

Involving Stakeholders



Bath & North East
Somerset Council

Improving People's Lives

9.1 Key partners

Developing and delivering active travel improvements in Bath and North East Somerset (B&NES) necessitates a collaborative approach, engaging a wide array of stakeholders to ensure that the infrastructure meets the diverse needs of the community and maximises its potential benefits.

The following key partners have been identified to support delivery and uptake of cycling and walking and wheeling:

- schools;
- disability groups;
- active travel groups;
- workplaces;
- hospitals;
- universities and colleges; and
- retailers.

Working in partnership with stakeholders, including local residents, businesses, schools, healthcare providers, and advocacy groups, ensures that the planning and design of active travel networks are inclusive and responsive to the needs of all user groups. By incorporating feedback from those who will directly use the infrastructure, we can identify specific barriers and opportunities, tailoring solutions to enhance accessibility, safety, and convenience for pedestrians and cyclists of all ages and abilities.

Engaging stakeholders from the outset encourages a sense of ownership and commitment to the active travel projects. When community members and local organisations are involved in the decision-making process, they are more likely to support and advocate for the initiatives, leading to higher levels of public acceptance and usage. This grassroots support is crucial for the long-term success and maintenance of the active travel infrastructure.

We will continue to engage with stakeholders to ensure that we achieve the best possible outcomes when implementing the measures set out in this Plan.

As schemes identified within this Active Travel Masterplan come forwards, there will be a programme of community engagement which is likely to include co-design workshops where appropriate. B&NES Council is committed to giving people a bigger say, and ensuring that the community is engaged in the design and implementation of schemes.



Funding and Delivery

Bath & North East
Somerset Council

Improving People's Lives

10.1 Funding and Delivery

The Active Travel Masterplan is deliberately aspirational, reflecting our commitment to transforming the way people move within Bath and North East Somerset. Achieving this vision will require an unprecedented level of funding, encompassing both capital for one-time investments in physical infrastructure and revenue for ongoing operational costs. This significant acceleration in spending on active travel is essential to meet the ambitious targets we have set.

Funding sources and opportunities will be identified to maximise delivery and B&NES Council will prepare a Delivery Plan outlining how the schemes will be delivered. This will be undertaken at a later stage in the project.

It is important that an Active Travel Masterplan (ATM) is in place to guide investment, and to be agile to capitalise on availability of funding. B&NES will seek to utilise this ATM to promote schemes into delivery programmes such as through the City Region Sustainable Transport Settlement (CRSTS), and Joint Local Transport Plan, as well as seeking funding through mechanisms such as the DfT's Active Travel Fund. The ATM will guide developer S.106 investment into active travel schemes, as determined through the development management process. It is therefore a key tool to achieve funding, and harness investment in active travel. These are discussed further below.

City Region Sustainable Transport Funding

One of the primary sources of funding is the City Region Sustainable Transport Settlement (CRSTS), accessed as part of the West of England Mayoral Combined Authority. This funding stream is crucial for supporting large-scale, sustainable transport projects that align with our regional and local goals for active travel. The next round of CRSTS funding will cover the period 2027 to 2032. We shall look to gain

funding for key strategic active travel improvements identified within the Active Travel Masterplan as part of the next round of CRSTS funding.

Central Government Funding

Central government funding via the Department for Transport (DfT) will also play a significant role. This includes allocations from the LCWIP and Active Travel Fund, which is specifically designed to support the development of infrastructure and initiatives that promote walking, wheeling, cycling, and other forms of active travel. These funds will be instrumental in implementing the projects outlined in our masterplan.

The LCWIP (Local Cycling and Walking Infrastructure Plan) is crucial for advancing active travel improvements within local communities. It provides a structured, evidence-based approach to identifying key areas for walking and cycling enhancements and aligns local initiatives with regional and national objectives. By establishing clear priorities, the LCWIP enables more effective use of resources, supporting long-term investment in active travel. Its strategic framework ensures that individual projects contribute to a coherent, accessible network, making active travel safer, more convenient, and better integrated across the region.

The Active Travel Masterplan complements the LCWIP by identifying specific local improvements and necessary policy support. As a detailed local plan, the Masterplan will inform future iterations of the LCWIP including the prioritisation of routes locally, ensuring that regional strategies remain aligned with evolving local needs and priorities. Together, the LCWIP and the Active Travel Masterplan provide a responsive, well-connected approach to active travel.

Developer Contributions

Developer contributions through Section 106 settlements are another vital source of funding. These contributions, negotiated as part of the planning process, ensure that new developments contribute to the necessary infrastructure improvements required to support increased active travel.

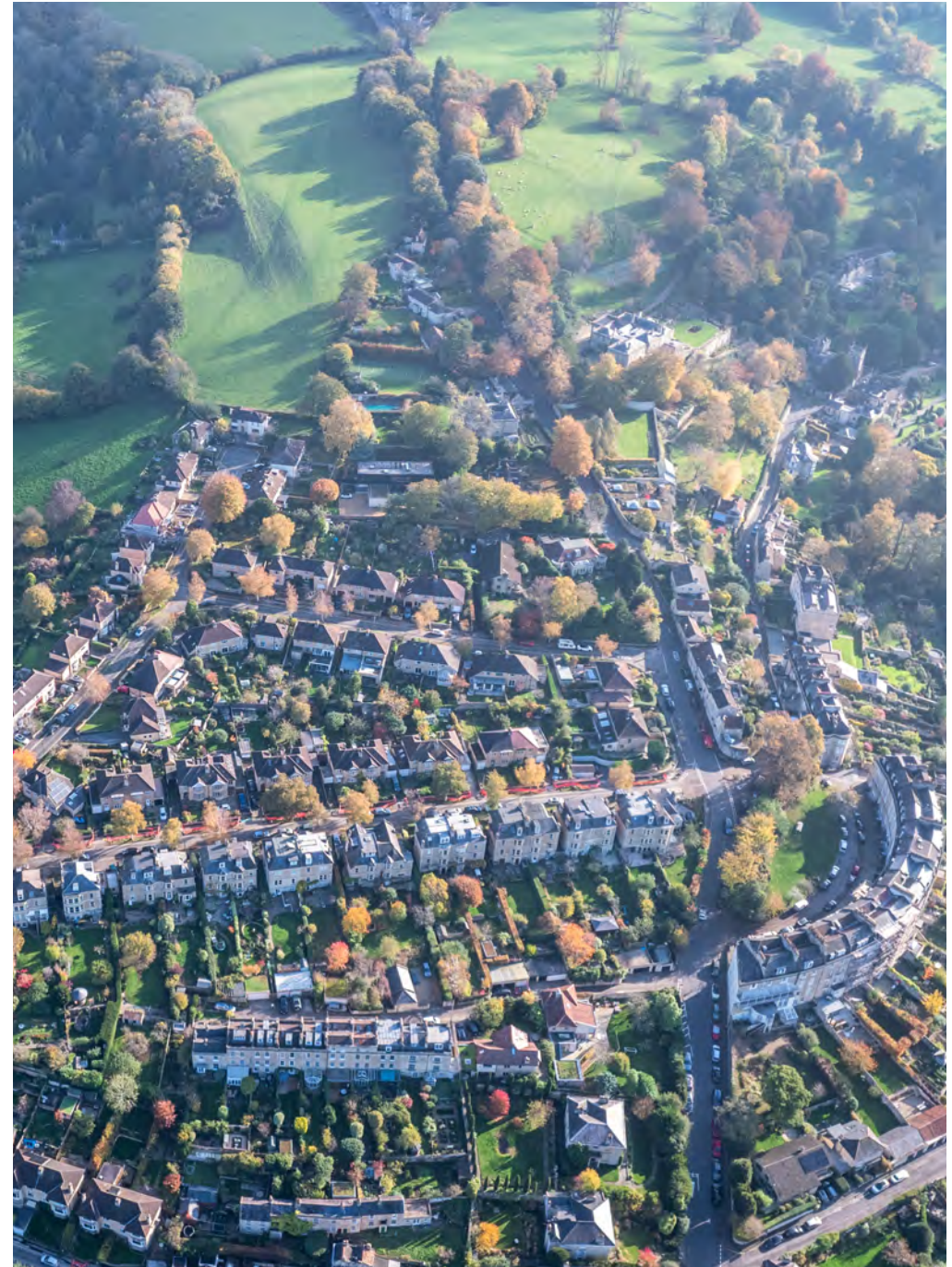
External Agencies and Transport Operators

We will also seek funding from external agencies such as National Highways, as well as transport operators, to secure significant capital investment. These partnerships will be essential for major projects aimed at decarbonising our transport network through active travel initiatives.

High Value for Money

Despite the substantial funding required, active travel measures consistently demonstrate extremely good value for money with high benefit to cost ratios, resulting in a wide range of public health, decarbonisation, social and economic benefits. This helps to reinforce confidence in the strategic allocation of funds towards the Active Travel Masterplan.

By leveraging a diverse range of funding sources, including regional, national, and private sector contributions, B&NES Council is confident in its ability to deliver the Active Travel Masterplan. The high value for money associated with active travel projects underpins our commitment to this ambitious strategy, ensuring that the benefits of improved active travel infrastructure will be felt widely across our communities.



Monitoring and Evaluation



Bath & North East
Somerset Council

Improving People's Lives

11.1 Monitoring and Evaluation

Effective monitoring and evaluation are crucial to the success of our Active Travel Masterplan. By systematically tracking progress and assessing the impact of our interventions, we can ensure that our objectives are met. A targeted monitoring programme will measure success of infrastructure delivery and understand changing behaviours, and give us the ability to identify and change anything that is not working.

Monitoring will be undertaken to gather data and information to assess the impacts of individual projects and the Strategy as a whole. The first step will be to review existing data and monitoring sources to see what is already being gathered, before commissioning any new data gathering. Data and analysis will be made available to all interested parties and stakeholders.

To monitor the objectives outlined in this strategy, we will adopt the SMART framework, ensuring that our goals are Specific, Measurable, Achievable, Relevant, and Time-bound. This will require analysis of data from the following sources:

Automatic Counter Data B&NES maintains a network of automatic cycle counters and sensors on dedicated cycle and walking routes throughout the district. These counters provide feedback on the effectiveness of new facilities and help monitor the overall level of cycling across the District in the long term.

Census Data This provides the most reliable measurement of work journeys on a District and Ward basis. If the Census is discontinued, the Office for National Statistics plans to replace it with various data sources that may offer more frequent updates to track our progress.

The National Travel Survey (NTS) and Active Lives Survey These surveys offer useful insights into national trends and comparative purposes. While the data is broken down to the District level, it is less robust than Census data due to the smaller dataset.

West of England Travel to Work Survey This annual survey is offered free of charge (subject to ongoing resources) to employers with more than 50 employees, including B&NES Council.

Other Travel to Work Surveys Some large employers in B&NES conduct their own surveys to meet travel plan monitoring requirements or other needs. We expect annual or bi-annual data from employers such as hospitals, colleges and universities.

School Travel Data This data is collected annually through a Mode of Travel survey. Recording bus use, in addition to active modes, is important as it includes an active travel element. While shifting from bus travel to active travel can save revenue for the Council, reducing car journeys remains the primary goal.

Next Steps



Bath & North East
Somerset Council

Improving People's Lives

12.1 Next Steps

The next step for advancing the Active Travel Masterplan involves close collaboration with Active Travel England, WECA and the other West of England local authorities to explore ways to incorporate our Masterplan into a new local or an updated regional Local Cycling and Walking Infrastructure Plan. This collaborative approach will support the integration of active travel objectives into broader regional mobility goals, helping align the Masterplan with existing and future transport strategies.

The Active Travel Masterplan is a 20-year vision aimed at delivering a comprehensive active travel network across Bath and North East Somerset (B&NES). Given its long-term scope and the substantial investment required to implement the extensive changes outlined, achieving this vision will undoubtedly be a complex, multi-phase process that demands urgent and sustained action from the outset. It is essential to initiate work on this plan promptly to begin creating the infrastructure needed to support widespread active travel over the coming decades. For this reason, immediate attention must focus on setting out the practical next steps.

A crucial part of this progression will involve a detailed prioritisation process to assess the routes identified in the Active Travel Masterplan. Each route will be reviewed based on criteria such as potential impact, feasibility, demand, and connectivity within the existing and planned transport network. Following prioritisation, each selected route will undergo an engineering assessment to determine its viability. This evaluation will look closely at the physical and logistical considerations necessary to make these routes operational, identifying specific requirements for implementation, including infrastructure improvements, environmental impact mitigation, and cost analysis.

In cases where engineering challenges make certain routes unfeasible, alternative routes will be identified or created to ensure that the objective of a comprehensive active travel network remains intact. The assessment will include exploring potential modifications and alternative paths that maintain the connectivity and accessibility goals of the Masterplan, ensuring that even where direct delivery of certain routes proves challenging, viable alternatives can facilitate continuous, safe active travel options across the network. This iterative process, involving WECA, local authorities, and relevant stakeholders, will be essential to refine, approve, and ultimately implement the Active Travel Masterplan, setting a structured pathway to deliver active travel improvements across the West of England.

