

<b>Bath &amp; North East Somerset Council</b>			
MEETING/ DECISION MAKER:	<b>Cllr Lucy Hodge, Cabinet Member for Sustainable Transport Delivery</b>		
MEETING/ DECISION DATE:	<b>Not before 15<sup>th</sup> November 2025</b>	EXECUTIVE FORWARD PLAN REFERENCE:	
			<b>E3637</b>
TITLE:	<b>Clapton Road and Redfield Road proposed pedestrian improvements</b>		
WARD:	Midsomer Norton Redfield		
<b>AN OPEN PUBLIC ITEM</b>			
<b>List of attachments to this report:</b> Appendix A – Location plan Appendix B – Equalities Impact Assessment Appendix C – Risk Assessment			

## 1 THE ISSUE

- 1.1 The Clapton Road, Paulton Road and Redfield Road project aims to provide improved pedestrian facilities between residential areas and three schools (Longvernal Primary School, St John's C of E Primary School and Somervale Secondary School). Currently the footways are narrow, there are missing mobility crossings at road junctions, some road junctions are wide and not pedestrian friendly and there are no formal crossing facilities at key locations on pedestrian desire lines.
- 1.2 £500,000 funding has been awarded through the Mayoral Combined Authority (MCA) from Active Travel England as part of Active Travel Fund 5 (ATF5) for the delivery of this project.

## 2 RECOMMENDATION

- 2.1 To approve £500,000 capital allocation for Clapton Road and Redfield Road proposed pedestrian improvements.

### **3 THE REPORT**

#### **BACKGROUND**

3.1 This scheme was identified through the Local Cycling and Walking Infrastructure Plan (LCWIP) as a strategic pedestrian route linking three schools in Midsomer Norton.

3.2 The key benefits of the scheme include:

- Providing formal pedestrian crossing facilities.
- Reduced vehicle speeds in residential areas.
- Improved community connectivity and reduced severance, with local roads being easier to cross for those walking or wheeling.
- Supporting the local economy by supporting access to new and existing employment, education and training.
- Actively promoting increased levels of physical activity through walking with health and wellbeing benefits.
- Contributing positive impacts to the problems of poor air quality and carbon emissions by:
  - Reducing traffic congestion by providing people with better travel choices.
  - Supporting mode shift from private vehicles.

3.3 Funding was awarded in 2023/24 through West of England Combined Authority WECA (Capability and Ambition Fund from the DfT) to carry out feasibility studies and outline designs for several high priority walking and cycling schemes identified within the Local Cycling and Walking Infrastructure Plan (LCWIP). Clapton Road/Redfield was one of the schemes allocated funding. The route details are shown on plan TRW0011-R-A1-LP in Appendix A.

#### **FEASIBILITY REPORT 2024**

3.4 The feasibility study reviewed the LCWIP recommendations and investigated pedestrian improvements at the following locations:

- Clapton Road
- Paulton Road/Redfield Road/Clapton Road/Chilcompton Road crossroads
- Redfield Road
- Access to Somervale School at Redfield Road.

3.5 The feasibility study and outline design report recommends:

- Footway widening on the north side of Clapton Road, junction improvements and mobility crossings
- a zebra crossing on Paulton Road and junction improvements on Clapton Road and Redfield Road at the junction of Paulton Road,
- footway widening on the north side of Redfield Road, side road junction improvements and mobility crossings.

3.6 New section of footway at Somervale School and a mobility crossing.

3.7 The next stage is a design review and detailed design following the feedback from the public consultation and from the Combined Authority Benefits and Outcome Panel.

## **4 STATUTORY CONSIDERATIONS**

4.1 The necessary Traffic Regulation Orders will be progressed following detailed design prior to construction.

4.2 The public sector equality duty (Equalities Act 2010) requires equality considerations to be reflected in the design of policies and the delivery of services, also see section 7 of this report.

## **5 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)**

5.1 In September the MCA confirmed a grant offer for £500,000 for the construction of the Clapton Road and Redfield Road proposed pedestrian improvements

5.2 The increased maintenance costs incurred, including the cost of maintaining two zebra crossings, will be £4,092 a year over their 20-year lifespan, to includes energy costs, road markings and antiskid surfacing, which is part of growth approved in 2025-26 budgets.

5.3 The project budget will fund Project management, Walking/Wheeling/Cycling design engineers, Principal engineers, and Highways technical assurance resources allocated from within Council teams and resourced externally. Additional Highways construction management will be required and is proposed to be resourced externally.

## **6 RISK MANAGEMENT**

6.1 A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision-making risk management guidance.

6.2 As per grant conditions all the funding will be committed by March 2026 (for this scheme a commitment consists of a contract for construction), and delivered as soon as possible after, complete by March 2027 on walking and cycling scheme construction, development and behaviour change programmes.

## **7 EQUALITIES**

- 7.1 Equalities, Diversity and Inclusion impacts are assessed both at a programme level and from the preliminary design stage, as part of the individual scheme design process.
- 7.2 The scheme has been designed to the Department for Transport, Inclusive Mobility.
- 7.3 See appendix B for the Equalities Impact Assessment (EqIA). This will be updated at key stages.

## **8 CLIMATE CHANGE**

- 8.1 A Climate Emergency was declared in March 2019 along with an Ecological Emergency in July 2019. In response to this B&NES Council has pledged to achieve carbon neutrality by 2030. This pedestrian scheme would contribute to the mitigation of the climate crisis through the adoption of more sustainable and healthy transport options.
- 8.2 Transport currently accounts for 29% of carbon emissions in the B&NES area. Schools are one of the most productive areas for encouraging sustainable travel, with children particularly aware of environmental challenges and eager to walk or cycle.
- 8.3 These proposals will contribute to achieving the Council's commitment including enabling healthier, safer and greener ways to travel to and from school.
- 8.4 The scheme is in accordance with the WoE Climate Emergency Action Plan as it will enable an increase in the uptake of active travel in Midsomer Norton. This will help achieve the goal to create a net carbon zero region by 2030.
- 8.5 Active travel is the cleanest form of travel. High-quality infrastructure, in combination with other low-carbon transport modes, can provide competitive journey times to private vehicle use and lead to a step change reduction in transport carbon emissions.

## **9 OTHER OPTIONS CONSIDERED**

- 9.1 The option of CRSTS 1 funding has been considered to fund the construction but currently this is not an option.

## **10 CONSULTATION**

- 10.1 MCA and UA officers have been involved in the development of the options via the Walking and Cycling Officer Working Group for the allocation of ATF 5 funding. Feedback has been sought from WECA Regeneration, Development and Transport, group (RDT). The Infrastructure Directors have confirmed that there are no objections to taking a decision on the Active Travel Fund Tranche 5 programme.
- 10.2 Somervale School have been consulted on the proposals during the outline design process.

- 10.3 Following the completion of the feasibility study the ward councillors (Councillor Tim Warren and Councillor Sarah Evans) and Councillor Sarah Warren Cabinet Member for Transport at the time of the feasibility study were kept informed on the project including outcomes of the feasibility study. Councillor Lucy Hodge, the current Cabinet Member for Sustainable Transport Delivery has been informed and updated on the proposals.
- 10.4 A public consultation was carried out in March 2025 which included the schools which would benefit from these proposals. This included an online questionnaire and a drop in event at Somervale School. The drop in event was well attended. This provided useful information which will inform the detailed design.
- 10.5 There were 20 consultation questionnaires returned. Although this is a low number the results indicated overall support for the proposals.
- 10.6 70% of respondents supported or strongly supported the concept of improving pedestrian facilities on Redfield Road, Clapton Road and Paulton Road
- 10.7 90% of respondents supported the proposal for a zebra crossing on Paulton Road
- 10.8 80% of respondents supported the proposal for a zebra crossing on Redfield Road
- 10.9 Further consultation will be carried out as part of the Traffic Regulation order process.

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<b>Background papers</b>	None
<b>Please contact the report author if you need to access this report in an alternative format</b>	