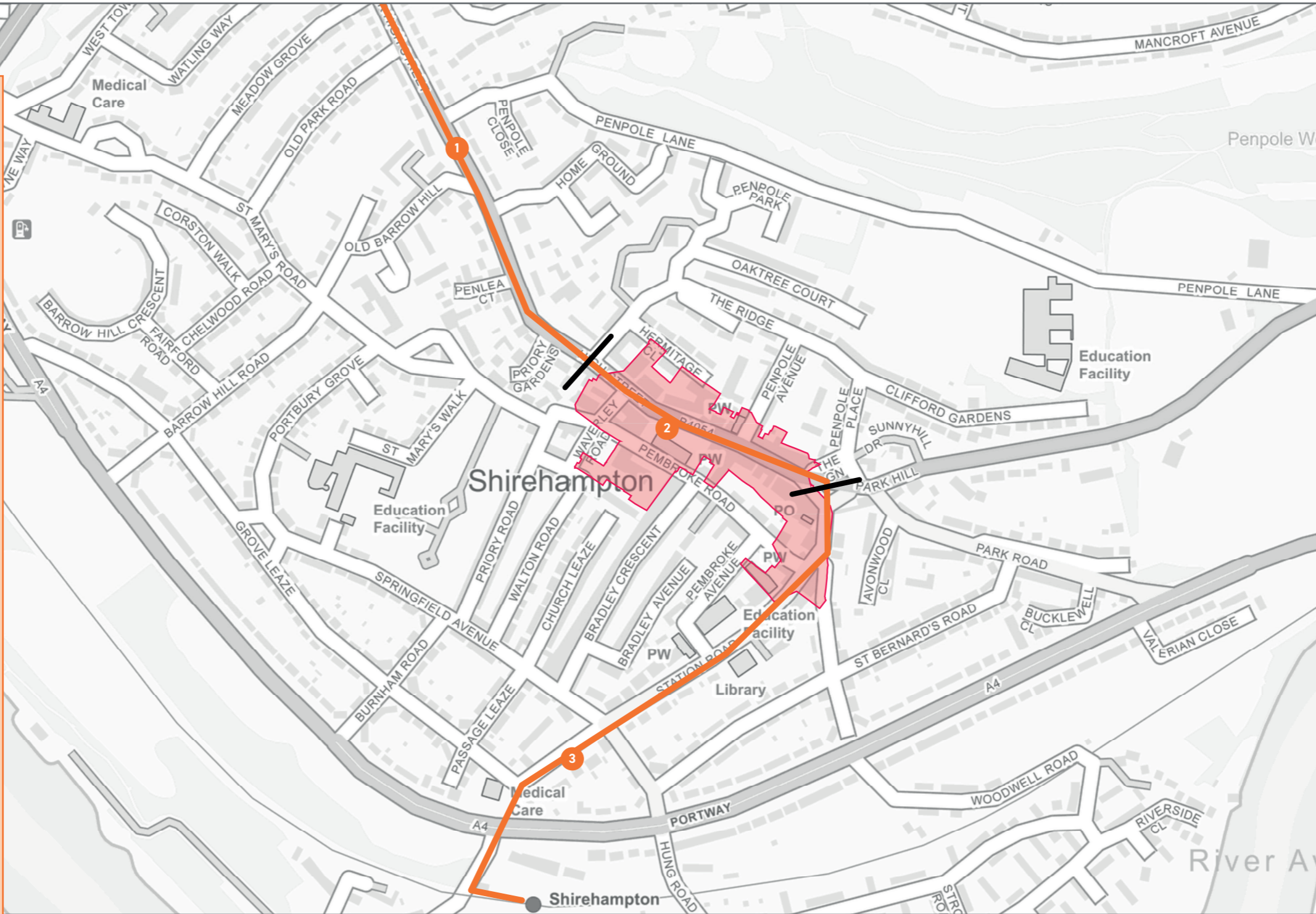


Shirehampton

- 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.