
Bath & North East Somerset Council

Improving People's Lives



Bath and North East Somerset
Creating Sustainable Communities in North East Somerset
The Journey to Net Zero
Consultation Report
November 2024

1. Introduction

The Creating Sustainable Communities transport strategy outlines a comprehensive strategy aimed at delivering sustainable, well-connected, and healthier communities within the region. The report focuses on enhancing health and wellbeing, improving air quality, reducing the environmental impact of transport, and combatting climate change. By addressing key challenges such as congestion, limited public transport options, and the need for better active travel networks, the strategy aims to provide more travel choices and create a transport network that meets the current and future needs of residents, workers, and visitors. This holistic approach is designed to support the transition to a net-zero future, ensuring that the communities of Keynsham, Saltford, Hicks Gate, Somer Valley, and Whitchurch Village have access to viable and attractive sustainable transport options, reducing their reliance on cars for everyday journeys.

Bath and North East Somerset (B&NES) Council has undertaken a comprehensive public consultation to inform the development of the Creating Sustainable Communities transport strategy. This report presents the results of this consultation, highlighting the feedback received from various stakeholders, including residents, community groups, and council officers. The consultation aimed to ensure that the transport strategy reflects the diverse needs and aspirations

of the district's residents, promoting a sense of ownership and support for the proposed initiatives.

2. Background

The Creating Sustainable Communities transport strategy is a pivotal component of B&NES Council's broader vision for sustainable development. The purpose of the Creating Sustainable Communities report is to outline a strategic framework that promotes sustainable transport solutions, enhances connectivity, and supports the overall well-being of the community. The strategy aims to reduce carbon emissions, improve air quality, and create safer, more accessible transport options for all residents.

Aims, Objectives, and Vision

The primary aims of the Creating Sustainable Communities transport strategy are to:

- **Promote Sustainable Transport:** Encourage the use of public transport, cycling, and walking to reduce reliance on private vehicles.
- **Enhance Connectivity:** Improve transport links within and between communities to facilitate easier and more efficient travel.
- **Support Community Well-being:** Ensure that transport solutions contribute to the health, safety, and quality of life of residents.

The vision of the strategy is to create a transport network that is environmentally sustainable, economically viable, and socially inclusive, thereby supporting the long-term development goals of the district.

Consultation Process

The consultation process was structured to maximise participation and gather comprehensive feedback. Key activities included:

- **Stakeholder Community Workshops (February 2023):** These workshops engaged key stakeholders from each local community to discuss specific issues and opportunities related to the transport strategy. The workshops provided a platform for stakeholders to voice their concerns and suggestions, ensuring that the strategy addresses local priorities.
- **Further Workshops (July 2023):** Additional workshops were held with both internal and external stakeholders to present the emerging proposals and gather feedback. These sessions were crucial for refining the strategy based on stakeholder input.
- **Local Plan Regulation 18 Public Consultation:** The summary plans were included as part of the Local Plan Regulation 18 consultation, allowing the public to review and comment on the proposed transport improvements.

Public Consultation

The draft Creating Sustainable Communities transport strategy was subject to a six-week public consultation from 10th July to 23rd August 2024. The consultation was widely publicised through the Council's website and social media and included an online questionnaire designed to gauge public support for the proposed transport improvements.

The questions posed were open questions, aimed at gaining a more detailed insight into the views of our communities. Open questions allow respondents to express their thoughts and opinions more freely, providing richer and more nuanced feedback. This approach helps to uncover deeper insights into community needs and preferences, which can be crucial for making informed decisions.

In addition to the online consultation, several public events were held to raise awareness and encourage participation:

- Parish Liaison Meeting (17th July 2024)
- Midsomer Norton Public Consultation Drop-In Event (18th July 2024)
- Keynsham Public Consultation Drop-In Event (22nd July 2024)
- Bath Public Consultation Drop-In Event (23rd July 2024)

- Whitchurch Public Consultation Drop-In Event (30th July 2024)

These events provided opportunities for face-to-face engagement, allowing residents to discuss the proposals directly with council representatives and provide immediate feedback.

Through the consultation process, we received a total of 75 responses. Of these, 63 were submitted through the online survey, 10 were received via email, and 2 were submitted as paper responses. This mix of response formats highlights the variety of ways individuals chose to engage with the consultation, ensuring accessibility and inclusivity for a wide range of participants.

The public consultation process has been instrumental in shaping the Creating Sustainable Communities transport strategy. The feedback received has provided valuable insights into the community's needs and preferences, ensuring that the strategy is both effective and inclusive. This report details the outcomes of the consultation, including the key themes and suggestions that emerged, and sets out how the comments received have been fed into and influenced the final strategy.

3. Consultation Analysis

Question 1. Do you feel that there are additional issues or barriers affecting your travel needs which either result in you not being able to access the facilities and services that you need, or prevent you from using sustainable transport to do so?

Question 1 - Analysis

There were a variety of comments regarding issues and barriers affecting travel needs, particularly in relation to sustainable transport.

The provision of public transport is seen as inadequate by many of the respondents, with high costs and poor service quality being major deterrents. Many areas, especially rural ones are seen as lacking adequate bus services. For instance, residents in Camerton and Farmborough have expressed they have no choice but to use cars for a large number of their journeys due to the absence of safe pedestrian routes and limited bus services. The perceived high cost of public transport is a significant barrier, with many respondents suggesting that cheaper, increased services and more frequent bus services are needed. Many felt that the current strategies do not sufficiently integrate community transport options, which are vital for older adults and those with mobility issues. The need to make multiple stops, such as

dropping children at school and grocery shopping, makes public transport impractical for many. Many feel that increasing the cost of driving does not make public transport more viable or attractive.

Dangerous and aggressive driving is another common issue, with little consequence for offenders, creating an unsafe environment for pedestrians and cyclists and discouraging the use of sustainable transport. Respondents also identified a lack of safe and connected cycling routes, such as the absence of a cycle bridge on the greenway over Somervale Road and the need for a segregated cycle route between Keynsham and Saltford as well as Keynsham and Whitchurch.

Accessibility issues are significant, with narrow paths, lack of dropped kerbs, and poorly maintained footpaths creating barriers for older adults and those with disabilities. High traffic volumes and speeds make walking, wheeling and cycling unsafe, with specific areas like the A367 through Westfield and the Hicks Gate roundabout being particularly dangerous.

There is a need for better, more accessible information about transport options, as many older residents find it challenging to access or understand digital information platforms. Poorly maintained and inadequately lit paths discourage walking, wheeling and cycling, especially in winter. Lack of parking

facilities, especially for electric vehicles, and the introduction of parking charges in town centres are seen as barriers.

Specific local issues include the cycle lane in Keynsham High Street, which has caused injuries to pedestrians, and the need for better bus services to the RUH and Bath. In Whitchurch Village, the lack of good quality childcare and unreliable bus services make it difficult for working parents to rely on public transport. Many respondents suggested reopening Saltford Station to improve connectivity and introducing a mobility hub in areas like Whitchurch to increase transport options and reduce traffic congestion.

The feedback identified a lack of charging infrastructure for electric vehicles, making it difficult for residents to switch to electric bikes and electric cars.

The feedback underscores the need for a more inclusive and integrated transport strategy that addresses safety, cost, convenience, and accessibility issues. By improving infrastructure, providing better information, and ensuring affordable and reliable transport options, the strategy can help create truly sustainable communities.

Figure 1 below is a word cloud that depicts those words that were most frequently used when answering this question.





Figure 1 – Word cloud of those responses to question 1.

Question 2. Do you have ideas for improving opportunities to travel by sustainable modes which B&NES could consider?

Question 2 - Analysis

The feedback reveals a range of insightful and practical ideas from the community to enhance sustainable travel across B&NES. Many respondents emphasised the need for affordable, reliable, and frequent public transport, especially for those living outside town centres. Suggestions included running buses later into the evening and more frequent services to key locations like Bristol Airport. Improved links between rural villages and main bus routes, including more direct services and better integration with park and ride facilities, were also highlighted. Simplifying ticketing across different transport modes and providers, similar to the Transport for London (TfL) model, was suggested. Extending the availability and operating hours of park and ride facilities was also recommended. Introducing more small circular bus routes and minibuses to connect rural areas to main transport hubs was seen as beneficial.

Reopening Salford Station was a popular suggestion to improve rail connectivity.

There is a strong call for dedicated, protected cycle lanes that feel safe for all ages, including children. Regular maintenance and upgrades to footpaths, including wider paths and more

frequent crossings, were highlighted as essential. Better lighting on cycle routes and safer road crossings to encourage year-round use were also suggested.

More charging points, especially in residential areas without off-street parking, were requested. Subsidised hire schemes for e-bikes and e-scooters, particularly targeting residents living in hilly areas, were also proposed. Enhanced community transport options, including flexible routes and schedules to cater to older adults and those with mobility issues, were seen as important.

Establishing mobility hubs with facilities like e-bike and bike hire, e-scooter hire, and car clubs to reduce reliance on private cars was suggested. Creating more pedestrian-only zones in town centres to encourage walking and improve air quality was also recommended. Implementing measures to reduce traffic speeds and improve safety, such as better road markings and wider pavements, were highlighted.

Encouraging walking, wheeling and cycling through initiatives like organised group walks and rides was seen as beneficial. Using clear, jargon-free language in communications and providing personalised travel planning services to help residents navigate their options were also recommended. Figure 2 below is a word cloud that depicts those words that were most frequently used when answering this question.



Figure 2 – Word cloud of those responses to question 2.

Question 3. What facilities would need to be available for you to access a Park and Ride site, and/or to continue your onward journey, by sustainable modes? Could these sites support your travel needs?

Question 3 - Analysis

The feedback provided reveals a diverse range of opinions and needs regarding Park and Ride (P&R) facilities. The following sets out the key insights and suggestions from respondents:

Facilities Needed for Access and Onward Journey

1. Parking and Security:

- **Motorbike Parking:** Increased parking spaces for motorbikes.
- **Car Security:** Safe car parks with 24/7 patrols, CCTV, and ANPR access to ensure vehicle security.
- **EV Charging:** Ample electric vehicle charging bays, ideally with solar panels to reduce costs.

2. Public Transport Enhancements:

- **Reliable Bus Services:** Frequent, reliable, and timely bus services are crucial. Respondents emphasised the need for buses that actually turn up and run on schedule.
- **Affordable Travel:** Park and Ride should be very cheap, especially for families, to incentivise use.

- **Direct Routes:** Direct connections to essential services like hospitals, shopping centres, and community hubs without multiple transfers.

3. Walking, wheeling and cycling Infrastructure:

- **Secure Bike Parking:** Safe, weather-protected bike lockers at key bus stops and P&R sites.
- **Cycle Routes:** Safe cycle routes to and from P&R sites, with facilities for cyclists such as lockers, battery charging, and showers.
- **Pedestrian Safety:** Improved pedestrian safety measures, including better walking and wheeling facilities and traffic control measures.

4. Additional Amenities:

- **Restrooms and Refreshments:** Clean, accessible restrooms and refreshment facilities like water fountains or small cafes.
- **Parcel Lockers and Other Services:** Value-add facilities such as parcel lockers and dry-cleaning lockers.

The feedback also included several suggested improvements to support respondents' travel needs. This included:

- **Accessibility:** Many respondents find current P&R sites accessible but highlight the need for improvements to make them more user-friendly and supportive of sustainable travel modes.

- **Integration with Community Transport:** Integration with community transport options that cater specifically to older adults and those with mobility issues.
- **Extended Operating Hours:** Extending the operating hours of P&R sites to accommodate late returns from work or trips.
- **Single Ticketing System:** A reasonably priced single ticket covering all providers, making the journey seamless and cost-effective.

Challenges and Suggestions

- **Rural Connectivity:** Respondents from rural areas expressed difficulties in accessing P&R sites due to the lack of public transport options connecting their villages to the main hubs.
- **Cost and Convenience:** The cost of using P&R should be lower than driving and parking in the city to provide a real incentive. Additionally, the convenience of using P&R must be improved to compete with the ease of car travel.
- **Infrastructure Improvements:** Suggestions include better signage, more frequent bus services, and improved cycle storage to encourage mixed-mode journeys.

The feedback highlights a strong demand for enhanced facilities and services at Park and Ride sites to support

sustainable travel. By addressing these needs, the transport strategy can significantly improve accessibility, convenience, and security for users, encouraging more people to opt for sustainable modes of transport. This will not only ease traffic congestion but also contribute to creating more sustainable communities.



4. Strategic issues, priorities and improvements

The public consultation aimed to gather comprehensive feedback on the strategic issues, priorities and potential transport improvements contained in the Creating Sustainable Communities transport strategy. The primary focus was to determine whether the key issues and solutions for each location had been accurately identified from a transport perspective.

Participants were asked to review the key transport issues identified and highlight any that might have been overlooked. Participants were encouraged to provide detailed feedback on the identified issues, ensuring that no significant transport-related concerns were missed. This inclusive approach aimed to capture a wide range of perspectives, from daily commuters to occasional travellers, and from residents to business owners. By doing so, the consultation sought to create a holistic view of the transport challenges and opportunities in each area.

Following this, the consultation sought respondents' opinions on the strategic priorities outlined in the transport strategy. Participants were asked whether they agreed with these

priorities and identify any that they believe were missing or had not been addressed fully. Additionally, respondents were invited to provide insights into what B&NES could do to support sustainable travel in each of the areas. This feedback was essential for refining the strategy to better meet the community's needs and promote sustainable transport solutions.

We also asked participants to outline the key actions B&NES could take to support sustainable travel. This included asking whether the proposed improvements would encourage them to choose sustainable modes of transport over cars. If the proposed measures were not sufficient, participants were invited to suggest additional actions that would encourage them to travel sustainably. Finally, we sought any other comments regarding the proposed improvements aimed at encouraging sustainable travel, including enhancements to the active travel network, interchange opportunities, and the introduction of mobility hubs.

The following tables summarise the comments received for each area in turn, along with responses to each of these. This detailed feedback loop was designed to enhance transparency and demonstrate how public input directly influenced the final strategy.

Keynsham & Salford – Consultation Feedback

Question - Do you agree with the list of key issues identified for Keynsham and Salford from a transport perspective? Are there any others you would add?

Feedback	Response
Public Transport	
Open Salford Station: There is a call to reopen Salford Railway Station.	B&NES continues to support the re-opening of Salford Railway Station. The Creating Sustainable Communities report (CSC) proposes that a feasibility study be undertaken with the West of England Combined Authority (WECA) into a potential new rail station at Salford. This is the first step in the business case process, and we will continue to work with the rail industry and WECA to progress this important project.
Bus Services: Criticism of the lack of bus priority measures and congestion on bus routes, with some arguing that congestion is due to poorly planned roadworks.	The CSC report acknowledges the lack of bus priority as a key challenge as well as congestion on bus routes. This can result in bus journey times becoming unreliable making bus travel a less attractive mode for residents. The CSC proposes a number of interventions that could contribute to creating an attractive and convenient public transport network across Keynsham and Salford. This includes introducing mobility hubs and more bus priority measures alongside providing new fixed route bus services and more demand responsive public transport. Bus priority measures would be considered as part of the wider High Street / town centre study. Such interventions would provide bus journey time benefits for buses travelling to / from Bath and through Keynsham by avoiding existing congestion.
Improved Public Transport: Suggestions for improving traffic flow and public transport, including cheaper train tickets and more frequent bus services.	The CSC report makes reference to a new Mobility Hub on the A4 as part of the Bath to Bristol Strategic Corridor project. This would provide direct access to the town centre via direct and high frequency bus services.
Walking, wheeling & cycling	
Cycling Infrastructure: Mixed opinions on integrating cyclists into traffic. Some suggest	We recognise the mixed opinions on this matter and appreciate the diverse perspectives shared.

Feedback	Response
<p>designated footpaths and cycle routes, while others oppose adding cyclists to pedestrian infrastructure.</p>	<p>As part of the Active Travel Masterplan currently being developed by B&NES Council, we aim to provide a comprehensive network of fully segregated and protected active travel routes across the district. The CSC report identifies that the impacts of converting existing roads should be adequately studied to minimise adverse impacts, and that high levels of engagement and consultation with local residents and other stakeholders will be necessary to progress from Plan to delivery.</p> <p>Where cyclists are integrated with traffic, we will pay regards to the latest guidance contained in Local Transport Note 1/20 on Cycle infrastructure design. Our goal is to make provisions for cyclists and pedestrians as safe and pleasant as possible, balancing the needs of all road users.</p>
<p>Footpaths: Calls for better footpaths to encourage walking, wheeling and cycling, with specific routes mentioned like Park Road to the High Street.</p>	<p>The CSC recognises the need for better pedestrian facilities within Keynsham and Saltford. The CSC considers what this could involve and sets the direction for a more detailed study to take place. The overarching aim of the study will be to reallocate highway space to give all modes a share of the space and improve the public realm in the centre of Keynsham. Specifically with regards pedestrians this could include widened pavements, improved crossings to better meet desire lines, public realm improvements and improved connections to the High Street from the mobility hub and Keynsham rail station. These improvements will create a more pleasant environment and ease of movement through and around areas where people would want to spend more time.</p>
Traffic and Road Conditions	
<p>Traffic Flow: Emphasis on improving traffic flow without lowering speed limits or adding cyclists into vehicle lanes.</p>	<p>The CSC identifies congestion as an issue within Keynsham and Saltford, particularly on the A4 corridor, Keynsham town centre and main roads. This can result in drivers taking routes through more sensitive areas which can make walking, wheeling and cycling less attractive. The CSC report sets out an extensive package of sustainable transport improvements including enhancements to local buses, walking, wheeling and cycling facilities which aim to provide more travel options for residents. This combined with measure to enable people to live more locally and reduce the need for longer car journeys, will help decrease traffic congestion levels. This, in turn, will create more space on the roads for those who have no alternative but to travel by car, improving overall traffic flow and reducing delays.</p>

Feedback	Response
<p>Concerns about congestion, particularly on the A4 corridor, and criticism of plans that reduce road capacity.</p>	<p>The CSC acknowledges that congestion is an issue particularly on the A4 corridor. Currently this corridor is dominated by vehicular traffic making it feel unsafe and unappealing for anyone wishing to walk or cycle. Improving the attractiveness and perceived safety of sustainable modes by reallocating road space to segregated routes would have the benefit of encouraging a change in preferred travel method towards active transport modes.</p> <p>Likewise, the CSC identifies that a lack of bus priority measures, and congestion on bus routes, means that bus journey times can be lengthy and unreliable. Bus services would benefit in terms of journey time savings, from the reallocation of road space enabling the introduction of bus priority measures, making the bus more attractive. This would reduce car journeys making bus services more commercially viable for operators to retain in the long run. This creates a clear advantage for public transport over car usage. It would also enable local town “loop” services to access the High Street easily, and for passengers to then access strategic services between Bath and Bristol via the A4 Mobility Hub.</p>
Accessibility	
<p>Older Residents: The strategy does not adequately address the needs of older residents and those with disabilities, including community transport, accessible infrastructure, and safety concerns.</p>	<p>The CSC report is supported by an Equality Impact Assessment (EQIA) report, which systematically identifies the impact of proposed measures on different community groups. The main aim is to identify any discriminatory or negative consequences for specific groups and to find ways to better promote equality. We are committed to ensuring that community transport, accessible infrastructure, and safety concerns are adequately addressed to meet the needs of all residents.</p>
<p>Rest and Support Facilities: Need for more benches, rest areas, and public toilets to support older adults and those with mobility challenges.</p>	<p>The CSC report sets out a package of measures to improve the public realm in Keynsham for pedestrians, cyclists and public transport.</p>
Current Measures	

Feedback	Response
<p>Existing Restrictions: Some feel that current restrictions have made driving too difficult and are working against drivers.</p>	<p>We understand that some drivers feel these measures have made driving more challenging and may seem counterproductive. The aim of these restrictions is to enhance road safety, reduce traffic congestion, and minimise environmental impact.</p> <p>Many of the roads and streets within Keynsham and Saltford have become congested and dominated by vehicular traffic. This results in an intimidating environment for those looking to travel via active modes, often resulting in more people then choosing to drive. This results in high levels of congestion and longer journey times but also results in poor air quality and an increase in other harmful emissions including greenhouse gases. In order to provide for more sustainable modes of transport we need to allocate more of our existing road network to these modes through restricting traffic in areas.</p>

Question - Do you agree with the strategic priorities for Keynsham and Saltford from a transport perspective? Are there any others you would add?

Feedback	Response
Public Transport	
<p>Eco-Friendly Buses: A suggestion for regular eco-friendly buses.</p>	<p>The CSC report includes reference to the need to work with our bus operators and other key stakeholders to decarbonise the bus fleet in the Keynsham and Saltford area. Whilst conventional buses remain one of the least carbon intensive forms of road vehicle transport per passenger, per mile in the UK, zero emission buses will help our local authority achieve its net zero target (2030) and cleaner air, encourage green growth and improve health and wellbeing.</p>
<p>Affordable and Reliable Public Transport: Emphasis on making public transport cheap, frequent, and reliable to reduce</p>	<p>The CSC report outlines several key initiatives aimed at enhancing public transport services in Keynsham and Saltford. Notably, the introduction of more bus priority measures and an increase in fixed bus services are central to these plans. These improvements are designed to make bus services more reliable, more frequent and convenient ensuring that residents can reach their destinations more efficiently.</p>

Feedback	Response
<p>car usage and improve cycling safety.</p>	<p>By prioritising buses and expanding fixed services, we anticipate a significant reduction in congestion. This not only benefits those who rely on public transport but also makes cycling, walking and wheeling more attractive options for shorter journeys. The reduction in traffic congestion will create a safer and more pleasant environment for pedestrians and cyclists alike.</p> <p>We believe these measures will contribute to a more sustainable and accessible transport network, ultimately improving the quality of life for residents in Keynsham and Saltford.</p>
Strategic Priorities	
<p>Sustainable Economic Growth: The importance of sustainable economic growth as a central strategy, suggesting that other priorities will be met if this is the focus.</p>	<p>As set out in the B&NES Transport Vision and Objectives for the New Local Plan (2042), the Council has five Transport Vision and Objectives for B&NES. One of these is to deliver fairer economic growth through an accessible and socially inclusive transport system, by removing the barriers to travel and ensuring that social impacts are addressed.</p>
Inclusivity and Accessibility	
<p>Insufficient Emphasis on Inclusivity: Concerns that the strategic priorities do not place enough emphasis on inclusivity, particularly for older adults and those with disabilities.</p>	<p>The CSC report is supported by an Equality Impact Assessment (EQIA) report, which systematically identifies the impact of proposed measures on different community groups. The main aim is to identify any discriminatory or negative consequences for specific groups and to find ways to better promote equality. We are committed to ensuring that community transport, accessible infrastructure, and safety concerns are adequately addressed to meet the needs of all residents.</p>
<p>Lack of Community Transport Integration: The need for better integration and prioritisation of community transport options for older residents.</p>	<p>We understand the importance of community transport for older residents and acknowledge the need for better integration and prioritisation of these services. However, the primary focus of the current transport report is on improving public transport infrastructure and services, such as bus priority measures and fixed bus services. While community transport is important, it falls outside the immediate scope of this report, which aims to address broader public transport challenges. There are ongoing initiatives and separate projects specifically dedicated to enhancing</p>

Feedback	Response
	community transport services. These initiatives are being led by WECA through the Bus Service Improvement Plan.
Safety and Comfort: The need for more pedestrian crossings, better street lighting, and rest facilities to address the safety and comfort needs of older adults.	The CSC includes a reference to the need for greater prioritisation of active travel modes through improvements to pedestrian facilities within Keynsham town centre. This includes widened footways, improved crossings and footway cross overs.
Active Travel	
Supportive Infrastructure: The focus on promoting walking, wheeling and cycling is positive, but there is a need for corresponding investments in supportive infrastructure like adapted cycles, frequent rest stops, and safe crossings.	<p>We fully agree that corresponding investments in supportive infrastructure, such as adapted cycles, frequent rest stops, and safe crossings, are essential to make these modes of transport more accessible and attractive.</p> <p>To address these needs, Bath and North East Somerset (B&NES) Council is in the process of developing an Active Travel Masterplan for the district. This comprehensive plan sets out a policy toolkit of measures aimed at supporting the delivery and mass uptake of active travel modes. These improvements will be taken forward through the Active Travel Masterplan, which has been consulted upon at the same time as the CSC report. By integrating these measures, we aim to create a safer, more inclusive, and more supportive environment for all residents who choose to walk or cycle.</p>
Mobility Hubs: Support for mobility hubs but with a call for segregation and protection for pedestrians on cycle paths to prevent conflicts with cyclists.	<p>We are pleased to hear your support for the development of mobility hubs. We fully recognise the importance of ensuring that these hubs are designed to prevent conflicts between pedestrians and cyclists, thereby creating a safe and accessible environment for all users.</p> <p>To address these concerns, Bath and North East Somerset (B&NES) Council is in the process of developing an Active Travel Masterplan. This comprehensive plan will set out measures to prevent conflicts between pedestrians and cyclists through the following approaches:</p>

Feedback	Response
	<ol style="list-style-type: none"> 1. Safe Systems Approach: Implementing a safe systems approach to design infrastructure that minimises the risk of accidents and conflicts. This includes clear signage, designated pathways, and physical barriers where necessary. 2. Training and Education: Providing training and education programs for both cyclists and pedestrians to promote safe and respectful use of shared spaces. 3. Well-Designed Active Travel Routes: Ensuring that active travel routes are well-designed to accommodate the needs of all users. This includes creating segregated paths for cyclists and pedestrians, improving visibility at crossings, and ensuring that pathways are wide enough to prevent overcrowding. <p>These measures will be detailed in the Active Travel Masterplan, which has been consulted upon alongside the CSC report. By integrating these strategies, we aim to create a safer and more pleasant environment for all residents who use active travel modes.</p>
<p>Behaviour Change Initiatives: Importance of behaviour change initiatives to create a modal shift towards active travel, including activities like personal travel planning, cycle skills sessions, and social prescribing.</p>	<p>As part of their Active Travel Masterplan, Bath and North East Somerset (B&NES) Council is focusing on behaviour change measures to promote active travel. These initiatives aim to improve the safety, accessibility, and attractiveness of walking, wheeling, cycling, and other forms of active travel, encouraging residents to adopt healthier and more sustainable travel habits</p> <p>Included within the Active Travel Masterplan are specific measures on personal travel planning, cycle training including skills sessions and social prescribing through 'The Active Way' initiative.</p>
Equestrian Use	
<p>Consideration for Equestrian Use: A point that equestrian use has not been thoroughly considered in the strategic priorities.</p>	<p>The recently consulted Active Travel Masterplan by Bath and North East Somerset (B&NES) Council includes horse riding as a recognised mode of active travel. This inclusion highlights the council's commitment to promoting diverse and sustainable travel options, ensuring that equestrians are considered in the planning and development of active travel infrastructure.</p>

Question - What do you consider would be the key things that B&NES could do in order to support people to travel sustainably within Keynsham and Saltford?

Feedback	Response
Public Transport	
<p>Cheaper and More Frequent Services: Calls for cheaper tickets for buses and trains, and more frequent and reliable public transport services.</p>	<p>See response above on Affordable and Reliable Public Transport.</p>
<p>Bespoke Services: Suggestions for shuttle buses and better bus services for elderly residents in certain areas.</p>	<p>The CSC report addresses these concerns by proposing new fixed route bus services in Keynsham and Saltford. These include:</p> <ul style="list-style-type: none"> • A route between Keynsham and Somerdale along Somerdale Road, connecting key trip attractors to the northern section of Keynsham and providing a direct route into and through the town centre. • Opportunities provided by Mobility Hubs and bus priority measures on Keynsham High Street to create further fixed bus loop services between: <ul style="list-style-type: none"> ○ Hicks Gate, Keynsham town centre, and Ashmead Industrial Park, routing via the North Keynsham Strategic Access Link. ○ Keynsham town centre and residential areas within West Keynsham, routing via Coronation Avenue. <p>Additionally, the CSC proposes improvements to the existing WestLink demand responsive transport service. These enhancements aim to complement fixed route public transport on main corridors by providing connections into these services, thereby improving mobility and social inclusivity. This is particularly beneficial for low-density rural areas that have recently experienced a reduction in services. Proposed improvements include enhanced reliability, better communication, and potentially partial timetabling of services to support access to schools.</p>
<p>Publicly Owned or Locally Franchised Buses: A proposal for publicly owned or locally</p>	<p>As the Integrated Transport Authority, the West of England Combined Authority (WECA) currently oversees the bus network across the sub-region. Bath and North East Somerset (B&NES) Council continues to support the case for bus franchising as a means to improve public transport services. However, as the Integrated Transport Authority, the West of England</p>

Feedback	Response
franchised buses to improve service quality.	Combined Authority (WECA) is currently exploring a range of options for future bus delivery through the Bus Service Improvement Plan. These options include franchising, among other potential solutions.
Park and Ride: Making park-and-ride services free or very cheap to reduce car usage.	Currently, there are no plans to include a park-and-ride (P&R) facility as part of the improvements to Keynsham or Saltford. However, we are exploring the possibility of developing a new Transport Interchange facility in the Hicks Gate area. This initiative could potentially link Bristol, Keynsham, and Bristol's East and North Fringe, providing a convenient and cost-effective option to reduce car usage and ease traffic congestion in these areas.
Reopening Saltford Station: Support for reopening Saltford Railway Station, recognising the complexity but highlighting its potential benefits for connectivity.	See response above on the re-opening of Saltford Station.
Traffic and Road Conditions	
Bypass for Saltford: A proposal to create a bypass for Saltford to reduce congestion.	<p>Currently, there are no plans to build a bypass for Saltford. Such plans would be in contravention of national policy and would work against the climate emergency that B&NES Council declared in 2019. It has been proven that building more road infrastructure results in generating more traffic, which results in worsening air quality and increasing levels of carbon emissions from transport.</p> <p>B&NES Council is committed to addressing the climate emergency. Therefore, the transport improvements set out in the CSC report prioritises the identification of sustainable transport solutions that align with our climate goals and improve the quality of life for our residents.</p>
Roadworks: Concerns about unnecessary roadworks increasing journey times and congestion.	We understand that roadworks can be frustrating and lead to increased journey times and congestion. Our goal is to minimise disruption, however the roadworks that are carried out are necessary for the maintenance and improvement of our infrastructure and that of the utility companies. We are committed to planning and coordinating roadworks efficiently to reduce their impact on traffic flow and to keep our community moving smoothly.

Feedback	Response
<p>Traffic Flow: Emphasis on improving traffic flow without adding cycle lanes or closing traffic lanes on Keynsham Bypass.</p>	<p>The CSC acknowledges that congestion is an issue particularly on the A4 corridor. Currently this corridor is dominated by vehicular traffic making it feel unsafe and unappealing for anyone wishing to walk or cycle. Improving the attractiveness and perceived safety of sustainable modes by reallocating road space to segregated cycling routes would have the benefit of encouraging and enabling a change in preferred travel method towards active transport modes. A shift to more sustainable form of transport are critical if the authority is to address the target of becoming carbon neutral by 2030 in line with its climate emergency declared in 2019.</p>
<p>Speed Limits: Suggestions to reduce speed limits and implement traffic calming measures in certain areas.</p>	<p>The CSC includes a review of speed limits and outlines specific changes for roads in Keynsham and Saltford where there are known issues.</p> <p>The report also identifies that active mode routes can be effectively achieved through the introduction of traffic calming measures, speed reduction initiatives, traffic restrictions, and targeted Modal Filters. These strategies are designed to better serve active travel modes such as walking and cycling.</p> <p>Moreover, the report emphasises the importance of thoroughly studying the traffic and environmental impacts of converting existing roads to ensure that any adverse effects are minimised. Additionally, it underscores the necessity of high levels of engagement and consultation with local residents and other stakeholders to successfully transition from planning to delivery.</p>
Walking, wheeling and cycling	
<p>Cycling Infrastructure: Mixed opinions on cycling infrastructure, with some supporting separate cycling lanes and others opposing the addition of cycle lanes.</p>	<p>We recognise the mixed opinions on this matter and appreciate the diverse perspectives shared.</p> <p>As part of the Active Travel Masterplan currently being developed by B&NES Council, we aim to provide a comprehensive network of fully segregated and protected active travel routes across the district. The CSC report identifies that the impacts of converting existing roads should be adequately studied to minimise adverse impacts, and that high levels of engagement and</p>

Feedback	Response
	<p>consultation with local residents and other stakeholders will be necessary to progress from Plan to delivery.</p> <p>Where cyclists are integrated with traffic, we will pay regards to the latest guidance contained in Local Transport Note 1/20 on Cycle infrastructure design. Our goal is to make provisions for cyclists and pedestrians as safe and pleasant as possible, balancing the needs of all road users.</p>
<p>Shared space proposals: Several comments were received requesting segregated cycle, walking and wheeling paths to avoid collisions.</p>	<p>To address these concerns, Bath and North East Somerset (B&NES) Council is in the process of developing an Active Travel Masterplan. This comprehensive plan will set out measures to prevent conflicts between pedestrians and cyclists through the following approaches:</p> <ol style="list-style-type: none"> 1. Safe Systems Approach: Implementing a safe systems approach to design infrastructure that minimises the risk of accidents and conflicts. This includes clear signage, designated pathways, and physical barriers where necessary. 2. Training and Education: Providing training and education programs for both cyclists and pedestrians to promote safe and respectful use of shared spaces. 3. Well-Designed Active Travel Routes: Ensuring that active travel routes are well-designed to accommodate the needs of all users. This includes creating segregated paths for cyclists and pedestrians, improving visibility at crossings, and ensuring that pathways are wide enough to prevent overcrowding. <p>These measures will be detailed in the Active Travel Masterplan, which has been consulted upon alongside the CSC report. By integrating these strategies, we aim to create a safer and more pleasant environment for all residents who use active travel modes.</p>
<p>Pedestrian Safety: Calls for better lighting, CCTV, and more pedestrian crossings to improve safety.</p>	<p>The CSC plan recognises the importance of enhancing pedestrian facilities within Keynsham and Saltford.</p> <p>The CSC considers various measures to improve pedestrian safety and convenience, and has set the direction for a more detailed study to take place. The overarching aim of this study is to reallocate highway space to ensure all modes of transport have a fair share, while also enhancing the public realm in the centre of Keynsham.</p>

Feedback	Response
	<p>For pedestrians, this could involve widening pavements, improving crossings to better align with pedestrian desire lines, enhancing the public realm, and improving connections to the High Street from the mobility hub and Keynsham rail station. These improvements aim to create a more pleasant environment and facilitate easier movement through and around areas where people would want to spend more time.</p> <p>Currently however the CSC does not make reference to improvements to street lighting and CCTV, except at Keynsham train station.</p>
<p>Active Travel Network: Suggestions to create a continuous, well-signed, and safe active travel network compliant with LTN 1/20 standards.</p>	<p>As part of the Active Travel Masterplan currently being developed by B&NES Council, we aim to provide a comprehensive network of fully segregated and protected active travel routes across the district.</p> <p>In line with LTN 1/20 the active travel routes being proposed align with the 5 cycle network principles ensuring these routes are direct, coherent, safe, comfortable and attractive.</p> <p>The Active Travel Masterplan also contains details on how we propose to ensure our network of active travel routes are well signed, accessible for everyone and allow people to travel safely using active travel modes.</p>
<p>Integration with Public Transport: Proposals to integrate public transport with active travel by providing good quality cycle parking at bus stops and train stations and allowing bikes on buses.</p>	<p>Active travel plays a crucial role in improving accessibility and connectivity both within and between communities. Walking, wheeling, and cycling infrastructure enables people to move around more easily, connecting neighbourhoods, schools, workplaces as well as our green spaces, waterways and recreational areas.</p> <p>A crucial part of the Active Travel Masterplan is to improve infrastructure, ensuring smooth connections between cycling, walking and wheeling paths and key public transport hubs like bus and train stations. This includes providing safe places to park bikes near bus stops as well as working with local bus operators to explore the potential for taking bikes on board buses on appropriate routes. This will focus primarily on rural areas where journeys are usually longer, bus passenger demand is lower and there is likely to be the capacity to cater for this.</p>

Feedback	Response
<p>Incentivising Sustainable Modes: Encouraging sustainable modes of transport to make private car travel less appealing.</p>	<p>There is a significant benefit to be gained by introducing incentives that promote behavioural change, emphasising the application of new habits and giving individuals the awareness, skills, and confidence to opt for active travel. These incentives, working alongside other measures, create a comprehensive approach for increasing active travel participation.</p> <p>To promote walking, wheeling and cycling as attractive and accessible modes of transport, the Active Travel Masterplan that is currently being prepared supports the need to continue to deliver engaging travel choice campaigns. Through targeted marketing efforts, we will aim to raise awareness of the benefits of walking, wheeling and cycling for individuals, communities, visitors, and businesses alike.</p>
<p>Safe Streets for Children: Making streets safe for children by keeping pavements free of cars, developing safe routes to schools, and increasing traffic-free areas.</p>	<p>The UK government has set a number of challenging targets for active travel levels. This includes increasing the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025</p> <p>As part of the Active Travel Masterplan currently being developed we commit to exploring comprehensive traffic reduction measures to facilitate the implementation of School Streets. Our goal is to ensure that all of the primary schools in B&NES can be accessed via low-traffic safe streets that enable more of our children to travel to school safely.</p>
<p>Access to Bicycles: Promoting Cycle to Work schemes and improving access to bicycles for everyone, including those currently excluded from such schemes.</p>	<p>The Active Travel Masterplan includes information on social prescribing. B&NES received funding in 2023 from the Department for Transport to trial ways in which health workers can be supported to prescribe walking, wheeling and cycling for health, wellbeing and to promote active travel for everyday journeys.</p> <p>The Active Way is a three-year pilot project being delivered by B&NES, which will provide a range of free activities to increase the health and wellbeing through active travel.</p> <p>The Active Way aims to remove any obstacles (physical and mental) to becoming more active through travel, whether that is the opportunity to try something new, access to bikes or local infrastructure, or the support to become more confident, meet like-minded people and offer advice with the overall aim of establishing sustained behaviour change.</p>

Feedback	Response
Inclusivity and Accessibility	
<p>Support for Older Residents: Emphasis on enhancing community transport services, improving accessibility and safety of infrastructure, and increasing rest and support facilities for older residents.</p>	<p>See response above on inclusivity and the EqlA process.</p>
<p>Adapted Cycling and E-Bike Use: Suggestions to promote adapted cycles and e-bike use for older adults and people with disabilities.</p>	<p>Many disabled people do not get to enjoy the benefits of cycling because of barriers that are put in their way; be they physical, attitudinal or otherwise. However, we know that significant numbers of disabled people do already cycle and that many more could do so given the right conditions. B&NES want to ensure that disabled people are able to cycle whenever and wherever they wish - whether for transport, leisure or exercise. The Active Travel Masterplan includes information on access for all and disabled access. Whenever developing cycle routes, we will actively consider how any infrastructure can be as inclusive as possible. We will strive to provide cycle routes that cater for the requirements of everyone, including those using adapted cycles and tricycles.</p> <p>The Active Travel Masterplan also includes information on e-bikes and e-bike hire schemes. Through this B&NES will seek to enable rapid increased adoption of e-bikes by implementing infrastructure enhancements and launching awareness campaigns around the benefits of e-bikes.</p>
<p>Accessible Travel Information: The need for travel information in multiple formats and personalised travel planning assistance for older residents.</p>	<p>We have included a section on the need for better and more accessible travel information in multiple formats and personalised travel planning assistance.</p>
Miscellaneous	
<p>Economic Growth: The importance of sustainable</p>	<p>See response above on economic growth.</p>

Feedback	Response
economic growth as a central strategy.	
Equestrian Use: A point that equestrian use has not been thoroughly considered.	See response above on providing for equestrian travel.

Question - Do you think that the proposed improvements will encourage you to travel by sustainable modes over the car? If not, what measures would encourage you to travel by sustainable modes?

Feedback	Response
Public Transport	
<p>Limited Free Bus Journeys: Suggestion for a limited number of free bus journeys per household to encourage bus usage.</p>	<p>While we understand the appeal of such an initiative, there are several reasons why we cannot offer free P&R travel at this time, and why it would be unfair to do so.</p> <p>Firstly, providing free P&R travel would result in significant financial implications. The costs associated with maintaining and operating P&R facilities, including running bus services, staffing, security, and regular maintenance, are substantial. Without a source of revenue from fares, these costs would need to be covered by other means, likely resulting in reallocation of funds from other essential services.</p> <p>Secondly, offering free P&R travel could lead to an imbalance in the use of public transport services. It might encourage more people to drive to P&R facilities rather than using other forms of public transport, potentially increasing traffic congestion around these sites. This could also undermine efforts to promote more sustainable modes of transport, such as walking, wheeling and cycling.</p> <p>Additionally, it is important to consider fairness and equity. Free P&R travel would primarily benefit those who have access to a car and can drive to the P&R facilities. This could be seen as unfair to those who rely solely on public transport and do not have the option to use P&R services</p>

Feedback	Response
<p>Park and Ride: Making park-and-ride services more affordable and serving key areas like hospitals and supermarkets.</p>	<p>See response above on Affordable and Reliable Public Transport.</p> <p>The CSC also identifies that there is an opportunity to provide a new Transport Interchange at Hicks Gate. In addition to car parking, a host of different modes will be connected with frequent, fast bus services not only to the city centres, but also to more local destinations, potentially including hospitals, supermarkets and other key locations. This degree of integration will provide for sustainable transport options for a wide range of journeys</p>
<p>Reliable Services: Need for reliable bus services, addressing cancellations due to lack of drivers.</p>	<p>The CSC report outlines several key initiatives aimed at enhancing public transport services in Keynsham and Saltford. Notably, the introduction of more bus priority measures and an increase in fixed bus services are central to these plans. These improvements are designed to make bus services more reliable, more frequent and convenient ensuring that residents can reach their destinations more efficiently.</p>
<p>Community Transport: Enhanced community transport services tailored to older residents, including door-to-door options.</p>	<p>The CSC proposes improvements to the existing WestLink demand responsive transport service. These enhancements aim to complement fixed route public transport on main corridors by providing connections into these services, thereby improving mobility and social inclusivity. This is particularly beneficial for low-density rural areas that have recently experienced a reduction in services. Proposed improvements include enhanced reliability, better communication, and potentially partial timetabling of services to support access to schools.</p>
Traffic and Road Conditions	
<p>Safety and Accessibility: Improved safety and accessibility of infrastructure, including more pedestrian crossings, traffic calming measures, and well-maintained footpaths.</p>	<p>See responses above on Safety and Comfort, traffic calming and improved footways.</p>

Question - Do you have any comments with regards to the proposed improvements aimed at encouraging sustainable travel within Keynsham and Saltford, such as Keynsham High St proposals, improvements to the active travel network, interchange opportunities, introduction of modal filters and introduction of mobility hubs?

Feedback	Response
Public Transport	
<p>Requests to consider technologies like self-driving taxis.</p>	<p>While the idea of autonomous vehicles holds great potential for the future, there are several significant challenges that currently prevent us from implementing this technology on a wide scale.</p> <p>Despite advancements, self-driving technology is still in its developmental stages. Autonomous vehicles require extensive testing in controlled environments to ensure they can handle various real-world scenarios, such as unpredictable human behaviour, adverse weather conditions, and complex traffic situations.</p> <p>The introduction of self-driving taxis involves navigating a complex web of regulations and legal issues. Current laws and insurance frameworks are not yet equipped to handle the unique challenges posed by autonomous vehicles. This includes determining liability in the event of an accident and ensuring compliance with safety standard.</p> <p>Given these challenges, it is clear that while self-driving taxis hold promise for the future, they are not a feasible option at this time. We will continue to monitor advancements in this field and reassess their viability as the technology and regulatory landscape evolve.</p>
Parking	
<p>Concerns about increasing parking charges.</p>	<p>We understand that this is an important issue for many residents and visitors. The CSC report identifies that emission-based car parking charges are currently being proposed by the Council for all council-owned car parks in Keynsham and The Shallows car park in Saltford. This proposal involves switching to a variable charging structure linked to a vehicle's emissions, meaning that more polluting vehicles will pay more. This approach aims to encourage the use of less polluting vehicles and support our environmental goals.</p>

Feedback	Response
	<p>It is important to note that the CSC report does not state that we will increase parking charges in Keynsham and Saltford. Rather, we will be keeping parking provision and pricing under review as access to more sustainable modes of transport is improved. Our goal is to ensure that parking remains accessible for disabled people and those who have no alternative but to use a car.</p>
Active Travel Network	
<p>Mixed views on pedestrianising Keynsham High Street; some support it, others suggest better cycling routes.</p>	<p>It's clear that there are mixed opinions on this matter, with some advocating for pedestrianisation while others suggest enhancing cycling routes.</p> <p>As identified in the CSC report, despite recent improvements, it is evident that more public space is currently allocated to vehicles rather than people. This imbalance contributes to congestion in the town centre, creating an unwelcoming environment for pedestrians and cyclists. Such conditions can discourage active travel and reduce the time people spend in the town centre.</p> <p>The current vehicle movement network through Keynsham is extensive, leading to vehicle dominance. By directing through traffic to strategically chosen routes, we can better manage traffic impact and implement other necessary improvements. This approach requires defining a vehicular movement network through Keynsham and Saltford.</p> <p>It is important to note that the proposed improvements are not a choice between pedestrian and cycling enhancements. We aim to improve both as part of the scheme development. Achieving this will necessitate a comprehensive study and active community engagement to ensure that the needs and preferences of all stakeholders are considered.</p>
<p>Proposals to redirect cyclists away from the road network to improve traffic flow.</p>	<p>Through the Active Travel Masterplan, we are committed to developing a comprehensive set of active travel routes that provide both pedestrians and cyclists with protected, segregated pathways. This approach aims to enhance safety and encourage more people to walk and cycle.</p>

Feedback	Response
	<p>However, it is important to acknowledge that it will not be feasible to provide dedicated facilities for cyclists in all locations. Rather than moving cyclists away from the roads, our strategy will focus on reallocating portions of the road network, which is currently dominated by vehicular traffic, to active travel modes. This is particularly relevant for our network of quiet routes identified in the Active Travel Masterplan, where certain routes could potentially be closed to through traffic.</p> <p>We believe that this balanced approach will create a safer and more welcoming environment for all road users.</p>
Concerns about the network not considering all vulnerable road users.	See response above on Accessibility.
Accessibility and Infrastructure	
Ensuring changes do not create barriers for older residents.	See response above on Accessibility.
Need for convenient drop-off zones, accessible walking routes, and better road infrastructure.	<p>The CSC report seeks to make significant improvements to the pedestrian environment and facilities in Keynsham and Saltford. This includes making improvements to ensure our walking and wheeling routes are accessible.</p> <p>The CSC does not include any plans to construct or make improvements to our road network for vehicles. Such plans would be in contravention of national policy and would work against the climate emergency that B&NES Council declared in 2019. It has been proven that building more road infrastructure results in generating more traffic, which results in worsening air quality and increasing levels of carbon emissions from transport.</p>

Feedback	Response
	B&NES Council is committed to addressing the climate emergency. Therefore, the transport improvements set out in the CSC report prioritises the identification of sustainable transport solutions that align with our climate goals and improve the quality of life for our residents.
Proposals for bypasses instead of mobility hubs or modal filters.	See response above on Traffic and road conditions.

Somer Valley – Consultation Feedback

Question - Do you agree with the list of key issues identified for Somer Valley from a transport perspective? Are there any others you would add?

Feedback	Response
Topography and Narrow Lanes	
<p>The hilly terrain and narrow, winding lanes make it difficult to implement cycle tracks and other similar solutions, particularly for connecting villages like Paulton, Camerton, and Timsbury.</p>	<p>While the terrain and narrow lanes do present a challenge. it's important to highlight that e-bikes offer a viable solution for cycling in such conditions. E-bikes are specifically designed to handle hilly terrain, making it much easier for cyclists to navigate steep inclines and winding paths. This technology significantly reduces the physical effort required, encouraging more people to consider cycling as a practical mode of transport in these areas.</p> <p>Moreover, the Active Travel Masterplan includes measures to support the use of e-bikes, such as rental schemes. These initiatives aim to make e-bikes more accessible to residents, thereby promoting cycling even in challenging terrains. By integrating e-bike rental options, we can enhance connectivity between villages and make active travel a more attractive and feasible option for everyone.</p>
Lack of Frequent Public Transport:	
<p>There is a significant lack of frequent public transport options from the villages to towns, which is a major cause of car dependency.</p>	<p>The Creating Sustainable Communities (CSC) report identifies that bus services in the Somer Valley are particularly poor in rural areas, with a lack of connections between villages, leaving people with limited alternatives to travelling by car. However, the CSC report proposes potential solutions, including a new fixed route high-frequency shuttle bus service along the A362, as well as inner and outer orbital routes around the Somer Valley. The inner route would function as a town bus service, connecting Paulton, Midsomer Norton, and Radstock, while the outer route aims to enhance connectivity for smaller villages in the north of the Somer Valley by linking them to the main high-frequency bus routes on the A37 and A367, improving access to Farrington Gurney and Peasedown St John. Linking these routes with Mobility Hubs on key corridors is critical to the success of the outer orbital route.</p>

Feedback	Response
Cycling Infrastructure	
<p>There is a need for safe and convenient cycling routes and parking, especially around schools and town centres like Radstock. However, the current proposals may not be suitable for all areas due to topography and narrow lanes.</p>	<p>We are developing a new Active Travel Masterplan that includes detailed plans for new cycle infrastructure, including cycle parking. This masterplan features a specific section on cycle parking at schools to ensure the safety and convenience of students. Additionally, the masterplan outlines a comprehensive network of active travel routes both within and between our main settlements and rural areas, aiming to create a more connected and accessible environment for all those wishing to travel via active modes..</p>
Physical Limitations:	
<p>Many people, especially older adults, face challenges in walking, wheeling or cycling due to physical limitations such as balance or mobility issues, particularly on hilly terrains.</p>	<p>We recognise that many older adults face significant challenges in walking, wheeling or cycling due to physical limitations such as balance or mobility issues, especially on hilly terrains. The Active Travel Masterplan addresses these concerns by including a dedicated section on active travel and the elderly. Encouraging active travel among older adults is indeed a crucial component of promoting healthier, more independent lifestyles and delivering vibrant, age-friendly communities. However, achieving this goal requires creating accessible and supportive environments for walking, wheeling, and cycling. The Masterplan outlines several strategies to overcome barriers such as distance, weather, safety concerns, and declining health. These include infrastructure improvements to enhance pathways and cycling routes, supportive facilities like rest areas and accessible public toilets, community programs tailored for older adults, and education and awareness campaigns. By addressing these barriers and leveraging opportunities to promote walking, wheeling, and cycling among older populations, we can create healthier, more inclusive communities where individuals can age actively and enjoy a higher quality of life.</p>
Community Transport:	
<p>There is a need for reliable community transport services, especially for older residents who cannot easily use other forms of public transport.</p>	<p>We understand the importance of community transport for older residents and acknowledge the need for better integration and prioritisation of these services. However, the primary focus of the current transport report is on improving public transport infrastructure and services, such as bus priority measures and fixed bus services. While community transport is important, it falls outside the immediate scope of this report, which aims to address broader public transport challenges.</p>

Feedback	Response
	There are ongoing initiatives and separate projects specifically dedicated to enhancing community transport services. These initiatives are being led by WECA through the Bus Service Improvement Plan
Pedestrian Safety:	
Better infrastructure for pedestrians is needed in parishes like Camerton, where it is currently very unsafe for walkers.	<p>The CSC includes a reference to the need for greater prioritisation of active travel modes through improvements to pedestrian facilities within Keynsham town centre. This includes widened footways, improved crossings and footway cross overs.</p> <p>It also identifies that it will also be necessary to ensure that walking, wheeling and cycling networks meet the core design principles set out in LTN 1/20 to be Coherent, Direct, Safe, Comfortable and Attractive. To that end, key routes within and between communities should be established. These works have begun as part of developing the Active Travel Masterplan. Such types of measures would benefit the whole of the active travel community, and particularly those who are less confident / more vulnerable.</p>
Minor Country Lanes:	
Minor country lanes are frequently used as shortcuts by drivers following satellite navigation, often leading to excessive speeds on roads that are only wide enough for one vehicle.	<p>The CSC proposes that a review of the road hierarchy in the Somer Valley is undertaken to identify routes which have the potential to be converted into Quiet Lanes. A network of Quiet Lanes, connecting villages and local centres together by active modes would be beneficial for encouraging more vulnerable road users to choose active modes for short, local journeys.</p> <p>Quiet Lanes could be achieved through introducing traffic restrictions and / or targeted Modal Filters to better serve active travel modes.</p> <p>High levels of engagement and consultation with stakeholders and residents will be needed to progress from strategy to delivery.</p>
Public Awareness and Education:	
There is a need for increased public awareness and education regarding safe	As part of their Active Travel Masterplan, Bath and North East Somerset (B&NES) Council is focusing on behaviour change measures to promote active travel. These initiatives aim to improve the safety, accessibility, and attractiveness of walking, wheeling cycling, and other

Feedback	Response
driving practices and the use of alternative transport modes.	<p>forms of active travel, encouraging residents to adopt healthier and more sustainable travel habits.</p> <p>The Active Travel Masterplan includes comprehensive educational programs for all road users, including drivers, and specialised safety training for pedestrians and cyclists.</p>

Question - Do you agree with the strategic priorities for Somer Valley from a transport perspective? Are there any others you would add?

Feedback	Response
Better Connectivity to Bath:	
<p>Many respondents emphasised the need for improved transport links to Bath, highlighting the desire to access services in Bath more easily.</p>	<p>The CSC identifies that Bath and Bristol are key destinations, particularly for employment. Wells and Frome are important destinations for retail and leisure, as they are easier places to drive to than Bath / Bristol and provide a wider variety of facilities.</p> <p>The CSC and Active Travel Masterplan sets out planned improvements to both public transport and active travel infrastructure and services that are key to improving the connectivity of more rural areas of the district in the Somer Valley with both Bristol and Bath as well as the other main urban centres people travel to.</p>
Frequent and Reliable Public Transport:	
<p>There is a strong demand for more frequent and reliable public transport services. Respondents also mentioned the need for easy and quick boarding for all ages and</p>	<p>The CSC report emphasises the importance of enhancing public transport services to reduce car dependency and improve air quality. It includes plans for increasing the frequency and reliability of bus services, as well as making them more accessible for all users. The inclusion of cycle racks on buses is also being considered to promote multi-modal travel.</p>

Feedback	Response
abilities, and the consideration of cycle racks on buses.	
Speeding and Safety:	
Speeding was identified as a significant barrier to active travel. Regular monitoring and enforcement of speed limits were suggested to enhance safety for all road users.	The report addresses the issue of speeding by proposing measures such as traffic calming, improved road design, and increased enforcement of speed limits to ensure safer conditions for pedestrians and cyclists. These measures align with the goal of promoting active travel and reducing car usage.
Electric Charging Points:	
The installation of electric vehicle charging points was mentioned as a priority.	The CSC report includes plans for the installation of electric vehicle charging points to support the transition to electric vehicles and reduce emissions ¹ . This initiative is part of the broader strategy to decarbonise the transport network.
Demand Management and Bus Services:	
Effective demand management measures were linked to the necessity of significantly improved bus services within the area and good connections to surrounding places.	The report outlines demand management strategies that include improving bus services and ensuring good connectivity to surrounding areas. These measures are intended to make public transport a more attractive option, thereby reducing car usage and emissions.
Active Travel Challenges:	
The local topography and insufficient local facilities were noted as major deterrents to active travel. The need for better local amenities and employment opportunities was	The CSC report acknowledges the challenges posed by local topography and aims to improve local facilities and amenities to encourage active travel ¹ . Investments in infrastructure such as better footpaths, cycle paths, and local services are planned to make walking, wheeling and cycling more viable options.

Feedback	Response
highlighted to reduce car dependency.	
Free Parking:	
Some respondents suggested free parking to encourage shopping in local town centres rather than out-of-town superstores.	While the suggestion of free parking is noted, it contradicts the main objective of the CSC report, which is to decarbonise the transport network by reducing car dependency. Providing free parking could lead to increased car usage and emissions, which is counterproductive to the goal of promoting sustainable transport modes.
Inclusivity and Accessibility:	
There is a concern that the strategic priorities do not place enough emphasis on inclusivity, particularly for older adults and those with mobility issues. The need for accessible and reliable community transport, well-maintained footpaths, safe pedestrian crossings, and adequate resting facilities was highlighted.	The CSC report places a strong emphasis on inclusivity and accessibility. It includes plans for improving community transport, maintaining footpaths, ensuring safe pedestrian crossings, and providing resting facilities. These measures are designed to make the transport network more accessible for all users, particularly older adults and those with mobility issues.
Better Infrastructure for Walkers:	
Improved infrastructure for pedestrians, especially in parishes like Camerton where it is currently unsafe, was mentioned as a priority.	The CSC report emphasises the importance of enhancing pedestrian infrastructure to promote walking and wheeling as a safe and viable mode of transport. It includes plans for improving footpaths, pedestrian crossings, and traffic calming measures to ensure safety for all road users. These improvements are aligned with the goal of reducing car dependency and promoting active travel.
Tram Network:	

Feedback	Response
The introduction of a tram network linking Somer Valley to Bath and Bristol was suggested as a transformative improvement.	While the CSC report focuses on enhancing public transport, it does not currently include plans for a tram network. The primary objective is to improve existing bus services and connectivity to reduce emissions and promote sustainable transport ¹ . Introducing a tram network would require significant investment and planning, which may not align with the immediate goals of the CSC report.
Pavement Parking and PROW Protection:	
Issues such as pavement parking, which blocks pedestrian routes, and the need for better protection of public rights of way (PROW) from unofficial amendments by farmers, were raised.	The CSC report addresses the issue of pavement parking by proposing stricter enforcement and better design of pedestrian pathways to prevent obstructions. Protection of PROW is also highlighted, with measures to ensure these routes remain accessible and safe for all users.
Promotion of Active Travel Alternatives:	
There is a call for better promotion and visibility of active travel alternatives	The Active Travel Masterplan includes comprehensive strategies for promoting active travel through awareness campaigns, educational programs, and improved signage. These efforts aim to make walking, wheeling and cycling, and other forms of active travel more attractive and accessible to residents.

Question - What do you consider would be the key things that B&NES could do in order to support people to travel sustainably within Somer Valley?

Feedback	Response
Support for Car Drivers:	
Stop the perceived assault on private car drivers who rely on	The CSC report aims to balance the needs of all transport users while prioritising sustainable modes of transport to reduce emissions ¹ . While the concerns of car drivers are acknowledged,

Feedback	Response
cars as their primary mode of transport.	the report emphasises the importance of shifting towards more sustainable transport options to achieve the goal of decarbonising the transport network.
Enhanced Community Transport for Older Residents:	
<p>Expand and integrate community transport services to be more accessible and reliable, especially for older residents and those with mobility challenges.</p> <p>Offer flexible routes and schedules, particularly during evenings and weekends.</p>	<p>The CSC report includes plans to enhance community transport services, making them more accessible and reliable for older residents and those with mobility challenges. Flexible routes and schedules are being considered to better meet the needs of these users.</p>
Improving Safety and Accessibility of Infrastructure:	
<p>Maintain and widen footpaths, add pedestrian crossings in high-traffic areas, and implement traffic calming measures.</p> <p>Install benches and resting places along key walking routes and provide clean, accessible public toilets.</p>	<p>The CSC report outlines various measures to improve the safety and accessibility of infrastructure, including maintaining and widening footpaths, adding pedestrian crossings, and implementing traffic calming measures. The installation of benches and resting places, as well as clean and accessible public toilets, are also part of the plan to encourage walking, wheeling and cycling.</p>
Adapted Transport Options:	

Feedback	Response
<p>Introduce adapted cycles like tricycles and tandem bikes at key locations. Offer a subsidised e-bike hire scheme to make cycling more accessible.</p>	<p>The Active Travel Masterplan includes provisions for adapted transport options, such as tricycles and tandem bikes, to make cycling more inclusive. A subsidised e-bike hire scheme is also being considered to encourage more people to take up cycling as a sustainable mode of transport.</p>
Accessible and Personalised Travel Information:	
<p>Provide travel information in various formats (large print, audio, easy-to-read guides).</p> <p>Establish a personalised travel planning service to help residents navigate transport options.</p>	<p>The Active Travel Masterplan emphasises the importance of accessible and personalised travel information. It includes plans to provide travel information in various formats and establish a personalised travel planning service to assist residents in navigating their transport options.</p>
Inclusive Active Travel Initiatives:	
<p>Organise group activities such as walks and cycling events tailored to older adults.</p> <p>Engage with older residents and underrepresented groups in planning sustainable transport initiatives.</p>	<p>The Creating Sustainable Communities (CSC) report and the Active Travel Masterplan both emphasise the importance of inclusive active travel initiatives. The CSC report highlights the need for community engagement and the promotion of active travel modes, particularly for older adults. The Active Travel Masterplan outlines various measures to encourage walking, wheeling and cycling, including organising group activities and events tailored to different demographics, such as older adults.</p> <p>Both reports stress the importance of engaging with older residents and underrepresented groups. The CSC report includes an Equality Impact Assessment (EQIA) to ensure that the needs of all community members are considered. The Active Travel Masterplan also emphasises community engagement and the inclusion of diverse groups in the planning</p>

Feedback	Response
	process to ensure that sustainable transport initiatives are accessible and beneficial to everyone.
Specific Measures for Camerton:	
<p>Install a pavement along the whole of Camerton between the A367 and the B3115.</p> <p>Increase police enforcement of the current speed limit and expand the 20-mph limit.</p> <p>Provide an affordable regular bus service linking all of Camerton to Bath and Midsomer Norton.</p> <p>Add additional 20 mph signs on Durcott Lane and further measures to reduce traffic speed, especially at Meadgate, Durcott Lane, and Red Hill.</p>	<p>The CSC report acknowledges the need for improved pedestrian infrastructure. Installing a pavement along Camerton would enhance safety and accessibility for pedestrians, aligning with the Active Travel Masterplan and the CSC report's objectives to promote walking and reduce car dependency.</p> <p>The CSC report supports measures to improve road safety, including speed limit enforcement and the expansion of 20-mph limits. These measures are consistent with the report's goals to create safer streets for all road users.</p> <p>The CSC report emphasises the importance of reliable and affordable public transport. Providing a regular bus service linking Camerton to Bath and Midsomer Norton would improve connectivity and reduce car usage, supporting the report's objectives³.</p> <p>The CSC report advocates for traffic calming measures and speed reductions to enhance safety. Adding 20 mph signs and implementing further measures to reduce traffic speed in these areas would align with the report's goals.</p>
Street Redesign for Safety:	
<p>Redesign streets to ensure they are safe for unaccompanied children and accompanied younger children to travel safely.</p>	<p>The CSC report and the Active Travel Masterplan both prioritise street redesigns to improve safety for children. Measures include creating safe routes to schools, improving pedestrian crossings, and implementing traffic calming measures. These initiatives aim to make streets safer for children to travel independently or with guardians, encouraging more active travel and reducing the risk of accidents.</p>

Feedback	Response
General Safety and Reliability:	
<p>Ensure that travel options like e-bikes and multi-modal travel are safe and reliable, minimising risks from motor vehicles and adverse weather conditions.</p>	<p>The Active Travel Masterplan includes provisions for ensuring the safety and reliability of e-bikes and multi-modal travel options. This includes infrastructure improvements, such as segregated cycle paths and weather-resistant facilities. The plan also emphasises the importance of regular maintenance and safety checks for e-bikes, as well as providing training and education for users to ensure safe and confident use.</p>
Cycle Route Integration:	
<p>Join up existing cycle routes with safe, segregated paths through towns.</p> <p>Create a continuous active travel network that is well signed, safe, and compliant with LTN 1/20 standards.</p>	<p>The Active Travel Masterplan outlines plans to create a continuous network of safe, segregated cycle routes that comply with LTN 1/20 standards. This integration aims to make cycling a more attractive and viable mode of transport by providing direct, coherent, safe, comfortable, and attractive routes. The plan also includes measures to improve signage and wayfinding to help cyclists navigate the network easily.</p>
Public Transport and Active Travel Integration:	
<p>Provide good quality cycle parking at bus stops and train stations. Allow bikes on buses to facilitate multi-modal travel.</p>	<p>The Active Travel Masterplan includes measures to integrate public transport with active travel. This involves providing high-quality cycle parking at transport hubs and exploring the feasibility of allowing bikes on buses. These measures aim to make it easier for people to combine cycling with public transport, thereby extending the range of active travel and reducing the need for car journeys.</p>
Incentivising Sustainable Modes:	
<p>Make sustainable modes of transport more appealing and affordable than private car travel.</p>	<p>Both the CSC report and the Active Travel Masterplan emphasise the need to make sustainable transport modes more attractive and affordable. This includes improving public transport services, enhancing active travel infrastructure, and implementing behaviour change campaigns. The reports also suggest financial incentives, such as subsidies for public transport</p>

Feedback	Response
	and cycling equipment, to encourage people to switch from car travel to more sustainable modes.
Safe Streets for Children:	
Keep pavements free of cars, develop safe routes to schools and amenities, and increase traffic-free and quiet way miles.	The CSC report and the Active Travel Masterplan prioritise creating safe streets for children. This includes keeping pavements clear of parked cars, developing safe routes to schools, and increasing traffic-free areas. These measures aim to make it safer and more attractive for children to walk or cycle to school and other destinations, promoting healthier and more active lifestyles.
Access to Bicycles:	
<p>Promote Cycle to Work schemes and help those excluded from such schemes to buy a bike.</p> <p>Improve access to cycle parking at home.</p>	The Active Travel Masterplan includes measures to promote Cycle to Work schemes and improve access to bicycles for everyone. This includes providing financial assistance and improving cycle parking facilities at home. The plan also suggests initiatives such as bike libraries and community bike-sharing schemes to make bicycles more accessible to those who may not be able to afford them.
New Developments:	
Ensure new homes are built near jobs, shops, and amenities with safe walking, wheeling, and cycling routes.	The CSC report emphasises the importance of planning new developments with sustainable transport in mind. This includes ensuring that new homes are located near essential services and have safe walking, wheeling, and cycling routes. The report suggests integrating these considerations into the planning process to create more sustainable and liveable communities.
Behaviour Change and Engagement:	
Combine infrastructure improvements with behaviour change and engagement activities.	Both reports highlight the importance of combining infrastructure improvements with behaviour change initiatives. The Active Travel Masterplan includes measures to build on the success of the Active Way scheme and expand its reach. This includes activities such as personal travel planning, cycle skills sessions, and social prescribing to encourage more people to adopt active travel habits.

Feedback	Response
Build on lessons learned from the Active Way scheme and expand it	
Quiet Lanes:	
<p>There is a need for a clear definition of “quiet lanes” and concerns about their effectiveness without proper enforcement.</p> <p>Quiet lanes are considered vital for connecting rural communities, with suggestions to investigate concepts like “Green Lane” used in the Channel Islands</p> <p>Concerns about quiet lanes being used by farmers’ vehicles, which could conflict with cycling.</p> <p>Some lanes are currently used as rat runs for commuters, commercial vehicles, and school drop-offs, requiring better visibility and safer road surfacing for cyclists.</p>	<p>The CSC report acknowledges the need for clear definitions and effective enforcement of quiet lanes. These lanes are vital for connecting rural communities and ensuring safe and accessible routes for all users. The report suggests conducting feasibility studies and engaging with local communities to define and implement quiet lanes effectively.</p> <p>The CSC report recognises the potential conflicts between different road users on quiet lanes. Measures to address these concerns include better visibility, safer road surfacing, and clear signage. The report also suggests working with local farmers and other stakeholders to find solutions that accommodate all users.</p> <p>The CSC report recognises the potential conflicts between different road users on quiet lanes. Measures to address these concerns include better visibility, safer road surfacing, and clear signage. The report also suggests working with local farmers and other stakeholders to find solutions that accommodate all users.</p> <p>The CSC report emphasises the importance of making quiet lanes accessible and safe for all users, including older residents and those with mobility issues. This includes maintaining paths, removing obstructions, and providing resting places. The report suggests incorporating these considerations into the design and maintenance of quiet lanes.</p> <p>The CSC report supports the development of more quiet lanes in the Somer Valley area and includes ongoing feasibility studies to assess their effectiveness and implementation. These studies aim to identify the best locations for quiet lanes and ensure they meet the needs of the community.</p>

Feedback	Response
<p>Quiet lanes should be truly accessible and safe for older residents and those with mobility issues, including well-maintained paths, free from obstructions, and equipped with adequate resting places.</p> <p>Support for more Quiet Lanes in the Somer Valley area, with ongoing feasibility studies</p>	
<p>Radstock Town Centre Improvements:</p>	
<p>Safe cross-town routes between the three off-road cycle routes should be obvious and accessible for all ages and abilities.</p> <p>Concerns were raised about the practicality of traffic flow changes, specifically regarding the double mini-roundabout and potential road closures leading to increased congestion.</p> <p>Issues with school traffic around Church Street and St Nicholas School potentially</p>	<p>The Creating Sustainable Communities (CSC) report and the Active Travel Masterplan both emphasise the importance of creating safe and accessible cycle routes. The Active Travel Masterplan outlines plans to develop a comprehensive network of cycle routes that are safe, well-signed, and accessible for all ages and abilities. This includes integrating off-road cycle routes with safe cross-town connections to ensure continuity and safety for cyclists. The plan also highlights the need for clear signage and wayfinding to help cyclists navigate these routes easily, making cycling a more attractive and viable mode of transport for everyone.</p> <p>The CSC report acknowledges the complexity of traffic flow changes and the potential for increased congestion. It emphasises the need for thorough traffic impact assessments and community consultations before implementing such changes. The report aims to balance the need for improved traffic flow with the goal of promoting sustainable transport modes. This includes considering alternative solutions, such as traffic calming measures and improved public transport options, to mitigate the impact of road closures and changes to traffic flow.</p> <p>The CSC report recognises the challenges posed by school traffic and suggests measures to mitigate these issues. This includes implementing safe routes to schools, traffic calming</p>

Feedback	Response
<p>worsening with increased traffic on The Street.</p> <p>Minor improvements in Radstock might be feasible, but any development, such as the Radstock Co-op, will bring its own disruptions.</p> <p>Road improvements should be phased with other developments to avoid peak congestion.</p> <p>Fortescue Road should be completely pedestrianised with blue badge spaces and access for delivery vehicles outside shopping hours, supporting businesses and informal uses like markets and street fairs.</p> <p>Improved crossings around Victoria Hall to allow people to park in Church Street car park and still use the shops.</p> <p>Concerns about the proposed Bus Gate for Radstock, suggesting Frome Road is the</p>	<p>measures, and improving pedestrian infrastructure around schools to ensure the safety of children and reduce congestion. The report also highlights the importance of engaging with schools, parents, and local communities to develop effective solutions that address the specific needs and concerns of each area.</p> <p>The CSC report acknowledges that development projects can cause disruptions but emphasises the importance of planning and coordinating these projects to minimise their impact. The report suggests pacing road improvements with other developments to avoid peak congestion and ensure smoother transitions. This includes working closely with developers, local authorities, and the community to plan and implement improvements in a way that minimises disruption and maximises benefits for residents.</p> <p>The CSC report supports the idea of phasing road improvements with other developments. This approach aims to avoid peak congestion and ensure that infrastructure improvements are well-coordinated with ongoing and future developments. The report suggests developing a phased implementation plan that aligns with the timeline of other projects, allowing for better management of traffic and minimising the impact on residents and businesses.</p> <p>The CSC report advocates for pedestrian-friendly streets and supports the idea of pedestrianising Fortescue Road. This includes providing blue badge spaces and allowing access for delivery vehicles outside shopping hours to support local businesses and community activities. The report highlights the benefits of pedestrianisation, such as improved air quality, reduced traffic congestion, and a more attractive and vibrant town centre that encourages people to spend more time and money locally.</p> <p>The CSC report emphasises the importance of improving pedestrian infrastructure, including crossings. Improved crossings around Victoria Hall would enhance accessibility and encourage people to park in Church Street car park while still being able to access local shops. The report suggests implementing measures such as zebra crossings, pedestrian islands, and improved signage to make it safer and more convenient for pedestrians to navigate the area.</p>

Feedback	Response
<p>wrong location as it would push heavy goods traffic onto The Street, a heavily used pedestrian area.</p>	<p>The CSC report acknowledges the concerns about the proposed Bus Gate and emphasises the need for careful consideration of its location. The report suggests conducting further studies and consultations to identify the most suitable location for the Bus Gate to avoid pushing heavy goods traffic onto pedestrian areas. This includes exploring alternative routes and solutions that balance the needs of all road users while minimising the impact on pedestrians and local businesses.</p>
Fixed Bus Route Proposals:	
<p>There were mentions of past proposals to make certain roads bus-only routes, but doubts about their practicality remain.</p> <p>Encouraging the metro mayor is not seen as a valid strategy; more concrete actions are needed.</p> <p>Fixed bus route proposals must include provisions for flexible and reliable community transport services, such as additional stops or on-demand services that connect directly with mobility hubs.</p>	<p>The CSC report includes proposals for fixed bus routes and acknowledges the challenges of making certain roads bus-only routes. The report emphasises the need for flexible and reliable community transport services, including additional stops and on-demand services that connect directly with mobility hubs. This approach aims to provide convenient and accessible public transport options that meet the needs of all residents, including those in more remote or underserved areas.</p> <p>The CSC report recognises the importance of concrete actions to improve public transport. It includes specific measures to enhance bus services, such as introducing more frequent and reliable services, bus priority measures, and mobility hubs. The report also highlights the need for collaboration with regional and local authorities, transport operators, and the community to develop and implement effective solutions that address the specific needs and challenges of the area.</p> <p>The CSC report emphasises the need for flexible and reliable community transport services. This includes provisions for additional stops and on-demand services that connect directly with mobility hubs to ensure seamless and convenient travel options for residents. The report suggests exploring innovative solutions, such as demand-responsive transport and integrated ticketing systems, to enhance the accessibility and attractiveness of public transport.</p>
Interchange Opportunities and Mobility Hubs:	

Feedback	Response
<p>Mobility hubs might work for some older people if they have toilets.</p> <p>Interchange opportunities should be seamless, with minimal walking distances, step-free access, and clear, easy-to-read information, well-integrated with community transport services.</p> <p>Mobility hubs should include secure cycle parking and could be used for social prescribing activities to build fitness and confidence, encouraging sustainable travel options.</p>	<p>The CSC report and the Active Travel Masterplan both highlight the importance of providing essential amenities at mobility hubs, including toilets. These facilities are crucial for making mobility hubs accessible and convenient for older people and other users. The report suggests incorporating other amenities, such as seating areas, shelters, and information points, to enhance the overall user experience and encourage more people to use these hubs.</p> <p>The CSC report emphasises the need for seamless interchange opportunities. This includes ensuring minimal walking distances, step-free access, and clear, easy-to-read information. The report also highlights the importance of integrating community transport services with mobility hubs to provide convenient and accessible travel options. This approach aims to create a user-friendly transport network that encourages more people to switch from car travel to sustainable modes of transport.</p> <p>The Active Travel Masterplan includes provisions for secure cycle parking at mobility hubs. It also suggests using mobility hubs for social prescribing activities to promote fitness and confidence, encouraging more people to adopt sustainable travel options. The report highlights the potential benefits of social prescribing, such as improved physical and mental health, reduced social isolation, and increased community engagement.</p>
General Concerns:	
<p>Introducing car parking fees is seen by some as a revenue-generating scheme rather than an effective measure to reduce pollution.</p> <p>The importance of frequent public transport to address the issues of car dependency and provide viable alternatives for</p>	<p>The CSC report acknowledges the concerns about car parking fees. It emphasises that the primary goal of introducing parking fees is to reduce car dependency and promote sustainable transport modes. The report suggests that parking fees can be an effective measure to encourage people to switch to more sustainable travel options, such as public transport, walking, wheeling and cycling. The report also highlights the potential environmental and health benefits of reducing car use, such as improved air quality and reduced greenhouse gas emissions.</p> <p>The CSC report and the Active Travel Masterplan both emphasise the importance of frequent and reliable public transport. These reports outline measures to improve bus services, including increasing frequency, reliability, and coverage to provide viable alternatives for those who</p>

Feedback	Response
<p>those who cannot cycle or walk long distances.</p> <p>Suggestions to install lighting along cycle routes and build a cycle path to Tesco in Paulton.</p> <p>Concerns that the consultation does not provide real improvements but seeks to make driving worse to frustrate drivers into using alternatives.</p>	<p>cannot cycle or walk long distances. The reports also highlight the need for integrated transport solutions that connect different modes of transport, making it easier for people to plan and complete their journeys using sustainable options.</p> <p>The Active Travel Masterplan includes provisions for improving lighting along cycle routes to enhance safety and usability. The plan also supports the development of new cycle paths, including a proposed cycle path to Tesco in Paulton, to improve connectivity and encourage more people to cycle. The report suggests implementing high-quality lighting, clear signage, and regular maintenance to ensure that cycle routes are safe and attractive for all users.</p> <p>The CSC report aims to provide real improvements to the transport network by promoting sustainable transport modes. The report emphasises that the goal is not to make driving worse but to create a more balanced and sustainable transport system that benefits all users. This includes improving infrastructure for walking, wheeling cycling, and public transport to provide attractive and viable alternatives to car travel. The report also highlights the importance of engaging with the community to understand their needs and concerns and develop solutions that address these issues effectively.</p>

Hicks Gate – Consultation Feedback

Question - Do you agree with the list of key issues identified for Hicks Gate from a transport perspective? Are there any others you would add?

Feedback	Response
<p>Traffic Congestion:</p> <p>Multiple respondents suggested widening the A4 to have two lanes in each direction plus a bus lane, and removing an empty bus lane that is not serving its purpose.</p>	<p>The CSC emphasises the importance of reducing vehicle dominance and promoting sustainable transport modes. Widening the A4 to add more lanes for cars contradicts the objective of decarbonising the transport network and improving conditions for sustainable modes of transport. The strategy focuses on creating a high-quality, integrated network of walking, wheeling and cycling infrastructure and improving public transport options. Specifically, the strategy proposes:</p> <ul style="list-style-type: none"> • Rebalancing Road Space: Creating additional crossing points and reallocating road space to support active travel modes, thereby reducing barriers to movement along the A4. • Bath to Bristol Strategic Corridor (BBSC): This project aims to improve travel between Bath and Bristol through better bus services and enabling more cycling and walking/wheeling. It includes bus priority measures, road space reallocation, enhancement to bus stops, improved walking, wheeling and cycling facilities, and improvements to green infrastructure and public realm. <p>Removing bus lanes would be counterproductive as it would discourage public transport use, which is a key component of reducing car usage and emissions. The strategy supports bus priority measures along the A4 corridor to improve bus services and reliability.</p>
<p>Traffic Safety:</p> <p>Concerns about reducing the speed and aggression of traffic, particularly between</p>	<p>The strategy acknowledges the need to address traffic safety and proposes measures to reduce vehicle speeds and improve safety for pedestrians and cyclists. This includes traffic calming measures to reduce vehicle speeds and aggression, such as rebalancing road space</p>

Feedback	Response
Emery Road and Hicks Gate, due to regular accidents and fatalities.	to prioritise active travel modes. Additionally, the strategy proposes improved pedestrian and cycle infrastructure by establishing a high-quality, attractive, safe, and integrated network of walking, wheeling and cycling infrastructure. This includes improving provision for pedestrians and cyclists on key routes like Durley Hill. These measures aim to create a safer environment for all road users, thereby addressing concerns about traffic speed and aggression.
Bus Lanes:	
Mixed opinions on the necessity of more bus lanes, with some suggesting that additional bus lanes would create more congestion, while others believe removing existing ones would benefit the majority.	Please refer to the first response. The CSC supports the implementation of bus priority measures along the A4 corridor to improve bus services and reliability. This aligns with the objective of making public transport a more attractive option, thereby reducing car usage and emissions. Specifically, bus priority measures should be considered and provided along the A4 corridor, alongside improvements to bus frequency. Improving bus services and reliability would encourage further uptake of public transport by residents. The proposed Transport Interchange at Hicks Gate would support better connectivity between an increased range of public transport services, including bus priority measures. Removing bus lanes would undermine these efforts and is not recommended.

Question - Do you agree with the strategic priorities for Hicks Gate from a transport perspective? Are there any others you would add?

Feedback	Response
Improve Public Transport:	
Make public transport cheap, frequent, and reliable to reduce car usage and make cycling safer.	The strategy includes proposals to enhance public transport services, including the introduction of a new Transport Interchange at Hicks Gate, which would provide a multimodal interchange facility with safe access for walking, wheeling, cycling and various forms of micromobility. Bus service improvements include enhancements to bus services, the introduction of Demand Responsive Transport (DRT) services, improved bus frequency, and bus priority measures. Integration with active travel is also emphasised, with improved walking, wheeling and cycling

Feedback	Response
	connections to make public transport more convenient and attractive. These measures aim to make public transport more convenient and attractive, thereby encouraging a shift away from car usage.
Maintain and Enhance Paths:	
Restore and enhance existing footpaths, bridleways, and byways with clear maintenance and management plans.	The CSC proposes the creation of a coherent network of pedestrian and cycle connections, integrating and enhancing existing infrastructure where necessary. This includes establishing a high-quality, attractive, safe, and integrated network of walking, wheeling and cycling infrastructure. Improved connections are proposed, enhancing existing pedestrian and cycle connections and integrating them with new proposals to provide commuter routes north-south and east-west. Additionally, pedestrian and cycle links along the river corridor are to be improved. These measures align with the objective of promoting active travel and making walking, wheeling and cycling safer and more attractive.
Reduce Traffic Speed and Aggression:	
Implement measures to reduce traffic speed and aggression to increase safety, reduce pollution, and prevent accidents.	As mentioned earlier, the strategy includes measures to reduce vehicle speeds and improve safety for pedestrians and cyclists. These measures are designed to create a safer and more pleasant environment for all road users, thereby addressing concerns about traffic speed and aggression. Specific measures include implementing traffic calming measures to reduce vehicle speeds and aggression and rebalancing road space to prioritise active travel modes.
Separate Cycle Lanes:	
Support the creation of separate cycle lanes, particularly on the Keynsham Bypass, without narrowing existing car lanes to avoid increased congestion and pollution.	The strategy supports the creation of high-quality, separate cycle lanes to encourage cycling as a viable mode of transport. However, the focus is on rebalancing road space to prioritise active travel modes rather than maintaining or increasing car lanes. This approach is essential for reducing car usage and emissions. Specific proposals include establishing a high-quality, attractive, safe, and integrated network of walking, wheeling and cycling infrastructure and enhancing existing cycle routes and creating new ones to provide continuous, coherent, high-quality active travel networks.

Question - What do you consider would be the key things that B&NES could do in order to support people to travel sustainably within Hicks Gate?

Feedback	Response
<p>Improve Public Transport:</p> <p>Make public transport cheaper, more frequent, and reliable. This would reduce the number of cars on the road and make cycling safer.</p>	<p>The CSC emphasises the importance of enhancing public transport to reduce car dependency and promote sustainable travel. The strategy proposes the establishment of a new Transport Interchange at Hicks Gate, which will facilitate multimodal travel by integrating various modes of transport, including high-frequency bus services. This interchange is designed to provide safe access for walking, cycling, and wheeling, and will include secure, sheltered cycle and scooter parking. Additionally, the strategy includes the implementation of bus priority measures along the A4 corridor to improve bus reliability and journey times. These measures are expected to make public transport more attractive and reliable, thereby reducing car usage and making cycling on the roads safer. The introduction of Demand Responsive Transport (DRT) services is also proposed to complement fixed-route public transport, improving accessibility and reducing the need for private car use. These initiatives align with the objective of decarbonising the transport network by making public transport more attractive and reducing car usage.</p>
<p>Enhance Bus Connections and Local Active Travel Options:</p> <p>Improve bus services and promote active travel options like walking and cycling.</p>	<p>The strategy includes several initiatives to enhance bus services and promote active travel. Enhancements to bus services include new routes and improved frequency, which will make bus travel more convenient and reliable. The development of a coherent network of pedestrian and cycle connections is also a key component of the strategy. This network will integrate existing infrastructure to create a continuous, high-quality active travel network. The strategy proposes the establishment of high-quality, safe, and integrated walking, wheeling and cycling routes, particularly along the A4 corridor. These routes will be designed to be attractive and convenient, encouraging more people to choose walking, wheeling and cycling for their daily travel needs. These initiatives support the goal of increasing sustainable transport options and reducing reliance on private cars.</p>

Feedback	Response
Introduce or Improve Car Clubs:	
Provide more car-sharing options to reduce the need for private car ownership.	The strategy proposes the introduction of Ultra-Low Emission Vehicle (ULEV) car clubs at the new Transport Interchange. This initiative aims to reduce car ownership by providing a viable alternative to private car ownership, encouraging households to own fewer cars. The car clubs will be integrated with other sustainable transport modes, making it easier for residents to choose low-emission travel options. This aligns with the objective of reducing harmful emissions and promoting sustainable transport. The car clubs will also help create a less car-dominated urban environment, where households have reliable travel options for day-to-day trips and access to electric car clubs for occasional usage.
Reduce Traffic Congestion:	
Improve traffic flow to reduce queues, particularly from Brislington back to Hicks Gate.	The CSC addresses traffic congestion through several measures. One of the key proposals is to rationalise vehicular movement by closing certain junctions to vehicles and reallocating road space to public transport and active travel modes. For example, there is potential to close the Stockwood Road arm of the A4 / Emery Road / Stockwood Road junction to vehicles, which would reduce congestion and improve conditions for pedestrians and cyclists. The new Transport Interchange aims to reduce congestion by providing alternative travel options and intercepting car trips before they reach congested areas. These measures are designed to improve traffic flow while prioritising sustainable transport modes, thereby reducing queues and congestion.
Incentivise Off-Peak Travel:	
Encourage travel outside of peak rush hours to reduce congestion.	While the strategy does not explicitly mention incentivising off-peak travel, the introduction of flexible Demand Responsive Transport (DRT) services and improvements to public transport frequency can help distribute travel demand more evenly throughout the day. By providing more reliable and convenient public transport options, the strategy aims to reduce the pressure on the transport network during peak hours, thereby alleviating congestion.
Make Cycling Safer:	
Implement measures to make cycling safer, especially for children traveling to school.	The strategy includes comprehensive measures to improve cycling safety. The development of dedicated cycling infrastructure is a key component, with proposals for high-quality, LTN1/20 compliant cycling routes. These routes will be designed to be safe and attractive, encouraging

Feedback	Response
	<p>more people to choose cycling for their daily travel needs. Improved crossing facilities on major roads like the A4 will protect cyclists and make it easier for them to navigate busy intersections. The strategy also aims to create a coherent network of cycling routes, ensuring safe and convenient travel for cyclists of all ages, including children traveling to school. These measures are designed to make cycling a safer and more attractive option, particularly for school children.</p>

Question - Do you think that the proposed improvements will encourage you to travel by sustainable modes over the car? If not, what measures would encourage you to travel by sustainable modes?

Feedback	Response
Public Transport Improvements:	
<p>There is a strong call for making public transport cheap, frequent, and reliable. This is seen as a key measure to reduce car usage and make cycling on the roads safer.</p>	<p>As previously mentioned, the CSC includes significant improvements to public transport services. The introduction of a new Transport Interchange at Hicks Gate is a key component, providing a hub for multimodal travel and integrating various modes of transport. Bus priority measures along the A4 corridor will improve bus reliability and journey times, making public transport a more attractive option. The introduction of Demand Responsive Transport (DRT) services will complement fixed-route public transport, improving accessibility and reducing the need for private car use. These improvements are designed to make public transport a more attractive and reliable option, thereby reducing car usage and enhancing road safety for cyclists.</p>
Cycling Infrastructure:	
<p>Improving cycling routes and finding ways to separate cyclists from live traffic are important measures mentioned. This includes creating safer and more accessible cycling paths.</p>	<p>The strategy's focus on developing a high-quality, integrated network of walking, wheeling and cycling routes addresses this concern directly. By creating dedicated cycling infrastructure and improving existing routes, the strategy aims to separate cyclists from live traffic and enhance safety and accessibility. The proposed cycling routes will be designed to be safe, attractive, and convenient, encouraging more people to choose cycling for their daily travel needs. The strategy also includes measures to improve crossing facilities on major roads like the A4,</p>

Feedback	Response
	making it easier for cyclists to navigate busy intersections. These initiatives are designed to create a safer and more accessible cycling environment.
Community Transport Services:	
Expanding and improving community transport services, especially those tailored to the needs of older residents, is crucial. These services should be reliable and accessible to provide a viable alternative to car use.	The CSC includes the introduction of Demand Responsive Transport (DRT) services, which can be tailored to meet the needs of older residents and those in low-density areas. These services are designed to be flexible, reliable, and accessible, providing a viable alternative to private car use. The DRT services will complement fixed-route public transport, improving mobility and social inclusivity. By providing more reliable and convenient transport options, the strategy aims to reduce the need for private car use and promote sustainable travel.
Pedestrian Safety and Accessibility:	
Enhancing pedestrian safety and accessibility is essential. This includes well-maintained footpaths, more pedestrian crossings, and additional traffic calming measures to create a safer environment for walking.	The CSC emphasises the creation of a high-quality, attractive, safe, and integrated network of walking, wheeling and cycling infrastructure. Specifically, it proposes improved pedestrian and cycle connections to create a coherent network that connects fragmented sections of existing infrastructure, making walking, wheeling and cycling more viable and attractive. Traffic calming measures are intended to reduce vehicle dominance and enhance safety for pedestrians and cyclists. Additionally, the strategy includes the provision of enhanced crossing facilities on major roads like the A4 to reduce barriers to movement and support active travel. These measures align with the objective of decarbonising the transport network by promoting walking, wheeling and cycling as primary modes of travel, thereby reducing reliance on private vehicles and lowering emissions.
Transport Hub Accessibility:	
Improving the accessibility of transport hubs is a priority. These hubs need to have step-free access, clear signage, and facilities such as benches and	The proposed Transport Interchange at Hicks Gate is designed to be fully accessible, with features including step-free access to ensure that all users, including those with mobility issues, can easily navigate the transport hub. Clear signage will provide legible wayfinding to help users navigate the interchange. Facilities for comfort, such as benches, accessible toilets, and secure cycle and scooter parking, will support all users. These features are part of the

Feedback	Response
accessible toilets to support older adults and those with mobility issues.	strategy's goal to provide convenient and attractive public transport options, thereby reducing reliance on private cars and lowering emissions.
Adapted Transport Options:	
Offering adapted transport options, such as e-bikes and adapted cycles, would encourage more residents to choose sustainable travel, especially those who find traditional cycling challenging.	The Active Travel Masterplan includes provisions for adapted cycles and e-bikes to ensure that all residents, including those with disabilities, can benefit from active travel options. The plan aims to remove barriers to cycling and promote inclusive infrastructure. Adapted cycles will provide infrastructure that accommodates adapted cycles and tricycles, ensuring inclusivity. E-bike schemes will implement e-bike hire schemes and promote the use of e-bikes through awareness campaigns. Inclusive design will ensure that all new cycling infrastructure is designed to be accessible to everyone, including those using adapted cycles.
Clear Travel Information:	
Providing clear and accessible travel information in multiple formats, such as large print and audio, would help residents plan their journeys more confidently and encourage the use of sustainable transport modes.	While the Transport Strategy does not explicitly mention the provision of travel information in multiple formats, this is an important consideration for ensuring accessibility and encouraging the use of sustainable transport modes. This feedback will be taken into account for future updates to the strategy to ensure that travel information is accessible to all residents.

Question - Do you have any comments with regards to the proposed improvements aimed at encouraging sustainable travel within Hicks Gate such as improvements to the active travel network, interchange opportunities and introduction of mobility hubs?

Feedback	Response
Bus Lane Concerns:	
Multiple respondents believe that using a lane exclusively for buses along the dual	The strategy includes bus priority measures along the A4 corridor to improve bus services and reliability. These measures are essential for encouraging public transport use and reducing car dependency. Improved bus services, including enhancements to bus frequency and reliability,

Feedback	Response
<p>carriageway is unnecessary and wasteful. They also expressed scepticism about the effectiveness of interchanges for buses, as people may not want to walk to them, potentially removing buses from town centres where they are needed.</p>	<p>are intended to make public transport a more attractive option. While some respondents may have concerns, the overall goal is to create a more efficient and sustainable transport system. The strategy aims to balance the needs of all users while prioritising sustainable modes of transport.</p>
Cycling Infrastructure:	
<p>There is support from several respondents for improving cycling routes, particularly on the A4 corridor, and creating a cycle bypass that connects to East Keynsham and beyond.</p>	<p>The strategy proposes the establishment of a coherent network of pedestrian and cycle connections, including improvements along the A4 corridor to enhance cycling infrastructure and make it safer and more attractive for cyclists. Cycle bypasses and connections are planned to create new routes that connect to East Keynsham and beyond, making cycling a viable option for more residents. These improvements aim to make cycling a viable and attractive option for local trips, thereby supporting the shift to sustainable travel modes and reducing emissions.</p>
General Opposition:	
<p>Several respondents feel that the proposed improvements are a waste of money, especially given the current cost of living crisis. They argue that the consultation is based on the false premise that roads and driving are inherently bad, and that the proposals will worsen congestion rather than improve it.</p>	<p>The primary objective of the Strategy is to decarbonise the transport network and increase transport options by improving sustainable transport modes. The long-term benefits of reduced emissions, improved public health, and enhanced transport options outweigh the initial costs. The strategy aims to create a more sustainable and efficient transport system, which is crucial for addressing climate change and improving quality of life. While some may view the improvements as unnecessary, the strategy is designed to provide long-term benefits for the community and the environment.</p>
Accessibility and Integration:	

Feedback	Response
<p>Multiple respondents emphasised the need for enhancements to be fully accessible to all residents, particularly older adults and those with mobility challenges. This includes wide, well-maintained footpaths, safe pedestrian crossings, minimal walking distances at interchanges, step-free access, and clear signage.</p>	<p>The strategy includes comprehensive measures to ensure accessibility for all residents. Wide, well-maintained footpaths will ensure that pedestrian routes are safe and accessible. Safe pedestrian crossings will provide additional crossing points to reduce barriers to movement. Minimal walking distances at interchanges are designed to make the Transport Interchange convenient and accessible for all users. Step-free access and clear signage will ensure that all facilities are accessible and easy to navigate. These measures are designed to create a safe and inclusive transport network that supports sustainable travel modes and reduces reliance on private cars.</p>

Whitchurch – Consultation Feedback

Question - Do you agree with the list of key issues identified for Whitchurch from a transport perspective? Are there any others you would add?

Feedback	Response
Motorists Parking on Pavements:	
Multiple respondents expressed concern about motorists parking on pavements. This issue affects pedestrian safety and accessibility, especially for older residents and those with mobility challenges.	The CSC report emphasises the importance of pedestrian safety and accessibility. It includes measures to improve footpaths and pedestrian crossings, ensuring they are well-maintained and accessible for all residents, particularly those with mobility challenges. The report supports the enforcement of parking regulations to prevent motorists from parking on pavements, thereby enhancing pedestrian safety.
Congestion and Proposed Solutions:	
While congestion was acknowledged as a root issue, respondents felt that proposed solutions might worsen congestion. It's essential to strike a balance between addressing congestion and maintaining accessibility.	The CSC report aims to reduce congestion by promoting sustainable transport modes such as walking, wheeling, cycling, and public transport. The Active Travel Masterplan outlines infrastructure improvements and behaviour change campaigns to encourage active travel, which can help alleviate congestion without compromising accessibility. The focus is on creating a balanced approach that reduces traffic while maintaining accessibility for all residents. Specific measures include the development of dedicated cycle lanes, improved public transport services, and the introduction of car-sharing schemes to reduce the number of single-occupancy vehicles on the road.
Risk to Local Services:	
There was disagreement regarding the claim that traffic poses a risk to the “delivery and retention of viable local services.” Some respondents	The CSC report acknowledges the importance of local services and aims to support their viability by improving access through sustainable transport modes. While restricting vehicle access might seem counterproductive, the report emphasises that enhancing walking, wheeling, cycling, and public transport options can provide better access to local services without increasing traffic and emissions. This approach aligns with the goal of decarbonising

Feedback	Response
argued that lack of parking is a broader issue, and restricting vehicle access could impact the viability of local services.	the transport network. The report also highlights the potential for creating pedestrian zones, which can enhance the attractiveness and accessibility of local services by making them more pedestrian-friendly.
Evaluation of “Liveable Neighbourhood”:	
The “Liveable Neighbourhood” initiative along Queen Charlton Lane was considered a success by some but questioned by others. Notably, this road lacks dwellings, and its classification as a “neighbourhood” was unclear.	The CSC report defines “Liveable Neighbourhoods” as areas designed to prioritise sustainable transport and improve quality of life. While Queen Charlton Lane may lack dwellings, the initiative’s success is measured by its impact on reducing traffic and enhancing safety and accessibility for all users. The report supports expanding such initiatives to other areas to create more sustainable communities. It also suggests that future Liveable Neighbourhood projects should include comprehensive community engagement to ensure that the needs and concerns of local residents are adequately addressed.
A37 as a Vital Link:	
The A37, which cuts through Whitchurch Village, serves as a central A-road linking NE Somerset and Bristol. Some residents expressed concern that proposed changes might further isolate them from Bristol and the wider road network via the M5.	The CSC report recognises the importance of the A37 as a vital link and aims to improve connectivity through sustainable transport options. The CSC and Active Travel Masterplan include measures to enhance cycling and public transport routes along the A37, ensuring residents remain well-connected to Bristol and the wider road network. The goal is to reduce reliance on private vehicles while maintaining accessibility. Proposed changes include the introduction of bus priority lanes, improved cycling infrastructure, and enhanced pedestrian crossings to ensure safe and efficient travel for all users.
Footpaths and Pedestrian Crossings:	
Ensuring well-maintained footpaths and more pedestrian crossings is crucial for safe and accessible travel,	The CSC report prioritises the maintenance and improvement of footpaths and pedestrian crossings to ensure safe and accessible travel for all residents. The Active Travel Masterplan also highlights the importance of pedestrian infrastructure and includes specific measures to enhance footpaths and crossings. These measures include regular maintenance schedules,

Feedback	Response
especially for older adults who may not drive or cycle.	the installation of tactile paving for visually impaired pedestrians, and the creation of more pedestrian-friendly zones in busy areas to ensure the safety and comfort of all users.
Accessible Transport Hubs:	
Transport hubs or interchanges should be fully accessible, with step-free access, clear signage, and amenities like benches and accessible toilets. This supports all residents, including those with mobility issues.	The CSC report and Active Travel Masterplan both emphasise the need for fully accessible transport hubs. Whilst not yet at the design stage, where possible the transport hubs will include step-free access, clear signage, and amenities to support residents with mobility issues, ensuring that all residents can use sustainable transport options comfortably. The reports also advocate for the inclusion of real-time travel information displays, sheltered waiting areas, and secure bicycle parking to enhance the overall user experience at transport hubs.
Clear Travel Information:	
Providing clear and accessible travel information (e.g., large print, audio formats) would help residents confidently plan and undertake their journeys.	The CSC includes provisions for clear and accessible travel information. This includes large print and audio formats to ensure all residents can confidently plan and undertake their journeys. The Active Travel Masterplan also supports this initiative by promoting the availability of accessible travel information. Additionally, the reports recommend the development of user-friendly mobile apps and websites that provide real-time updates and route planning tools to assist residents in navigating the transport network efficiently.

Question - Do you agree with the list of key issues identified for Whitchurch from a transport perspective? Are there any others you would add?

Feedback	Response
Reinstating Bus Routes in Windways:	
Respondents have highlighted the need to reinstate bus routes in the Windways area.	The CSC report acknowledges the importance of enhancing public transport services to reduce car dependency and promote sustainable travel. While the specific reinstatement of bus routes in Windways is not directly mentioned, the CSC proposes several measures to improve bus

Feedback	Response
<p>Increasing parking near Bridge Farm and Whitchurch primary schools is also crucial. As the schools have grown over the years, parents face challenges in getting their children to school due to limited parking options.</p>	<p>services, including the introduction of new fixed route bus services and more demand-responsive public transport. These measures aim to create a more reliable and frequent bus network, which could potentially include areas like Windways in future planning.</p> <p>The CSC report emphasises the need to reduce car usage and promote active travel modes such as walking, wheeling and cycling. Increasing parking near schools may contradict the objective of decarbonising the transport network and improving conditions for sustainable transport modes. Instead, the CSC and Active Travel Masterplan propose measures to improve pedestrian and cycling infrastructure, making it safer and more convenient for parents and children to walk or cycle to school. Additionally, the introduction of mobility hubs and improved public transport services can provide alternative solutions to alleviate congestion around schools.</p>
<p>Park and Ride at Whitchurch Area:</p>	
<p>Another common suggestion is the establishment of a park and ride facility in the Whitchurch area.</p> <p>Addressing parking near schools is essential to alleviate congestion during drop-off and pick-up times.</p>	<p>While the CSC report does not include a park and ride facility specifically in the Whitchurch area, it does propose the development of a mobility hub. This mobility hub is designed to enhance connectivity and provide a range of sustainable transport options without the inclusion of motorised parking facilities. The focus is on integrating various modes of transport, such as buses, cycling, wheeling and walking, to create a seamless and efficient transport network.</p> <p>The mobility hub in Whitchurch aims to facilitate easy transfers between different modes of transport, making it more convenient for residents to choose sustainable travel options. By not including parking facilities, the mobility hub encourages the use of public transport and active travel modes, aligning with the CSC's objective to reduce car dependency and promote environmentally friendly transport solutions.</p> <p>This approach supports the broader goal of decarbonising the transport network by minimising the need for private car usage and enhancing the attractiveness of sustainable transport modes. The mobility hub will provide essential amenities such as secure bike parking, real-time travel information, and comfortable waiting areas, ensuring a positive experience for all users.</p>

Feedback	Response
	With respect to the issue of parking around schools, please see the response above.
Pedestrian Safety Improvements:	
<p>Ensuring well-maintained footpaths, wider paths, and obstacle-free walkways remains a priority.</p> <p>The addition of more pedestrian crossings would enhance safety for all residents, especially older adults.</p>	<p>The CSC report and Active Travel Masterplan both prioritise pedestrian safety and accessibility. The CSC proposes improvements to pedestrian facilities, including widened pavements, improved crossings, and better-maintained footpaths. These measures aim to create a safer and more pleasant environment for walking and wheeling, particularly benefiting older adults and those with mobility challenges.</p> <p>The Active Travel Masterplan further supports these initiatives by outlining a comprehensive network of safe and accessible active travel routes. This includes the implementation of a safe systems approach to design infrastructure that minimises the risk of accidents and conflicts, ensuring that pathways are wide enough to prevent overcrowding and are well-lit to enhance safety.</p>
Accessible Transport Hubs and Interchanges:	
<p>Making transport hubs and interchanges fully accessible is crucial.</p> <p>Considering the needs of parents with mobility issues when accessing transport hubs near schools is important.</p>	<p>The CSC report emphasises the importance of inclusivity and accessibility in transport planning. It is supported by an Equality Impact Assessment (EQIA) that identifies the impact of proposed measures on different community groups. The CSC and Active Travel Masterplan both propose improvements to transport hubs and interchanges to ensure they are fully accessible, including considerations for parents with mobility issues.</p> <p>These improvements aim to create a more inclusive transport network that meets the needs of all residents. This includes providing clear signage, designated pathways, and physical barriers where necessary to ensure safe and easy access for everyone, including those with mobility challenges.</p>
Clear Travel Information:	

Feedback	Response
<p>Prioritising clear, accessible travel information remains essential.</p> <p>Providing travel information in formats like large print and audio should also extend to parents navigating school-related transportation.</p>	<p>The CSC report acknowledges the importance of clear and accessible travel information. It proposes measures to improve the availability and accessibility of travel information, including providing information in multiple formats such as large print and audio. This initiative aims to ensure that all residents, including parents navigating school-related transportation, have access to the information they need to make informed travel choices.</p> <p>Additionally, the CSC report suggests personalised travel planning assistance to help residents understand and utilise the available transport options effectively. This approach aims to promote sustainable travel habits and reduce car dependency by making it easier for residents to choose active and public transport modes.</p>

Question - What do you consider would be the key things that B&NES could do in order to support people to travel sustainably in Whitchurch?

Feedback	Response
Bus Services:	
<p>Improve reliability and affordability of bus services.</p> <p>Make buses more reliable and cheaper.</p>	<p>The CSC report acknowledges the need for more reliable and affordable bus services. It proposes several interventions, including introducing mobility hubs, more bus priority measures, and new fixed route bus services. These measures aim to make bus travel more attractive by reducing journey times and improving reliability. Specifically, the report suggests the establishment of mobility hubs that will provide direct access to the town centre via high-frequency bus services, thereby reducing waiting times and improving convenience. Additionally, bus priority measures such as bus lanes and priority signals will be implemented to reduce delays caused by traffic congestion. The expansion of the network of fixed bus routes will cover more areas and provide more frequent services.</p>
Train Links:	
<p>Prioritise the creation and enhancement of train links over buses.</p>	<p>There are several reasons why the CSC has focussed more on bus improvements rather than improvements to rail. The financial investment required for train infrastructure is significantly higher compared to buses, making it a major constraint for the West of England. Additionally,</p>

Feedback	Response
	<p>buses offer greater flexibility, allowing routes and schedules to adapt to changing demands, which is crucial. The environmental impact of constructing new train lines can also be considerable, whereas buses can utilise existing road networks with minimal disruption. Furthermore, the time required to develop train infrastructure means benefits might not be realised for many years, whereas bus improvements can provide immediate advantages. This is critical given the urgency required to address our climate emergency. Lastly, buses can serve a wider range of areas, including rural regions where train services might not be viable, ensuring equitable access to public transport.</p>
Cycling Infrastructure:	
<p>Develop separate routes for cyclists to avoid live traffic, making it safer for both cyclists and drivers.</p> <p>Encourage cyclists to use designated routes.</p>	<p>The Active Travel Masterplan, referenced in the CSC report, aims to provide a comprehensive network of fully segregated and protected active travel routes. This includes designated paths for cyclists to ensure safety and reduce conflicts with vehicular traffic. Key elements of this plan include the creation of segregated cycle paths that are physically separated from motor traffic, the implementation of a safe systems approach to design infrastructure that minimises the risk of accidents, such as clear signage and physical barriers, and compliance with the latest guidance in Local Transport Note 1/20 on Cycle Infrastructure Design to ensure routes are safe, direct, and comfortable.</p>
Traffic and Car Use:	
<p>Stop reducing speed limits and handing out fines that make driving difficult.</p> <p>Ease traffic flow rather than slowing it down.</p> <p>Implement park and ride schemes.</p> <p>Address concerns of private car drivers who rely on cars as</p>	<p>The CSC report identifies congestion as a significant issue and proposes sustainable transport improvements to reduce the need for car travel. While the report acknowledges the concerns of drivers, it emphasises the importance of reallocating road space to sustainable modes of transport to improve overall traffic flow and reduce emissions. Measures include traffic calming initiatives and speed reduction measures to enhance safety for all road users. The reallocation of road space will prioritise buses, cyclists, and pedestrians to encourage the use of sustainable transport modes. Environmental impact considerations are also a key part of this strategy, with efforts to reduce speed limits and implement fines aimed at decreasing harmful emissions and improving air quality.</p> <p>The CSC report aims to improve traffic flow by reducing congestion through sustainable transport measures. Enhancing bus services, walking, wheeling and cycling facilities will</p>

Feedback	Response
<p>their primary mode of transport.</p>	<p>decrease car journeys and improve road space for those who need to drive. Enhanced public transport will improve the reliability and frequency of bus services, making them a viable alternative to car travel. Active travel infrastructure will develop safe and convenient walking, wheeling and cycling routes to encourage active travel. Promoting local living will reduce the need for long car journeys, thereby easing traffic congestion.</p> <p>With regards a Park ^ Ride facility at Whitchurch, please refer to the answer provided above.</p> <p>The CSC report recognises the needs of car drivers but prioritises sustainable transport solutions to address the climate emergency. By improving public transport and active travel options, the report aims to reduce reliance on private cars while ensuring that those who need to drive can do so more efficiently. Sustainable transport options will provide viable alternatives to car travel through improved public transport and active travel infrastructure. Traffic management measures will reduce congestion and improve traffic flow for essential car journeys. Aligning transport policies with climate goals will reduce emissions and improve air quality</p>
<p>Housing Development:</p>	
<p>Restrict further housing development in areas where infrastructure is already overwhelmed.</p>	<p>The CSC report does not directly address housing development restrictions. However, it emphasises the need for sustainable transport infrastructure to support existing and future communities. Ensuring that new homes are built near jobs and amenities with safe walking, wheeling and cycling routes is a key strategy to reduce car dependency. This approach includes integrated planning to coordinate housing development with transport infrastructure to ensure accessibility and reduce congestion. Proximity to amenities will encourage the development of housing near jobs, schools, and services to promote active travel. Creating sustainable communities that are well-connected by sustainable transport modes will reduce the need for car travel.</p>
<p>Community Transport:</p>	
<p>Expand and integrate community transport services,</p>	<p>The CSC report proposes improvements to the existing WestLink demand responsive transport service, which aims to complement fixed route public transport and improve mobility for older</p>

Feedback	Response
<p>especially for older residents and those with mobility challenges.</p>	<p>residents and those with mobility challenges. The report also highlights the importance of community transport in the Equality Impact Assessment (EQIA). Enhanced demand responsive transport will improve the reliability and coverage of services like WestLink to better serve low-density and rural areas. Accessibility improvements will ensure that community transport services are accessible to all residents, including those with mobility challenges. Integration with public transport will coordinate community transport with fixed route services to provide seamless travel options.</p>
<p>Pedestrian Safety:</p>	
<p>Improve pedestrian safety by maintaining footpaths, adding more crossings, and implementing traffic calming measures.</p>	<p>The CSC report includes measures to enhance pedestrian facilities, such as widened pavements, improved crossings, and public realm improvements. These initiatives aim to create a safer and more pleasant environment for pedestrians.</p>
<p>Transport Hubs:</p>	
<p>Enhance accessibility of transport hubs with step-free access, clear signage, and essential facilities like benches and accessible toilets.</p>	<p>The CSC report supports the development of mobility hubs with improved accessibility features. These hubs will provide step-free access, clear signage, and essential facilities to ensure they are accessible to all users. Step-free access will ensure that all transport hubs are accessible to people with disabilities and those with mobility challenges. Essential facilities will include amenities such as benches, accessible toilets, and shelters to improve the comfort and convenience of transport hubs.</p>
<p>Adapted Transport Options:</p>	
<p>Introduce adapted transport options such as e-bikes and adapted cycles.</p>	<p>The Active Travel Masterplan includes provisions for adapted cycles and e-bikes to ensure that all residents, including those with disabilities, can benefit from active travel options. The plan aims to remove barriers to cycling and promote inclusive infrastructure. Adapted cycles will provide infrastructure that accommodates adapted cycles and tricycles, ensuring inclusivity. E-bike schemes will implement e-bike hire schemes and promote the use of e-bikes through awareness campaigns. Inclusive design will ensure that all new cycling infrastructure is designed to be accessible to everyone, including those using adapted cycles.</p>
<p>Travel Information:</p>	

Feedback	Response
<p>Provide clear and accessible travel information in various formats, including large print and audio.</p>	<p>The CSC report acknowledges the need for better and more accessible travel information. It proposes including a section on providing travel information in multiple formats and personalised travel planning assistance. Multiple formats will offer travel information in large print, audio, and other accessible formats to cater to all users. Personalised travel planning will provide assistance to help residents plan their journeys using sustainable transport options. Clear communication will ensure that all travel information is concise, and easy to understand.</p>
Active Travel Network:	
<p>Create a continuous, well-signed, and safe active travel network compliant with LTN 1/20 standards.</p> <p>Integrate public transport with active travel by providing cycle parking at bus stops and train stations.</p> <p>Incentivise sustainable modes of transport to make them more appealing than private car travel.</p> <p>Make streets safer for children by keeping pavements free of cars and developing safe routes to schools and amenities</p> <p>Increase access to bicycles through schemes and</p>	<p>The CSC report and the Active Travel Masterplan both emphasise the importance of developing a comprehensive network of fully segregated and protected active travel routes across the district. The Active Travel Masterplan aligns with the LTN 1/20 standards, ensuring that routes are direct, coherent, safe, comfortable, and attractive. This includes clear signage and accessible pathways for all users.</p> <p>The Active Travel Masterplan highlights the need to improve infrastructure to ensure smooth connections between cycling and walking paths and key public transport hubs like bus and train stations. This includes providing safe places to park bikes near bus stops and working with local bus operators to explore the potential for taking bikes on board buses on appropriate routes, particularly in rural areas.</p> <p>The CSC report and Active Travel Masterplan support the introduction of incentives to promote behavioural change towards active travel. This includes targeted marketing efforts to raise awareness of the benefits of walking, wheeling, and cycling for individuals, communities, visitors, and businesses. The aim is to create a comprehensive approach that increases active travel participation.</p> <p>The Active Travel Masterplan commits to exploring comprehensive traffic reduction measures to facilitate the implementation of School Streets. The goal is to ensure that all primary schools in B&NES can be accessed via low-traffic safe streets, enabling more children to travel to school safely. This aligns with the UK government's target to increase the percentage of children walking to school.</p>

Feedback	Response
<p>improved cycle parking at home.</p> <p>Ensure new homes are built near jobs and amenities with safe walking and cycling routes.</p> <p>Combine infrastructure improvements with behaviour change and engagement activities</p>	<p>The Active Travel Masterplan includes information on social prescribing through ‘The Active Way’ initiative, which aims to remove obstacles to becoming more active through travel. This includes access to bikes, local infrastructure, and support to become more confident in cycling. The plan also promotes Cycle to Work schemes and improving access to bicycles for everyone, including those currently excluded from such schemes.</p> <p>The CSC report emphasises the importance of ensuring that new homes are built near jobs and amenities with safe walking, wheeling and cycling routes. This is part of the broader strategy to reduce the need for longer car journeys and promote sustainable transport options.</p> <p>The Active Travel Masterplan focuses on behaviour change measures to promote active travel. This includes personal travel planning, cycle training, and social prescribing through ‘The Active Way’ initiative. These initiatives aim to improve the safety, accessibility, and attractiveness of walking, wheeling, cycling, and other forms of active travel, encouraging residents to adopt healthier and more sustainable travel habits.</p>

Question - Do you think that the proposed improvements will encourage you to travel by sustainable modes over the car?. If not what measures would encourage you to travel by sustainable modes?

Feedback	Response
<p>Cheaper and Free Tickets:</p> <p>Many respondents emphasised the need for cheaper travel options and suggested limited free tickets for B&NES residents.</p>	<p>The CSC report acknowledges the importance of affordable public transport to encourage its use and reduce car dependency.</p>
<p>Improved Safety:</p>	

Feedback	Response
Increased police presence was mentioned to make walking and using buses feel safer.	The CSC report and Active Travel Masterplan both emphasise the importance of safety in encouraging active travel. While increased police presence is not specifically mentioned, the plans include measures such as improved street lighting, better pedestrian crossings, and enhanced public realm to make walking, wheeling and cycling safer and more attractive. The Active Travel Masterplan also proposes the implementation of a safe systems approach to design infrastructure that minimises the risk of accidents and conflicts.
Better Bus Services:	
There were calls for more frequent, reliable, and smaller buses that cater to local topography and physical abilities.	The CSC report addresses the need for improved bus services by proposing more frequent and reliable bus routes, including smaller buses that can navigate local topography better. The introduction of mobility hubs and bus priority measures are also aimed at enhancing the overall efficiency and reliability of bus services. Additionally, the CSC proposes improvements to the existing WestLink demand responsive transport service to complement fixed route public transport on main corridors.
Shuttle Buses:	
Some respondents suggested shuttle buses as a viable option.	The CSC report includes proposals for new fixed route bus services and improvements to the existing WestLink demand responsive transport service. These enhancements aim to complement fixed route public transport on main corridors by providing connections into these services, thereby improving mobility and social inclusivity. This is particularly beneficial for low-density rural areas that have recently experienced a reduction in services.
Reliability and Frequency:	
Ensuring public transport is frequent and reliable was a common theme.	The CSC report outlines several key initiatives aimed at enhancing public transport services in Keynsham and Saltford. Notably, the introduction of more bus priority measures and an increase in fixed bus services are central to these plans. These improvements are designed to make bus services more reliable, more frequent, and convenient, ensuring that residents can reach their destinations more efficiently. The CSC also proposes the development of a new Mobility Hub on the A4 as part of the Bath to Bristol Strategic Corridor project.
Mobility Hubs:	
The idea of mobility hubs was liked, provided they are accessible and safe to reach.	The CSC report includes the development of mobility hubs as a key strategy. These hubs are designed to be accessible and safe, providing seamless connections between different modes of transport and enhancing the overall travel experience for residents. The Active Travel

Feedback	Response
	Masterplan further details measures to prevent conflicts between pedestrians and cyclists at these hubs, ensuring a safe and inclusive environment for all users.

Question - Do you have any comments with regards to the proposed improvements aimed at encouraging sustainable travel within Whitchurch?

Feedback	Response
Access to Keynsham:	
Multiple respondents emphasised the need for improved access to Keynsham without relying on cars.	The CSC report and Active Travel Masterplan propose several measures to improve access to Keynsham, including enhanced public transport services, better cycling, walking and wheeling infrastructure, and the development of mobility hubs. These initiatives aim to reduce car dependency and promote sustainable travel options. The report also highlights the importance of creating a more attractive and convenient public transport network across Keynsham and Saltford.
Safety on the A37:	
There were several calls to make the A37 safer, including suggestions to restrict lorry traffic during peak hours (7-9 AM and 4-6 PM).	The CSC report acknowledges the safety concerns on the A37 and proposes measures to improve road safety, including traffic calming and speed reduction initiatives. However, restricting lorry traffic during peak hours may not be feasible given the route forms part of the primary route network and the lack of a suitable alternative. The CSC report emphasises the need to balance the requirements of all road users while prioritising safety and sustainability.
Protection of the Green Belt:	
Respondents expressed concerns about protecting the green belt to maintain Whitchurch's character and prevent urban expansion.	The CSC report emphasises the importance of protecting the green belt to maintain the character of Whitchurch and prevent urban sprawl. Sustainable transport initiatives are designed to reduce the need for new road infrastructure, thereby preserving green spaces. The report aligns with national policies that prioritise environmental protection and sustainable development.
Priority for Pedestrians:	

Feedback	Response
<p>Many comments highlighted the need for more pedestrian-friendly measures, such as crossing facilities at the Black Lion crossroads, restrictions on pavement parking, and making Sleep Lane one-way.</p>	<p>The CSC report and Active Travel Masterplan both prioritise pedestrian-friendly measures. These include improved crossing facilities, restrictions on pavement parking, and traffic calming measures to create safer and more pleasant environments for walking and wheeling.</p>

5. Actions

Based on the feedback outlined in the tables in the preceding section, the following tables detail the specific changes made to the report in response to the comments, concerns, and suggestions provided. Each piece of feedback has been carefully considered, and the corresponding amendments demonstrate our commitment to addressing the issues raised. This ensures that the final report not only aligns more closely with the expectations and needs of the community but also reflects a collaborative and inclusive approach to its development.

This process of reflecting on feedback and implementing changes is crucial for several reasons. First, it ensures transparency by documenting the feedback received and the changes made, providing a clear and open account of how the report has evolved. This transparency allows stakeholders to see the influence of their contributions and understand the rationale behind the final content. Second, it builds trust and confidence within the community by demonstrating that individual comments and concerns have been heard and addressed. This reassures stakeholders that their voices matter and that the final report represents a genuine collaboration.

Attractive & Convenient Public Transport System

Modifications
Include a commitment to investigate the potential of incentivising off peak travel
Include references to the need for more frequent bus services including identifying services that need improvement in terms of frequency.
Investigate potential measures to reduce the cost of public transport for users, making it a more affordable option compared to private car travel.
Whitchurch - improved bus service to Keynsham and to south Bristol Hospital bus and coach station

Healthy and Active Travel Network

Modifications
Include within the public realm improvements in Keynsham town centre a need for more rest and support facilities that will provide wider benefits to the community.

Modifications
Include reference to a need to improve both CCTV provision and street lighting within Keynsham and Saltford.
As part of the A37 public realm improvements proposed in Whitchurch, include reference to the implementation of physical barriers to deter pavement parking and protect pedestrian pathways.
Include within the CSC report a reference to the need for better and more accessible travel information in multiple formats.
Include a reference within section 3.2 to improve crossings and put in measures for speed reduction and traffic calming to enable more living locally.
Add commitment to improve pedestrian and cycle access to bus stops in all areas included in the CSC.
Add a commitment to provide more secure/lit cycle parking at those bus stops located on the proposed cycle network put forwards by the ATM.
Add a commitment to work with the Parish Councils to identify improvements to existing pavements and footpaths as well as the need for new footpaths and pavements to connect to key services and facilities.
Improved accessibility to bus stops on foot and by bike with secure, covered, lit cycle parking where on the Active Travel Network.
Community e-bike hire schemes to form a network between villages within the Somer Valley. Also access to these on foot.
Community cycle parking that is secure, well-lit and covered, possibly with the addition of CCTV.
Possible include the role out of wider EV charging facilities across rural villages?
Add specific reference to the need to improve maintenance to pavements, footways, Public Rights of Way network, including the need to cut back vegetation.
Add in the sections on active travel and micro mobility a need to improve safety and reduce potential conflict between pedestrians and cyclists/e-scooters?
Add reference to the need for better speed enforcement of motorised vehicles in the active travel section

Keynsham and Saltford

Para 2.2.77 - Safer crossing points on A4 for bus users. Include specific reference to the need for crossing points at the A4 junction with Uplands Road and around the A4 junction with The Glen to enable access to buses
Include reference to improved bus infrastructure....including new bus shelters for instance at 'The Shallows' stop. Also, inclusion of digital real time passenger information at all stops.
Include reference to reclaiming pavements for pedestrians that are regularly being parked on by cars.

Segregation of pedestrians and cyclists on existing shared use path between Saltford and Keynsham and better signage.
In the challenges section include reference to poor pedestrian access to public transport and lack of infrastructure in places (crossings on A4 and bus shelters).
Include need for public EV charging points in Keynsham and Saltford, previously the CSC only talks about on street charging. (suggested location for Saltford is the Wedmore Road car park).
Include reference to speed calming measures in Keynsham and Saltford. In Saltford this includes the High Street and The Shallows.
Improved safety measures for pedestrians in areas of Keynsham and Saltford where there are limited or no pavements available.
Address concerns that liveable neighbourhoods and modal filters will impede emergency vehicles.
Need to set out more clearly the benefits of a mobility hub at Ashton Way in tandem with and without extending the pedestrianised area to include the High Street all the way to Station Road.

Somer Valley

Give a commitment that detailed modelling will need to be undertaken and presented to the community for any changes to the highway network in the centre of Radstock. This will identify impacts in terms of additional congestion.
Refer to the Town Council's regen plan and the desire to remove traffic and that the CSC is responding to this.
Highlight further links outside of the Somer Valley into Somerset and how our plans will assist those in Kilmersdon and Chilcompton for example.
Include a map of the Somer Valley under 3.1.1 as this is an area as opposed to a defined location.
Inclusion of an inter-village e-bike hire scheme as part of the Somer Valley sections.
Include reference to High Street renewal schemes in Midsomer Norton and Radstock to restore a pride of place and enable more local living.
Include a commitment to work with Parish Councils to identify missing footpaths and upgrade footpaths and pavements in the Somer Valley, provide community bike storage in our villages and investigate the potential for an e-bike hire scheme that creates a network between villages.

Hicks Gate

Update the section on quiet lanes removing specific references to locations for interventions. Include a reference to quiet lanes being able to be scaled up as desired to include for instance specific time periods and areas.
Emphasise the point that the A37 is the route that through and local traffic should be using, not residential or unsuitable roads.
Include a specific reference to a crossing on the A37 near to the Staunton Lane A37 junction.
Include more detail around the statement "supporting the delivery and retention of viable local services and amenities through reducing the negative impact of traffic through the area "
Include reference around designated storage areas or wider pavements needed to accommodate e-scooters.
Give examples on what community use and events that could be hosted at a new mobility hub.

Miscellaneous

Check document is fully accessible.
Add further text to explain the reasoning for those areas include within the SCS and add a commitment to a rural 'Journey to Net Zero'
Commitment to improve connectivity of on demand services with buses and rail.
Add further detail within the funding section including references to sums of capital currently available through the City Region Sustainable Transport Settlement, Investment Fund and Bus Service Improvement Plan.
Include further clarification where necessary that road space reallocation will be necessary to deliver some mitigations included in the CSC.
Include within the CSC a case study on a mobility hub and how these work, the size of them, what modes they cater for and what impact they have.

6. About You

As part of the consultation exercise on the Creating Sustainable Communities transport strategy, we included a series of questions to learn more about the individuals responding to the questionnaire and sharing their views. This information is critical to ensuring that the consultation process captures perspectives from a broad and representative cross-section of the community.

By understanding the demographics, experiences, and backgrounds of respondents, we can assess whether the consultation has successfully engaged a diverse range of voices. This is essential for creating a strategy that reflects the needs, priorities, and concerns of all community members, rather than being influenced by a limited number of opinions.

This approach helps us identify whether specific groups may be underrepresented in the feedback process. Ensuring diversity in responses also strengthens the overall consultation process by incorporating a wide spectrum of views and insights, helping to create a more inclusive and effective transport strategy that aligns with the goals of the wider community.

Through this targeted effort to understand who is engaging with the consultation, we have demonstrated our commitment to listening to and incorporating input from all sectors of the community, ensuring that the strategy is built on a foundation of equity and inclusivity.

The following figures present the information gathered from the questions designed to learn more about the individuals responding to the questionnaire and sharing their views. This data provides valuable insights into the demographics and backgrounds of participants, helping to ensure the consultation reflects the perspectives of a diverse and representative range of voices from across the community.

Figure 3 - Age of Respondents

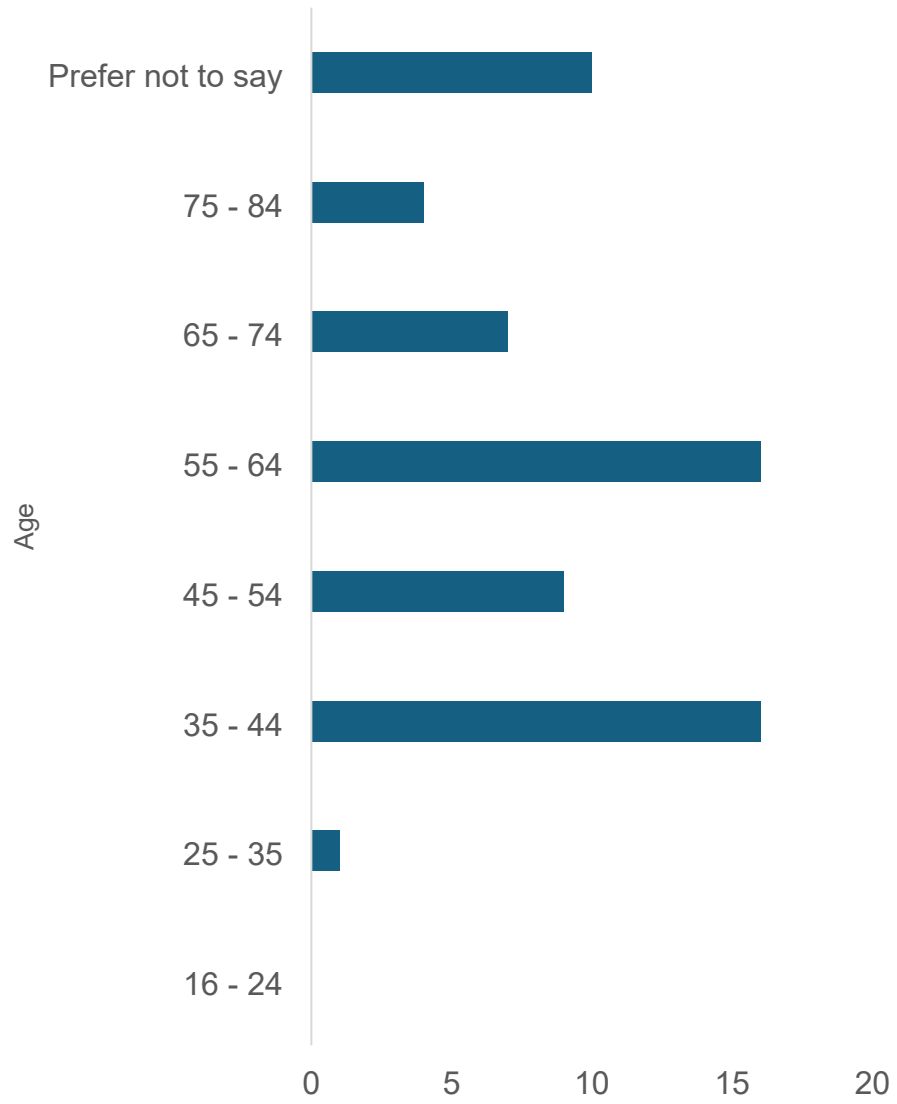


Figure 4 - Sex of Respondents

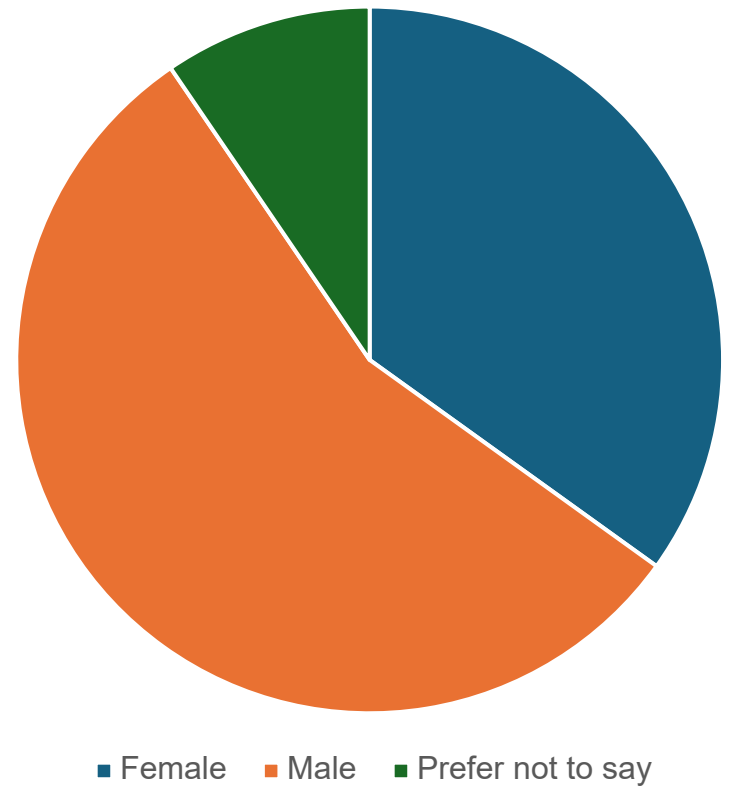
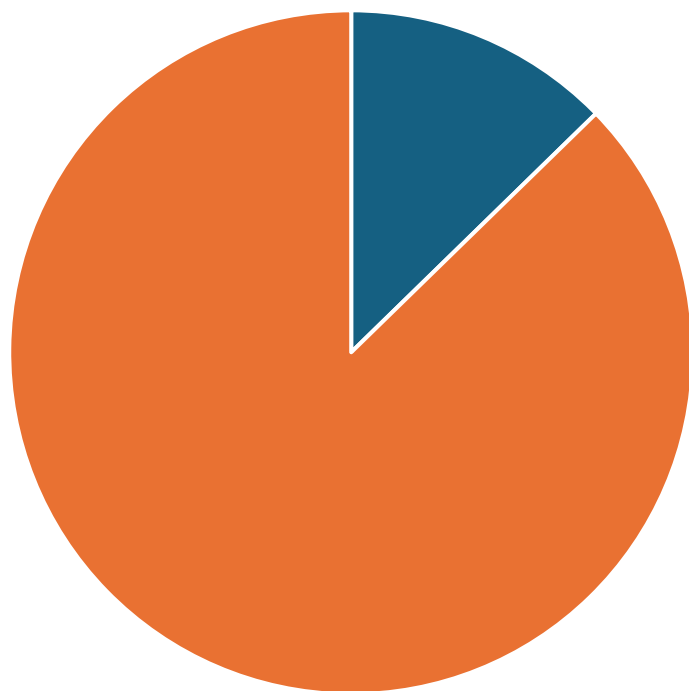
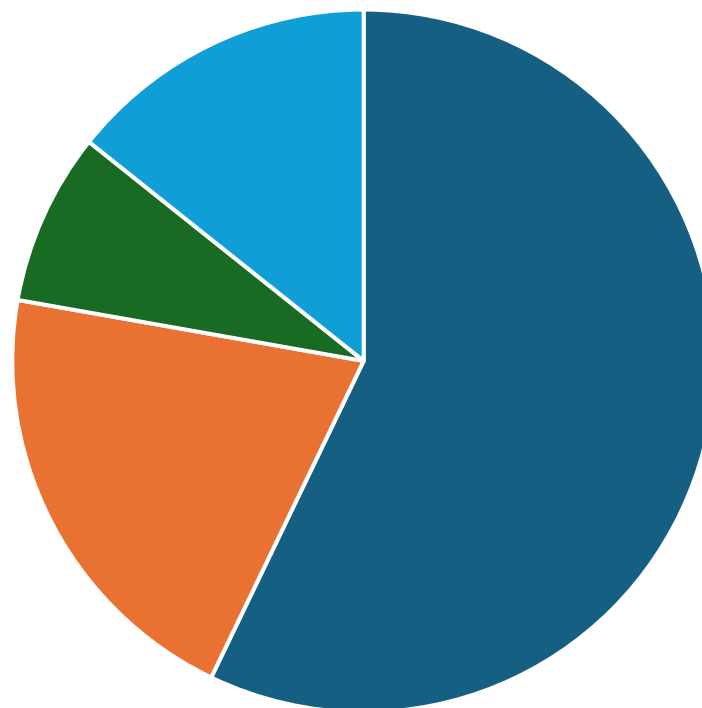


Figure 5 - Are you responding as an individual or on behalf of organisation?



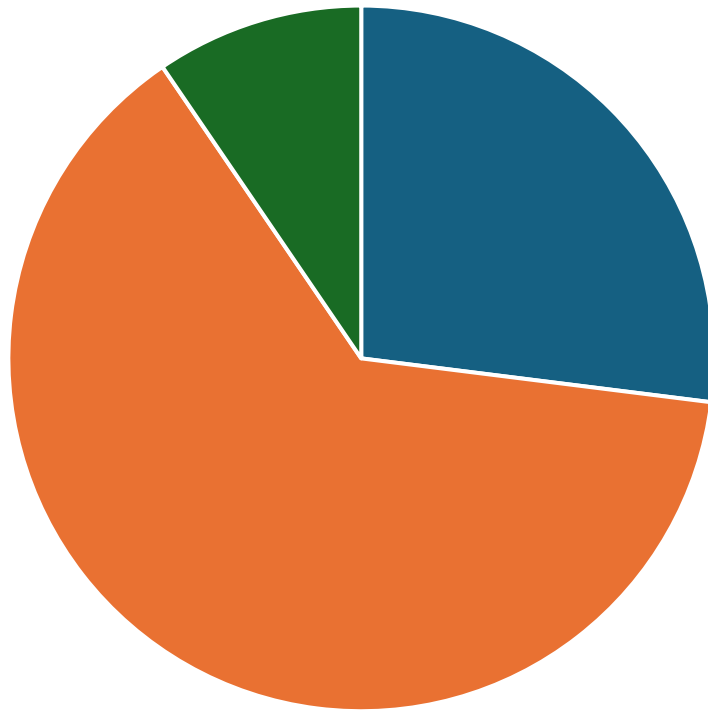
■ Organisation ■ Individual

Figure 6 - Work Status



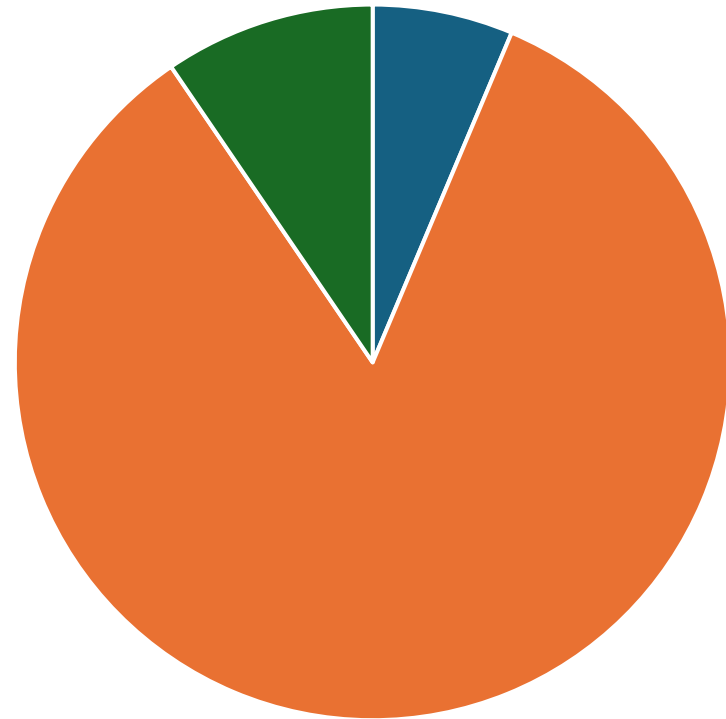
■ Employed ■ Not in paid work ■ Self Employed ■ Prefer not to say

Figure 7 - Do you have any dependent children?



■ Dependents children ■ No dependent children ■ Prefer not to say

Figure 8 - Do you consider yourself to be disabled?



■ Yes ■ No ■ No, but I live with or care for somebody with a disability

Figure 9 - Location of Respondents

