

North Somerset Council **Active Travel Network Action Plan**

Active Travel Action Plans 2023-30

One of our seven Active Travel Action Plans (ATAPs) for 2023-30 to help deliver our Active Travel Strategy's vision, to:

'Make walking and cycling the natural choice for a cleaner, healthier and more active North Somerset'

Plan statement: The **Active Travel Network Action Plan** is to ensure that we have coherent, direct, safe, comfortable and attractive networks and routes across North Somerset. This will include 'joining up' other schemes, addressing severance (stretches of unsuitable road, difficult junctions, lack of bridges etc.) and providing more strategic routes.



What is Active Travel?

Active travel refers to the movement of people or goods by using the physical activity of a person. In this Active Travel Action Plan, active travel refers mostly to the most popular forms of active travel – walking/wheeling and cycling – but also includes (and is not limited to) other active options such as running and scooting. Electrically assisted cycles (e-bikes) also count as active travel as some physical activity is generally also required. Horse riding shares many of the same needs and vulnerabilities as walking/wheeling and cycling, and will also be considered as part of this Action Plan.

What is an Active Travel Network?

An active travel network is how our local routes for active travel users join up. A local active travel network will typically be made up of various elements:

- Dedicated space for cycling within highways;
- Quiet mixed traffic streets;
- Motor traffic free routes;
- Junction treatments and crossings; and
- Cycle parking at origins, destinations and interchanges with other modes.

Equalities impact assessment

North Somerset Council (NSC) welcomes its Equality Act 2010 responsibilities and is committed to meeting them. Our activities are consistent with the council’s Corporate Plan vision of an Open, Fair and Green authority and our **Equalities Policy**.

Our Place and Movement Framework and Active Travel Action Plans are consistent with central government Levelling Up priorities by building capability to deliver an inclusive active travel network. All the plans included are about bettering travel choice for all our local residents and include provisions, such as more level pedestrian crossings, tactile paving and removing barriers to travel, particularly for the elderly, disabled, those with mobility issues or people who are visually impaired.

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1. Policy context

Active Travel as a local priority

The **North Somerset Corporate Plan (2020-24)** aims to create an Open, Fair and Green North Somerset with the Council being a local leader and North Somerset’s largest employer. For transport specifically, the West of England **Joint Local Transport Plan 4 (JLTP4)**, adopted by North Somerset Council and its West of England neighbouring authorities in March 2020, sets out to:

- Take action against climate change and address poor air quality;
- Support sustainable and inclusive economic growth;
- Enable equality and improve accessibility;
- Contribute to better health, wellbeing, safety and security;
- Create better places.

To help make this a reality, the **North Somerset Active Travel Strategy** (adopted in July 2021) sets the policy background to accelerate North Somerset Council’s efforts over the next ten years to ‘make walking and cycling the natural choice for a cleaner, healthier and more active North Somerset’.

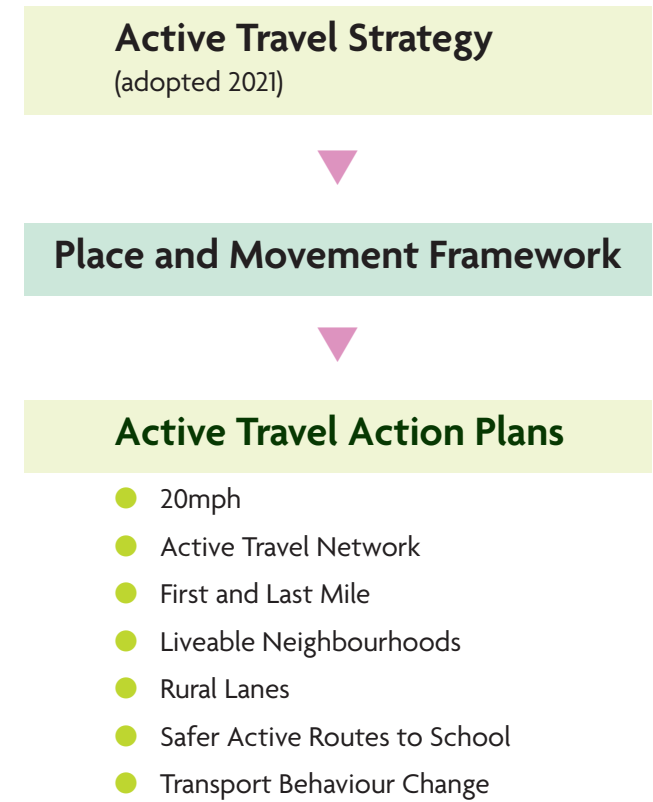
The strategy aims to achieve a number of benefits locally including:

- safe and frequent active travel to improve public health;
- reduce carbon emissions and improve air quality;
- support the local economy;
- help grow more ‘liveable neighbourhoods’ with our communities and through the planning system.

The Strategy’s key target is to increase walking and cycling trips by 300% by 2030.

On adopting the Strategy, North Somerset Council’s Executive Committee set out that a **series of action plans would be developed and adopted** to help make our Active Travel Strategy commitments and interventions a reality, as shown in the diagram below.

Figure 1: The North Somerset Council active travel policy framework.



The seven Active Travel Action Plans show the areas of focus for our active travel interventions, to help the council and North Somerset residents, businesses and visitors to choose active travel as the natural choice for the shorter and medium length journeys, and as the first and last mile of longer journeys.

This is part of the council's response to the Climate Emergency, the cost of living crisis and the health emergency by enhancing our transport network for cleaner, cheaper and healthier transport choices.

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The theme of this Action Plan is the **Active Travel Network**, which will form part of the above suite of Action Plans. The **Active Travel Network** sits alongside these and informs the proposals and combines them with more strategic (longer distance), routes to ensure a consistent and joined-up approach. For example, longer Active Travel journeys, including links to public transport, are very dependent on the connections to and from homes, to key attractors (shops, workplaces, health centres) and public transport hubs; so we also have a **First and Last Mile Action Plan**. In rural areas, the only realistic way to connect communities will be by making rural lanes safe and encouraging for active travel; covered by our **Rural Lanes Action Plan**.

Our **Transport Behaviour Change Action Plan** will provide the nudges, support and initiatives we need to try active travel and embed this into our lifestyles.

National refocus on Active Travel

Our local focus on active travel reflects the steer from central government – with active travel being part of the solution to address many government concerns. Since the launch of its **Gear Change: A bold vision for cycling and walking** in July 2020, we have seen an increase in priority of active travel within the national transport agenda. With new strategies, funding opportunities and even a new national agency, active travel is quickly becoming a serious priority for national government's transport agenda and a material requirement for local authorities across the country:

- The Department for Transport's **Decarbonising Transport** plan to 2050, with the top Strategic Priority being 'Accelerating modal shift to public and active transport' so that they 'will be the natural first choice for our daily activities';
- **Gear Change** and **Cycle Infrastructure Design (LTN 1/20)** setting much higher standards for active travel infrastructure;
- **Active Travel England** are the new government agency with responsibility for assessing and allocating all active travel funding bids for national funding. They also have statutory planning

consultee and other support functions, as well as hosting regular local authority self-assessments, to measure authorities' ability to plan and deliver active travel networks;

- **Local Authority Toolkits** – supporting local authorities to promote active travel in their areas;
- **A Moment of Change** – guidance for local authorities to promote an active return to work (following the pandemic and associated lockdowns/homeworking).
- CWIS2 – national government's second **Cycling and Walking Investment Strategy** – including the target of 46% of journeys within towns and cities to be walked by 2025 (from 41% in 2018-19);
- **Active Travel Funds 2, 3 and 4** – dedicated funding for active travel enhancement schemes.
- Capability & Ambition Fund – national government revenue funding for local authorities to build their 'capability' to plan and deliver active travel networks
- Local Transport Plan (LTP) guidance is being updated (due to be announced early 2023) and future funding likely to be tied to a decarbonising approach to transport planning and delivery;
- Manual for Streets 3 is expected soon (design guidance for new developments);

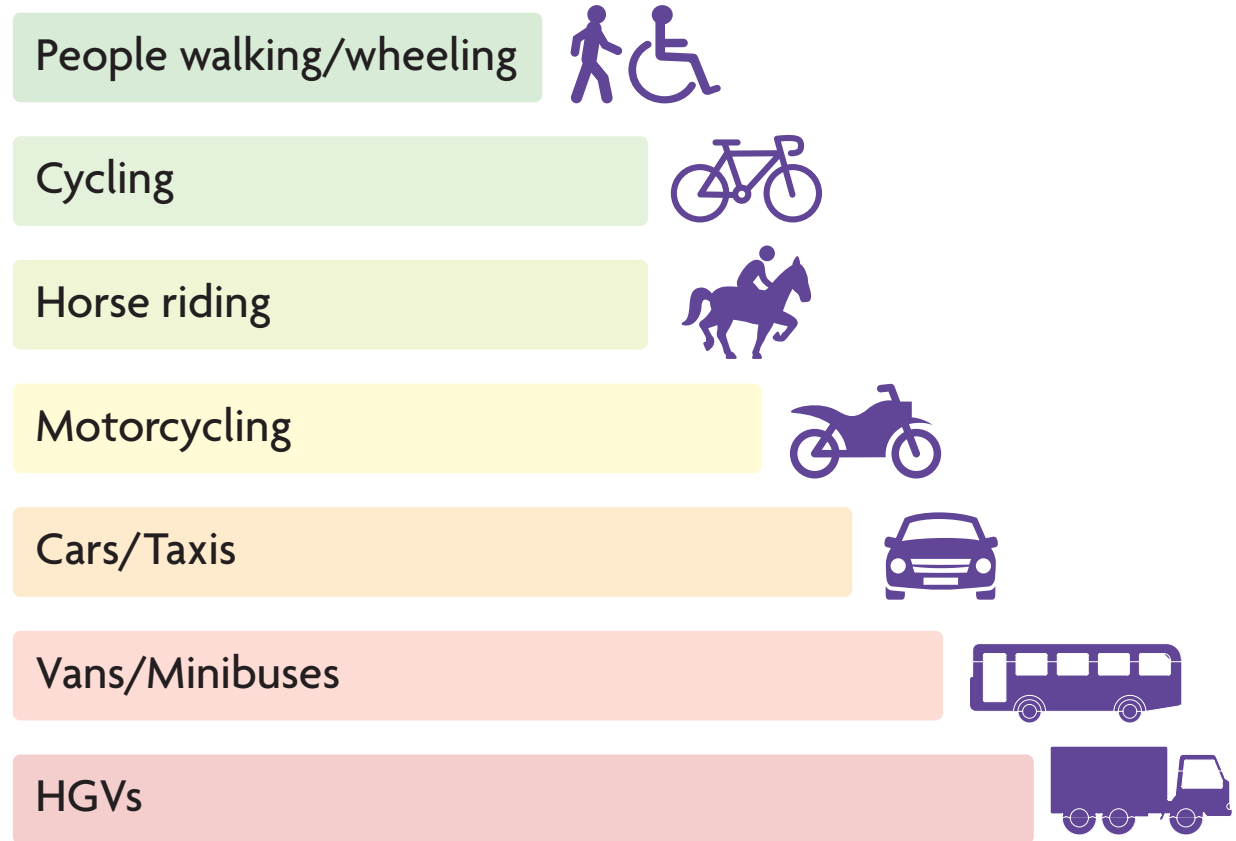
The above, and our emerging North Somerset active travel design guidance (through our Place and Movement Framework – see Section 2), will feed into

a revised North Somerset Highway Development Design Guide (HDDG), for developers and any other external and internal stakeholders planning changes to the transport and highways network.

Hierarchy of road users

All interventions we progress will reflect the **recently updated Highway Code's hierarchy of road users**, which places the onus on larger, faster and heavier vehicles to take extra care around those that are at greater risk in the event of a collision.

Figure 2: New road safety hierarchy of road users



Road users with the potential to cause the most harm – such as those in large vehicles – have more responsibility to reduce the threat to others (in consistency with updated Highway Code, January 2022).

2. Policy approach

What are we trying to achieve?

Guiding principle: We will develop an infrastructure network of high capacity, quality cycle tracks along main road corridors as well as a plan for strategic cycling infrastructure to address missing links, ‘pinch-points’ and safer cycling within neighbourhoods.

North Somerset has an existing partial network of dedicated active travel routes of varying quality. The network now consists of various types of provision, such as off-highway paths, shared-use paths alongside busier roads, on-carriageway cycle lanes, and quieter lanes that most people on foot, wheeling or by horse, would be happy to use with no additional treatment. This is supplemented by traffic-calmed roads, 20mph zones, our emerging ‘Liveable Neighbourhoods’ and other schemes. The road network as a whole (except motorways) is part of the active travel network and needs to be considered as such where dedicated facilities are not possible.

Guiding principle: We will develop **coherent, direct, safe, comfortable and attractive** networks and routes that people need to be encouraged to travel actively in line with **LTN 1/20’s Core Design Principles**

Through an overview of all provision and the other Active Travel Action Plans, our ambition is to provide these routes; connecting homes, education, work, shops, health services, and public transport (including mobility hubs). In our urban areas, these are generally relatively short journeys that can be undertaken by most people within twenty minutes (hence the concept of ‘20-minute communities’) See Figure 4.

The Dutch cycle an average of 2.6 kilometres a day.

If everyone in the world were to bike this much, it would lead to 700 million tonnes less carbon emissions; which is equivalent to 20% of the current emissions of all passenger cars in the world. Yes, the Netherlands has less hills, but with e-bikes hills can feel like you’re riding on flat ground.

Communications Earth and Environment (2022) – <https://www.nature.com/articles/s43247-022-00497-4>

Our residents and visitors also want routes suitable for leisure, exercise and access to the countryside. Active travel is a great investment for the climate, our health and also our local economy. Walking/ wheeling, cycling and horse riding are all popular leisure and tourism activities with proven economic benefits.

As per the latest **Department for Transport (DfT) guidance**, cycle infrastructure should be **accessible to everyone from age 8 to 80 and beyond**. It should be

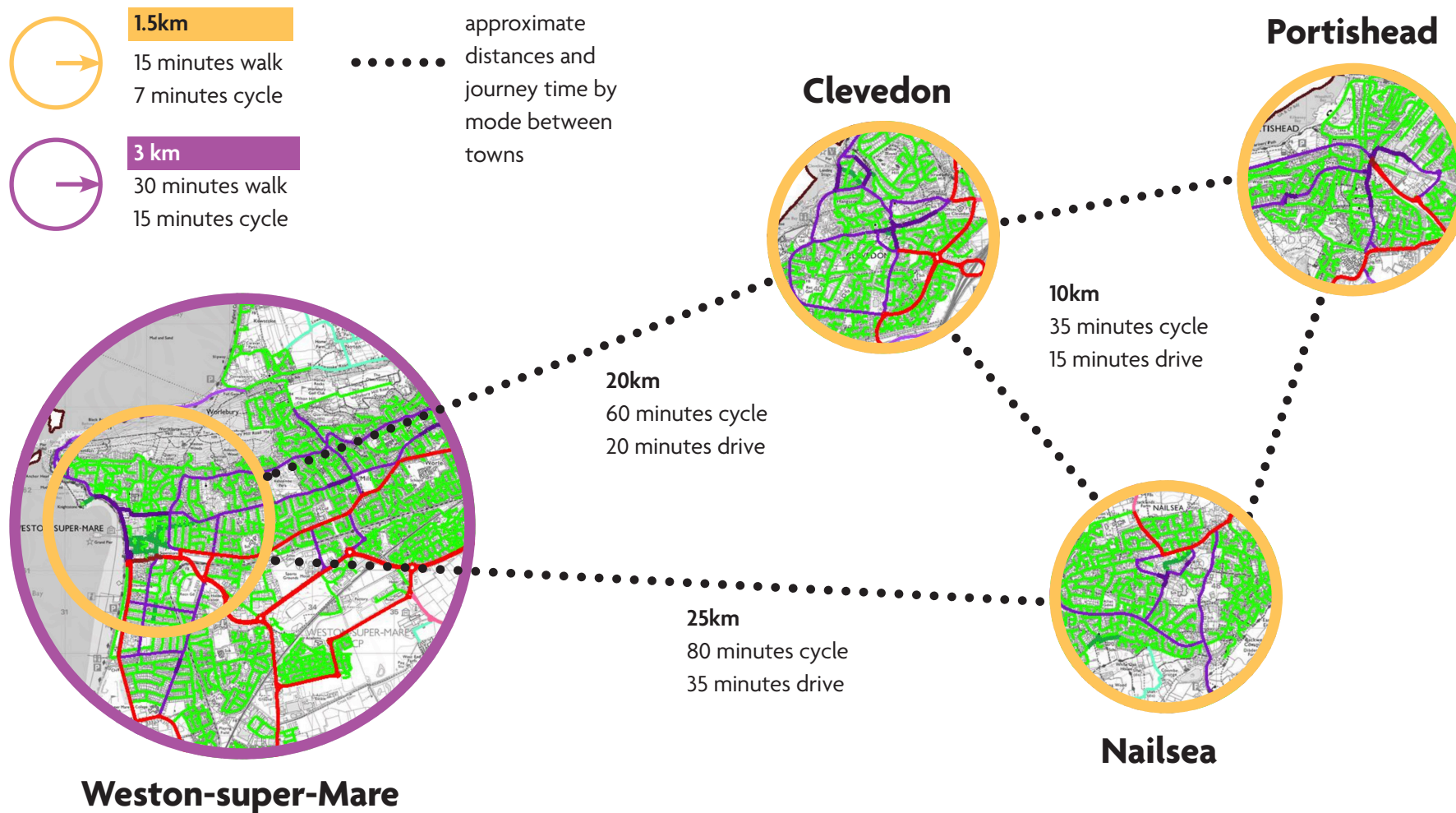
planned and designed for everyone. The opportunity to cycle in our towns and cities should be universal. The ability to deliver a right to cycle requires infrastructure and routes which are accessible to all regardless of age, gender, ethnicity or disability and does not create hazards for vulnerable people walking or wheeling. Improvements to highways should always seek to enhance accessibility for all.

Load-carrying cargo bikes, other special cycles and disabled people must not be prevented from making journeys by physical barriers. These and e-bikes (and increasingly, a raft of micro-mobility options such as e-scooters) now offer a step-change in what is possible without a car.

Guiding principle: We will plan and deliver a network that is accessible by **all** people of **all** abilities.

For walking and wheeling, including disabled people with and without mobility aids, we need footways and public spaces to be accessible by **all** people of **all** abilities. This means footways of adequate width, not blocked by vegetation, street furniture and parked vehicles. People need to be able to walk side-by-side, not in single file around obstacles – so that walking is a social activity, and because some people need the support of walking with another person. It means adequate crossing points and with tactile paving (to indicate to blind and visually impaired people where to cross). Pedestrian crossing waiting times need to

Figure 3: Most of North Somerset's four main town centres are within a 15-minute or 20-minute cycle from anywhere else within the town



be reduced – if people cross on red it’s an indication waiting times are too long and the crossing has lost its purpose. Other measures include reducing junction widths, to shorten the distance to cross, and slow down turning traffic.

Guiding principle: We will review our network and progress measures to remove obstacles from footways, including vegetation, street furniture and parked vehicles. We will review our pedestrian crossing waiting times and reduce these to the minimum wherever possible.

All short, and many longer, journeys should be possible by active travel – not just journeys where it has been easy and convenient to provide for, the same a person driving a car would expect to make safely and conveniently practically for any A to B journey. Normal journeys in normal clothes need to be easy to achieve – to school and work, the shops, visiting friends and relatives, leisure centres, the pub and to connect to public transport for example.

We now need to develop our network to meet the above expectations, improving and extending existing routes as well as creating new ones. This is required for the whole host of reasons outlined above, but not least to reduce our car dependency and help meet our climate emergency target – to be carbon neutral by 2030. Transport in North Somerset accounts for 43% of our carbon emissions, much

higher than the national average from transport. In order to do this, we recognise the need to make significant changes to the way we live, work, and govern. We see these changes as a unique opportunity to improve our quality of life. This, in turn, will create an area that’s healthier, better to live in and fairer for everyone.

How we will develop our active travel routes

As mentioned above, we have developed another six Action Plans to address particular access and social needs:

- 20mph
- Rural Lanes
- First and Last Mile
- Liveable Neighbourhoods
- Safer Active Routes to School
- Transport Behaviour Change

As part of developing this **Active Travel Network Action Plan**, the above routes and improvements will be supplemented by the following:

Local Cycling and Walking Infrastructure Plans.

Local Walking and Cycling Infrastructure Plans (LCWIP) are a DfT expectation for all local authorities, using a prescribed methodology to identify the corridors where we could make the greatest difference in encouraging increased active travel. This is mostly based on 2011 Census journey to work and school travel data (using an online data/mapping tool called the **Propensity to Cycle Tool**). New and proposed development was also factored in. Our LCWIP routes are short and urban – where there is greatest potential for increasing active travel. The DfT has explicitly stated that local authorities with LCWIPs will be better placed to secure future funding.

Potential improvements were identified and these routes were then scored to identify the highest priority routes. NSC has commenced feasibility work and construction for our highest priority sections of LCWIP routes. The North Somerset LCWIP is published as part of the adopted **West of England LCWIP**.

Figure 4: The West of England Local Cycling and Walking Infrastructure Plan, identifying active travel improvements needed within our largest urban settlements



New strategic corridor routes

These are generally longer routes or those addressing severance, where high demand is anticipated. The aim is to keep these routes direct, attractive, and easily followed. These may include connections between our towns and villages, within our urban areas as well as to Bristol. Provision will be made through any of the route options available to us – so often a mix of quiet roads, and new dedicated infrastructure where required.

Road-space interventions and reallocation

Road space will be reviewed in association with our Place and Movement Framework. Highways can contain a lot of unused or unnecessary space, and its use and allocation may have been quite arbitrary and piecemeal in change. We are carrying out an audit of our Highway space, seeking opportunities to add dedicated space for active travel. The Place and Movement Framework in conjunction with our design guidance, will shape how we use our Highways in the future. We expect this will present the opportunity for some 'Quick Wins' (this is further explained below).

Why use roads?

Roads are where people live, where most attractors (such as shops, work and services) are situated, and usually most direct. Their alignment was often established long before widespread use of the car and our communities have grown up around them. They are where we spend time, are overlooked, and most people feel safe. Re-allocation of road-space (or highway space, which includes the footways and verges), will in many cases, be by far the quickest and lowest-carbon way to help create active travel networks. Indeed, there will more often be no viable alternative.

Helping equalise the status-quo of road users may mean some car journeys take a little longer but this will tip the balance more in favour of active modes. This is reflected in the recently introduced changes to the Highway Code, such as the 'Hierarchy of road users', outlined on page 5.

This does not mean we will not build off-highway routes and it is not 'all or nothing'. We know from experience that off-highway routes are very resource intensive to deliver and take a long time. We will therefore prioritise where these will be most effective and deliverable. We don't have the time to deliver a network that addresses the climate emergency any other way.

Improvements to Public Rights of Way

Guiding principle: We will seek to upgrade Public Rights of Way (PRoW) surfaces where practical and cost effective for high priority routes

Public Rights of Way (PRoW), are often historic routes, with rights of passage protected by law for example bridleways and footpaths. Some provide the only alternative to major roads, such as the Portbury Bridleway. Others provide direct traffic-free links in urban areas, such as the Golden Valley bridleway section of the Festival Way in Nailsea (between Trendlewood Way and Nailsea Park). We will seek to upgrade surfaces where practical and cost effective for high priority routes, but these improvements are likely to be limited and subject to consultation.

The Public Rights of Way Team are currently writing a new Rights of Way Improvement Plan (ROWIP) this will focus on our plans in North Somerset in greater detail. Currently we are allowing equestrians on parts of the newly constructed Pier to Pier Way at Tutshill Sluice. Likewise, we plan to make the proposed Strawberry Line Extension a multi-use trail with bridleway status. Tutshill Sluice, and the sluices over the River Axe on the Brean Down Way, also form part of the England Coast Path project which enables better walking/wheeling provision for ramblers. North Somerset Council will seek out further synergies as future proposals progress.

Cyclists on a bridleway



The ‘Dutch’ principle

A very well-established principle in the Netherlands is the zoning of areas, whereby motor traffic has to travel to the edge of the zone and use larger, more appropriate roads to travel from A to B, whereas within the zone there is maximum permeability for active travel. Active journeys are short and convenient and on quieter roads. Car journeys are possible but less convenient. Urban zones link together, with appropriate crossing points, so that longer active travel journeys are direct and pleasant. This principle is compatible with our Liveable Neighbourhoods Action Plan and providing this type of network can provide for all users of our transport network, not just for car driving.

Guiding principle: We want to ensure new routes and improvements identified through our suite of Active Travel Action Plans are in the locations where they can make the greatest difference, are joined-up and easy to follow.

There is a synergy between all these types of schemes, all adding value to each other, with a greater cumulative impact if delivered across an area together. We want to avoid fragmented improvements and seek cohesive networks. This will also increase their chance of success and of attracting external funding on which we are very dependent. The longer a corridor or wider an area is suitable to active travel, without weak links such as difficult junctions, the greater the possibilities that a car journey can be replaced by an active one.

Our Place and Movement Framework (see below) builds on the themes of the Dutch principles to classify all our roads, streets and lanes to better cater for their Place and Movement needs.

Our Place and Movement Framework

Guiding principle: Our starting point is that all scheme proposals will be considered against our Place and Movement Framework. The question is can some or all the improvements required be achieved by changes to our existing roads?

We have classified all roads in North Somerset according to the function they serve, or will best serve, for both ‘movement’ and but also ‘place’. The framework will:

- provide a **defined, transparent and consistent framework** that helps set out the purpose of the North Somerset transport network for both **movement** and **place**
- help us to rebalance the importance and design for **place** and ensure that **movement needs** are better catered for, for lower carbon and more space-efficient transport;
- provide a basis for **best practice transport planning and network management** in accordance with local policies and national standards – i.e. better provision for active travel and public transport wherever possible
- **guide stakeholders on suitable interventions** that could be pursued on every single road, street, and lane in North Somerset.

How will this work?

Every single road, street, and lane in North Somerset will have both a **Place** and a **Movement** category, giving it one overall **classification**.

The three **Place** categories are:

- Rural
- Urban
- Urban hub

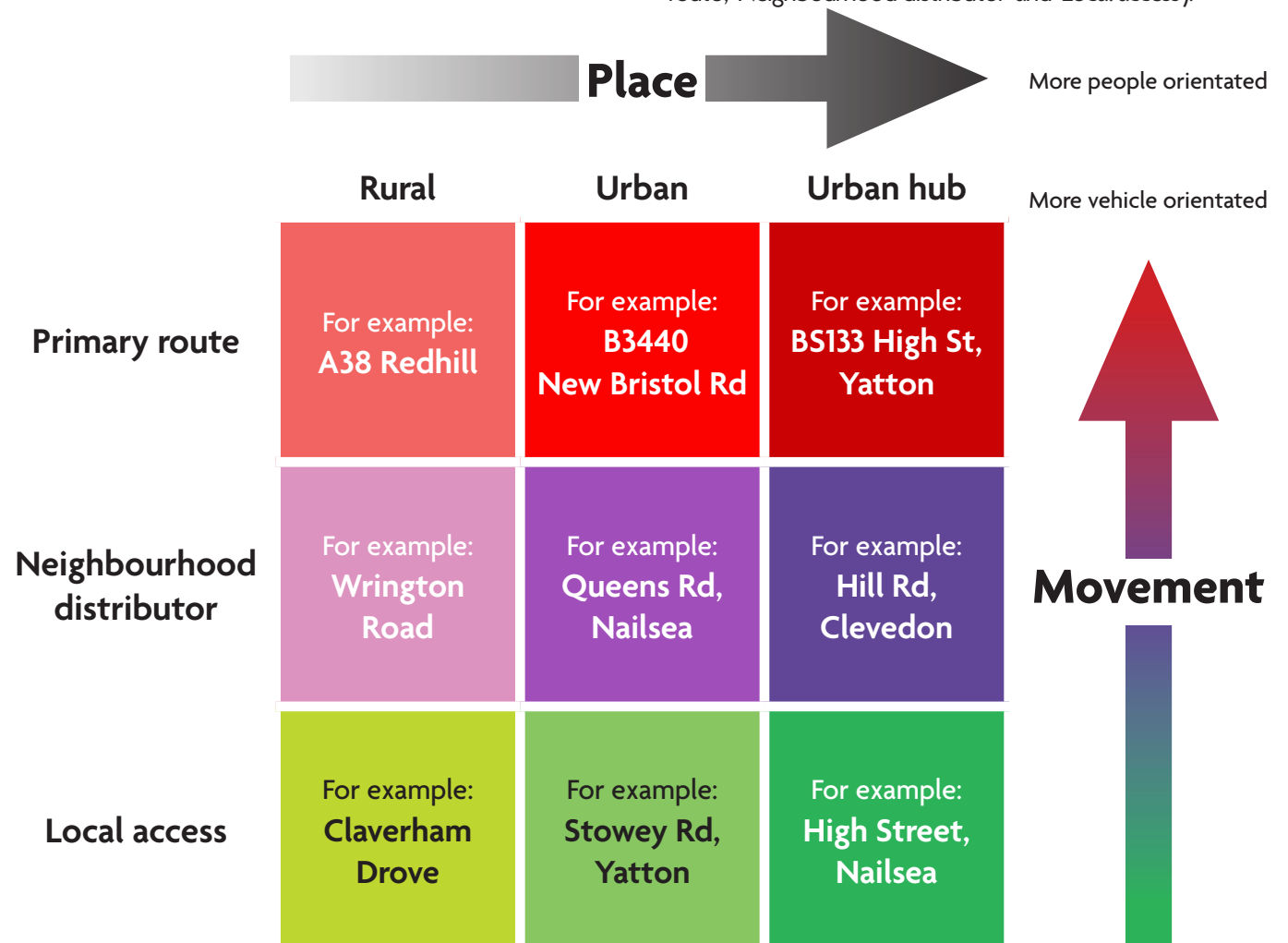
The three **Movement** categories are:

- Primary route
- Neighbourhood distributor
- Local access

Using our Place and Movement Framework, and design guidance relevant to each of the nine categories, we will ensure for a given road or street that all needs for the transport space are considered and designed into any changes. For example, is it a bus corridor? Can it be made National Cycle Network/LTN 1/20-compliant, is it an LCWIP route? This will help us set the tone of the improvements to ensure a given road fulfils its function. We won't be able to ensure this for all roads overnight, but it will ensure that as opportunities arise, and improvements are made that these focus the road or space to the design use. Those which are clearly being used differently to their intended use will be the priority.

For example, roads that are well-used or potentially would be well used by active travel (such as residential roads or country lanes) that are currently used as rat runs to avoid Primary routes.

Figure 4: Place and Movement Framework classifications for every road, street, lane in North Somerset (with examples). This includes three 'Place' categories (Urban hub, Urban and Rural) and three 'Movement' categories ('Primary route', 'Neighbourhood distributor' and 'Local access').

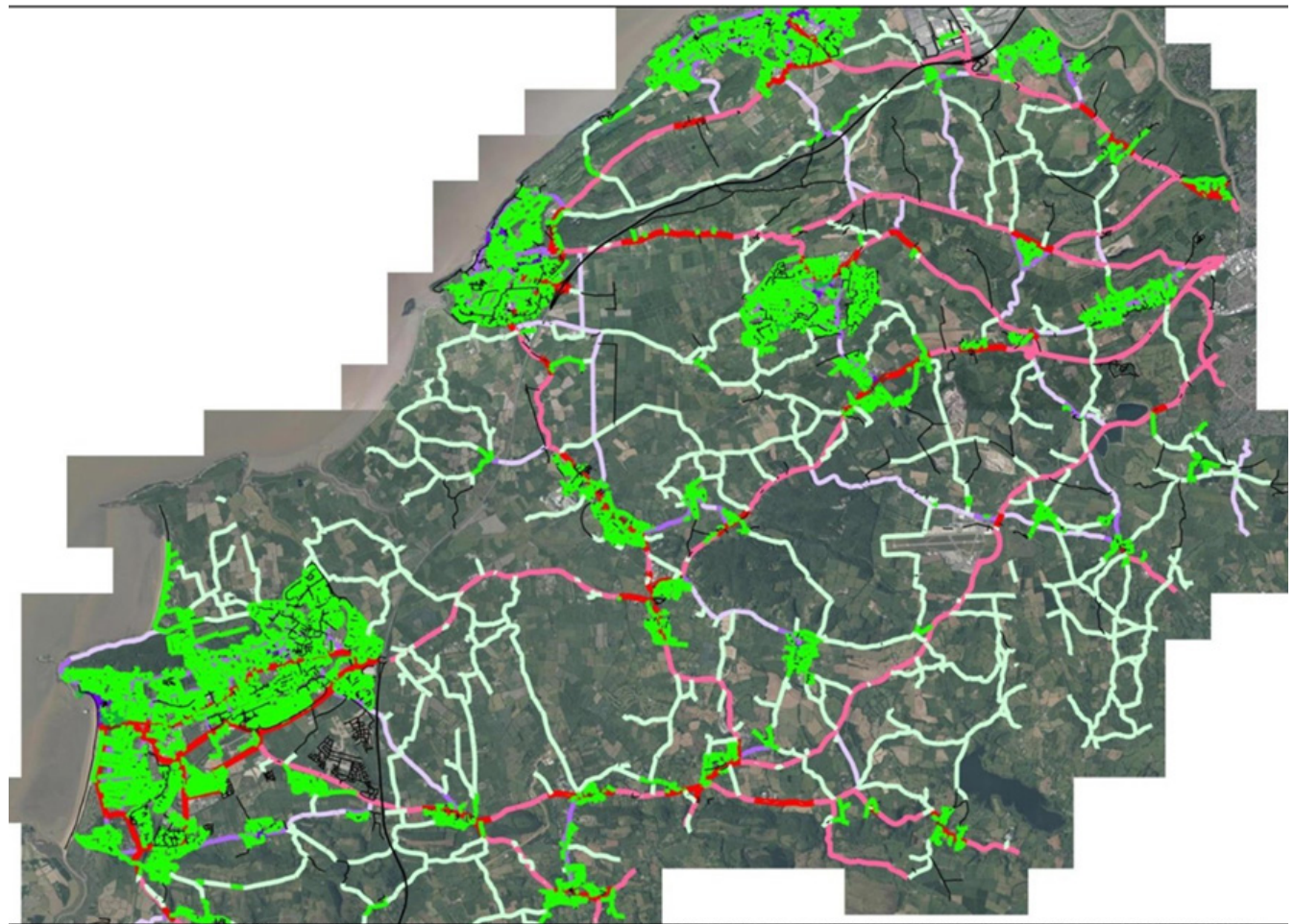


The map below is a snapshot demonstration of network density and inter urban opportunities made possible by the nine Place and Movement categories.

Guiding principle: Where possible, highway space re-allocation or re-purposing will be the priority over new-build off-highway routes

The types of changes might include, for example, removing central hatching on the highway to create space for new segregated cycle lanes. If the footways are wide, it might mean these can be separated to include a cycle lane. Certain roads might be closed or partially closed to motor-traffic, their speed limits reduced, they become one-way, or 'quietways'. Where possible, highway space re-allocation or re-purposing will be the priority over new-build off-highway routes. This will happen anyway to gradually re-focus all roads/space over time (through such opportunities as maintenance and new development), but this Action Plan will identify where the priorities should be for active travel.

Figure 5: The road network classifications from the emerging North Somerset Place and Movement Framework, which classifies every single road, street and lane in North Somerset according to its 'Place' and 'Movement' needs



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Guiding principles:

- In urban areas, our long-term ambition for cycling, is that all ‘Local access’ and ‘Neighbourhood distributor’ roads will be cycle ‘friendly’ and connected to the wider cycle network. For walking/wheeling, our ambition is for continuous fully useable footways (pavements) and appropriate crossing points.
- In rural areas our ambition is for all ‘Local Access’ roads to be friendly for all active modes.
- On Neighbourhood distributor roads our first resort will be segregated cycleways/footways (dependent on potential use and alternative routes).
- For Primary distributor roads this will more likely be segregated on-carriageway cycle lanes where space permits, but we will seek high quality dedicated provision for high demand corridors such as Clevedon to Yatton – in this case the Strawberry Line Extension, following the former railway alignment.
- We will use audit processes to prioritise important, quick-win and value-for-money infrastructure improvements to our existing active travel network.

We have been carrying out an audit of Highway space, covering all our key inter-urban and distributor roads. This covers the full ‘Highway’ – the area of land/transport space within the control of the local authority. This includes the carriageway (for motor vehicles and

cycles), footways (pavements) and usually the verges up to walls or edge of private boundaries, such as fencing or hedges. The audit covers the total available width, pinch points, barriers, parking, bus stops, street ‘furniture’ and more considerations. The audit will be reviewed using our emerging **design guidance** and this will quickly provide an overview of what improvements are possible. This includes possible ‘**quick-wins**’ – improvements that the Council would be able to deliver without complex work or land negotiation, such as:

- Vegetation cutbacks, to widen the available footway space
- The removal of physical barriers, such as unnecessary access controls
- Re-timing of pedestrian crossing signals to reduce wait times
- Installation of cycle parking
- Improvements that can easily be achieved in combination with maintenance schemes, such as the removal of centre white lining on narrow roads (which tends to slow traffic) and the introduction of cycle lanes, where the available space meets minimum standards.

For every scheme, engagement of key stakeholders should be carried out right from the beginning at the conception stage, to take the opportunity to tackle local issues and ensure our communities’ needs are included wherever possible and we can count on their support and ownership.

Guiding principle: The first priority is for the re-allocation or re-purposing of highway space to meet the needs of active travel. Cycle provision must also be separate to pedestrian provision, (as per LTN 1/20) at least where there is the chance of conflict. Indeed, without following this advice the Department for Transport (DfT) will not fund such schemes – which put pedestrians and cyclists against each other

Interventions

Quickwins

- Seating
- Cycle parking
- Disabled bays
- Cycle contra-flow
- Speed limit
- No central line
- Uncontrolled crossings
- Thermoplastic atwork
- De-cluttering

Medium term

- Parking restrictions
- Traffic restrictions
- Bus shelter
- Real time information
- Bus Access kerbs
- Bus stop on carriageway
- Blended Crossings

Long term

- Kerb re-alignment
- Placemaking
- Pedestrianisation

Place and Movement Framework – example interventions

For example, streets classified as **Urban hub-Local access** category provide access to local services with no real through movement required. They are key meeting points in a community due to the presence of local shops, a community centre or a school. They could benefit from a drastic reduction in vehicular traffic to provide a safe and attractive space for local residents. Some of the different scales of intervention are included below, with some photo examples of two ‘Urban hub-Local accesses’ in North Somerset that could benefit from public realm enhancements, as well as two examples from elsewhere in the UK that we could achieve on appropriate streets in North Somerset.

Figure 6: Photo examples from the ‘Urban Hub Local Access’ classification, from the emerging North Somerset Place and Movement Framework, which classifies every single road, street and lane in North Somerset according to its ‘Place’ and ‘Movement’ needs

Urban hub – local access



High Street, Nailsea



Meadow Street, Weston-super-Mare



Waltham Forest (good example)



Southville, Bristol (good example)

3. Scheme proposals and delivery plan

Through the policies and strategies work outlined in Section 2 above, and dozens of other route proposals from sources such as town and parish councils, North Somerset Elected Members (councillors), cycling and walking organisations, other stakeholders and the public, we have plenty of potential routes and improvements to consider. Our Local Plan (currently being revised) also identifies corridors with strategic importance for active travel for new development (Policy DP 15), and new development will only be located where active travel is a real alternative for most residents. Our Road Space Audit process, in conjunction with our emerging design guidance, will also reveal further potential opportunities.

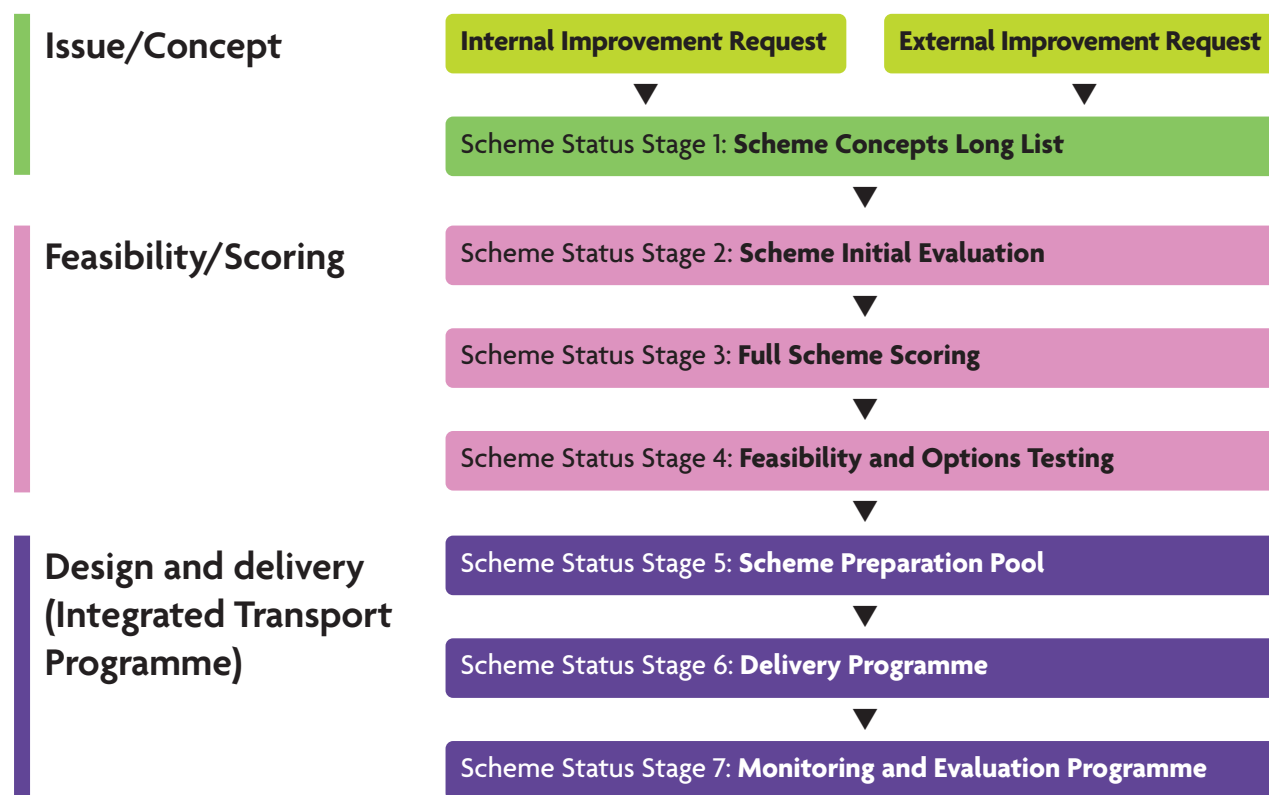
Scheme development process

Most of these proposals will have received little feasibility or prioritisation work, and we have limited resources to deliver them. Therefore, to use our resources wisely, to ensure the most effective schemes are taken forward in a fair way and on their merits, we are developing a ‘one front door’ Scheme development process as outlined below. New proposals continue to be invited for consideration on an ongoing basis and all will be assessed through this 7-step process. This approach will help maximise the development of a high-quality network as quickly as possible.

Figure 7: The Scheme development process, which North Somerset Council officers will use to record, score and prioritise all transport network issues/improvement requests.

Integrated Transport – Scheme development process

Assuming the scheme proposal passes each stage



Funding

Practically all infrastructure schemes are funded externally – through direct government grants/ bidding opportunities, other government bodies such as Highways England, organisations such as Sustrans and by developer contributions. So opportunities to develop proposals are usually reliant on meeting DfT and other funders' specific criteria and objectives. Therefore, what we can achieve will be limited by our success in obtaining funding. Our Action Plans and Scheme development process strengthen our bids, demonstrate our intentions and show a coherent approach.

Table 1 below shows examples of scheme proposals that could be developed subject to funding and community support. This list is by no means complete – we want to hear your ideas, issues, and requests for improvements in your area based on this Active Travel Network Action Plan approach:

- **Town and Parish Councils and NSC Elected Members** – please use the [Highway Improvement Request Form](#) on the NSC website to submit your transport network improvement requests. Issues and scheme requests will be recorded, scored and prioritised against all the other scheme proposals.
- **Residents, businesses, visitors and other stakeholders** – we would encourage you to contact [your Town or Parish Council](#) and/or [your Elected North Somerset Councillor](#) for your ward

area to discuss issues in your area. However, we also encourage you to add your requests to the location you feel needs improvements at [Widen My Path](#).

During and following the consultation on these Action Plans, we will record, score and prioritise all issues/scheme requests that are received. We will review the Active Travel Action Plans annually and update them as appropriate.

Part of the scoring will analyse demand for improvements, i.e. where the most people want to travel to and from, whether this be within our four main towns or the inter-urban areas connecting our towns and villages as well as into Bristol, where many North Somerset residents work. So, we will be focussing on where routes are needed most, rather than where most easily delivered.

We will only be able to progress a limited number of schemes each year due to funding and staff resource limitations, but it is important we are aware of all issues and requests so we can combine as many together into scheme packages as possible.

Table 1: Draft scheme delivery plan (all scheme proposals subject to funding and community engagement)

Scheme proposal	Summary/objectives	Status	Scheme proposal	Summary/objectives	Status
Connected Yatton: Active Travel Enhancements	Package of pedestrian improvements and traffic calming measures to improve safe access between Yatton North End and the village centre (including Yatton schools)	Final detailed design (pre-construction)	Strawberry Line Extension: Yatton to Clevedon	To provide a direct and level route for people walking/wheeling, cycling and horse riding, connecting the two towns. Continuous route based on former railway from Yatton Station to Clevedon, connecting communities to rail network.	Land negotiation
Nailsea Active Travel Package	Package of improvements across Nailsea to enhance walking/wheeling, cycling and road safety	Feasibility study	Weston town centre North-South cycling improvements	Improvements to north-south cycling connections through Weston Town Centre to provide attractive and direct north – south link near High Street	Outline proposal/ Bidding
Weston Town Centre Active Travel Gateway: Station Road (Phase 1)	Segregated cycling improvements along Station Road from (and including) A370 Francis Fox Roundabout to Walliscote Road	Outline proposal/ Bidding	Pier to Pier Way: Elton Road/Old Church Road, Clevedon	Improvements for cycling between south-west Clevedon and The Beach, as part of Pier to Pier Way	Concept
Weston Town Centre Active Travel Gateway: Hildesheim Bridge (Phase 2)	Segregated cycling improvements over A370 Hildesheim Bridge as key entry point into the Town Centre (as identified on LCWIP Cycle Routes Weston-super-Mare 3 and 4) which currently stop short of town centre. Address lack of crossing facilities at Francis Fox Roundabout.	Outline proposal/ Bidding	Weston Hospital to Weston Town Centre via Bournville	Routes to the south of the town centre are complicated by the railway and cul-de-sacs which prevent a direct quiet complete route. However, Bournville is the origin of many of the projected journeys this route would serve and the proposed routes are the most direct to the Town Centre, College sites and Hospital.	Outline proposal/ Bidding
Portishead High Street: Village Quarter (Ashlands) to Gordano School	Provide new/improved segregated cycle lanes and traffic calming connecting the north-east to the south-west of the town, incorporating the High Street (south of Brampton Way) and the proposed railway station.	Concept	Clevedon Triangle and Old Street	Improve through-routes for people walking/wheeling and cycling. Create more attractive streets and central areas in Clevedon to help give the town centre a new lease of life by being cleaner, greener and more attractive/inviting.	Concept

Scheme proposal	Summary/objectives	Status
River Avon Trail Path (Pill Path)	Repair and upgrade riverside path from Ham Green to Bristol Cumberland Basin. Popular, stunning but neglected link (National Cycle Network route 41) between North Somerset (including Coastal Towns Cycle Route) and Bristol. Provides attractive access to Leigh Woods from Portishead, Pill and central Bristol avoiding A369. Leisure route and suppressed demand for commuting due to poor condition.	Outline Proposal
Long Ashton Road to Long Ashton Park and Ride	Connect Long Ashton Road and Festival Way to Park and Ride site along B3128 to improve connectivity of village to Bristol and access public transport and cycle routes	Concept
Weston-super-Mare Town Centre: Meadow Street and Orchard Street	Improve public realm with clear benefits for walking and creating more space for people to enjoy shopping in this lively area. Make east-west cycle journeys easier into the town centre from Baker Street/Milton Road link out to the east suburbs of the town.	Concept
Nailsea Town Centre to Nailsea and Backwell Station	LCWIP Cycle Route Nailsea 1 – provide a direct high-quality route, segregated where possible or otherwise traffic-calmed.	Outline Proposal

Scheme proposal	Summary/objectives	Status
Worle High Street	Reduction in vehicle access to improve pedestrian and cycling safety and overall public realm experience. This will encourage active travel to the High Street and to nearby schools. Improving public realm will encourage people to spend time and money in a more attractive, cleaner and safer Worle High Street.	Concept
Weston Town Centre Active Travel Gateway: Drove Rd Rbt (Phase 3)	Improvements to A370/A3033 Drove Road Roundabout for walking/wheeling and cycling – currently a key severance point on a key gateway/corridor into the town centre	Concept
Nailsea to Clevedon active travel improvements	Feasibility work to understand the deliverability and best options for a route for cycling improvements on this missing section of National Cycle Network route 33 between two of our largest towns. Investigate all route options including rural lanes, PROW and possible new linking paths.	Concept
A38 corridor improvements study	A38 corridor very poor for active travel journeys at present. Study to identify pinch-points and key areas of demand, as well as identify improvements.	Concept
Banwell to Churchill Active Travel Route	To enhance active travel journeys between the two villages and reduce reliance on transport for school journeys to Churchill Academy	Concept

Scheme proposal	Summary/objectives	Status
Weston Town Centre Active Travel Gateway: Drove Rd Rbt to Haywood Village (Phase 4)	Connecting the town centre to the significant development at Haywood Village, via the retail parks around A370 Marchfields Way.	Concept
Weston Town Centre to Worle Station (Summerlands to Worle)	Improved options for active travel between Worle Station and the Summerlands path and Colonel Stephens Way, providing a route from Worle to the town centre	Concept
Weston Town Centre to Locking Parklands (stretch from Haywood Village)	Enhancing the active travel route between Locking Parklands and Haywood Village (and on into the town centre)	Concept

Scheme proposal	Summary/objectives	Status
North Somerset Coastal Towns Cycle Route (NSCTCR): Gordano Greenway (Clevedon to Portishead)	Part of the Coastal Towns Cycle Route. Connecting Portishead and Clevedon with a safe, direct, attractive, comfortable and easy-to-follow route for active travel to avoid the high-speed and unattractive B3124.	Outline Proposal
Bristol Rd, Portishead	To improve pedestrian facilities along and across Bristol Road, which includes two schools, bus stops, housing, a football club and an office park located in close vicinity.	Options Assessment

This publication is available in large print, Braille or audio formats on request.

Help is also available for people who require council information in languages other than English.

For all enquiries please contact the Transport Team
transport.policy@n-somerset.gov.uk