

Appendix A – Walking & Cycling Additional Information

Walking & Cycling Additional Information

- A.1. This appendix provides further information and context for Section 2 of the Transport and Development SPD 'Walking & Cycling' specifically in relation to the Policy and Guidance Context, Local Area and Benefits of Walking and Cycling.

Additional Information: Policy and Guidance

National Planning Policy Framework

- A.2. The *National Planning Policy Framework (NPPF)* sets out the central government's planning policies for England and how these are expected to be applied at a local level. It provides a framework within which locally prepared plans for housing and other development are produced.
- A.3. Section 9 of the NPPF relates to 'promoting sustainable transport' and states that *"transport issues should be considered from the earliest stages of plan-making and development proposals, so that...c) opportunities to promote walking, cycling and public transport use are identified and pursued"*.
- A.4. In terms of transport, planning should *"actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."* It also states that *"the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport will vary from urban to rural areas"*. Planning policies should *"(d) provide high-quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans)"*.
- A.5. In relation to 'Considering Development Proposals', paragraph 110 states that *"development should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use"*.
- A.6. Section 8 of the NPPF relates to 'promoting healthy and safe communities' and states that *"planning policies and decisions should aim to achieve healthy, inclusive and safe places which: a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example...street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods...and c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example...through the provision of layouts that encourage walking and cycling"*.
- A.7. In relation to open space, recreation and public rights of way, the NPPF states that *"planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails"*.
- A.8. In relation to 'achieving well-designed places', paragraph 131 of the NPPF states that *"applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users"*.

Gear Change – A bold vision for cycling and walking (2020)

- A.9. On the 27th of July 2020, the UK Government published its *Gear Change: A bold vision for cycling and walking* document, a plan that sets out the long-term vision of radically increasing active travel, with a £2 billion investment fund for cycling and walking to facilitate this over the next five years. The vision is for cycling and walking to be the natural choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030 such that England will become a *"great cycling and walking nation"*.

- A.10. In support of the Gear Change vision, the *LTN1/20: Cycle Infrastructure Design* document was also published by the Department for Transport (DfT) in July 2020, containing guidance for local authorities, developers and highway engineers on designing high-quality cycle infrastructure to support the realisation of this bold vision.

Local Transport Note (LTN) 1/20: Cycle Infrastructure Design (2020)

- A.11. The *LTN 1/20 Cycle Infrastructure Design* document was published by the Department for Transport (DfT) in July 2020 in support of the *Gear Change* vision for cycling and walking to be the natural choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030. The document contains guidance for local authorities, developers and highway engineers on designing high-quality cycle infrastructure to support the realisation of this vision.
- A.12. LTN 1/20 provides extensive guidance on improving the quality of cycle infrastructure to drive significant increases in cycling and is widely applicable. LTN 1/20 forms a recommended basis for local authorities in setting their own design standards. There is an expectation that local authorities will demonstrate that they have given due consideration to LTN 1/20 when designing any DfT funded scheme, particularly when applying for government funding.
- A.13. Underpinning LTN 1/20 are five core design principles for cycle networks and routes:
- **Coherent** - people must be able to reach their destinations easily, along routes that connect, are simple to navigate and are of consistent high quality.
 - **Direct** - routes should provide the shortest and fastest way of travelling from place to place.
 - **Safe** - routes must be safe and crucially must also be perceived to be safe.
 - **Comfortable** - routes should be good quality, well-maintained, smooth, have minimal stopping-starting and avoid steep gradients.
 - **Attractive** - environment should be attractive, stimulating and free from litter.
- A.14. In addition to the five core principles, 22 summary principles have been identified to help practitioners deliver high quality infrastructure based on the lessons learned from cycle infrastructure delivered to date – both where this has been done well but also where delivery did not meet the outcomes desired. Summary Principle 1, in particular, is fundamental to the approach to cycling outlined in this SPD:

“Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond: it should be planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal”

- A.15. LTN 1/20 provides clear direction and political impetus, a wealth of design guidance and best practice, and clarity on application of design principles particularly situations where segregation is required. It is intended to drive higher standards in cycle provision and provides a strong basis to achieve this, including supporting LHAs in requiring those standards of private development. This SPD refers to LTN 1/20 in relation to best practice for cycle infrastructure design within B&NES.

Design Guidance: Active Travel (Wales) Act 2013 (2014)

- A.16. *Design Guidance: Active Travel (Wales) Act 2013* is statutory guidance published by the Welsh Government and is intended for use by everyone involved in the planning, design, approval, construction and maintenance of active travel routes in Wales. The guidance provides advice on the planning, design, construction and maintenance of active travel networks and infrastructure, and is to be used at all stages of the process.
- A.17. The guidance draws together information and best practice from a wide range of sources, including *Manual for Streets (MfS) (2007)* and the *Design Manual for Roads and Bridges (DMRB)* within a single guidance note. Whilst this guidance has been developed by the Welsh Government, the principles and design standards specified within the document have been drawn from other UK sources, and are pertinent for other UK regions. Furthermore, it is a particularly rich source of specific advice for walking design. It has therefore been considered as key design guidance within this SPD.

- A.18. It should be noted that an updated version of the guidance, titled *Active Travel Guidance* is currently in the consultation phase and will supersede the current guidance when adopted later in 2021.

Pedestrian Comfort Guidance for London (2010)

- A.19. *Pedestrian Comfort Guidance for London* has been produced by Transport for London (TfL), with a primary objective to assist those responsible for planning London's streets to create excellent pedestrian environments through a clear, consistent process during the planning and implementation of transport improvement projects.
- A.20. The guidance document contains the method for carrying out a comfort assessment for pedestrian areas, including footways and crossings, and guidance on reviewing the results. The guidance is accompanied by spreadsheet for recording data and deriving the level of comfort for pedestrians.
- A.21. The guidance takes into account different user behaviours within a variety of area types, from high streets to transport interchanges and it includes the real impact of street furniture and static pedestrians on the operational width of pedestrian routes. The guidance takes into account user perceptions as well as observed behaviours and provides a standard approach for the assessment and review of comfort on footways and crossings.
- A.22. Although developed for London's streets, the guidance is well suited to providing guidelines for the development of walking infrastructure within B&NES.

Healthy Streets Approach (2017)

- A.23. The *Healthy Streets Approach* has been developed by TfL as a system of policies and strategies to help Londoners use cars less and walk, cycling and use public transport more. Although the approach has been developed for London, the principles and guidance are well suited to providing guidance for B&NES.
- A.24. The Healthy Streets Approach uses evidence-based indicators¹ of what makes streets attractive places. Working towards these will help to create a healthier city, in which all people are included and can live well, and where inequalities are reduced. The indicators are as follows:
- Pedestrians from all walks of life - streets should be welcoming places for everyone to walk, spend time in and engage in community life.
 - People choose to walk, cycle and use public transport - a successful transport system enables more people to walk and cycle more often. This will only happen if we reduce the volume and dominance of motor traffic and improve the experience of being on our streets.
 - Clean air - improving air quality delivers benefits for everyone and reduces unfair health inequalities.
 - People feel safe – the whole community should feel comfortable and safe on our streets at all times. People should not feel worried about road danger or experience threats to their personal safety.
 - Not too noisy - reducing the noise impacts of traffic will directly benefit health and improve the ambience of our streets and encourage active travel.
 - Easy to cross - making streets easier to cross is important to encourage more walking and to connect communities. People prefer direct routes and being able to cross streets at their convenience. Physical barriers and fast moving or heavy traffic can make streets difficult to cross.
 - Places to stop and rest - a lack of resting places can limit mobility for certain groups of people. Ensuring there are places to stop and rest benefits everyone, including local businesses, as people will be more willing to visit, spend time in, or meet other people on our streets.
 - Shade and shelter - providing shade and shelter enables everybody to use our streets.

¹ Transport for London (2017)

- People feel relaxed - more people will walk or cycle if our streets are not dominated by motor traffic, and if pavements and cycle paths are not overcrowded, dirty or in disrepair.
- Things to see and do - people are more likely to use our streets when their journey is interesting and stimulating, with attractive views, buildings, planting and street art. They will be less dependent on cars if the shops and services they need are within short distances, so they do not need to drive to get to them.

A.25. The *Healthy Streets Toolkit* includes resources to help put the Healthy Streets Approach into practice. They cover the whole process from initial assessment, through implementation, to evaluation. The resources in the toolkit include:

- *Guide to Healthy Streets indicators, TfL (2017)* - uses questions for each of the indicators to encourage reflection on the issues that affect the experience of using a street.
- *Healthy Streets Explained: A guide to the Healthy Streets Approach & how to apply it, TfL* - describes the Healthy Streets Approach in an interactive format of questions and answers.
- *Healthy Streets check for designers, TfL* - a spreadsheet tool to support designers to make sure any proposed changes to the way streets are laid out or used result in improvements.

Core Strategy and Placemaking Plan

A.26. The Development Plan for B&NES Council comprises the *Core Strategy* and *Placemaking Plan*. The strategic objectives of the LDP are outlined in the Core Strategy document. Objectives relevant to this Walking & Cycling SPD are as follows:

- Objective 1: Cross cutting objective: Pursue a low carbon and sustainable future in a changing climate – which aims to encourage people to make the fullest possible use of public transport, walking and cycling.
- Objective 2: Protect and enhance the District's natural, built and cultural assets and provide green infrastructure – including by maintaining and enhancing an accessible and multifunctional network of well linked green spaces.
- Objective 4: Invest in our city, town and local centres – including by improving the quality of the public realm in the city, town and local centres and by providing better pedestrian and cycle routes into and within the city, town and local centres.
- Objective 6: Plan for development that promotes health and well-being – including enabling people to lead healthier lifestyles and have a greater sense of well-being through facilitating active modes of travel.
- Objective 7: Deliver well connected places accessible by sustainable means of transport. In conjunction with the *Joint Local Transport Plan (JLTP)*, the Local Plan will deliver this by:
 - Locating and designing new development in a way that reduces the need and desire to travel by car and encourages the use of public transport, walking and cycling; and
 - Ensuring that development is supported by high quality transport infrastructure which helps to increase the attractiveness of public transport, walking and cycling.

A.27. Volume 1 of the Placemaking Plan is *District-Wide Strategy and Policies*. The remaining volumes provide specific policies for Bath, Keynsham, Somer Valley and Rural areas within the District. The policies in the Placemaking Plan have been reviewed and updated through the LPPU process to strengthen the commitment to sustainable transport, particularly in the context of the Climate and Ecological Emergencies. Key policies relevant to walking and cycling, as outlined in Volume 1 of the Placemaking Plan, are as follows:

- Policy ST1: Promoting Sustainable Travel – requires development to be located where there are, or will be, a range of realistic travel opportunities to provide genuine alternatives to private car usage from early occupation, and where opportunities to reduce travel distances exist. The design of new development should reduce car dependency and actively support travel by sustainable modes, including providing attractive sustainable travel connections. Growth in traffic levels and mitigation of traffic impacts should focus on measures which encourage walking, cycling and public transport and these should be considered before providing traffic capacity enhancements. Proposals should be fit purpose and in line with this SPD. Proposals should safeguard, enhance and extend the network of public rights of way and cycle routes.
- Policy ST2: Safeguard Sustainable Transport Routes – states that development will not be permitted where it prejudices the use of safeguarded land, including former railway land, for sustainable transport purposes, as shown on the Policies Map.
- Policy ST2A: Active Travel Routes – states that development which has adverse residual effects on, or the value of, public rights of way and other public routes for walking, cycling and riding will not be permitted and that any development affecting such routes will be expected to maintain or incorporate the route within the scheme in accordance with the principles set out in this SPD. Additional linkages between urban areas and the wider countryside, open spaces and the river or canal should be considered, along with opportunities to make and enhance strategic connections between, and within, urban areas and other key origins / destinations wherever feasible.
- Policy ST3: Transport Infrastructure - ensures that transport infrastructure will only be permitted where the need is justified, the design is in accordance with the sustainable transport hierarchy, and that the needs of pedestrians, disabled persons, cyclists and horse riders are met. Schemes which propose increases in traffic capacity will also be required to incorporate commensurate improvements to the sustainable transport network. Infrastructure should be designed to the highest standards possible with minimal impact on the heritage, character and environment of the local area and should be compliant with relevant guidance, including *MfS, Manual for Streets 2 – wider application of the principles (MfS2)*, LTN 1/20 and DMRB standards.
- Policy ST5: Traffic Management Proposals - ensures that any traffic management proposals for city and town centres will reduce through traffic and other unnecessary motorised vehicles, and secure improvements for cyclists, pedestrians, public transport whilst ensuring the needs for all road users are met. Schemes in residential areas should reduce traffic speeds and remove traffic from unsuitable routes (whilst maintaining essential access), achieve mode shift through discouraging short car journeys and prioritising walking and cycling, and reduce non-residential parking.
- Policy ST6: Interchange – new or expanded interchange facilities will be permitted where the opportunities to enhance the transport benefits of proposed schemes to incorporate wider interchange functionality have been fully assessed and incorporated into proposals, the transport effects of the proposed development have been identified, provision is made for the needs of disabled people and for the safety and security of all users, and the development accords with all relevant planning and environmental policies.
- Policy ST7: Transport Requirements for Managing Development - sets out the policy framework for considering the requirements and implications of development for the highway, transport systems and their users. There is a focus for development to offer genuine travel choice through opportunities to travel sustainably, for walking and cycling assessment and facilities to be provided in line with this SPD, including safe, convenient and inclusive access to and within the site for pedestrians and cyclists and a requirement for transport improvements and / or mitigation to maximise sustainable travel opportunities. Parking standards are now provided in a separate SPD.
- Policy D4: Streets and Spaces - sets out that the transport user hierarchy should be applied within all aspects of street design, considering the needs of pedestrians first, then cyclists, then public transport users, and finally vehicles and that shared surfaces must be legible and safe for all users.

West of England Joint Local Walking and Cycling Infrastructure Plan (2020 – 2036)

- A.28. The West of England Councils published their Joint Local Cycling and Walking Infrastructure Plan 2020-2036 (LCWIP) in June 2020, forming part of wider plans for creating and improving active travel. The LCWIP proposes improvements to the walking and cycling environments at numerous locations, with the aim of providing high quality infrastructure to support a transition to a region where walking and cycling are the preferred choice for shorter trips and to access public transport. The LCWIP proposes the allocation of £105 million to improving 30 local high streets and £306 million for upgrades along 55 continuous cycle routes.

Additional Policy and Guidance Documents

- A.29. Table A-1 presents a summary of a wide range of additional policy and guidance documents which have been considered in the production of this SPD and which are relevant to promoting walking and cycling in B&NES.

Table A-1: Additional Policy and Guidance Documents

Policy / Guidance Document	Key Objectives / Themes	Link to Document
National Policy / Guidance		
Manual for Streets (2007)	<ul style="list-style-type: none"> Published by DfT in 2007 to replace Design Bulletin 32 and its associated guidance. MfS guidance relates to street-settings (typically roads of speed limit within 40mph). A key principal of MfS is a street-user hierarchy, which places pedestrians and cyclists above all other road users when considering the design of streets. This hierarchy is well-established within policy frameworks, including within the NPPF. MfS provides detailed guidance for walking and cycling in street settings. 	https://www.gov.uk/government/publications/manual-for-streets
Manual for Streets 2 Wider Application of the Principles (2010)	<ul style="list-style-type: none"> Published by the DfT in 2010. Builds on the guidance contained in MfS, exploring in greater detail how and where its key principles can be applied to busier streets and non-trunk roads, thus helping to fill the perceived gap in design guidance between MfS and the DMRB. It is understood that work has commenced on MfS3, although a timeline for publication is not yet known. 	https://www.gov.uk/government/publications/manual-for-streets-2
National Design Guide (2021)	<ul style="list-style-type: none"> Published by the Ministry of Housing, Communities and Local Government (MHCLG) to build on the principles of “well-designed spaces” as outlined in the NPPF. The 10 characteristics of good design outlined include ‘Movement’. It defines a well-designed movement network to include safe and accessible travel for all and to encourage walking and cycling. <ul style="list-style-type: none"> M1: A connected network of routes for all modes of transport – offers the maximum choice of modes to complete a journey and incorporates modes of travel into design. M2: Active travel – priority to pedestrians and cyclists and should not require reliance on car travel. M3: Well-considered parking, servicing and utilities infrastructure for all users. 	https://www.gov.uk/government/publications/national-design-guide
National Model Design Code Consultation (2021)	<ul style="list-style-type: none"> Published for consultation by the MHCLG. Consultation period up to 27 March 2021. The purpose of the National Model Design Code is to provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government’s priorities and provides a common overarching framework for design. 	https://www.gov.uk/government/consultations/national-planning-policy-framework-and-national-model-design-code-consultation-proposals
Sustrans Traffic-Free Routes and Greenways Design Guide (Sustrans, 2019)	<ul style="list-style-type: none"> This provides guidance for the planning, design, construction and maintenance of new traffic-free routes and greenways from Sustrans, a leading UK Charity for the promotion of walking and cycling. Guidance includes key principles relating to inclusivity, design, construction and maintenance and it addresses land and legal issues, planning and consents, and ecology. 	https://www.sustrans.org.uk/for-professionals/infrastructure/sustrans-traffic-free-routes-and-greenways-design-guide/
Lowland Path Construction Guide (Paths for All, 2019)	<ul style="list-style-type: none"> Produced by ‘Paths for All’ with support from Scottish Natural Heritage. Technical Design Guidance Document on the design, construction and maintenance of paths. Related mainly to rural locations outside of well-established urban footway networks. 	https://www.pathsforall.org.uk/resource/lowland-path-construction-guide
Building for a Healthy Life (Homes England, 2020)	<ul style="list-style-type: none"> Building for a Healthy Life (BHL) updates England’s most widely known and most widely used design tool (Building for Life 12) for creating places that are better for people and nature. BHL is a design code to help people improve the design of new and growing neighbourhoods. BHL has been created to allow those involved in a proposed new development to focus their thoughts, discussions and efforts on the things that matter most when creating good places to live. 	http://www.designforhomes.org/wp-content/uploads/2020/11/BFL-2020-Brochure.pdf

Policy / Guidance Document	Key Objectives / Themes	Link to Document
Healthy New Towns (NHS England, 2019)	<ul style="list-style-type: none"> NHS England launched the Healthy New Towns programme in 2015 to explore how the development of new places could provide an opportunity to create healthier and connected communities with integrated and high-quality health services. 10 development sites from across the UK were used to inform the study. The ten principles of the Healthy New Towns programme include “maximise active travel”. This includes embedding active travel from the earliest stages of planning and designing active travel to meet local needs. 	https://www.england.nhs.uk/ourwork/innovation/healthy-new-towns/#:~:text=Covers%20developing%20preventative%20and%20integrated,integrated%20and%20high%2Dquality%20services.
Guideline 41 (PH41) (NICE, 2012)	<ul style="list-style-type: none"> This guidance aims to set out how people can be encouraged to increase the amount they walk or cycle for travel or recreation purposes. The guidance includes recommendations under the key themes of policy and planning, local action and schools, workplaces and the NHS. 	https://www.nice.org.uk/guidance/ph41
Guideline NG90 (NICE, 2018)	<ul style="list-style-type: none"> This guideline covers how to improve the physical environment to encourage and support physical activity. The aim is to increase the general population’s physical activity levels. One of the recommendations is to implement active travel by identifying areas where there is potential to increase walking and cycling journeys, ensure active travel routes link to existing routes, are safe and attractive, are given the highest priority when building / maintaining roads and streets, drive improvements to active travel infrastructure through information gathering, and make it accessible for all including disabled persons and school children. 	https://www.nice.org.uk/guidance/ng90
Guideline NG70 (NICE, 2017)	<ul style="list-style-type: none"> This guideline covers road-traffic-related air pollution and its links to ill health. It aims to improve air quality and so prevent a range of health conditions and deaths. One of the recommendations is “walking and cycling” which includes <i>“providing support for active travel, provide a choice of cycle routes and where there are busy roads consider providing as much space as possible between traffic and cyclists, using foliage to screen cyclists from motor traffic (with consideration for personal safety) and reduce time cyclists spend in polluted areas.</i> 	https://www.nice.org.uk/guidance/ng70
Working Together to Promote Active Travel: A briefing for local authorities (Public Health England, 2016)	<ul style="list-style-type: none"> This guide suggests a range of practical action for local authorities, from overall policy to practical implementation. It highlights the importance of community involvement and sets out key steps for transport and public health practitioners. 	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/523460/Working_Together_to_Promote_Active_Travel_A_briefing_for_local_authorities.pdf
Creating health promoting environments (TCPA, 2017)	<ul style="list-style-type: none"> The guide brings together research on how to create healthy, active environments using planning and design. It includes best practice guidance on movement and access, open space, food growing, buildings, neighbourhood spaces and local economy. The ideas set out will not necessarily be new to planners and developers, but they do take on an explicit public health perspective. 	https://www.tcpa.org.uk/tcpa-practical-guides-guide-8-health
Active Design (Sport England)	<ul style="list-style-type: none"> Guidance sets out 10 principles for active design as follows: <ul style="list-style-type: none"> Activity for all neighbourhoods - enabling those who want to be active, whilst encouraging those who are inactive to become active. Walkable communities - creating the conditions for active travel between all locations. Connected walking and cycling routes - prioritising active travel through safe, integrated walking and cycling routes. Co-location of community facilities - creating multiple reasons to visit a destination, minimising the number and length of trips and increasing the awareness and convenience of opportunities to participate in sport and physical activity. 	https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design

Policy / Guidance Document	Key Objectives / Themes	Link to Document
	<ul style="list-style-type: none"> – Network of multifunctional open space - providing multifunctional spaces opens up opportunities for sport and physical activity and has numerous wider benefits. – High quality streets and spaces - Well-designed streets and spaces support and sustain a broader variety of users and community activities. – Appropriate infrastructure - providing and facilitating access to facilities and other infrastructure to enable all members of society to take part in sport and physical activity. – Active Buildings - Providing opportunities for activity inside and around buildings. – Management, maintenance, monitoring & evaluation - a high standard of management, maintenance, monitoring and evaluation is essential to ensure the long-term desired functionality of all spaces. – Activity promotion & local champions - physical measures need to be matched by community and stakeholder ambition, leadership and engagement. 	
Designing for Cycle Traffic (John Parkin, 2018)	<ul style="list-style-type: none"> • Designing for Cycle Traffic compares and evaluates international principles and practices for designing for cycle traffic. It sets design for cycling in the wider context of public realm design, traffic planning, traffic engineering and traffic management. It enables readers to understand how effective design can create efficient transport systems that support economic vibrancy, social activity, and environmental sustainability. • A key theme is that only distinct and separate provision for cycle traffic can ensure the creation of attractive and comfortable infrastructure for cyclists. • Coverage includes: <ul style="list-style-type: none"> – principles for design to ensure inclusivity; – planning processes for cycle route networks; – design approaches, including capacity calculations for links and junctions, roundabouts and crossings, and signal control; and – modelling and level of service assessment approaches. 	https://www.icevirtuallibrary.com/isbn/9780727763495
Regional Policy Guidance		
West of England Joint Local Transport Plan 2020-2036 (JLTP)	<ul style="list-style-type: none"> • Produced by the West of England Authorities to set out the vision for travel and transport across the region between 2020 and 2036. • The vision of the JLTP4 is: <i>"connecting people and places for a vibrant, inclusive and carbon neutral West of England"</i>. • The five objectives outlined to achieve this vision are as follows: <ol style="list-style-type: none"> 1. Take action against climate change and address poor air quality; 2. Support sustainable and inclusive economic growth; 3. Enable equality and improve accessibility; 4. Contribute to better health, wellbeing, safety and security; and 5. Create better places. • The JLTP4 outlines the issues and opportunities for connectivity across four spatial levels: 'outside the West of England', 'within the West of England', 'local' and 'neighbourhood'. Walking and cycling policies are related to 'local' and 'neighbourhood' connectivity. 	https://travelwest.info/projects/joint-local-transport-plan

Policy / Guidance Document	Key Objectives / Themes	Link to Document
West of England Local Cycling & Walking Infrastructure Plan 2020-2036 (LCWIP)	<ul style="list-style-type: none"> The Government has encouraged local authorities to produce a LCWIP using a methodology set out by the DfT. The West of England LCWIP has been produced through a collaborative effort between the West of England councils, the West of England Combined Authority (WECA), and local stakeholder groups. The LCWIP aligns with the vision / objectives of the JLTP4. The Plan proposes capital investment of £411m by 2036 across the West of England. The 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 the transition to a region where walking and cycling are the preferred choice for shorter trips and to access public transport. Details of the walking and cycling improvements outlined in the LCWIP for B&NES are included at Appendix C of the Transport & Development SPD. 	https://travelwest.info/projects/west-of-england-local-cycling-and-walking-infrastructure-plan
Draft Joint Rights of Way Improvement Plan 2018-2026 (ROWIP)	<ul style="list-style-type: none"> Joint ROWIP covers the areas of B&NES in addition to Bristol City Council, South Gloucestershire and North Somerset. The ROWIP identifies themes through a literature review and public consultation exercises. Walking / cycling improvements are proposed as follows: <ol style="list-style-type: none"> Improving Maintenance and Safety – actions include <i>“deliver improvement schemes to improve network accessibility”</i>; Signing Routes – actions include: <i>“complete a full review of signage in the area and produce signage guidelines”</i>; Providing Information – actions include <i>“explore opportunities for increasing participation of minority groups in countryside access”</i>; and Improving Access for Local Travel – actions include: <i>“identifying improvements to enable travel for all by foot / bike”</i> and <i>“identify low maintenance gaps in the wider recreational network that will improve accessibility and connectivity”</i>. 	https://www.bathnes.gov.uk/services/streets-and-highway-maintenance/public-rights-way/rights-way-improvement-plan
Joint Green Infrastructure Strategy 2020-2030 (JGIS)	<ul style="list-style-type: none"> The overall aim of the JGIS programme is to secure investment in Green Infrastructure (GI) planning and provision, similar to that of other infrastructure. The approach identifies outcomes, principles and actions in relation to achieving this aim. The JGIS identifies GI as an integral part of transport planning in that it provides sustainable movement (cycling and walking) and delivers net gain for the environment. It highlights the roles of waterways in a Sustainable Movement Network as they provide a sustainable method of transport for people and goods, and also flat, linear towpaths for active travel. 	https://www.westofengland-ca.gov.uk/west-of-england-joint-green-infrastructure-strategy/
B&NES Policy / Guidance		
B&NES Corporate Strategy 2020-2024	<ul style="list-style-type: none"> Adopted February 2020. Sets out the Council’s overarching strategic plan – what we plan to do, how we will do it and how we will measure our performance up to 2024. Overriding Purpose – <i>“to improve people’s lives”</i>. Two Core Policies <i>“tackling the Climate and Ecological Emergency”</i> and <i>“giving people a bigger say”</i>. <i>Mode shift to walking and cycling (in addition to mass transport) to reduce transport emissions is a key priority for “tackling the Climate and Ecological Emergency”</i>. 	https://beta.bathnes.gov.uk/policy-and-documents-library/corporate-strategy-2020-2024

Policy / Guidance Document	Key Objectives / Themes	Link to Document
	<ul style="list-style-type: none"> Three Principles – “<i>prepare for the future</i>”, “<i>deliver for local residents</i>” and “<i>focus on prevention</i>”. Mode shift to walking and cycling modes is a key element of each of these principles. In March 2019 the Council declared a Climate Emergency, resolving to provide the leadership enabling the B&NES area to be carbon neutral by 2030. In July 2020 the Council also declared an Ecological Emergency in response to the escalating threat to wildlife and ecosystems. 	
B&NES Liveable Neighbourhoods Consultation	<ul style="list-style-type: none"> Draft document consulted on between Autumn 2020 and October 2020. Unadopted at the time of producing this SPD, but a material consideration. Includes <i>Low Traffic Neighbourhoods Strategy (Draft 2020)</i>, <i>Residents Parking Schemes (Draft 2020)</i> and <i>On-Street Electric Vehicle Charging Strategy (Draft 2020)</i>. Vision for low traffic neighbourhoods – “<i>to create better places across B&NES that promote active travel and public transport use, improve community health and reduce the need for short car journeys</i>”. Objectives to achieve the vision are as follows: <ol style="list-style-type: none"> 1. Improve air quality and respond to the Climate Emergency; 2. Improve public realm and quality of life - creating better places for residents, businesses and visitors, as well as sympathetically accommodating emerging EV infrastructure requirements; 3. Enable more local trips by active modes of travel and public transport, through providing easy, safe and comfortable routes within neighbourhoods in line with the wider public health outcomes; and 4. Reduce the impact of “rat-running” vehicles along unsuitable residential roads, to support prosperity and improve community connectivity, whilst safeguarding access for residents and the needs of disabled persons. 	https://beta.bathnes.gov.uk/liveable-neighbourhoods-consultation
B&NES Health and Wellbeing Strategy 2015-2019	<ul style="list-style-type: none"> Vision - “<i>B&NES will be internationally renowned as a beautifully inventive and entrepreneurial 21st Century place with a strong social purpose and a spirit of wellbeing.</i>” Priority 1: Helping Children to be a healthy weight - Increase opportunities for uptake of walking, cycling, play and other physical activity. Priority 4: Create healthy and sustainable places - A built and natural environment which supports and enables people in our communities to lead healthy and sustainable lives. (<i>Fit4Life – an active living strategy for B&NES which delivers on leisure, travel and active environments</i>). 	https://www.bathnes.gov.uk/sites/default/files/banes_health_and_wellbeing_strategy_2015_-_2019_0.pdf
Shaping Up: A Healthy Weight Strategy for B&NES 2015-2020	<ul style="list-style-type: none"> Strategic Objective 2: Increase opportunities for physical activity in our daily lives, reducing sedentary behaviour. Partnership: The key to success; includes ‘transport walking and cycling networks, active travel’. Environmental factors affecting our weight include how local housing estates are designed, how we travel to destinations, the accessibility of shops and public services. 	https://www.bathnes.gov.uk/services/public-health/public-health-strategies-and-policies/healthy-weight
B&NES Fit for Life Strategy 2014-2019	<ul style="list-style-type: none"> Vision – “more people, more active, more often”. Strategy sets out an action plan under four key themes. These are set out below, with the key actions related to walking and cycling: <ul style="list-style-type: none"> – Active Lifestyles: <ul style="list-style-type: none"> ▪ Increase opportunities for walking and cycling for leisure - such as promoting community cycling clubs; and ▪ Increase number of walking and cycling interventions - (linking routes with opportunities in social settings as rest points). 	https://www.bathnes.gov.uk/services/sport-leisure-and-parks/health-and-fitness/fit-life

Policy / Guidance Document	Key Objectives / Themes	Link to Document
	<ul style="list-style-type: none"> – Active Environments – in relation to Green Infrastructure: <ul style="list-style-type: none"> ▪ Maximise on opportunities for integrating walking and cycling routes with art and culture and world heritage sites. – Active Design - neighbourhoods are designed to offer easy access to a choice of opportunities for physical activity enabling communities to be more active and healthy: <ul style="list-style-type: none"> ▪ Promote active design to make physical activity an easy choice for residents, including improving walking and cycling opportunities between everyday activity destinations. – Active Travel - More people are walking or cycling as a means of getting around as part of everyday life: <ul style="list-style-type: none"> ▪ Improve walking and cycling conditions by: providing safe, attractive walking and cycling networks linking every-day destinations; developing a coordinated pack of individualised travel marketing; developing school and work travel plans; providing high quality cycle training; and supporting the delivery of walking programmes; and ▪ Provide interventions and services that support people in making the choice to walk and cycle more as a recreational activity. 	
Getting Around Bath: A Transport Strategy for Bath (2014)	<ul style="list-style-type: none"> • Vision – “Bath will enhance its unique status by adopting measures that promote sustainable transport and reduce the intrusion of vehicles, particularly in the historic core. This will enable more economic activity and growth, while enhancing its special character and environment and improving the quality of life for local people”. • Objectives: <ol style="list-style-type: none"> 1. Supporting and enabling economic growth, competitiveness and jobs; 2. Improving air quality & health, reducing vehicle carbon emissions; 3. Promoting sustainable mobility; 4. Widening travel choice; 5. Widening access to opportunities: jobs/learning/training; 6. Safeguarding and enhancing the unique historic environment and World Heritage Site status; and 7. Improving the quality of life in the city. • Relates only to Bath and the surrounding area, not the entire B&NES District. • To achieve a walking-friendly city the strategy would: <ul style="list-style-type: none"> – Enable walking to the centre and within the city; – Define the walking network: utility and leisure routes, effective maintenance, new infrastructure, and contribute to health and accessibility; and – Engender a cultural shift to walk as the first choice for many journeys. • For cycling, the strategy would include the following measures: <ul style="list-style-type: none"> – Linking together existing and planned cycle schemes to give a basic network of high quality routes in the short term e.g. A new bridge at linking North and South Quays, and a reopened pedestrian/cycle bridge at Roseberry Place to link Bristol to Bath and Two Tunnels National Cycle Routes; – Overcoming problem locations e.g. junctions where cyclists are vulnerable; and – Reducing traffic levels on certain routes to create an environment that is conducive to cycling. • Building on the success of this work, B&NES is currently developing an Transport Delivery Action Plan for Bath (TDAPfB), which is in the early stages of consultation at the time of writing. 	https://www.bathnes.gov.uk/services/parking-and-travel/transport-plans-and-policies/bath-transport-package

Policy / Guidance Document	Key Objectives / Themes	Link to Document
Bath Pattern Book	<p>Volume 01: Public Realm Framework</p> <ul style="list-style-type: none"> • Describes the public realm framework and design principles which should guide the work of all those with an interest in planning changes to the streets and spaces of Bath city centre. • Section 6 provides the 'Public Realm Framework Guidance'. Theme 6 'Pedestrian perception' is relevant to this SPD and includes details of the following: <ul style="list-style-type: none"> – Legible Streets; – Decluttered Streets; and – Comfortable Streets for all to use. <p>Volume 02: Technical & Operational Guidance</p> <ul style="list-style-type: none"> • Section 3 – Technical Guidance: Layout Principles provides detailed guidance on the following topics: <ul style="list-style-type: none"> – Accessibility; – Pedestrian Crossings; – Vehicles and Pedestrians; – Footways; and – Cyclists. 	https://www.bathnes.gov.uk/services/planning-and-building-control/major-projects/public-realm-and-movement/preparatory-projects

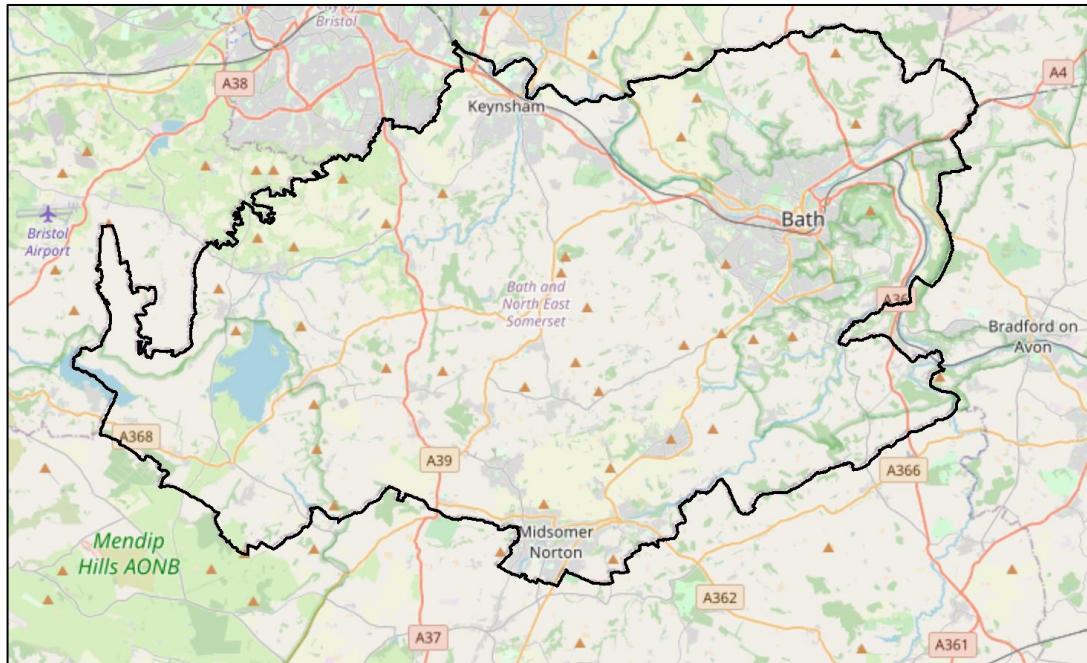
Notes: 1) The existing policies: Fit for Life 2014-2019, Shaping up 2015-2020 and the Local Food 2014-2017 are out of date and are due or overdue for a refresh. The three strategies are to be combined into one integrated strategy, which is to be progressed 2021 onwards.

Additional Information: Local Context

Spatial Context

- A.30. B&NES is a historic and richly varied area of South West England, comprising Bath, the edge of the Bristol urban area, the Mendip Hills to the south-west of the District and the southern Cotswold Hills and Wiltshire border to the east. It covers a total area of 570 km² and is home to about 188,000 people. The extent of the B&NES District area is shown in Figure A-1.

Figure A-1: Extent of B&NES Area



- A.31. B&NES has outstanding historical, cultural and environmental assets, with a tradition of innovation and enterprise.
- A.32. The District encompasses a diverse range of places, each with its own history, identity and sense of community. The main urban centre is the city of Bath, with the rest of B&NES comprising towns and villages such as Keynsham and Saltford to the north-west of Bath, and settlements in the Chew Valley and Somer Valley including Midsomer Norton, Radstock, Paulton and Peasedown St John to the south.
- A.33. Highlights of four key areas within the District are shown in Table A-2.

Table A-2: B&NES Spatial Context Highlights

Bath	Keynsham
<ul style="list-style-type: none"> Population of around 90,000, of which around 20% are students. Well-known as an international visitor destination, thanks to its cultural and built heritage, thermal springs and landscape – encapsulated in its inscription as a UNESCO World Heritage site. Key economic centre in the West of England and is also one of the most important places of learning in the South West. The city serves as a regional shopping centre, characterised by independent and boutique shops. Excellent access to public transport. Well-established footways and cycleways throughout the city, including areas of pedestrianisation and public realm which are given over to non-motorised users above private vehicles. 	<ul style="list-style-type: none"> Despite its proximity to Bristol and Bath, Keynsham has retained its own identity and is surrounded by countryside which is protected by the Bristol / Bath Green Belt. Population of around 15,500 people with a high proportion of adults aged 65 and over. The town's dominant employer is the public sector. The town centre is characterized by local independent retailers, some large national retailers, and charity shops. Keynsham is relatively well served by bus routes, has a railway station and much of the town is accessible to pedestrians. It is also likely to see significant public transport improvements in future.
The Somer Valley	Rural Areas
<ul style="list-style-type: none"> Covers the urban areas of Midsomer Norton, Westfield and Radstock, together with a rural hinterland containing the principal villages of Peasedown St John and Paulton. Home to around 25% of the population of Bath and North East Somerset. Midsomer Norton, Westfield and Radstock together make up the second largest urban area in the District, with a combined population of about 21,000. The Somer Valley was formerly part of the North Somerset coalfield and retains a rich industrial heritage, with an engineering skills base and has been an important centre for the printing and packaging industry. A number of recent factory closures have increased the already high level of out-commuting. 	<ul style="list-style-type: none"> Over 90% of the District's land area is rural, with 47 rural parishes. Almost a third of the District lies within the Cotswolds and Mendip Hills Areas of Outstanding Natural Beauty (AONBs).

Walking and Cycling Infrastructure

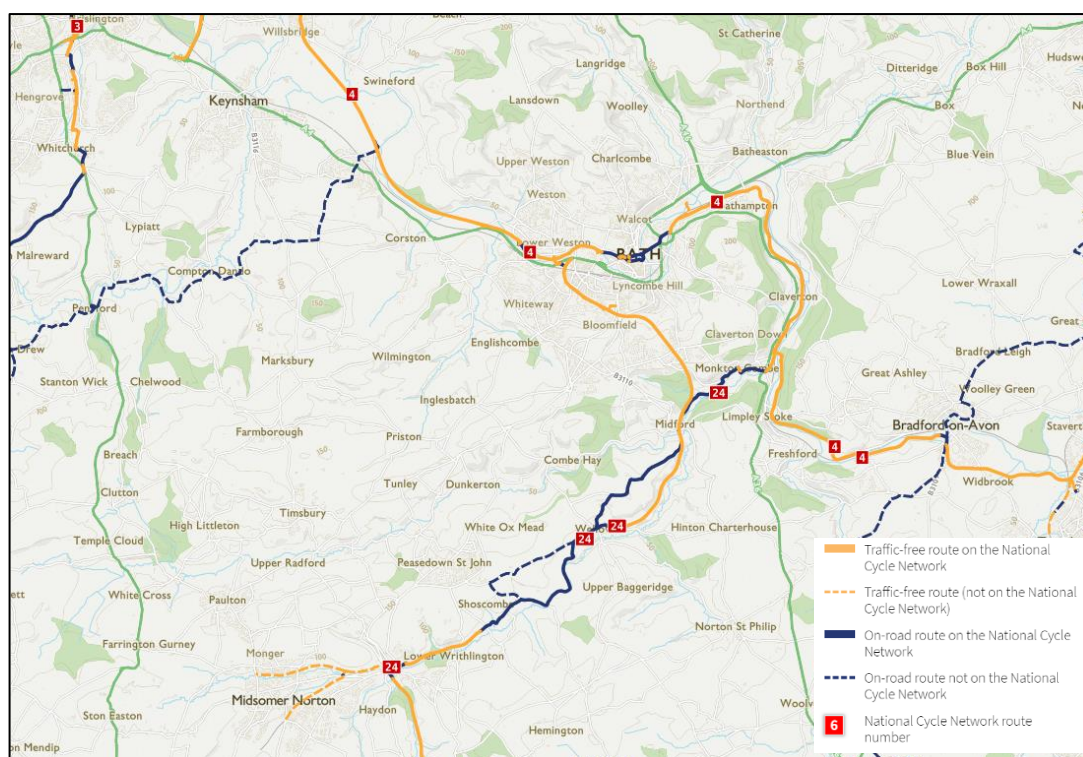
- A.34. Within urbanised areas of the District, walking and cycling infrastructure comprises well-established networks of footways and footpaths, however there are issues in relation to the quality of these networks in terms of widths and surfacing. Some traffic free cycling routes are available, however in many cases the walking and cycling infrastructure is adjacent to carriageways, with cycling mixed with general traffic with nominal levels of segregation. This can be of benefit as it allows for passive surveillance and improve personal security. Active travel networks can be indirect, disjointed, and inhospitable to pedestrians and cyclists. Cycling networks are less common across the district, although there are National Cycle Route (NCR) shared use paths available (e.g. NCR4 'Bristol to Bath Cycle Path' and NCR24 'Two Tunnels / Colliers Way').
- A.35. Walking and cycling provision within the more rural parts of the District are less well-established, less utilised and often confined solely within settlements, although the strategic walking / cycling routes are available. There is a comprehensive network of Public Rights of Way (PRoW) available across the District which provides access to the countryside and connects key settlements. These are mostly used for leisure walking, cycling and horse riding and are often unsurfaced. They are therefore not always suitable for everyday walking and cycling journeys to key destinations. Cycling within the countryside is also largely limited to leisure cycling and confined to carriageways. This should continue to be encouraged and supported, but significant improvements will be required to enable more people to cycle between key areas within the rural areas of the District. Additional measures such as training, Personalised Travel Planning (PTP) and cycling access projects are also important to delivering an increase in the uptake of active travel.
- A.36. More detailed cycle network maps for B&NES, including Bath, Midsomer Norton & Radstock and Keynsham & Saltford are included at Appendix A-1.

A.37. Beyond larger scale strategic infrastructure that has been delivered within the District, walking and cycling provision infrastructure has historically been provided as a series of isolated and unconnected schemes, which in some cases have failed to adequately provide suitable connections to surrounding infrastructure to provide a coherent and continuous network. Some of the barriers to the successful delivery of suitable walking / cycling infrastructure include:

- Space constraints – insufficient land available to maintain a reasonable function of the highway and deliver an attractive level of walking / cycling infrastructure (e.g. full segregation). This would often require control of additional land, or significant political / public appetite for re-allocation of road space from vehicle movement and storage (i.e. parking) to active travel. Over design of carriageways and vehicle infrastructure can also be a factor, as better footways can often be provided if lane widths are reduced.
- Planning constraints – B&NES has many priorities to enhance the built and natural environment, including (but not limited to) active travel, ecology, heritage and arboriculture. Finding the balance between competing priorities often risks walking and cycling routes being de-scoped or failing to provide continuous / suitable routes.

A.38. There are a number of flagship strategic walking and cycling routes within the District which form part of the National Cycle Network, a UK-wide network of signed paths and routes for walking, cycling, wheeling and exploring outdoors. The National Cycle Network in B&NES is shown in Figure A-2.

Figure A-2: National Cycle Network within B&NES



Source: Sustrans / Ordnance Survey, 2021.

A.39. NCR4 provides a regional connection between Bristol to the north-west and Wiltshire to the east via Bath City Centre. Within B&NES, NCR4 is defined by two key walking / cycling routes:

- The River Avon / Avon and Kennet Canal towpath, a shared use path which runs through Bath City Centre, in partnership with the Canal and River Trust, has recently been improved between the City Centre and Bathampton. This is one of the most heavily used sections and improvements have also been made to increase in the accessibility to the route from the surrounding highway network. B&NES is planning further public realm and accessibility improvements through the City Centre as part of the 'Bath River Line' project.

- The Bristol to Bath Cycle Path is a popular shared use walking and cycling route connecting Bath and Bristol City Centres connecting via the western side of Bath and to the east of Bristol. The path is used for everyday commuting and leisure and is completely traffic free.

- A.40. NCR Route 24 'Colliers Way' also passes through B&NES to the south-west of Bath. NCR 24 is a shared use path which follows the track bed of old railway lines and elsewhere uses quiet lanes to provide a mainly traffic-free cycling and walking path. Starting just outside the city of Bath, the route extends from Limpley Stoke Valley in the north to Frome Valley in the south, taking users through the heart of North East Somerset including Radstock.
- A.41. The Bath Two Tunnels Circuit opened in 2013 and is a shared use walking and cycling route using parts of the disused Somerset and Dorset Joint Railway. It provides a loop through Bath and to the south and east using NCR 24 Colliers Way and NCR 4 to connect Bathampton, Coombe Down and south-west Bath.
- A.42. There are a number of proposed and committed walking and cycling improvements proposed for B&NES, as outlined in both the JLTP4 and LCWIP. Key schemes outlined in the LCWIP include walking and cycling improvements for Bath City Centre, Keynsham and Midsomer Norton. Map extracts from the LCWIP for these areas are included at Appendix C of the Transport & Development SPD. The type and nature of measures proposed for walking / cycling are summarised in Table A-3.

Table A-3: LCWIP Improvements

Walking	Cycling
<ul style="list-style-type: none"> • Resurfacing of footways. • Widening of footways (including occasional need to reduce carriageway widths). • Widening of pedestrian refuge islands. • Providing, improving or relocating dropped kerb crossings. • Building out footway to provide shorter crossing distances and reduce vehicle speeds. • Providing continuous footways. • Providing controlled crossings, including signalised crossings. • Redesigning of junctions to improve pedestrian safety and facilities. • Improving pedestrian facilities at key destinations (e.g. schools). • Repositioning of public transport infrastructure. • Cutting back of vegetation. • Installing / standardising tactile paving. • Installation of measures to prevent footway parking. • Removing guardrails / pedestrian barriers. • Installing lighting. • Installing CCTV. 	<ul style="list-style-type: none"> • Redesigning junctions to better accommodate cyclists. • Providing cycle accesses at key destinations (e.g. schools). • Introducing traffic calming measures. • Providing new cycle links. • Resurfacing or widening existing cycle links. • Providing lighting. • Upgrading of signalised crossings to toucan crossings. • Closing roads / arms of junctions to vehicles. • Reducing speed limits as well as introducing speed reduction measures. • Providing cycle contra-flow. • Introducing cycling improvements as part of public realm schemes. • Provision of cycle lanes (segregated) – including via removal of parking. • Providing parallel crossings. • Introducing cycle safety measures. • Improving visibility / sightlines. • Installing cycle symbols on carriageway.

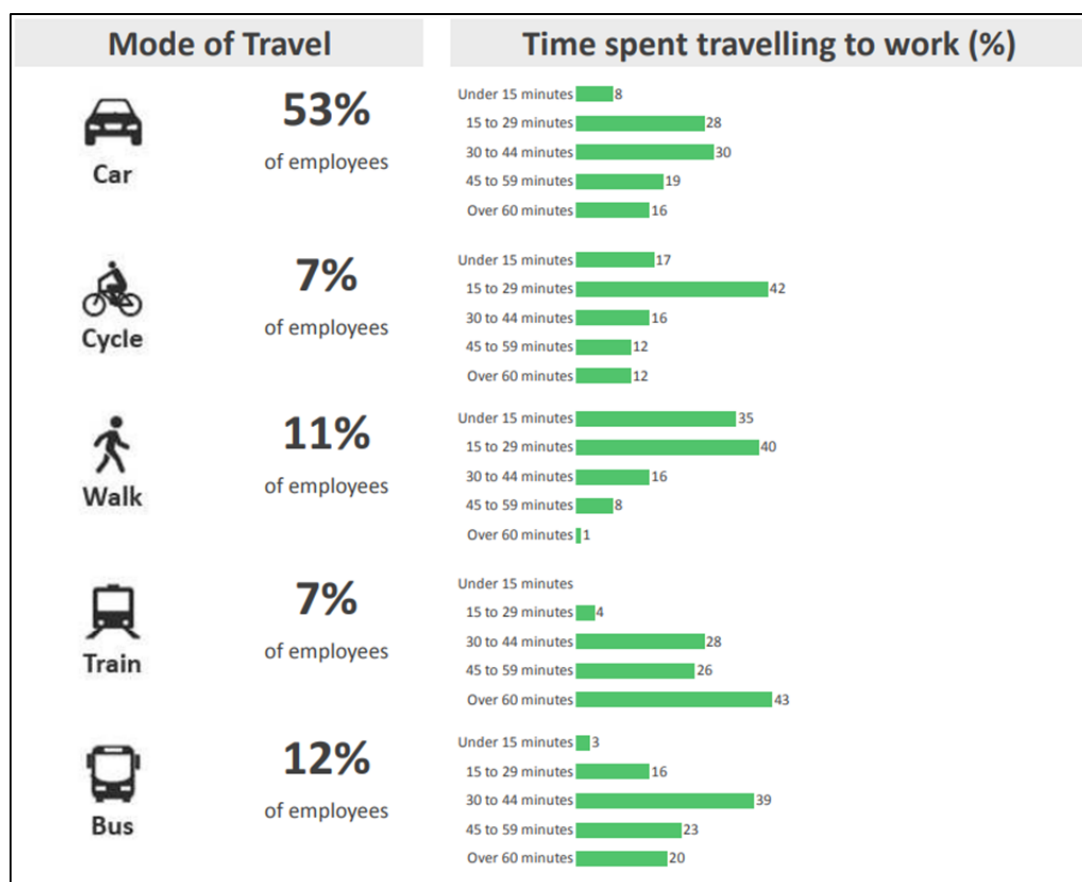
Walking and Cycling Behaviours

- A.43. A key mechanism that can help to increase levels of active travel within a region surrounds understanding existing behaviours and how these can be either nurtured or changed. There are a number of sources of data available which provide an understanding of existing travel behaviour in B&NES, including census and regional travel statistics, albeit it is noted that the 2011 Census statistics are comprehensive but dated.

TravelWest Travel to Work Survey 2020

- A.44. TravelWest undertakes an annual Travel to Work survey across the West of England (including B&NES, Bristol, South Gloucestershire and North Somerset). The results are available by individual authority area as well as for the region. The most recently available results are from the survey undertaken up to 13th March 2020, just prior to the UK entering restrictions as a result of the COVID-19 pandemic. The results may potentially have been affected at this time as people started to change their travel habits in accordance with COVID-19 measures, however the data remains useful for determining travel patterns within the District. The survey included 1,364 respondents from B&NES. The results for B&NES are available at Appendix A-2.
- A.45. The headline results of the survey, in relation to walking and cycling journeys to work within the B&NES region were as follows and summarised in Figure A-3. Most journeys by rail or bus will also include a component of walking or cycling, therefore these journeys have also been included.

Figure A-3: Key Results of the TravelWest Travel to Work Survey (B&NES region), 2020



Source: TravelWest, 2020

- A total of 7% of respondents reported that their main mode of travel to / from work was by bicycle, which is relatively high compared with the national average. Cycle journeys to / from work average 11 miles per day (including travel to and travel from a place of work).
- A total of 11% of respondents reported that their main mode of travel to / from work was on foot. Walking journeys to / from work average 3 miles per day.
- This equates to just under 20% of commuting journeys being via active travel modes. This is similar to the level of active travel commuting experienced in South Gloucestershire (20%), but significantly lower than that experienced in Bristol (37%).
- A further 19% use the train or bus, which will also involve walking or cycle journeys. This increases the percentage to just under 40% of people using active travel modes in some form to travel to work.

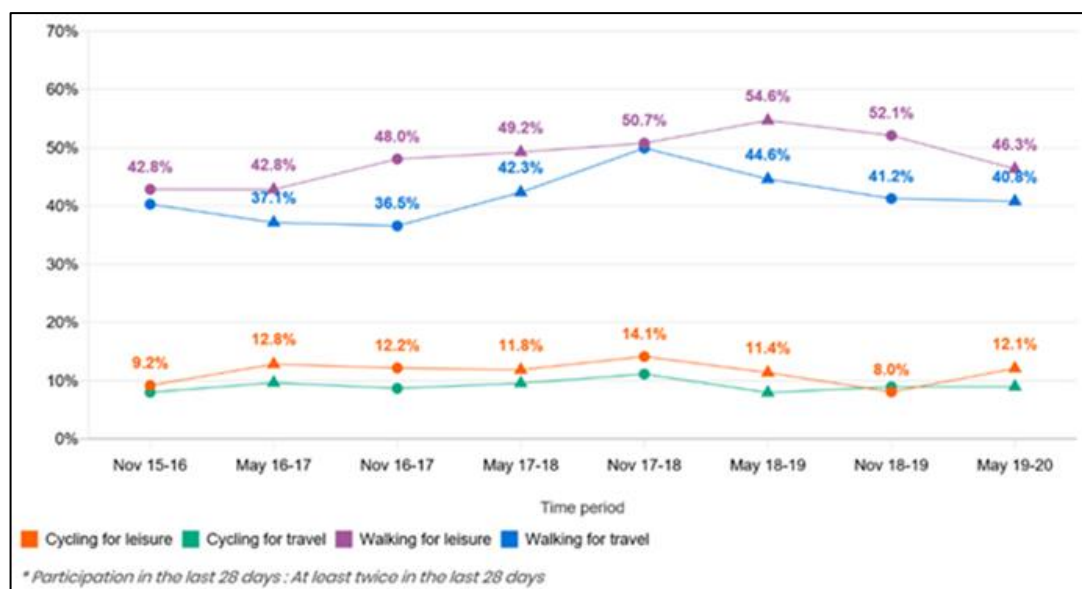
- 53% of respondents reported that their main mode of travel to / from work was by car. This is similar to results from South Gloucestershire (57%) and lower than those from North Somerset (75%).

- A.46. The survey did not report on the propensity for switching of transport modes from private car use to alternatives, however a total of 41% of respondents who commute by car reported that the distances were under 10 miles. The average distance cycled to / from work in B&NES is 11 miles per day, which may indicate that there is potential for a significant number of existing vehicle trips to / from work to switch to cycling should appropriate infrastructure and behavioural change measures be introduced.
- A.47. Whilst the data above focuses on travel to work, planning for walking and cycling needs to consider a wide range of trip types. The COVID-19 pandemic has highlighted that the walking and cycling networks are inadequate for people accessing local amenities / shops, likely due to a historic over-focus on journeys to work over other trip types.

Active Lives Survey

- A.48. *Active Lives*² survey data on the uptake of walking and cycling for 'leisure' (i.e. no specific purpose) and 'travel' (i.e. journey with a purpose) in B&NES between 2015 and 2020 is presented in Figure A-4.

Figure A-4: Active Lives Survey Data



Notes: 1) May 19/20 figures will have been affected by COVID-19 lockdown measures.

- A.49. This data indicates that there has been a decline in the amount of people walking for leisure and travel in B&NES since 2018/19, decreasing from 54.6% and 44.6% of respondents undertaking each activity respectively within the previous 28 days of the survey in May 2018/19, to 46.3% and 40.8% respectively in May 2019/2020. The data also shows that cycling for leisure and travel has remained consistent since November 2015/16, at between 10%-15% for both activities.

Travel to School Data

- A.50. Data is also available for journeys to / from school across B&NES. Average mode share information for a sample of primary schools across the District for the academic years commencing 2015 to 2020 is presented in Table A-4.

² Sport England, Active Lives.

Table A-4: Pupil Mode Share

Mode	Bath City Centre	Bath Suburban / Keynsham	Towns and Villages	Rural Settlements
Walk	69%	48%	49%	40%
Cycle / Scooter	7%	12%	13%	14%
Public Bus	2%	1%	0%	0%
School Bus	0%	0%	0%	2%
Park & Stride	5%	6%	7%	13%
Rail	0%	0%	0%	0%
Car Share	3%	2%	1%	2%
Car	14%	30%	29%	30%
Total	100%	100%	100%	100%

- A.51. This data shows that within urban areas, between 60% and 76% of journeys to / from school are undertaken via active travel modes (excluding Park and Stride). This is a very high proportion, as would be expected for primary schools where pupils typically reside within the locality. In the surrounding towns and villages, the active travel mode share comprises 55% to 60% of total pupil journeys to / from school.
- A.52. The 2019 'School Child Health and Wellbeing Survey' show that 35% of pupils walked at least part of the way to school on the day of the survey. These results are different to the findings presented above, which is owing to the inclusion of secondary school pupils in the survey (secondary school pupils from Years 8, 10 and 12).
- A.53. Active travel provision for new school sites is absolutely essential to secure the maximum possible uptake in walking and cycling.

Propensity to Cycle Tool

- A.54. The Propensity to Cycle Tool (PCT)^{3 4} been developed to assist transport planners and policy makers in prioritising investments and interventions to promote cycling. The PCT answers the questions "*where is cycling currently common and where does cycling have the greatest potential to grow?*". The PCT illustrates the level of cycling uptake based on various cycling investment scenarios, including a representation of the 2011 Census, government targets for investment, gender equality, the 'Go-Dutch' and 'Go-Cambridge' scenarios and an e-bike scenario. The following scenarios are presented to provide context to cycling levels across the District:
- 2011 Census (baseline) – shows the level of cycling based on 2011 Census responses; and
 - Government Target – represents a doubling of the level of cycling, in line with the UK Government's target to double the number of 'stages' (legs of a trip using a single mode) cycled by 2025⁵. This is a doubling of overall cycling levels nationally, with the increase in cycling for local areas being variable based on a function of trip distance and topography as well as other socio-economic factors.
- A.55. A comparison in the level of walking and cycling within B&NES between the 2011 Census and the Government Target (near market) scenario is presented in Figure A-5 and Figure A-6 which also show strategic cycle routes for the district.

³ Lovelace et al. (2017)

⁴ Goodman et al. (2019)

⁵ Department for Transport (2014)

- A.56. The PCT shows that across B&NES cycling to work levels were generally between 2% and 9% in Bath and between 0% and 6% across the rest of B&NES at the time of the 2011 Census. Some locations in the rural areas of B&NES are as low as 0% to 1%.
- A.57. The PCT results from the Government Target scenario shows that increases in the prevalence of cycling to work in Bath to between 6% and 15% should be achieved by 2025, an increase of around 5% in mode share. Increases in the prevalence of cycling to work are also shown for the rest of B&NES. No areas in B&NES will have no propensity to cycle, with all areas having a minimum of 2% mode share for cycling to / from work. Generally, approximately 2% to 3% mode share for cycling outside of Bath is forecast under this scenario.

Figure A-5: Propensity to Cycle Tool – 2011 Census Cycling to Work Data

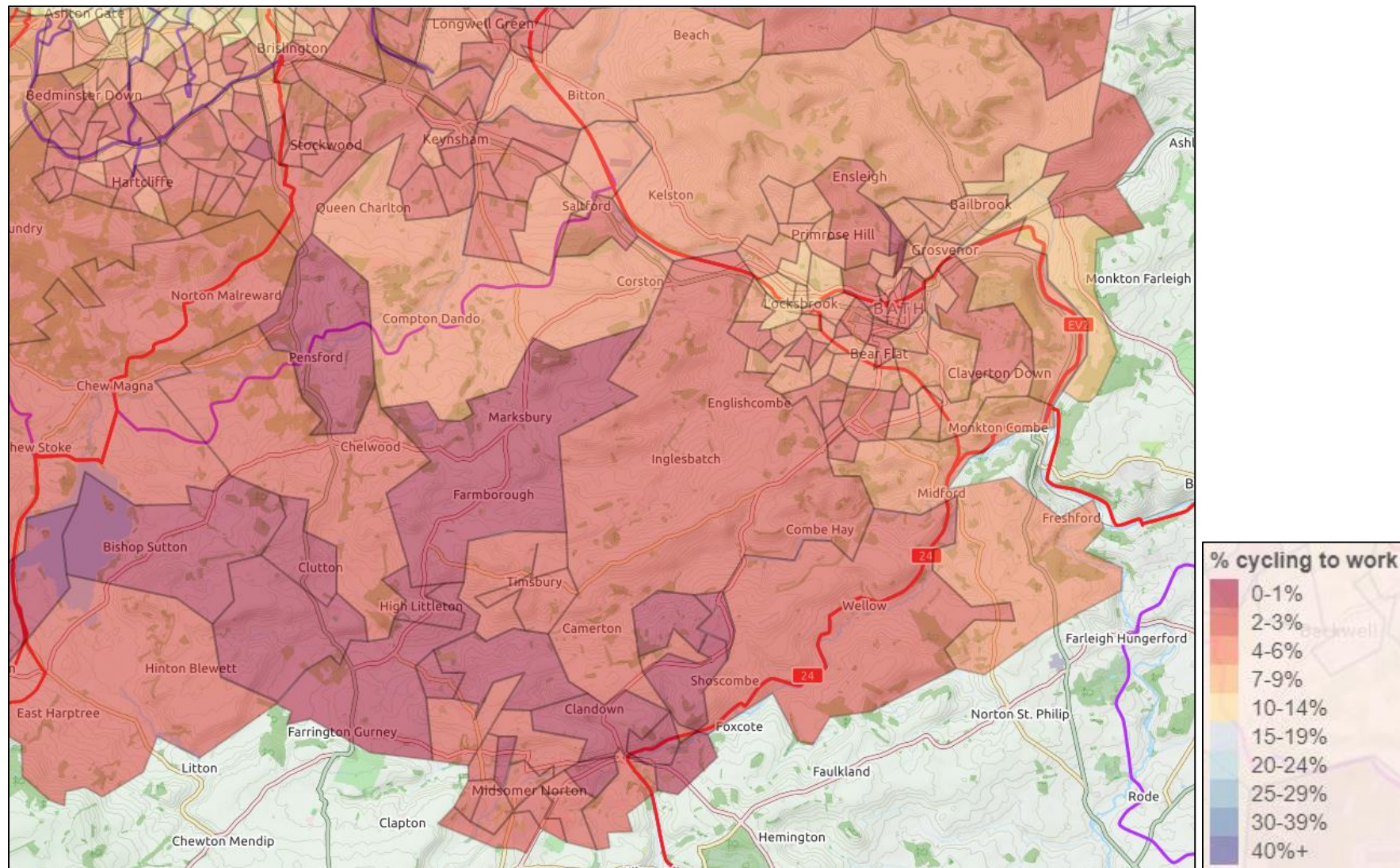
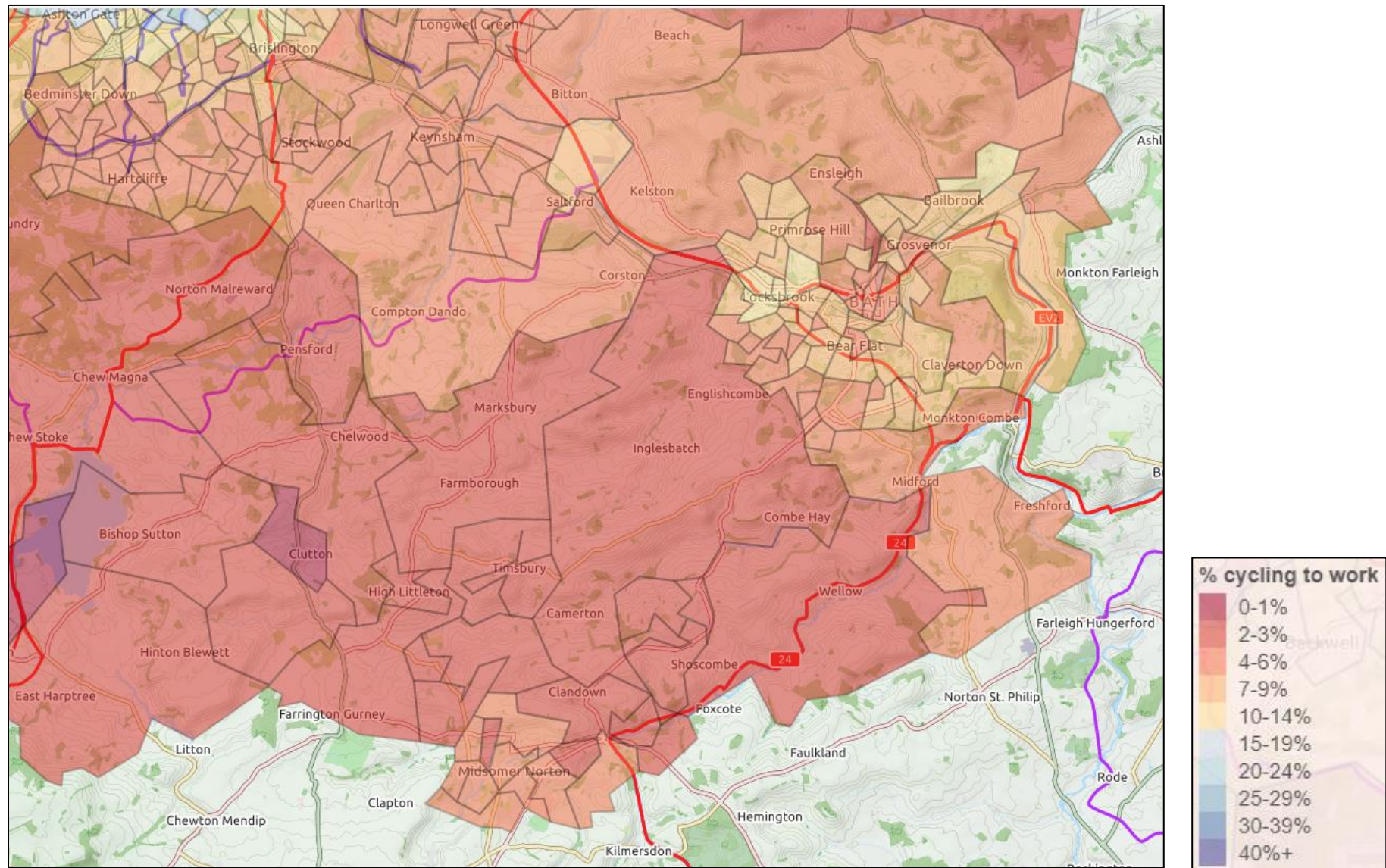


Figure A-6: Propensity to Cycle Tool – Government Target by 2025



Barriers to Achieving Mode Shift

- A.58. There are a number of possible barriers to achieving mode shift. The following represent some of the key issues to delivering mass uptake within B&NES, as advised by a range of B&NES Officers:
- Targets are not strong enough to bring about meaningful mode shift change;
 - Lack of suitable / coherent signage and wayfinding;
 - Maintenance of paths (e.g. some are often muddy / flooded) and presence of overgrown vegetation;
 - Accessibility for all (e.g. difficult for disabled persons);
 - Lighting of routes – impacts on perceived and actual safety;
 - Littering and other forms of anti-social behaviour;
 - Availability of cycle parking;
 - Ability to ride bicycles (e.g. lack of suitable training);
 - Lack of awareness to the physical and mental health benefits of walking and cycling;
 - Adoption into established patterns / routines; and
 - Lack of self-esteem (e.g. relating to personal safety) and personal security concerns.

Air Quality

- A.59. Air pollution is one of the largest environmental risks to public health in the UK, with between 28,000 and 36,000 deaths each year attributed to human-made air pollution⁶.
- A.60. Air pollution can cause and worsen health effects in all individuals. Short term exposure can exacerbate asthma and respiratory conditions, and exposure over several years can contribute to the development of cardiovascular disease and lung cancer⁷. It is estimated that 92% of NO₂ emissions in B&NES is caused by road traffic emissions. It is well established that NO₂, particularly at high concentrations, is a respiratory irritant that can cause inflammation of the airways (for example, cough, production of mucous and shortness of breath). Studies have shown associations of NO₂ in outdoor air with reduced lung development (lung function growth) and respiratory infections in early childhood and effects on lung function in adulthood.
- A.61. The health effects of air pollution are putting pressure on the health and social-care services. If levels of pollution are not reduced, the costs to the NHS and social care in England alone could reach as much as £18.6 billion over the next 15 years.
- A.62. Air pollution contributes to health inequalities, because deprived communities are often in areas with higher levels of pollution or near busy roads and people who can afford to do so tend to choose to live in quieter streets⁸.
- A.63. Several areas across B&NES currently exceed the legal limits for NO₂ pollution. This situation is unacceptable because of the role that poor air quality plays in damaging health. The UK Government requires B&NES to introduce meaningful measures to reduce levels to below legal maximums across the District. Vehicle emissions are a principle source of nitrogen dioxide pollution.

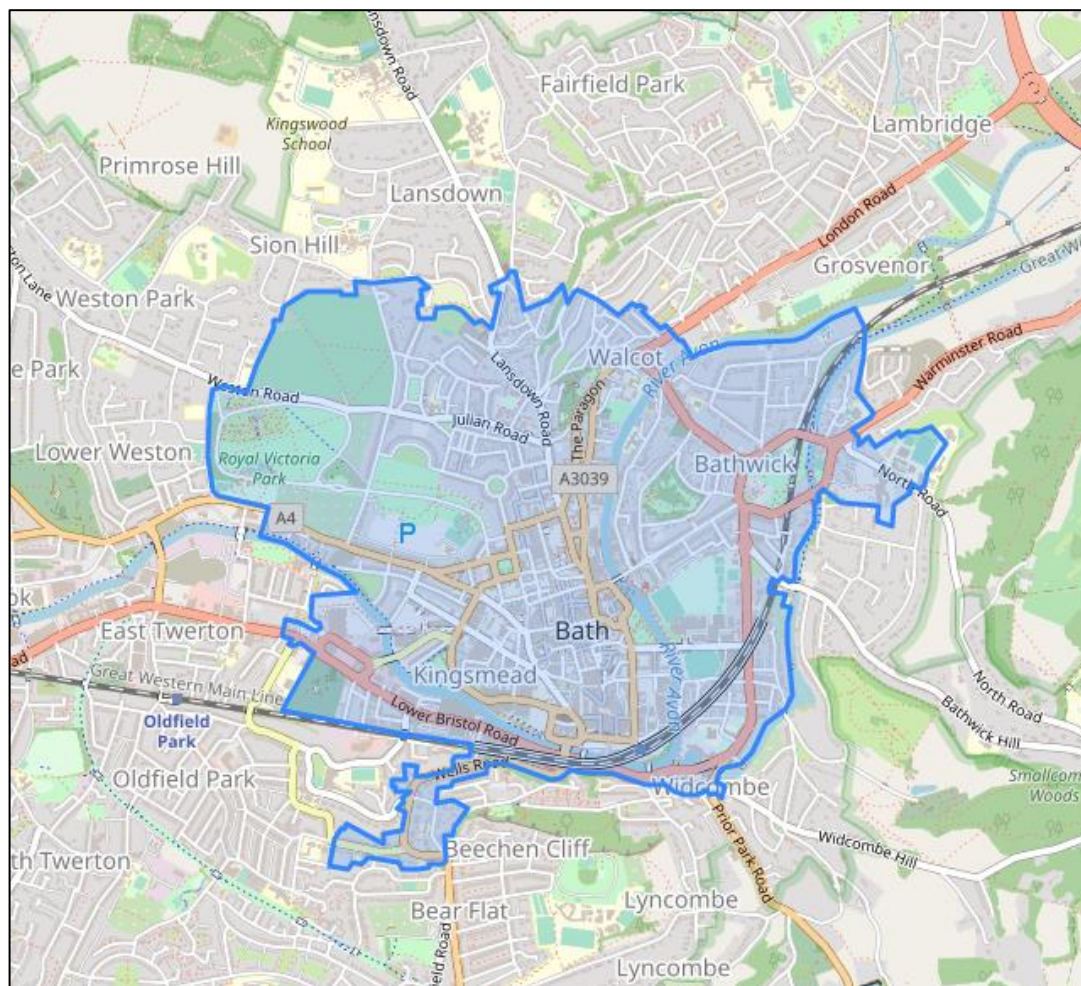
⁶ Public Health England (2019).

⁷ Public Health England (2020).

⁸ Sustrans (2017).

- A.64. A 'Clean Air Zone (CAZ)' was introduced for Bath City Centre in March 2021, which will help the city meet UK air quality legislation. This means that high emission vehicles (including coaches, buses, LGVs, HGVs, taxis and Private Hire Vehicles (PHV), minibuses, and vans) are subject to a daily charge for driving into the CAZ area (shown in Figure A-7) as a deterrent to use. Whilst private cars are not subject to a charge, the implementation of such a scheme will help to raise awareness of the issues and help to facilitate a step change towards active travel.

Figure A-7: Bath Clean Air Zone



Source: OpenStreetMap

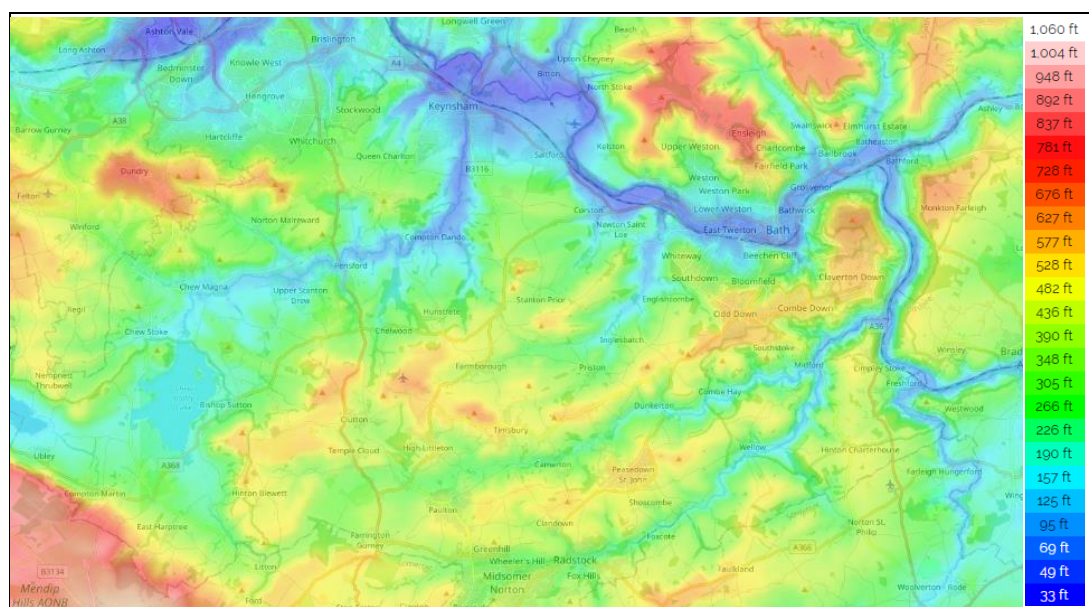
- A.65. B&NES also has five Air Quality Management Areas (AQMAs) which have been implemented where levels of NO₂ exceed the national annual average objective (40 micrograms per cubic metre (µg/m³)). These areas are specifically Bath (2002 declaration), Keynsham (2010 declaration), Saltford (2013 declaration), Temple Cloud (2018 declaration), and Farrington Gurney (2018 declaration).
- A.66. There is also growing recognition of the impacts of traffic noise on health and wellbeing. Noise pollution influences sleep, stress, anxiety, blood pressure and mental health. In children it can impact on school performance, memory and concentration⁹.
- A.67. To reduce the health and wellbeing effects of air quality and noise pollution, as well as to meet B&NES carbon emissions targets as part of the Climate Emergency Agenda, a significant reduction is required in vehicle use across the District. A significant shift in travel behaviours away from car use to active travel modes is required, especially for shorter journeys. This SPD outlines B&NES Council's expectations for new developments in terms of providing walking and cycling infrastructure so as to enable this change.

⁹ Transport for London, Healthy Streets.

Topography

- A.68. The topography of B&NES, as illustrated in Figure A-8, comprises some dramatic changes in topography. This contributes in part to the attractiveness of the built and natural environment within the District. Whilst this can however this can act as an attractor for keen leisure walkers and cyclists, hills requires more effort and energy which can represent a barrier to active travel for some people. Using a car or other vehicles is seen as a more convenient and attractive option and whilst walking or cycling up hills can be beneficial to personal health and fitness, it remains an impracticable option for many people, including for disabled persons.
- A.69. Key settlements and urban areas are located in the valleys of the River Avon, River Chew and River Somer / Wellow Brook, with the result being that walking and cycling routes within and between many key destinations are subject to significant changes in elevation.

Figure A-8: Topography of B&NES District



Source: <https://en-gb.topographic-map.com/maps/d9u8/Bath-and-North-East-Somerset/>

- A.70. LTN 1/20 states that cycle infrastructure should avoid hills and steep gradients but that this should be balanced against the need to provide direct routes between destinations. Any steep gradients provided on cycling routes should be kept to short distances to reduce the level of effort required. It is particularly important that appropriate cycling infrastructure is provided to protect cyclists on uphill sections. Cycling speeds can reduce to below 7mph when moving uphill, which can result in cyclists needing more space to maintain balance. This can also mean that where dedicated provision is provided, space is needed to allow overtaking by other faster moving cyclists.
- A.71. The ongoing wider adoption of power-assisted bicycles (e-bikes) greatly increases the potential viability of cycling in areas where steep elevation changes would otherwise prevent the uptake of active travel. E-bikes have a small electric motor which can be activated for uphill sections to assist the cyclist, resulting in less effort and a more comfortable experience. E-bikes can also support cycling for longer distance trips than might typically be achievable using a conventional bicycle. Cycling infrastructure should be provided to accommodate e-bikes and other e-assisted micro-mobility.

Health & Wellbeing

- A.72. Active Travel (walking and cycling) has the potential to achieve major population-wide health benefits. It is one of the most cost-effective and easiest ways of embedding physical activity in people's lives, resulting in array of physical and mental health and wellbeing benefits. Walking and cycling offer enjoyment, independence and contact with outdoor environments and these benefits may be particularly important for people with disabilities whose participation in other activities may be more restricted.

- A.73. The benefits of walking and cycling are established within B&NES Council's aims for improving public health. One of the priorities of the B&NES Health and Wellbeing Strategy is to 'create healthy and sustainable places' with an outcome to create 'a built and natural environment which supports and enables people in our communities to lead healthy and sustainable lives'. Two of the four themes in the B&NES Fit for Life Strategy are 'Active Travel' and 'Active Design'. This highlights the vital role that active travel, infrastructure and design of our built environment play in supporting and improving health and wellbeing.

Physical Activity

- A.74. The UK Chief Medical Officers advise that adults should aim to be physically active every day and each week, adults should accumulate at least 150 minutes of moderate intensity activity in bouts of 10 minutes or more. In B&NES, there are between 30,000 and 35,000 adults (16+) that are estimated to be inactive, doing less than 30 minutes of physical activity a week¹⁰.
- A.75. For most people, the easiest and most appropriate forms of physical activity are those that can be incorporated into everyday life, such as walking or cycling. Therefore, it is imperative that the built environment in B&NES is designed, created and built to support and enable people to incorporate movement, particularly walking and cycling into their daily lives. Walking and cycling infrastructure design should include a range of aspects, measures and facilities that will make active travel and movement the easy and attractive option for everyone.

Healthy Weight

- A.76. Over half of B&NES (51.1%) and nearly two thirds of the England (62.3%) adult populations were overweight or obese in 2018/19¹¹. Having infrastructure that supports active modes of travel to increase physical activity levels, will not only improve cardiovascular health and reduce cancer risk, but will also play a fundamental role in helping our residents maintain a healthy weight.
- A.77. Active travel and transport were identified as one of seven key themes as part of the B&NES Whole Systems Approach to Obesity programme in 2019, highlighting the critical role that they play in reducing obesity levels in B&NES and supporting maintenance of a healthy weight for all our populations.

Mental Health

- A.78. The COVID-19 pandemic has highlighted the importance of getting outdoors and undertaking physical activities. One in four people will experience a mental health problem each year and mental health is becoming more recognised as a serious threat to public health in the UK. Walking and cycling are often reported as positive experiences in terms of stress management, and most studies find that commuters who combine public transport with active travel suffer less stress. Walking and cycling journeys are also frequently relaxing. UK research finds that active commuting is positively associated with wellbeing and is associated with reduced risk of feeling constantly under strain and being unable to concentrate compared to car travel¹². Physical activity can also have a huge impact on our mental wellbeing, even a short burst of 10 minutes' brisk walking increases mental alertness, energy and positive mood and participation in regular physical activity can increase self-esteem and can reduce stress and anxiety.

Inequalities in Walking and Cycling

- A.79. A summary of socio-demographic indicators for B&NES are as follows:
- 90% of local residents define their ethnicity as White British. This is followed by 3.8% defining as White Other and 1.1% defining as Chinese. B&NES is less ethnically diverse than the UK as a whole.
 - The population's age structure is similar to the UK's population as a whole, however there is higher number of people aged between 20-24, likely due to a large student population.

¹⁰ Sport England, Active Lives

¹¹ Public Health England, Public Health Outcomes Framework

¹² Public Health England (2016)

- In the 2011 Census, 16% of B&NES residents reported that their day to day activities were limited through a long term illness or disability and 10% of the population stated that they spent a substantial portion of their time caring for a friend or relative.
- Despite being an area with generally good health and low crime, there is significant variation within the District. Compared to the most affluent communities in the area, the most deprived communities experience a range of inequalities and poorer life outcomes.

A.80. The TravelWest Travel to Work survey provides further information on the modes of travel used for commuting to a place of work across gender, ethnicity, age and disability. This highlights some areas of inequality for walking and cycling journeys within B&NES (percentages are the mode share as a proportion of total journeys to / from work):

- Age – the results show that respondents under the age of 30 have a lower uptake of cycling (3%) compared to those between the ages of 30 and 49 (7%) and over 50 (6%). Cycling should be promoted across all ages. All other mode shares are generally equal across B&NES, with the exception of private vehicle use which is higher for people over the age of 50 compared to those under the age of 50.
- Ethnicity – the results show that cycling to work is approximately equal between 'White British' ethnicities and 'Black and Minority Ethnic (BAME)' ethnicities (however it should be noted that the number of BAME respondents were significantly lower (123) compared to the number of White British respondents (1168)). The walking to work mode has a higher proportion amongst BAME respondents (15%) compared to White British respondents (11%). Car usage for journeys to work is higher amongst White British respondents (54%) compared to BAME respondents (49%).
- Disability – the results show that cycling mode share is greater amongst respondents who did not consider themselves to have a disability (6%) compared to those who do consider themselves to have a disability (3%). This includes those who consider themselves to have a mental or physical disability and as such the cycle mode share for disabled persons is likely to be much lower than 3%. LTN 1/20 requires all new infrastructure to be designed to accommodate adaptive cycles.
- Gender – the results show that the cycle mode share is significantly greater for men (12%) compared to women (3%) within the District. The walking mode share for women is marginally higher (12%) than that for men (10%) but this does not necessarily represent an inequality in mode shares. A significantly higher proportion of women travel to work by car (59%) compared to men (43%). It is vital to remove barriers to active travel which may disproportionately affect women and contribute to the cycle mode share gender imbalance, including through measures such as improving safety and the perception of safety for new and existing walking and cycling routes.

A.81. It is a priority of B&NES Council that all people living, working and visiting the District have equal and unimpeded access to walking and cycling as an attractive, healthy and sustainable mode of transport. It is important that in order to meet the required levels of reduction in vehicle use, combat the Climate Emergency and promote health and well-being within our District that all members of our society are able to access and regularly use walking and cycling routes.

A.82. Delivering walking and cycling infrastructure presents an opportunity to enable greater uptake of walking and cycling for all members of our society. The concept of 'inclusive design' is underpinned within LTN 1/20, but it acknowledges that what individual people consider to be acceptable will vary. Design should begin with the principle that all potential cyclists and their machines should be catered for in all cycle infrastructure design. However, it is clear that different users have different needs, therefore what is needed is a balanced network for different use types in the same way different roads cater for different vehicle uses.

- A.83. It is essential that the creation of 'active environments' is implemented across all areas of B&NES, resulting in safe, accessible and sustainable movement and travel for all social groups which will help improve health outcomes and reduce health inequalities. The COVID-19 pandemic has exacerbated health inequalities and has put a spotlight on the importance of the wider determinants of health, such as where a person lives, the built environment and transport, further emphasising the need to create environments that support people to live healthier lifestyles. It has also highlighted that some areas have poorer provision at the local level due to over-focus on facilitating journeys to work and the immediate area around high streets.

Placemaking and Heritage Assets

- A.84. The need to conserve and protect the heritage of our region should be supported by providing walking and cycling infrastructure along attractive and pleasant routes through our historic city and towns. The provision of walking and cycling infrastructure should not be seen as a detraction or a negative impact on placemaking and heritage principles, but instead be seen as an 'active' and 'living' use of places which enhance the quality of the built and natural environment and creates vibrant and attractive spaces. Greater levels of walking and cycling through historical areas can reduce the level of motorised traffic in these areas. Location with high place values are best suited for access by walking and cycling as opposed to motor vehicles and this should be encouraged and supported.
- A.85. When planning for new walking and cycling routes, B&NES expects due consideration to be given to all other areas of planning and placemaking, including heritage and the built environment. Good design should seek to provide a balance between these priorities in consultation with the relevant stakeholder groups and consultees within B&NES Council.

Additional Information: Benefits of Walking and Cycling

Health Benefits

- A.86. The health benefits of walking, cycling and other forms of active travel as physical exercise are well documented. Physical activity is important to maintaining personal health and fitness levels.
- A.87. Inactivity is a present and growing threat to public health across the UK. The easiest and most appropriate forms of physical activity are those that can be incorporated into everyday life, including walking or cycling which are considered to be 'moderate to vigorous physical activity'. Five, 30-minute periods of walking or cycling per week are enough to meet the UK Government's recommended levels of physical activity, which is the perfect length of time to complete short, local journeys on foot or by bike each day.
- A.88. Regular exercise, for example by walking and cycling, can help to prevent and manage over 20 chronic conditions and diseases. These include heart and circulatory diseases (by as much as 35%); asthma (poor air quality is linked to increased rates of asthma and reducing the use of vehicles and increasing walking and cycling will help to improve air quality and reduce the number of cases and severity of asthma in B&NES), Type 2 diabetes; as well as certain types of cancer.
- A.89. Walking and cycling can help to maintain healthy body weight by raising metabolic rates and though burning calories. Cycling is an excellent form of aerobic exercise.
- A.90. Physical exercise is extremely effective to help to mitigate against mental health issues such as anxiety, depression and self-esteem. Short bursts of 10 minutes brisk walking can increase mental alertness, energy and contribute to positive mood. A survey of 25,000 UK respondents showed that commuting to work by bicycle is shown to increase happiness and energy more than any other mode of travel¹³. A further study has also shown that people who cycle to work have a significantly lower risk of experiencing stress compared to non-bicycle commuters¹⁴.
- A.91. Other health, fitness and wellbeing benefits of active travel include the following:
- Walking:
 - Walking briskly can help build stamina, burn excess calories and lead to a healthier heart.
 - Mental health benefits include; improvements to mood, reduction in stress, anxiety control, sleep assistance, increases energy, improves confidence / self-esteem and reduces risk of depression.
 - Cycling:
 - Cycling helps to build muscle. Pedalling uses the gluteus muscles as well as the quadriceps, gastrocnemius and soleus muscles in the legs. Other muscles in the body (e.g. abdominal muscles) are used to maintain balance and steer a bicycle. Use of muscles also benefits bone density in the legs.
 - Cycling helps with everyday activities such as balance, walking, standing, endurance and climbing stairs.
 - Walking and cycling as forms of mild exercise can help build up the immune system as exercise by increasing the production of certain proteins and by activating white blood cells.
 - Walking and cycling are low impact forms of exercise, meaning that the toll on the body is not as severe compared to other types of physical activity (e.g. running).

¹³ CycleScheme (2015).

¹⁴ Avila-Palencia I, de Nazelle A, Cole-Hunter T, et al. (2017)

- A.92. It is important that the built environment in B&NES is designed, created and built to support and enable people to incorporate movement, particularly walking and cycling into their daily lives. Having infrastructure that supports active modes of travel to increase physical activity levels, will not only improve cardiovascular health and reduce cancer risk, but will also play a fundamental role in helping residents maintain a healthy weight and improve mental health.

Environmental Benefits

- A.93. Walking, cycling and other forms of active travel are more sustainable and better for the environment compared to other forms of transport. Walking and cycling infrastructure plays a crucial role in supporting B&NES Council's Climate and Ecological Emergency actions and generates added benefits such as reduced congestion and improvements to air quality.
- A.94. Walking and cycling produces less noise, less air pollution, and results in fewer emissions than vehicles which is to the benefit of biodiversity on a local and regional level. Switching from vehicle travel to active travel will improve air quality by reducing the levels of air pollution. Vehicle travel emits carbon dioxide, nitrogen dioxide and particulate matter into the atmosphere. In B&NES, transport is one of the biggest sources of carbon emissions in B&NES (29%) and widespread reduction in vehicle use is required to meet B&NES' Climate Emergency agenda.
- A.95. The provision of attractive walking and cycling environments and creation of traffic-free spaces go hand in hand, particularly where walking / cycling routes can be provided separate from main carriageway routes (e.g. Bristol to Bath Cycle Path, Riverside Towpath, Two Tunnels Greenway). Traffic-free spaces allow more space to accommodate trees, plants and wildlife and other green infrastructure which in turn will bring placemaking, air quality and biodiversity benefits as well as benefits to mental health and well-being.
- A.96. Good design should incorporate SUDs for good water management and to minimise flooding. As the climate gets warmer shade will increasingly be needed, also helping to reduce the urban heat island effect caused by sun on tarmac and built surfaces.
- A.97. Noise pollution, such as that generated by vehicles and other motorised forms of transport affects the ability for local wildlife to survive. Animals have to alter their behaviour and locations to avoid external influences such as noise and light pollution and these changes have a knock-on effect on our whole environment. Undertaking trips on foot or by bicycle helps to reduce the number of motor vehicles using the roads, lowering congestion and the noise that comes from engines. Less noise from vehicles and idle traffic helps local wildlife to stay and thrive.
- A.98. Wider uptake of walking and cycling and reduced use and ownership of private vehicles will unlock large amount of land which are currently used solely for parking cars and provide additional space for green infrastructure, either on a small neighbourhood scale in terms of a placemaking function or on a large scale to provide community-driven and effective ways to mitigate against climate change.

Economic Benefits

- A.99. Investment in walking and cycling can deliver significant economic benefits. For example, cycling contributes £5.4bn to the economy per year and supports 64,000 jobs and physical inactivity costs the NHS up to £1bn per annum, with further indirect costs calculated at £8.2bn¹⁵. Historically, more traditional transport infrastructure has generally been prioritised over walking and cycling schemes despite the relatively less investment required and comparatively higher benefits available. Evidence has shown that walking and cycling infrastructure has a high return on investment compared to other transport infrastructure with far fewer negative externalities on the economy and environment.
- A.100. For districts like B&NES, walking and cycling is also an important source of income through tourist and visitor spending. For example, at weekends groups of cyclists and hikers will visit cafes and other eating / drinking establishments.

¹⁵ Department for Transport (2020) Gear Change: A bold vision for cycling and walking.

- A.101. In many cases, active travel can be faster than public transport in saving time for regular journeys (such as journeys to work). Walking and cycling are also cheap methods of travel, apart from the initial cost of the bike and occasional maintenance, and significantly cheaper than a car or public transport.
- A.102. Walking and cycling improvements within and connecting to high streets and town centres have been shown to result in benefits to local business and the retail environment. Creating high streets which are pleasant places to walk, cycle and spend time results in higher levels of footfall and improves the sense of place. People walking and cycling visit high streets up to twice as frequently¹⁶ and spend more money¹⁷ compared to visitors using cars.
- A.103. Increased footfall and greater attractiveness of high streets is encouraging to businesses and can help to rejuvenate the decline of high street retail within the District. Walking and cycling improvements can increase retail sales by up to 30%¹⁸. A study¹⁹ in London showed that following walking and cycling improvements for town and local centres, retail vacancy was 17% lower and retail values rose by the equivalent of 7.5% per year. Cycle parking delivers five times the level of retail spend per square meter than the same area of car parking²⁰.
- A.104. By 2025, 75% of workers will be “Millennials” (i.e. the generation born between 1980 and the mid-1990s)²¹. Research has shown that millennials typically put greater emphasis on the environment and are less likely to use cars, in favour of alternative transport modes such as walking and cycling. It is therefore important that workplaces deliver the necessary infrastructure to meet the growing demand for active travel for commuting and other business activities.

Social Benefits

- A.105. Walking and cycling offers a range of social benefits. Whilst not usually highly ranked in terms of importance when implementing active travel infrastructure, often being considered ‘soft-benefits’, the social benefits of active travel remain tangible and worthy of consideration.
- A.106. Walking and cycling are highly social forms of transport and can be undertaken with large groups of friends or family, or as part of organised trips to work, shops or leisure destinations. Travelling through towns and cities by active travel modes allows for the exploration of new places, for example by findings shortcuts or a new favourite walk through nature or past some of B&NES’s heritage assets.
- A.107. Cities and regions that have embraced cycling and walking campaigns tend to be happy, healthy, educated, and economically stable. Residents in towns where walking and cycling are popular have the opportunity to connect and engage with like-minded people which helps to foster a community spirit and feeling of unity.
- A.108. Walking and cycling offers enjoyment, independence and contact with outdoor environments and these benefits may be particularly important for people with disabilities whose participation in other activities may be more restricted. It is therefore essential that walking and cycling infrastructure is provided for all levels of mobility and seeks to reduce barriers to access for all.
- A.109. Improvements to walking and cycling within, and connecting to, town and local centres brings social value to said locations. For example, up to 45% of visits to high streets are for social or community reasons (i.e. meeting people) and not just related to retail purposes.

¹⁶ Transport for London (2016)

¹⁷ Transport for London (2013)

¹⁸ Lawlor, E (2013).

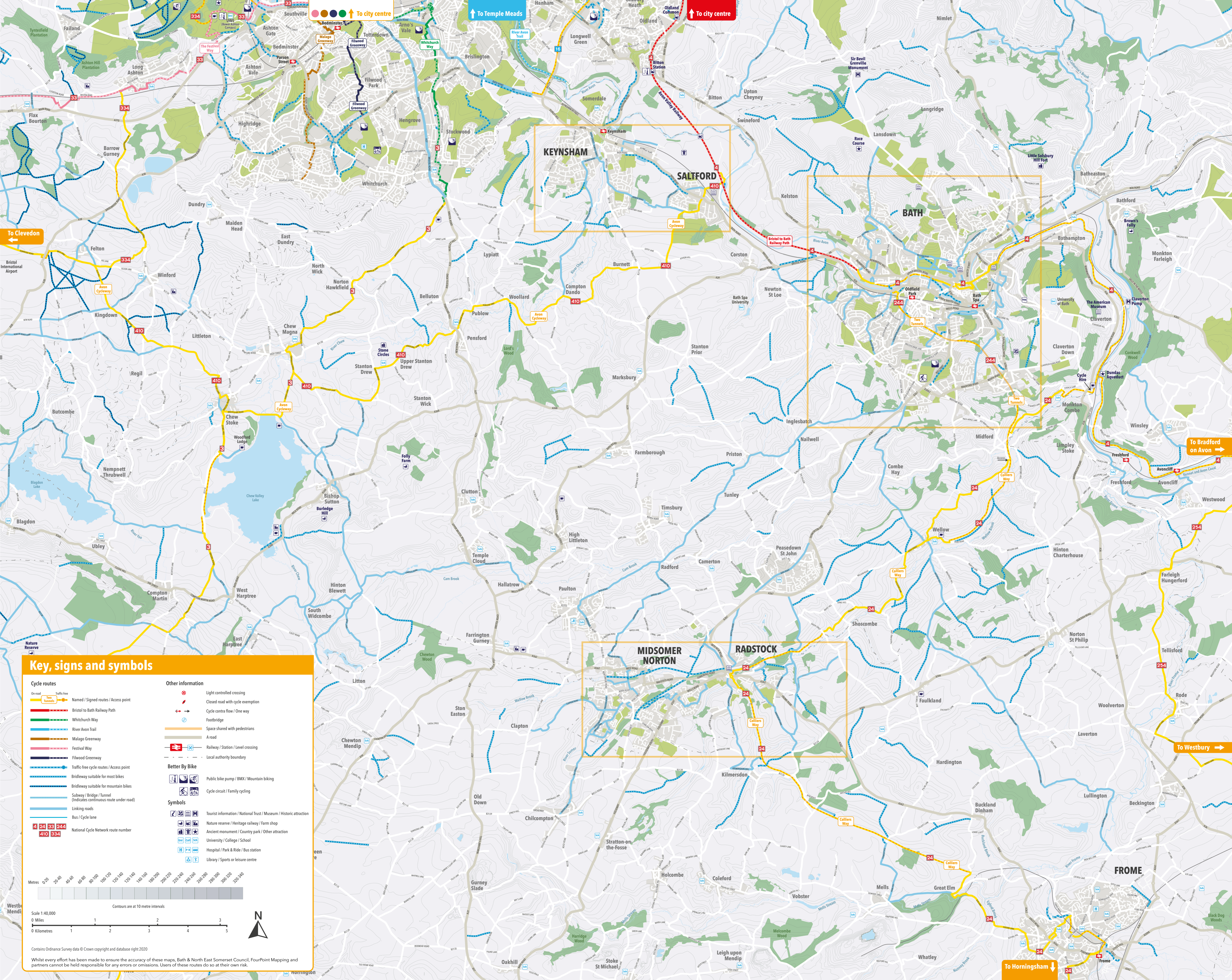
¹⁹ Carmona M, Gabrieli T, Hickman R et. al. (2017).

²⁰ Raje F. and Saffrey, A. (2016).

²¹ Deloitte (2014).

- A.110. Well designed and implemented walking and cycling infrastructure should reduce the priority afforded to private and motorised vehicles, and wherever possible reduce traffic levels entirely. This is in line with the B&NES 'Liveable Neighbourhoods' project. This increased the sense of 'place' for street-settings above the sense of 'movement' which allows for and results in greater social assets such as green space, space for informal play and places for socialisation within communities. More people actively using streets on a day-to-day basis increases the level of natural surveillance and improves the safety, and perception of safety.
- A.111. More people walking and cycling can also help to improve overall feelings of personal security, where busy areas with high pedestrian or cycling numbers can make people feel safer.
- A.112. Greater investment in walking and cycling infrastructure will help to address the barriers related to age, gender, ethnicity and disability inequalities across the District.

Appendix A-1 – Cycle Network Maps



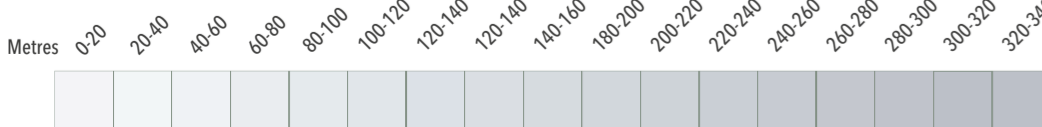
Key, signs and symbols

Cycle routes

- On-road
- Traffic-free
- Named / Signed routes / Access point
- Bristol to Bath Railway Path
- Whitchurch Way
- River Avon Trail
- Malago Greenway
- Festival Way
- Filwood Greenway
- Traffic-free cycle routes / Access point
- Bridleway suitable for most bikes
- Bridleway suitable for mountain bikes
- Subway / Bridge / Tunnel (Indicates continuous route under road)
- Linking roads
- Bus / Cycle lane
- National Cycle Network route number

Other information

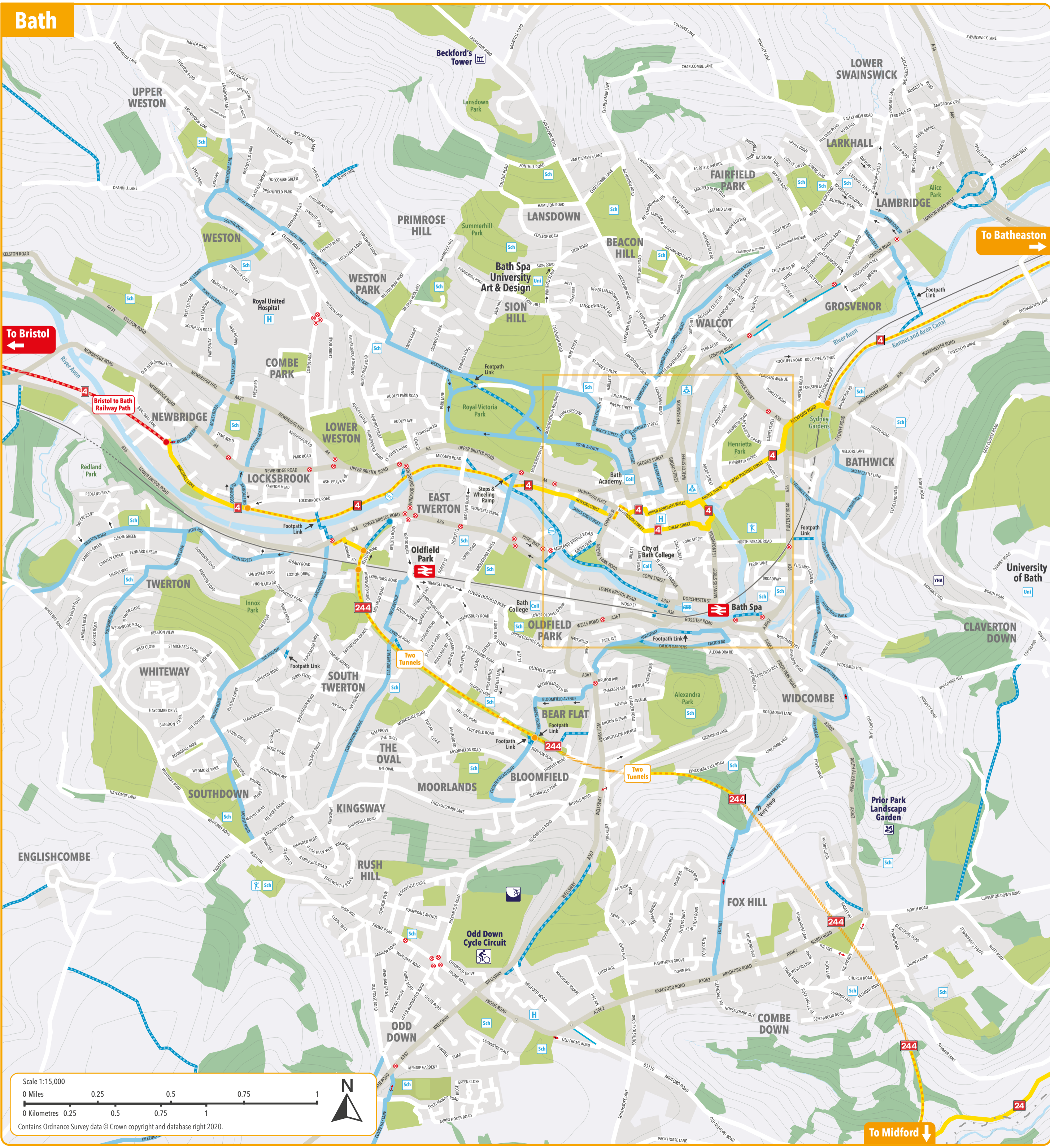
- Light controlled crossing
- Closed road with cycle exemption
- Cycle contra flow / One way
- Footbridge
- Space shared with pedestrians
- A road
- Railway / Station / Level crossing
- Local authority boundary
- Better By Bike
- Public bike pump / BMX / Mountain biking
- Cycle circuit / Family cycling
- Symbols
- Tourist information / National Trust / Museum / Historic attraction
- Nature reserve / Heritage railway / Farm shop
- Ancient monument / Country park / Other attraction
- University / College / School
- Hospital / Park & Ride / Bus station
- Library / Sports or leisure centre



Scale 1:40,000
0 Miles
0 Kilometres

Contains Ordnance Survey data © Crown copyright and database right 2020

Whilst every effort has been made to ensure the accuracy of these maps, Bath & North East Somerset Council, FourPoint Mapping and partners cannot be held responsible for any errors or omissions. Users of these routes do so at their own risk.



Key, signs and symbols

Cycle routes

On-road	Traffic-free		Named / Signed routes / Access point
			Bristol to Bath Railway Path
			Traffic-free cycle routes / Access point
			Bridleway suitable for most bikes
			Subway / Bridge / Tunnel (Indicates continuous route under road)
			Linking roads
			National Cycle Network route number

Other information

	Light controlled crossing
	Closed road with cycle exemption
	Cycle contra flow / One way
	Footbridge
	A road
	Railway / Station / Level crossing

Better By Bike

	Public bike pump / BMX / Mountain biking
	Cycle circuit / Family cycling

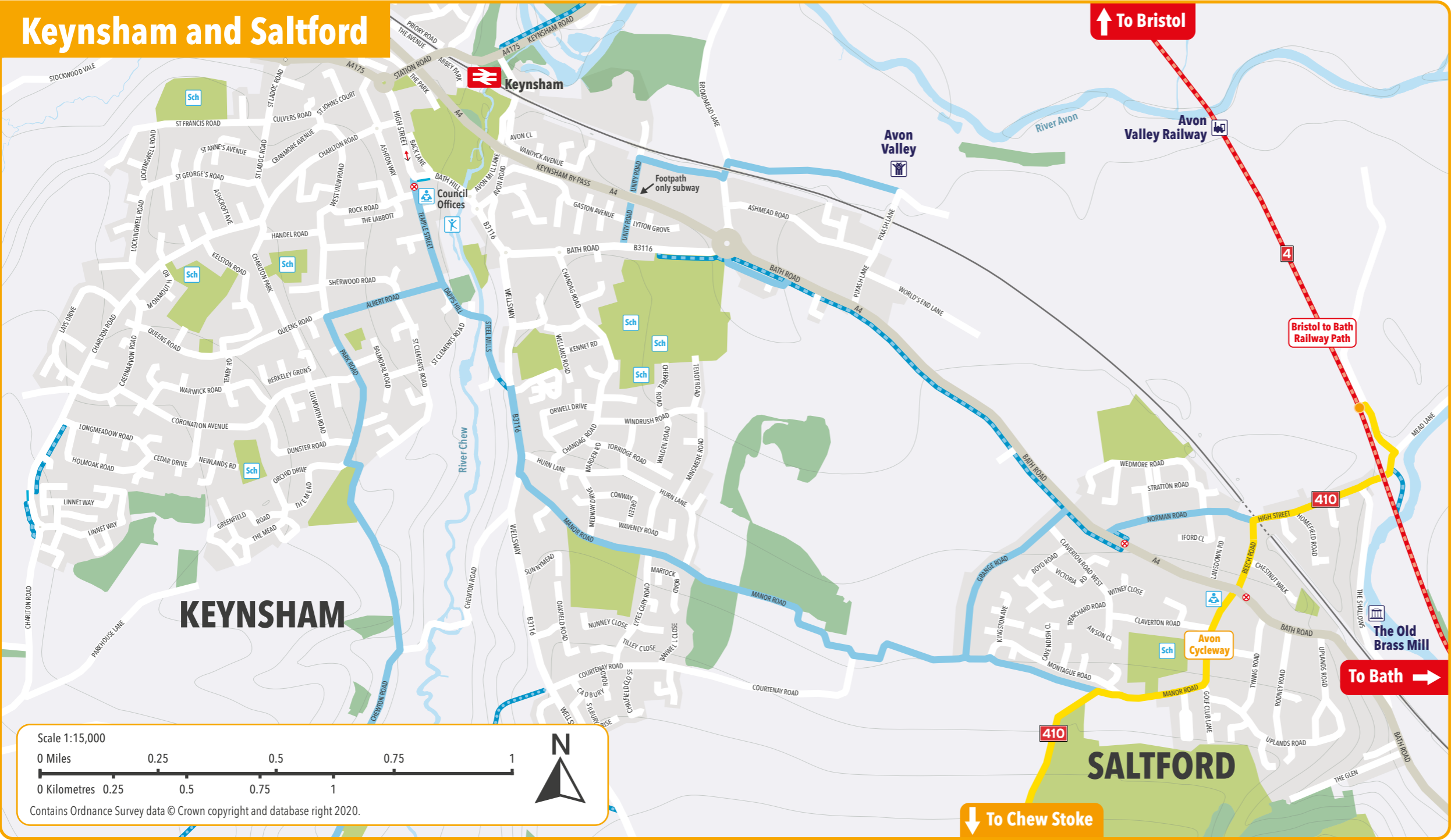
Symbols

	Tourist information / National Trust / Museum / Historic attraction
	Nature reserve / Heritage railway / Farm shop
	Ancient monument / Country park / Other attraction
	University / College / School
	Hospital / Park & Ride / Bus station
	Library / Sports or leisure centre

Contours are shown at 10 metre intervals

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Keynsham and Saltford



Key, signs and symbols

Cycle routes

- On-road Traffic-free Two Tunnels Named / Signed routes / Access point
- Bristol to Bath Railway Path
- Traffic-free cycle routes / Access point
- Bridleway suitable for most bikes
- Subway / Bridge / Tunnel (Indicates continuous route under road)
- Linking roads
- National Cycle Network route number

Other information

- Light controlled crossing
- Closed road with cycle exemption
- Cycle contra flow / One way
- Footbridge
- A road
- Railway / Station / Level crossing

Better By Bike

- Public bike pump / BMX / Mountain biking
- Cycle circuit / Family cycling

Symbols

- Tourist information / National Trust / Museum / Historic attraction
- Nature reserve / Heritage railway / Farm shop
- Ancient monument / Country park / Other attraction
- University / College / School
- Hospital / Park & Ride / Bus station
- Library / Sports or leisure centre

Contours are shown are 10 metre intervals

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Midsomer Norton and Radstock



Key, signs and symbols

- Cycle routes**
- On-road Traffic-free
 - Two Tunnels
 - Named / Signed routes / Access point
 - Traffic-free cycle routes / Access point
 - Bridleway suitable for most bikes
 - Subway / Bridge / Tunnel (Indicates continuous route under road)
 - Linking roads
 - National Cycle Network route number
- Other information**
- Light controlled crossing
 - Closed road with cycle exemption
 - Cycle contra flow / One way
 - Footbridge
- Better By Bike**
- Public bike pump / BMX / Mountain biking
 - Cycle circuit / Family cycling
- Symbols**
- Tourist information / National Trust / Museum / Historic attraction
 - Nature reserve / Heritage railway / Farm shop
 - Ancient monument / Country park / Other attraction
 - University / College / School
 - Hospital / Park & Ride / Bus station
 - Library / Sports or leisure centre

Contours are shown at 10 metre intervals

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Appendix A-2 – TravelWest Survey Data

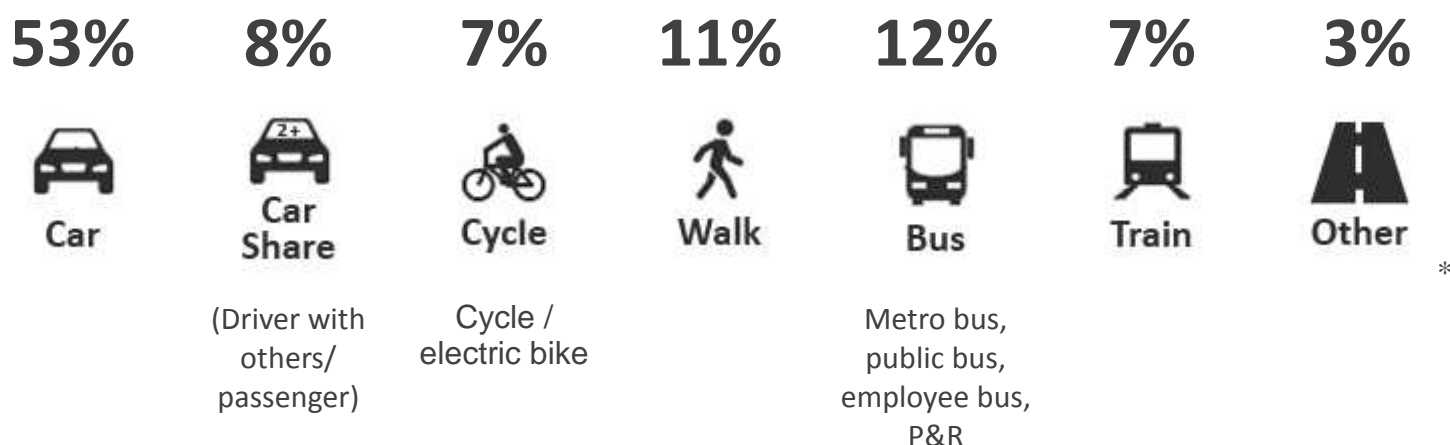
Travel to Work Survey

March 2020

Headlines - Bath & North East Somerset LA Area

Number of respondents	Number of staff	Response Rate	Satisfaction with commute to work	Satisfaction with commute home
1364	9199	15%	63%	57%

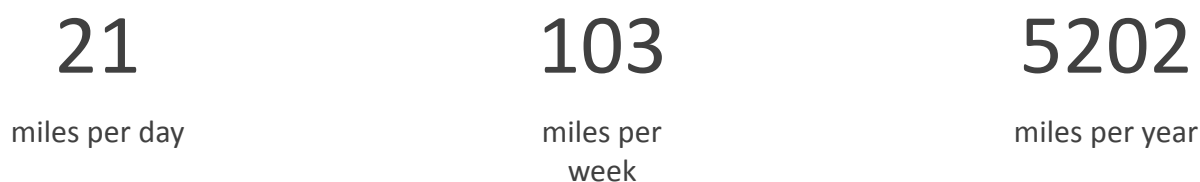
Main modes of travel (%)



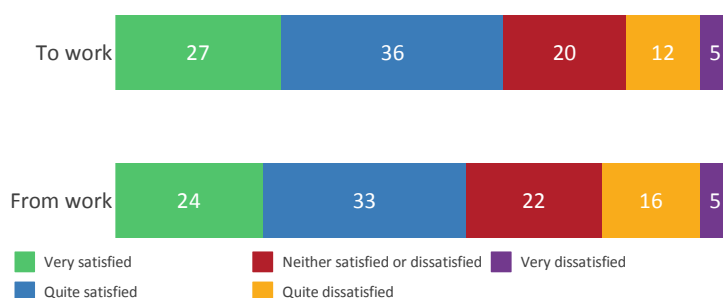
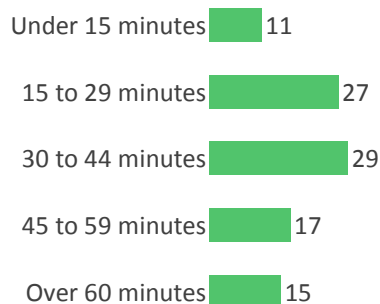
* motorbike/scooter, run, taxi, work from home, other transport

Average distance travelled to Bath & North East Somerset LA Area

Assuming a five day week/ 253 day working year (no holidays)










Average time spent travelling to work (%) Satisfaction with journey (%)



Journey Distance

Assuming a five day week/ 253 day working year (no holidays)

Mode of Travel		Average distances		
Mode	Proportion	Per Day	Per Week	Per Year
 Car	53% of employees	25 Miles per day	127 Miles per week	6414 Miles per year
 Car Share	8% of employees	19 Miles per day	96 Miles per week	4859 Miles per year
 Cycle	7% of employees	11 Miles per day	53 Miles per week	2704 Miles per year
 Walk	11% of employees	3 Miles per day	13 Miles per week	636 Miles per year
 Bus	12% of employees	14 Miles per day	71 Miles per week	3597 Miles per year
 Train	7% of employees	36 Miles per day	180 Miles per week	9110 Miles per year
 Other	3% of employees	19 Miles per day	94 Miles per week	4777 Miles per year



Journey Duration

Mode of Travel

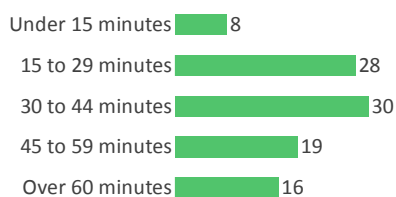
Time spent travelling to work (%)



Car

53%

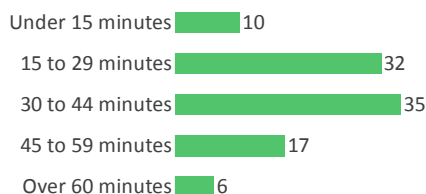
of employees



Car
Share

8%

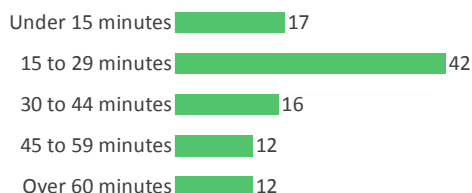
of employees



Cycle

7%

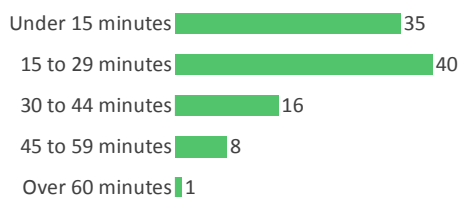
of employees



Walk

11%

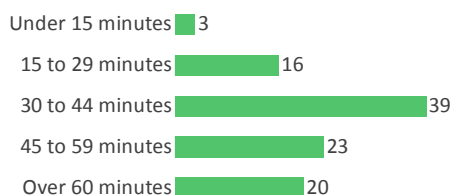
of employees



Bus

12%

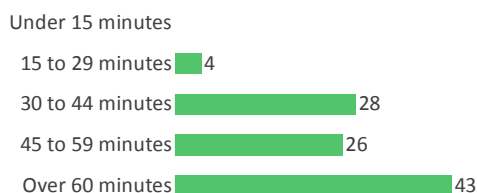
of employees



Train

7%

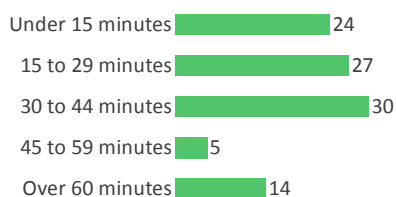
of employees



Other

3%

of employees



Journey Length

Mode of Travel

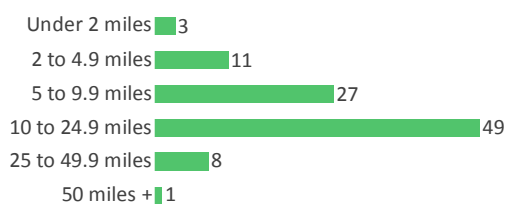
Distance travelling to work (%)



Car

53%

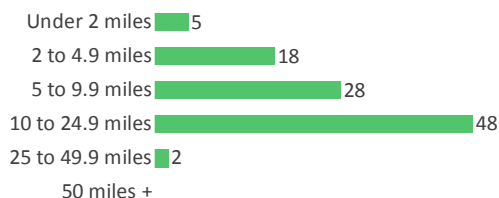
of employees



Car Share

8%

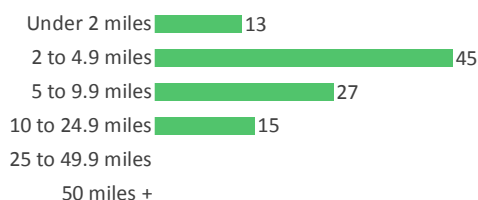
of employees



Cycle

7%

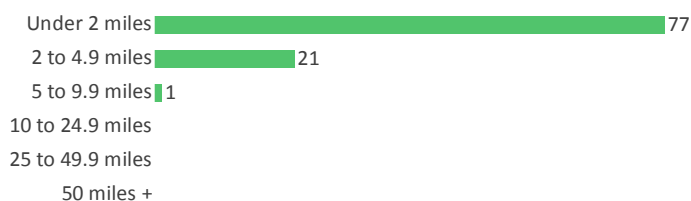
of employees



Walk

11%

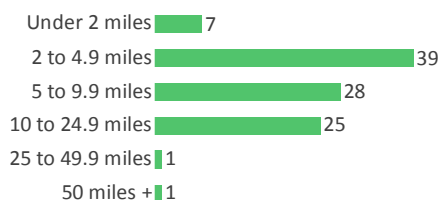
of employees



Bus

12%

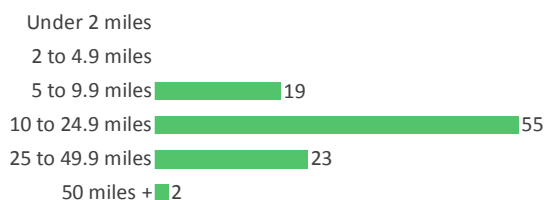
of employees



Train

7%

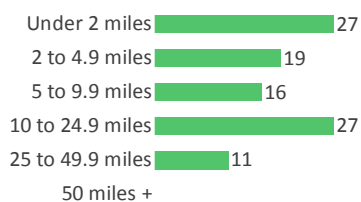
of employees



Other

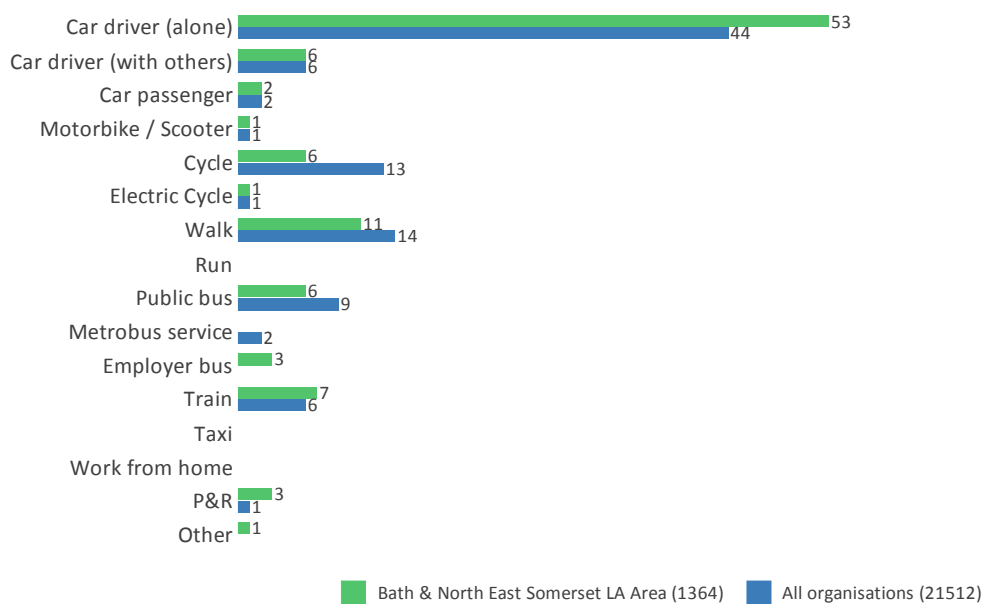
3%

of employees



How you compare - Benchmarking

How do you normally get to work? (%)

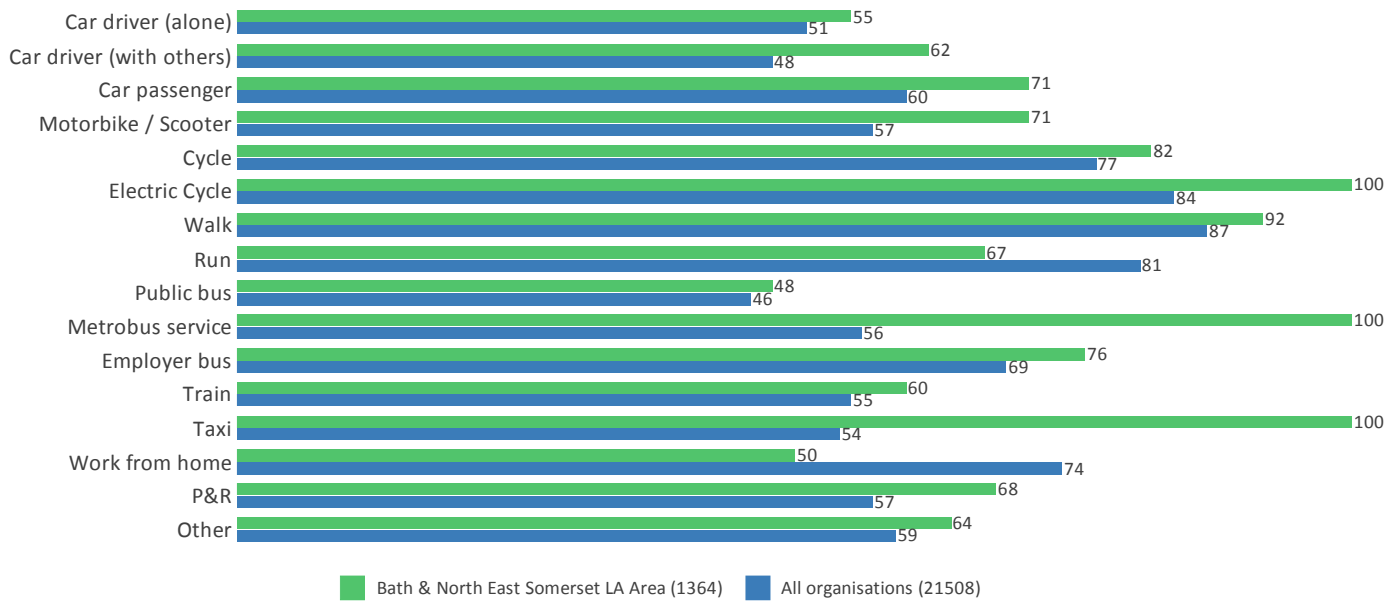


	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Electric Cycle	Walk	Run	Public bus	Metrobus service	Employer bus	Train	Taxi	Work from home	P&R	Other
Bath & North East Somerset LA Area (1364)	720 53%	81 6%	28 2%	17 1%	79 6%	13 1%	154 11%	3 0%	77 6%	1 0%	42 3%	94 7%	2 0%	4 0%	38 3%	11 1%
All organisations (21512)	9504 44%	1350 6%	428 2%	284 1%	2705 13%	164 1%	2915 14%	59 0%	2031 9%	326 2%	103 0%	1245 6%	24 0%	54 0%	217 1%	103 0%

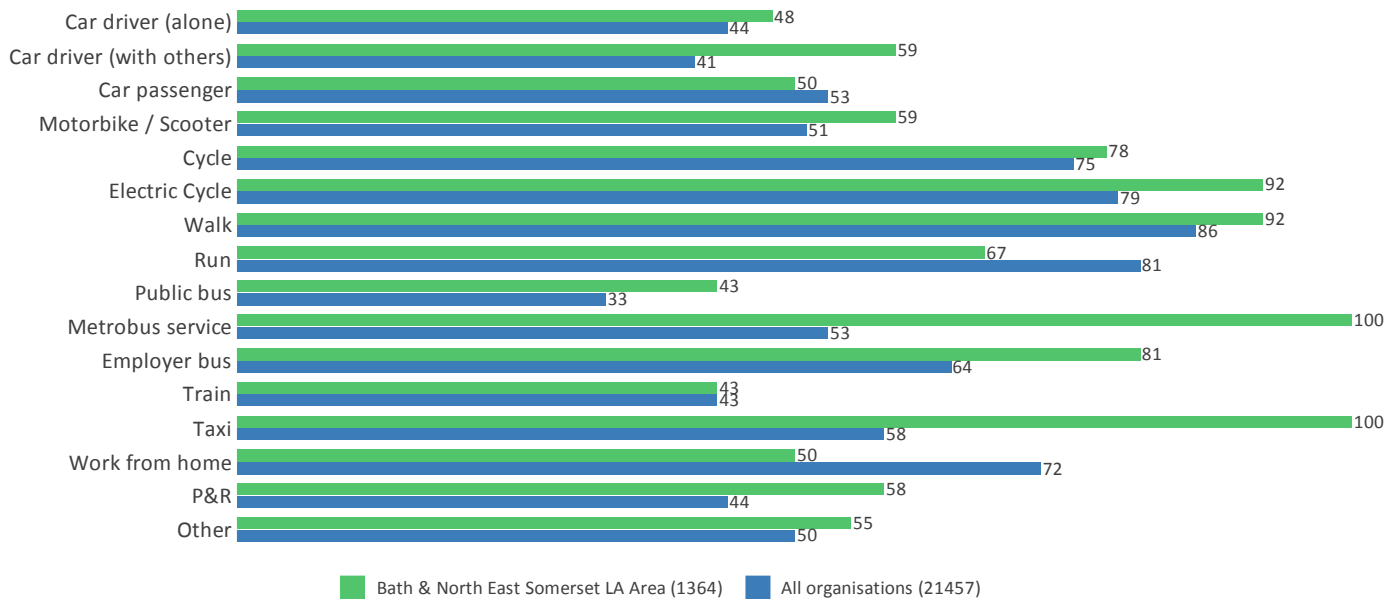


How you compare - Benchmarking

Satisfaction with normal journey to work (% satisfied)

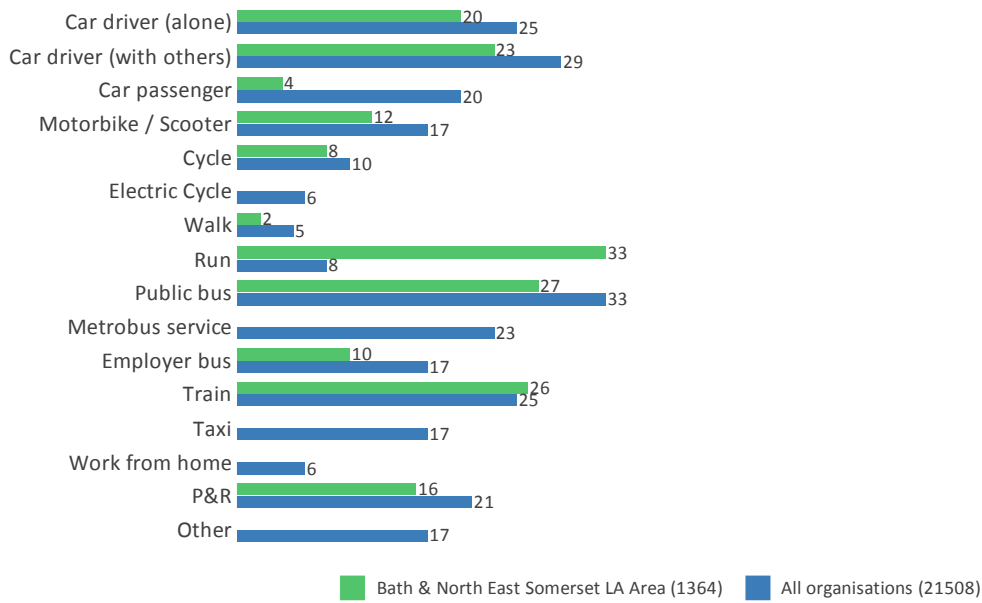


Satisfaction with normal journey home (% satisfied)

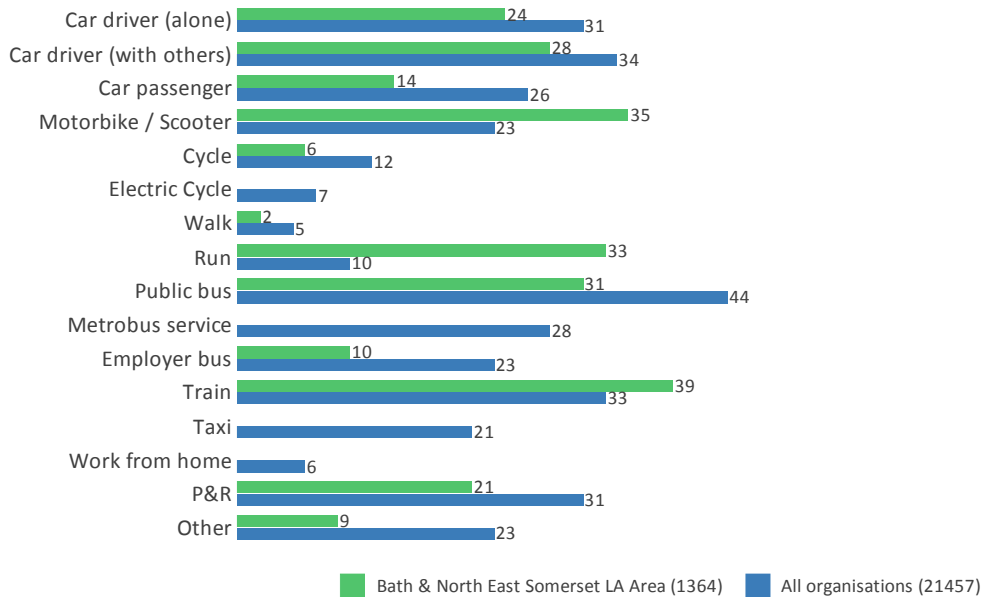


How you compare - Benchmarking

Satisfaction with normal journey to work (% dissatisfied)



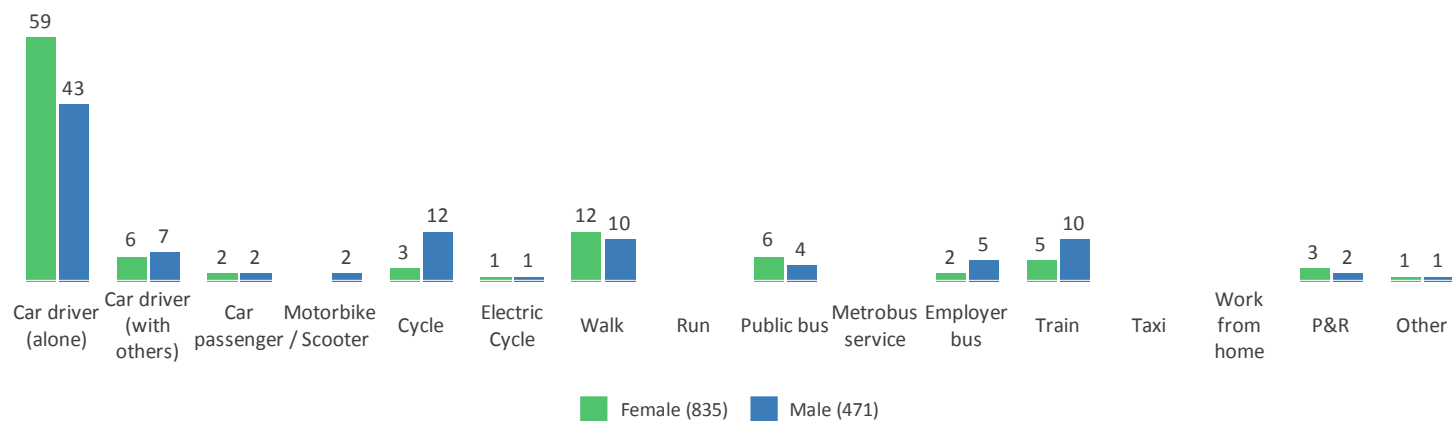
Satisfaction with normal journey home (% dissatisfied)



Getting to work Normally...

Travel mode split by gender (%)

This chart and table compares the normal mode of travel for men and women.



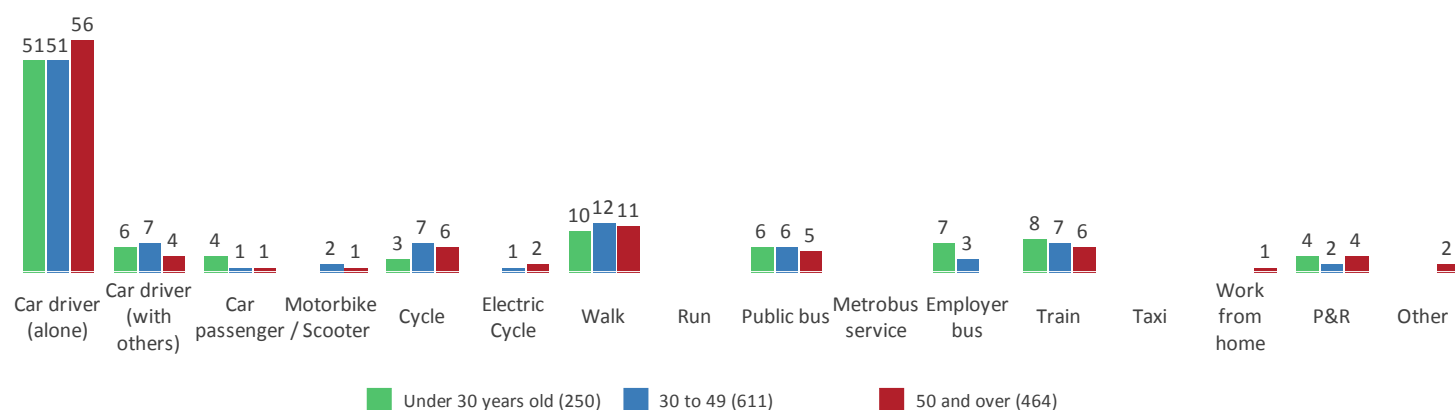
	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Electric Cycle	Walk	Run	Public bus	Metrobus service	Employer bus	Train	Taxi	Work from home	P&R	Other
Female (835)	491 59%	47 6%	17 2%	4 0%	21 3%	6 1%	97 12%	1 0%	53 6%	1 0%	16 2%	45 5%	1 0%	2 0%	27 3%	6 1%
Male (471)	202 43%	31 7%	9 2%	11 2%	57 12%	6 1%	49 10%	2 0%	21 4%	- -	22 5%	45 10%	1 0%	2 0%	9 2%	4 1%



Getting to work Normally...

Travel mode split by age group (%)

This chart and table compares the normal mode of travel for different age groups.



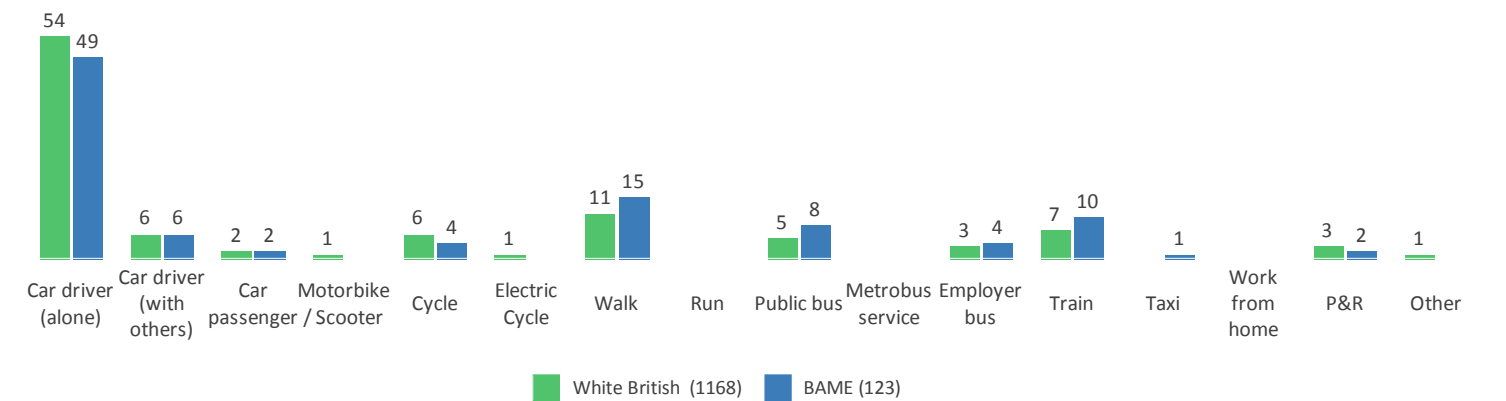
	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Electric Cycle	Walk	Run	Public bus	Metrobus service	Employer bus	Train	Taxi	Work from home	P&R	Other
Under 30 years old (250)	128 51%	14 6%	11 4%	1 0%	8 3%	1 0%	24 10%	- -	15 6%	1 0%	18 7%	19 8%	- -	- -	9 4%	1 0%
30 to 49 (611)	313 51%	45 7%	8 1%	11 2%	41 7%	4 1%	72 12%	1 0%	38 6%	- -	21 3%	43 7%	- -	1 0%	12 2%	1 0%
50 and over (464)	261 56%	20 4%	6 1%	3 1%	29 6%	7 2%	52 11%	2 0%	22 5%	- -	2 0%	30 6%	2 0%	3 1%	17 4%	8 2%



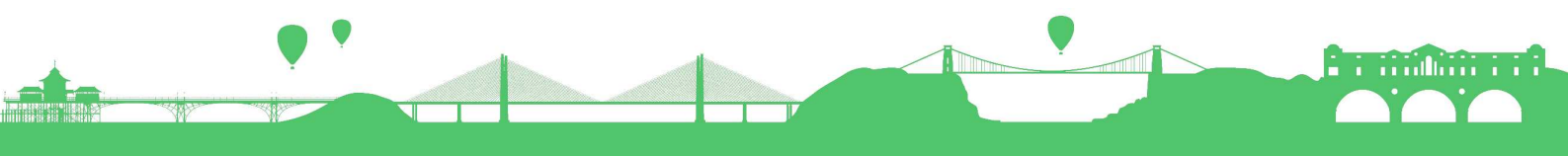
Getting to work Normally...

Travel mode split by ethnicity (%)

This chart and table compares the normal mode of travel for ethnicity.



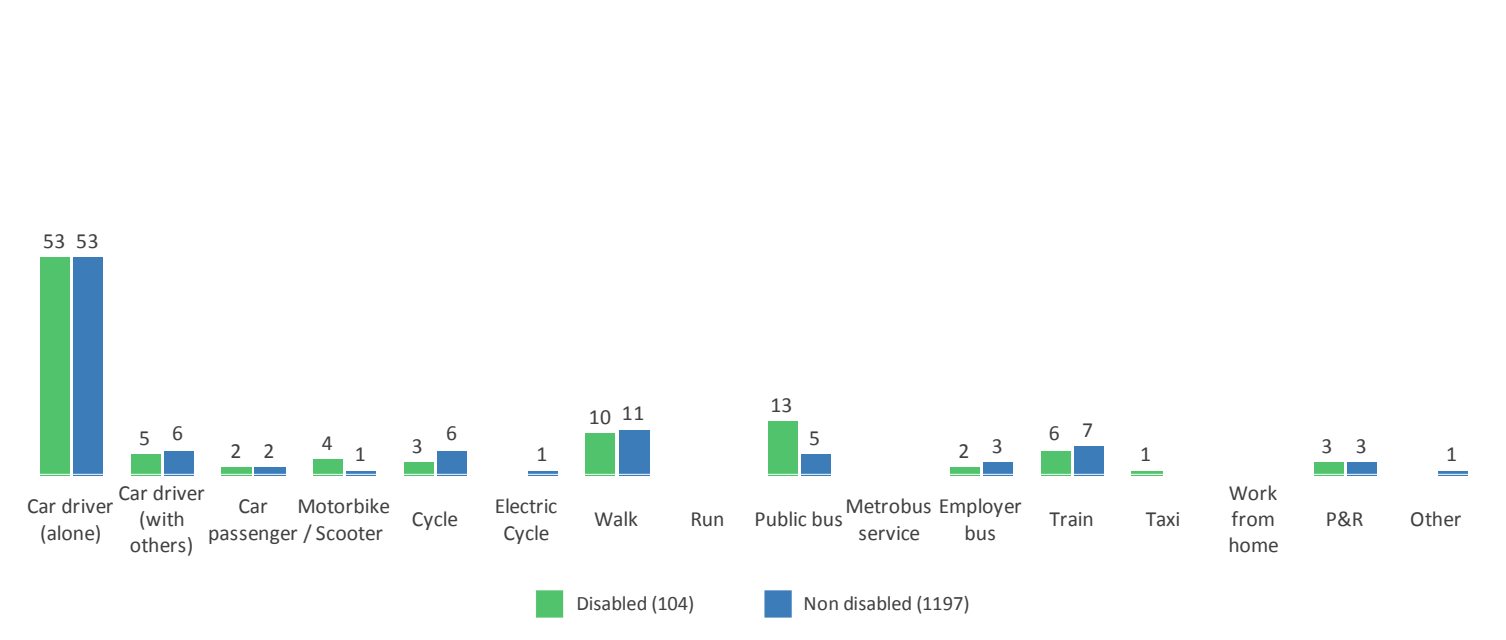
	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Electric Cycle	Walk	Run	Public bus	Metrobus service	Employer bus	Train	Taxi	Work from home	P&R	Other
White British (1168)	626 54%	68 6%	26 2%	14 1%	69 6%	12 1%	127 11%	3 0%	58 5%	1 0%	35 3%	81 7%	1 0%	4 0%	34 3%	9 1%
BAME (123)	60 49%	7 6%	2 2%	- -	5 4%	- -	18 15%	- -	10 8%	- -	5 4%	12 10%	1 1%	- -	3 2%	- -



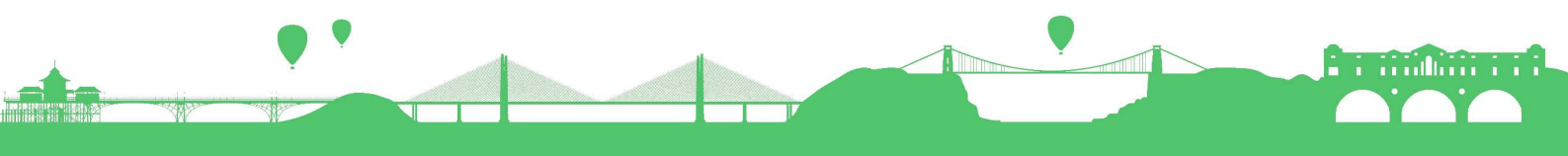
Getting to work Normally...

Travel mode split by disability (%)

This chart and table compares the normal mode of travel for disabled and non-disabled respondents.



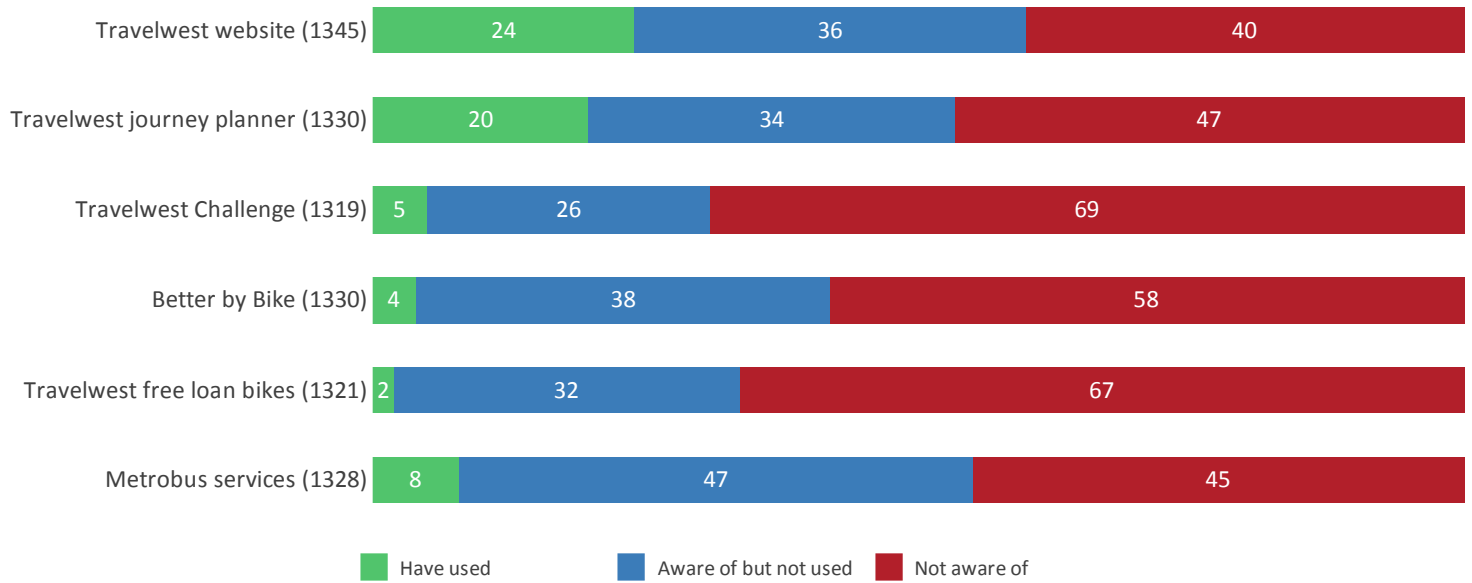
	Car driver (alone)	Car driver (with others)	Car passenger	Motorbike / Scooter	Cycle	Electric Cycle	Walk	Run	Public bus	Metrobus service	Employer bus	Train	Taxi	Work from home	P&R	Other
Disabled (104)	55 53%	5 5%	2 2%	4 4%	3 3%	- -	10 10%	- -	13 13%	- -	2 2%	6 6%	1 1%	- -	3 3%	- -
Non disabled (1197)	635 53%	71 6%	23 2%	12 1%	71 6%	13 1%	135 11%	3 0%	60 5%	1 0%	39 3%	83 7%	1 0%	4 0%	35 3%	11 1%



Awareness of local transport initiatives...

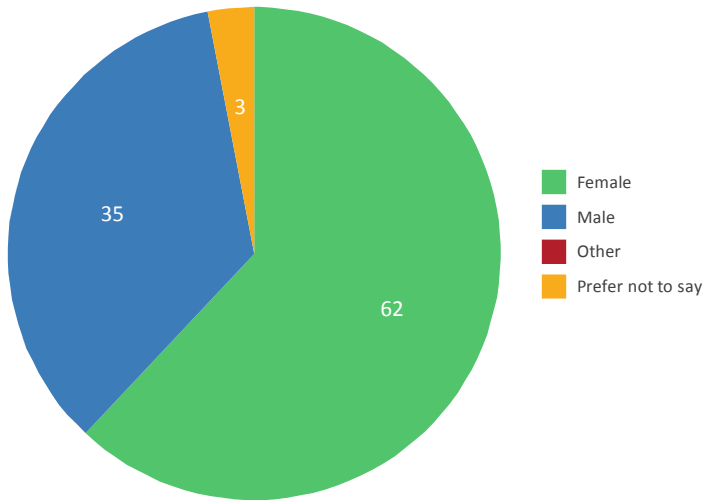
Awareness of local transport initiatives (%)

Respondents were shown a list of various local transport initiatives and were asked for each if they were aware of them or not and whether they had used them.

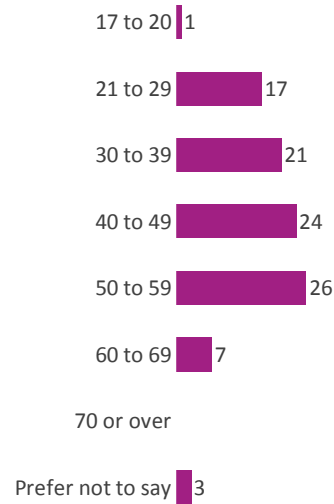


Respondent Profile...

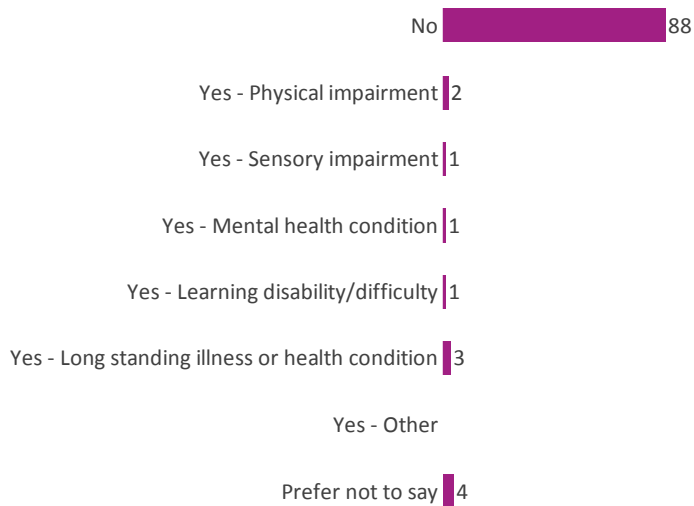
Gender (%)



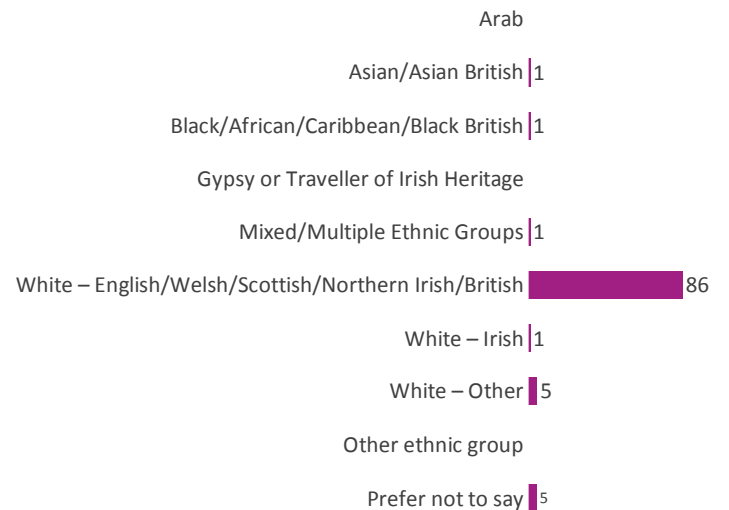
Age (%)



Disability (%)



Ethnicity (%)



Please note: Percentages in a particular chart will not always add up to 100%. This may be due to rounding, or because each respondent is allowed to give more than one answer to the question.

