

Nailsea 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.

Key Walking Route

Key Walking Route

Other Key Walking Routes

 Section start and end points

Core Walking Zones

subject to land ownership/
negotiation on the High Street
between The Willows and
Southfield Road - alternatively
construct suitable crossing
where there is footway damage
along High Street.

Consider measures to slow traffic

carriageway where space permits

Widen footways and narrow the

and consider traffic calming

Consider setting back hedges

or narrowing the carriageway,

to provide continuous footway,

a long High Street.

measures.

NAILSEA

- 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.

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- 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.

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 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.

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- 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.

Education Facility Fire

PW

Education Facility

- 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.

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