

VARIANT C  
Connects with Keynsham Road in South Gloucestershire with proposed new roundabout.

FOR INSET 2 REFER TO DRAWING:  
674726.BP.41/011

Further consideration required on best solution to connect shared use path into existing shared use path on the western side of Keynsham Road.

INSET 2

Should option be favourable, detailed design could optimise the northern new link approach subject to land acquisition.

Cut Line 1

VARIANT C

2 x 3650mm wide carriageway lanes, 1000mm verge & 3000mm shared use path on east side

Cut Line 1

Embankments to existing ground level to tie into new proposed bridge

Proposed bridge to be raised on existing floodplain

VARIANT B

Difficulties with tie-in west of River Crossing due to levels, access and existing land use

Would be difficult to position a roundabout for required directional change.

Option not considered further

All route options connect with existing access road either through a new junction or new roundabout as shown.

VARIANT A  
FOR INSET 1 REFER TO DRAWINGS:  
674726.BP.41/008  
674726.BP.41/009  
674726.BP.41/010

INSET 1

VARIANT A

Connects with existing access road.

Alignment avoids historic landfill site and open mosaic habitat land

2 x 3650mm wide carriageway lanes, 1000mm verge & 3000mm shared use path on north side

Potential new access junction

For Route options see Drawings:  
674726.BP.41/005  
674726.BP.41/006  
674726.BP.41/007-1&2

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WORK IN PROGRESS

Rev	By	Chkd	Apprvd	Date	Description

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Project  
FEASIBILITY STUDY

Drawing  
WP2  
VARIANT A,B & C  
GENERAL ARRANGEMENT

Drawn by: AH Date: 22.01.18

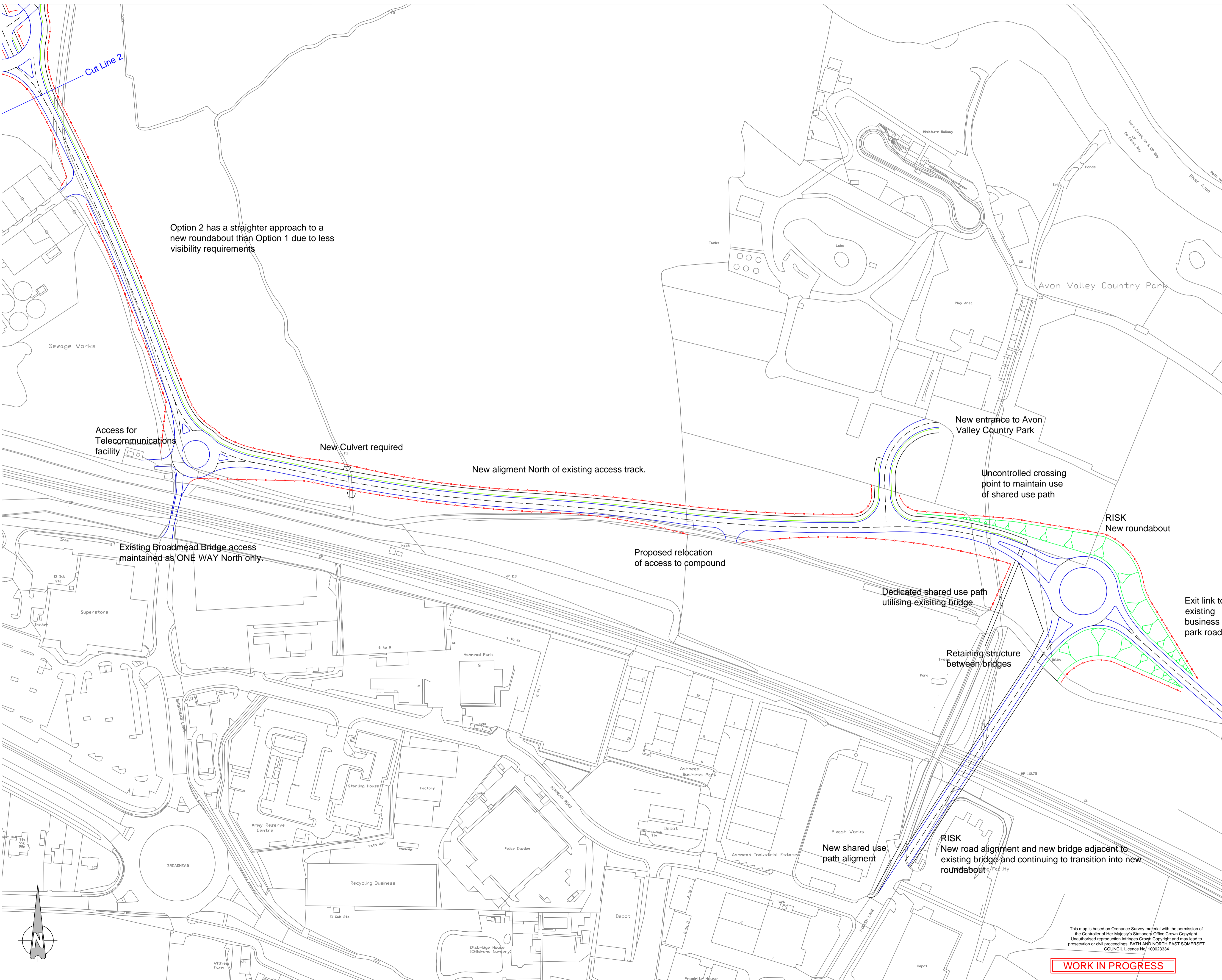
Checked by: AS Date:

Approved by: DL Date:

Drawing No. Revision

674726.BP.41/004

Drawing Scale: NTS @ A1



Option 2 has a straighter approach to a new roundabout than Option 1 due to less visibility requirements

Access for Telecommunications facility

New Culvert required

New alignment North of existing access track.

Proposed relocation of access to compound

Dedicated shared use path utilising existing bridge

Retaining structure between bridges

New shared use path alignment

RISK New road alignment and new bridge adjacent to existing bridge and continuing to transition into new roundabout

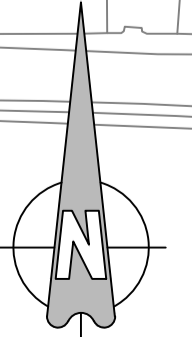
New entrance to Avon Valley Country Park

Uncontrolled crossing point to maintain use of shared use path

RISK New roundabout

Exit link to existing business park road

Existing Broadhead Bridge access maintained as ONE WAY North only.



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**WORK IN PROGRESS**

**OPTION 2**

Approach with new Roundabout to connect with a second roundabout North of a new bridge at Pixash Bridge.

- 2x 3650mm lanes
- 1000mm verge
- 3000mm shared use path.

**RISKS**

Uncertainties around required bridge clearance at this location.

Increase in clearance beyond 7000mm would make vertical alignment south of the new bridge unachievable without removing access to Pixash Lane Recycling Centre

Earthwork embankments north of the new bridge and connecting roundabout may increase in height taking more land and impact the alignment for the new proposed access into Avon Valley Country Park (Minor Risk)

Network Rail may not approve of relocated compound access location. The existing location is difficult to maintain without a dedicated access which will impact the connected off-line shared use path link.

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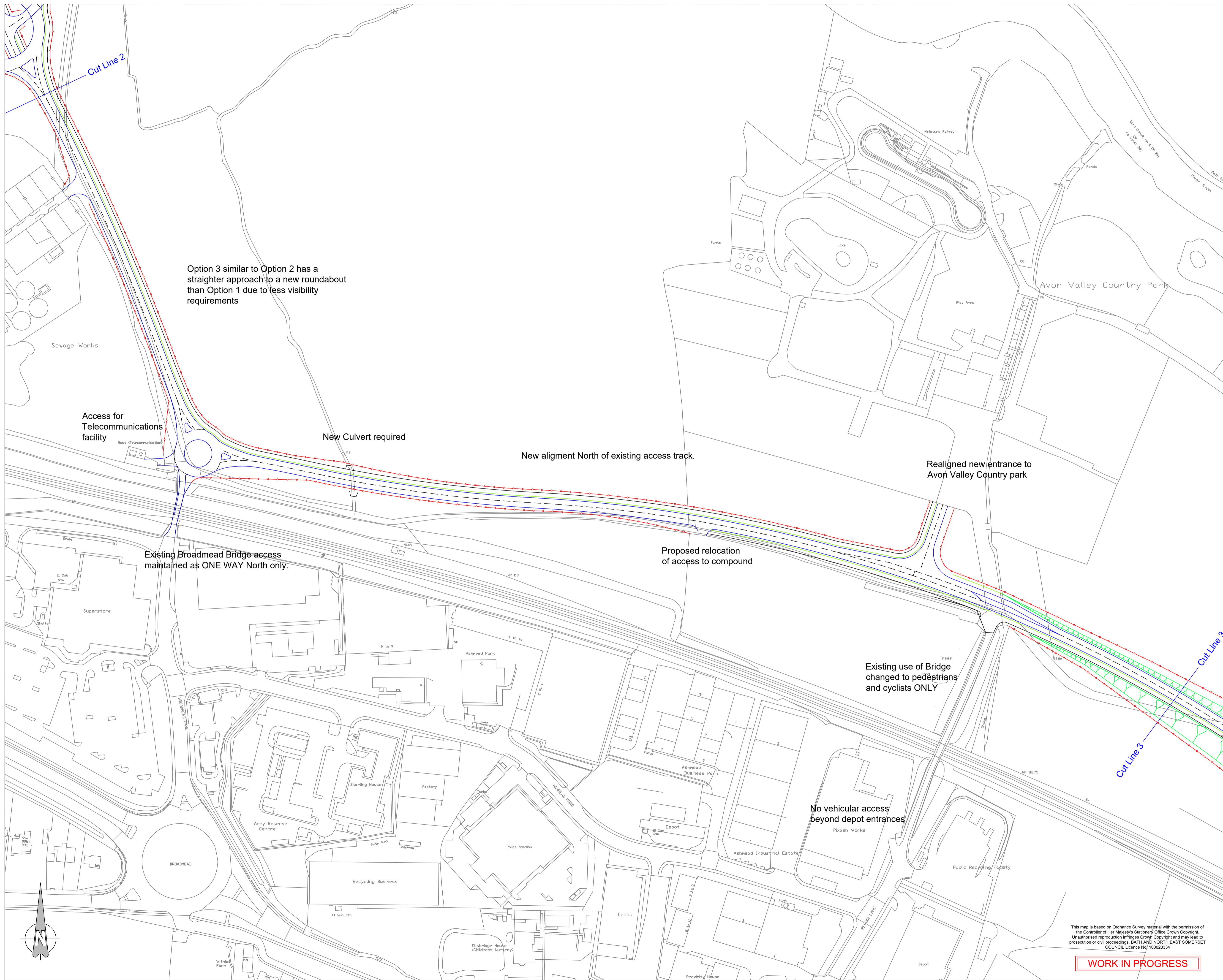
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**FEASIBILITY STUDY**

Drawing  
**WP2  
OPTION 2  
GENERAL ARRANGEMENT**

Drawn by: AH	Date: 22.01.18
Checked by: AS	Date:
Approved by: DL	Date:

Drawing No.	Revision
674726.BP.41/006	-

Drawing Scale: NTS @ A1



Option 3 similar to Option 2 has a straighter approach to a new roundabout than Option 1 due to less visibility requirements

**OPTION 3**

Approach with new Roundabouts further east than Option 2 to connect with a second roundabout North of a new bridge at Pixash Bridge.

2x 3650mm lanes  
1000mm verge  
3000mm shared use path.

**RISKS**

Network Rail may not approve of relocated compound access location. The existing location is difficult to maintain without a dedicated access which will impact the connected off-line shared use path link.

To avoid utilities at the A4 Bath Road roundabout junction, the proposed alignment conflicts with existing businesses.

The A4 Bath Road link is close to existing properties so there may be a need to provide acoustic screening/mitigation.

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Project  
**FEASIBILITY STUDY**

Drawing  
**WP2  
OPTION 3  
GENERAL ARRANGEMENT  
1 of 2**

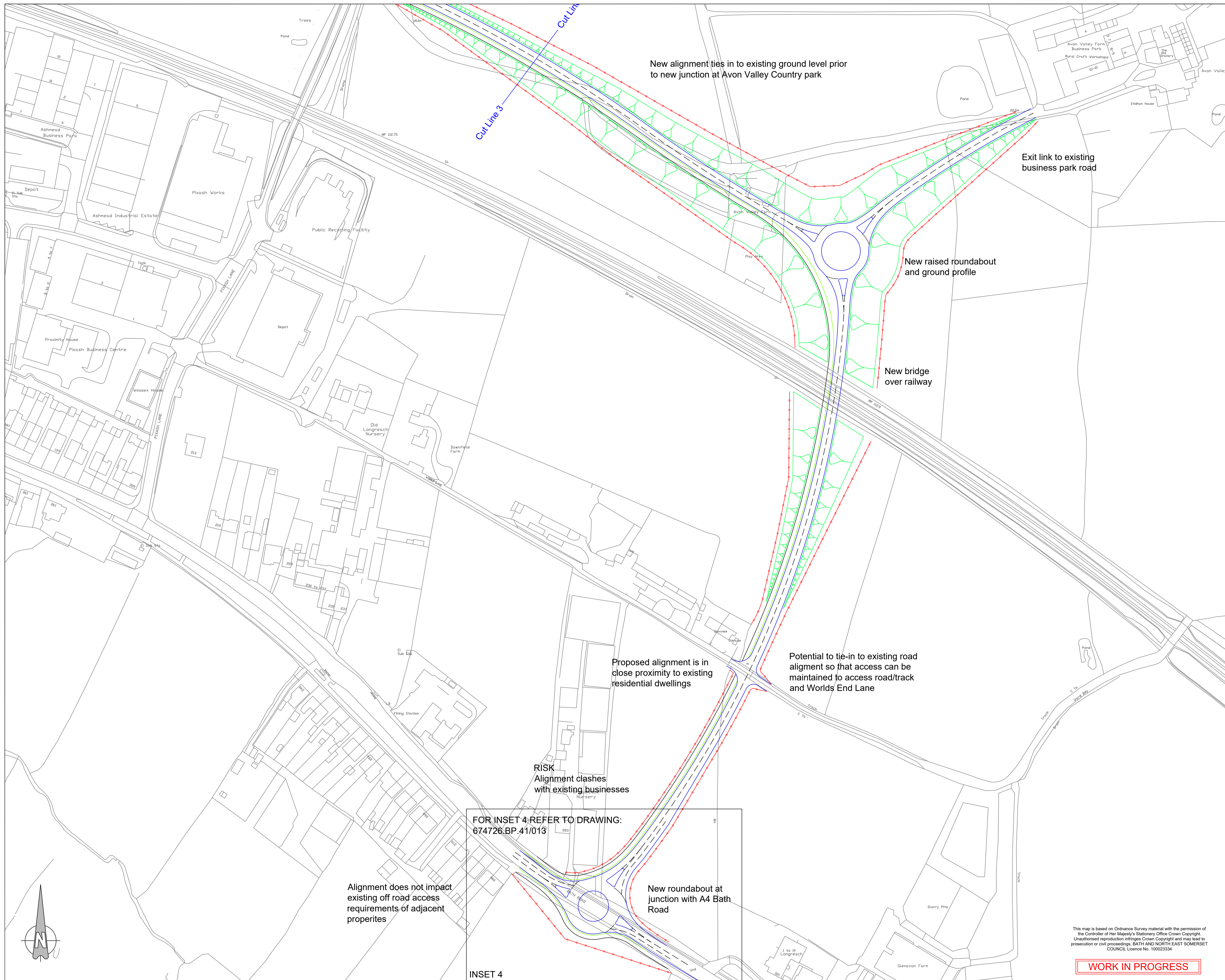
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Drawing No. 674726.BP.41/007a Revision -

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**OPTION 3**

Approach with new Roundabouts further east than Option 2 to connect with a second roundabout North of a new bridge at Pixash Bridge.

- 2x 3650mm lanes
- 1000mm verge
- 3000mm shared use path.

**RISKS**

Network Rail may not approve of relocated compound access location. The existing location is difficult to maintain without a dedicated access which will impact the connected off-line shared use path link.

To avoid utilities at the A4 Bath Road roundabout junction, the proposed alignment conflicts with existing businesses.

The A4 Bath Road link is close to existing properties so there may be a need to provide acoustic screening/mitigation.

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Project  
**FEASIBILITY STUDY**

Drawing  
**WP2  
 OPTION 3  
 GENERAL ARRANGEMENT  
 2 of 2**

Drawn by: AH Date: 22.01.18

Checked by: AS Date:

Approved by: DL Date:

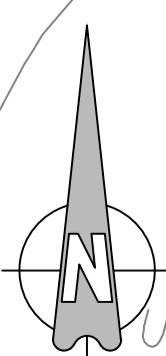
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**674726.BP.41/007b**

Drawing Scale: NTS @ A1

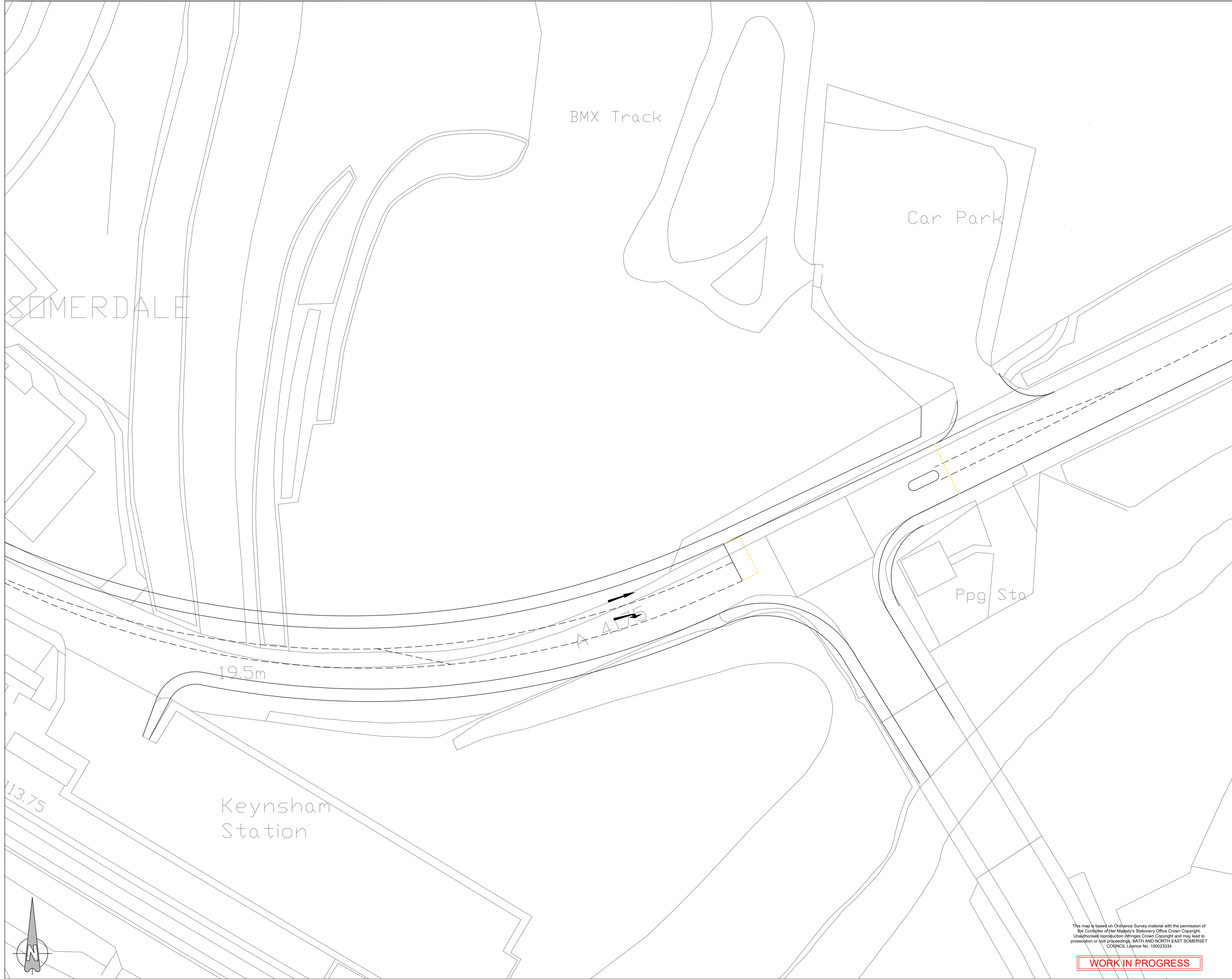
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**FOR INSET 4 REFER TO DRAWING:  
 674726.BP.41/013**

**INSET 4**



SOMERDALE

BMX Track

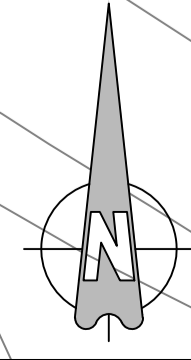
Car Park

Ppg Sta

19.5m

Keynsham Station

113.75



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Project  
**FEASIBILITY STUDY**

**WP2  
INSET 1  
AVON MILL LANE, KEYNSHAM  
SIGNALISED JUNCTION**

Drawn by: AH Date: 22.01.18

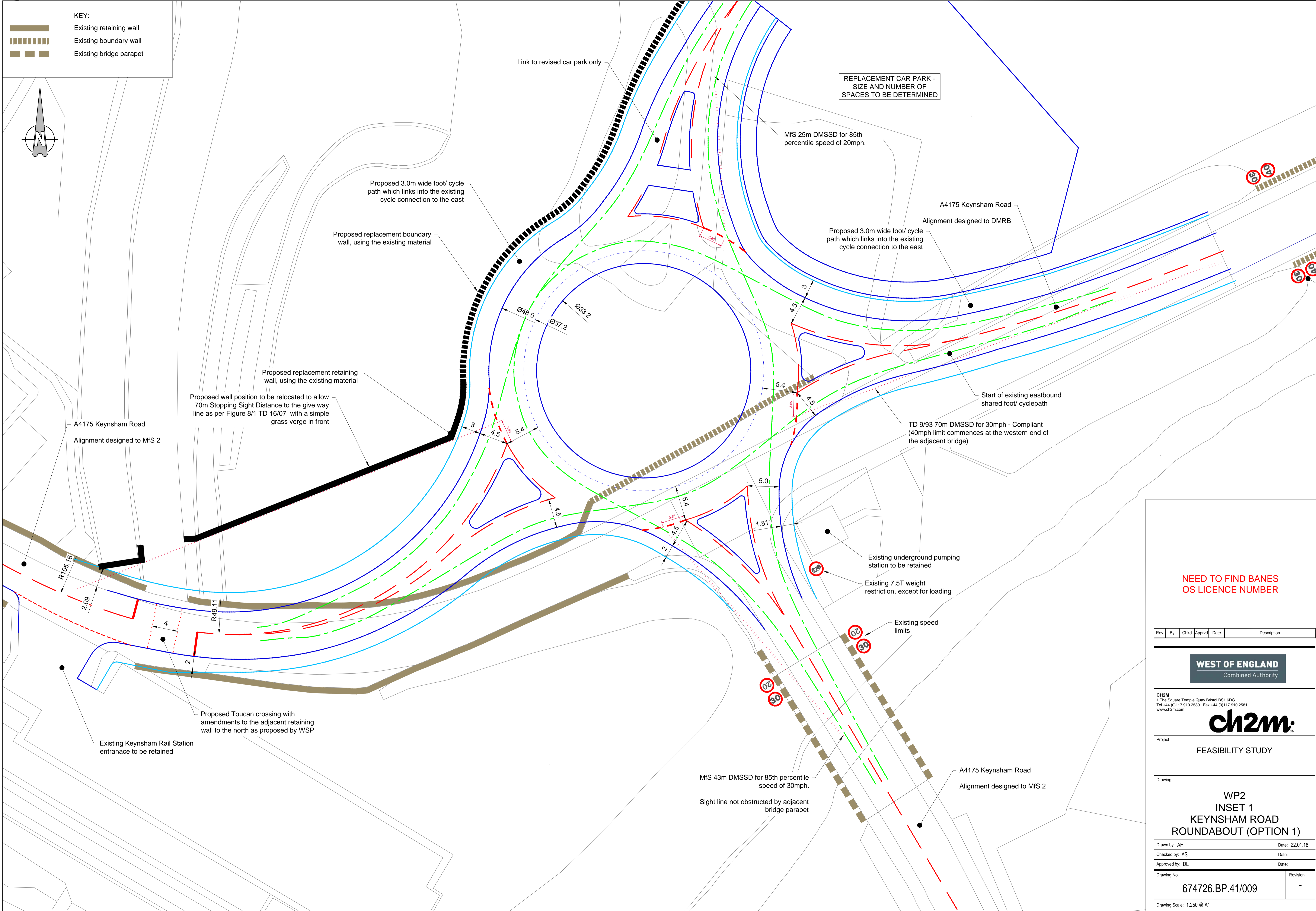
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Drawing No. Revision

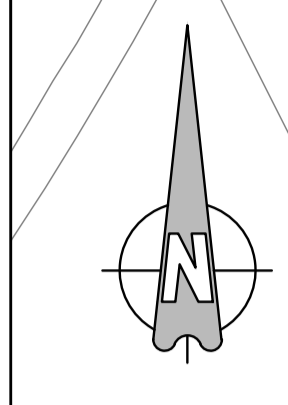
674726.BP.41/008 -

Drawing Scale: NTS @ A1



KEY:

	Existing retaining wall
	Existing boundary wall
	Existing bridge parapet



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Project: **FEASIBILITY STUDY**

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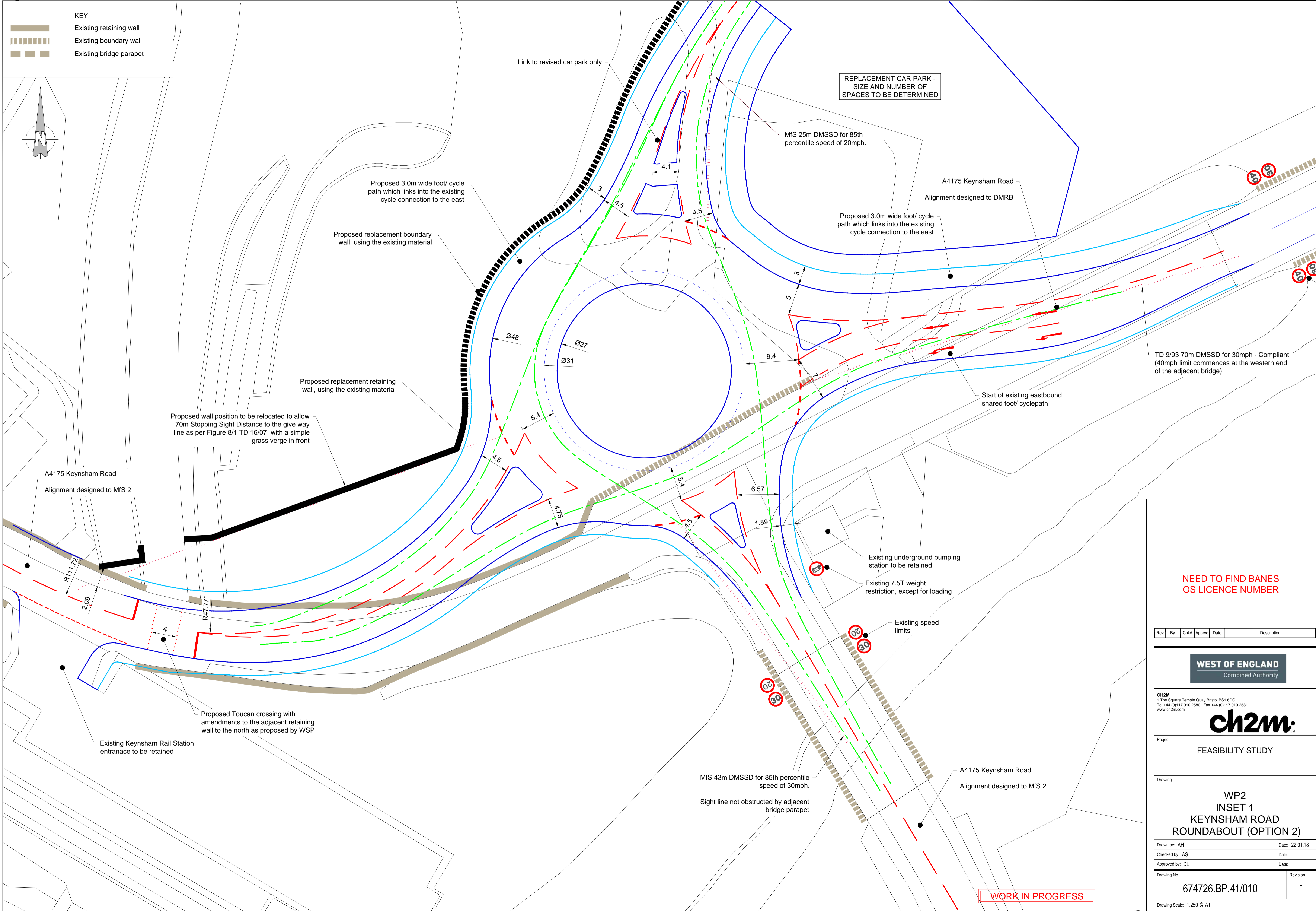
Drawing: **WP2  
INSET 1  
KEYNSHAM ROAD  
ROUNDBOUT (OPTION 1)**

Drawn by: AH	Date: 22.01.18
Checked by: AS	Date:
Approved by: DL	Date:

Drawing No. <b>674726.BP.41/009</b>	Revision
	-

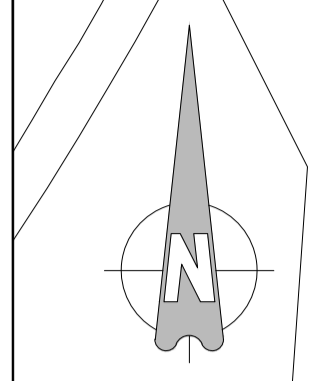
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KEY:

	Existing retaining wall
	Existing boundary wall
	Existing bridge parapet



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Project: **FEASIBILITY STUDY**

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Drawing: **WP2  
INSET 1  
KEYNSHAM ROAD  
ROUNDBOUT (OPTION 2)**

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Drawn by: AH	Date: 22.01.18
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Drawing No. <b>674726.BP.41/010</b>	Revision
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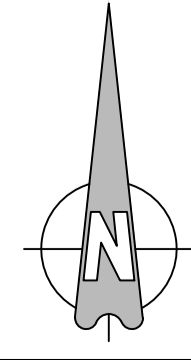
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19.5m

Roseneath

KEYNSHAM ROAD



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Project  
**FEASIBILITY STUDY**

Drawing  
**WP2  
INSET 2  
KEYNSHAM ROAD  
ROUNDBABOUT**

Drawn by: AH Date: 22.01.18

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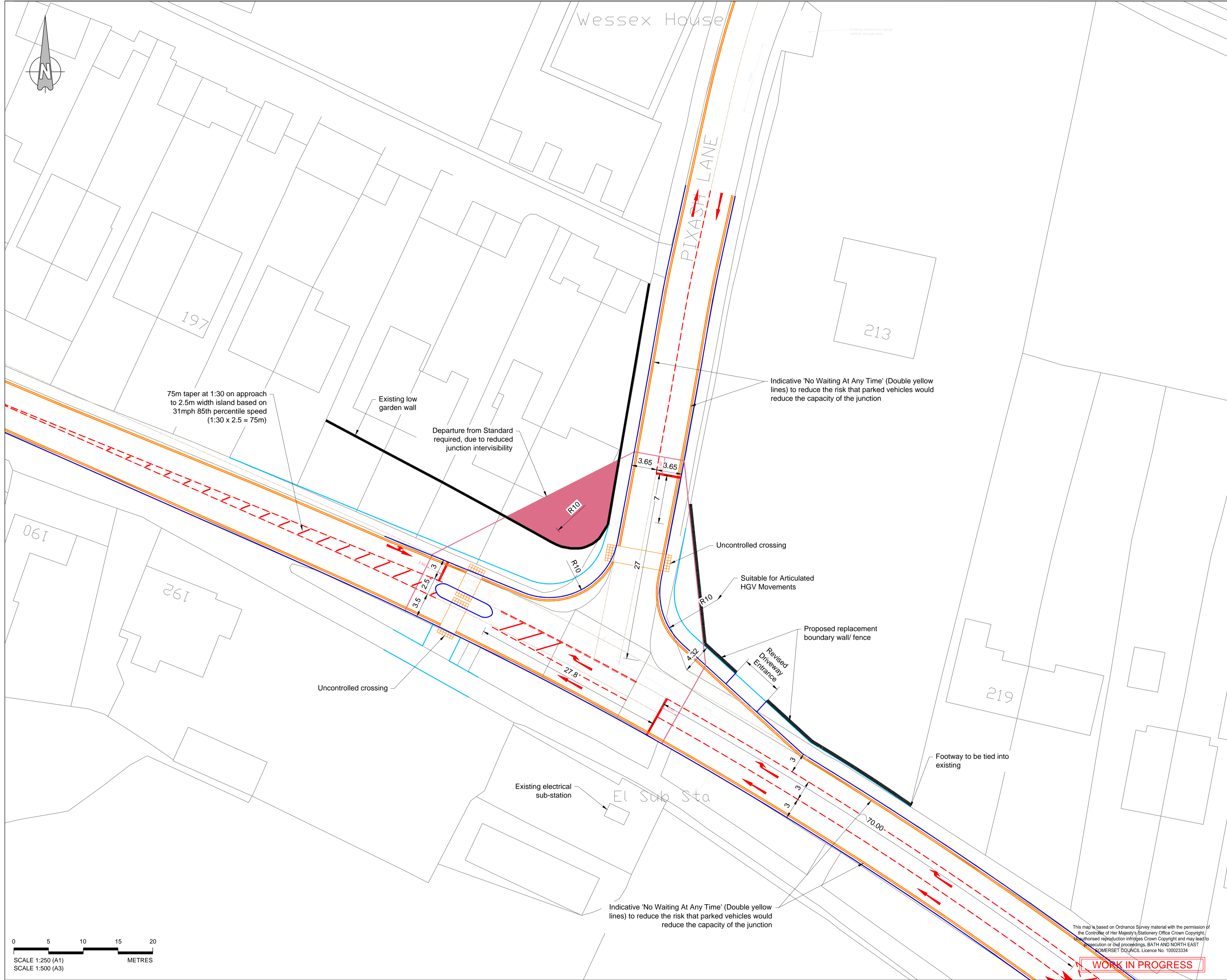
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674726.BP.41/011 -

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Project  
**FEASIBILITY STUDY**

Drawing  
**WP2  
INSET 3  
A4 BATH ROAD / PIXASH LANE  
SIGNALISED JUNCTION**

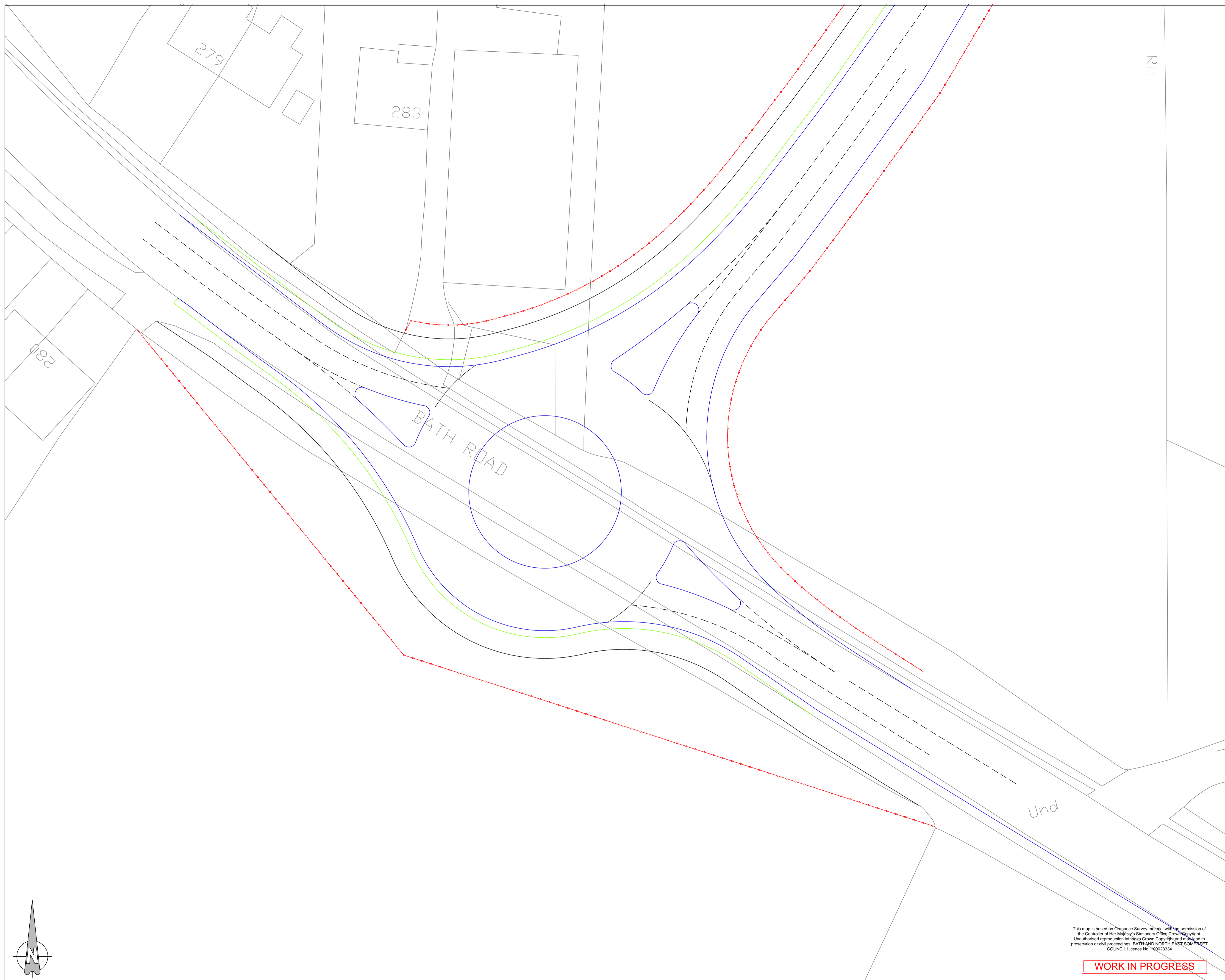
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Drawing No. 674726.BP.41/013 Revision -

Drawing Scale: 1:250 @ A1

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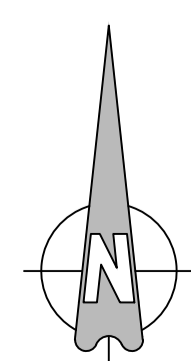
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RH

BATH ROAD

Und



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Project  
**FEASIBILITY STUDY**

Drawing  
**WP2  
INSET 4  
A4 BATH ROAD  
ROUNDBOUT**

Drawn by: AH Date: 22.01.18

Checked by: AS Date:

Approved by: DL Date:

Drawing No. Revision

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Drawing Scale: 1:250 @ A1