
Bath & North East Somerset Council

Improving People's Lives

Current and upcoming transport consultations

Keynsham area forum

06 July 2023

City Region Sustainable Transport Settlement

Introduction

- B&NES is currently working in partnership with the West of England Combined Authority to deliver several transport schemes across the region
- Funded through the CRSTS
 - Funding of £540m secured in April 2022
 - Around £120m of this funding is for projects within B&NES



**Funded by
UK Government**

City Region Sustainable Transport Settlement

Introduction

- Aims of the funding, as per our settlement agreement are to fund **capital infrastructure** that will:
 - Decarbonise transport;
 - Promote a shift from cars to public transport, walking, wheeling, and cycling;
 - Boost economic growth by improving the public transport and active travel opportunities
- The funding cannot be used to support revenue or fund bus services
 - We are working closely with the Combined Authority team to ensure what we are delivering infrastructure that will support bus services

City Region Sustainable Transport Settlement

Introduction

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- Want to introduce two projects to the forum today

Somer Valley Links

Consultation – 26 June to 06 August



Bristol to Bath strategic corridor

Consultation – planned for mid-August



Somer Valley Links A37 / A362 / A367



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Background

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- Cars are heavily relied on by people for travel
- Has lead to significant congestion, particularly at the approaches to Bristol and Bath.
- Air pollution levels on some parts of the route currently exceed recommended national limits
- Somer Valley predicted to grow but current infrastructure won't be able to cope with this extra demand.
- If nothing is done, we will see poorer air quality, yet more carbon

Initial engagement

- First stage public engagement (Nov 2021 - Jan 2022)
- To understand from people who travel along the A37/A362/A367:
 - What transport issues are experienced
 - What improvements are needed
- 1,100 responses to the questionnaire and 22 suggestions in the interactive map
- The largest proportion of journeys & most regular journeys along the corridors are made by car (75%)

What we learnt

Top five issues

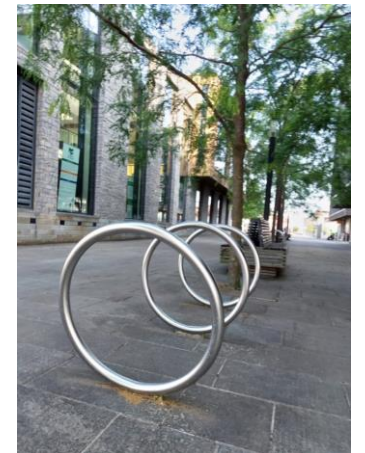
- Safety rated as poor along the A37/A367 corridors - 71% (cycling) and 69% (walking)
- Traffic flow along the A37/A367 - 61% rated as poor.
- Barriers to walking more:
 - Lack of pavement or poor surface - 69%
 - Do not feel safe - 63%
 - Not enough safe crossing points - 55%
- Barriers to cycling more:
 - Vehicles travelling too fast - 86%
 - vehicles passing too close - 85%
 - not enough cycle lanes - 83%
 - too much traffic on the routes - 83%
- Buses - issues rated as poor
 - Cost of using bus / bus fares - 46%
 - Bus timetables / or the time of buses - 38%
 - Reliability - 34%

Residents want:

- More frequent buses (43%), more reliable services (29%) and quicker journey times (25%)
- More people would choose to cycle more:
 - More off-road cycle routes away from traffic (79%)
 - Separate on-road cycle lanes (60%)
 - Less traffic on route (27%).
- More people would walk:
 - Wider pavements (45%)
 - pavements were separated from traffic (43%)
 - less traffic on routes (28%)
- Walking and cycling improvements were the highest priority (80%), followed by traffic and road improvements (45%) and bus improvements (39%).
- Top walking, wheeling and cycling improvements were:
 - Making routes safer (17%)
 - Continuous foot/cycle paths (16%)
 - Maintenance/wider roads/paths (15%)
 - Segregated cycle paths (13%)

Project proposals

- Bus lanes and junction upgrades
- Walking, wheeling and cycling routes
- Bus stop upgrades
- Mobility hubs



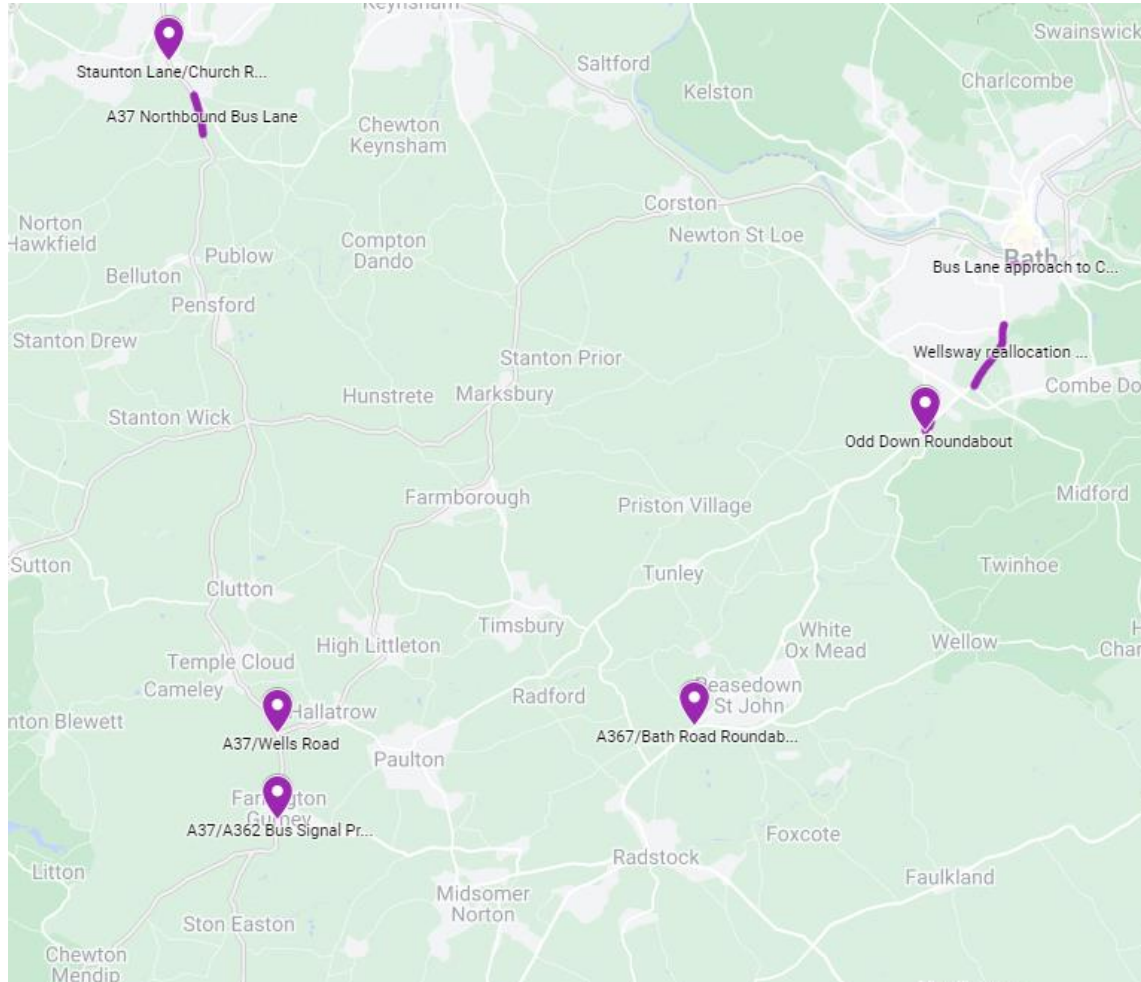
What could these proposals mean?

- Practical positive benefits:
 - More options to travel sustainably - whether by bus or walking or cycling
 - Easier to switch from one type of transport to another
 - Buses would be more punctual and quicker, making bus travel a better experience
 - New cycle routes would make it safer, easier and more enjoyable to walk and cycle
- Some impact on local parking

Bus lanes and junction upgrades

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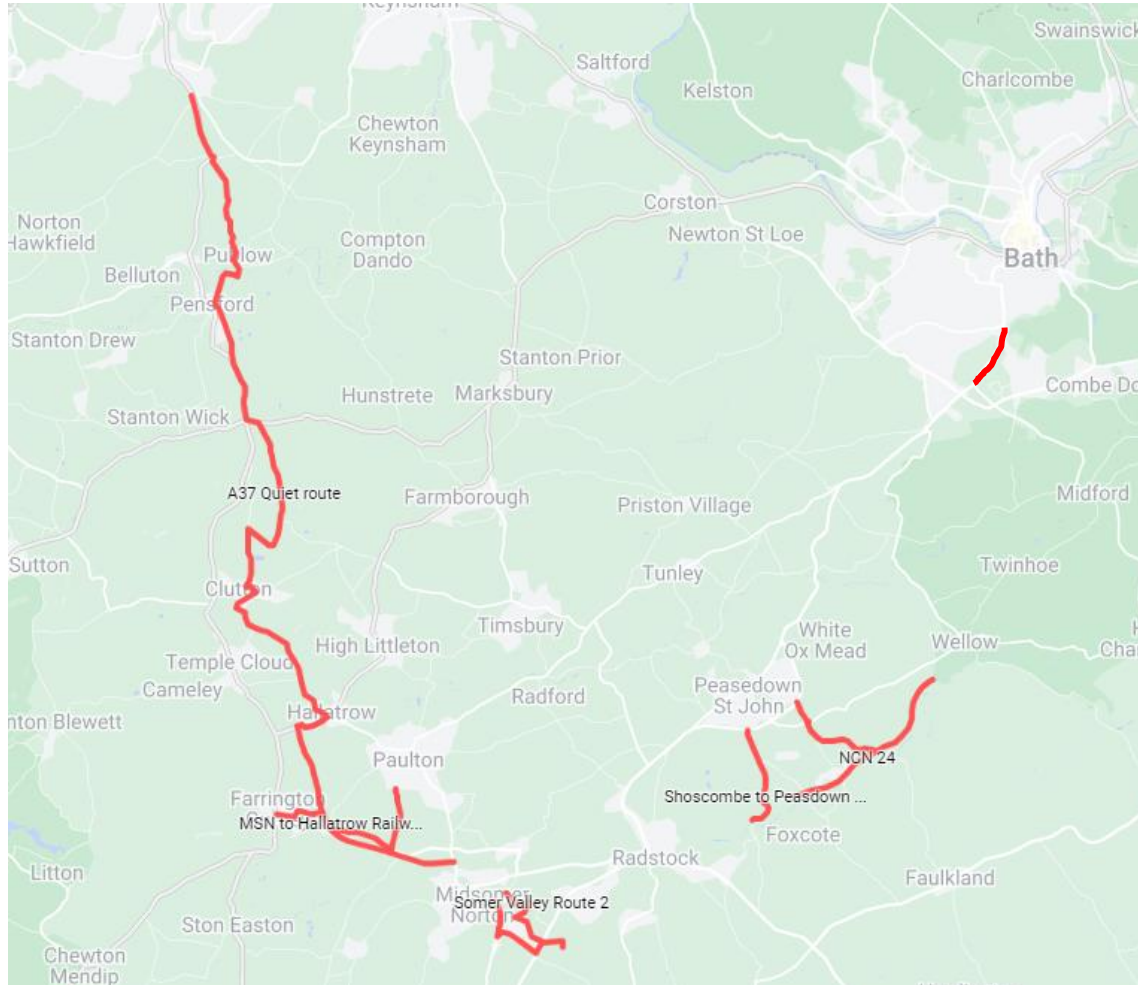
- Two new bus lanes
- Two extensions of bus lanes
- Five junction improvements

➡ Will make buses quicker and more reliable

Walking, wheeling and cycling routes

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- Segregated cycle lanes
- Shared use paths
- Quiet routes

➡ Better connections to other routes and to public transport

➡ Safer cycling and walking

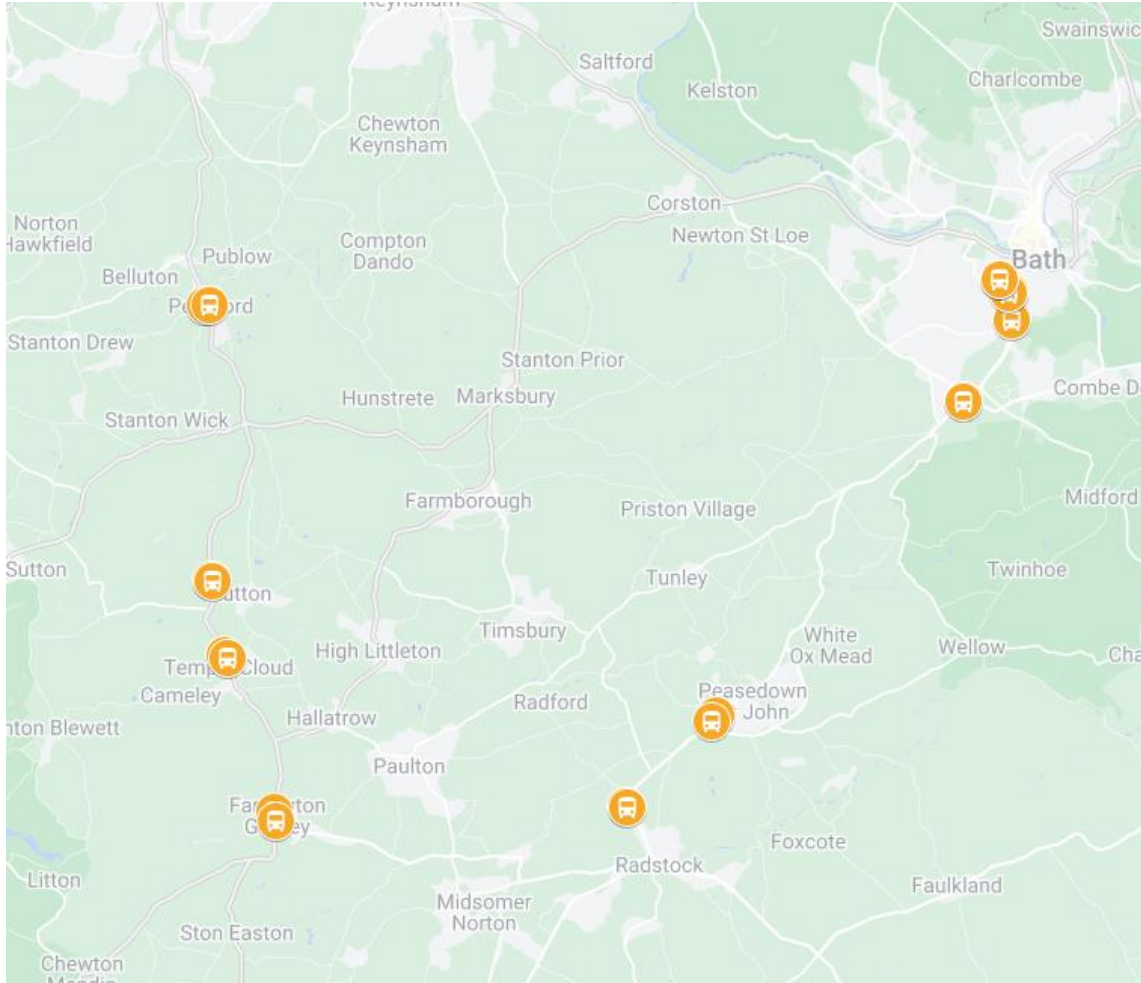
➡ More opportunities to be active

Bus stop upgrades

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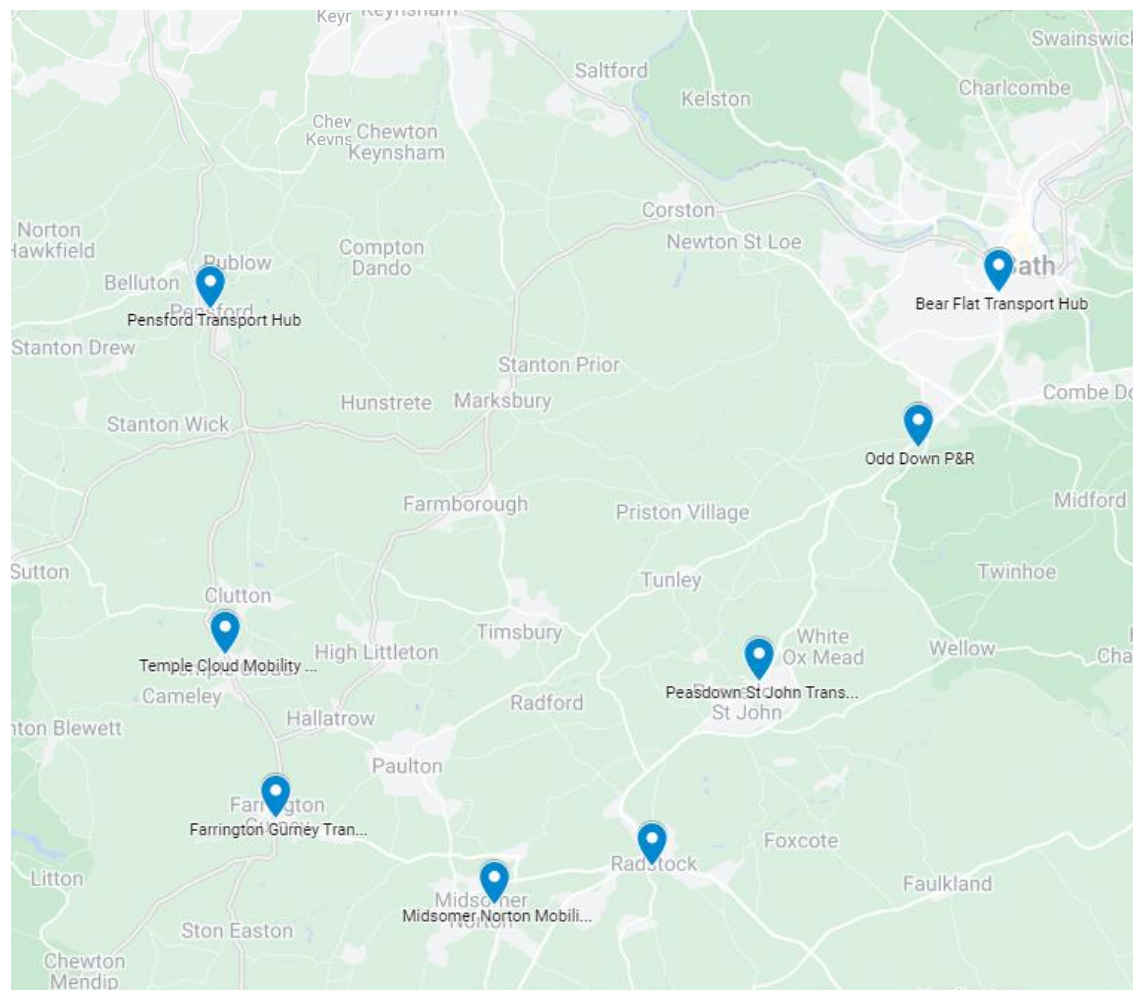
- Bus stops would be safer, more comfortable, better lit, easier to access

- New bus shelters with digital travel information screens
- New bus stop signs
- Wider pavements and step-free kerbs
- Better crossings being looked at



Better experience to catch the bus

Mobility hubs



- Eight locations including Odd Down Park & Ride

- Cycle parking
- Secure cycle lockers
- Bike repair stand / pump
- Bus stop upgrades

➡ Will make switching between different types of transport easier (i.e. walking, cycling, e-scooters, buses, WESTlink)

Next steps

After this consultation
Feedback used to start
next phase of
development

During 2024
Refine proposals
Consultation

End of 2025*
Start construction

Bristol to Bath Strategic Corridor



6 July 2023



Background

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- The A4 between Bristol and Bath is a critical route, connecting local communities and connecting communities from elsewhere in the region to our major cities.
- There is a large reliance upon cars along the A4 and it is frequently heavily congested
- Much of the corridor has air quality issues
- Opportunities for walking and cycling are limited - most of the A4 has no off-road cycle path
- Both Brislington and Newbridge Park and Rides were oversubscribed (pre-COVID-19)
- It can take over 30 mins to get to a bus stop and then bus journeys into either city centre can take up to 50 minutes

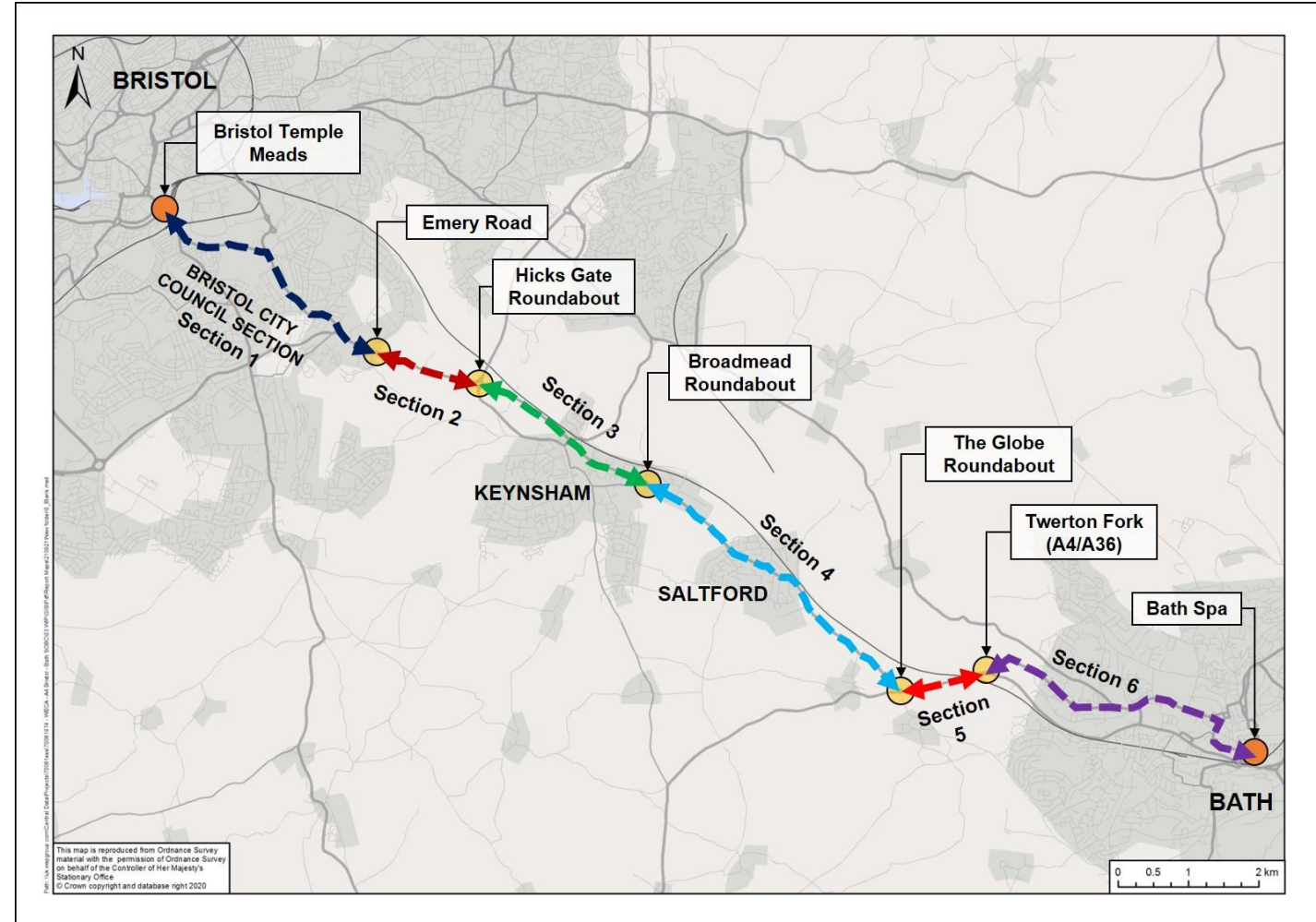
Project proposals

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- Route divided into 5 sections in B&NES
 - Section 2 - Emery Road - Hicks Gate roundabout
 - Section 3 - Hicks Gate - Broadmead roundabout
 - Section 4 - Broadmead - Globe roundabout
 - Section 5 - Globe to Newbridge Park & Ride
 - Section 6 - Newbridge P&R - Bath city centre



Project proposals

- New bus lanes in the corridor, formed by better use of road space and some highway reallocation
- Continuous walking, wheeling, and cycling provision along the route - including more direct provision, safer and segregated cycling and wider pavements (where possible)
- Enhanced 'community connections' to the corridor to improve access for local communities to facilities
- A new mobility hub on the A4 at Keynsham, to provide direct access for high-speed bus services to the town centre

What could these proposals mean?

- Practical positive benefits:
 - A faster and more reliable bus service
 - Better, higher quality bus shelters
 - Easier, safer, and more comfortable options for walking, wheeling or cycling along this route
 - Improved crossings and reduced severance
 - A transformational way to access Keynsham from high-speed bus services
- Fewer lanes for cars on some sections of the route, as a result of some highway reallocation
 - This is subject to modelling of impacts

What could these proposals mean?

■ Consultation

- More details on the proposals and their impacts will be shared at consultation
- Current planned start date of 14 August - running to 24 September
- Will use the same 'hub' website as the Somer Valley Links consultation - <https://haveyoursaywest.co.uk>

■ Planning to

- hold webinar Q&A session
- Several drop-in events throughout the corridor during September