

**WEST OF ENGLAND COMBINED AUTHORITY COMMITTEE
& WEST OF ENGLAND JOINT COMMITTEE**

ITEM 19

19 JUNE 2020

REPORT SUMMARY SHEET

WEST OF ENGLAND LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

Purpose

To present a West of England Local Cycling and Walking Infrastructure Plan for adoption.

Summary

The Local Cycling and Walking Infrastructure Plan is a sub-regional plan which identifies priority walking and cycling routes for investment and proposes improvements to walking and cycling infrastructure along these routes.

It has been created following a defined methodology set out by the Department for Transport. The Local Cycling and Walking Infrastructure Plan is a technical document and is not a walking and cycling strategy and doesn't constitute the totality of the region's approach to cycling and walking. The key principles within the Joint Local Transport Plan remain, of which the Cycling and Walking Infrastructure Plan is a sub-document.

Impact of Covid-19 pandemic

The Combined Authority has actively reviewed its key activities and work programme to reflect changing priorities as a result of the Covid-19 pandemic. Specific issues relating to the Covid-19 situation that impact on or are addressed through this report are as follows:

WECA has been allocated initial funding from Tranche 1 of the DfT's Emergency Active Travel fund. North Somerset Council has separately been allocated an amount.

The current funding is being applied to a programme of measures across the region to promote walking and cycling and to enable passengers to access and egress bus and rail services as safely as possible within social distancing guidelines. Many of the proposed schemes align with or compliment Local Cycling and Walking Infrastructure Plan schemes and the existence of and alignment to the Local Cycling and Walking Infrastructure Plan is specifically referenced in the DfT's Emergency Active Travel guidelines and funding.

Many of the temporary measures being developed have the potential to become permanent, and be extended, to become rational integrated parts of the public realm that could significantly increase Active Travel within the region and capture some of the behaviour engendered by the Covid-19 Emergency. None of the DfT's suggested measures or suggested approaches are new – they are interventions that are a standard part of the traffic management toolkit, but a step-change in their roll-out is needed to ensure a green restart

The Investment Fund Report (see separate report on the agenda) proposes the creation of a

£10m capital funding pot to build on the Emergency Measures as well as delivering additional high value active travel measures in the region in line with Local Cycling and Walking Infrastructure Plan proposals and cycling and walking initiatives within JLTP4.

Recommendations

The **Joint Committee** is asked:

1. To agree the West of England Local Cycling and Walking Infrastructure Plan for adoption.
2. To note the summary of feedback from public consultation
3. To note linkages with, and impacts of, the COVID-19 lockdown on cycling and walking strategy and delivery.
4. To delegate the agreement of any subsequent minor changes to the adopted Local Cycling and Walking Infrastructure Plan to WECA Director of Infrastructure.
5. To agree the delegation of decisions on the final content of route plans for the Local Cycling and Walking Infrastructure Plan document to WECA Director of Infrastructure in consultation with the relevant Directors of the West of England Councils.

The **Combined Authority Committee** is asked to note the report.

Contact officer: David Carter

Position: Director of Infrastructure

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**REPORT TO: WEST OF ENGLAND COMBINED AUTHORITY
COMMITTEE & JOINT COMMITTEE**

DATE: 19 JUNE 2020

**REPORT TITLE: WEST OF ENGLAND LOCAL CYCLING AND
WALKING INFRASTRUCTURE PLAN**

DIRECTOR: DAVID CARTER – DIRECTOR OF INFRASTRUCTURE

AUTHOR: JASON HUMM – HEAD OF TRANSPORT

Purpose of Report

1. To present a West of England Local Cycling and Walking Infrastructure Plan for adoption, including supporting consultation report.

Recommendations

The **Joint Committee** is asked:

- To agree the West of England Local Cycling and Walking Infrastructure Plan for adoption
- To note the summary of feedback from public consultation
- To note linkages with, and impacts of, the COVID-19 lockdown on cycling and walking strategy and delivery.
- To delegate the agreement of any subsequent minor changes to the adopted Local Cycling and Walking Infrastructure Plan to WECA Director of Infrastructure.
- To agree the delegation of decisions on the final content of route plans for the Local Cycling and Walking Infrastructure Plan document to WECA Director of Infrastructure in consultation with the relevant Directors of the West of England Councils.

The **Combined Authority Committee** is asked to note the report.

Background / Issues for Consideration

2.1 The Local Cycling and Walking Infrastructure Plan is a sub-regional plan which identifies priority walking and cycling routes for investment and proposes improvements to walking and cycling infrastructure along these routes.

2.2 The West of England Local Cycling and Walking Infrastructure Plan has been created following a defined methodology set out by the Department for Transport. The Local Cycling and Walking Infrastructure Plan is a technical document and is not a walking and cycling strategy (covered by the Joint Local Transport Plan and local mode specific strategies).

2.3 The preparation of the Local Cycling and Walking Infrastructure Plan is not compulsory, but DfT has advised that authorities with Local Cycling and Walking Infrastructure Plans will be '*well placed to make the case for future investment*'. (LCWIP technical guidance document, 2017).

2.4 JLTP4 commits the West of England to producing a Local Cycling and Walking Infrastructure Plan.

- 2.5 The draft Local Cycling and Walking Infrastructure Plan document was developed for initial submission to DfT in October 2019. Following this submission, and in line with DfT guidance consultation on the document was carried out in February 2020. Unlike the Bus Strategy consultation, the Local Cycling and Walking Infrastructure Plan consultation was carried out on a 'well developed' draft document, having already submitted it to DfT previously. The proposed Local Cycling and Walking Infrastructure Plan proposed for adoption is given in Appendix 1.
- 2.6 The draft Local Cycling and Walking Infrastructure Plan public consultation closed on the 15th March. In total over 1,800 responses were received which is a positive result and the feedback ranged from broad support on the principles of the plan to detailed commentary on individual routes and infrastructure improvement.
- 2.7 Analysis of the consultation results relating to the main questions and principles of the strategy has been undertaken and there is good support from the consultation regarding a number of main principles, such as promoting and supporting cycling and walking within the region; support for reallocation of road space in favour of cycling and walking; an aspiration to see more investment in cycling and walking across the region etc. A summary of the key consultation findings is contained within an appendix to the main Local Cycling and Walking Infrastructure Plan (see Appendix 1).
- 2.8 Detailed comments related to the route details / layouts / improvements has also been received and requires more detailed checks or site visit to assess some of the suggestions which have not been possible due to Covid-19. Whilst the feedback is invaluable to the route layouts going forward, these are not considered as critical to the adoption of the plan as the layouts themselves are by necessity live documents that will continue to be refined as projects are developed and designs carried out in more detail.
- 2.9 This allows an opportunity to incorporate the received changes / comments relating to the layouts when future design work progresses and this task, subject to Committee approval, would be undertaken through delegation to the WECA Director of infrastructure in consultation with Directors of the other West of England Councils. The ability to make route-based changes will also allow the plan to reflect any complimentary and longer-term schemes which might be introduced as part of the current Emergency Active Travel measures.
- 2.10 In addition, work on the prioritisation of schemes within the plan continues with the aim of producing an internal prioritised list for investment should DfT funding for Local Cycling and Walking Infrastructure Plan's be progressed in the short to medium term.
- 2.11 The schemes and improvements detailed in the route plans will be subject to further design and technical work, consultation and funding approvals, and will be designed in line with the DfT's current and future design guidance.
- 2.12 The document has been developed against the DfT Guidelines for Local Cycling and Walking Implementation Plans, however this (and the document) doesn't constitute the totality of the regions approach to cycling and walking. The key principles within the Joint Local Transport Plan remain, of which the Cycling and Walking Infrastructure Plan is a sub-document. This was a key question raised as part of the consultation and as such has been made clearer in the Local Cycling and Walking Infrastructure Plan document.

3. Covid-19

£250 million Emergency Active Travel Fund

- 3.1 WECA has been allocated initial funding of £741k from Tranche 1 of the DfT's Emergency Active Travel fund. North Somerset Council has separately been allocated £95k. DfT have indicated that the remaining balance of the fund will be considered as Tranche 2 later in the summer. The current funding is being applied to a programme of measures across the region to promote walking and cycling and to enable passengers to access and egress bus and rail services as safely as possible within social distancing guidelines.
- 3.2 Many of the proposed schemes align with or compliment Local Cycling and Walking Infrastructure Plan schemes and the existence of and alignment to the Local Cycling and Walking Infrastructure Plan is specifically referenced in the DfT's Emergency Active Travel guidelines and funding.
- 3.3 Initial funding is yet to be received from DfT however immediately after the Government's announcements over the weekend of 9th & 10th May, Transport Officers from WECA and our Constituent Authorities started working on proposals to consider what measures could be taken under the three broad headings:
1. Emergency Active Travel Measures to harness current behaviours and provide for social distancing on busy active travel routes.
 2. Social Distancing Measures for Public Transport.
 3. Communications Engagement to support Emergency Measures.

These headings have formed the basis of the current programme of work related to the Emergency Active Travel Fund.

- 3.4 Many of the temporary measures being developed have the potential to become permanent, and be extended, to become rational integrated parts of the public realm that could significantly increase Active Travel within the region and capture some of the behaviour engendered by the Covid-19 Emergency. None of the DfT's suggested measures or suggested approaches are new – they are interventions that are a standard part of the traffic management toolkit, but a step-change in their roll-out is needed to ensure a green restart
- 3.5 The Investment Fund Report (see separate report on the agenda) proposes the creation of a £10m capital funding pot to build on the Emergency Measures as well as delivering additional high value active travel measures in the region in line with Local Cycling and Walking Infrastructure Plan proposals and cycling and walking initiatives within JLTP4.

£1.75bn for longer term cycling and walking measures.

- 3.6 Over the next few months it is anticipated that DfT will announce potential funding and associated guidelines for accessing the previously announced £1.75bn national funding for cycling and walking measures. At the time of writing there is very little information on this, other than it is possible that WECA will get a devolved sum (potentially circa £30m), with some light touch requirements to fund Walking and Cycling Projects from LCWIP. The adoption of the LCWIP would therefore also support our position with DfT related to securing funding for schemes and streamlining their implementation.

3.7 From a longer-term perspective, it is considered that the key, longer-term principles of the Local Cycling and Walking Infrastructure Plan remain irrespective of the current impact on travel and possible impact on future journeys. Up to 2036, the authorities will be aiming to deliver a significant reduction in car dependency as part of their key, complementary commitments to achieve carbon neutrality in the transport sector, and growing cycling and walking will continue to have a major role to play in realising this vision.

4. Risk Management/Assessment

4.1 Not adopting a Local Cycling and Walking Infrastructure Plan would be contrary to commitments within JLTP4 and would be against the commitment given to the DfT to develop a Local Cycling and Walking Infrastructure Plan and the receipt of previous funding to develop a plan.

4.2 Not having an adopted document puts the region at a disadvantage as DfT funding comes forward. This funding is likely to be ringfenced to walking and cycling measures and likely to have some element specific to authorities with Local Cycling and Walking Infrastructure Plan schemes and those authorities who have progressed to adopting a plan.

5. Public Sector Equality Duties

5.1 The public sector equality duty created under the Equality Act 2010 means that public authorities must have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimization and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

5.2 The Act explains that having due regard for advancing equality involves:

- Removing or minimizing disadvantages suffered by people due to their protected characteristics.
- Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.
- Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

5.3 The general equality duty therefore requires organisations to consider how they could positively contribute to the advancement of equality and good relations. It requires equality considerations to be reflected in the design of policies and the delivery of services, including policies, and for these issues to be kept under review.

5.4 The Local Cycling and Walking Infrastructure Plan directly addresses current transport inequalities as it focusses on improvements for vulnerable road users such as pedestrians and cyclists, including those with disabilities. The West of England authorities engaged closely with user/interest groups to ensure that proposed interventions in the Local Cycling and Walking Infrastructure Plan reflect needs of vulnerable users. The approach within the Local Cycling and Walking Infrastructure

Plan aligns with the Cycling and Walking approach within the JLTP and also aligns with current DfT guidance.

6. Climate Change Implications

6.1 On 19 July 2019, the West of England Combined Authority declared a climate emergency, recognising the huge significance of climate change and its impact on the health, safety and wellbeing of the region's residents. The Combined Authority is committed to taking climate change considerations fully into account as an integral part of its governance and decision-making process.

Each report/proposal submitted for Combined Authority / Joint Committee approval is assessed in terms of the following:

Will the proposal impact positively or negatively on:

- * The emission of climate changing gases?
- * The region's resilience to the effects of climate change?
- * Consumption of non-renewable resources?
- * Pollution to land, water or air?

Particular projects will also be subject to more detailed environmental assessment/consideration as necessary as part of their detailed project-specific management arrangements

6.2 The delivery of the Local Cycling and Walking Infrastructure Plan will have direct positive effects on climate change and directly eliminate polluting journeys.

6.3 Safe and attractive walking and cycling infrastructure is delivered with the overt intention of attracting people to walking and cycling, away from private car use.

6.4 It is well documented that the key factors which facilitate mode shift from car to foot/bike are:

- Comprehensiveness of the network (i.e. can all of the day's journeys be made by foot/bike)
- How safe is the network and how safe is it perceived (i.e. greater segregation from motorised traffic is perceived as safer, and will therefore attract more users)
- Attractiveness and ease of use.

6.5 The safer, the more attractive, and more comprehensive the walking and cycling network is, the greater the mode shift that will be seen, and the greater the reduction in transport-based emissions.

6.6 The shift away from private vehicle to walking and cycling will have direct significant positive impacts on air quality as walking and cycling do not emit particulate matter or NOx.

6.7 The active travel element associated with any promoted cycling and walking schemes and strategies and modal shift away from the car also supports the local and national health agendas.

7. Finance Implications, including economic impact assessment where appropriate

7.1 £741k was allocated to WECA and £95k to North Somerset Council, as part of the DfT's announcements on 27th May 2020 relating to Tranche 1 of the Emergency Active Travel Funding. Further announcements relating to Tranche 2 are expected over the coming weeks.

7.2 Although beyond the scope of this paper, the June Investment Fund report (see separate report on the agenda) will propose the creation of a £10m capital funding pot to build on the Emergency Measures as well as delivering additional high value active travel measures in the region.

7.3 At the time of writing there is very little information regarding the announced £1.75bn for longer term cycling and walking measures. It is probable that WECA will get a devolved sum as would NSC, with some light touch requirements to fund Walking and Cycling Projects from LCWIP.

Advice given by: Malcolm Coe, Director of Investment and Corporate Resources

8. Legal Implications

The creation of a Local Cycling and Walking Infrastructure Plan for the region would remain a guidance document and would not in itself create any commitment or statutory requirement on the Authorities.

Advice given by: Shahzia Daya, Director of Legal Services

9. Land/Property Implications

None. Any schemes proposed through the Local Cycling and Walking Infrastructure Plan process would remain subject to the existing consultation, planning and land acquisition requirements.

10. Human Resources Implications

None. Staffing resource related to the Local Cycling and Walking Infrastructure Plan and implementation of any projects will be considered and funded as part of any inclusive scheme costs.

Appendices:

Appendix 1 – Local Cycling and Walking Infrastructure Plan, including maps and consultation report.

Appendix 2 – Cycling and Walking prioritisation narrative

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



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Response to the consultation

The West of England Local Cycling and Walking Infrastructure Plan was publicly consulted on between 3 February and 15 March 2020, attracting over 1,800 responses.

To be eligible for anticipated Department for Transport funding we adopted this plan quickly, and have prioritised analysing the questions and comments which centred on the general principles. The route and area specific comments will be analysed separately by the respective local authorities, and these responses will feed in to further developing the routes and schemes. The LCWIP was adopted in June 2020 by the West of England Joint Committee, with route and area specific comments being incorporated into the document with delegated Executive Director approval later in 2020..

The consultation report for the questions and comments relating to general principles can be found in Appendix 2.

I know so many people who want to cycle but have to drive because they are scared. Let's make our towns and cities safe enough so even kids and older people can get around independently.

Male, 18-24, Bristol

I live in Easton and should be able to cycle everywhere. It is not safe with small kids and it should be. Amsterdam wasn't always a cycle city but with a long term vision it managed to become one. Cycling shouldn't just be for commuting. It should be the main mode of transport for those people and families living within a 2 mile radius of the centre.

Female, 35-44, Bristol

We have declared a climate emergency. One of the responses to this must be bold, committed and large-scale implementation of actual improvements to cycling and walking and public transport.

Male, 45-54, Thornbury

Introduction

The West of England Local Cycling and Walking Infrastructure Plan (LCWIP) is a significant and exciting first step towards transforming active travel in the region. The Plan proposes capital investment of £411m by 2036, and is the result of a collaborative effort between the West of England councils, the West of England Combined Authority, and local stakeholder groups.

The Government has encouraged local authorities to produce Local Cycling and Walking Infrastructure Plans using a methodology set out by the Department for Transport (DfT)¹. This set methodology prioritises improvements which will bring about the greatest increases in walking and cycling, which tend to be in urban areas.

It is important to note that the Local Cycling and Walking Infrastructure Plan forms only part of the West of England's wider plans and ambitions for creating and improving active travel routes. These ambitions are embedded within the Joint Local Transport Plan 4, and also in the respective local authorities' existing and emerging active travel strategies and plans (listed on page 9), which include plans to deliver rural routes (both short distance within villages and longer routes) as well as additional urban routes.

New schemes will continue to be developed and delivered alongside the aforementioned schemes as a matter of urgency, particularly in light of the authorities' respective climate emergency commitments, as an important element in improving air quality, and as part of our Covid-19 recovery plan.

The DfT has explicitly stated that local authorities with Local Cycling and Walking Infrastructure Plans will be better placed to secure future funding which is why this Plan has been produced.

This Plan proposes improvements to the walking environment focussing on 30 local high streets (totalling £105 million), as well as improvements along 55 continuous cycle routes (totalling £306 million), with the aim of providing high quality infrastructure to support our transition to a region where walking and cycling are the preferred choice for shorter trips and to access public transport.

What is WECA?

The West of England Combined Authority (WECA) works to drive clean economic growth that benefits all residents. This means supporting our residents to have better skills, more job opportunities and a better standard of living. As a result of devolution, significant powers and funding have been transferred to our region through WECA and the West of England Mayor. Working with our councils, Bath & North East Somerset, Bristol City and South Gloucestershire, we are making decisions about transport, homes, jobs and skills here in our region, decisions previously made by central Government. Although not part of WECA, North Somerset Council is recognised as a key partner in meeting the West of England's transport and housing challenges and is also included in this plan. By working together as a region, we can achieve so much more.

¹ DfT (2017) *Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities* https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/883082/cycling-walking-infrastructure-technical-guidance.pdf

Introduction continued

Our journey so far

The West of England authorities have a strong track record of working together to deliver walking and cycling schemes, and our levels of cycling and walking compare favourably at a national level. The region saw an increase in rates of cycling to work from 6.7% in 2007 to 9.8% in 2010, and this has continued to grow steadily. The region has strong health and active travel agendas, but despite our strengths, we are not complacent and want to use the Local Cycling and Walking Infrastructure Plan to deliver further improvements for our region.

In 2008, Bristol was the first city in the UK to gain Cycling City status, which brought £11.4m of investment from the Department of Transport, which was matched by the local authorities to bring the total investment to £23m. Over the following few years, Bristol and South Gloucestershire councils embarked on a major programme to increase the numbers of people cycling through the creation of dedicated cycle lanes, better cycling facilities, and more cycle training for children.

In 2010, the IPSOS/MORI National Highways Satisfaction Survey (2010) ranked Bristol top in two categories – cycle route information, and cycle facilities at place of work.

After the success of Cycling City, the West of England authorities then won a £30m grant from the Local Sustainable Transport Fund (LSTF) which attracted a further £20m of match funding. The West of England's LSTF programme funded dedicated officers to work directly with employers, schools, universities, and community groups to encourage and support people living, working and studying in the West of England to travel in more sustainable ways, whilst simultaneously supporting economic growth.

The Cycle Ambition Fund ran from 2015 to 2018 and used £19m of central government funding to deliver a series of walking and cycling infrastructure projects including: the upgrading of 2.2km of towpath between Bath and Bathampton; Hengrove Family Cycling Centre; and Easton Safer Streets - a scheme developed by the local community in partnership with Bristol City Council in order to make streets feel safer and more attractive to walk and cycle in; the development and enhancement of several radial cycle routes including the Malago Greenway and Filwood Quietway; the introduction of lighting along several routes in South Gloucestershire, and

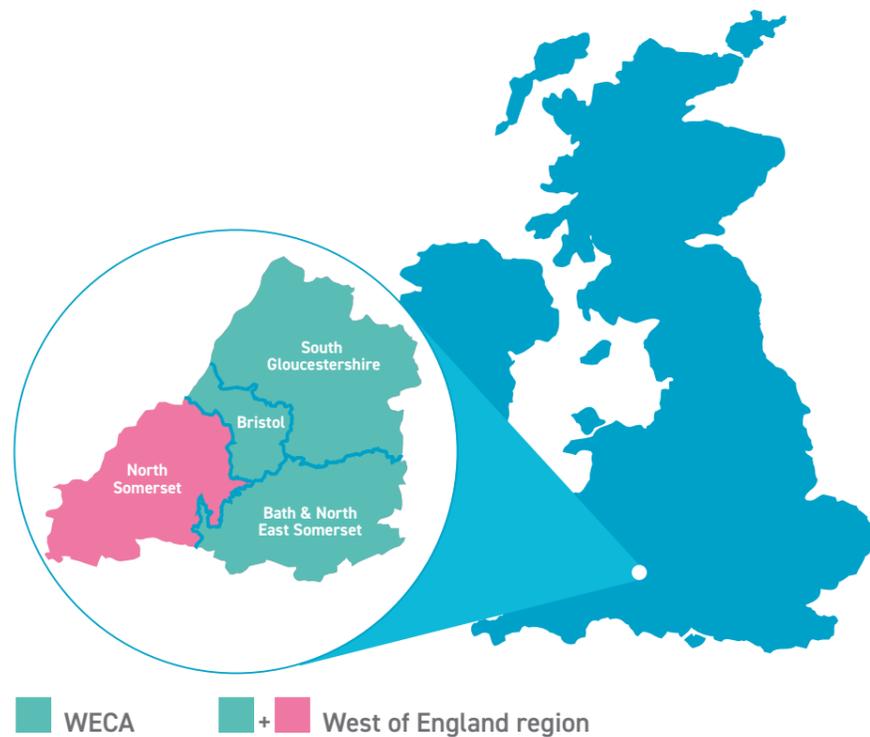
the installation of on-street bike hangars which hold 6 bicycles securely.

Bristol's bus rapid transit scheme, metrobus, was completed in 2019, bringing with it funding for walking and cycling improvements. This included the re-configuration and redesign of the centre of Bristol to improve the walking and cycling experience; a new off-road walking and cycling path from Long Ashton Park & Ride to Bristol Harbourside which follows the route of the m2 metrobus service; and another route along the new South Bristol Link. metrobus also enabled improvements to the existing cycle path between Bromley Heath and Wick Wick roundabouts in South Gloucestershire, and delivered cycle stands at every bus stop on the metrobus network.

The Local Cycling and Walking Infrastructure Plan is the next step in the West of England's ambitious plans to improve the walking and cycling environment across the region, making it accessible for all users, including those using mobility aids, kick-scooters, and adapted cycles, whilst simultaneously future proofing for new modes such as electric scooters and other forms of sustainable, individual transport modes.

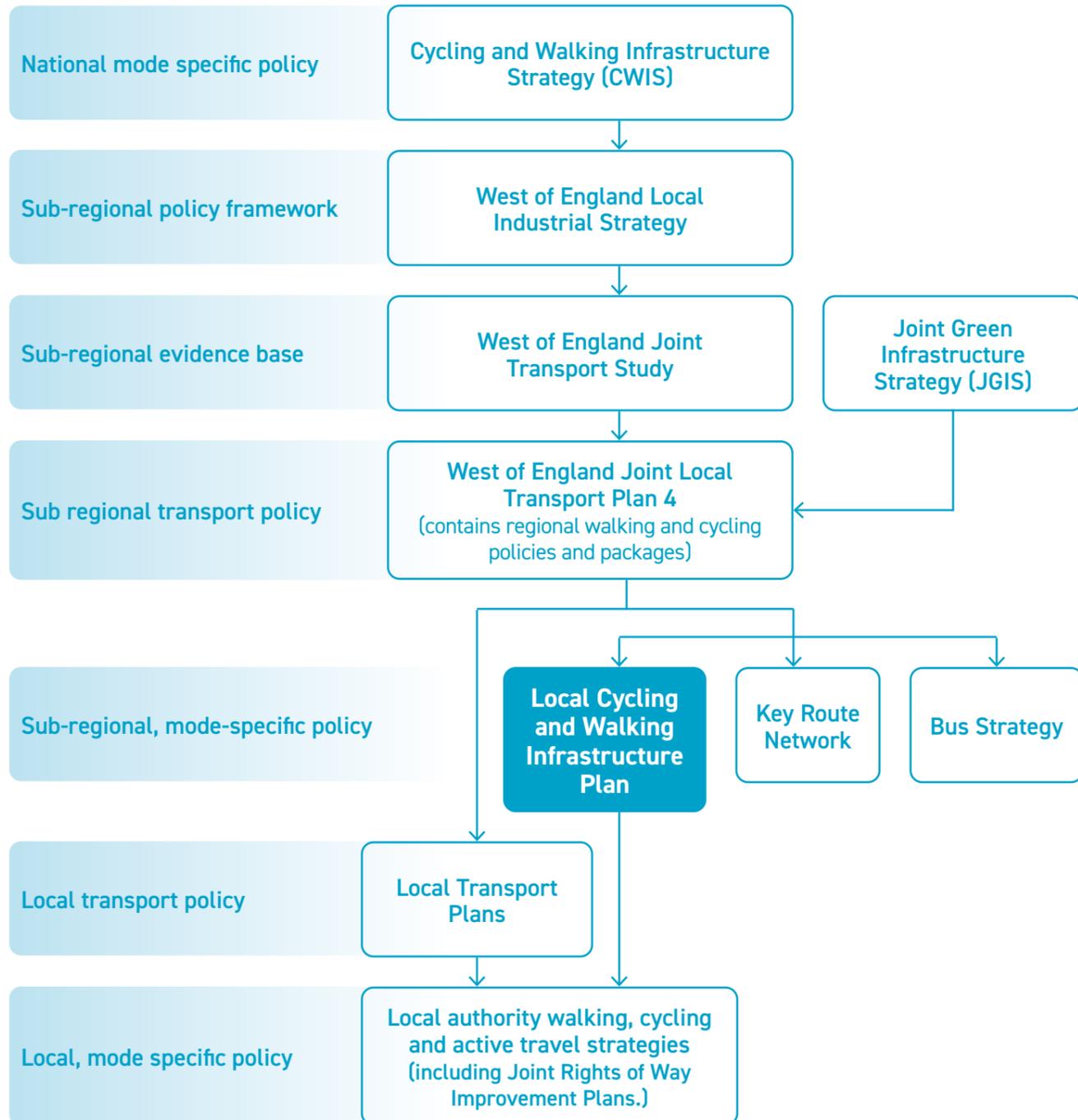
Investment of £411 million by 2036.

Improvements to walking routes serving 30 local high streets and 55 continuous cycle routes creating a West of England wide network.



Policy context

Relationship of the Local Cycling and Walking Infrastructure Plan to other plans and key documents



In 2017, government published a national Cycling and Walking Infrastructure Strategy (CWIS) in response to the decline in walking and cycling which has been observed over the last decades. The CWIS aims to make cycling and walking the natural choice for shorter journeys, or as part of a longer journey, as well as to double national levels of cycling by 2025, and to reduce the rate of cyclists killed or seriously injured in England each year.

In order to meet these targets cycling and walking need to be normal, safe, and enjoyable ways to travel, and also perceived in this way. The West of England Local Cycling and Walking Infrastructure Plan is a network planning and prioritisation tool for use at local authority and regional level through which government can deliver infrastructure changes.

The West of England Local Industrial Strategy looks at how we need to work together to secure clean growth to benefit all residents. It was developed by WECA and the Local Enterprise Partnership, working with regional businesses and organisations, as well as central government, and launched in summer 2019. One of the four key priorities identified in the Local Industrial Strategy, and reflected in the West of England Local Cycling and Walking Infrastructure Plan is to invest in infrastructure that reduces

energy demand, lowers carbon emissions and is resilient to the impacts of climate change.

The Joint Local Transport Plan 4 (JLTP4) is the overarching transport plan for the West of England area, setting out the region’s vision for travel and transport to 2036. It recognises the pressing need to improve walking and cycling provision and that meeting this challenge will help to achieve some of the JLTP4’s key objectives of better health, wellbeing, safety and security. The CWIS’s ambition to make cycling and walking the preferred choice is echoed in the JLTP4’s strategy for connectivity, which also includes an ambition to reallocate highway capacity to sustainable and active modes of transport, which will support the delivery of our Local Cycling and Walking Infrastructure Plan. The Local Cycling and Walking Infrastructure Plan is incorporated into policy and supported through principles in the JLTP4.

Local sustainable travel plans and strategies

At a local level, individual councils have responsibility for their local transport plans as well as a range of other location and mode specific plans and strategies such as Rights of Way Improvement Plans, behaviour change interventions, and other infrastructure packages.

These include:

Bath and North East Somerset Council

Emerging Bath Transport Delivery Plan

Emerging Bath and North East Somerset Cycle Master Plan

Bath and North East Somerset Core Strategy and Placemaking Plan, adopted 2017

bathnes.gov.uk/sites/default/files/sitedocuments/Planning-and-Building-Control/Planning-Policy/Placemaking-Plan/cs_pmp_vol_1_district-wide.pdf

Getting around Bath: supporting document, October 2014

bathnes.gov.uk/sites/default/files/supporting_strategy_report_final.pdf

Getting around Keynsham Transport Strategy, July 2016

bathnes.gov.uk/sites/default/files/siteimages/Parking-and-Travel/getting_around_keynsham_-_final_version.pdf

Chew Valley Transport Strategy, draft report, October 2017

bathnes.gov.uk/sites/default/files/siteimages/Parking-and-Travel/final_draft_chew_valley_transport_strategy_-_supporting_document_oct_17.pdf

Somer Valley Transport Strategy, draft report, October 2017

bathnes.gov.uk/sites/default/files/siteimages/Parking-and-Travel/final_draft_somer_valley_transport_strategy_-_supporting_document_oct_17.pdf

Bristol City Council**Bristol Transport Strategy, 2019**

bristol.gov.uk/documents/20182/3641895/Bristol+Transport+Strategy+-+adopted+2019.pdf/383a996e-2219-dbbb-dc75-3a270bfce26c

North Somerset Council**North Somerset Active Travel Strategy, due for adoption September 2020****North Somerset Rights of Way Improvement Plan 2007-2017 (Revised 2010)**

n-somerset.gov.uk/wp-content/uploads/2015/11/rights-of-way-improvement-plan.pdf

South Gloucestershire Council**South Gloucestershire Council Cycle Strategy, May 2016**

https://edocs.southglos.gov.uk/download/cyclestrategy_531.pdf

Joint Rights of Way Improvement Plan**Draft Joint Rights of Way Improvement Plan, 2018 - 2026**

bathnes.gov.uk/sites/default/files/sitedocuments/Streets-and-Highway-Maintenance/FootpathsandPublicrightsofway/draft_rowip_2018-2026.pdf

Joint Green Infrastructure Strategy

The West of England Joint Green Infrastructure (JGIS) complements the West of England Local Cycling and Walking Plan through shared aims and outcomes. Green Infrastructure (GI) is a strategically planned and managed network of natural and semi-natural areas delivering multiple benefits for people, wildlife and the environment.

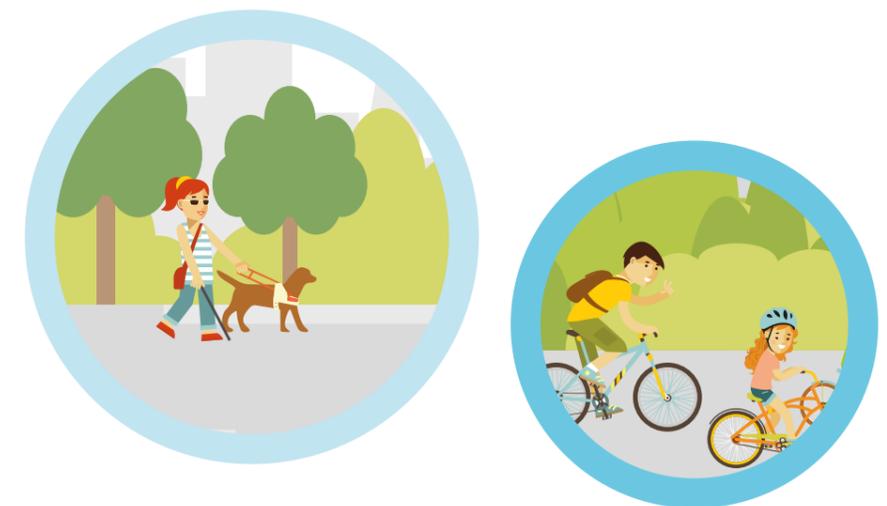
The JGIS provides an evidence base for Local Plan developments as well as other plans and strategies; tools to enable a consistent approach to GI across the West of England authorities; and identifies opportunities for enhancement of GI including its integration as part of new and improved cycling and walking infrastructure.

Bus Strategy

The delivery of bus infrastructure through the West of England Bus Strategy will provide opportunities to fund and co-deliver 'whole corridor' improvements which will enhance sustainable transport options to help us meet the ambitious targets set out in the JLTP4. This will sometimes require trade-offs and compromises between different mode users

The Bus Strategy sets out how bus services will help us tackle traffic congestion and reduce carbon emissions in the region. To do this it proposes an ambitious aim for a doubling of bus passenger journeys by 2036.

The national Cycling and Walking Infrastructure Strategy aims to make cycling and walking the natural choice for shorter journeys, and to double national levels of cycling by 2025.²



² DfT (2017), *Cycling and Walking Investment Strategy (CWIS)* https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/874708/cycling-walking-investment-strategy.pdf

How investing in cycling and walking supports our transport vision

Our transport vision, as set out in the Joint Local Transport Plan 4, is to **'Connect people and places for a vibrant, inclusive and carbon neutral West of England'**.

The JLTP4 identified five objectives, based on the aspirations of the West of England authorities, each of which has a role to play in achieving our vision.

The five JLTP objectives are shown on this page, against examples of how investment in cycling and walking can help deliver those objectives.

Accessibility

JLTP Objective: Enable equality and improve accessibility

- Inaccessible infrastructure is the biggest barrier preventing disabled people from cycling.³
- Three quarters of disabled cyclists use their cycle as a mobility aid.⁴
- The proportion of disabled Londoners who sometimes use a cycle to get around (15%) is only slightly less than for non-disabled Londoners (18%), demonstrating that cycling is an important mode of transport for everyone⁵.
- People with reduced mobility such as wheelchair users or those using walking aids; people with push-chairs or those with sight issues, as well as those with young children, will find it much easier to use a footway that provides plenty of space⁶.
- 25% of people with disabilities report difficulties with any type of trip, compared with 10% of people without disabilities.⁷

Health

JLTP Objective: Contribute to better health, wellbeing, safety and security

- 4 in 10 women and 1 in 3 men in England are not active enough for good health. This costs the NHS more than £450 million a year, equating to £8.17 per person.⁸
- Employees who cycle regularly take 1.3 fewer sick days than those who don't: worth £128m to the economy.⁹



Air quality and climate change

JLTP Objective: Take action against climate change and address poor air quality

- Meeting the Government's CWIS targets (doubling cycling and increasing walking) would lead to annual savings of £567m due to improved air quality and prevent 8300 premature deaths each year.¹⁰
- Transport is responsible for 29% of carbon dioxide (CO2) emissions in the West of England, compared to 26% nationally. All of the West of England authorities (including WECA) declared climate emergencies during 2019.¹¹



Economy

JLTP Objective: Support sustainable and inclusive economic growth

- Over a month, people who walk to high streets spend up to 40% more than people who drive to the high street.¹²
- 83% of Business Improvement Districts say that walking and cycling improvements attract more customers.¹³
- Nationally every £1 spent on walking and cycling returns £13 of benefits to the economy.¹⁴
- Cycle parking delivers 5 times the retail spend per square metre than the same area of car parking.¹⁵
- Cycling contributes £5.4bn to the economy each year - that's more than 3 times the contribution of the UK steel industry.¹⁶

Place making

JLTP Objective: Create better places

A study in Bristol, which has been replicated in many other cities, found that retailers on a local high street overestimated the proportion of shoppers arriving by car by almost double at 41% compared with the actual proportion of 22%. The retailers also underestimated how far pedestrians had travelled to get to the high street; over 60% lived within 1 mile. As well as the benefit of improved public realm, the study showed that pedestrians generally visited more shops than those arriving by car. This study has been replicated for many different high streets, each producing similar results.¹⁷

3 Wheels for Wellbeing (2019) *A Guide to inclusive Cycling*

4 Wheels for Wellbeing (2019) *A Guide to inclusive Cycling*

5 Wheels for Wellbeing (2017) *Guide to Inclusive Cycling*

6 Cambridgeshire County Council (2020) <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/improving-the-local-highway/walking-improvements> Accessed 19 May 2020.

7 DfT (2017) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/647703/disabled-peoples-travel-behaviour-and-attitudes-to-travel.pdf

8 Public Health England (2018) *Cycling and walking for individual and population health benefits*

9 Grous, A. (2011) *The British Cycling Economy: 'gross cycling product' report*.

10 Public Health England (2018) *Cycling and walking for individual and population health benefits*

11 West of England (2019) *Draft Joint Local Transport Plan 4*

12 Transport for London (2013) *Town Centres 2013*

13 Aldred, R. and Sharkey, R. (2018) *Healthy Streets: a business view*. University of Westminster for Transport for London.

14 Department for Transport (2015) *Investing in cycling and walking - The economic case for action*

15 Raju, F. and Saffrey, A. University of Birmingham and Phil Jones Associates for Department for Transport (2016) *The value of cycling*

16 Newson, C. and Sloman, L. *Transport for Quality of Life for the Bicycle Association (2018) The value of the Cycling Sector to the British Economy: A Scoping Study*.

17 Sustrans (2006) *Shoppers and how they travel*. Information Sheet LN02.

How investing in cycling and walking supports our transport vision continued

The role of this Plan in achieving our vision

We want walking and cycling to be the preferred ways of travelling for shorter journeys or as part of a longer journey for everyone living, working or studying in or visiting the West of England.

Our vision is that the West of England walking and cycling network is the most coherent, accessible and comprehensive in the UK. It is well evidenced in both academic literature and real-world case studies that investment in active travel has a pivotal role to play in boosting local economies, helping us meet our environmental challenges, and creating healthier and happier people.

At its heart, this Plan is about improving how our streets look and feel, respecting their multifunctional purpose as transport corridors, areas of residence and destinations in their own right.

As part of this, the Plan will specifically support the delivery of the following interventions which are set out in the JLTP4.

- to provide an attractive, safe and usable walking and cycling network;
- to support those without a private car to access the services they require;
- to improve the quality of streets and public spaces, and to provide clear wayfinding and signage;
- to work with residents and communities to identify barriers to accessibility including crossings, and speed reduction;
- to consider the needs of all road users in the design of transport and highway schemes, particularly vulnerable road users;
- to improve the quality of streets and public realm;
- to integrate walking, cycling and public transport into new developments;
- to provide clear wayfinding and signage;
- to improve and maintain Public Rights of Way;

- to work with residents and communities to identify barriers to accessibility;
- to support the provision of safe crossings and speed reduction in appropriate locations;
- to improve actual and perceived personal security.

Transport mode share targets are set out in the JLTP4 (page 140).

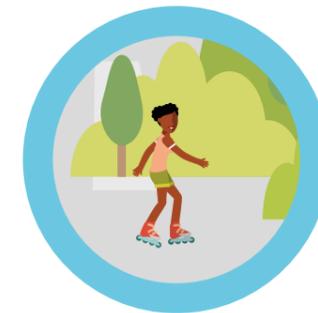
Accessibility

Accessibility will be at the heart of delivering this plan and initial engagement with stakeholders has shaped our approach to developing the improvements cited in the technical maps. We recognise that users of cycles of all types, as well as wheelchairs and mobility scooters, and those with differing hearing, visual and other sensory needs have differing requirements from the transport network. We will continue to engage with relevant stakeholder groups to progress scheme designs to ensure that investment in infrastructure delivers the best possible out-comes for all users.

Behaviour change

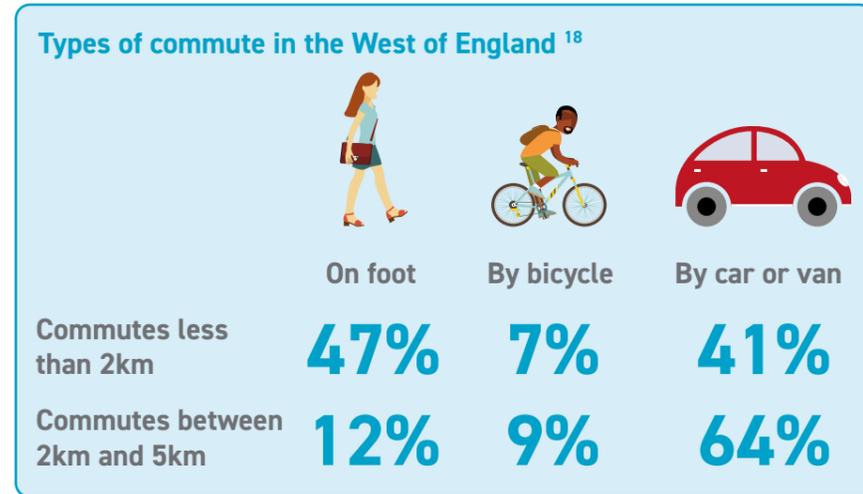
This plan is only part of the picture. We will continue to work in partnership with external organisations to support and encourage a step-change in the uptake of active travel, as set out in the JLTP4. The need to respond to changes in mobility needs post Covid-19, and the ever-increasing importance of responding to our climate emergency declarations make a greater case for investing in behaviour change programmes alongside the delivery of active travel infrastructure.

We recognise that users of cycles of all types, as well as wheelchairs and mobility scooters, and those with differing hearing, visual and other sensory needs have differing requirements from the transport network.



Challenges and opportunities

Key challenges



25%

forecast increase in trips by 2036¹⁹



Over **300** premature deaths a year linked to NO₂²⁰



Transport is the largest contributor to greenhouse gases and CO₂ emissions²¹

50%

of commutes are less than **5km** or mainly work from home²²

68%

of commutes are less than **10km** or mainly work from home²³

Public opinion

Evidence from regional engagement and consultation shows that there is a high level of public support for walking and cycling improvements. The West of England's JLTP4 consulted on a range of transport options.

The most popular transport interventions were:

- Creating a comprehensive and safe network, so active travel is the preferred choice for shorter trips and accessing public transport
- Rail station enhancements
- Reallocate highways space to public transport, walking and cycling where appropriate

Covid-19

WECA and the four local authorities have responded to the challenges brought about by Covid-19 by installing temporary infrastructure measures to support greater levels of walking and cycling and facilitate safe social distancing in line with guidance. Given the dramatic short-term impact on public transport capacity, WECA and the four authorities will continue to work together to identify how elements of this Plan can be accelerated to ensure that walking and cycling infrastructure is a viable alternative to those who cannot travel by bus while social distancing is still in place. As much as Covid-19 is a serious global crisis, it is important that the sub-region works to enhance the opportunities that arise from 'the new normal', one of which is the potential for increased walking and cycling trips and the aforementioned benefits that this change could bring to our health, the economy and the environment.

Climate change

We recognise the very real challenge of climate change, the emergency we face and its impact on the health, safety and wellbeing of our residents and people around the world. The United Nations Intergovernmental Panel on Climate Change (IPCC) has warned that a rise in temperatures of just 1.5 degrees could lead to ecological, environmental and humanitarian disaster. The Panel concludes we will require rapid, far reaching and unprecedented changes in all aspects of society to avoid this. This is especially true for the transport sector which, at 32%, is the largest single source of carbon emissions in the South West. For the West of England transport CO₂ emissions will rise by a further 22% by 2036 if we don't act - increasing the risk of droughts, floods and extreme heat not just globally but also for the South West region. Consequently, all four local authorities and the West of England Combined Authority have now declared climate emergencies.

Delivering the Local Cycling and Walking Infrastructure Plan, alongside our other active and sustainable transport schemes will play a crucial role in allowing us to meet these targets.

Air quality

Poor air quality has significant impacts on human health as well as damaging the natural environment and negatively impacting on the prosperity, quality and perceived quality of the region. There is increasing scientific evidence and public recognition that air pollution is associated with adverse health impacts throughout the human life cycle, contributing to heart disease, stroke, chronic obstructive pulmonary disease and lung cancer. Particulates are known to have negative health impacts, even at very low concentrations.

Every car journey which is replaced by a walking or cycling trip directly reduces harmful emissions, and therefore enabling people to walk and cycle plays a key role in tackling poor air quality.

¹⁸ Census data (for West of England) (2011)
¹⁹ West of England (2019) Draft Joint Local Transport Plan 4
²⁰ West of England (2019) Draft Joint Local Transport Plan 4
²¹ West of England (2019) Draft Joint Local Transport Plan 4
²² Census data (for West of England) (2011)
²³ Census data (for West of England) (2011)

Prioritisation and funding

This is an ambitious plan calling for £411m of funding to improve the walking and cycling network until 2036. Harnessing investment from a range of funding sources and working across disciplines to achieve shared goals will be critical to deliver the improvements outlined in this Plan.

Prioritisation

This Plan was created using a methodology set out by the DfT²⁴ which enabled routes to be selected, scored, and prioritised.

The West of England Combined Authority is currently establishing a 5-year infrastructure delivery plan which will incorporate these Local Cycling and Walking Infrastructure Plan schemes alongside other transport infrastructure schemes, including other cycling and walking schemes.

Cycling and Walking Early Assessment Sifting Tool

All cycling and walking schemes will be prioritised for further development and delivery against the vision, aims, objectives and policies set out in the Joint Local Transport Plan 4, as well as other regional priorities, including but not limited to: responding to Covid-19 recovery; climate

change; air quality challenges; and the opportunity to co-deliver active travel schemes alongside other transport schemes. Schemes will be filtered for eligibility, according to the funding body's criteria, against the following factors:

- Delivery timescale
 - Current status
 - Whether co-funding or co-delivery opportunities are present (e.g. Bus Deal, Mass Transit)
 - Any other criteria as required by the funder (e.g. must be in area of high IMD, must target AQMA, minor improvement)
- The WECA Investment Fund will be available for
- the capital delivery of schemes in the short to medium term
 - minor improvements
 - the development of medium to longer-term schemes
 - partnership schemes with third parties

We will ensure that development funding is allocated evenly across the region so that schemes can compete on an equal footing when seeking funding for the delivery stage.

Where possible we will ensure schemes / investment in each area seeks to develop and deliver routes through and to areas with high levels of deprivation, although it is expected that these schemes will score highly in the initial scoring.

While NSC is not part of WECA, we recognise that there are strong regional benefits of joining up approaches and therefore, NSC will be eligible to receive match and development funding.

Any remaining schemes should fill regional geographical gaps.

All schemes must meet the design standards set out in the Government's updated DfT's Local Transport Note.

These prioritisation principles and the resulting dynamic prioritised list will be made publicly available.

The Local Cycling and Walking Infrastructure Plan will be reviewed on a regular basis as per the DfT's recommendation, which is currently every 4-5 years.

The primary sources of funding that the councils will seek to utilise to realise the ambitions in this Plan include:

Government grant funding

Government frequently announces funding competitions to which local authorities can submit bids. The aims and objectives of these competitions vary from one funding competition to another.

The challenge for local authorities is to write a compelling case for funding within a short time frame. Local priorities will not always align exactly with the grant priorities, so local authorities need to be flexible in the order in which they put forward schemes for funding. Successful schemes often need to be delivered within one or two years, which can present delivery challenges for larger or more complex schemes.

Integrated Transport Block (ITB)

The ITB is an annual allowance set by the DfT and administered for Bath and North East Somerset, Bristol City, and South Gloucestershire councils; by the relevant transport authorities, e.g. WECA, and North Somerset Council. Totalling between £6-7m across the four West of England councils, it is a relatively modest amount of

funding in the context of the cost of transport infrastructure. The ITB is often spread across multiple priority areas including rail, public transport, walking and cycling improvements, flood and drainage projects, and road safety schemes.

Devolved funding

In early 2017, Bath and North East Somerset Council, Bristol City Council, and South Gloucestershire Council came together to create the West of England Combined Authority (WECA). Together with the transfer of several new powers and responsibilities from government to the sub-region, the deal provided £1 billion in devolved funding over a 30-year period. In summer 2019 the WECA Committee agreed nominal allocations between Transport, Housing and Business and Skills for the first four years of funding. Together with additional funding from the Transforming Cities Fund (which government awarded to some of the largest city regions in 2017 with the aim of driving productivity and prosperity through investment in public and sustainable transport), transport has been allocated £144m up to 2023. Many of the schemes within this funding allocation require further development work before they are fully defined, but they will ultimately contribute to: reducing congestion; improving

the sustainable transport offer across walking, cycling and public transport; improving access to jobs and housing; and contributing to the West of England's climate change and air quality objectives.

Developer funding

Local authorities are able to levy funding from developers to mitigate the impact of new developments. For instance, Section 106 payments can be required from developers to provide transport infrastructure such as a cycle paths, junctions, or crossing improvements if it can be evidenced that the development would place a strain on existing capacity. Section 106 funding must be spent within the immediate vicinity of the new development and the timing of the funding is dependent on when development comes forward. Local authorities can also collect payments from developers in the form of the Community Infrastructure Levy (CIL). The CIL allows authorities to define more strategic infrastructure improvements required as development comes forward, and request developer contributions for these. The process for defining CIL schemes is much more rigorous than Section 106 schemes, with the criteria set at local authority level and requiring community support.

²⁴ DfT (2017) *Local Cycling and Walking Infrastructure Plans: Technical Guidance for Local Authorities* https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/883082/cycling-walking-infrastructure-technical-guidance.pdf

Case studies

Case Study: Bromley Heath Viaduct shared path

The previous shared use cycle and pedestrian pathway on Bromley Heath Viaduct was narrow (approx. 2m), with no barrier between cyclists and the A4174 carriageway,

presenting a significant deterrent to potential users. In its place, we have built a highly innovative new pathway as an extension to the viaduct in the form of a 3.5-metre cantilever composite bridge.



This new pathway is made from robust Fibre Reinforced Polymer (FPR) which requires minimal maintenance and is extremely lightweight,

meaning there was no need for further strengthening of the viaduct. It has significantly improved the walking and cycling provision on a busy route. We delivered the scheme alongside essential maintenance on the viaduct to help minimise the work programme and share construction costs and resources, as well as reducing the impact and duration of work to residents, commuters and businesses.

Case Study: Baldwin Street

Completed in Autumn 2018, Bristol's showcase segregated cycling route along Baldwin Street connects with the city centre and Castle Park providing an important strategic link for cyclists travelling into the city from the Bristol and Bath Railway Path. The bi-directional cycle

route has proven to be a major success story with the number of cycle trips increasing from 890 (pre-scheme) to nearly 3,000 cycle trips per day in 2019.



Case Study: Kennet and Avon towpath upgrade

The Kennet and Avon towpath links Bath City Centre with Bathampton on the eastern edge of Bath and is popular with leisure users as well as commuters and school children. The path was widened and resurfaced along 2.2km to provide an all-weather path suitable for all users, and a 300m path to Grosvenor River Bridge Road linking to the residential area of Larkhall was also improved.

The project was funded through the Cycle City Ambition Fund and carried out in partnership between Bath & North East Somerset Council and the Canal & River Trust.

Case Study: Brean Down Way

North Somerset Council opened the first leg of its flagship Coastal Towns Cycle Route in July 2017. The three-mile Uphill to Brean section has been an exemplary example of working with a wide range of partners, volunteers and funding sources, and the determination to make a long-held ambition happen. It was jointly led by North Somerset Council and national cycling charity, Greenways and Cycleroutes Ltd. It also involved the Environment Agency, Wessex Water, Natural England, Somerset County Council, Sedgemoor District Council and their contractors, Brean Parish Council, the National Trust and landowners.

The route won the Highway Partnership Award at the Institute of Highway Engineers (IHE) South Western awards in 2018.

The route continues for three-miles to the tip of Brean Down. This means that residents and holiday makers can now avoid the long, circuitous, and busy Accommodation Road, and their trip is shortened by three miles.

During 2018 the route carried at least 44,000 cycle and 30,000 pedestrian trips. Almost all the active travel journeys are new leisure trips, which were not possible or desirable before.

Case Study: Whitehouse Street

Although initially conceived as a cycling scheme, the Whitehouse Street project has been a major success story in increasing pedestrian numbers along a previously lightly traversed route. Reducing the width of junction mouths, introducing raised tables, planting (with drainage benefits), traffic calming (through the removal of the centre line), improved quality of materials and the introduction of a new segregated cycle route resulted in an increase in pedestrian footfall from 859 trips (pre-scheme) to 1628 trips post-scheme.



How we created this plan

To create this Plan the West of England authorities followed the methodology as set out in the government's 'Local Cycling and Walking Infrastructure Plan's technical guidance' (2017). The guidance note has been used by other

local authorities across the country to ensure consistency in how walking and cycling networks are planned. In line with the guidance, the West of England Local Cycling and Walking Infrastructure Plan was created using the following steps:

1

Determining scope

- Identifying the geographical area the plan would cover
- Identifying a project team to deliver the plan
- Identifying teams and stakeholders who would need to be involved in creating the plan
- Agreeing timescales

2

Gathering information

- Reviewing local policies and strategies to understand linkages
- Collecting information on existing walking and cycling trips across the network
- Identifying trip origins and destinations

3 4

Network planning for walking and cycling

- Identifying key desire lines for cycling using available data, predictive tools and local weighting factors (such as routes connecting to areas of deprivation, jobs, schools etc)
- Identifying Core Walking Zones for improvement
- Auditing all of our cycling and walking routes to understand the quality of the existing provision, and identifying areas for improvement.
- Engaging with internal teams and stakeholders to suggest a list of improvements to bring walking and cycling routes up to the best possible standard.

5

Prioritising improvements

- Costing improvements
- Establishing a timeframe for delivery

6

Integration and application

- Integrating the Local Cycling and Walking Infrastructure Plan into other plans and strategies
- Using the Local Cycling and Walking Infrastructure Plan to bid for funding
- Reviewing and updating the Local Cycling and Walking Infrastructure Plan

More details of the methodology for this Plan can be found in Appendix 1.

Types of improvements

All walking and cycling infrastructure schemes will need to optimise usability and safety, while focussing on user needs and the opportunity to improve the built environment. All schemes will adhere to the latest best practice design standards, which will be set out in the Government's Local Transport Note and is expected to have a greater emphasis on segregation between modes.

Cycle parking, including secure on-street resident cycle parking, will be considered as part of all schemes during the scheme development phase.

Note: Some references are taken from the London Cycling Design Standards manual.

Advanced stop line

A stop line for cyclists at traffic signals ahead of the stop line for general traffic, with a waiting area marked with a large cycle symbol and extending across some or all of the traffic lanes



Photography: Bristol City Council, Chris Bahn; Department for Transport; North Somerset Council; Street View data ©2020 Google; Streets Reimagined Ltd.

Advisory cycle lane

A dashed white line marking an area of the carriageway designated for the use of cyclists. Motor vehicles may need to cross the markings but generally should not enter the lane unless it is unavoidable



Continuous footway

A method of asserting pedestrian priority over vehicle turning movements at side junctions by continuing the footway material across the access mouth of the junction. This also provides strong visual priority to the pedestrian. A 'continuous cycleway' can be added in a similar way if a cycle lane is present



Contraflow cycle route

A facility allowing cyclists to travel in the opposite direction to one-way motor traffic and can be implemented using lane markings, which



may or may not have some other form of physical protection, or by using signing only

Cycle bypass

A form of physical separation for cycles enabling them to avoid a controlled feature for other road users – e.g. traffic signals



Cycle parking

The number, quality and range of types of cycle parking spaces must keep pace with the growing use of cycles in the West of England, but needs to also cater for the predicted future growth set out in the draft JLTP4. Cycle parking should be fit-for-purpose, secure, and well located, and take an inclusive approach to ensure all cycle



users are catered for. We will consider cycle parking requirements as part of all proposed schemes.

Delineating

A physical feature that separates space used by cyclists and pedestrians, such as a kerb and a change surface material



Types of improvements continued

Dropped kerb

A feature to facilitate non-stepped access, usually between the footway and carriageway. Must be flush to ensure level access



Footway

A part of public space used by pedestrians. Where a footway runs alongside a road, it is commonly referred to as pavement.



Light segregation

The use of intermittently placed objects, such as bollards, to separate and protect a cycle facility (usually a marked cycle lane) from motorised traffic



Low traffic neighbourhood

An area of residential streets where through traffic is removed or reduced to provide a better, more liveable neighbourhood which supports walking and cycling.



Mandatory cycle lane

A section of the carriageway marked by a solid white line that is designated for the exclusive use of cyclists during the advertised hours of operation



Parallel crossing

A crossing similar to a zebra crossing, which accommodates cyclists as well as pedestrians



Parklets

A small seating area or green space created as a public amenity on or alongside a footway, and usually in a former on-road parking space



Footway buildout/Reduce junction width

A widening of the footway into the carriageway to provide a shorter crossing distance, and to improve visibility.



Pedestrian refuge island

An island in the carriage to support pedestrian and cycle crossing movements, as well as cycle right-turns



Public realm improvements

Measures that enhance the visual aesthetic and feel of an area which can include improvements like tree planting, street art, seating and other features to make public spaces more attractive



Quietway

Quietways are strategic walking and cycling routes using less heavily trafficked local streets and new or existing crossing facilities at major barriers



Raised table

A raised section of the carriageway, used to slow traffic and improve pedestrian crossing facilities



Segregated cycle path

A cycle facility, physically separated from the areas used by motorists and pedestrians. It may be next to, or completely away from the carriageway



Shared use path

A route, path, or part of any public space which pedestrians and cyclists share but where motorised vehicles are not permitted. Specific permissions must be granted for cycles to use these spaces, and they are identified by the shared use sign – a blue circle containing white symbols of a pedestrian and cycle. In these spaces pedestrians have priority.



Signal controlled crossing

A traffic light controlled crossing which can be used by pedestrians, and in some cases also cyclists



Single stage crossing

A crossing point where pedestrians and cyclists are able to cross a road or junction in one movement without having to wait at a pedestrian refuge island



Tactile paving

Paving that helps people with sight impairments to read the street environment by using changes in texture or colour



Traffic calming

Features which physically or psychologically slow traffic



Wayfinding

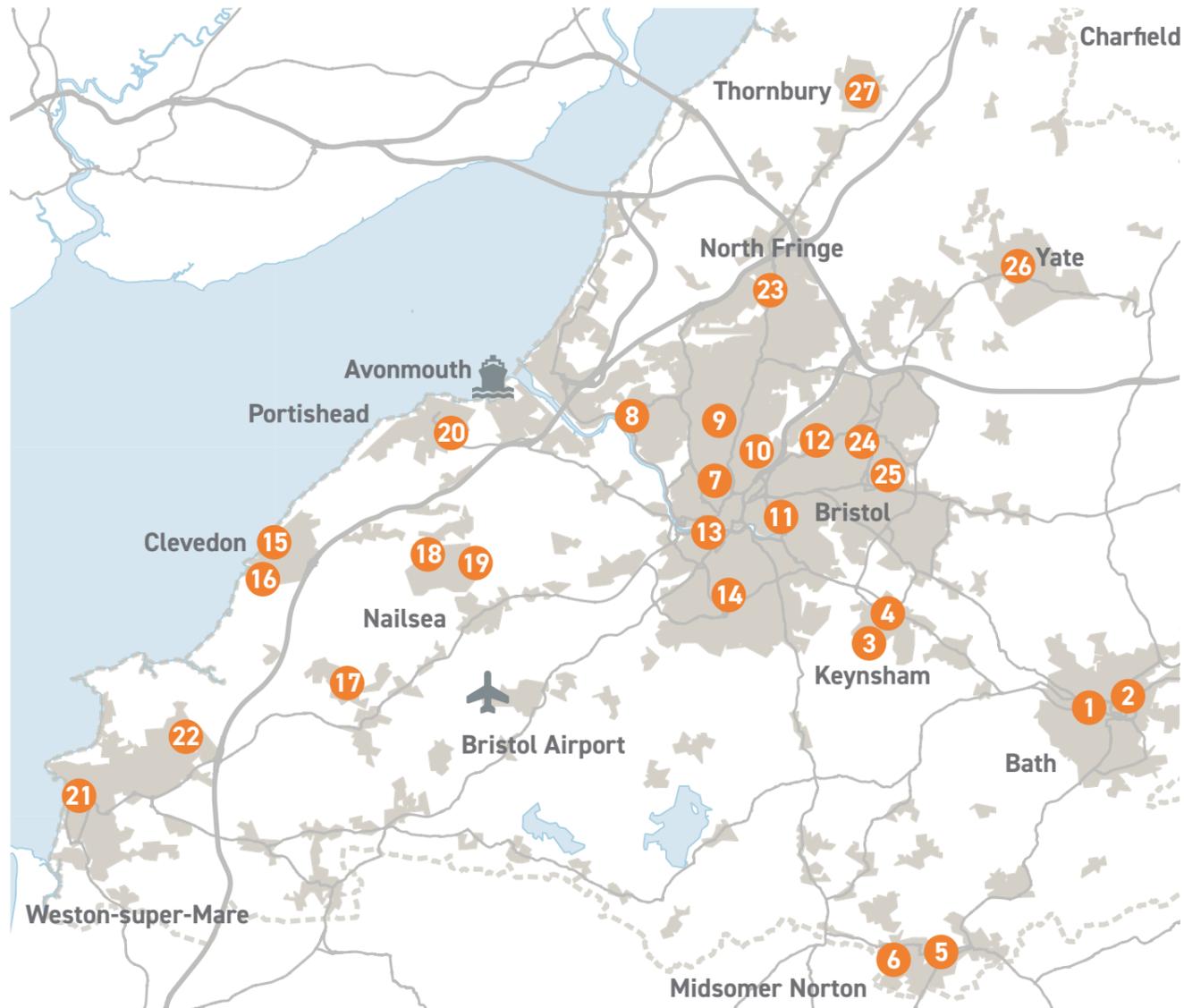
Encompasses all of the ways in which people orient themselves and navigate from place to place



Photography: Bristol City Council, Chris Bahn; Department for Transport; North Somerset Council; Street View data ©2020 Google; Streets Reimagined Ltd.

Photography: Bristol City Council, Chris Bahn; Department for Transport; North Somerset Council; Street View data ©2020 Google; Streets Reimagined Ltd.

Walking routes map index



About the maps

The following improvements to walking and cycling routes in the area have been identified by officers working in each of the councils.

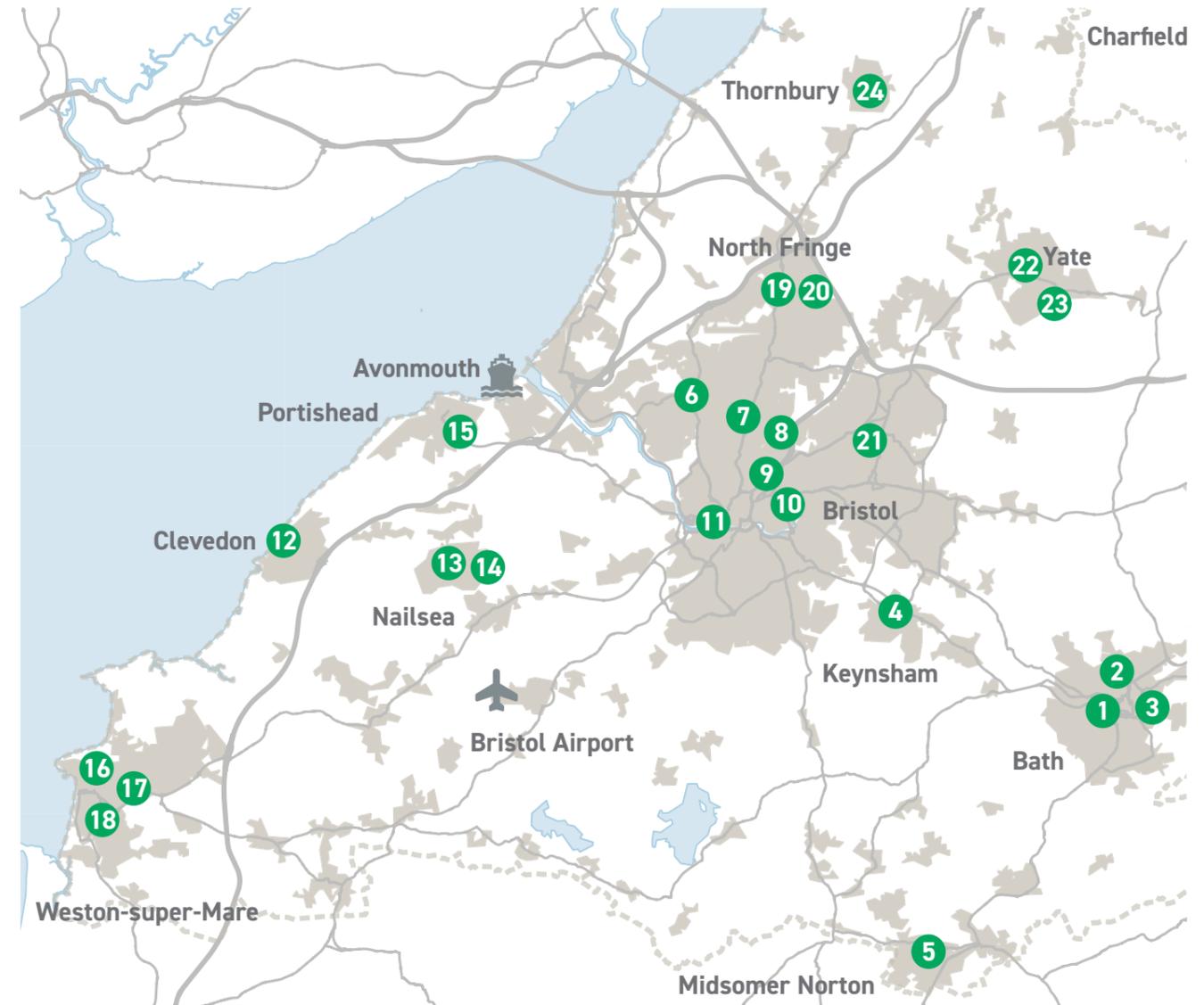
Walking and cycling projects often take 2-3 years from

inception to completion and usually require a minimum of 6 months of detailed design work and several more months of consultation before they can be considered for funding. Planning improvements at this scale and within government deadlines

presents challenges in that there isn't the time and or funding to fully design and consult on each route separately before it is presented here.

Therefore it is important to see these improvements as a

Cycling routes map index

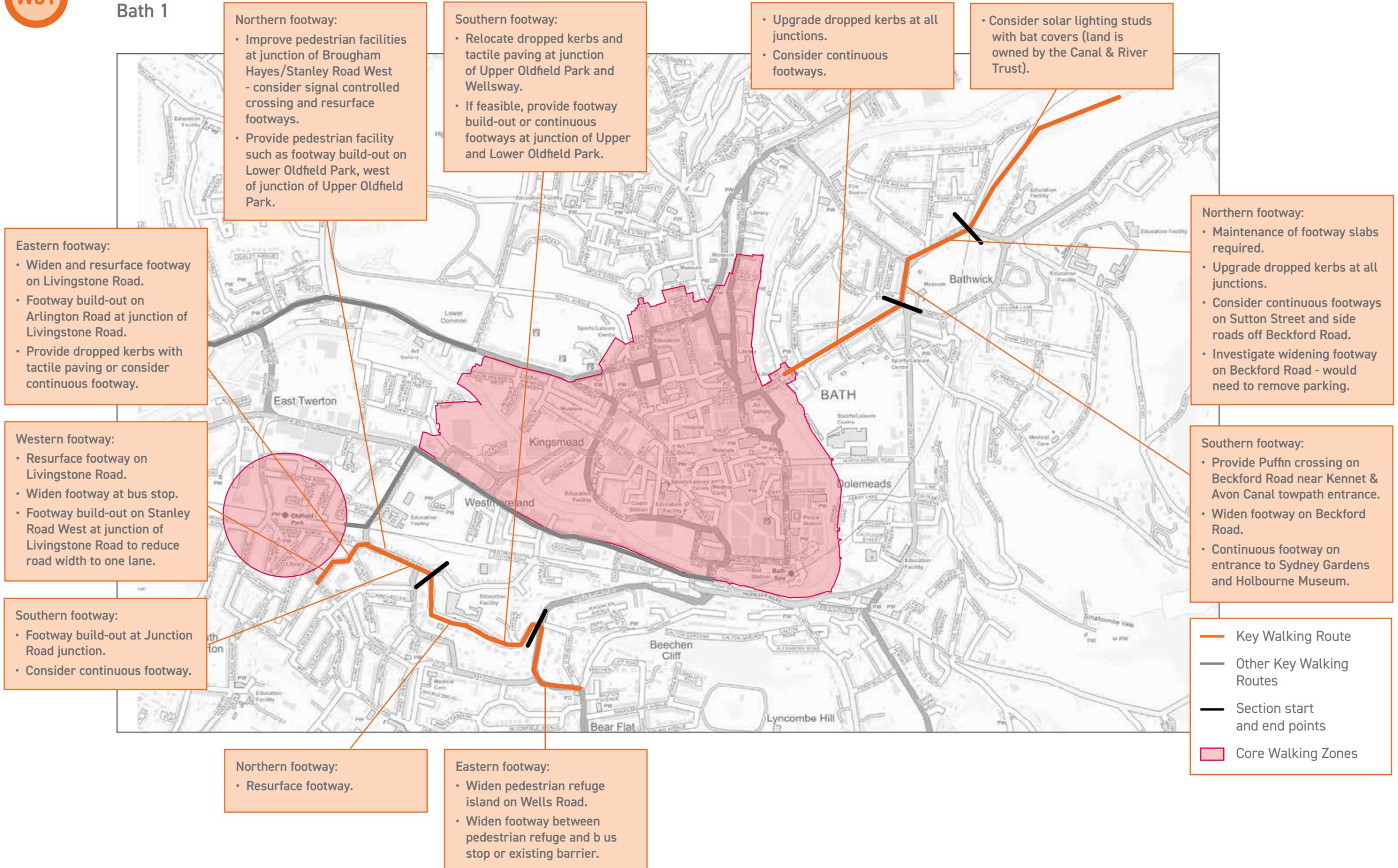


starting point in how we want the walking and cycling network to evolve over the next 16 years. All of these schemes are subject to further modelling, feasibility and design work and consultation with local communities. The sub-region is ever-changing and

larger initiatives and projects may require us to adapt our plans accordingly sometimes allowing us to be more ambitious and sometimes requiring compromises. You can view the West of England's existing cycle network at:

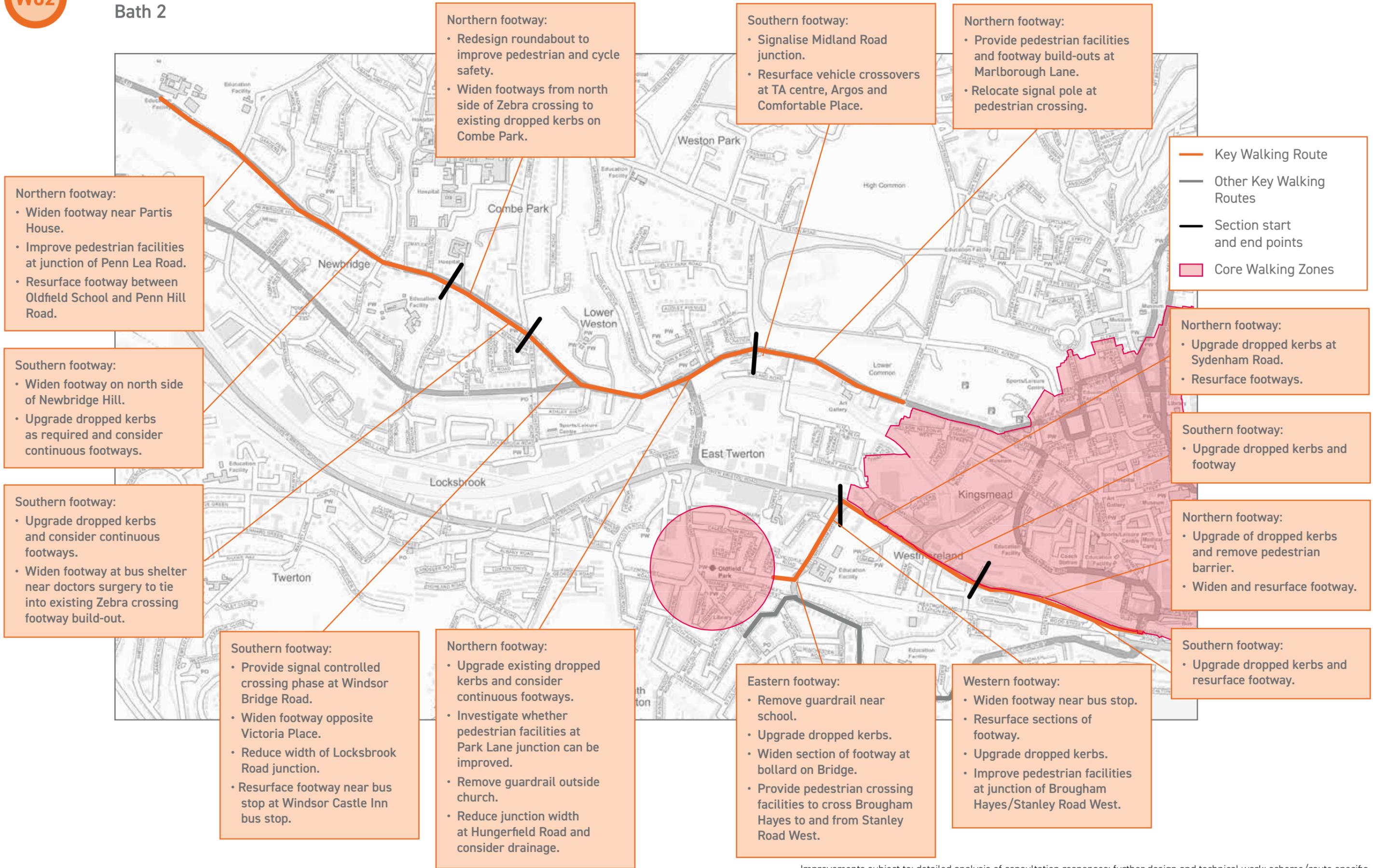
betterbybike.info/maps-and-rides/regional-cycle-maps

Bath 1



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bath 2



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Keynsham 1

- Reconstruct and widen footway to reduce slope towards road on St Margaret's Close.
- Link between St Anne's Avenue and St Francis Road - remove barriers and widen footway.
- Cut back hedge encroaching onto footway.
- Investigate options to improve pedestrian environment around school entrance.

- Western footway:**
- Provide/upgrade dropped kerbs at junction of St Anne's Avenue/St Margaret's Close near path leading to School and junction of St Anne's Avenue/St George's Road.

- Northern footway:**
- Improve existing pedestrian refuge on B3116 near Wellsway School entrance to provide pedestrian facility to get to north side of B3116.
 - Relocate bus stop near Talbot Inn to widen footway.

- Northern footway:**
- Provide Puffin crossing on A4 east side of Broadmead roundabout.
 - Widen and resurface footway on A4 where required.

- Eastern footway:**
- Provide/upgrade dropped kerbs or continuous footway at junction of St Anne's Avenue/St George's Road and across St Anne's Avenue near St Margaret's Close.

- Provide/upgrade dropped kerbs across St George's Road and consider continuous footways at junction of Selworthy Road/St George's Road.

- Western footway:**
- Provide/upgrade dropped kerb and consider continuous footways at junctions of Holcombe Road/Charlton Road and Holcombe Grove/Selworthy Close.

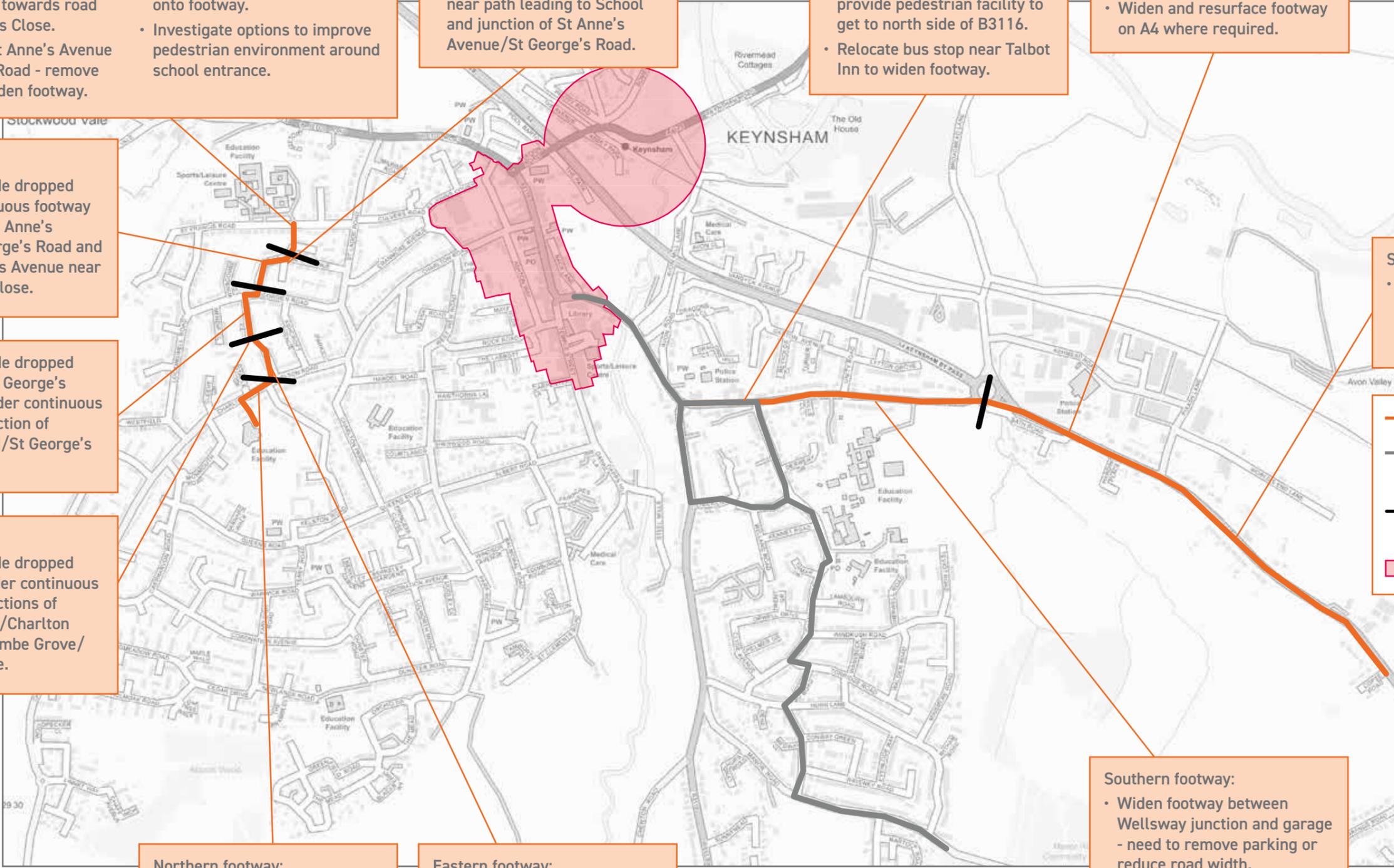
- Northern footway:**
- Widen and resurface lower level footway on Charlton Road.
 - Upgrade dropped kerbs, provide tactile paving and consider continuous footway at Staple Grove.

- Eastern footway:**
- Provide/upgrade dropped kerbs between Holcombe Drive and Selworthy Close.

- Southern footway:**
- Widen footway between Wellsway junction and garage - need to remove parking or reduce road width.
 - Relocate bus shelter.
 - Provide footway build-out at junction of Chandag Road.

- Southern footway:**
- Upgrade pedestrian facility at Copse Road and Grange Road (i.e. tactile paving or continuous footway).

- Key Walking Route
- Other Key Walking Routes
- Section start and end points
- Core Walking Zones



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Keynsham 2

Eastern footway:

- Upgrade dropped kerbs and widen pedestrian refuge islands or provide footway build-outs at junctions.
- Consider continuous footways.

- Investigate improvement of pedestrian facilities at roundabout.

Southern footway:

- Widen footway between Wellsway junction and garage.

Southern footway:

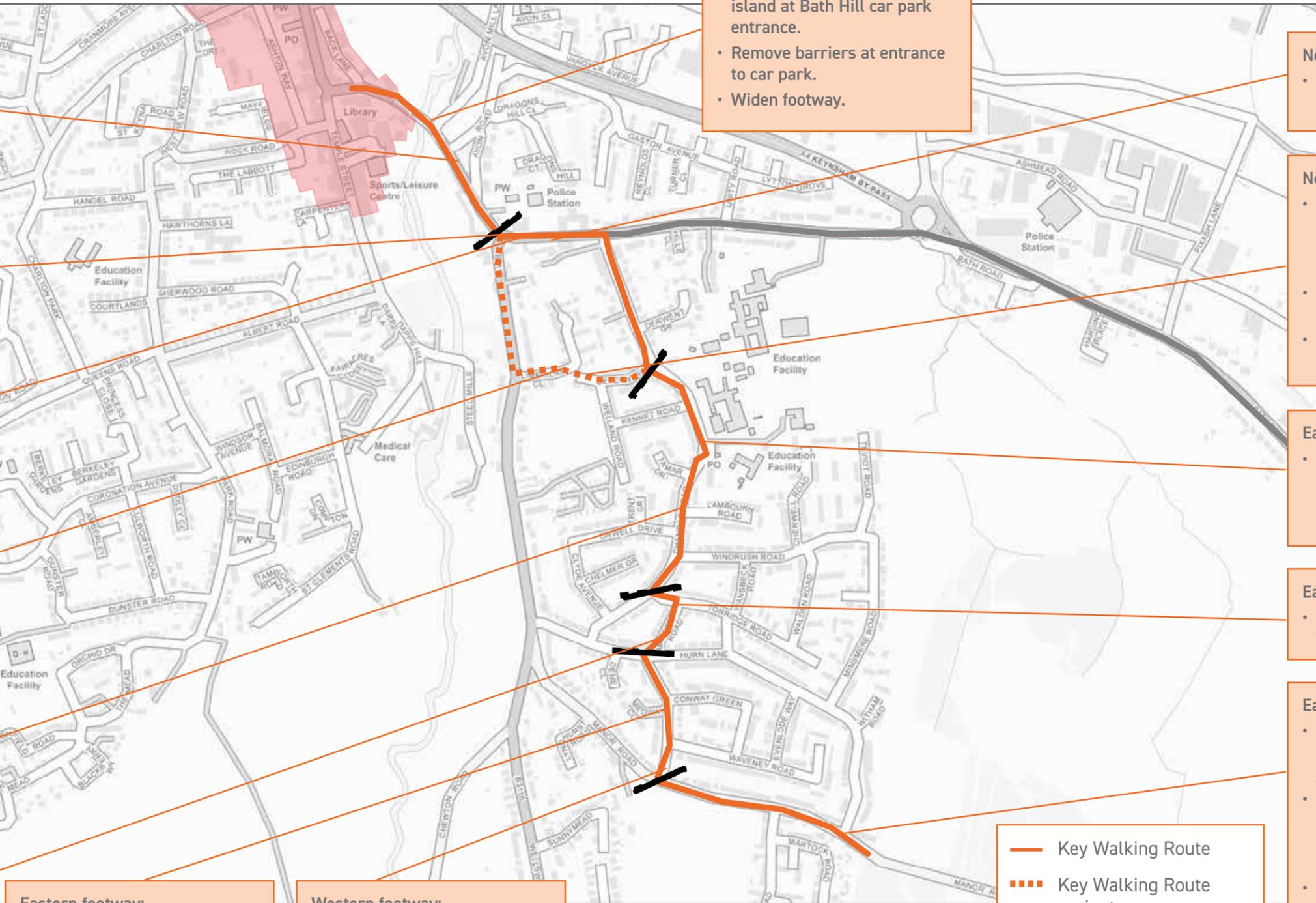
- Provide dropped kerbs or continuous footway across Severn Way at west end near disused doctors surgery.
- Cut back hedge.

Western footway:

- Provide dropped kerbs on Chandag Road to access Torridge Road - one possible location is outside no. 96 or 109.

Western footway:

- Provide dropped kerbs at junction of Marden Road/Torridge Road, and Hurn Lane each side of junction with Marden Road.
- Cut back overgrown hedge on Torridge Road.



Eastern footway:

- Provide dropped kerbs or continuous footways at junction of Waveney Road and Conway Garden.

Western footway:

- Cutback vegetation on Medway Road.

Western footway:

- Improve pedestrian refuge island at Bath Hill car park entrance.
- Remove barriers at entrance to car park.
- Widen footway.

Northern footway:

- Investigate relocation of bus stop near Talbot Inn.

Northern footway:

- Upgrade dropped kerbs at Limekilns Close and provide at junction of Severn Way and Welland Road.
- Remove barriers at Limekilns Close.
- Consider continuous footways.

Eastern footway:

- Upgrade dropped kerbs or continuous footway at Windrush Road and Lambourn Road.

Eastern footway:

- Provide dropped kerbs on Torridge Road

Eastern footway:

- Provide pedestrian refuge island on Medway Road at junction of Manor Road.
- Provide dropped kerbs or continuous footway at Hurn Lane/Manor Road junction and footway build out.
- Provide dropped kerbs across Manor Road to link to Lytes Cary Road.

- Key Walking Route
- - - Key Walking Route variant
- Other Key Walking Routes
- Section start and end points
- Core Walking Zones

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Somer Valley 1

Southern footway:

- Footway build-outs at junction.
- Enhance footway provision along one or both sides of road.
- Install/standardise tactile paving.
- Consider continuous footways.

Northern footway:

- Address sections in poor condition.
- Relocate street furniture obstructing footway where possible.

• Enhance footway provision a long one or both sides of road.

- Install/standardise tactile paving.
- Consider continuous footways.

Eastern footway:

- Install/standardise tactile paving and improve pedestrian crossing facilities at side roads.
- Consider continuous footways.
- Address sections in poor condition.

Northern footway:

- Widen footway.
- Address sections in poor condition.
- Reconfigure Paulton Road/Redfield Road/Clapton Road/Chilcompton Road crossroads layout to enable safer pedestrian movements.
- Consider measures to prevent vehicles parking on the footway.
- Install/standardise tactile paving.
- Consider continuous footways.

Footway:

- Enhance footway provision, where space permits.
- Install/standardise tactile paving.
- Consider continuous footways.
- Address sections in poor condition.

Southern footway:

- Introducing a footway would be likely to require single way working on the carriageway, so on balance it may be more appropriate to concentrate on improving northern footway.

Northern footway:

- Widen footway.
- Address sections in poor condition.
- Introduce/standardise tactile paving.
- Consider continuous footways.

Western footway:

- Introduce footway for section south of Park Way, if space permits.
- Install/standardise tactile paving.
- Consider continuous footways.

Southern footway:

- Improve side road crossing facilities.
- Widen footway where space permits.
- Address sections in poor condition.
- Install/standardise tactile paving.
- Consider continuous footways.

— Key Walking Route

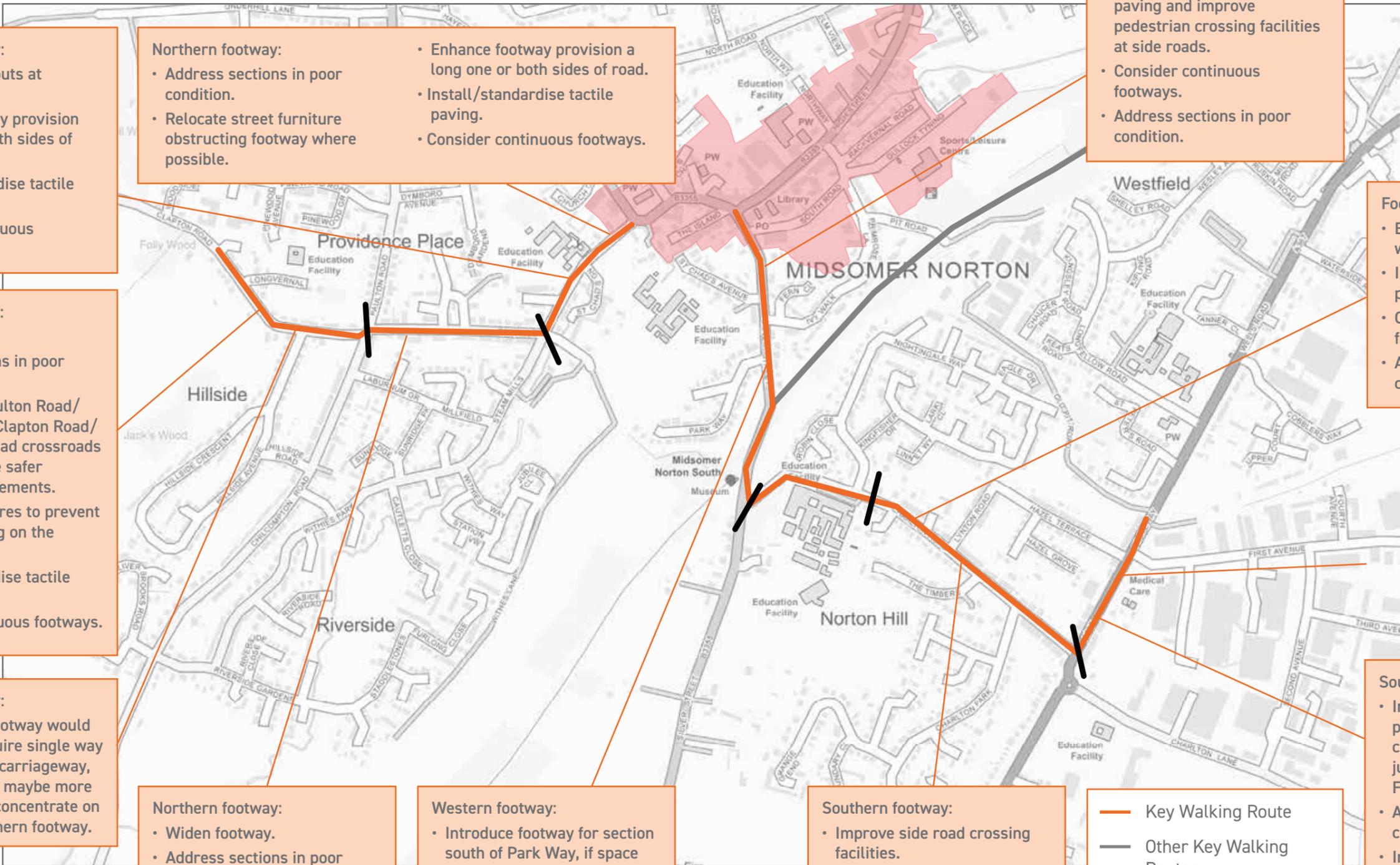
— Other Key Walking Routes

— Section start and end points

■ Core Walking Zones

Southern footway:

- Investigate possibility of pedestrian crossing facilities closer to desire line at junction of Charlton Road/Fosseway.
- Address sections in poor condition.
- Increase width on existing pedestrian refuge island if possible.
- Install/standardise tactile paving.
- Consider continuous footways.



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Somer Valley 2

• Consider installing lighting and CCTV cameras.

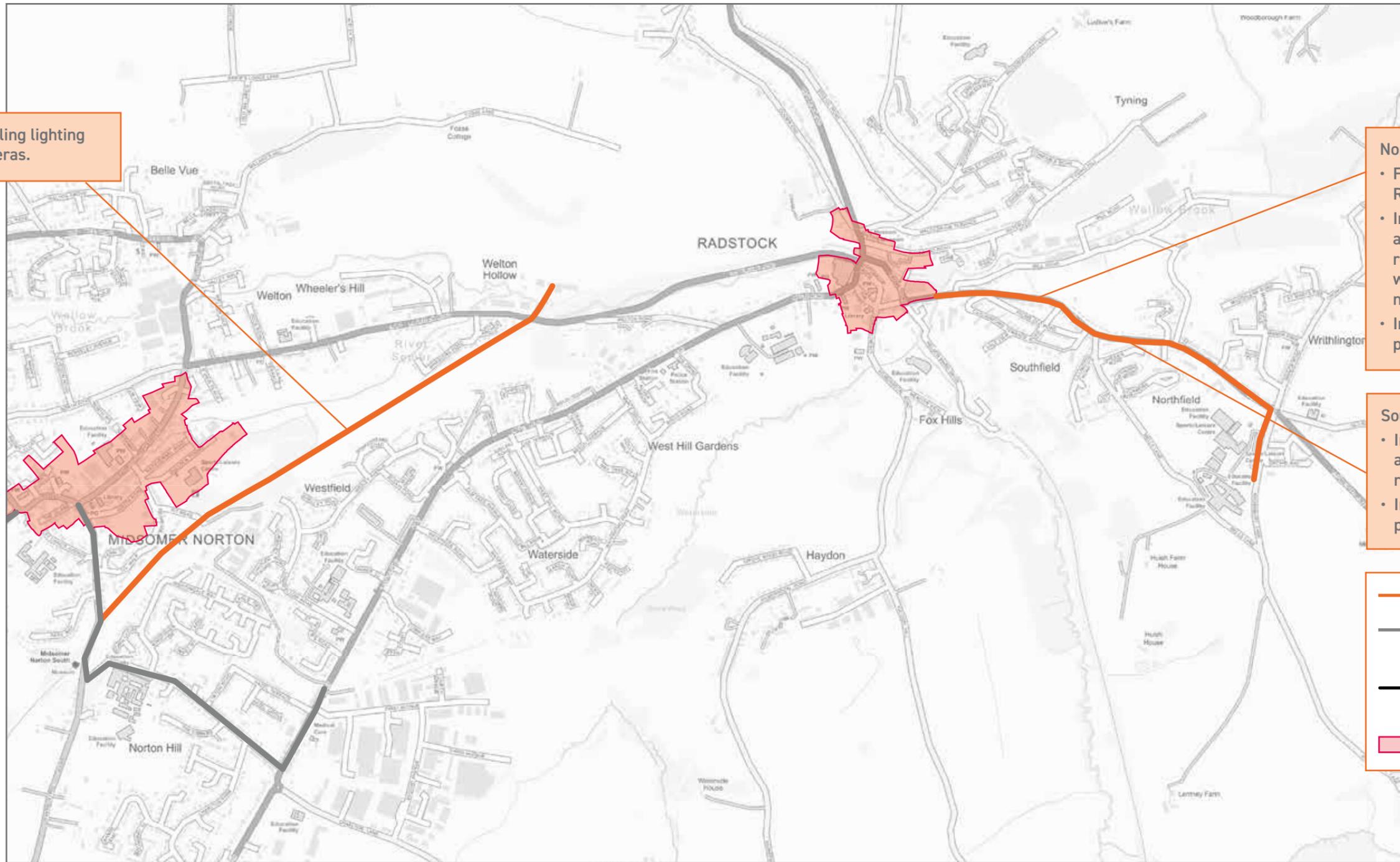
Northern footway:

- Footway build-out at Mill Road junction.
- Improve footway provision along one or both sides of road, including locations where carriageway can be narrowed.
- Install/standardise tactile paving.

Southern footway:

- Improve footway provision along one or both sides of road, as space permits.
- Install/standardise tactile paving.

- Key Walking Route
- Other Key Walking Routes
- Section start and end points
- Core Walking Zones



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Clifton Village and Whiteladies Road

- Where appropriate, provide continuous footway and reduce width of junction at side roads.
- Engage with local traders to ensure A-boards are not placed along narrow sections of footway.
- Investigate option of installing a Zebra (or alternative improved) crossing to replace informal crossing into Victoria Square Park - retain pedestrian priority but reconfigure bollards to ensure easier access for mobility impaired users.
- Extensive consultation with local traders and community to redesign Boyce's Avenue/King's Road, providing public realm enhancements that reflects high pedestrian dwell time while improving access for mobility and visually impaired users.
- Footway build-out on Zebra crossing on Regents Street to accommodate high pedestrian flow across this crossing.
- Potential large-scale co-design process to redesign Princess Victoria Street and the Mall allowing for the removal of parking to facilitate increased footway widths and therefore better pedestrian access throughout - current environment is very restricted inhibiting access for mobility and visually impaired users in particular. A minimal approach would be to reduce parking by 25% and install footway build-outs to consolidate street clutter and bin storage.
- Explore option of introducing raised table across the Mall/Princess Victoria Street.
- Remove parking adjacent to Clifton Club to provide footway along eastern edge of park .
- Potential removal of parking between West Mall and Portland Street (western side) to provide better footway width.
- Explore option for introducing informal crossing between Gloucester Street and Gloucester Row to ensure mobility impaired users have the option to avoid the stepped access along the Gloucester Row.
- Widen footway opposite Gloucester Row by cutting into verge.
- Explore opportunities to widen section of footway (north and south) from Sion Hill junction to the Toll Gate.

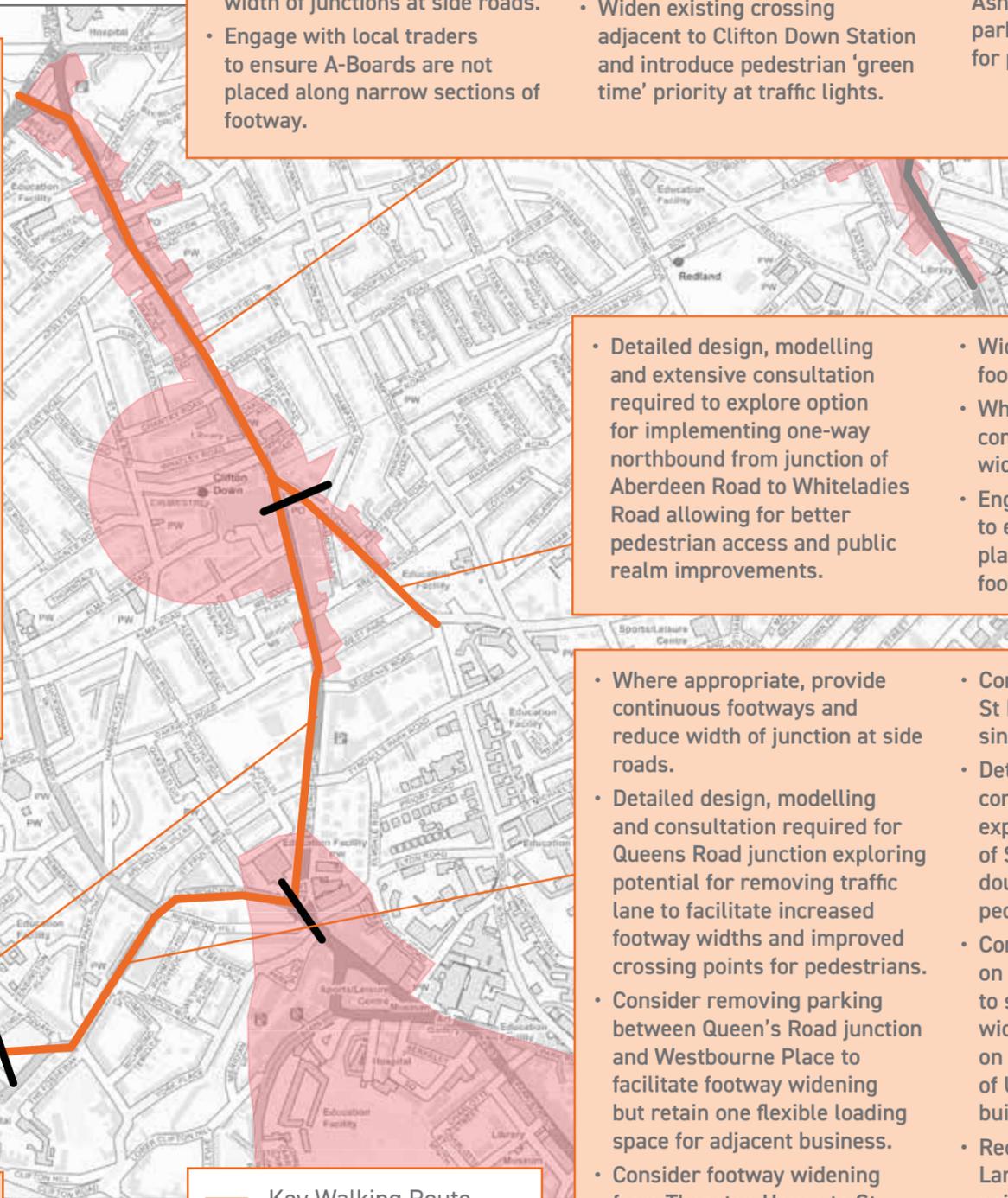
- Where appropriate, provide continuous footways and reduce width of junctions at side roads.
- Engage with local traders to ensure A-Boards are not placed along narrow sections of footway.
- Improve wayfinding to Clifton Down Station.
- Widen existing crossing adjacent to Clifton Down Station and introduce pedestrian 'green time' priority at traffic lights.
- Convert existing parking between Westfield Park and Ashgrove Road to parallel parking and use freed up space for public realm improvements.

- Detailed design, modelling and extensive consultation required to explore option for implementing one-way northbound from junction of Aberdeen Road to Whiteladies Road allowing for better pedestrian access and public realm improvements.
- Widen both sides of the footway.
- Where appropriate, provide continuous footways and reduce width of junctions at side roads.
- Engage with local traders to ensure A-boards are not placed along narrow sections of footway.

- Where appropriate, provide continuous footways and reduce width of junction at side roads.
- Detailed design, modelling and consultation required for Queens Road junction exploring potential for removing traffic lane to facilitate increased footway widths and improved crossing points for pedestrians.
- Consider removing parking between Queen's Road junction and Westbourne Place to facilitate footway widening but retain one flexible loading space for adjacent business.
- Consider footway widening from Thornton House to St Paul's/Pembroke Road double roundabout.
- Convert existing parking adjacent to Queen's Court in front of businesses to parallel parking to facilitate footway widening.
- Convert Zebra crossing before St Paul's Road roundabout to single stage crossing.
- Detailed design and consultation required to explore options for redesign of St Paul's/Pembroke Road double roundabout to improve pedestrian and cycle safety.
- Convert existing Zebra crossing on southern arm of roundabout to single stage crossing and widen short section of footway on eastern edge until the start of University of Bristol Union building.
- Reduce width of Richmond Lane/Gordon Road crossing point.
- Remove small amount of parking along Richmond Terrace to provide footway build out around the two sets of steps.



- Continuous footways and reduce width of junction at side roads.
- Engage with local traders to ensure A-boards are not placed along narrow sections of footway and that seating for cafés and restaurants are not over-spilling onto footway.
- Extend high quality paving across entrance of Victoria Rooms.
- Prioritise pedestrian movements at Whiteladies Road/Tyndall's Park Road junction and explore option of introducing signalised crossing on S t Paul's Road arm of junction.
- Explore removal of parking on eastern side of Whiteladies Road between Cotham Hill and Alma Road in consultation with traders.
- Freed up space from parking removal would allow for more effective bin storage, cycle stands and public realm improvements.



- Key Walking Route
- Other Key Walking Routes
- Section start and end points
- Core Walking Zones

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Shirehampton

- Continuous footways and reduce width of junctions at side roads.
- Consider formalising crossing opposite petrol station.
- Explore traffic calming on Waverley Road to reduce vehicle speeds on approach to High Street.
- Consider converting existing parking along High Street to parallel parking in consultation with traders/residents to provide more space for public realm improvements such as tree planting, benches, 'parklets' and additional cycle parking.
- Engage with local traders to ensure A-boards are not placed along narrow sections of footway.

- Continuous footways and reduce width of junctions at side roads.
- Tree planting to discourage footway parking along western edge of Lower High Street.
- Consider installation of Zebra crossing between Old Park Road and Penpole Lane to facilitate better access to bus stop and improve access to public footpath leading to Beachley Walk.
- Replace single white lines opposite Old Barrow Hill with enforceable double yellows.

- Consider redesigning junction of High Street, Park Hill and Station Road in consultation with local traders/residents to improve pedestrian and cycle safety.
- Potential options include: reducing width of junction to provide better footway width for pedestrians; introducing a one-way system on The Green to reduce the need for additional traffic lanes and finding opportunities to make more of a feature of green and heritage features.
- Continuous footways and reduce widths of junctions at side roads.
- Install raised table at junction of Station Road and Hung Road.
- Consider whether a local interchange with cycle parking/hire could be installed where Station Road meets the A4 Portway.
- Improve wayfinding to the station and consider options for removal of current footbridge with a step-free crossing.

— Key Walking Route
 — Section start and end points
 ■ Core Walking Zones

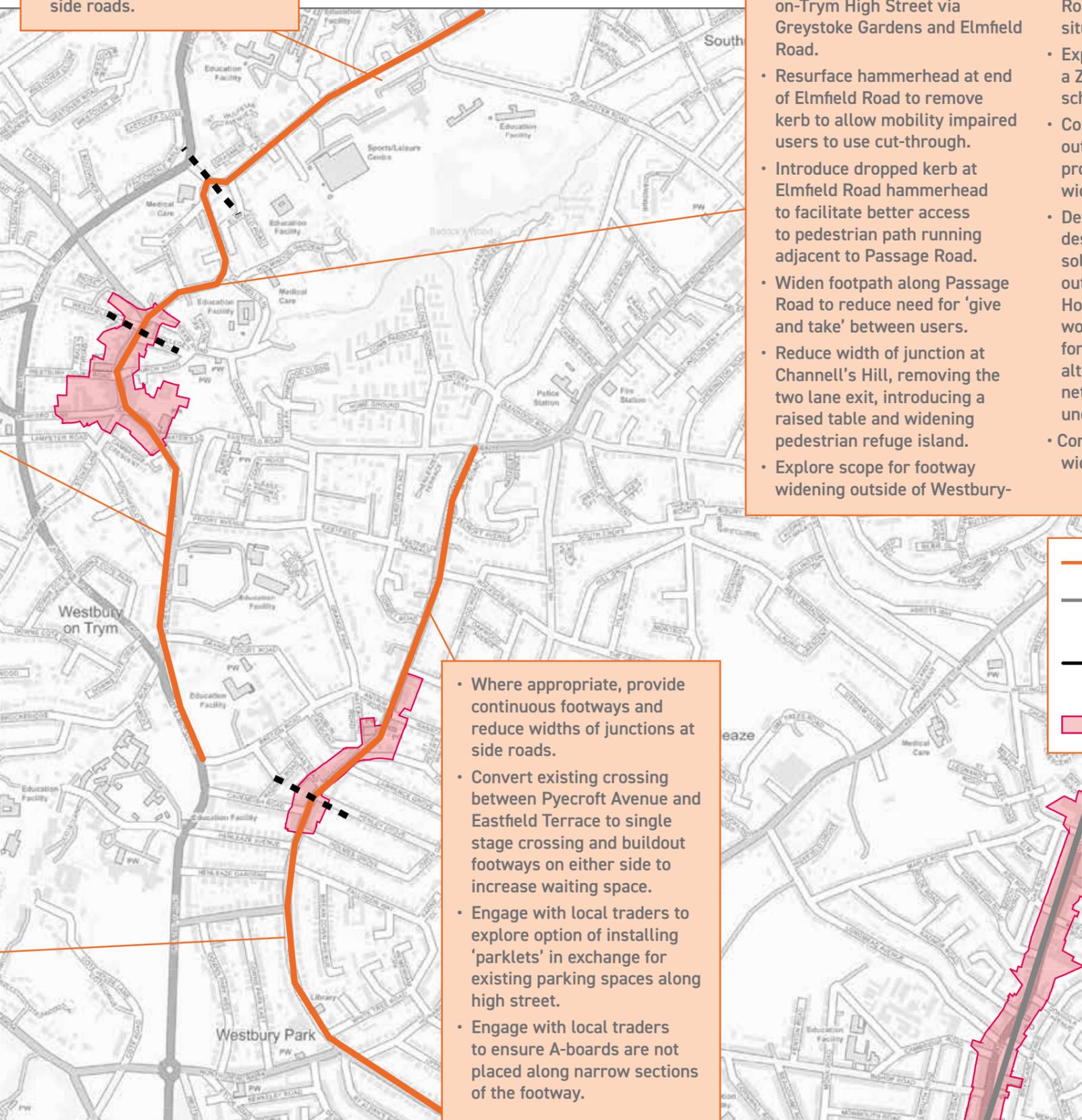
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Westbury-on-Trym and Henleaze

- Detailed design and consultation with local community to shape proposed walking improvements in this area.
- Continuous footways and reduce width of junction at side roads.
- Explore removal of parking from Trym Road to Church Road in consultation with local traders/residents to allow for increased footway width along this section.
- Footway widening from Westbury Court Road to unit no. 49.
- Consider option to widen footway on eastern edge of footway approaching the memorial from existing bus stop.
- Investigate whether southbound approach to Memorial Roundabout could be reduced to 1 lane.
- Ensure that footway widths are increased around perimeter of Memorial Roundabout.
- Consider minor footway build-outs on south eastern arm of Memorial Roundabout and utilise a small section of land from car park on Westbury Hill to widen footway at pinchpoint.
- Explore options for improving pedestrian crossing at Water's Lane and removal of guard rails while noting it is an existing bus route.
- Widen footway on eastern edge of Westbury Hill from Water's Lane until end of existing footway and introduce Zebra crossing along this section.

- Where appropriate, provide continuous footways and reduce widths of junctions at side roads.
- Engage with local traders to explore option of installing 'parklets' in exchange for existing parking spaces along high street.
- Consider public realm improvements along eastern edge of Henleaze Road between Henley Road and Cavendish Road such as tree planting, benches, 'parklets' and additional cycle parking.
- Explore conversion of existing bus stop (on eastern edge of Henleaze Road before Holmes Grove) to an 'on-carriageway' stop to improve waiting environment for passengers and improve usable footway space.
- Redesign Henbury Road/ Northumbria Drive roundabout to improve pedestrian and cycle safety and introduce Zebra crossings on arms to provide better crossing environment for pedestrians.
- Consider providing set back Zebra crossing on North View.
- Regular maintenance of Lime Trees on Linden Road to improve usable footway space.
- Explore footway widening from Coldharbour Road to Howard Road to increase width around existing Lime Trees.

- Continuous footways and junction tightening at minor side roads.



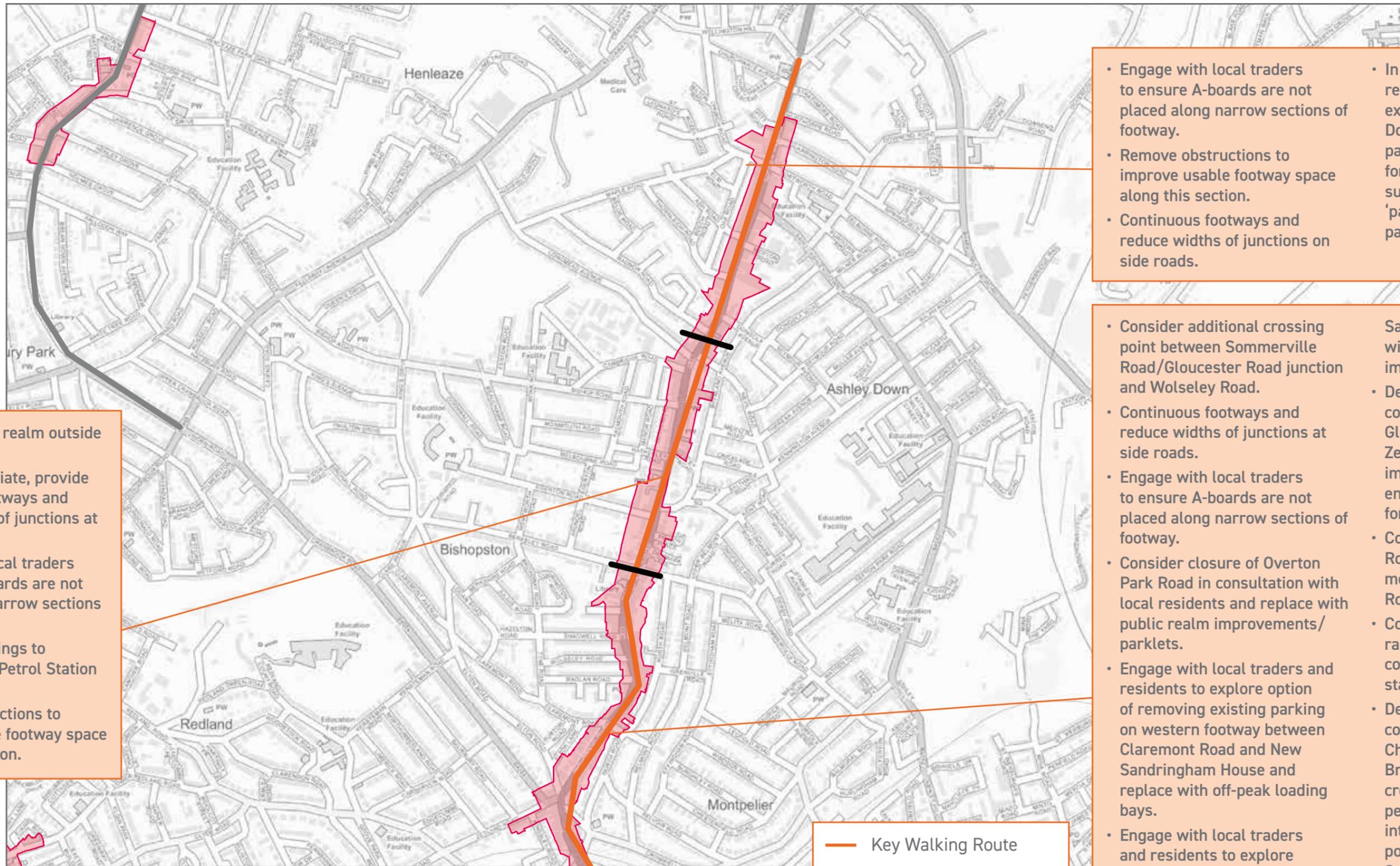
- Improve wayfinding from Greystoke Avenue to Westbury-on-Trym High Street via Greystoke Gardens and Elmfield Road.
- Resurface hammerhead at end of Elmfield Road to remove kerb to allow mobility impaired users to use cut-through.
- Introduce dropped kerb at Elmfield Road hammerhead to facilitate better access to pedestrian path running adjacent to Passage Road.
- Widen footpath along Passage Road to reduce need for 'give and take' between users.
- Reduce width of junction at Channell's Hill, removing the two lane exit, introducing a raised table and widening pedestrian refuge island.
- Explore scope for footway widening outside of Westbury-on-Trym Church of England Primary School along Passage Road, although existing situation already constricted.
- Explore option of introducing a Zebra crossing in vicinity of school.
- Consider removal of parking outside of Grange Court to provide space for footway widening.
- Detailed consultation and design work required to find a solution to very narrow footway outside of the White Lion Public House. Could include shuttle working which would allow for increased footway width, although detailed work on network impact needs to be undertaken.
- Continuous footway and reduce width of junction at side roads.

- Where appropriate, provide continuous footways and reduce widths of junctions at side roads.
- Convert existing crossing between Pycroft Avenue and Eastfield Terrace to single stage crossing and buildout footways on either side to increase waiting space.
- Engage with local traders to explore option of installing 'parklets' in exchange for existing parking spaces along high street.
- Engage with local traders to ensure A-boards are not placed along narrow sections of the footway.

- Key Walking Route
- Other Key Walking Routes
- - Section start and end points
- Core Walking Zones

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Gloucester Road



- Improve public realm outside of Sainsburys.
- Where appropriate, provide continuous footways and reduce widths of junctions at side roads.
- Engage with local traders to ensure A-boards are not placed along narrow sections of footway.
- Give way markings to pedestrians at Petrol Station entrance.
- Remove obstructions to improve usable footway space along this section.

- Engage with local traders to ensure A-boards are not placed along narrow sections of footway.
- Remove obstructions to improve usable footway space along this section.
- Continuous footways and reduce widths of junctions on side roads.
- In consultation with traders and residents, explore replacing existing parking opposite Dongola avenue with parallel parking to provide more space for public realm improvements such as tree planting, benches, 'parklets' and additional cycle parking.

- Consider additional crossing point between Sommerville Road/Gloucester Road junction and Wolseley Road.
- Continuous footways and reduce widths of junctions at side roads.
- Engage with local traders to ensure A-boards are not placed along narrow sections of footway.
- Consider closure of Overton Park Road in consultation with local residents and replace with public realm improvements/parklets.
- Engage with local traders and residents to explore option of removing existing parking on western footway between Claremont Road and New Sandringham House and replace with off-peak loading bays.
- Engage with local traders and residents to explore removal of parking in front of Sainsburys to allow for footway widening and public realm improvements.
- Detailed design and consultation required for Gloucester Road/Elton Road/Zetland Road junction to improve pedestrian crossing environment and identify areas for footway widening.
- Consider closure of Elton Road and banning of right turn movements into Cromwell Road.
- Consider removal of guard rails across Cotham Brow and conversion of crossing to single stage.
- Detailed design and consultation required for Cheltenham Road/Cotham Brow junction to improve crossing environment for pedestrians as well as potential introduction of new crossing point at southern arm to Station Road.

- Key Walking Route
- Other Key Walking Routes
- Section start and end points
- Core Walking Zones

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Knowle and Totterdown

- Where appropriate, provide continuous footways and reduce widths of junctions on side roads.
- Engage with local traders to ensure A-boards are not placed along narrow sections of footway.
- Convert existing crossing south of Redcatch Road junction to a single stage crossing.
- Public realm improvements (such as tree planting) between Talbot Road and Greenmore Road.
- Remove parking bay (currently double yellow) between Greenmore and Marstone Road.

- Where appropriate, provide continuous footway and reduce width of junction on side roads.
- Zebra crossing on left turn filter lane adjacent to Broad Walk shopping centre.
- Review pedestrian all green phase.
- Tree planting adjacent to shops.
- Replacing existing signal crossing with Zebra crossing.



— Key Walking Route
 — Section start and end points
 ■ Core Walking Zones

- Where appropriate, provide continuous footways and reduce widths of junctions on side roads.
- Possibility of dual purpose loading (for Co-op) and widened pedestrian footway space.
- Engage with local traders to ensure A-boards are not placed a long narrow sections of footway.

- Where appropriate, provide continuous footways and reduce widths of junctions on minor side roads.
- Investigate opportunity for Zebra crossing between Queen's Road and Jubilee Road.
- Localised widening where possible between Leighton Road and Priory Road junction.

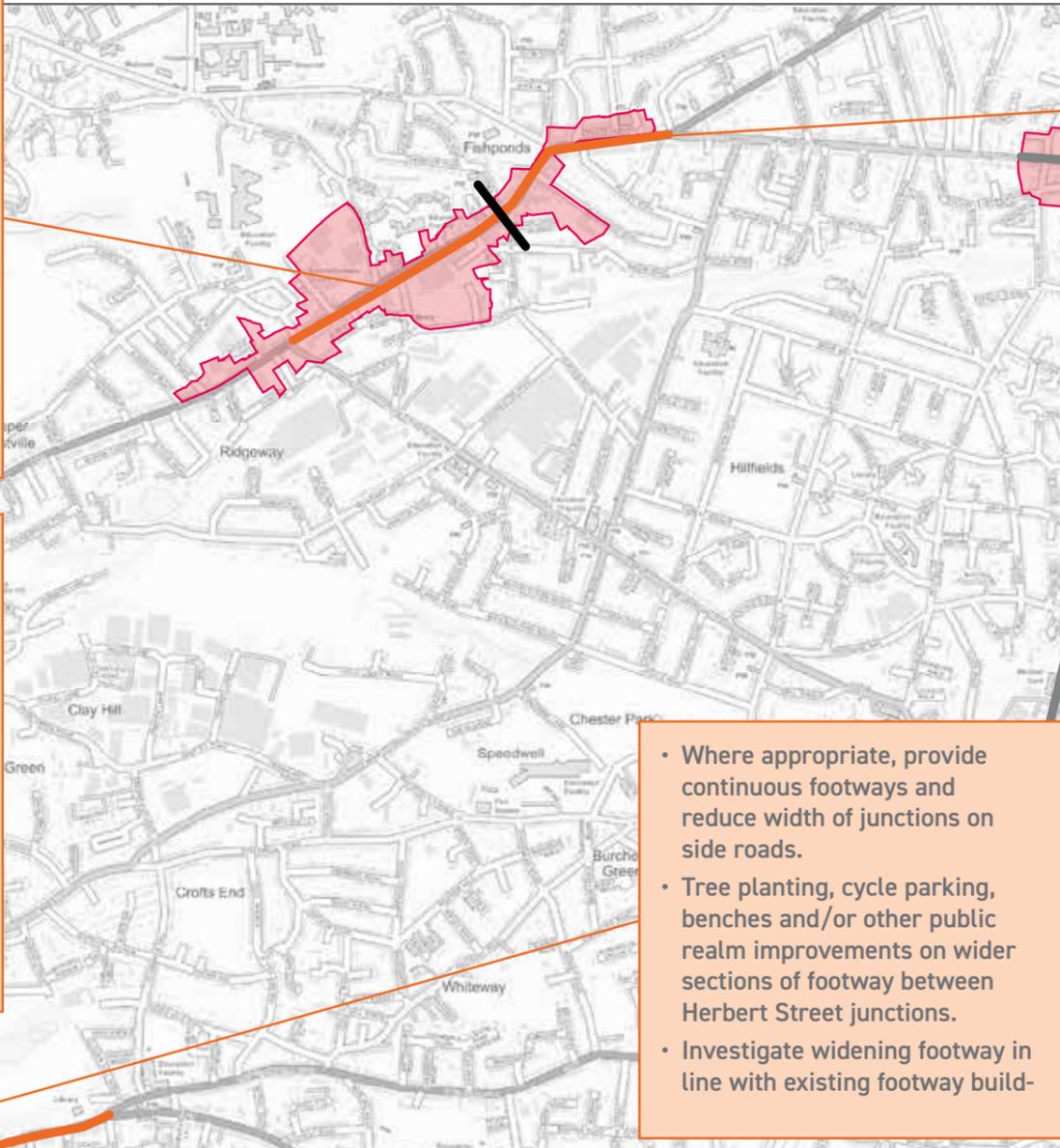
- Where appropriate, provide continuous footways and reduce widths of junctions on side roads.
- Investigate footway widening to overcome pinchpoint from informal crossing adjacent to Broadfield Road to start of bus lane.
- Footway widening where possible from St Martin's Road to Priory Road junction.
- Parking and widen footway opposite Knowle Lawn Tennis Club.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Fishponds and Church Road

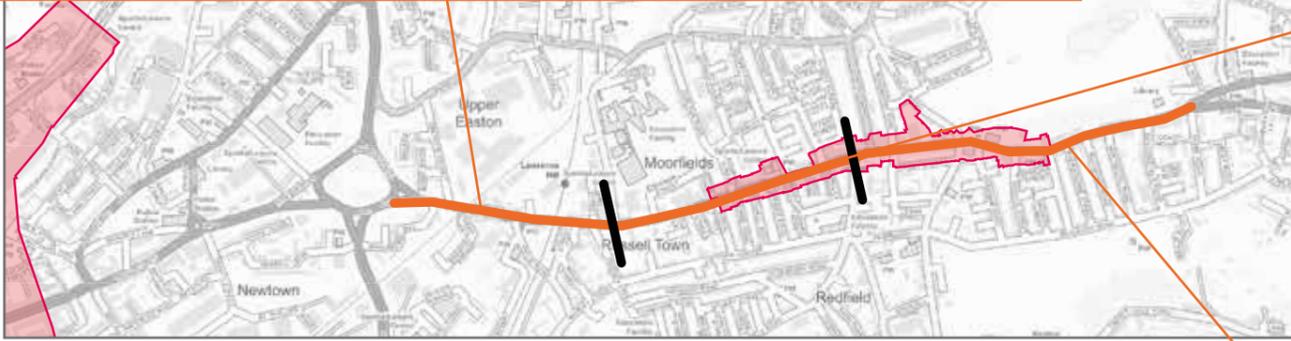
- Where appropriate, provide continuous footways and reduce widths of junctions on side roads.
 - Removal of parking between Guinea Lane and Hinton Road to facilitate footway widening and tree planting.
 - Footway-level loading bay outside Watkins Solicitors.
 - In consultation with traders explore opportunity for removal of parking spaces for between Hinton Road and Elmdale
- Gardens to facilitate footway build-out for tree planting and cycle parking.
- Explore whether bus stop outside Morrison's can be relocated to remove footway pinchpoint.
 - Reduce Station Avenue South to one lane to increase scope for walking and cycling improvements along this section.
 - Remove stepped entrance to Lidl to improve access for mobility impaired users.
- Engage with local traders to ensure A-boards are not placed a long narrow sections of footway.
 - In consultation with local traders explore reallocating a proportion of parking opposite lodge house for tree planting, bin storage and cycle parking.
 - Investigate widening crossing island opposite Beacon Tower.

- Where appropriate, provide continuous footways and reduce junction width on side roads.
 - Remove railing and formalise/improve informal footpath leading through park adjacent to Cobden Street.
 - Remove small traffic island just east of Croydon Street to facilitate widening on corner of Croydon Street.
 - Investigate raised table and Zebra crossing across Croydon Street.
- Remove guard rails on both sides of rail bridge.
 - Investigate traffic light phasing to improve pedestrian priority at Earl Russell Way junction.
 - Maintain consistent footway width between Earl Russell Way junction and rail bridge.
 - Improve wayfinding to station entrance.
 - In consultation with local traders investigate removal of parking between Jane Street and Rail Bridge to facilitate footway widening and tree planting.
- Tree planting between Russell Town Avenue and Jane Street.
 - Consider removing pedestrian island on Russell Town Avenue as well as pedestrian island crossing on Church Road adjacent to park and convert these to single stage crossings.



- Public realm improvements along Straits Parade in consultation with traders.
- Where appropriate, provide continuous footways and reduce widths of junctions on side roads.
- Investigate redesigning Manor Road/Fishponds Road junction to improve pedestrian and cycle safety, widen crossing islands and reduce junction widths where possible.
- Removal of two parking spaces to facilitate footway build-out to promote park entrance.
- Explore tree planting on footway on opposite side of road to Old Post Office building.

- Where appropriate, provide continuous footways and reduce width of junctions on side roads.
- Tree planting, cycle parking, benches and/or other public realm improvements on wider sections of footway between Herbert Street junctions.
- Investigate widening footway in line with existing footway build-out between Edward Street and Brook Street.
- Limited scope for widening between Weight Road and Avondale Road but engage with local traders to ensure A boards are not placed along narrow sections of footway, and reposition street furniture to ensure consistent as possible width throughout this section.

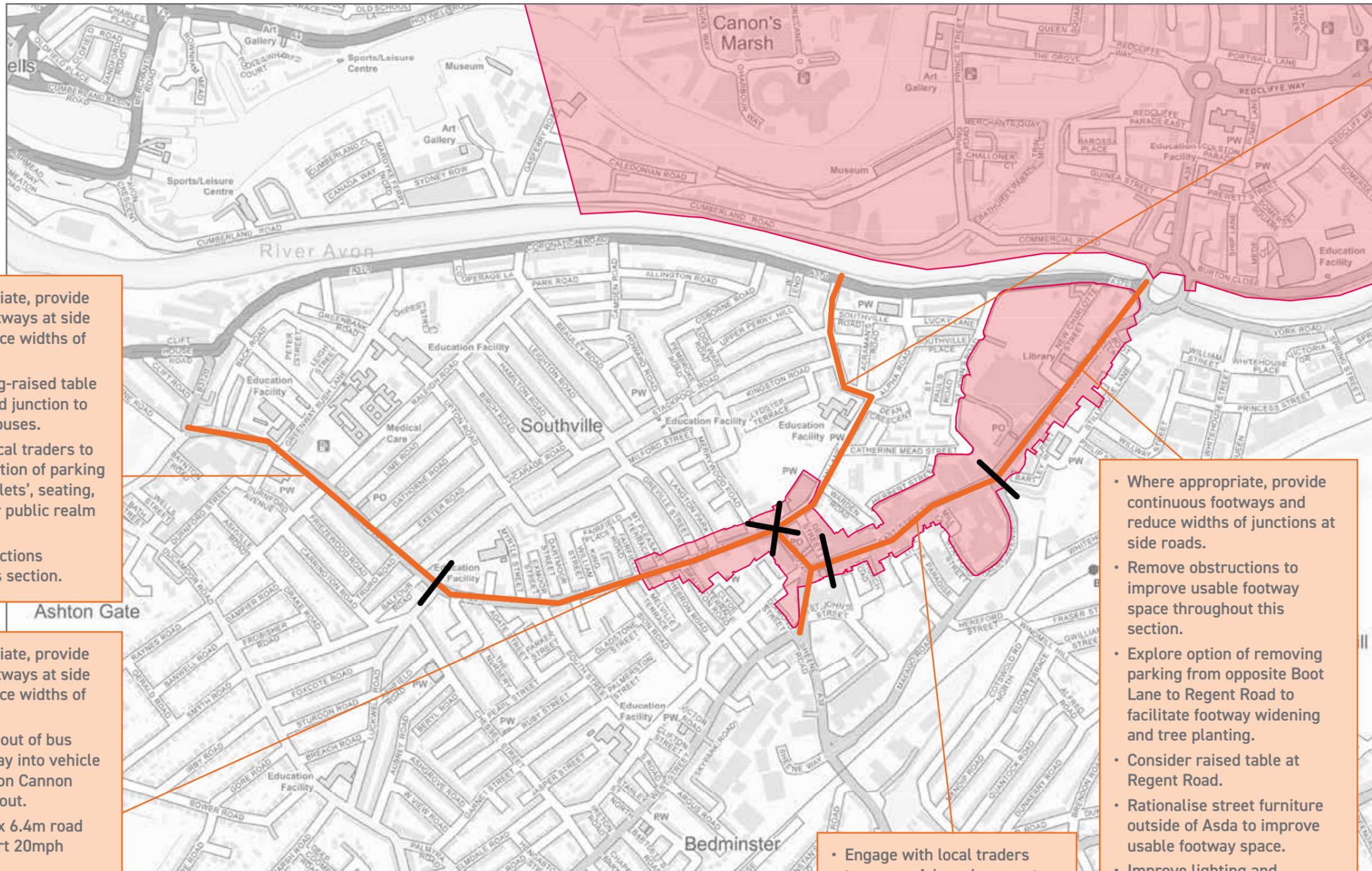


- Where appropriate, provide continuous footway and reduce width of junction on side roads.
- Engage with local traders to ensure A-boards are not placed a long narrow sections of footway.
- Remove parking, widen footway and introduce minor public realm improvements such as tree planting between Barnes Street and Avondale Road but retain inter-peak loading constructed at footway level.
- Negotiate with Aldi to remove ramp and bollards which create a pinchpoint next to the bus stop.
- Improvements to all arms of Chalks Road junction to provide safer pedestrian waiting space and reduced crossing stages.
- Widen footway on northern side from Chalks Road junction to Co-op.
- In consultation with traders consider removal of parking between Salisbury and Sherbourne Street on both sides of the road to provide greater footway width and storage space for refuse collection.
- Widen footway between Richmond Road and Northcote Road.

— Key Walking Route
 — Other Key Walking Routes
 — Section start and end points
 ■ Core Walking Zones

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bedminster and Southville



- Where appropriate, provide continuous footways at side roads and reduce widths of junctions.
- Investigate long-raised table on Raleigh Road junction to accommodate buses.
- Engage with local traders to allocate proportion of parking spaces to 'parklets', seating, trees and other public realm improvements.
- Remove obstructions throughout this section.

- Where appropriate, provide continuous footways at side roads and reduce widths of junctions.
- Consider build-out of bus stop and footway into vehicle approach lane on Cannon Street roundabout.
- Investigate max 6.4m road width to support 20mph speed limit.
- Investigate reducing width of junction footway build-out on Smyth Road/Luckwell Road roundabout where possible to increase footway width and reduce crossing distance.

- Engage with local traders to ensure A-boards are not placed along narrow sections of footway.
- Remove obstructions to improve usable footway space along this section.

- Where appropriate, provide continuous footways and reduce widths of junctions at side roads.
- Remove obstructions to improve usable footway space throughout this section.
- Explore option of removing parking from opposite Boot Lane to Regent Road to facilitate footway widening and tree planting.
- Consider raised table at Regent Road.
- Rationalise street furniture outside of Asda to improve usable footway space.
- Improve lighting and maintenance regime along length of Imperial Arcade.
- Consider public realm improvements along closed section of Lombard Street.

- Where appropriate, provide continuous footways and reduce widths of junctions at side roads.
- Consider implementing low traffic neighbourhood to reduce through traffic in this area.
- In consultation with residents explore option of removing parking on western edge of Dean Lane to facilitate footway widening from opposite school entrance to Coronation Road, and on eastern edge between Dean Crescent and Catherine Mead street to facilitate footway widening and tree planting.
- Explore moving back retaining wall in park opposite public house to provide additional footway width for pedestrians.
- Investigate option for footway widening opposite South Bristol Baths and eastern edge of Dean Lane from Cannon Street roundabout to public house.

— Key Walking Route

— Section start and end points

■ Core Walking Zones

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Hartcliffe and Hengrove Park

- Consider continuous footways and reduce widths of junctions on minor side roads.
- Investigate redesign of Harelive Road/Bishport Avenue to improve crossing environment for pedestrians and simplify movements for other road users.
- Widen shared path opposite Urmston House.
- Widen shared path between Hollister's Drive and Sampson's Road.
- Investigate pedestrian improvements on all arms of Silcox Road junction to improve pedestrian waiting space and reduce crossing stages.
- Consider public realm improvements at bus interchange opposite Hayleigh House, including tree planting, cycle parking and benches.

• Walking improvements to be defined by Hengrove Park development.

• Walking improvements to be defined by development immediately adjacent to William Jessops Way.

— Key Walking Route

— Section start and end points

■ Core Walking Zones



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

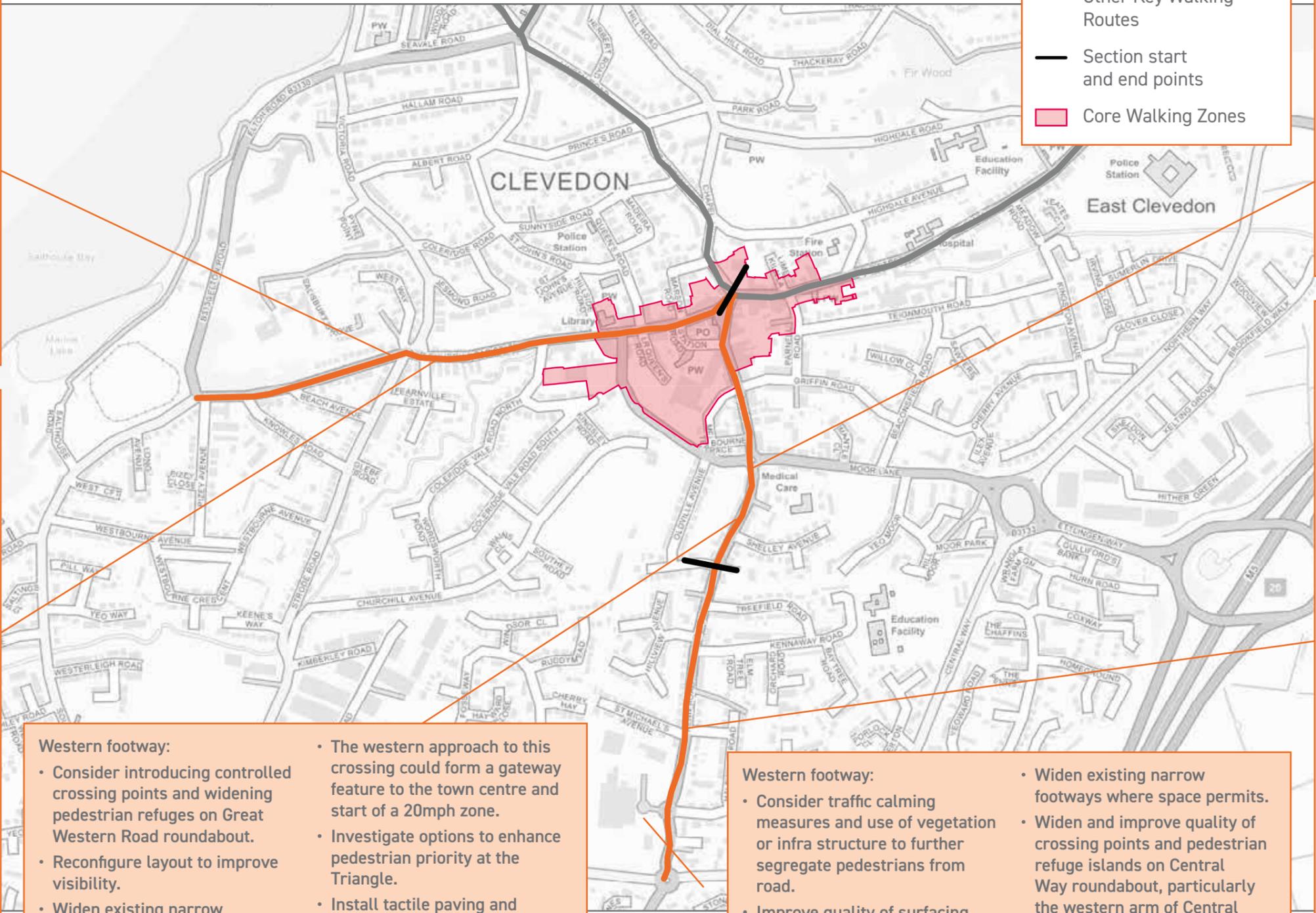
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Northern footway:

- Consider traffic calming measures.
- Explore options to improve crossing provision along Old Church Road and at Old Church Road/Elton Road junction and consider relocation of the bus stop to improve pedestrian safety.
- Reduce junction widths on Victoria Road and West Way.
- Install tactile paving and dropped kerbs at each side road in accordance with guidance.

Southern footway:

- Consider traffic calming measures and 20mph speed limit along route.
- Widen existing narrow footways where space permits.
- Explore options to improve crossing provision along Old Church Road and at Old Church Road/Elton Road junction to improve pedestrian safety.
- Reduce junction widths at Pizey Avenue, Knowles Road, Beach Avenue, Victoria Road (reduce exit to single lane), West Way, Strode Road, and Coleridge Vale Road North.
- Install tactile paving and dropped kerbs at each side road in accordance with guidance.



- Key Walking Route
- Other Key Walking Routes
- Section start and end points
- Core Walking Zones

Western footway:

- Consider introducing controlled crossing points and widening pedestrian refuges on Great Western Road roundabout.
- Reconfigure layout to improve visibility.
- Widen existing narrow footways where space permits.
- Footway build-out at junction with Melbourne Terrace and provide crossing point (in conjunction with cycling proposals).
- The western approach to this crossing could form a gateway feature to the town centre and start of a 20mph zone.
- Investigate options to enhance pedestrian priority at the Triangle.
- Install tactile paving and dropped kerbs at each side road in accordance with guidance.

Western footway:

- Consider traffic calming measures and use of vegetation or infrastructure to further segregate pedestrians from road.
- Improve quality of surfacing near junction with Kennaway Road.
- Reinstate kerbs and upgrade condition of junction with the access road to north of Kenn Road/Halswell Road.
- Widen existing narrow footways where space permits.
- Widen and improve quality of crossing points and pedestrian refuge islands on Central Way roundabout, particularly the western arm of Central Way - consider reconfiguring roundabout to improve pedestrian safety, adhere to desire lines and potentially introduce signalisation.

Eastern footway:

- Consider relocation of bollards/street furniture at Kenn Road/Station Road.
- Widen existing narrow footways where space permits.
- Great Western Road Roundabout - consider introducing controlled crossing points and reconfigure layout to improve visibility. Widen pedestrian refuges.

Eastern footway:

- Remove overgrown vegetation to open up the footway.
- Introduce traffic calming measures and use of vegetation or infrastructure to further segregate pedestrians from road.
- Widen footway using some of the existing verge where narrow e.g. near Shelley Avenue.
- Maintain/cut back hedges a long eastern side of Kenn Road on approach to Tesco Roundabout.
- Widen and improve quality of crossing points and pedestrian refuge islands at Central Way roundabout or otherwise reconfigure roundabout to improve pedestrian safety - consider signalisation.
- Address footway defects in immediate surroundings.
- Improve priority crossing provision a long route section.
- Install tactile paving and dropped kerbs at each side road in accordance with guidance.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Clevedon 2

Western footway:

- Widen existing narrow footways where space permits.
- Provide Zebra crossing to serve Hill Road shops desire line.
- Consider 20mph speed limit.

Eastern footway:

- Widen footways where space permits along eastern side of Marine Hill Road.
- Provide Zebra crossing to serve Hill Road shops desire line.
- Provide tactile paving at Hill Road/Copse Road junction in line with current standards.

Eastern footway:

- Widen footways to 2m where space permits along Lower Linden Road, and Linden Road.
- Add handrails to Chapel Hill Road to aid mobility where gradient is particularly steep.
- Reconfigure Lindon Road roundabout, consider reducing junction widths - consider adding controlled crossings at the roundabout or approach.
- Reduce junction width to improve safety at Princes Road.
- Install tactile paving and dropped kerbs at each side road in accordance with guidance.

Eastern footway:

- Widen existing narrow footways where space permits.
- Reduce width of Hill Road/Copse Road junction to improve pedestrian safety. Install tactile paving and dropped kerbs at each side road in accordance with guidance.

Western footway:

- Reduce width of Woodland Road junction to improve pedestrian safety.
- Install tactile paving and dropped kerbs at Alexandra Road and Woodland Road in accordance with guidance.
- Consider 20mph speed limit.

Western footway:

- Widen footways to 2m where space permits along Lower Linden Road, and Linden Road.
- Add handrails to Chapel Hill Road to aid mobility where gradient is particularly steep.
- Consider use of tactile paving to designate that footpath ends and lower the kerb to help crossing to the other side.

Reconfigure Lindon Road roundabout, consider reducing junction widths - consider adding controlled crossings at the roundabout or approach.

- Install tactile paving and dropped kerbs at each side road in accordance with guidance.
- Consider 20mph speed limit.

Southern footway:

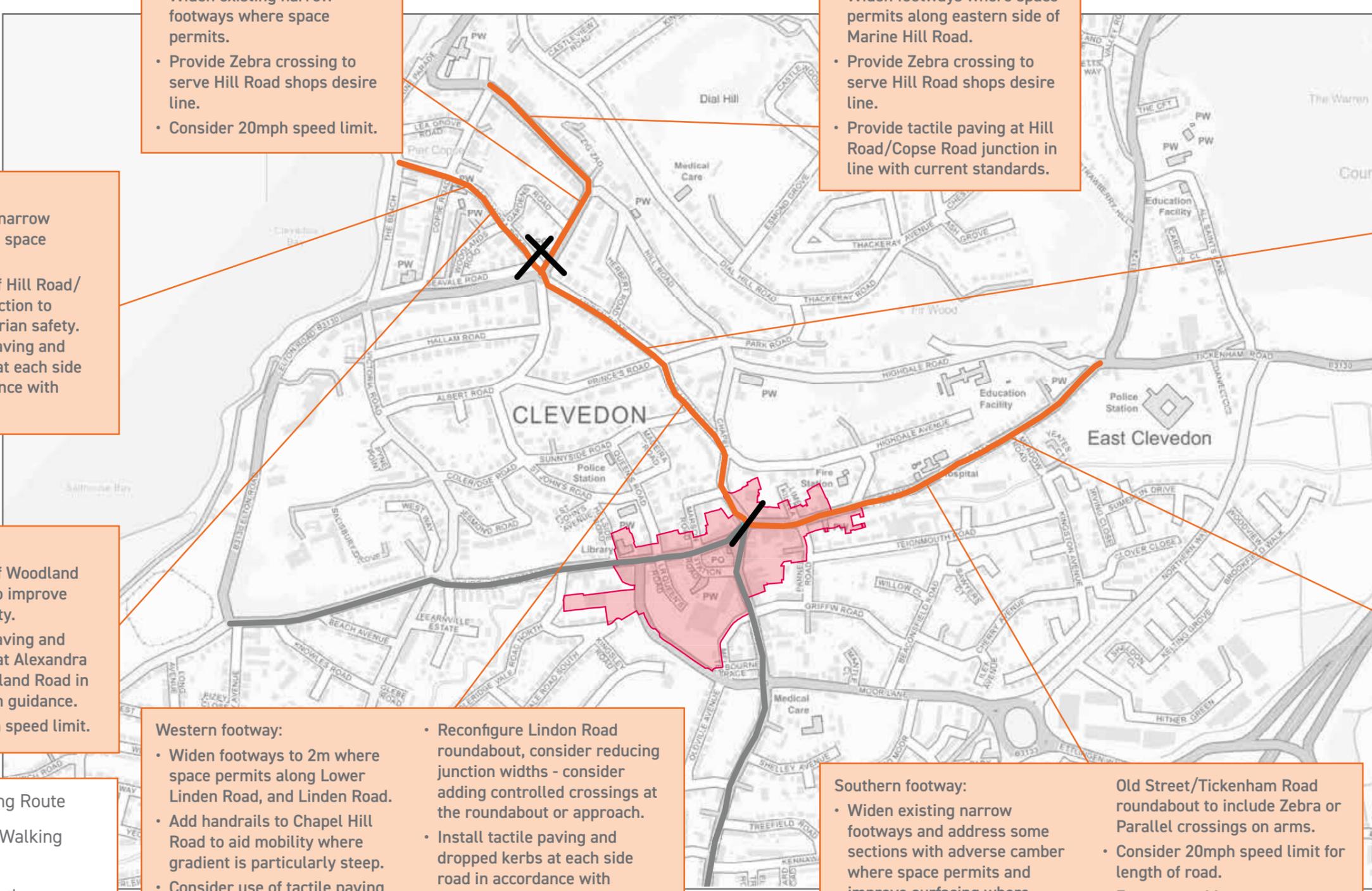
- Widen existing narrow footways and address some sections with adverse camber where space permits and improve surfacing where considered necessary.
- Proposed cycle improvements from Meadow Road to Tickenham Road roundabout may provide joint opportunity to widen footways and reconfigure

Old Street/Tickenham Road roundabout to include Zebra or Parallel crossings on arms.

- Consider 20mph speed limit for length of road.
- Footway parking can sometimes be an issue by newsagent and closer to town centre - this could be addressed with bollards.

Northern footway:

- Improve surfacing.
- Widen existing footways where space permits.
- Install tactile paving and dropped kerbs at each side road in accordance with guidance.
- Consider controlled pedestrian crossings, or widening the footway to improve visibility at Chapel Hill Road.
- Pedestrian refuge islands could be improved at roundabout with Highdale Road.
- Explore options to improve junction layout to improve safe crossing provision at Avon Fire & Rescue Roundabout.
- It is recognised that crossing provision may not be able to be rectified due to fire appliances needing a wide access/egress point here.



— Key Walking Route

— Other Key Walking Routes

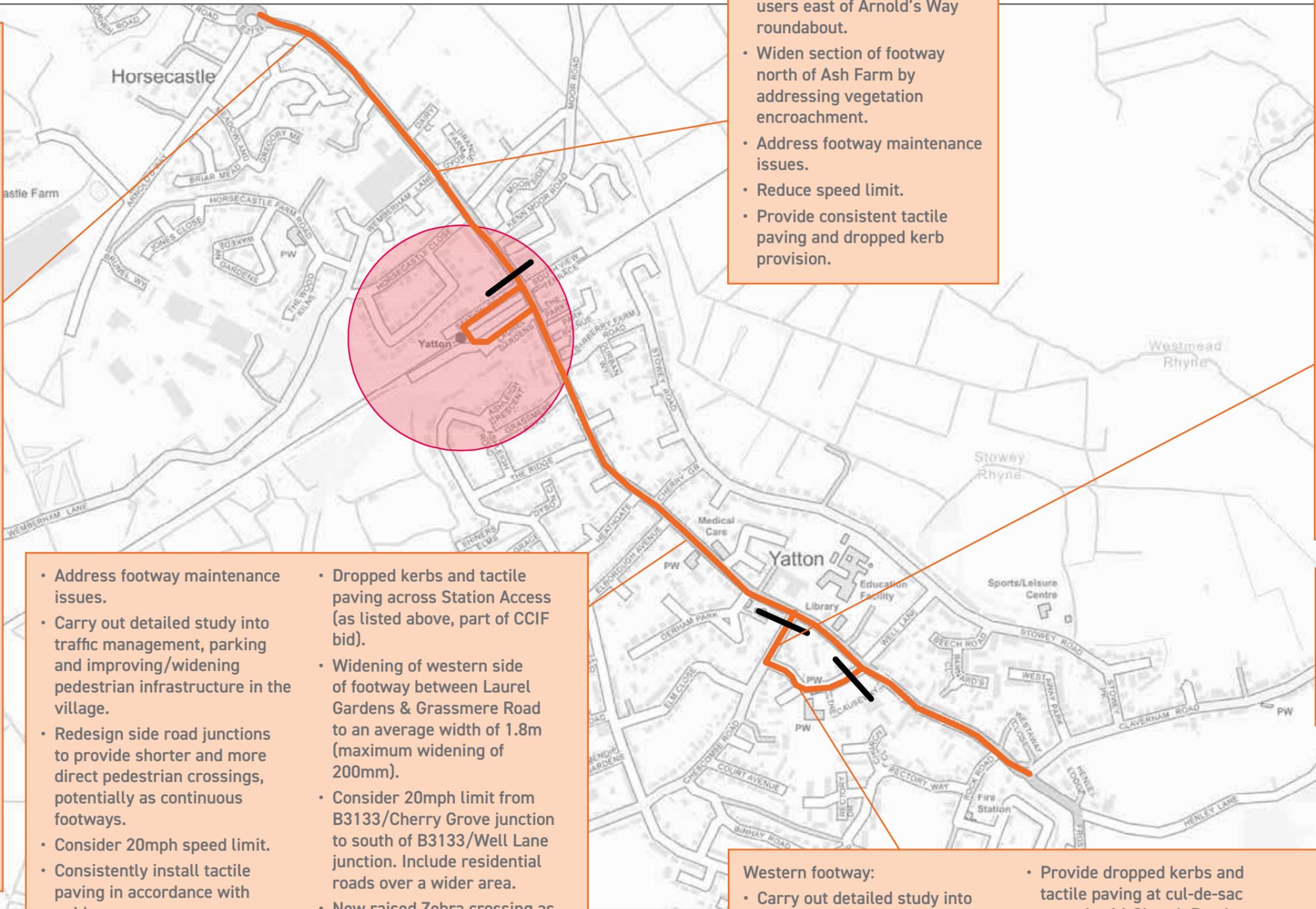
— Section start and end points

■ Core Walking Zones

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Yatton

- Western footway:**
- Address footway maintenance issues.
 - Reduce speed limit.
 - Introduce consistent tactile paving and dropped kerb provision.
 - Continue detailed study into traffic management and improving pedestrian infrastructure in the village - work identified to date by the Yatton Steering Group which is expected to be developer funded includes the following:
 - Extension of 30mph speed limit (from 40mph) from the village (Arnold's Way roundabout) to the B3133 North End Road's junction with Lampley Road.
 - Traffic calming measures (such as speed cushions) - this will facilitate the planned signalised crossing between the Bloor Homes and Curo sites (west and east of B3133 North End Road, just north of Arnold's Way roundabout).
 - NSC has also submitted a bid to Great Western Railway's Customer & Communities Fund (CCIF) to widen the footway on the western side of B3133 North End Road on the corner of the junction with Station Road (from 0.7m to 1.3m).



- Eastern footway:**
- Upgrade lighting for footway users east of Arnold's Way roundabout.
 - Widen section of footway north of Ash Farm by addressing vegetation encroachment.
 - Address footway maintenance issues.
 - Reduce speed limit.
 - Provide consistent tactile paving and dropped kerb provision.

- Eastern footway:**
- Address footway defects, slopes and overhanging vegetation.
 - Carry out detailed study into traffic management, parking/loading and improving/widening pedestrian infrastructure in the village.
 - Carry out targeted footway widening close to rear wall of 26 Church Road.
 - Yatton High Street Package (more detail above) identifies the following improvements:
 - New tactile paving at Zebra crossing just north of B3133/Church Road junction - raising of Zebra crossing as part of gateway feature to 20mph limit in the village centre.
 - Reduce width of B3133/Well Lane bellmouth to reduce pedestrian crossing distance and vehicle speeds.

- Address footway maintenance issues.
- Carry out detailed study into traffic management, parking and improving/widening pedestrian infrastructure in the village.
- Redesign side road junctions to provide shorter and more direct pedestrian crossings, potentially as continuous footways.
- Consider 20mph speed limit.
- Consistently install tactile paving in accordance with guidance.
- The Yatton High Street Improvements Package, with some elements to be delivered in 2020/21 and some in 2021/22 and 2022/23, proposes a number of measures to traffic calm and provide pedestrian and cycling improvements:
- Dropped kerbs and tactile paving across Station Access (as listed above, part of CCIF bid).
- Widening of western side of footway between Laurel Gardens & Grassmere Road to an average width of 1.8m (maximum widening of 200mm).
- Consider 20mph limit from B3133/Cherry Grove junction to south of B3133/Well Lane junction. Include residential roads over a wider area.
- New raised Zebra crossing as gateway feature to 20mph limit at Cherry Grove, to improve crossing facilities between the cluster of shops there
- Reduce width of junction at Chescombe Road junction with B3133 to slow vehicle speeds and increase footway space.

- Western footway:**
- Carry out detailed study into traffic management, parking/loading and improving/widening pedestrian infrastructure in the village.
 - Redesign Chescombe/Church Road junction to enable more direct and shorter pedestrian crossings.
 - Provide dropped kerbs and tactile paving at cul-de-sac opposite 14 Church Road.
 - Yatton High Street Package (more detail above) identifies the following improvements:
 - New tactile paving at Zebra crossing just north of B3133/Church Road junction - raising of Zebra crossing as part of gateway feature to 20mph limit in the village centre.
 - Reduce width of B3133/Church Road junction to reduce pedestrian crossing distance and vehicle speeds.
 - Consider 20mph speed limit.

- Key Walking Route
- Section start and end points
- Core Walking Zones

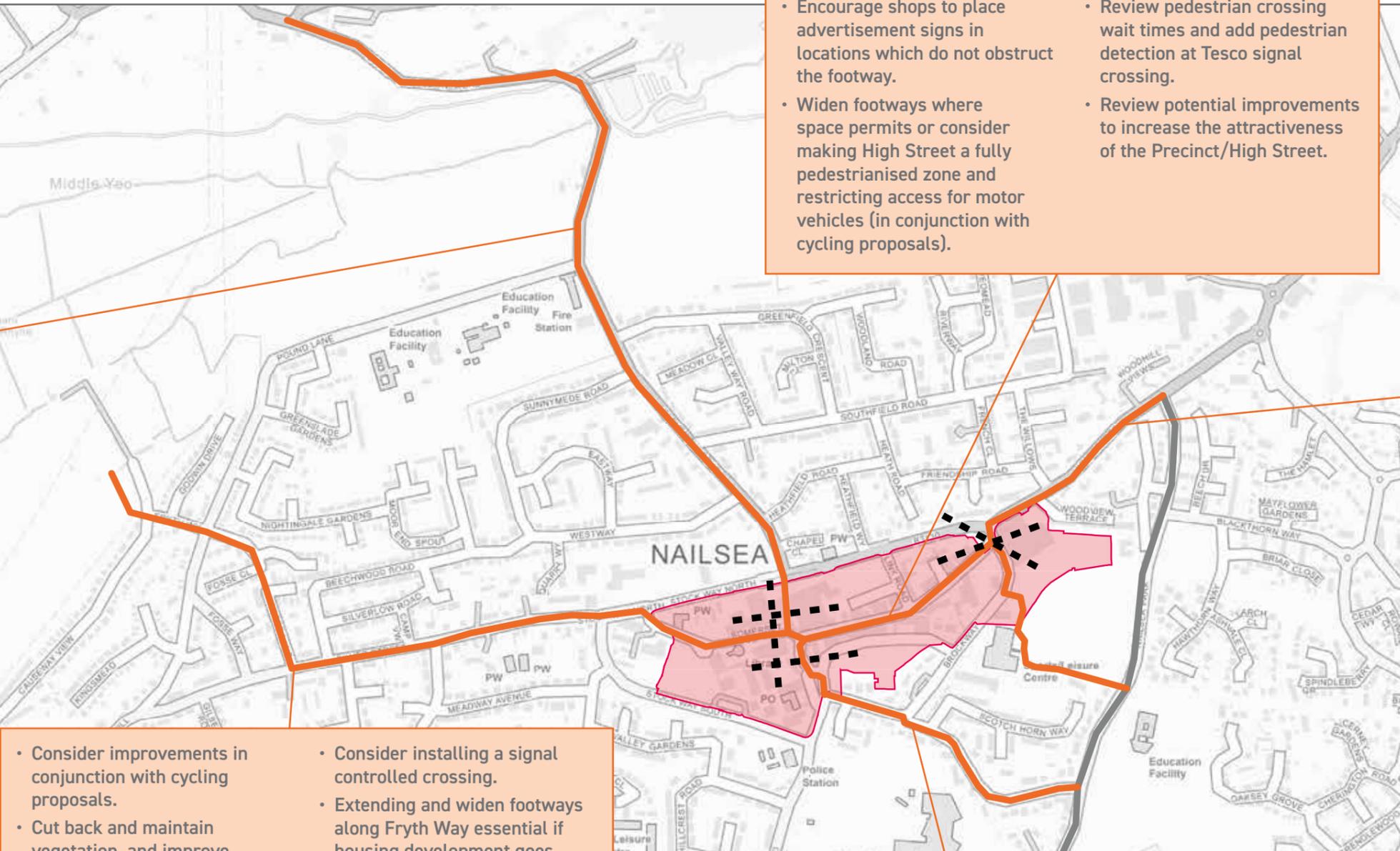
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Nailsea 1

- Create more prominent pedestrian route across frontage of Motor Vision.
- Repair damaged footway.
- At Stock Way North/Clevedon Road signal junction, clean graffiti, enhance lighting, cut back vegetation, remove subway and consider extending 'green man' time or convert staggered crossing into single phase crossing.
- Consider traffic calming measures.
- Widen footway on eastern side of Clevedon Road between junctions with Heathfield Road and Southfield Road, and create more waiting space at bus stop.
- Reduce side junction widths and consider converting into continuous footways.
- Widen crossing points to 2m where space permits.
- Install tactile paving where absent.

- Clean white paint spill west of Link Road junction.
- Encourage shops to place advertisement signs in locations which do not obstruct the footway.
- Widen footways where space permits or consider making High Street a fully pedestrianised zone and restricting access for motor vehicles (in conjunction with cycling proposals).
- Reduce and rationalise use of bollards.
- Review pedestrian crossing wait times and add pedestrian detection at Tesco signal crossing.
- Review potential improvements to increase the attractiveness of the Precinct/High Street.

- Carry out footway maintenance/resurfacing where tree roots create uneven surfaces and where there is footway damage along High Street.
- Consider measures to slow traffic a long High Street.
- Widen footways and narrow the carriageway where space permits and consider traffic calming measures.
- Consider setting back hedges or narrowing the carriageway, to provide continuous footway, subject to land ownership/negotiation on the High Street between The Willows and Southfield Road - alternatively construct suitable crossing points.
- Extend the footway on the southern side of High Street near house no.13.
- Reduce width of The Willows/High Street and Nailsea Park/High Street junctions.
- Cut and clear overgrown vegetation on the northern footway near house no.62.
- Install dropped kerbs and tactile paving, upgrade kerbs and construct a priority crossing for access to bus stop at Southfield Road/High Street junction.



- Key Walking Route
- Other Key Walking Routes
- Section start and end points
- Core Walking Zones

- Consider improvements in conjunction with cycling proposals.
- Cut back and maintain vegetation, and improve lighting and footway surface on Fosse Lane.
- Review placing of street furniture near Christchurch Close.
- Widen footways on Silver Street to a consistent standard and consider traffic calming measures.
- Consider enforcing 'no parking' /double yellow lines for the section between Whitesfield Road and Moorfields Road side junctions.
- Consider installing a signal controlled crossing.
- Extending and widen footways along Fryth Way essential if housing development goes ahead, along with further footway widening and improvements along Fosse Lane towards Silver Street.
- Reduce junction width at Fryth Way, Pound Lane, Godwin Drive, Fosse Barton, Whitesfield Road and Moorfields Road and widen footway to increase visibility.
- Install consistent dropped kerbs and tactile paving, including at Beechwood Road and Camp View Road junctions.
- Consider 20mph speed limit.

- In conjunction with cycling proposals, explore 20mph speed limit traffic calming measures between the Precinct and Station Road and consider formal crossing point where Station Road meets Brockway junction.
- Review placing of bollards.
- Improve northern footway surface on Station Road between Mizzymead Road roundabout and Brockway.
- Widen northern footway where space permits on Station Road between Brockway and Nailsea Park.
- Improve crossing from the Precinct to Station Road to ensure pedestrian desire lines are well catered for, eg. through provision of Zebra crossing on eastern arm of the Mizzymead/Station Road roundabout.
- Consider footway alongside car park.
- Improve pedestrian crossings at Station Road/Laurel Drive and Station Road/Nailsea Park junctions, providing dropped kerbs and tactile paving as per guidance.
- Add signs and traffic calming measures on approach to footpath connecting Station Road to Nailsea School.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

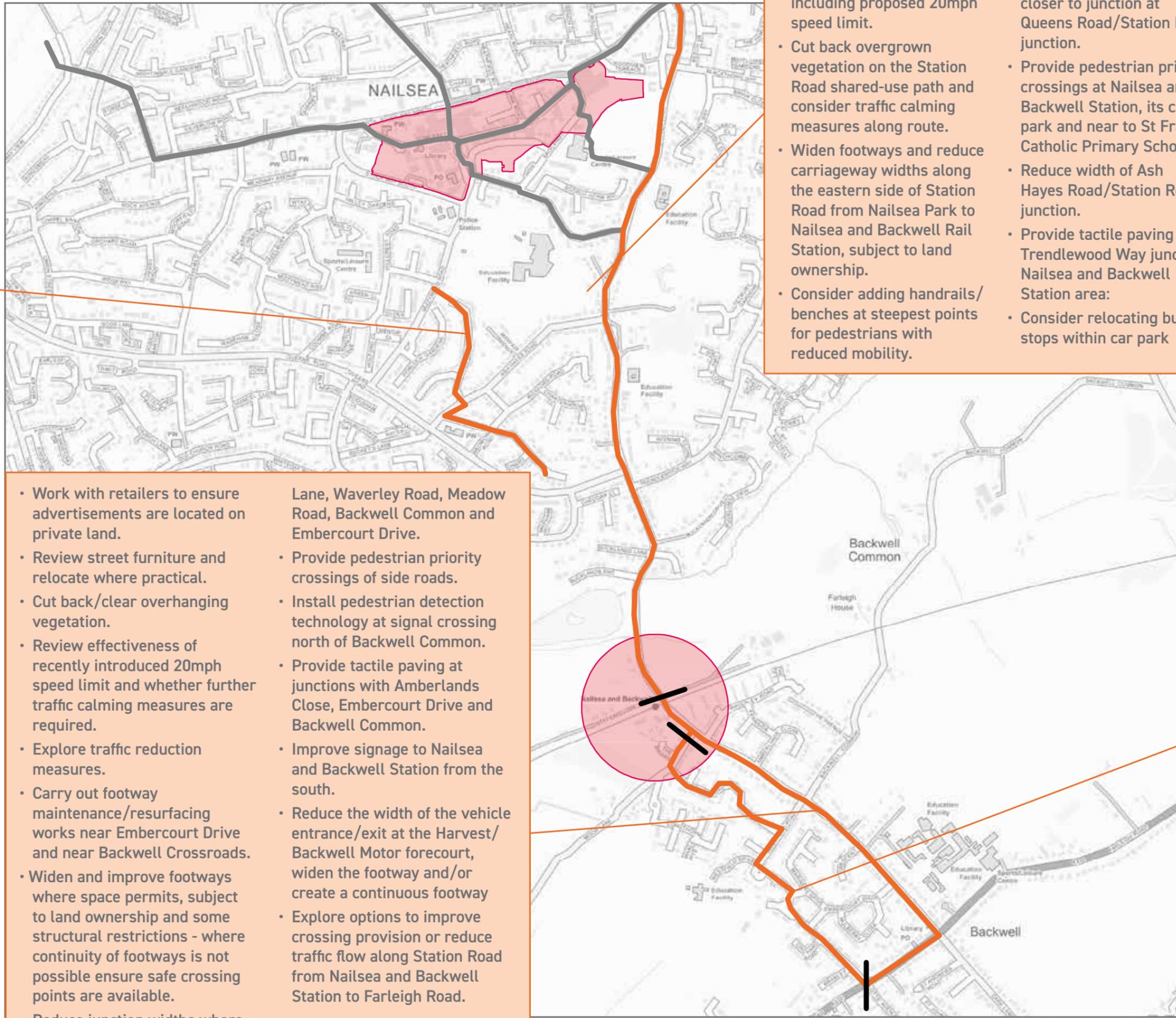
- Cut back overgrown vegetation at Westfield Close/Westfield Road junction.
- Improve area on approach to underpass for pedestrians and cyclists at northern end of Ash Hayes Drive.
- Cut back overhanging vegetation and consider additional lighting.
- Carry out footway maintenance/resurfacing works from Farler's End to Ash Hayes Drive.
- Widen footways where space permits, subject to land ownership and some structural restrictions.
- Improve wayfinding signage.
- Reduce width of junctions (Little Meadow End/Ash Hayes Road, Ash Hayes Drive/Ash Hayes Road junction and Rickford Road/Farler's End junctions).
- Improvements to Mizzymead Road to be carried out as part of cycling proposals.
- Install dropped kerbs and tactile paving where missing at crossing points.

— Key Walking Route

— Other Key Walking Routes

— Section start and end points

□ Core Walking Zones

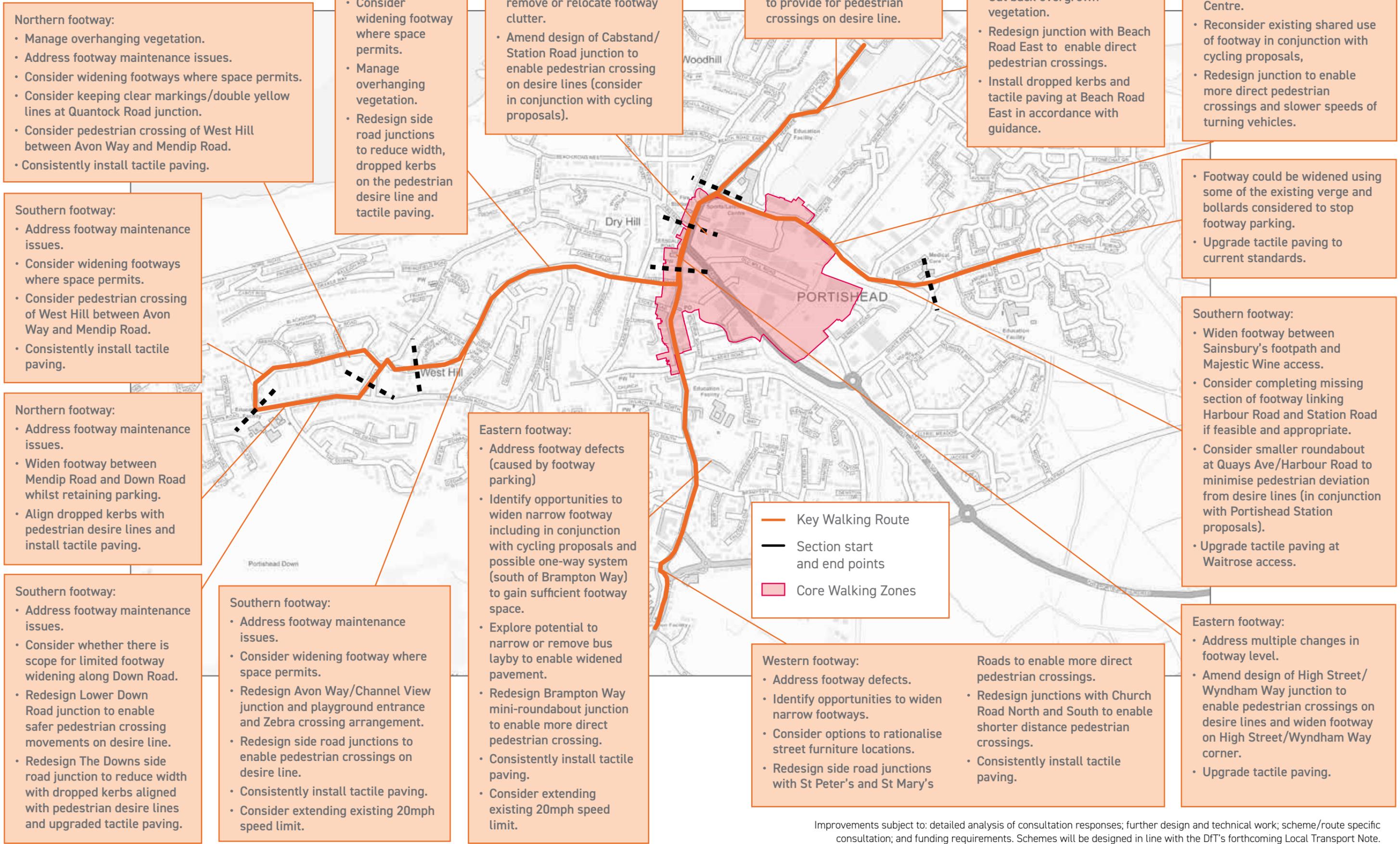


- Work with retailers to ensure advertisements are located on private land.
- Review street furniture and relocate where practical.
- Cut back/clear overhanging vegetation.
- Review effectiveness of recently introduced 20mph speed limit and whether further traffic calming measures are required.
- Explore traffic reduction measures.
- Carry out footway maintenance/resurfacing works near Embercourt Drive and near Backwell Crossroads.
- Widen and improve footways where space permits, subject to land ownership and some structural restrictions - where continuity of footways is not possible ensure safe crossing points are available.
- Reduce junction widths where Station Road meets Moorfield Road, Waverley Road, Meadow Road, Backwell Common and Embercourt Drive.
- Provide pedestrian priority crossings of side roads.
- Install pedestrian detection technology at signal crossing north of Backwell Common.
- Provide tactile paving at junctions with Amberlands Close, Embercourt Drive and Backwell Common.
- Improve signage to Nailsea and Backwell Station from the south.
- Reduce the width of the vehicle entrance/exit at the Harvest/Backwell Motor forecourt, widen the footway and/or create a continuous footway
- Explore options to improve crossing provision or reduce traffic flow along Station Road from Nailsea and Backwell Station to Farleigh Road.

- Improvements to be considered in conjunction with cycling proposals, including proposed 20mph speed limit.
- Cut back overgrown vegetation on the Station Road shared-use path and consider traffic calming measures along route.
- Widen footways and reduce carriageway widths along the eastern side of Station Road from Nailsea Park to Nailsea and Backwell Rail Station, subject to land ownership.
- Consider adding handrails/benches at steepest points for pedestrians with reduced mobility.
- Reduce width of junction, widen pedestrian refuge and bring crossing point closer to junction at Queens Road/Station Road junction.
- Provide pedestrian priority crossings at Nailsea and Backwell Station, its car park and near to St Francis Catholic Primary School.
- Reduce width of Ash Hayes Road/Station Road junction.
- Provide tactile paving at Trendlewood Way junction. Nailsea and Backwell Station area:
- Consider relocating bus stops within car park grounds to improve waiting facilities and provide larger waiting area away from footway.
- If the above is not feasible, consider east-west crossing facility to access southbound bus stop.
- Provide pedestrian priority crossings across station access and car park entrance
- Identify options to enhance access to the westbound rail platform for less mobile disabled travellers, such as with a lift or ramps.

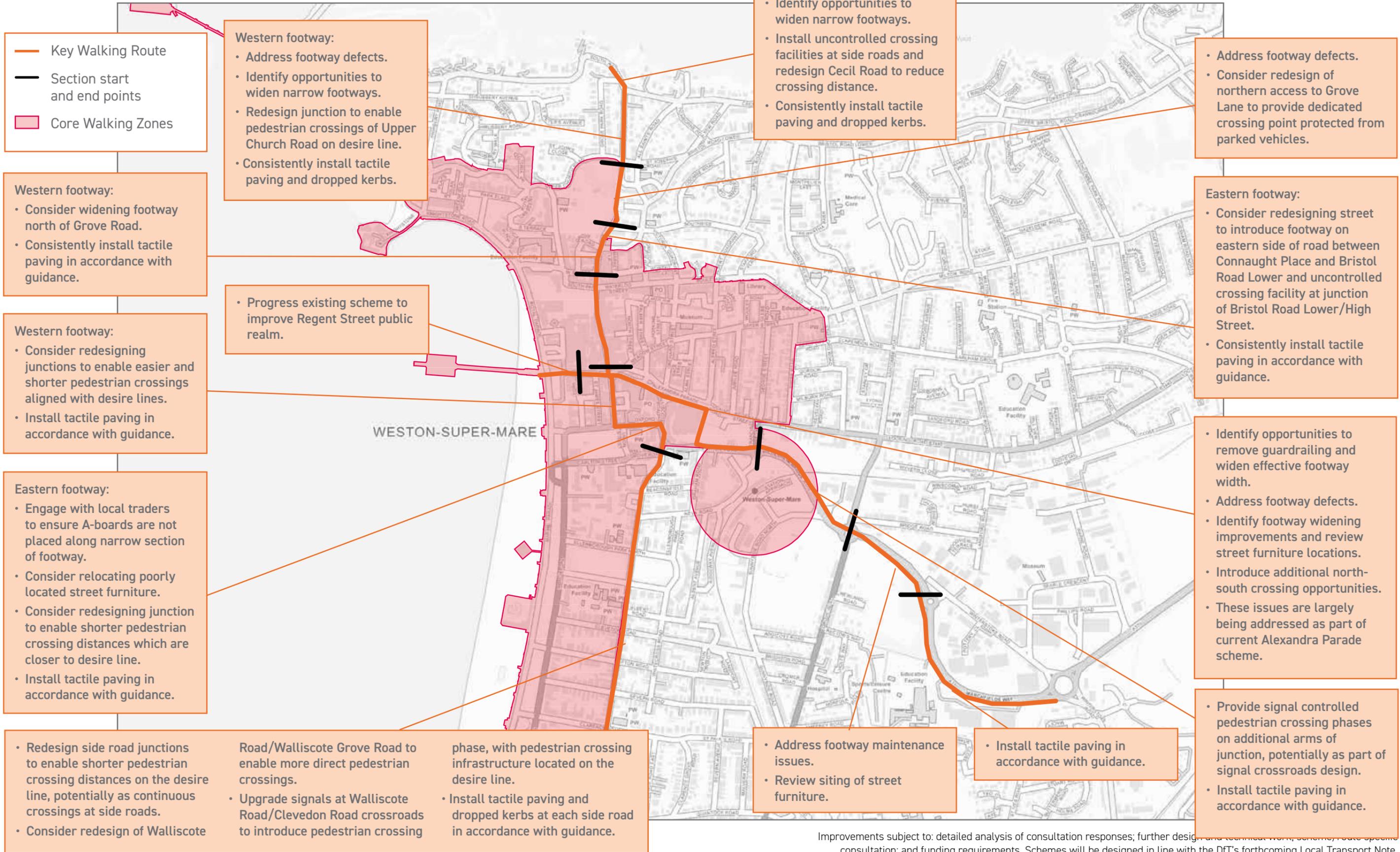
- Work with retailers to place advertisement signs closer to frontages.
- Improve street lighting along Rodney Road where appropriate
- Widen footway where space permits at junctions with Westfield Road.
- Carry out footway maintenance/patching resurfacing works.
- Reduce width of junctions and improve pedestrian crossing points
- Install wayfinding signs.
- Reduce speed limit to 20mph if appropriate, ideally as part of wider Backwell scheme, extending the existing Station Road scheme.
- Install dropped kerbs and tactile paving on Moorfield Road.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Weston-super-Mare 1



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/ route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Weston-super-Mare 2

- Redesign approach to station to provide wider and more direct pedestrian route.
- Address wide flared crossing points.
- Consistently install tactile paving in accordance with guidance.

- Consider selective cutting back of vegetation and potential for footway widening.
- Consider redesigned wider pedestrian crossing.
- Provide pedestrian crossing at care home entrance aligned with pedestrian desire line.
- Redesign side road junction with Yarbury Way to reduce pedestrian crossing distance and reduce junction width, provide dropped kerbs and tactile paving.

- Consider selective cut back of vegetation to improve footway/path width, visibility and lighting.

- Address footway defects.
- Identify opportunities to widen narrow footways.
- Maybe some potential to narrow carriageway widths.
- Redesign side road crossings to enable shorter pedestrian crossing distances on the desire line.
- Consider redesigning Becket Road roundabout to reduce carriageway space, reduce

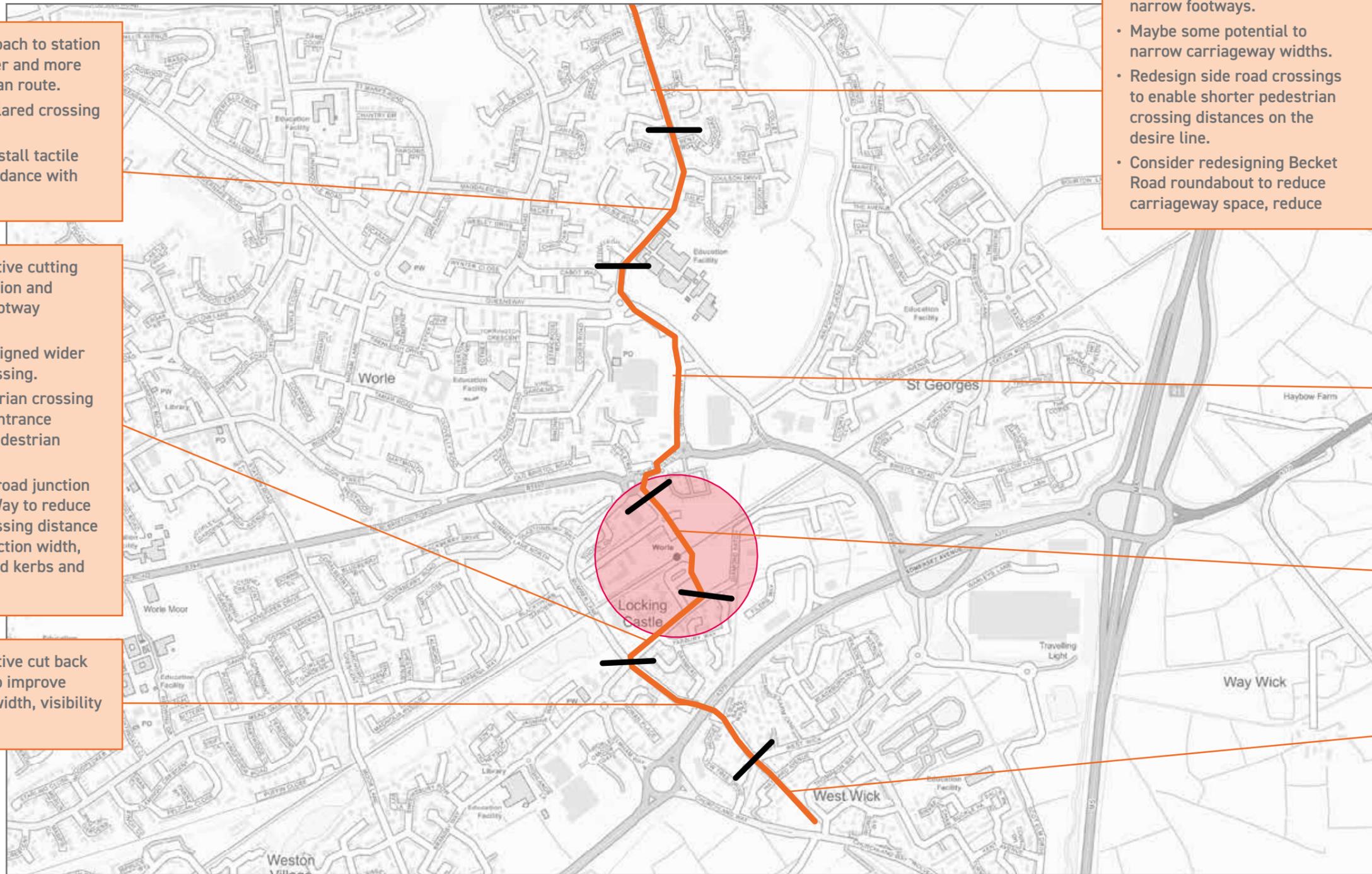
- traffic speeds and provide for direct and short pedestrian crossings.
- Consistently install tactile paving in accordance with guidance.
- Introduce dropped kerbs at roundabout by Observatory public house, potentially as part of wider junction redesign.

- Increase pedestrian refuge island width.
- Construct additional footway along southern and northern sides of Queensway with crossing facilities at Wansbrough Road and District Centre arms of roundabout.
- Install tactile paving in accordance with guidance.

- Review number and positioning of bollards immediately north of Diamond Batch.

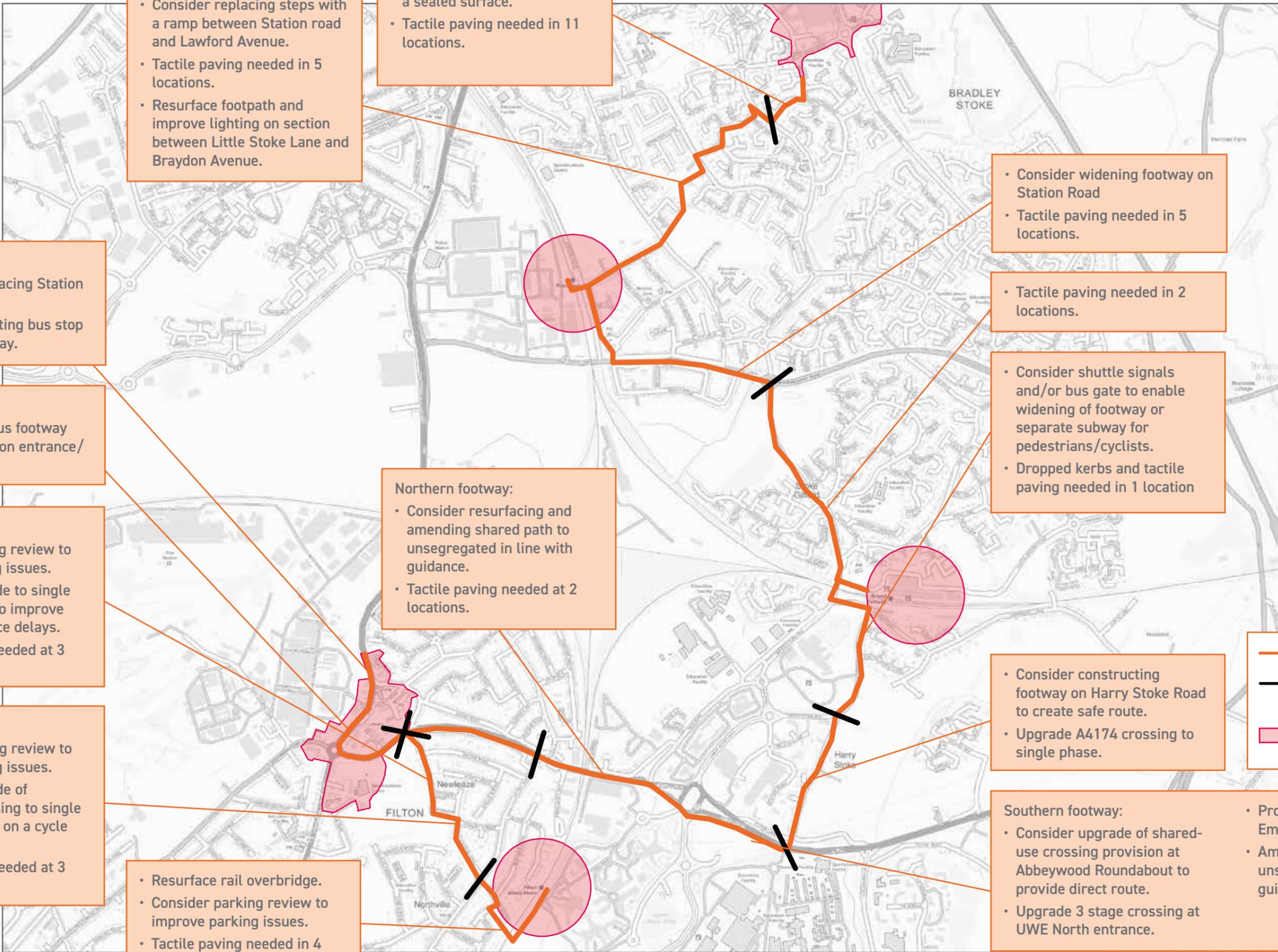
- Consider installation of lighting.
- Install tactile paving in accordance with guidance.

- Key Walking Route
- Section start and end points
- Core Walking Zones



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bristol North Fringe



- Consider replacing steps with a ramp between Station road and Lawford Avenue.
- Tactile paving needed in 5 locations.
- Resurface footpath and improve lighting on section between Little Stoke Lane and Braydon Avenue.

- Consider upgrade of section alongside Braydon Avenue to a sealed surface.
- Tactile paving needed in 11 locations.

Eastern footway:

- Consider resurfacing Station Road footway.
- Consider relocating bus stop to back of footway.

Western footway:

- Install continuous footway across Air Balloon entrance/exit.

Western footway:

- Consider parking review to improve parking issues.
- Consider upgrade to single stage crossing to improve safety and reduce delays.
- Tactile paving needed at 3 locations.

Eastern footway:

- Consider parking review to improve parking issues.
- Consider upgrade of signalised crossing to single stage Toucan as on a cycle route.
- Tactile paving needed at 3 locations.

- Resurface rail overbridge.
- Consider parking review to improve parking issues.
- Tactile paving needed in 4 locations.

Northern footway:

- Consider resurfacing and amending shared path to unsegregated in line with guidance.
- Tactile paving needed at 2 locations.

- Consider widening footway on Station Road
- Tactile paving needed in 5 locations.

- Tactile paving needed in 2 locations.

- Consider shuttle signals and/or bus gate to enable widening of footway or separate subway for pedestrians/cyclists.
- Dropped kerbs and tactile paving needed in 1 location

- Consider constructing footway on Harry Stoke Road to create safe route.
- Upgrade A4174 crossing to single phase.

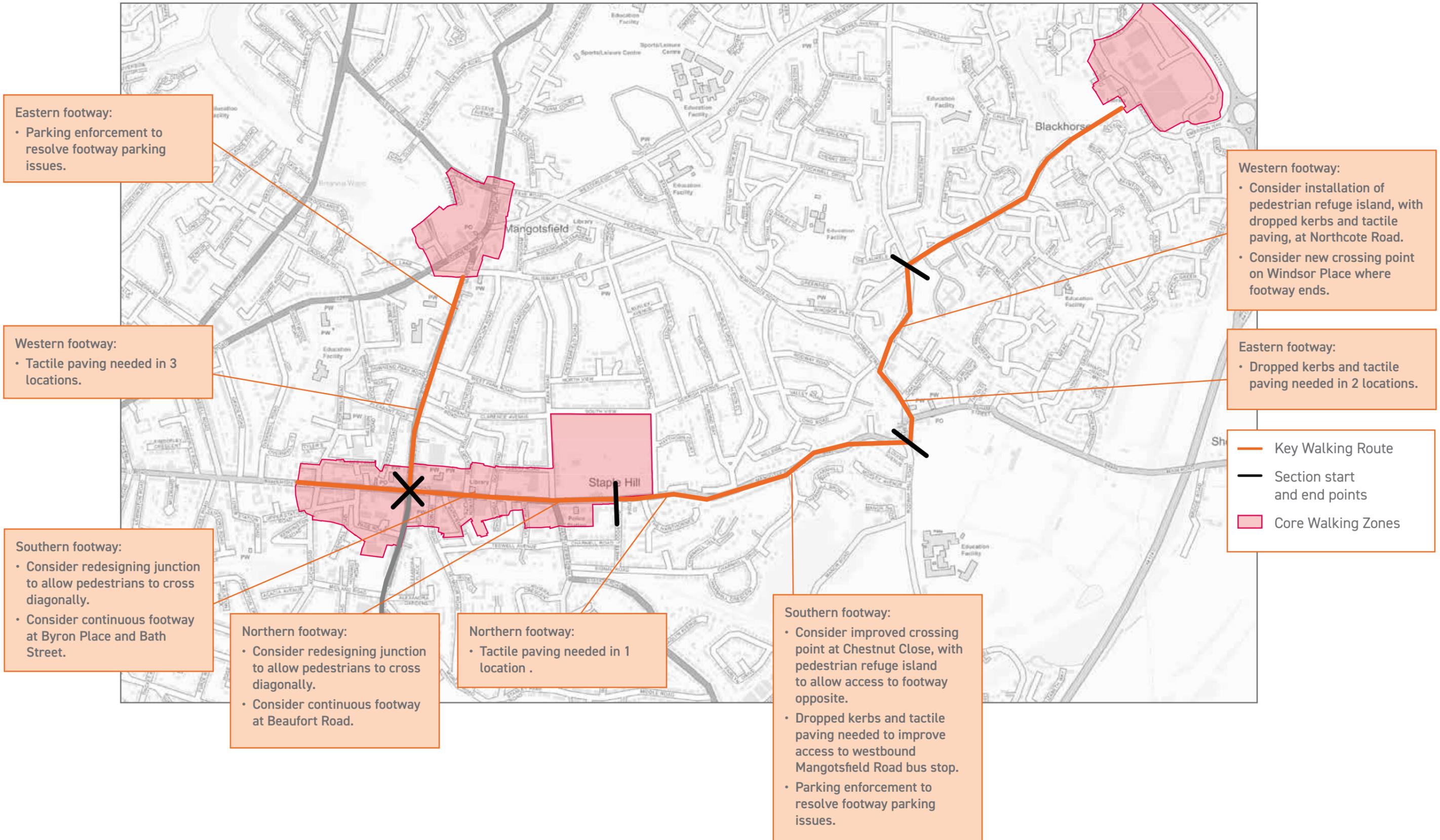
Southern footway:

- Consider upgrade of shared-use crossing provision at Abbeywood Roundabout to provide direct route.
- Upgrade 3 stage crossing at UWE North entrance.
- Provide signalised crossing at Emma Chris Way.
- Amend shared path to unsegregated in line with guidance.

- Key Walking Route
- Section start and end points
- Core Walking Zones

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bristol East Fringe 1



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bristol East Fringe 2

Western footway:

- Consider widening of footway to remove pinchpoints.
- Parking enforcement to resolve footway parking issues.

Western footway:

- Tactile paving needed in 3 locations.

Southern footway:

- Consider moving bus stop location to Moravian Road and removal of existing shelter to reduce impact on footway width.
- Consider continuous footways at Moravian Road and South Road.

Northern footway:

- Consider moving bus shelter to reduce impact on footway width.
- Consider continuous footways at London Street and Park Road.

Western footway:

- Dropped kerbs and tactile paving required in 1 location.

Northern footway:

- Redesign Chapel Street junction to improve safety and provide for pedestrian movement on desire line.
- Consider continuous footways at Tabernacle Road, Lower Hanham Road and Lower Chapel Road.

Southern footway:

- Consider continuous footways at Hanham Library, community centre, Martins Road and Ansteys Road.

Eastern footway:

- Consider relocation of bus shelter and localised widening of footway to remove pinchpoints.

Eastern footway:

- Tactile paving needed in 4 locations.
- Parking enforcement to resolve footway parking issues.

Eastern footway:

- Consider resurfacing and widening footway to remove pinchpoints.
- Dropped kerbs and tactile paving needed in 3 locations.

Northern footway:

- Install continuous footway across Church Road.

Southern footway:

- Consider localised widening footway past the church to minimum 1.8m if width allows.

Eastern footway:

- Dropped kerbs and tactile paving needed in 2 locations.

— Key Walking Route
 — Other Key Walking Routes
 — Section start and end points
 ■ Core Walking Zones

Eastern footway:

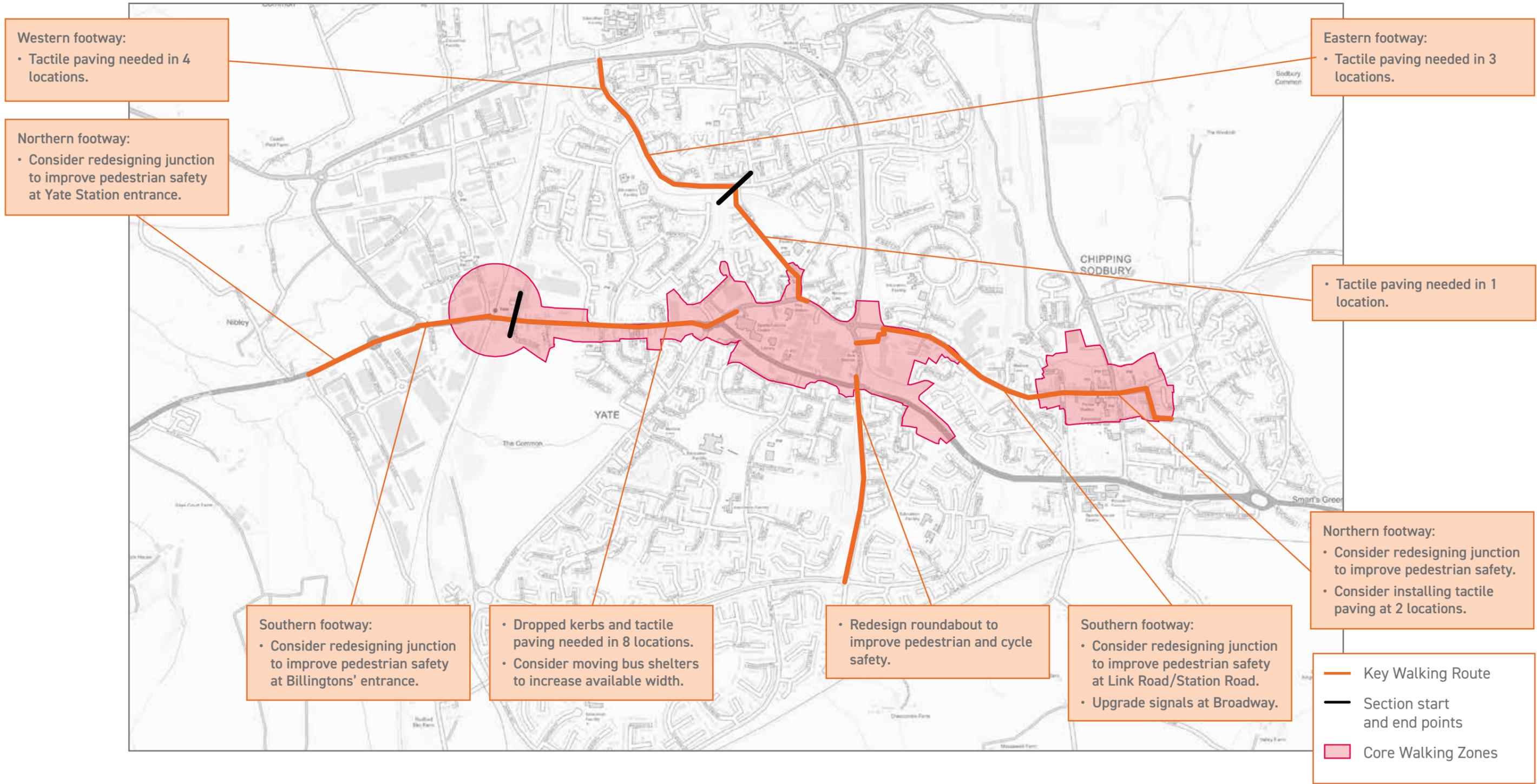
- Undertake parking enforcement to tackle frequent footway parking on Hanham Road.

Western footway:

- Consider widening footway and/or relocating poles for power lines
- Consider re-designing forest road junction to improve pedestrian safety
- Dropped kerbs and tactile paving needed in 2 locations

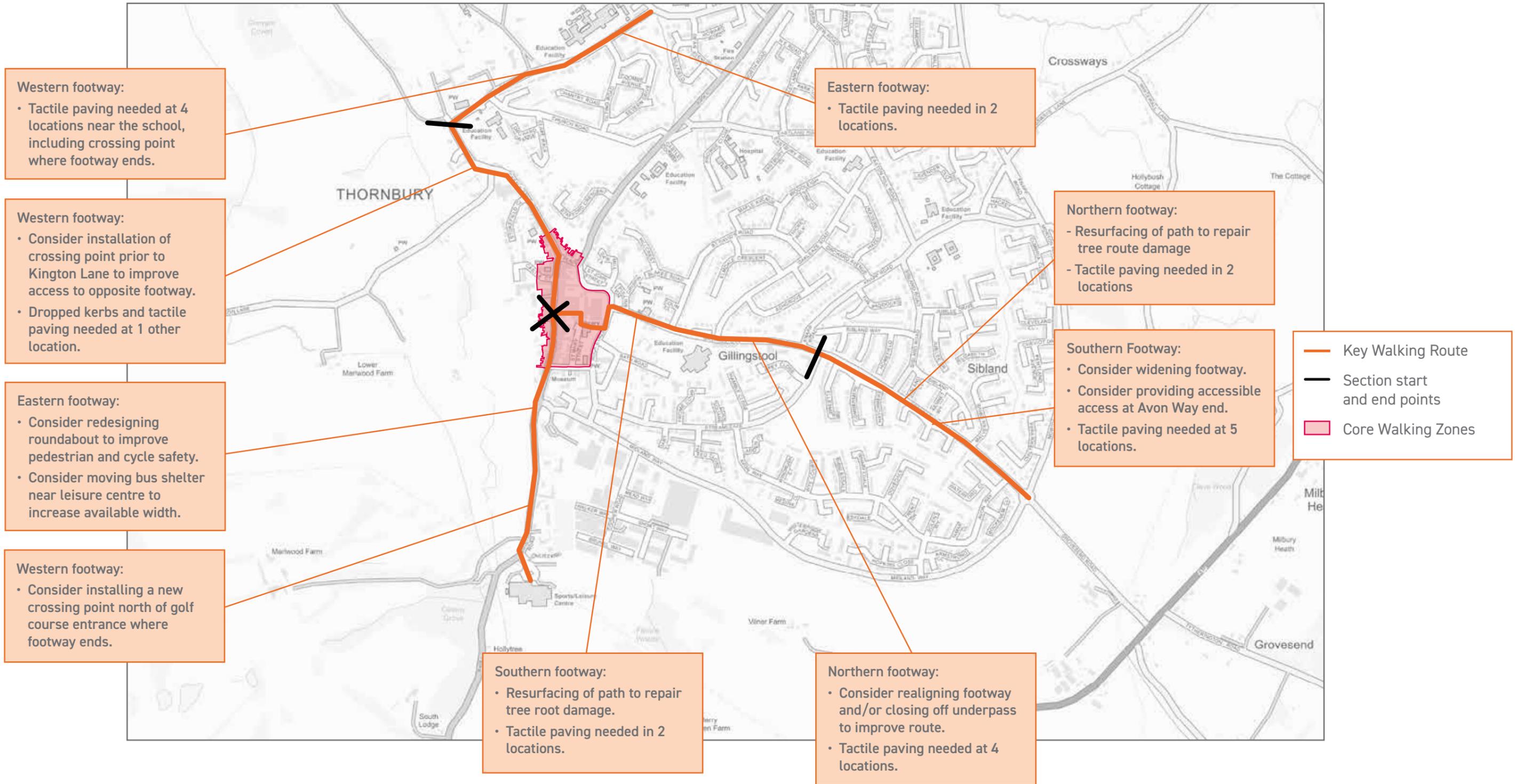
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Yate and Chipping Sodbury



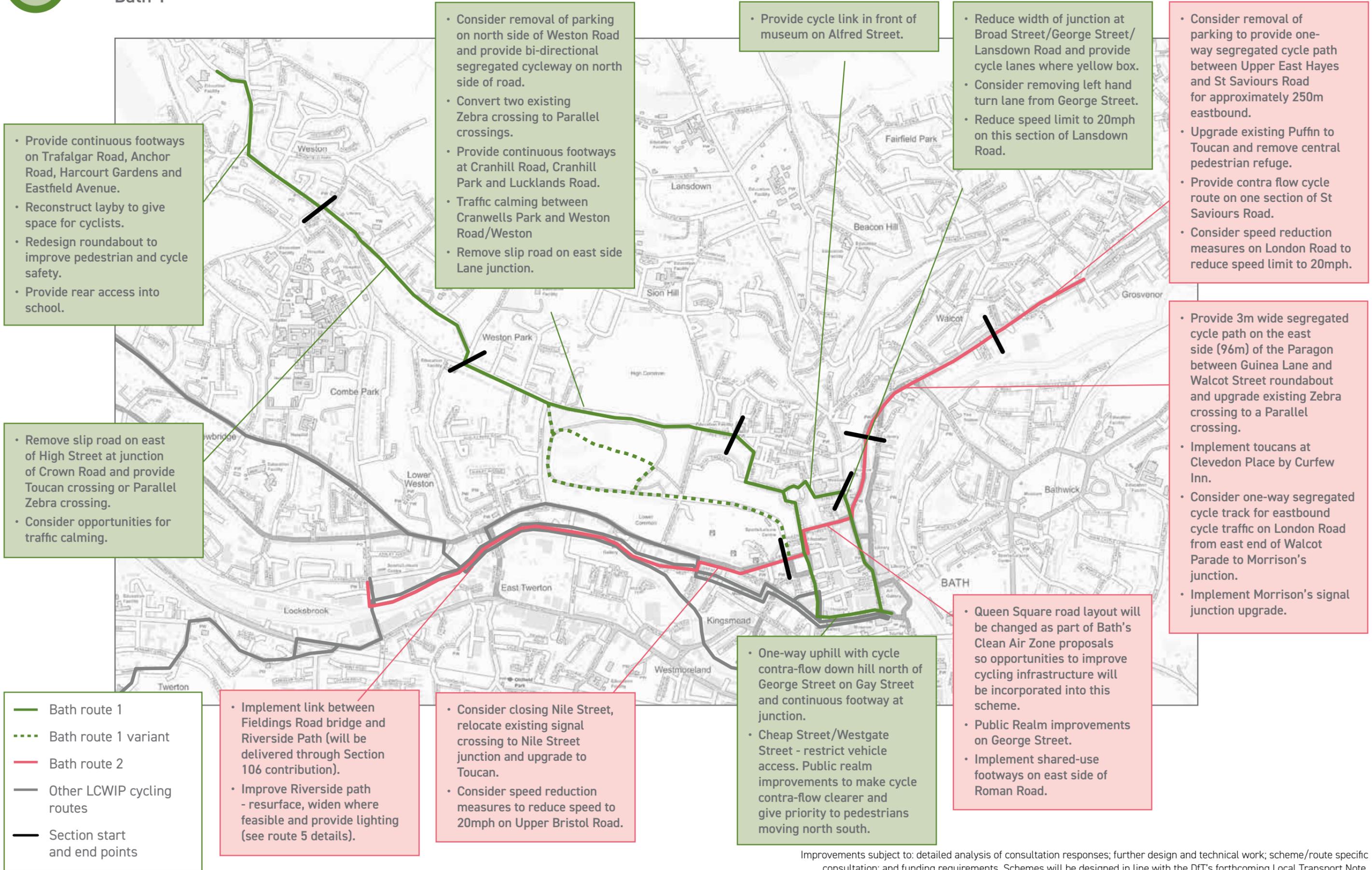
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Thornbury



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bath 1



- Provide continuous footways on Trafalgar Road, Anchor Road, Harcourt Gardens and Eastfield Avenue.
- Reconstruct layby to give space for cyclists.
- Redesign roundabout to improve pedestrian and cycle safety.
- Provide rear access into school.

- Consider removal of parking on north side of Weston Road and provide bi-directional segregated cycleway on north side of road.
- Convert two existing Zebra crossing to Parallel crossings.
- Provide continuous footways at Cranhill Road, Cranhill Park and Lucklands Road.
- Traffic calming between Cranwells Park and Weston Road/Weston
- Remove slip road on east side Lane junction.

- Provide cycle link in front of museum on Alfred Street.

- Reduce width of junction at Broad Street/George Street/Lansdown Road and provide cycle lanes where yellow box.
- Consider removing left hand turn lane from George Street.
- Reduce speed limit to 20mph on this section of Lansdown Road.

- Consider removal of parking to provide one-way segregated cycle path between Upper East Hayes and St Saviours Road for approximately 250m eastbound.
- Upgrade existing Puffin to Toucan and remove central pedestrian refuge.
- Provide contra flow cycle route on one section of St Saviours Road.
- Consider speed reduction measures on London Road to reduce speed limit to 20mph.

- Remove slip road on east of High Street at junction of Crown Road and provide Toucan crossing or Parallel Zebra crossing.
- Consider opportunities for traffic calming.

- Provide 3m wide segregated cycle path on the east side (96m) of the Paragon between Guinea Lane and Walcot Street roundabout and upgrade existing Zebra crossing to a Parallel crossing.
- Implement toucans at Clevedon Place by Curfew Inn.
- Consider one-way segregated cycle track for eastbound cycle traffic on London Road from east end of Walcot Parade to Morrison's junction.
- Implement Morrison's signal junction upgrade.

- Bath route 1
- - - Bath route 1 variant
- Bath route 2
- Other LCWIP cycling routes
- Section start and end points

- Implement link between Fieldings Road bridge and Riverside Path (will be delivered through Section 106 contribution).
- Improve Riverside path - resurface, widen where feasible and provide lighting (see route 5 details).

- Consider closing Nile Street, relocate existing signal crossing to Nile Street junction and upgrade to Toucan.
- Consider speed reduction measures to reduce speed to 20mph on Upper Bristol Road.

- One-way uphill with cycle contra-flow down hill north of George Street on Gay Street and continuous footway at junction.
- Cheap Street/Westgate Street - restrict vehicle access. Public realm improvements to make cycle contra-flow clearer and give priority to pedestrians moving north south.

- Queen Square road layout will be changed as part of Bath's Clean Air Zone proposals so opportunities to improve cycling infrastructure will be incorporated into this scheme.
- Public Realm improvements on George Street.
- Implement shared-use footways on east side of Roman Road.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bath 2

- Segregated cycle path west bound between Pen Hill Road and Oldfield School.
- Provide east bound cycle lane between no.6 Kelston Road and Pen Hill Road.
- Provide segregated cycle path east bound.
- Continuous footway/cycleway across Pen Hill Road junction with pavement buildout.
- Upgrade existing Puffin to Toucan outside Oldfield School.

- Consider new signal controlled junction/crossing or pedestrian/cycle refuge island west or east of Locksbrook Road.
 - Provide footway build-out across Locksbrook Road to provide continuous footway/cycleway at junction.
 - Provide two-way segregated cycle path to link to signalised junction providing continuity of route east to west along the
- corridor on Newbridge Hill between Locksbrook Road and Combe Park.
- Improve cycle/pedestrian safety at Newbridge Hill/Combe Park roundabout.
 - Consider removal of on-road parking to provide uphill cycle lane or on road cycle symbols where lanes not feasible on Newbridge Hill between Combe Park and 6 Kelston Road.

- Provide link between Fieldings Road bridge and riverside path (to be delivered through Section 106 contribution).
- Widen narrow 30m Riverside path at 1-8 Windsor Court.
- Resurface, widen where feasible and provide lighting.
- Widen riverside path under Locksbrook Bridge at pinchpoint for approximately 70m.
- Improve access at Windsor Bridge Road.

- Resurface, widen where feasible and provide lighting.
- Consider providing new access at Comfortable Place.
- Upgrade existing ramp to Midland Bridge Road.

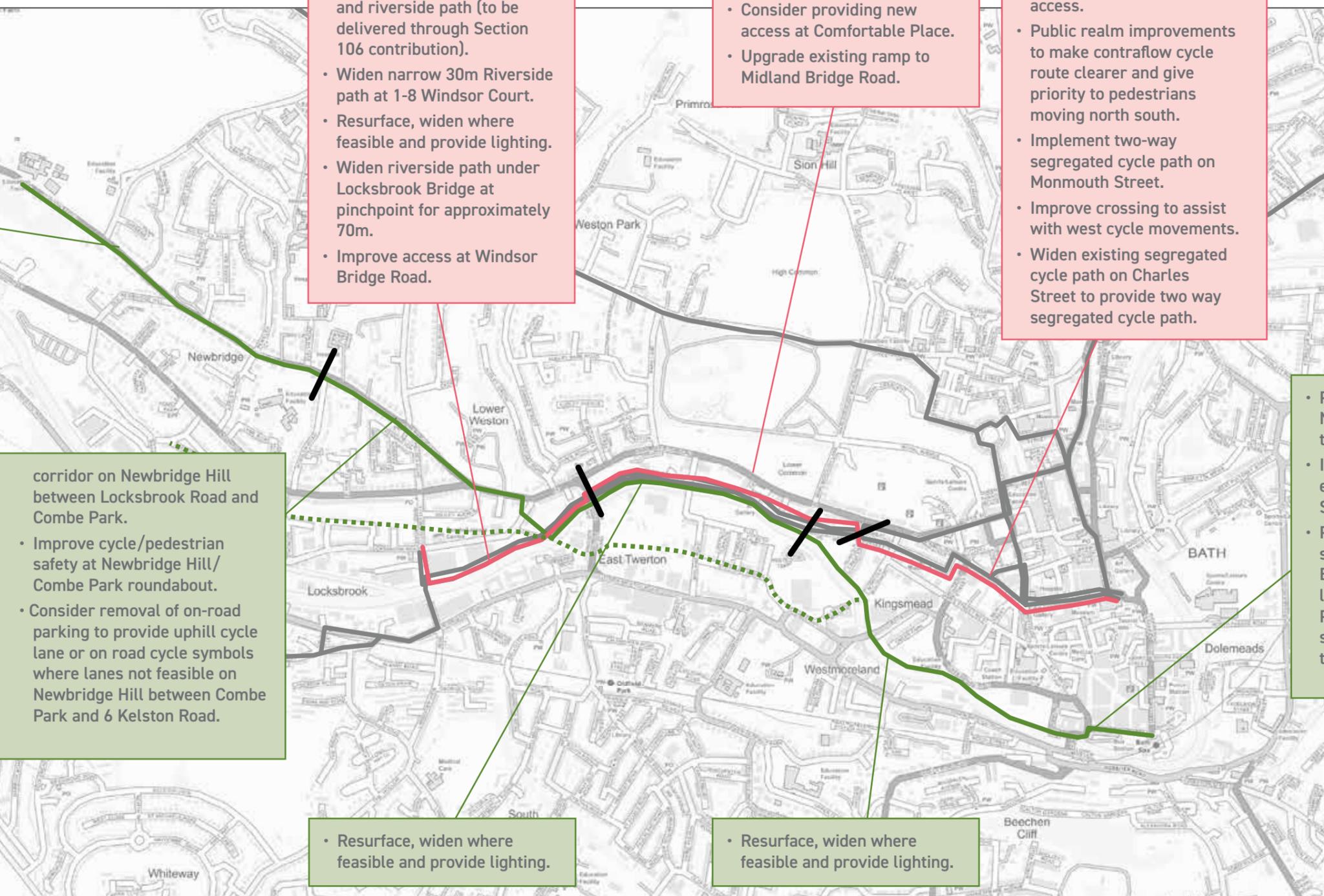
- Cheap Street/Westgate Street - restrict vehicle access.
- Public realm improvements to make contraflow cycle route clearer and give priority to pedestrians moving north south.
- Implement two-way segregated cycle path on Monmouth Street.
- Improve crossing to assist with west cycle movements.
- Widen existing segregated cycle path on Charles Street to provide two way segregated cycle path.

- Provide eastbound link from North Quays with Toucans on the Ambury and A367.
- Improved cycle/pedestrian environment and ramp on Somerset Street.
- Provide westbound segregated cycle path on Broad Quay (existing layby) to link to upgraded Zebra with Parallel crossing and new segregated cycle path linking to riverside path.

- Resurface, widen where feasible and provide lighting.

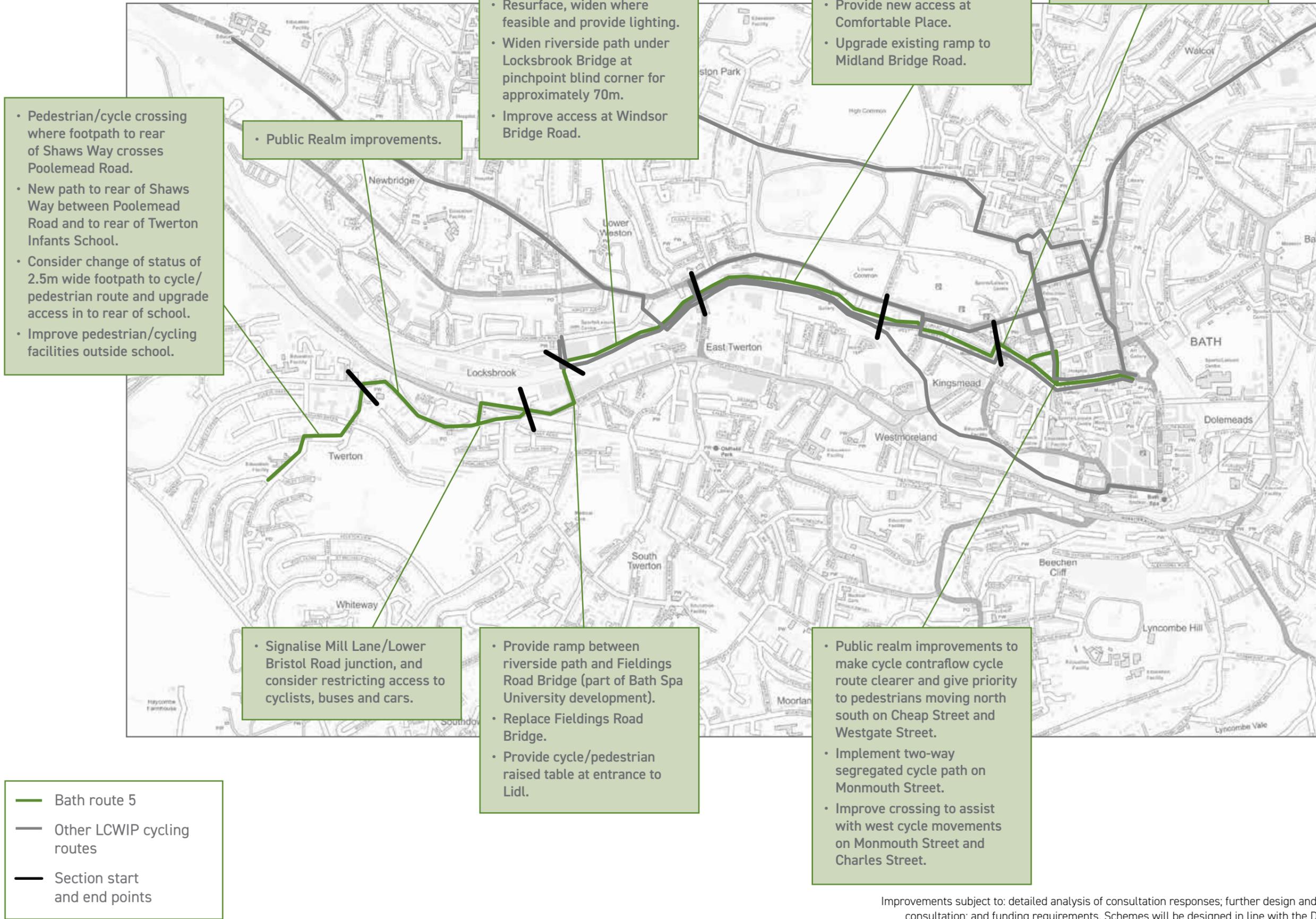
- Resurface, widen where feasible and provide lighting.

- Bath route 3
- ⋯ Bath route 3 variant
- Bath route 4
- Other LCWIP cycling routes
- Section start and end points



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bath 3



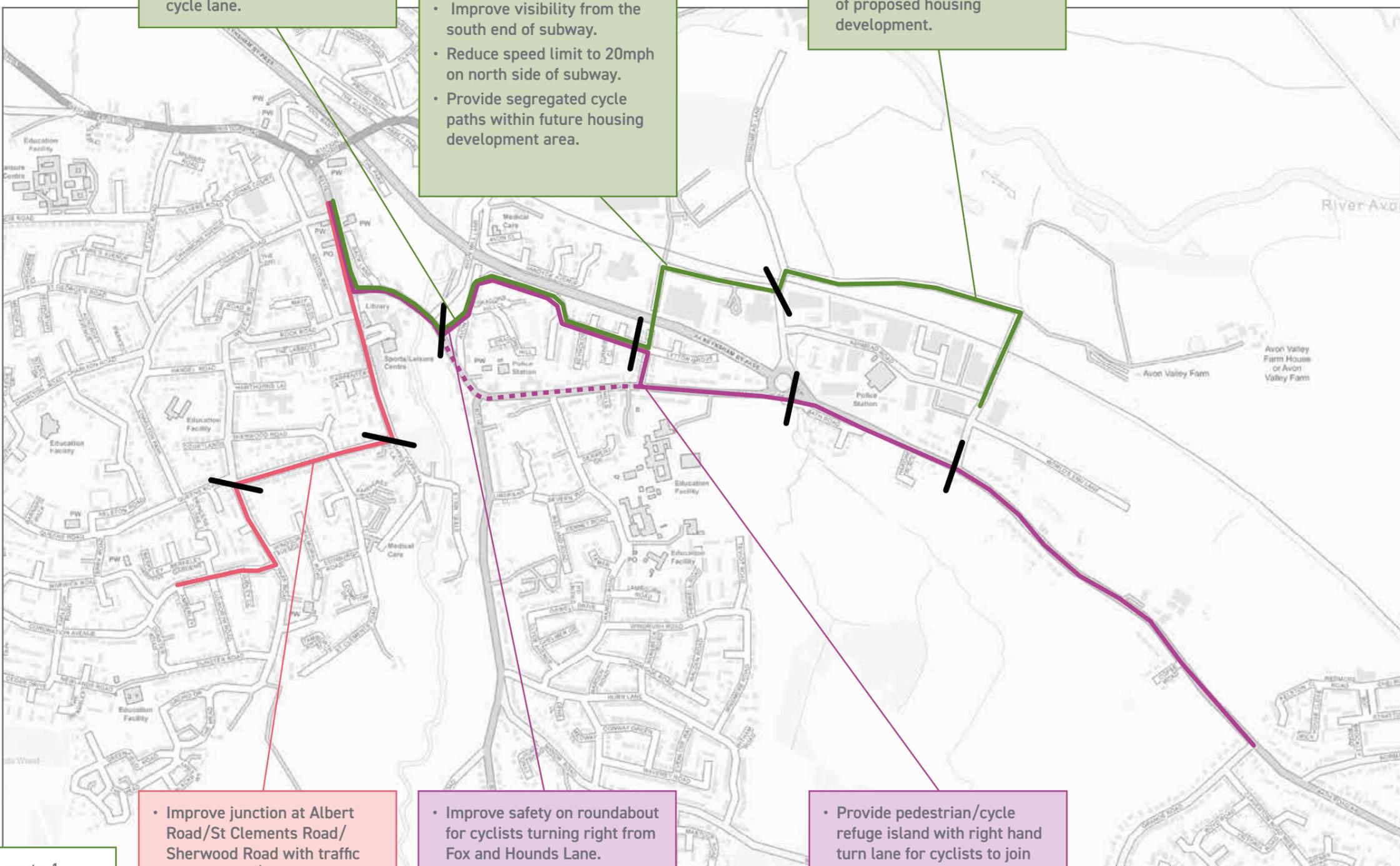
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Keynsham

- Improve by removing parking on hill and install mandatory cycle lane.

- Remove vegetation at subway.
- Improve visibility from the south end of subway.
- Reduce speed limit to 20mph on north side of subway.
- Provide segregated cycle paths within future housing development area.

- Construct new segregated cycle paths as part of proposed housing development.



- Improve junction at Albert Road/St Clements Road/Sherwood Road with traffic calming and/or pedestrian crossing as pedestrian desire line crosses Albert Road, with cycle signage on road.
- Consider raised table at crossroads with Albert Road.
- Potential for road closure at southern entrance to Sherwood Road.

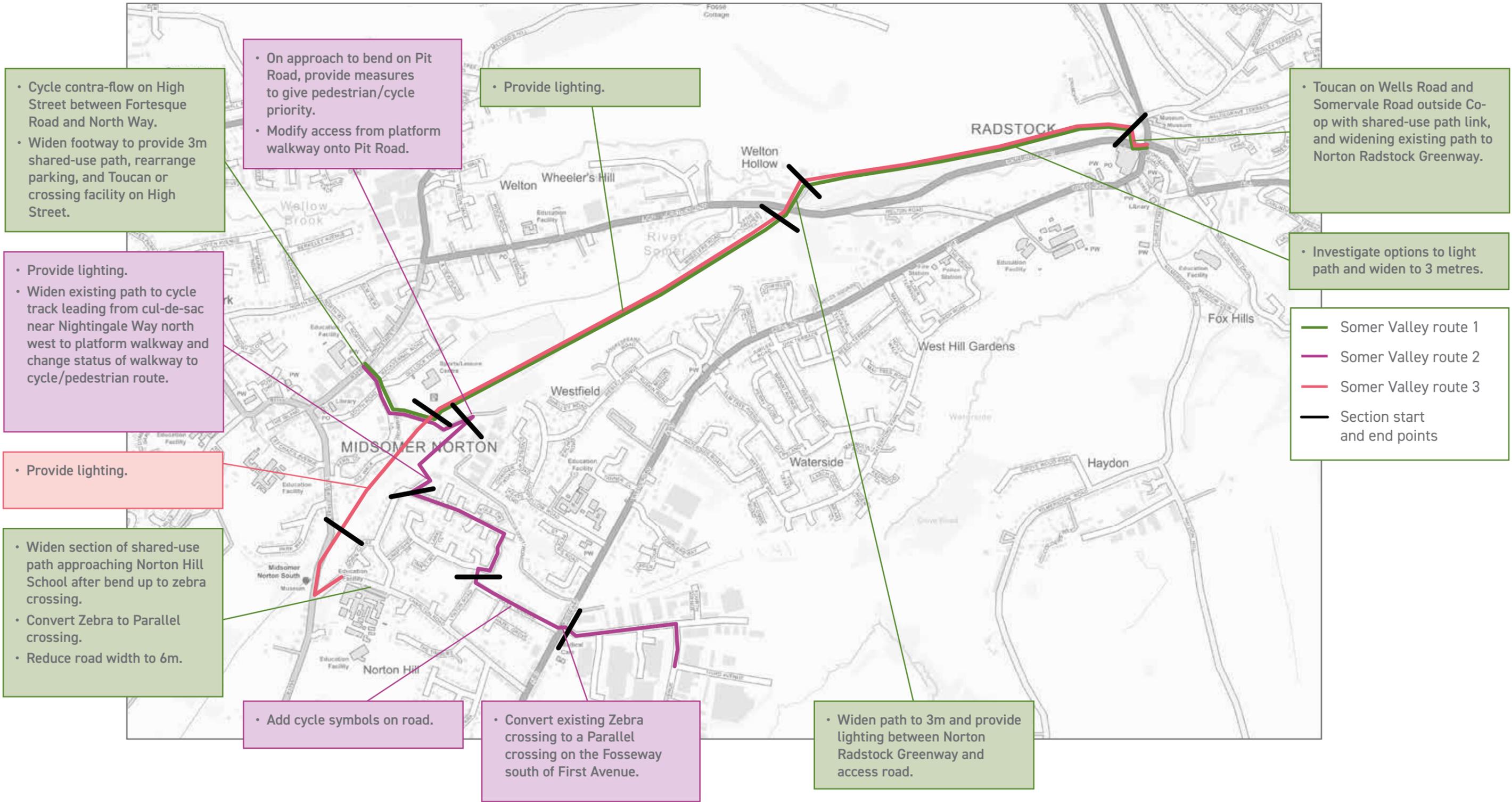
- Improve safety on roundabout for cyclists turning right from Fox and Hounds Lane.

- Provide pedestrian/cycle refuge island with right hand turn lane for cyclists to join shared-use path east of Unity Road so cyclists can avoid roundabout.

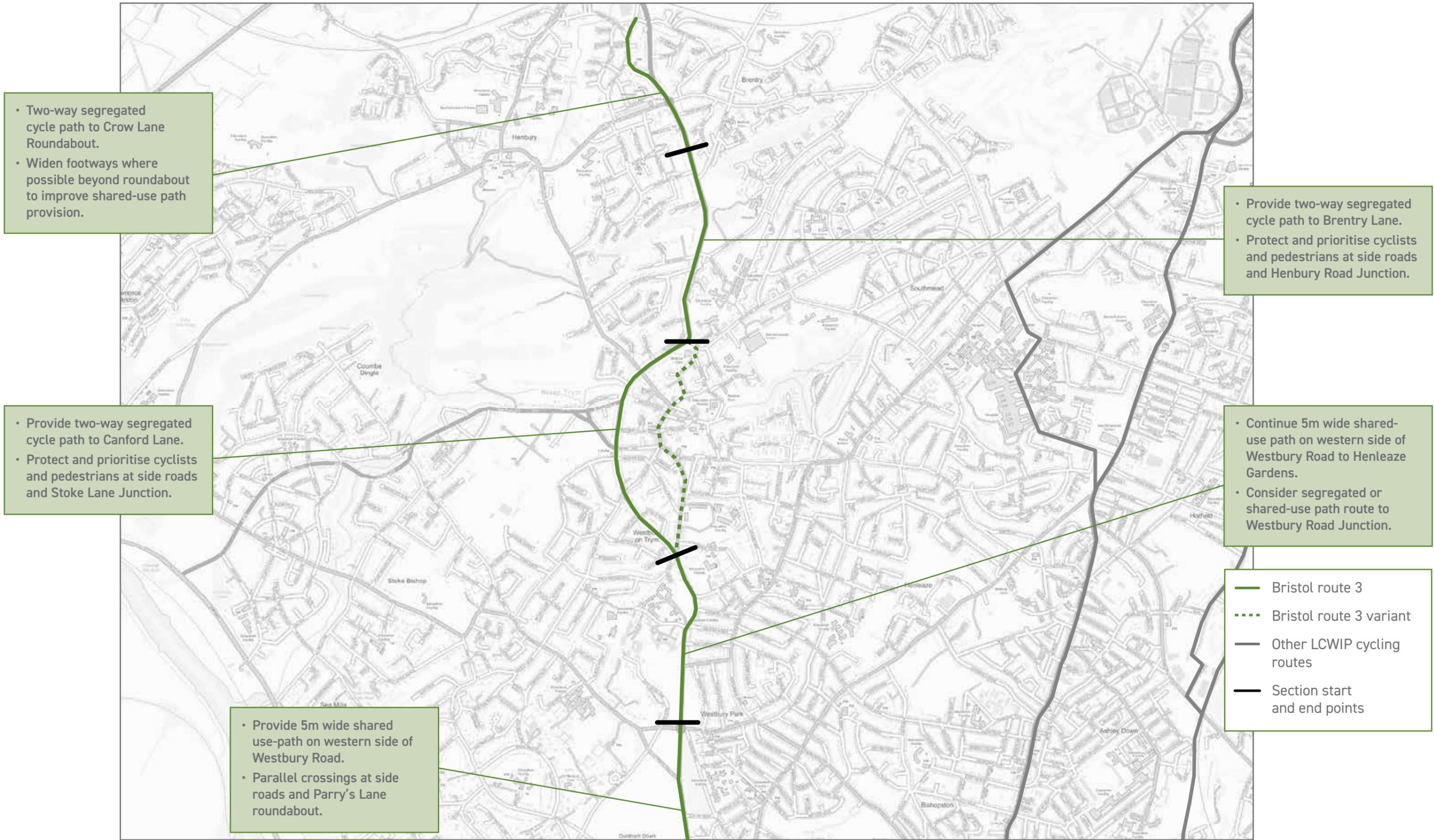
- Keynsham route 1
- Keynsham route 2
- Keynsham route 3
- - - Keynsham route 3 variant
- Section start and end points

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Somer Valley

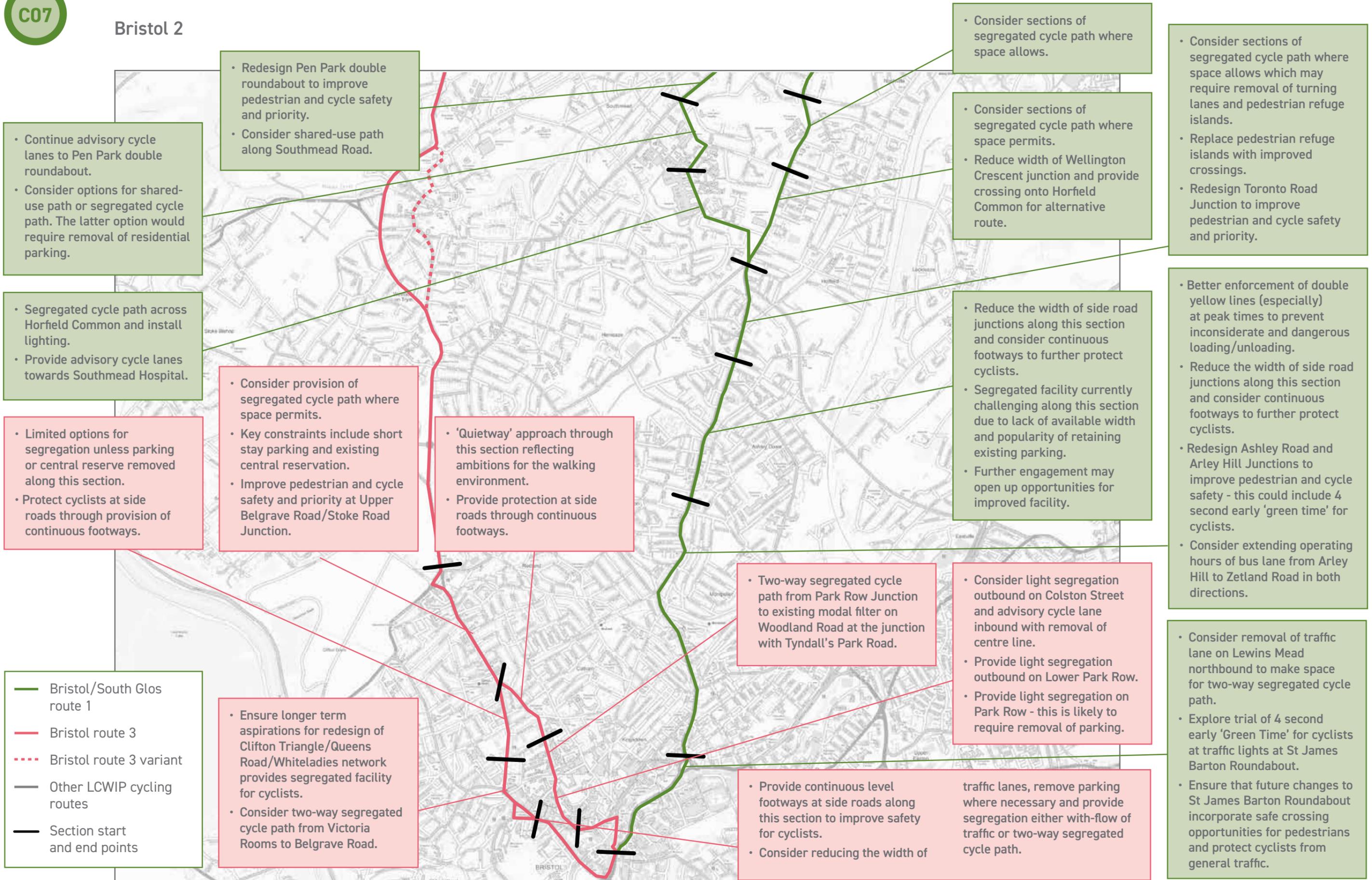


Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.



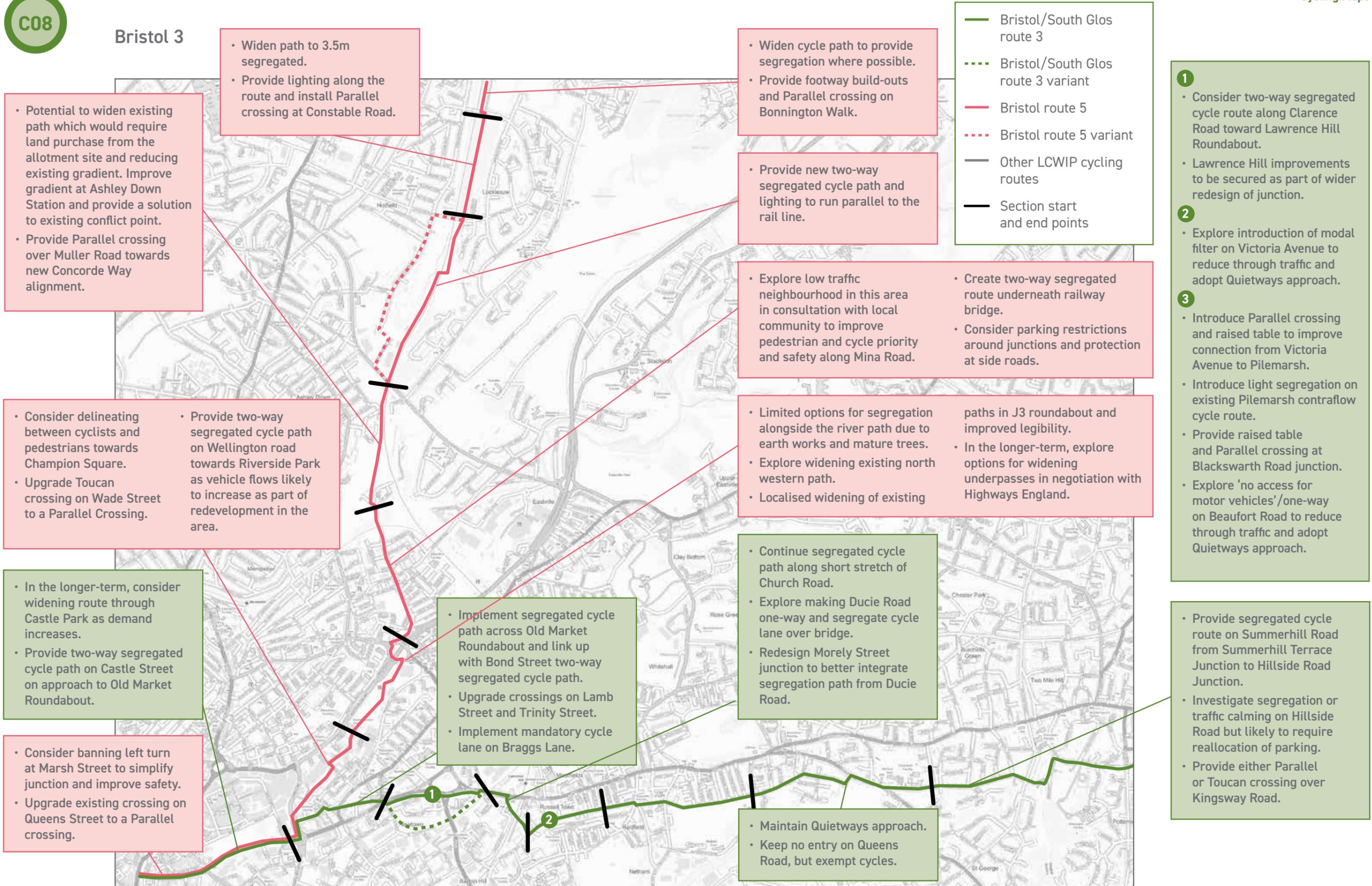
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bristol 2



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bristol 3



- Potential to widen existing path which would require land purchase from the allotment site and reducing existing gradient. Improve gradient at Ashley Down Station and provide a solution to existing conflict point.
- Provide Parallel crossing over Muller Road towards new Concorde Way alignment.

- Widen path to 3.5m segregated.
- Provide lighting along the route and install Parallel crossing at Constable Road.

- Widen cycle path to provide segregation where possible.
- Provide footway build-outs and Parallel crossing on Bonnington Walk.

- Provide new two-way segregated cycle path and lighting to run parallel to the rail line.

- Explore low traffic neighbourhood in this area in consultation with local community to improve pedestrian and cycle priority and safety along Mina Road.
- Create two-way segregated route underneath railway bridge.
- Consider parking restrictions around junctions and protection at side roads.

- Consider delineating between cyclists and pedestrians towards Champion Square.
- Upgrade Toucan crossing on Wade Street to a Parallel Crossing.
- Provide two-way segregated cycle path on Wellington road towards Riverside Park as vehicle flows likely to increase as part of redevelopment in the area.

- Limited options for segregation alongside the river path due to earth works and mature trees.
- Explore widening existing north western path.
- Localised widening of existing paths in J3 roundabout and improved legibility.
- In the longer-term, explore options for widening underpasses in negotiation with Highways England.

- In the longer-term, consider widening route through Castle Park as demand increases.
- Provide two-way segregated cycle path on Castle Street on approach to Old Market Roundabout.

- Implement segregated cycle path across Old Market Roundabout and link up with Bond Street two-way segregated cycle path.
- Upgrade crossings on Lamb Street and Trinity Street.
- Implement mandatory cycle lane on Braggs Lane.

- Continue segregated cycle path along short stretch of Church Road.
- Explore making Ducie Road one-way and segregate cycle lane over bridge.
- Redesign Morely Street junction to better integrate segregation path from Ducie Road.

- Consider banning left turn at Marsh Street to simplify junction and improve safety.
- Upgrade existing crossing on Queens Street to a Parallel crossing.

- Maintain Quietways approach.
- Keep no entry on Queens Road, but exempt cycles.

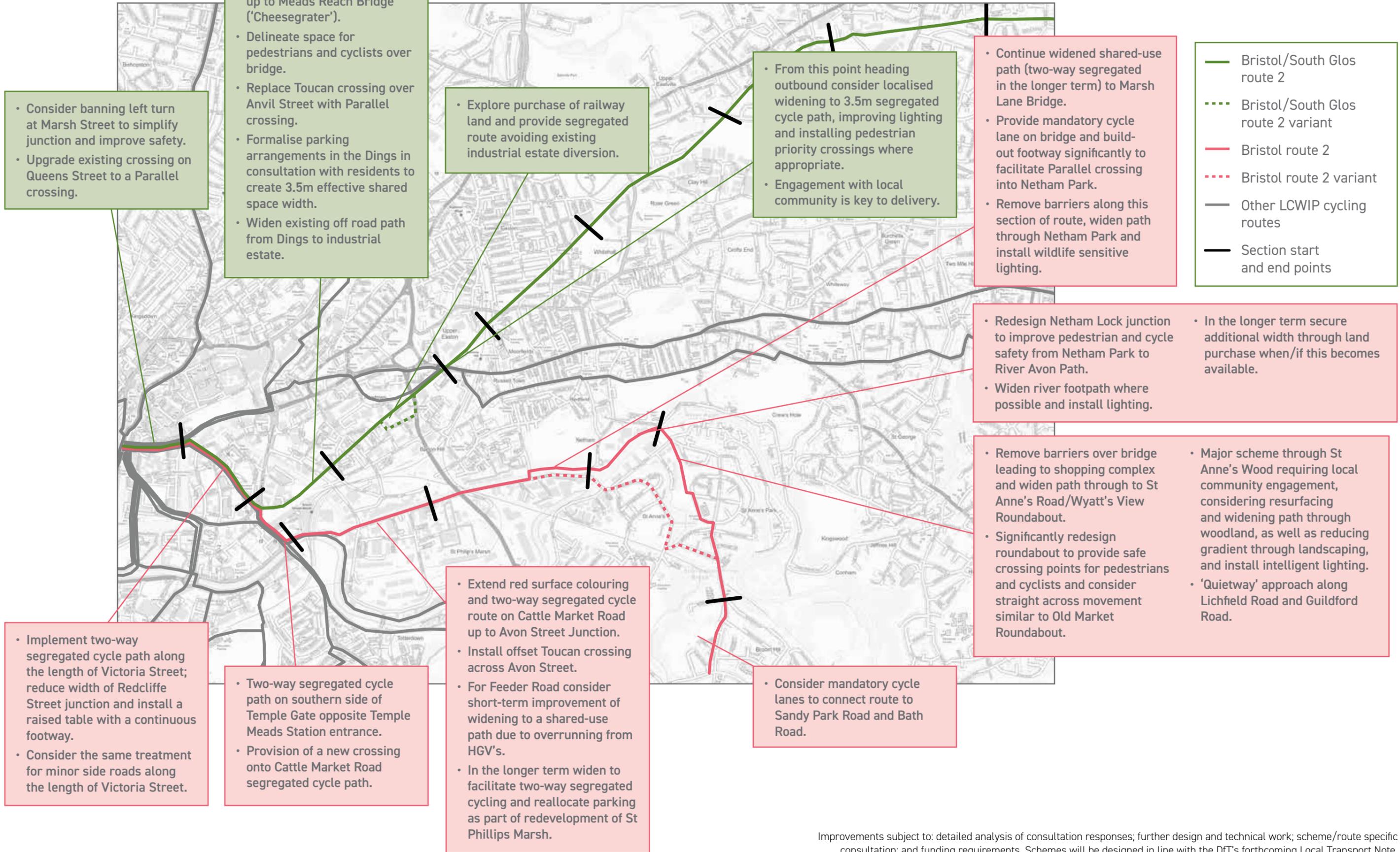
- 1 Consider two-way segregated cycle route along Clarence Road toward Lawrence Hill Roundabout.
- 2 Explore introduction of modal filter on Victoria Avenue to reduce through traffic and adopt Quietways approach.
- 3 Introduce Parallel crossing and raised table to improve connection from Victoria Avenue to Pilemarsh.

- Introduce light segregation on existing Pilemarsh contraflow cycle route.
- Provide raised table and Parallel crossing at Blackswarth Road junction.
- Explore 'no access for motor vehicles'/one-way on Beaufort Road to reduce through traffic and adopt Quietways approach.

- Provide segregated cycle route on Summerhill Road from Summerhill Terrace Junction to Hillside Road Junction.
- Investigate segregation or traffic calming on Hillside Road but likely to require reallocation of parking.
- Provide either Parallel or Toucan crossing over Kingsway Road.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bristol 4



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bristol 5

- Consider options for improving current shared path layout on southern perimeter of Queens Square reflecting high pedestrian and cycle flows.
- Upgrade existing informal crossing across Welshback to a Parallel crossing.
- Ensure that segregated cycle facilities are incorporated into the redevelopment of Redcliffe Roundabout and adjacent car park.

- Implement two-way segregated cycle path on western side of Redcliffe Hill which requires the underpasses to be filled in.
- Ensure any future improvements to Bedminster Bridges incorporates walking and cycling priority and safety.
- Consider provision of a new pedestrian and cycle bridge linking Clarence Road to the segregated cycle path on Whitehouse Street.

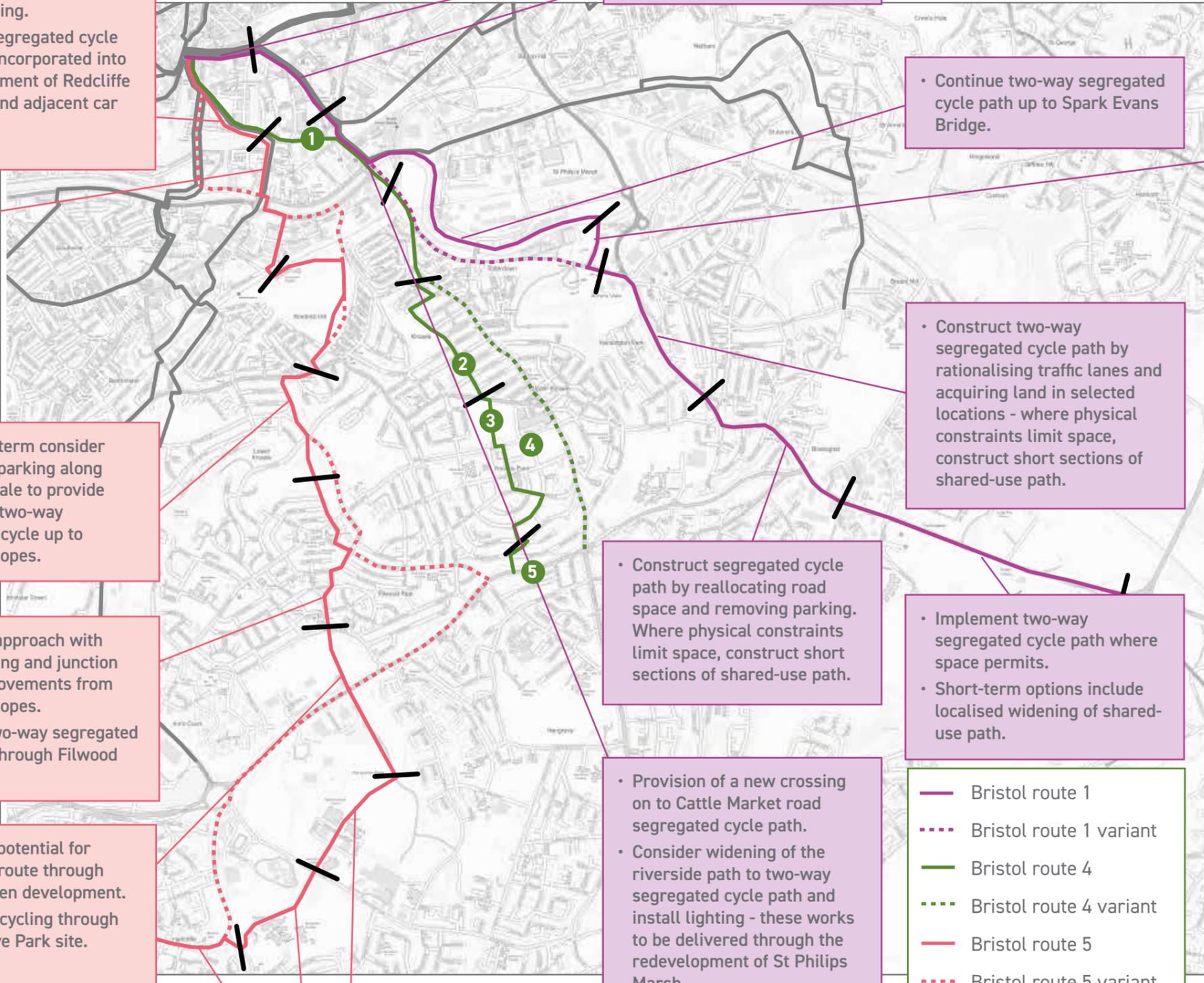
- 1**
- Implement two-way segregated cycle path along Redcliffe Way (to Temple Gate Junction) delivered through planned redevelopment of Redcliffe Roundabout and adjacent car park.
 - Two-way segregated cycle path on southern side of Temple Gate opposite Temple Meads Station entrance.
 - Limited options for widening across Bath Bridges without removal of bus lane.
 - Explore options for a Cantilever Path off of Bath Bridges and Railway Bridge.

- In the long-term consider removal of parking along Wedmore Vale to provide continuous two-way segregated cycle up to Northern Slopes.

- 'Quietway' approach with traffic calming and junction safety improvements from Northern Slopes.
- Consider two-way segregated cycle path through Filwood Broadway.

- Investigate potential for segregated route through Filwood Green development.
- Segregated cycling through the Hengrove Park site.

- Continue two-way segregated cycle path along these sections.



See previous map for details

- Continue two-way segregated cycle path up to Spark Evans Bridge.

- Delineate route between pedestrians and cyclists over Sparke Evans Bridge.
- Consider widening route access lane toward Edward Road and introducing lighting.
- Explore options for a safe crossing point to southern side of Bath Road with widened shared-use path to Sandy Park junction.

- Construct two-way segregated cycle path by rationalising traffic lanes and acquiring land in selected locations - where physical constraints limit space, construct short sections of shared-use path.

- 2**
- Improvements at Three Lamps Junction to improve cycle and pedestrian safety.
 - Seek opportunities to widen existing shared-use path alongside planned bus improvements.
 - Improve safety and crossing opportunities at St John's Lane Junction.
 - Adopt 'Quietway' approach with side road protection/priority along Winton, Knowle and Batham Roads.

- Construct segregated cycle path by reallocating road space and removing parking. Where physical constraints limit space, construct short sections of shared-use path.

- Implement two-way segregated cycle path where space permits.
- Short-term options include localised widening of shared-use path.

- 3**
- Short sections of unavoidable steep gradient along this section.
 - Adopt 'Quietway' approach along Bayham Road.
 - Redesign of entrance to Redcatch Park with Parallel crossing for access.

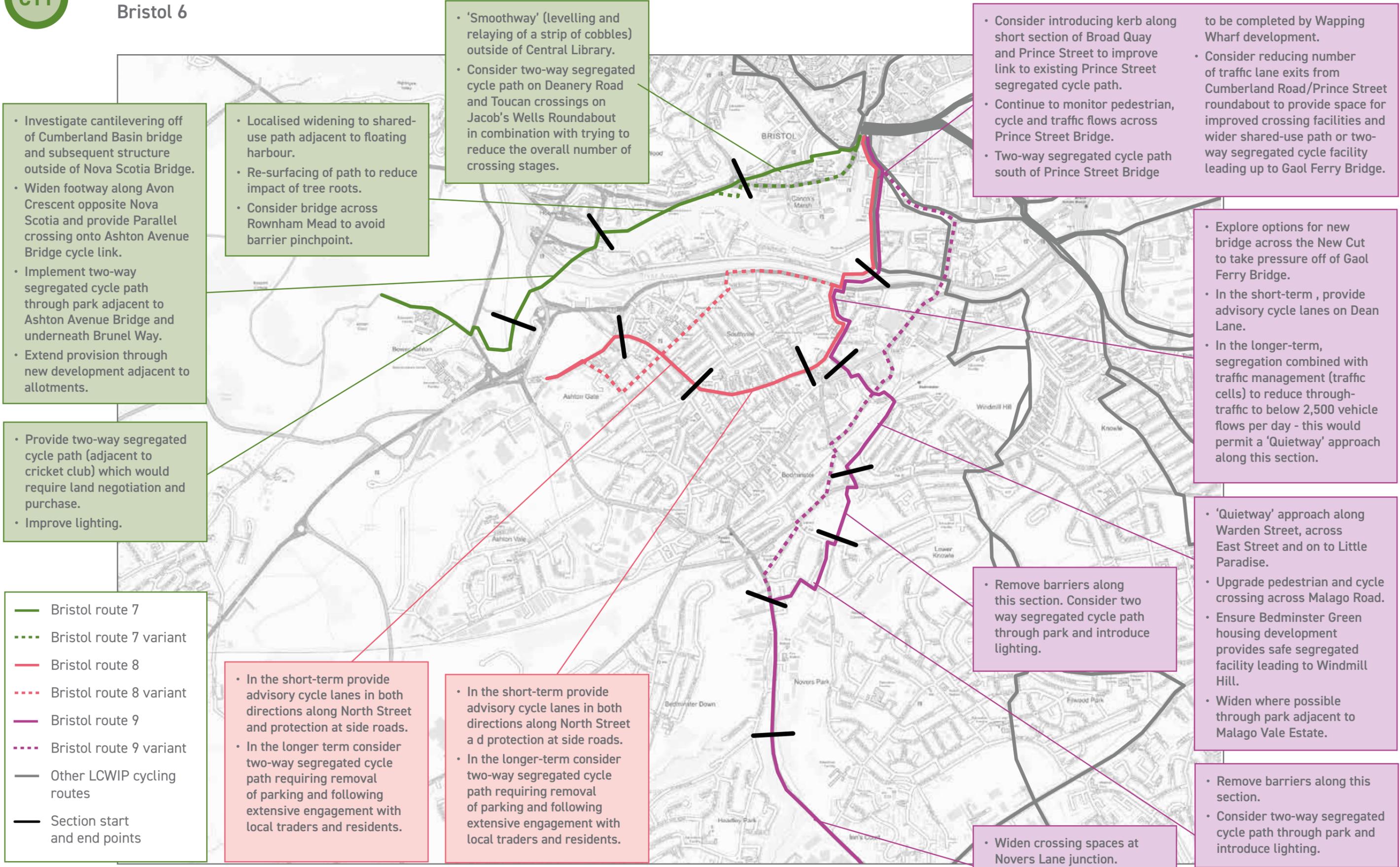
- Provision of a new crossing on to Cattle Market road segregated cycle path.
- Consider widening of the riverside path to two-way segregated cycle path and install lighting - these works to be delivered through the redevelopment of St Philips Marsh.

- Bristol route 1
- - - Bristol route 1 variant
- Bristol route 4
- - - Bristol route 4 variant
- Bristol route 5
- - - Bristol route 5 variant
- Other LCWIP cycling routes
- Section start and end points

- 4**
- Consider improved crossing facility over Broad Walk into Wellgarth Road and removal of mini-roundabout.
 - Adopt 'Quietway' approach along this section
- 5**
- Adopt 'Quietway' approach along this section and remove barriers to access from Airport Road.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bristol 6

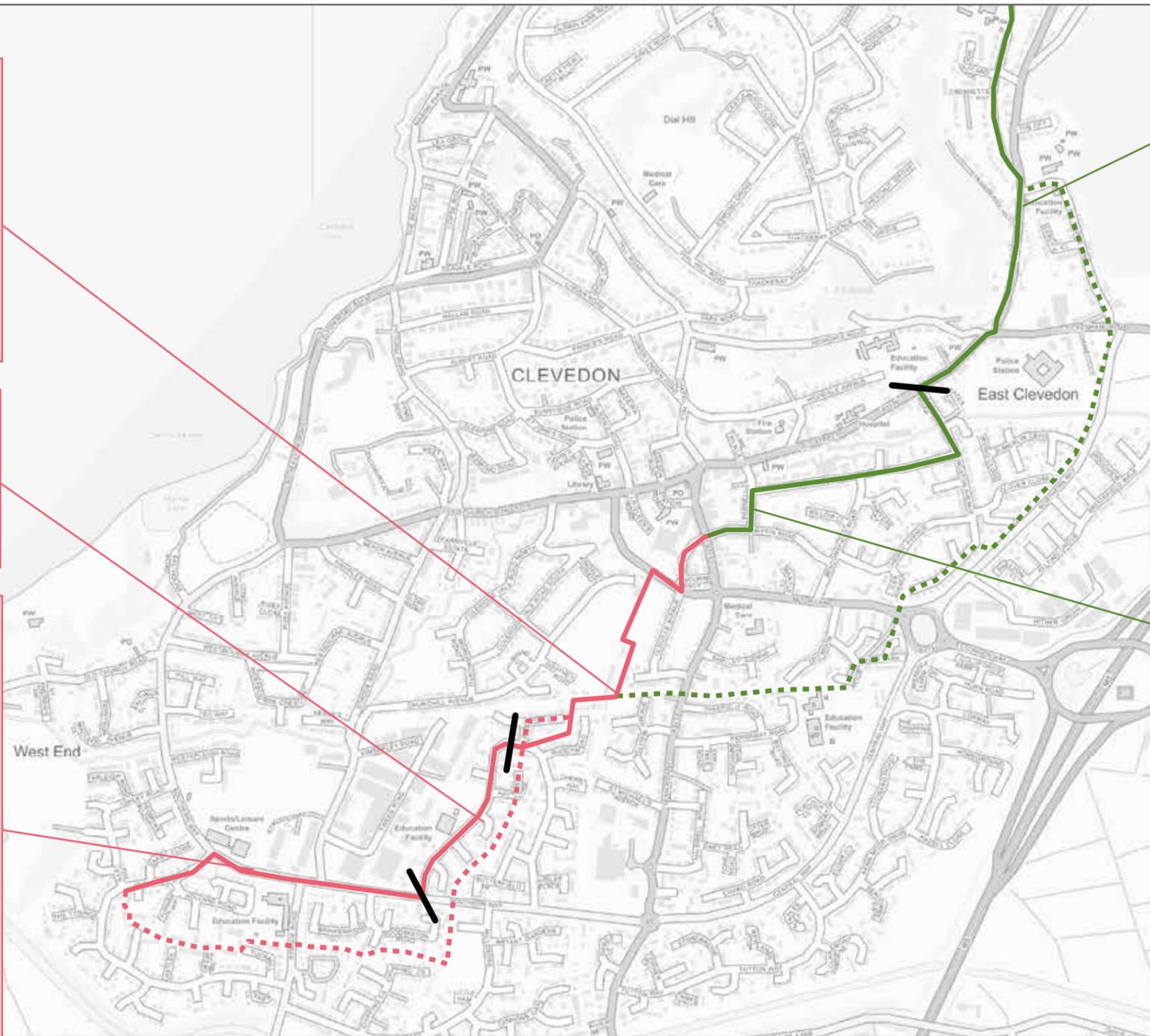


Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

- Improve lighting on approach to and alongside rugby ground.
- Shared-use path surface requires improvement in places, due to tree root damage etc.
- Approaches to Great Western Road existing Pelican crossing require delineation and crossing upgraded to Toucan.

- Safe transition point between Southern Way shared-use path and Fosse Way.
- 20mph limit as part of wider 'culture changing' Clevedon zone.

- Signalised controlled crossing required or other means to reach existing refuge, and reduce width of Yeolands Drive/Southern Way junction.
- Reduce width of Southern Way/Strode Road junction and reduce southbound Strode Road to single lane, ideally providing priority cycle crossing over junction.
- Provide off-carriageway shared-use path - ample room on northern verge.
- Carriageway could be narrowed to provide additional space and reduce traffic speeds.



- Consider removal of centre line on Old Street and Walton Road, and 20mph speed limit to Woodland Glade (school access) or ideally to Clevedon Lane for connectivity with NCN410, forming gateway feature to town.
- Provide Zebra crossings to all arms of roundabout - parallel crossings should be considered for some movements if conflict with pedestrians can be avoided.
- Repair Valley Road (subject to landowner agreement, as not adopted highway) and improve lighting.

- Melbourne Terrace/Kenn Road/Griffin Road requires build-out to increase visibility and signalised controlled crossing. This would also increase connectivity to shops etc. for pedestrians and could form a 'gateway' feature to the shopping area. Consider 20mph speed limit.
- Continue 20mph zone into residential roads.
- Consider traffic calming on Teignmouth Road and reduction in junction width.

Legend for the map:

- Clevedon route 1
- - - Clevedon route 1 variant
- Clevedon route 2
- - - Clevedon route 2 variant
- Section start and end points

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Nailsea 1

- Consider shared-use path on east (school) side of Mizzymead to High Street.
- Construct a route to avoid the roundabout.
- Reduce width of junctions.
- Provide refuge or parallel crossing and transition points.
- Ensure connectivity with Route 1.

- 20mph speed limit as part of wider residential street scheme may be helpful.

- Reduce width of Link Road/ Stock Way North junction.
- Consider 20mph speed limit for Link Road.
- Reduce width of Link Road car park entrance.
- Consider removing motor traffic from High Street except deliveries, or provide contraflow cycle lane.
- Parallel crossing or transition points required to access new path alongside car park to Station Road new shared-use provision (Highway/NSC owns land required).
- Provide crossing point to Link Road, and/or consider permitting cycling through Clevedon Walk/Somerset Square.

- Consider 20mph speed limit as part of wider residential street scheme.

- Provide shared-use path on north of Station Road to Brockway junction and provide parallel crossing to closed part of Station Road.

- Consider 20mph speed limit.
- Reduce junction widths where Station Road meets Queens Road and Trendlewood Way (in conjunction with walking improvements).
- Consider removing centre white line.

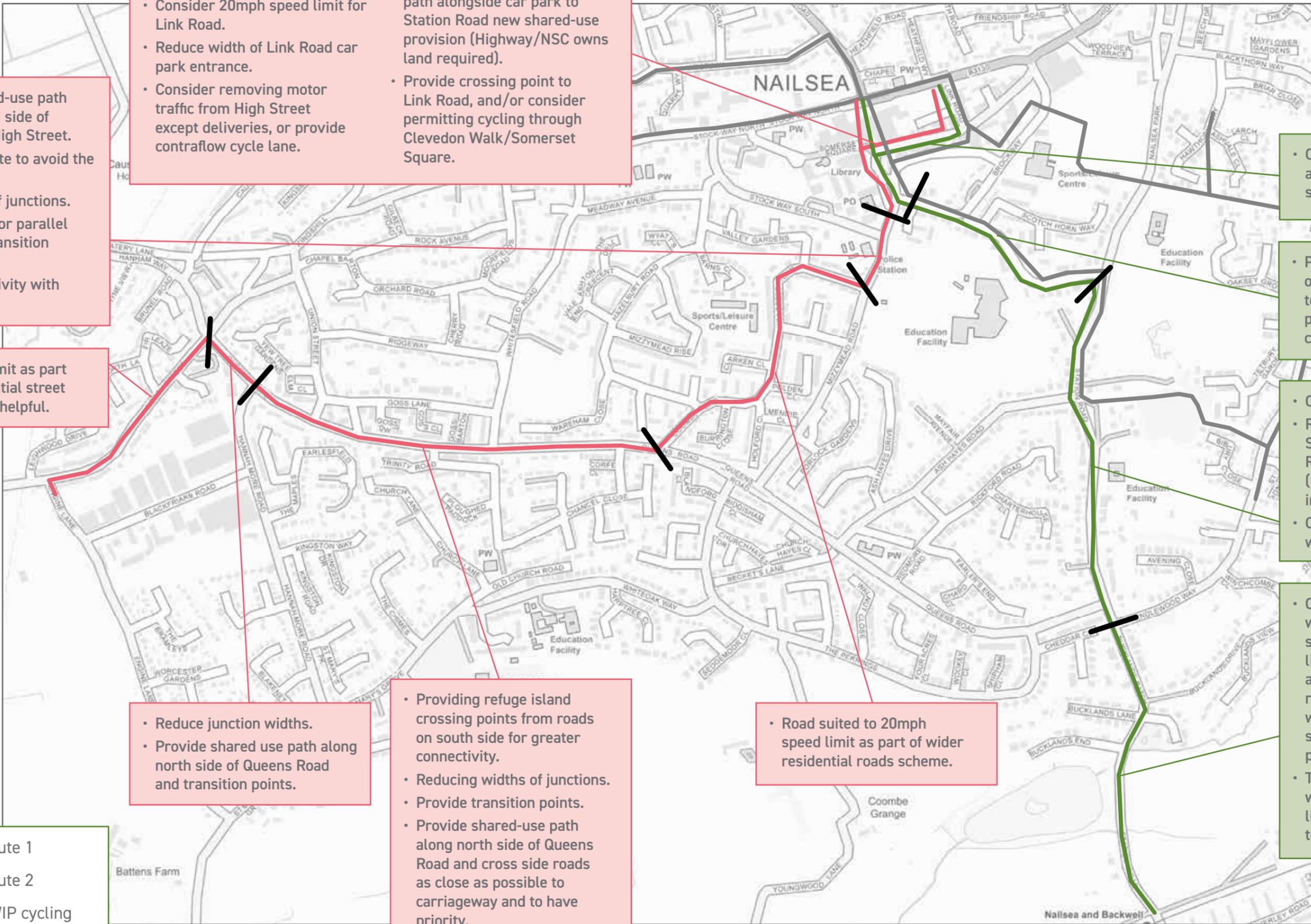
- Consider 20mph speed limit with physical measures to slow traffic - other measures likely to be too complicated and expensive (for example, removing east side footway to widening and converting west side footway to shared-use path).
- This may work in conjunction with proposed south Nailsea link road with a combined aim to reduce through traffic.

- Reduce junction widths.
- Provide shared use path along north side of Queens Road and transition points.

- Providing refuge island crossing points from roads on south side for greater connectivity.
- Reducing widths of junctions.
- Provide transition points.
- Provide shared-use path along north side of Queens Road and cross side roads as close as possible to carriageway and to have priority.
- Consider narrowing carriageway and reducing speed limit to 30mph.

- Road suited to 20mph speed limit as part of wider residential roads scheme.

— Nailsea route 1
— Nailsea route 2
— Other LCWIP cycling routes
— Section start and end points



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Nailsea 2

- Convert existing wide footway on north side of Stock Way North to shared-use and widen into carriageway as required to ideally provide segregated cycle path.
- Remove redundant subway to provide additional space for cycling.
- Convert existing controlled crossing at Clevedon Road to Toucan.
- Provide crossing point to Link Road and/or consider permitting cycling through Clevedon Walk/Somerset Square.

- Link Road/Stock Way North junction requires reduction in width.
- Consider 20mph speed limit for Link Road and reduce car park entrance width.
- Consider removing motor traffic from High Street, except deliveries, or provide contra-flow cycle lane.

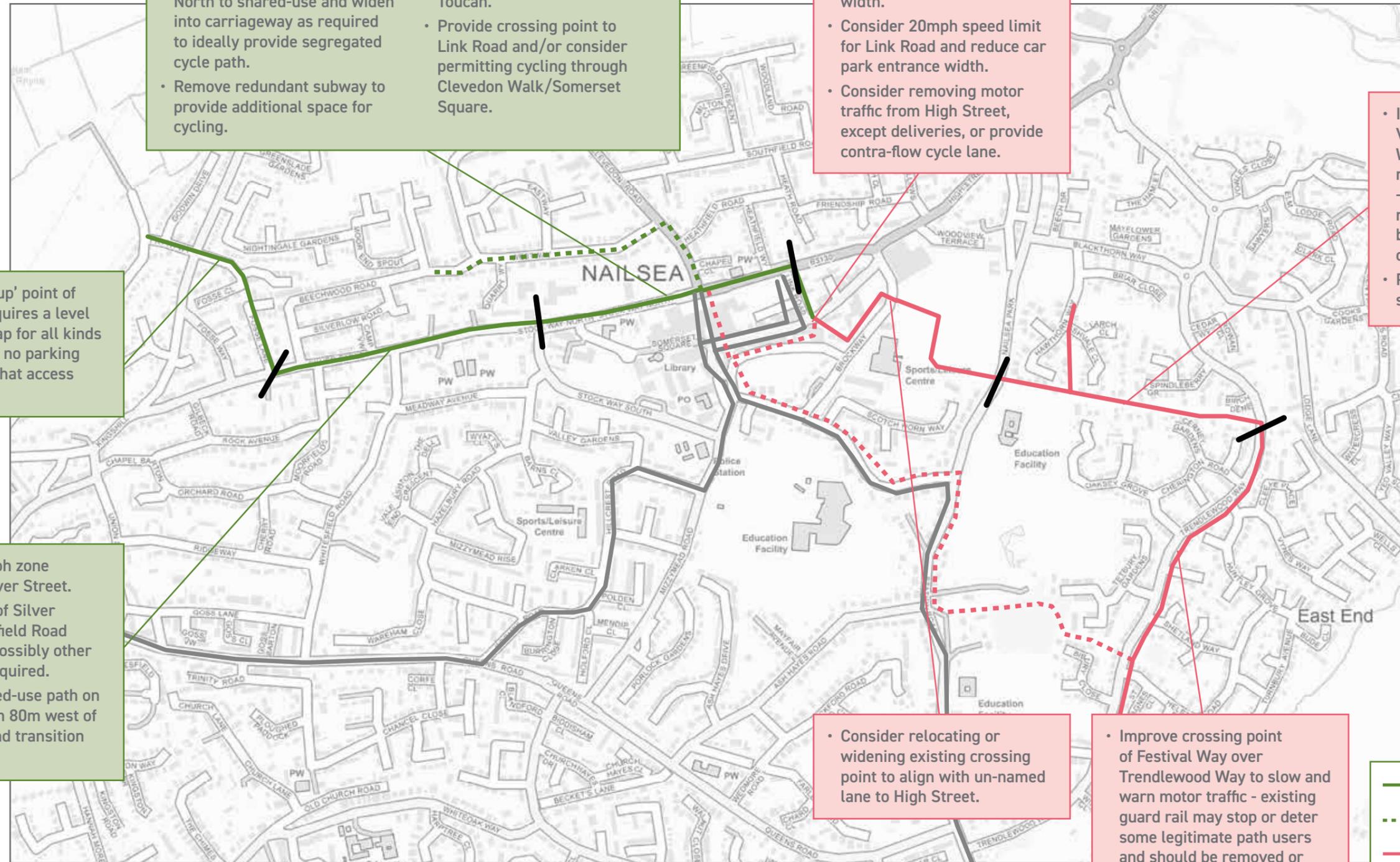
- Improve surface of Golden Valley bridleway/Festival Way/NCN33 as this is not suited to commuters - consider use of Ultitrec recycled tarmac which has been used successfully on other bridleways.
- Path is also too narrow and should be widened to 3m.

- Existing 'stop-up' point of Fosse Lane requires a level and suitable gap for all kinds of cycles and a no parking restriction so that access remains clear.

- Consider 20mph zone gateway to Silver Street.
- Reduce width of Silver Street/Whitesfield Road junction, and possibly other junctions as required.
- Consider shared-use path on north side from 80m west of roundabout, and transition points.

- Consider relocating or widening existing crossing point to align with un-named lane to High Street.

- Improve crossing point of Festival Way over Trendlewood Way to slow and warn motor traffic - existing guard rail may stop or deter some legitimate path users and should be removed or adjusted as necessary.
- Reduce speed limit to 20mph including some physical features.
- Side road junction widths should be reduced, also to benefit pedestrians.



- Nailsea route 3
- Nailsea route 3 variant
- Nailsea route 4
- Nailsea route 4 variant
- Other LCWIP cycling routes
- Section start and end points

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Portishead

- Subject to landowner agreement, replace Harbour Road Zebra crossing with parallel crossing and route cyclists across the shopping precinct square by Waitrose and past Horatio House to Station Road/Cabstand.
- Provide suitable transition point such as replacing Station Road Zebra crossing with parallel crossing.

- Provide segregated cycle path, clearly delineated along Harbour Road.
- Reduce width of side junctions and provide priority crossing points for pedestrians and cyclists.

- Consider extending existing town centre 20mph limit.
- Consider providing alternative to using roundabout by utilising NSC-owned adjacent land and provide parallel crossings, which will also aid pedestrian movements.
- Alternatively, redesign roundabout to reduce speeds.

- Consider widening existing shared-use path.

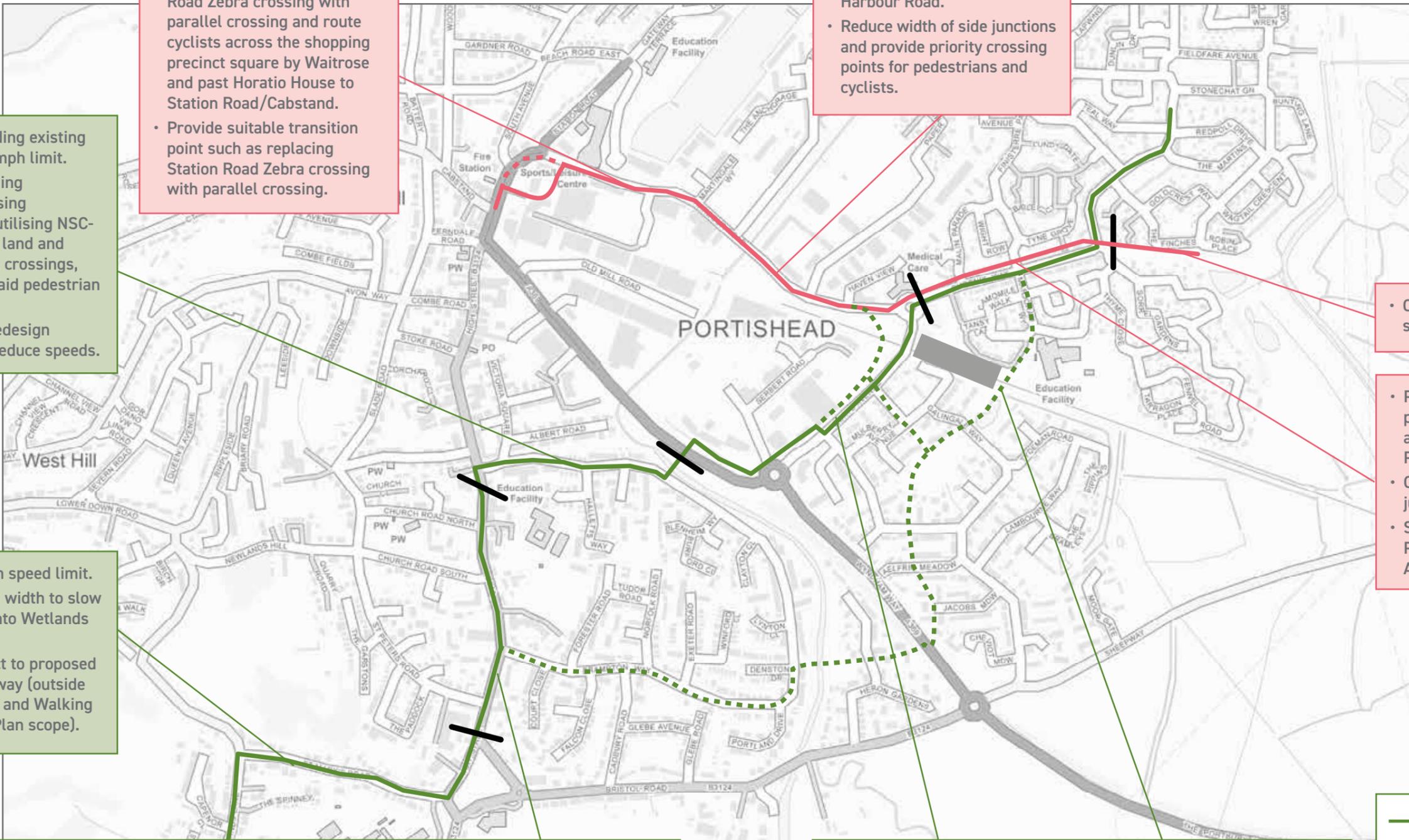
- Provide segregated cycle path delineated through the area on either/both sides of Phoenix Way.
- Continuous route across side junctions.
- Smooth transition between Phoenix Way and Quays Avenue.

- Consider 20mph speed limit.
- Reduce junction width to slow traffic turning into Wetlands Lane.
- Route to connect to proposed Gordano Greenway (outside of Local Cycling and Walking Infrastructure Plan scope).

- Consider one-way system and 20mph speed limit to reduce dominance of motor traffic near Gordano and St Joseph's Schools and on High Street, providing segregated cycle paths.
- This requires a feasibility study and full consultation to fully understand the potential benefits and implications to make walking and cycling around Portishead much more pleasant while retaining access by motor vehicle.
- This could involve removing motor traffic from the lower end of High Street (existing one-way section north from Gordano School) and one-way traffic from Bristol Road to the Brampton Road North junction.
- Bus routes and bus stops will need consideration.
- Consider replacement of High Street/St Peters Road roundabout with T-junction.

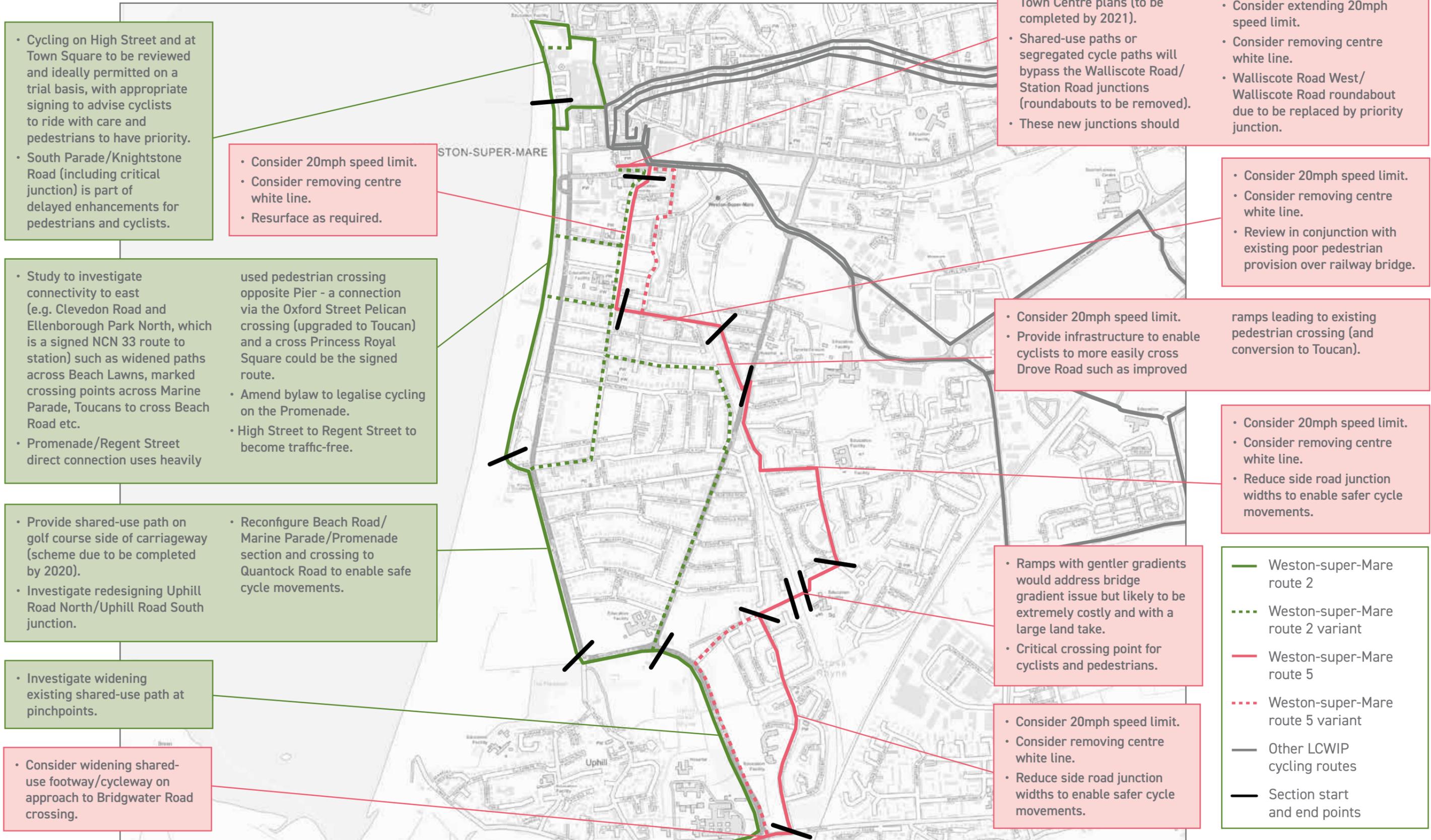
- Widen narrow sections of shared-use path to provide minimum 3m width continuous path.
- Avoid need to cross Quays Avenue by providing continuous shared-use path on both sides if possible, north of Conference Avenue.
- Both routes need to be carried out and considered in conjunction with proposed Portishead Railway works which also plan improvements for cyclists in the station area.

- Portishead route 1
- - - Portishead route 1 variant
- Portishead route 2
- - - Portishead route 2 variant
- Section start and end points



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Weston-super-Mare 1



- Cycling on High Street and at Town Square to be reviewed and ideally permitted on a trial basis, with appropriate signing to advise cyclists to ride with care and pedestrians to have priority.
- South Parade/Knightstone Road (including critical junction) is part of delayed enhancements for pedestrians and cyclists.

- Consider 20mph speed limit.
- Consider removing centre white line.
- Resurface as required.

- Study to investigate connectivity to east (e.g. Clevedon Road and Ellenborough Park North, which is a signed NCN 33 route to station) such as widened paths across Beach Lawns, marked crossing points across Marine Parade, Toucans to cross Beach Road etc.
- Promenade/Regent Street direct connection uses heavily

used pedestrian crossing opposite Pier - a connection via the Oxford Street Pelican crossing (upgraded to Toucan) and a cross Princess Royal Square could be the signed route.

- Amend bylaw to legalise cycling on the Promenade.
- High Street to Regent Street to become traffic-free.

- Provide shared-use path on golf course side of carriageway (scheme due to be completed by 2020).
- Investigate redesigning Uphill Road North/Uphill Road South junction.

- Reconfigure Beach Road/Marine Parade/Promenade section and crossing to Quantock Road to enable safe cycle movements.

- Investigate widening existing shared-use path at pinchpoints.

- Consider widening shared-use footway/cycleway on approach to Bridgwater Road crossing.

- Most through traffic is being removed from Oxford Street to Station Road as part of Weston Town Centre plans (to be completed by 2021).
- Shared-use paths or segregated cycle paths will bypass the Walliscote Road/Station Road junctions (roundabouts to be removed).
- These new junctions should

be reduced in width to enable safer cycle movements and slow traffic .

- Consider extending 20mph speed limit.
- Consider removing centre white line.
- Walliscote Road West/Walliscote Road roundabout due to be replaced by priority junction.

- Consider 20mph speed limit.
- Consider removing centre white line.
- Review in conjunction with existing poor pedestrian provision over railway bridge.

- Consider 20mph speed limit.
- Provide infrastructure to enable cyclists to more easily cross Drove Road such as improved

ramps leading to existing pedestrian crossing (and conversion to Toucan).

- Consider 20mph speed limit.
- Consider removing centre white line.
- Reduce side road junction widths to enable safer cycle movements.

- Ramps with gentler gradients would address bridge gradient issue but likely to be extremely costly and with a large land take.
- Critical crossing point for cyclists and pedestrians.

- Consider 20mph speed limit.
- Consider removing centre white line.
- Reduce side road junction widths to enable safer cycle movements.

- Weston-super-Mare route 2
- - - Weston-super-Mare route 2 variant
- Weston-super-Mare route 5
- - - Weston-super-Mare route 5 variant
- Other LCWIP cycling routes
- Section start and end points

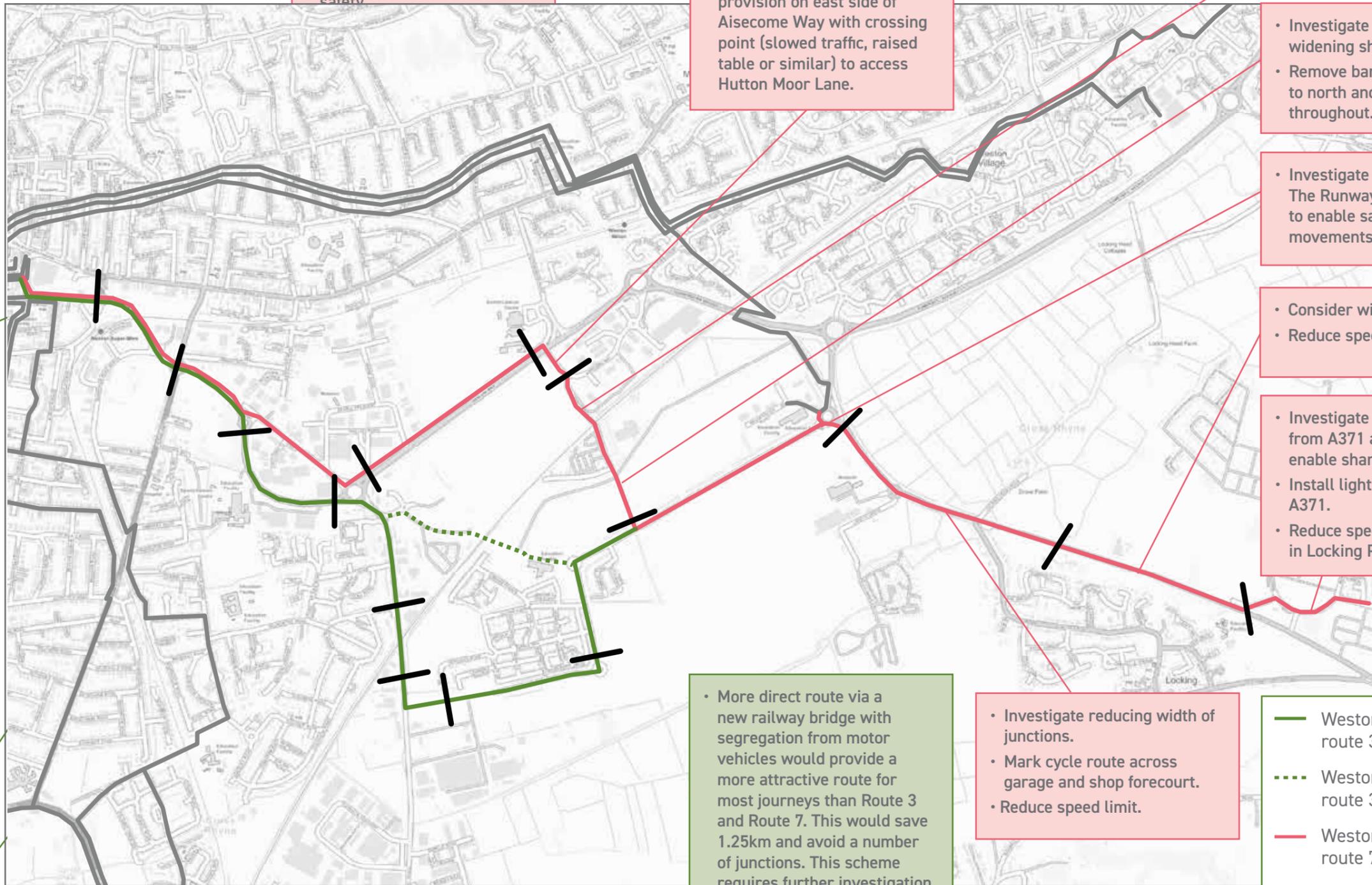
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Weston-super-Mare 2

- Most through traffic is being removed from Oxford Street to Station Road as part of Weston Town Centre plans (to be completed by 2021).
- Shared-use paths or segregated cycle paths will bypass the Walliscote Road/Station Road junctions (roundabouts to be removed).
- These new junctions should have reduced widths to enable safer cycle movements and slow traffic.
- Consider extending 20mph speed limit.
- Consider removing centre white line.
- Walliscote Road West/ Walliscote Road roundabout due to be replaced by priority junction.
- Consider right turn refuges or off-carriageway provision at junctions.
- Investigate segregated cycle paths on one of both sides of the Station Road (Weston Town Centre scheme currently underway to provide provision on south side).

- Increase shared-use path width at pinchpoints.
- Investigate redesigning junctions to enable safer cycle movements.

- Redesign side junctions to improve pedestrian and cycle safety.



- Redesign roundabouts to improve pedestrian and cycle safety.

- Investigate provision of a shared-use path to extend provision on east side of Aisecome Way with crossing point (slowed traffic, raised table or similar) to access Hutton Moor Lane.

- Consider 20mph speed limit.

- Investigate resurfacing and widening shared-use path.
- Remove barrier/gateway to north and install lighting throughout.

- Investigate redesigning The Runway/A371 junction to enable safer cycle movements.

- Consider widening island.
- Reduce speed limit.

- Investigate widening path from A371 at pinchpoint to enable shared -use.
- Install lighting on path from A371.
- Reduce speed limit to 20mph in Locking Parklands.

- More direct route via a new railway bridge with segregation from motor vehicles would provide a more attractive route for most journeys than Route 3 and Route 7. This would save 1.25km and avoid a number of junctions. This scheme requires further investigation.

- Investigate reducing width of junctions.
- Mark cycle route across garage and shop forecourt.
- Reduce speed limit.

- Redesign roundabout and side junctions to improve pedestrian and cycle safety.
- Redesign accesses to slow down turning motor vehicles and give priority to pedestrians and cyclists.

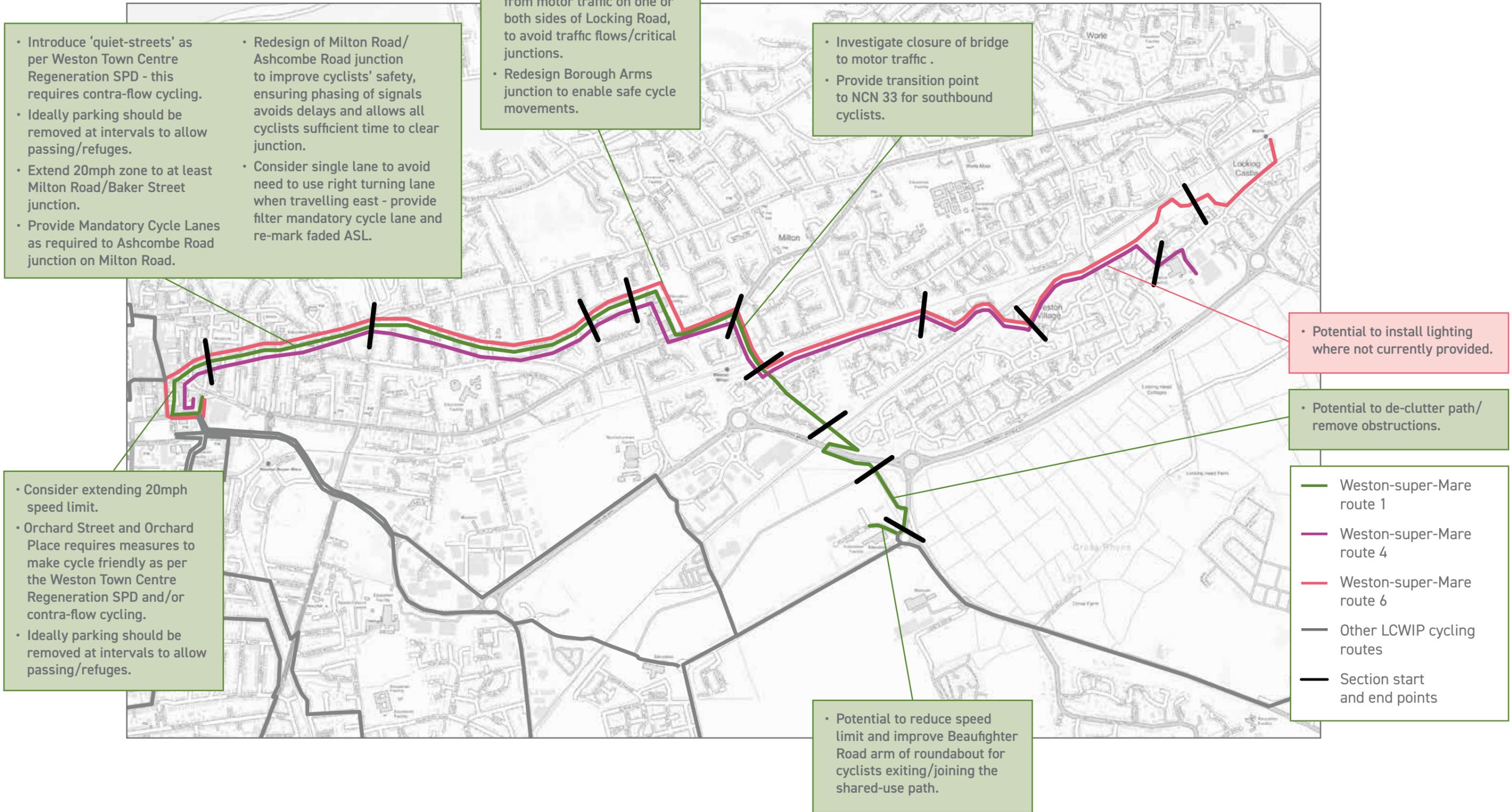
- Major scheme to replace substandard bridge - replacement requires segregated cycle path. (Funding obtained and due to open 2023.)

- Reduce width of side junctions to provide priority to cyclists across side junctions.

- Weston-super-Mare route 3
- - - Weston-super-Mare route 3 variant
- Weston-super-Mare route 7
- Other LCWIP cycling routes
- Section start and end points

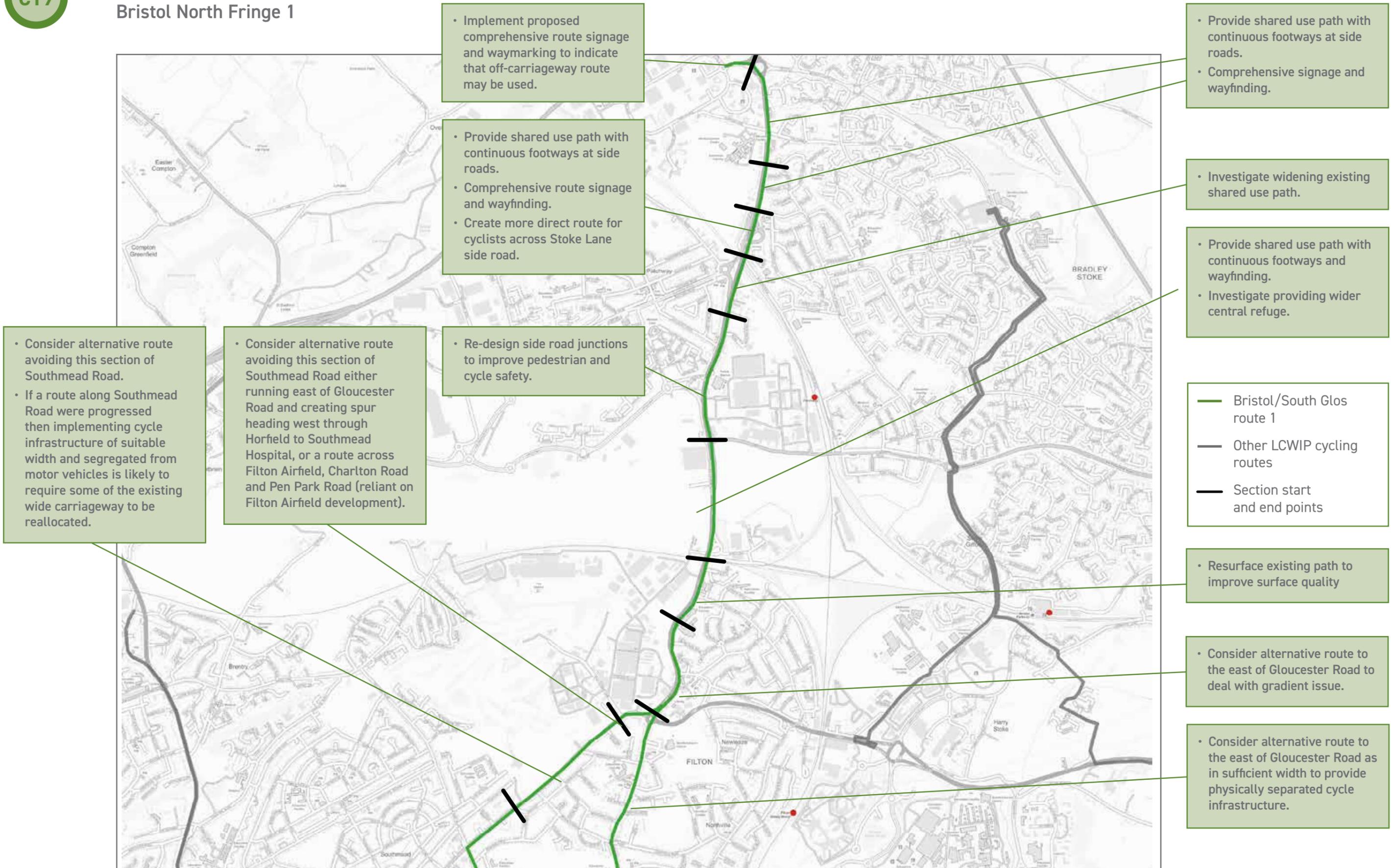
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Weston-super-Mare 3



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bristol North Fringe 1



- Consider alternative route avoiding this section of Southmead Road.
- If a route along Southmead Road were progressed then implementing cycle infrastructure of suitable width and segregated from motor vehicles is likely to require some of the existing wide carriageway to be reallocated.

- Consider alternative route avoiding this section of Southmead Road either running east of Gloucester Road and creating spur heading west through Horfield to Southmead Hospital, or a route across Filton Airfield, Charlton Road and Pen Park Road (reliant on Filton Airfield development).

- Implement proposed comprehensive route signage and waymarking to indicate that off-carriageway route may be used.

- Provide shared use path with continuous footways at side roads.
- Comprehensive route signage and wayfinding.
- Create more direct route for cyclists across Stoke Lane side road.

- Re-design side road junctions to improve pedestrian and cycle safety.

- Provide shared use path with continuous footways at side roads.
- Comprehensive signage and wayfinding.

- Investigate widening existing shared use path.

- Provide shared use path with continuous footways and wayfinding.
- Investigate providing wider central refuge.

— Bristol/South Glos route 1
 — Other LCWIP cycling routes
 — Section start and end points

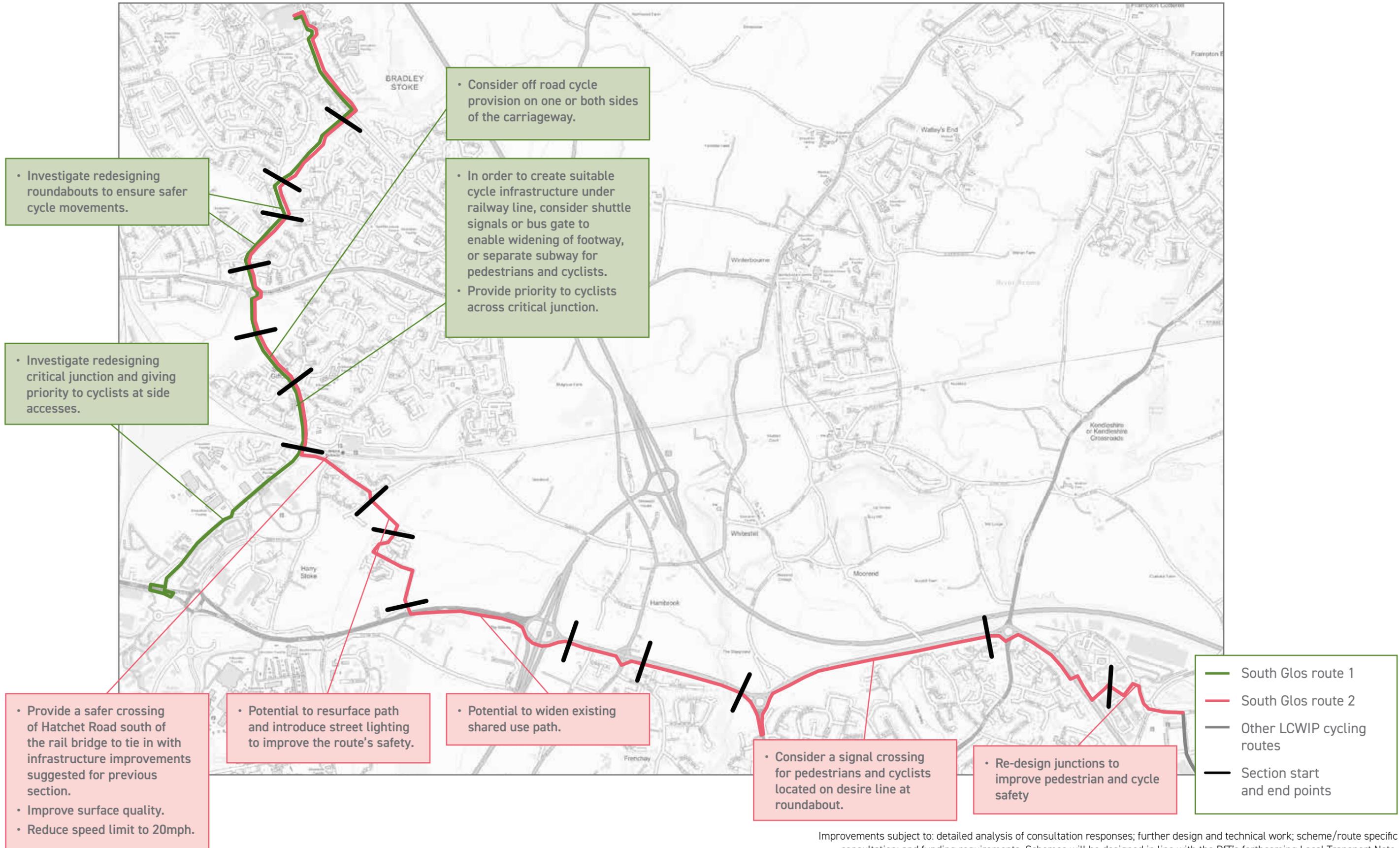
- Resurface existing path to improve surface quality

- Consider alternative route to the east of Gloucester Road to deal with gradient issue.

- Consider alternative route to the east of Gloucester Road as in sufficient width to provide physically separated cycle infrastructure.

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

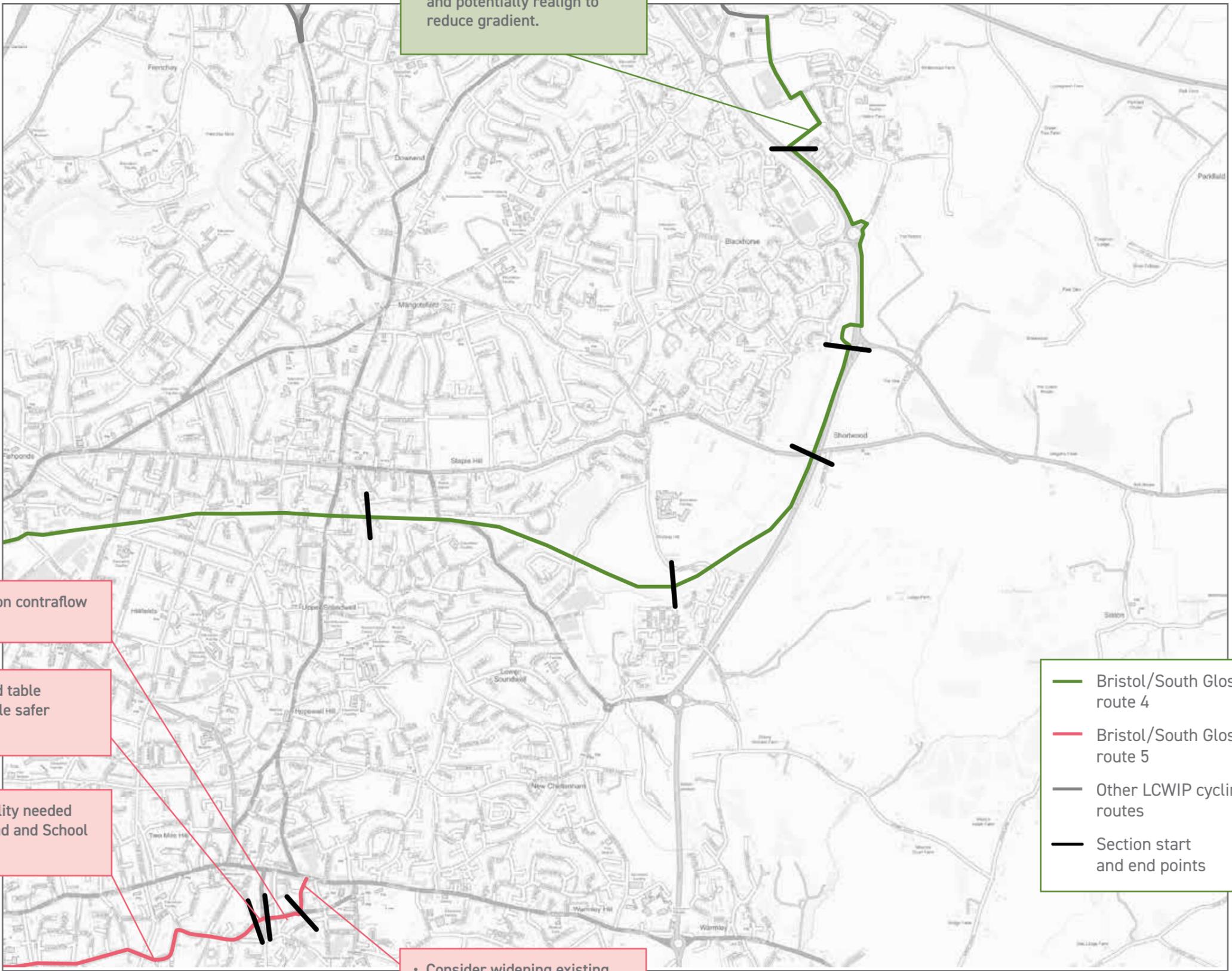
Bristol North Fringe 2



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Bristol East Fringe

• Resurface link to ring road from Lyde Green development and potentially realign to reduce gradient.



• Add protection on contraflow cycle lane

• Construct raised table junction to enable safer crossing

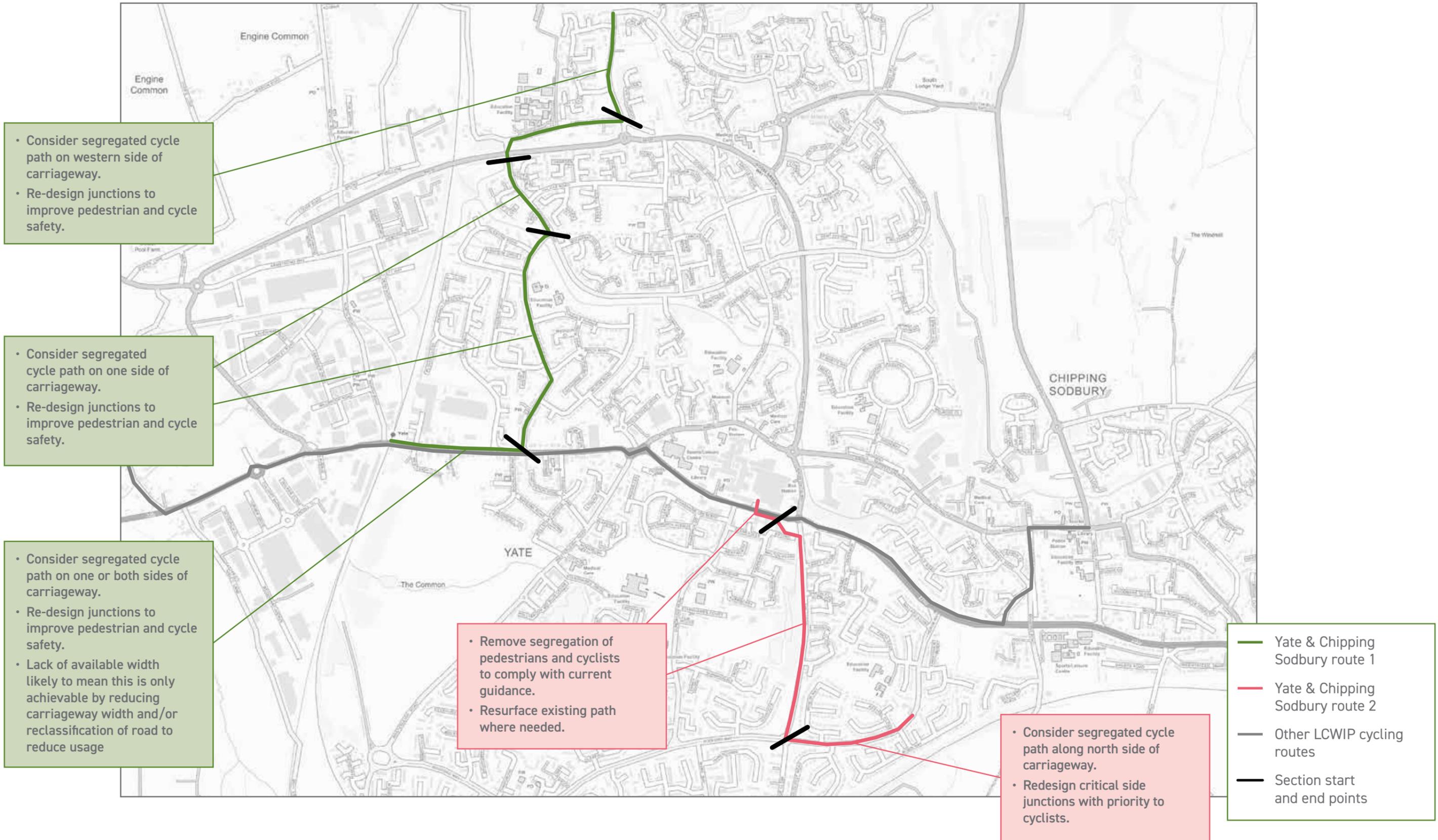
• Improved legibility needed on Britannia road and School road

• Consider widening existing footway to allow shared use path.

- Bristol/South Glos route 4
- Bristol/South Glos route 5
- Other LCWIP cycling routes
- Section start and end points

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Yate and Chipping Sodbury 1



- Consider segregated cycle path on western side of carriageway.
- Re-design junctions to improve pedestrian and cycle safety.

- Consider segregated cycle path on one side of carriageway.
- Re-design junctions to improve pedestrian and cycle safety.

- Consider segregated cycle path on one or both sides of carriageway.
- Re-design junctions to improve pedestrian and cycle safety.
- Lack of available width likely to mean this is only achievable by reducing carriageway width and/or reclassification of road to reduce usage

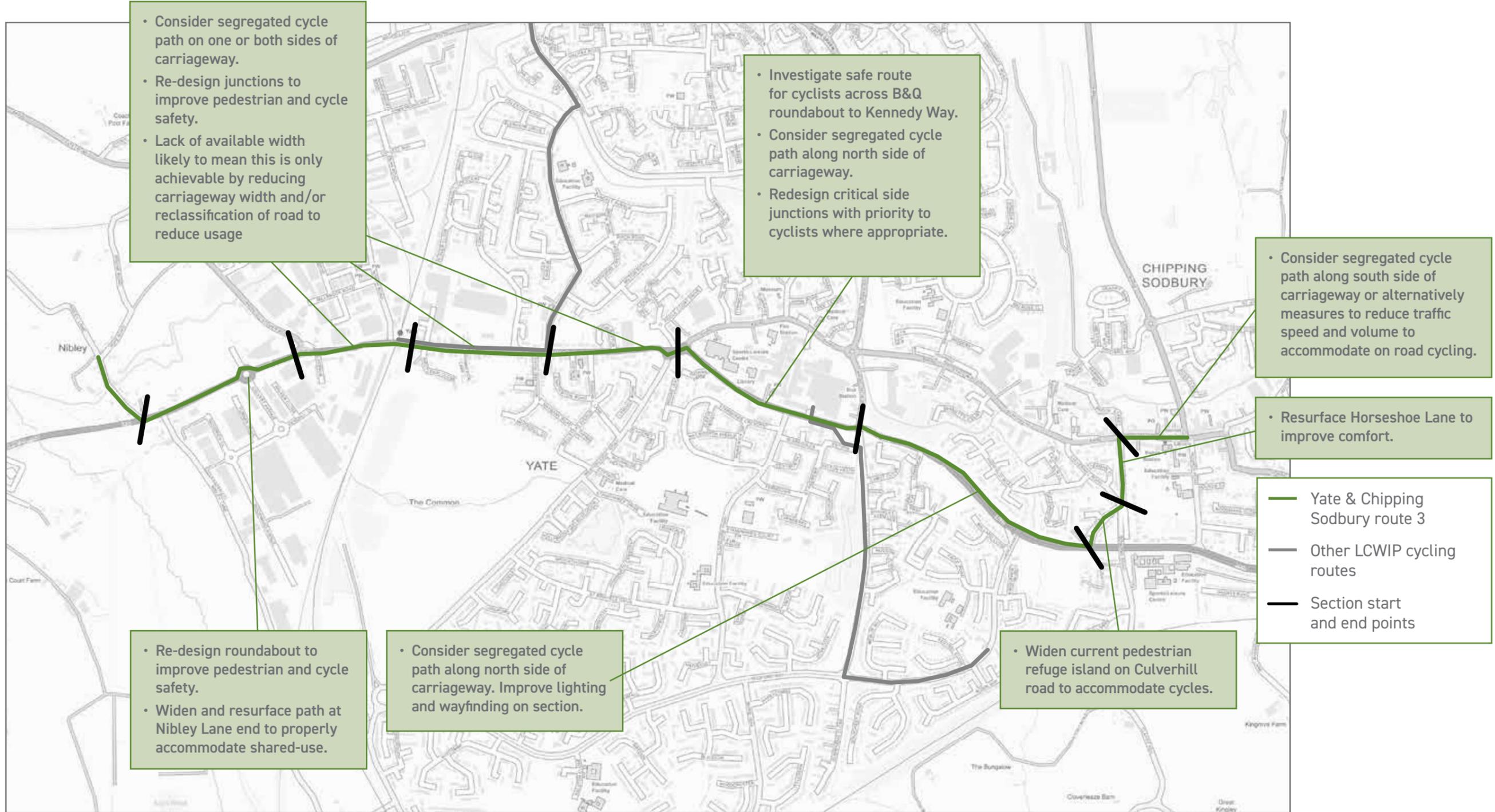
- Remove segregation of pedestrians and cyclists to comply with current guidance.
- Resurface existing path where needed.

- Consider segregated cycle path along north side of carriageway.
- Redesign critical side junctions with priority to cyclists.

- Yate & Chipping Sodbury route 1
- Yate & Chipping Sodbury route 2
- Other LCWIP cycling routes
- Section start and end points

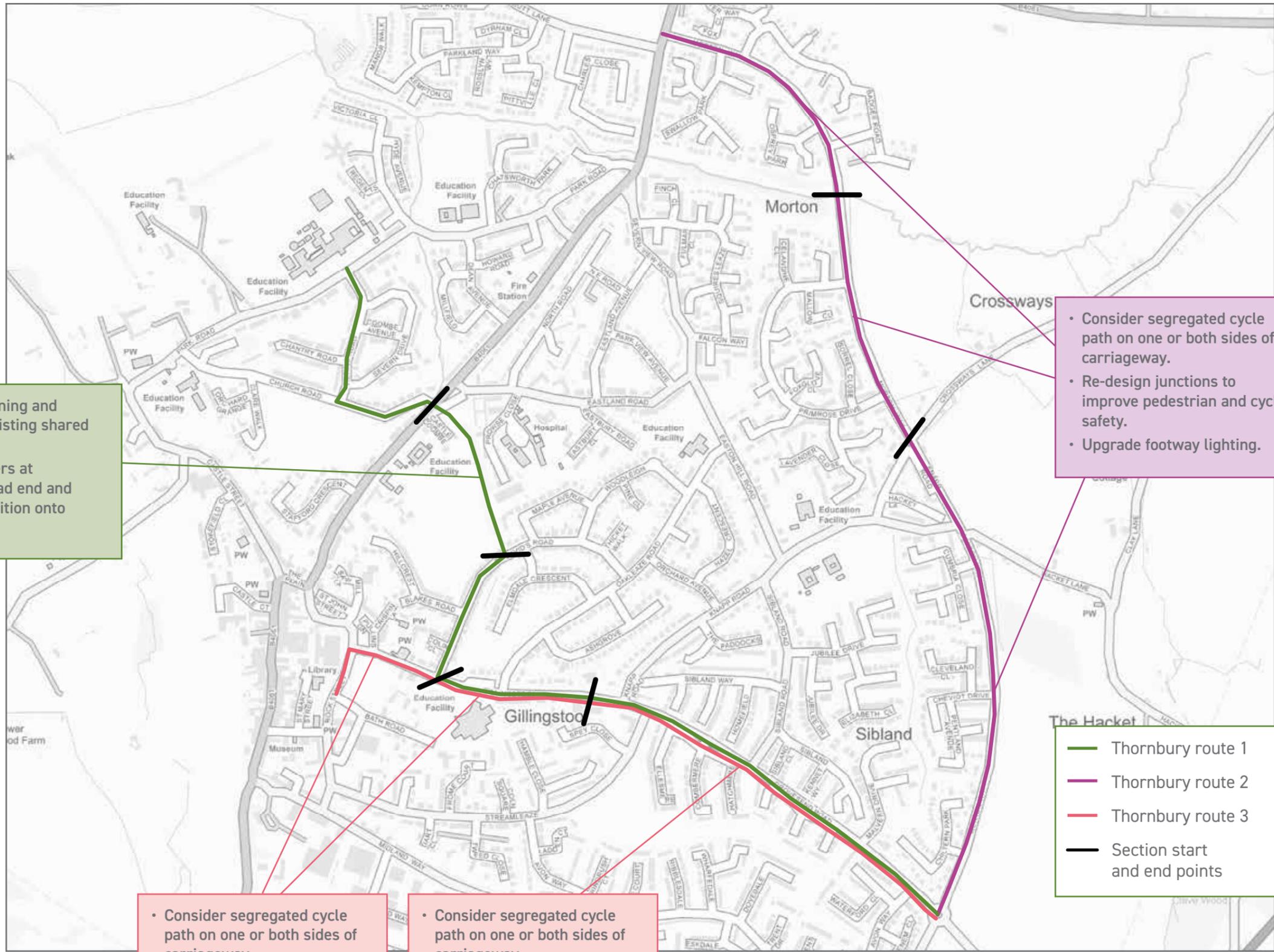
Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Yate and Chipping Sodbury 2



Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Thornbury



- Consider widening and resurfacing existing shared use path.
- Remove barriers at Gloucester Road end and redesign transition onto carriageway.

- Consider segregated cycle path on one or both sides of carriageway.
- Re-design junctions to improve pedestrian and cycle safety.
- Upgrade footway lighting.

- Consider segregated cycle path on one or both sides of carriageway.
- Re-design junctions to improve pedestrian and cycle safety.

- Consider segregated cycle path on one or both sides of carriageway.
- Re-design junctions to improve pedestrian and cycle safety.

- Thornbury route 1
- Thornbury route 2
- Thornbury route 3
- Section start and end points

Improvements subject to: detailed analysis of consultation responses; further design and technical work; scheme/route specific consultation; and funding requirements. Schemes will be designed in line with the DfT's forthcoming Local Transport Note.

Appendix 1

Planning the strategic cycle network

a) Identify journey origins and destinations

Origins

To understand where people in the West of England start and end their journeys, regardless of travel mode, a network of points was plotted on maps to represent journey origins from: established residential neighbourhoods at the time of 2011 census; major housing developments since 2011; and proposed major housing growth areas.

Destinations

The LCWIP aims to enable cycle journeys which can reach a wide range of destinations.

The DfT's technical guidance suggested that for large geographical areas (such as the West of England) it may be appropriate to only use the most significant trip generators. Destination categories and specific destinations were selected based on their likely trip generation potential. Since the LCWIP is strategic in nature, some types of destination were omitted for the larger urban areas (Bath, Bristol and Weston-super-Mare). The destination categories used to plan the cycle network are listed below.

Destination categories	Large urban areas (Bath, Bristol. Weston-super-Mare)	Other Plan areas
City centre/town centres/district centres	City and town centres (Bristol and Bath); Town and district centres (Weston-super-Mare)	Town centres District/local centres (North Somerset only)
Key employment areas – current and future (additional to above destination)s	Selected strategic employment locations only	✓
Major out-of-centre retail	Selected major out-of-centre retail parks only	Supermarkets and out-of-centre retail parks only
Major education facilities	Colleges and universities	Colleges and secondary schools
Hospitals	Major hospitals	All hospitals
Selected major visitor attractions	✓	✗
Transport interchanges) additional to the above destinations	Rail stations and bus stations	Rail stations
Strategic greenspace	✓	✗

✓ Included in methodology ✗ Not included in methodology

b) Connect origins to destinations

Three methods were used to identify strategic cycle corridors which would connect origins with destinations.

- analysis of corridors with the highest forecast future cycle commuting flows using the DfT's web-based analysis tool, the Propensity to Cycle Tool ;
- analysis of corridors likely to have significant travel demand for short-distance trips to a range of destinations. Each origin point was connected to strategic destinations referred to above within 5km and trends identified from the resultant maps; and
- a review to ensure a coherent strategic network for the full plan area. Additional strategic corridors may be identified in subsequent iterations of the LCWIP.

As directness is an important factor in the suitability of cycle routes, the origin-destination connections were shown as straight-line corridors.

c) Run prioritisation process to choose corridors for initial development

An early sifting exercise was developed to produce more manageable number of routes to be progressed to the route selection and route audit stage. A range of criteria were used to determine priority routes and included data on deprivation, student numbers at education sites, future jobs and dwellings, recorded road collisions, existing cycle trips using the corridor, the potential growth in cycling trips in the corridor and likely sub-regional benefits.

Top-scoring corridors from each area were chosen to ensure balanced coverage across the West of England. The intention is for the other corridors to be progressed as funding allows.

d) Map strategic cycle corridors to most direct existing routes (route selection)

The LCWIP technical guidance highlights that the clear preference will usually be the most direct route between the origin and destination. Local knowledge and online cycle route planning tools were used to map desire lines to existing routes. In some locations a significant deviation was required to reach the nearest road, railway or river crossing; the potential for new crossings was also noted.

e) Undertake cycle route audits

Route audits were undertaken to assess the broad suitability of each prioritised strategic cycle routes and considered how suitable routes currently are for cycling, and to consider possible improvements. The auditing process followed the process outlined in the technical guidance and used the tools developed by the DfT for the purpose. Routes were divided into sections with similar characteristics and scored against five design criteria (directness, gradient, safety, connectivity and comfort). These were given a score out of 5 (where 0 represented least suitable routes and 5 represented most suitable). Junctions which were considered to have characteristics hazardous to cycling were also identified (described as 'critical junctions').

f) Define cycle routes for development and identify key improvements required

The LCWIP technical guidance outlines that the aim is to identify cycle routes which score 3 or above against each design criteria (or could be improved to score 3 or above), ideally with no critical junctions. Improvements were identified for poor scoring sections, or in some cases alternative routes recommended which would achieve higher scores.

Road space is shared between different transport modes and uses. Catering for these different demands can be particularly challenging in dense urban environments. In some locations achieving a

Appendix 1 continued

cycle route audit score of 3 or above would only be possible if protected cycle tracks were constructed using road space currently given to other uses (e.g. bus lanes). In certain instances it was considered that such a reallocation of space may not be deliverable. However, determining an appropriate balance between space for different transport modes is a decision for elected members taking into account stakeholder views.

Planning the strategic walking network

a) Define Core Walking Zones and Identify Key Walking Routes

The DfT's technical guidance states that, in planning for walking, local authorities should identify Core Walking Zones and Key Walking Routes. In the West of England, the Core Walking Zones were largely based on town and district centres to give balanced coverage across each urban area. Key Walking Routes were identified within a 1km radius of each Core Walking Zone.

The West of England's two city centres (Bath and Bristol) have received significant investment to upgrade pedestrian infrastructure, and strategies are either in place or being developed to continue this delivery. As a result, these areas are designated as Core Walking Zones but have not been audited.

b) Choose Key Walking Routes for initial development

A selected number of routes serving each Core Walking Zone were chosen to ensure a manageable audit workload. The intention is for the remaining corridors will be progressed as funding allows.

c) Undertake walking route audits

Audits were undertaken to assess the broad suitability of each prioritised Key Walking Route. The audits ascertained whether routes are currently suitable for cycling, and if not, what needs

to be improved. The auditing process followed the process outlined in the technical guidance and used the DfT's Route Selection. Routes were divided into sections with similar characteristics and scored against the twenty criteria grouped into five themes (attractiveness, comfort, directness, safety and coherence). These were given a score on a 3-point scale (where 0 represented poor provision and 2 represented good quality provision).

d) Identify key improvements required

The LCWIP technical guidance outlines that a score of 70% (28 out of 40 points) should normally be regarded as minimum provision. For every prioritised Key Walking Route, the audit results were used as a prompt to consider interventions which would improve the quality of pedestrian infrastructure.

Activities common to cycle and walking network planning

After planning the strategic walking and cycling networks, cost estimations for the proposed improvements, and prioritising these improvements took place.

Estimate the cost of improvements

High-level construction costs were estimated for each improvement to understand the broad scale of funding required to deliver all of the priority routes. Pricing estimates were derived from local case studies and recognised UK sources (including publications by Transport for Greater Manchester and Transport for London). The construction cost estimates allowed for whole route costs to be estimated. The estimates relate to construction costs only and do not include allowances for the cost of design, utilities, inflation, risk/contingency, optimism bias and any third-party land purchase (if required). All potential improvements are subject to further study, feasibility and consultation.

Prioritise the improvements

It is anticipated that a range of funds will be used to deliver the LCWIP improvements. The scope and objective of the funding stream will determine which improvements are prioritised and delivered in the short, medium and long term.

WEST OF ENGLAND CYCLING AND WALKING CONSULTATION



CONSULTATION REPORT
9 JUNE
2020

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Introduction

Welcome to consultation report on the West of England Cycling and Walking consultation. We published the draft Local Cycling and Walking Infrastructure Plan as part of a public consultation between 3 February and 15 March 2020 - receiving nearly 2,000 responses from across the region. This document looks at the feedback we received, sets out what people in the region think, and looks at next steps.

Thank you to everyone who responded. We appreciate the time people took to respond, and the wide range of views expressed. Your views will help ensure that a stronger and more collaborative LCWIP emerges as a result.

Since the Cycling & Walking consultation, the Covid-19 pandemic has changed how people move around the region. We will consider how travel patterns have changed as a result of Covid-19 and build on the unprecedented levels of cycling and walking we've seen in recent weeks.

What is the Local Cycling and Walking Infrastructure Plan?

The West of England Local Cycling and Walking Infrastructure Plan (LCWIP) is a significant and exiting first step towards transforming active travel in the region. The Plan proposes capital investment of £411m over the next 16 years and is the result of a collaborative effort between the West of England councils, the West of England Combined Authority, and local stakeholder groups.

The Government has encouraged local authorities to produce Local Cycling and Walking Infrastructure Plans using a methodology set out by the Department for Transport (DfT). This set methodology prioritises improvements which will bring about the greatest increases in walking and cycling, which tend to be in urban areas.

It is important to note that the Local Cycling and Walking Infrastructure Plan forms only part of the West of England's wider plans and ambitions for creating and improving active travel routes. These wider ambitions are embedded within packages in the Joint Local Transport Plan 4, and also in the respective local authorities' existing and emerging active travel strategies and plans, which include plans to deliver rural routes (both short distance within villages and longer routes) as well as additional urban routes.

Furthermore, new schemes will continue to be developed and delivered alongside the aforementioned schemes as a matter of urgency, particularly in light of the authorities' respective climate emergency commitments, as an important element in improving air quality, and as part of our Covid-19 recovery plan to ensure that those living, working and studying in the region, including those in rural areas, are able to move around the region safely, efficiently, and sustainably.

The DfT has explicitly said that local authorities with Local Cycling and Walking Infrastructure Plans will be better placed to secure future funding which is why this Plan has been produced separately.

To help inform the emerging document, a six-week public consultation was held earlier this year.

This document is the consultation report contains analysis of the results and will accompany the final Local Cycling & Walking Infrastructure Plan to be considered by our West of England Joint Committee later in the year. We prioritised analysing the questions and comments which centered on the general principles of the plan. The route and area specific comments will be analysed separately by the respective councils, and these responses will feed in to further developing the routes and schemes.

What you said

Most people said the improvements proposed in the Plan would encourage them to walk more and nearly 1 in 10 people would be encouraged to take up cycling altogether.

You said that the West of England would be a better place to live and work if more people walked and cycled.

We also asked people about their current travel behaviours. Most people stated, when they choose not to cycle for a trip, they drive a car.

All your feedback will be considered within the LCWIP – further details of free text comments are in the table below, and question responses from p.10-35. The final plan will need to consider responses in the context of the region, post COVID-19, as well as any changes since the draft document.

You said	We did
Consider changes to the technical walking and cycling maps in response to consultation feedback.	We have worked with council partners to see what amendments to routes are technically achievable and can be reasonably incorporated into the final plan.
A clear walking and cycling strategy for the region is needed.	Councils in the West of England are developing individual walking and cycling strategies and plans which will supplement the findings of the LCWIP. One of the immediate transport policy priorities for WECA is to review the JLTP4 and it will include commentary on the wider walking and cycling strategy and its contribution to the 2030 carbon neutral target. The LCWIP will be changed to make clear its scope as a plan and not a strategy or policy covering all aspects of walking and cycling in the region.
A network map is required showing the regional walking and cycling network in its entirety.	This will be included in the final document.
Maps/routes need to make clear how they connect with transport interchanges more generally.	This will be included in the final document.
The Plan needs to explain how routes have been prioritised.	This will be made clearer in the text
The Plan needs commitment to standards for design.	WECA and the four authorities anticipate the release of the DfT's updated Local Transport Note which will propose new cycling infrastructure standards. The text in the LCWIP will be amended to incorporate reference to the updated Local Transport Note which we

	understand will be published shortly. The text will also be strengthened to ensure we are building to the highest standard achievable.
More information on transport behaviour change.	In line with DfT guidance the plan focusses on infrastructure improvements as opposed to transport measures such behaviour change. The importance of supporting behaviour change measures will be highlighted in the text, but the Plan will not provide a focus on this theme. The JLTP4 already provides commitments on behaviour change that look more holistically at promoting sustainable transport in the round. We will to consider how travel patterns have changed as a result of Covid-19 and build on the unprecedented levels of cycling and walking we've seen in recent weeks.
No reference to a strategy for broadening participation in cycling	In line with DfT guidance the Plan focusses on infrastructure delivery rather than establishing new policy or delivering a strategy for the region. Broadening participation in active modes is highlighted in JLTP4. The Plan will be amended to provide clearer links to the JLTP4 walking and cycling policy commitments.
More clarity on how walking zones have been selected	Text will be amended to be text could be made clearer and we will set a longer-term plan for how other important Walking Zones will be considered in the future
Questioned use of language such as 'consider' or 'explore' when describing improvements	As stated in the plans, improvements are at concept stage and require further technical design work and consultation. Terms like 'consider' and 'explore' are deemed to be more appropriate in the context of the plan where many ideas need to be developed in detail. The plan will be reviewed to understand where we might be able to strengthen the text.
Level of ambition could be higher	The total cost of the LCWIP is over £400m and represents a step change in the level of ambition and funding required to ensure the walking and cycling network is greatly improved. It is important to stress that LCWIP does not represent all walking and cycling plans in the region but rather investment required along our priority routes. Opportunities to be more ambitious will be sought through the scheme design process but the Plan attempts to balance the need to improve walking and cycling provision together with sub-regional aspirations for public transport provision, freight and access for essential services.
My local route has not been included	The routes identified in the plan were selected in line with guidance provided by the DfT. The process did not allow WECA and the West of England councils to select routes based on a qualitative analysis alone with the emphasis being on a data-led evidence. Routes that are not identified as an LCWIP route, but still considered important, will be incorporated into a comprehensive network map to ensure they are not omitted from the wider walking and cycling network.
Include more Liveable Neighbourhood type of schemes	The Plan includes several locations where a liveable neighbourhood-style scheme is recommended to support priority along one or more of the routes. Individual local authorities are drawing up plans to expand and deliver liveable neighbourhood schemes. The LCWIP document supports this approach and provide a high-level overview of where liveable neighbourhoods may be applicable, subject to further design and consultation.
The Plan emphasises improvements to existing routes	The Plan's cycle routes were identified in line with DfT guidance. This resulted in the creation of new strategic routes but also highlighted the importance of improving existing corridors to raise them to the

rather than proposing new ones (e.g. Victoria Park)	highest possible standard. Comments regarding routing through parks will be taken on board in reviewing the technical maps.
Identify more cross boundary routes.	This will be reflected in an updated network map.
Emphasise the need for walking and cycling as a response to the climate emergency.	This theme will be strengthened in the plan.
Reduce repetition of measures in technical maps (e.g. continuous footway).	This will be remedied in technical maps review.
Provide indication of how schemes will be prioritised.	Text on the prioritisation process will be incorporated.
Clearly define the plan's scope.	This will be clarified in the plan.
Accessibility sections could use more examples of mobility aids	This will be incorporated.
Clearer crossovers between walking and cycling routes	Where cycling improvements might interact with suggested walking improvements, a cross reference will be provided.
More information on the principles that define small improvement (e.g. cut back vegetation) and large improvement (e.g. build a bridge).	This will be incorporated into a review of the technical maps. We need to set overarching principles in the 'improvements section' that focus on large scale improvements.
Walking routes in the city centres not included.	The rationale is that the central areas already have well established spatial frameworks/plans and strategies covering walking routes. The decision was taken to focus on areas where there has historically been less investment and planning focus.
The Plan focuses heavily on urban routes.	In line with DfT guidance, the focus of the LCWIP was to identify priority routes for investment based on their likelihood to encourage more walking and cycling. We recognise that longer distance routes connecting settlements are also important to encourage more cycling trips in rural areas. We will be including the Joint Local Transport Plan 4 routes in a revised network map to show how these longer distance routes complement the findings of LCWIP.
Could interactive maps be made available alongside the LCWIP document?	We will explore the feasibility of this for post-Joint Committee changes.

Methodology

A total of 1,820 responses was received over the consultation period, of which 1,818 was through the online questionnaire tool, with 2 paper responses also received (their responses were manually added to the dataset).

The online questionnaire, available on the Travelwest website, allowed for people to view the document and then provide comments via a structured questionnaire.

The questionnaire was structured as follows:

- Name, Postcode, Email address, and contact preferences if individuals wanted to be informed of future consultations.
- 16 questions on the plan itself, with an additional “further comments” section at the end of the survey.
- A section to capture demographic & equalities data at the end of the survey.

The next section provides a breakdown of the core questions regarding the Local Cycling and Walking Infrastructure Plan. This report summarises the 1,820 responses received. Route specific responses have been excluded from the key findings report but are included within the final consultation report.

For most of the questions, the following has been provided:

- A bar chart of the results, plus accompanying table with percentage figures.
- Summary of the findings.
- How this will impact on the final plan.

Note: Where percentages have been provided throughout the report, these have been provided to the percentage, and therefore rounding errors may occur.

Summary of the key headlines

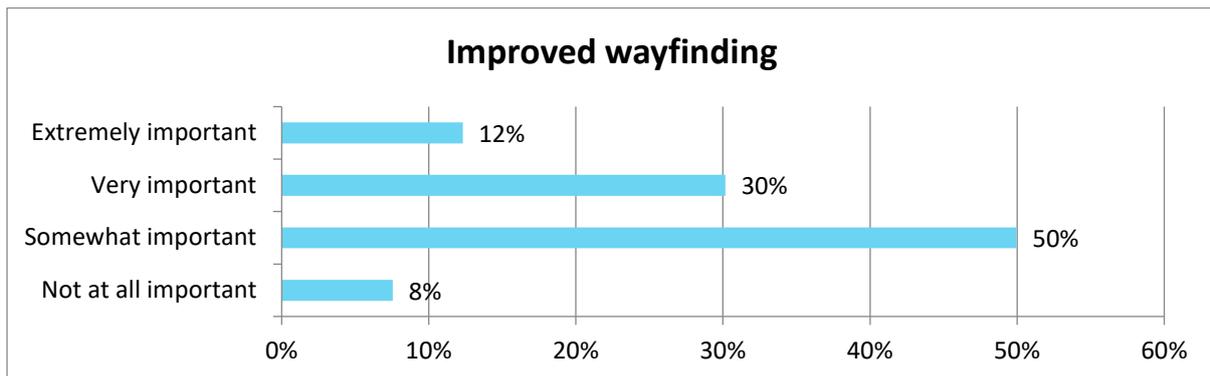
	Question Text (in order of survey)	Result Headline
No.	Text	Text
Walking questions		
1	The measures below have all been suggested in the plan. How important do you think each of these types of measures are for walking?	79% of people thought that the most important measure for cycling in the plan are junctions and crossings where pedestrians have priority or are partially or fully separated.
2	To what extent do each of the issues listed below prevent you from walking at all, or from walking more frequently?	82% of people have said that public safety has either completely, regularly, or sometimes prevented them from walking.
3	How satisfied are you with the walking network in the West of England?	Nearly half of people are neither satisfied nor dissatisfied with the walking network in the region at 46%.
4	If you choose not to walk for some trips, which are a short enough distance for you to comfortably walk, which type of transport are you most likely to use instead?	Most people stated, when they choose not to walk for a trip, they cycle or drive a car (43% and 35%).
5	Do you think the types of improvements proposed in the West of England Cycling and Walking Plan would encourage you to walk more often?	Majority of people think the improvements proposed in the Plan would encourage them to walk more (63%).
6	Would you like to comment on any of the walking routes proposed? (please select the route and then add your comment below)	Please see the ' What you said ' section (pages 5-7) for free text comments on the plan and how we're reflecting people views within the final document. Route specific comments will be analysed separately by the respective council, and these responses will feed in to further developing the exact routes and schemes.
Cycling questions		
7	Do you walk in the West of England for any of the following types of journeys?	Both shopping and commuting have the highest levels of walking trips. 80% never walk to their place of education.
8	The measures below have all been suggested in the plan. How important do you think each of these types of measures are to cycling?	82% of people thought junctions and crossings where cyclists have priority, or are partially or fully separated from motorised traffic, was either extremely or very important
9	To what extent do each of the issues listed below prevent you from cycling at all, or from cycling more frequently?	Busy roads are the biggest issue preventing people from walking in the region with 89% saying it either completely, regularly or sometimes preventing them.

10	How satisfied are you with the cycle network in the West of England?	39% are dissatisfied with the cycle network. This is followed by those who are neither satisfied nor dissatisfied at 28%.
11	If you choose not to cycle for some trips, which are a short enough distance for you to comfortably cycle, which type of transport are you most likely to use instead?	Most people stated, when they choose not to cycle for a trip, they drive a car (47%).
12	Do you think the types of improvements proposed in this plan would encourage you to cycle more often?	61% would be encouraged to cycle more often by the improvements proposed in the plan. Nearly 1 in 10 people would be encouraged to take up cycling altogether.
13	Would you like to comment on any of the walking routes proposed? (please select the route and then add your comment below)	Please see the ' What you said ' section (pages 5-7) for free text comments on the plan and how we're reflecting people views within the final document. Route specific comments will be analysed separately by the respective council, and these responses will feed in to further developing the exact routes and schemes.
14	Do you cycle in the West of England for any of the following types of journeys?	Commuting is by far the most popular type of cycle trip with 45% stating that they cycle to work on multiple times a week.
Cycling and walking questions		
15	Do you think that the West of England would be a better place to live and work if more people walked and cycled?	Majority of people think that the West of England would be a better place to live and work if more people walked and cycled.
16	Would you like to see more money spent on cycling and walking in the West of England?	Majority of people think that the West of England would like to see more money spent on cycling and walking in the West of England.
17	In built-up areas it can be difficult to build high-quality, continuous cycling and walking infrastructure due to competing demands on road space. Would you support walking and cycling improvements, even when this could mean less space for other road traffic?	Majority of people would support walking and cycling improvements, even when this could mean less space for other road traffic.
18	Do you have any further comments	Please see the ' What you said ' section (pages 5-7) for free text comments on the plan and how we're reflecting people views within the final document. Route specific comments will be analysed separately by the respective council, and these responses will feed in to further developing the exact routes and schemes.

Walking questions:

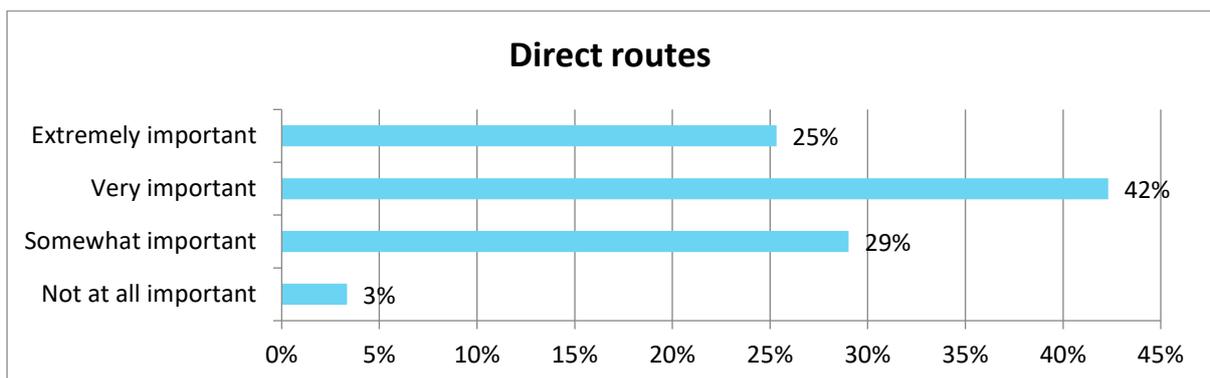
1: The measures below have all been suggested in the plan. How important do you think each of these types of measures are for walking?

A). Improved wayfinding



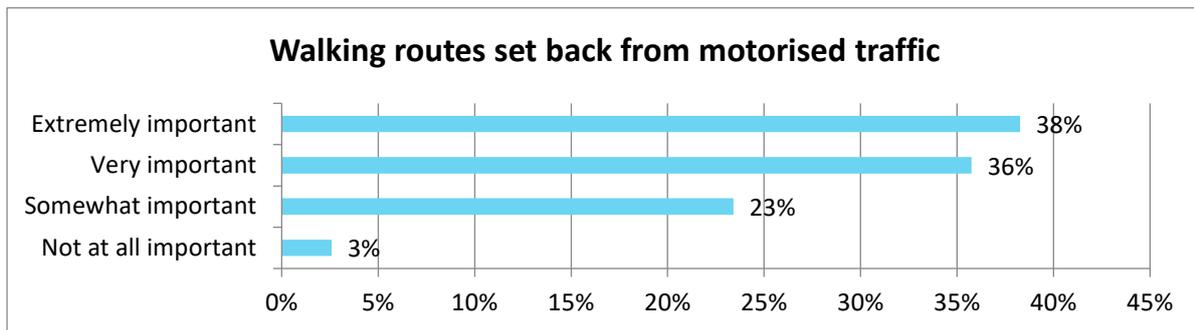
	Extremely important	Very important	Somewhat important	Not at all important
%	12%	30%	50%	8%
Grouped	32%		58%	

B). Direct routes



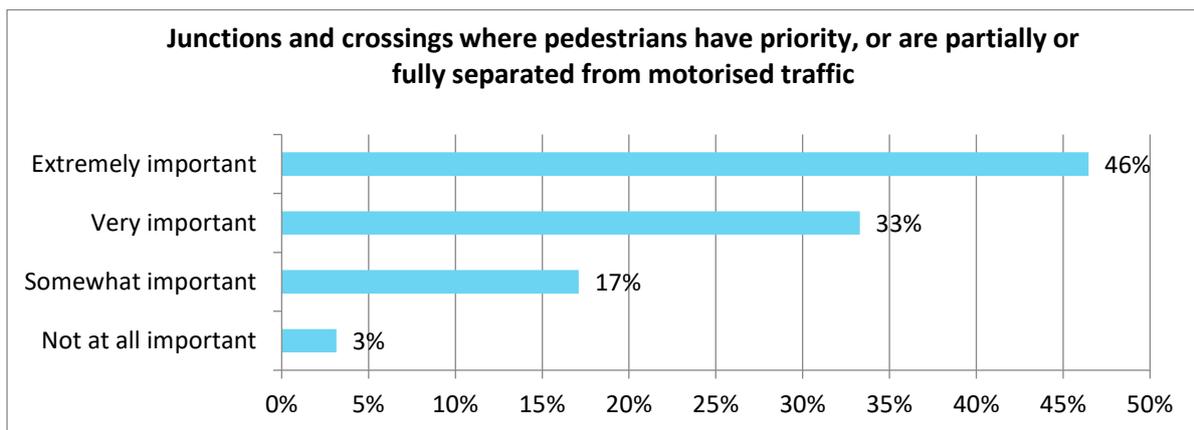
	Extremely important	Very important	Somewhat important	Not at all important
%	25%	42%	29%	3%
Grouped	67%		32%	

C). Walking routes set back from motorised traffic



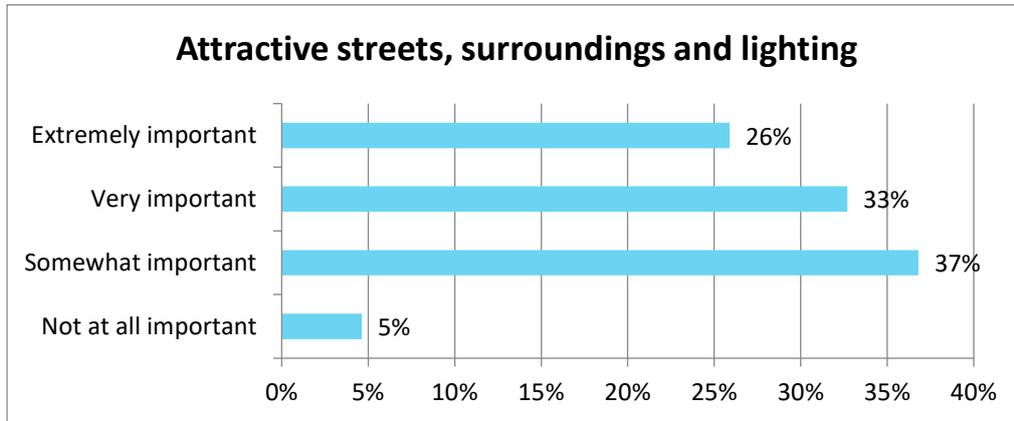
	Extremely important	Very important	Somewhat important	Not at all important
%	38%	36%	23%	3%
Grouped	74%		26%	

D). Junction and crossings where pedestrians have priority, or are partially or fully separated from motorised traffic



	Extremely important	Very important	Somewhat important	Not at all important
%	46%	33%	17%	3%
Grouped	79%		20%	

E). Attractive streets, surroundings and lighting

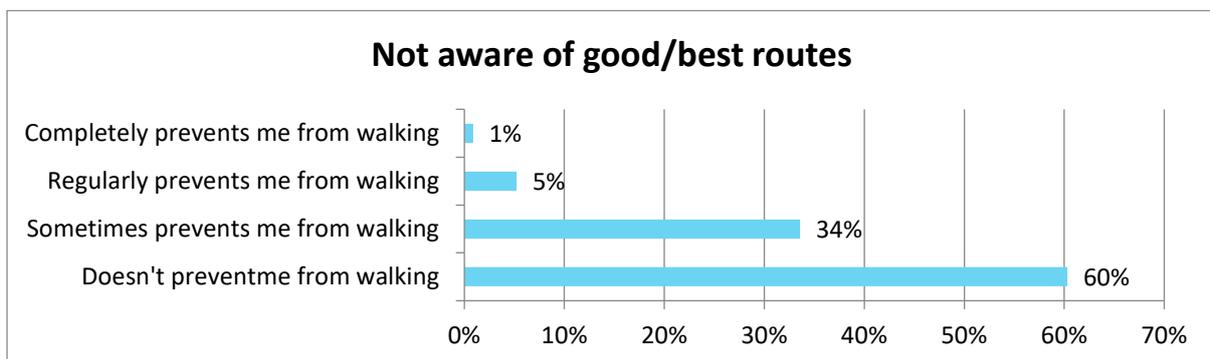


	Extremely important	Very important	Somewhat important	Not at all important
%	26%	33%	37%	5%
Grouped	59%		42%	

The highest number of responses indicated that most important measure was ‘junctions and crossings where pedestrians have priority or are partially or fully separated from motorised traffic’ (79% said extremely or very important). Improved wayfinding was the least important measure with 58% thinking it is somewhat or not at all important.

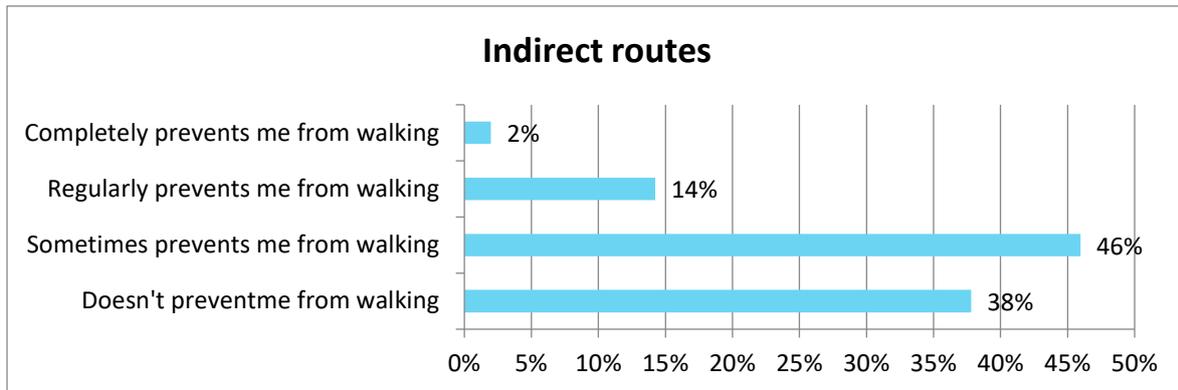
2: To what extent do each of the issues listed below prevent you from walking at all, or from walking more frequently?

A). Not aware of good/best routes



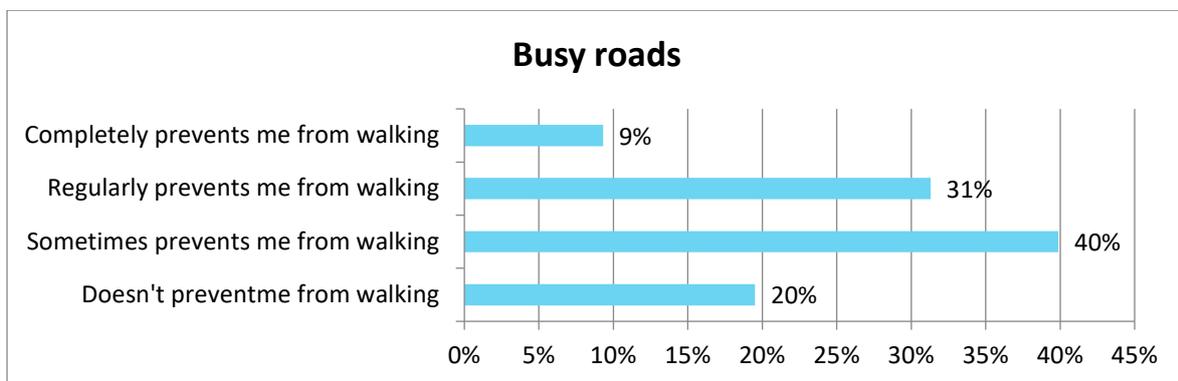
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	1%	5%	34%	60%
Grouped	40%			60%

B). Indirect routes



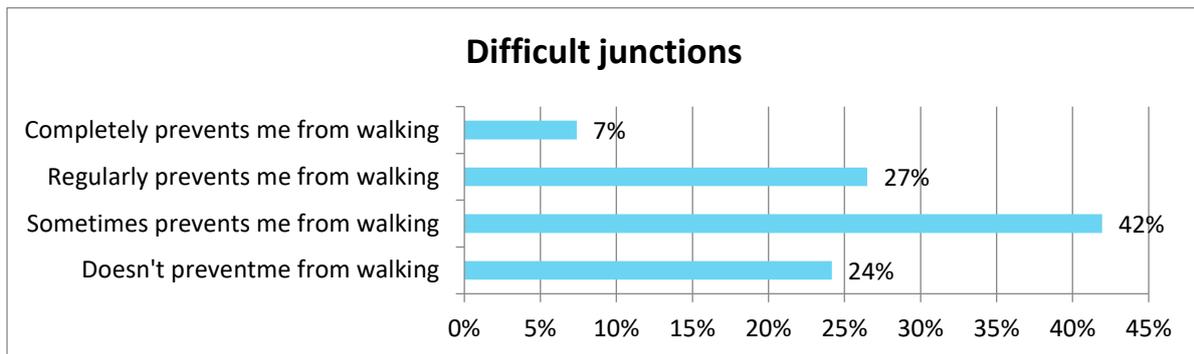
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	2%	14%	46%	38%
Grouped	62%			38%

C). Busy roads



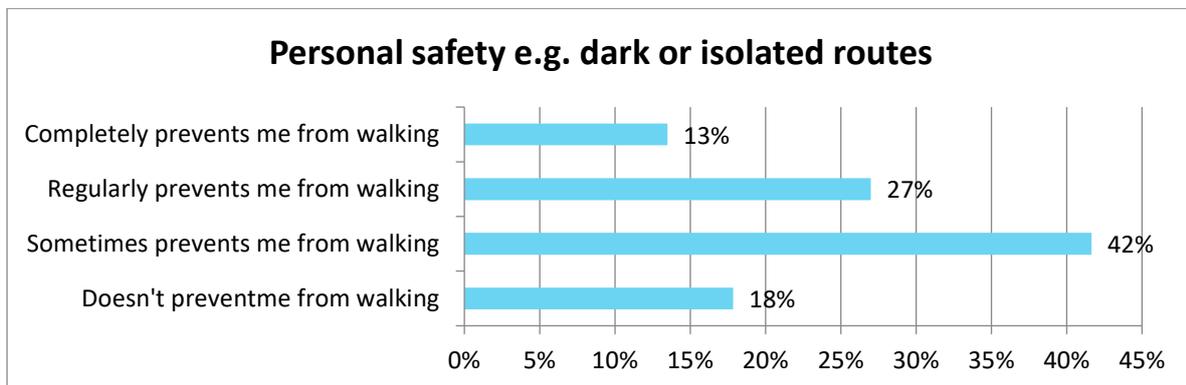
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	9%	31%	40%	20%
Grouped	80%			20%

D). Difficult junctions



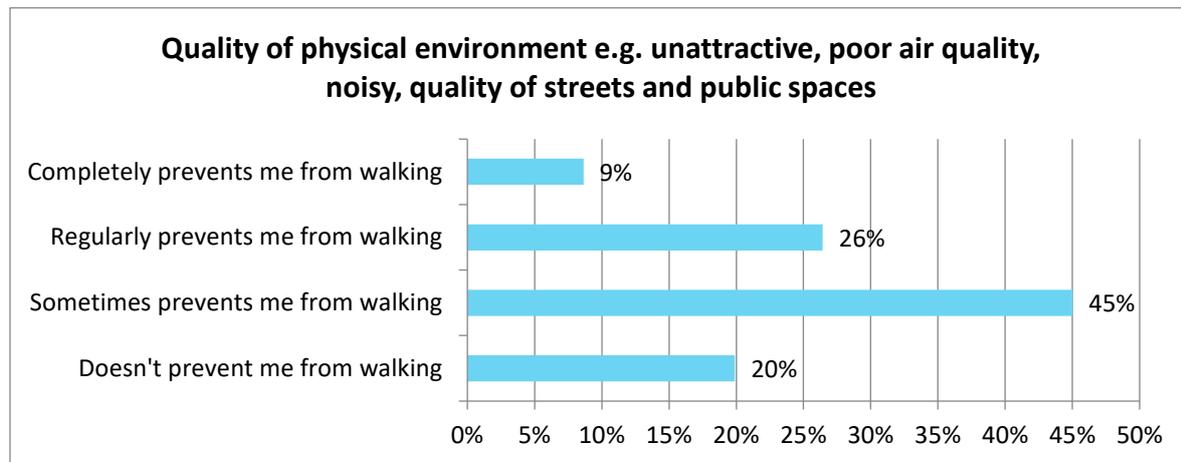
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	7%	27%	42%	24%
Grouped	76%			24%

E). Personal safety



	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	13%	27%	42%	18%
Grouped	82%			17%

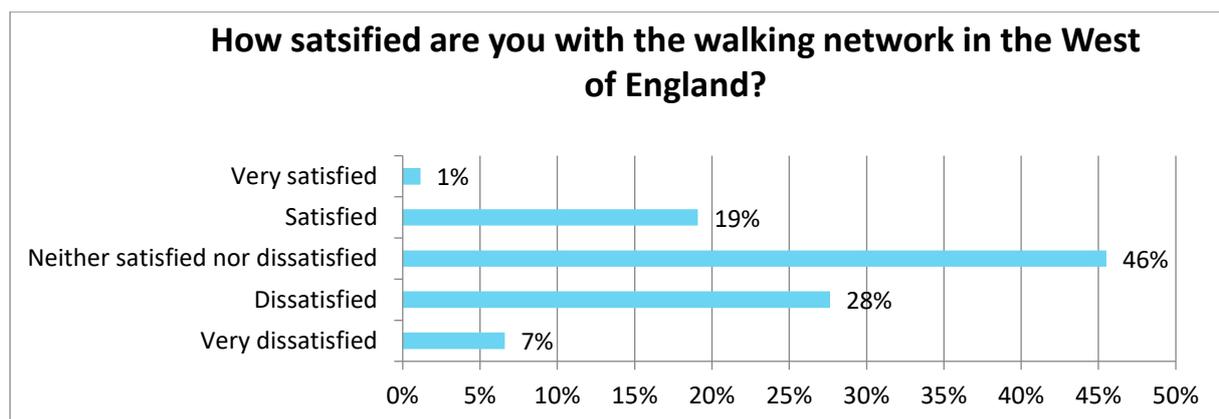
F). Quality of physical environment



	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	9%	26%	45%	20%
Grouped	80%			20%

Personal safety is the biggest issue preventing people from walking in the region. 82% said it either completely, regularly or sometimes prevent them from walking. This was narrowly followed by bus roads and quality of physical environment (both 80%).

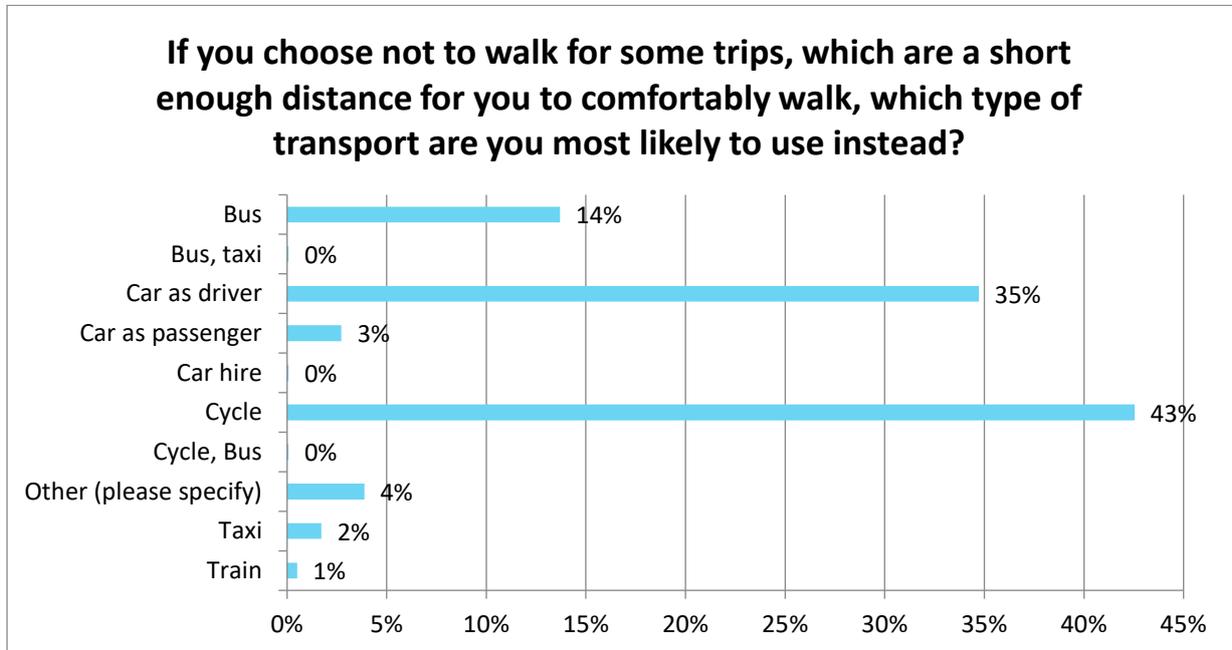
3: How satisfied are you with the walking network in the West of England?



	Very satisfied	Satisfied	Neither satisfied nor dissatisfied	Dissatisfied	Very Dissatisfied
%	1%	19%	46%	28%	7%
Grouped	20%		46%	35%	

Nearly half of people are neither satisfied nor dissatisfied with the walking network in the region at 46%. However, more people are very dissatisfied than very satisfied (7% to 1% respectively).

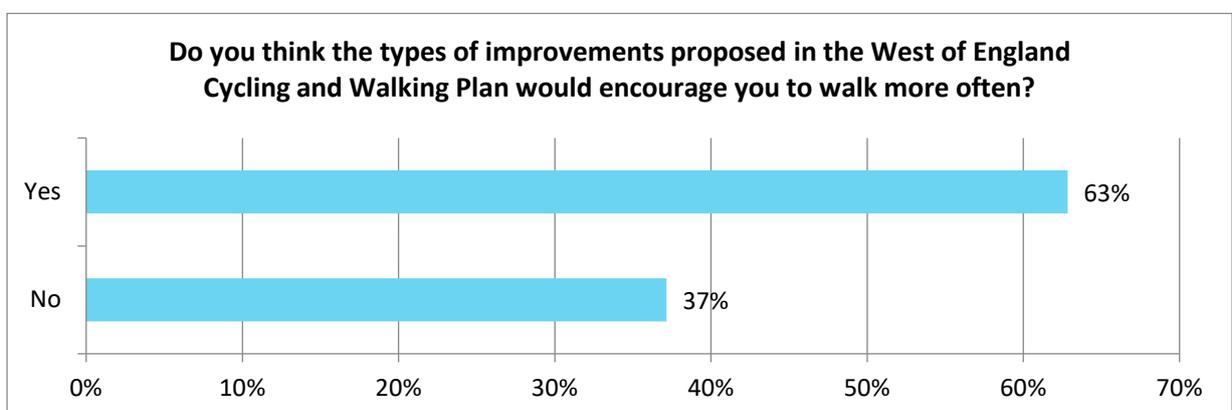
4. If you choose not to walk for some trips, which are a short enough distance for you to comfortably walk, which type of transport are you most likely to use instead?



	Bus	Car as driver	Car as passenger	Cycle	Other	Tax	Train
%	14%	35%	3%	43%	7%	2%	1%

Most people stated, when they choose not to walk for a trip, they cycle or drive a car (35% and 43%). The third highest scoring was bus travel at 14%.

5. Do you think the types of improvements proposed in the West of England Cycling and Walking Plan would encourage you to walk more often?



	Yes	No
%	63%	37%

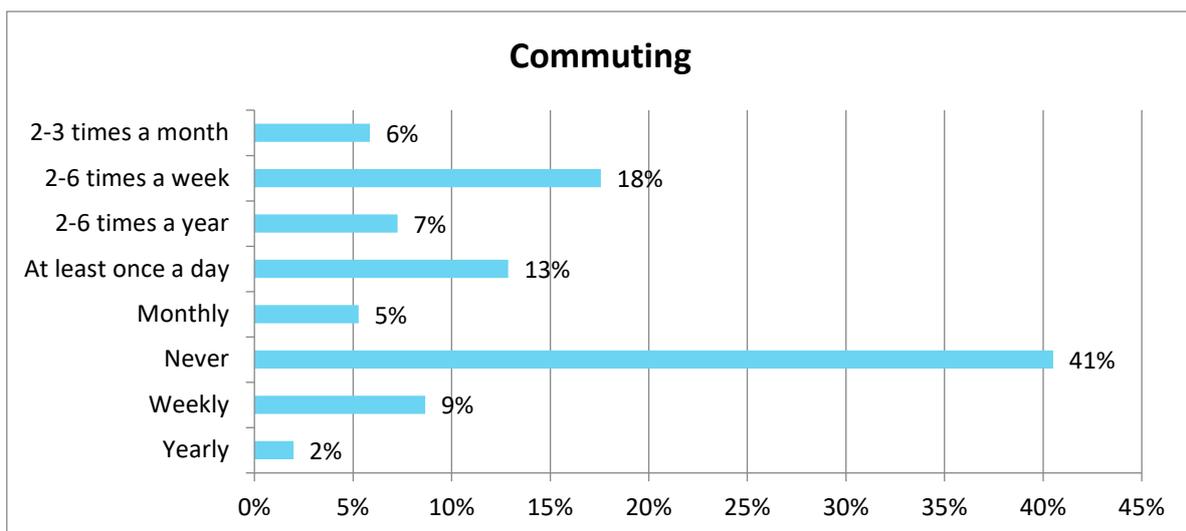
Nearly twice the percentage of people think the improvements proposed in the Plan would encourage them to walk more than those who do not (63% to 37%).

6. Would you like to comment on any of the walking routes proposed? (please select the route and then add your comment below)

Please see the [‘What you said’ section](#) (pages 5-7) for free text comments on the plan and how we’re reflecting people views within the final document. Route specific comments will be analysed separately by the respective council, and these responses will feed in to further developing the exact routes and schemes.

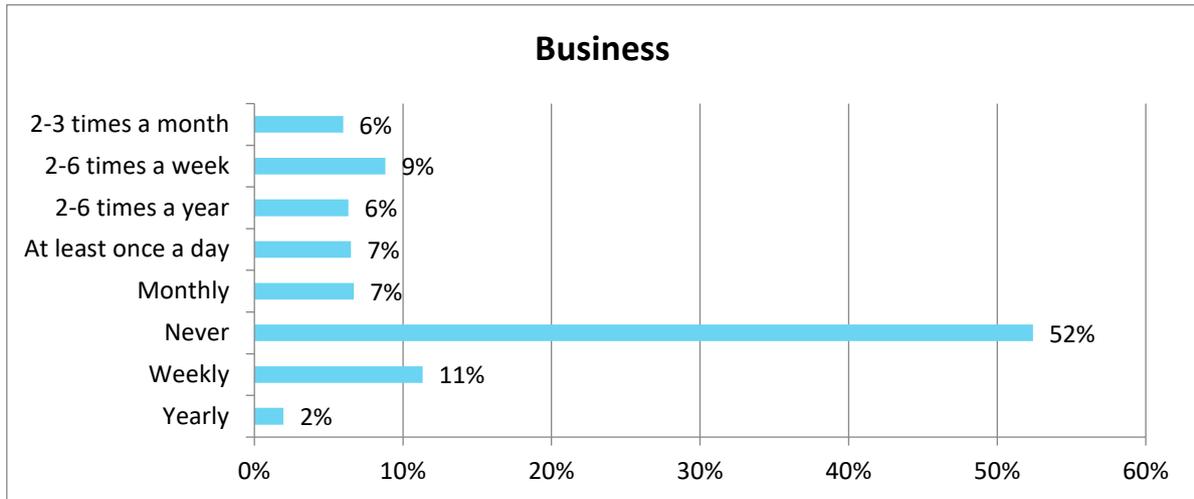
7. Do you walk in the West of England for any of the following types of journeys?

A). Commuting



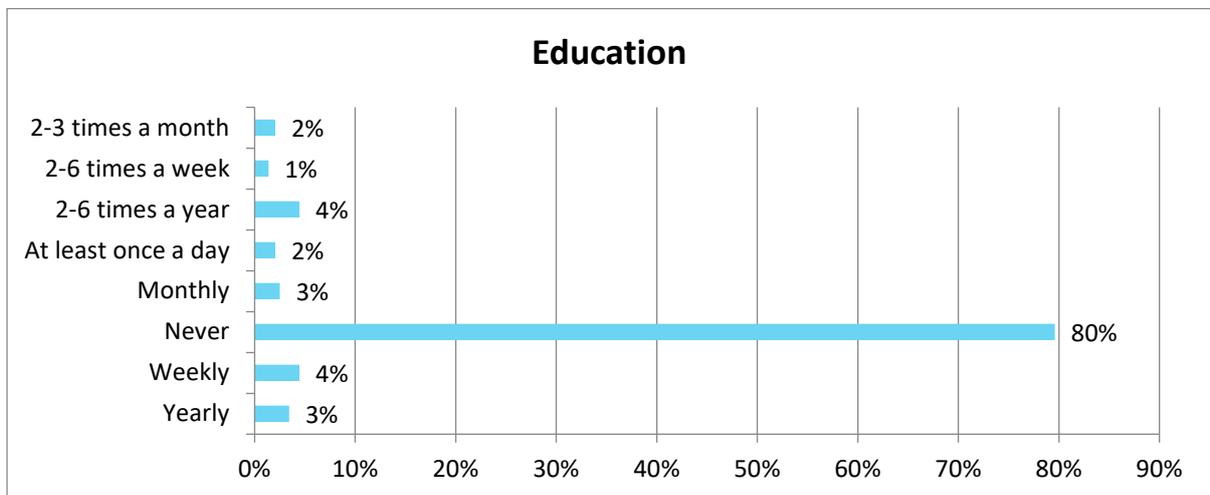
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	13%	18%	9%	6%	5%	7%	2%	41%

B). Business



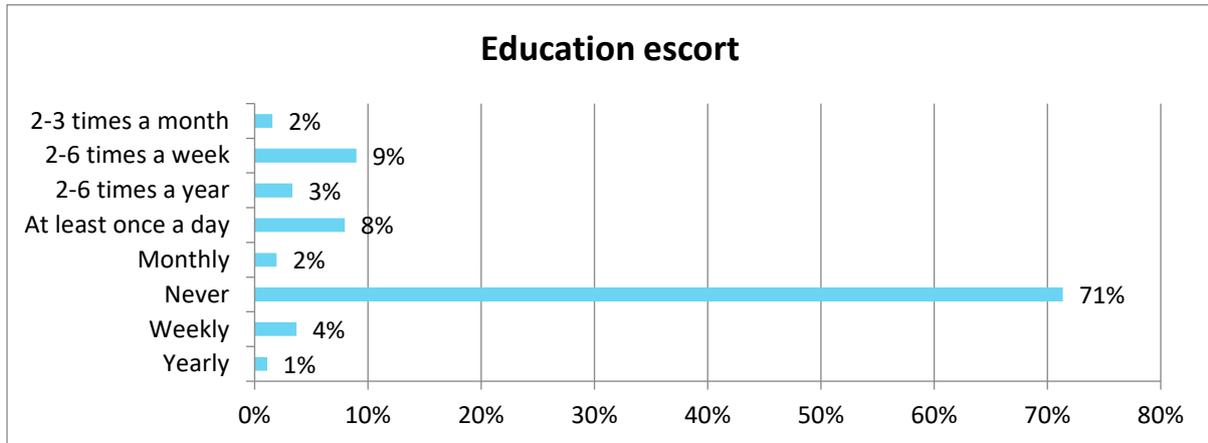
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	7%	9%	11%	6%	7%	6%	2%	52%

C). Education



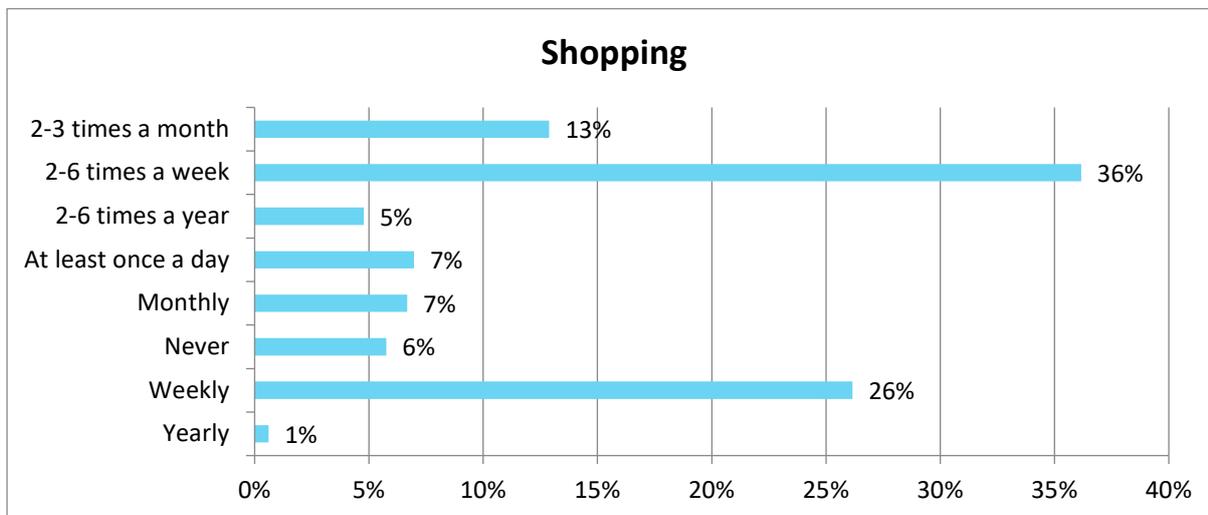
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	2%	1%	4%	2%	3%	3%	3%	80%

D). Education escort



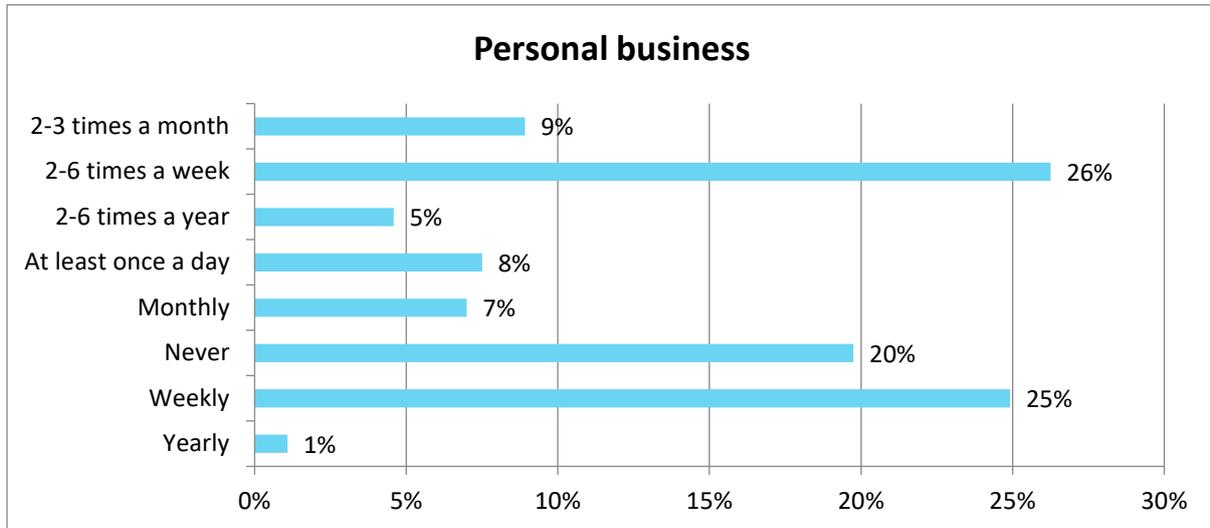
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	8%	9%	4%	2%	2%	3%	1%	71%

E). Shopping



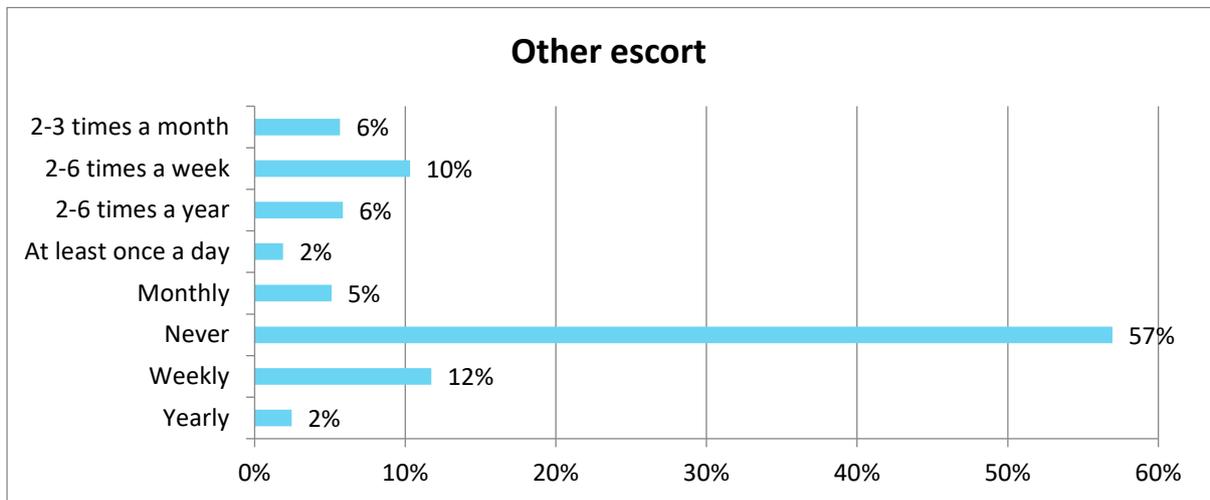
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	7%	36%	26%	13%	7%	5%	1%	6%

F). Personal business



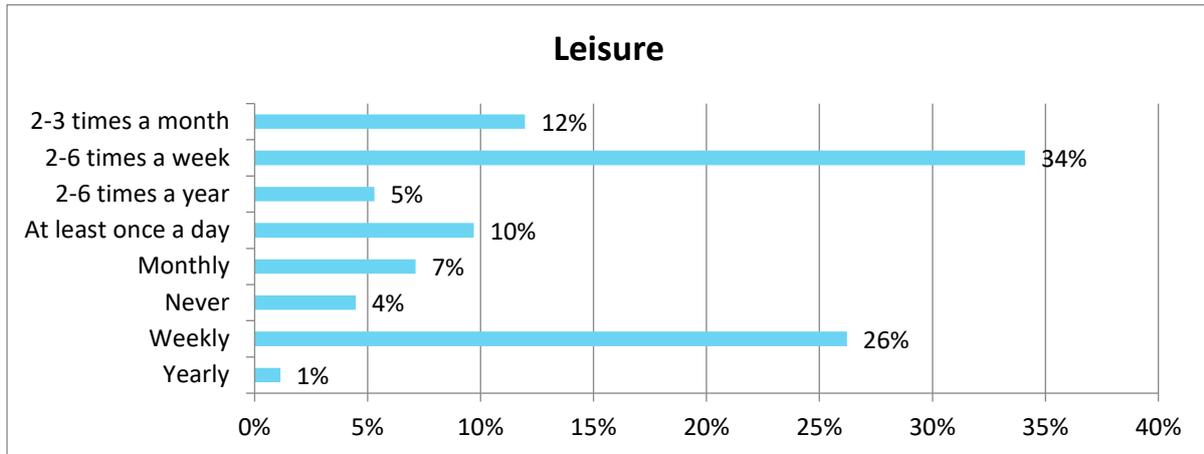
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	8%	26%	25%	9%	7%	5%	1%	20%

G). Other escort



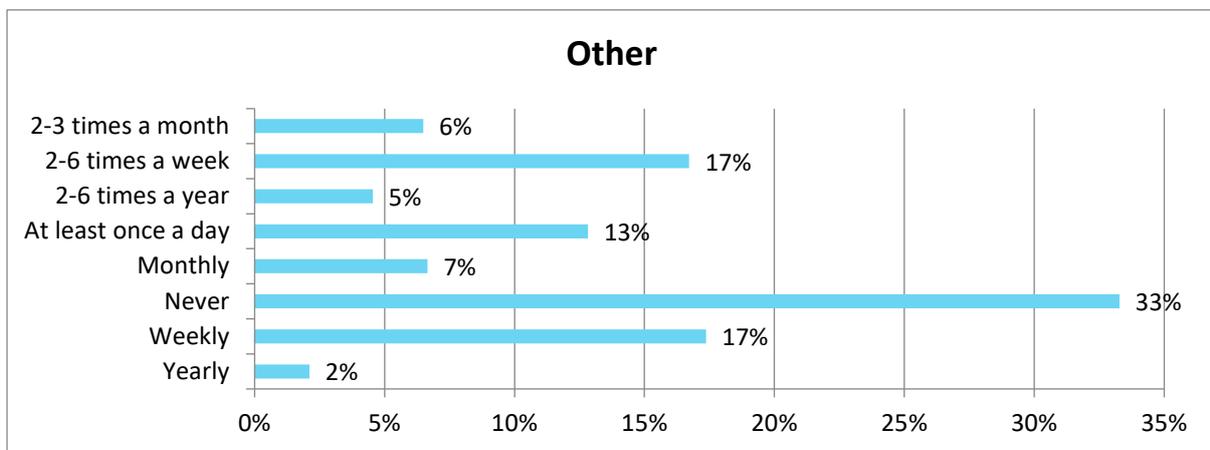
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	2%	10%	12%	6%	5%	6%	2%	57%

H). Leisure



	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	10%	34%	26%	6%	7%	5%	1%	4%

I). Other



	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	13%	17%	17%	6%	7%	5%	2%	33%

Both shopping and commuting have the highest levels of walking trips.

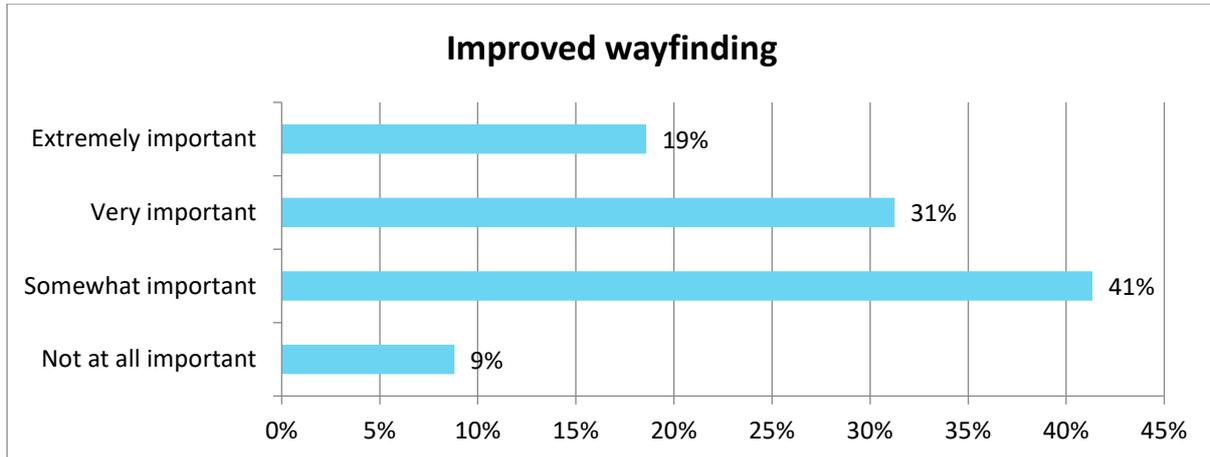
- 43% choose to walk to the shops multiple times a week.
- 31% choose to walk for their commute multiple times a week.

The lowest levels of walking are seen in trips to places of education at 80%. However, this consultation takes the views of people across the region including those not in education.

Cycling questions:

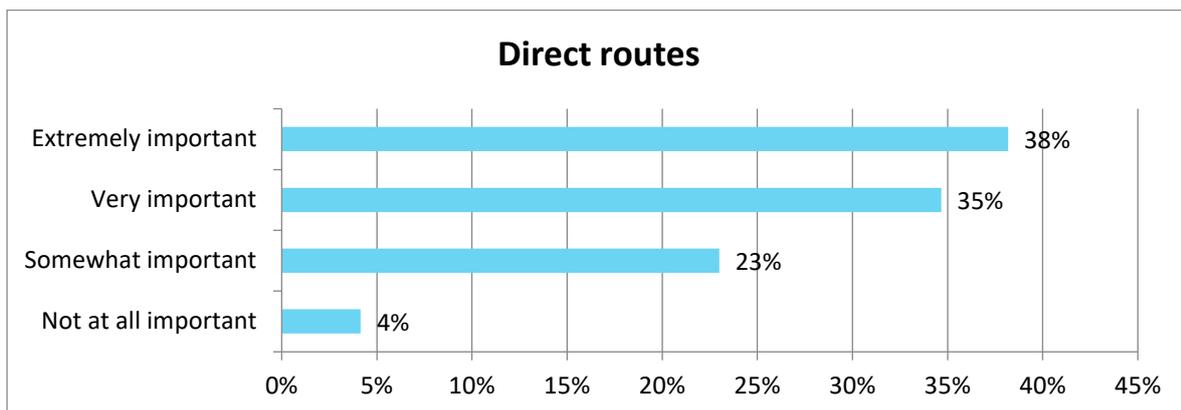
8. The measures below have all been suggested in the plan.
How important do you think each of these types of measures are to cycling?

A). Improved wayfinding



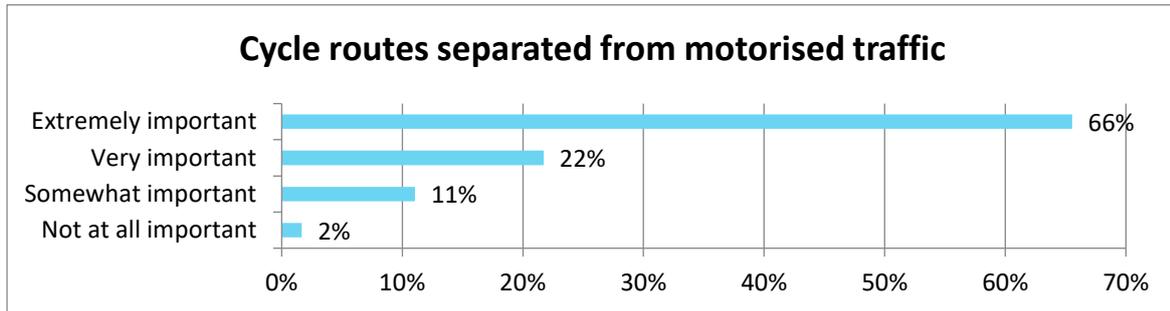
	Extremely important	Very important	Somewhat important	Not at all important
%	19%	31%	41%	9%
Grouped	50%		50%	

B). Direct routes



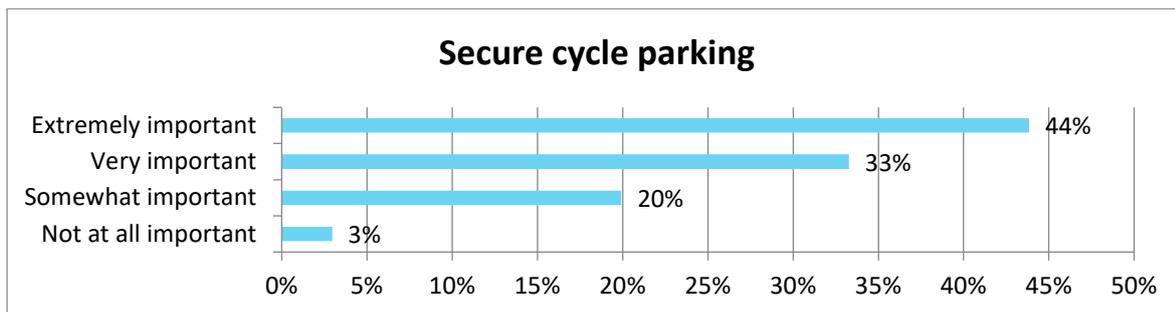
	Extremely important	Very important	Somewhat important	Not at all important
%	38%	35%	23%	4%
Grouped	73%		27%	

C). Cycle routes separated from motorised traffic



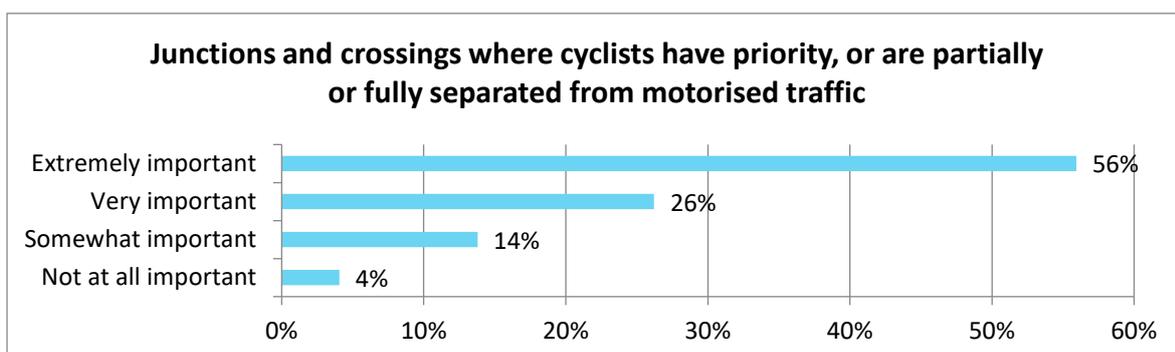
	Extremely important	Very important	Somewhat important	Not at all important
%	66%	22%	11%	2%
Grouped	88%		13%	

D). Secure cycle parking



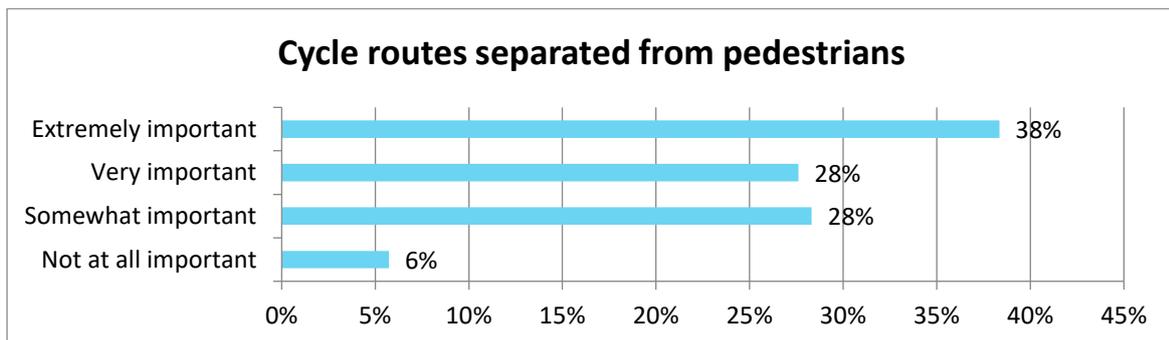
	Extremely important	Very important	Somewhat important	Not at all important
%	44%	33%	20%	3%
Grouped	77%		23%	

E). Junctions and crossings where cyclists have priority, or are partially or fully separated from motorised traffic



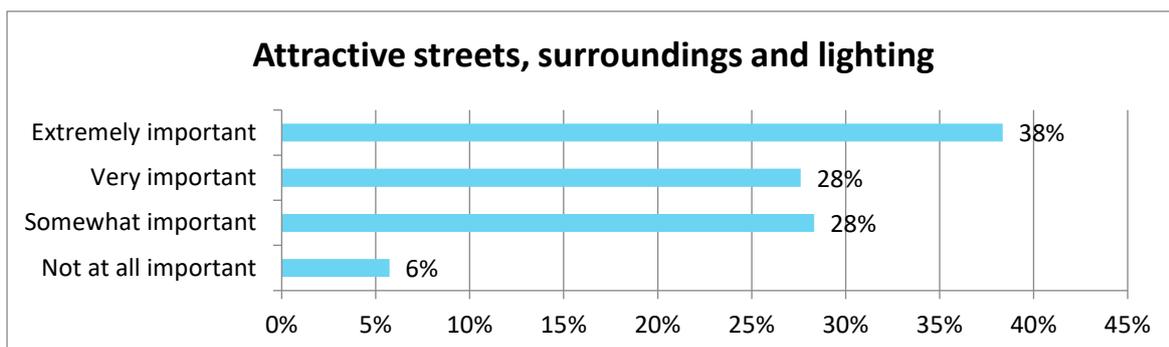
	Extremely important	Very important	Somewhat important	Not at all important
%	56%	26%	14%	4%
Grouped	82%		18%	

F. Cycle routes separated from pedestrians



	Extremely important	Very important	Somewhat important	Not at all important
%	38%	28%	28%	6%
Grouped	66%		34%	

G). Attractive streets, surroundings and lighting

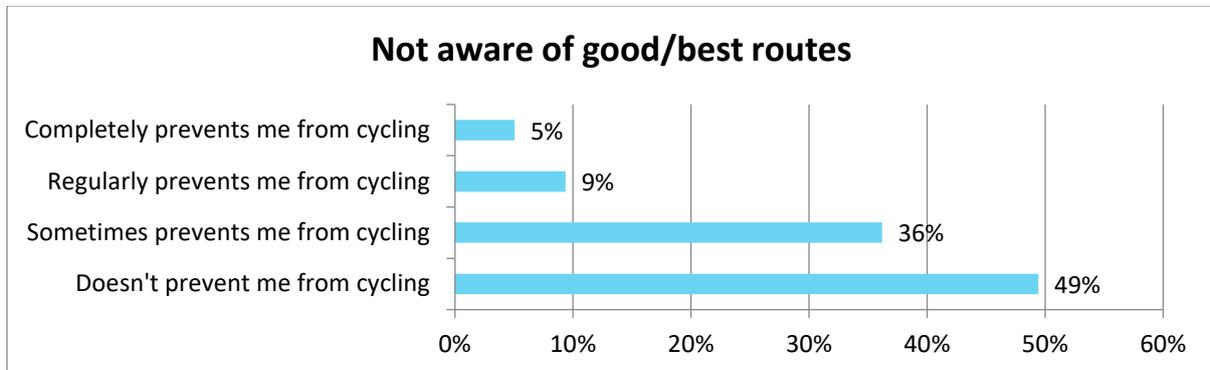


	Extremely important	Very important	Somewhat important	Not at all important
%	38%	28%	28%	6%
Grouped	66%		34%	

The highest number of responses indicated that most important measure was ‘junctions and crossings where cyclists have priority or are partially or fully separated from motorised traffic’ (82% said extremely or very important). Improved wayfinding was the least important measure with 50% thinking it is somewhat or not at all important.

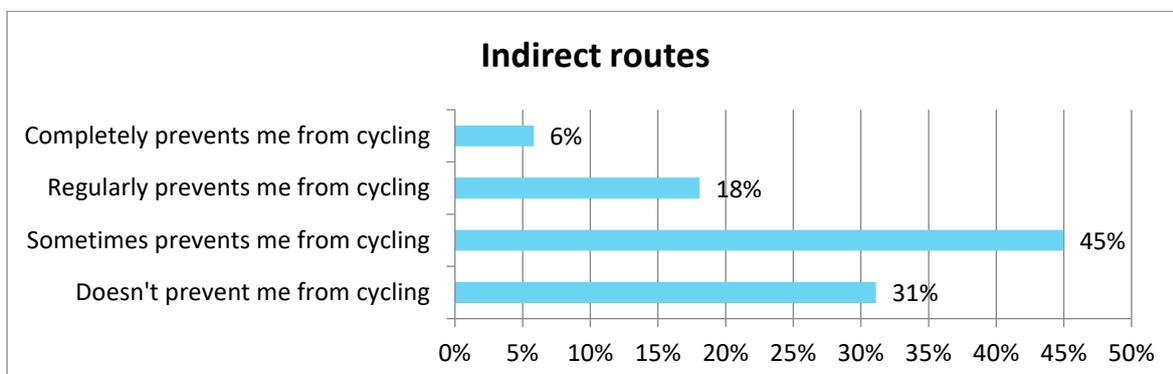
9. To what extent do each of the issues listed below prevent you from cycling at all, or from cycling more frequently?

A). Not aware of good/best routes



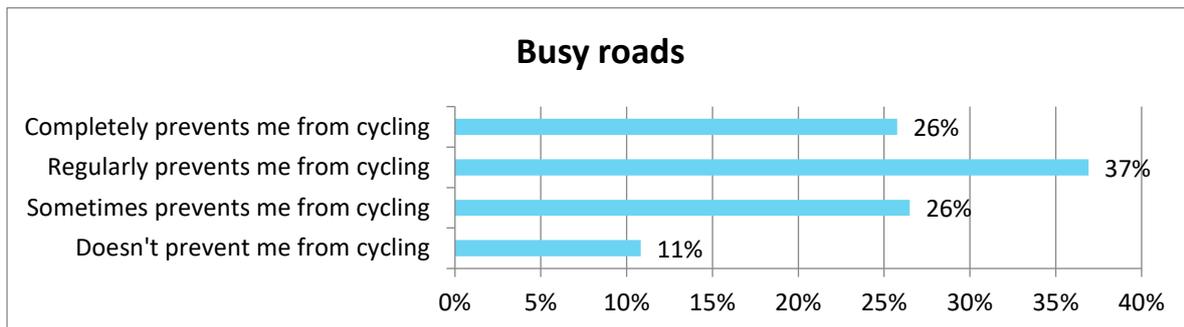
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	5%	9%	36%	49%
Grouped	50%			49%

B). Indirect routes



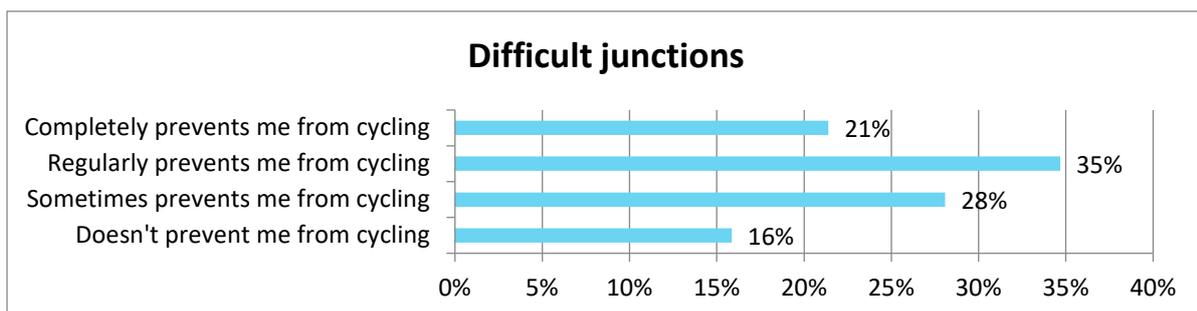
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	6%	18%	45%	31%
Grouped	69%			31%

C). Busy roads



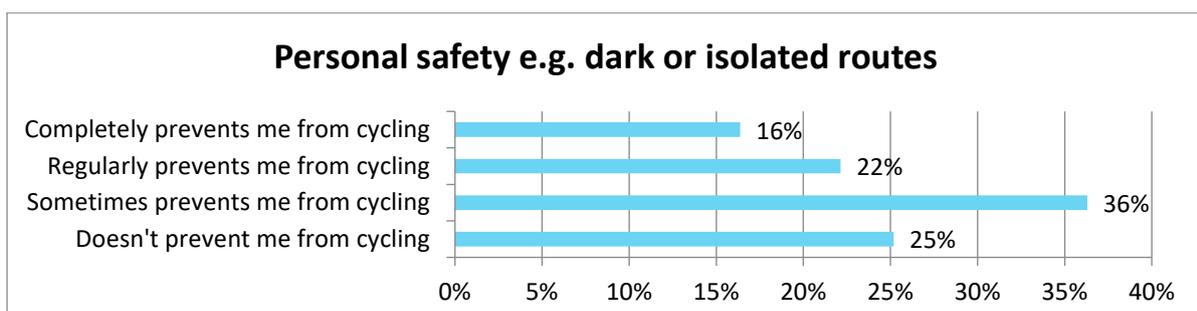
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	26%	37%	26%	11%
Grouped	89%			11%

D). Difficult junctions



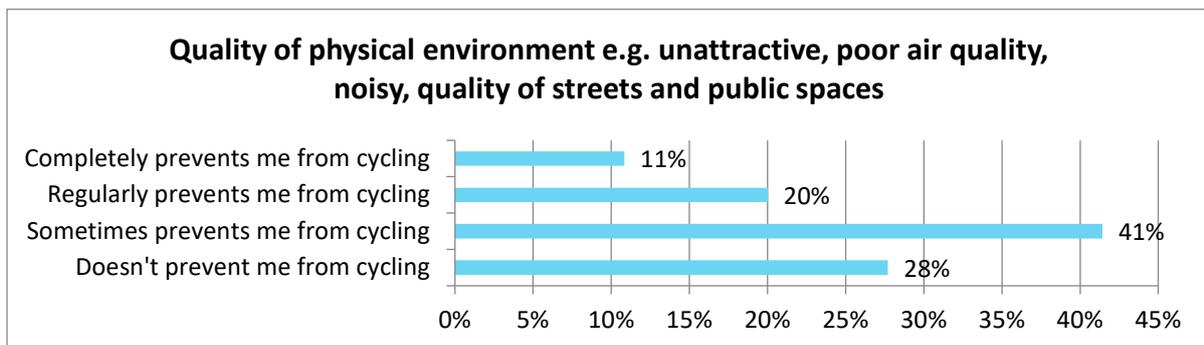
	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	21%	35%	28%	16%
Grouped	84%			16%

E). Personal safety e.g. dark or isolated routes



	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	16%	22%	36%	25%
Grouped	74%			25%

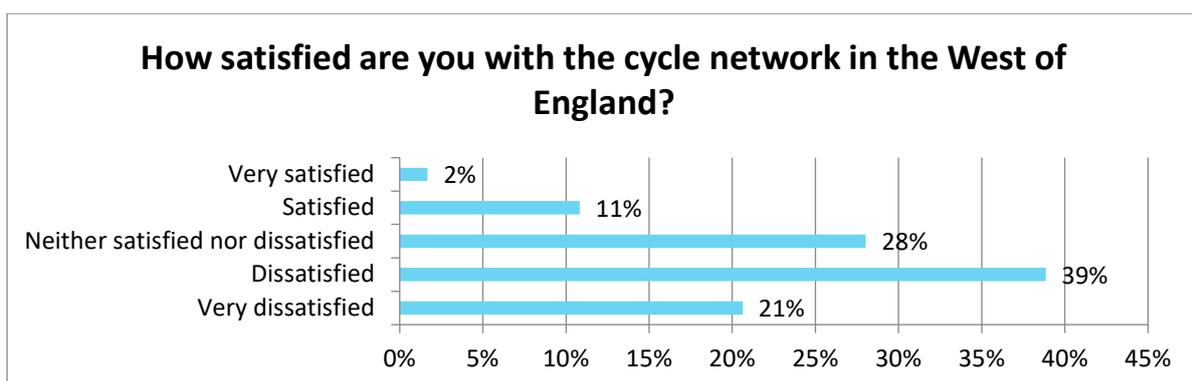
F). Quality of physical environment e.g. unattractive, poor air quality, noisy, quality of streets and public spaces



	Completely prevents me	Regularly prevents me	Sometimes prevents me	Doesn't prevent me
%	11%	20%	41%	28%
Grouped	72%			28%

Busy roads are the biggest issue preventing people from walking in the region with 89% saying it either completely, regularly or sometimes preventing them. This was narrowly followed by difficult junctions (84%).

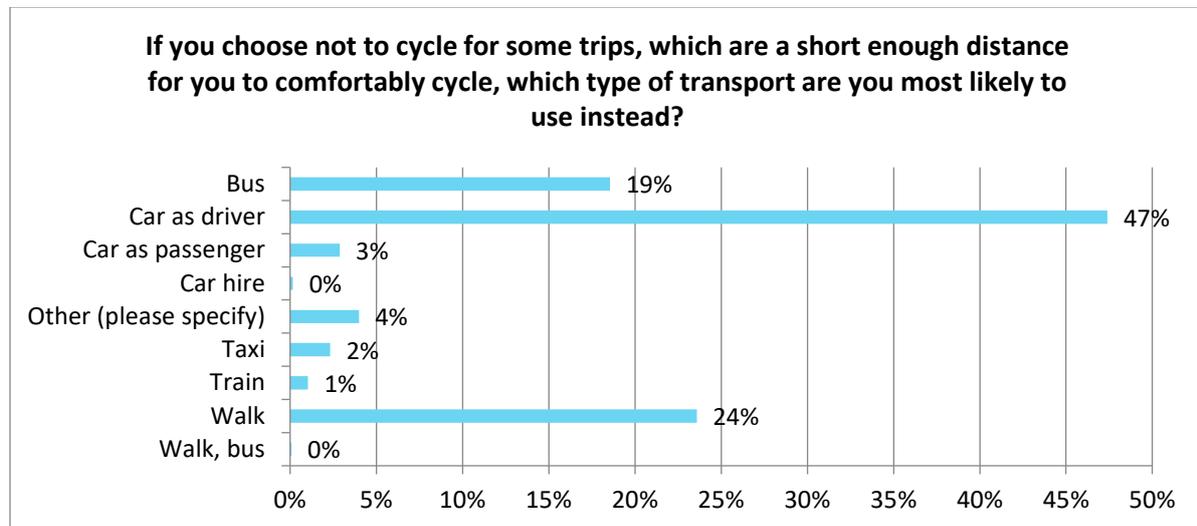
10. How satisfied are you with the cycle network in the West of England?



	Very satisfied	Satisfied	Neither satisfied nor dissatisfied	Dissatisfied	Very Dissatisfied
%	2%	11%	28%	39%	21%
Grouped	13%		28%	60%	

Most people are dissatisfied with the cycle network at 39%. This is followed by those who are neither satisfied nor dissatisfied at 28%.

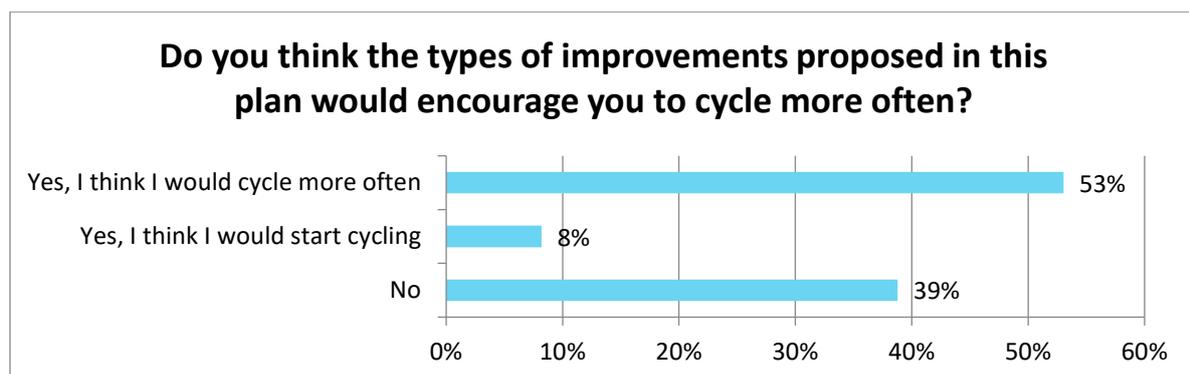
11. If you choose not to cycle for some trips, which are a short enough distance for you to comfortably cycle, which type of transport are you most likely to use instead?



	Bus	Car as driver	Car as passenger	Walk	Other	Taxi	Train
%	19%	35%	3%	24%	4%	2%	1%

Most people stated, when they choose not to cycle for a trip, they drive a car (47%). Walking and bus travel are popular alternatives (24% and 19%) but other options receive negligible response.

12. Do you think the types of improvements proposed in this plan would encourage you to cycle more often?



	Yes, cycling more often	Yes, start cycling	No
%	53%	8%	39%
Grouped	61		39

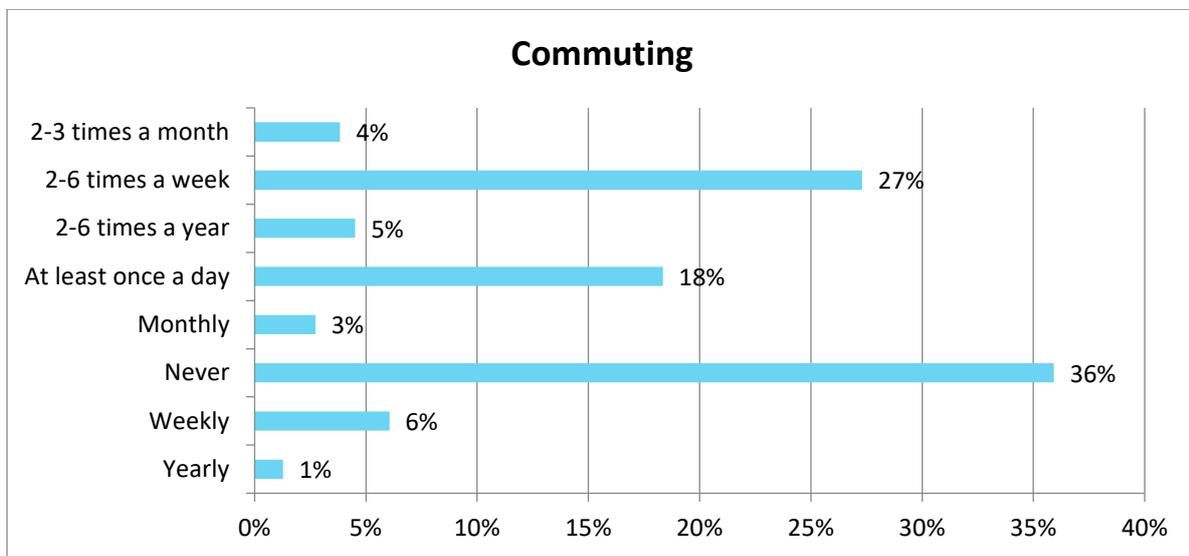
Most people would be encouraged by the improvements proposed in the plan to cycle more often (61%). Nearly 1 in 10 people would be encouraged to take up cycling altogether.

13. Would you like to comment on any of the cycling routes proposed? (please select the route and then add your comment below)

Please see [‘What you said’ section](#) on pages 5-7 for free text comments on the plan and how we’re reflecting people views within the final document. Route specific comments will be analysed separately by the respective council, and these responses will feed in to further developing the exact routes and schemes.

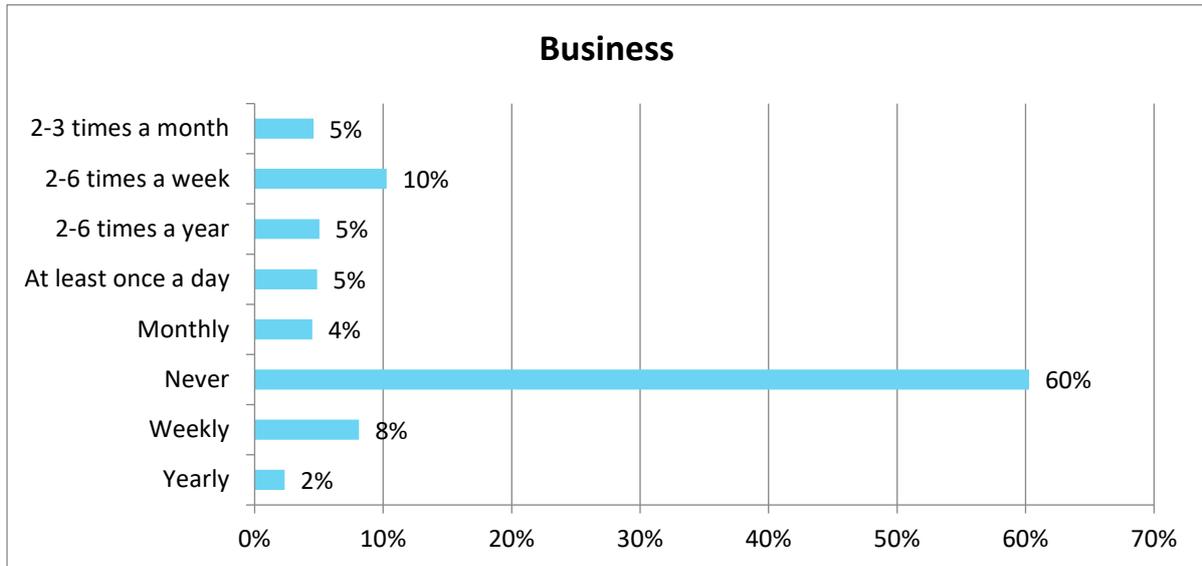
14. Do you cycle in the West of England for any of the following types of journeys?

A). Commuting



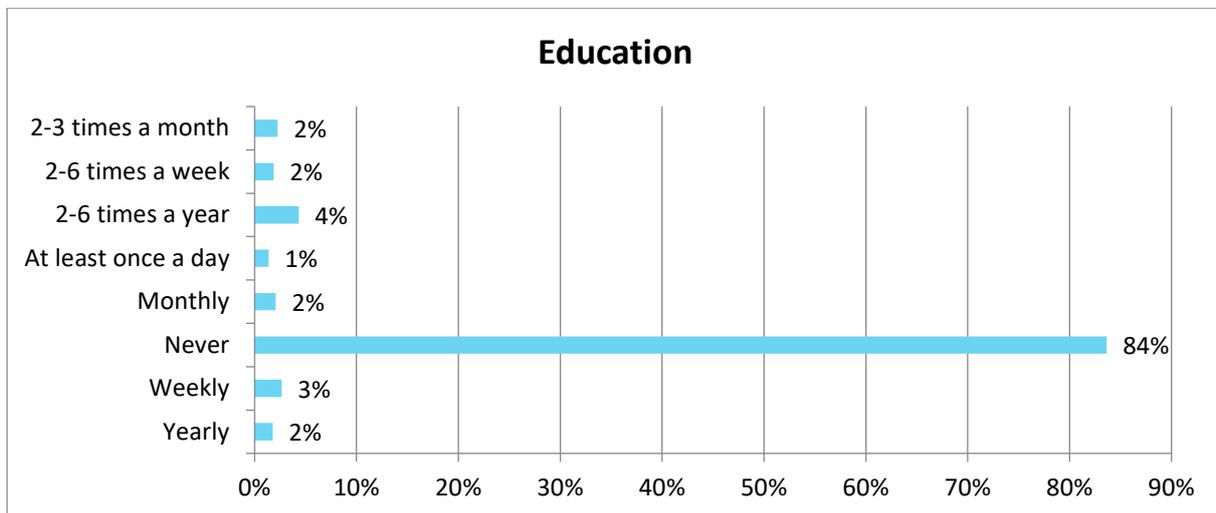
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	18%	27%	6%	4%	3%	5%	1%	36%

B). Business



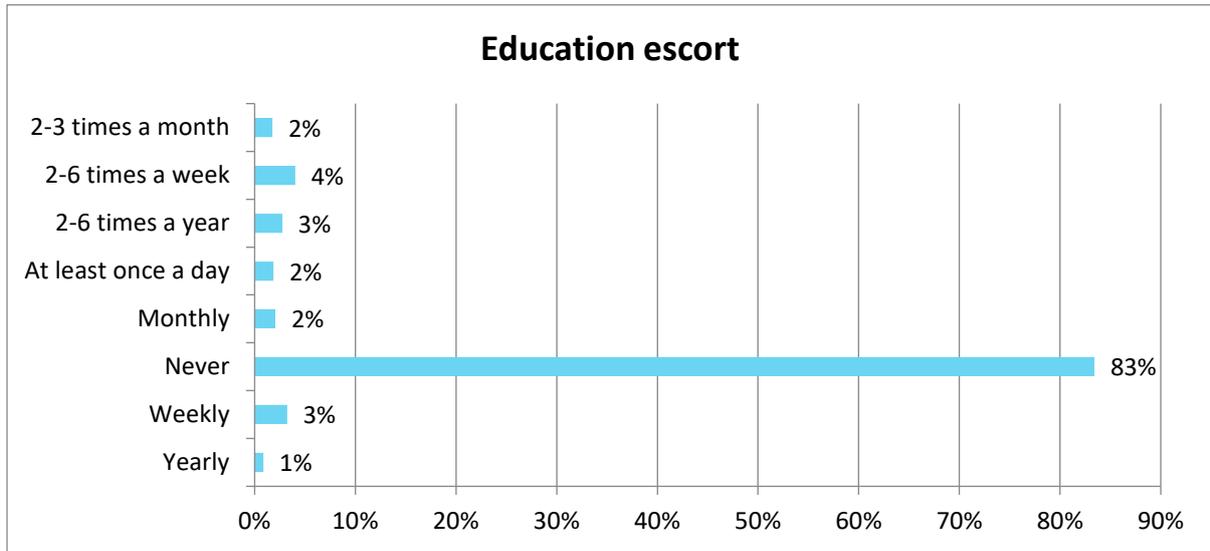
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	5%	10%	8%	5%	4%	5%	2%	60%

C). Education



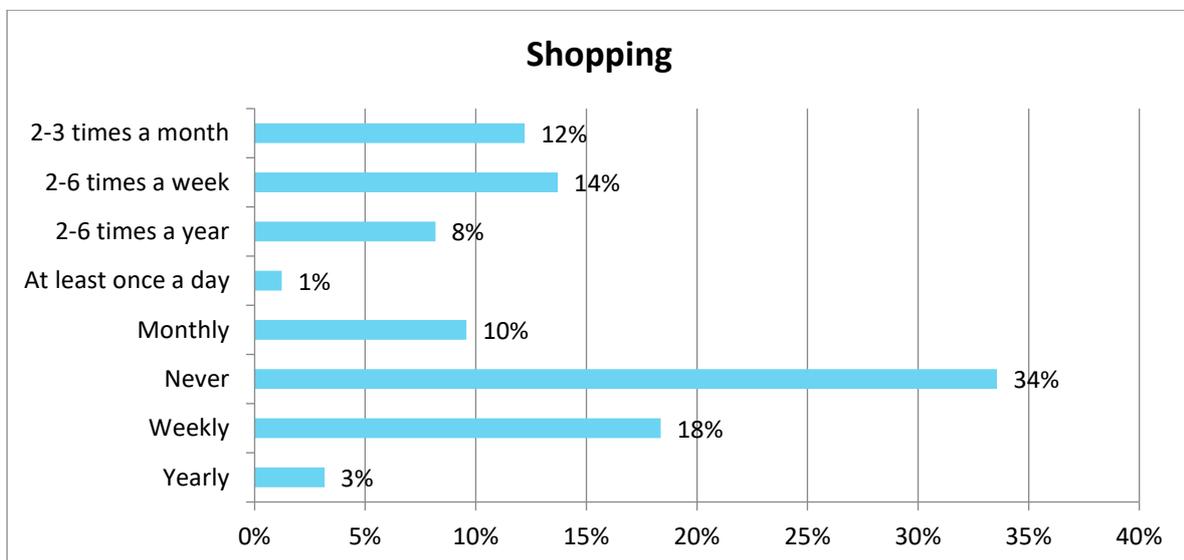
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	1%	2%	3%	2%	2%	4%	2%	84%

D). Education escort (ie. accompanying someone else)



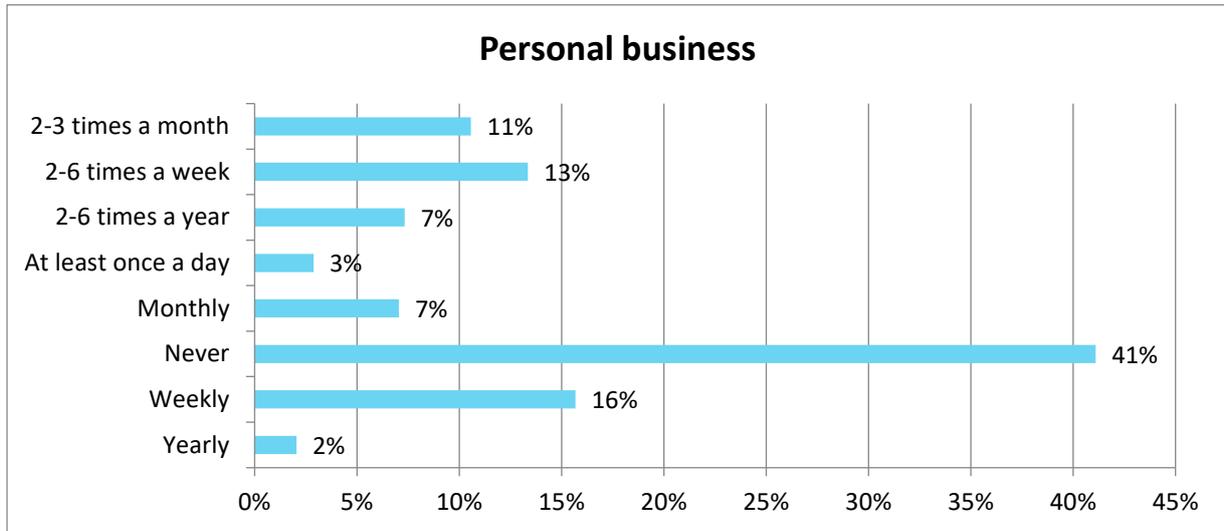
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	2%	4%	3%	2%	2%	3%	1%	83%

E. Shopping



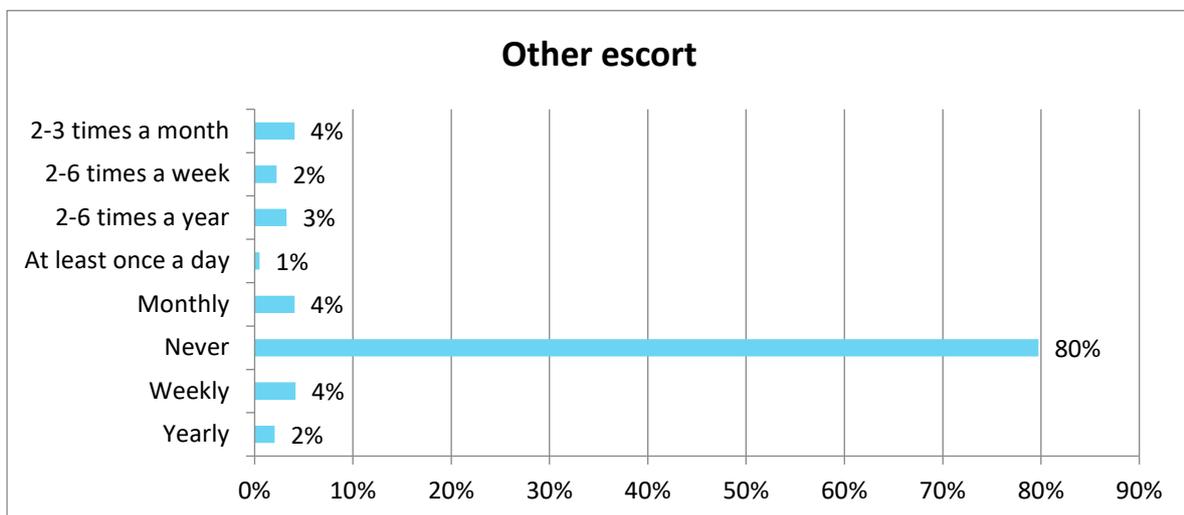
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	1%	14%	18%	12%	10%	8%	3%	34%

F). Personal business



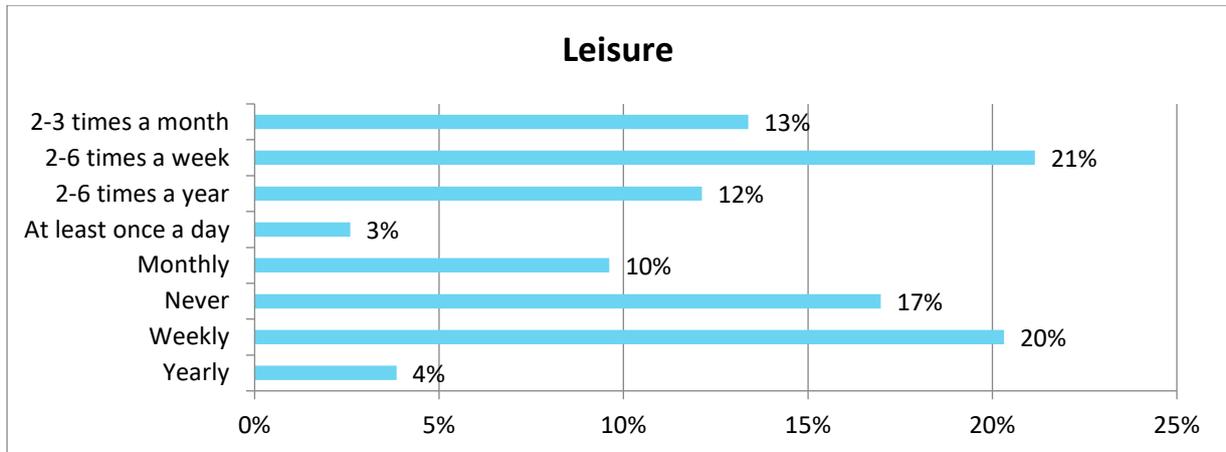
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	3%	13%	16%	11%	7%	7%	2%	41%

G. Other escort (ie. accompanying someone else)



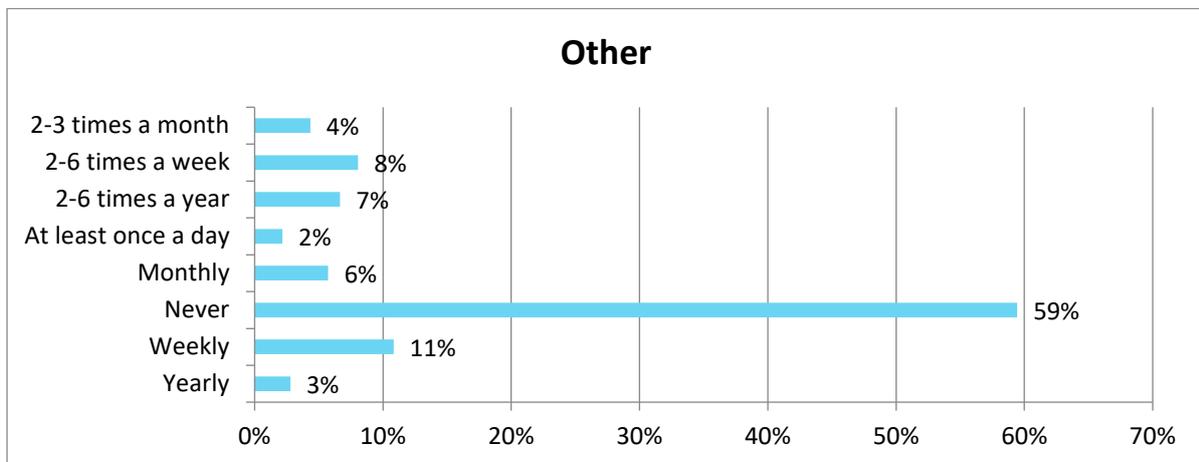
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	1%	2%	4%	4%	4%	3%	2%	33%

H). Leisure (includes visiting friends, entertainment, sport, holiday and day trip)



	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	3%	21%	20%	13%	10%	12%	4%	17%

I). Other



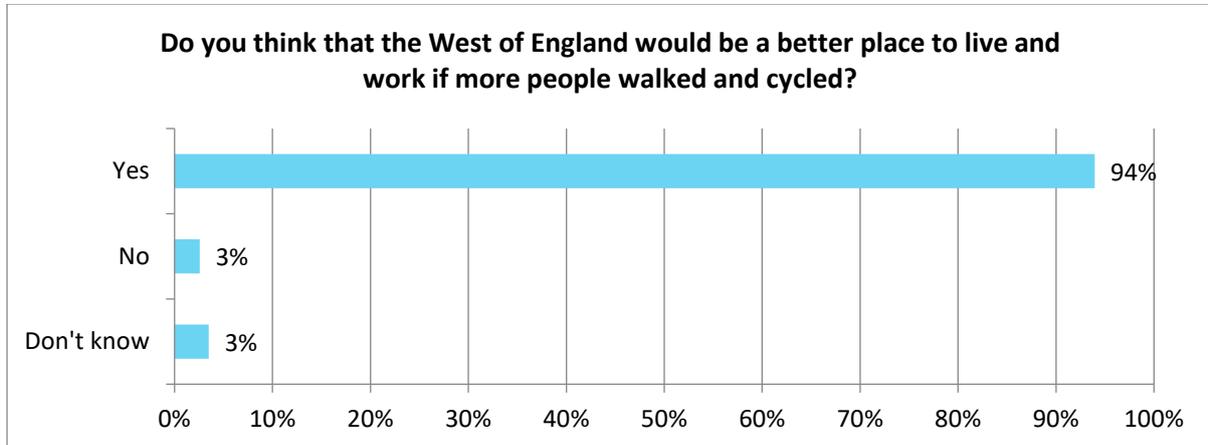
	At least once a day	2-6 times a week	Weekly	2-3 times a month	Monthly	2-6 times a year	Yearly	Never
%	2%	8%	11%	4%	6%	7%	3%	59%

Commuting is by far the most popular type of cycle trip with 45% stating that they cycle to work on multiple times a week.

The lowest levels of cycling are seen in trips to places of education at 84%. However, this consultation takes the views of people across the region including those not in education.

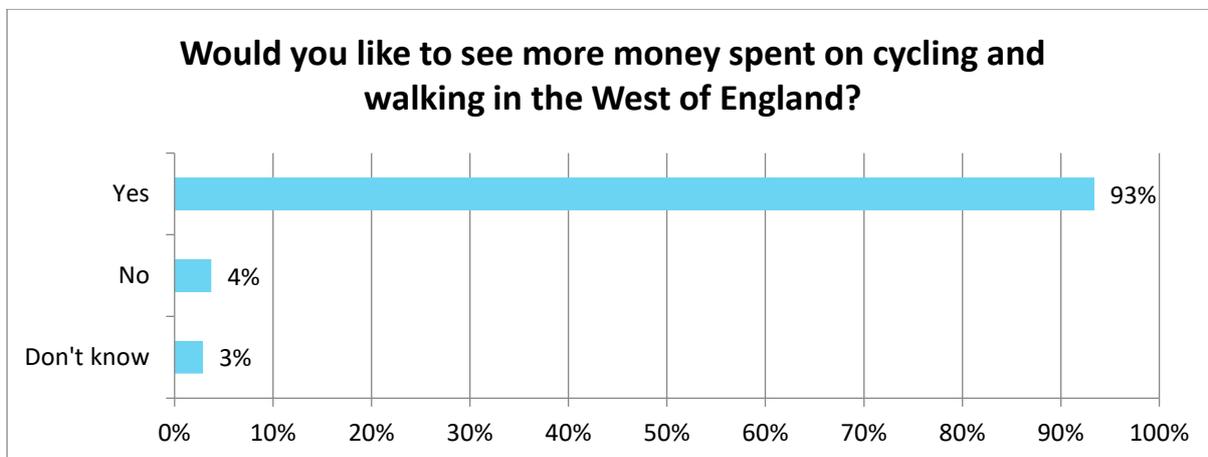
Cycling & walking questions:

15. Do you think that the West of England would be a better place to live and work if more people walked and cycled?



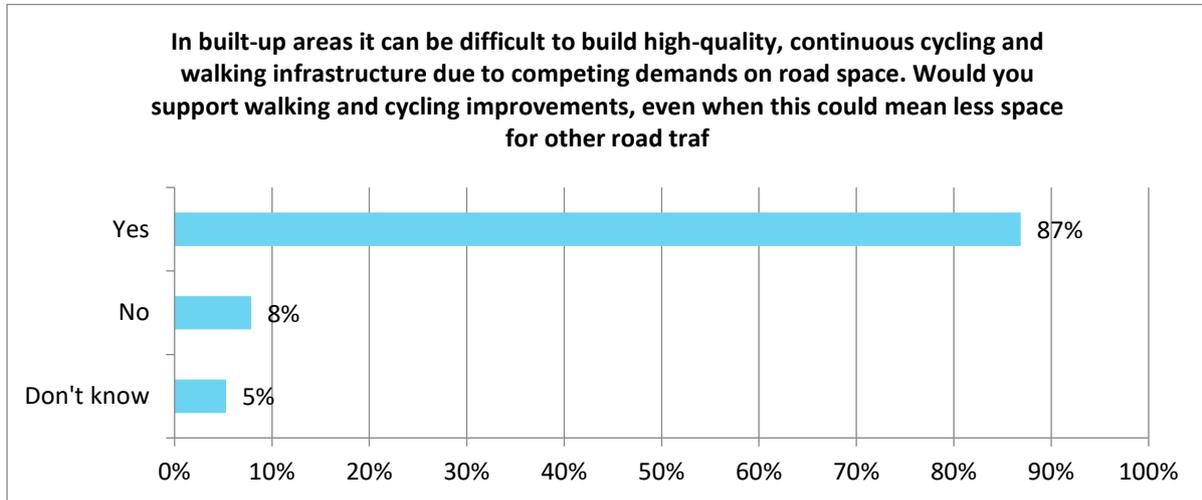
Majority of people think that the West of England would be a better place to live and work if more people walked and cycled.

16. Would you like to see more money spent on cycling and walking in the West of England?



Majority of people think that the West of England would like to see more money spent on cycling and walking in the West of England.

17. In built-up areas it can be difficult to build high-quality, continuous cycling and walking infrastructure due to competing demands on road space. Would you support walking and cycling improvements, even when this could mean less space for other road traffic?



Majority of people would support walking and cycling improvements, even when this could mean less space for other road traffic.

18. Do you have any further comments?

Please see the [‘What you said’ section](#) (pages 5-7) for free text comments on the plan and how we’re reflecting people views within the final document. Route specific comments will be analysed separately by the respective council, and these responses will feed in to further developing the exact routes and schemes.

Next steps

We wish to thank all people for taking the time to respond to the consultation. These findings will now be reviewed and considered for incorporation into the final version of the plan.

We will continue to engage with relevant stakeholder groups to progress scheme designs to ensure that investment in infrastructure delivers the best possible outcomes for all users.

It is important to note that the Local Cycling and Walking Infrastructure Plan forms only part of the West of England's wider plans and ambitions for creating and improving active travel routes. These wider ambitions are embedded within packages in the [Joint Local Transport Plan 4](#).

In May 2020, the Government announced a £2bn package of investment in England to create pop-up bike lanes with protected space for cycling, wider pavements, safer junctions, and cycle and bus-only corridors, with the aim of encouraging more people to choose alternatives to public transport and the private car as lockdown restrictions are lifted.

The West of England Combined authority is currently establishing a 5-year infrastructure delivery plan which will incorporate these Local Cycling and Walking Infrastructure Plan schemes alongside other transport infrastructure schemes, including other cycling and walking schemes.

All cycling and walking schemes will be prioritised for further development and delivery against the vision, aims, objectives and policies set out in the Joint Local Transport Plan 4, as well as other regional priorities, including but not limited to: responding to Covid-19 recovery; climate change; air quality challenges; and the opportunity to co-deliver active travel schemes alongside other transport schemes. Schemes will be filtered for eligibility, according to the funding body's criteria.

The WECA Investment Fund will be available for:

- the capital delivery of schemes in the short to medium term
- minor improvements
- the development of medium to longer-term schemes
- partnership schemes with third parties.
-

We will ensure that development funding is allocated evenly across the region so that schemes can compete on an equal footing when seeking funding for the delivery stage. Where possible we will ensure schemes / investment in each area seeks to develop and deliver routes through and to areas with high levels of deprivation (although it is expected that these schemes will score highly in the initial scoring).

While NSC is not part of WECA, we recognise that there are strong regional benefits of joining up approaches and therefore, NSC will be eligible to receive match and development funding. Any remaining schemes should fill regional geographical gaps. All schemes must meet the design standards set out in the Government's updated DfT's Local Transport Note. These prioritisation principles and the resulting dynamic prioritised list will be made publicly available.

This document will accompany the final Local Cycling & Walking Infrastructure Plan to be considered by our West of England Joint Committee later in the year. After adoption by the Joint Committee, The Local Cycling and Walking Infrastructure Plan will be reviewed on a regular basis as per the DfT's recommendation, which is currently every 4-5 years.

Appendices:

Demographic & equalities data

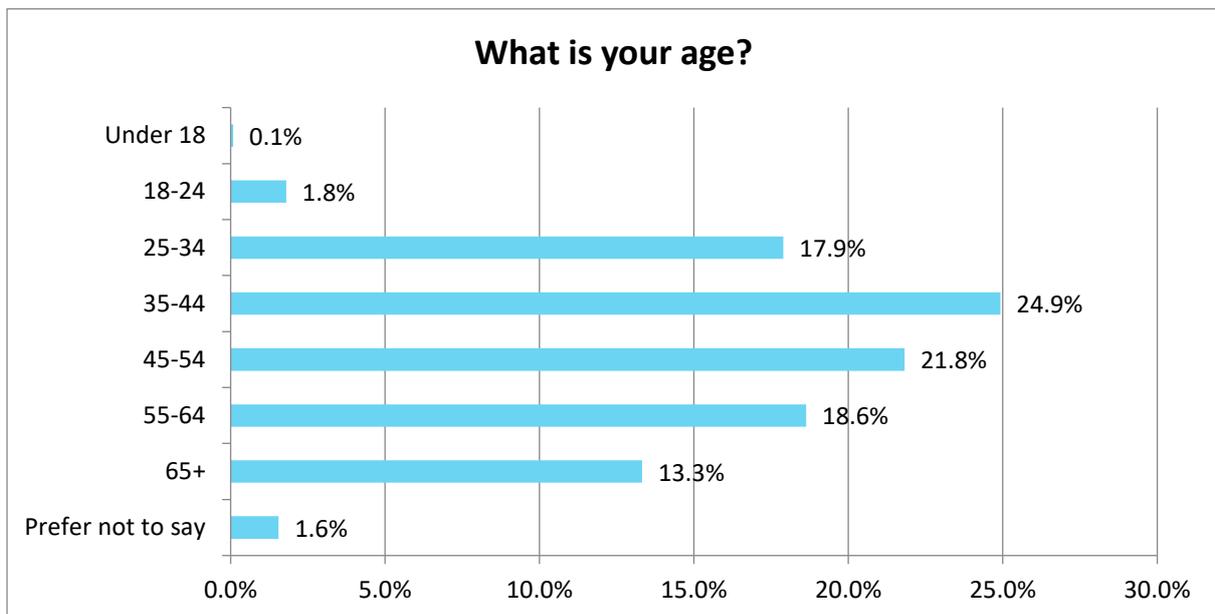
Demographic & equalities Questions:

- What is your age?
- What is your gender?
- What is your ethnicity?
- What is your religion?
- What is your sexual orientation?
- Do you have a disability?

These questions were asked as part of requirements to ensure that the survey has been responded to by a representative sample of the population. This data will also be used in conjunction with some of the other survey data to identify any trends on the types of responses.

Age

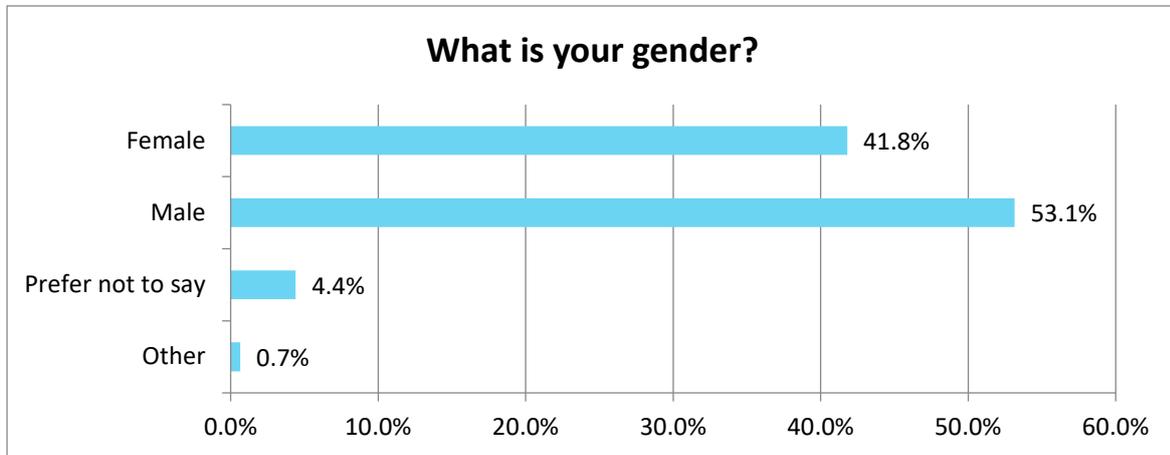
This asked individuals to specify an age range. Individuals could select a “prefer not to say” if they did not wish to disclose this.



Under 18	18-24	25-34	35-44	45-54	55-64	65+	Prefer not to say
0.1%	1.8%	17.9%	24.9%	21.8%	18.6%	13.3%	1.6%

Gender

This asked individuals to specify gender. A drop-down list, plus a text box was provided. Individuals could select a “prefer not to say” if they did not wish to disclose this.

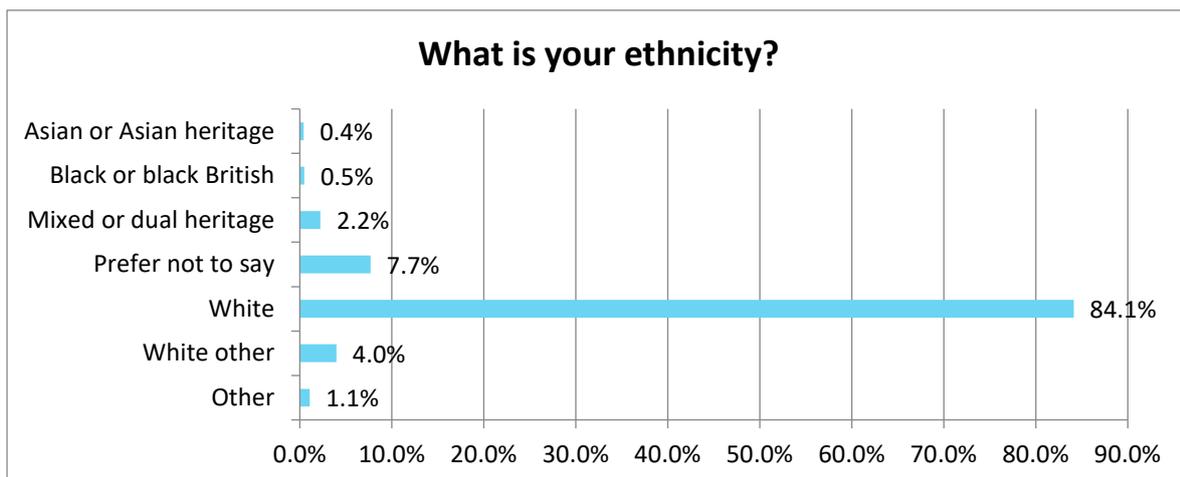


	%
Female	41.8%
Male	53.1%
Other (specified)*	0.7%
Prefer not to say	4.4%

*Multiple responses have been grouped together

Ethnicity

This asked individuals to specify ethnicity. A drop-down list, plus a text box was provided. Individuals could select a “prefer not to say” if they did not wish to disclose this.



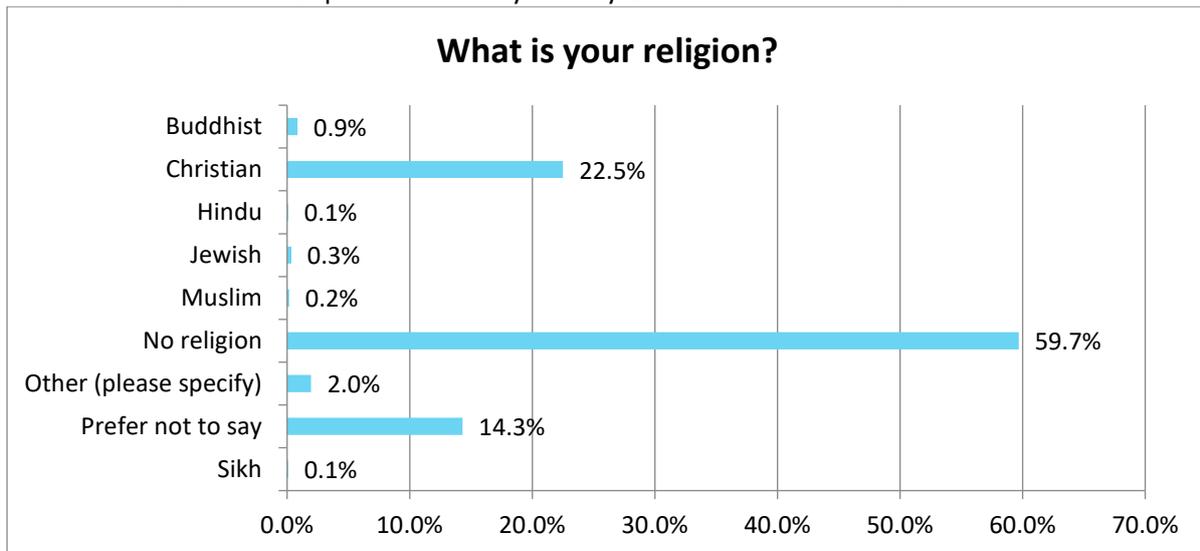
Ethnicity	%
Asian or Asian Heritage	0.4%
Black or Black Heritage	0.5%

Mixed or Dual Heritage	2.2%
White	84.1%
White other	4.0%
Other (specified)*	1.1%
Prefer not to say*	8%

*Multiple responses have been grouped together

Religion

This asked individuals to specify religious beliefs. A drop-down list, plus a text box was provided. Individuals could select a “prefer not to say” if they did not wish to disclose this.

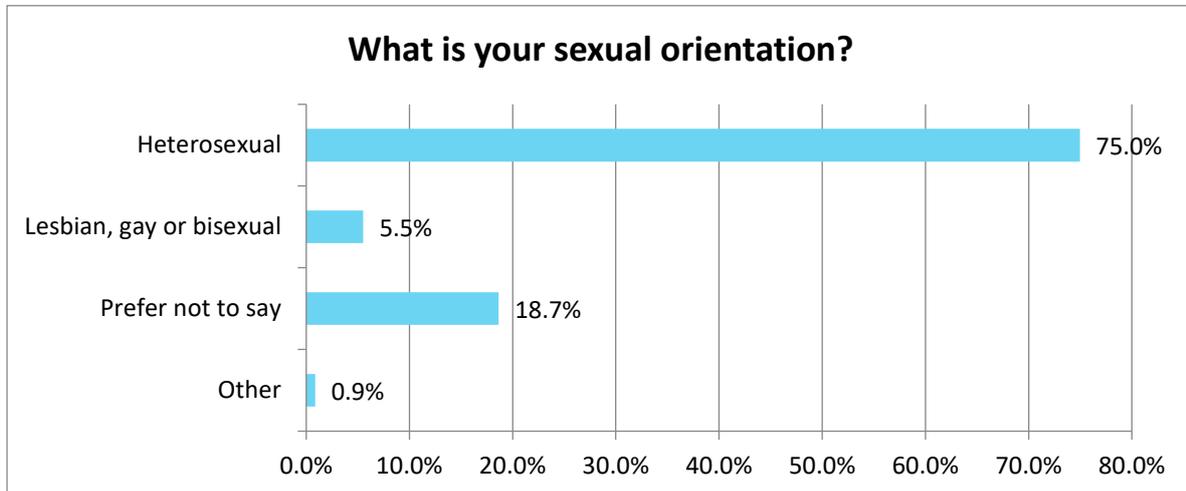


	%
Buddhist	0.9%
Christian	22.5%
Hindu	0.1%
Jewish	0.3%
Muslim	0.2%
Other (specified)*	2.0%
No Religion	59.7%
Prefer not to say*	14.3%
Sikh	0.1%

*Multiple responses have been grouped together

Sexual Orientation

This asked individuals to specify their sexual orientation. A drop-down list, plus a text box was provided. Individuals could select a “prefer not to say” if they did not wish to disclose this.

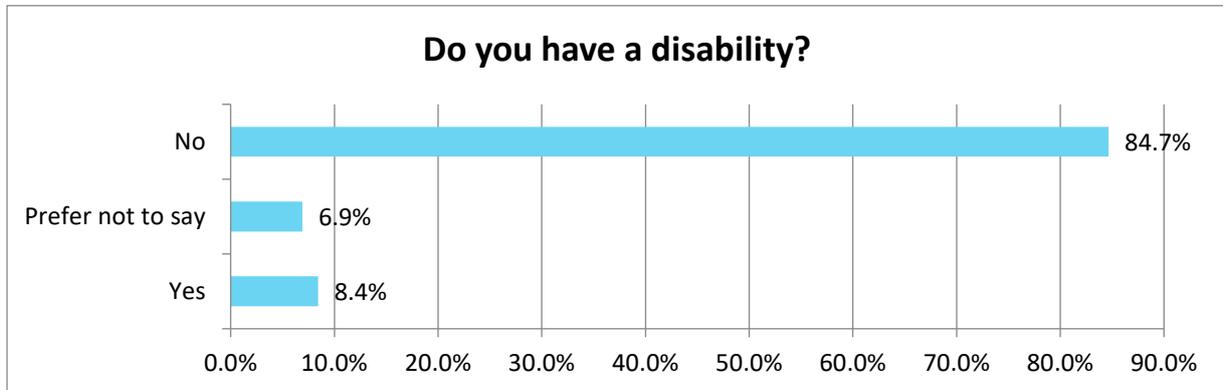


	%
Heterosexual	75%
Lesbian, Gay or Bisexual	5.5%
Other (specified)*	0.9%
Prefer not to say	18.7%

*Multiple responses have been grouped together

Disability

This asked individuals to specify whether they consider themselves having a disability or not. This was on the form of a “yes/no/prefer not to say” response only.



Disability	%
Yes	8.4%
No	84.7%
Prefer not to say	6.9%

Appendix 2 – Cycling and Walking prioritisation narrative

Regional Vision, objectives and policies

The adopted JLTP4 sets out the region's vision, objectives and policies many of which relate to the delivery of cycling and walking infrastructure. All JLTP4 Objectives should be considered when developing and prioritising schemes.

JLTP4 Vision

Connecting people and places for a vibrant, inclusive and carbon neutral West of England

JLTP4 Objectives

The delivery of walking and cycling infrastructure will directly help to achieve many of the JLTP4's objectives and outcomes. Our high-level objectives are:

- *Take action against climate change and address poor air quality (specifically to reduce carbon emissions to net zero by 2030 which is supported by Climate Emergency declarations from WECA and the four West of England authorities).*
- *Support sustainable and inclusive economic growth*
- *Enable equality and improve accessibility*
- *Contribute to better health, wellbeing, safety and security*
- *Create better places*

Each objective has several related outcomes, against which proposed schemes can be assessed.

JLTP4 policies

The following JLTP4 policies support the delivery of walking and cycling infrastructure and set out our intentions:

- *L1: Enable walking and cycling, 'active modes of travel', to be the preferred choice for shorter journeys*
- *L2: Reduce the number and severity of casualties for all road users*
- *L3: Encourage residents and employees to make more sustainable and healthier travel choices*
- *L4: Support opportunities for all sectors of the population to access the services they require, wherever they live*
- *L5: Support the identification and implementation of measures that will improve air quality*

Methodology and Early Assessment Sifting Tool development

Scheme details

The following information is required for each scheme:

- Scheme name and local authority area
- Proposed intervention
- Anticipated costs
- Outcome scores measured against JLTP4 objectives where metrics are available (e.g. CAZ, serving new housing or growth areas, completing gap in network, targeting known collision hotspots, linking to public transport, benefit to areas with high scoring Indices of Multiple Deprivation etc.)
- Acceptability (e.g. Cabinet or Committee approval, public consultation undertaken, exec/mayor briefing)
- Alignment with regional and local policy documents (e.g. JLTP4, Local Cycling and Walking Infrastructure Plan, local plans etc)
- Current status (e.g. detailed design, OBC)
- Whether the scheme is aligned with other anticipated or planned infrastructure (e.g. Mass Transit, Bus Deal, CAZ, TQEZ etc)

New schemes (for example, Low Traffic Neighbourhoods, Covid-19 Emergency Active travel Schemes) can be added to the Walking and Cycling EAST provided details are entered against each of the eligibility and scoring criteria. Schemes with missing information will not be accepted. Detail on costs, benefits and deliverability will be key requirements for any proposal to be considered (i.e. preparing schemes for Feasibility and Development Funding forms). As data on carbon reduction becomes more readily available it is more likely to be required.

Initial scheme assessments

Schemes are assessed against a range of criteria which reflect our aims, objectives and stated outcomes for the region (e.g. JLTP4 objectives). A minimum initial threshold level is expected for schemes to be taken forward for assessment.

Schemes will be filtered for eligibility (according to the funder's requirements) against the following criteria:

- Delivery timescale
- Current status
- Whether co-funding or co-delivery opportunities are present (e.g. Bus Infrastructure, Mass Transit)
- Any other criteria as required by the funder (e.g. must be in area of high IMD, must target AQMA, minor improvement etc)

Overall principles

Funding will be available for:

- the capital delivery of schemes in the short to medium term
- minor improvements
- the development of medium to longer-term pipeline of schemes
- partnership schemes with third parties.

Key objectives:

- We will ensure that development funding is allocated evenly across the region so that schemes can compete on an equal footing when it comes to seeking funding for the delivery stage.
- Where possible we will ensure schemes / investment in each area seeks to develop and deliver routes through and to areas with high levels of deprivation (although it is expected that these schemes will score highly in the initial scoring).
- All schemes must meet a minimum BCR of 2.0 (applies only to funding for capital delivery rather than early development).
- While NSC is not part of WECA, we recognise that there are strong regional benefits of joining up approaches and therefore, NSC will be eligible to receive match and development funding.
- Any remaining schemes should fill regional geographical gaps

Scheme requirements

- BCR of at least 2.0 in order to retain its selected status.
- Meeting design standard as set out in the updated Government's Cycling and Walking Infrastructure Strategy (due for update Summer 2020 and is expected to include design guidance and standards, notably with more emphasis on segregation).
- Quality Assurance, assessment, and internal checks through the WECA Design and Feasibility development funding process.
- Ongoing monitoring as defined in the Monitoring and Evaluation Plan (to be developed) which will include gateway and peer review points to ensure each scheme meets high design standards.