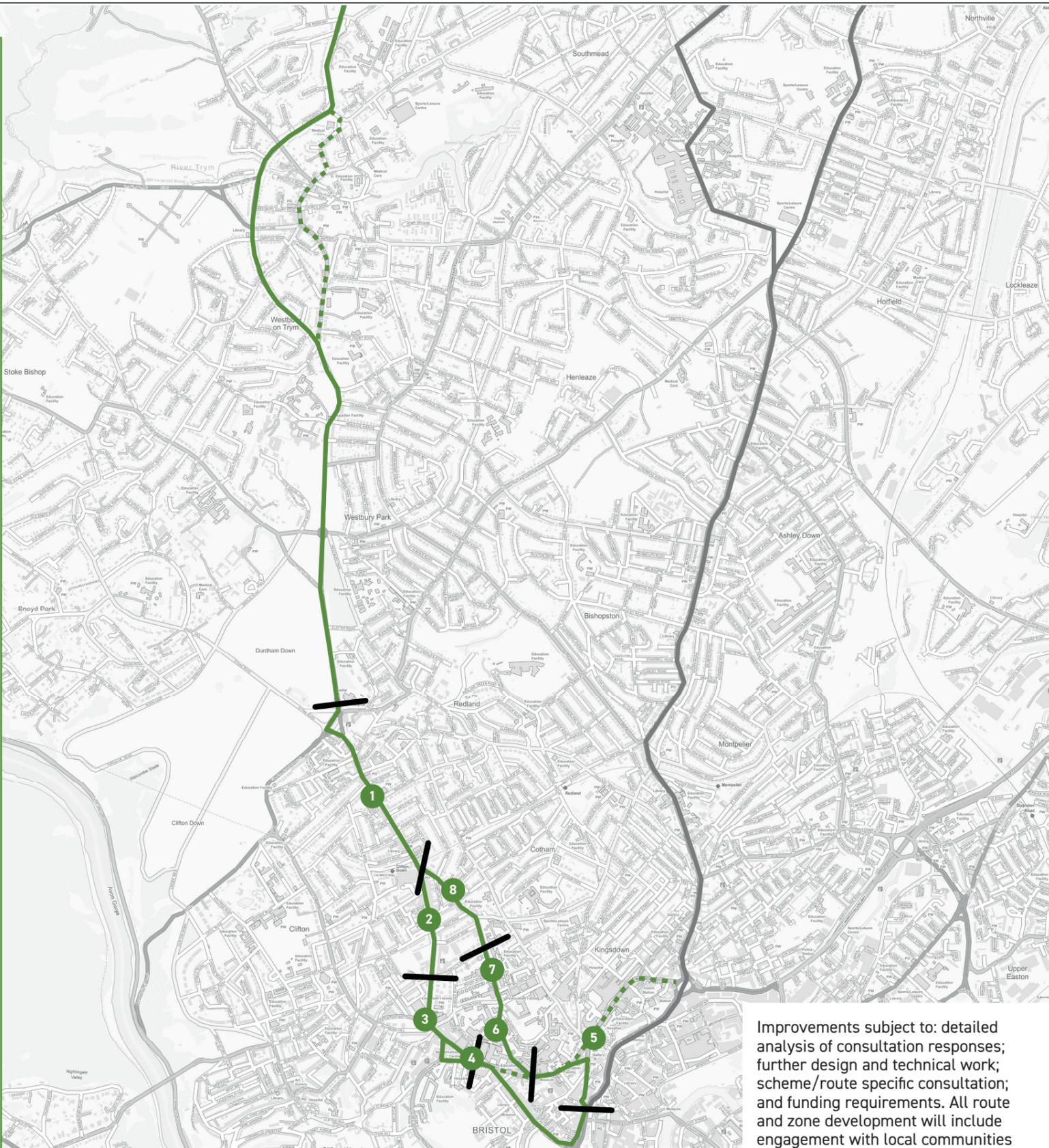
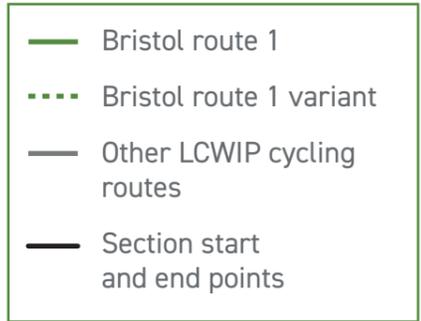


Bristol route 1

- 1**
  - Provision of segregated cycle path where space permits.
  - Key constraints include short stay parking and existing central reservation.
  - Improve pedestrian and cycle safety and priority at Upper Belgrave Road/Stoke Road Junction by segregating cyclists from traffic either through physical separation or 4 second early release at traffic lights.
- 2**
  - Limited options for segregation unless parking or central reserve removed along this section.
  - Protect cyclists at side roads through provision of continuous footways.
- 3**
  - Ensure longer term aspirations for redesign of Clifton Triangle gyratory provides segregated facility for cyclists.
  - Ambition to deliver two-way segregated cycle path from Victoria Rooms to Belgrave Road.
- 4**
  - Provide continuous level footways at side roads along this section to improve safety for cyclists.
  - Consider reducing the width of traffic lanes on Park Street, remove parking where necessary and provide segregation with-flow segregated cycle path.



- 5**
  - With-flow segregated cycle lanes.
- 6**
  - Light segregation outbound on Colston Street and advisory cycle lane inbound with removal of centre line. Improvements to cycle provision at Colston Street/Upper Mauldin Street junction (e.g. segregation or 4 second early release at traffic lights).
  - Provide light segregation outbound on Lower Park Row.
  - Provide segregation on Park Row - this is likely to require removal of parking.
- 7**
  - Segregated cycle path from Park Row junction with Woodland Road to the existing modal filter at the junction with Tyndall's Park Road. Promote use of existing Quietway through traffic calming and modal filters where appropriate.
- 8**
  - 'Quietway' approach through this section reflecting ambitions for the pedestrian environment and potential for a timed closure or one-way system on Cotham Hill to support traders.
  - Provide protection at side roads through 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

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.