

## Nailsea 2

1

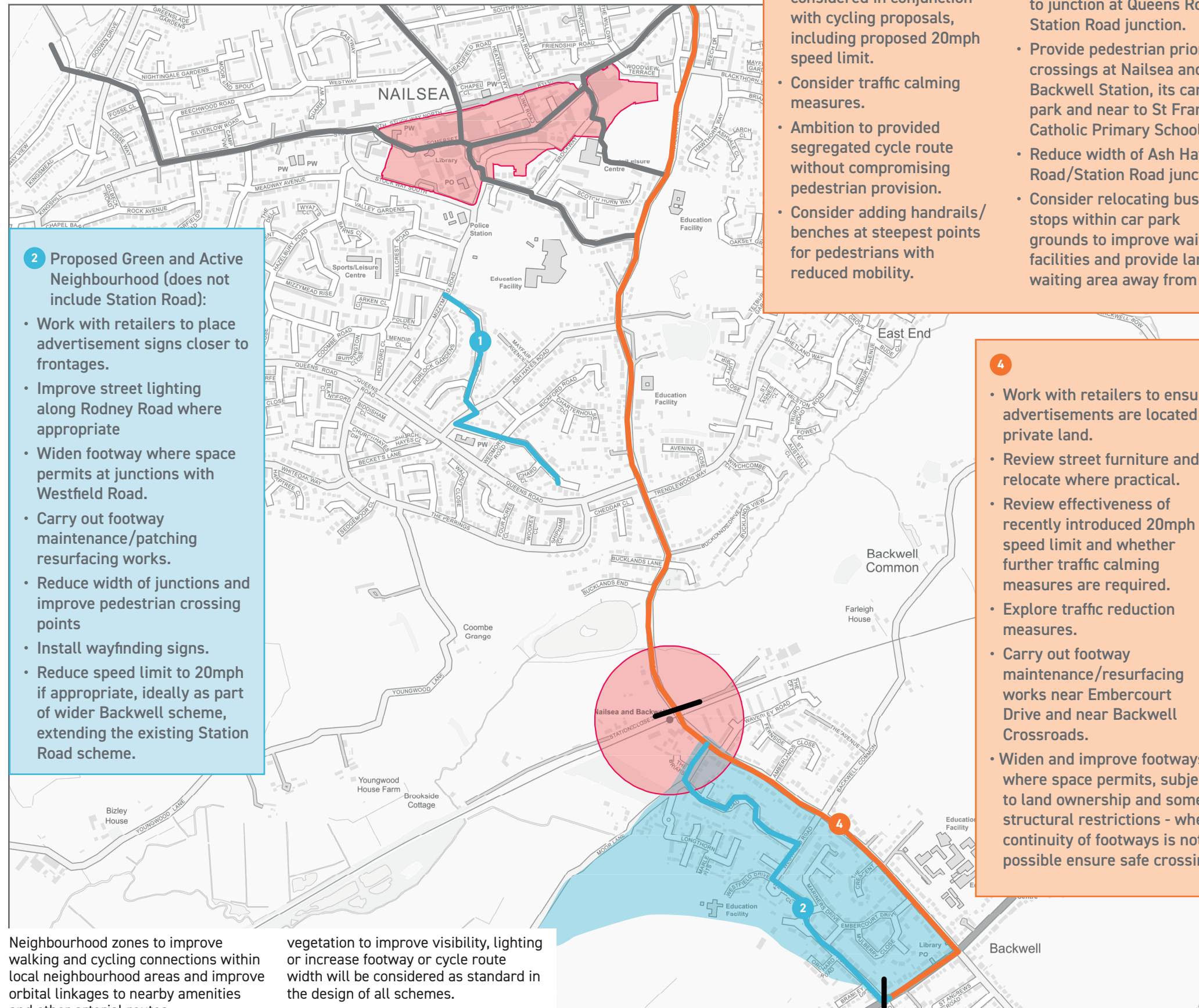
- Improve area on approach to underpass for pedestrians and cyclists at northern end of Ash Hayes Drive.
- Consider additional lighting.
- Carry out footway maintenance/resurfacing works from Farler's End to Ash Hayes Drive.
- Widen footways where space permits, subject to land ownership and some structural 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 Mizzymeard Road to be carried out as part of cycling proposals.

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.

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



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.