Action Plan

Bath & North East Somerset Council

Improving People's Lives

8.1 Existing Active Travel Infrastructure

Walking, wheeling and cycling infrastructure is varied across the B&NES district. In urban areas, there are well-established networks for active travel, through the provision of footways running alongside carriageways, our Public Rights of Way network, shared walking/ cycling routes as well as some dedicated cycleways. The main considerations for these networks include linking up existing walking, wheeling and cycling infrastructure to provide a network of continuous and coherent routes, and ongoing challenges to maintenance amidst funding shortages. Shared pedestrian, wheeling and cycle routes that run alongside the carriageway and on-carriageway cycle lanes are less attractive for pedestrians and cyclists than fully protected segregated routes.

In rural areas, provision for active modes is less established, less utilised and often limited to within rural settlement boundaries, although some strategic cycling routes connecting settlements are available. Walking, cycling and wheeling are mostly associated with leisure uses and infrastructure is often fragmented and not designed to be accessible for all users including wheeling. There are a number of flagship strategic active travel routes within the district, including The River Avon / Avon and Kennet Canal shared-use towpath (part of National Cycle Network (NCN) Route 4) through Bath City Centre, the Bristol to Bath Railway Path (part of NCN Route 4), and the Two Tunnels Circuit which is illustrated in Figure 8.1.

There are a series of leisure walking, wheeling and cycling routes notably a route around Chew Valley lake and those routes within the Bath urban area and the World Heritage setting around Bath which are promoted by Bathscape. These are shown in Figure 8.1.

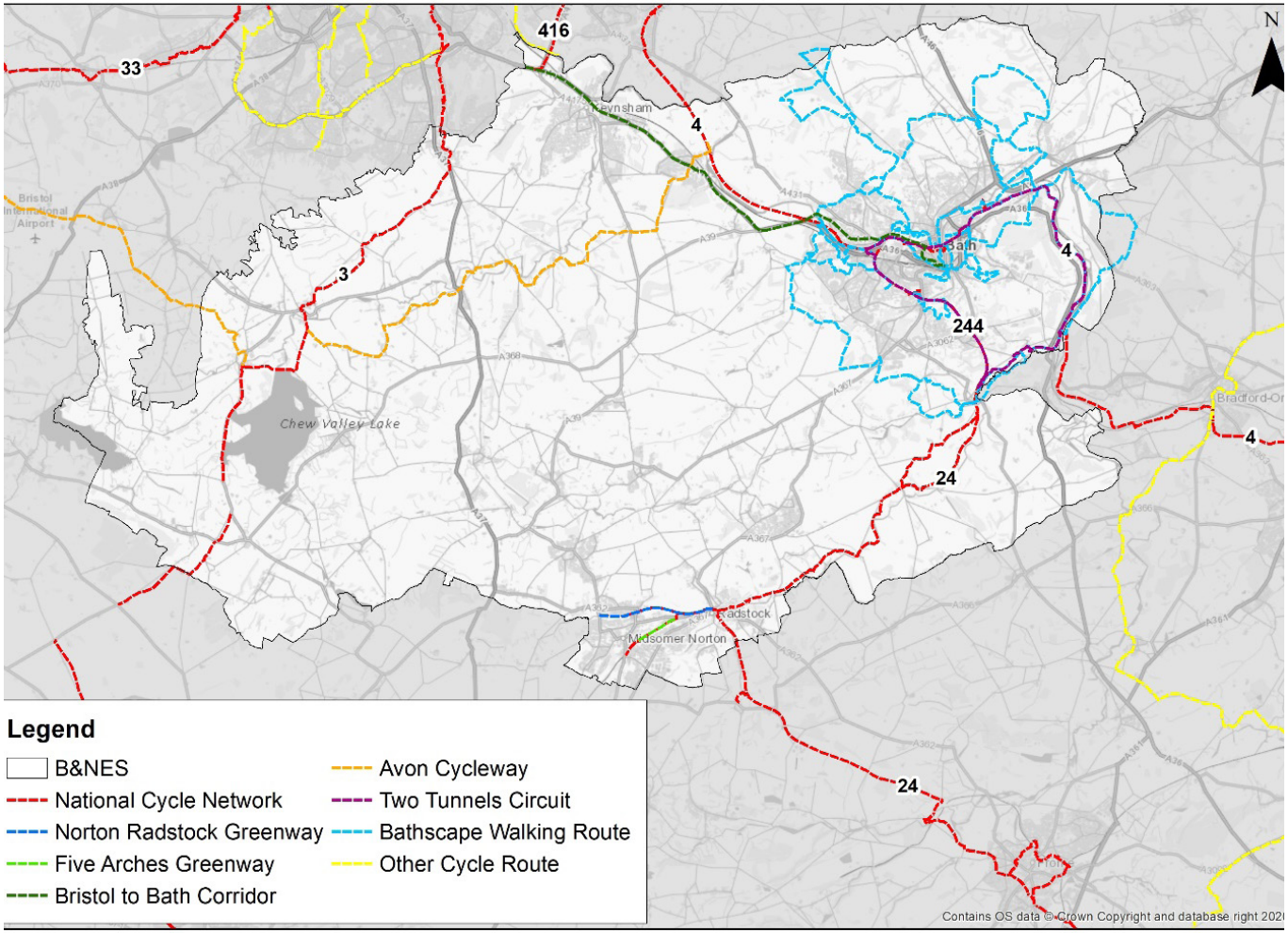


Figure 8.1 Existing Active Travel Routes

Figure 8.1 highlights the scenic NCN Route 24, which stretches from Bath through Radstock to Frome and onward to Eastleigh in Hampshire. This route includes the charming Colliers Way, linking Frome with the Dundas Aqueduct near Bath via a mix of on-road and traffic-free paths. NCN Route 24 also connects with the picturesque NCN Route 244, known as The Two Tunnels Greenway, which runs from Midford to Bath.

The Norton-Radstock Greenway offers a direct and relatively flat 3.2km traffic-free ride from Northmead Road in Midsomer Norton to Somervale Road in Radstock, where it meets NCN Route 24. From here, you can access the Five Arches Greenway at Radstock Road, which follows a disused railway line south, separating Midsomer Norton and Westfield, and ending at Silver Street. Both Greenways provide easy access to NCN Route 24.

NCN Route 244 is a path that runs between Bath and Midford, connecting to NCN Routes 4 and 24, and forming part of the Bath Two Tunnels Circuit. Meanwhile, NCN Route 3 offers a scenic journey from Land's End in Cornwall to Bristol, passing through the study area along Norton Road, over the A37, and along Sleep Lane to the Whitchurch Railway path. From Whitchurch Village, you can access NCN Route 3 via Staunton Lane, Sleep Lane, and Norton Lane, with several connections to the Whitchurch Railway path from residential roads.

NCN Route 4 is a long-distance route from London to Fishguard in west Wales, featuring the popular Bristol-Bath Railway Path. The Avon Cycleway, an 85-mile circular route around Bristol, connects to both NCN Routes 3 and 4.

Additionally, the B&NES district boasts an extensive network of Public Rights of Way (PRoW), as shown in Figures 8.2 and 8.3.

Figure 8.2 and Figure 8.3 show that there is an extensive PRoW network across the B&NES district, encompassing both rural and urban areas.

The local walking, cycling and wheeling networks in the four broad locations for growth vary by location, as discussed in the following paragraphs.

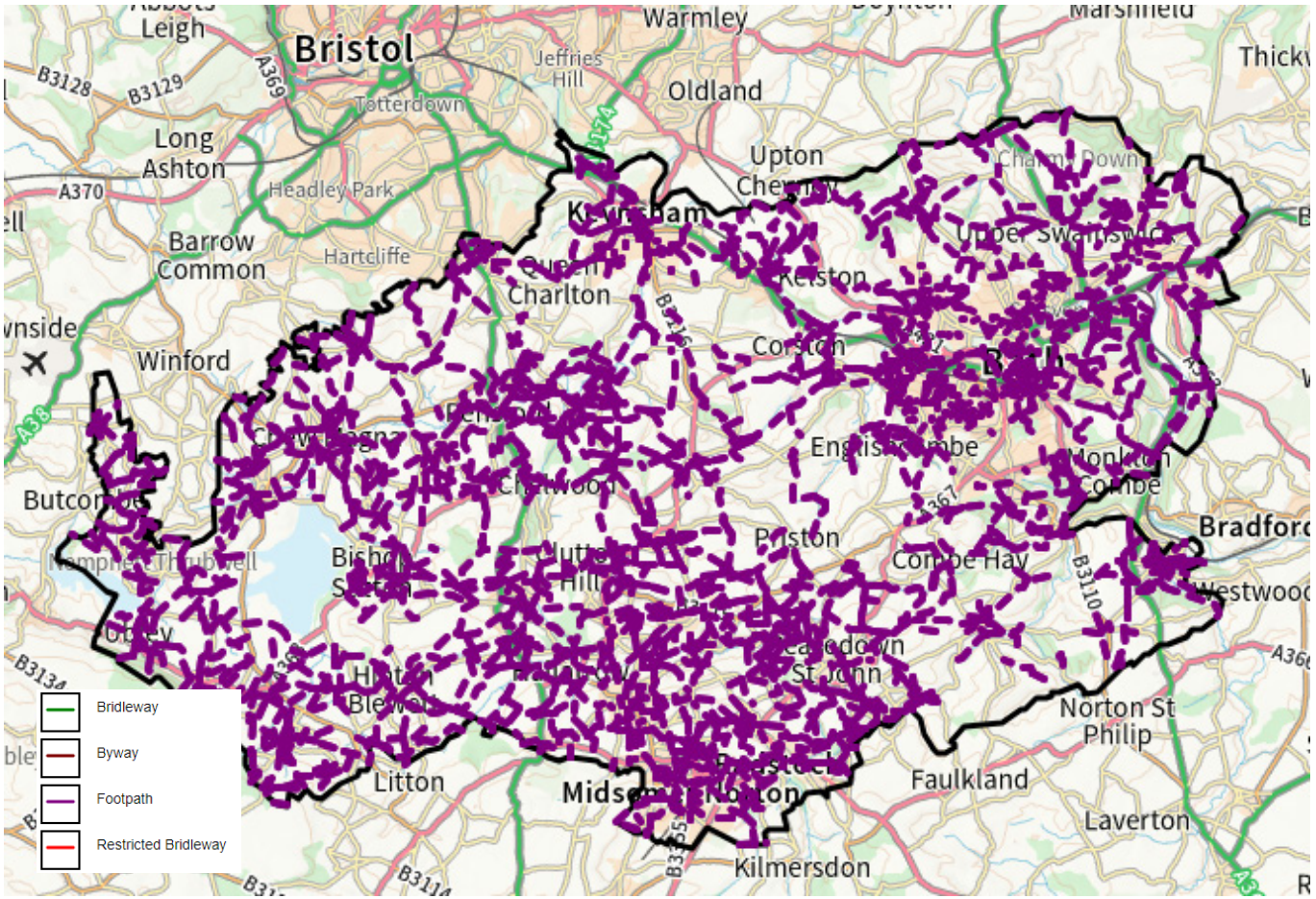


Figure 8.2 PRoW Network – Footpaths (Source: B&NES website)

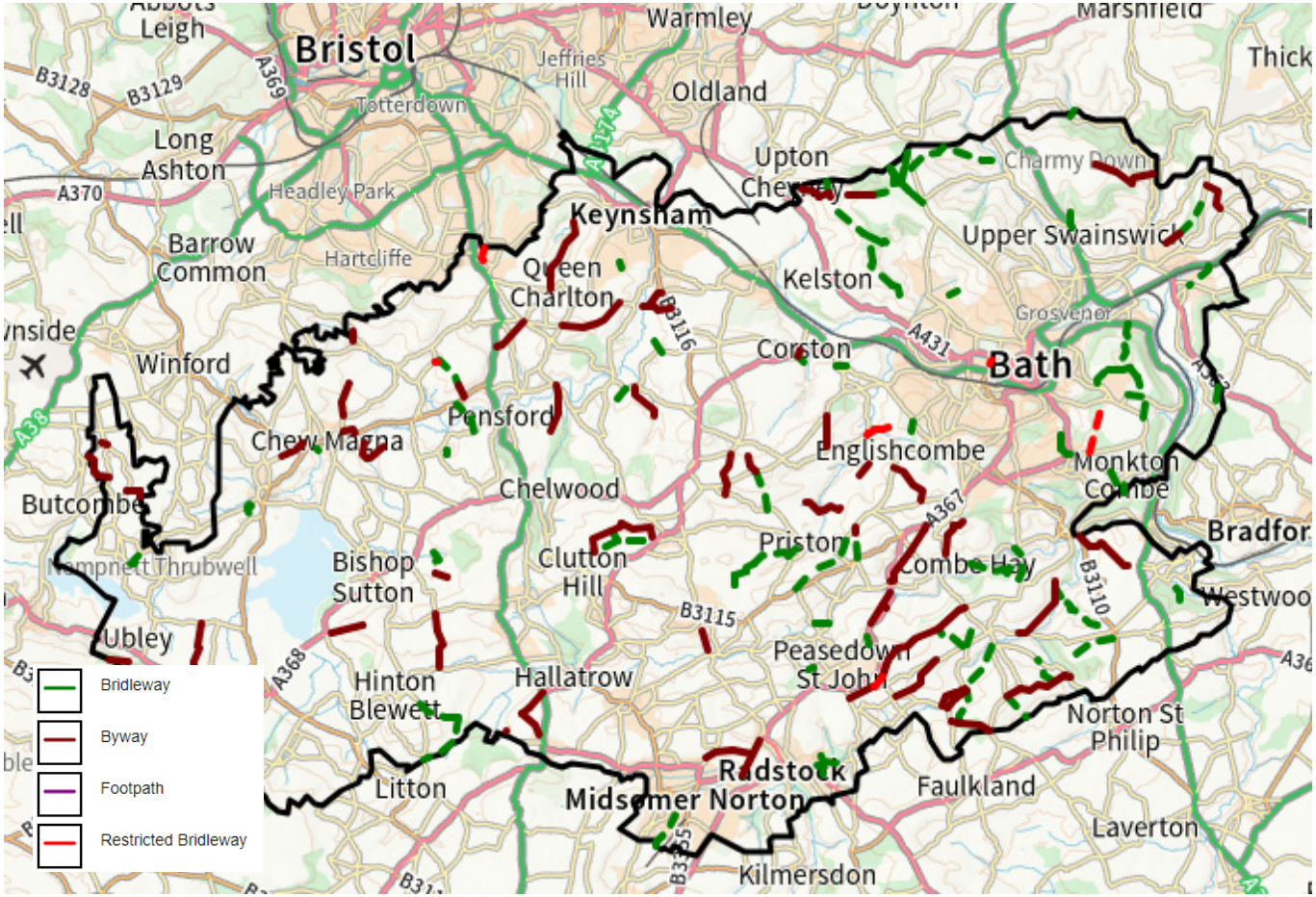


Figure 8.3 PRoW Network – Bridleways, Byways and Restricted Bridleways (Source: B&NES website)

8.2 LCWIP and other planned/ committed schemes

8.2.1 Somer Valley Links

The Somer Valley Links (SVL) project aims to enhance travel between Midsomer Norton, Radstock, Westfield, and Bath via the A367, and to Bristol via the A37, as well as the A362 link road. This initiative is part of the City Region Sustainable Transport Settlement (CRSTS) programme and is funded by the Department for Transport (DfT). The project focuses on improving bus infrastructure and promoting walking and cycling to create a more sustainable and efficient transport network.[53]

Key Improvements Proposed:

1 Mobility Hubs:

- Establishing 8 mobility hubs at key locations along the A37, A362, and A367 corridors. These hubs will integrate various transport options, including shared transport like car clubs and e-scooters, with public transport and active travel modes

2 Walking, Wheeling, and Cycling Route Improvements:

- Enhancing routes on the A362 from Farrington Gurney towards Midsomer Norton.

53 https://www.bathnes.gov.uk/somer-valley-links

- Developing quiet routes for Old Mills Lane, between Peasedown St John and Shoscombe and Littleton, and parallel to the A37 connecting Whitchurch to Hallatrow

3 Bus Lanes and Junction Improvements:

- Improving the A367 approach along the Wellsway up to the A36 Churchill gyratory in Bath to enhance bus reliability and reduce journey times

4 Bus Stop Enhancements:

- Upgrading 10 pairs of bus stop locations to improve accessibility and convenience for passengers

Benefits of the Project:

- Reduced Car Dependency: By making bus travel, walking, and cycling more attractive and accessible, the project aims to reduce car use, leading to better air quality and lower carbon emissions.
- Improved Public Health: Enabling active travel modes like walking and cycling can contribute to better public health.
- Economic Growth: Enhanced transport links can support regeneration and economic growth along the corridor

The SVL project is designed to address current challenges such as heavy congestion, long journey times, and limited safe infrastructure for pedestrians and cyclists. By implementing these improvements, the project seeks to create a more connected and sustainable transport network in the Somer Valley area.

These improvements can be seen as part of the wider Somer Valley Links project, shown summarised in Figure 8.4.

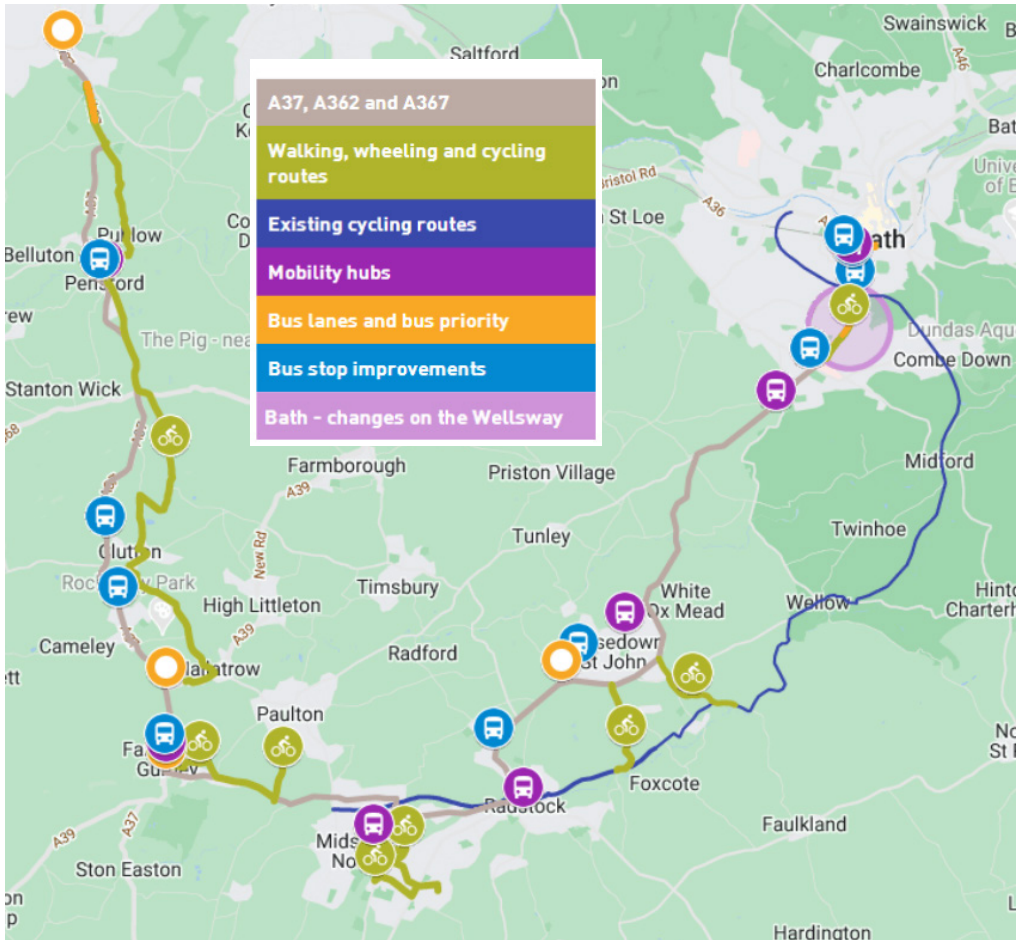


Figure 8.4 Somer Valley Links Improvements (Source: Have Your Say West website)

8.2.2 West of England Local Cycling and Walking Infrastructure Plan 2020-2036

The West of England Local Cycling and Walking Infrastructure Plan (LCWIP) is a comprehensive strategy aimed at transforming active travel across the region, including B&NES. The plan outlines a significant investment of over £400 million to enhance cycling and walking infrastructure, making these modes of transport more attractive and accessible for shorter trips and connections to public transport.

Key Objectives of the LCWIP align with those of the Joint Local Transport Plan 4, namely:

- Accessibility - Enable equality and improve accessibility
- Health – Contribute to better health, wellbeing, safety and security
- Air Quality and Climate Change – Take action against climate change and address poor air quality
- Economy - Support sustainable and inclusive economic growth
- Place Making - Create better places

The LCWIP is a collaborative effort involving the West of England Combined Authority, local councils, and various stakeholders. It aims to create a region where walking and cycling are the preferred choices for short trips, contributing to a healthier, more sustainable, and connected community.

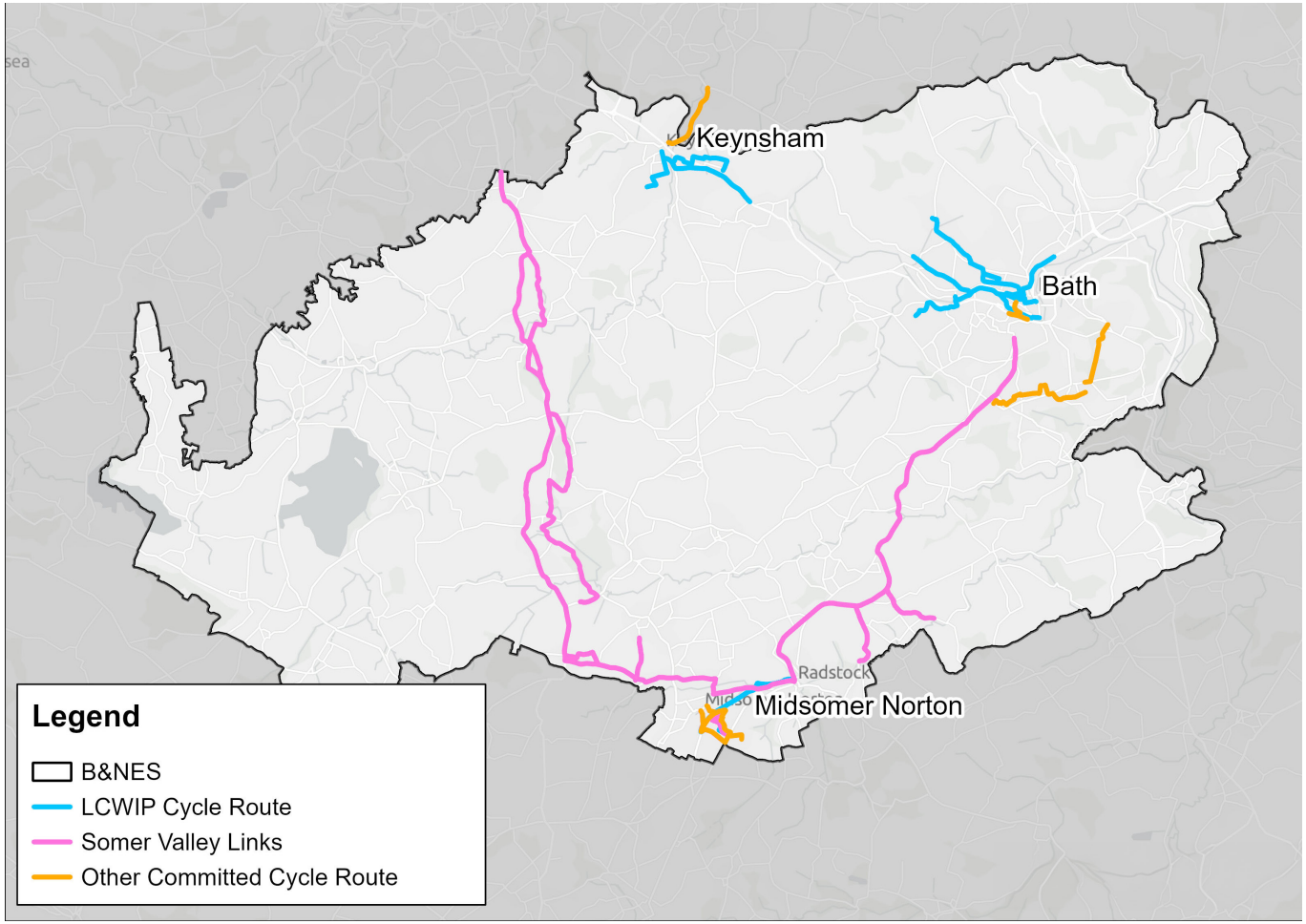


Figure 8.5 Committed/Planned Cycle Routes

8.2.3 Liveable Neighbourhoods

As part of the Liveable Neighbourhoods programme, a new scheme is proposed to improve the walking and cycling routes that connect Whitchurch village, Queen Charlton and the National Cycle Network to the community facilities on the other side of the A37 – including the children's playground, rugby, and cricket clubs.

At the heart of the scheme are new signalised pedestrian crossings on the A37 including one just south of Whitchurch village and another in the centre of the village to help pedestrians and cyclists cross the busy carriageway.

It will also feature two new sheltered bus stops (with real-time bus information), wider paths and footways on both sides of the road, and improved junctions with additional crossing opportunities. The aim is to support people to get around safely and more easily however they choose to travel.

We are committed to ongoing collaboration with local communities and key stakeholders, including the emergency services, to deliver future Liveable Neighbourhood schemes that meet the unique needs of each area. This collaborative approach ensures that each scheme reflects the priorities and insights of those who live and work in the area, while also ensuring continued access for local businesses and emergency services. By working together, we can create solutions that are effective and result in low-traffic environments that contribute to healthier, more sustainable communities for everyone.

Figure 8.6 visualisation of active travel improvements in Whitchurch village.

8.2.4 City Region Sustainable Transport Settlement

In July 2022, the West of England Combined Authority was awarded £540 million under the Department for Transport's City Regional Sustainable Settlement Fund (CRSTS) to enhance sustainable transport in the region. This funding supports the development and delivery of the Bath to Bristol Strategic Corridor (BBSC) and Bath City Centre programmes, with all projects required to be completed by March 2027.

Bristol to Bath Sustainable Transport Corridor

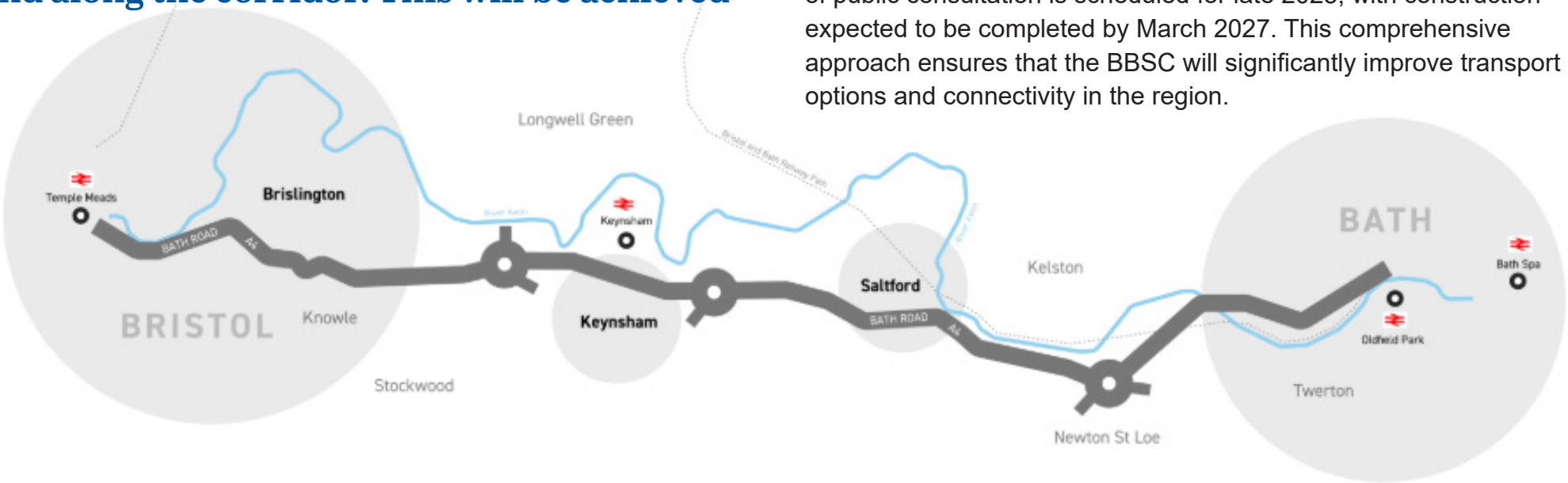
The vision for the Bristol to Bath Sustainable Corridor (BBSC) is……

"To connect new and existing communities along the A4 via sustainable modes of transport to places of employment, study and key services to enhance the lives of existing and future residents and those travelling to and along the corridor. This will be achieved by increasing the access to, attractiveness and availability of sustainable and active transport modes for those living, working and travelling through the area."

The BBSC scheme focuses on improving access, reducing journey times and improving reliability for bus users, cyclists and pedestrians through the provision of:

- A high-quality, high frequency bus service between Bath and Bristol
- A continuous segregated cycling corridor between Bath and Bristol
- Cycling and walking connections between local communities along the A4 between Bath and Bristol and the new bus service, and strategic cycling corridor

Following public consultation and the development of the Outline Business Case in 2024, the project has progressed to the Full Business Case and detailed design phase as of 2025. Another round of public consultation is scheduled for late 2025, with construction expected to be completed by March 2027. This comprehensive approach ensures that the BBSC will significantly improve transport options and connectivity in the region.



Bath City Centre

The Bath City Centre Sustainable Transport Corridor will further Bath's ambition to be the UK's most walkable and accessible city. It will support schemes that prioritise the movement of people within the city centre by delivering projects that sustain efficient, reliable, and affordable Public Transport, improve accessibility to Public Transport stops and interchanges, and deliver spaces that prioritise and segregate movement by active modes, planning for accessibility for all users.

The project will serve to complement and enhance the benefits planned by the wider CRSTS programme, considering linkages with other projects that interface with the Bath City Centre area, including the Strategic Corridors, promoting bus priority, and Sustainable Walking and Cycling Links seeking to better link up cross-city movements. It will also build on recent work including the Journey to Net Zero for Bath, Bath's Clean Air Zone, Bath City Centre Security, and key regeneration projects such as the Milsom Quarter Masterplan and the Bath Enterprise Zone, to create a sustainable city centre that is pleasant, safe, secure, well-connected, with an attractive urban realm that supports the continued development and evolution of the city.

The scheme aims to deliver improvements to both public transport and active travel modes through the delivery of two phases:

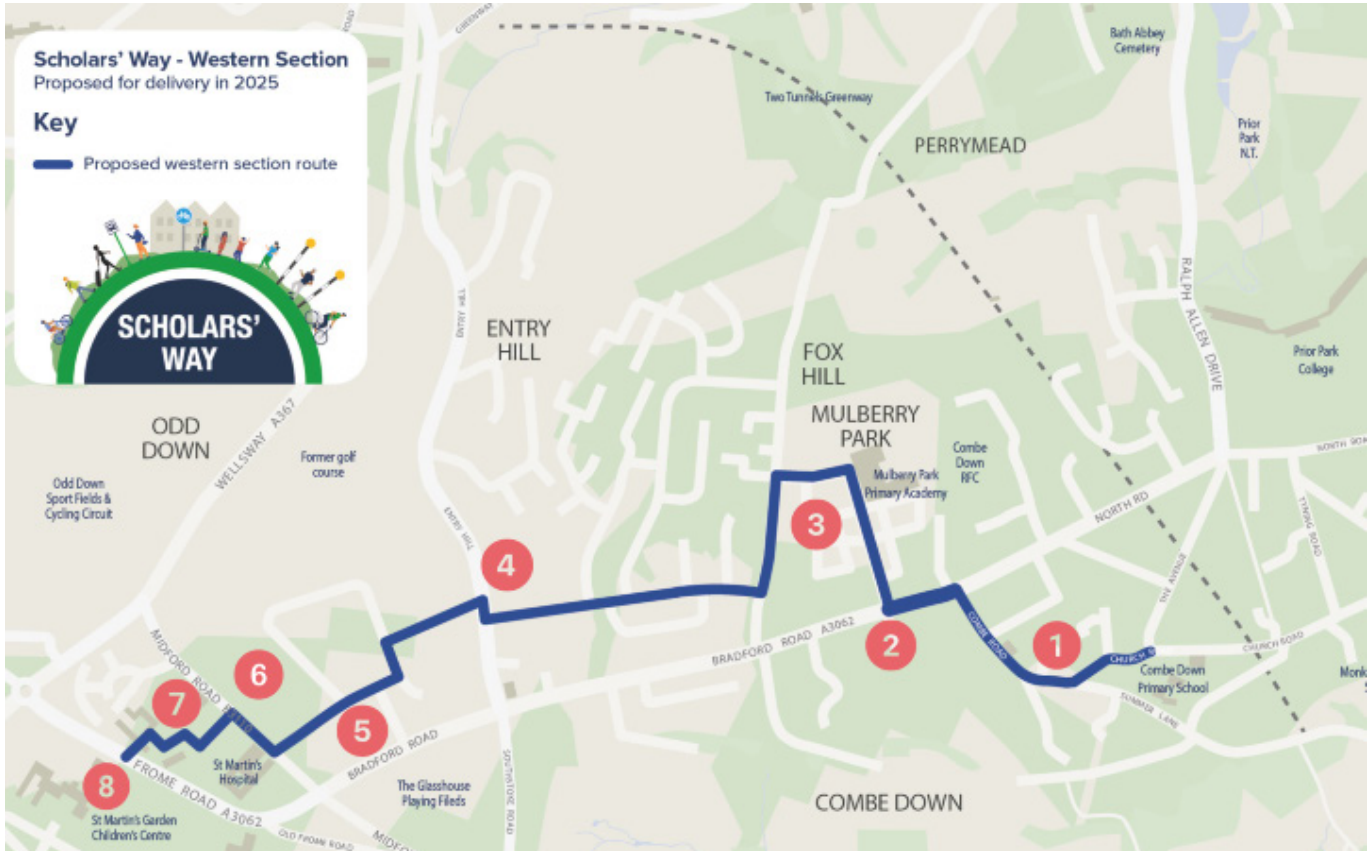
- Phase 1 – A better, safer, and more direct route for cyclists through the city centre.
- Phase 2 – A mixture of schemes focused on improving bus reliability and increase bus patronage within the centre of Bath.

The schemes will be delivered by March 2027 following a public consultation in late 2025 and approval of a Full Business Case in 2026.

8.2.5 Scholar's Way

Scholars Way aims to connect educational establishments and residential areas across the south of Bath and make walking, wheeling and cycling an alternative mode of transport. The benefits of active travel for children are limitless. Research shows it can increase concentration of children by up to four hours and there's a positive relationship between physical activity and academic performance. The route comprises of an eastern and western section, linking the University of Bath, Combe Down & St Martins School, via Mulberry Park

The project will provide a healthier, safer and greener route for people in the south of Bath. Construction of the western section of the project is expected to begin this year having received funding from the Clean Air Zone. This would see a new cycling and walking route from Combe Road to St Martins Garden Primary School, via Mulberry Park, featuring off-road sections and improved pedestrian and cycle crossings. Options for funding the remaining eastern section are being explored and it is anticipated that the project will receive CRSTS funding to enable full delivery before March 2027.



1. Church Rd and Combe Rd cycle route. In carriageway cycle markings
2. Parallel crossing on A3062 Bradford Rd
3. Mulberry park and Foxhill. In carriageway cycle markings and signing
4. Zebra crossings on Entry Hill
5. Shared use path between Hansford Close and Clara Lane
6. Parallel crossing for pedestrians and cycles Midford Rd
7. Cycleway and shared use footway on Midford Rd
8. Upgrade puffin crossing on Frome Rd to a toucan crossing

8.3 Infrastructure for Future Development

In planning for the sustainable growth of our community, a key priority is to ensure that has been ensuring that new developments are well-integrated with an effective active travel network. To achieve this, we will focus on creating an infrastructure network that allows residents to access essential services and public transport without the need for a car. Our approach will be systematic and comprehensive, involving several critical steps to identify the necessary active travel routes. This approach is set out below:

- Analyse the planned growth areas and assess the accessibility of key services and public transport to ensure that new residential and commercial developments can connect seamlessly with schools, retail centres, healthcare facilities, libraries, and employment hubs.
- Conduct a thorough evaluation of the existing active travel facilities within the key growth locations including current pathways, cycle routes, pedestrian crossings, and connectivity to public transport links. This assessment will highlight the strengths and weaknesses of the current infrastructure and provided a clear picture of where enhancements are necessary.
- Identify any missing links that are essential to ensure each allocated site can effectively access key services and public transport through identifying any gaps in the network where additional pathways, cycle lanes, or crossings are required. We will prioritise these missing links based on factors such as safety, convenience, and potential usage, ensuring that all residents, including those with mobility challenges, can benefit from improved accessibility.
- Identify potential multi-modal hubs—strategic locations where different forms of transport can intersect seamlessly. These hubs are designed to facilitate easy transitions between walking, wheeling, cycling, and public transport, thereby enabling the use of active travel modes over car dependency. By focusing on areas with high footfall and significant connectivity potential, these hubs will serve as central nodes in the active travel network.

Through this methodical approach, we aim to develop a targeted plan to enhance the active travel routes required to support the planned growth. By ensuring that services and public transport are accessible without a car, and by identifying and addressing gaps in the current infrastructure, we are paving the way for a more sustainable, connected, and liveable community.

8.4 Future Infrastructure

8.4.1 Methodology for developing the network

This section sets out the approach that was adopted to identify the necessary infrastructure improvements for creating a seamless and comprehensive network of cycling, walking, and wheeling routes throughout the district.

The proposed active mode network has been developed in the context of local, regional and national policies and is compliant with relevant regulations, as outlined in Section 3.

8.4.2 Walking and Wheeling Routes

Data has been extrapolated from the 2021 census ‘Workday Population Method of Travel to Workplace’ for B&NES at the middle super output area level to demonstrate the workplace destinations in the district which attract the greatest number of journeys on foot. The total number of walking and wheeling trips to a workplace by MSOA is illustrated in Figure 8.6. These journey destinations have been used as a first stage in identifying the walking and wheeling movements throughout the B&NES region.

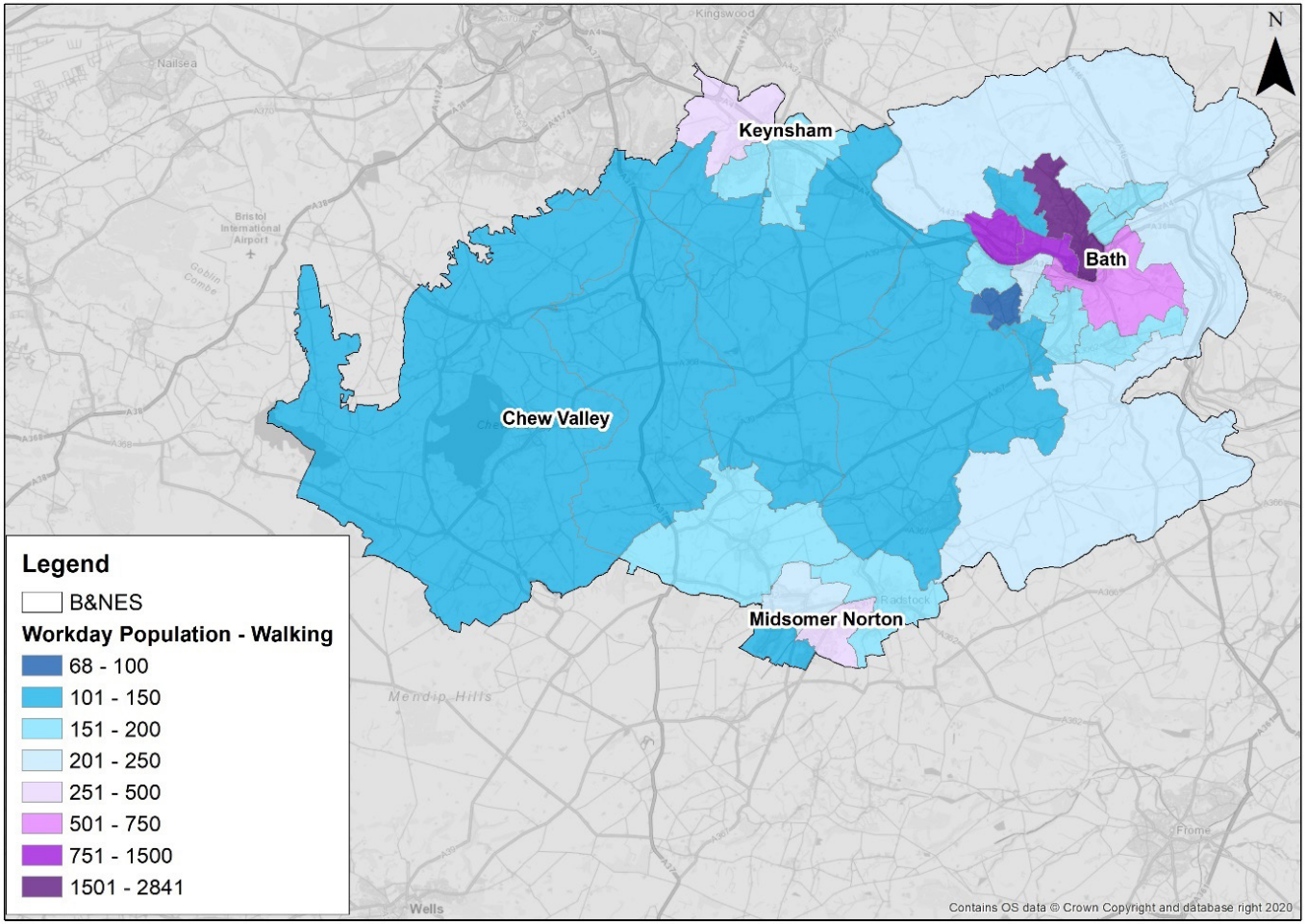


Figure 8.7 2021 Census Workday Population Method of Travel to Workplace – Walking

Figure 8.6 highlights that the top workplace walking and wheeling destinations in the district are the following:

1 Bath City Centre;

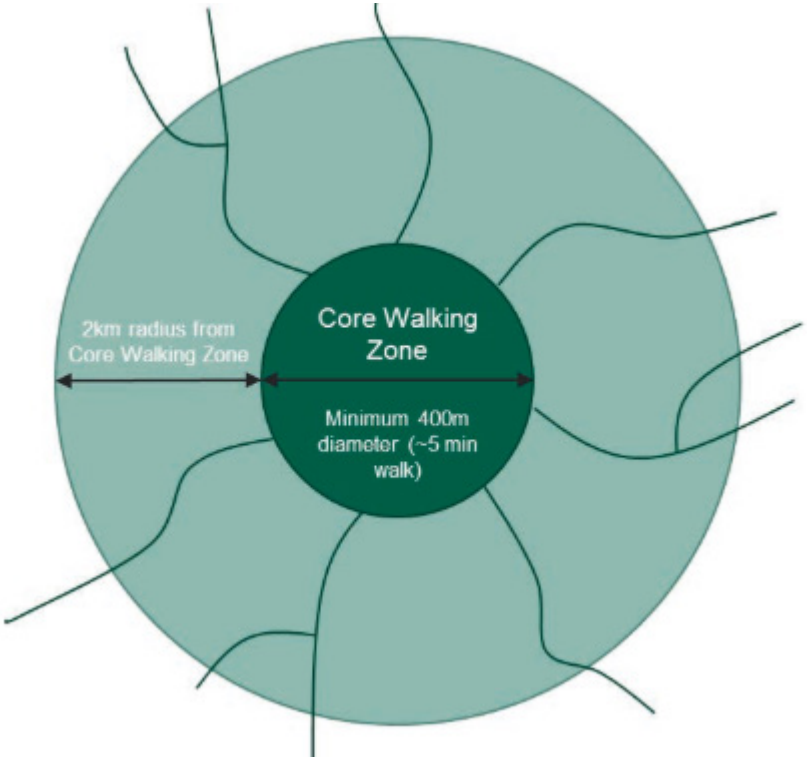
2 Bath Riverside (including Royal United Hospital);

3 Bath University;

4 Keynsham; and

5 Midsomer Norton.

Core Walking Zones are designated areas designed to prioritise pedestrian movement and safety. These zones are typically centred around key destinations that attract a high number of walking trips, such as city centres, schools, and key transport hubs. The goal is to create a network of safe, accessible, and pleasant routes for pedestrians.



A Core Walking Zone is an area with a minimum diameter of 400 meters, which equates to an average walking time of about 5 minutes. Within these core zones all pedestrian infrastructure is considered crucial to providing safe journeys for people walking and wheeling. An outer 2km radius from the core walking and wheeling zone boundary has then identified. This area encompasses the important pedestrian routes that serve the core walking and wheeling zone.

The core walking and wheeling zones have been created via the mapping of trip generators or attractors. These attractors are places of significance within a community and result in generating a number of trips throughout an area. Attractors that have been considered as part of this core walking and wheeling zone assessment include:

- City, town, district centres;
- Employment areas or large individual employers, and office and business parks;
- Educational establishments, including nurseries, primary schools, secondary schools, colleges and universities;
- Healthcare establishments including hospitals;
- Retail facilities including local retail centres, shopping parades, supermarkets and retail parks;
- Community facilities and leisure venues, including community halls, sports facilities and grounds, visitor attractions, places of historical significance, parks and places of worship; and
- Transport interchanges including railway and bus stations.

To further understand the walking and wheeling zones, an additional 800m boundary has been detailed within the walking and wheeling zones, which equates to an average time of 10 minutes based on the industry standard 80m / minute.

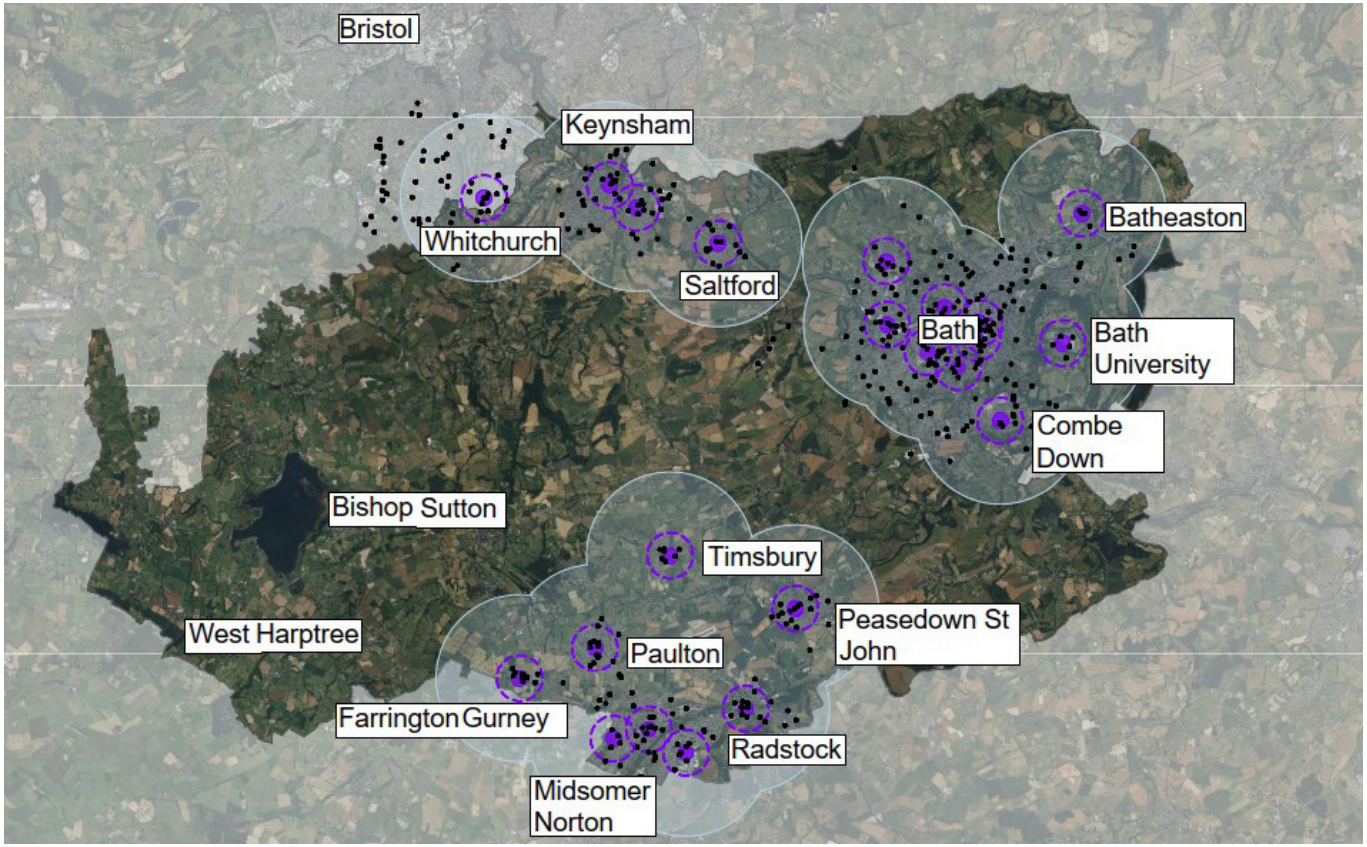


Figure 8.8 Classified Walking and Wheeling Zones in Bath and North East Somerset

The walking and wheeling zones presented in Figure 8.7 (a larger version is provided in Appendix A) were developed following the Department for Transport's LCWIP (Local Cycling and Walking Infrastructure Plan) technical guidance document. The walking and wheeling network map provides a high-level overview of the walking and wheeling zones within the district that can be used for further investigation and development of walking and wheeling routes.

The study indicated a high number of walking and wheeling zones within Bath city centre, due to the substantial number of attractors within the area. Clusters of attractors can be seen within the central areas of the city and include shopping areas, transport hubs and sites of historical and cultural significance to name a few.

Keynsham and Midsomer Norton were seen to have two and three walking and wheeling zones respectively. This appears to be due to the large numbers of attractors clustered together in these communities including schools, industrial parks, high streets and leisure facilities. The south Bristol area also can be seen to have two walking and wheeling zones due to the number of attractors in the area.

Other areas outside of Bath City were identified as having one walking and wheeling zone including Batheaston, Combe Down, Saltford, Whitchurch, Timsbury, Paulton,

Farrington Gurney, Peasedown St John and Radstock. These communities predominantly had attractors relating to retail, high streets, leisure/sports facilities, supermarkets, green spaces and retail/ industrial parks. In these communities there was seen to be a reduced spread of attractors with many being clustered around the high street areas of the towns.

Detailed maps of the Classified Walking and Wheeling Zones can be found within Appendix A – Walking and Wheeling Zones.

8.4.3 Walking and wheeling tool box

The core walking and wheeling zones are centred around a number of key attractors in an area which generates a large influx of people in these areas. Further study of these areas will aid in the identification of barriers and funnel routes (routes people are directed towards due to barriers in the area). Once these barrier and points of funnelling are identified, improvements to the core and outer walking and wheeling zones might include:

- New walking and wheeling links;
- Additional pedestrian crossings;
- Improving existing pedestrian crossing facilities, e.g. crossing width, introducing refuges, reducing waiting times, and/or increasing crossing times;
- Replacing broken/uneven/rocking paviours;
- Resurfacing pavement;
- Reducing noise by improving pavement and road surfaces;
- Improving street lighting;
- Providing CCTV security cameras;
- Increasing pedestrian capacity (Pedestrian Comfort Levels) by widening footways and/or reallocation of carriageway space;
- Removing street clutter and redundant signage;
- Reducing traffic speeds, e.g. by introducing 20mph limits and providing traffic calming features;
- Providing dropped kerbs and tactile paving;
- Improving signage and wayfinding;
- Tree planting in public spaces;
- Improving planting, shade and shelter;
- Improving seating facilities to enable people to rest;
- Reduce junction radii to slow vehicles and reduce crossing distances;
- Improvements to street drainage;
- Reduction of larger, heavy vehicles in walking and wheeling zones;
- Providing segregated cycling facilities for cyclists; and
- General improvements to the public realm, encompassing some or all of the above.

8.4.4 Cycle Routes

The West of England Regional Transport Model (WERTM) is a strategic transport model developed to support the evidence base for spatial strategies, major scheme business cases, other transport improvements and policy changes. The origin-destination data in WERTM has been developed using Mobile Phone Origin Destination (MPOD) data. The MPOD matrices include all trips starting in, ending in, or passing through the WECA Unitary Authorities (UAs) – Bristol City, South Gloucestershire, and B&NES; and North Somerset; plus a 5-10km buffer around the outer boundary of these local authority areas. A strength of using WERTM for origin-destination data is that it includes all journey purposes instead of relying on Census data that focusses solely on journeys to work.

WERTM has been used to determine the most popular origins and destinations of journeys made within B&NES district and areas outside of the district including Bristol, Frome and Trowbridge. This has been undertaken using WERTM for the highway network for the 2042 assessment year using both the AM and PM peak hours.

Origin and destination data has been extracted from the West of England Regional Transport Model for the following areas, which are also illustrated in Figure 8.8:

1 Trowbridge

2 Frome

3 Midsomer Norton and Farrington Gurney

4 Timsbury and Paulton

5 Radstock

6 Peasedown St John

7 Bath University

8 Bath City

9 Saltford

10 Keynsham

11 Whitchurch Village

12 South Bristol

13 East Bristol

14 Bristol City Centre

15 North Bristol

This origin-destination data has been used to determine the top 30 origin-destination pairs based on the combined AM and PM peak demand for these routes. Where there were duplicate origin-destination pairs within the top 30, these were removed and resulted in 18 origin-destination pairs to use for this assessment.

The top 18 origin-destination pairs are set out below and shown in Figure 8.8:

1 Bath City – East Bristol
2 Bath City – Bath University
3 Trowbridge – Bath City
4 Keynsham – East Bristol
5 Frome – Bath City
6 Bath City – Keynsham
7 North Bristol – Bath City
8 Whitchurch Village – South Bristol
9 North Bristol – Keynsham
10 Midsomer Norton and Farrington Gurney – Timsbury and Paulton
11 Radstock – Midsomer Norton and Farrington Gurney
12 Timsbury and Paulton – Bath City
13 Radstock – Bath City
14 Bath City – South Bristol
15 Frome – Midsomer Norton and Farrington Gurney
16 Keynsham - Midsomer Norton and Farrington Gurney
17 Midsomer Norton and Farrington Gurney - Peasedown St John
18 Radstock - Peasedown St John

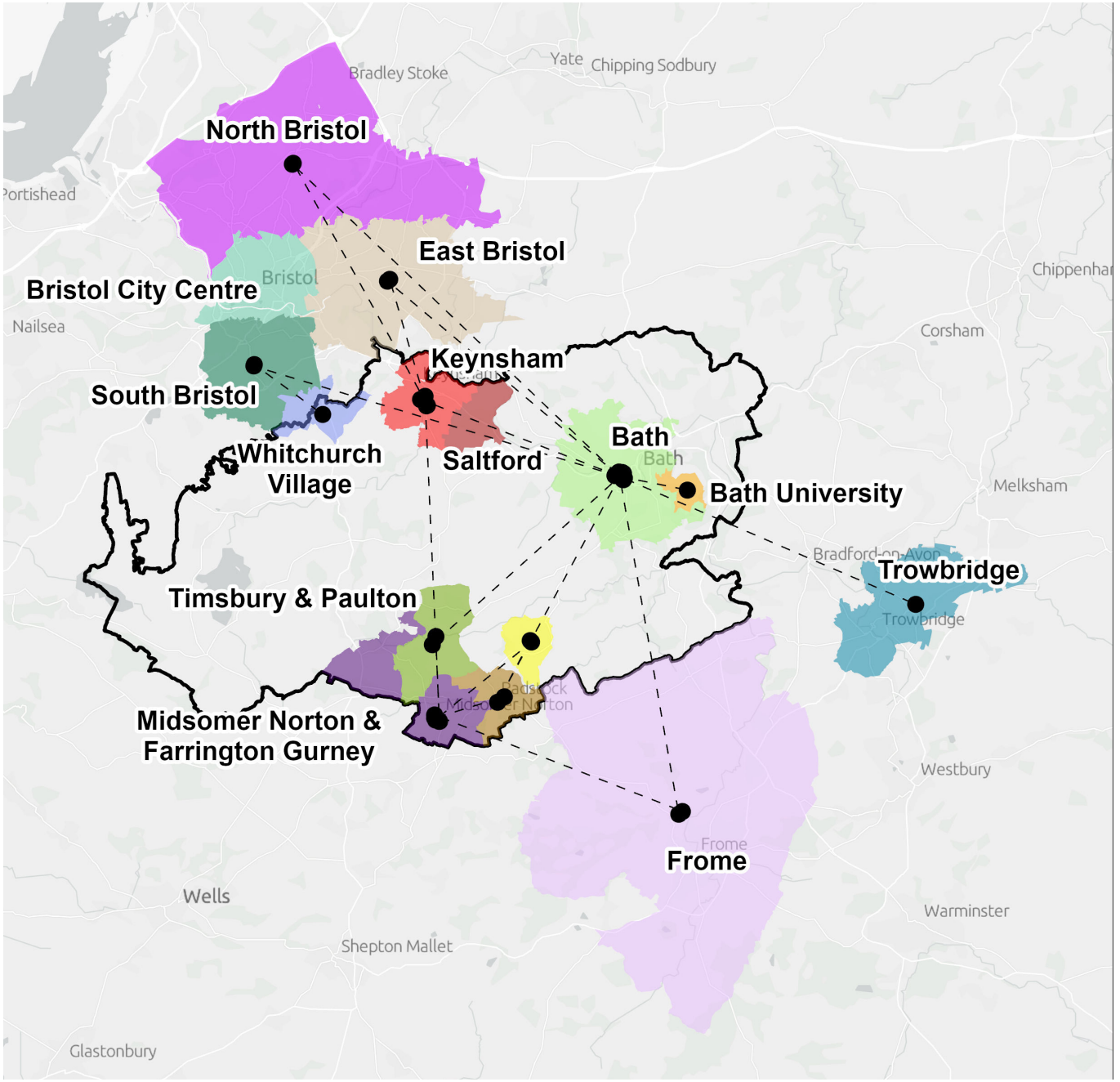


Figure 8.9 Top 18 Origin-Destinations

The development of the proposed cycle network has been carefully guided by insights derived from WERTM data, which provided a robust understanding of the potential demand for cycling in the area. This data-driven approach ensures the network is both responsive and strategic. To enhance the appeal and accessibility of cycling, a variety of route types have been thoughtfully proposed to connect the key origins and destinations identified in Figure 8.8.

These diverse route options are designed to cater to a broad spectrum of cyclists, accommodating varying levels of experience and preferences. Whether individuals are commuting to work, traveling to school, or enjoying leisure rides, the network aims to meet their unique needs. Recognising the importance of local context, additional routes have been incorporated based on in-depth local knowledge and collaborative discussions with key stakeholders. This inclusive approach not only enriches the network but also ensures it aligns with the aspirations and practical needs of the community, making cycling a more attractive and viable mode of transport for all.

Proposed cycle routes have been developed in accordance with cycle design guidance including 'Cycle Infrastructure Design' within LTN1/20 and the Propensity to Cycle tool. This tool suggests potential cycle routes within Bath and North East Somerset using the following inputs:

- Trip purpose – commuting or school trips;
- Type of cycling – straight lines, fast routes, fast and quieter routes, route network; and
- Scenario – Census 2011, government target, gender equality, go-dutch and e-bikes.

Using the Propensity to Cycle tool has provided guidance on the different type of cycle routes which would meet the demand identified in Figure 8.8.

8.5 Future Active Travel Networks

A map showing the proposed future active travel network for the district is provided below. It is noted that routes have been proposed in areas beyond the B&NES district and will require collaboration with neighbouring councils. This coordinated, cross-boundary approach aims to create a seamless and interconnected network, enhancing regional connectivity and enabling longer, more cohesive cycling journeys across districts.

The Active Travel Map is a dynamic route map, kept under continual review to ensure it aligns with and responds to the evolving needs of our residents and other key projects and initiatives. This includes Low Traffic Neighbourhoods (LTNs), City Region Sustainable Transport Settlement (CRSTS) schemes, and the Movement Strategy for Bath. By keeping the cycle map adaptable, we aim to integrate seamlessly with these initiatives, promoting a cohesive and efficient transport network.

The following Table 8.1, describes the proposed cycle routes that are shown in Figure 8.10, shown on the next page. Further figures are provided in Appendix B, showing all of the routes discussed below. Reference to both Strategic and Quiet Routes has been made through the use of capitalised and non-capitalised letters. For instance, between points 1 and 2, a Strategic Route would be labelled ‘1-2A’ whilst a Quiet Route will be labelled ‘1-2a’ and will be referred to in this manner in the following table.

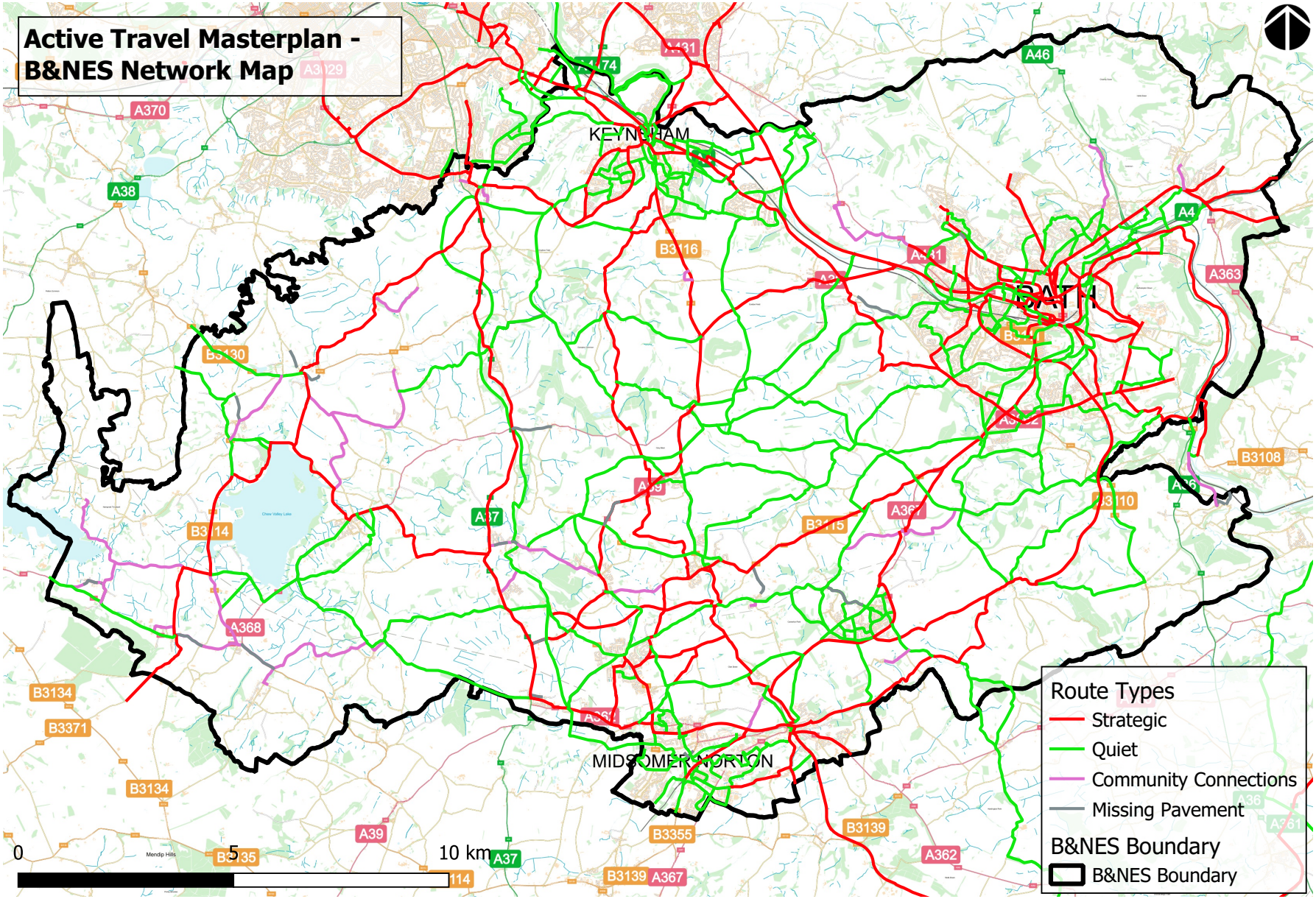


Figure 8.10 Proposed Future Active Travel Network

Table 8.1 Proposed Active Travel Routes

Appendix Figure	Origin/ Destination	Route ID's	Route Description	Notes
1	Bath City to East Bristol	8-13	The existing Bristol to Bath cycle path (NCN 4) provides excellent off-road connection for cyclists. Further Quiet Route improvements to connect into Cadbury Heath (8-13a), and a Strategic Route along the A431 into Longwell Green (8-13A) would improve access into East Bristol and onto NCN 416.	Would require collaboration with neighbouring district.
2	Bath City to Bath University	8-7	North Road Quiet Route (8-7a) would link Bath University to NCN 4 and New Sydney place Liveable neighbourhood ETRO (NSP LN) via North Road. Widcombe Hill Quiet Route (8-7b) would provide access from Bath Spa train station to Bath University. Bathwick Hill Intra-Urban Route would provide access from Bathwick to Bath University.	Topography of area means routes are challenging towards Bath University.
3	Trowbridge to Bath City	1-8	NCN 4 provides an off-road route for cyclists between Trowbridge and Bath. A Quiet Route connecting NCN 4 from Limpley Stoke to Combe Down (1-8a) would allow cyclists a more direct route into Bath.	Topography of area means that routes are challenging towards Combe Down. Engagement would be needed with Wiltshire Council.
4	Keynsham to East Bristol	10-13	Improved intra-urban routes in Keynsham would facilitate access to the Keynsham Road shared footway. Proposed PRoW improvements (10-13A) and on the A431 (8-13A) will allow access onto NCN 4 that continues north to East Bristol.	Improvements to PRoW would require TRO and negotiation with third party landowners.
5	Frome to Bath City	2-8	A new Quiet Route connection between Frome and Stoney Littleton (2-8a) would utilise Quiet Routes along country lanes and PRoW improvements to connect cyclists to NCN 244. Alternative Quiet Route to Lippiat Hill (2-8b) would provide cyclists a car free route on existing PRoW to avoid mixing with motorised vehicles along steep sections of the route.	Would require collaboration with neighbouring district. Topography of area means that routes are challenging. Improvements to PRoW would require TRO and negotiation with third party landowners.

Appendix Figure	Origin/ Destination	Route ID's	Route Description	Notes
6	Bath City to Keynsham	8-10	New Strategic Routes along existing PRoW to the east of Keynsham (8-10A) would provide direct access onto the NCN 4 and into Bath. Route passes through East Keynsham industrial yards and nearby to Flourish at Genavon Farm shop. Additionally, cyclists could utilise proposed route 10-13A to access NCN 4.	Improvements to PRoW would require TRO and negotiation with third party landowners.
7	North Bristol to Bath City	15-8	Utilising NCN 4 cyclists are able to connect to an extensive cycle network that exists within the North Bristol area.	
8	Whitchurch Village to South Bristol	11-12	A new Strategic Route along Whitchurch Lane and Maggs Lane (11-12A) that connects from NCN 3 to the Hengrove Way roundabout would provide direct access for cyclists into South Bristol.	Would require collaboration with neighbouring district.
9	North Bristol to Keynsham	15-10	New Strategic Routes along Durley Hill (15-10A), improve existing PRoW (15-10B), and along the Keynsham bypass (15-10C) would provide direct routes between Keynsham and South Bristol and NCN 416. These routes would then allow cyclists onwards journeys to North Bristol. Cyclists may also utilise proposed routes 10-13A and access NCN 4 and permeate into Bristol's existing cycle network.	Improvements to PRoW would require TRO and negotiation with third party landowners. Topography of area means that routes are challenging on Durley Hill.
10	Midsomer Norton and Farrington Gurney to Timsbury and Paulton	3-4	A new Strategic Route along the B3355 and along improved existing PRoW would allow access from Midsomer Norton to Paulton and onto Timsbury (3-4A). A Quiet Route that utilises residential streets and existing PRoW improvements (3-4a) provide an off-road route for cyclists from Midsomer Norton to Paulton. Proposed Quiet Route on Old Mills Lane (3-4b), an SVL scheme can be accessed by cyclists who use the A362 Strategic Route (5-3A).	Improvements to PRoW would require TRO and negotiation with third party landowners. Topography of area means that routes are challenging towards Paulton.

Appendix Figure	Origin/ Destination	Route ID's	Route Description	Notes
11	Radstock to Midsomer Norton and Farrington Gurney	5-3	A new Strategic Route proposal on the A362 as part of the SVL scheme (5-3A) would provide direct access for cyclists. For people looking for a more scenic Quiet Route, PRoW improvements to the south of the A362 (5-3a) would provide an alternative route that runs near Farrington Park golf course.	Improvements to PRoW would require TRO and negotiation with third party landowners.
12	Timsbury and Paulton to Bath City	4-8	A new Strategic Route along the B3115 (4-8A) connecting Timsbury to the A367 (6-8A) would allow cyclists a direct route into Bath. An alternative Quiet Route that is comprised of quiet lanes and existing PRoW improvements (4-8a) would allow cyclists to navigate through the nearby villages of Priston and Inglesbatch and then into Bath.	Improvements to PRoW would require TRO and negotiation with third party landowners. Topography of area means that routes are challenging.
13	Radstock to Bath City	5-8	Cyclists would have the opportunity to navigate along the proposed A367 Strategic Route (5-6A) or use the alternative Quiet Route from Radstock along Bath Old Road (5-6a) to avoid the steep hill out of the village. Cyclists can navigate through Peasedown St John and use a proposed Strategic Route (6-8A) to continue into Bath.	Improvements to PRoW would require TRO and negotiation with third party landowners. Topography of area means that routes are challenging.
14	Bath City to South Bristol	8-12	The existing Bristol to Bath cycle path (NCN 4) provides excellent off-road connection for cyclists to Saltford. From here, an additional Quiet Routes along Manor Road (8-12a) which could incorporate a modal filter to create a low traffic route. Cyclists may also use the existing Bath Road shared footway and B3116 Strategic Route (8-12A) would allow cyclists access into Keynsham. From here access to proposed routes along the Keynsham bypass, A4 or off-road Strategic Route from Durley Hill to the Brislington Park &Ride site (5-10A, B & C) would provide a direct Strategic Route for cyclists into South Bristol.	Improvements to PRoW would require TRO and negotiation with third party landowners. Topography of area means that routes are challenging on Durley Hill.

Appendix Figure	Origin/ Destination	Route ID's	Route Description	Notes
15	Frome to Midsomer Norton and Farrington Gurney	2-3	Connections onto the existing NCN 24 near Radstock in the form of PRoW improvements (2-3A & 2-3B) would offer cyclists a more direct route to Midsomer Norton and the proposed cycle network, whilst connecting the small village of Haydon.	Improvements to PRoW would require TRO and negotiation with third party landowners. Topography of area means that routes are challenging.
16	Keynsham to Midsomer Norton and Farrington Gurney	10-3	A new Strategic Route that runs north to south between Keynsham and Midsomer Norton (10-3A) would provide a direct route for cyclists between the towns. The route improves existing PRoW, starting at Keynsham and passes through Compton Dando, Hunstrete, Farmborough, Timsbury, Paulton and into Midsomer Norton. An alternative on road option along the A39 (10-3B) would provide more direct route and tie into 10-3A at Timsbury, here cyclists may have to be mixed with general traffic at sections due to geometric constraints.	Improvements to PRoW would require TRO and negotiation with third party landowners. Topography of area means that routes are challenging.
17	Midsomer Norton and Farrington Gurney to Peasedown St John	3-6	Existing connections to Radstock along the NCN link route will allow cyclists to access the A367 Strategic Route (5-6A) which they can navigate or the nearby Quiet Route along Bath Old Road (5-6a) to avoid the steep hill out of the village.	Improvements to PRoW would require TRO and negotiation with third party landowners. Topography of area means that routes are challenging.
17	Radstock to Peasedown St John	5-6	A367/ Bristol Road Strategic Route (5-6A) which cyclists could navigate or using the nearby proposed Quiet Route along Bath Old Road (5-6a) avoids the steep hill and busy hill out of the village. An alternative route that links the NCN link route and Clandown (5-6b) would improve an existing PROW. Cyclists may also make use of NCN 244 and the SVL Gassons Quiet Route that runs north to south between Peasedown St John and NCN 244.	Improvements to PROW would require TRO and negotiation with third party landowners. Topography of area means that routes are challenging.

Appendix Figure	Origin/ Destination	Route ID's	Route Description	Notes
18	A37, Farrington Gurney to Whitchurch Village	3-11	Three routes have been identified between Farrington Gurney and Whitchurch Village. Route 3-11a is the previously proposed SVL Quiet Route that would improve existing country lanes to connect the areas. Route 3-11A is a proposal to provide a new Strategic Route along the A37 corridor, separating cyclists from motorised traffic where possible. The third option, route 3-11B, is a Strategic Route proposal along the old North Somerset railway line. This route would provide an off road car free environment for cyclists similar to NCN 4.	Improvements to old railway line would require TRO and negotiation with third party landowners. Topography of area means that routes 3-11A and 3-11C are challenging.
19	Whitchurch to Keynsham	11-10	Several routes have been proposed between the two destinations. 11-10a make use of the current Queen Charlton Lane LN ETRO modal filter that creates a car free environment. 11-10b proposes the improvements to existing PROW. 11-10c proposes the improvements of PROW between Queen Charlton and Charlton Road. 11-10d & e are proposals to improve on road cycle provision and create a Quiet Route. Strategic Routes within Keynsham on routes 11-10A & B would improve cycle provision into the centre of the town	Improvements to PROW would require TRO and negotiation with third party landowners.
20	Chew Valley to Farrington Gurney and onward	16-3	Many new Quiet Routes have been proposed in the area. These routes utilise the existing country lanes and roads along with traffic calming that will facilitate a safer environment for cyclists (16-3 a to e). The links will connect the towns and villages and provide a route to the A37 where onward connections east is possible. A Strategic Route is proposed from Bishop Sutton to the A37 near Clutton (16-3A), providing a Strategic Route for cyclists to access onward journeys.	Improvements to PROW would require TRO and negotiation with third party landowners.

8.6 Public realm and pedestrian improvements

8.6.1 Bath

Bath, with its rich historical heritage and compact urban layout, presents numerous opportunities for pedestrian and public realm improvements. Enhancing the pedestrian experience can leverage Bath's unique architectural and cultural assets, promoting both tourism and local quality of life. Key opportunities include expanding and upgrading pedestrian pathways to connect major attractions such as the Roman Baths, Bath Abbey, and the Royal Crescent, ensuring these routes are accessible and well-lit. The expansion of the existing pedestrianised area could also create a more pleasant environment, making the area more inviting for walking and outdoor activities. Additionally, revitalising public spaces such as parks, squares, and riverfronts can provide more attractive and functional areas for community gatherings and events. Integrating green infrastructure, such as planting more trees and creating pocket parks, can enhance urban biodiversity and contribute to a healthier environment. Improved wayfinding and interpretive signage can further enrich the pedestrian experience by highlighting Bath's historical and cultural narratives, making the city more navigable and engaging for both residents and visitors.

8.6.2 Radstock

Identified through the "Creating Sustainable Communities in North East Somerset: the Journey to Net Zero" Transport Strategy, there is an opportunity to make significant improvements to public realm and active travel provision in Radstock Town Centre. This aligns with findings outlined in the Radstock Regeneration Action Plan, which highlights the need for enhanced infrastructure and public spaces to support sustainable mobility and community development.

There are significant issues with vehicle dominance and severance in the Town Centre, which negatively impact connectivity into the town and between key cycle routes. Drawing on recommendations from these reports , options will be investigated and advanced to address these challenges. These efforts will focus on reducing the dominance of vehicles, improving accessibility, and creating safer, more attractive conditions for walking, wheeling, and cycling throughout the town centre.

8.6.3 Keynsham

The "Creating Sustainable Communities in North East Somerset: The Journey to Net Zero" Transport Strategy has highlighted a key opportunity to significantly enhance the public realm and active travel infrastructure in Keynsham Town Centre. This aligns with the priorities set out in the Keynsham Regeneration Plan, which emphasises the importance of improvements to enhance the vitality and viability of the town centre. Central to the vision is the opportunity to reimagine how the public space in the centre of Keynsham functions, aiming to create a better balance between people, vehicles, and multiple transport modes. As with Radstock, a study will explore options for the High Street and the surrounding network. This includes investigating the potential to fully pedestrianise Keynsham High Street, with aspirations to reduce severance for active mode users, deliver journey time benefits for bus services, and enhance the public realm. These

improvements could serve as a catalyst for regenerating Keynsham's retail and leisure offerings, creating a more vibrant and accessible town centre.

8.7 Connectivity to other modes

Improving connectivity between active travel and public transport is essential to creating a seamless, sustainable transport network. By making it easier for people to walk or cycle to public transport services, we can extend the reach of public transport, thereby reducing car dependency, and decreasing congestion.

Active travel facilities will be provided to complement the existing public transport network, including bus stops and rail stations, to ensure that door-to-door journeys across the district can be met by modes other than the private car. By developing the integration of walking, wheeling and cycling with public transport, the transport system will offer greater flexibility, convenience, and accessibility for active mode and public transport users alike.

Bath Spa rail station benefits from being located adjacent to the bus station creating a sustainable transport core within the city. In order to capitalise on this, improved marketing is proposed to raise awareness of the bus network for rail passengers and vice versa. Similarly, the location of the bus and rail station are both within walking and wheeling distance of the city centre. The potential for better information provision for walking and wheeling maps will be explored, particularly for visitors.

Keynsham rail station will be transformed into a hub for different transport modes as part of the Bristol to Bath Corridor project and the Creating Sustainable Communities transport strategy. Improvements to Keynsham station includes improved cycle parking, improved connections by bus, better walking and wheeling routes between a new mobility hub at the station and the town centre as well as the new mobility hubs proposed on the A4 corridor and Ashton Road car park. This will ensure the rail station is more accessible by active modes and better integrated with the town centre, employment and residential areas.

B&NES Council will also investigate whether facilities for active modes could be improved at the other two rail stations in the district; Oldfield Park and Freshford rail stations.

8.8 Locations of mobility hubs

A mobility hub is a designated area that brings together various different modes of transportation, such as car-sharing, bike-sharing, public transport and active travel options. These hubs are designed to provide a choice of convenient, accessible, and sustainable travel options within a single, well-planned space. Mobility hubs aim to improve connectivity, reduce reliance on private vehicles, and promote healthier, more environmentally friendly travel habits. These hubs however are more than just places to access transport; they are vibrant community spaces that can include local art installations, a café,

seating areas, local events such as a farmers' market, play areas for children and green spaces to name a few.

Imagine a place where you can easily rent a bike, catch a bus, jump on an e-scooter or even hop into a shared electric vehicle, all within a beautifully designed space that includes amenities such as free Wi-Fi, charging stations, bike repair facilities and real-time travel information. These hubs will not only reduce reliance on private cars but also promote healthier lifestyles and reduce carbon emissions.

A network of mobility hubs is planned to be implemented across B&NES district at key locations to meet the travel needs of our communities. The hubs will be strategically placed to ensure maximum accessibility and convenience, making it easier for people to switch between different modes of transport seamlessly.

The implementation of mobility hubs is a significant step towards providing the transport options needed to create a better connected and sustainable community. By integrating various forms of transport, these hubs will help to reduce traffic congestion, improve air quality, and make travel more efficient and enjoyable for everyone.

A plan showing the location of potential mobility hubs is shown at Figure 8.11. This plan highlights the strategic points across the district where hubs will be most effective, ensuring that all residents have access to convenient and sustainable travel options.

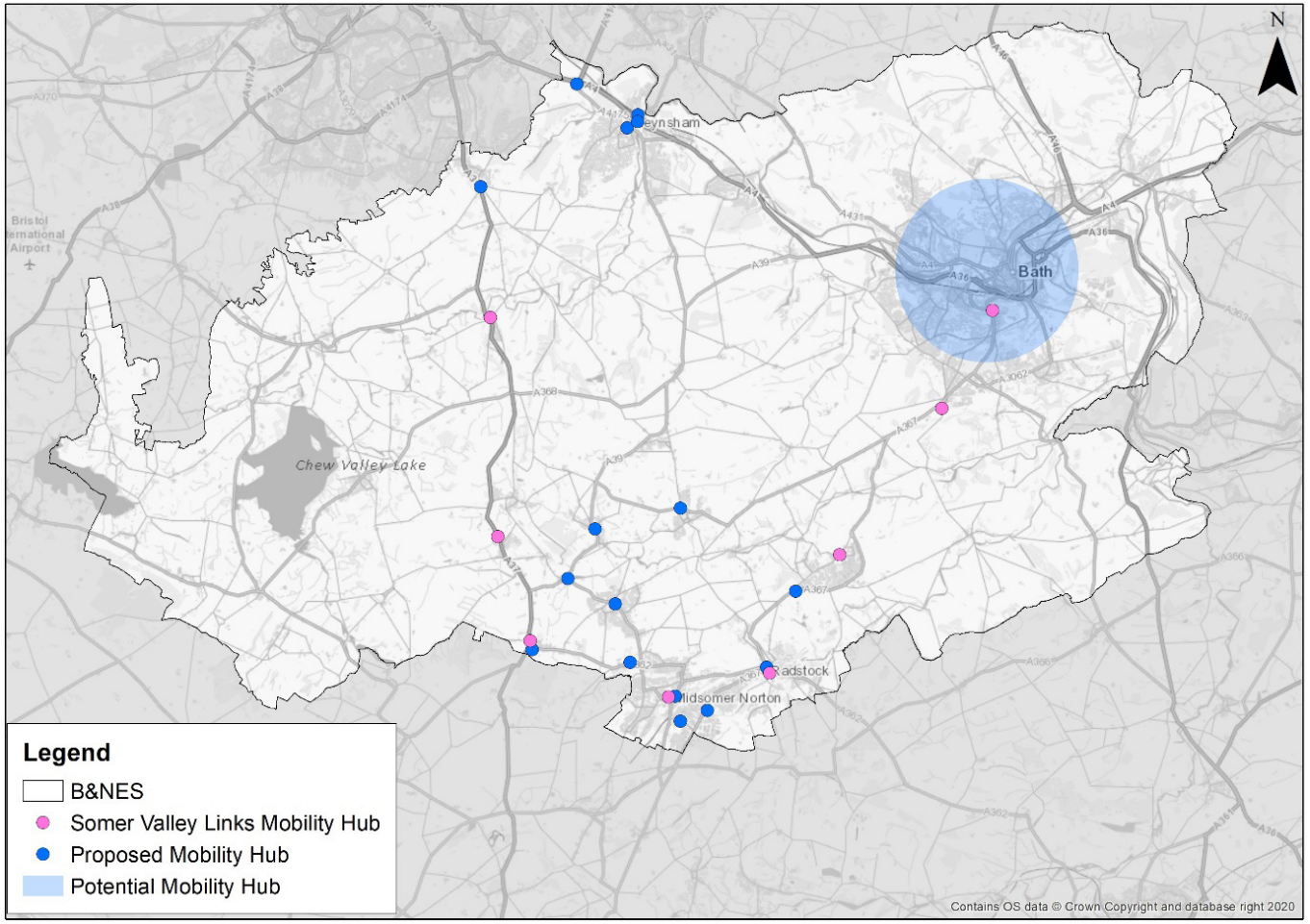


Figure 8.11 Mobility Hub Locations