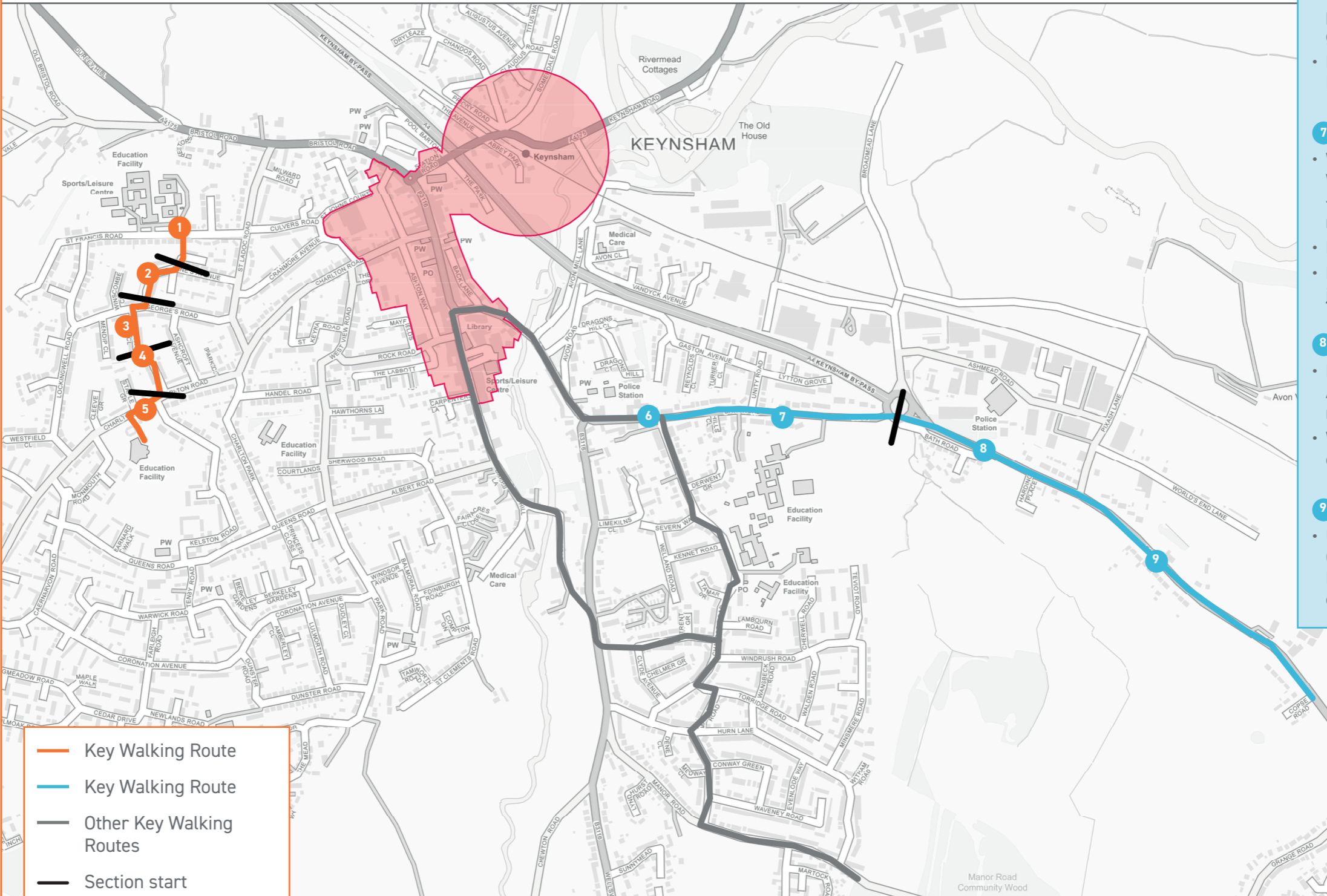


Keynsham 1

- 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.



- 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.