

Appendix A Review of Cycling Infrastructure for Bath & North East Somerset Council

This is the complete list of schemes that were investigated in detail for consideration in this report. Schemes highlighted yellow are classed as 'top priority' for funding. Schemes marked blue are classed as 'quick wins'. Each scheme has been explained with brief notes following a desktop study and site visit. A score has also been attributed to each route to inform a priority for delivery.

ref	name of link	Status	location	Estimated Cost	Should link be included?	Conditions?	Main aim?	proposed interventions?	impressions?	strengths?	challenges?	dependencies?	
1	Five Arches Greenway to College	Quick win	Radstock/ Midsomer Norton	£0-100,000	Yes		Link Radstock Town Centre via NR Greenway and Five Arches Greenway to Norton Radstock College.	Signing only.	Potentially useful.	Easy access to college.	Crossing of Wells Road.		
2	Cobblers Way Link to Westfield Industrial Estate		Radstock/ Midsomer Norton	£0-100,000	Yes		A short traffic free link direct to Westfield Industrial Estate.	Part delivered by developer. Needs new bridge over stream and new section of traffic free path to Fourth Avenue.	Useful high quality link.	Directness. Traffic free.	Need to clarify ownership of land.		
3	College to Westfield Industrial Estate		Radstock/ Midsomer Norton	£0-100,000	Yes		The Wells Road is very heavily trafficked and used by a high number of HGVs making local deliveries and passing through the town. Although an important arterial route, Wells Road is not suitable for cycling and a serious disincentive to cycling. The roads west of Wells Road are however good quiet residential streets ideal for cycling. The route seeks to create a parallel route to Wells Road, exploiting the quiet roads and creating new links through on-going development to make a continuous route.	1. Land purchase. 2. Ensuring development deliveries links and sections. 3. New construction. 4. On footway shared use section.	Important link to work and school and leisure.	Serves large area of housing with links to important destinations.	1. Securing land from college and one private owner. 2. Securing developer contribution to links.		
4	Radstock to Thicket Mead	Priority	Radstock/ Midsomer Norton	£100,000-200,000	Yes		The route follows the Norton Radstock Greenway an existing traffic free route. It acts as an east-west spine and could be improved by better access to adjacent locations and an improved surface.	1. Surfacing of compacted stone section. 2. Links to adjacent locations - see complementary route reports.	Usage is suppressed by lack of opportunity to link to other routes and locations.	Good quality existing route. Which can be improved at relatively modest costs. Developer contributions are likely.	Land agreements are at advanced stage. Planning permission granted.	None.	
5	Five Arches Link	Quick win	Radstock/ Midsomer Norton	£0-100,000	Yes		Easy link to Five Arches & town centre via Pit Road. Popular walking route.	Widen path and build new path over green to Shakespeare Road.	Useful local link and part of longer strategic route across town.	Easy to deliver.			
6	Waterside Westfield Link	Priority	Radstock/ Midsomer Norton	£0-100,000	Yes		The route gives access to Midsomer Norton centre from Waterside including improved crossing of the Wells Road.	Raised zebra crossing, footway widening, new path across green.	Offers quality route to town centre. Links to college to Westfield industrial estate route.	Potentially simple to deliver. Not necessarily costly. Innovative use of cycle zebra.	Footway widening on Wells Road.	Five Arches to Shakespeare Road Link.	
7	Norton Hill Link		Radstock/ Midsomer Norton	£0-100,000	Yes		To connect Westfield to Town Centre/Five Arches Greenway, avoiding use of Wells Road.	Footway widening Wells Road to help crossing. New access from Old Pit Road.	An excellent link has been built to the new development and could have wider access.	Direct route.	Agreement with Sun Chemicals and developer.	College to Westfield industrial estate Link	
8	Midsomer Norton cross town link	Priority	Radstock/ Midsomer Norton	£200,000+	Yes		Options for crossing town between Westfield and Greenhill are limited by the one way system on High Street and the heavily trafficked local roads. This link cuts across on quiet roads and upgraded traffic free paths as a direct route between two greenways.	Cycle two way on High Street; removal of bollards/widening footway; raised table North Road; footpath upgrade; new bridge; path construction and widening.	This appears to overcome a significant obstacle to local journeys.	Directness, utility, access by large population.	Two way cycling on High Street.	Two way cycling on High Street for full length could potentially be necessary.	
9	Radstock Centre to Collers Way Frome		Radstock/ Midsomer Norton	£200,000+	Yes		Improves existing route and creates high quality access for walking and cycling between the popular Collers Way and the town centre.	Completely new construction of the Radstock Station site will enable this route. The town centre will be within 20mph limit.	The scheme will transform the town centre and is potentially very high quality with major benefits for walking and cycling.	Delivered by developers.	Development has controversial aspects.	To create a widening footway 3m wide outside the Waldegrave Arms the existing footway must be widened by one metre. The right filter turn to Bath Old Road would have to be narrowed. Alternatively permission to intrude into the public forecourt could be sought.	
10	Town Centre to Clatdown		Radstock/ Midsomer Norton	£100,000 - 200,000	Yes		Clatdown is a significant residential area elevated above the town centre. The link connects Clatdown to the town centre and links to existing cycle network.	1. New shared use footway outside the Waldegrave Arms 2. Traffic calming and enhanced public realm at foot of Bath New Road. 3. Improved crossing of Bath New Road. 4. Signing.	A satisfactory link could be made if only interventions 1, 3 and 4 were completed.	Coombe End and Fosse Way offer an easily graded climb from the centre to Clatdown. The road is lightly trafficked and also serves a number of small employment sites.			
11	Chew Stoke to Chew Magna	Priority	Chew Valley	£200,000+	Yes	As part of longer route	Chew Stoke and Chew Magna and Chew Valley Schools with a high quality traffic free path.	1. Off highway traffic free cycle path between villages and through school. 2. 20mph Chew Magna and Chew Stoke.	The scheme will transform the town centre and is potentially very high quality with major benefits for walking and cycling.	Low cost; local link to school.	Land assembly.	Support of school.	
12	Town Centre to Trinity Academy, Tynning		Radstock/ Midsomer Norton	£0-100,000	No		A route to connect the town centre, with its cycle links to North Radstock greenway and Collers Way, to Trinity Academy and residential area of Tynning.	The principle disincentive to cycling to Tynning is the steep climb, culminating at the Trinity Academy. The only practical measures that could encourage cycling by improving condition on the most difficult section of road is an uphill cycle lane on Woodborough Lane. However the carriageway is too narrow to accommodate this satisfactorily.	It would be difficult to implement a high quality route.	The steep climb will discourage most potential cyclists whatever measures are introduced.			
13	Chew Valley Lake Circuit	Priority	Chew Valley	£200,000+	Yes		This is exclusively a leisure ride but could also link communities around the lake with spur routes.	Significant support from Bristol Water as owner of the lake and surrounding land. New construction.	Potentially high quality and an attraction for visitors.	Large proportion of traffic free within exceptional environment. Parts of route on quiet lanes. Tourism to benefit of local economy.	Could generate car journeys. Environmental impacts - lake is a Ramsar site. Land assembly - not all land is in control of Bristol Water.		
14	Chew Stoke to Bishop Sutton	Priority	Chew Valley	£100,000-200,000	Yes	With southern section of Chew Stoke - Chew Magna	School journey	1. Allow two way cycling on lane to B3 2. Traffic free path through B as site is open 24/7 (planning consent granted) 3. Speed reduction on Valley Road, plus cycling lane? 4. 20mph Chew Stoke. 5. 20 mph in Bishop Sutton/traffic calming?	Potential high quality	Low cost. Very attractive section by Lake.	Bristol water land agreement and participation. Crossing A368 Bishop Sutton - speed/volume of traffic.	Only works as link to school and Chew Lake.	
15	Bishop Sutton to Midford		Chew Valley		Yes		Leisure route. Potential high use as mixed on/off road route through very attractive Cam Valley linking attractions, Tow Tunnels and Chew Lake.	Considerable off - highway construction. Land assembly.	Potentially good tourist route linking to 2 Tunnels.	Tourist. Could be circulate rides. Link to NCN.	Land. Road crossings.		
16	Lower Bristol Road (A36)		Bath	£200,000+	Yes		Key western connection along south side of river corridor. Makes connections into primary developments sites in enterprise area and links student population with university and the city centre. Various links North South either across river or across road into communities to increase patronage of route.	Very difficult to achieve in places within existing highway boundary particularly outside Buro Hapwood. Space available from west of Oak Street. To create segregated facility up to the Pine Way gyratory. Signal changes required at Pine Way and narrow lanes to provide facility on northern side of A36. Windsor Bridge junction recently completed with no cycle facilities. Link from Pine Way to Windsor Bridge best achieved through Bath Western Riverside development. Opportunity exists to link riverside path with Lower Bristol Road via former Midland Railway Bridge along rapid transit corridor.	Potential to be a high value link, but needs a long term vision for developing the strategic connections. Many elements will rely on developments and strategic highway changes. Stakeholders will need to be aware that scheme will likely be delivered in phases.	Flat along the river corridor - only viable connection for many living to the west of Wells Road.	Highway space every constrained.	Churchill Bridge gyratory, western riverside development, enterprise area. Also dependent on acquisition of rapid transit corridor - opportunity to acquire early to build pedestrian/cycle links as first phase.	
17			Bath	£0-100,000	No		Busy distributor road with little opportunities for interventions to transform corridor.		Poor.	None.	Narrow road carrying heavy traffic and main link from A4/A36 to Odd Down Park & Ride and Midford.		
18			Bath	£0-100,000	No		Link through Twerton, Whiteway to Southdown. Linking Communities. Links to Lower Bristol Road and/or riverside path at Fieldings Road Bridge.	Reinforcement of 20mph limit with traffic calming and removal of centre line. Establish principles of good practice for carriageway widths i.e. 3m downhill maximum width more than 4m uphill width where available. Generally space available for 1.8m advisory uphill lane with 2x 2.8-3.0 carriageway.	Very steep along whole length but still used by cyclists. Question whether suitable for a spine route? Possibly candidacy for one way at northern end under Railway Arch.	Most direct link from Whiteway into city but less steep alternatives exist.	Convincing authority to drop lane widths.	No	
19			Bath	£200,000+	No	Consider Bloomfield Road as alternative	Key link to south of city along least steep road through the area. Provides good opportunity for links into Moorlands, Bear Flat/Bloomfield & Odd Down.	Various options from the Midford Road roundabout include full segregation or paint. Full segregation would require loss of bus lane and/or parking in some areas and re-engineering of the dual carriageway sections. Alternative option of uphill bus/cycle lane with removal of parking and narrowing downhill lane to 3m max.	If segregated then would provide high quality link.		Cost of re-engineering dual carriage would be high. Possible consideration of Bloomfield Road as alternative but only if traffic throttled on flat corridor as it provides better links into communities.	No	
20	Newbridge Road (A4)		Bath	£200,000+	Yes in part	Section from Osborn Road - Westwards	East/west corridor linking into riverside path at Locksbrook Road	Removal of car parking on westbound carriageway to provide ample space for 2-way segregated cycle track on south side of road. (Alternatively 1-way in each direction depending on preference).	High quality as far as narrowing at Osbourne Road where link becomes difficult to achieve within highway boundary.	High quality potential providing route along key arterial corridor into the city.	Narrowing of road at eastern end makes continuity difficult.	Would be replaced with the Midland Railway Corridor if progressed.	
21	Weston Road	Priority/Quick win	Bath	£0-100,000	Yes		Scaleable project.	Commuter.	Remove parking - Julian Road - wide road. Little through traffic. Double yellow along most of road. Painted lanes/traffic calmed and no centre line. Roundabout shared space at crescent lane - no road workings. 30 min free parking outside shops. Wide inbound lane - narrow outbound, 4m + 4.2m	Very flat route to the west of Bath. Potential to create good quality route in a number of stages i.e. Paint 1st the realisation of road space. Once established but difficult to segregate. Better self enforcement of 20mph limits required - traffic calming.	Relatively light traffic along whole length except the last section along High Street. Flat route into city centre. Attraction option through Victoria Park but might decide that crossings would interrupt continuity too much.	West end of corridor - Crown Hill/Crown Road one-way system is tricky to deliver in short term. Potential lessons to be learned from Widcombe scheme.	None
22			Bath	£100.00 to 200,000	No		East/west movement from BBRP and city centre. Problem of 1 Monmouth St/Charles St Junction to allow 2 way movement.	Junction redesign required to facilitate rationalisation of pedestrian/cycle movements.					
23	North-south corridor		Bath	£200,000+	Yes		Widen pinch point under railway line - v narrow. Flush curbs. Mock lights. Ramp to leisure centre? Narrow dark tunnel.	Very good link. Minimum work.			Tunnel. St Johns Road? Busy at times.	Tunnels dark & bit hostile.	
24	Widcombe Link		Bath	£200,000+	Yes	Links to Widcombe scheme is key to functionality	Linking to Widcombe Parade shops and link from south of A36 to north of river. Links to Kennel & Avon canal corridor and improved link east along river path.	Use of first 2 railway arches & design access into derelict land. Link to Rossett Road. Widen Rossett Rd to 3.5m. Crossing of Rossett Road onto Kennel and Avon canal. Crossing at St Matthew Place.	Good link but what happens at Widcombe crossing? Needs a strong end point.	5m wide bridge. Direct connection.	Slippy bridge surface. Land ownership of car park and railway arch. Earthworks on Rossett Road. Road space needed. Crossing at Kennel and Avon canal required.	How do you cross at Halfpenny Bridge?	
25	Station to Riverside Path		Bath	£200,000+	Yes		A link from station to riverside path and western NCN 4. Showcase project for the city centre area overcoming the existing barrier at Dorchester Street.	Redesign of Churchill crossing and cycle parking area. Ambitions board walk. Improve link to riverside path (ramp down from Green Park Road) Boulevard route along Green Park Road.	High quality potential with cantilevered structure providing continuous east - west facility direct into the station. Also becomes a hub for several routes converging at one place.	Entirely traffic free link east - west along river directly into train station.	Slippy bridge surface. Board walk for an ambitious scheme. Redesign of cycle parking area. Widening pavements.	Adds value to link to Widcombe across Churchill Bridge link to Green Park is dependent on the EA/Banes flood alleviation scheme.	
26	North-south corridor		Bath	£200,000+	Yes	Enterprise Area development of Post Office Depot & Police Station.	North - South link through city centre to access Train Station but might be better served by riverside path if good quality link can be provided.	Retain access through development sites to provide for local journeys. Permeability required across South Parade into Duke Street and at North Parade consider bridge link from Leisure Centre out. Riverside path and traffic restraint on North Parade to stop through traffic.	Good quality local link if delivered by development but limited usefulness for strategic North - South corridor.	Mainly traffic free and opportunity for good quality public realm as part of development.	Enterprise Area development. Timescales and lack of a good quality north link.	Enterprise area.	
27	London Road to Grosvenor Bridge	Priority	Bath	£200,000+	Yes	Long term traffic restraint options need to be considered	This flat route would provide fantastic commuting options along the river corridor, several phases of route development would need to be considered in order that the corridor could adapt as cycling levels increase. The route would serve the communities of Larkhall, Lambidge and Bathaston.	Phase 1's improvements to the links between Grosvenor Bridge including removal of halting from centre of carriageway between Grosvenor Bridge Road and Gloucester Road to provide surface tint width to provide traffic free facility eastbound. To the west explore permissive path along floodplain at Kensington Meadows and link through to Morrisons and link north through car park (to be reconfigured - use Hereford Rd as example). This allows the route to be linked to the regeneration scheme where there is sufficient highway width to provide a two-way facility on south side of road as far as Cleveland Place junction.	Good quality but with some convolution as a phase 1 measure to demonstrate popularity of cycling along corridor.	Flat and relatively direct.	Land negotiation with Morrisons & discussions with network management about removal of dedicated right turn lanes and halting. May require reduction of speed limit and consultation with Highways Agency.	Link to Kennel & Avon Canal towpath via a ramp from South of Grosvenor Bridge.	
28	Paulton Link		Radstock/ Midsomer Norton	£0-100,000	Yes		Paulton sits on the hill north of Midsomer Norton; the route attempts to ease the gradient between the two and avoid the busy Phillis Hill.	Largely on road. Section of public footpath to be upgraded and widened and surfaced.	Rather indirect, though that is necessary to ease gradient. Links to Midsomer Norton town centre and Norton Radstock Greenway. Includes some steep climbs.	Avoids Phillis Hill	Conditions for cyclists in Paulton are poor - hills, and main road heavily trafficked. Major challenge to overcome this.		
29	Underhill Link	Priority	Radstock/ Midsomer Norton	£200,000+	Yes		Linking residential area and west of town to town centre and network via level route avoiding main roads.	Modest works on carriageway. Re-designation of existing alleyway for cycling.	Useful local link, though includes some short climbs.	Modest cost		Needs to link to cross town link.	
30	Midsomer Norton Centre		Radstock/ Midsomer Norton	£100.00 - £200.00	Yes		The one way system requires cyclists to make excessively long diversions to legally access parts of the High Street by bike. The suggested treatment would partially overcome but not completely solve the problem which would require a more comprehensive approach.	No actions proposed for the High Street south west of Excelesior Terrace; the junctions, footways and carriageway arrangement preclude a two way cycle system, or shared use footway. The route uses existing South Road, a moderately short diversion. North east of Excelesior Road it would be possible, subject to the loss of 4 or 5 car parking bays on High Street, and a safety audit, to install two way flow for cycles as far as the entrance to Lidl. To take the cycle two way as far as Radstock Road would entail significant street re-design and loss of parking which is unlikely to be accepted.	Eases access to local shops for cyclist; emphasises value placed on cyclists.	High profile in town centre	Probable concern from traders. Safety at junctions.	Increased cycle parking	
31	Five Arches Greenway		Radstock/ Midsomer Norton	£100.00 - £200.00	Yes		These links aim to provide a signed route using quiet residential roads through SW Midsomer Norton the centre, avoiding the busy section of Silver Street.	New traffic free paths. New Bridge.	Potential to increase active travel to school (Somerville).	Clear route away from main roads.	Dealing with crossing of Silver Street/one way system on High Street.		
32	Midsomer Enterprise Park Link	Priority	Radstock/ Midsomer Norton	£0-100,000	Yes		The Norton Radstock Greenway passes next the Enterprise Park but the connecting path is impassable by cycle. This link connects a major employment site directly to the local cycle network.	Widening footpath, retaining structures.	Potentially high quality and high value.	Short link, modest costs, potential for developer contribution.	Narrow bridge deck would need to be acceptable.	Surfacing of Norton Radstock Greenway	
33	Southfield Link		Radstock/ Midsomer Norton	£100.00 - £200.00	Yes		Proposed by public consultation; traffic free link to Primary School avoiding centre of Radstock and busy roads. Connects to college/Westfield.	1. Upgrade footpath by church hall. 2. New construction across field. 3. Agreement on private land. 4. Agreement to traverse college land.	Serves small population at eastern end but this will change in development of station site. Serves to link school with large residential area.	Traffic free, direct, useful.	Land acquisition. Achieving acceptable gradient.	Link through Westfield	

34	Haydon Link		Radstock/ Midsomer Norton	£200,000+	Yes		Proposed by public consultation. Haydon is at about the same elevation as Westfield and close yet a journey by cycle between the two is only possible by descending to the valley in the centre of Radstock, negotiating the busy main roads and ascending again. This link is direct, short and relatively level.	Significant construction. Land assembly.	Potentially high quality. Serves relatively small but isolated population at Haydon.	Direct cycle and foot access to important employment area and Midsomer Norton town centre.	Land assembly. Achieving acceptable gradients.	Would be most useful only if route between Westfield and Midsomer Norton town centre completed.
35	Cam Valley Link	Quick win	Peasedown St John	£0 - 100,000	Yes		On road link between Cam Valley and Peasedown	Signing only.	Sleep gradients but quiet rural lane. Useful link to long distance rural route which could be popular leisure route.	Access to prospective long distance route and link to Bath.	Completing other links	Bishop Sutton to Miford Cam Valley route. Peasedown St John Link. Cladon to Radstock Link.
36	Peasedown St John Link		Peasedown St John	£100,000 - 200,000	Yes		Proposed by public consultation. Peasedown sits on the hill north of Radstock. The route aims to provide a reasonably graded route which does not rely on the very intimidating busy Fosse Way A367	The highway boundaries are restricted and additional land would almost certainly be required to achieve a high standard	Although the distance (3.5 km) between Peasedown and Radstock is quite short the difference in elevation is about 75m, this will deter many potential cyclists.	A high quality route which gives access to an otherwise isolated community. Could be linked to Cam Valley.	Land acquisition. Engineering. Potential archaeological impact.	Cladon to Radstock centre link.
37	London Road		Bath	£200,000+	Yes	Dependant on completion of Phase 1	River corridor link along London Road having demonstrated popularity of route with Phase 1 works	Removal of one lane outbound from Lambridge Street as far as A46 roundabout. Removal of one lane inbound from A46 roundabout, and creation of inbound bus lane, 2-way cycle facility to be constructed on south side of London Road from A46 roundabout as far as Cleveland Place junction.	Very high quality link but connections required North to link to population centres.	Flat, direct on most obvious route.	Reduction of traffic capacity of A4 gateway, but priority provided to sustainable transport modes. Inbound bus lane could facilitate future eastern Park & Ride.	No
38	Kennet & Avon Canal	Priority	Bath	£200,000+	Yes		Link along traffic free route remote from highway from Bathaston Bridge into city centre. Largely flat and would suit inexperienced cyclists.	Ramp from Grosvenor Bridge and widening of Kennet and Avon towpath where possible. New toucan over A36 into Sydney Gardens. Use existing wide boulevard through park to link to Holburne Museum. Link required through Holburne Museum and new reconfigured junction at east end of Great Poutney Street. Urban design scheme required on Great Poutney Street to remove emphasis from vehicular environment using place based approach.	Good quality shared use facility	Direct link into city centre. Completes missing link in NCN 4 though city.	Negotiation with Holburne Museum and 2 main road crossing required.	Grosvenor Bridge & London Road Phase 1 works.
39	Newbridge Hill	Priority	Bath	£200,000+	Yes	No	Commuting corridor along A431 providing a scaleable solution - increase provision as cycling along corridor increases. Relatively good gradient to climb to city boundary to Oldfield School.	Construction of a link across park to riverside path with reconfigured signals at Upper Bristol Road junction. Provide segregation here. Realign carriageways to provide wide uphill cycle lane, and narrow downhill carriageway no greater than 3m. Segregate again at far west end of link to approach to Oldfield School where space allows.	Intermediate. Would provide facility for confident existing cyclists uphill lane may encourage more to cycle.	Relatively easy gradient to western suburbs and provides most direct level access to Royal United Hospital.	Political will to remove car parking in the longer term to provide full segregation where widths allow building to guiding reconstruction). Political will to reduce carriageway space at Upper Bristol Road junction.	No
40	Chew Valley Circuit		Chew Valley	£200,000+	Yes		This is a leisure route which exploits the large expanse of open water in the region and creates a memorable attractive 11 mile circuit taking in local villages, tea rooms as a destination family day out, or part of a longer ride. A shorter walking route could also be created.	Significant new greenway construction. Land acquisition. Partnership with Bristol Water. Highway works.	Heavily supported in public consultation could be very popular high quality route. Would not serve local utility needs well.	Public support. Would be popular tourist attraction. Potential economic benefits. Much planning work done already. Part of route already in place. Could continue to be delivered in phases.	Significant resources required to advance proposals and potentially long timeframe.	Chew Stoke - Bishop Sutton.
41	North-south corridor		Bath	£0-100,000	Yes	No	Key East-West Link across the city from the river to London Road easily accessible from Great Poutney Bridge and City Centre.	Stopping up of highway at midway point which allows for ample turning circle to be provided maintaining residential access. General through traffic should be carried by Henrietta Road. This would vastly reduce the volume and speed of traffic along the 20mph road.	High quality for minimal outlay. Would become a popular cycling corridor.	Low cost, high value.	Challenges remain, the accommodation of cyclists on carriageways across Bathwick Bridge.	Cleveland Place signals remodelling.
42	Enterprise Area Link		Bath	£200,000+	Yes		A significant opportunity to improve walking and cycling through the city that should be delivered to the highest quality.	Delivery of a high quality walking and cycling link that offers a blend of shared use and traffic free. Detailed proposals to be delivered as part of wider Enterprise Area work.				
43	Ston Hill	Priority/Quick win	Bath	£0-100,000	Yes	Major changes required at Queen Square	Link to the north of the city. Whilst steep, this link is relatively quiet and could be delivered with only a few major interventions.	Re-modelling Queen Square would be most difficult to achieve to provide North - South connection. Ramped access required onto Gravel Walk, for removal of parking from Royal Avenue. To head north up Marlborough Buildings & Cavendish Road. Closure required of Winfred Lane at junction with Somerset Lane (or contrailow street). Treat Lansdown Road with wide uphill cycle lane and remove central islands and hashings.	Good quality link connecting to outer suburbs and schools as well as the MOD site and racecourse.	Quiet alternative to narrow main road providing benefits to pedestrians as well as cyclists. Utilises width available at northern end of Lansdown Road.	Queen Square and Gravel Walk/Royal Avenue Alterations	No
44	Somerdale to River Avon path link		Keynsham	£200,000+	Yes	Dependant on Keynsham spine route and Somerfield development	Extends Keynsham spine route to River Avon path and into Bristol	New shared-use path over flood plain between Somerdale and River Avon. New bridge and path linking to Ferry Rd of north bank.	Potential commuter link and leisure route. Well supported.	Create attractive greenway which forms new link into Bristol	Flood risk	Somerdale redevelopment
45	Existing link to Longwell Green		Keynsham	£0-100,000	Yes		Connects Keynsham to Longwell Green	None - existing facility	Useful spur to proposed Keynsham to Brislington link	Existing facility	None	Requires completion of Keynsham link to be useful
46	Existing link to Willsbridge		Keynsham	£0-100,000	No		Connects Keynsham to Willsbridge	None - no scope for improving existing facility	Useful link but sub-standard and lack connectivity. Needs to be replaced by new Keynsham to Willsbridge	Existing facility	Difficult to widen path to 3m	Keynsham spine route
47	Keynsham spine route		Keynsham	£200,000+	Yes	Requires local links into residential areas	Core route creating connections across the town, into the town centre, north to the railway station and Bristol.	New shared-use path along east bank of River Chew and Memorial Path. Toucan crossing over Bath Hill. New subway under railway at Avon Mill Lane. New shared-use path linking Avon Mill Lane to railway station via new bridge.	Essential facility to tie town centres together but residential links need to be delivered first.	Ties the town network together	Subway under railway and topography on approach to railway station	Preferable to deliver local links into West and East Keynsham first
48	Ashton Way		Keynsham	£200,000+	No	Needs to form part of re-design of town centre traffic circulation	Slow traffic speeds through town centre and restrict vehicle movements	Shared space and one way system	Essential to increase shopping trips by bike. Will benefit town centre regeneration	Reduce car dominance of town centre with benefits to pedestrians as well as cyclists. Will benefit town centre footfall.	Public support for one way system	Needs to take place at the same time as High St proposals
49	High St		Keynsham	£200,000+	No	Needs to form part of re-design of town centre traffic circulation	Slow traffic speeds through town centre and restrict vehicle movements	Shared space and one way system	Essential to increase shopping trips by bike. Will benefit town centre regeneration	Reduce car dominance of town centre with benefits to pedestrians as well as cyclists. Will benefit town centre footfall.	Securing support for new town centre traffic circulation.	Needs to take place at the same time as Ashton Way proposals
50	Bath Road Shared use Path	Priority/Quick win	Keynsham	£200,000+	Yes		Linking Keynsham to Salford and Bath	New toucan crossing at Salford. Completing shared-use path between Salford and Keynsham on south side of A4. New shared-use path on south side of Bath Rd.	Essential facility to link Keynsham to Salford and Bath	Main link to Bath and Salford	Bath Rd carriageway narrowing in places. Side-accesses on Bath Rd.	None
51	Broadmead Lane link		Keynsham	£200,000+	Yes	Dependant on Broadmead Peninsular Regeneration	Linking new development to Waitrose and Wells Way School	Toucan crossing over Bath Rd near junction with A4. New shared-use path on north side of Bath Rd linking to bridge over bypass. New shared-use path linking roundabout to Waitrose on west side of Broadmead Lane. Toucan crossing over Broadmead Lane north of Waitrose. New shared-use path on east side of Broadmead Lane linking crossing to Broadmead peninsular via new subway under railway.	Useful spur to Bath Road route. It becomes an important link if Broadmead Peninsular Regeneration proceeds.	Can be funded through developer contributions	Subway under railway	Broadmead Peninsular regeneration but section between Bath Rd and Waitrose could be delivered immediately. Bath Rd path needs to be delivered first.
52	Broadmead Peninsular route		Keynsham	£200,000+	Yes	Dependant on Broadmead Peninsular Regeneration	Main east-west route through new development and connecting Avon Valley Country Park to Bristol Bath path	New shared-use path through development and green belt between Avon Mill Lane and Bristol Bath path.	Essential route through new development. Will also create new commuter/leisure link to Bristol Bath path.	Can be funded through developer contributions. Enables a wholly traffic free route to the Bristol Bath to be created	Highway width at western access at Avon Mill Lane	Broadmead Peninsular regeneration
53	Albert Rd/Queens Rd		Keynsham	£0-100,000	No		Connecting West Keynsham to town centre	No improvements proposed.	Alternative routes are more preferable. Two alternative east-west routes are recommended with these roads envisaged as primarily for vehicular access	Easy to deliver.	Highway constraints and traffic	None
54	Wellsway		Keynsham	£0-100,000	No		Connecting East Keynsham to town centre	No improvements recommended. Traffic volumes make this unsuitable for cycle route.	Road too busy to form part of the network	Direct	Highway constraints and traffic	None
55	Manor Rd to Bath Rd link		Keynsham	£100,000 - £200,000	Yes		Linking East Keynsham to the Bath Road	New shared-use path over greenbelt	Potentially attractive traffic free route once Bath Rd path completed.	Traffic free	Land ownership	None
56	Manor Farm to Glenavon Farm link (K2)		Keynsham	£200,000+	No		Leisure path between Bath Rd and Manor Rd	New shared-use path over greenbelt not considered value for money	Difficult to see who it would benefit	Attractive leisure path	Land ownership	None
57	Charlton Rd		Keynsham	£0-100,000	No		Main route through West Keynsham to Whitchurch	No improvements recommended. Alternative routes recommended within Keynsham	Road too busy to form part of the network	Direct	Highway constraints and traffic	None
58	Salford Marina link		Keynsham	£200,000+	No		Connection between marina and Bristol Bath path	No improvements recommended. Not considered to have sufficient priority	A costly route for relative low levels of use	Creates useful leisure link	Flood risk	None
59	Keynsham to Brislington		Keynsham	£200,000+	Yes	Dependant on Keynsham spine route	Linking Keynsham and Broadlands School to Brislington and Bristol	New shared-use path through Memorial Park. New greenway route along south side of bypass between Pool Barton and Durley Lane. New greenway on north side of bypass between Durley Lane and A4174. New subway under A4174. New shared-path along north side of A4 to Brislington.	Several land and engineering issues will need to be resolved to make this route feasible. Has the potential to be a very useful link to Bristol. Also serves Brislington catchment for Broadlands School.	Valuable link to Bristol and Longwell Green	Landownership, topography and flood risk	Keynsham spine route needs to be delivered first
60	West Keynsham to Brislington link		Keynsham	£100,000 - £200,000	Yes	Dependant on Keynsham to Brislington route being implemented	Provide a spur to the proposed Keynsham to Brislington route linking into West Keynsham	New shared-use path over fields between proposed Keynsham to Brislington path to the north side Bath Road at the junction with St Ladoc Rd. Widen refuge on eastern arm of mini-roundabout at junction of Bath Rd and St Ladoc Rd. Traffic calming on St Ladoc Rd.	There is no alternative to cyclists crossing Bath Rd at the mini-roundabout but some safety improvements can be made. Worthwhile link to give cyclists an alternative to Bath Rd	Valuable link to Bristol and Longwell Green	Land ownership. Safety at Bath Rd crossing. HGVs on St Ladoc Rd	Keynsham to Brislington route needs to be delivered first
61	Unity Rd link		Keynsham	£100,000 - £200,000	Yes	Dependant on Broadmead Peninsular Regeneration	Linking new development to Wells Way School	New shared-use path under railway into Broadmead Peninsular via new subway.	Essential link should Broadmead Peninsular regeneration take place.	Can be delivered with developer contributions	Subway under railway	Broadmead Peninsular Regeneration. Bath Rd path needs to be delivered first.
62	Chandag Rd quietway	Priority	Keynsham	£200,000+	Yes		North-south link through East Keynsham	Traffic calming and shared space. Traffic cells to remove through traffic.	Important link but reduction in traffic volumes would make it more attractive	Direct	Securing support for traffic cells	None but preferable to combine with Bath Rd path and traffic cells
63	Chandag Rd quietway (K3)		Keynsham	£200,000+	No	Dependant on Broadmead Peninsular Regeneration	Direct link between Salford and Avon Valley Country Park	New greenway. Alternative routes recommended.	Route along Bath Rd is a higher priority	Direct and attractive traffic-free route	Land ownership	Limited value without onward link through Broadmead Peninsular
64	Salford to Avon Valley County Park (K10)		Keynsham	£200,000+	No		Connection from Keynsham to Stockwood	New greenway between Stockwood Vale and Stockwood. Unlikely to be feasible due to steep gradients.	Difficult to deliver due to land and engineering issues. Link from Stockwood Vale into Keynsham is also inadequate and difficult to improve. No suitable alternative found so further study may be worthwhile.	Direct	Land ownership and topography	None
65	Stockwood Vale (K11)		Keynsham	£0-100,000	No		East-west link between West Keynsham and town centre	Improving and signing existing paths between Carpenters Lane and Kelston Rd.	Important route but not feasible due to path widths. Alternative proposed under Town Centre to West Keynsham link	Useful link through West Keynsham	Narrow path width (1.5m over 50m) between West View Rd and Charlton Park	None
66	Town Centre to West Keynsham link		Keynsham	£200,000+	Yes		Mixture of traffic-free and quiet roads linking West Keynsham to town centre and St John's Primary School	New shared-use path along south side of Bath Hill. New traffic circulation and shared-space design on Temple St and the eastern section of Rock Rd. Road closure on Lock Rd to the west of Ashton Way. Traffic calming on West View Rd, Hands Rd and Charlton Park. Remove no cycling restriction on path between Charlton Park and Kelston Rd. Raised table crossing over Kelston Rd. Widen and convert existing footpath from Kelston Rd across Recreation Ground.	Important link into town centre but on road sections unavoidable so traffic calming essential. Revised traffic circulation and shared-space design in town centre is essential to create cycle friendly environment.	Important link through West Keynsham. Some traffic free sections	Should be delivered as part of revised new town centre one way system and shared-space design	
67	Parkhouse Lane		Keynsham	£0-100,000	No		Resurfacing	None - unsuitable as cycle route due to traffic speeds and sightlines	Limited use	Alternative route out of West Keynsham	None	None
68	Stockwood Hill		Keynsham	£0-100,000	No		Existing route between Keynsham and Stockwood	None - unsuitable as cycle route due to traffic volume	Road too fast and narrow to form part of the network	Direct	Highway constraints and traffic	None
69	Willsbridge Mill		Keynsham	£0-100,000	No		On road route at Willsbridge	None - unsuitable as cycle route due to traffic volume	Road too busy to form part of the network	None	Highway constraints and traffic	None
70	Bristol Rd		Keynsham	£0-100,000	No		Existing on road route between town centre and station	None - no improvements to existing cycle lanes possible	Road direct but too busy and needs a traffic free alternative	Direct	Highway constraints and traffic	None
71	Station Rd		Keynsham	£0-100,000	No		Existing on road route between town centre and station	None - unsuitable as cycle route due to traffic volume	Road direct but too busy and needs a traffic free alternative	Direct	Highway constraints and traffic	None
72	Keynsham to Willsbridge link		Keynsham	£200,000+	Yes	Dependant on Keynsham spine route and Somerfield development	New traffic free link to Willsbridge and Bristol Bath path	New shared-use path through Somerfield development to river. New bridge over River Avon. Construct new path along former line of Dramway to Keynsham Rd. Willsbridge. Extend shared-use path along south side of Bath Rd to new toucan crossing. New path along former line of Dramway to Cherry Garden Lane. Signed link to Bristol Bath path via St Anne's Drive	Costly and complex route to deliver but would be a very useful link into S.Gios	Direct and very attractive traffic free route	Landownership	Keynsham spine route and Somerfield development must be delivered first
73	A431 to A4175		Keynsham	£0-100,000	No		Traffic free link between A4175 and Willsbridge	None - footpath widening not feasible	Not suitable for cycling	Traffic-free	Path width	None
74	Broadlands School link (West)	Priority/Quick Win	Keynsham	£200,000+	Yes		Mixture of traffic-free and quiet roads linking West Keynsham to Broadlands School and St Keyna Primary School	Traffic calming on Cedar Drive, Farleigh Rd and Warwick Avenue. Widen and convert footpath between Caernarvon Rd, Durham Grove and Queens Rd. Zebra crossing over Queens Rd. Widen and convert footpath over playing field between Queens Rd and Monmouth Rd. Zebra crossing over road table over Charlton Rd with shared-use paths connecting to Monmouth Rd and Cleve Grove. Traffic calming on St Georges Rd. New shared-use path between St Annes Ave and St Francis Rd. New crossing over St Francis Rd	Important link to two schools	Links traffic free sections with quiet roads	Securing support for traffic cells. Widening path into St Keyna Primary School grounds	None but would benefit from delivery of traffic cells
75	Broadlands School link (East)	Priority	Keynsham	£100,000 - £200,000	Yes		Traffic free link between A4175 and Willsbridge	Traffic calming on St Clements View, Sherwood Rd and West View Rd. Road closure at northern end of West View Rd. Toucan crossing over Charlton Rd. Road narrowing and shared space along Cranmore Rd. Road closure on Cranmore Rd. Traffic calming on Culvers Avenue. Zebra crossing and raised table over St Ladoc Rd. Close entrance to residential access road parallel to St Francis Rd. The measures will benefit from the implementation of traffic cells across West Keynsham	Important link but on road sections unavoidable. Needs to be implemented as part of a programme of traffic calming and road closures	Valuable link to school. Also improves pedestrian access over St Ladoc Rd.	Securing support for traffic cells. St Ladoc Rd crossing design including road closure.	None but would benefit from the delivery of traffic cells
76	Coronation Avenue quietway	Priority	Keynsham	£0-100,000	Yes		East-west link through West Keynsham connecting to spine route	Traffic calming on Ladbrough Rd, Windsor Ave, Coronation Rd and Caernarvon Drive. Zebra crossing over Park Rd with connecting shared-use path. The measures will benefit from the implementation of traffic cells across West Keynsham.	Easily delivered east-west link but ideally needs to be part of a wider package of measures to reduce through traffic.	Easy to deliver and valuable link across West Keynsham	Securing support for traffic cells	Requires delivery of traffic cells elsewhere in the area to work. Not self sufficient without.
77	Bath Rd to Town Centre link		Keynsham	£200,000+	Yes		Connect East Keynsham to spine route, town centre, railway station and Bristol.	Road closure at south end of Unity Rd. New zebra crossing over Bath Rd with new shared-use path connecting to Unity Rd. Traffic calming on Gaston Avenue. New shared-use path connecting Avon Rd to Avon Mill Lane. New zebra crossing over Avon Mill Lane with new shared use path linking to proposed Keynsham Spine route.	The limited options for routes between East Keynsham and the town centre make this an important link. Not direct but quiet enough to be valuable	Relatively easy to deliver.	Securing support for road closure	Bath Rd path needs to be delivered first

78	Farrington Gurney Link		Radstock/ Midsomer Norton	£200,000+	Yes		A traffic free route linking Midsomer Norton to Farrington Gurney, via the supermarket site	Traffic free route, continuing the greenway at MSN through rural land to Farrington Gurney. New bridge over Avon and link through development to the remainder of the Lower Bristol Road (A36) corridor through former Stothert & Pitt works	This is a very valuable continuation of the greenway but is very challenging to achieve.	Very challenging. Land acquisition required as well as lengthy stretch of traffic free new routes.	Land ownership	
79	Bath South Quays		Bath	£200,000+	Yes	Part of enterprise area proposals	New Bridge across the river and link to North Quays flood/development site		Would become a key link into the city	Traffic free, opportunity for iconic design	Development timescale	Enterprise area.
80	Bath Weston Riverside		Bath	£200,000+	Yes	Part of enterprise area proposals	Link along rapid transit corridor relieving pressure on existing northern riverside path	parallel route constructed at same time as rapid transit scheme	Would become a key link into the city	Traffic free link connecting communities to north and south of river	Development timescale	Enterprise area.
81	Bathwick Hill	Quick win	Bath	£0-100,000	Yes		On-carriageway link to University site	On road advisory cycle lane in uphill direction	Only for confident cyclists	Cheap and easy to implement	Unattractive for most and fails to deliver level of aspiration	none
82	Bloomfield Link	Quick win	Bath	£200,000+	Yes		On carriageway link to south of city	Major redevelopment of the Bear Flat shopping area taking advantage of amount of available space	Could become key corridor for journeys to the south of the city along least steep option for many	Largely reliant on traffic restraint with opportunity to change the environment at Bear Flat	Traffic restraint on Bloomfield Road	None
83	Foxhill Link		Bath	£100-200,000	Yes		As east-west link along the plateau to Combe Down from the end of the Bloomfield link	Mainly traffic restraint measures, including speed reduction and narrow carriageway lanes	Only for confident cyclists	Relatively cheap to implement, within gift of Highway Authority	Reduction in speed and volume	None
84	Green Park (Riverside Path)		Bath	£200,000+	Yes	Part of North Quays development site	Traffic free link along riverside path through new flood scheme and development site	Traffic free promenade within proposed development site	Would be a fantastic gateway into the city	Improves and already busy corridor for cycling and creates a gateway to the city from the west	Development timescale	North Quays Development
85	Rapid Transit Corridor		Bath	£200,000+	Yes	Dependant on public transport development	Traffic free link parallel to rapid transit scheme along former Midland Railway corridor	Would include new sections of route, bridges and reopening existing Midland Railway bridge over Avon	Could be high quality link, but is dependant on a number of external factors such as land acquisition	Traffic free extension of the Bristol Bath Railway Path	Development timescale and land acquisition	Public transport objectives