

Bath Sustainable Transport Route (STR) - Briefing Note by Walk Ride Bath - October 2025

The Sustainable Transport Route (STR) is the biggest - and easiest - win to introduce a major active travel scheme in the Bath area.

Delivery of the STR will provide a route for walking, wheeling and cycling from the B2B Railway Path in the west via Bath Riverside through to the former Green Park station in the east. This will create a major high quality corridor to and from the city centre, meeting and dovetailing with the current Bath City Centre consultation proposals.

The Local Plan states: POLICY ST2: SUSTAINABLE TRANSPORT ROUTES Development which prejudices the use of former railway land for sustainable transport purposes as shown on the Policies Map will not be permitted.

The authoritative source for establishment of the route is best found in the [Enterprise Area Masterplan](#), (with [Cabinet approval](#)) in particular pages 17 and 18.

It is suggested that the scheme be considered as a 'jigsaw', with elements being put in place as and when government funding becomes available and private construction projects come to fruition. It is essential that B&NES Council recognises those elements which it needs to put in place, primarily implementing cycle/pedestrian infrastructure along Locksbrook Road from Station Road to and Locksbrook (the former railway) Bridge, including a ramp to the bridge (on council land).

The risk of not completing the project in its entirety is considered to be low. Given the minimal impact to local households/communities, local opposition should also be low.

Current Developments/Status and proposals (West to East)

From the Bath to Bristol Railway Path - Across Brassmill Lane to join the current informal path, install a crossing. Latest proposals in the A4 Bath to Bristol consultation include building a bridge, which WRB supports.

Brassmill Lane to the Hartwells site - Segregated and surfaced walking/cycle path along the current informal path required.

Hartwells - A key site. Following the successful Secretary of State appeal by developers Oakhill, it was understood that S106 funding would meet the requirement for STR continuation either side of the site from Brassmill Lane to Station Road. Latest proposals in the A4 Bath to Bristol consultation appear to indicate that funding will be met by the project.

Route to the Locksbrook (former Midland Railway) Bridge - At Station Road, turn south and follow down to Locksbrook Road, then turn left (east). On the north side of Locksbrook Road reconfigure the footway/roadway to ensure segregated walking/cycling lanes, removing some road width and parking from vehicular traffic as required, down to **Locksbrook Bridge**. *This is the main section of the STR for which BathNES Council will be required to take design and funding responsibility.*

The '**Depot**' and adjacent buildings at Station Road - Agreement for development is understood to be well advanced with Bath Spa University where ongoing developments to the campus and adjacent area should be complementary to the STR project, and may also help deliver further improvements to/from Station Road.

Locksbrook (former Midland Railway) Bridge - The bridge is known to be sound. DfT has already advised that transfer of ownership to BathNES Council is viable, along with a dowry for repair and future maintenance. *Early action to transfer ownership of the bridge to BathNES Council, which may require high level approval, is recommended.* A ramp up to the bridge is required from the council owned VW Garage leased parking area which would need to be reclaimed.

A link should also be made to the adjacent riverside path.

Chivers House - Work currently underway. The planning application included linkages to the Locksbrook Bridge with the potential to build an exit ramp onto Windsor Bridge Road for which BathNES Council will be responsible. A road crossing to be put in place to the former Gas Works site. It is understood that an S106 contribution may be available from site developers St William/Berkeley Homes.

Spring Wharf - Currently half finished with a link in place to the Two Tunnels Greenway from Chivers House.

Access from Two Tunnels Greenway - From Bellotts Road junction, crossing over Lower Bristol Road is in place with linkage via Spring Wharf and Chivers House when complete.

Former Gas Works Site – Development underway by St William/Berkeley Homes. WRB met with developers prior to the submission of a planning application to confirm appropriate STR access through the site.

Bath Riverside - Route to follow what is effectively a low traffic neighbourhood along Stothert Avenue until Victoria Bridge Road.

Former Homebase Site - WRB met with a representative of developer HUB to ensure appropriate routing through the site. A land ownership issue needs to be addressed to ensure access towards Sainsburys. The [Local Plan](#) supports a continued route across the Stanier Road/Sainsburys bridge

Sainsburys to James Street West – BathNES Council will require to negotiate access through Sainsburys car-park to join seamlessly with infrastructure improvements contained in the Bath City Centre proposals.

Other Observations

Local Community Linkages

Consideration should be given to include improved links to and from local communities including Royal United Hospital, Oldfield Park (via the First Weston Island Bus Depot), Chelsea Road and the Newbridge Park and Ride.

WECA/B&NES Funding Requirement

This would largely be confined to:

- Improving walking/cycling access on the north side of Locksbrook Road between Station Road and Locksbrook Bridge and ramping up to the bridge
- From the Railway Path Implementing a (bridge) crossing at Brassmill Lane

Effect on Other WECA/B&NES Related Projects

The route will act to:

- Riverline Project - Remove many cyclists from the narrow riverside path which is suitable only as a leisure/pedestrian route, to the benefit of all.
- Remove cyclists and e-scooter users from Newbridge Road thereby giving priority to bus movements.
- Bath City Centre - dovetail with the current consultation proposals to deliver cyclists to and across the city centre.