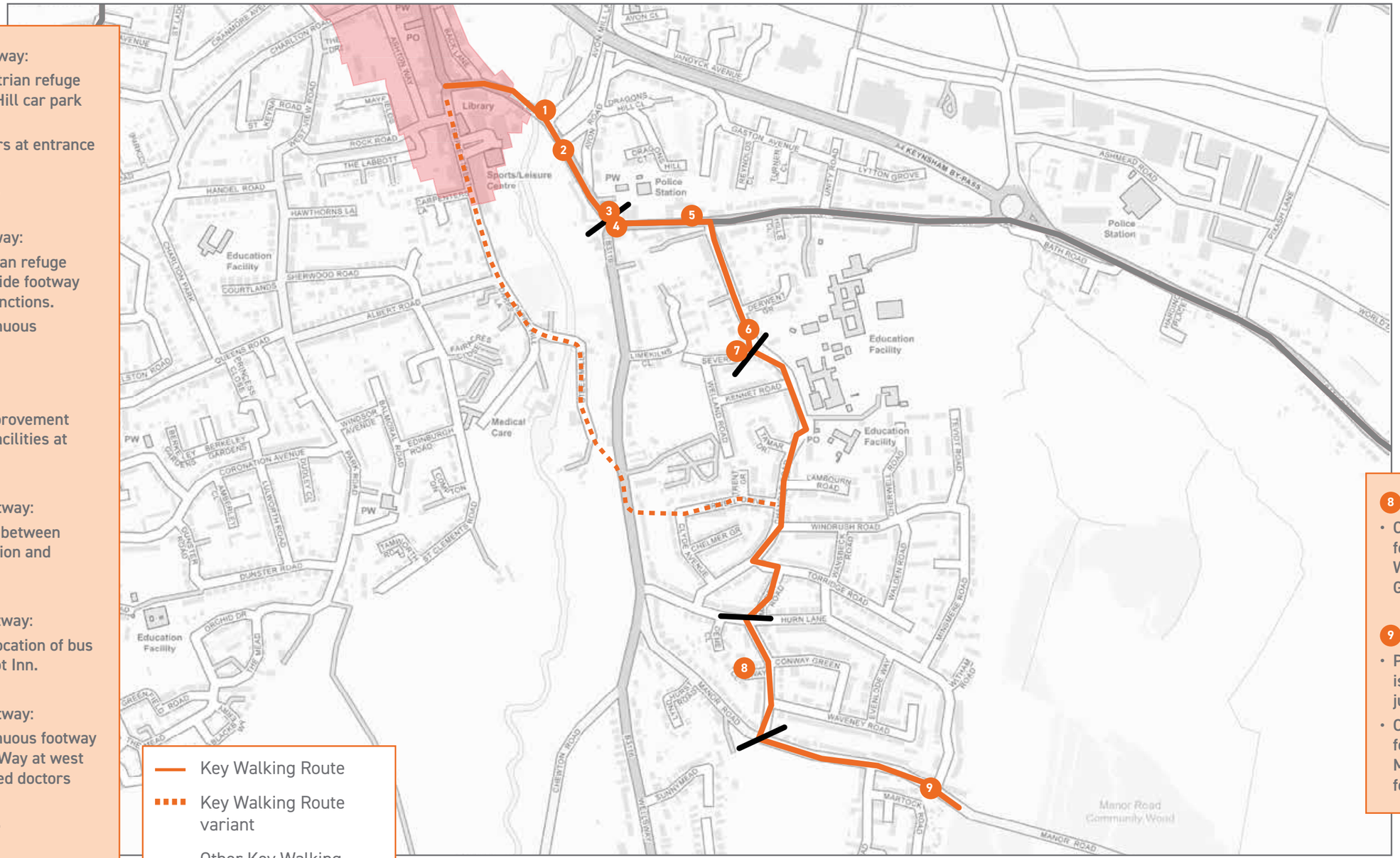
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic Neighbourhood zones to improve 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.

W04

Keynsham 2



Key Walking Route

Key Walking Route variant

Other Key Walking Routes

Section start and end points

Core Walking Zones

1 Western footway:
- Improve pedestrian refuge island at Bath Hill car park entrance.
- Remove barriers at entrance to car park.
- Widen footway.

2 Eastern footway:
- Widen pedestrian refuge islands or provide footway build-outs at junctions.
- Consider continuous footways.

3
- Investigate improvement of pedestrian facilities at roundabout.

4 Southern footway:
- Widen footway between Wellsway junction and garage.

5 Northern footway:
- Investigate relocation of bus stop near Talbot Inn.

6 Southern footway:
- Consider continuous footway across Severn Way at west end near disused doctors surgery.
- Cut back hedge.

7 Northern footway:
- Remove barriers at Limekilns Close.
- Consider continuous footways.

8 Eastern footway:
- Consider continuous footways at junction of Waveney Road and Conway Garden.

9 Eastern footway:
- Provide pedestrian refuge island on Medway Road at junction of Manor Road.
- Consider continuous footway at Hurn Lane/ Manor Road junction and footway build out.

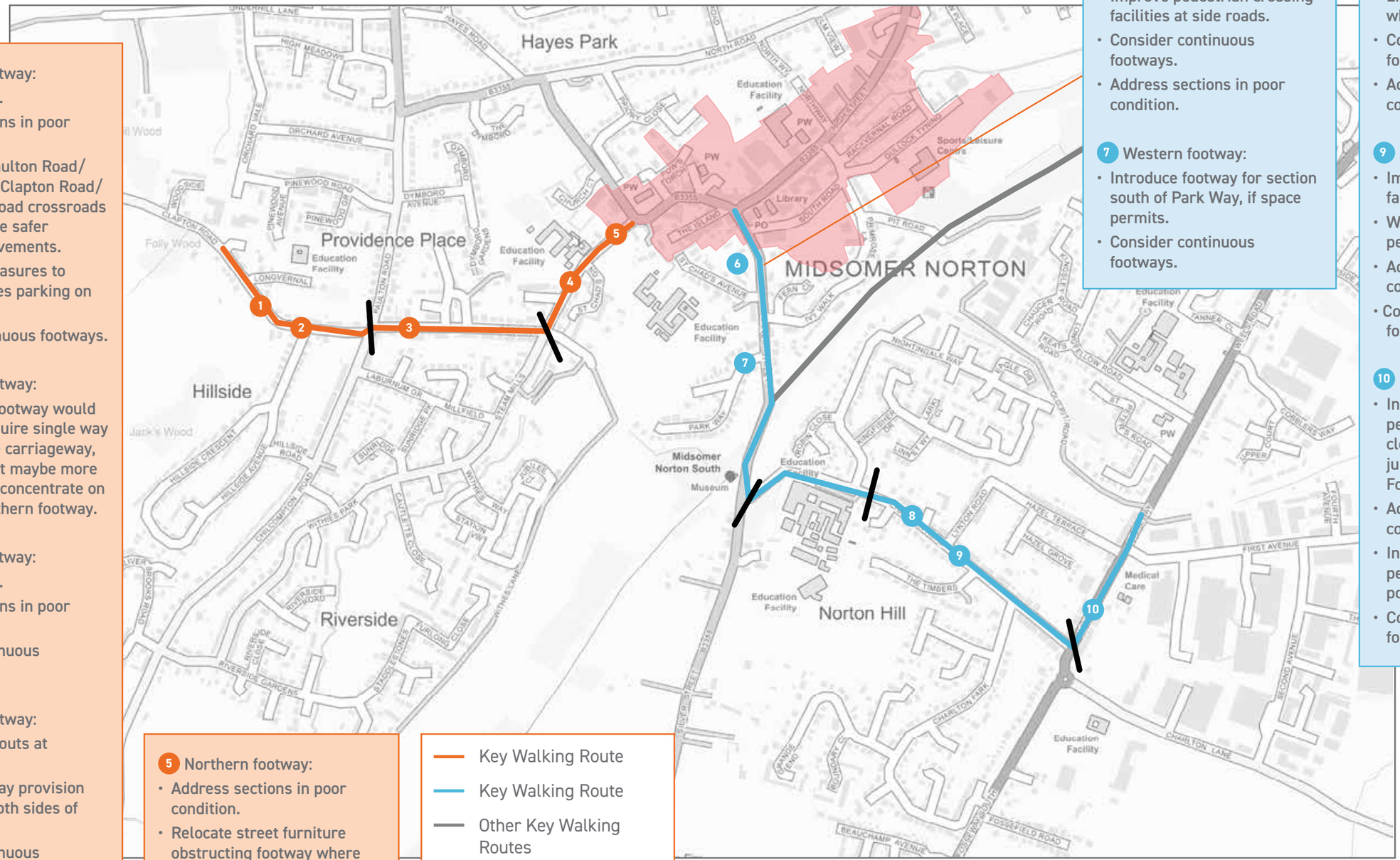
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic Neighbourhood zones to improve 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.

W05

Somer Valley 1



1 Northern footway:
- Widen footway.
- Address sections in poor condition.
- Reconfigure Paulton Road/ Redfield Road/Clapton Road/ Chilcompton Road crossroads layout to enable safer pedestrian movements.
- Investigate measures to prevent vehicles parking on the footway.
- Consider continuous footways.

2 Southern footway:
- Introducing a footway would be likely to require single way working on the carriageway, so on balance it maybe more appropriate to concentrate on improving northern footway.

3 Northern footway:
- Widen footway.
- Address sections in poor condition.
- Consider continuous footways.

4 Southern footway:
- Footway build-outs at junction.
- Enhance footway provision along one or both sides of road.
- Consider continuous footways.

5 Northern footway:
- Address sections in poor condition.
- Relocate street furniture obstructing footway where possible.
- Enhance footway provision a long one or both sides of road.
- Consider continuous footways.

Key Walking Route

Key Walking Route

Other Key Walking Routes

Section start and end points

Core Walking Zones

6 Eastern footway:
- Improve pedestrian crossing facilities at side roads.
- Consider continuous footways.
- Address sections in poor condition.

7 Western footway:
- Introduce footway for section south of Park Way, if space permits.
- Consider continuous footways.

8 Footway:
- Enhance footway provision, where space permits.
- Consider continuous footways.
- Address sections in poor condition.

9 Southern footway:
- Improve side road crossing facilities.
- Widen footway where space permits.
- Address sections in poor condition.
- Consider continuous footways.

10 Southern footway:
- Investigate possibility of pedestrian crossing facilities closer to desire line at junction of Charlton Road/ Fosseway.
- Address sections in poor condition .
- Increase width on existing pedestrian refuge island if possible.
- Consider continuous footways.

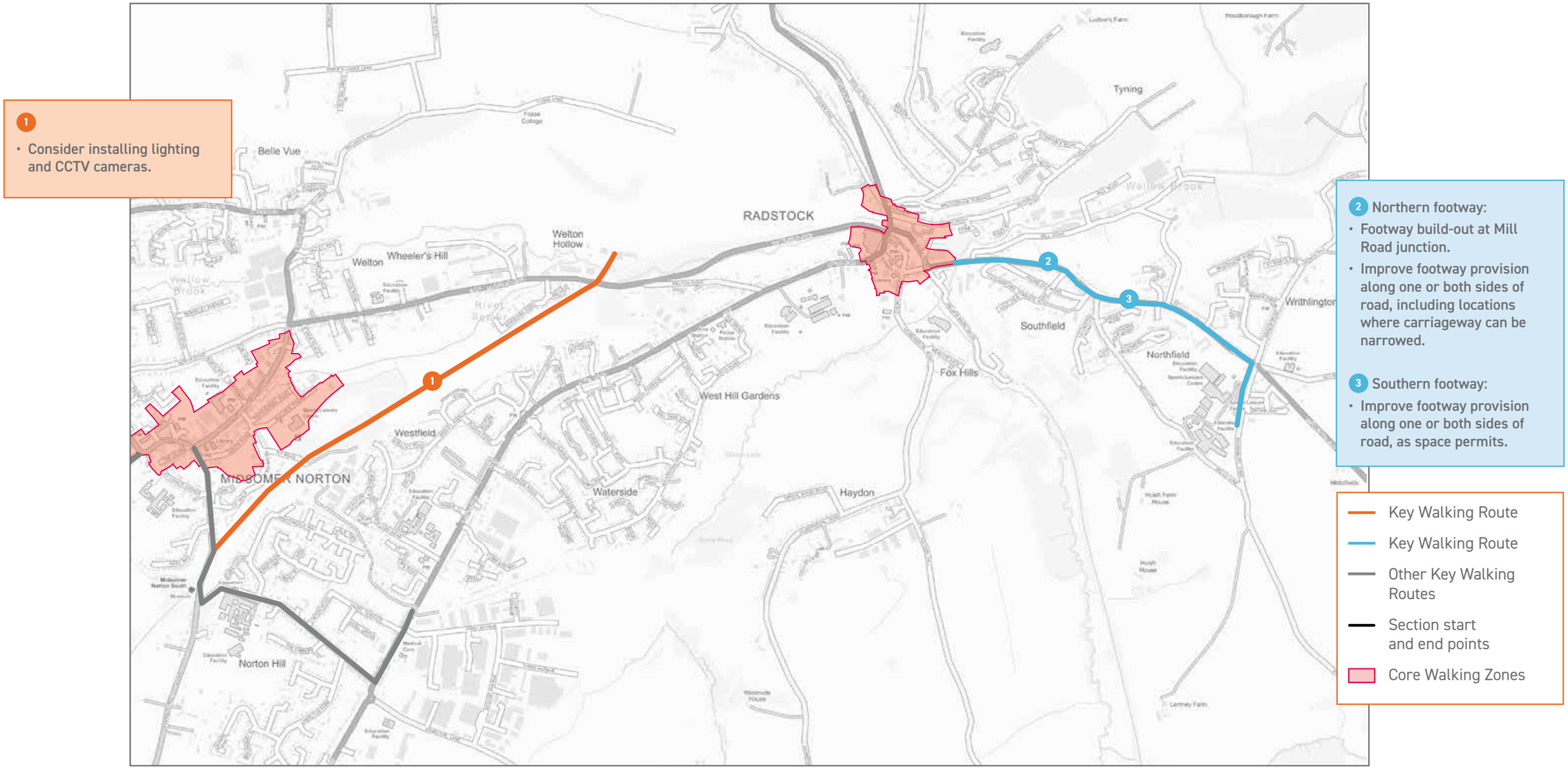
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic Neighbourhood zones to improve 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.

W06

Somer Valley 2



1

- Consider installing lighting and CCTV cameras.

2 Northern footway:

- Footway build-out at Mill Road junction.
- Improve footway provision along one or both sides of road, including locations where carriageway can be narrowed.

3 Southern footway:

- Improve footway provision along one or both sides of road, as space permits.

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.

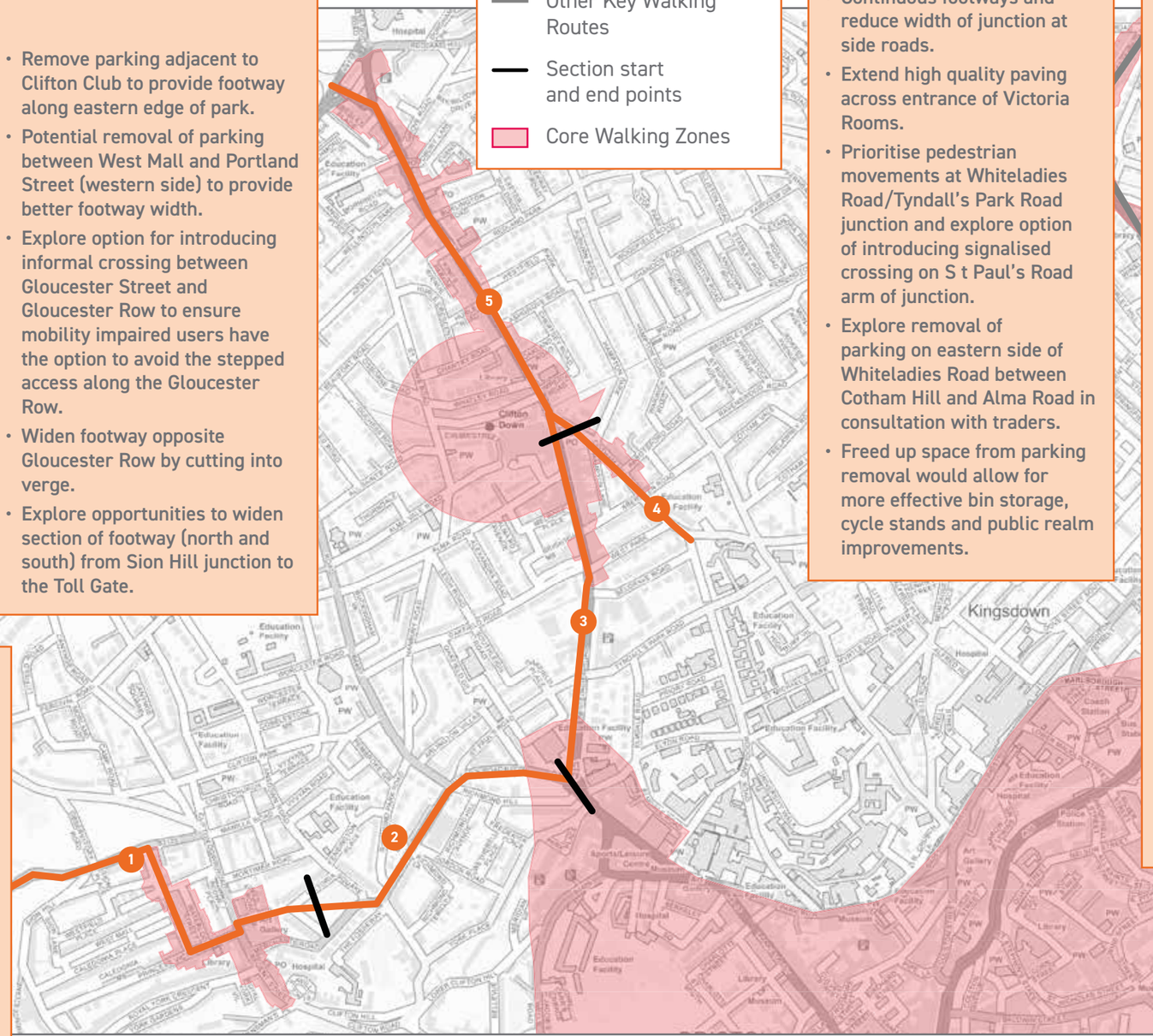
All schemes will be designed in line with the DfT's Local transport note 1/20.

W07

Clifton Village and Whiteladies Road

1

- Where appropriate, provide continuous footway and reduce width of junction at side roads.
- Investigate option of installing a Zebra (or alternative improved) crossing to replace informal crossing into Victoria Square Park - retain pedestrian priority but reconfigure bollards to ensure easier access for mobility impaired users.
- Extensive consultation with local traders and community to redesign Boyce's Avenue/King's Road, providing public realm enhancements that reflects high pedestrian dwell time while improving access for mobility and visually impaired users.
- Footway build-out on Zebra crossing on Regents Street to accommodate high pedestrian flow across this crossing.
- Potential large-scale co-design process to redesign Princess Victoria Street and the Mall allowing for the removal of parking to facilitate increased footway widths and therefore better pedestrian access throughout - current environment is very restricted inhibiting access for mobility and visually impaired users in particular. A minimal approach would be to reduce parking by 25% and install footway build-outs to consolidate street clutter and bin storage.
- Explore option of introducing raised table across the Mall/ Princess Victoria Street.
- Remove parking adjacent to Clifton Club to provide footway along eastern edge of park.
- Potential removal of parking between West Mall and Portland Street (western side) to provide better footway width.
- Explore option for introducing informal crossing between Gloucester Street and Gloucester Row to ensure mobility impaired users have the option to avoid the stepped access along the Gloucester Row.
- Widen footway opposite Gloucester Row by cutting into verge.
- Explore opportunities to widen section of footway (north and south) from Sion Hill junction to the Toll Gate.



2

- Where appropriate, provide continuous footways and reduce width of junction at side roads.
- Detailed design, modelling and consultation required for Queens Road junction exploring potential for removing traffic lane to facilitate increased footway widths and improved crossing points for pedestrians.
- Remove parking between Queen's Road junction and Westbourne Place to facilitate footway widening but retain one flexible loading space for adjacent business.
- Footway widening from Thornton House to St Paul's/Pembroke Road double roundabout.
- Convert existing parking adjacent to Queen's Court in front of businesses to parallel parking to facilitate footway widening.
- Convert Zebra crossing before St Paul's Road roundabout to single stage crossing.
- Detailed design and consultation required to explore options for redesign of St Paul's/Pembroke Road double roundabout to improve pedestrian and cycle safety.
- Convert existing Zebra crossing on southern arm of roundabout to single stage crossing and widen short section of footway on eastern edge until the start of University of Bristol Union building.
- Reduce width of Richmond Lane/ Gordon Road crossing point.
- Remove small amount of parking along Richmond Terrace to provide footway build out around the two sets of steps.

3

- Continuous footways and reduce width of junction at side roads.
- Extend high quality paving across entrance of Victoria Rooms.
- Prioritise pedestrian movements at Whiteladies Road/Tyndall's Park Road junction and explore option of introducing signalised crossing on S t Paul's Road arm of junction.
- Explore removal of parking on eastern side of Whiteladies Road between Cotham Hill and Alma Road in consultation with traders.
- Freed up space from parking removal would allow for more effective bin storage, cycle stands and public realm improvements.

4

- Detailed design, modelling and extensive consultation required to explore option for implementing one-way system from junction of Aberdeen Road to Whiteladies Road allowing for better pedestrian access and public realm improvements.
- Widen both sides of the footway.
- Where appropriate, provide continuous footways and reduce width of junctions at side roads.

5

- Where appropriate, provide continuous footways and reduce width of junctions at side roads.
- Improve wayfinding to Clifton Down Station.
- Widen existing crossing adjacent to Clifton Down Station and introduce pedestrian 'green time' priority at traffic lights.
- Convert existing parking between Westfield Park and Ashgrove Road to parallel parking and use freed up space for public realm improvements.

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.

Shirehampton

1

- Continuous footways and reduce width of junctions at side roads.
- Tree planting to discourage footway parking along western edge of Lower High Street.
- Consider installation of Zebra crossing between Old Park Road and Penpole Lane to facilitate better access to bus stop and improve access to public footpath leading to Beachley Walk.
- Replace single white lines opposite Old Barrow Hill with enforceable double yellows.

2

- Continuous footways and reduce width of junctions at side roads.
- Consider formalising crossing opposite petrol station.
- Traffic calming on Waverley Road to reduce vehicle speeds on approach to High Street.
- Convert existing parking along High Street to parallel parking in consultation with traders/residents to provide more space for public realm improvements such as tree planting, benches, 'parklets' and additional cycle parking.

3

- Redesign junction of High Street, Park Hill and Station Road in consultation with local traders/residents to improve pedestrian and cycle safety.
- Potential options include: reducing width of junction to provide better footway width for pedestrians; introducing a one-way system on The Green to reduce the need for additional traffic lanes and finding opportunities to enhance green and heritage features.
- Continuous footways and reduce widths of junctions at side roads.
- Install raised table at junction of Station Road and Hung Road.
- Consider whether a local interchange with cycle parking/hire could be installed where Station Road meets the A4 Portway.
- Improve wayfinding to the station and consider options for removal of current footbridge with a step-free crossing.

Key Walking Route

Section start and end points

Core Walking Zones

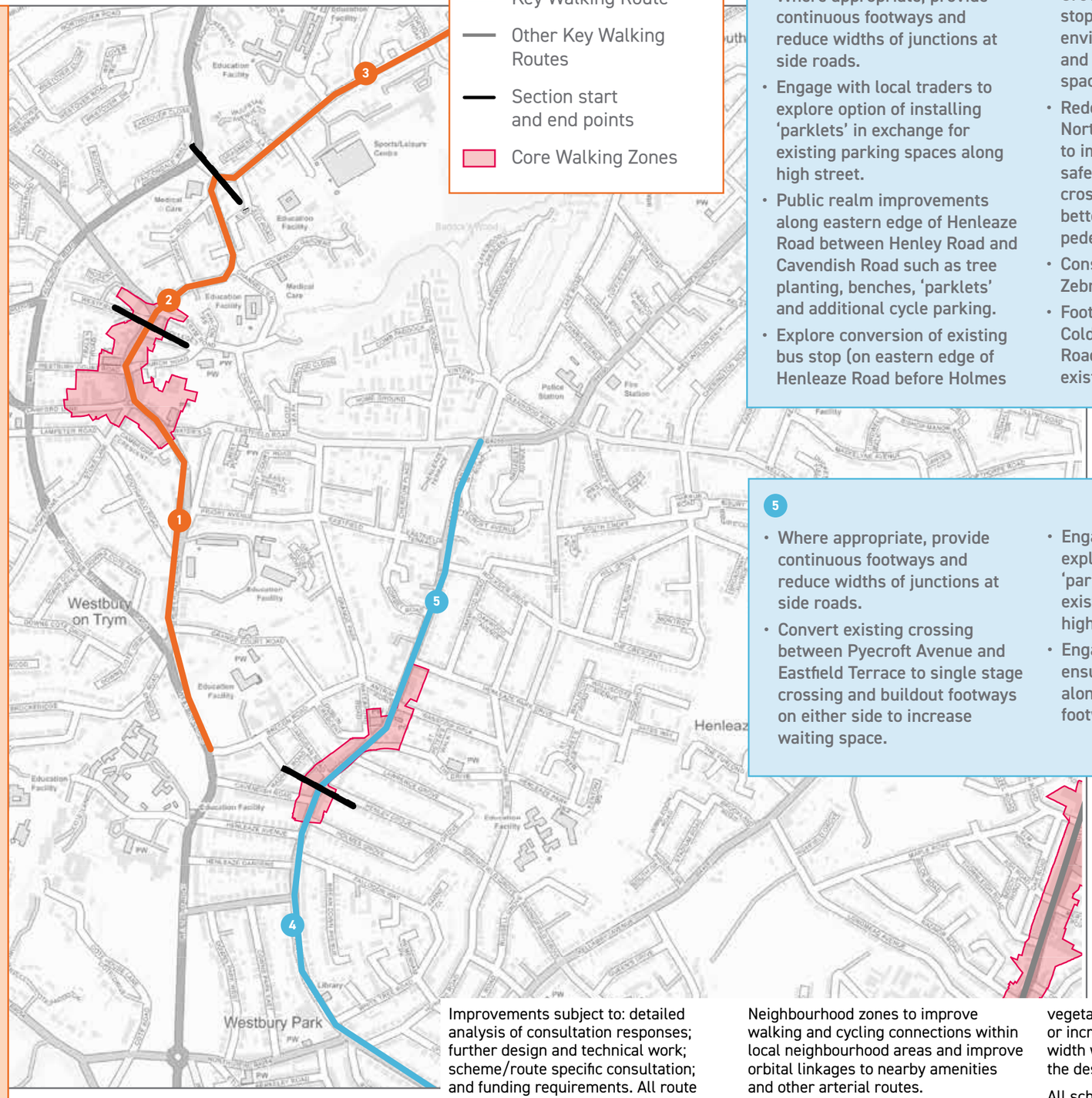
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic Neighbourhood zones to improve 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.

W09

Westbury-on-Trym, Henleaze and Southmead



1

- Continuous footways and reduce width of junction at side roads.
- Explore removal of parking from Trym Road to Church Road in consultation with local traders/residents to allow for increased footway width along this section.
- Footway widening from Westbury Court Road to unit no. 49.
- Widen footway on eastern edge of footway approaching the memorial from existing bus stop.
- Investigate whether southbound approach to Memorial Roundabout could be reduced to 1 lane.
- Ensure that footway widths are increased around perimeter of Memorial Roundabout.
- Minor footway build-outs on south eastern arm of Memorial Roundabout and utilise a small section of land from car park on Westbury Hill to widen footway at pinchpoint.
- Explore options for improving pedestrian crossing at Water's Lane and removal of guard rails while noting it is an existing bus route.
- Widen footway on eastern edge of Westbury Hill from Water's Lane until end of existing footway and introduce Zebra crossing along this section.

2

- Improve wayfinding from Greystoke Avenue to Westbury-on-Trym High Street via Greystoke Gardens and Elmfield Road.
- Resurface hammerhead at end of Elmfield Road to remove kerb to allow mobility impaired users to use cut-through.
- Widen footpath along Passage Road to reduce need for 'give and take' between users.
- Reduce width of junction at Channell's Hill, removing the two lane exit, introducing a raised table and widening pedestrian refuge island.
- Explore scope for footway widening outside of Westbury-on-Trym Church of England Primary School along Passage Road, although existing situation already constrained.
- Explore option of introducing a Zebra crossing in vicinity of school.
- Removal of parking outside of Grange Court to provide space for footway widening.
- Detailed consultation and design work required to find a solution to very narrow footway outside of the White Lion Public House. Could include shuttle working which would allow for increased footway width, although detailed work on network impact needs to be undertaken.
- Continuous footway and reduce width of junction at side roads.

3

- Continuous footways and junction tightening at minor side roads.

4

- Where appropriate, provide continuous footways and reduce widths of junctions at side roads.
- Engage with local traders to explore option of installing 'parklets' in exchange for existing parking spaces along high street.
- Public realm improvements along eastern edge of Henleaze Road between Henley Road and Cavendish Road such as tree planting, benches, 'parklets' and additional cycle parking.
- Explore conversion of existing bus stop (on eastern edge of Henleaze Road before Holmes Grove) to an 'on-carriageway' stop to improve waiting environment for passengers and improve usable footway space.
- Redesign Henleaze Road/ Northumbria Drive roundabout to improve pedestrian and cycle safety and introduce Zebra crossings on arms to provide better crossing environment for pedestrians.
- Consider providing set back Zebra crossing on North View.
- Footway widening from Coldharbour Road to Howard Road to increase width around existing Lime Trees.

5

- Where appropriate, provide continuous footways and reduce widths of junctions at side roads.
- Convert existing crossing between Pyecroft Avenue and Eastfield Terrace to single stage crossing and buildout footways on either side to increase waiting space.
- Engage with local traders to explore option of installing 'parklets' in exchange for existing parking spaces along high street.
- Engage with local traders to ensure A-boards are not placed along narrow sections of the footway.

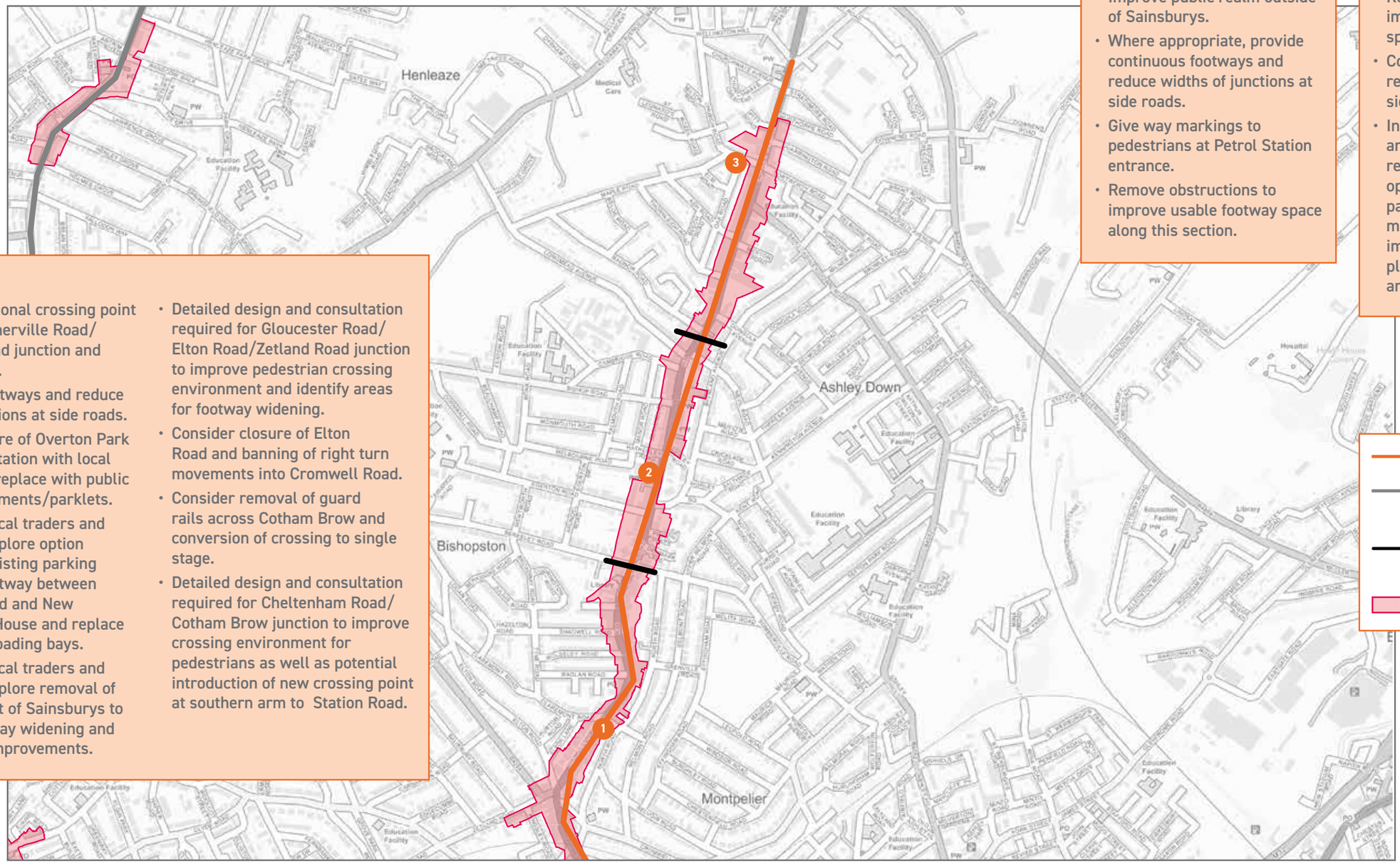
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic Neighbourhood zones to improve 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.

W10

Gloucester Road



1

- Consider additional crossing point between Sommerville Road/ Gloucester Road junction and Wolseley Road.
- Continuous footways and reduce widths of junctions at side roads.
- Consider closure of Overton Park Road in consultation with local residents and replace with public realm improvements/parklets.
- Engage with local traders and residents to explore option of removing existing parking on western footway between Claremont Road and New Sandringham House and replace with off-peak loading bays.
- Engage with local traders and residents to explore removal of parking in front of Sainsburys to allow for footway widening and public realm improvements.
- Detailed design and consultation required for Gloucester Road/ Elton Road/Zetland Road junction to improve pedestrian crossing environment and identify areas for footway widening.
- Consider closure of Elton Road and banning of right turn movements into Cromwell Road.
- Consider removal of guard rails across Cotham Brow and conversion of crossing to single stage.
- Detailed design and consultation required for Cheltenham Road/ Cotham Brow junction to improve crossing environment for pedestrians as well as potential introduction of new crossing point at southern arm to Station Road.

2

- Improve public realm outside of Sainsburys.
- Where appropriate, provide continuous footways and reduce widths of junctions at side roads.
- Give way markings to pedestrians at Petrol Station entrance.
- Remove obstructions to improve usable footway space along this section.

3

- Remove obstructions to improve usable footway space along this section.
- Continuous footways and reduce widths of junctions on side roads.
- In consultation with traders and residents, explore replacing existing parking opposite Dongola avenue with parallel parking to provide more space for public realm improvements such as tree planting, benches, 'parklets' and additional cycle parking.

Key Walking Route

Other Key Walking Routes

Section start and end points

Core Walking Zones

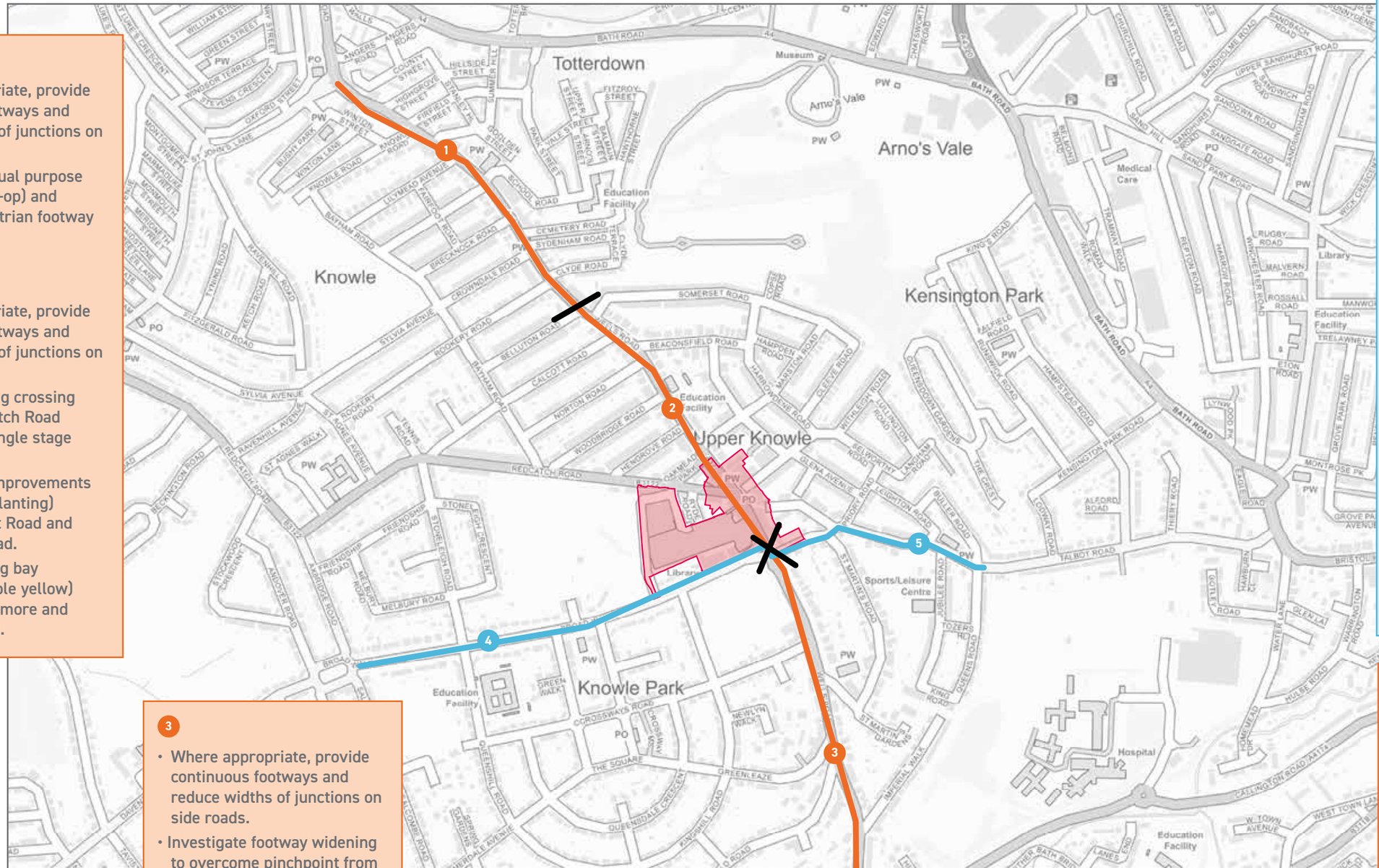
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic Neighbourhood zones to improve 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.

W11

Knowle and Totterdown



1

- Where appropriate, provide continuous footways and reduce widths of junctions on side roads.
- Possibility of dual purpose loading (for Co-op) and widened pedestrian footway space.

2

- Where appropriate, provide continuous footways and reduce widths of junctions on side roads.
- Convert existing crossing south of Redcatch Road junction to a single stage crossing.
- Public realm improvements (such as tree planting) between Talbot Road and Greenmore Road.
- Remove parking bay (currently double yellow) between Greenmore and Marstone Road.

3

- Where appropriate, provide continuous footways and reduce widths of junctions on side roads.
- Investigate footway widening to overcome pinchpoint from informal crossing adjacent to Broadfield Road to start of bus lane.
- Footway widening where possible from St Martin's Road to Priory Road junction.
- Parking and widen footway opposite Knowle Lawn Tennis Club.

4

- Where appropriate, provide continuous footway and reduce width of junction on side roads.
- Zebra crossing on left turn filter lane adjacent to Broad Walk shopping centre.
- Review pedestrian all green phase.
- Tree planting adjacent to shops.
- Replacing existing signal crossing with Zebra crossing.

5

- Where appropriate, provide continuous footways and reduce widths of junctions on minor side roads.
- Investigate opportunity for Zebra crossing between Queen's Road and Jubilee Road.
- Localised widening where possible between Leighton Road and Priory Road junction.

Key Walking Route

Key Walking Route

Other Key Walking Routes

Section start and end points

Core Walking Zones

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.

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W12

Fishponds and Church Road

1

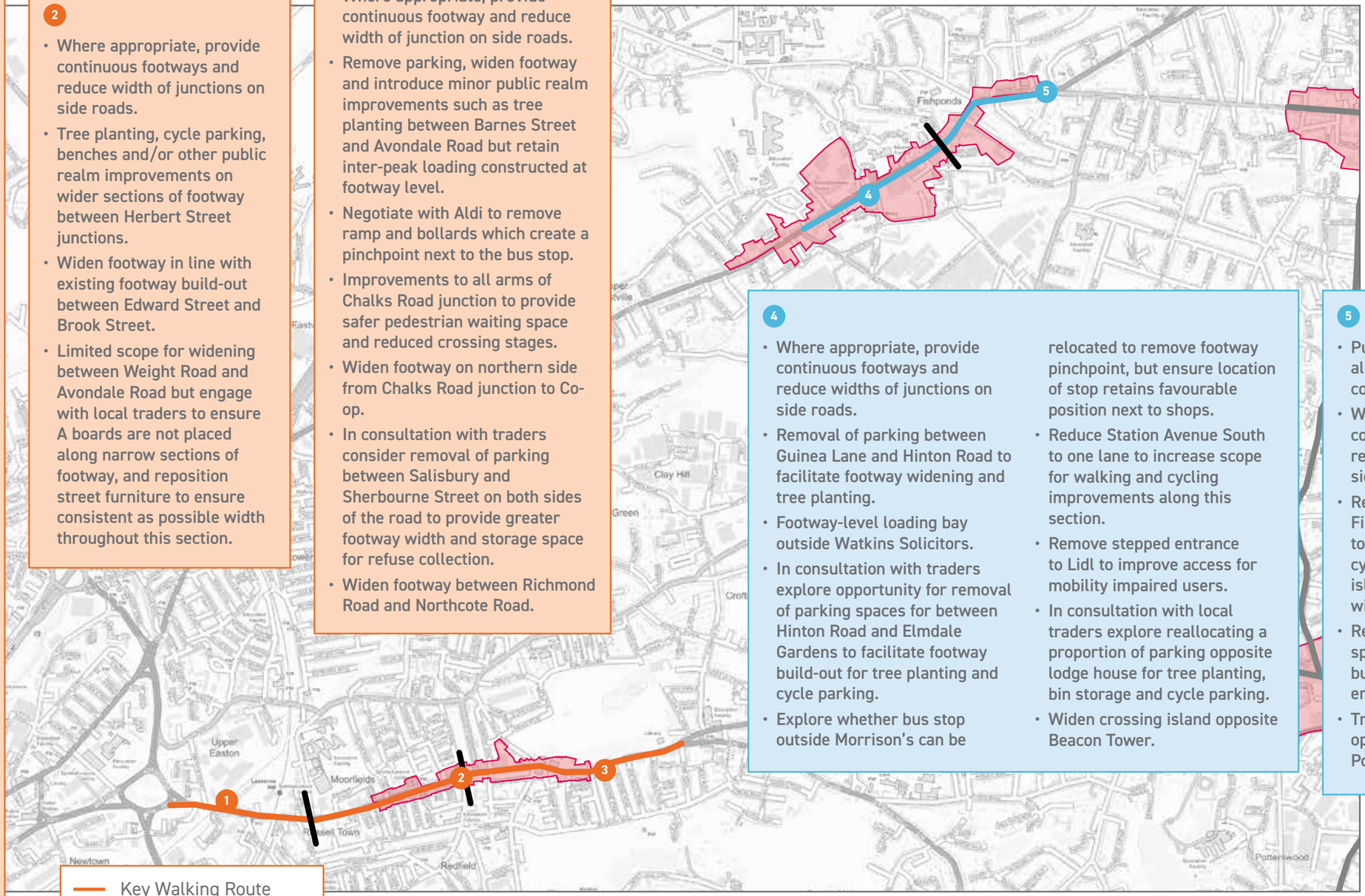
- Where appropriate, provide continuous footways and reduce junction width on side roads.
- Remove railing and formalise/improve informal footpath leading through park adjacent to Cobden Street.
- Remove small traffic island just east of Croydon Street to facilitate widening on corner of Croydon Street.
- Investigate raised table and Zebra crossing across Croydon Street.
- Remove guard rails on both sides of rail bridge.
- Investigate traffic light phasing to improve pedestrian priority at Earl Russell Way junction.
- Maintain consistent footway width between Earl Russell Way junction and rail bridge.
- Improve wayfinding to station entrance.
- In consultation with local traders investigate removal of parking between Jane Street and Rail Bridge to facilitate footway widening and tree planting.
- Tree planting between Russell Town Avenue and Jane Street.
- Consider removing pedestrian island on Russell Town Avenue as well as pedestrian island crossing on Church Road adjacent to park and convert these to single stage crossings.

2

- Where appropriate, provide continuous footways and reduce width of junctions on side roads.
- Tree planting, cycle parking, benches and/or other public realm improvements on wider sections of footway between Herbert Street junctions.
- Widen footway in line with existing footway build-out between Edward Street and Brook Street.
- Limited scope for widening between Weight Road and Avondale Road but engage with local traders to ensure A boards are not placed along narrow sections of footway, and reposition street furniture to ensure consistent as possible width throughout this section.

3

- Where appropriate, provide continuous footway and reduce width of junction on side roads.
- Remove parking, widen footway and introduce minor public realm improvements such as tree planting between Barnes Street and Avondale Road but retain inter-peak loading constructed at footway level.
- Negotiate with Aldi to remove ramp and bollards which create a pinchpoint next to the bus stop.
- Improvements to all arms of Chalks Road junction to provide safer pedestrian waiting space and reduced crossing stages.
- Widen footway on northern side from Chalks Road junction to Co-op.
- In consultation with traders consider removal of parking between Salisbury and Sherbourne Street on both sides of the road to provide greater footway width and storage space for refuse collection.
- Widen footway between Richmond Road and Northcote Road.



Key Walking Route

Key Walking Route

Other Key Walking Routes

Section start and end points

Core Walking Zones

4

- Where appropriate, provide continuous footways and reduce widths of junctions on side roads.
- Removal of parking between Guinea Lane and Hinton Road to facilitate footway widening and tree planting.
- Footway-level loading bay outside Watkins Solicitors.
- In consultation with traders explore opportunity for removal of parking spaces for between Hinton Road and Elmdale Gardens to facilitate footway build-out for tree planting and cycle parking.
- Explore whether bus stop outside Morrison's can be relocated to remove footway pinchpoint, but ensure location of stop retains favourable position next to shops.
- Reduce Station Avenue South to one lane to increase scope for walking and cycling improvements along this section.
- Remove stepped entrance to Lidl to improve access for mobility impaired users.
- In consultation with local traders explore reallocating a proportion of parking opposite lodge house for tree planting, bin storage and cycle parking.
- Widen crossing island opposite Beacon Tower.

5

- Public realm improvements along Straits Parade in consultation with traders.
- Where appropriate, provide continuous footways and reduce widths of junctions on side roads.
- Redesign Manor Road/ Fishponds Road junction to improve pedestrian and cycle safety, widen crossing islands and reduce junction widths where possible.
- Removal of two parking spaces to facilitate footway build-out to promote park entrance.
- Tree planting on footway on opposite side of road to Old Post Office building.

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.

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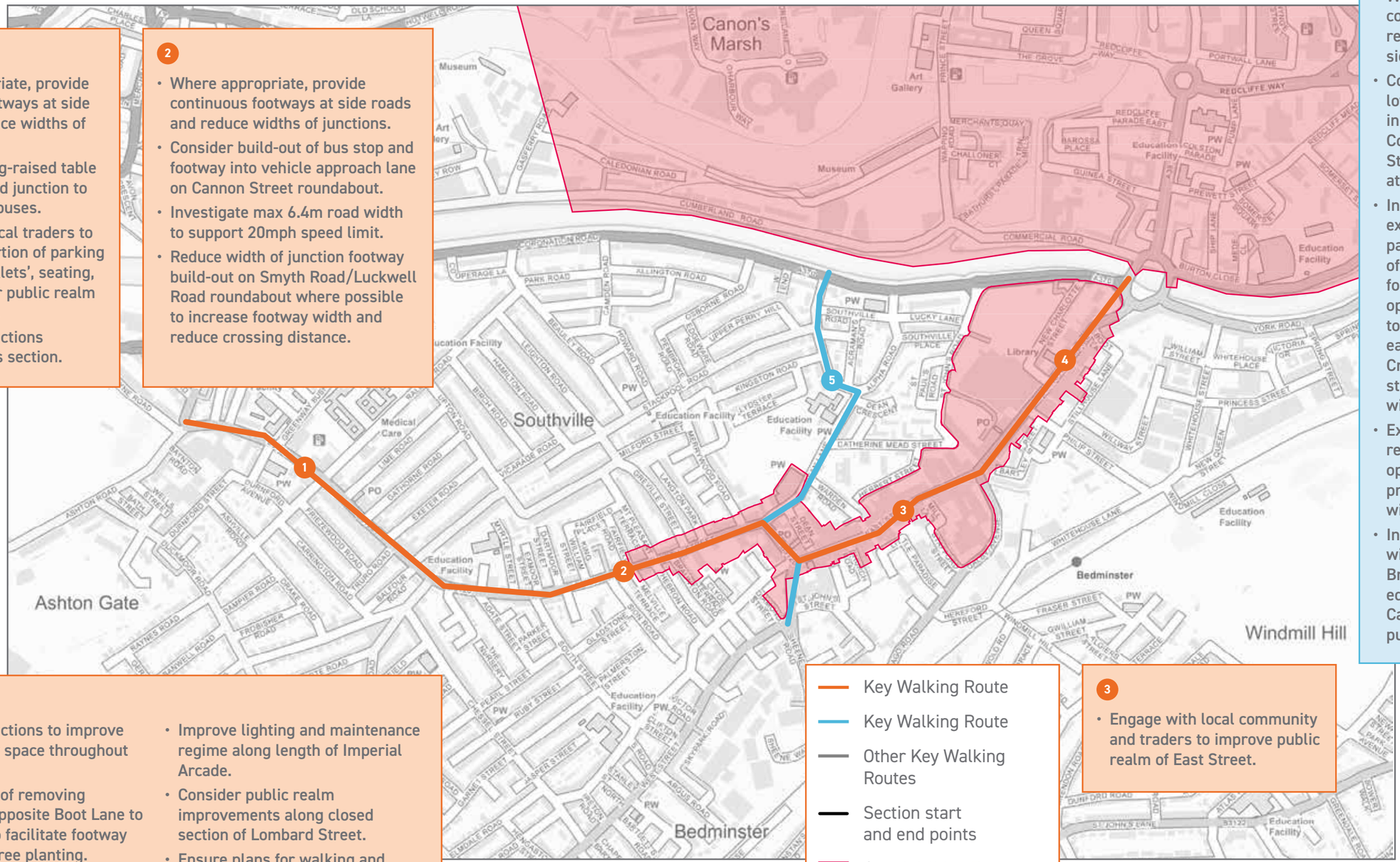
W13

Bedminster and Southville



1

- Where appropriate, provide continuous footways at side roads and reduce widths of junctions.
- Investigate long-raised table on Raleigh Road junction to accommodate buses.
- Engage with local traders to allocate proportion of parking spaces to 'parklets', seating, trees and other public realm improvements.
- Remove obstructions throughout this section.

2

- Where appropriate, provide continuous footways at side roads and reduce widths of junctions.
- Consider build-out of bus stop and footway into vehicle approach lane on Cannon Street roundabout.
- Investigate max 6.4m road width to support 20mph speed limit.
- Reduce width of junction footway build-out on Smyth Road/Luckwell Road roundabout where possible to increase footway width and reduce crossing distance.

4

- Remove obstructions to improve usable footway space throughout this section.
- Explore option of removing parking from opposite Boot Lane to Regent Road to facilitate footway widening and tree planting.
- Consider raised table at Regent Road.
- Rationalise street furniture outside of Asda to improve usable footway space.
- Improve lighting and maintenance regime along length of Imperial Arcade.
- Consider public realm improvements along closed section of Lombard Street.
- Ensure plans for walking and cycling in this area support and interface with Bedminster Green Development.

3

- Engage with local community and traders to improve public realm of East Street.

5

- Where appropriate, provide continuous footways and reduce widths of junctions at side roads.
- Consider implementing low traffic neighbourhood in Southville between Coronation Road and North Street including point closure at Dean Lane.
- In consultation with residents explore option of removing parking on western edge of Dean Lane to facilitate footway widening from opposite school entrance to Coronation Road, and on eastern edge between Dean Crescent and Catherine Mead street to facilitate footway widening and tree planting.
- Explore moving back retaining wall in park opposite public house to provide additional footway width for pedestrians.
- Investigate option for footway widening opposite South Bristol Baths and eastern edge of Dean Lane from Cannon Street roundabout to public house.

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.

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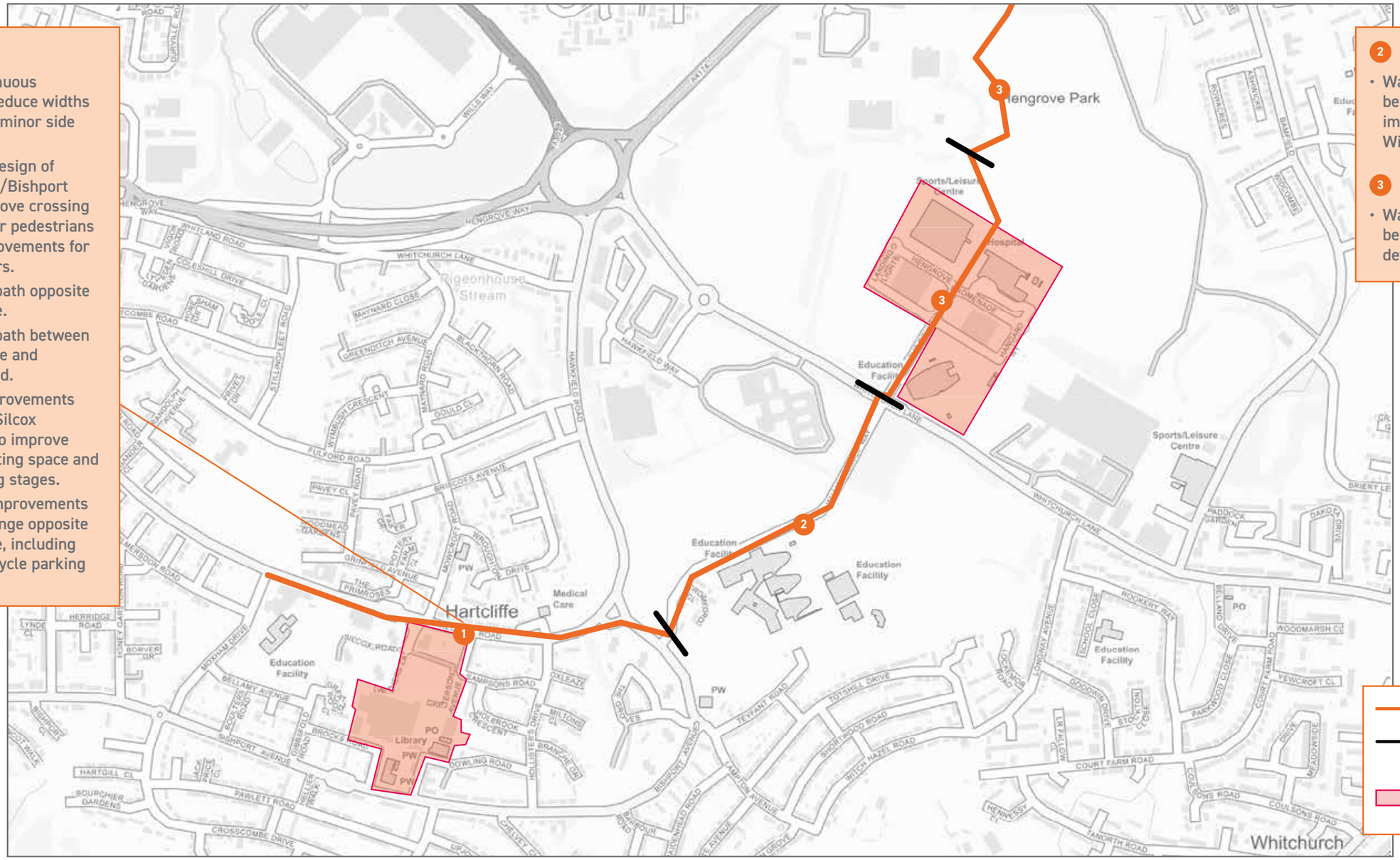
W14

Hartcliffe and Hengrove Park



1

- Consider continuous footways and reduce widths of junctions on minor side roads.
- Investigate redesign of Hareclive Road/Bishport Avenue to improve crossing environment for pedestrians and simplify movements for other road users.
- Widen shared path opposite Urmston House.
- Widen shared path between Hollister's Drive and Sampson's Road.
- Pedestrian improvements on all arms of Silcox Road junction to improve pedestrian waiting space and reduce crossing stages.
- Public realm improvements at bus interchange opposite Hayleigh House, including tree planting, cycle parking and benches.

2

- Walking improvements to be defined by development immediately adjacent to William Jessops Way.

3

- Walking improvements to be defined by Hengrove Park development.

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.

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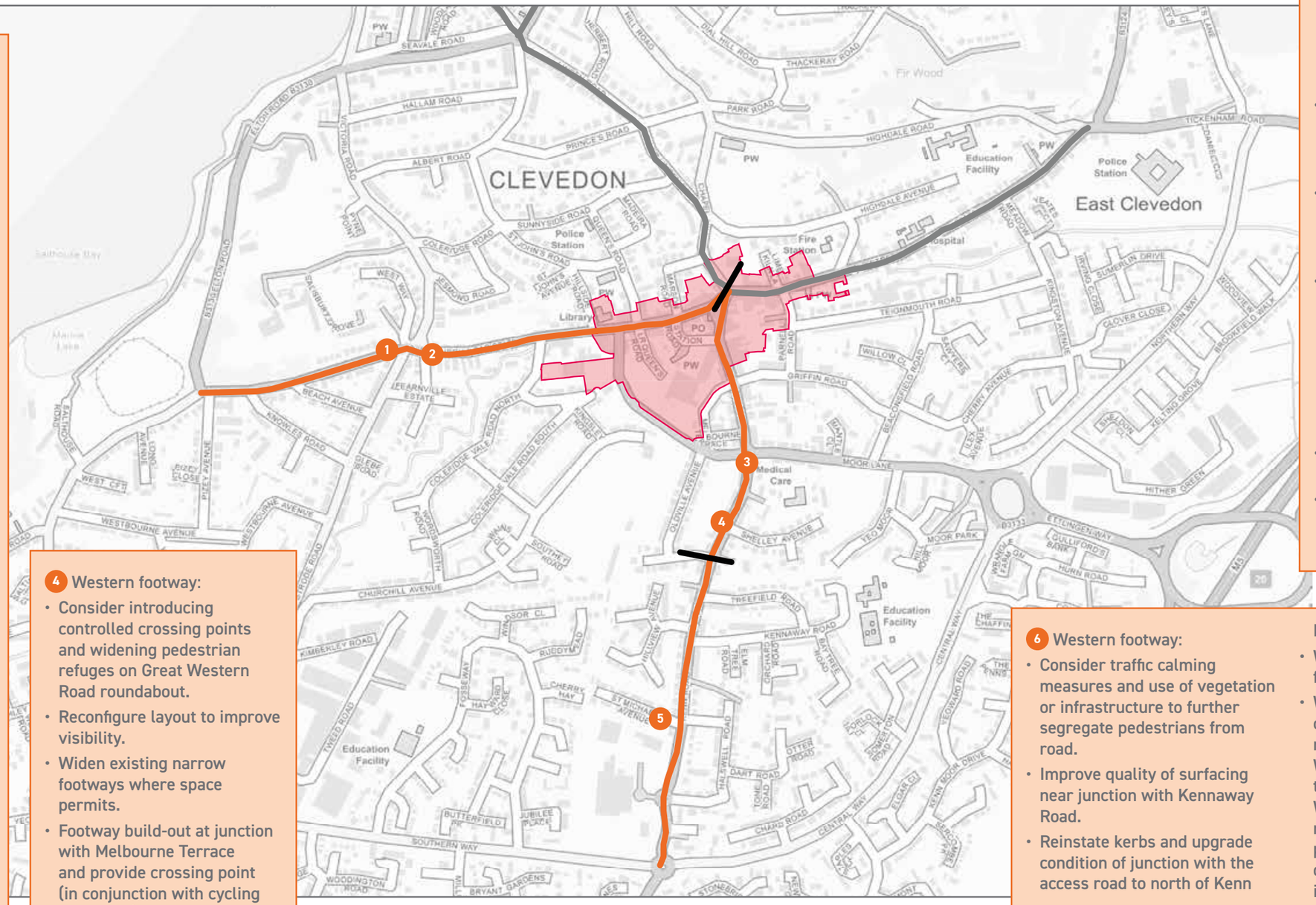
W15

Clevedon 1



1 Northern footway:

- Consider traffic calming measures.
- Explore options to improve crossing provision along Old Church Road and at Old Church Road/Elton Road junction and consider relocation of the bus stop to improve pedestrian safety.
- Reduce junction widths on Victoria Road and West Way.

2 Southern footway:

- Consider traffic calming measures and 20mph speed limit along route.
- Widen existing narrow footways where space permits.
- Explore options to improve crossing provision along Old Church Road and at Old Church Road/Elton Road junction to improve pedestrian safety.
- Reduce junction widths at Pizey Avenue, Knowles Road, Beach Avenue, Victoria Road (reduce exit to single lane), West Way, Strode Road, and Coleridge Vale Road North.

3 Eastern footway:

- Consider relocation of bollards/street furniture at Kenn Road/Station Road.
- Widen existing narrow footways where space permits.
- Great Western Road Roundabout - consider introducing controlled crossing points and reconfigure layout to improve visibility. Widen pedestrian refuges.

4 Western footway:

- Consider introducing controlled crossing points and widening pedestrian refuges on Great Western Road roundabout.
- Reconfigure layout to improve visibility.
- Widen existing narrow footways where space permits.
- Footway build-out at junction with Melbourne Terrace and provide crossing point (in conjunction with cycling proposals).
- The western approach to this crossing could form a gateway feature to the town centre and start of a 20mph zone.
- Investigate options to enhance pedestrian priority at the Triangle.

Key Walking Route

Other Key Walking Routes

Section start and end points

Core Walking Zones

5 Eastern footway:

- Introduce traffic calming measures and use of vegetation or infrastructure to further segregate pedestrians from road.
- Widen footway using some of the existing verge where narrow e.g. near Shelley Avenue.
- Maintain/cut back hedges a long eastern side of Kenn Road on approach to Tesco Roundabout.
- Widen and improve quality of crossing points and pedestrian refuge islands at Central Way roundabout or otherwise reconfigure roundabout to improve pedestrian safety - consider signalisation.
- Address footway defects in immediate surroundings.
- Improve priority crossing provision a long route section.

6 Western footway:

- Consider traffic calming measures and use of vegetation or infrastructure to further segregate pedestrians from road.
- Improve quality of surfacing near junction with Kennaway Road.
- Reinstate kerbs and upgrade condition of junction with the access road to north of Kenn Road/Halswell Road.
- Widen existing narrow footways where space permits.
- Widen and improve quality of crossing points and pedestrian refuge islands on Central Way roundabout, particularly the western arm of Central Way - consider reconfiguring roundabout to improve pedestrian safety, adhere to desire lines and potentially introduce signalisation.

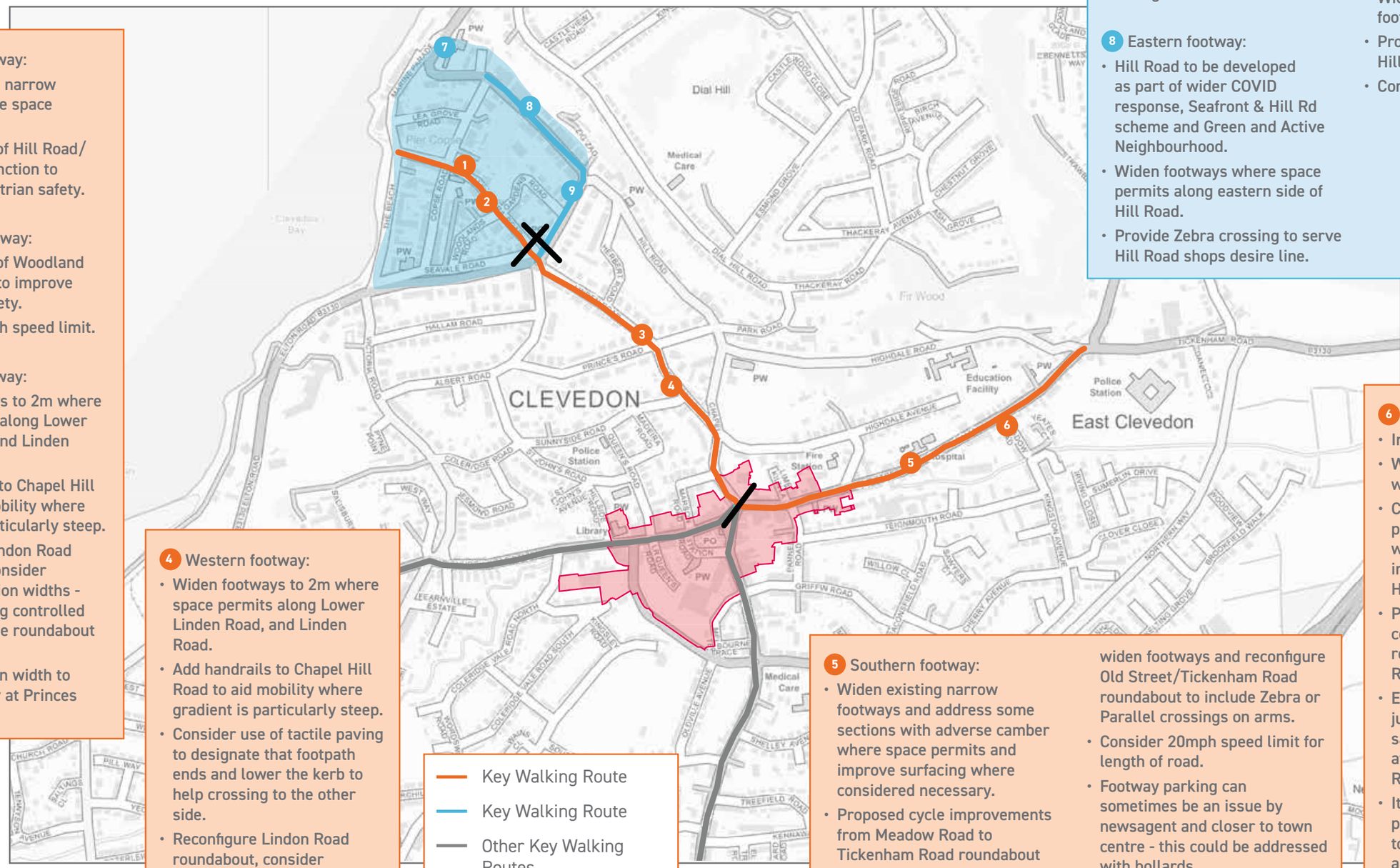
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic Neighbourhood zones to improve 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.

W16

Clevedon 2



1 Eastern footway:
- Widen existing narrow footways where space permits.
- Reduce width of Hill Road/ Copse Road junction to improve pedestrian safety.

2 Western footway:
- Reduce width of Woodland Road junction to improve pedestrian safety.
- Consider 20mph speed limit.

3 Eastern footway:
- Widen footways to 2m where space permits along Lower Linden Road, and Linden Road.
- Add handrails to Chapel Hill Road to aid mobility where gradient is particularly steep.
- Reconfigure Lindon Road roundabout, consider reducing junction widths - consider adding controlled crossings at the roundabout or approach.
- Reduce junction width to improve safety at Princes Road.

4 Western footway:
- Widen footways to 2m where space permits along Lower Linden Road, and Linden Road.
- Add handrails to Chapel Hill Road to aid mobility where gradient is particularly steep.
- Consider use of tactile paving to designate that footpath ends and lower the kerb to help crossing to the other side.
- Reconfigure Lindon Road roundabout, consider reducing junction widths - consider adding controlled crossings at the roundabout or approach.
- Consider 20mph speed limit.

Key Walking Route

Key Walking Route

Other Key Walking Routes

Section start and end points

Core Walking Zones

Green and Active Neighbourhood

5 Southern footway:
- Widen existing narrow footways and address some sections with adverse camber where space permits and improve surfacing where considered necessary.
- Proposed cycle improvements from Meadow Road to Tickenham Road roundabout may provide joint opportunity to widen footways and reconfigure Old Street/Tickenham Road roundabout to include Zebra or Parallel crossings on arms.
- Consider 20mph speed limit for length of road.
- Footway parking can sometimes be an issue by newsagent and closer to town centre - this could be addressed with bollards.

6 Northern footway:
- Improve surfacing.
- Widen existing footways where space permits.
- Consider controlled pedestrian crossings, or widening the footway to improve visibility at Chapel Hill Road.
- Pedestrian refuge islands could be improved at roundabout with Highdale Road.
- Explore options to improve junction layout to improve safe crossing provision at Avon Fire & Rescue Roundabout.
- It is recognised that crossing provision may not be able to be rectified due to fire appliances needing a wide access/egress point here.

7 Proposed Green and Active Neighbourhood.

8 Eastern footway:
- Hill Road to be developed as part of wider COVID response, Seafront & Hill Rd scheme and Green and Active Neighbourhood.
- Widen footways where space permits along eastern side of Hill Road.
- Provide Zebra crossing to serve Hill Road shops desire line.

9 Western footway:
- Widen existing narrow footways where space permits.
- Provide Zebra crossing to serve Hill Road shops desire line.
- Consider 20mph speed limit.

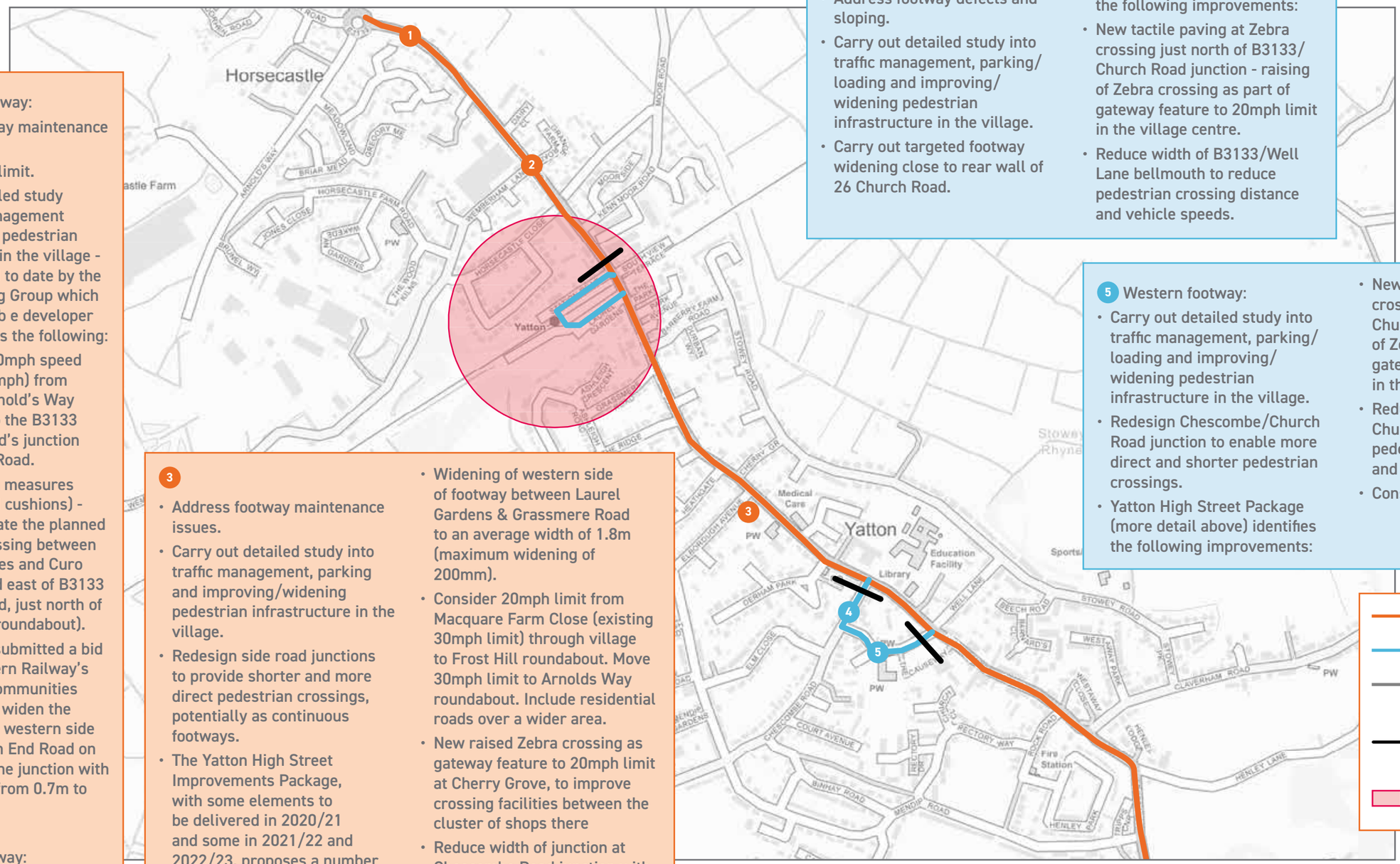
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic Neighbourhood zones to improve 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.

W17

Yatton



1 Western footway:

- Address footway maintenance issues.
- Reduce speed limit.
- Continue detailed study into traffic management and improving pedestrian infrastructure in the village - work identified to date by the Yatton Steering Group which is expected to b e developer funded includes the following:
- Extension of 30mph speed limit (from 40mph) from the village (Arnold's Way roundabout) to the B3133 North End Road's junction with Lampley Road.
- Traffic calming measures (such as speed cushions) - this will facilitate the planned signalised crossing between the Bloor Homes and Curo sites (west and east of B3133 North End Road, just north of Arnold's Way roundabout).
- NSC has also submitted a bid to Great Western Railway's Customer & Communities Fund (CCIF) to widen the footway on the western side of B3133 North End Road on the corner of the junction with Station Road (from 0.7m to 1.3m).

2 Eastern footway:

- Upgrade lighting for footway users east of Arnold's Way roundabout.
- Address footway maintenance issues.
- Reduce speed limit.

3

- Address footway maintenance issues.
- Carry out detailed study into traffic management, parking and improving/widening pedestrian infrastructure in the village.
- Redesign side road junctions to provide shorter and more direct pedestrian crossings, potentially as continuous footways.
- The Yatton High Street Improvements Package, with some elements to be delivered in 2020/21 and some in 2021/22 and 2022/23, proposes a number of measures to traffic calm and provide pedestrian and cycling improvements:
- Dropped kerbs and tactile paving across Station Access (as listed above, part of CCIF bid).
- Widening of western side of footway between Laurel Gardens & Grassmere Road to an average width of 1.8m (maximum widening of 200mm).
- Consider 20mph limit from Macquare Farm Close (existing 30mph limit) through village to Frost Hill roundabout. Move 30mph limit to Arnolds Way roundabout. Include residential roads over a wider area.
- New raised Zebra crossing as gateway feature to 20mph limit at Cherry Grove, to improve crossing facilities between the cluster of shops there
- Reduce width of junction at Chescombe Road junction with B3133 to slow vehicle speeds and increase footway space.
- To improve connectivity between Yatton and Congresbury (including access to bus services), include a pedestrian crossing on the Smallway/Bristol Rd traffic signals.

4 Eastern footway:

- Address footway defects and sloping.
- Carry out detailed study into traffic management, parking/ loading and improving/ widening pedestrian infrastructure in the village.
- Carry out targeted footway widening close to rear wall of 26 Church Road.
- Yatton High Street Package (more detail above) identifies the following improvements:
- New tactile paving at Zebra crossing just north of B3133/ Church Road junction - raising of Zebra crossing as part of gateway feature to 20mph limit in the village centre.
- Reduce width of B3133/Well Lane bellmouth to reduce pedestrian crossing distance and vehicle speeds.

5 Western footway:

- Carry out detailed study into traffic management, parking/ loading and improving/ widening pedestrian infrastructure in the village.
- Redesign Chescombe/Church Road junction to enable more direct and shorter pedestrian crossings.
- Yatton High Street Package (more detail above) identifies the following improvements:
- New tactile paving at Zebra crossing just north of B3133/ Church Road junction - raising of Zebra crossing as part of gateway feature to 20mph limit in the village centre.
- Reduce width of B3133/ Church Road junction to reduce pedestrian crossing distance and vehicle speeds.
- Consider 20mph speed limit.

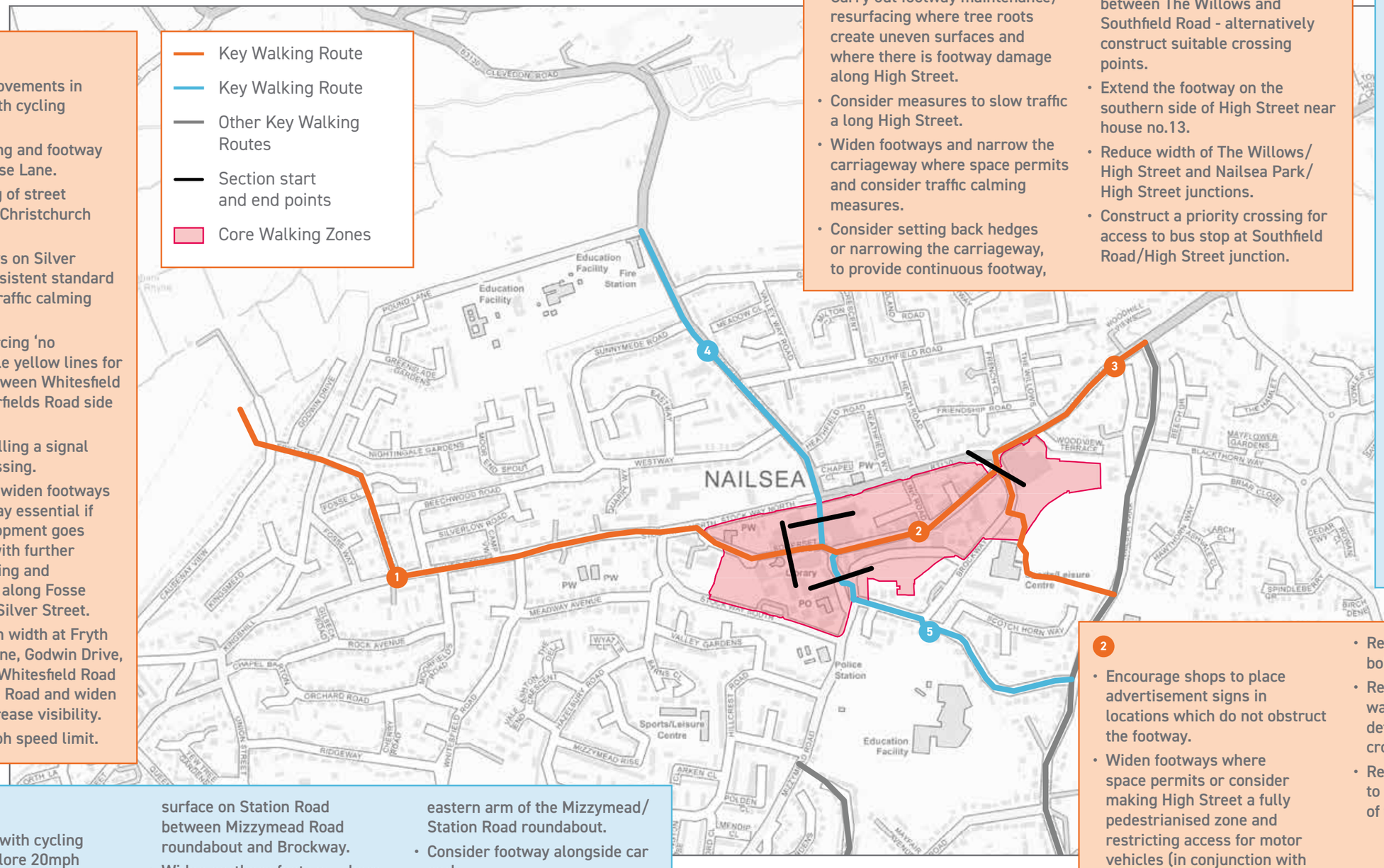
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic Neighbourhood zones to improve 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.

W18

Nailsea 1



1

- Consider improvements in conjunction with cycling proposals.
- Improve lighting and footway surface on Fosse Lane.
- Review placing of street furniture near Christchurch Close.
- Widen footways on Silver Street to a consistent standard and consider traffic calming measures.
- Consider enforcing 'no parking'/double yellow lines for the section between Whitesfield Road and Moorfields Road side junctions.
- Consider installing a signal controlled crossing.
- Extending and widen footways along Fryth Way essential if housing development goes ahead, along with further footway widening and improvements along Fosse Lane towards Silver Street.
- Reduce junction width at Fryth Way, Pound Lane, Godwin Drive, Fosse Barton, Whitesfield Road and Moorfields Road and widen footway to increase visibility.
- Consider 20mph speed limit.

3

- Carry out footway maintenance/ resurfacing where tree roots create uneven surfaces and where there is footway damage along High Street.
- Consider measures to slow traffic a long High Street.
- Widen footways and narrow the carriageway where space permits and consider traffic calming measures.
- Consider setting back hedges or narrowing the carriageway, to provide continuous footway, subject to land ownership/ negotiation on the High Street between The Willows and Southfield Road - alternatively construct suitable crossing points.
- Extend the footway on the southern side of High Street near house no.13.
- Reduce width of The Willows/ High Street and Nailsea Park/ High Street junctions.
- Construct a priority crossing for access to bus stop at Southfield Road/High Street junction.

4

- Create more prominent pedestrian route across frontage of Motor Vision.
- Repair damaged footway.
- At Stock Way North/ Clevedon Road signal junction, clean graffiti, enhance lighting, remove subway and consider extending 'green man' time or convert staggered crossing into single phase crossing.
- Consider traffic calming measures.
- Widen footway on eastern side of Clevedon Road between junctions with Heathfield Road and Southfield Road, and create more waiting space at bus stop.
- Reduce side junction widths and consider converting into continuous footways.
- Widen crossing points to 2m where space permits.

2

- Encourage shops to place advertisement signs in locations which do not obstruct the footway.
- Widen footways where space permits or consider making High Street a fully pedestrianised zone and restricting access for motor vehicles (in conjunction with cycling proposals).
- Reduce and rationalise use of bollards.
- Review pedestrian crossing wait times and add pedestrian detection at Tesco signal crossing.
- Review potential improvements to increase the attractiveness of the Precinct/High Street.

5

- In conjunction with cycling proposals, explore 20mph speed limit and traffic calming measures between the Precinct and Station Road and consider formal crossing point where Station Road meets Brockway junction.
- Review placing of bollards.
- Improve northern footway surface on Station Road between Mizzymead Road roundabout and Brockway.
- Widen northern footway where space permits on Station Road between Brockway and Nailsea Park.
- Improve crossing from the Precinct to Station Road to ensure pedestrian desire lines are well catered for, eg. through provision of Zebra crossing on eastern arm of the Mizzymead/ Station Road roundabout.
- Consider footway alongside car park.
- Improve pedestrian crossings at Station Road/Laurel Drive and Station Road/Nailsea Park junctions.
- Add signs and traffic calming measures on approach to footpath connecting Station Road to Nailsea School.

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.

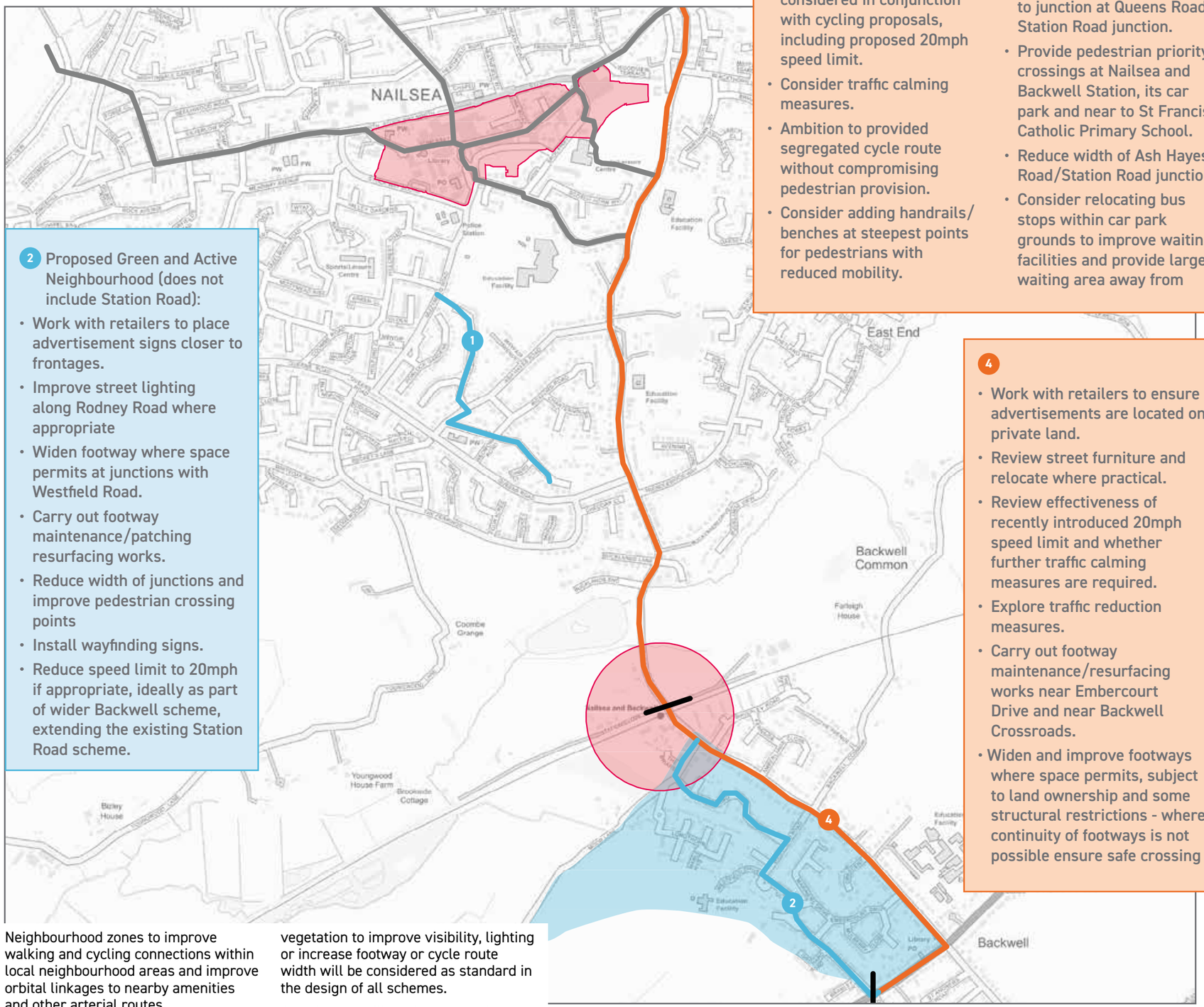
All schemes will be designed in line with the DfT's Local transport note 1/20.

W19

Nailsea 2

1

- Improve area on approach to underpass for pedestrians and cyclists at northern end of Ash Hayes Drive.
- Consider additional lighting.
- Carry out footway maintenance/resurfacing works from Farler's End to Ash Hayes Drive.
- Widen footways where space permits, subject to land ownership and some structural restrictions.
- Improve wayfinding signage.
- Reduce width of junctions (Little Meadow End/Ash Hayes Road, Ash Hayes Drive/Ash Hayes Road junction and Rickford Road/ Farler's End junctions).
- Improvements to Mizzymead Road to be carried out as part of cycling proposals.



- Key Walking Route
- Key Walking Route
- Other Key Walking Routes
- Section start and end points
- Core Walking Zones
- Green and Active Neighbourhood

2 Proposed Green and Active Neighbourhood (does not include Station Road):

- Work with retailers to place advertisement signs closer to frontages.
- Improve street lighting along Rodney Road where appropriate
- Widen footway where space permits at junctions with Westfield Road.
- Carry out footway maintenance/patching resurfacing works.
- Reduce width of junctions and improve pedestrian crossing points
- Install wayfinding signs.
- Reduce speed limit to 20mph if appropriate, ideally as part of wider Backwell scheme, extending the existing Station Road scheme.

3

- Improvements to be considered in conjunction with cycling proposals, including proposed 20mph speed limit.
- Consider traffic calming measures.
- Ambition to provided segregated cycle route without compromising pedestrian provision.
- Consider adding handrails/ benches at steepest points for pedestrians with reduced mobility.
- Reduce width of junction, widen pedestrian refuge and bring crossing point closer to junction at Queens Road/ Station Road junction.
- Provide pedestrian priority crossings at Nailsea and Backwell Station, its car park and near to St Francis Catholic Primary School.
- Reduce width of Ash Hayes Road/Station Road junction.
- Consider relocating bus stops within car park grounds to improve waiting facilities and provide larger waiting area away from footway.
- If the above is not feasible, consider east-west crossing facility to access southbound bus stop.
- Provide pedestrian priority crossings across station access and car park entrance
- Identify options to enhance access to the westbound rail platform for less mobile disabled travellers, such as with a lift or ramps.

4

- Work with retailers to ensure advertisements are located on private land.
- Review street furniture and relocate where practical.
- Review effectiveness of recently introduced 20mph speed limit and whether further traffic calming measures are required.
- Explore traffic reduction measures.
- Carry out footway maintenance/resurfacing works near Embercourt Drive and near Backwell Crossroads.
- Widen and improve footways where space permits, subject to land ownership and some structural restrictions - where continuity of footways is not possible ensure safe crossing points are available.
- Reduce junction widths where Station Road meets Moor Lane, Waverley Road, Meadow Road, Backwell Common and Embercourt Drive.
- Provide pedestrian priority crossings of side roads.
- Install pedestrian detection technology at signal crossing north of Backwell Common.
- Improve signage to Nailsea and Backwell Station from the south.
- Reduce the width of the vehicle entrance/exit at the Harvest/Backwell Motor forecourt, widen the footway and/or create a continuous footway
- Explore options to improve crossing provision or reduce traffic flow along Station Road from Nailsea and Backwell Station to Farleigh Road.

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.

Portishead

1 Southern footway:
- Address footway maintenance issues.
- Consider widening footways where space permits.
- Consider pedestrian crossing of West Hill between Avon Way and Mendip Road.

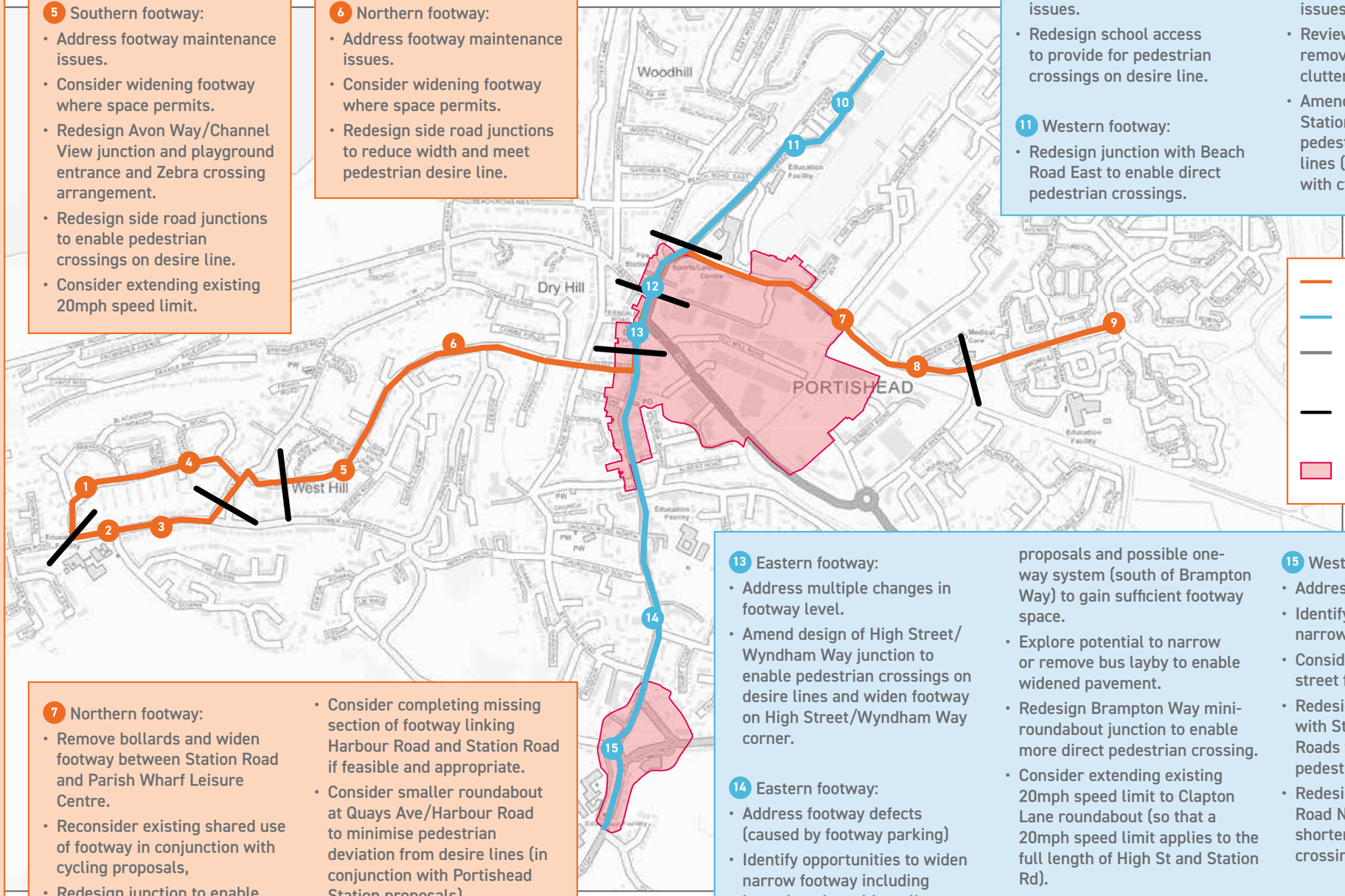
2 Northern footway:
- Address footway maintenance issues.
- Widen footway between Mendip Road and Down Road whilst retaining parking.
- Align dropped kerbs with pedestrian desire lines.

3 Southern footway:
- Address footway maintenance issues.
- Consider whether there is scope for limited footway widening along Down Road.
- Redesign Lower Down Road junction to enable safer pedestrian crossing movements on desire line.
- Redesign The Downs side road junction to reduce width with dropped kerbs aligned with pedestrian desire lines.

4 Northern footway:
- Address footway maintenance issues.
- Consider widening footways where space permits.
- Consider keeping clear markings/double yellow lines at Quantock Road junction.
- Consider pedestrian crossing of West Hill between Avon Way and Mendip Road.

5 Southern footway:
- Address footway maintenance issues.
- Consider widening footway where space permits.
- Redesign Avon Way/Channel View junction and playground entrance and Zebra crossing arrangement.
- Redesign side road junctions to enable pedestrian crossings on desire line.
- Consider extending existing 20mph speed limit.

6 Northern footway:
- Address footway maintenance issues.
- Consider widening footway where space permits.
- Redesign side road junctions to reduce width and meet pedestrian desire line.



7 Northern footway:
- Remove bollards and widen footway between Station Road and Parish Wharf Leisure Centre.
- Reconsider existing shared use of footway in conjunction with cycling proposals,
- Redesign junction to enable more direct pedestrian crossings and slower speeds of turning vehicles.

8 Southern footway:
- Widen footway between Sainsbury's footpath and Majestic Wine access.
- Consider completing missing section of footway linking Harbour Road and Station Road if feasible and appropriate.
- Consider smaller roundabout at Quays Ave/Harbour Road to minimise pedestrian deviation from desire lines (in conjunction with Portishead Station proposals).

9
- Footway could be widened using some of the existing verge bollards considered to stop footway parking.

10 Eastern footway:
- Address footway maintenance issues.
- Redesign school access to provide for pedestrian crossings on desire line.

11 Western footway:
- Redesign junction with Beach Road East to enable direct pedestrian crossings.

12 Western footway:
- Address footway maintenance issues.
- Review and where possible remove or relocate footway clutter.
- Amend design of Cabstand/ Station Road junction to enable pedestrian crossing on desire lines (consider in conjunction with cycling proposals).

Key Walking Route

Key Walking Route

Other Key Walking Routes

Section start and end points

Core Walking Zones

13 Eastern footway:
- Address multiple changes in footway level.
- Amend design of High Street/ Wyndham Way junction to enable pedestrian crossings on desire lines and widen footway on High Street/Wyndham Way corner.

14 Eastern footway:
- Address footway defects (caused by footway parking)
- Identify opportunities to widen narrow footway including in conjunction with cycling proposals and possible one-way system (south of Brampton Way) to gain sufficient footway space.
- Explore potential to narrow or remove bus layby to enable widened pavement.
- Redesign Brampton Way mini-roundabout junction to enable more direct pedestrian crossing.
- Consider extending existing 20mph speed limit to Clapton Lane roundabout (so that a 20mph speed limit applies to the full length of High St and Station Rd).

15 Western footway:
- Address footway defects.
- Identify opportunities to widen narrow footways.
- Consider options to rationalise street furniture locations.
- Redesign side road junctions with St Peter's and St Mary's Roads to enable more direct pedestrian crossings.
- Redesign junctions with Church Road North and South to enable shorter distance pedestrian crossings.

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.

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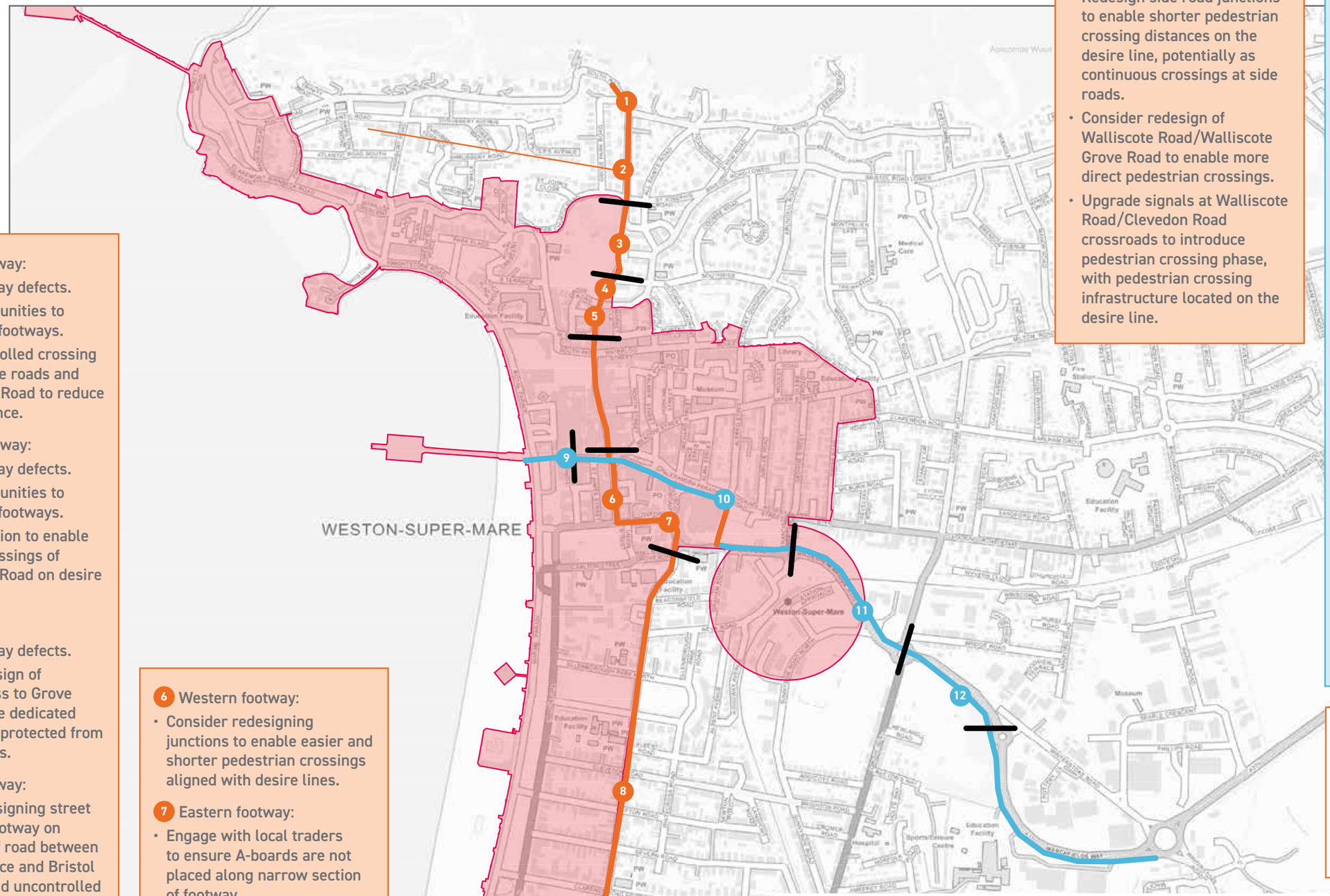
W21

Weston-super-Mare 1



1 Eastern footway:
- Address footway defects.
- Identify opportunities to widen narrow footways.
- Install uncontrolled crossing facilities at side roads and redesign Cecil Road to reduce crossing distance.

2 Western footway:
- Address footway defects.
- Identify opportunities to widen narrow footways.
- Redesign junction to enable pedestrian crossings of Upper Church Road on desire line.

3
- Address footway defects.
- Consider redesign of northern access to Grove Lane to provide dedicated crossing point protected from parked vehicles.

4 Eastern footway:
- Consider redesigning street to introduce footway on eastern side of road between Connaught Place and Bristol Road Lower and uncontrolled crossing facility at junction of Bristol Road Lower/High Street.

5 Western footway:
- Consider widening footway north of Grove Road.

6 Western footway:
- Consider redesigning junctions to enable easier and shorter pedestrian crossings aligned with desire lines.

7 Eastern footway:
- Engage with local traders to ensure A-boards are not placed along narrow section of footway.
- Consider relocating poorly located street furniture.
- Consider redesigning junction to enable shorter pedestrian crossing distances which are closer to desire line.

8
- Redesign side road junctions to enable shorter pedestrian crossing distances on the desire line, potentially as continuous crossings at side roads.
- Consider redesign of Walliscote Road/Walliscote Grove Road to enable more direct pedestrian crossings.
- Upgrade signals at Walliscote Road/Clevedon Road crossroads to introduce pedestrian crossing phase, with pedestrian crossing infrastructure located on the desire line.

9
- Progress existing scheme to improve Regent Street public realm.

10
- Identify opportunities to remove guardrailing and widen effective footway width.
- Address footway defects.
- Identify footway widening improvements and review street furniture locations.
- Introduce additional north-south crossing opportunities.
- These issues are largely being addressed as part of current Alexandra Parade scheme.

11
- Provide signal controlled pedestrian crossing phases on additional arms of junction, potentially as part of signal crossroads design.

12
- Address footway maintenance issues.
- Review siting of street furniture.

Key Walking Route

Key Walking Route

Section start and end points

Core Walking Zones

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.

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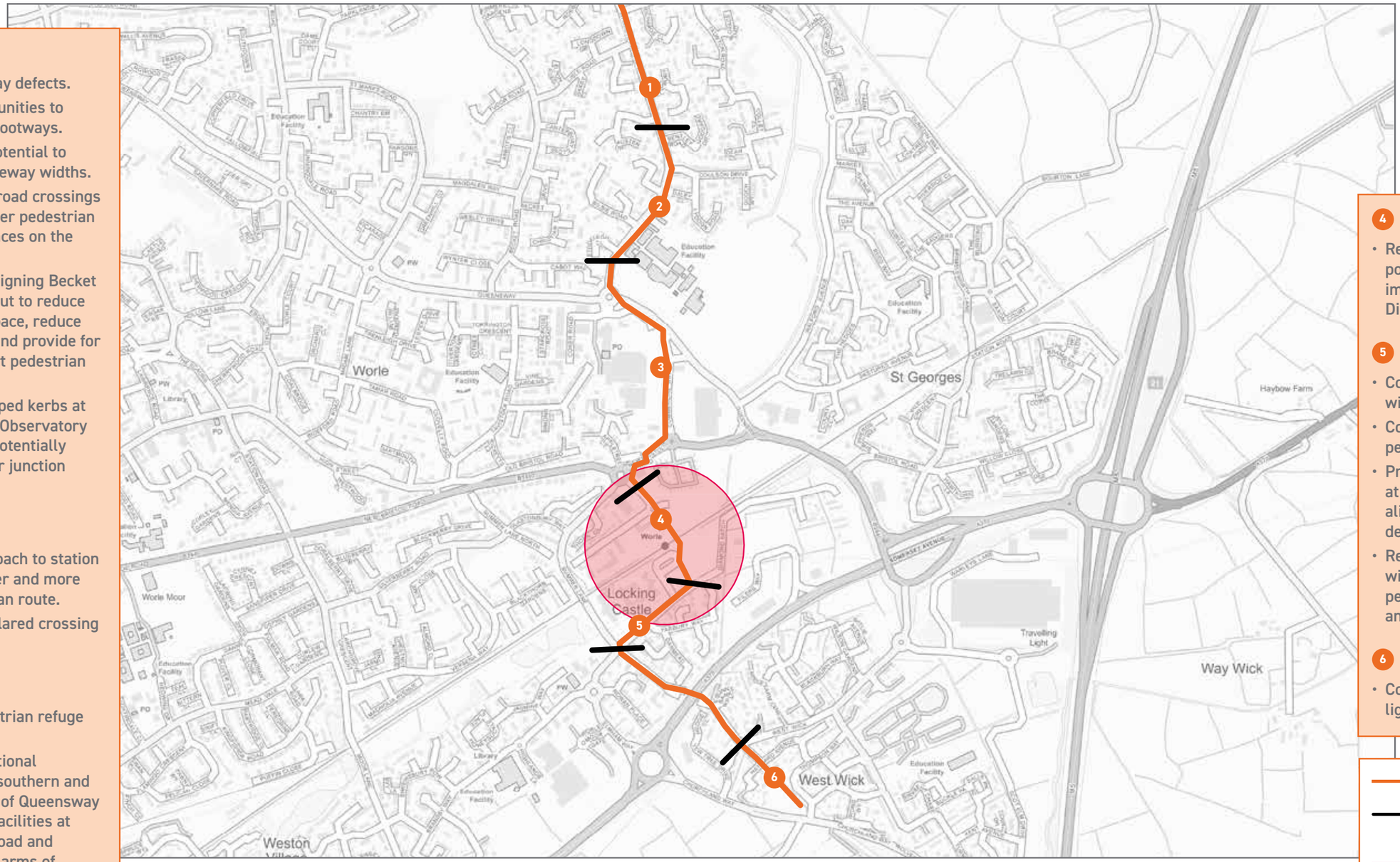
W22

Weston-super-Mare 2



1

- Address footway defects.
- Identify opportunities to widen narrow footways.
- Maybe some potential to narrow carriageway widths.
- Redesign side road crossings to enable shorter pedestrian crossing distances on the desire line.
- Consider redesigning Becket Road roundabout to reduce carriageway space, reduce traffic speeds and provide for direct and short pedestrian crossings.
- Introduce dropped kerbs at roundabout by Observatory public house, potentially as part of wider junction redesign.

2

- Redesign approach to station to provide wider and more direct pedestrian route.
- Address wide flared crossing points.

3

- Increase pedestrian refuge island width.
- Construct additional footway along southern and northern sides of Queensway with crossing facilities at Wansbrough Road and District Centre arms of roundabout.

4

- Review number and positioning of bollards immediately north of Diamond Batch.

5

- Consider potential for footway widening.
- Consider redesigned wider pedestrian crossing.
- Provide pedestrian crossing at care home entrance aligned with pedestrian desire line.
- Redesign side road junction with Yarbury Way to reduce pedestrian crossing distance and reduce junction width.

6

- Consider installation of lighting.

Key Walking Route

Section start and end points

Core Walking Zones

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.

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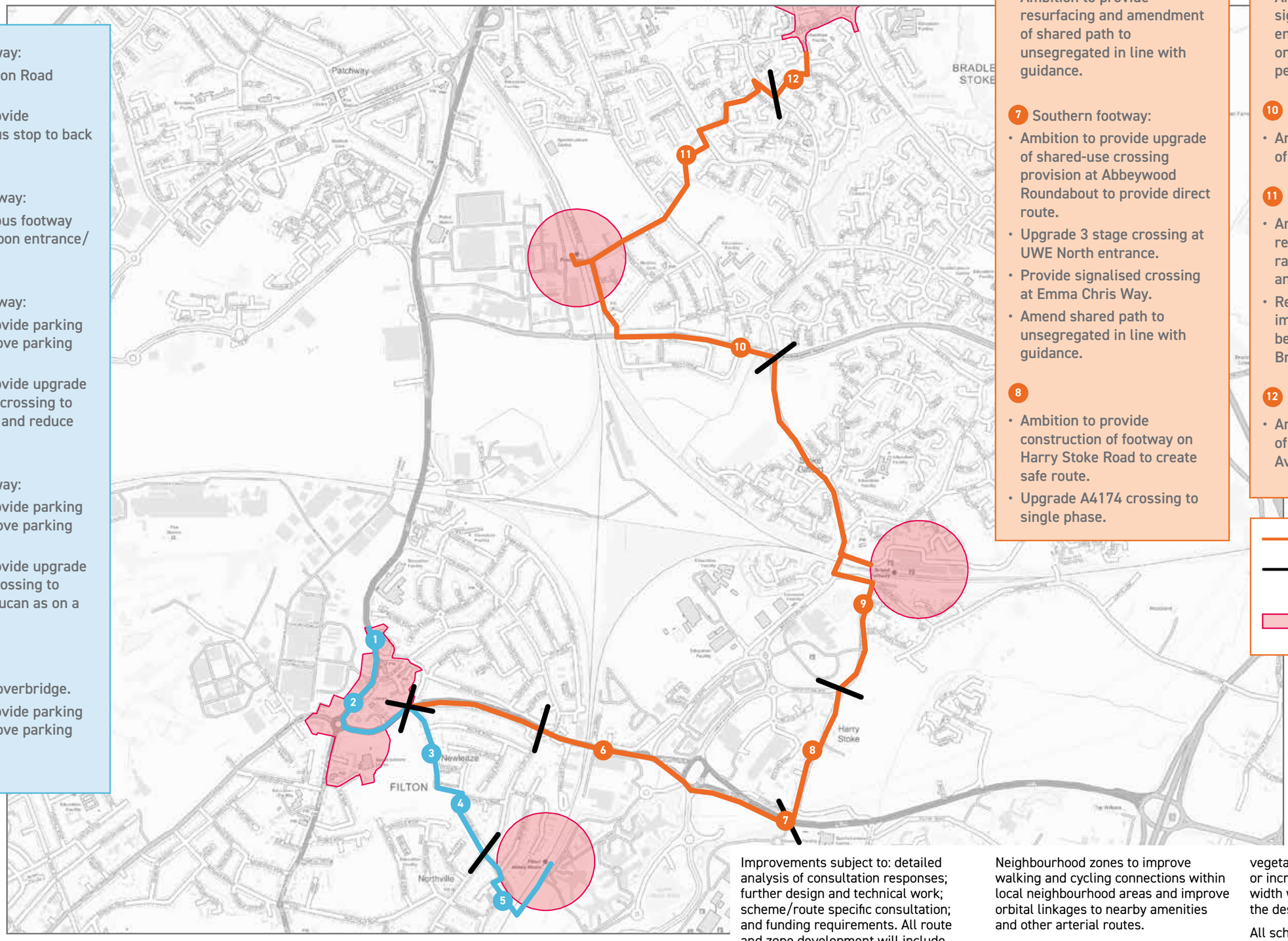
W23

Bristol North Fringe



1 Eastern footway:
- Resurface Station Road footway.
- Ambition to provide relocation of bus stop to back of footway.

2 Western footway:
- Install continuous footway across Air Balloon entrance/ exit.

3 Western footway:
- Ambition to provide parking review to improve parking issues.
- Ambition to provide upgrade to single stage crossing to improve safety and reduce delays.

4 Eastern footway:
- Ambition to provide parking review to improve parking issues.
- Ambition to provide upgrade of signalised crossing to single stage Toucan as on a cycle route.

5
- Resurface rail overbridge.
- Ambition to provide parking review to improve parking issues.

6 Northern footway:
- Ambition to provide resurfacing and amendment of shared path to unsegregated in line with guidance.

7 Southern footway:
- Ambition to provide upgrade of shared-use crossing provision at Abbeywood Roundabout to provide direct route.
- Upgrade 3 stage crossing at UWE North entrance.
- Provide signalised crossing at Emma Chris Way.
- Amend shared path to unsegregated in line with guidance.

8
- Ambition to provide construction of footway on Harry Stoke Road to create safe route.
- Upgrade A4174 crossing to single phase.

9
- Ambition to provide shuttle signals and/or bus gate to enable widening of footway or separate subway for pedestrians/cyclists.

10
- Ambition to provide widening of footway on Station Road.

11
- Ambition to provide the replacement of steps with a ramp between Station road and Lawford Avenue.
- Resurface footpath and improve lighting on section between Little Stoke Lane and Braydon Avenue.

12
- Ambition to provide upgrade of section alongside Braydon Avenue to a sealed surface.

Key Walking Route

Section start and end points

Core Walking Zones

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.

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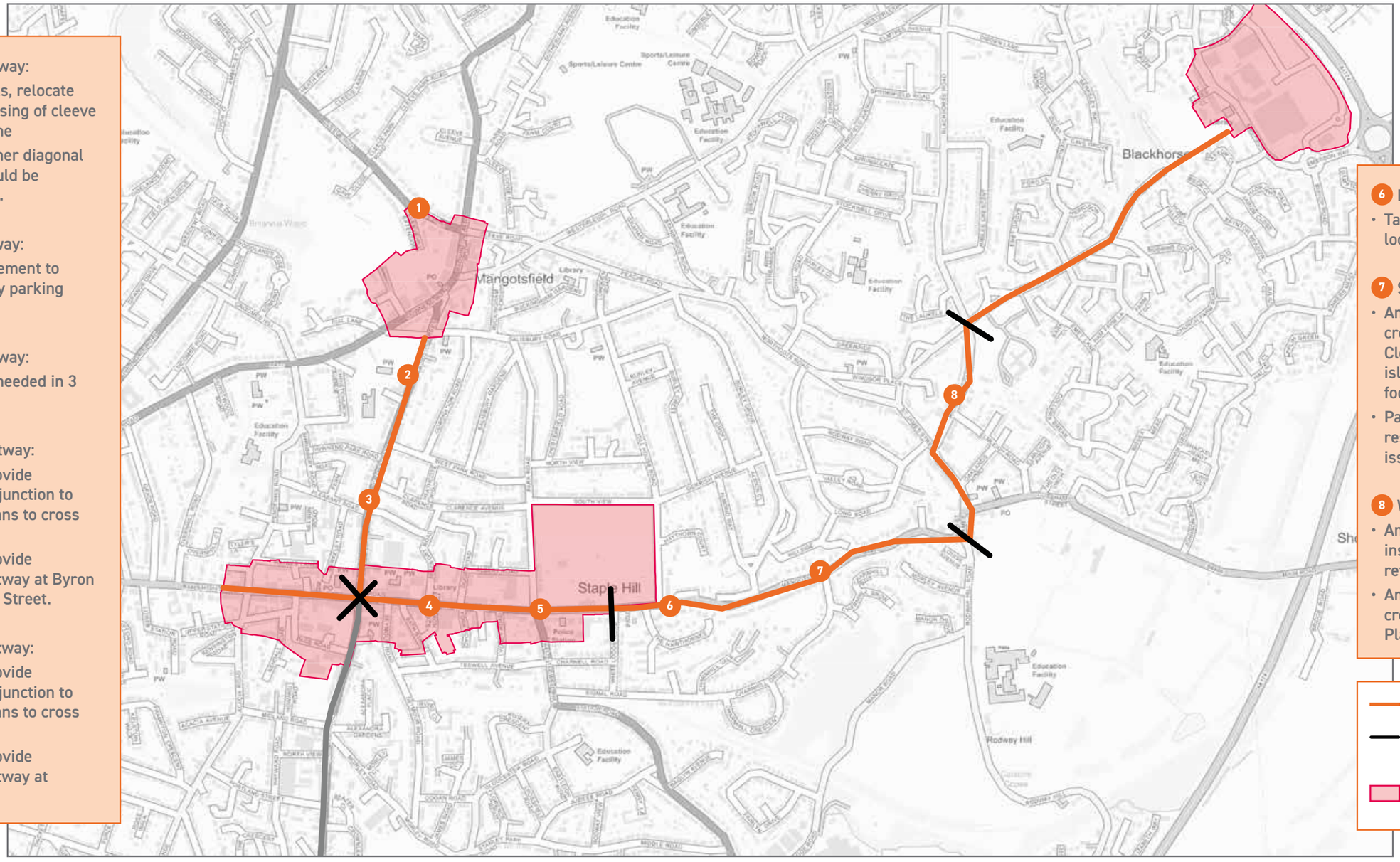
W24

Bristol East Fringe 1



1 Western footway:
- Upgrade signals, relocate signalised crossing of cleeve hill to desire line
- Consider whether diagonal movements could be accommodated.

2 Eastern footway:
- Parking enforcement to resolve footway parking issues.

3 Western footway:
- Tactile paving needed in 3 locations.

4 Southern footway:
- Ambition to provide redesigning of junction to allow pedestrians to cross diagonally.
- Ambition to provide continuous footway at Byron Place and Bath Street.

5 Northern footway:
- Ambition to provide redesigning of junction to allow pedestrians to cross diagonally.
- Ambition to provide continuous footway at Beaufort Road.

6 Northern footway:
- Tactile paving needed in 1 location.

7 Southern footway:
- Ambition to provide improved crossing point at Chestnut Close, with pedestrian refuge island to allow access to footway opposite.
- Parking enforcement to resolve footway parking issues.

8 Western footway:
- Ambition to provide installation of pedestrian refuge island.
- Ambition to provide new crossing point on Windsor Place where footway ends.

Key Walking Route

Section start and end points

Core Walking Zones

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.

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W25

Bristol East Fringe 2

1 Western footway:
- Ambition to provide widening of footway to remove pinchpoints.
- Parking enforcement to resolve footway parking issues.

2 Eastern footway:
- Ambition to provide relocation of bus shelter and localised widening of footway to remove pinchpoints.

3 Eastern footway:
- Parking enforcement to resolve footway parking issues.

4 Eastern footway:
- Ambition to provide resurfacing and widening of footway to remove pinchpoints.

5 Southern footway:
- Ambition to provide moving bus stop location to Moravian Road and removal of existing shelter to reduce impact on footway width.
- Ambition to provide continuous footways at Moravian Road and South Road.

6 Northern footway:
- Ambition to provide moving bus shelter to reduce impact on footway width.
- Ambition to provide continuous footways at London Street and Park Road.

7 Northern footway:
- Install continuous footway across Church Road.

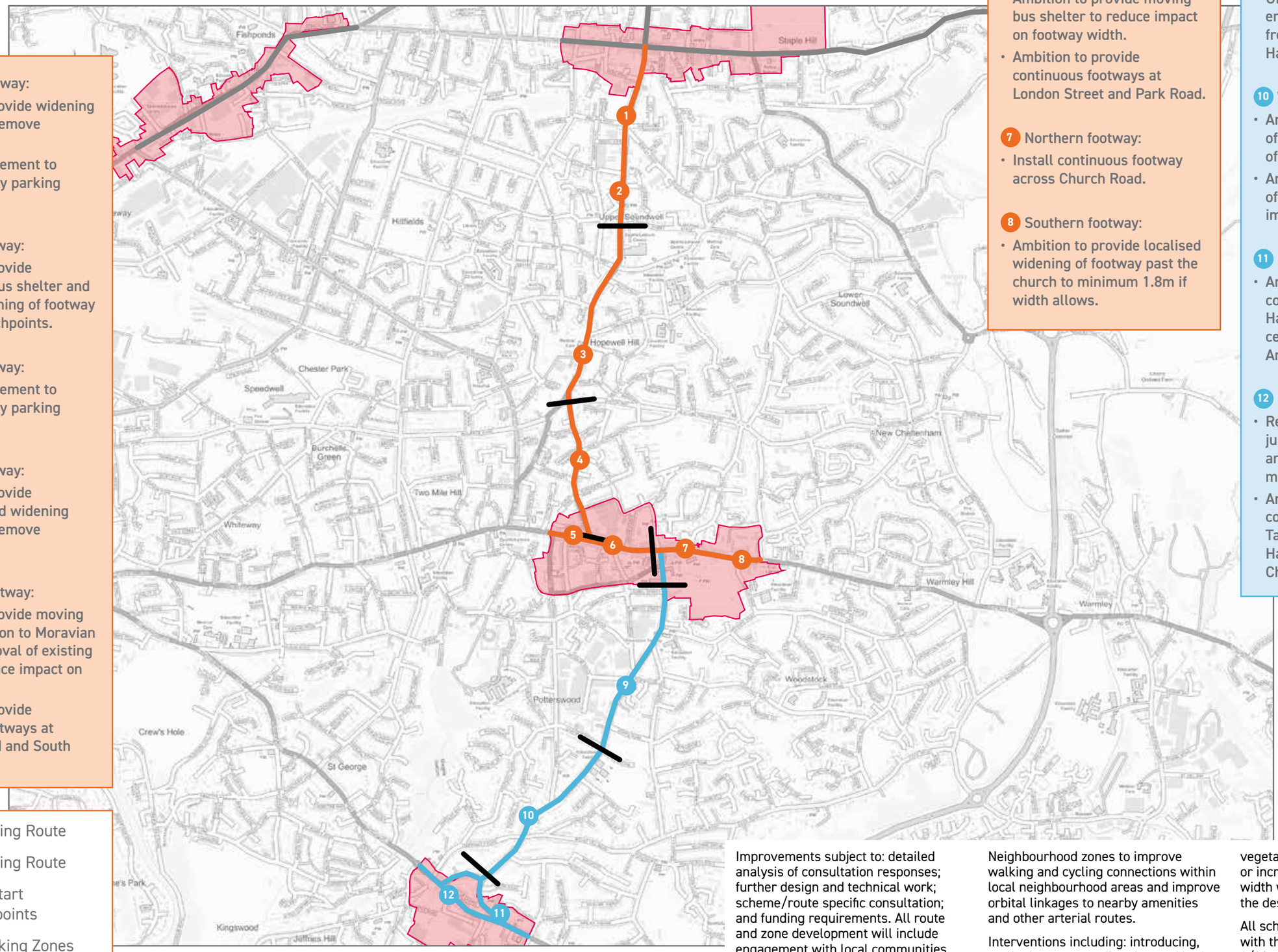
8 Southern footway:
- Ambition to provide localised widening of footway past the church to minimum 1.8m if width allows.

9 Eastern footway:
- Undertake parking enforcement to tackle frequent footway parking on Hanham Road.

10 Western footway:
- Ambition to provide widening of footway and/or relocation of poles for power lines
- Ambition to provide re-design of forest road junction to improve pedestrian safety

11 Southern footway:
- Ambition to provide continuous footways at Hanham Library, community centre, Martins Road and Ansteys Road.

12 Northern footway:
- Redesign Chapel Street junction to improve safety and provide for pedestrian movement on desire line.
- Ambition to provide continuous footways at Tabernacle Road, Lower Hanham Road and Lower Chapel Road.



Key Walking Route

Key Walking Route

Section start and end points

Core Walking Zones

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.

W26

Yate & Chipping Sodbury

1 Northern footway:

- Ambition to provide redesign of junction to improve pedestrian safety at Yate Station entrance.

2 Southern footway:

- Ambition to provide redesign of junction to improve pedestrian safety at Billingtons' entrance.

3 Northern Footway:

- Upgrade signals at Longs Drive and Cranleigh Court Rd junctions to include pedestrian phase across junctions.

4

- Ambition to provide movement of bus shelters to increase available width.

5 Southern footway:

- Upgrade informal crossing points on link road to improve pedestrian safety.
- Ambition to provide continuous footways and/or side road closures within high street area.
- Upgrade signals at Broadway.

6 Northern footway:

- Ambition to provide redesign of junction to improve pedestrian safety.
- New informal crossing point needed at Western end of Chipping Sodbury high street.

7

- Redesign roundabout to improve pedestrian and cycle safety.

Key Walking Route

Key Walking Route

Section start and end points

Core Walking Zones

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W27

Thornbury

1 Western footway:
- Ambition to provide installation of crossing point prior to Kington Lane to improve access to opposite footway.

2 Thornbury High Street:
- Consultation on full or partial closure to motorised vehicles to significantly improve route for pedestrians and cyclists.

3 Eastern footway:
- Ambition to provide redesign of roundabout to improve pedestrian and cycle safety.
- Ambition to provide moving bus shelter near leisure centre to increase available width.

4 Western footway:
- Ambition to provide installation of a new crossing point north of golf course entrance where footway ends.

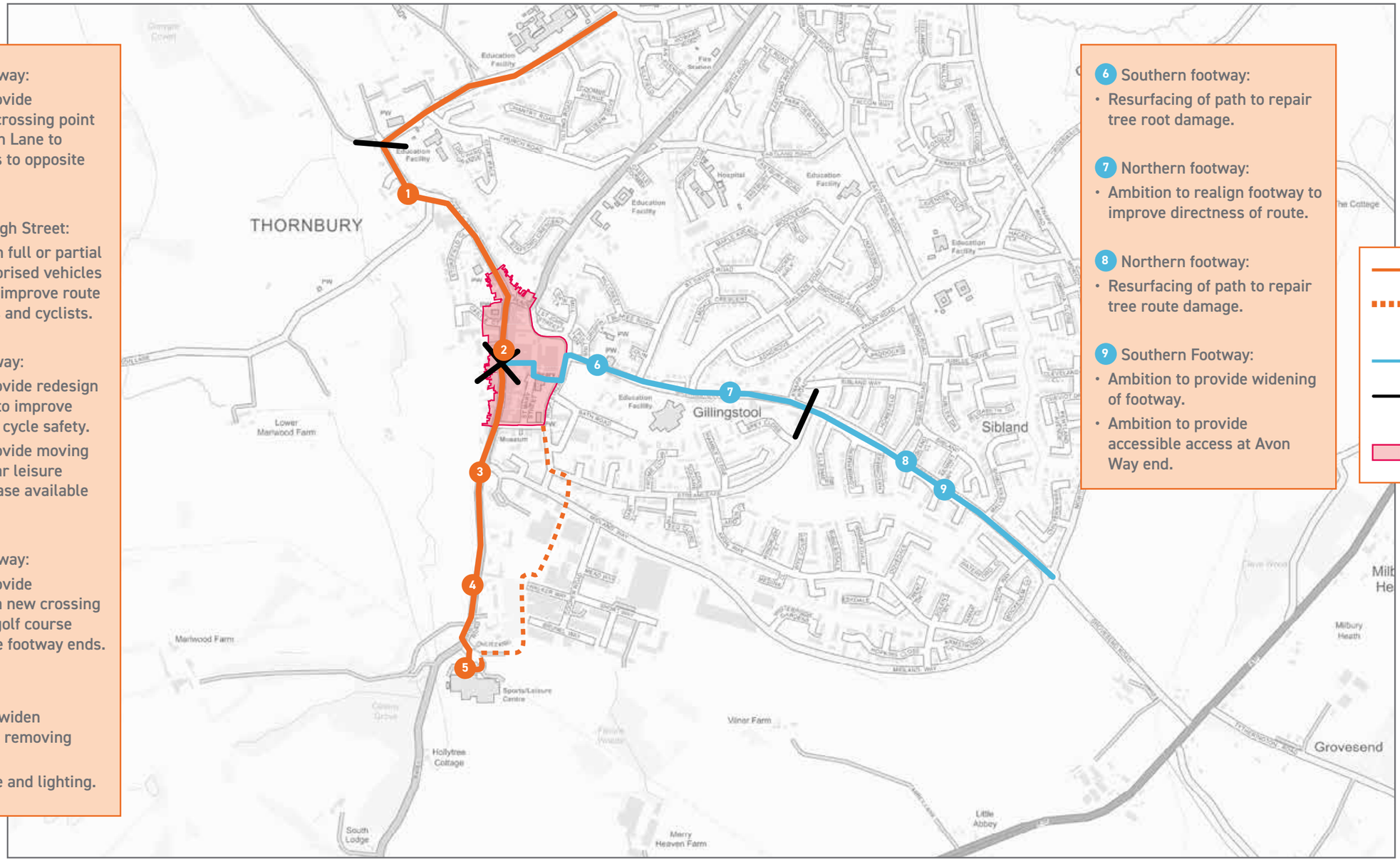
5
- Resurface and widen where possible removing segregation.
- Review signage and lighting.

6 Southern footway:
- Resurfacing of path to repair tree root damage.

7 Northern footway:
- Ambition to realign footway to improve directness of route.

8 Northern footway:
- Resurfacing of path to repair tree route damage.

9 Southern Footway:
- Ambition to provide widening of footway.
- Ambition to provide accessible access at Avon Way end.



Key Walking Route

Key Walking Route variant

Key Walking Route

Section start and end points

Core Walking Zones

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.

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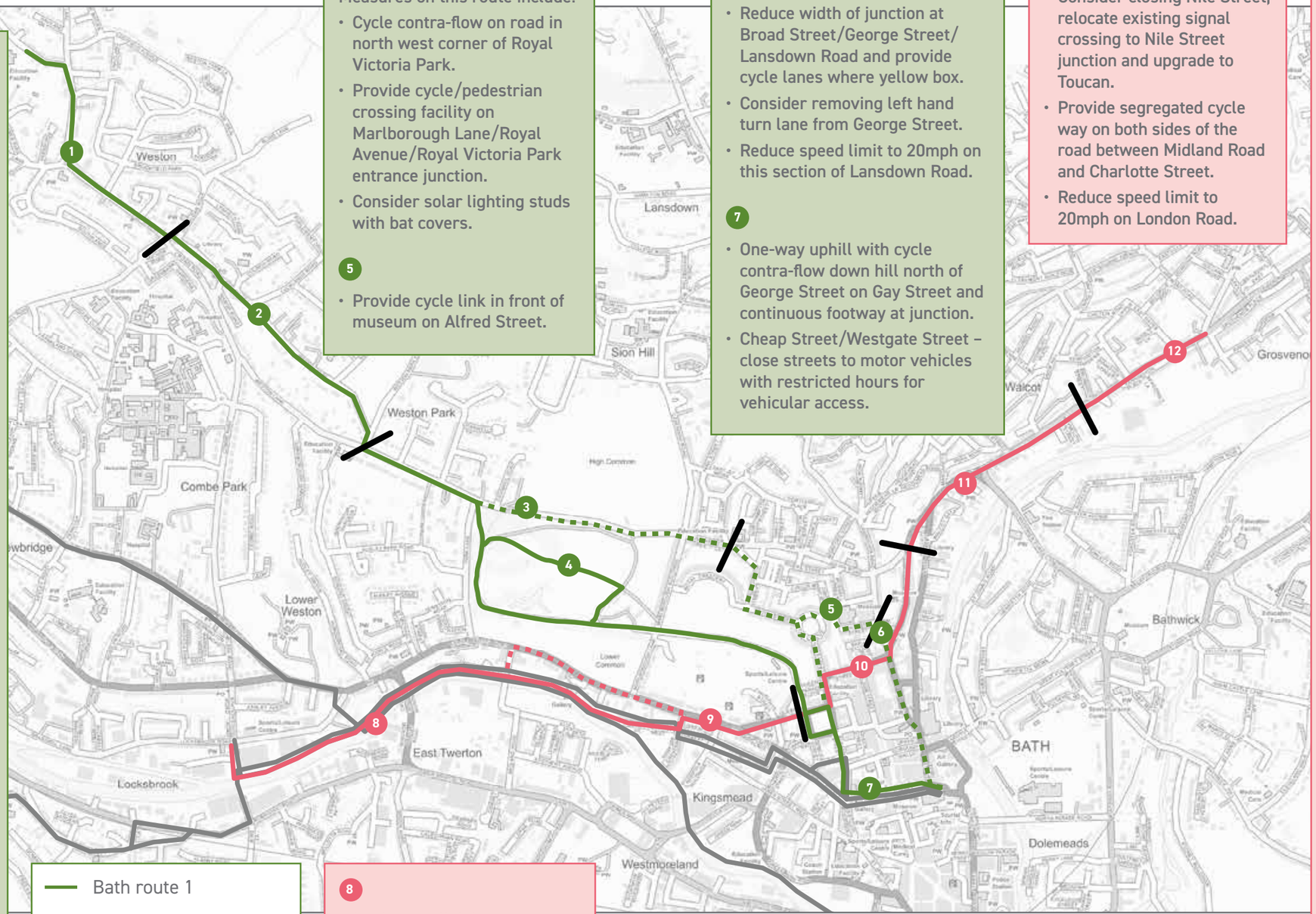
All schemes will be designed in line with the DfT's Local transport note 1/20.

Bath routes 1 and 2



1

- Provide continuous footways on Trafalgar Road, Anchor Road, Harcourt Gardens and Eastfield Avenue.
- Reconstruct layby to give space for cyclists.
- Redesign roundabout to improve pedestrian and cycle safety.
- Provide rear access into school.

2

- Remove slip road on east of High Street at junction of Crown Road and provide Toucan crossing or Parallel Zebra crossing.
- Traffic calming maybe required on Crown Road.

3

- Consider removal of parking on north side of Weston Road and provide bi-directional segregated cycleway on north side of road.
- Convert two existing Zebra crossing to Parallel crossings.
- Provide continuous footways at Cranhill Road, Cranhill Park and Lucklands Road.
- Traffic calming between Cranwells Park and Weston Road/Weston
- Remove slip road on east side Lane junction.

4

Measures on this route include:

- Cycle contra-flow on road in north west corner of Royal Victoria Park.
- Provide cycle/pedestrian crossing facility on Marlborough Lane/Royal Avenue/Royal Victoria Park entrance junction.
- Consider solar lighting studs with bat covers.

5

- Provide cycle link in front of museum on Alfred Street.

6

- Reduce width of junction at Broad Street/George Street/ Lansdown Road and provide cycle lanes where yellow box.
- Consider removing left hand turn lane from George Street.
- Reduce speed limit to 20mph on this section of Lansdown Road.

7

- One-way uphill with cycle contra-flow down hill north of George Street on Gay Street and continuous footway at junction.
- Cheap Street/Westgate Street – close streets to motor vehicles with restricted hours for vehicular access.

8

- Implement link between Fieldings Road bridge and Riverside Path (will be delivered through Section 106 contribution).
- Improve Riverside path - resurface, widen where feasible and provide lighting (see route 5 details).

9

- Consider closing Nile Street, relocate existing signal crossing to Nile Street junction and upgrade to Toucan.
- Provide segregated cycle way on both sides of the road between Midland Road and Charlotte Street.
- Reduce speed limit to 20mph on London Road.

10

- Queen Square road layout will be changed as part of Bath's Clean Air Zone proposals so opportunities to improve cycling infrastructure will be incorporated into this scheme.
- Public Realm improvements on George Street.
- Implement shared-use footways on east side of Roman Road.

11

- Provide 3m wide segregated cycle path on the east side (96m) of the Paragon between Guinea Lane and Walcot Street roundabout and upgrade existing Zebra crossing to a Parallel crossing.
- Implement toucans at Clevedon Place by Curfew Inn.
- Investigate feasibility of one-way segregated cycle track for eastbound cycle traffic on London Road from east end of Walcot Parade to Morrison's junction.
- Implement Morrison's signal junction upgrade.

12

- Consider removal of parking to provide one-way segregated cycle path between Upper East Hayes and St Saviours Road for approximately 250m eastbound.
- Upgrade existing Puffin to Toucan and remove central pedestrian refuge.
- Provide contra flow cycle route on one section of St Saviours Road.
- Reduce speed limit to 20mph on London Road.

- Bath route 1
- Bath route 1 variant
- Bath route 2
- Bath route 2 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.

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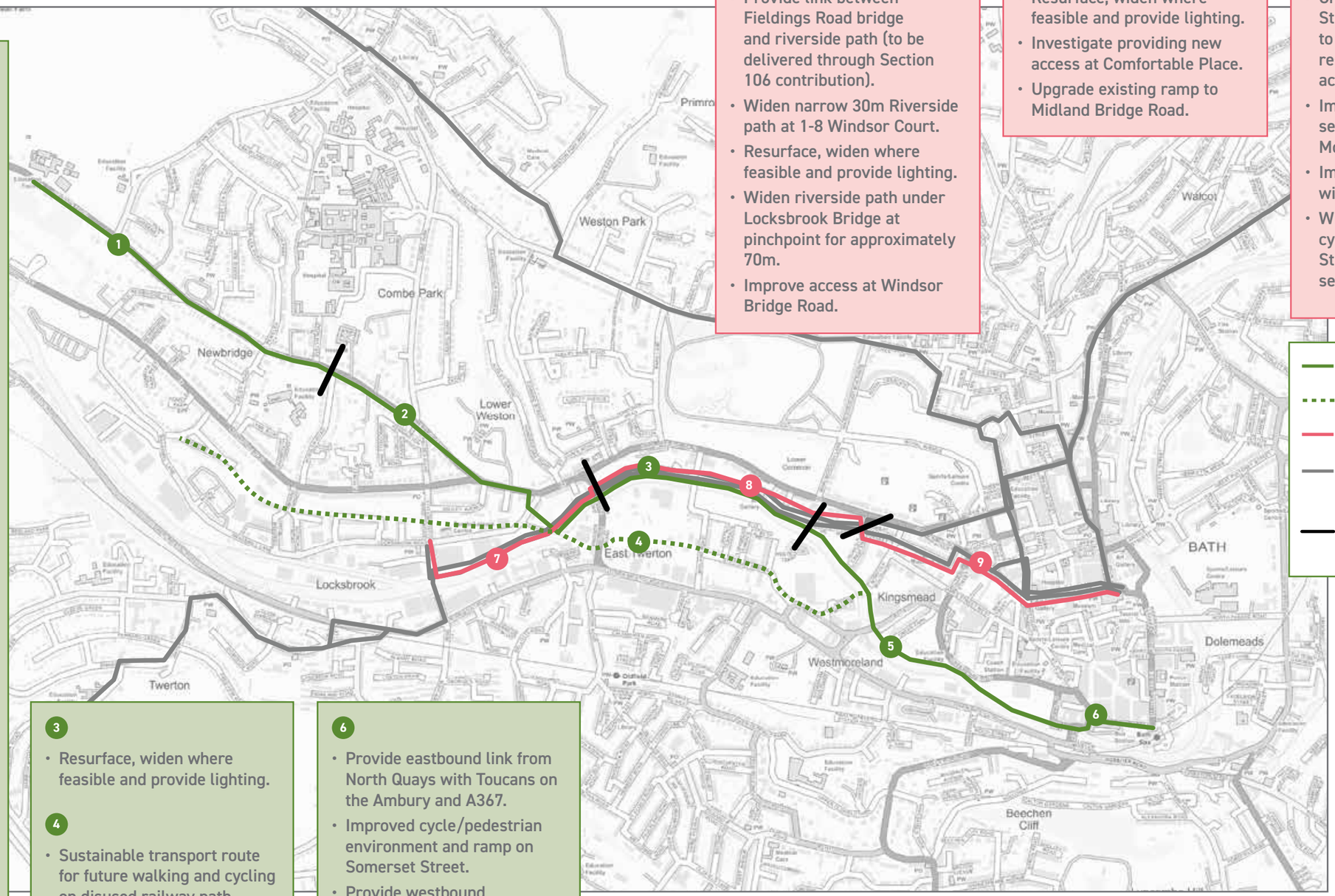
All schemes will be designed in line with the DfT's Local transport note 1/20.

Bath routes 3 and 4



1

- Segregated cycle path west bound between Pen Hill Road and Oldfield School.
- Provide east bound cycle lane between no.6 Kelston Road and Pen Hill Road.
- Provide segregated cycle path east bound.
- Continuous footway/cycleway across Pen Hill Road junction with pavement buildout.
- Upgrade existing Puffin to Toucan outside Oldfield School.

2

- Investigate feasibility of new signal controlled junction/ crossing or pedestrian/cycle refuge island west or east of Locksbrook Road.
- Provide footway build-out across Locksbrook Road to provide continuous footway/ cycleway at junction.
- Provide two-way segregated cycle path to link to signalised junction providing continuity of route east to west along the corridor on Newbridge Hill between Locksbrook Road and Combe Park.
- Improve cycle/pedestrian safety at Newbridge Hill/ Combe Park roundabout.
- Consider removal of on-road parking to provide uphill cycle lane or on road cycle symbols where lanes not feasible on Newbridge Hill between Combe Park and 6 Kelston Road.

3

- Resurface, widen where feasible and provide lighting.

4

- Sustainable transport route for future walking and cycling on disused railway path.

5

- Resurface, widen where feasible and provide lighting.

6

- Provide eastbound link from North Quays with Toucans on the Ambury and A367.
- Improved cycle/pedestrian environment and ramp on Somerset Street.
- Provide westbound segregated cycle path on Broad Quay (existing layby) to link to upgraded Zebra with Parallel crossing and new segregated cycle path linking to riverside path.

7

- Provide link between Fieldings Road bridge and riverside path (to be delivered through Section 106 contribution).
- Widen narrow 30m Riverside path at 1-8 Windsor Court.
- Resurface, widen where feasible and provide lighting.
- Widen riverside path under Locksbrook Bridge at pinchpoint for approximately 70m.
- Improve access at Windsor Bridge Road.

8

- Resurface, widen where feasible and provide lighting.
- Investigate providing new access at Comfortable Place.
- Upgrade existing ramp to Midland Bridge Road.

9

- Cheap Street/Westgate Street – close streets to motor vehicles with restricted hours for vehicular access.
- Implement two-way segregated cycle path on Monmouth Street.
- Improve crossing to assist with west cycle movements.
- Widen existing segregated cycle path on Charles Street to provide two way segregated cycle path.

- Bath route 3
- Bath route 3 variant
- Bath 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 Neighbourhood zones to improve walking and cycling connections within local neighbourhood areas and improve orbital linkages to nearby amenities and other arterial routes.

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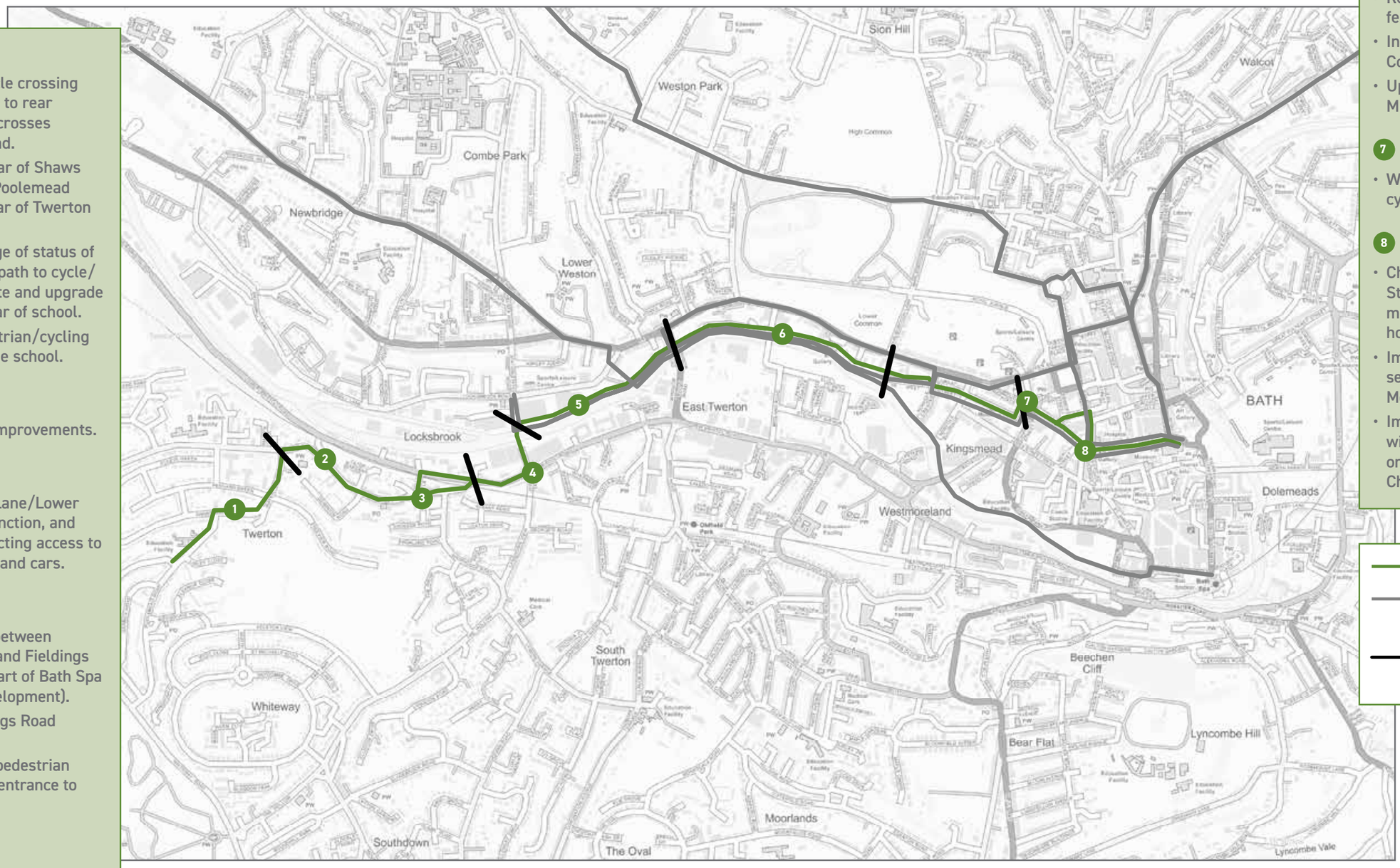
All schemes will be designed in line with the DfT's Local transport note 1/20.

Bath route 5



1

- Pedestrian/cycle crossing where footpath to rear of Shaws Way crosses Poolemead Road.
- New path to rear of Shaws Way between Poolemead Road and to rear of Twerton Infants School.
- Consider change of status of 2.5m wide footpath to cycle/ pedestrian route and upgrade access in to rear of school.
- Improve pedestrian/cycling facilities outside school.

2

- Public Realm improvements.

3

- Signalise Mill Lane/Lower Bristol Road junction, and consider restricting access to cyclists, buses and cars.

4

- Provide ramp between riverside path and Fieldings Road Bridge (part of Bath Spa University development).
- Replace Fieldings Road Bridge.
- Provide cycle/pedestrian raised table at entrance to Lidl.

5

Refer to map C02 for proposed measures between Fielding Road Bridge and city centre.

6

- Resurface, widen where feasible and provide lighting.
- Investigate new access at Comfortable Place.
- Upgrade existing ramp to Midland Bridge Road.

7

- Widen existing segregated cycle path on Charles Street.

8

- Cheap Street/Westgate Street – close streets to motor vehicles with restricted hours for vehicular access.
- Implement two-way segregated cycle path on Monmouth Street.
- Improve crossing to assist with west cycle movements on Monmouth Street and Charles Street.

Bath route 5

Other LCWIP cycling routes

Section start and end points

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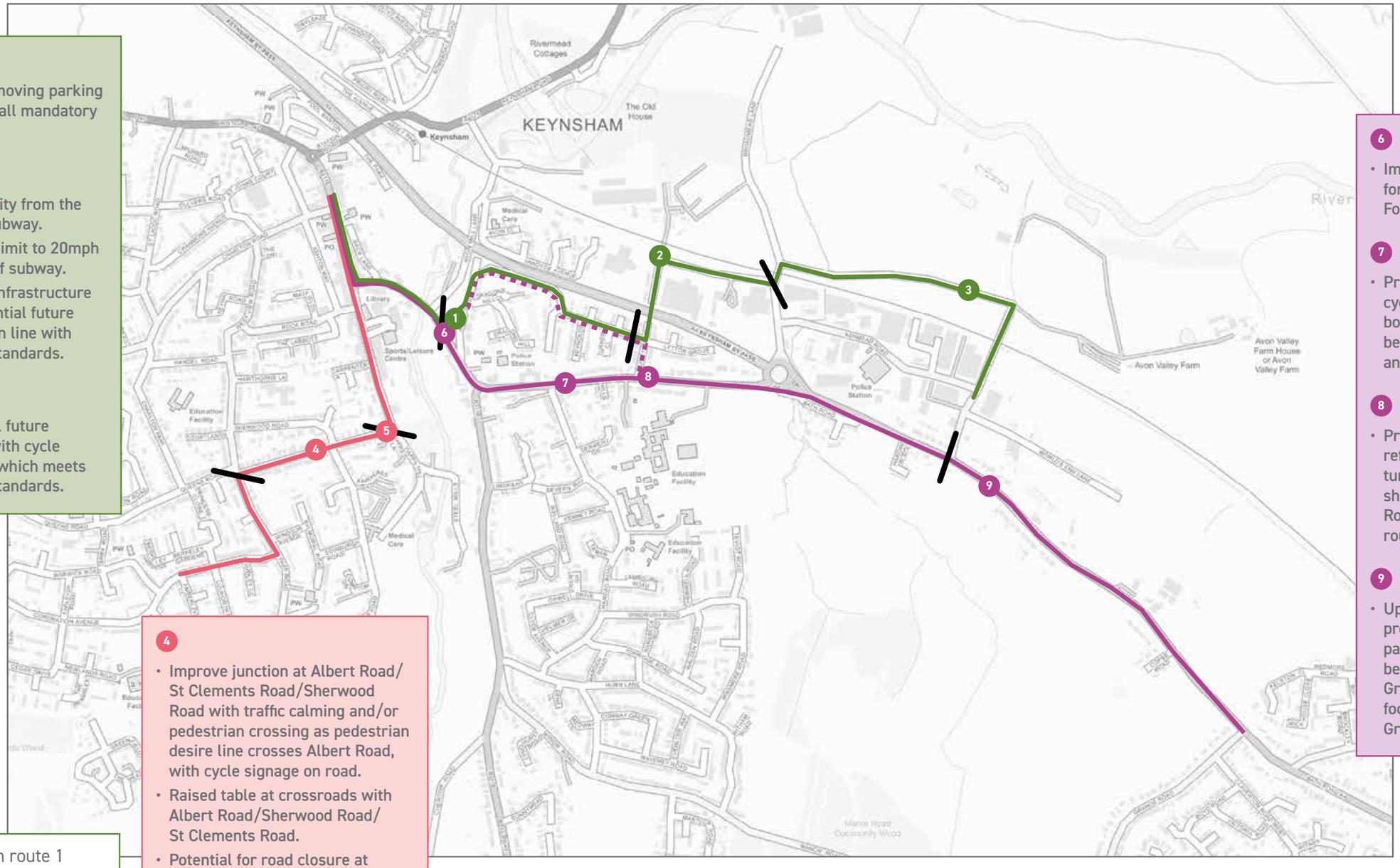
Keynsham routes 1, 2 and 3



1

- Improve by removing parking on hill and install mandatory cycle lane.

2

- Improve visibility from the south end of subway.
- Reduce speed limit to 20mph on north side of subway.
- Provide cycle infrastructure linking to potential future development, in line with latest design standards.

3

- Serve potential future development with cycle infrastructure which meets latest design standards.

4

- Improve junction at Albert Road/ St Clements Road/Sherwood Road with traffic calming and/or pedestrian crossing as pedestrian desire line crosses Albert Road, with cycle signage on road.
- Raised table at crossroads with Albert Road/Sherwood Road/ St Clements Road.
- Potential for road closure at southern entrance to Sherwood Road.

5

- Improve road lining to make cyclists more visible and encourage vehicles to keep to the correct side of the road.

6

- Improve safety on roundabout for cyclists turning right from Fox and Hounds Lane.

7

- Provide uphill mandatory cycle lane on Bath Hill and in both directions on Bath Road between junction of Bath Hill and Unity Road.

8

- Provide pedestrian/cycle refuge island with right hand turn lane for cyclists to join shared-use path east of Unity Road so cyclists can avoid roundabout.

9

- Upgrade shared use path to provide two way segregated path on south side of A4 between Ellsbridge Close and Grange Road and continuous footways at Copse Road and Grange Road.

- Keynsham route 1
- Keynsham route 2
- Keynsham route 3
- Keynsham route 3 variant
- 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.

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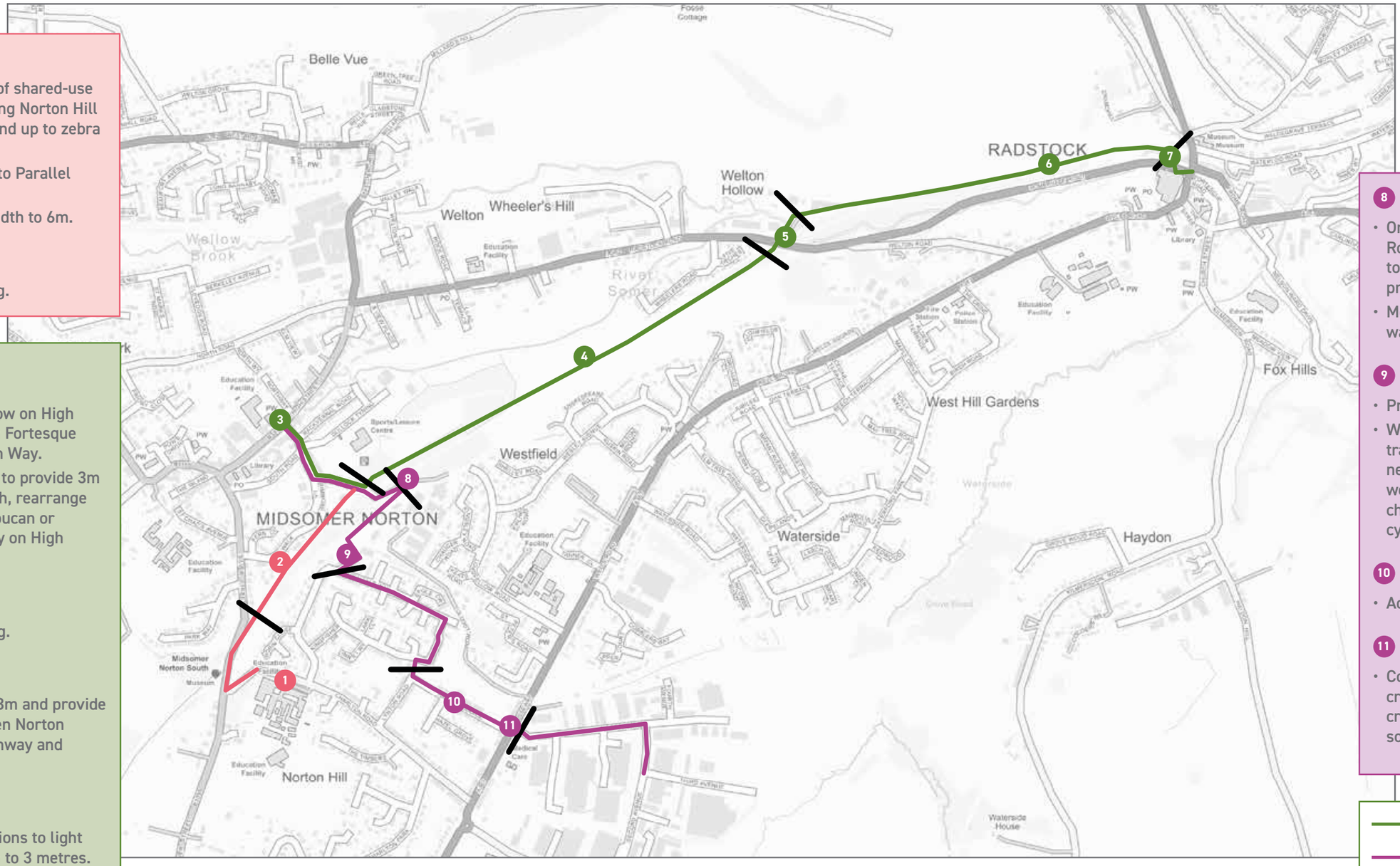
All schemes will be designed in line with the DfT's Local transport note 1/20.

Somer Valley routes 1, 2 and 3



1

- Widen section of shared-use path approaching Norton Hill School after bend up to zebra crossing.
- Convert Zebra to Parallel crossing.
- Reduce road width to 6m.

2

- Provide lighting.

3

- Cycle contra-flow on High Street between Fortesque Road and North Way.
- Widen footway to provide 3m shared-use path, rearrange parking, and Toucan or crossing facility on High Street.

4

- Provide lighting.

5

- Widen path to 3m and provide lighting between Norton Radstock Greenway and access road.

6

- Investigate options to light path and widen to 3 metres.

7

- Toucan on Wells Road and Somervale Road outside Co-op with shared-use path link, and widening existing path to Norton Radstock Greenway.

8

- On approach to bend on Pit Road, provide measures to give pedestrian/cycle priority.
- Modify access from platform walkway onto Pit Road.

9

- Provide lighting.
- Widen existing path to cycle track leading from cul-de-sac near Nightingale Way north west to platform walkway and change status of walkway to cycle/pedestrian route.

10

- Add cycle symbols on road.

11

- Convert existing Zebra crossing to a Parallel crossing on the Fosseway south of First Avenue.

Somer Valley route 1
Somer Valley route 2
Somer Valley route 3
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.

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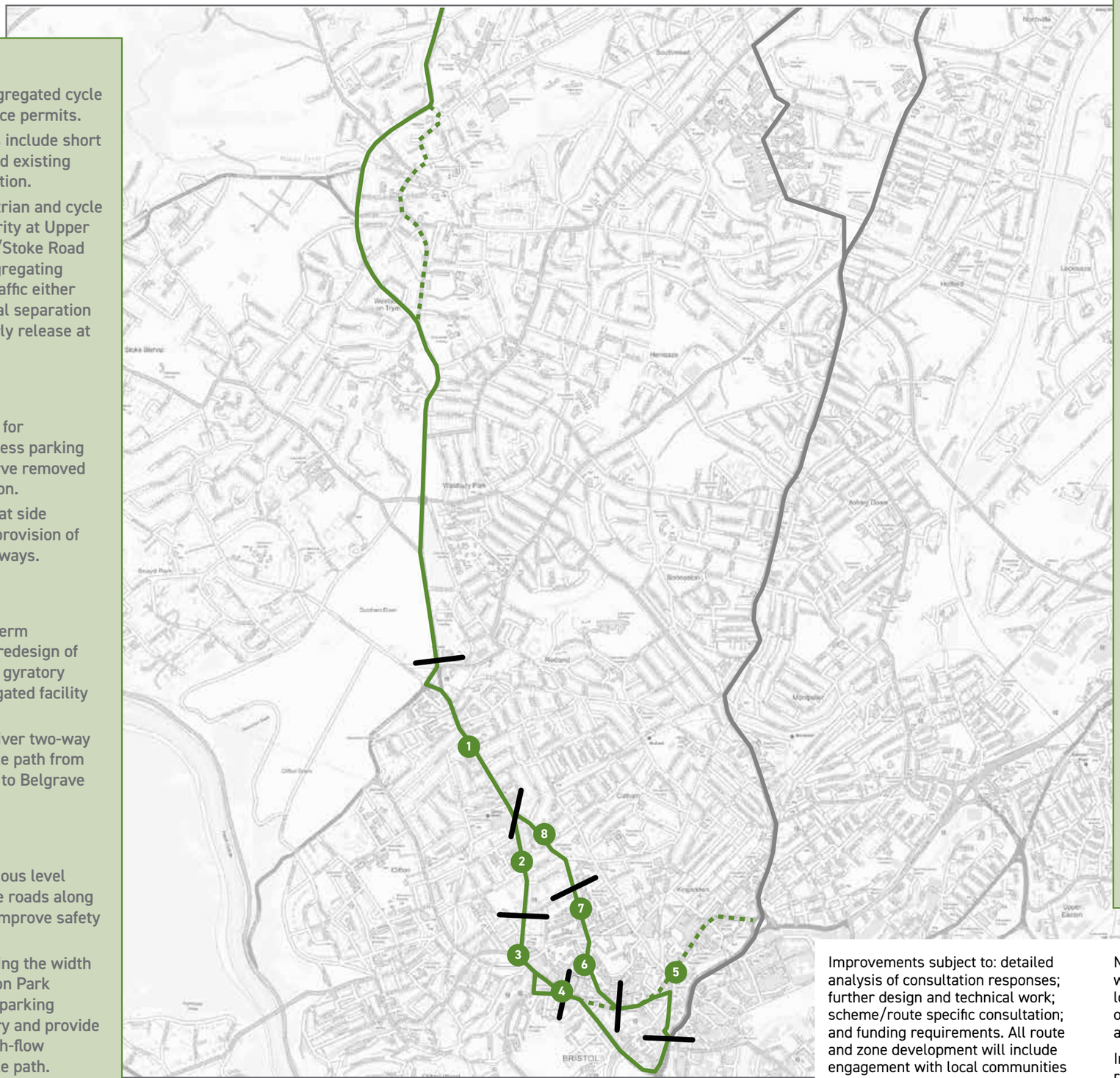
Bristol route 1



1

- Provision of segregated cycle path where space permits.
- Key constraints include short stay parking and existing central reservation.
- Improve pedestrian and cycle safety and priority at Upper Belgrave Road/Stoke Road Junction by segregating cyclists from traffic either through physical separation or 4 second early release at traffic lights.

2

- Limited options for segregation unless parking or central reserve removed along this section.
- Protect cyclists at side roads through provision of continuous footways.

3

- Ensure longer term aspirations for redesign of Clifton Triangle gyratory provides segregated facility for cyclists.
- Ambition to deliver two-way segregated cycle path from Victoria Rooms to Belgrave Road.

4

- Provide continuous level footways at side roads along this section to improve safety for cyclists.
- Consider reducing the width of traffic lanes on Park Street, remove parking where necessary and provide segregation with-flow segregated cycle path.

5

- With-flow segregated cycle lanes.

6

- Light segregation outbound on Colston Street and advisory cycle lane inbound with removal of centre line. Improvements to cycle provision at Colston Street/ Upper Mauldin Street junction (e.g. segregation or 4 second early release at traffic lights).
- Provide light segregation outbound on Lower Park Row.
- Provide segregation on Park Row - this is likely to require removal of parking.

7

- Segregated cycle path from Park Row junction with Woodland Road to the existing modal filter at the junction with Tyndall's Park Road. Promote use of existing Quietway through traffic calming and modal filters where appropriate.

8

- 'Quietway' approach through this section reflecting ambitions for the pedestrian environment and potential for a timed closure or one-way system on Cotham Hill to support traders.
- Provide protection at side roads through continuous footways.

- Bristol route 1
- Bristol route 1 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.

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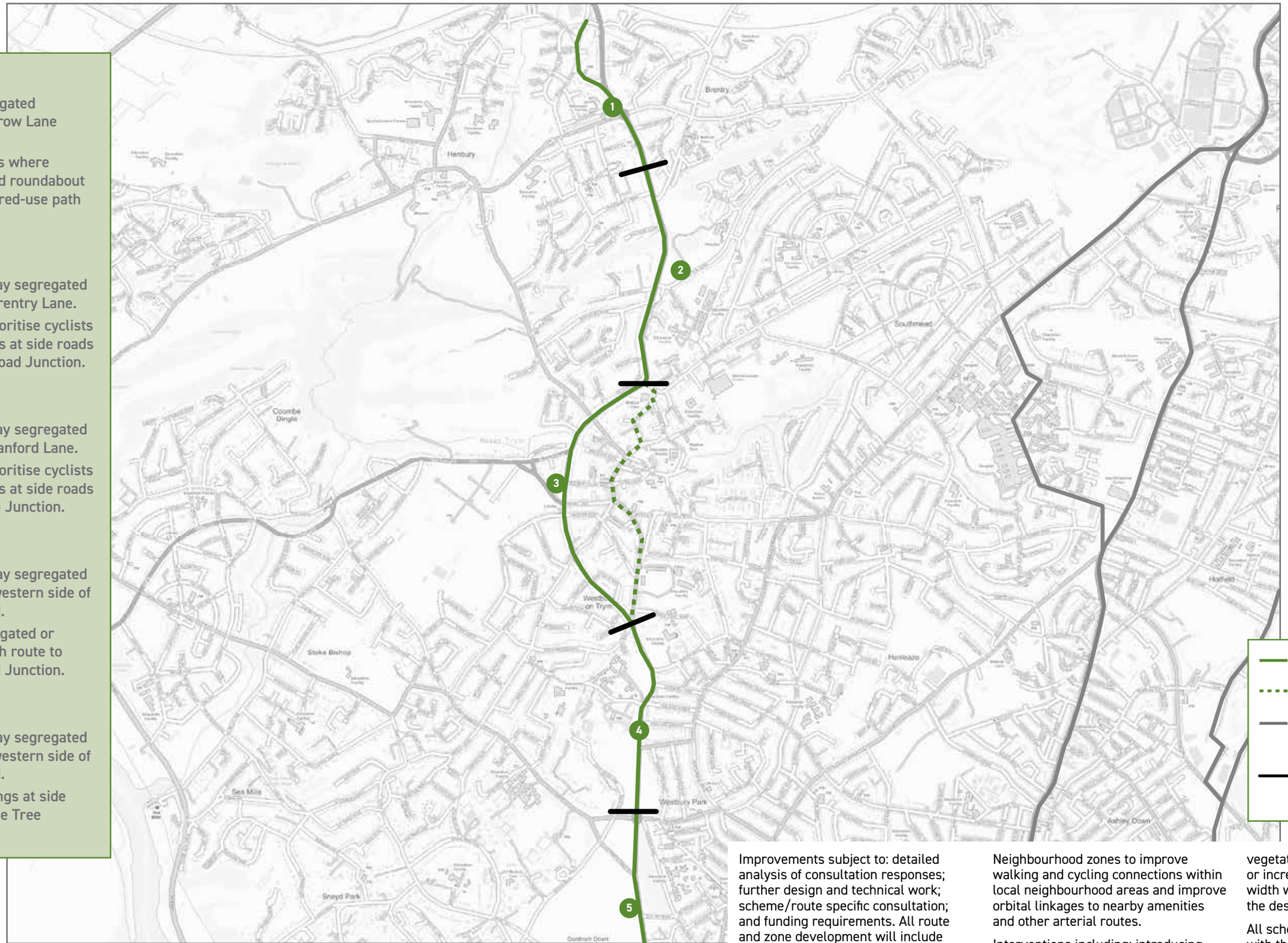
Bristol route 1 continued



1

- Two-way segregated cycle path to Crow Lane Roundabout.
- Widen footways where possible beyond roundabout to improve shared-use path provision.

2

- Provide two-way segregated cycle path to Brentry Lane.
- Protect and prioritise cyclists and pedestrians at side roads and Henbury Road Junction.

3

- Provide two-way segregated cycle path to Canford Lane.
- Protect and prioritise cyclists and pedestrians at side roads and Stoke Lane Junction.

4

- Provide two-way segregated cycle path on western side of Westbury Road.
- Consider segregated or shared-use path route to Westbury Road Junction.

5

- Provide two-way segregated cycle path on western side of Westbury Road.
- Parallel crossings at side roads and White Tree roundabout.

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.

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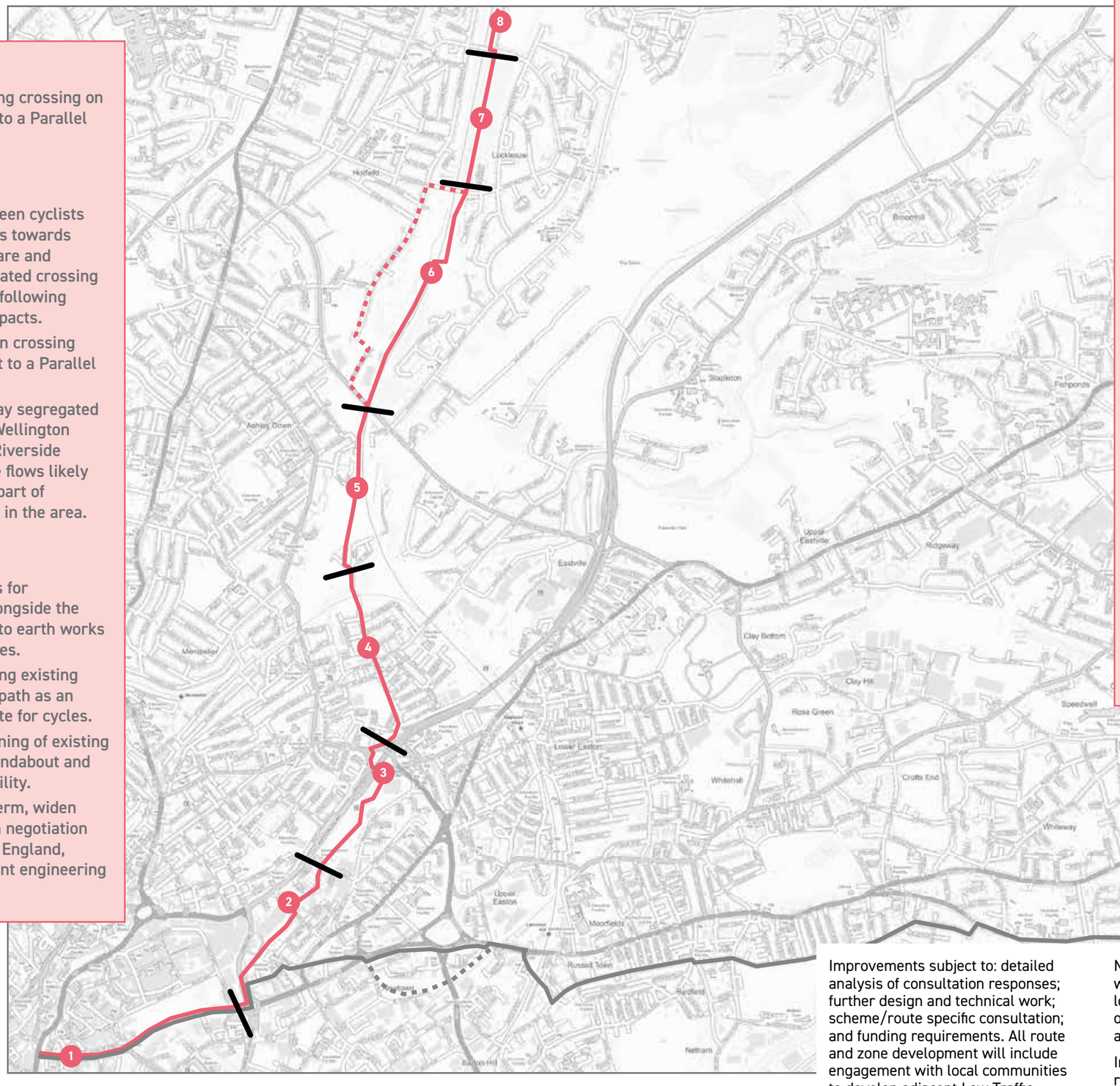
Bristol route 2



1

- Upgrade existing crossing on Queens Street to a Parallel crossing.

2

- Delineate between cyclists and pedestrians towards Champion Square and provide segregated crossing to Castlemead following modeling of impacts.
- Upgrade Toucan crossing on Wade Street to a Parallel Crossing.
- Provide two-way segregated cycle path on Wellington road towards Riverside Park as vehicle flows likely to increase as part of redevelopment in the area.

3

- Limited options for segregation alongside the river path due to earth works and mature trees.
- Explore widening existing north western path as an alternative route for cycles.
- Localised widening of existing paths in J3 roundabout and improved legibility.
- In the longer-term, widen underpasses in negotiation with Highways England, noting significant engineering challenges.

4

- Explore low traffic neighbourhood in St Werburghs area in consultation with local community to improve pedestrian and cycle priority and safety along Mina Road.
- Close northern arm of York Street/Mina Road roundabout and introduce modal filter for pedestrians and cyclists.
- Create two-way segregated route underneath railway bridge.
- Consider parking restrictions around junctions and protection at side roads.

5

- Potential to widen existing path which would require land purchase from the allotment site and reducing existing gradient.
- Improve gradient at Ashley Down Station and provide a solution to existing conflict point.
- Provide Parallel crossing over Muller Road towards new Concorde Way alignment.

6

- Provide new two-way, segregated cycle path adjacent to railway tracks and improve existing pedestrian railway bridge to provide step free access for bikes.

7

- Widen path to 3.5m segregated.
- Provide lighting along the route and install Parallel crossing at Constable Road.

8

- Widen cycle path to provide segregation where possible.
- Provide footway build-outs and Parallel crossing on Bonnington Walk.

Bristol route 2

Bristol route 2 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.

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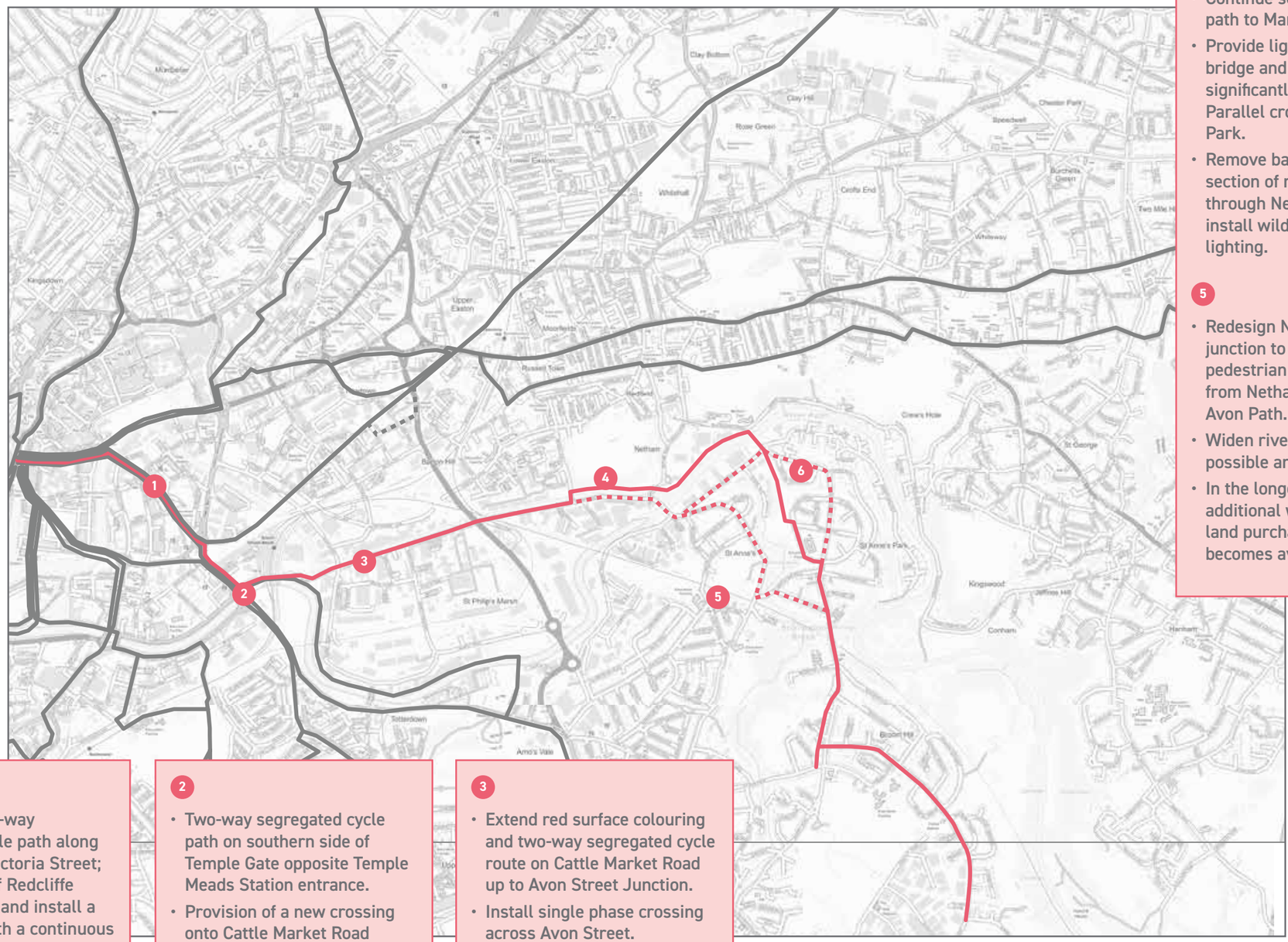
Bristol route 3



1

- Implement two-way segregated cycle path along the length of Victoria Street; reduce width of Redcliffe Street junction and install a raised table with a continuous footway.
- Consider the same treatment for minor side roads along the length of Victoria Street.

2

- Two-way segregated cycle path on southern side of Temple Gate opposite Temple Meads Station entrance.
- Provision of a new crossing onto Cattle Market Road segregated cycle path as well as improving connection to Clarence Road segregated cycle path.

3

- Extend red surface colouring and two-way segregated cycle route on Cattle Market Road up to Avon Street Junction.
- Install single phase crossing across Avon Street.
- Two way segregated cycle path along the length of Feeder Road, noting that short sections of shared space maybe required as an interim solution in certain sections due to risk of overrunning HGVs from the adjacent industrial estate.

4

- Continue segregated cycle path to Marsh Lane Bridge.
- Provide light segregation on bridge and build-out footway significantly to facilitate Parallel crossing into Netham Park.
- Remove barriers along this section of route, widen path through Netham Park and install wildlife sensitive lighting.

5

- Redesign Netham Lock junction to improve pedestrian and cycle safety from Netham Park to River Avon Path.
- Widen river footpath where possible and install lighting.
- In the longer term secure additional width through land purchase when/if this becomes available.

6

- Remove barriers over bridge leading to shopping complex and widen path through to St Anne's Road/Wyatt's View Roundabout.
- Significantly redesign roundabout to provide safe crossing points for pedestrians and cyclists and consider straight across movement similar to Old Market Roundabout.
- Explore opportunities for major scheme through St Anne's Wood requiring local community engagement, considering resurfacing and widening path through woodland, as well as reducing gradient through landscaping, and install intelligent lighting.
- 'Quietway' approach along Lichfield Road and Guildford Road.

7

- Consider mandatory cycle lanes to connect route to Sandy Park Road and Bath Road.

- Bristol route 3
- Bristol route 3 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.

Bristol route 4

1 and **2**
See map C09 Bristol route 3 for details.

3
- Provision of a new crossing on to Cattle Market road segregated cycle path.
- Widen riverside path to two-way segregated cycle path and install lighting - these works to be delivered through the redevelopment of St Philips Marsh.

4
- Continue two-way segregated cycle path up to Spark Evans Bridge.

5
- Delineate route between pedestrians and cyclists over Sparke Evans Bridge.
- Consider widening route access lane toward Edward Road and introducing lighting.
- Explore options for a safe crossing point to southern side of Bath Road with widened shared-use path to Sandy Park junction.

6
- Construct two-way segregated cycle path by rationalising traffic lanes and acquiring land in selected locations - where physical constraints limit space, construct short sections of shared-use path.

7
- Construct segregated cycle path by reallocating road space and removing parking. Where physical constraints limit space, construct short sections of shared-use path.

8
- Implement two-way segregated cycle path where space permits.
- Short-term options include localised widening of shared-use path.

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.

Bristol routes 5 and 6

6

- Consider options for improving current shared path layout on southern perimeter of Queens Square reflecting high pedestrian and cycle flows.
- Upgrade existing informal crossing across Welshback to a Parallel crossing.
- Ensure that segregated cycle facilities are incorporated into the redevelopment of Redcliffe Roundabout and adjacent car park.

7

- Implement two-way segregated cycle path on western side of Redcliffe Hill which requires the underpasses to be filled in.
- Reduce number of crossing stages and provide segregated facility over Bedminster Bridges linking with wider cycle network on all arms of the bridge.
- Consider provision of a new pedestrian and cycle bridge linking Clarence Road to the segregated cycle path on Whitehouse Street.

8

- In the long-term consider removal of parking along Wedmore Vale to provide continuous two-way segregated cycle up to Northern Slopes.

9

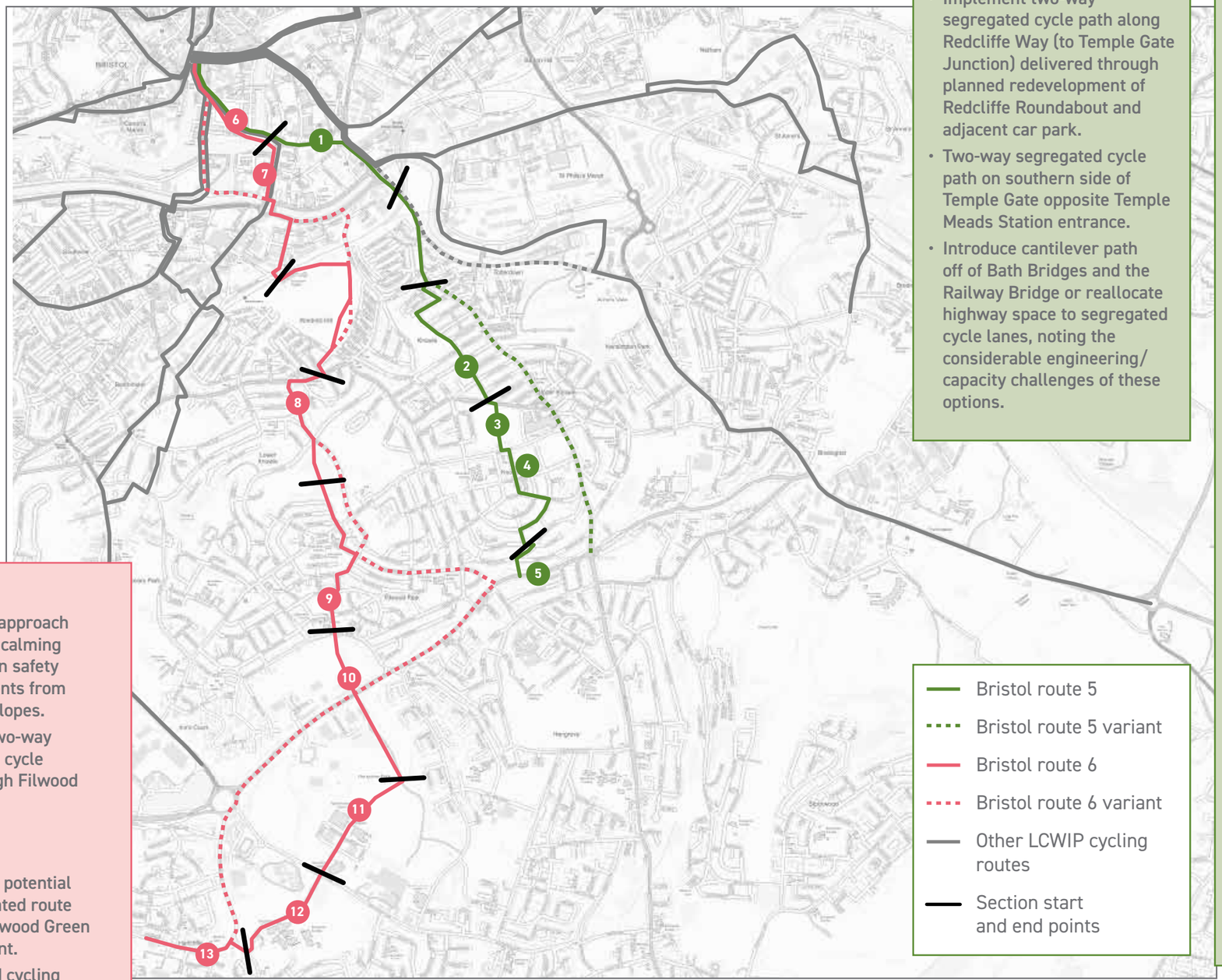
- 'Quietway' approach with traffic calming and junction safety improvements from Northern Slopes.
- Consider two-way segregated cycle path through Filwood Broadway.

10

- Investigate potential for segregated route through Filwood Green development.
- Segregated cycling through the Hengrove Park site.

11, **12** and **13**

- Continue two-way segregated cycle path along these sections.



1

- Implement two-way segregated cycle path along Redcliffe Way (to Temple Gate Junction) delivered through planned redevelopment of Redcliffe Roundabout and adjacent car park.
- Two-way segregated cycle path on southern side of Temple Gate opposite Temple Meads Station entrance.
- Introduce cantilever path off of Bath Bridges and the Railway Bridge or reallocate highway space to segregated cycle lanes, noting the considerable engineering/ capacity challenges of these options.

2

- Improvements at Three Lamps Junction to improve cycle and pedestrian safety.
- Deliver two way segregated cycle path on from 3 lamps junction to junction with St John's Lane.
- Improve safety and crossing opportunities at St John's Lane Junction.
- Adopt 'Quietway' approach with side road protection/ priority along Winton, Knowle and Batham Roads.

3

- Short sections of unavoidable steep gradient along this section.
- Adopt 'Quietway' approach along Bayham Road.
- Redesign of entrance to Redcatch Park with Parallel crossing for access in consultation with local community.

4

- Consider improved crossing facility over Broad Walk into Wellgarth Road and removal of mini-roundabout.
- Adopt 'Quietway' approach along this section.

5

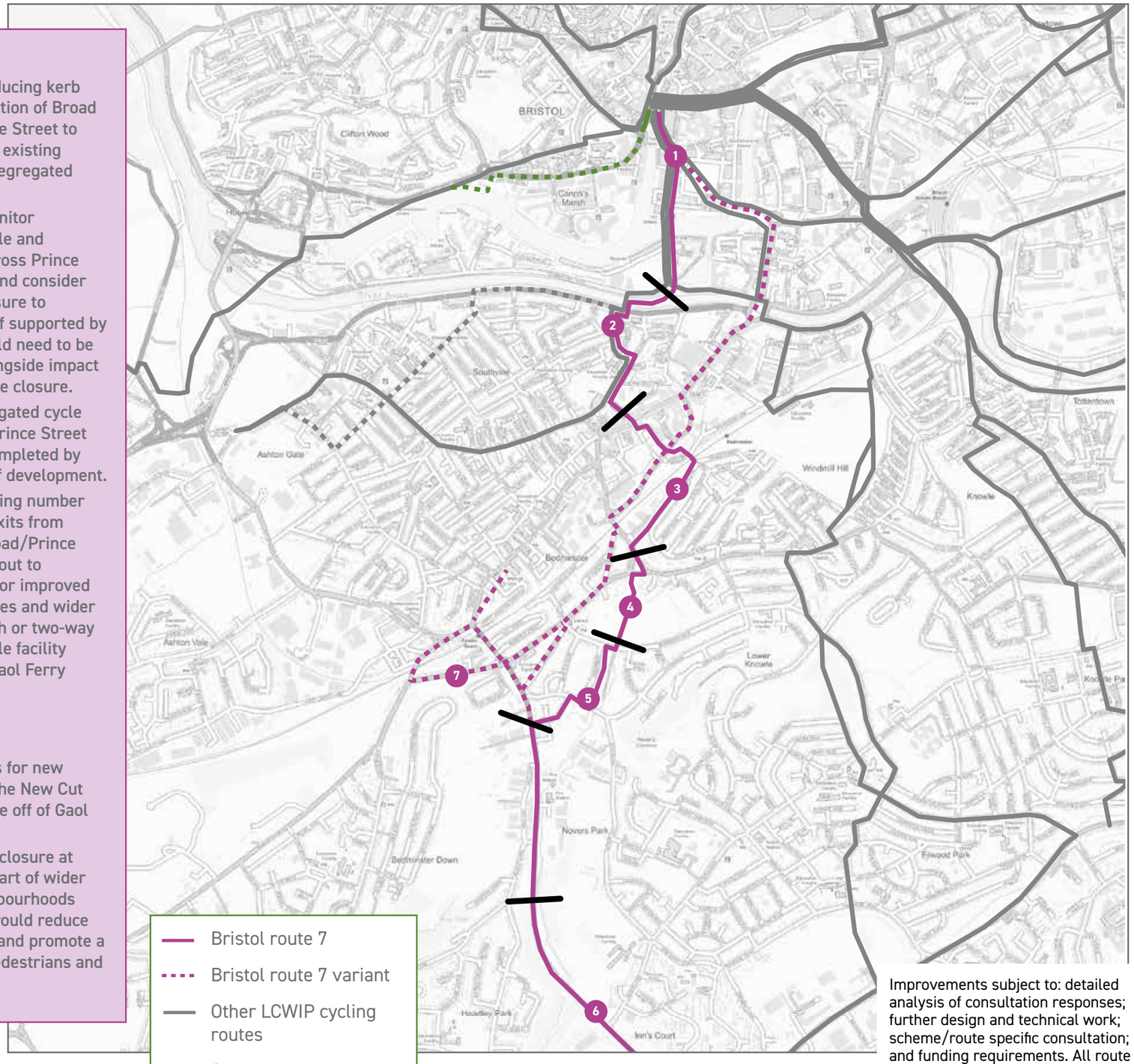
- Adopt 'Quietway' approach along this section and remove barriers to access from Airport Road.

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.

Bristol route 7



Bristol route 7

Bristol route 7 variant

Other LCWIP cycling routes

Section start and end points

1

- Consider introducing kerb along short section of Broad Quay and Prince Street to improve link to existing Prince Street segregated cycle path.
- Continue to monitor pedestrian, cycle and traffic flows across Prince Street Bridge and consider permanent closure to general traffic if supported by modeling. Would need to be considered alongside impact of Bristol Bridge closure.
- Two-way segregated cycle path south of Prince Street Bridge to be completed by Wapping Wharf development.
- Consider reducing number of traffic lane exits from Cumberland Road/Prince Street roundabout to provide space for improved crossing facilities and wider shared-use path or two-way segregated cycle facility leading up to Gaol Ferry Bridge.

2

- Explore options for new bridge across the New Cut to take pressure off of Gaol Ferry Bridge.
- Consider point closure at Dean Lane as part of wider Liveable Neighbourhoods scheme. This would reduce through traffic and promote a quietway for pedestrians and cyclists.

3

- 'Quietway' approach along Warden Street, across East Street and on to Little Paradise.
- Upgrade pedestrian and cycle crossing across Malago Road.
- Ensure Bedminster Green housing development provides safe segregated facility leading to Windmill Hill.
- Widen where possible through park adjacent to Malago Vale Estate.

4

- Remove barriers along this section. Consider two way segregated cycle path through park and introduce lighting.

5

- Remove barriers along this section.
- Consider two-way segregated cycle path through park and introduce lighting.

6

- Widen crossing spaces at Novers Lane junction.

7

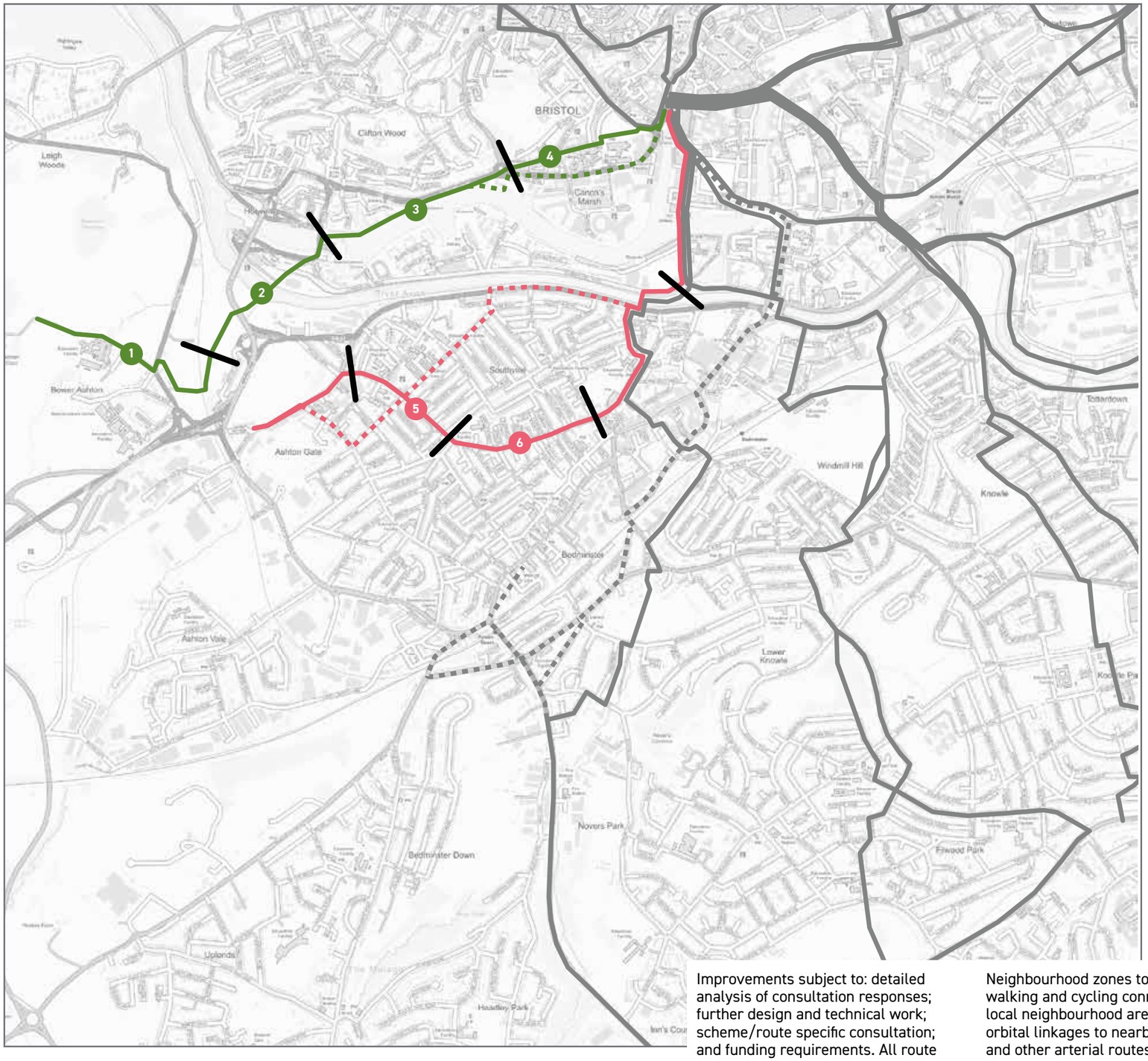
- Undertake feasibility study at Parsons Street Gyratory to identify how cycle links to the wider network can be improved for nearby communities. Currently significant severance issue.

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.

Bristol routes 8 and 9



1

- Provide two-way segregated cycle path (adjacent to cricket club) which would require land negotiation and purchase.
- Improve lighting.

2

- Investigate cantilever path off of Merchants Road bridge.
- Widen footway along Avon Crescent opposite Nova Scotia and provide Parallel crossing onto Ashton Avenue Bridge cycle link.
- Implement two-way segregated cycle path through park adjacent to Ashton Avenue Bridge and underneath Brunel Way.
- Extend provision through new development adjacent to allotments.

3

- Localised widening to shared-use path adjacent to floating harbour.
- Re-surfacing of path to reduce impact of tree roots.
- Consider bridge across Rownham Mead to avoid barrier pinchpoint.

4

- 'Smoothway' (levelling and relaying of a strip of cobbles) outside of Central Library.
- Deliver two-way segregated cycle path on Deanery Road and Toucan crossings on Jacob's Wells Roundabout in combination with trying to reduce the overall number of crossing stages.

5

- Consider two-way segregated cycle path requiring removal of parking and following extensive engagement with local traders and residents. Alternatives include with-flow stepped tracks and/or road width narrowing and traffic calming to facilitate improved public realm and promote lower speeds.

6

- Consider two-way segregated cycle path requiring removal of parking and following extensive engagement with local traders and residents. Alternatives include with-flow stepped tracks and/or road width narrowing and traffic calming to facilitate improved public realm and promote lower speeds.

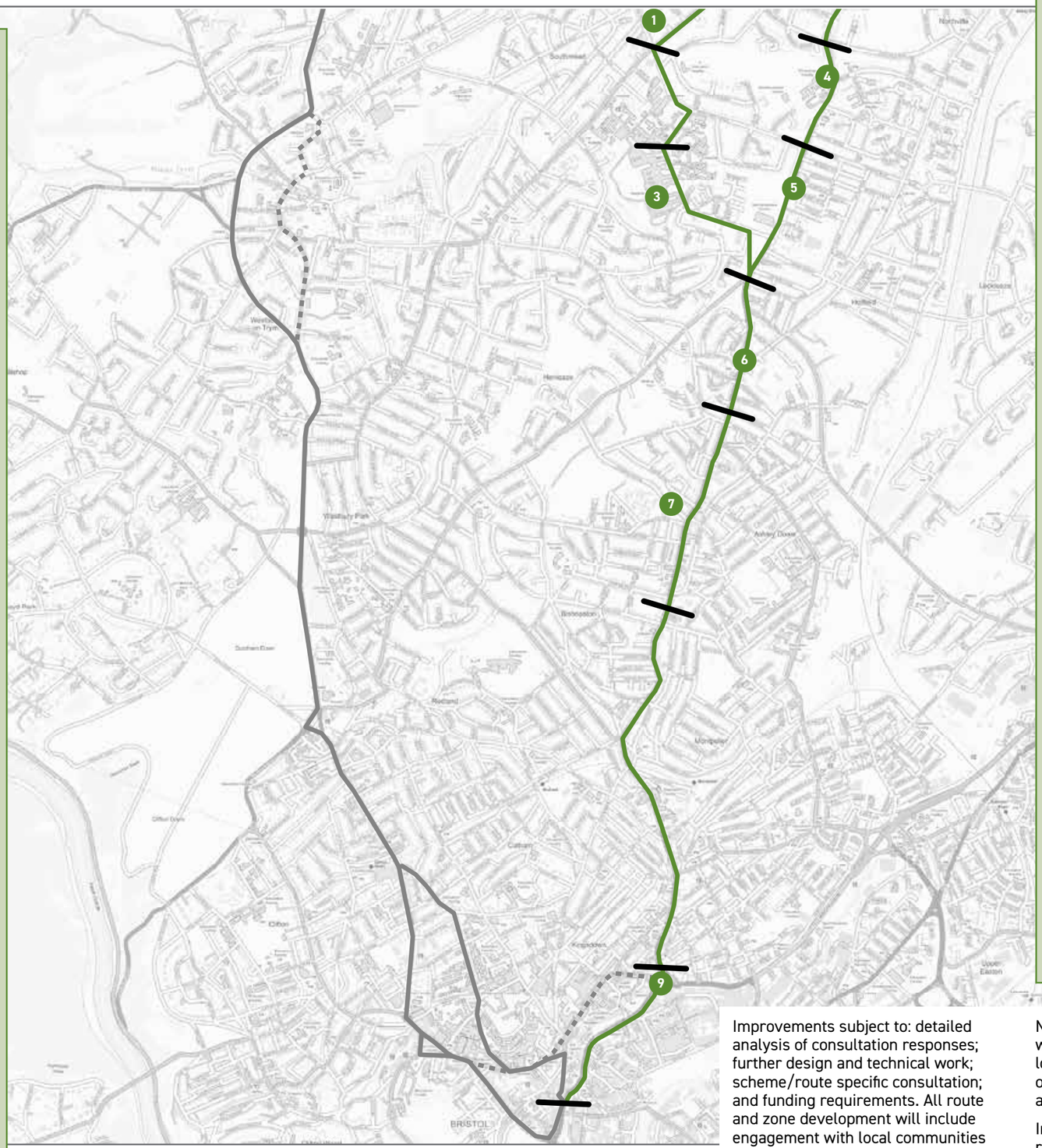
- Bristol route 8
- Bristol route 8 variant
- Bristol route 9
- Bristol route 9 variant
- Other LCWIP cycling routes
- Section start and end points

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.

Bristol/South Glos route 1



1

- Redesign Pen Park double roundabout to improve pedestrian and cycle safety and priority.
- Consider shared-use path along Southmead Road.

2

- Continue advisory cycle lanes to Pen Park double roundabout.
- Consider options for shared-use path or segregated cycle path. The latter option would require removal of residential parking.

3

- Segregated cycle path across Horfield Common and install lighting.
- Provide advisory cycle lanes towards Southmead Hospital.

4

- Consider sections of segregated cycle path where space permits.

5

- Consider sections of segregated cycle path where space permits.
- Reduce width of Wellington Crescent junction and provide crossing onto Horfield Common for alternative route.

6

- Consider sections of segregated cycle path where space allows which may require removal of turning lanes and pedestrian refuge islands.
- Replace pedestrian refuge islands with improved crossings.
- Redesign Toronto Road Junction to improve pedestrian and cycle safety and priority.

7

- Reduce the width of side road junctions along this section and consider continuous footways to further protect cyclists.
- Segregated facility currently challenging along this section due to lack of available width and presence of existing parking.
- Further engagement with local traders may present opportunities for improved facility.

8

- Better enforcement of double yellow lines especially at peak times to prevent dangerous loading/unloading.
- Deliver with-flow segregated cycle provision from St James Barton Roundabout to Ashley Road Junction if temporary Covid 19 scheme proves viable in long term.
- Reduce the width of side road junctions along this section and install continuous footways to further protect cyclists.
- Redesign Ashley Road, Arley Hill and Zetland Road/Elton Road Junctions to improve pedestrian and cycle safety – this could include 4 second early 'green time' for cyclists.
- Consider extending operating hours of bus lane from Arley Hill to Zetland Road in both directions.

9

- Consider removal of traffic lane on Lewins Mead northbound to make space for two-way segregated cycle path.
- Explore trial of 4 second early 'Green Time' for cyclists at traffic lights at St James Barton Roundabout.
- Ensure that future changes to St James Barton Roundabout incorporate safe crossing opportunities for pedestrians and protect cyclists from general traffic.

Bristol/South Glos route 1

Other LCWIP cycling routes

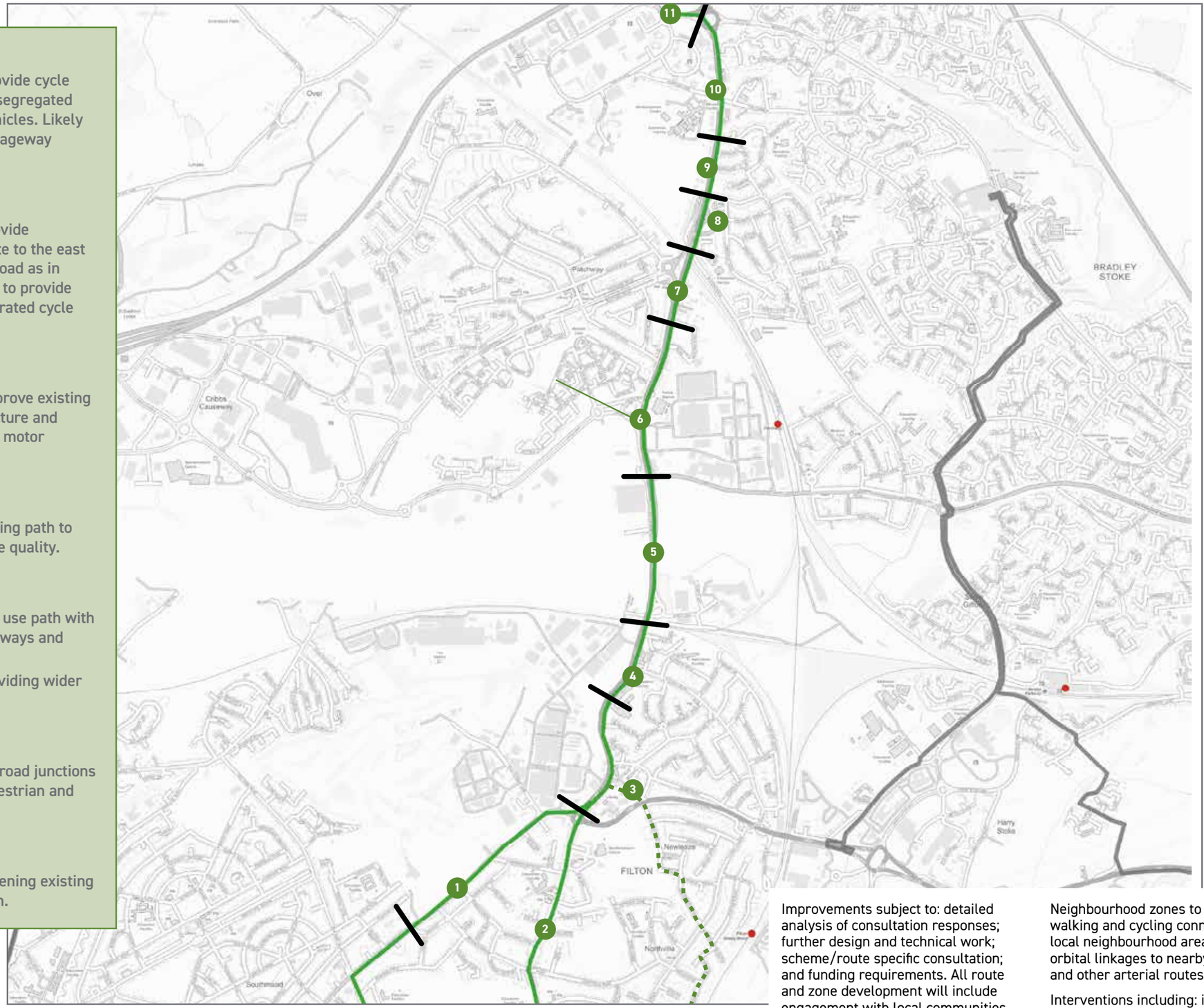
Section start and end points

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.

Bristol/South Glos route 1 continued



1

- Ambition to provide cycle infrastructure segregated from motor vehicles. Likely to require carriageway reallocation.

2

- Ambition to provide alternative route to the east of Gloucester Road as in sufficient width to provide physically separated cycle infrastructure.

3

- Ambition to improve existing cycle infrastructure and segregate from motor vehicles.

4

- Resurface existing path to improve surface quality.

5

- Provide shared use path with continuous footways and wayfinding.
- Investigate providing wider central refuge.

6

- Re-design side road junctions to improve pedestrian and cycle safety.

7

- Investigate widening existing shared use path.

8

- Provide shared use path with continuous footways at side roads.
- Comprehensive route signage and wayfinding.
- Create more direct route for cyclists across Stoke Lane side road.

9 and **10**

- Provide shared use path with continuous footways at side roads.
- Comprehensive signage and wayfinding.

11

- Implement proposed comprehensive route signage and waymarking to indicate that off-carriageway route may be used.

- Bristol/South Glos route 1
- Bristol/South Glos route 1 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.

Bristol/South Glos route 2

1

- Upgrade existing crossing on Queens Street to a Parallel crossing.

2

- Implement segregated cycle path along the Friary up to Meads Reach Bridge ('Cheesegrater').
- Delineate space for pedestrians and cyclists over bridge.
- Replace Toucan crossing over Anvil Street with Parallel crossing.
- Formalise parking arrangements in the Dings in consultation with residents to create 3.5m effective shared space width.
- Widen existing off road path from Dings to industrial estate.

3

- Explore purchase of railway land and provide segregated route avoiding existing industrial estate diversion.

4

- From this point heading outbound consider localised widening to 3.5m segregated cycle path, improving lighting and installing pedestrian priority crossings where appropriate.
- Engagement with local community is key to delivery.

- Bristol/South Glos route 2
- Bristol/South Glos route 2 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.

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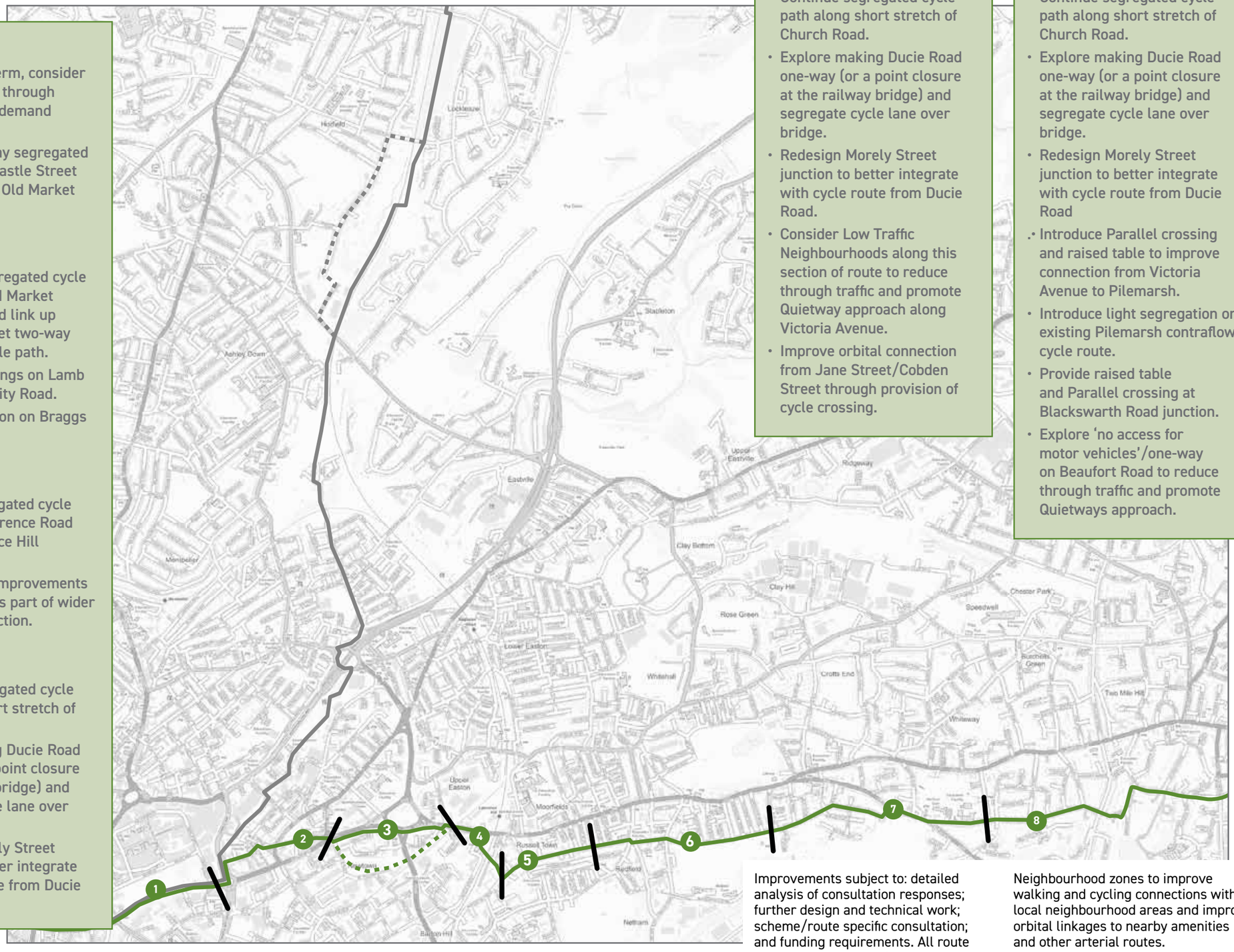
Bristol/South Glos route 3



1

- In the longer-term, consider widening route through Castle Park as demand increases.
- Provide two-way segregated cycle path on Castle Street on approach to Old Market Roundabout.

2

- Implement segregated cycle path across Old Market Roundabout and link up with Bond Street two-way segregated cycle path.
- Upgrade crossings on Lamb Street and Trinity Road.
- Light segregation on Braggs Lane.

3

- Two-way segregated cycle route along Clarence Road toward Lawrence Hill Roundabout.
- Lawrence Hill improvements to be secured as part of wider redesign of junction.

4

- Continue segregated cycle path along short stretch of Church Road.
- Explore making Ducie Road one-way (or a point closure at the railway bridge) and segregate cycle lane over bridge.
- Redesign Morely Street junction to better integrate with cycle route from Ducie Road.

5

- Continue segregated cycle path along short stretch of Church Road.
- Explore making Ducie Road one-way (or a point closure at the railway bridge) and segregate cycle lane over bridge.
- Redesign Morely Street junction to better integrate with cycle route from Ducie Road.
- Consider Low Traffic Neighbourhoods along this section of route to reduce through traffic and promote Quietway approach along Victoria Avenue.
- Improve orbital connection from Jane Street/Cobden Street through provision of cycle crossing.

6

- Continue segregated cycle path along short stretch of Church Road.
- Explore making Ducie Road one-way (or a point closure at the railway bridge) and segregate cycle lane over bridge.
- Redesign Morely Street junction to better integrate with cycle route from Ducie Road
- Introduce Parallel crossing and raised table to improve connection from Victoria Avenue to Pilemarsh.
- Introduce light segregation on existing Pilemarsh contraflow cycle route.
- Provide raised table and Parallel crossing at Blackswarth Road junction.
- Explore 'no access for motor vehicles'/one-way on Beaufort Road to reduce through traffic and promote Quietways approach.

7

- Maintain Quietways approach.
- Keep no entry on Queens Road, but exempt cycles.

8

- Provide segregated cycle route on Summerhill Road from Summerhill Terrace Junction to Hillside Road Junction.
- Investigate segregation or traffic calming on Hillside Road but likely to require reallocation of parking.
- Provide either Parallel or Toucan crossing over Kingsway Road.

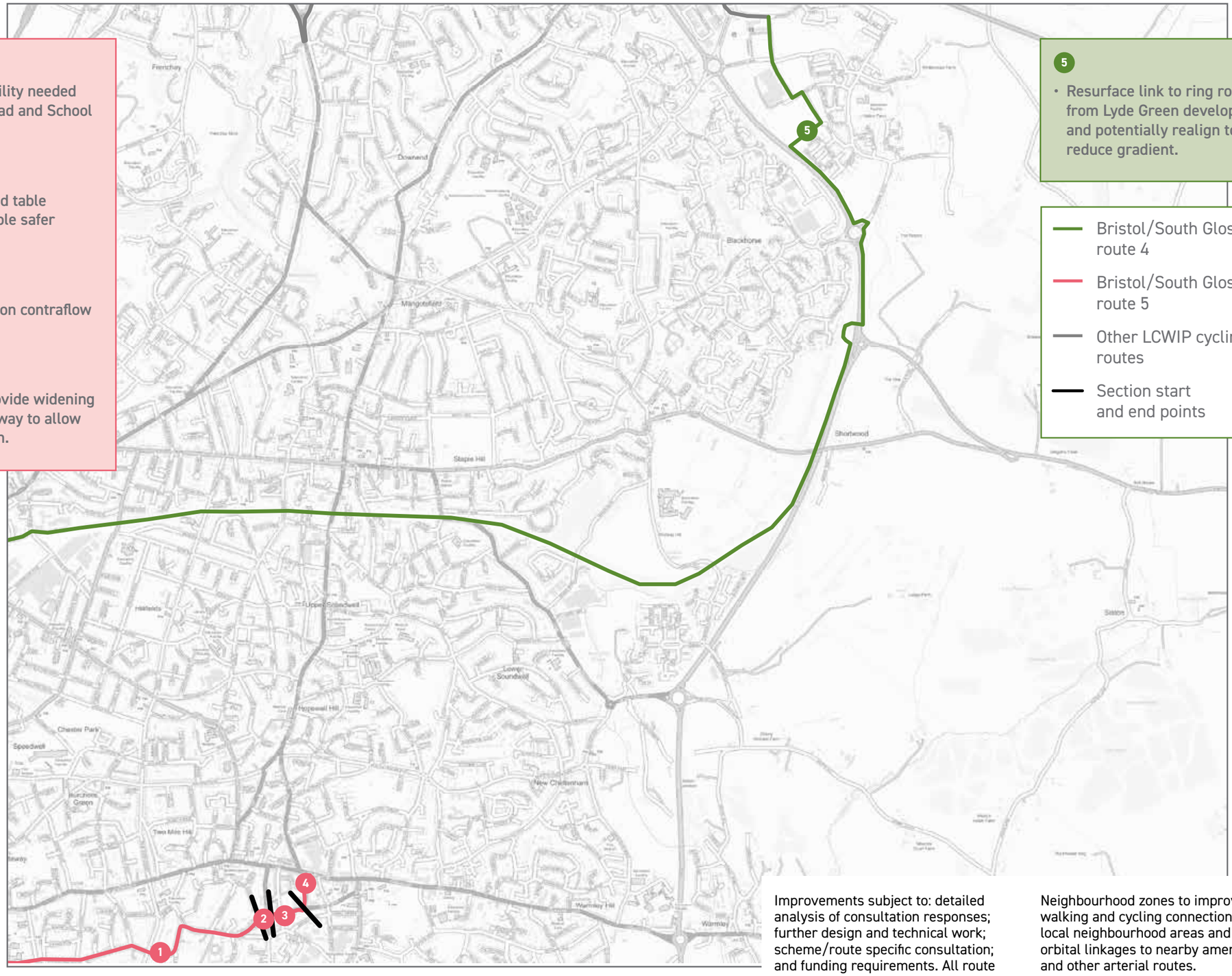
- Bristol/South Glos route 3
- Bristol/South Glos route 3 variant
- Other LCWIP cycling routes
- Section start and end points

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.

Bristol/South Glos routes 4 and 5



1

- Improved legibility needed on Britannia road and School road.

2

- Construct raised table junction to enable safer crossing.

3

- Add protection on contraflow cycle lane

4

- Ambition to provide widening of existing footway to allow shared use path.

5

- Resurface link to ring road from Lyde Green development and potentially realign to reduce gradient.

Bristol/South Glos route 4

Bristol/South Glos route 5

Other LCWIP cycling routes

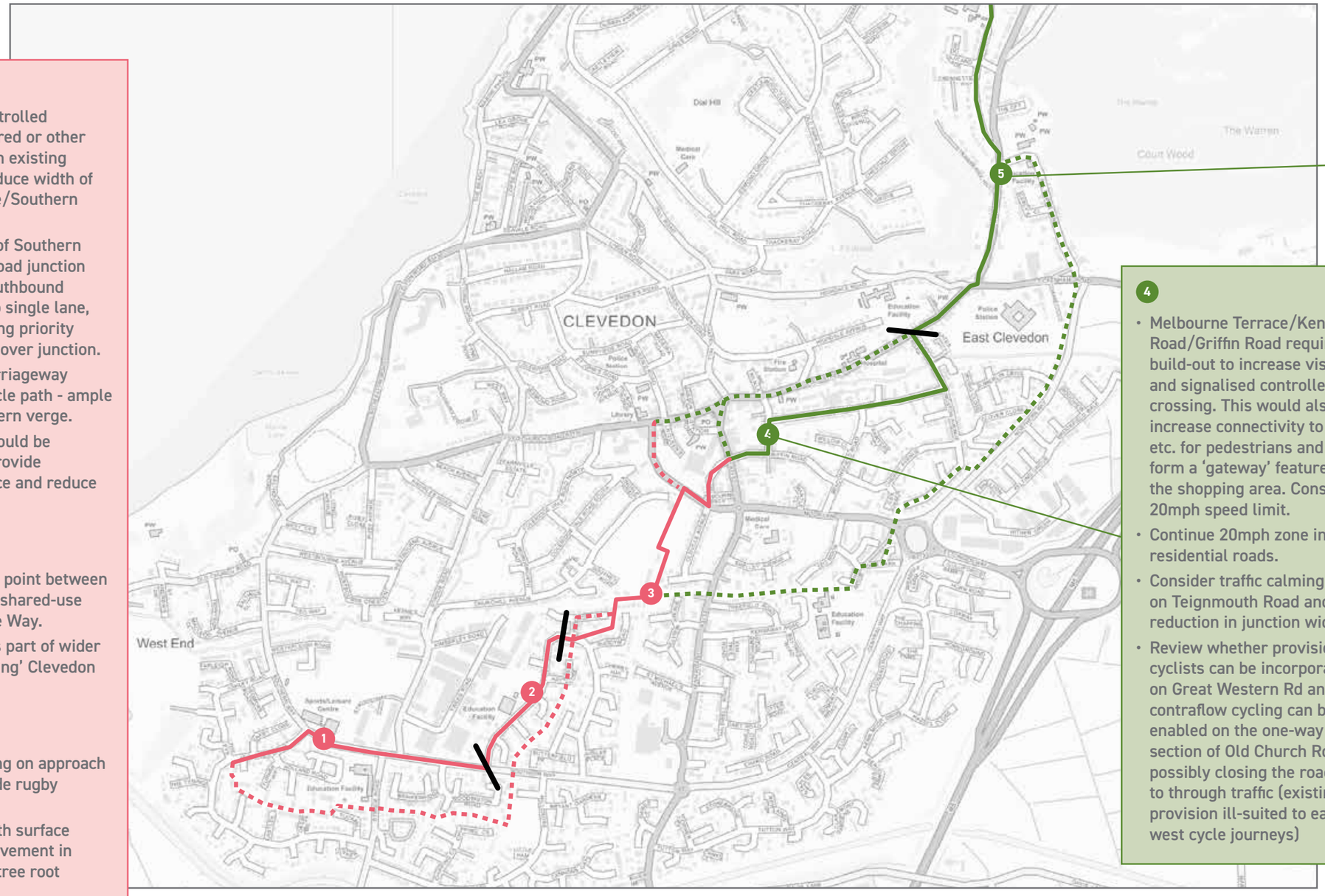
Section start and end points

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.

Clevedon routes 1 and 2



1

- Signalised controlled crossing required or other means to reach existing refuge, and reduce width of Yeolands Drive/Southern Way junction.
- Reduce width of Southern Way/Strode Road junction and reduce southbound Strode Road to single lane, ideally providing priority cycle crossing over junction.
- Provide off-carriageway segregated cycle path - ample room on northern verge.
- Carriageway could be narrowed to provide additional space and reduce traffic speeds.

2

- Safe transition point between Southern Way shared-use path and Fosse Way.
- 20mph limit as part of wider 'culture changing' Clevedon zone.

3

- Improve lighting on approach to and alongside rugby ground.
- Shared-use path surface requires improvement in places, due to tree root damage etc.
- Approaches to Great Western Road existing Pelican crossing require delineation and crossing upgraded to Toucan.

4

- Melbourne Terrace/Kenn Road/Griffin Road requires build-out to increase visibility and signalised controlled crossing. This would also increase connectivity to shops etc. for pedestrians and could form a 'gateway' feature to the shopping area. Consider 20mph speed limit.
- Continue 20mph zone into residential roads.
- Consider traffic calming on Teignmouth Road and reduction in junction width.
- Review whether provision for cyclists can be incorporated on Great Western Rd and contraflow cycling can be enabled on the one-way section of Old Church Rd, possibly closing the road to through traffic (existing provision ill-suited to east-west cycle journeys)

5

- Consider Old Street as alternative to Teignmouth Rd in conjunction with pedestrian improvements.
- Consider removal of centre line on Old Street and Walton Road, and 20mph speed limit to Woodland Glade (school access) or ideally to Clevedon Lane for connectivity with NCN410, forming gateway feature to town.
- Provide Zebra crossings to all arms of roundabout - parallel crossings should be considered for some movements if conflict with pedestrians can be avoided.
- Repair Valley Road (subject to landowner agreement, as not adopted highway) and improve lighting.

Clevedon route 1

Clevedon route 1 variant

Clevedon route 2

Clevedon route 2 variant

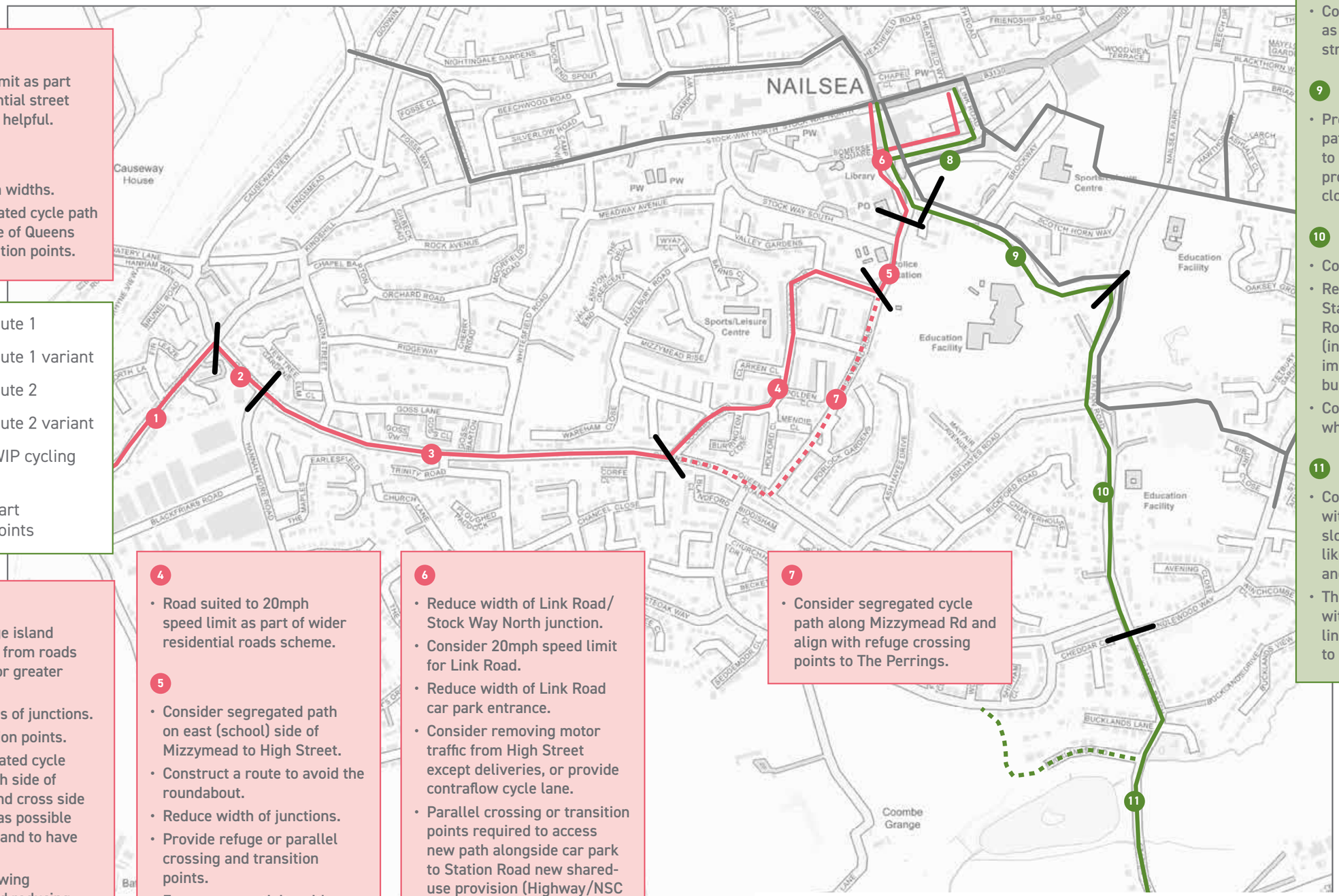
Section start and end points

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.

Nailsea routes 1 and 2



1

- 20mph speed limit as part of wider residential street scheme may be helpful.

2

- Reduce junction widths.
- Provide segregated cycle path along north side of Queens Road and transition points.

- Nailsea route 1
- Nailsea route 1 variant
- Nailsea route 2
- Nailsea route 2 variant
- Other LCWIP cycling routes
- Section start and end points

3

- Providing refuge island crossing points from roads on south side for greater connectivity.
- Reducing widths of junctions.
- Provide transition points.
- Provide segregated cycle path along north side of Queens Road and cross side roads as close as possible to carriageway and to have priority.
- Consider narrowing carriageway and reducing speed limit to 30mph.

4

- Road suited to 20mph speed limit as part of wider residential roads scheme.

5

- Consider segregated path on east (school) side of Mizzymead to High Street.
- Construct a route to avoid the roundabout.
- Reduce width of junctions.
- Provide refuge or parallel crossing and transition points.
- Ensure connectivity with Route 1.

6

- Reduce width of Link Road/ Stock Way North junction.
- Consider 20mph speed limit for Link Road.
- Reduce width of Link Road car park entrance.
- Consider removing motor traffic from High Street except deliveries, or provide contraflow cycle lane.
- Parallel crossing or transition points required to access new path alongside car park to Station Road new shared-use provision (Highway/NSC owns land required).
- Provide crossing point to Link Road, and/or consider permitting cycling through Clevedon Walk/Somerset Square.

7

- Consider segregated cycle path along Mizzymead Rd and align with refuge crossing points to The Perrings.

8

- Consider 20mph speed limit as part of wider residential street scheme.

9

- Provide segregated cycle path on north of Station Road to Brockway junction and provide parallel crossing to closed part of Station Road.

10

- Consider 20mph speed limit.
- Reduce junction widths where Station Road meets Queens Road and Trendlewood Way (in conjunction with walking improvements, and subject to bus movements).
- Consider removing centre white line.

11

- Consider 20mph speed limit with physical measures to slow traffic - other measures likely to be too complicated and expensive.
- This may work in conjunction with proposed south Nailsea link road with a combined aim to reduce through traffic.

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.

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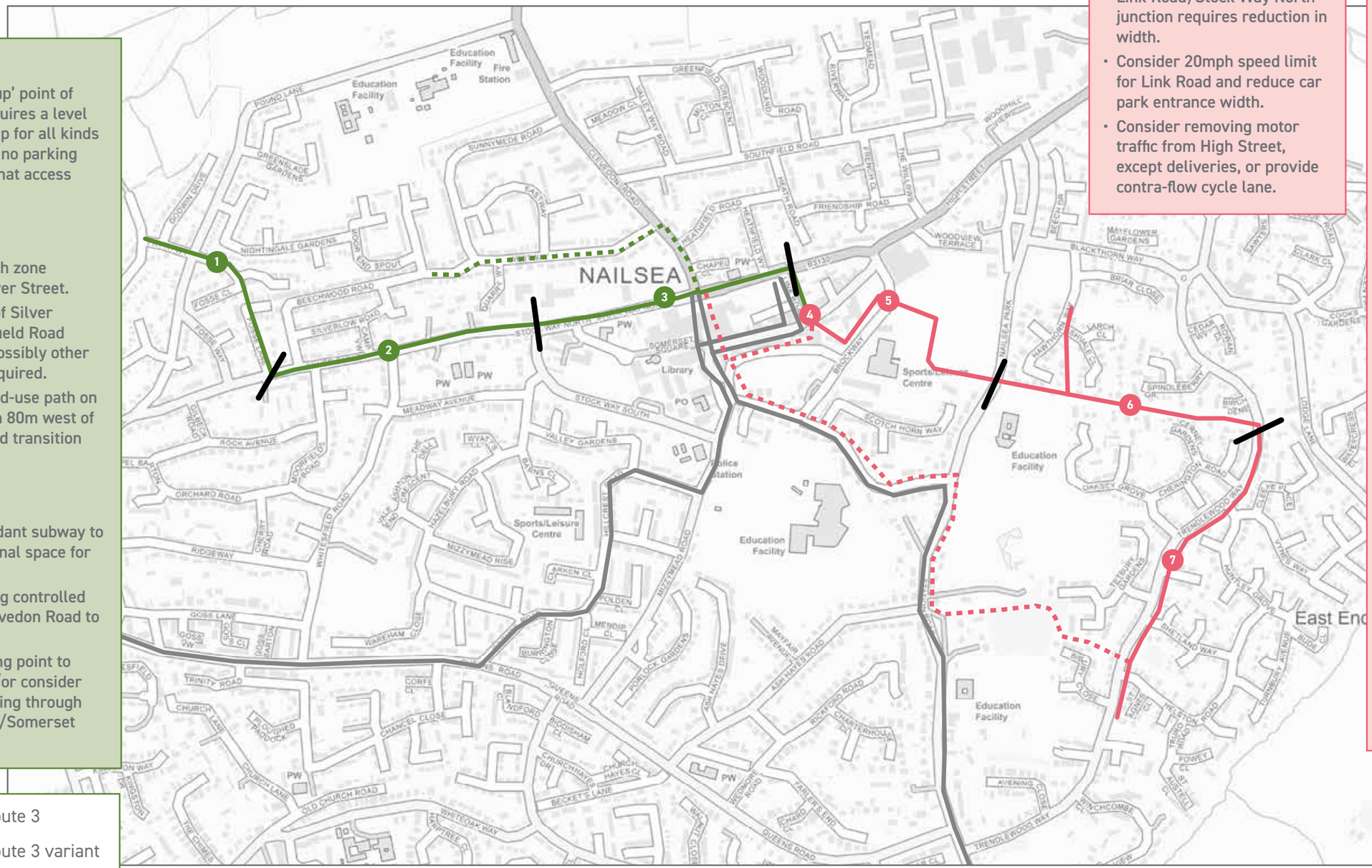
Nailsea routes 3 and 4



- Nailsea route 3
- Nailsea route 3 variant
- Nailsea route 4
- Nailsea route 4 variant
- Other LCWIP cycling routes
- Section start and end points

1

- Existing 'stop-up' point of Fosse Lane requires a level and suitable gap for all kinds of cycles and a no parking restriction so that access remains clear.

2

- Consider 20mph zone gateway to Silver Street.
- Reduce width of Silver Street/Whitesfield Road junction, and possibly other junctions as required.
- Consider shared-use path on north side from 80m west of roundabout, and transition points.

3

- Remove redundant subway to provide additional space for cycling.
- Convert existing controlled crossing at Clevedon Road to Toucan.
- Provide crossing point to Link Road and/or consider permitting cycling through Clevedon Walk/Somerset Square.

4

- Link Road/Stock Way North junction requires reduction in width.
- Consider 20mph speed limit for Link Road and reduce car park entrance width.
- Consider removing motor traffic from High Street, except deliveries, or provide contra-flow cycle lane.

5

- Consider relocating or widening existing crossing point to align with un-named lane to High Street.

6

- Improve surface of Golden Valley bridleway/Festival Way/NCN33 as this is not suited to commuters - consider use of Ultitrec recycled tarmac which has been used successfully on other bridleways and blends in with rural surroundings.
- Path is also too narrow and should be widened where possible while preserving hedgerows.

7

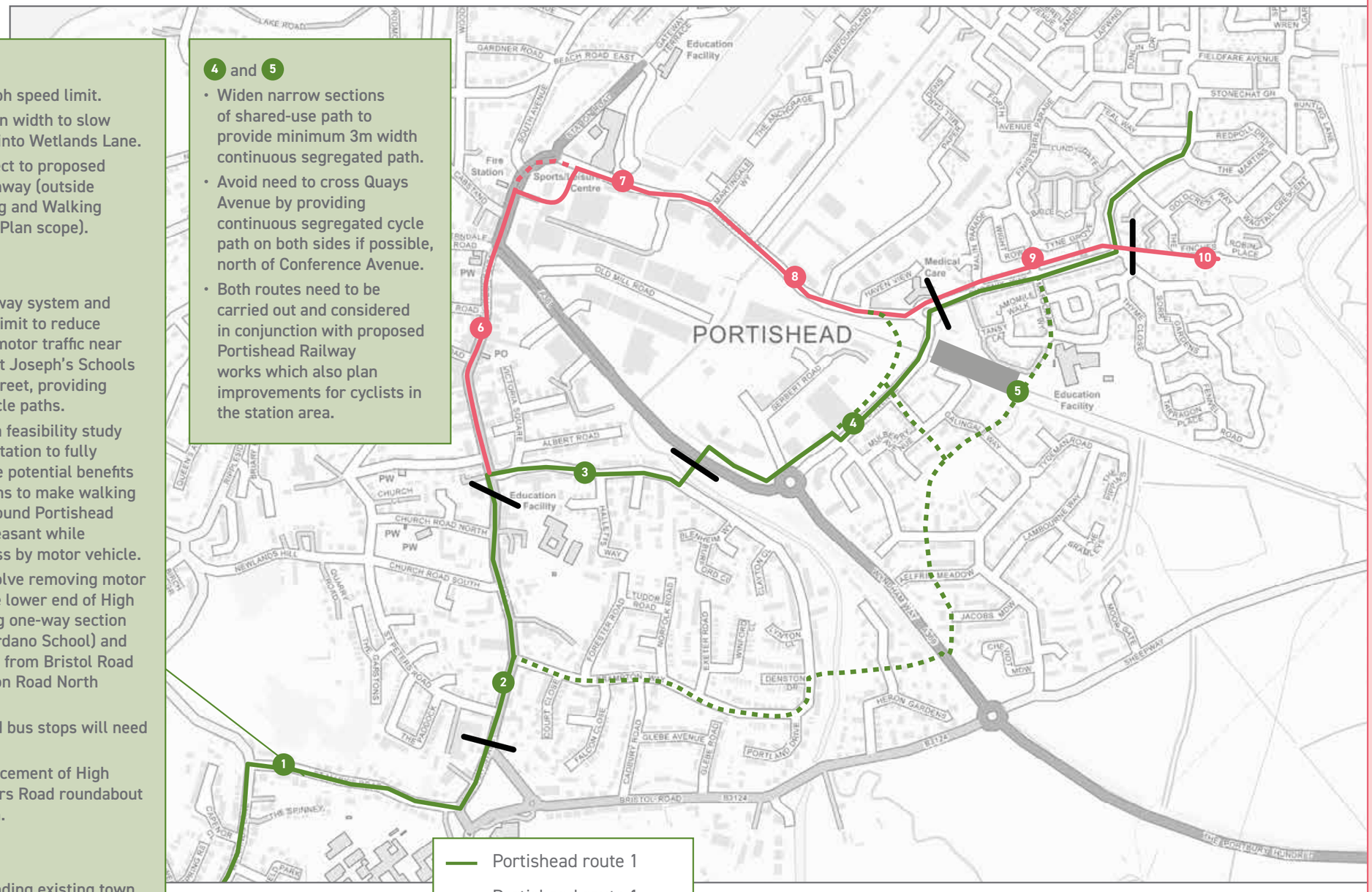
- Improve crossing point of Festival Way over Trendlewood Way to slow and warn motor traffic - existing guard rail may stop or deter some legitimate path users and should be removed or adjusted as necessary.
- Reduce speed limit to 20mph including some physical features.
- Side road junction widths should be reduced, also to benefit pedestrians.

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.

Portishead routes 1 and 2



1

- Consider 20mph speed limit.
- Reduce junction width to slow traffic turning into Wetlands Lane.
- Route to connect to proposed Gordano Greenway (outside of Local Cycling and Walking Infrastructure Plan scope).

2

- Consider one-way system and 20mph speed limit to reduce dominance of motor traffic near Gordano and St Joseph's Schools and on High Street, providing segregated cycle paths.
- This requires a feasibility study and full consultation to fully understand the potential benefits and implications to make walking and cycling around Portishead much more pleasant while retaining access by motor vehicle.
- This could involve removing motor traffic from the lower end of High Street (existing one-way section north from Gordano School) and one-way traffic from Bristol Road to the Brampton Road North junction.
- Bus routes and bus stops will need consideration.
- Consider replacement of High Street/St Peters Road roundabout with T-junction.

3

- Consider extending existing town centre 20mph limit.
- Consider providing alternative to using roundabout by utilising NSC-owned adjacent land and provide parallel crossings, which will also aid pedestrian movements.
- Alternatively, redesign roundabout to reduce speeds.

4 and **5**

- Widen narrow sections of shared-use path to provide minimum 3m width continuous segregated path.
- Avoid need to cross Quays Avenue by providing continuous segregated cycle path on both sides if possible, north of Conference Avenue.
- Both routes need to be carried out and considered in conjunction with proposed Portishead Railway works which also plan improvements for cyclists in the station area.

6

- Extend 20mph speed limit and other measures to encourage cycling. In particular address Wyndum Way junction – consider parallel crossing and transition to carriageway at north of High Street via additional parallel crossing.

7

- Subject to landowner agreement, replace Harbour Road Zebra crossing with parallel crossing and route cyclists across the shopping precinct square by Waitrose and past Horatio House to Station Road/Cabstand.
- Provide suitable transition point such as replacing Station Road Zebra crossing with parallel crossing.

8

- Provide segregated cycle path, clearly delineated along Harbour Road.
- Reduce width of side junctions and provide priority crossing points for pedestrians and cyclists.

9

- Provide segregated cycle path delineated through the area on either/both sides of Phoenix Way.
- Continuous route across side junctions.
- Smooth transition between Phoenix Way and Quays Avenue.

10

- Consider widening existing shared-use path, or create segregated path if possible.

Portishead route 1

Portishead route 1 variant

Portishead route 2

Portishead route 2 variant

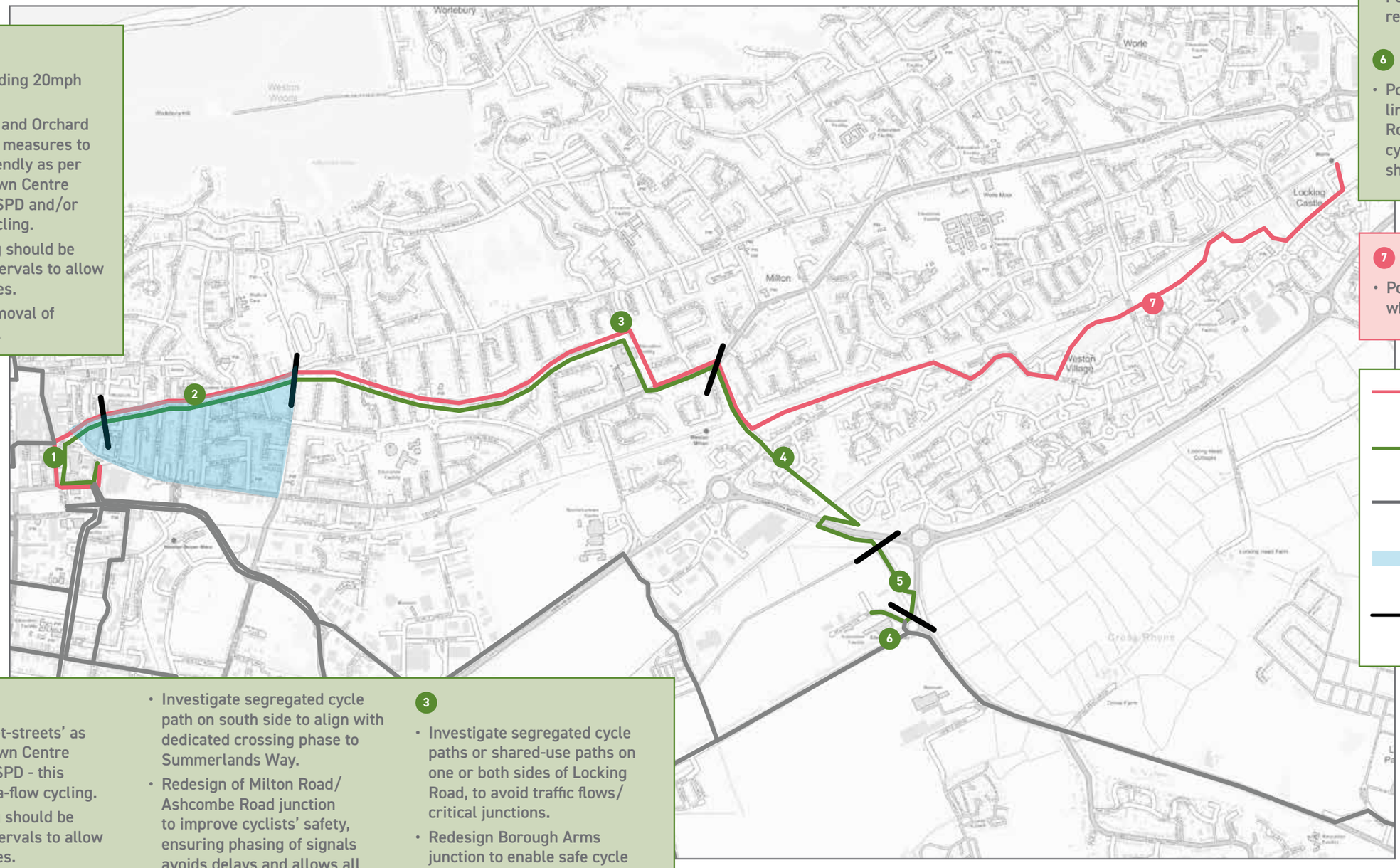
Section start and end points

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.

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.
- 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.

3

- 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.

4

- 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

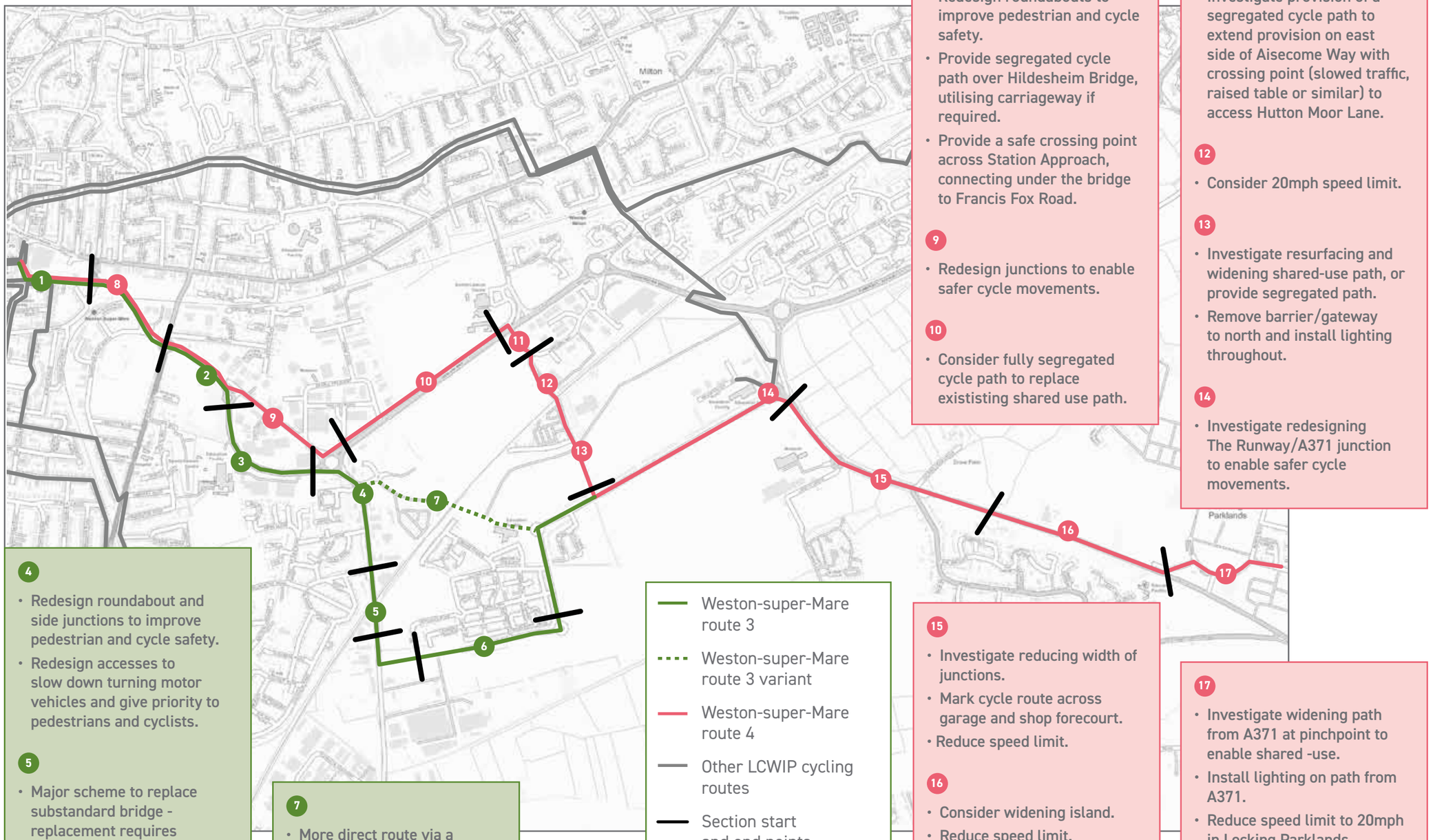
Section start and end points

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.

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.

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 exististing shared use path.

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

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.

15

- Investigate reducing width of junctions.
- Mark cycle route across garage and shop forecourt.
- Reduce speed limit.

16

- Consider widening island.
- Reduce speed limit.

17

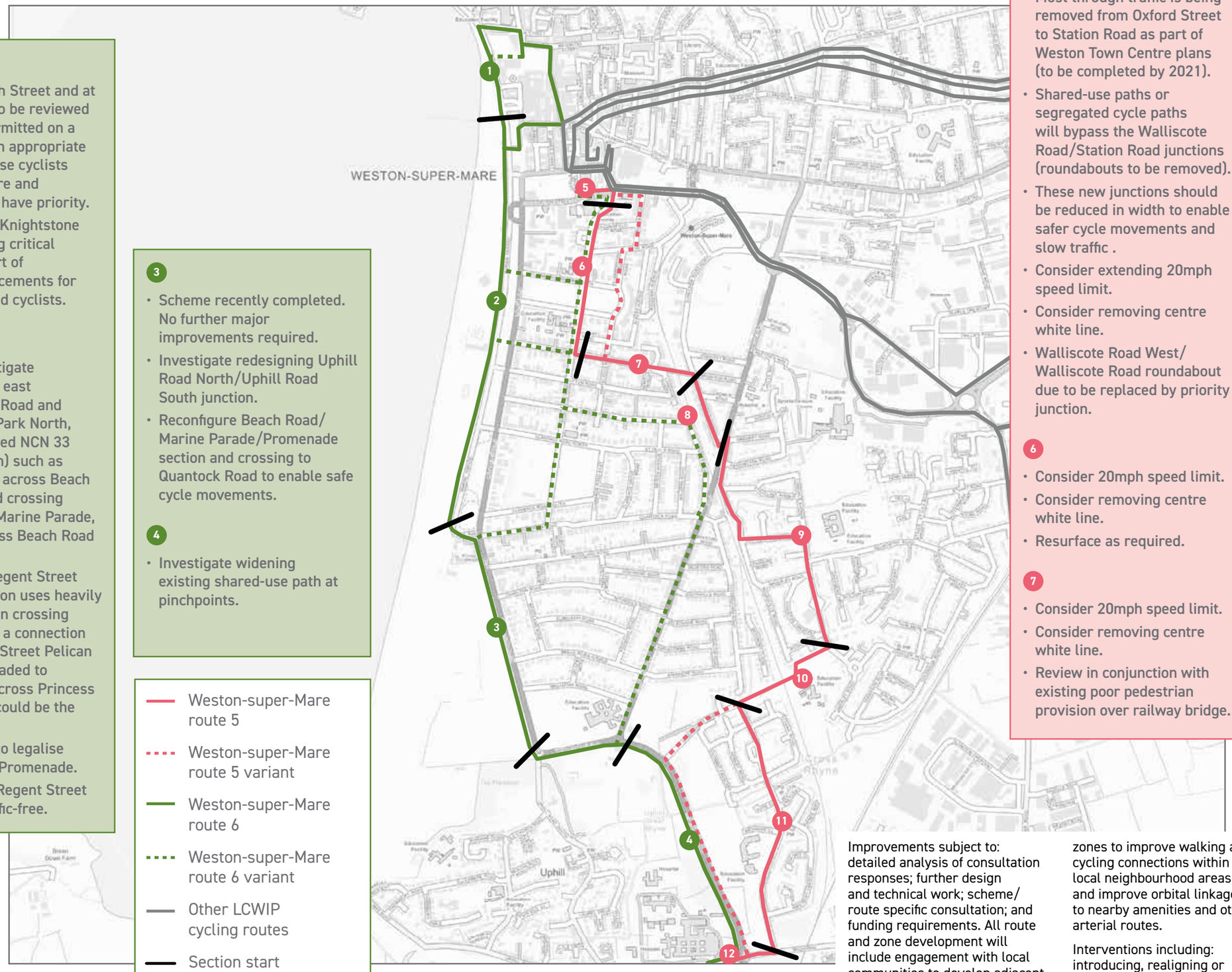
- Investigate widening path from A371 at pinchpoint to enable shared -use.
- Install lighting on path from A371.
- Reduce speed limit to 20mph in Locking Parklands.

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.

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

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.

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.

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

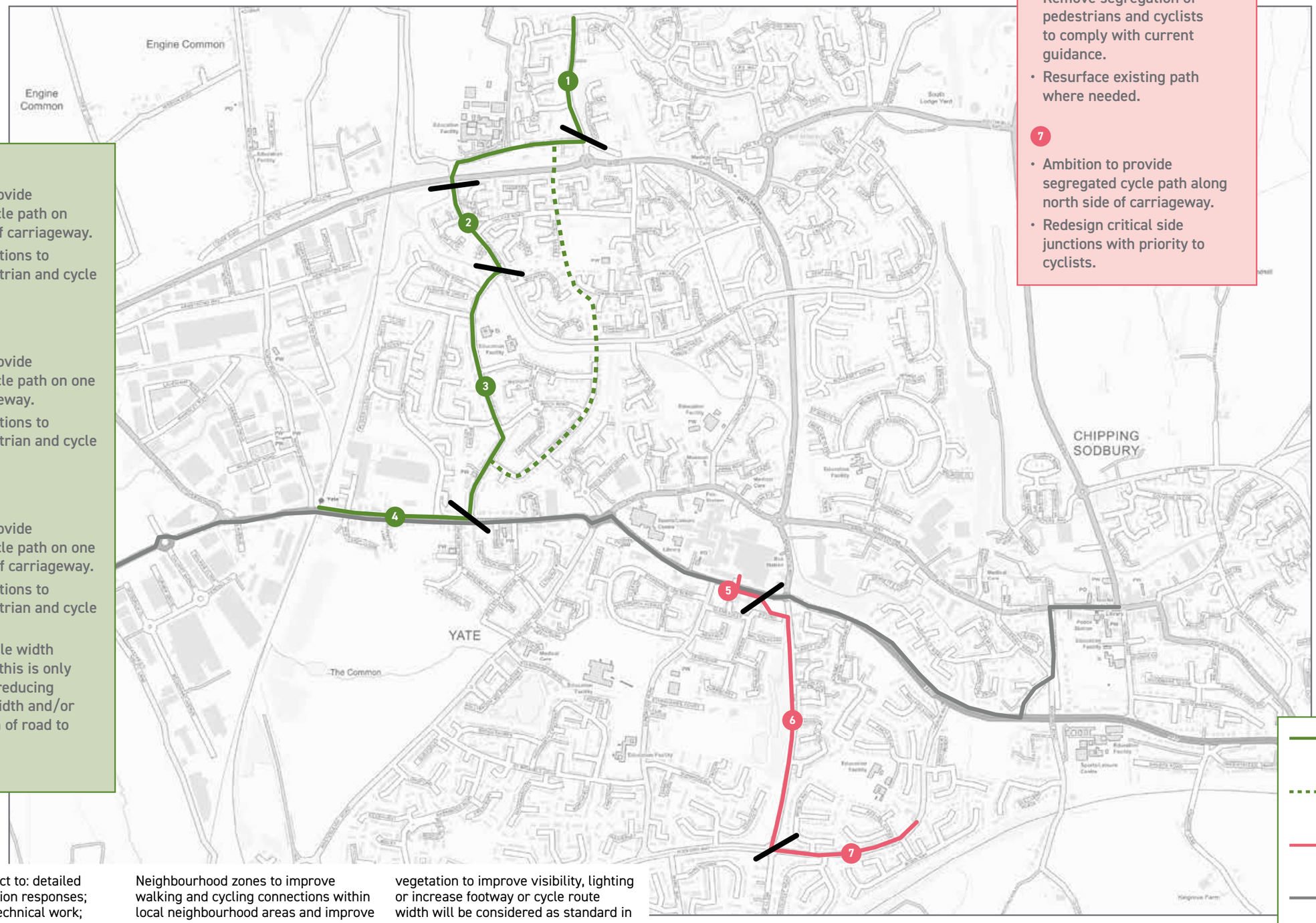
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. All route and zone development will include engagement with local communities to develop adjacent Low Traffic Neighbourhood zones to improve 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.

C27

Yate & Chipping Sodbury routes 1 and 2



1

- Ambition to provide segregated cycle path on western side of carriageway.
- Re-design junctions to improve pedestrian and cycle safety.

2 and **3**

- Ambition to provide segregated cycle path on one side of carriageway.
- Re-design junctions to improve pedestrian and cycle safety.

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.

5 and **6**

- Remove segregation of pedestrians and cyclists to comply with current guidance.
- Resurface existing path where needed.

7

- Ambition to provide segregated cycle path along north side of carriageway.
- Redesign critical side junctions with priority to cyclists.

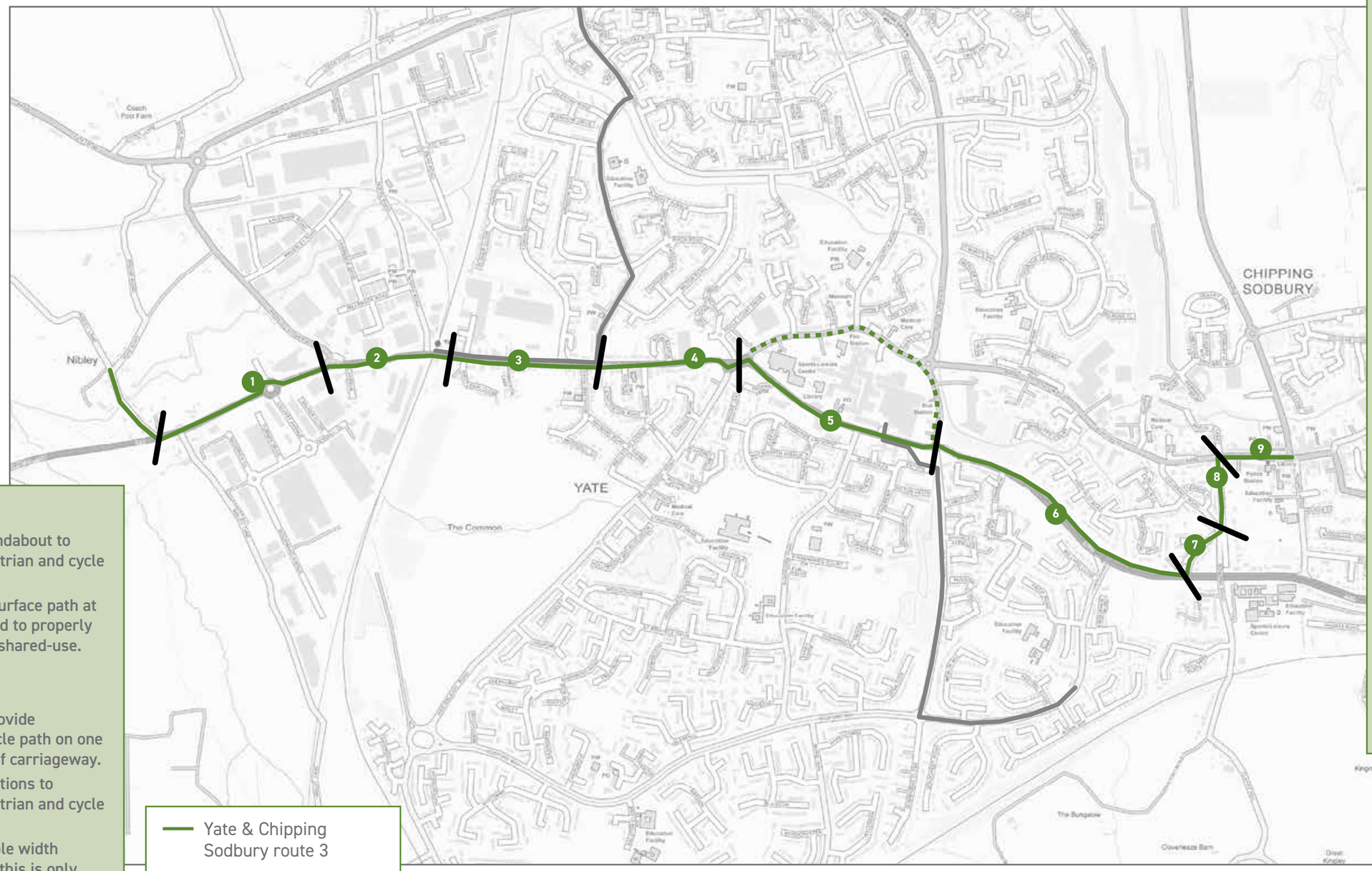
- Yate & Chipping Sodbury route 1
- Yate & Chipping Sodbury route 1 variant
- Yate & Chipping Sodbury route 2
- Other LCWIP cycling routes
- Section start and end points

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.

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.

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.

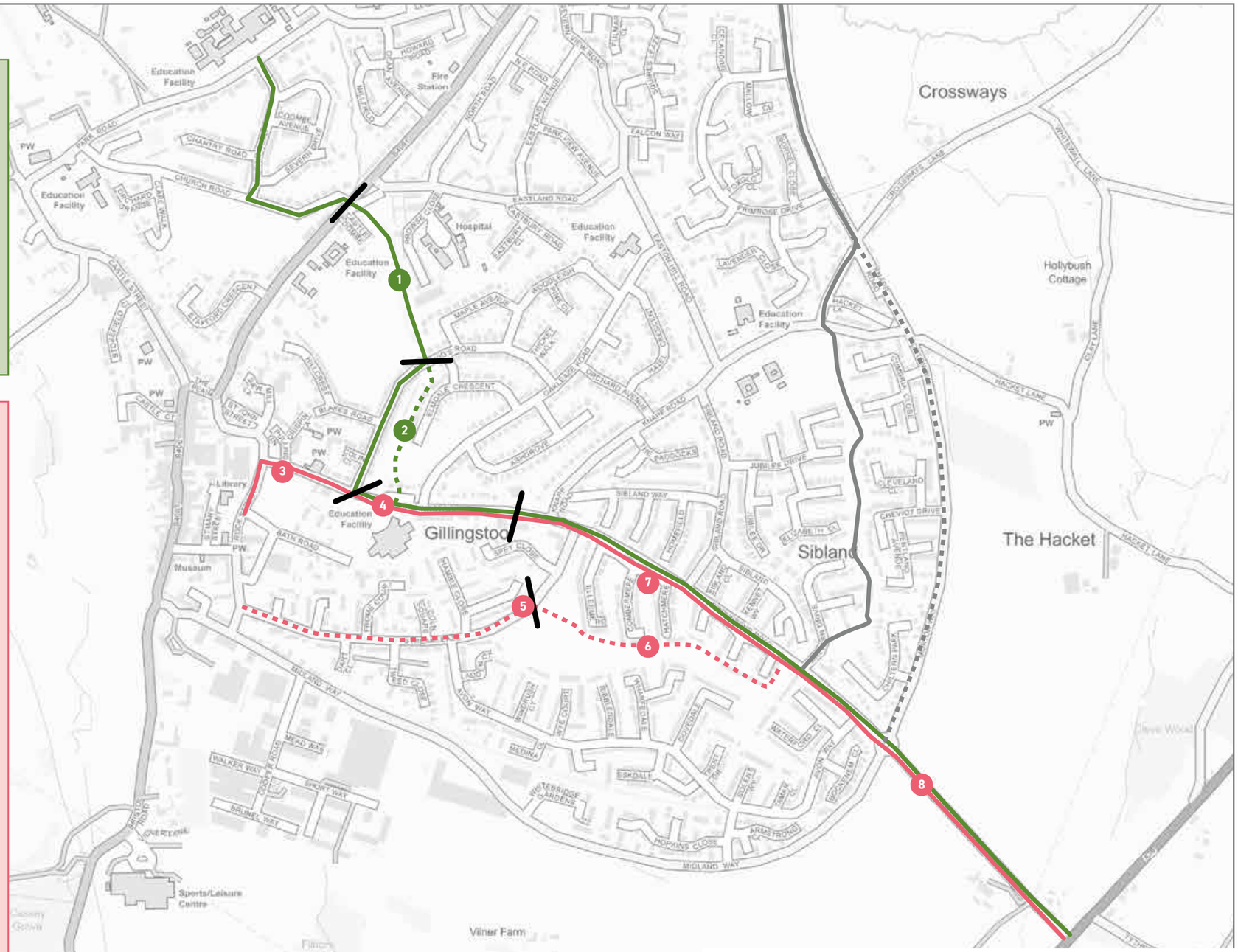
- Yate & Chipping Sodbury route 3
- Yate & Chipping Sodbury route 3 variant
- Other LCWIP cycling routes
- Section start and end points

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.

Thornbury routes 1 and 3



1

- Widen and resurface existing path to make suitable for shared use.
- Remove barriers at Gloucester Road end and redesign transition onto carriageway.

2

- Widen and resurface to make suitable for shared use.

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.

5

- Segregated cycle route on one or both sides of the carriageway (or quiet road treatment if traffic volumes low).

6

- Widen and resurface to make suitable for shared use.

7 and **8**

- Ambition to provide segregated cycle path on one or both sides of carriageway.
- Re-design junctions to improve pedestrian and cycle safety.

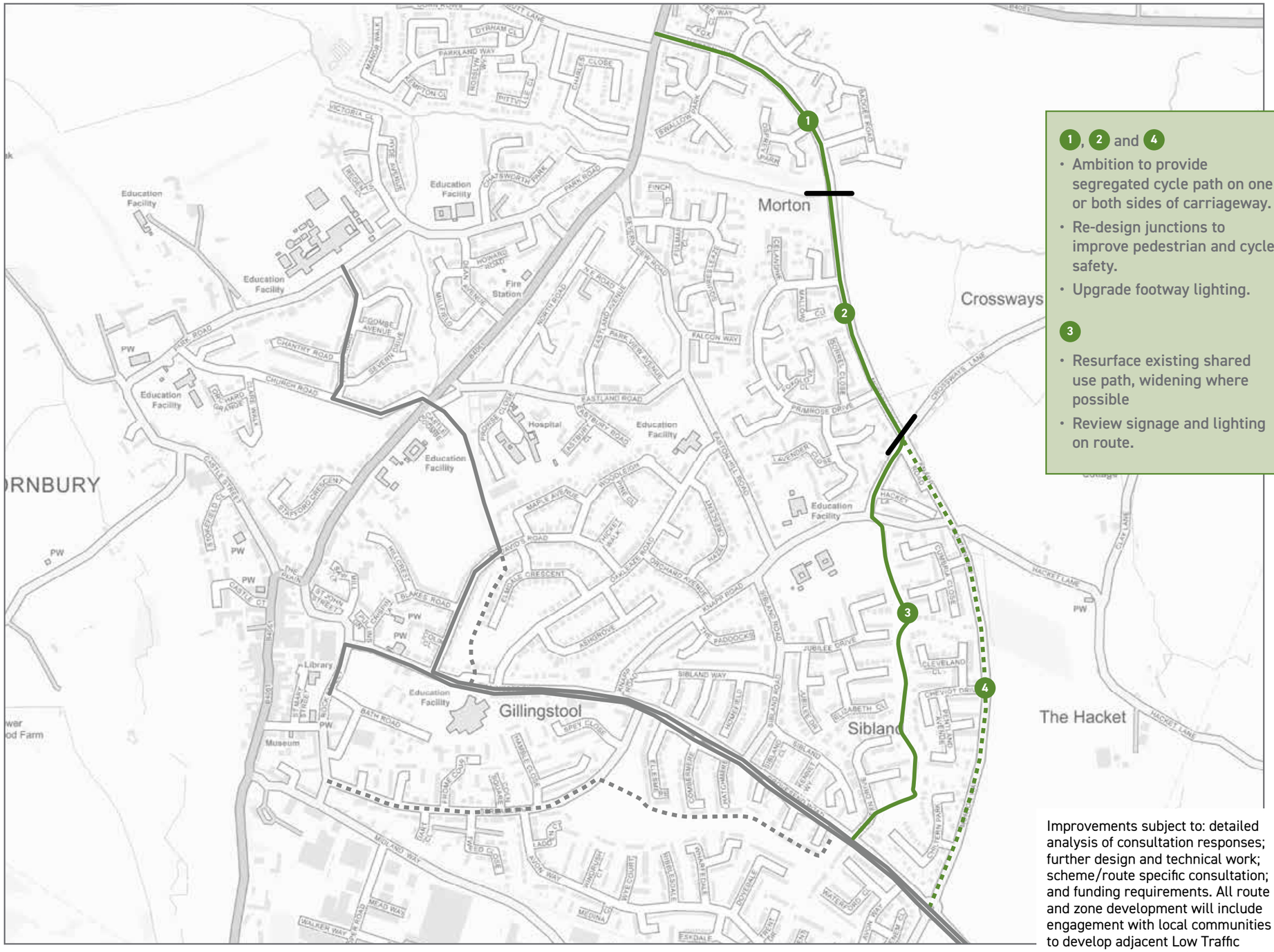
- Thornbury route 1
- Thornbury route 1 variant
- Thornbury route 3
- Thornbury route 3 variant
- Other LCWIP cycling routes
- Section start and end points

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.

Thornbury route 2



1, **2** and **4**

- Ambition to provide segregated cycle path on one or both sides of carriageway.
- Re-design junctions to improve pedestrian and cycle safety.
- Upgrade footway lighting.

3

- Resurface existing shared use path, widening where possible
- Review signage and lighting on route.

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.

Appendix 1

Planning the strategic cycle network

a) Identify journey origins and destinations

Origins
To understand where people in the West of England start and end their journeys, regardless of travel mode, a network of points was plotted on maps to represent journey origins from: established residential neighbourhoods at the time of 2011 census; major housing developments since 2011; and proposed major housing growth areas.

Destinations
The LCWIP aims to enable cycle journeys which can reach a wide range of destinations.

The DfT's technical guidance suggested that for large geographical areas (such as the West of England) it may be appropriate to only use the most significant trip generators. Destination categories and specific destinations were selected based on their likely trip generation potential. Since the LCWIP is strategic in nature, some types of destination were omitted for the larger urban areas (Bath, Bristol and Weston-super-Mare). The destination categories used to plan the cycle network are listed below.

Destination categories	Large urban areas (Bath, Bristol. Weston-super-Mare)	Other Plan areas
City centre/town centres/ district centres	City and town centres (Bristol and Bath); Town and district centres (Weston-super-Mare)	Town centres District/local centres (North Somerset only)
Key employment areas – current and future (additional to above destination)s	Selected strategic employment locations only	✓
Major out-of-centre retail	Selected major out-of-centre retail parks only	Supermarkets and out-of-centre retail parks only
Major education facilities	Colleges and universities	Colleges and secondary schools
Hospitals	Major hospitals	All hospitals
Selected major visitor attractions	✓	✗
Transport interchanges) additional to the above destinations	Rail stations and bus stations	Rail stations
Strategic greenspace	✓	✗

✓ Included in methodology ✗ Not included in methodology

b) Connect origins to destinations

Three methods were used to identify strategic cycle corridors which would connect origins with destinations.

- analysis of corridors with the highest forecast future cycle commuting flows using the DfT's web-based analysis tool, the Propensity to Cycle Tool ;
- analysis of corridors likely to have significant travel demand for short-distance trips to a range of destinations. Each origin point was connected to strategic destinations referred to above within 5km and trends identified from the resultant maps; and
- a review to ensure a coherent strategic network for the full plan area. Additional strategic corridors may be identified in subsequent iterations of the LCWIP.

As directness is an important factor in the suitability of cycle routes, the origin-destination connections were shown as straight-line corridors.

c) Run prioritisation process to choose corridors for initial development

An early sifting exercise was developed to produce more manageable number of routes to be progressed to the route selection and route audit stage. A range of criteria were used to determine priority routes and included data on deprivation, student numbers at education sites, future jobs and dwellings, recorded road collisions, existing cycle trips using the corridor, the potential growth in cycling trips in the corridor and likely sub-regional benefits.

Top-scoring corridors from each area were chosen to ensure balanced coverage across the West of England. The intention is for the other corridors to be progressed as funding allows.

d) Map strategic cycle corridors to most direct existing routes (route selection)

The LCWIP technical guidance highlights that the clear preference will usually be the most direct route between the origin and destination. Local knowledge and online cycle route planning tools were used to map desire lines to existing routes. In some locations a significant deviation was required to reach the nearest road, railway or river crossing; the potential for new crossings was also noted.

e) Undertake cycle route audits

Route audits were undertaken to assess the broad suitability of each prioritised strategic cycle routes and considered how suitable routes currently are for cycling, and to consider possible improvements. The auditing process followed the process outlined in the technical guidance and used the tools developed by the DfT for the purpose. Routes were divided into sections with similar characteristics and scored against five design criteria (directness, gradient, safety, connectivity and comfort). These were given a score out of 5 (where 0 represented least suitable routes and 5 represented most suitable). Junctions which were considered to have characteristics hazardous to cycling were also identified (described as 'critical junctions').

f) Define cycle routes for development and identify key improvements required

The LCWIP technical guidance outlines that the aim is to identify cycle routes which score 3 or above against each design criteria (or could be improved to score 3 or above), ideally with no critical junctions. Improvements were identified for poor scoring sections, or in some cases alternative routes recommended which would achieve higher scores.

Road space is shared between different transport modes and uses. Catering for these different demands can be particularly challenging in dense urban environments. In some locations achieving a

Appendix 1 continued

cycle route audit score of 3 or above would only be possible if protected cycle tracks were constructed using road space currently given to other uses (e.g. bus lanes). In certain instances it was considered that such a reallocation of space may not be deliverable. However, determining an appropriate balance between space for different transport modes is a decision for elected members taking into account stakeholder views.

Planning the strategic walking network

a) Define Core Walking Zones and Identify Key Walking Routes

The DfT's technical guidance states that, in planning for walking, local authorities should identify Core Walking Zones and Key Walking Routes. In the West of England, the Core Walking Zones were largely based on town and district centres to give balanced coverage across each urban area. Key Walking Routes were identified within a 1km radius of each Core Walking Zone.

The West of England's two city centres (Bath and Bristol) have received significant investment to upgrade pedestrian infrastructure, and strategies are either in place or being developed to continue this delivery. As a result, these areas are designated as Core Walking Zones but have not been audited.

b) Choose Key Waking Routes for initial development

A selected number of routes serving each Core Walking Zone were chosen to ensure a manageable audit workload. The intention is for the remaining corridors will be progressed as funding allows.

c) Undertake walking route audits

Audits were undertaken to assess the broad suitability of each prioritised Key Walking Route. The audits ascertained whether routes are currently suitable for cycling, and if not, what needs to be improved. The auditing process followed the process outlined in the technical guidance and used the DfT's Route Selection. Routes were divided into sections with similar characteristics and scored against the twenty criteria grouped into five themes (attractiveness, comfort, directness, safety and coherence). These were given a score on a 3-point scale (where 0 represented poor provision and 2 represented good quality provision).

d) Identify key improvements required

The LCWIP technical guidance outlines that a score of 70% (28 out of 40 points) should normally be regarded as minimum provision. For every prioritised Key Walking Route, the audit results were used as a prompt to consider interventions which would improve the quality of pedestrian infrastructure.

Activities common to cycle and walking network planning

After planning the strategic walking and cycling networks, cost estimations for the proposed improvements, and prioritising these improvements took place.

Estimate the cost of improvements

High-level construction costs were estimated for each improvement to understand the broad scale of funding required to deliver all of the priority routes. Pricing estimates were derived from local case studies and recognised UK sources (including publications by Transport for Greater Manchester and Transport for London). The construction cost estimates allowed for whole route costs to be estimated. The estimates relate to construction costs only and do not include allowances for the cost of design, utilities, inflation, risk/contingency, optimism bias and any third-party land purchase (if required). All potential improvements are subject to further study, feasibility and consultation.

Prioritise the improvements

It is anticipated that a range of funds of will be used to deliver the LCWIP improvements. The scope and objective of the funding stream will determine which improvements are prioritised and delivered in the short, medium and long term.

Appendix 2