

# Toolkit of Measures

This section provides details on the toolkit of measures which will be used to promote and improve active modes. It includes measures which will be used for all types of active mode users, as well as those focused on particular groups such as children, elderly and disabled people.



Bath & North East  
Somerset Council

Improving People's Lives

## 7.1 Active Travel Facilities

### 7.1.1 Children - Safe Streets

Creating streets that are safe for children to walk, wheel and cycle is paramount to delivering a healthier and more active community. Facilitating opportunities for children to walk, wheel and cycle not only contributes to their physical health with studies showing that children who walk, wheel or cycle to school tend to be more attentive and achieve better academic results<sup>38</sup>. In places where walking and cycling culture thrive, the high number of children walking and cycling reflect a broader societal acceptance and integration of active travel as modes of transport.

However, in the UK, children's ability to travel independently has rapidly diminished over the past decades. This decline has taken place at the same time that levels of traffic have increased leading to greater levels of parental concerns. Consequently, the UK has some of the lowest levels of children cycling throughout Europe. For instance, while around half of children in the Netherlands cycle to school, the figure in the UK stands at only 2%<sup>39</sup>

To enable more children to walk or cycle, this toolkit emphasises the importance of creating child-friendly streets. For example, play streets whereby communities are permitted to close streets during specified times for use by children as a play area. This model was first developed by parents (co-founders of Playing Out) on one street in Bristol in 2009 and has now been taken up by hundreds of street communities all over the UK – and beyond – supported by councils and local organisations.

### Case Study – Play Streets

Frustrated that children could not play outside like so many of us did growing up, friends Amy and Alice got together with neighbours to close their street to traffic and open it up for play. The results were remarkable, benefiting children of all ages, and this innovative idea began to gain traction. Recognising its potential, Bristol City Council implemented a policy to allow street communities to organise regular play sessions, prompting interest from other local authorities.

Today, the concept of resident-led play streets has spread across the United Kingdom and internationally, offering children a safe space to play right outside their homes on a temporary basis. This initiative has evolved into the Playing Out movement, championed by the national organisation of the same name, which advocates for long-term changes to support every child's fundamental right to outdoor play, promoting their health, happiness, and sense of community belonging.

Since Playing Out began supporting residents to organise play streets where they live:

- Over 1,600 street communities have 'played out' in 100+ different local authority areas across the UK.
- Most of these streets have at least 12 sessions a year.
- Around 49,140 children and 24,570 adults have been directly involved on their street\*.
- Over 100 councils are now actively supporting the playing out model and many have specific street play policies in place.

(ref – <https://playingout.net/play-streets/impact-overview/>)

38 <https://www.gov.uk/government/publications/the-value-of-cycling-rapid-evidence-review-of-the-economic-benefits-of-cycling?fbclid=IwAR0pAvkhZI8l>

39 <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/ActiveTravelStrategy.pdf>

## 7.1.2 Healthy Streets

Healthy Streets is a human-centred approach for embedding public health in transport, public realm and planning <sup>40</sup>. There are 10 Healthy Streets Indicators focused on the human experience needed on all streets if they are to be considered pleasant and attractive places where noise, pollution and accessibility barriers are removed. These indicators serve as a framework for ensuring that decisions regarding the built environment prioritise people's health and well being, enhancing the quality of life within our communities.

- Everyone feels welcome: Streets must be welcoming places;
- Easy to cross: Streets should allow people to cross directly and quickly;
- Shade & shelter: Shade and shelter should be provided such as trees, awnings and colonnades;
- Places to stop & rest: Providing seating and regular opportunities to stop and rest;
- Not too noisy: Reducing the noise from road traffic to create a more pleasant environment;
- People choose to walk and cycle: Make walking and cycling more attractive options;
- People feel safe: From antisocial behaviour, unwanted attention, violence and intimidation;
- Things to see and do: Street environments need to be visually appealing to people walking and cycling, they need to provide reasons for people to use them with art and nature;

- People feel relaxed: Street environments that are clean, quiet, safe and easy to navigate;
- Clean Air: Reducing air pollution benefits everyone especially some of the most vulnerable and disadvantaged people in the community, reducing unfair health inequalities.

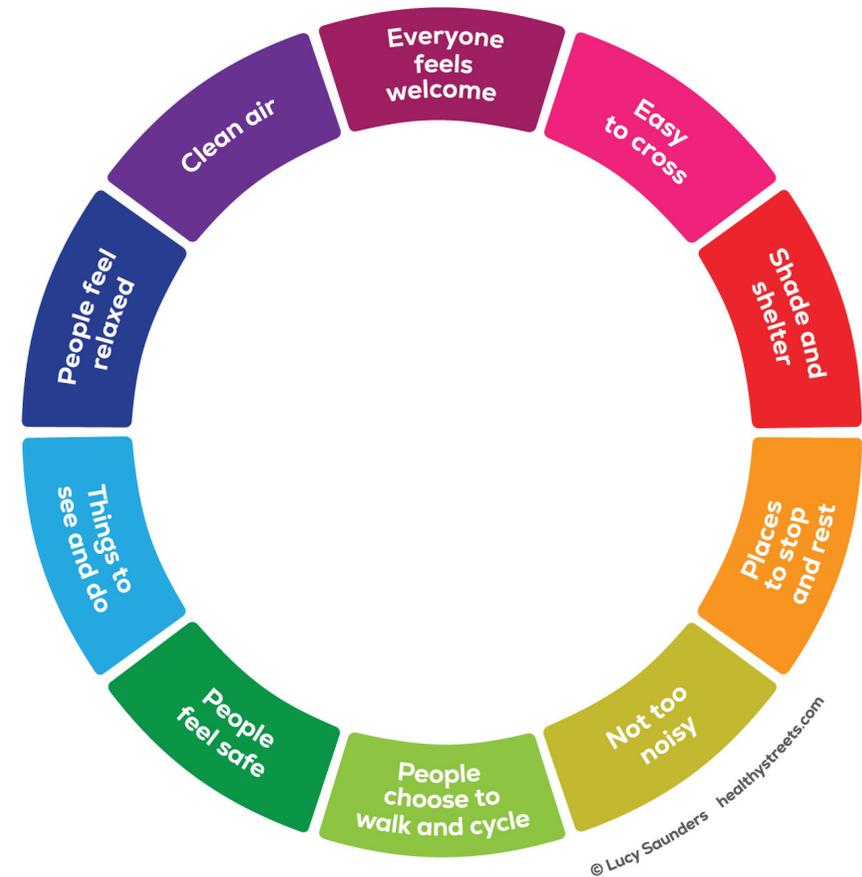


Figure 7.1 Healthy Streets Indicators

40 <https://www.healthystreets.com/what-is-healthy-streets>

In line with the Healthy Streets approach, active travel schemes in B&NES will consider standards and incorporate the principles of the Healthy Streets design. This includes initiatives such as removing street clutter, improving air quality, enhancing safety through well-designed crossings, and providing amenities for pedestrians to stop and rest. By introducing this approach, we aim to create streets that serve as the heart of our communities and that are not only conducive to active travel, but also contribute to the overall health of our residents by adopting a people-first approach. The Healthy Streets indicators can be seen in Figure 7.1 above.

### 7.1.3 Elderly and Active Travel

In the UK, cyclists aged over 50 are in the minority. Of all journeys made by the over 65s, only 1% are made by bike, this compares to 2% for the rest of the adult population<sup>41</sup>. Yet we know there is the potential to increase this. In the Netherlands, for example, the figure is around 23%, while in Germany the proportion of journeys by cycle made by over 65s is closer to 9%<sup>42</sup>.

Enabling active travel among older adults is a crucial component of promoting healthier, more independent lifestyles and delivering vibrant, age-friendly communities. Current guidelines suggest that older adults should aim to undertake 150 minutes (two and a half hours) of moderate intensity aerobic activity each week, building up gradually from current levels<sup>43</sup>. However, achieving this goal can be challenging without accessible and supportive environments for walking, wheeling and cycling.

Active travel interventions not only promote physical activity but also support older adults in maintaining their functional ability, independence, and quality of life.

The issue of road infrastructure and, specifically, road safety is an area of concern for the elderly. A recent study has shown that whilst older people represent 22.8% of the population and the group accounts for 19% of all trips and miles walked, they account for 43.6% of all pedestrians killed<sup>44</sup>. Poor road safety not only negatively impact the levels of physical exercise people may undertake, it can create a hostile environment and potentially lead to less social contact, with studies showing that people who live on streets with high volumes of motorised traffic go out less and so have fewer friends and acquaintances<sup>45</sup>.



Source: [www.sustrans.org.uk/our-blog/opinion/2021/october/ageing-better-through-active-travel](http://www.sustrans.org.uk/our-blog/opinion/2021/october/ageing-better-through-active-travel)

41 Department for Transport - National Travel Survey 2023

42 Pucher, J. and Buehler, R. 2012. City Cycling. Cambridge

43 NHS – Physical Activity Guidelines for Older Adults

44 Morency P. (2012), 'Neighbourhood social inequalities in road traffic injuries: the influence of traffic volume and road design'

45 Hart & Parkhurst (2008) - Driven To Excess: Impacts of Motor Vehicles on the Quality of Life of Residents of Three Streets in Bristol UK

Barriers such as distance, weather, safety concerns, and declining health hinder participation in active travel amongst the elderly. By addressing barriers and leveraging opportunities to promote walking, wheeling and cycling among older populations, we can create healthier, more inclusive communities where individuals can age actively and enjoy a higher quality of life.

- **Infrastructure:** Prioritise investments in walking, wheeling, and cycling infrastructure is essential for creating safe and accessible environments for active travel. This will include maintaining pavements, improving cycle lanes, widening footways, as well as implementing traffic calming measures to enhance safety and convenience.
- **Emphasis on Safety:** Addressing safety concerns is critical for enabling older adults to engage in active travel. Enhancing infrastructure, such as pedestrian crossings, and protected cycle paths, can increase a sense of safety and confidence among older adults.
- **Designing for Connectivity:** Creating connected street networks that link residential areas with key destinations promotes accessibility and enables walking, wheeling and cycling for everyday trips at a local level.
- **Promoting Public Transport Integration:** Recognising the complementary role of public transport in facilitating active travel, efforts should be made to design active travel networks that provide convenient access to bus stops and promote seamless multi-modal journeys.

#### 7.1.4 Cycle Routes

This Plan has been developed for every type of cyclist whether it be a confident commuter who will choose the fastest route between their origin and destination or a family cycle ride which necessitates choosing the safest route available, which typically have lower traffic volumes. This plan also recognises that there are several different types of cycles available; including adapted cycles, cargo bikes and electric bikes. This demonstrates that a one-size-fits-all approach to designing cycle routes will not work. For cycling to be accessible to all, it is necessary to provide a network of different types of cycle routes: Strategic Routes, Quiet Routes, Community Connections and Urban Routes.

The network of cycle routes has been developed with reference to the most recent cycle design guidance.

To accompany the publication of Gear Change, the DfT published LTN1/20 to set out a comprehensive national standard for design of cycle infrastructure. Its intention was to provide guidance to local authorities on delivering high quality cycle infrastructure including:

- 1 space for cycling within highways.
- 2 transitions between carriageways, cycle lanes and cycle tracks.
- 3 junctions and crossings.
- 4 cycle parking and other equipment.
- 5 planning and designing for commercial cycling.
- 6 traffic signs and road markings.
- 7 construction and maintenance.

The 5 Cycle Network Principles are set out in LTN 1/20 to help guide the development and design of new cycleways.



### 7.1.5 Active Travel Routes

In order to promote active travel as a safe, inclusive, and effective alternative to car travel in Bath and North East Somerset, it is essential to identify and develop a comprehensive network of intra urban active travel routes that serve the diverse needs of the community. These routes have been designed to accommodate the needs of all potential users and allows people to travel between our city, towns and rural areas. Our approach has been to develop a network of active travel routes that incorporates a dual focus, a network of strategic routes and a set of quiet routes. Both sets of routes are designed to enable people to undertake everyday journeys by active travel.



### 7.1.6 Strategic Routes

“Strategic” cycle routes are crucial to enable individuals to choose active travel modes as a practical alternative to the car. These routes will prioritise directness and efficiency, connecting key origins and destinations often along our main transport corridors. By offering direct routes and quick journey times, active travel becomes a competitive alternative to car use for short commuting trips, reducing congestion and environmental impacts. Strategic Routes are particularly beneficial for time-sensitive journeys, providing a direct, practical and time-efficient choice for residents.

For cyclists, while the majority of the Strategic Routes network will be via dedicated off-road active travel routes, some sections may involve limited road usage at times, primarily where the route travels through villages and communities that lie along our main transport corridors. In these instances, we are committed to safeguarding cyclists by implementing speed reduction measures and providing dedicated cycle infrastructure wherever possible for their safety. On roads with high volumes of motor traffic or high speeds, cycle routes indicated only with road markings or cycle symbols should not be used as people will perceive them to be unacceptable for safe cycling. For those sections of Strategic Routes that are on carriageway the preferred provision is as follows:

- A continuous cycle route with an absolute minimum 1.5m width wherever space permits
- Physical segregation from traffic
- Segregation from a footway when located adjacent to a footway
- High-quality, smooth surface materials that are weather-resistant and require minimal maintenance.

- Clear signage including wayfinding signs with route information, distances, and key destinations to aid navigation.
- Signalised crossings where feasible, increased priority for non-motorised users, and design solutions to minimise conflict with vehicle traffic.
- Trees and green buffers where possible, enhancing route aesthetics and providing shade.



### 7.1.7 Quiet Routes

Alongside Strategic active travel routes, we are developing a network of Quiet Routes that prioritise the safety and comfort of walkers, wheelers and cyclists which feel attractive and safe to people of all ages and abilities. Quiet Routes are essential to enable a broader demographic to embrace active travel. These routes take into account the concerns of individuals who may feel apprehensive about cycling alongside motor vehicles on busy roads. Quiet Routes can include traffic free paths, quiet roads and lanes, bridleways and greenways that allow for a more pleasant and peaceful experience. As such, they will predominantly be located in rural areas. Developing such routes enhances the appeal of active travel as a leisure activity and ensures that walking, wheeling and cycling is an accessible option for all ages and abilities, including families and those who may be less confident. On the Quiet Routes network, coherence is of the utmost importance. A single 'missing link' can seriously undermine the effectiveness of a route or the entire network.



B&NES district benefits from an extensive network of some 953km of Public Rights of Way. This includes public footpaths, bridleways, restricted byways and byways open to all traffic. This network of pathways and routes provides a vital network that links communities to key facilities and services and allows people to walk, wheel and in some instances ride and cycle away from the noise and threat posed by vehicular traffic.

Through collaboration with local communities and stakeholders, B&NES will review the Public Rights of Way network to identify those physical barriers on our network that currently prevent some people from accessing our countryside and will identify a set of improvements that secures accessibility for everyone. Where appropriate, footpaths will be converted to bridleways to permit use by cyclists and horse riders, although it is acknowledged that this can be complex, involving a legal process and negotiations with landowners. Physical infrastructure upgrades would also be required, including replacing stiles with gaps or gates. However, this holds immense potential for delivering safer, more direct, protected routes that allow people to travel away from motorised traffic and the threat and intimidation that this can cause.

It is important to note that the traffic/environmental impacts of converting roads to Quiet Routes will be adequately studied to minimise adverse impacts, and that high levels of engagement and consultation with stakeholders and local residents will be undertaken to progress individual schemes from strategy to delivery. Working with local communities is essential in developing and delivering Quiet Lanes, as it will ensure the routes meet the needs of residents, reflect local priorities and ensures that routes are designed with sympathy for their surroundings including key designations such as Sites of Nature Conservation Interest (SNCI) and the Mendip and Cotswold National Landscapes.

Infrastructure that can be installed to provide and improve the Quiet Route network could include:

- Signs and road markings to highlight the presence of pedestrians, cyclists and horse riders to drivers
- Signs to allow cyclists to easily navigate to their destination
- Rationalising of on-street car parking
- Traffic calming to create low speed routes
- Widening of narrow carriageways or provision of passing places
- Modal filters that remove through traffic from using certain routes and moving motorised vehicles back onto the main network
- Shared footpaths with a minimum width of 3m where cyclists and pedestrians are mixed.

### 7.1.8 Community Connections

Creating “Community Connections” that seamlessly link the Strategic and Quiet active travel routes to smaller villages and rural areas is a fundamental aspect of building a comprehensive active travel network. These connections not only extend the benefits of active transportation to more remote areas but also promote a sense of community and inclusivity. The rural parts of the district are interspersed with several villages and hamlets with varying levels of population and accessibility to local services.

The Community Connections routes aim to provide a cycle connection between communities, to offer an alternative to the often natural choice of the private car in rural areas. This provides the potential for cycling to replace some journeys that are ordinarily made by private car, for residents who may consider that currently they do not have a realistic choice of modes. Community Connections include routes from smaller villages and communities to the active travel network and those larger places where people access services.

By strategically designing and implementing these connections, we aim to bridge the gap between urban and rural areas, ensuring that residents in smaller villages have convenient access to the larger network. This, in turn, promotes economic vitality, enhances social connections, and most importantly provides a sustainable mode of transport for daily activities.



### 7.1.9 Street Lighting

Improving street lighting is a fundamental aspect of making active travel routes safer and more appealing for pedestrians and cyclists, especially during the evening and in low-light conditions. Adequate lighting enhances the perception of safety, helping users feel more confident in using active travel routes at all hours. This is particularly important for individuals who may feel vulnerable when traveling alone or in areas that are less populated. Providing well-lit routes enables their use over more hours of the day, which is essential if we want to increase the number of people choosing walking, cycling, and other sustainable modes of transport as part of their daily routine. Effective street lighting also reduces the risk of accidents, helping to prevent falls or collisions, particularly on poorly lit roads or paths.



However, while street lighting plays a crucial role in making active travel routes safer, it is also important to consider its environmental impact, particularly on wildlife. Over-lighting or poorly designed lighting systems can disturb local ecosystems, particularly affecting nocturnal animals such as bats, moths, and insects that rely on natural darkness for navigation, feeding, and reproduction. For example, studies have shown that bright streetlights disrupt the foraging behaviour of bats, as they are unable to navigate as effectively in illuminated areas, which can lead to decreased feeding success and longer foraging times. Similarly, artificial lighting can confuse migratory species, interfere with pollination cycles, and alter the natural behaviour of various wildlife populations.

To address this, we continually review best practise guidance and are already undertaking experiments to improve the lighting of our active travel routes as part of the Bath Riverline project. These experiments are focused on striking the right balance between providing sufficient lighting for safety and minimising environmental disruption. Future experiments could explore different lighting designs, such as motion-sensor lighting that only illuminates areas when in use, using lighting with wavelengths that are less disruptive to wildlife, or considering the use of lower-intensity lights in certain areas, particularly near sensitive wildlife habitats, to reduce light pollution.

Our commitment to this balanced approach will continue as we assess the results of these experiments and work towards identifying the most effective lighting solutions. The goal is to create a well-lit, safe, and environmentally responsible active travel network that meets the needs of all users while respecting and protecting the local wildlife.

### 7.1.10 Cycle parking/cycle hubs (urban and rural)

To promote cycling across the district, Bath & North East Somerset Council aims to provide convenient, secure, and ample cycle parking at residential locations, workplaces, shops, and other destinations.

B&NES has developed cycle parking standards for new developments, covering both residential and commercial buildings within its Transport and Developments Supplementary Planning Document. These standards establish minimum requirements for short-stay and long-stay parking based on building use and size. The document also sets out the key cycle parking design requirements to ensure all types of cycles including but not limited to hand cycles, tricycles, adapted bicycles, bicycles with trailers and cargo bikes are provided for.

B&NES plans to investigate and install additional cycle parking where a lack of suitable parking currently exists. A priority will be locating large-scale secure covered cycle parking in urban centres, as well as more cycle parking at public amenities, and near public transport stops to enable first/last mile connections.

To address issues of storage and access in residential areas, we are installing cycle hangars to make owning and storing a bike as easy and secure as possible. Cycle hangars are small metal shelters with a locked door that can store up to six bikes as shown on the image below. The hangars provide covered, secure and convenient parking when leaving your bicycle for a long duration of time. The lock can be operated either with a key or by a mobile app making them popular among individuals who don't have the room to store their cycles indoors or have access to a shed or garage. So far, B&NES has installed 21 hangars across the district and plans to install 20 more as demand for convenient and secure cycle parking grows. Early indications show that the cycle hangars are very popular, with those in Bath being 100% occupied and having a waiting list for spaces.

At key destinations within the district, B&NES will introduce more cycle hangars and cycle hubs including town centres, transport interchanges, schools, retail areas, and recreational sites, with a focus on providing accessible hubs in each of our main settlements. This includes locating cycle parking hubs in villages, conveniently near to community centres such as village halls. The cycle hubs will also include other services such as bicycle repair services, cycle pumps, CCTV, and enhanced lighting.

We will work with local businesses, education establishments, transport providers, retail stores, and leisure locations to install high-quality bicycle parking on their properties. We will also ensure this is provided at B&NES' own facilities.



When considering new cycle parking, our first preference will be to provide it on the road at the kerbside as opposed to on the pavement, wherever feasible. This approach offers multiple benefits such as preserving clear and accessible footways for pedestrians, making our pavements safer and more navigable, especially for wheelchair users, people with push chairs and those with limited mobility. By utilising road space for cycle parking, we are seeking to maintain pedestrian flow and reduce pavement obstructions.

When deciding on locating cycle parking on the road, several factors need consideration. It's essential to select locations where the physical space permits on road cycle parking. Visibility and security are also key; cycle parking should be in well-lit, visible areas to help deter theft and encourage cycling. Additionally, each site's street layout and existing infrastructure must be reviewed to ensure road-based cycle parking is safe for users and doesn't impinge upon visibility distances at junctions or create a road safety hazard for vehicles. To help support this move we shall seek to develop a kerbside strategy in line with other local authorities that will set out our vision to transform more of our kerbside space into places for people, and not just cars.

Ongoing monitoring of cycle parking usage and community feedback will inform where additional infrastructure is needed. B&NES aims to make cycling the convenient choice by providing parking that is ubiquitous and fit for purpose across Bath and North East Somerset.

### 7.1.11 Secure Cycle Parking at School

Providing secure, dry cycle parking facilities at schools plays a pivotal role in promoting active travel among students, reducing traffic congestion around school gates, and delivering a culture of cycling. Effective cycle parking not only enables children to cycle to school but also contributes to creating a welcoming and inclusive environment where cyclists feel valued and supported.

Key Considerations for Safe Cycle Parking:

- 1 Location:** The location of cycle parking is critical to its usage and security. Optimal locations are prominent, convenient, and integrated into the natural flow of movement towards school entrances. It is essential to ensure that cycle parking does not obstruct access for disabled individuals and takes into account prevailing weather conditions.
- 2 Security:** Visible security measures, such as good lighting and CCTV cameras, enhance the sense of safety and encourage the use of cycle parking facilities. Ensuring that bicycles are securely locked and easily visible adds to the perceived security of the parking area.
- 3 Capacity Planning:** Determining the appropriate number of parking spaces requires a thorough assessment of current usage levels. Surveying site users and considering factors such as the number of bicycles/scooters currently used can help in determining the required capacity.
- 4 Types of Parking:** Utilising robust and user-friendly cycle parking solutions, such as stands or cycle lockers, ensures efficient use of space and provides secure storage options for bicycles and scooters. Cycle shelters offer protection from the weather, further incentivising the use of cycle parking facilities.

- 5 **Accessibility:** Providing parking options for trailers and tricycles requires thoughtful planning to accommodate their unique requirements. End stands at parking bays and appropriate signage can designate spaces for trailers and tricycles, ensuring inclusivity for all cyclists.
- 6 **Sustainability:** Embracing sustainable practices in cycle parking design contributes to reducing the carbon footprint of school infrastructure. Eco-friendly materials, such as recycled wood, can be used to construct cycle shelters, while repurposed shipping containers offer cost-effective and environmentally friendly storage solutions.

In line with our commitment to promoting active travel and creating healthier, more sustainable communities, B&NES will explore implementation of safe cycle parking facilities at all of our schools. By consulting with stakeholders, selecting suitable locations, and implementing security measures, we aim to provide accessible and secure parking options for children and young people. This aims to contribute to reduced traffic congestion, increased physical activity among students, and delivering a culture of cycling within our school children and communities.

### 7.1.12 Public Bike Repair stations

Public bike repair stations provide a convenient place for cyclists to make necessary and essential repairs to their bicycles when away from home. These repair stations would provide a fixed platform for people to re-inflate tyres, tune bikes, fix punctures and make repairs that could otherwise be difficult. The additional provision of tools and a quality track pump at these facilities provides less confident cyclists who may not carry repair kits and tools the opportunity to fix their cycles and have a safe and comfortable onwards journey.

These facilities may be provided at key attractors in a community such as transport interchanges, near secure cycle parking or along key cycle corridors. These facilities may also be used by other active travel users and will benefit wheelchair users, people with mobility scooters, people with prams amongst other users who may encounter the need to reinflate tyres and undertake other maintenance to their mobility aids.



### 7.1.13 E-bike

An e-bike or electric bike is a regular bike with the addition of a motor to assist your progress. E-bikes are a transformative solution to overcome the challenges posed by hilly terrain, making cycling significantly more accessible to a wider demographic, including those with limited physical fitness and the elderly. In areas such as Bath and North East Somerset, where the undulating landscape can deter individuals from traditional cycling, e-bikes offer a game-changing alternative.

As cycling gains more popularity for its environmental and health benefits, B&NES will focus on supporting and promoting the use of e-bikes to further encourage cycling adoption. E-Bikes are a versatile solution for various purposes, including commuting, leisure, and shopping, offering appealing travel times that in some circumstances can be quicker than travelling by car, without the typical constraints of cars, such as traffic and parking.

As well as the obvious benefits of a motor – helping you get up the hills more easily and with less effort – there are several other benefits.

- For those with a recurrent injury or illness, e-bikes can help people keep cycling, rather than having to give up pedalling completely.
- E-bikes fill the gap between journeys short enough for walking or non-powered cycling and longer trips where a bus or car may be necessary.
- In some instances, especially around urban areas, it is possible to get to and from work faster on an e-bike and convert commuting into leisure time.
- They can be a viable replacement for a second car with all the environmental, financial and other benefits that this entails.

- E-bike riders often say they feel safer in traffic than when riding a non-powered bike, as the extra acceleration and speed up hills mean the difference in speed with other passing vehicles is less than it otherwise would be. The quick acceleration off the mark also means users can clear stationary traffic more quickly.
- It is possible to carry heavier loads more easily than with a regular bike, so many shopping trips and the school run might now be a possibility with an e-bike.
- People using e-bikes still get exercise; electric cycling is not cheating. Many studies have shown that people using e-bikes get plenty of very beneficial aerobic exercise. Also, the vast majority of e-bikes have power level settings on the handlebar controls that let users dial down the power if they want more exercise, or turn it up if in need of more assistance.



Ensuring that cycling is a realistic and attractive option for everyone is a priority, but to do this we must aim to attract a broader demographic of cyclists. E-Bikes can serve as a rehabilitation tool and boost cycling confidence among various groups, delivering a more inclusive cycling community.

More people are expected to start using e-bikes over the next decade. B&NES will seek to enable rapid increased adoption of e-bikes by implementing specific infrastructure enhancements. E-bike users, while sharing many needs with traditional cyclists, also have distinct requirements. To fully support e-bike users and harness the benefits of this growing mode of active travel, infrastructure and facilities should be adapted to meet their specific needs.

Charging infrastructure is a critical requirement for e-bike users. While many e-bikes offer significant range, providing convenient charging points would ensure that users have the confidence to make longer journeys without fear of running out of battery power. These charging stations could be integrated with existing facilities for minimal impact on space and could include secure lockers for charging batteries separately from the e-bike frame, enhancing both security and convenience. Working alongside major employers and institutions, we will explore the potential of providing integrated e-bike charging infrastructure, focusing initially on our main transport hubs, town centres, employment zones, and other major destinations where people are likely to travel from across the district.

Rainproof cycle racks are particularly important for e-bike users. The electrical components and batteries of e-bikes require added protection from prolonged exposure to rain and adverse weather, which can affect functionality and battery lifespan. Parking facilities for e-bikes should also take into account their increased weight, size, and higher value relative to traditional bikes. E-bikes require secure, stable racks that can handle heavier frames and protect against theft.

Overnight secure e-bike parking is another critical need, as many e-bike users rely on their bikes for regular, day-to-day commuting, including longer-distance journeys. E-bikes are generally more expensive and can be a target for theft, making secure overnight storage essential. Facilities should prioritise highly secure, enclosed parking options that incorporate keycard or passcode access, video surveillance, and, ideally, user-specific lockers or stalls for added security. These facilities are particularly valuable near residential areas, main transport hubs, and major employment sites, where users may need a safe location to leave their bikes overnight.

In tandem with providing the physical infrastructure needed to support e-bikes we will launch awareness campaigns around the benefits of e-bikes. These initiatives will promote the potential cost savings for users by reducing car-related expenses and may involve conducting additional e-bike trials to showcase the accessibility they offer, particularly in conquering hills, which may otherwise deter conventional cycling.

### 7.1.14 Cycle hire and E-bike hire

Shared mobility offers a cost-effective and convenient transport solution, particularly in densely populated areas where owning a personal vehicle may not be practical or necessary. Providing access to more transport options, shared mobility reduces the need for private car ownership. It also enables the use of sustainable transport options by reducing the reliance on our vehicles whilst at the same time improving air quality and alleviating traffic congestion and parking issues. Additionally, shared mobility initiatives promote social equity by providing affordable and accessible transportation options to a broader spectrum of the population, including those who may not have access to personal vehicles or traditional bicycles. Overall, embracing shared e-bikes and e-cargo bikes not only enhances mobility and convenience but also contributes to building more sustainable and inclusive communities.

As part of a new service launched in October 2023, a fleet of 500 shared e-bikes and e-scooters are now available across Bath. There is an opportunity to consider how this network can be expanded further to serve not only the whole of Bath, but also proposals to extend coverage to Keynsham and Midsomer Norton in 2025. Offering this alongside long-term rental provides greater flexibility for riders, broadening its appeal.



B&NES will continue to support and expand the provision of shared cycle hire at strategic locations across the district. These locations will include key destinations including key mobility hubs such as train and bus stations, town centres, local shops, community facilities, leisure, employment, and educational sites. By strategically placing cycle hire stations at key origins and destinations, we aim to enable residents, commuters, and visitors to embrace cycling as part of their day-to-day journeys.

B&NES recognises the importance of cycle hire within the district, making cycling accessible without owning a bike. We will focus on offering a variety of cycles for hire, including e-bikes, e-cargo bikes and adapted bikes. This will provide an opportunity for people of all abilities to have easy access to a bike.

#### Case Study – E-bike Cornwall

Based in Penzance and working with partners across the region, EBIKE Cornwall are electric bike hire specialists operating out of six locations across the county. Dedicated to getting people out of cars and onto two wheels to explore Cornwall, EBIKE Cornwall offer e-bike hire as well as route planning information to best suit users' interests and fitness levels. EBIKE Cornwall opened in 2021, at the height of Covid-19 lockdowns, believing that electric bikes could get more people outside and exploring Cornwall in a fun, healthy and sustainable way. After a successful first year on the High Street, they are now working with hotels, resorts and others to build a regional network of electric bikes.

### 7.1.15 E-Cargo bikes

Currently, there are approximately 9,000 light and heavy goods vehicles entering or leaving Bath every day<sup>46</sup>. E-commerce and home deliveries have played a key role in contributing to the growth in the number of deliveries made each day. The UK is now the number one market in Europe and third in the world for online shopping. However, this has led to an increase in the number of van and delivery lorries on our roads and an increase in emissions.

E-cargo bikes offer an attractive alternative to traditional delivery vans through cost-efficiency, shorter journey times in congested areas, and reduced environmental impact. E-cargo bikes are critical if we want to reduce the number of delivery vehicles travelling across Bath and North East Somerset and ensure that more of our goods are delivered sustainably.

To reduce the environmental impact traditional delivery vehicles have when making deliveries, we have provided businesses with access to rental e-cargo bikes. This allows them to undertake the final stage of the delivery process by bike, rather than by vehicle. And following the early success of the scheme, we have recently added 10 new electrically assisted e-cargo bikes to Bath's streets to support local businesses.

We also have four e-cargo bikes which are available for free loan to local businesses, organisations and charities who wish to trial them before making their own investment.

Another e-cargo bike trial is currently underway at the Royal United Hospital in Bath which is helping staff from the Children's Therapies team visit their patients in the community. The trial is for a year but if successful could be rolled out further to include other public sector rolls

such as street cleaning, park maintenance and waste collection.

E-cargo bikes will eventually replace delivery vans in Bath's city centre, enabling local organisations to make quick, clean and economical deliveries. E-cargo bikes will help make our towns and city more pleasant places to be whilst also offering a sustainable mode of transport for the delivery of goods.

Working with operators, B&NES will actively support trials of e-cargo deliveries and undertake more initiatives aimed at promoting these with local businesses, community organisations, and families to facilitate movement of goods, materials, and shopping more sustainably.

In addressing last-mile delivery strategies, we recognise the importance of consolidation and micro-consolidation centres, where e-cargo bikes will play a vital role in streamlining deliveries, particularly in city centres. We will explore possible locations within our urban landscapes, where we can potentially accommodate consolidation centres both for businesses and local residents.



<sup>46</sup> Transport Delivery Action Plan for Bath – Phase 1 Current and Future Report 2020

### 7.1.16 Access for All

B&NES is committed to promoting active travel as a sustainable and inclusive mode of transportation, ensuring that everyone can enjoy the benefits of active travel.

Our choices around active travel are affected not only by the existence of safe walking, wheeling and cycling routes, but other factors such as accessing a cycle, skills and confidence, security concerns, or individual health conditions. There are groups of people across B&NES currently under-represented in walking, wheeling and cycling.

**“9% of women cycled at least once a week in comparison to 21% of men. Also, women are less likely to drive a car than men. 67% of women are license holders in comparison to 80% of men.”**

Research shows that there are specific barriers to women and girls being more involved in physical activity, especially cycling. A research report by Sustrans<sup>47</sup> found that most women do not feel safe and are hesitant to start cycling. Other studies have shown that women feel intimidated on the roads. Women cyclists reported facing regular abuse and aggression from drivers, and a lack of safe cycle routes to use all year round. A recent study undertaken by London Cycling Campaign identified that 93% of women surveyed said drivers had used motor vehicles to intimidate them. 77% said they experienced this at least once a month. Nine out of 10 said they had experienced abuse from other road users while cycling – 63% said it was at least once a month. More than one in five women said they had given up cycling, temporarily or permanently, because of these experiences and nine out

of 10 said they would start to cycle or cycle more if they had safer cycle routes, for instance with protected cycle tracks, for their journeys<sup>48</sup>.

Also walking and cycling are viewed as “not safe or attractive enough” for many people over 50. Fear of injury and concerns about safety mean that the majority of the older population does not contemplate cycling. But what if the potential for cycling among the older population was realised? Whilst cycling accounts for 23% of all journeys for people aged 65 and older in the Netherlands, 15% in Denmark and 9% in Germany, it represents only 1% of all journeys in the UK<sup>3</sup>. This Active Travel Masterplan seeks to ensure that more of our towns and rural areas are shaped and designed to be more supportive and suit older people’s needs.

The Active Travel Network identified as part of this masterplan has been strategically planned and designed to enable the creation of inclusive and secure environments, ensuring that everyone can enjoy the advantages of active travel. This comprehensive approach involves designing and delivering infrastructure that accommodates adapted cycles and mobility aids, eliminating physical obstacles, minimising pavement parking, and reducing street clutter that can be a barrier to active travel, particularly for individuals using mobility equipment and those with pushchairs.

We will build upon established practices, such as the mandatory Equality Impact Assessment for all projects and collaborate with partners to continuously enhance our best practices. Early engagement with user groups, along with thoughtful consideration of design measures tailored to individuals with diverse needs and abilities, will be a key focus, adhering to the principles outlined in “Inclusive Mobility – a Guide to Best Practice on Access to Pedestrian and Transport Infrastructure” (Department for Transport, 2021).

<sup>47</sup> Sustrans (2018) – Inclusive city cycling – Women: reducing the gender gap.

<sup>48</sup> London Cycling Campaign – What stops women cycling in London 2024

### 7.1.17 Disabled access

The Equality Act 2010 defines disability as a physical or mental impairment that has a ‘substantial’ and ‘long-term’ negative effect on a person’s ability to do normal daily activities. According to the Office for National Statistics (ONS), one in five people in England and Wales currently have a disability.

The social model of disability says that a person is disabled by society, rather than by their impairment or health condition. This is because disabled people face barriers that stop them from taking part in society in the same way as non-disabled people.

Disabled people face significant barriers to walking and cycling. A common physical barrier to walking is crossing the road. Having enough time to cross, not finding a safe place to cross the road and signalised crossings that do not work, are all barriers.

In a recent survey undertaken by the organisation Transport For All, 50% of respondents experienced missing dropped kerbs. Where dropped kerbs do exist, they are often broken, too steep to manage, or obstructed, forcing people to turn back and find the next nearest place to cross, or go into the road alongside vehicular traffic. As well as too few controlled crossings, crossings can sometimes lack the audio-visual cues needed to make them accessible, whilst a lack of tactile paving to indicate where safe crossings are located are a barrier to those with visual impairments.

Issues with pavements are frequently cited as being a barrier to walking and wheeling for those with a disability. Obstructions, advertising boards, the use of inaccessible metal barriers, wheelie bins and parked cars, are commonly encountered and make walking difficult. Poor pavements can render whole routes inaccessible and even dangerous. For wheelchair users, irregular surfaces can be

painful or impossible to go over and can cause damage to the chair. Bad pavements also posed a serious trip hazard, particularly for blind and visually impaired people, and those with impaired balance.

A lack of public facilities, such as accessible toilets, water fountains, and seating is a barrier to walking and wheeling for many disabled people. Not only are facilities often unavailable or inaccessible, they can also be difficult to locate. Poor information on key facilities such as whether toilets are locked with a radar key, or where people can sit down along a route can act as an additional barrier.

As well as physical barriers, disabled people also face social barriers or attitudinal barriers, such as assuming that a disabled person “can’t do” something creating a barrier for that person.

Disabled accessibility through inclusive infrastructure is a key part of our approach and we will seek to incorporate the Government’s recommendations as set out in their policy “Inclusive Transport Strategy: achieving equal access for disabled people” (July 2018) and “Inclusive Mobility – A Guide to Best Practise on Access to Pedestrian and Transport Infrastructure (December 2021) . This includes:

- **Minimum Widths:** Footways should be at least 1.5 meters wide, expanding in busy areas.
- **Surface Quality:** Surfaces must be smooth, non-slip, and level to accommodate all users.
- **Obstructions:** Keep pathways clear of unnecessary obstacles like poles or bins.
- **Tactile Paving:** Essential for safe navigation by visually impaired individuals, particularly near crossings.
- **Maintenance:** Regular upkeep to ensure accessibility for all.

### Case Study – Miles without Stiles

The “Miles Without Stiles” project is a pioneering initiative aimed at promoting accessibility and inclusivity in outdoor recreational spaces. Launched in 2017, the project seeks to remove barriers that limit the enjoyment of natural landscapes by individuals with mobility challenges, ensuring that everyone, regardless of physical abilities, can experience the beauty of the outdoors. Initially the project was introduced in the Lake District, however following its success similar schemes have now been introduced in many of our national parks and outdoor natural spaces. As the project continues to evolve, it holds the promise of inspiring similar initiatives potentially across Bath and North East Somerset, allowing everyone the right to access and enjoy the beauty of nature.

The project was conceived in response to the growing recognition of the limited accessibility of many outdoor trails and natural spaces. Traditional hiking trails often present obstacles such as inclines, uneven terrain, and narrow pathways, preventing individuals with mobility impairments from fully participating in outdoor activities. “Miles Without Stiles” addresses this issue by identifying, modifying, and creating trails that accommodate a diverse range of abilities including those in all-terrain powered mobility scooters and families with younger children.

### 7.1.18 Disabled cyclists

Many disabled people do not get to enjoy the benefits of cycling because of barriers that are put in their way; be they physical, attitudinal or otherwise. However, we know that significant numbers of disabled people do already cycle and that many more could do so given the right conditions. B&NES want to ensure that disabled people are able to cycle whenever and wherever they wish - whether for transport, leisure or exercise.

The most common barriers to cycling among disabled people are lack of appropriate equipment, low availability of safe cycling infrastructure and lack of confidence and support.

Many are not aware of the fact that disabled people cycle and that for many disabled people, their cycle is their choice of mobility aid. Growing numbers of disabled people are now choosing to cycle more, with some using standard two-wheeled bicycles and others using non-standard cycles, for transport, leisure, and sport. However, there are a number of physical, cultural and societal barriers that continue to prevent more disabled people from taking up cycling.

Whenever developing cycle routes, we will actively consider how any infrastructure can be as inclusive as possible. We will strive to provide cycle routes that cater for the requirements of everyone, including those using adapted cycles and tricycles.

### 7.1.19 Active travel and tourism in B&NES

Bath City Centre attracts a significant number of tourists, many of whom visit on foot. The Council will develop pedestrian-friendly zones in key tourist areas, enabling walking and wheeling, and making it easier for visitors to navigate on foot. This could involve pedestrianising certain streets, enhancing signage for walking routes, and providing information on historical landmarks and points of interest along the way.

A parklet is a micro community facility typically intended to provide space for people to sit, relax and enjoy the city around them, enhancing the overall streetscape. To enable more people to use active modes, cycle parking is usually provided. Parklets may be provided by repurposing car parking spaces or using space on an existing pedestrianised area.

B&NES has created a number of parklets in urban areas around the district and will identify appropriate locations for new parklets.

Improving connectivity for visitors to Bath and North East Somerset's countryside is essential to promote accessibility and enjoyment of the region's natural landscapes. As an area renowned for its stunning countryside and outdoor recreational opportunities, it is imperative to ensure that residents and visitors alike have easy access to these areas for walks, exploration, and outdoor activities. By enhancing

connectivity between urban centres and rural areas including our public rights of way network, we can facilitate seamless access to the countryside, enabling everyone to experience and appreciate the natural beauty that surrounds us.

As well as enabling more people to access the countryside on foot, we need to expand our cycle network, creating designated cycling routes, and improving bike rental facilities to enable visitors to explore the region on two wheels. The Chew Valley Lake, Bristol to Bath Railway Path and Two Tunnels offer excellent examples of recreational cycle paths; however, they are not fully connected to the wider cycle network.

Working with public transport operators to provide for active travellers is another important way to encourage active travel tourism. Offering discounted or bundled ticket packages for tourists combining public transport with cycling or walking tours can further incentivise travelling to the area by sustainable modes.

By implementing these measures, Bath and North East Somerset Council can promote sustainable transport choices while showcasing the region's rich cultural heritage and natural beauty. Through collaboration with local stakeholders and ongoing community engagement, the Council can position the area as a leading destination for active travel tourism.

#### Case Study - Milsom Street, Bath

Following implementation of a bus gate on Milsom Street in Bath city centre, in 2021 B&NES Council installed two parklets on Milsom Street, which is a principal shopping street with high pedestrian movement.

Milsom Street is on a gradient, so the design had to ensure that all furniture is flush with the kerb to ensure that it was accessible for disabled users.

The purpose of the parklets was to extend the central dwell space along the street to create an attractive, green, public space for visitors. The parklets are part of a wider programme of public real improvements.



### 7.1.20 Horse Riders

Horse riding contributes to the diversity of outdoor recreational activities, supports the local economy in rural areas, and promotes mental and physical well-being for its participants. While horse riding is considered a form of active travel, it is not a practical or feasible form of everyday transport for most people due to various limitations.

Unlike walking or cycling, horse riding is typically a leisure pursuit rather than a realistic or viable means of daily transportation. Owning and using a horse for everyday transportation presents several impracticalities that make it an unrealistic option for most people. Horses require substantial care, time, and financial commitment, including daily feeding, grooming, exercise, and regular veterinary care. The costs associated with stabling, feeding, and maintaining a horse can be prohibitively high, far exceeding those of more conventional modes of transport. However, recognising its recreational value and the importance of catering to diverse outdoor activities, we believe that dedicated provisions for horse riders should be included where there is a clear demand and need.

During our public consultation, we received several concerns from other active travel users about the presence of horses on shared paths. Many noted that allowing horses to access and share the active travel network introduces specific risks to other users, particularly pedestrians, cyclists, and disabled individuals. Horses are large, powerful animals that can be easily startled by sudden movements, noises, or unfamiliar environments. When startled, a horse's instinctive reactions can be unpredictable, posing a direct threat to the safety of nearby cyclists and pedestrians who may not have sufficient space or time to move away. For disabled users, particularly those with mobility or sensory impairments, the presence of horses on shared paths can create additional challenges, as unexpected movements or restricted

path widths can increase the risk of accidents or make paths less accessible. Additionally, shared surfaces may not always be suitable for equestrian use, leading to potential wear and safety issues that further impact the accessibility and usability of these paths for all.

In response to these concerns, we are not proposing to allow horse riders to share access of the active travel network with other users, rather we will seek to make improvements to the existing bridleway network and aim to better link these routes to create safe, continuous paths for horse riders. Where feasible and where there is an evident need for equestrian infrastructure, we will also explore establishing fully segregated horse routes alongside active travel paths, provided there is sufficient width to maintain clear separation. Alongside these improvements, we will also explore potential enhancements specifically to benefit horse riders such as mounting blocks, hitching posts, water troughs, rest areas with shaded seating, signage with clear route information, and gates designed for easy equestrian access. This approach balances the needs of horse riders with the safety and comfort of other active travel users, ensuring a safe, inclusive network for all.



## 7.2 Connectivity

### 7.2.1 Multi-modal connectivity

Multi-modal connectivity is central to Bath and North East Somerset's active travel strategy. Multi-modal connectivity refers to the seamless integration of various modes of transport, such as walking, cycling, public transport, and shared mobility services, to make it simpler and more convenient to move around. Our plan focuses on making it easier to switch between walking, cycling, public transport, and shared mobility services. We are improving connections from transport hubs to your final destination, by offering bikes, scooters, and on-demand transport. We are also creating neighbourhoods where walking and cycling are straightforward, near transport hubs, promoting healthier, greener travel.

We are committed to creating neighbourhoods where walking and cycling are easy and enjoyable. By designing mixed-use developments, affordable housing, and amenities near transport hubs, we will make it convenient for you to walk or cycle to your destinations. This not only promotes healthier and more active lifestyles but also reduces reliance on cars, making our communities more vibrant and sustainable.

We will work with partners to utilise technology including mobile phone apps and websites to give you up-to-date information about timetables, routes, and options for getting around. This way, you will always know the best way to travel. Using technology and teamwork, we aim to make travel easier for everyone.

### 7.2.2 Pedestrian and cycle links to public transport

A crucial part of this strategy is to improve infrastructure, ensuring smooth connections between cycling and walking paths and key public transport hubs including our bus and train stations. This will mean building protected cycle lanes, improving pedestrian routes, and providing safe places to park bikes at bus stops, rail stations and mobility hubs. As part of the Active Travel Masterplan we shall seek to provide more and improved active travel routes linking to each of our main public transport hubs including our train stations such as Bath Spa and Keynsham train stations, our bus station, mobility hubs, bus stops and transport interchanges. These improvements will make it easier for commuters and travellers to choose walking, wheeling or cycling as convenient ways to access public transportation options.

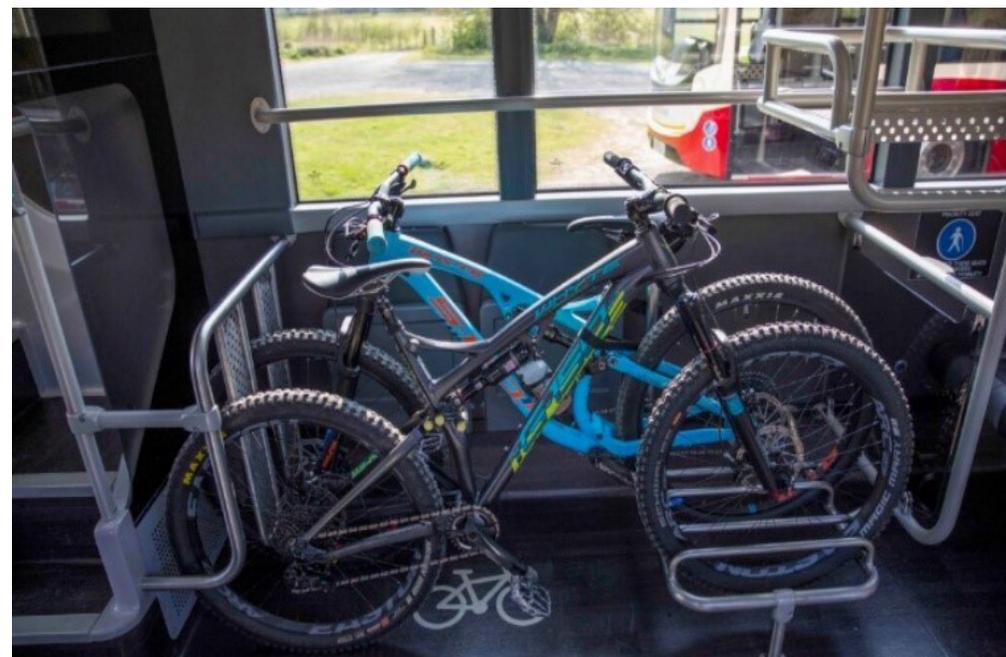
Improving connectivity between active travel and public transport is essential to creating a seamless, sustainable transport network. By making it easier for people to walk or cycle to public transport services, we can extend the reach of public transport, thereby reducing car dependency, and decreasing congestion. This integrated approach supports healthier lifestyles, cuts down on emissions, and provides more accessible transport options for everyone, especially in areas where direct access to public transit is limited. Effective connections between these modes enable a more resilient, inclusive, and efficient transport system for all. We will continue to work with the West of England Combined Authority and public transport operators to improve the integration between different transport modes. By developing the integration of walking, wheeling and cycling with public transport, we can promote a transport system that offers flexibility, convenience, and accessibility for all travellers.

### 7.2.3 Bikes on buses

Buses are a lifeline service for many people, especially those who do not own a car, and for many of those who live in rural communities for whom, given the distances involved, active travel is not always a viable option to access the services and facilities they need.

Cycling supports more efficient public transport by extending the catchment area of bus stops far beyond a walking range and at a much lower cost than delivering neighbourhood 'feeder' bus services. Better integration of buses and cycles allows more journeys to be undertaken that would otherwise only be possible by car. Whilst the provision of cycle parking at bus stops extends the catchment area of a bus stop, allowing bikes on board buses has the additional advantage of extending the distances that people can travel from the bus stop they have alighted from to their destination. Allowing bikes to be taken on board buses offers the chance for people to extend a cycling trip for those who want to go further afield. They also allow cyclists to avoid busy stretches of road or hilly sections of a route.

Currently bikes are not allowed to be taken on board buses as they impact on the capacity of the bus, reducing the number of paying passengers which can impact upon the commercial viability of some bus services. The positive impact of allowing bikes on board buses is an increase in the numbers travelling by bus, especially in rural areas, potentially helping to support rural bus services.



**Figure 7.1** Bike storage on the X62 service, serving the Tweed Valley and Scottish Borders<sup>49</sup>

Bikes on board buses have however been shown to work in some cases, for instance in the Scottish Borders. Working in partnership, Sustrans and Borders Buses have created a bike-friendly bus route. Buses operating on the X62 service which serves Tweed Valley and the Scottish Borders were retrofitted with bike storage areas that provided each of the buses with dedicated space for a minimum of two bikes. The improvements have resulted in a fully bike-friendly, more accessible bus service.

We will work with local bus operators to explore the potential for taking bikes on board buses on appropriate routes. This will focus primarily on rural areas where journeys are usually longer, bus passenger demand is lower and there is likely to be the capacity to cater for this.

<sup>49</sup> <https://www.showcase-sustrans.org.uk/category/news/case-studies/?cn-reloaded=1>