Bath & North East Somerset Council

Improving People's Lives

AECOM

Bath and North East Somerset

Creating Sustainable Communities in North East Somerset

The Journey to Net Zero

Summary Document

Draft for Consultation

July 2024

Creating Sustainable Communities in North East Somerset: The Journey to Net Zero – Summary Document

Introduction

What does Transport Mean for Us?

Transport affects all aspects of our life: from the air we breathe, to the jobs we can access, and the quality of our place – it is an integral part of Creating Sustainable Communities.

As outlined in our Corporate Strategy our transport system needs to deliver more travel choices to make it easier for all people to walk, wheel and use public transport. This will help enable the different types of journeys we want for the places we live and work – creating better connected, healthier and more sustainable communities.

The way we provide for travel choices needs to align with our Corporate Strategy, which underpins everything we do as a council, including what, why and how.

Our Transport Strategy

After extensive public consultation, we adopted The Journey to Net Zero (JtNZ) which outlined our communities' ideas on how we can transform our transport network within Bath to better meet the needs of our communities, businesses and visitors. This Transport Strategy seeks to broaden and accelerate our approach to Creating Sustainable Communities across the District, specifically in:

- Keynsham and Saltford;
- Somer Valley
- Hicks Gate and
- Whitchurch Village

The Transport Strategy seeks to open up more travel choices for our communities, providing attractive options which enable people to choose sustainable transport options without having to compromise on time or cost, to help to build healthy communities and places.

To do that, we need to look at the whole transport system, recognising that there is no one-size-fits-all solution – not every mode of travel will suit every trip and every individual, and we need to ensure that as well as providing more travel choices for people. We are also thinking about how those choices work together as a network, enabling people to change between modes. This could be as simple as cycling to a bus stop, or getting a bus to a train station. We need to make these journeys as seamless as possible. It is also important, including from an equity perspective, that we make it easy to string multiple trips together. Such a journey could be; home – school – doctors – shops – home. Just one missing link in the chain can mean relying on a car to do the whole chain, or unnecessary hardship.

The key elements of the scope of the Transport Strategy are shown In **Figure 1.**

Figure 1: The Scope of the Transport Strategy

Responding to the climate and ecological emergency and improving health and well-being

Transport System fit for all purposes e.g. living, working,visiting

Enhance sustainability of Place

Recognises the different needs of towns, village and remote areas

Looks at why we travel and how we travel and how we can do it more sustainably in the future

Required collaboration to make it work, and taking responsibility for our actions

Stand-alone document that supports future growth by increasing the sustainability of new development

Improving equality and inclusivity by improving transport for everyone

Making cleaner transport options a real viable alterative

Engagement with the Community

We have engaged across our communities, with local stakeholders, to get an understanding of what people find difficult about our transport network, and we have reviewed the evidence of how people travel at the moment, and the improvement plans that are already in place.

This document summarises those concerns, and proposes some options about how to address them in the short, medium and long term. We now want to hear your views on whether these are the right options, and how we can enhance the strategy. Following the close of consultation, we will review and revise the strategy, and seek Council adoption.

The anticipated timeline for the Creating Sustainable Communities in North East Somerset is as follows:

- May 2022 - Journey to Net Zero Transport Plan for Bath is adopted.
- January 2023 - Council has initial internal workshops on issues and opportunities.
- February 2023 - Targeted engagement: We held workshops with community representatives and key stakeholders to identify issues and opportunities for each of the four areas.
- July 2023 - Further workshops were held with both internal and external stakeholders.
- August 2023 to January 2024 - Site visits, data review and analysis.
- February 2024 - Public consultation on our summary plans for Creating Sustainable Communities in North East Somerset.
- February 2024 - Review and amend draft based on feedback gathered at consultation
- March to June 2024 - Drafting strategy of our emerging thoughts on how to Create Sustainable Communities.
- July to August 2024 - Public consultation and engagement with stakeholders.
- September 2024 to Autumn 2024 - Review responses and work towards a document that best meets the needs of our communities.
- Autumn/Winter 2024 - Adopt strategy and Active Travel Masterplan.

Keynsham & Saltford

Issues and Challenges

The transport issues and challenges facing Keynsham and Saltford have been informed by what you, the community, have told us. These are summarised below in **Table 1**.

Table 1: Keynsham and Saltford Issues and Challenges

Transport Challenges		
	Public Transport	• It is often easier to drive than to take public transport as car parks are closer to popular destinations. • A lack of bus priority measures, and congestion on bus routes, means that bus journey times can be unreliable. This affects the attractiveness of public transport, and the ability to operate commercially viable services. • It is reasonably easy to get to/from Bristol and Bath by public transport, but much harder for other parts of the district. • Rail station access: buses are not able to access Keynsham Station itself to pick up and drop off passengers and there is limited cycle parking, without CCTV and good lighting. • The A4 and rail lines make it harder for people to walk and cycle between the town and the station. • No permanent rail ticket office at Keynsham Station for the purchase of tickets and travel assistance.

	Congestion	• Congestion, particularly on the A4 corridor, impacting both Keynsham and Saltford. • Lack of good quality transport links between the A4 and A37 means that residential roads and rural lanes often take high volumes of traffic. The "main" route using West Town Lane is often heavily congested. • It is easier to drive through Keynsham than travel on foot, by bicycle or on the bus. • Congestion on main roads can result in drivers taking less appropriate routes. This can make walking and cycling less attractive. • Car parking in Keynsham is easier and cheaper than public transport. • There is a reasonable level of car parking in Keynsham, not all of which is fully used. • Limited availability of public Electric Vehicle Charging Points (EVCP).
	Travel Patterns	• The proportion of journeys to work by private car is higher than both the national average and the average for the South West.
  	Active Travel Network	• The cycle network in Keynsham is not well joined up. Gaps in cycle infrastructure make it difficult to travel by bike. • No direct, off-road access to the Bristol Bath Railway Path route from Keynsham. The connection at the Bird in Hand pub in Saltford is steep or stepped and not accessible to all. • Walking routes between residential areas to the south of Keynsham and the town centre are often not direct.
	Public Realm	• Public space is more oriented towards cars and parking over people. Often seen as easier to drive than to walk, wheel, cycle or take public transport. • Congestion makes it harder for people to walk around. • Challenges with the Keynsham High Street on-street cycle lane.

Potential Improvements

We have listened to the concerns of the community, and identified potential improvements for consultation. These are summarised in **Table 2** below

Table 2: Keynsham and Saltford: Potential Interventions

Improvement		Description	How it could be achieved
	Active Mode Routes	High quality, attractive, safe and integrated network of walking and cycling infrastructure.	• New segregated cycle lanes, as well as changes to country lanes where appropriate, providing a clear network of attractive and safe routes connecting the places where people want to go. • Improved walking and cycling connections within the town centre, including to the High Street, bus stops and the rail station. • Complete delivery of Local Cycling & Walking Infrastructure Plan routes in Keynsham, and other routes committed by recent developments. • Direct and segregated Active Travel connection along the A4 between Hicks Gate and Broadmead roundabout, to improve the directness of Bath - Bristol journeys as an alternative to the Bristol Bath Railway Path or routes through Keynsham. • Cycle link on Durley Hill to connect Keynsham with cycle routes at Hicks Gate, and potentially a new Transport Interchange. • Improved cycle route between Whitchurch and Keynsham, connecting the two communities and supporting sustainable travel to Broadlands Academy. • Potential for Manor Road to become a "Quiet Lane", providing a safe and attractive walking and cycling route between Keynsham and Saltford. • Measures to improve the pedestrian environment in the centre of Saltford, including making it easier to cross the A4.

	Local Living	Supporting residents to be able to access the amenities required to meet their daily needs within walking or cycling distance.	• Support remote working through improved digital connectivity and local remote working facilities in community spaces. • Support local centres, particularly on the outer edges of Keynsham, through providing good walking and cycling links.
	Modal Filters / Liveable Neighbourhoods	A Modal Filter allows some modes to pass through, generally walking and cycling, whilst others cannot, generally private cars. Modal filters have the potential to support active travel on key routes and reduce traffic in sensitive areas.	Investigate, with the community, the potential to utilise modal filters amongst a broader range of measures to support active travel. These might include: • Targeted filters as part of Liveable Neighbourhoods-style interventions to link residential areas with local centres and town centre. • Filters on certain roads approaching the town centre and either side of links which cross existing infrastructure pinch points. • Filters are one of a range of methods of creating Quiet Routes/Lanes.
	Micromobility	Extension of short-term e-scooter and e-bike rental within Keynsham and Saltford.	• Support the expansion of e-scooter and e-bike rental schemes into Keynsham and Saltford to improve local travel options. • Improved secure bike storage with appropriate range of services e.g. charging, maintenance, lockers.
	Keynsham Town Centre	There is an opportunity to reallocate road space to prioritise pedestrians, cyclists and bus users, to achieve mode shift and create better places.	• Comprehensive study and community engagement to re-imagine Keynsham town centre to improve the quality of place, support sustainable transport, and deliver economic prosperity. Consider options for pedestrianisation of the existing one-way section of the High Street or a more comprehensive scheme along its full length. • Measures to reduce the impact of traffic. This could include opportunities to keep traffic on appropriate routes, away from more sensitive areas. It could also include a potential North Keynsham Strategic Access Link, which would reduce traffic in the

			town centre, enabling significant improvements to be made. Combined, such measures would support delivery of sustainable transport and public realm benefits. • Investigate opportunities to prioritise pedestrians, including re-allocating road space to people over cars. E.g. widened footways, improved crossings, footway crossovers, and more public space. • Improve facilities for cyclists, including safe routes and cycle parking provision. • Support improvements to bus journey times and journey time reliability, improving the level of service and the ability to run viable bus routes. • Make it easier to change between travel modes. • Provide improved public space, creating a more attractive local environment that people want to spend more time in.
	Mobility Hubs	Mobility Hubs are places that bring together a host of transport options in one place including shared transport such as car clubs and e-scooters with public transport and active travel modes. A network of Mobility Hubs allows people to travel between and around places without the need for a car.	• New Mobility Hubs on the A4, within Keynsham town centre and in proximity to Keynsham rail station, to make it easier to get around. • Provision of Mobility Hub facilities at existing car parks, such as Ashton Way. • A new "Transport Interchange" at the Hicks Gate Roundabout, supporting better connection between an increased range of public transport services.
	Bus Priority	Interventions to provide bus journey time benefits, by prioritising buses over private vehicles.	• Targeted bus priority measures.

	Rail	Rail is an attractive option for long distance public transport.	• Feasibility study into a potential rail station at Saltford.
	Fixed Route Bus Services	The provision of new bus services where there is a demonstrated demand will be supported.	• Support the community in encouraging the West of England Mayor to improve the bus network to ensure residents have a reliable bus service to meet their needs. • This should include connections between the High Street, residential areas including Somerdale, a new Transport Interchange at Hicks Gate, Saltford, and industrial areas north of the A4. • Bus priority measures to improve journey times and journey time reliability.
	Demand Responsive Transport (DRT)	DRT can complement fixed route public transport on the main corridors by providing connections into these existing services, thereby improving mobility and social inclusivity.	• DRT could be used to connect to the proposed Mobility Hubs within Keynsham town centre, where passengers can gain access to a connecting bus, e-bike or rail service to complete their journey. • DRT could also be used to connect to a new Transport Interchange at Hicks Gate.
	Public Transport Decarbonisation	Zero emission buses will help local authorities achieve their net zero targets, cleaner air, encourage green growth, and improve health and wellbeing.	• Work with bus operators and other key stakeholders to decarbonise the bus fleet. Charging infrastructure may be required in Keynsham.

	Car Parking	Availability, convenience and cost of parking, in comparison with other modes, are key factors in people's travel choice. Furthermore, the use of public land for parking has an opportunity cost in terms of what else it can be used for.	There is the potential to review the use of public land for parking, and how that parking is managed. For example: • There is potential to improve the walking and cycling route between the rail station and Keynsham town centre, by reallocating car parking on Station Road over the A4. • Mobility Hub facilities could be introduced into car parks, such as Ashton Way. • Keep parking charges and management measures under review as improvements are made to the sustainable transport network.
	Ultra-Low Emissions Vehicles (ULEV) & Car Clubs	It is recognised that car travel will remain a necessity for many. Transitioning to shared ownership and ULEV vehicles is therefore important in reducing the impact of cars on our communities.	• Study into ULEV on-street charging strategy, to support people without access to off-street parking to transition to ULEVs. • Introduction of ULEV car clubs to provide people with access to a vehicle without having to own it.

Somer Valley

Issues and Challenges

The transport issues and challenges facing the Somer Valley have been informed by what you, the community, have told us. These are summarised below in **Table 3**.

Table 3: Somer Valley – Issues and Challenges

Transport Challenges		
	Topography and Distance to Major Centres	• The Somer Valley is hilly and settlements and facilities are spread over a wide area. This can make it harder to travel on foot or by bike within the Somer Valley. • Distances to major centres such as Bristol, Bath and Frome result in high levels of car dependency.
	Lack of Local Job Opportunities	• There are more homes than jobs in the Somer Valley. • There is a mismatch between the type of jobs available within the Somer Valley and the local labour force. • This results in a high level of out-commuting. • Significantly more people in the Somer Valley travel more than 10km to their place of work, compared with the B&NES average.
	Public Transport	• Residents need to travel to Bath, Bristol or Frome to access national rail services. • Recent loss of bus services within the Somer Valley. • Limited bus connections between the east and west of the Somer Valley, poor services in rural areas and lack of connections between villages. This can leave people with limited alternatives to travelling by car.

		• Bus services are often infrequent, circuitous and expensive with long journey times, compared to the same journey by car.
	Town Centre Congestion	• Road traffic in town centres makes it harder to walk and cycle, worsens air quality, and dominates public space. • The double-mini-roundabout in Radstock creates an unpleasant environment and makes it hard to walk and cycle. • A limited road network results in congestion on key routes into, out of, and within the Somer Valley.
	Active Travel Network	• Limited dedicated and joined up cycle infrastructure to connect towns and villages within the Somer Valley.
	Distance to Road Links and Severance / Barriers to movement	• Significant distance to the strategic road network, with the M5 and M4 motorways a long drive from the Somer Valley. • Roads in the Somer Valley carry a mix of short and long-distance traffic, including freight, travelling for many different purposes. • High levels of HGV traffic travel through the communities on A Roads in the Somer Valley e.g. Radstock & Westfield on the A367, Farrington Gurney, Clutton and Temple Cloud along the A37 and parts of Midsomer Norton on the A362. This can be intimidating for people walking and cycling. • Many residents live on or close to a major A road or need to travel along one to access services or town centres. This can both make car usage a natural choice for journeys due to ease of access, and make it harder to walk and cycle.

	Limited Travel Choices	• No access to e-scooters, no car clubs, limited buses, no rail services and lack of a comprehensive cycle network results in higher private car ownership and usage. • Factors set out above result in long travel distances, limiting the number of alternatives to car usage.

Potential Improvements

We have listened to the concerns of the community, and have identified a number of potential solutions for consultation. The potential improvements for the Somer Valley are outlined in **Table 4.**

Table 4: Somer Valley – Potential Interventions

Intervention		Description	How it could be achieved
	Local Living	Enable a greater proportion of residents to live, shop and undertake leisure activities within the Somer Valley.	• Improve local walking and cycling links to local facilities. • Revitalise Midsomer Norton / Radstock town centres. • Support more mobile services for rural communities, e.g. library, hairdressers, markets.
	Public Realm	Reduce the current impact that vehicles are having on our towns by improving the public realm and reducing the dominance of traffic.	• Look at options to support walking, cycling and public transport and reduce the impact of traffic on our town centres. • Make our towns places where people want to spend more time by making them more welcoming/attractive, safer and vibrant. • Potential use of Liveable Neighbourhoods – style interventions to improve the walking and cycling environment, in discussion with the local community • Reduce the impact of traffic in rural communities. This could include increasing provision of safer pedestrian crossing facilities, reducing vehicle speeds and providing more dedicated active travel infrastructure.

	Radstock Town Centre	The road network in Radstock creates barriers for people, and affects the quality of the environment.	Investigate potential options to reduce the impact of traffic in Radstock Town Centre to support sustainable transport and the economic prosperity of the Town. Options would be worked up with the community and could include: • Increasing space available to pedestrians through widening footways and increasing crossing points. • Making cycling routes better connected. • Improving public transport facilities, potentially including bus priority. • Simplifying traffic network and junction arrangements, reducing barriers to walking and cycling. • Improving the public realm and making the environment more pleasant for people to spend time in.
	Quiet Lanes	The villages need to be better connected for walkers and cyclists. Identifying minor rural roads that can work as "Quiet Lanes" would provide safer routes for pedestrians, cyclists and horse riders away from traffic.	• Review the purpose of the highway network, i.e. which lanes should connect settlements by vehicle, and which would be more suited to active travel. • Create a network of Quiet Lane links. Identify whether targeted traffic management e.g. modal filters, reduced speed limits, traffic calming, would be needed to support walking and cycling. • Improve wayfinding.
	Micromobility	Shared and e-mobility schemes can support people in travelling short and medium distances by sustainable modes. Extension of short-term e-scooter and e-bike rental within the Somer Valley.	• E-bike hire stations within towns / villages. • Expanding the coverage of the e-scooter network to the Somer Valley • Trial e-cargo bikes around industrial areas within the Somer Valley. • Improved storage with appropriate range of services e.g. charging, maintenance, lockers.
	Cycling	Dedicated cycle lane provision	• Creation of an Active Travel Network including dedicated cycle lanes that link key facilities, jobs and schools to those communities within the Somer Valley.

	Mobility Hubs	Mobility Hubs are places that bring together a host of transport options in one place including shared transport such as car clubs and e-scooters with public transport and active travel modes. A network of mobility hubs allows people to travel between and around places without the need for a car.	Range of Mobility Hubs to meet the needs of the area and the types of journeys they serve: • Transport corridor hubs, e.g. Farrington Gurney and Peasedown St John • Town Centre hubs, e.g. Midsomer Norton and Radstock • Main Village hubs and • Supporting hubs.
	Bus Infrastructure	Improvement of bus infrastructure to encourage a greater use of bus services.	• Upgrade bus stops / shelters with seating, shelter and Real Time Passenger Information (RTPI).
	Bus Priority	Interventions to provide bus journey time, and journey time reliability, benefits, by prioritising buses.	• Bus priority measures to make journeys by public transport faster and more efficient. • Investigate opportunities to provide bus priority improvements between Midsomer Norton, Radstock, Peasedown St John, and Bath.
	Fixed Route Bus Services	There is a lot of movement between towns and villages in the Somer Valley, but bus services are limited. The provision of new bus services would support this travel.	Support the community in encouraging the West of England Mayor to: • Connect communities to faster / more frequent services on the key corridors. • New east -west service along the A362 to connect Farrington Gurney, Midsomer Norton, Radstock, and Peasedown St John. This would support east-west movement in the Somer Valley, and improve bus connections to Bath and Bristol • Better connect smaller communities with each other and key towns.

	Demand Responsive Transport	DRT can complement fixed route public transport on the main corridors by providing connections into these existing services, thereby improving mobility and social inclusivity.	• Extend the existing WESTlink DRT trial. • Improve the effectiveness of DRT through the use of Mobility Hubs to provide better connectivity.
	Public Transport Decarbonisation	Zero emission buses will help local authorities achieve their net zero targets and cleaner air, encourage green growth and improve health and wellbeing.	• Work with bus operators and other key stakeholders to decarbonise the bus fleet.
	Car Parking	Ease and cost of parking can be one of the main influences in deciding whether to travel by car. .	• Keep parking charges and management measures under review as improvements are made to the sustainable transport network. • Maintain sufficient parking to serve rural hinterland and disabled / mobility impaired users.
	Car Clubs	Car clubs allow members access to locally parked cars, therefore supporting lower car ownership	• Introduce electric vehicle car clubs to provide households with an alternative to owning multiple cars.
	Electric Vehicle Charging	Providing electric vehicle charging points encourages individuals to use electric vehicles which will help local authorities achieve their net zero targets and cleaner air, encourage green growth and improve health and wellbeing.	• Introduce more EV charging points in public car parks. • Introduce EV charging points in the villages, for example, at key local facilities such as Community Hubs. • Roll out on-street EV charging infrastructure.

Hicks Gate

Issues and Challenges

The transport issues and challenges facing Hicks Gate have been informed by what you, the community, have told us. These are summarised below in **Table 5**.

Table 5: Hicks Gate – Issues and Challenges

Transport Issues and Challenges		
 	Strategic Movement	• The A4 and A4174 are strategically important, particularly for freight journeys. Hicks Gate is at the intersection of major routes (A4 and A4174) connecting Bristol and Bath, orbital travel around Bristol's East and North Fringe, and linkages with Keynsham. • This means the area has a high volume of traffic with congestion at peak times. • Currently, Hicks Gate is a place that prioritises vehicle movement. New transport infrastructure should enable travel by a range of modes, creating more travel options for the whole community.
  	Active Travel Network	• The heavy traffic flows, and high numbers of large goods vehicles, can make it difficult to walk and cycle. • It is difficult to cross at major junctions within Hicks Gate, such as the Emery Road Crossroads. • The local area is steep in places, making walking and cycling challenging for some.

	Public Transport	• Buses get caught in the general traffic congestion, as there are limited priority measures.
	Congestion	• Traffic congestion at Hicks Gate Roundabout encourages traffic to avoid the bypass and travel through the centre of Keynsham instead, mostly via Avon Mill Lane and Keynsham Road (A4175). • There is also congestion and queueing at the Callington Road to West Town Lane junction within Bristol.
	Severance / Barriers to movement	• The amount of traffic makes it difficult to walk and cycle within the Hicks Gate area. • This is exacerbated by the large numbers of heavy goods vehicles as well as general traffic, and the high speeds. • The river and railway also create a barrier to people moving about.

Potential Improvements

We have listened to the concerns of the community and have identified a number of potential solutions for consultation. The potential interventions for Hicks Gate are outlined in **Table 6.**

Table 6: Hicks Gate – Potential Improvements

Improvement	Description	How it could be achieved

	Mobility Hubs	Mobility Hubs bring together a range of transport options for example shared transport such as car clubs and e-scooters, public transport and facilities for cycling. A network of Mobility Hubs allows people to travel between and around places without the need for a car. A "Transport Interchange" is a Mobility Hub on a larger scale with a more strategic function.	• A new "Transport Interchange" at the Hicks Gate Roundabout, supporting better connection between an increased range of public transport services. • This would support connectivity between a wide range of destinations through a choice of modes. This would include linking Bristol, Keynsham, and Bristol's East and North Fringe. • In the long term, it may replace the Brislington Park & Ride.
	Bath to Bristol Strategic Corridor	Significant investment to improve facilities for walking, cycling and public transport along the A4 corridor.	• Schemes to make it easier to travel between Bath and Bristol, and the destinations in between, by public transport. • Measures to reduce the negative impact of the A4 on communities, including better crossing facilities and speed reduction measures. • Better facilities for people walking and cycling along the A4, as well as tree planting, making it safer and more attractive. • Better facilities for buses, meaning they can avoid the traffic queues, delivering better journey times.
	Public Realm Improvements	Investment in improving public spaces and routes, including crossing facilities to encourage people to use active modes of travel.	• Improve crossing facilities on the A4 for people walking and cycling. • Improve the network for people walking and cycling, to ensure that there are commuter routes connecting the Hicks Gate area with places such as Bristol City Centre, Bristol East and North Fringe, Stockwood, and Keynsham. • Cycling and walking links along the river corridor. • In future, replacing the Brislington P&R with a new Transport Interchange could offer opportunities to improve the road network. The P&R junction could be used to connect areas to the south, with the A4, potentially as a diversion of Stockwood Road. This would change the Emery Road Crossroads to a three-arm junction, providing opportunities to improve facilities for walking and cycling.

	Micromobility	Extension of short-term e-scooter and e-bike rental to Hicks Gate.	• Introduce e-bikes and e-scooters to Hicks Gate. • E-bike hire stations. • Improved storage with appropriate range of services e.g. charging, maintenance, lockers.
	Bus Services	Improve bus services, including bus infrastructure, routes and bus priority measures.	• Additional bus routes to link with a greater range of places, such as Keynsham, Whitchurch Village and Bristol's East Fringe. • Bus priority measures along the A4 corridor.
	Demand Responsive Transport	DRT can complement fixed route public transport on the main corridors by providing connections into these existing services, thereby improving mobility and social inclusivity.	• Introduce WESTlink DRT zones. DRT could be used to connect a Transport Interchange at Hicks Gate, where passengers can gain access to a connecting bus or rail service to complete their journey.
	Public Transport Decarbonisation	Zero emission buses will help local authorities achieve their net zero targets and cleaner air, encourage green growth, and improve health and wellbeing.	• Work with bus operators and other key stakeholders to decarbonise the bus fleet in the Hicks Gate area.
	Electric Vehicle (EV) Charging	Providing electric vehicle charging points encourages individuals to use electric vehicles which will help local authorities achieve their net zero targets and cleaner air, encourage green growth, and improve health and wellbeing.	• Introduce EV charging points at the new Transport Interchange.

	Car Clubs	Car clubs allow members access to locally parked cars, therefore supporting lower car ownership	• Introduce electric vehicle car clubs at the Transport Interchange to provide households with an alternative to owning multiple cars.

Whitchurch Village

Issues and Challenges

The transport issues and challenges facing Whitchurch Village have been informed by what you, the community, have told us. These are summarised below in **Table 7**.

Table 7: Whitchurch Village – Issues and Challenges

Transport Challenges		
	Orbital Connectivity	• Limited orbital connectivity between Whitchurch Village, and Keynsham, the A4 corridor at Hicks Gate and Bristol's East Fringe. • As a result, traffic uses residential roads and rural lanes, causing congestion and making it less safe and attractive to walk and cycle.
	Severance / Barriers to movement	• The A37 cuts through the heart of Whitchurch Village. It carries high levels of traffic and makes it harder to walk and cycle. • There are multiple traffic routes within Whitchurch Village. Many of these routes are used as alternatives to main roads at congested times. This can make it harder to walk and cycle.

	Public Transport	• A37 corridor has a half hourly bus services into Bristol. However, there is poor east-west connectivity into Keynsham and the A4 into Bath. • Bus services are considered inadequate by many local residents.
	Lack of Local Job Opportunities and facilities	• Limited local employment means that a high proportion of people travel out of Whitchurch Village for work. • People often need to travel outside of Whitchurch Village to access day-to-day facilities. An example of this is children going to secondary school at Broadlands Academy, Keynsham.
	Active Travel Network	• National Cycle Network (NCN) route 3 currently connects Whitchurch Village with the Chew Valley to the south and Bristol to the north. From this route it is possible to access Bristol city centre and Bristol Temple Meads. • Currently no dedicated east to west routes to Keynsham and Bath.

Potential Improvements

We have listened to the concerns of the community, and have identified a number of potential improvements for consultation. The potential improvements for Whitchurch Village are outlined in **Table 8.**

Table 8: Whitchurch Village – Potential Interventions

Intervention	Description	How it could be achieved

	Local Living	Enable a greater proportion of residents to live, shop and undertake leisure activities within Whitchurch Village.	• Improve local walking and cycling links within Whitchurch Village, including making it easier to cross the A37 corridor. • Support the delivery and retention of viable local services and amenities through reducing the negative impact of traffic through the area.
	Public Realm Improvements	Improving public spaces and routes, including crossing facilities, to enable people to use active modes of travel.	• Build on the existing Liveable Neighbourhoods scheme (Queen Charlton) to create greener, safer spaces for people, including improved quieter routes for walking, wheeling and cycling. • New safe pedestrian and cycle crossings on the busiest routes to improve the safety of those walking, wheeling and cycling and reduce the dominance of vehicles.
	Active Travel Routes	Support travel by walking, wheeling and cycling by improving the routes connecting people with where they need to go.	• Improve crossing over the A37 to better link up the NCN3 Cycle route between the Chew Valley and Bristol City Centre. • Improved crossing facilities over the A37 to link with the children's playground and sports facilities. • Expanding and improving the active travel network to connect Whitchurch Village with Keynsham and Bath. • Improve access routes for pedestrians to facilities including South Bristol Hospital and Hengrove Leisure Centre, to reduce the need to travel further afield. • Consider targeted improvements including traffic calming and modal filters to support active travel on key routes, and reduce the level and speed of traffic on inappropriate local routes.
	Quiet Lanes	Identifying minor rural roads that can be designated as Quiet Lanes to provide safer routes for pedestrians, cyclists and horse riders away from fast traffic.	• Investigate the potential to link Whitchurch Village into a wider network of Quiet Lanes that provides the community with more pleasant routes away from busy main roads, especially the existing north-south corridor into and out of Bristol.

	Micromobility	Extension of short-term e-scooter and e-bike rental within Whitchurch Village.	• Support the extension of the e-scooter trial to Whitchurch Village.
	Mobility Hubs	Mobility Hubs are places that bring together a host of transport options in one place including shared transport such as car clubs and e-scooters with public transport and active travel modes. A network of Mobility Hubs allows people to travel between and around places without the need for a car.	• Whitchurch Village's proximity to the A37, a key route that leads into Bristol and its proximity to surrounding rural areas makes it an ideal focal point for improved public transport, DRT services, shared mobility, and micro mobility trips, in addition to a hub for community uses and events.
	Bus Services	Improve bus services, including bus infrastructure, routes and bus priority measures.	• Bus priority measures could be considered and provided along the A37 corridor. • Residents in Whitchurch Village need good access to the facilities and services in Keynsham, such as Broadlands Academy. Support the community in encouraging the West of England Mayor to deliver a new bus service between Keynsham and Whitchurch Village.
	Demand Responsive Transport	DRT can complement fixed route public transport on the main corridors by providing connections into these existing services, thereby improving mobility and social inclusivity.	• Westlink South zone runs through the middle of Whitchurch Village. DRT could be used to connect communities with a Mobility Hub within Whitchurch Village, where passengers can gain access to a connecting bus or local rail station to complete their journey.
	Public Transport Decarbonisation	Zero emission buses will help local authorities achieve their net zero targets and cleaner air, encourage green growth and improve health and wellbeing.	• Work with bus operators and other key stakeholders to decarbonise the bus fleet in the Whitchurch Village area.

	Car Clubs	Car clubs allow members access to locally parked cars, therefore supporting lower car ownership	• Introduce electric vehicle car clubs to provide households with an alternative to owning multiple cars.
	Electric Vehicle Charging	Providing electric vehicle charging points encourages individuals to use electric vehicles which will help local authorities achieve their net zero targets and cleaner air, encourage green growth and improve health and wellbeing.	• Introduce EV charging points, including at key local facilities such as Community Hubs.