

North Somerset Council

First and Last Mile 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: This **First and Last Mile Action Plan** sets out North Somerset Council's approach to achieving a seamless network of inter-connected transport options within and between our towns and villages – joining the dots between transport choices such as bus, rail, walking, wheeling, cycling, micro-mobility (e-bikes, e-cargo and e-scooters) to help increase bus and rail usage.

This will be achieved through 'destination' and 'origin' hubs. These will be at locations with demand, for example bus stops, railway stations, car parks or highest footfall areas, where we can help provide different options for onward journeys to and from destinations. The objective is to provide cheap, efficient and viable alternatives for travel within our towns and reduce journeys by single occupancy vehicles to and from our towns and villages.



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 to the most popular forms – walking/wheeling and cycling – but also includes (and is not limited to) other active options such as running and scooting.

What is the ‘First and Last Mile’ concept?

The ‘First/last mile’ concept is simple – this is the start and end sections of a journey that can be made up of multiple transport modes. For example walking or wheeling to the train station or the bus stop is the ‘first mile’ or section of the journey – and then using a hire bike or e-scooter (subject to legislation change) to get to your destination once getting off the train or the bus would be the ‘last mile’.

If people cannot walk/wheel or cycle as part of a coherent, direct, safe, comfortable and attractive route for the first part of their journey, then they will either choose or be forced to use other forms of transport, such as the private car; increasing dependency on the more polluting and less space-efficient modes of transport.

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 the area'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'.

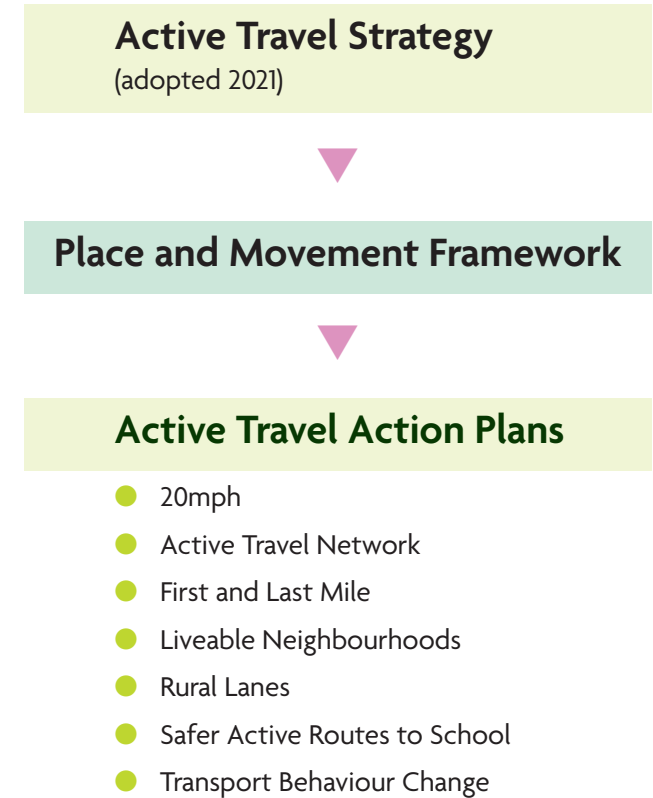
The strategy aims to achieve a number of benefits locally including:

- 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 us 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.

Plan statement: This **First and Last Mile Action Plan** sets out North Somerset Council's approach to achieving a seamless network of inter-connected transport options within and between our towns and villages – joining the dots between transport choices such as bus, rail, walking, wheeling, cycling, micro-mobility (e-bikes, e-cargo and e-scooters) to help increase bus and rail usage.

This will be achieved through 'destination' and 'origin' hubs. These will be at locations with demand, for example bus stops, railway stations, car parks or highest footfall areas, where we can help provide different options for onward journeys to and from destinations. The objective is to provide cheap, efficient and viable alternatives for travel within our towns and reduce journeys by single occupancy vehicles to and from our towns and villages.

National refocus on Active Travel

Since the launch of central government's **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 **Local Transport Note (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, but 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;

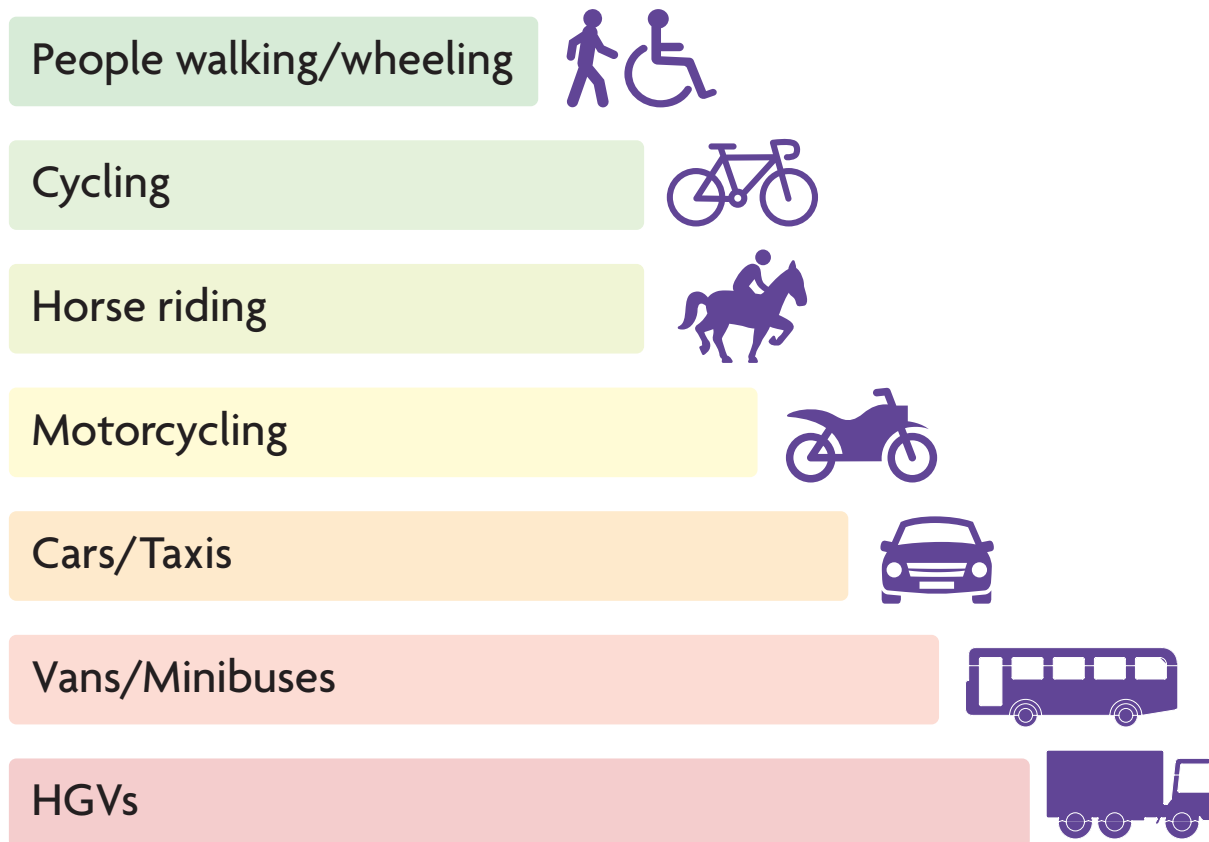
- **Local Authority Toolkits** – supporting local authorities to promote active travel in their areas;
- **A Moment of Change** – guidance for local authorities to promote an active return to work (following the pandemic and associated lockdowns/homeworking).
- CWIS2 – national government's second **Cycling 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 and 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;
- New Manual for Streets 3 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 pursue 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).

Place and Movement Framework

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:

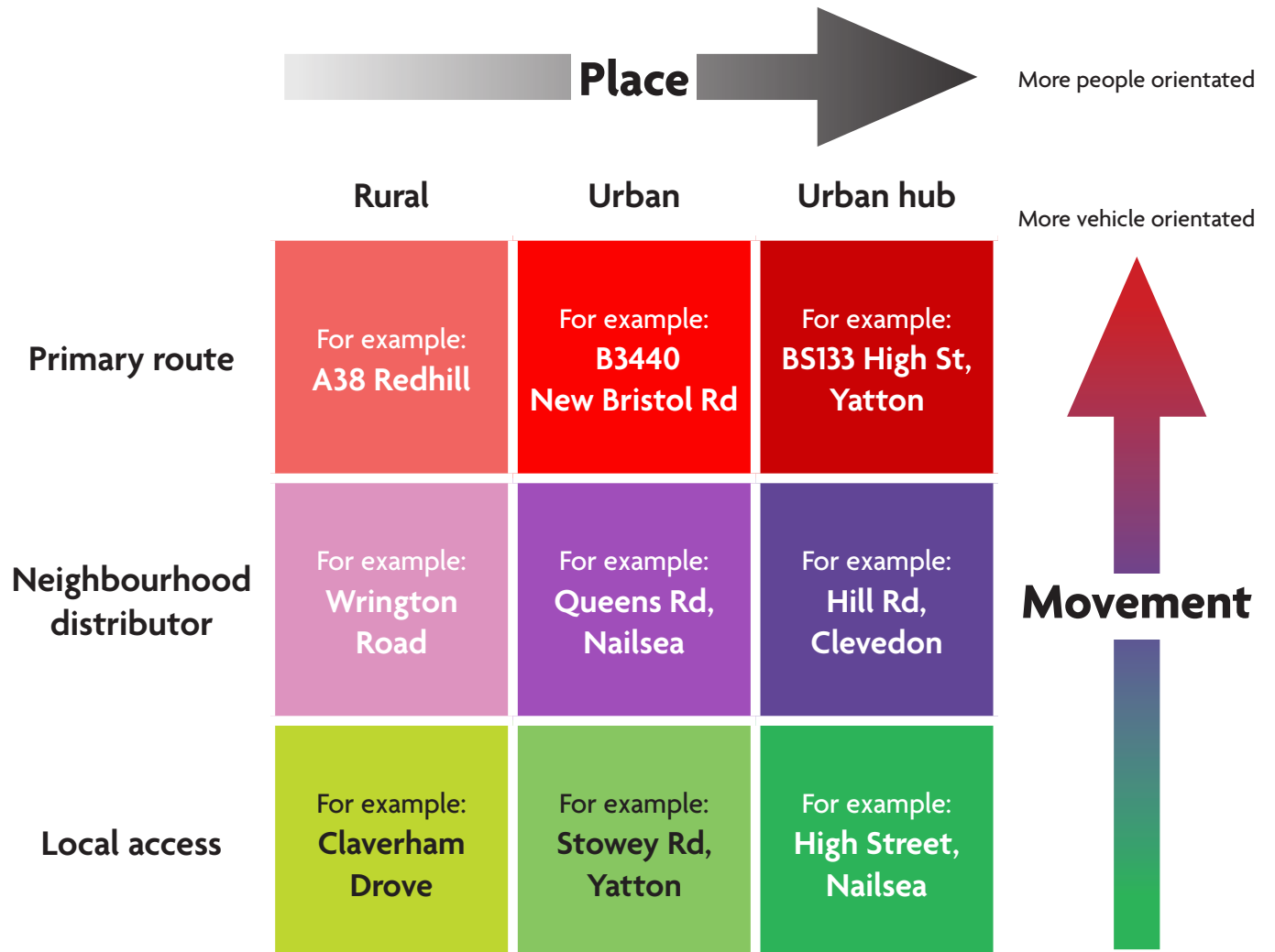
- Rural
- Urban
- Urban hub

The three **Movement** categories are:

- Primary route
- Neighbourhood distributor
- Local access

We are working on design guidance for each of these nine classifications. Each of the nine classifications' design codes will have a context checklist to ensure we factor in all needs for the transport space, such as whether it is a frequent bus corridor or whether it on the National Cycle Network, as well as other important considerations for auditing and design.

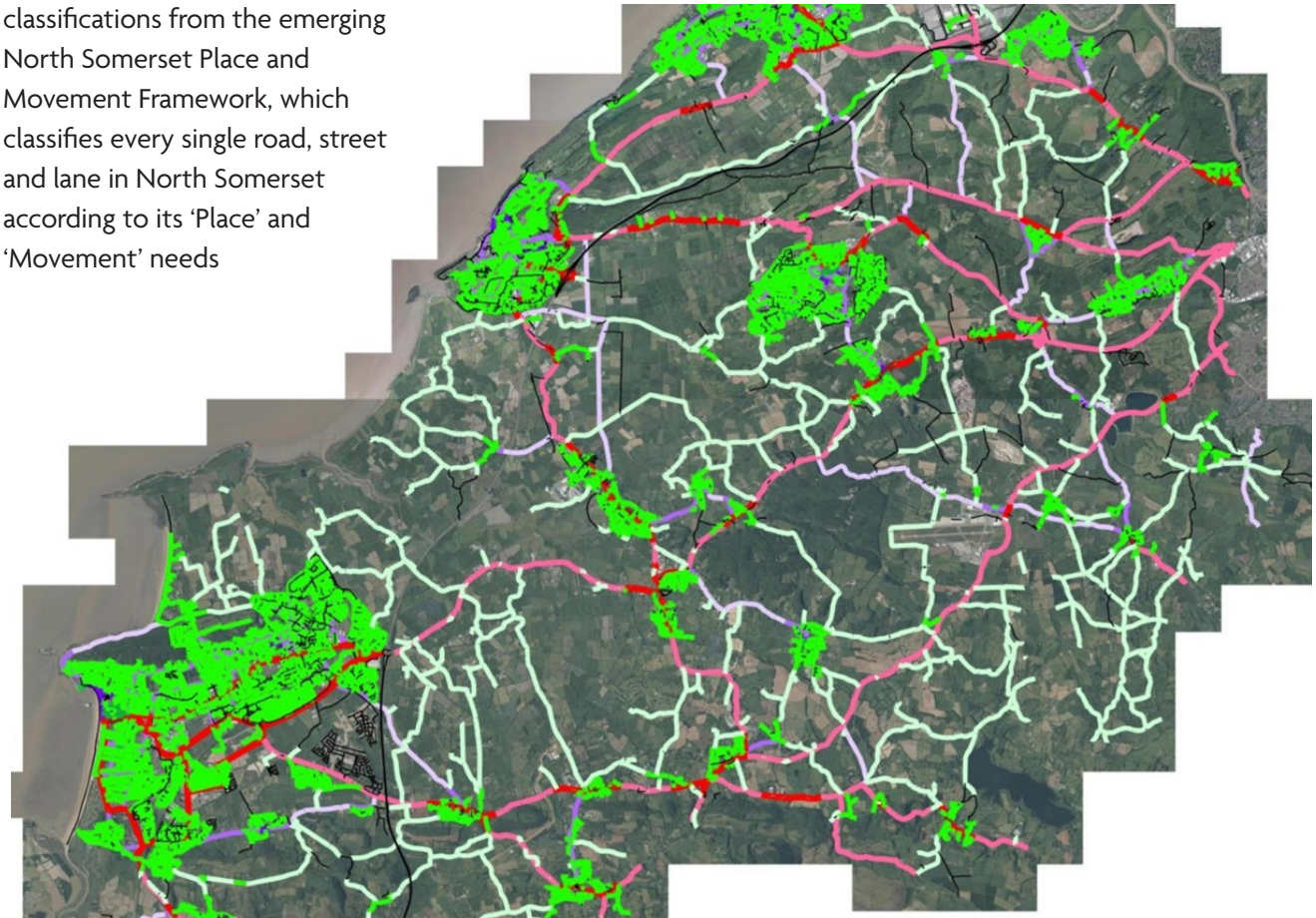
Figure 3: Place and Movement Framework classifications for every road, street, lane in North Somerset (with examples). This includes three 'Place' categories (Urban hub, Urban and Rural) and three 'Movement' categories ('Primary route', 'Neighbourhood distributor' and 'Local access').



Key destinations within North Somerset's Urban areas will be the main location for any future first and last mile mobility hubs, where there is high footfall and demand. Other satellite mobility hubs will typically be on 'Primary Distributors', or fall within 'Local Access' roads or 'Neighbourhood Distributor' roads.

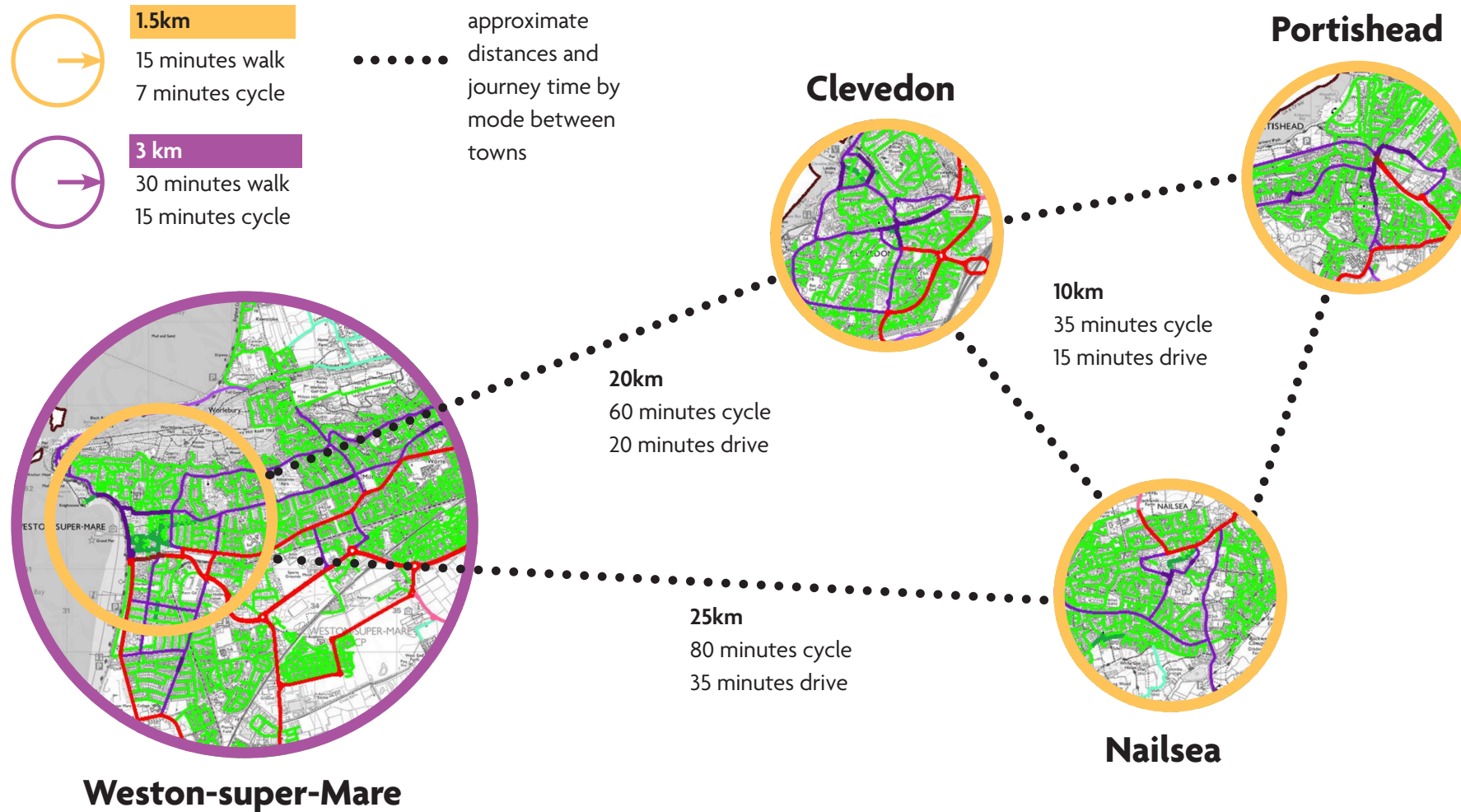
Figure 5 demonstrates the 15/20 minutes towns concept, where walking/wheeling and cycling should be the default choice as most journeys are less than 15/20 minutes cycle in our four main towns.

Figure 4: 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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Figure 5: Most of North Somerset's four main town centres are within a 15-minute or 20-minute cycle from anywhere else within the town



2. Policy approach

A recent Urban Transport Group report, “**The Good Life – the role of transport in shaping a new and sustainable era for suburbs**”, points out that 80% of people in Britain live in suburbs and that therefore a key focus of encouraging sustainable travel should be thinking about the specifics of how we transform these existing and new places. Combined with the fact that approximately 40% of journeys are under 3 miles (and a further 60% of journeys are 5 miles), converting the shorter and first/last mile journeys in our urban/sub-urban areas could account for a massive reduction in our reliance on single occupancy car journeys, as well as the cost-saving and public health benefits that would come along with this.

The ‘First/last mile’ of journeys to passengers transport – whether it is bus or rail – is vital. If people cannot walk/wheel or cycle to the bus stop, park and ride or train station as part of a coherent, direct, safe, comfortable and attractive route then they will either choose or be forced to use other forms of transport, such as the private car; increasing dependency on the more polluting and less space-efficient modes of transport.

To illustrate the concept of first and last mile, figure 6 is a simple way of demonstrating the theory. Essentially, linking active and sustainable travel to passenger transport. In addition to this, you could add e-car clubs or micro-mobility such as e-scooters, e-bikes as a further extension to the concept.

Figure 6: A visual display of the First and Last Mile concept



Specifically for First and Last mile, this should be put in the policy context of the documents, strategies, or programmes of work below:

Figure 7: First and Last Mile synergy with other policies, programmes and ongoing work

Last Mile Freight	Connections to Car Clubs and Community Transport	Local Cycling and Walking Infrastructure Plan (LCWIP)
Key trip attractors	First and Last Mile	CoMoUK design principles
Rural accessibility	Bus Service Improvement Plan (BSIP) and Mass Transit interchange	Future Transport Zone (FTZ) and Mobility Hubs

Through the recent Bus Service Improvement Project (BSIP) initial allocation of £48m capital funds to NSC, there is an opportunity to develop First and Last Mile journey options to and from bus interchanges, railway stations and bus stops, linking in with other passenger transport where the opportunity arises. This could mean improving walking/wheeling and cycling infrastructure, such as new/upgraded and improved pedestrian crossing locations, micro-mobility (e.g. e-scooters, e-cargo bikes), and mobility hubs, which may be possible within North Somerset in the near future. Previously North Somerset was not able to be a full partner in the Future Transport Zone (FTZ) project due to not being part of the West Of England Combined Authority (WECA). BSIP will enable North Somerset Council to be able to emulate some of the work packages for FTZ such as micro mobility and mobility hubs, using these new funds. This will ensure North Somerset is able to keep pace with neighbouring authorities in the West of England, who are now innovating at a national and international level.

This Action Plan sets out key areas of our approach to improving First and Last Mile options in North Somerset:

- Mobility Hubs
- Pedestrian crossing points
- Freight consolidation
- Micro-mobility (e-scooters, e-bikes, e-cargo)
- Car clubs and E-car clubs
- Mobility as a Service (MaaS)

Mobility hubs

A 'mobility hub' is another name for a location or 'interchange' that provides people with lots of different transport options for their onward journeys. For example having cycle parking, seating, signage/wayfinding, bike hire, e-scooters, or electric vehicle charging next to a bus stop or at a railway station.

Guiding principle: We will identify locations most in need of mobility hubs with in our communities and as part of other transport network planning, such as through the Bus Service Improvement Plan (BSIP) programme, which will help us develop and deliver them

Figure 8 shows the concept of mobility hubs, which are often used to realise first and last mile. Mobility hubs provide an important variety of options for people to travel the first and last mile to connect to and from passenger transport. These sites could contain a couple of these elements or many of them depending on the need at a location and the budget available.

Figure 8: An artist's impression of a Mobility Hub (Source: Intelligent Transport)



Below is a Dutch mobility hub, this image shows the simplicity you can have in an existing environment, where a mobility hub is retro fitted.

Figure 9: Example of a simple satellite mobility hub in the Netherlands (Source: officer photo)



The list below includes options of what a 'mobility hub' could include:

- Wayfinding (e.g., directional signage, a network map)
- Digital information
- Street furniture (including accessible seats)
- Cycle stands
- Docking station(s) for micro-mobility such as e-bikes and e-scooters
- Bus stop/Real Time Information (RTI)
- Solar energy
- Green roofs
- EV (Electric Vehicle) car clubs/car share/rental
- EV charging
- Branded totems

Source: WECA Priority Information Notice (PIN)

The above list is not exhaustive and ranked in line with the road users safety hierarchy shown in Figure 2; where we should cater for people in this order:

- walking/wheeling with disabilities
- cycling
- using micro-mobility options
- driving electric vehicles

Figures 8 and 9 illustrate the concept of first and last mile and mobility hubs well, but to get an understanding of how this may work over a larger

geographical area such as a local authority or district, please see the Figure 10, which includes many modes of transport, existing transport interchanges and destinations such as shops or local amenities.

Figure 10: An artist's impression of a connected transport network with First and Last Mile provided for by mobility hubs and interchanges with passenger transport across a wider area (Source: South West Rural Mobility Strategy)



CoMoUK is one of the leading organisations developing guidance and best practice on Mobility Hubs in the UK and further information about mobility hubs can be accessed via their [dedicated webpages](#). The West of England Combined Authority (WECA) have used CoMoUK principles to define mobility hubs within the West of England sub-region.

Pedestrian crossing points

Guiding principle: We will identify severance on the network and add or improve pedestrian access to and from bus stops (and other interchanges such as railway stations)

Mobility hubs will not be successful if we can't improve pedestrian crossing points. We will identify severance on the network (for example busy roads preventing everyday trips by walking/wheeling and cycling) and add or improve pedestrian access to and from bus stops (and other interchanges such as railway stations) as a part of the first and last mile policy. This is a key consideration as roads can form a severance point for pedestrians to and from bus stops and rail stations. Walking/wheeling also forms the most likely form of active travel to and from passenger transport.

WECA has produced some guidance on crossings at bus stops, which will be used to inform our approach to delivery. Likewise, the DfT (Department for Transport) have criteria on what type of crossing provision can be added to the bus network. It is important pedestrian crossing improvements are identified at key locations, and they demonstrate they will increase bus and rail patronage and release 'suppressed demand' for walking/wheeling and cycling journeys on the network. This might be as simple as adjusting pedestrian crossing timings at

existing crossings or improving provision by changing the type of crossing, and/or implementing new crossing points.

Figure 11: Pedestrian crossing improvements on Hill Road, Clevedon (Officer photo)



Freight consolidation (First and Last Mile)

Guiding principle: We will consider the development of a full Freight Consolidation Strategy (and accompanying action plan) in line with national and West of England strategies.

Freight consolidation involves using a depot for deliveries to a town and/or city, where goods are moved to smaller zero carbon modes of transport for final deliveries for the last few miles. For example, EV or net zero modes such as EV vans or trucks, cargo bikes or e-cargo bikes.

When people think of first and last mile, they often think of freight consolidation. This is an important area North Somerset Council wishes to focus on in the future, particularly around our larger towns where it will have the most impact, such as Weston-super-Mare (with a population of around 86,000 now in 2021 Census). North Somerset Council will be writing a full Freight Consolidation Strategy (and accompanying action plan) in line with national and West of England strategies.

For this First and Last Mile Action Plan freight consolidation is out of scope, but it is recognised this could play a crucial role in the future. Clean Air Zones, for instance, with early national examples now rolled out in neighbouring Bath and Bristol, also have a connection with freight consolidation as it allows more zero carbon transport deliveries in central locations in towns and cities by not permitting polluting vehicles.

Micro-mobility (e-scooters, e-bikes, e-cargo) procurement

Guiding principle: We will focus on increasing the usage of e-bikes initially (including exploring e-bike hire schemes), while we wait for the DfT to complete the e-scooter trials (now extended to May 2024) and give a clear steer on e-scooter provision and legislation nationally

The West of England Combined Authority (WECA) have been trialling e-scooters as a part of a national trial (4 areas throughout the country). They have partnered with Voi and Bristol's scheme has been seen as a great success with over 2.8 million trips since the trial launched in 2020. The Department for Transport (DfT) are currently reviewing these trials, including road safety aspects to form legislation and guidelines on e-scooters. WECA are reviewing their procurement policy with the 3 Unitary Authorities within WECA and North Somerset to ensure it is fit for purpose once the trial is complete. This will mean North Somerset should be able to take advantage of this procurement framework for a range of services including the hire of e-bikes, e-scooters, and e-cargo bikes.

Figure 12: One of Voi's public-hire e-scooters being ridden in Bristol (Officer photo)



Figure 13: An e-bike with seats for children



Figure 14: E-cargo bikes can transport, cargo, in a low-carbon, active and space-efficient way (Officer photo))



North Somerset Council are involved in conversations with WECA on what the most appropriate infrastructure is for the above micro-mobility options, for instance docking stations. These range from a formal physical docking station,

perhaps with a charging facility, to digitally ‘geo-fenced’ parking bays, using road markings, or free-standing provision anywhere on the pavement. The most appropriate infrastructure and products will be selected due to location, space available, maintenance considerations and competition within the market.

Figure 15: ‘Beryl Bikes’ (e-bikes) as part of the recently launched public hire scheme in Falmouth, UK for (Source: officer photo)



Figure 13 shows some ‘Beryl Bikes’ parked at a docking station at Swanpool Beach, Cornwall. Here is a marked bay, where hire bikes must be picked up and returned to. Users use an online booking system and there are penalty costs for the user if they fail to return the bike(s) to a designated bay. Other examples may include a docking station or a ‘geo-fenced’ area online using trackers on the bicycles.

Initially, it is envisaged our approach in North Somerset will focus on e-bikes primarily. This will allow the DfT to complete the e-scooter trials (now extended to May 2024) and give a clear steer on e-scooter provision and legislation nationally. E-bikes are seen as less controversial and are likely to be used by a broader demographic including the elderly, this is helpful in North Somerset, which has an aging population.

We want to increase use of e-cargo and cargo bikes in North Somerset. We have already administered grant funding for local businesses to switch to more sustainable deliveries using E-cargo bikes. We would like to continue to seek grant funding and work with individual businesses, whilst we are exploring wider policy and implementation for freight consolidation within the authority.

Car clubs and E-car clubs

Guiding principle: We will develop a Car Club Strategy and accompanying Action Plan to increase the usage of car clubs as cheaper and more space-efficient alternatives to owning private cars

North Somerset Council has only just started implementing its first Resident Parking Zones (RPZs). The first one is now complete is Leigh Woods, with a further likely to be implemented over the next 6 months in Weston Central ward. Other neighbouring authorities such as Bristol have rolled out a suite of

RPZs and now have many car clubs throughout the city. This is because by limiting car parking provision, this means car clubs are more viable locally. Car clubs are most viable where you have the urban or suburban density of at least 2,000 people living within an area, with a broad demographic who are likely to use these facilities (Source: Enterprise Car Hire).

Figure 16: A car club car in Clifton Village (Source: Bristol City Council)



Car club operators generally pay for the car and expect a given authority, management company or developer contributions through a planning application to subsidise the car club for the first two years, whilst it becomes commercially viable. If it is an EV car club it is expected the authority would find the funding and implement the EV charging facilities, (this could be undertaken using external grant funding such as through OZEV (Office for Zero Emission Vehicles). Once these pre-requisites have been met, car clubs become viable.

Mobility as a Service (MaaS)

Guiding principle: We will continue to work with neighbouring West of England authorities on a joined-up approach and provision of Mobility as a Service (MaaS) solutions

Mobility as a Service brings together different forms of travel information, route planning and ticketing into one place, via a digital setting such as a smartphone app or a website. This is so people can pick and choose the right type of transport for them at a particular location and/or price point. Examples of this could include onward journey information,

tickets, or hire of the following: train, bus, tram, cycle hire, e-bikes, e-cargo, e-car clubs etc. By having this information in one place it gives the customer (or end user) a seamless experience and all the information at their fingertips. This is helpful to plan journeys promoting active or sustainable transport from end to end, taking advantage of any special offers or discounts. This has been used to good effect in Nottingham in the UK, Germany, the Netherlands and various other places throughout Europe and the world. MaaS will be important in realising the aims of first and last mile and North Somerset is already included as a partner in the West of England's Future Transport Zone MaaS work package.

Links to our other plans, schemes and activities

First and Last Mile scheme proposals will be planned with a joined-up approach to other complementary schemes.

The following table sets out how this First and Last Mile Action Plan and our resulting First and Last Mile scheme proposals will relate to and work with the six other Active Travel Action Plans (ATAPs), as well as other NSC plans, strategies, schemes, and activities (including those of external stakeholders).

Active Travel Action Plans

Other plan/activity	How this Action Plan will interlink/work alongside
20mph Action Plan	This will mean safer walking, cycling, wheeling and for first and last mile within our residential areas and communities linking to local amenities, such as schools, shops and/or town and village halls
Active Travel Network Action Plan	Our First and Last Mile planning approach will tie in to strategic and arterial cycle routes for longer distance journeys as featured in our adopted Active Travel Strategy especially within rural areas. Likewise for any urban or suburban journeys first and last mile will tie in with the West of England's Local Cycling and Walking Infrastructure Plan (LCWIP) where we have the highest population densities and highest propensity for people to walk or cycle.

Other plan/activity	How this Action Plan will interlink/work alongside
Liveable Neighbourhoods Action Plan	These areas will be 20mph by default and be the pinnacle projects where we have worked with communities in wider residential urban/suburban environments to achieve some or all of the below as examples of improvements to first and last mile journeys by active travel: less and slower traffic, cycle stands, one way streets, removing through-traffic, planting, pedestrian crossing facilities, EV car clubs or E-bike provision, for example.
Rural Lanes Action Plan	These interventions may use traffic calming to improve the safety for all, including people walking/wheeling or cycling as the first and last mile of longer journeys. This ties in to 'origin' rural satellite mobility hubs.

Other plan/activity	How this Action Plan will interlink/work alongside
Safer Active Routes to School Action Plan/school engagement generally	Opportunities for better provision at bus stops and larger nearby schools with more connected and permeable networks for onward journeys.

Other plans

Other plan/activity	How this Action Plan will interlink/work alongside
Bus Service Improvement Plan (BSIP)	Key driver and likely part-funder for this work package – first and last mile and mobility hub proposals will improve access to our bus network via active options.
NSC Integrated Transport Programme	Only the very highest scoring scheme proposals for First and Last Mile improvements will make it onto our Integrated Transport Delivery Programme (see section 3. Scheme Proposals and Delivery Plan for more on the Scheme Development Process).
NSC Joint Physical Activity Strategy	Using physical activity to improve health outcomes. Many of the options for first and last mile journeys are active and have direct synergies, but not exclusively, for example e-scooters (in the future)

Other plan/activity	How this Action Plan will interlink/work alongside
NSC Local Plan	The emerging Local Plan seeks to introduce new developments where active and sustainable travel is the first principle for location choice. New developments are ideal for innovative thinking and work packages such as first and last mile, as people are completely resetting their travel behaviours when they move around and transition to other mode choices, reconsidering how they travel to work, school etc.
NSC Maintenance Programme	We will seek to add First and Last Mile features as part of scheduled maintenance works. For example, resurfacing work is an opportunity to add continuous footways. Adding signage, RTI, bus stops or seating to maintenance as assets on the highway.
North Somerset Transport Narrative	All our communications with stakeholders and the public on First and Last Mile scheme proposals will be framed under the emerging Transport Narrative about how NSC are responding to the cost of living crisis, climate emergency and lack of transport options through making active travel (as the cheapest form of transport) more attractive for the shorter everyday journeys.

Links to additional work programmes

In addition to the Bus Service Improvement Plan (BSIP) work programme for first and last mile, we require further investigation to tie in with other funding sources and work programmes. These include (but are not limited to):

- the North Somerset EV Strategy
- the Local Electric Vehicle Infrastructure (LEVI) fund
- Banwell Bypass planned EV provision
- North Somerset Council Accommodation Strategy and Corporate Travel Plan
- the Rural England Prosperity Fund allocation.

These will be explored further once we have resource in place and more information from other services/directorates.

The above work streams all focus on net zero targets and include EV charging for the public especially in rural areas, EV fleet charging provision, managed office space and touch down spots for hot desking to minimise travel. Further work to decarbonise buildings, for instance libraries and village halls are also in scope, ensuring our solutions are fit for purpose post-pandemic, including where people are working from, such as working from home

or remotely. This feeds into the concept of the 15/20-minute towns or cities, and people shopping and spending more time locally. Adapting these mobility principles to the rural nature of North Somerset is critical for first and last mile and within all the work streams mentioned above.

3. Schemes and delivery plan

Scheme development process

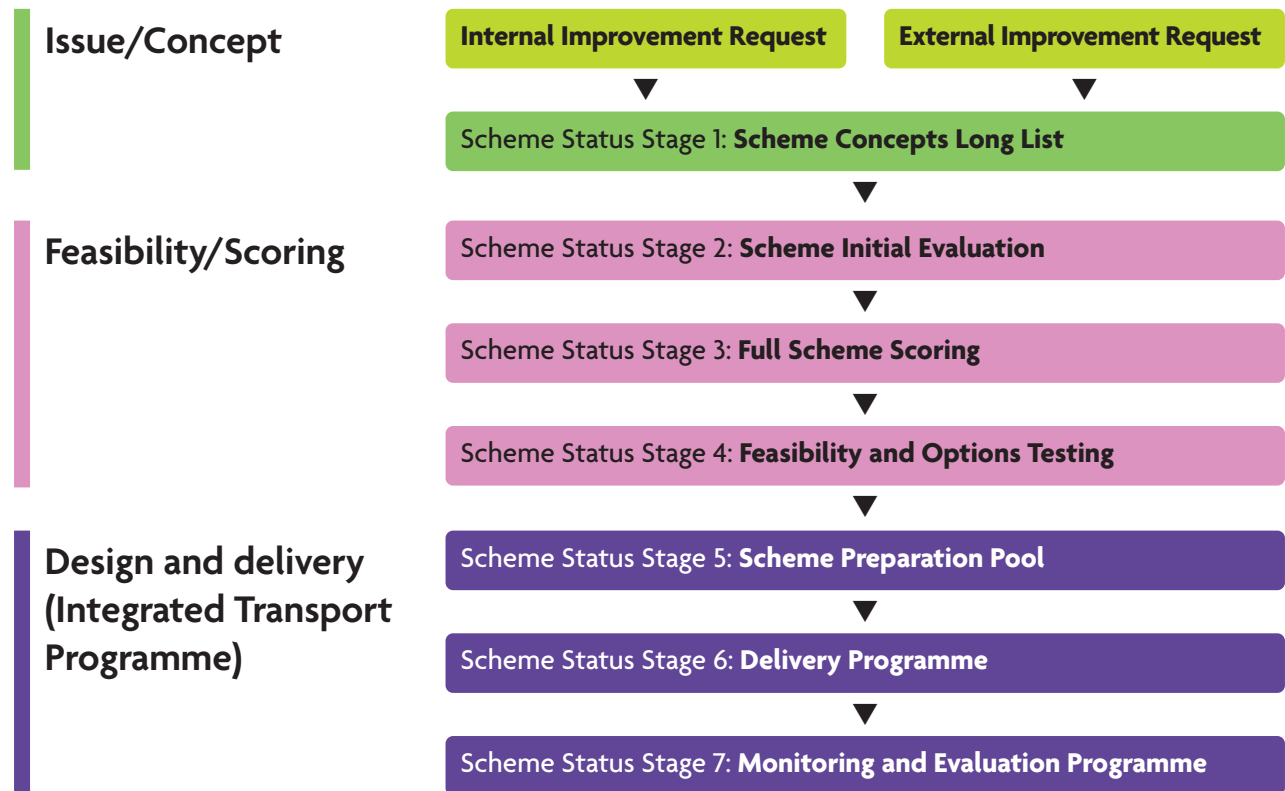
To help fulfil the Open and Fair values of our NSC Corporate Plan, a transparent and consistent process has been developed to give North Somerset and the Council a future ‘scheme pipeline’ of Integrated Transport schemes. A more formal process and centralised database is needed to record, score, prioritise and develop transport network issues or scheme proposals into deliverable transport improvement schemes for and with our communities. This future ‘scheme pipeline’ is also being requested at regular intervals by central government’s Department for Transport via new government agency Active Travel England.

This seven-stage internal process, the Scheme development process, aims to fulfil this by enabling us to sift urgent issues to the right officers and teams at the right stages. For scheme proposals the process tests both the case for investment and their feasibility and deliverability via a transparent, consistent process, before they are allocated funding to progress them to delivery. The process is shown to the right.

Figure 17: 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



Draft scheme delivery plan

The table below shows **examples of mobility hub scheme proposals** to aid First and Last Mile options by active travel 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** for this Active Travel Networks Action Plan:

- **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.

It is important to note that the delivery of all integrated transport schemes (including first mile last mile proposals) are subject to the Council securing necessary funding and internal/external staff resource to progress the scheme proposals.

The initial shortlist for scheme delivery has been identified through the initial BSIP award. The Place and Movement Framework has been referenced as has the road hierarchy, but this Action Plan and the locations have been chosen primarily around the

BSIP programme and the ability to increase bus and rail patronage and connectivity to more frequent services. These sites have been chosen because they are on specific bus routes, connect bus routes together, are close to local amenities, and connect passenger transport including rail. By adding micro-mobility longer journeys will be possible to ensure a wider demographic can use e-bikes and eventually e-scooters. Larger hubs may also have additional facilities such as digital information points ('iPoints') and onward journey information, plus EV car clubs and charging etc.

Please see below the proposed concept work packages, which we are investigating for development, each location will have an associated map. These locations have been amalgamated geographically or co-located within an area to develop as a wider work package:

Scheme location	Brief scheme content	Scheme status [^]
Weston Central work package	Bus Interchange, Cycle Hub, Liveable Neighbourhood, local NSC car parks * Weston Villages, Severn Road/ Whitecross Road (Satellite)	Concept
Worle Work package	High Street/Terminus *	Concept
Clevedon	Linking in with Two Towns Masterplan: Triangle, B&M car park, Old St, Old Church Rd, Seafront *	

Scheme location	Brief scheme content	Scheme status [^]
Portishead	Parish Wharf Leisure Centre, the Marina, proposed Metrowest station, High Street area *	Concept
Nailsea	Linking in with Two Towns Masterplan: Station Road car park, Link Rd, High St, Nailsea and Backwell Station * Rodney Road (Satellite/Rural)	Concept

Scheme location	Brief scheme content	Scheme status [^]
Yatton	Library, High St and/or railway station (Rural satellites)	Concept
Satellite Village Work Package 1	Long Ashton (Village Hall/ local car parks) Cleeve (Bus stops, NSC car park and/or village Hall/ Congresbury (NSC owned car park and/or village hall) Pill (village hall, council non-public car park, Metrowest) (Rural satellites)	Concept
Satellite Village Work Package 2	Banwell (West St Car Park), Sandford (Dabinett Drive not adopted yet/ Sandford Stores) Winscombe (Sandford Rd Car Park NSC owned, Sandford Village Hall) Churchill (Recreation Ground Car Park PC owned nr. Memorial Hall) (rural satellite)	Concept

[^] Concept; Feasibility; Early engagement; Design, Consultation; Delivery

* Those marked with a * are likely to be ‘destination’ hubs with a full suite of facilities, whilst others are likely to be ‘origin’ rural or satellite hubs, which may be limited to bus stop improvements, Sheffield stands and e-bikes. Please note the above sites and their scale and scope will be subject to not only the overall budget available but also attractiveness in terms of procurement with private sector operators.

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
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