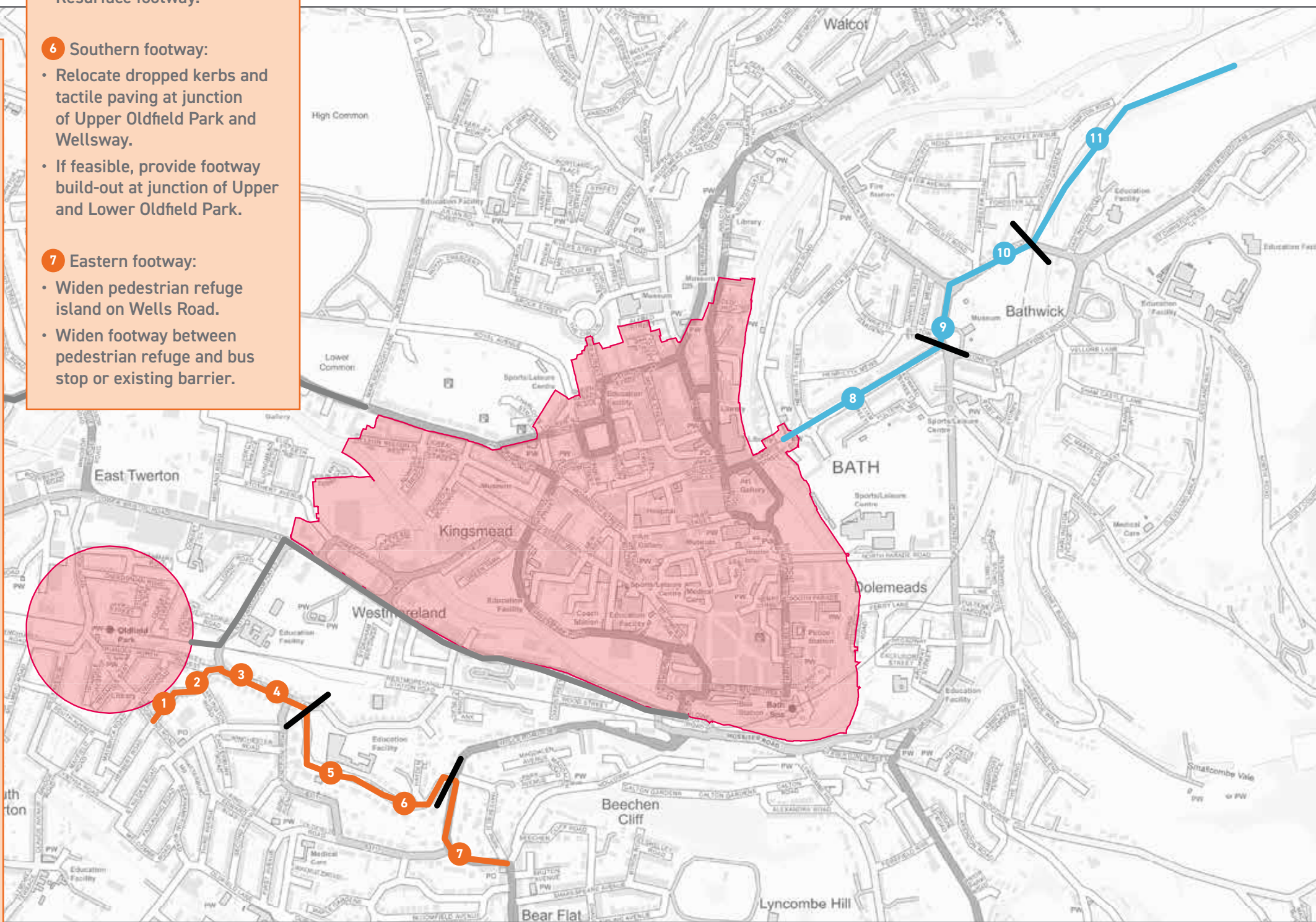


## **Appendix C – West of England Local Cycling and Walking Infrastructure Plans (LCWIP) Extract**

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

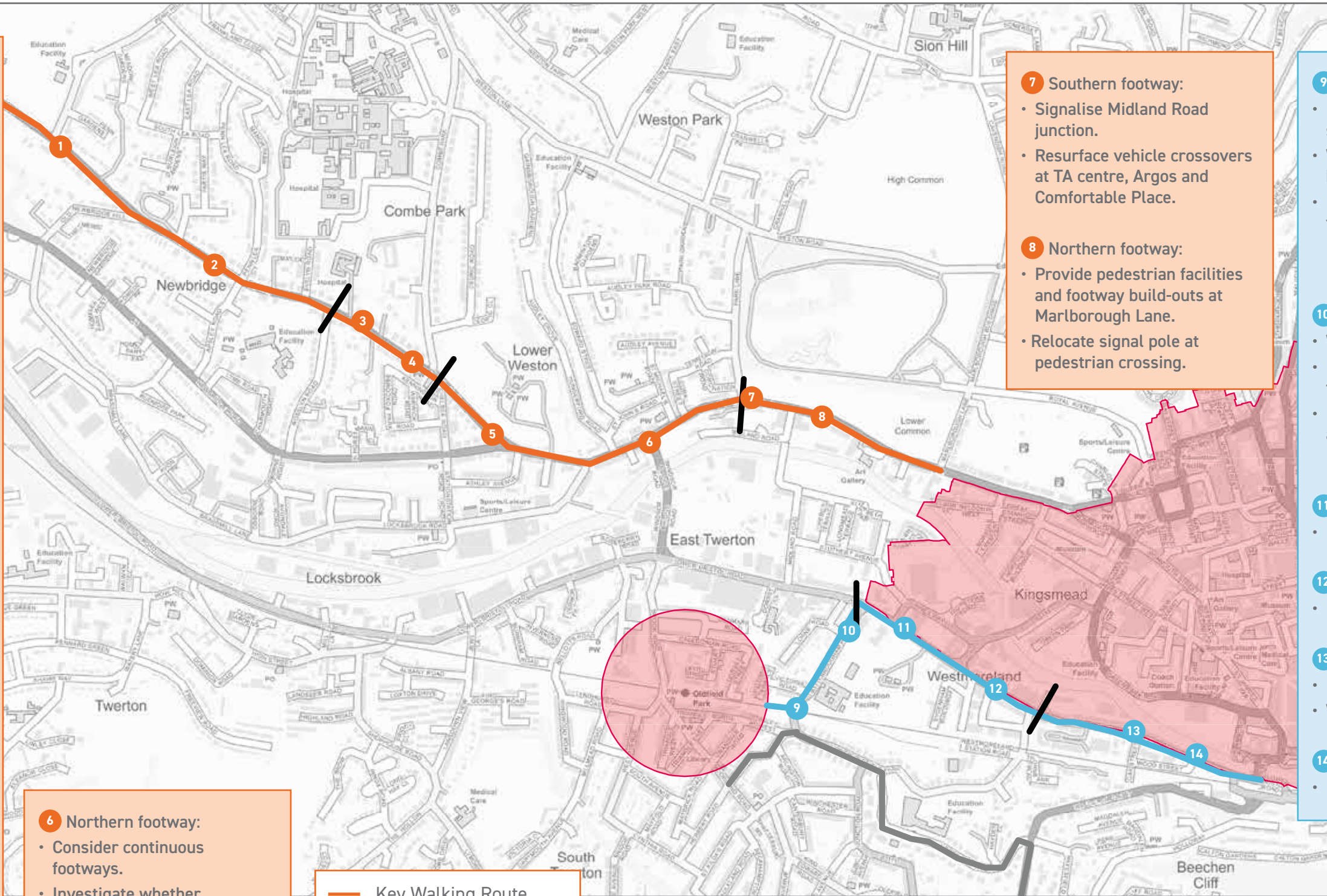
Neighbourhood zones to improve walking and cycling connections within local neighbourhood areas and improve orbital linkages to nearby amenities and other arterial routes.  
Interventions including: introducing, realigning or upgrading dropped kerbs and/or tactile paving; and cutting back

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.



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.

— Key Walking Route  
 — Key Walking Route  
 — Other Key Walking Routes  
 — Section start and end points  
 ■ Core Walking Zones

- 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.

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

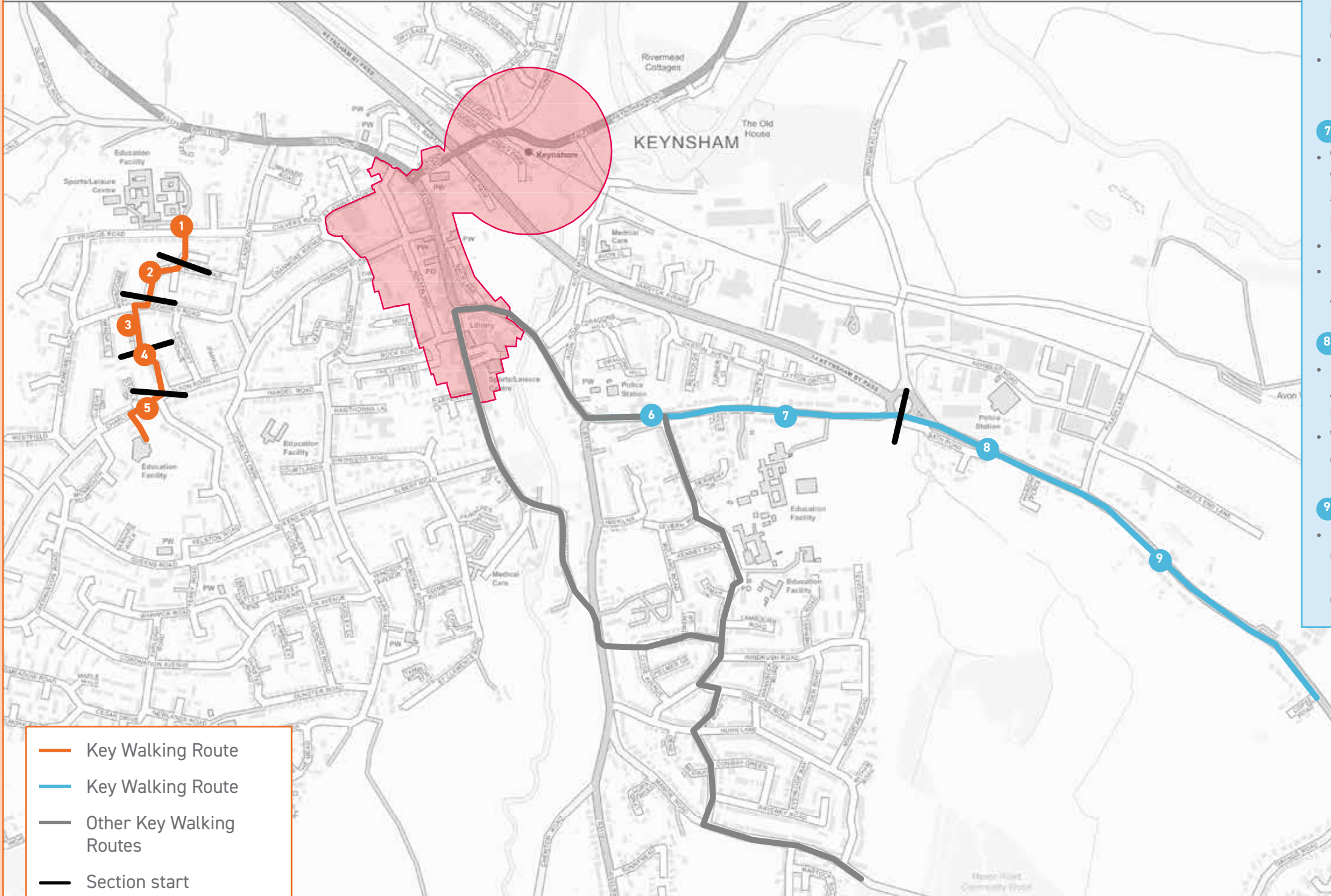
Neighbourhood zones to improve walking and cycling connections within local neighbourhood areas and improve orbital linkages to nearby amenities and other arterial routes.  
 Interventions including: introducing, realigning or upgrading dropped kerbs and/or tactile paving; and cutting back

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



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

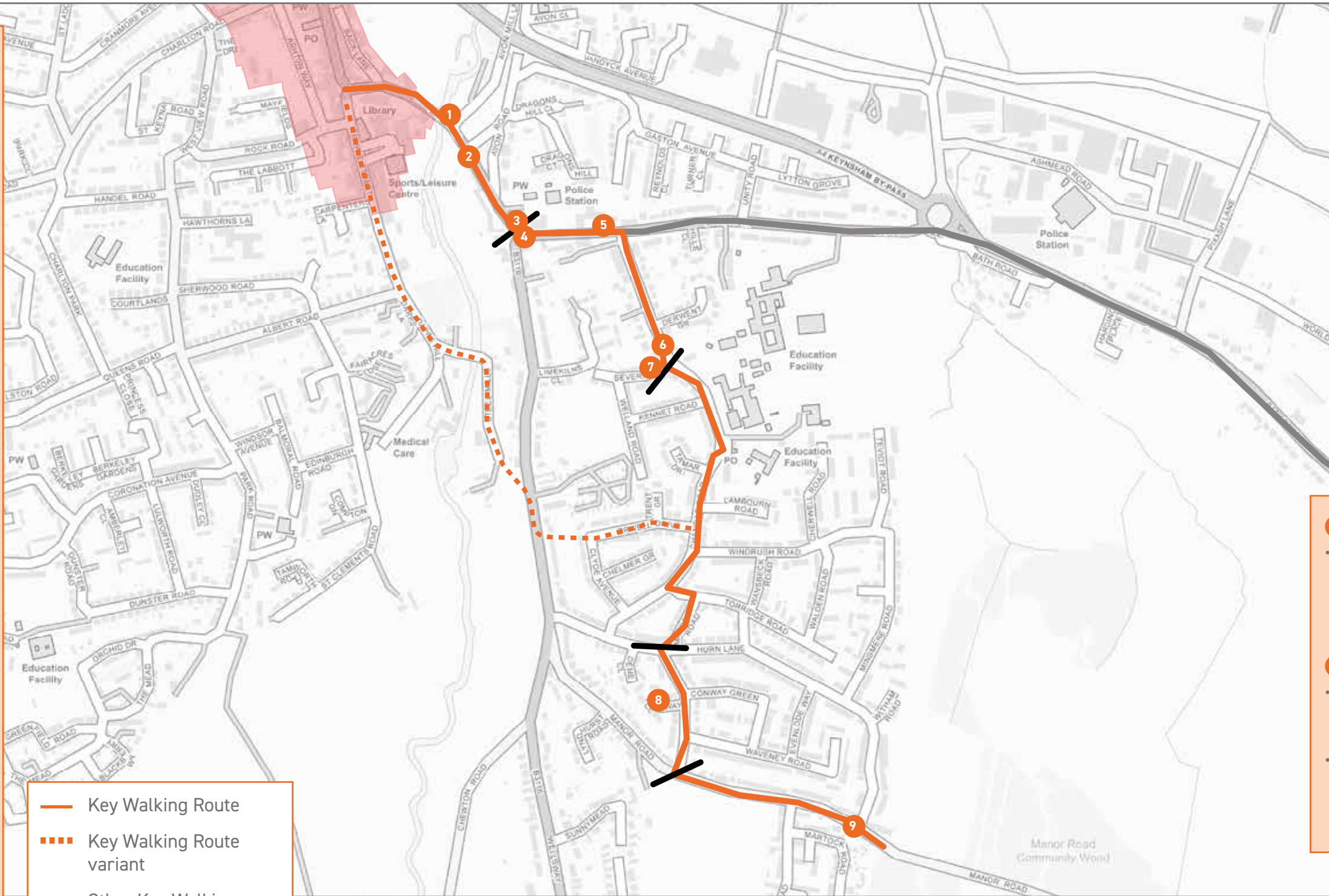
Neighbourhood zones to improve walking and cycling connections within local neighbourhood areas and improve orbital linkages to nearby amenities and other arterial routes.  
Interventions including: introducing, realigning or upgrading dropped kerbs and/or tactile paving; and cutting back

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.



Keynsham 2

- 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.

— Key Walking Route

- - - Key Walking Route variant

— 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

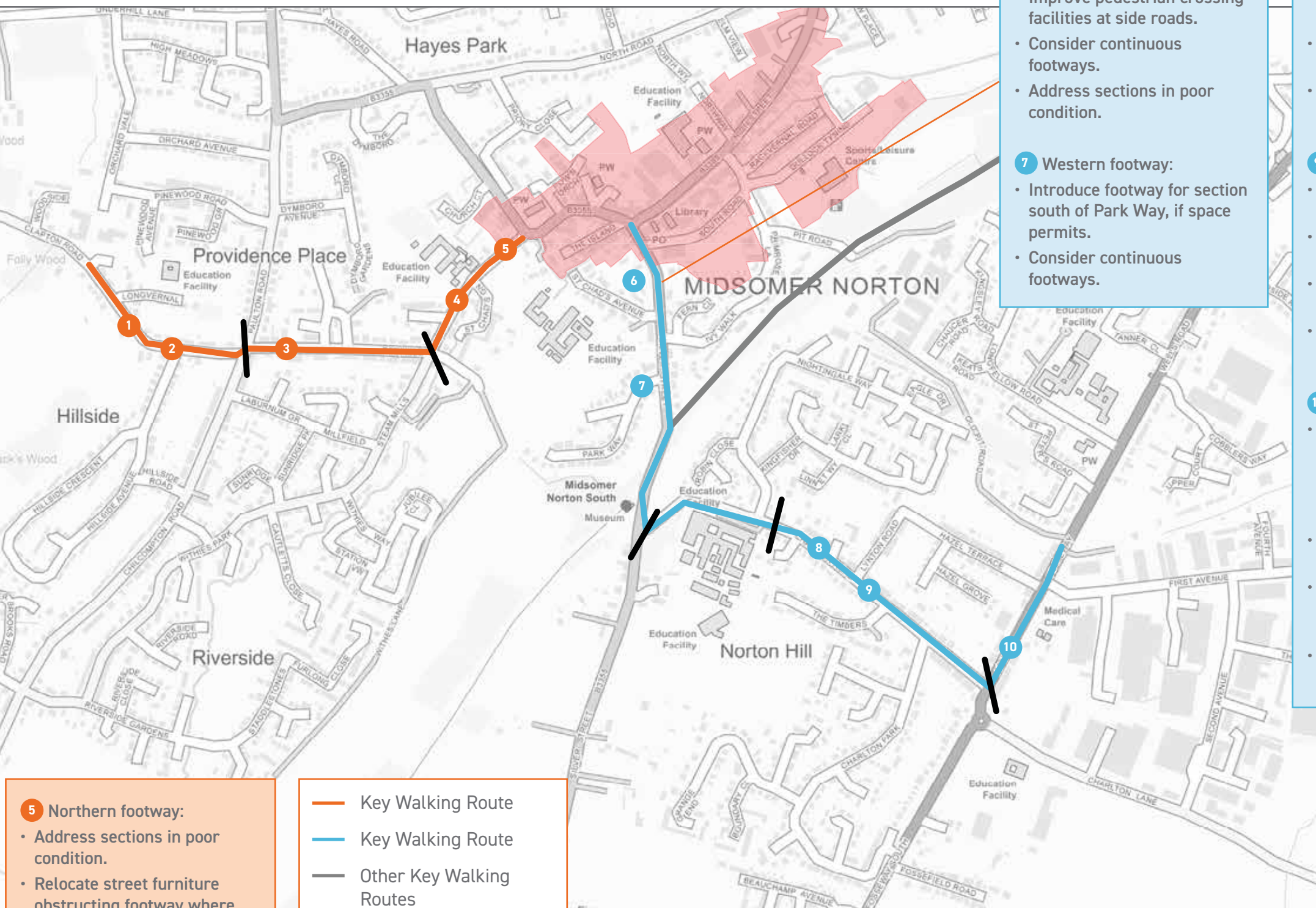
vegetation to improve visibility, lighting or increase footway or cycle route width will be considered as standard in the design of all schemes.

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



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 may be 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

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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.

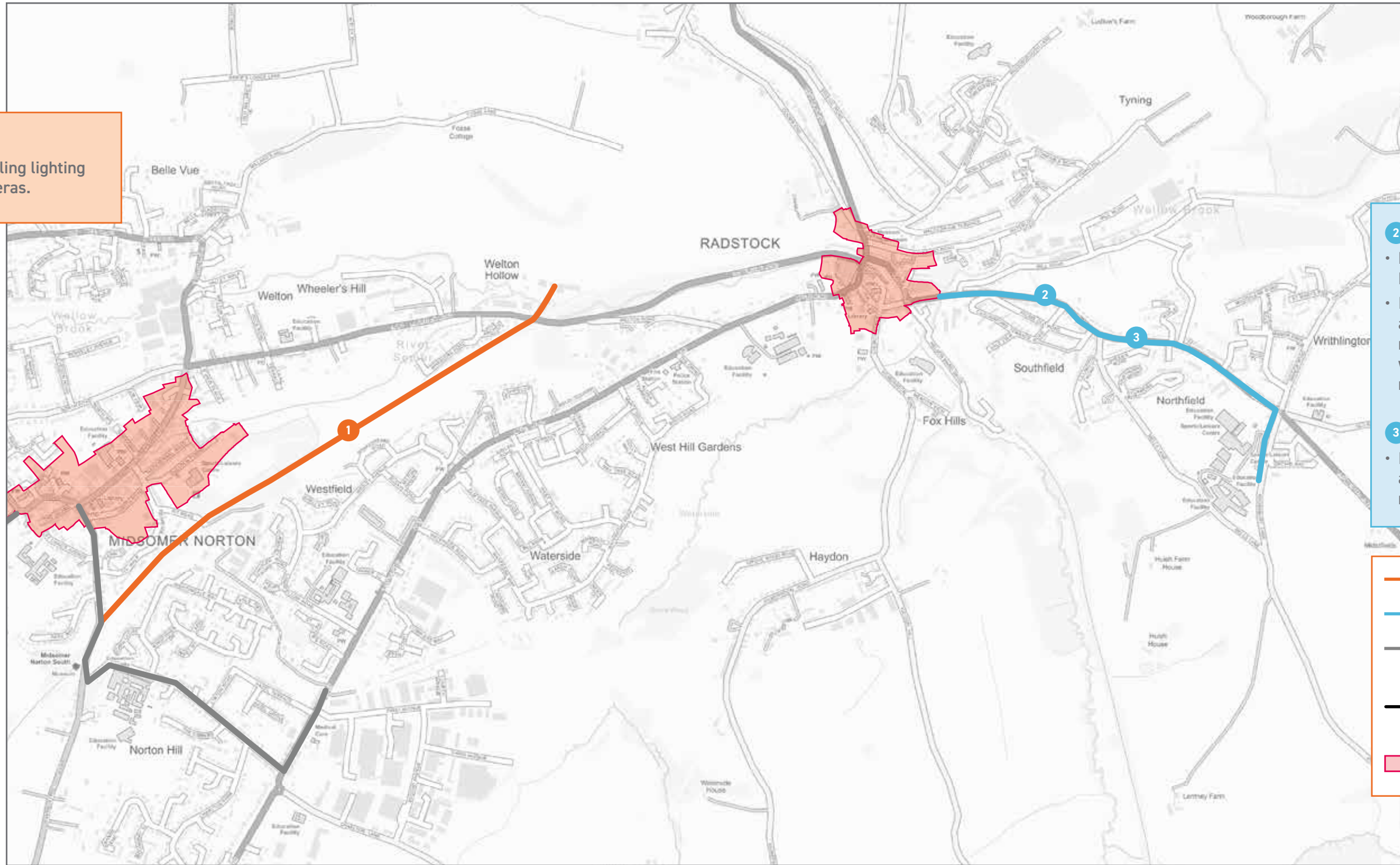
— Key Walking Route

— 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

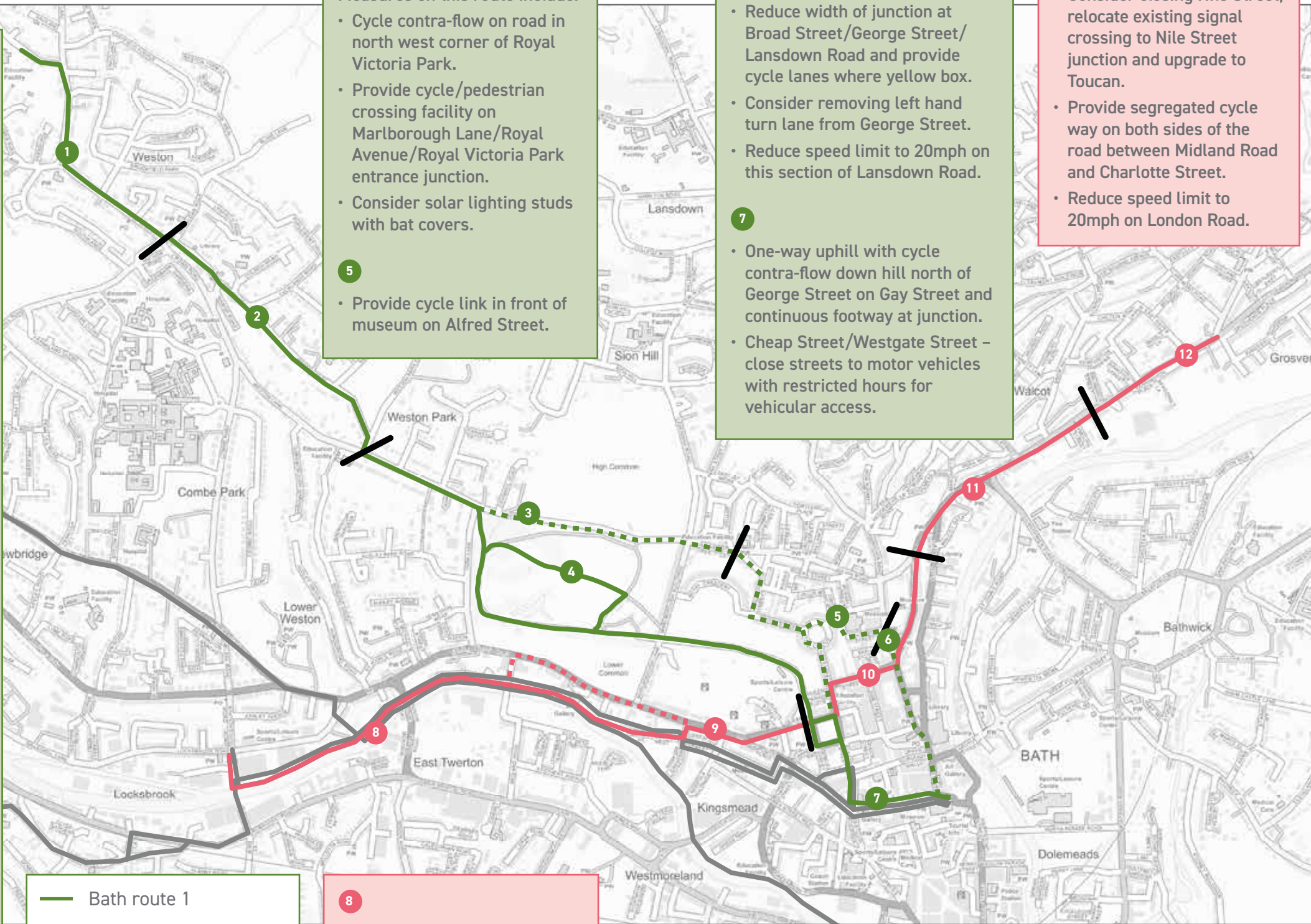
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All schemes will be designed in line with the DfT's Local transport note 1/20.



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.



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

- 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.

- 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.

- 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).

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.



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.

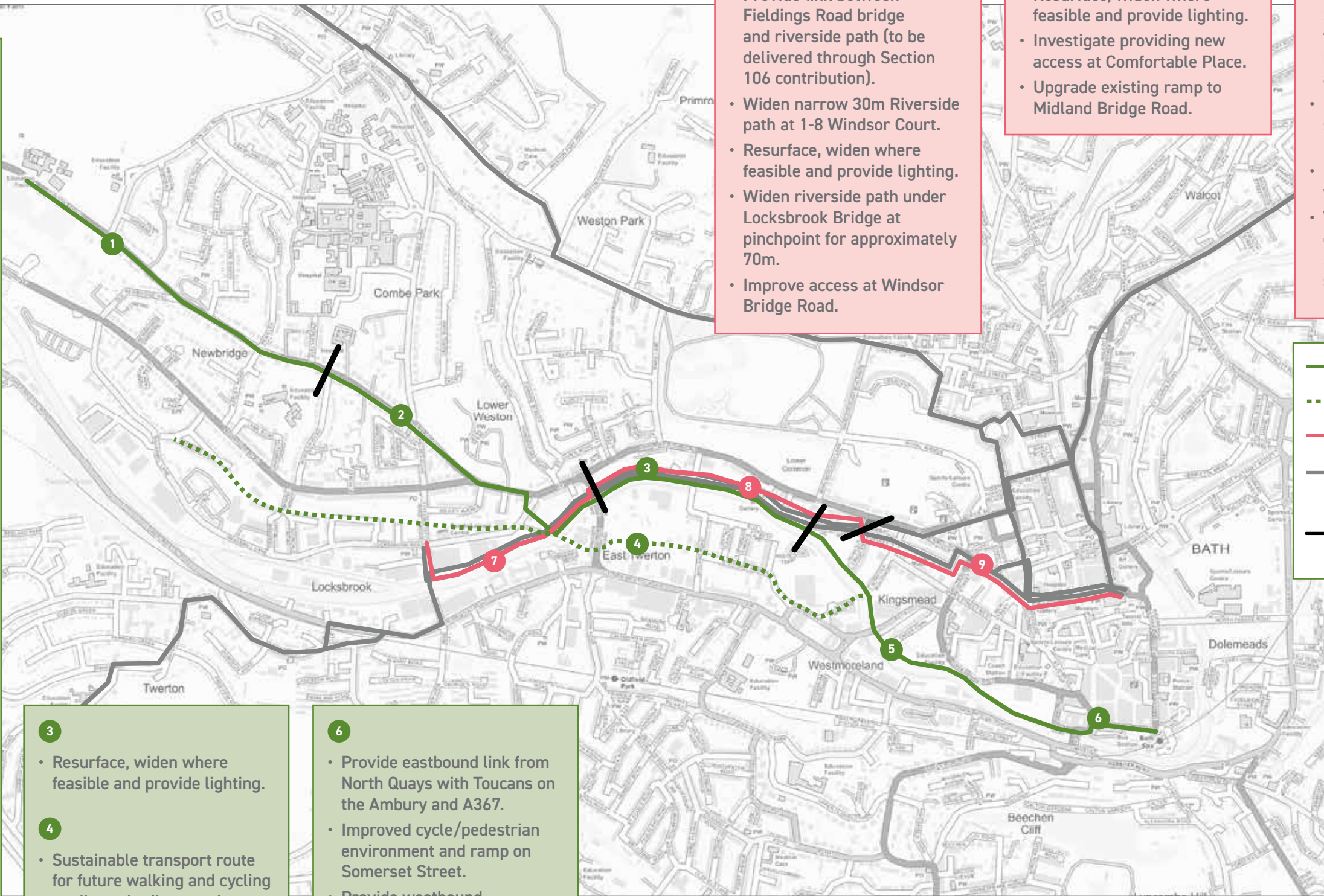
- 3**
  - Resurface, widen where feasible and provide lighting.
- 4**
  - Sustainable transport route for future walking and cycling on disused railway path.
- 5**
  - Resurface, widen where feasible and provide lighting.

- 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

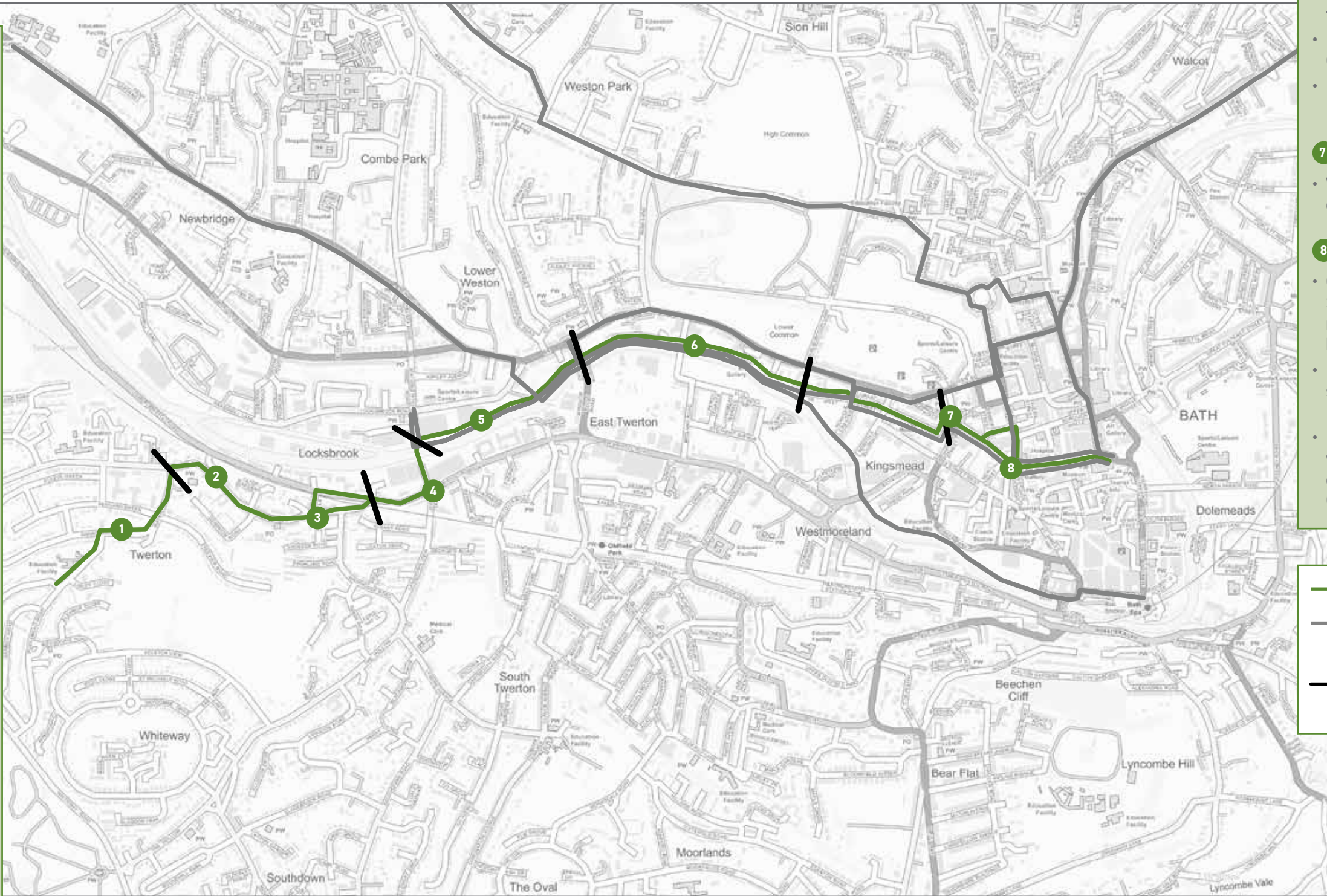
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Interventions including: introducing, realigning or upgrading dropped kerbs and/or tactile paving; and cutting back

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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

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

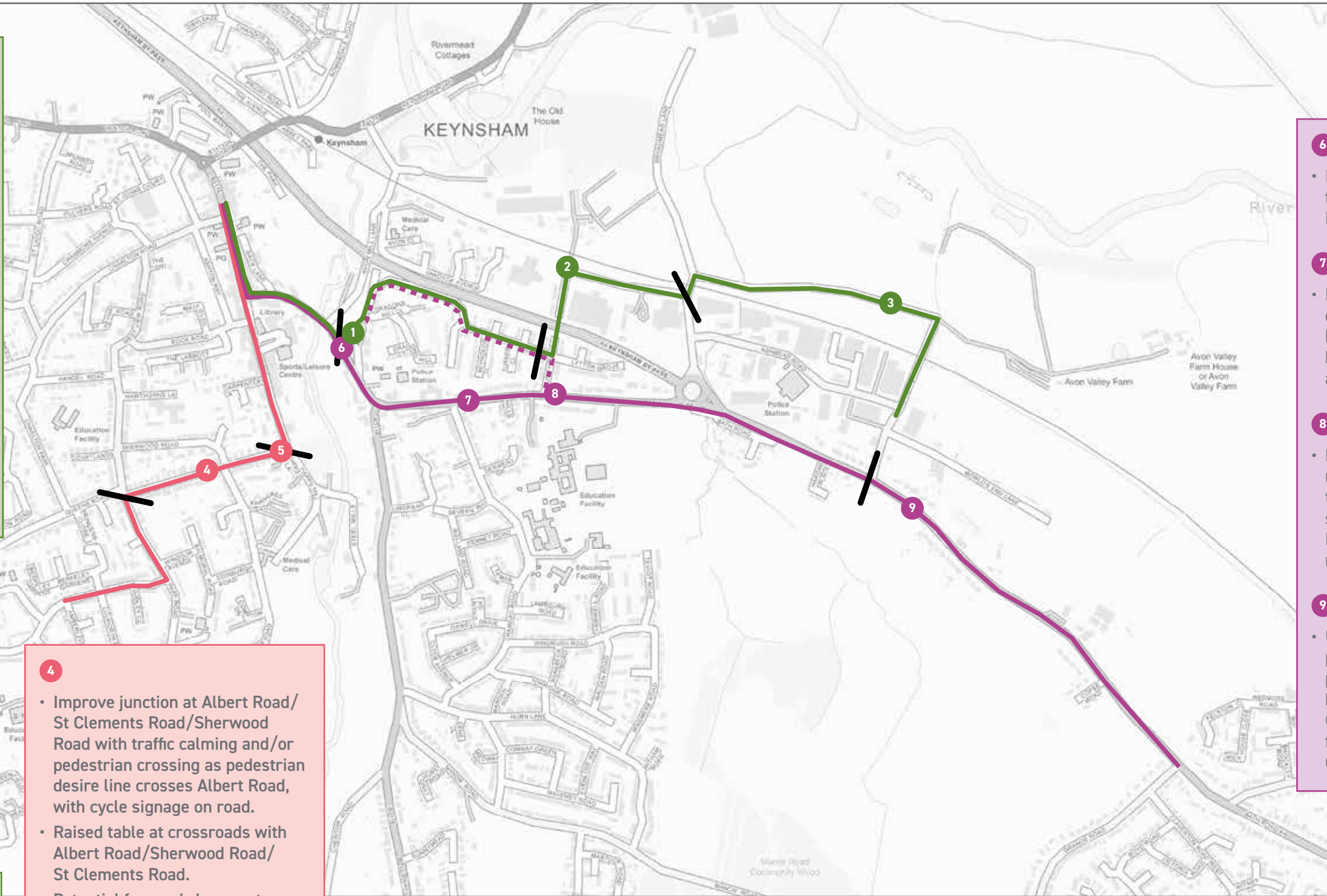
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All schemes will be designed in line with the DfT's Local transport note 1/20.



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.



- 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

- 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.

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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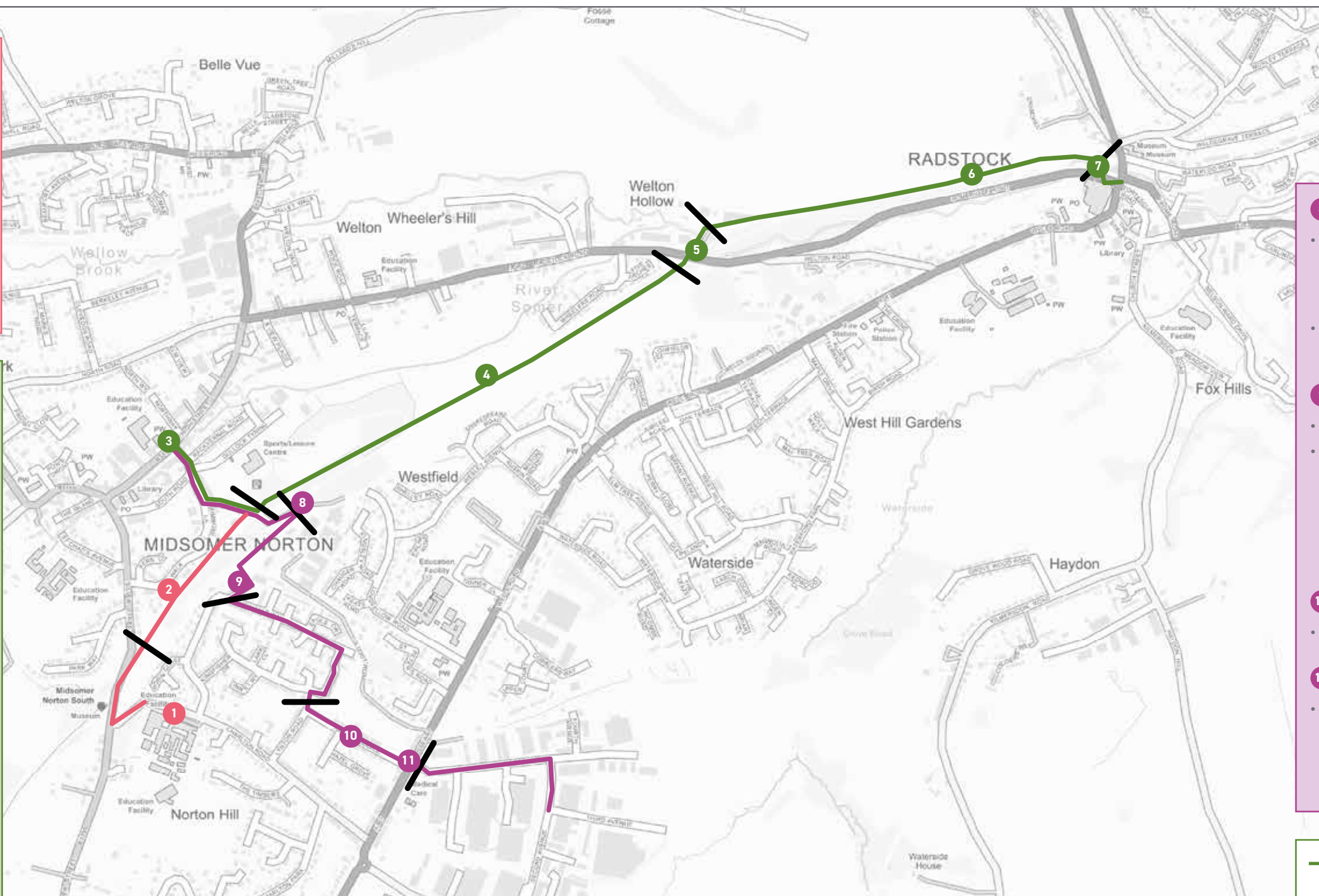
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Somer Valley routes 1, 2 and 3

- 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. 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.