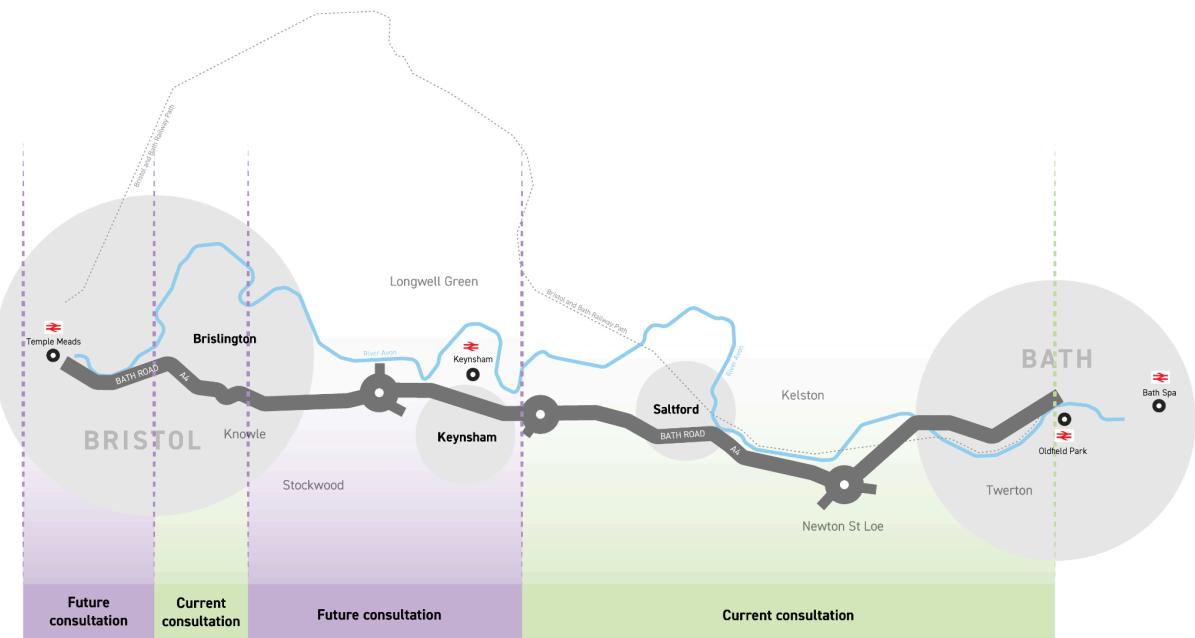


Subject: A4 Bath to Bristol consultation



General

The interactive map works well and it is suggested be used for similar future consultations.

The proposals overall are disappointing and do very little, in terms of building new usable walking, wheeling, and cycling infrastructure for all abilities, including children. The proposals primarily improve what is already there.

Confirmation is requested that none of the interventions proposed in this consultation contravene Active Travel England's recently published document [Critical safety issues for walking, wheeling and cycling](#).

We look forward to details of the 'brand-new alternative cycle route between Bristol and Bath' when these become available. To save a considerable diversion onto the B-B cycle track, it is proposed that a two-way cycle route along the A4 should be implemented to connect to the dormitory residential area of Salford to:

- the major employer and educational facility at Bath Spa university
- Corston and Newton St Loe villages
- The shared use path between the Globe Roundabout and Twerton Fork

Keynsham and Saltford

The A4: Broadmead roundabout to Saltford village



Norman Road

No comment

Manor Road to Beech Road across the A4 is a nationally recognised cycleway. The junction should be improved to ensure a safe crossing for cyclists, similar to the proposed improved crossing at Norman Road.

Broadmead Roundabout - Where it is suggested that cyclists rejoin the carriageway, it is proposed that the footway along Bath Road towards Keynsham be converted to a shared use path. The current design appears to contravene [ATE-CSI Section 9: Motor traffic volumes](#)

Saltford Railway Station

No comment

The Shallows

We feel an opportunity has been missed to recognise the Shallows as an alternative access route to the Bristol & Bath Railway path. A widened shared path from The Shallows A4 junction to the Globe Roundabout would provide a direct walking, wheeling, and cycling route to the Bath Spa Campus and a more direct, socially safer, path from Saltford to Bath.

There is a further opportunity to create an A4 shared path from the Shallows into Saltford up to at least Uplands Road.

Bath

Globe roundabout to Twerton Fork



The shared use path was badly laid and should be replaced by a smooth all-weather surface. The path should be routed such that obstacles are removed or avoided.

The triangle at the Twerton Fork roundabout contains a colony of protected wild pyramidal orchids. Advice should be sought on how they are handled/relocated as appropriate.

The Pennyquick footway leading to Newton St Loe should be widened into a shared path with a crossing provided to access the village at Village Road.

Newbridge Road and Upper Bristol Road

It is not clear why the improved cycling infrastructure stops just past Homelea Park West. Given that many houses include driveways for off-street parking, this should be continued to the Newbridge Park and Ride and Brassmill Lane thereby completing a connecting route to the B-B shared-use path.

To ensure the proposals represent no danger to pedestrian/cycling/bus users along Newbridge Road, confirmation is requested that the ATE '[Critical Safety Issues for walking, wheeling and cycling](#)' has been followed and all proposals are compliant.

The opportunity should be taken to:

- Build a cyclops junction at the north and south ends of Windsor Bridge to improve walking, wheeling and cycling access and safety to the area.
- Establish cycling connectivity north/south along Windsor Bridge, possibly by combining current footways into shared use.
- Create links to the Sustainable Transport Route (STR) (see below) to enable traffic free access to the city centre from the major developments (ex Dick Lovett; Spring Wharf; Chivers House and former Bath Press) on the Lower Bristol Road.

Create a cycle link to the Royal United Hospital from Osborne Road and the redeveloped Hartwells site via Roslyn Road and Evelyn Road, upgrading road junctions as required.

- Require the Hartwells developer to provide walking, wheeling, and cycling access using the proposed site car park access road to the Sustainable Transport Route. The current planning application proposes a barrier for exclusive private car use only.
- Complete the light segregated cycle route between the Upper Bristol Road (Midland Road junction) and the north end of Windsor Bridge, removing parking as required.
- Establish a cycle route between the Newbridge Park and Ride (with an associated transport hub) along Brassmill Lane/Rudmore Park to join the Bath to Bristol shared use path.
- Establish a 4 season shared path route between the Newbridge Park and Ride (with an associated transport hub) to Oldfield School using the existing PROW as a foundation.

Lower the speed limit to 20mph

Brassmill Lane and Station Road

See [**Extending the Railway Path in Bath**](#) below.

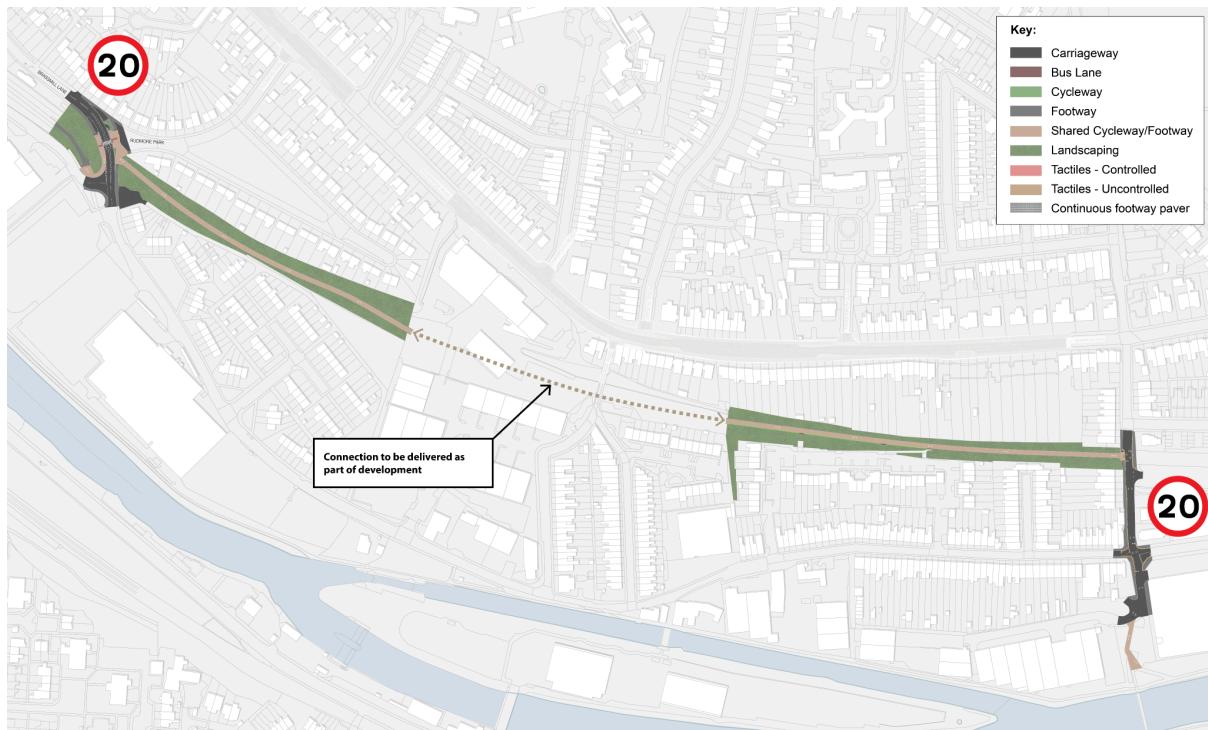
Bristol and Bath Railway Path

Bird in Hand connection in Saltford



Agreed. A welcome upgrade.

Extending the Railway Path in Bath



This proposal is supported, including the building of a bridge as the junction includes a blind bend, often with vehicular traffic, including heavy commercial vehicles, with drivers regularly breaking the speed limit.

The changes proposed would put in place the first section of the STR and should take account of further developments to establish the route. A briefing note and sketch plan are attached for ease of reference. Policy for establishment of the route is best referenced in the [Enterprise Area Masterplan](#), (with [Cabinet approval](#)) in particular pages 17 and 18.

It was understood that the sections either side of the former Hartwells site were to be funded by an S106 contribution from the site development. Given that these sections are now to be funded from WECA/B&NES It is now understood that the developer contribution will be made to the CIL fund. It is requested that that finance will be used to implement the council element of the Strategic Transport Route (STR), in particular bringing into B&NES ownership of the Locksbrook (former railway) Bridge over the River Avon.

In the previous consultation WRB raised the STR as a key issue which should be addressed at an early stage, in particular acquisition of the Locksbrook Bridge. The council's response (for ease of reference reproduced at Appendix A) advised:

"The most appropriate funding source for both developing the business case to reinstate use of the Bridge, and to deliver the [STR] scheme itself, is likely to be the second round of City Regional Sustainable Transport Settlement (CRSTS2), expected to cover the period 2027-2032. Development of the pipeline of schemes for CRSTS2 is at an early stage and B&NES will work with the Combined Authority to develop an appropriate set of schemes to be taken forward: we will seek to prioritise Locksbrook Bridge as part of these discussions"

It is surprising, therefore, that no reference is made to the STR and acquisition of the Locksbrook Bridge in this latest round of funding. WRB requests, that, as part of this consultation, B&NES Council references the STR and its intention to undertake its role in building the route (see briefing note), in particular the intention to acquire ownership of the Locksbrook Bridge. WRB offers our historical knowledge and experience, reaching back over

10 years, in doing so.

Improvements to the Railway Path between Saltford and Bath

The proposal, particularly the addition of lighting, is supported. Without lighting, this isolated route is not socially safe and will not enable more people to cycle.

Appendix A

From: Nik Bowyer <Nik_Bowyer@bathnes.gov.uk>

Date: Dec 7, 2023, 1:34 PM

To: Adam Reynolds

CC: Pam Turton, Jon Legge, Sarah Warren, Guy Hodgson, Frank Tompson

Hi Adam,

Thank you for your e-mail to Cllr Warren, which has been passed on to the Strategic Transport team, and for the statement made to Council on 30 November.

The Council takes its objective to meet net-zero carbon very seriously, and a key part of achieving that is to deliver on the "[Journey to Net Zero](#)" to form a holistic and logical cycle network. We are aided in this by the requirements from CRSTS, for example, to ensure that we deliver infrastructure in accordance with government guidance set out in Local Transport Note 1/20 (LTN1/20) which, amongst other requirements, sets out the importance of cohesive, direct networks.

We support Walk Ride Bath's ambition to see the reinstatement of Locksbrook Bridge as a key walking, wheeling, and cycling link in the wider transport network. Indeed, through our current work, we are seeking to deliver a high-quality east-west route for cyclists across the city that will segregate cyclists from traffic and reduce conflict between cyclists and pedestrians experienced on the existing river path. The recent A4 Bath to Bristol public engagement set out proposals to deliver an extension to the Bristol and Bath Railway Path (BBRP) between Brassmill Lane and Station Road, whilst we are ensuring development sites to the east of the river Avon include sustainable transport route provision. The route continues to be part of active Council policy, including as ST2/ST2A in the Local Plan, a route in the LCWIP, and as set out in the [Bath City Riverside Enterprise Area](#) masterplan.

The Council has already conducted initial work on understanding the feasibility of bringing Locksbrook Bridge back into active use: a dive survey of the structure undertaken in 2021 identified no material issues that would prevent the structure from being reopened, subject to appropriate maintenance and renewal work. The most appropriate funding source for both developing the business case to reinstate use of the Bridge, and to deliver the scheme itself, is likely to be the second round of City Regional Sustainable Transport Settlement (CRSTS2), expected to cover the period 2027-2032.

Development of the pipeline of schemes for CRSTS2 is at an early stage and B&NES will work with the Combined Authority to develop an appropriate set of schemes to be taken forward: we will seek to prioritise Locksbrook Bridge as part of these discussions. The Strategic Transport Projects team will work closely with the Active Travel team to build on work undertaken to date; including engagement with the DfT and the Historic Railways Estate (National Highways).

Thank you for your continued engagement.

Nik

Nik Bowyer CTPP FCIHT FRGS CMILT MTPS

Pronouns: he/him/his ([What's this?](#))

Strategic Transport Projects Manager

Sustainable Communities

Bath & North East Somerset Council

Appendix B: Sustainable Transport Route (pdf attached)

