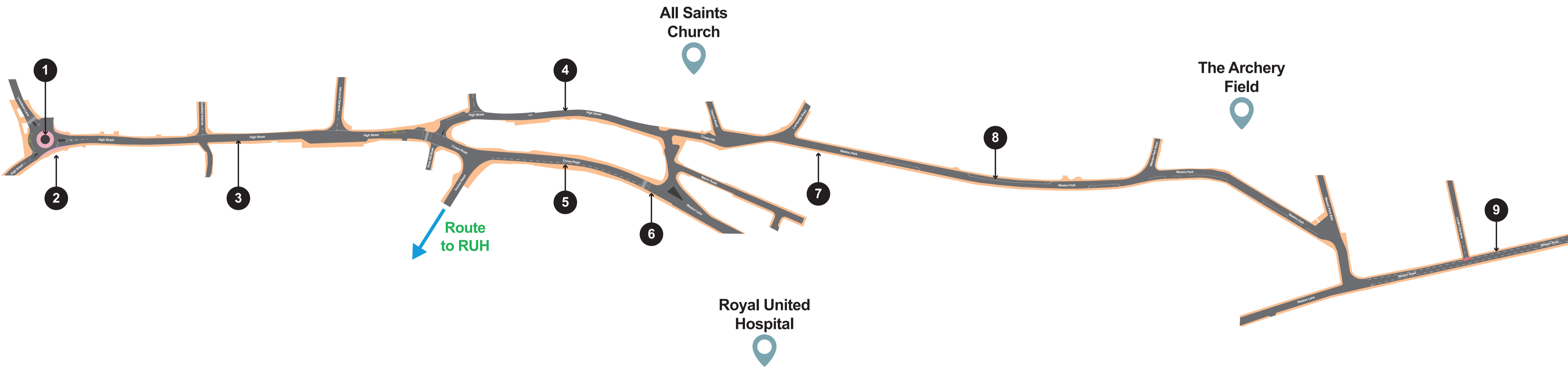


# WESTON TO THE CITY CENTRE



Wayfinding will be introduced across scheme.

- 1 Altered to slow traffic down to make it easier and safer for people walking, wheeling and cycling.
- 2 We have looked at options for improving the cycle route along High Street but traffic flows are high and space for segregated cycling is very limited. The options we have identified so far do not meet the high quality we are aiming for. We intend to continue investigating what the best solution for cycling on this section.
- 3 The centre line would be removed which has been shown to reduce traffic speeds.
- 4 Towards the city centre cyclists would continue to travel along with the one-way traffic.
- 5 Away from the city centre people cycling would continue to use the advisory cycle lane on Crown Road.
- 6 The existing zebra crossing would be converted to a parallel crossing -which is a dual-purpose crossing where cyclists are separated from pedestrians.
- 7 On Crown Hill and Weston Park the cycle route would follow a quietway.
- 8 Existing on-street car parking would be formalised by defining the parking bays. This forms a traffic calming measure by narrowing the road.
- 9 New cycle lanes would be created on both sides taking the form of white painted lines. These are known as advisory cycle lanes. The centre line would be removed which has been shown to reduce traffic speeds.



Key			
Existing pavement	Proposed shared use path	Coloured surfacing	Islands
Grass verge	Proposed overrun area	Carriageway	

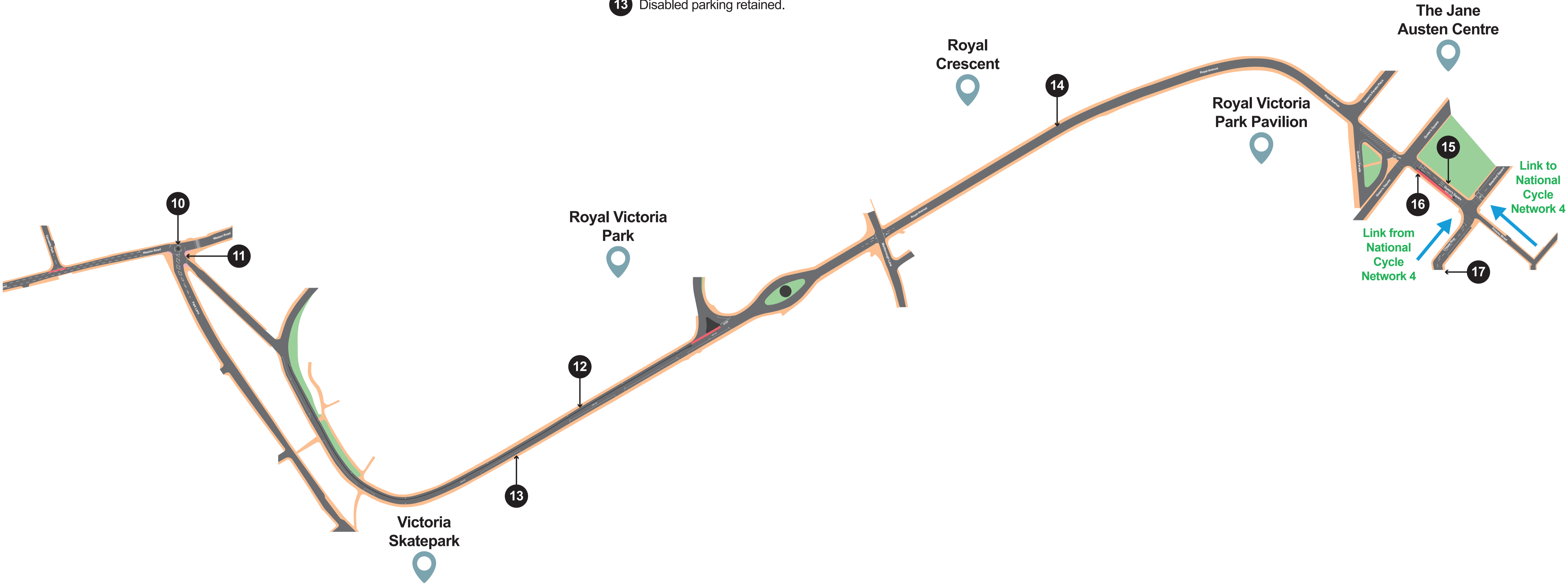
Plans show indicative proposals only and are subject to change following design development.

# WESTON TO THE CITY CENTRE



Wayfinding will be introduced across scheme.

- 10 The mini-roundabout would be altered to give more space for pedestrians and cyclists, and slow traffic down to make it safer.
- 11 The access road into Royal Victoria Park at Park Lane would be closed to motor vehicles
- 12 Using the Park Lane access road, heading south-east towards the city centre cyclists could use a segregated cycle track as this would be against the flow of traffic; this arrangement is known as a contra-flow. There would be some loss of car parking along the access road from Park Lane and along the southern park circuit. This would be around 82 spaces.
- 13 Disabled parking retained.
- 14 From the Victoria Obelisk cyclists would cross Marlborough Lane and follow Royal Avenue and Queen's Parade quietway – improvements to street lighting are the only proposed change here.
- 15 The existing narrow pavement next to the Queens Square park would be made wider but this would mean the loss of approximately 8 car parking spaces. The junction at the south west corner would be modified so that cyclists can join the cycle route safely from Chapel Row and exit the track into Princes Street.
- 16 A new two-way segregated cycle track north to south from Queens Parade to Princes Street/Chapel Row (on the west side of the square). This route would include new signals for cyclists at the north and south ends of the cycle track.
- 17 From Queens Square, the route continues south via Princes Street towards Beaufort Square where it will intersect with the National Cycle Route 4. Travelling north cyclist would be directed to use Monmouth Street and Chapel Row.



Key			
Existing pavement	Proposed shared use path	Coloured surfacing	Islands
Grass verge	Proposed overrun area	Carriageway	

Plans show indicative proposals only and are subject to change following design development.