

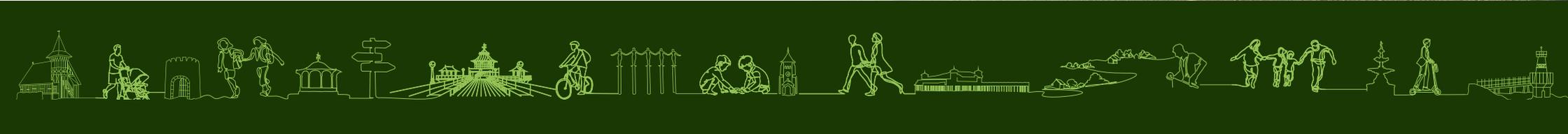
# North Somerset Council **Liveable Neighbourhoods Action Plan**

## Active Travel Action Plans 2023-30

One of our seven Active Travel Action Plans (ATAPs) for 2023-30 to help deliver our Active Travel Strategy's vision, to:

**'Make walking and cycling the natural choice for a cleaner, healthier and more active North Somerset'**

**Plan statement:** This **Liveable Neighbourhoods Action Plan** centres on the proposals we will prioritise to enhance residential neighbourhoods to make them quieter, greener and more pleasant places to live, work and play. This will also make everyday transport choices by active ways like walking/wheeling and cycling more attractive.



## What is Active Travel?

**Active Travel** refers to the movement of people or goods by using the physical activity of a person for movement. In this Active Travel Action Plan, active travel refers mostly to the most popular forms of active travel – walking/wheeling and cycling – but also includes (and is not limited to) other active options such as running and scooting.

## What is a Liveable Neighbourhood?

Liveable Neighbourhoods, also known as Low Traffic Neighbourhoods (LTNs), work by closing roads to through-traffic at specific points, known as ‘modal filters’. While all roads are accessible by car, through-traffic is reduced, creating cleaner, quieter and greener neighbourhoods, making it easier for people to safely make short journeys on foot or by bike rather than choosing the car.<sup>1,2</sup>

## Equalities impact assessment

North Somerset Council (NSC) welcomes its Equality Act 2010 responsibilities and is committed to meeting them. Our activities are consistent with the council’s Corporate Plan vision of an Open, Fair and Green authority and our **Equalities Policy**.

Our Place and Movement Framework and Active Travel Action Plans are consistent with central government Levelling Up priorities by building capability to deliver an inclusive active travel network. All the plans included are about bettering travel choice for all our local residents and include provisions, such as more level pedestrian crossings, tactile paving and removing barriers to travel, particularly for the elderly, disabled, those with mobility issues or people who are visually impaired.

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Cover image – Math Roberts Photography

1 **Waltham Forest Mini Holland Design Guide**, 2015

2 **Gear Change**, 2020 (p18)

# 1. Policy context

## Active Travel as a local priority

The **North Somerset Corporate Plan (2020-24)** aims to create an Open, Fair and Green North Somerset with the council being a local leader and the area's largest employer. For transport specifically, the West of England **Joint Local Transport Plan 4 (JLTP4)**, adopted by North Somerset Council and its West of England neighbouring authorities in March 2020, sets out to:

- Take action against climate change and address poor air quality;
- Support sustainable and inclusive economic growth;
- Enable equality and improve accessibility;
- Contribute to better health, wellbeing, safety and security;
- Create better places.

To help make this a reality, the **North Somerset Active Travel Strategy** (adopted in July 2021) sets the policy background to accelerate North Somerset Council's efforts over the next ten years to 'make walking and cycling the natural choice for a cleaner, healthier and more active North Somerset'.

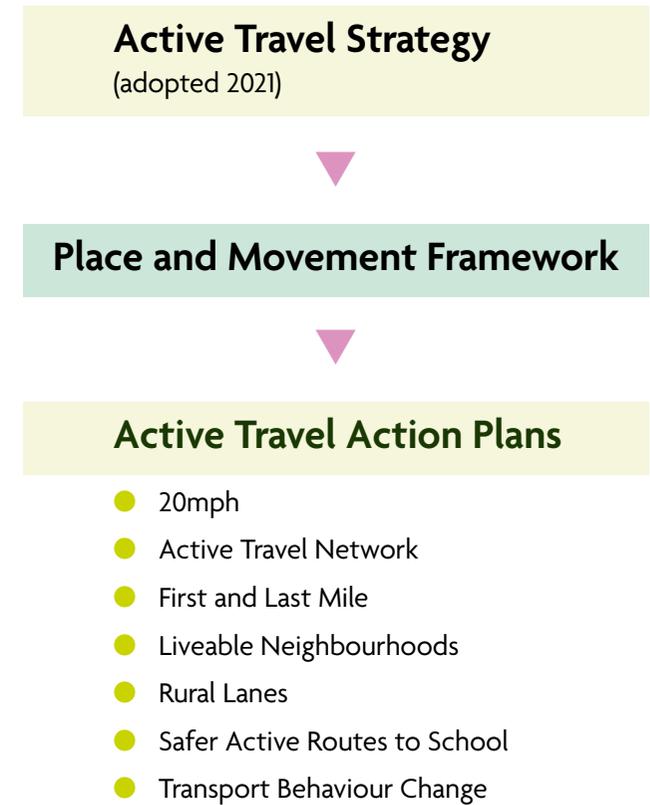
The strategy aims to achieve a number of benefits locally including:

- safe and frequent active travel to improve public health;
- reduce carbon emissions and improve air quality;
- support the local economy;
- help grow more 'liveable neighbourhoods' with our communities and through the planning system.

The Strategy's key target is to increase walking and cycling trips by 300% by 2030.

On adopting the Strategy, North Somerset Council's Executive Committee set out that a series of action plans would be developed and adopted to help us make our Active Travel Strategy commitments and interventions a reality, as shown in the diagram below.

**Figure 1:** The North Somerset Council active travel policy framework.



The seven Active Travel Action Plans show the areas of focus for our active travel interventions, to help the council and North Somerset residents, businesses and visitors to choose active travel as the natural choice for the shorter and medium length journeys, and as the first and last mile of longer journeys.

This is part of the council's response to the Climate Emergency, the cost of living crisis and the health emergency by enhancing our transport network for cleaner, cheaper and healthier transport choices.

**Plan statement:** This **Liveable Neighbourhoods Action Plan** centres on the proposals we will prioritise to enhance residential neighbourhoods to make them quieter, greener and more pleasant places to live, work and play. This will also make everyday transport choices by active ways like walking/ wheeling and cycling more attractive.

## National refocus on active travel

Since the launch of central government's **Gear Change: A bold vision for cycling and walking** in July 2020, we have seen an increase in priority of active travel within the national transport agenda. With new strategies, funding opportunities and even a new national agency, active travel is quickly becoming a serious priority for national government's transport agenda and a material requirement for local authorities across the country:

- The Department for Transport's **Decarbonising Transport** plan to 2050, with the top Strategic Priority being 'Accelerating modal shift to public and active transport' so that they 'will be the natural first choice for our daily activities';

- **Gear Change** and **Local Transport Note (LTN 1/20)** setting much higher standards for active travel infrastructure;
- **Active Travel England** are the new government agency with responsibility for assessing and allocating all active travel funding bids for national funding, but also have statutory planning consultee and other support functions, as well as hosting regular local authority self-assessments, to measure authorities' ability to plan and deliver active travel networks;
- **Local Authority Toolkits** – supporting local authorities to promote active travel in their areas;
- **A Moment of Change** – guidance for local authorities to promote an active return to work (following the pandemic and associated lockdowns/homeworking).
- CWIS2 – national government's second **Cycling and Walking Investment Strategy** – including the target of 46% of journeys within towns and cities to be walked by 2025 (from 41% in 2018-19);
- **Active Travel Funds 2 and 3** – dedicated funding for active travel enhancement schemes.
- Capability and Ambition Fund – national government revenue funding for local authorities to build their 'capability' to plan and deliver active travel networks
- Local Transport Plan (LTP) guidance is being updated (due to be announced early 2023) and

- future funding likely to be tied to a decarbonising approach to transport planning and delivery;
- New Manual for Streets 3 expected soon (design guidance for new developments);
- The above, and our emerging North Somerset active travel design guidance (through our Place and Movement Framework – see section 2), will feed into a revised North Somerset Highway Development Design Guide (HDDG), for developers and any other external and internal stakeholders planning changes to the transport and highways network.

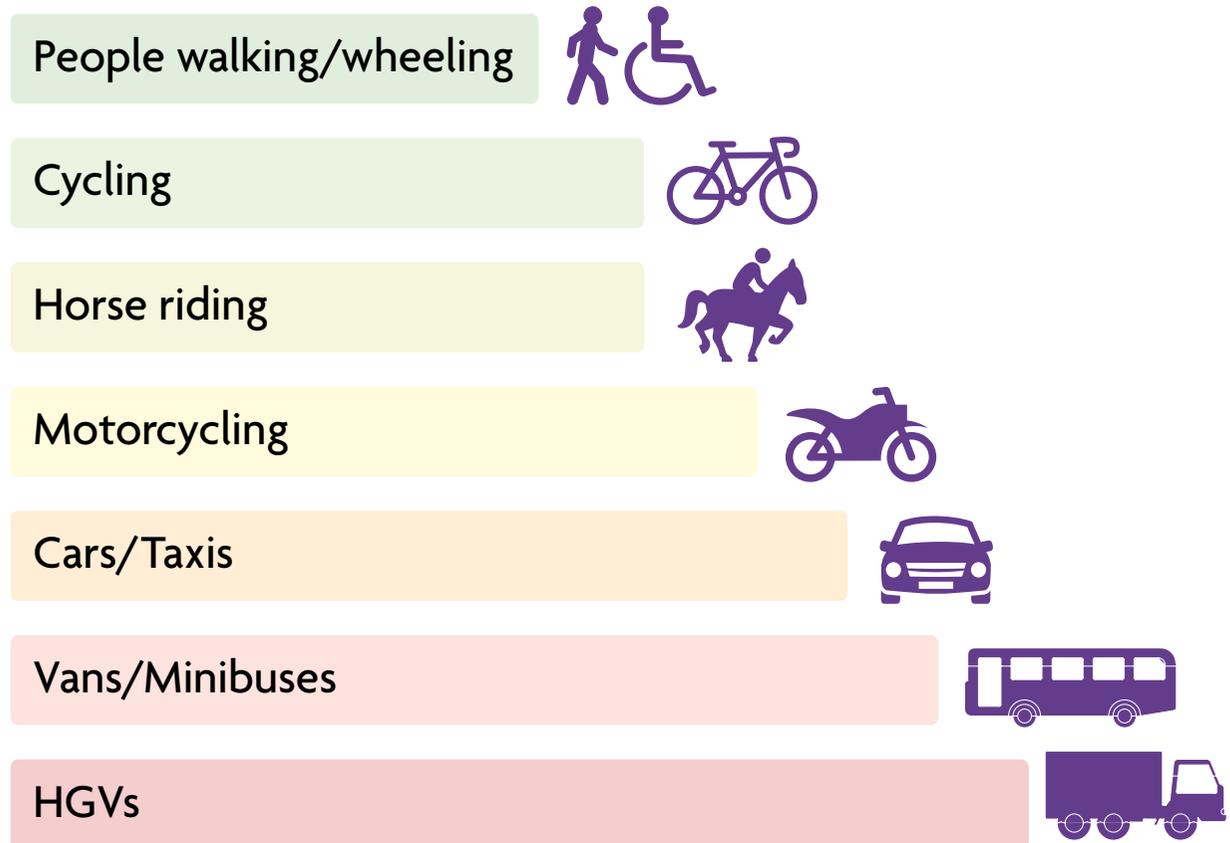
“Residential side streets across the country can be blighted by rat-running. Low traffic neighbourhoods will be created in many more groups of residential streets by installing point closures – for example, bollards or planters – on some of the roads. It would still be possible to access any road in the area, but motor traffic would not be able to use the roads as through routes. Streets within low traffic neighbourhoods will provide clear, direct routes for cyclists and pedestrians promoting walking and cycling. Accidents, pollution and noise will be dramatically reduced for residents... Contraflow cycling, where cyclists are allowed to ride against the direction of travel on lightly-trafficked one-way streets, has worked well in both residential and non-residential areas. This should be the default on all quieter one-way streets with certain minor exceptions. Appropriate signage will be required.”

Gear Change 2020

### Hierarchy of road users

All interventions we pursue will reflect the **recently updated Highway Code’s hierarchy of road users**, which places the onus on larger, faster and heavier vehicles to take extra care around those that are at greater risk in the event of a collision.

Figure 2: New road safety hierarchy of road users



Road users with the potential to cause the most harm – such as those in large vehicles – have more responsibility to reduce the threat to others (in consistency with updated Highway Code, January 2022).

## 2. Policy approach

### Active Travel Strategy

**Guiding principle:** We will create Liveable Neighbourhoods from new and transform existing neighbourhoods dominated by the motor car to create green, safe and active environments for North Somerset residents, businesses and visitors.

By creating Liveable Neighbourhoods in our towns and villages, supported by an enhanced and safer strategic cycle network, we will deliver increases in active travel as residents, businesses and visitors can increasingly choose these healthier, lower-carbon and often more enjoyable ways of travelling.

Liveable Neighbourhoods identified within the Active Travel Strategy:

- School pedestrian and cycle zones.
- Weston Central Liveable Neighbourhood (formerly referred to as ‘Christchurch’ – in progress.
- Backwell – concept stage.
- Clevedon Hill Road and Alexandra Road area – in progress.

### Other supporting NSC policy documents

- **Local Plan**  
the emerging Local Plan seeks to introduce Liveable Neighbourhoods at large development sites such as Wolverhill, Yanley and sites around Nailsea and Backwell.
- **Climate Emergency Strategy**  
aims to reduce emissions from transport
- **Green Infrastructure Strategy**  
Increase tree canopy by 25% on North Somerset land and encourage the wider community to increase by 30% overall by 2030.
- **Health and Wellbeing Strategy**  
using physical activity to improve health outcomes
- **Local Flood Risk Management Strategy**  
using Sustainable Urban Drainage Systems (SUDS) in new developments to reduce flood risk.

### Place and Movement Framework

Every single road, street, and lane in North Somerset will have both a **Place** and a **Movement** category, giving it one overall **classification**.

The three **Place** categories are:

- Rural
- Urban
- Urban hub

The three **Movement** categories are:

- Primary route
- Neighbourhood distributor
- Local access

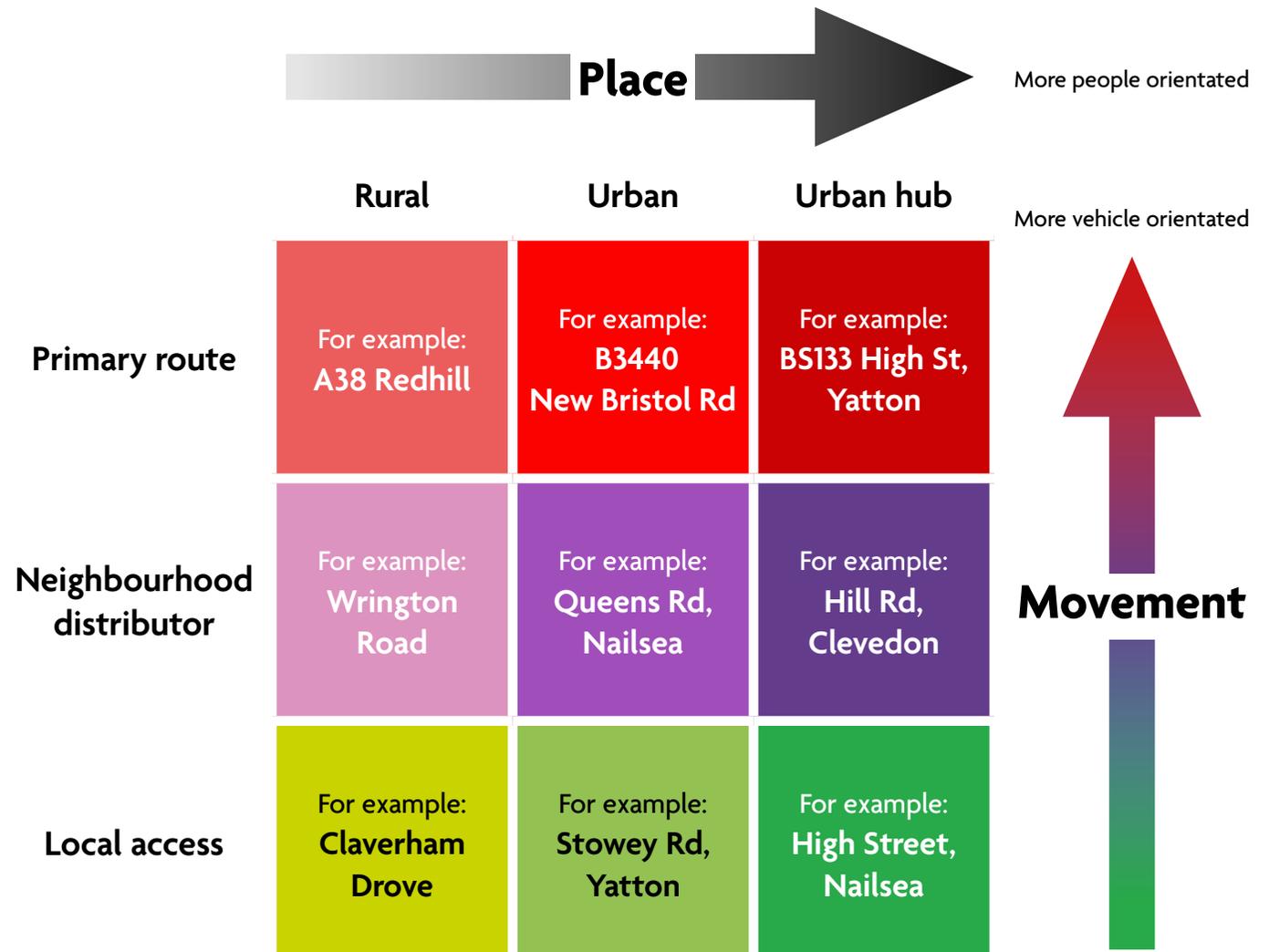
We are working on design guidance for each of these nine classifications. Each of the nine classifications’ design codes will have a context checklist to ensure we factor in all needs for the transport space, such as whether it is a frequent bus corridor or whether it on the National Cycle Network, as well as other important considerations for auditing and design.

North Somerset’s ‘Urban’ areas will be the location of any future Liveable Neighbourhoods. The Liveable Neighbourhoods will typically fall within ‘Local Access’ roads and be bounded by ‘Neighbourhood Distributor’ roads.

## Key characteristics of Liveable Neighbourhoods:

- **Boundary** – each Liveable Neighbourhood is a group of residential streets, bordered by Primary or Neighbourhood distributor roads (the places where buses, lorries, lots of traffic passing through should be), or by features in the landscape that form barriers to motor traffic – rivers, train lines, etc.
- **Size** – someone should be able to walk/wheel across a Liveable Neighbourhood in fifteen minutes at most. Any larger and people may start driving inside the neighbourhood. An ideal size is about 1km squared.
- **Transport hubs** – groups of Liveable Neighbourhoods should be clustered around key amenities and transport interchanges in a 6-10km radius (with 1-2km walking journeys key).
- **Walking/wheeling and cycling links** – Liveable Neighbourhoods should link together with crossings across distributor roads or other Liveable Neighbourhood boundaries – this enables people to walk and cycle between Liveable Neighbourhoods from home to amenities, transport hubs etc.
- **Reduced traffic flows and speeds** – modal filters should be used to remove through traffic from the Liveable Neighbourhoods and reduce vehicle speeds.

**Figure 3:** Place and Movement Framework classifications for every road, street, lane in North Somerset (with examples). This includes three 'Place' categories (Urban hub, Urban and Rural) and three 'Movement' categories ('Primary route', 'Neighbourhood distributor' and 'Local access').



- **Active travel corridors** – the positive benefits of Liveable Neighbourhoods can be further enhanced by providing high-quality cycle lanes and pavements along the adjacent distributor roads.<sup>3</sup>

**Guiding principle:** Liveable Neighbourhoods will be created on primarily residential streets that are bounded by Primary or Neighbourhood distributor roads and be of a walkable size. They will seek to reduce traffic flows and encourage higher levels of walking and cycling.

A quiet street in a Liveable Neighbourhood enables children to move around safely. (Sustrans)



Liveable Neighbourhoods may contain some or all the features listed below:

### Features for the edge of Liveable Neighbourhoods:

- **Continuous level footways or gateway features** – they are ideal for reinforcing walking/wheeling and cycling priority and the boundary to a liveable neighbourhood. This shows drivers that they are entering an area of low, calm and slow traffic.
- **Primary or Neighbourhood distributor road cycle lanes** – providing safe strategic or arterial routes for cyclists and connecting the Liveable Neighbourhood to other parts of the urban area.
- **'Parklets'** – gateway features and modal filters offer the opportunity to reclaim some road space which can be used for seating or other urban greening.
- **Parallel crossings** – to join multiple Liveable Neighbourhoods across the main distributor roads which can otherwise act as a severance. Where existing signalised crossings are already in place, pedestrian waiting times will be reduced where possible.

**Guiding principle:** The boundary of Liveable Neighbourhoods will be clearly defined through continuous footways and gateway features, signalling the entry point to a low traffic environment. Parallel crossings will enable people walking/wheeling and cycling to easily cross the distributor roads that form the boundary into other areas.

Continuous footway in The Netherlands with segregated cycle lanes along a distributor road. (Cycling Embassy of Great Britain)



Parallel Crossing (enables people cycling to cross a road safely and with the same level of priority as someone walking/wheeling at a zebra crossing) This is sometimes called a 'tiger crossing'. (Officer)



<sup>3</sup> Low Traffic Neighbourhoods – Living Streets Guidance

## Features within Liveable Neighbourhoods:

- **20mph speed limit** – slower vehicle speeds make for safer streets for all, especially children<sup>4</sup>.
- **Modal filters** – restricting motor vehicles at key junctions to reduce through traffic.
- **Bus gates** – a short section of street in which only buses and other authorised vehicles can go through.
- **Access restrictions** – one-ways and banned movements to motor vehicles.
- **Improved traffic management** – using speed cushions or other features to slow traffic and make ‘rat-running’ routes less attractive to through traffic.
- **Contraflow cycling** – helps to keep cycling routes direct.
- **Redesigned on-road parking** – helping to reduce the dominance of parked cars on our streets.
- **School streets** – restricting vehicle movement on streets outside schools typically at drop-off and pick-up times.

**Guiding principle:** Inside Liveable Neighbourhoods vehicle speeds and volume will be low and walking/wheeling and cycling will be the most convenient form of travel for short journeys.

A modal filter in a residential street. (DfT)



Improved traffic calming. (Arup)



## Community assets within the Liveable Neighbourhood:

- Trees, planting and Sustainable Urban Drainage (SUDs) or rain gardens.
- Cycle parking.
- Secure cycle parking – bike hangars can store up to six bikes and only take up the space of one small car.
- Seating and street furniture.
- Street art.
- **Play streets** – neighbour-led short road closures, creating a safe space for children to play freely together on their doorstep.
- Electric vehicle charging or car club – on-street charging point to enable those that do not have a private driveway to charge their electric car. Making it easier for residents to shift away from fossil fuels and improving local air quality. Car clubs can provide a cheaper and more space-efficient alternative to owning a private car, by just booking a car when you need one.

**Guiding principle:** Where possible, Liveable Neighbourhoods will benefit from new community features such as trees and planting, cycle parking, street furniture and electric vehicle charging/car clubs.

<sup>4</sup> Welsh 20mph Task Force Group, 2020 <https://gov.wales/sites/default/files/publications/2020-07/20mph-task-force-group-report.pdf>

Artist's impression of modal filter with trees and plantings in central Weston-super-Mare as part of the Weston Central Liveable Neighbourhood scheme proposal. (North Somerset Council)



A new housing development with street trees (Ben Pentreath **Living with Beauty: a report of the Building Better, Building Beautiful Commission**)



Street trees and bike parking in The Netherlands. (NSC officer photo)



Secure on street cycle storage (a good option for streets of terraced housing). (NSC officer photo)



Street art in Gloucester. (Visit Gloucester)



On-street EV charging. (Unknown)



Car club. (Enterprise)



Local play equipment on a terraced street in The Netherlands. (NSC officer photo)



## Liveable Neighbourhoods in North Somerset

Liveable Neighbourhoods are not one size fits all. Using a selection of suitable measures identified above, Liveable Neighbourhoods should be developed in co-ordination with the 20mph, Active Travel Network, First and Last Mile and Safer Active Routes to School Action Plans. This collaboration will help achieve a network of Liveable Neighbourhoods which will be scalable in terms of types of measures required and level of investment.

Liveable Neighbourhoods will be delivered as standard in large new housing developments as well as retro-fitting into existing neighbourhoods. We will work with town and parish councils to encourage greater buy-in with our communities.

**Guiding principle:** Liveable Neighbourhoods are not one size fits all and should be developed in collaboration with local stakeholders, the community and co-ordinate with other Action Plan areas.

## New housing developments

Many new developments in the UK remain dominated by the private car.<sup>5</sup> Homes are often built with car-based travel in mind and poor accessibility to footpaths, cycle routes and public transport. These types of developments often lack the mix of uses or local services that enables people to remain self-sufficient within their own neighbourhood.

The emerging NSC Local Plan seeks to introduce Liveable Neighbourhoods at strategic development locations such as Wolverhill, Yanley and sites around Nailsea and Backwell. Specific requirements for these strategic development locations is set out in policies LP1, LP2 and LP3 of the Local Plan Preferred Options Consultation (March 2022) **North Somerset Local Plan 2038, Consultation draft, Preferred Option**. In addition, the emerging NSC Travel Plans SPD requires developers to ensure that sustainable modes are the first choice for short journeys. Liveable Neighbourhood principles will be encouraged at all new large housing developments and in due course will be part of our updated Highways and Transport Development Design Guide (to be updated in 2023-24).

5 <http://www.transportfornewhomes.org.uk/wp-content/uploads/2018/07/transport-for-new-homes-summary-web.pdf>

## Retro-fit neighbourhoods

In order to assess existing neighbourhoods should be prioritised for Liveable Neighbourhood upgrades, a set of criteria will be applied to assess suitability.

- Proximity to transport hubs or facilities that attract trips.
- Network links – whether they are adjacent to strategic walking/wheeling and cycling links (LCWIP routes).
- Road safety issues (collision data hot-spots).
- Known traffic issues (for example through-traffic on unsuitable roads).
- Areas of deprivation.

## Links to our other plans, schemes and activities

Liveable Neighbourhoods will be planned with a joined up approach to other complementary schemes.

The following table sets out how this Liveable Neighbourhoods Action Plan and our resulting Liveable Neighbourhood schemes will relate to and work with the six other Active Travel Action Plans (ATAPs), as well as other NSC plans, strategies, schemes and activities (including those of external stakeholders too).

## Active Travel Action Plans

Other plan/activity	How this Action Plan will interlink/work alongside
20mph Action Plan	Reduced speed limits to 20mph will form a key part of all future Liveable Neighbourhoods.
Active Travel Network Action Plan	Our Liveable Neighbourhoods will tie in to strategic and arterial cycle routes for longer distance journeys.
First and Last Mile Action Plan	Opportunity to enhance routes via quieter residential streets to any mobility hubs (such as bus interchanges, bus stops and railway stations).
Rural Lanes Action Plan	New strategic developments will require mitigation measures to make sure nearby rural lanes are not adversely affected with new rat-running traffic avoiding Primary and Neighbourhood distributor roads.

Other plan/activity	How this Action Plan will interlink/work alongside
Safer Active Routes to School Action Plan/school engagement generally	Where schools are within or adjacent to Liveable Neighbourhoods we will work with the school and other local stakeholders to identify the best solutions.
Transport Behaviour Change Action Plan	Key links to Travel Plan SPD and provision of travel information packs and developer contributions towards cycle vouchers, bus and rail taster tickets. Other transport behaviour change initiatives can support people choosing active travel as part of planned and new Liveable Neighbourhoods.

## Other plans

Other plan/activity	How this Action Plan will interlink/work alongside	Other plan/activity	How this Action Plan will interlink/work alongside
Bus Service Improvement Plan (BSIP)	We will consider whether Liveable Neighbourhoods scheme proposals can support BSIP proposals to create a better experience for bus users and increase bus patronage.	NSC Local Plan	Liveable Neighbourhood principles will be embedded at all new large housing developments.
NSC Integrated Transport Programme	Only the very highest scoring scheme proposals for Liveable Neighbourhoods will make it onto our 3-year Integrated Transport Delivery Programme (see section 4. Scheme Proposals and Delivery Plan for more on the Scheme Development Process).	NSC Maintenance Programme	Adding Liveable Neighbourhood features as part of scheduled maintenance works for example resurfacing work is an opportunity to add continuous footways and modal filters.
NSC Joint Physical Activity Strategy (JPAS)	The emerging NSC JPAS will identify a range of barriers to people taking up active travel as a regular transport choice or activity. One of these will be the domination of highway/transport space by either parked or moving vehicles on our residential streets, so we will work with the Public Health team to help ensure the JPAS and this Action Plan are consistent with and support each other on removing these barriers to active travel take-up.	North Somerset Transport Narrative	All our communications with our communities and stakeholders on Liveable Neighbourhoods scheme proposals will be framed under the emerging Transport Narrative about how NSC are responding to the cost of living crisis, climate emergency and lack of transport options – through making shorter and medium journeys more attractive to the cheapest form of transport: active travel.

### 3. Best practice examples

**Gear Change:** Claims sometimes made about Low Traffic Neighbourhoods (LTNs) are often unfounded. Using years of data and more than 100,000 emergency callouts, academic research found that they do not increase emergency service response times – echoing statements made by the emergency services themselves about the post-pandemic LTN schemes. In fact, often the opposite is true, they benefit public safety and health. New research shows that during the pandemic LTN schemes have halved road injuries in their areas, compared with no reductions over the same period in non-LTN areas. Other research has shown that LTNs reduce street crime, increasing safety by putting more pedestrians and cyclists on the streets. And they are socially inclusive: in London, people in areas of higher deprivation were 2.7 times more likely to live in a 2020 LTN compared to those in the least deprived quarter of the population<sup>6</sup>.

**Waltham Forest Mini Holland:** example of Liveable Neighbourhood, modal filters, one-way roads, trees and planting, and cycle parking.

The London Borough of Waltham Forest, through its ‘Mini-Holland’ Liveable Neighbourhood project, has bucked the trend of worsening air quality, and over the course of a decade, reduced the number of residents exposed to dangerous levels of nitrogen dioxide by 85%.

The council engaged closely with residents and businesses, involving them as closely as possible with the project through design workshops, drop-in sessions, and door-knocking. Changes on the ground in Waltham Forest have involved giving people walking/wheeling and cycling priority at junctions, with widened pavements and segregated cycle tracks, and removing the opportunities for rat-running through residential streets.

Although there was some initial resistance to the changes, Waltham Forest is seeing significant behaviour change, with more people from a range of backgrounds starting to cycle, and increased life expectancy for the borough’s children. While schemes to prevent through traffic were initially divisive, follow-up evaluation of the schemes revealed a change in attitudes, and local businesses have flourished since through traffic bans were introduced.

Shopping Street within Waltham Forest (Transport for London (TfL))



Map of changes made to Walthamstow Village (Enjoy Waltham Forest)

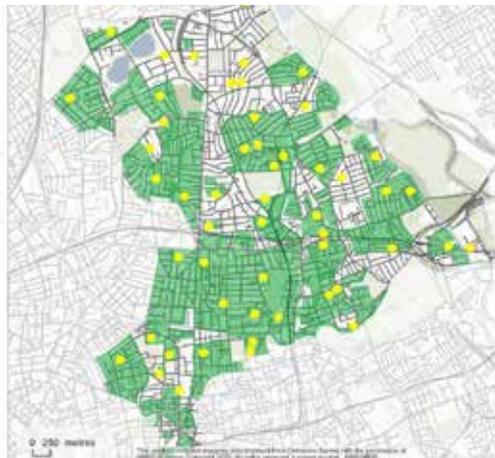


<sup>6</sup> <https://www.headingtonliveablestreets.org.uk/gear-change-one-year-on/>

**Hackney, London:** example of a network of Liveable Neighbourhoods and School Streets

Hackney Council have provided a network of 19 Liveable Neighbourhoods which have been supplemented by 40 School Streets. The introduction of the Liveable Neighbourhoods has resulted in a 56% reduction in traffic within the areas and a 5% reduction on the boundary roads. Levels of cycling have risen significantly.<sup>7</sup>

Liveable Neighbourhoods and School Streets in Hackney



<sup>7</sup> <https://hackney.gov.uk/low-traffic-neighbourhoods>

**Greener Grangetown, Cardiff** – example of SUDs/ rain gardens, parking restrictions, modal filters

Greener Grangetown was a flood relief scheme that has enhanced the walking/wheeling and cycling facilities through the new features put back as part of the flood relief scheme. This shows that a greater tie in with maintenance schemes is needed to add benefit at all opportunities. SUDs have been used to narrow road junctions for better pedestrian crossings, create modal filters and road surface treatment has provided visual narrowing to help reduce vehicle speeds. Parking restrictions have also been introduced to help manage the impact of commuter parking.

Trees and planting in SUDs improve the attractiveness of a street (Math Roberts Photography)



**Ghent, Belgium** – example of a circulation plan and low intensity Liveable Neighbourhoods

**Ghent Circulation Plan** – The city was divided into six zones and, through signage and hard infrastructure, people driving were diverted on to distributor roads rather than being able to drive directly from zone to zone. Furthermore, a small central zone, including much of the old town, was closed to cars completely. Driving in the six outer zones was still possible, but car journeys became longer. The zones benefit from the removal of through traffic and walking, wheeling and cycling become the most convenient forms of transport for short journeys.

The modal filters needed for a Liveable Neighbourhood are relatively cheap to implement, making them a good option for neighbourhoods that may not necessarily have the critical mass needed to justify more major changes to road layout and infrastructure.

Cities such as Ghent have created a Circulation Plan that breaks the settlement into neighbourhoods with priority given to active travel for movement between neighbourhoods. This was achieved using relatively inexpensive tools.

Ghent divided into neighbourhoods as part of the Circulation Plan (Ghent City Council)



**Houten, Utrecht, The Netherlands** – example of development around a transport hub, circulation plan, cyclist priority and low car streets

Houten has been created around two new railway stations as central hubs. The residential areas are accessible by car but walking/wheeling and cycling are the most convenient for short journeys and benefit from greater priority over motor vehicles on local access roads.



**Western Harbour, Malmo, Sweden** – example of urban density and high-quality street design.

Designed with sustainability at its core, Western Harbour's Bo01 development is a showcase example of a new build residential development that prioritises walking/wheeling and cycling. Through the use of 'gentle' density urban design, provision of local amenities and high quality streets and public spaces, walking/wheeling and cycling is made to feel like the natural choice for residents and visitors.

A new neighbourhood with high quality urban design (Smart City Sweden)



## 4. Scheme proposals and delivery plan

### Scheme development process

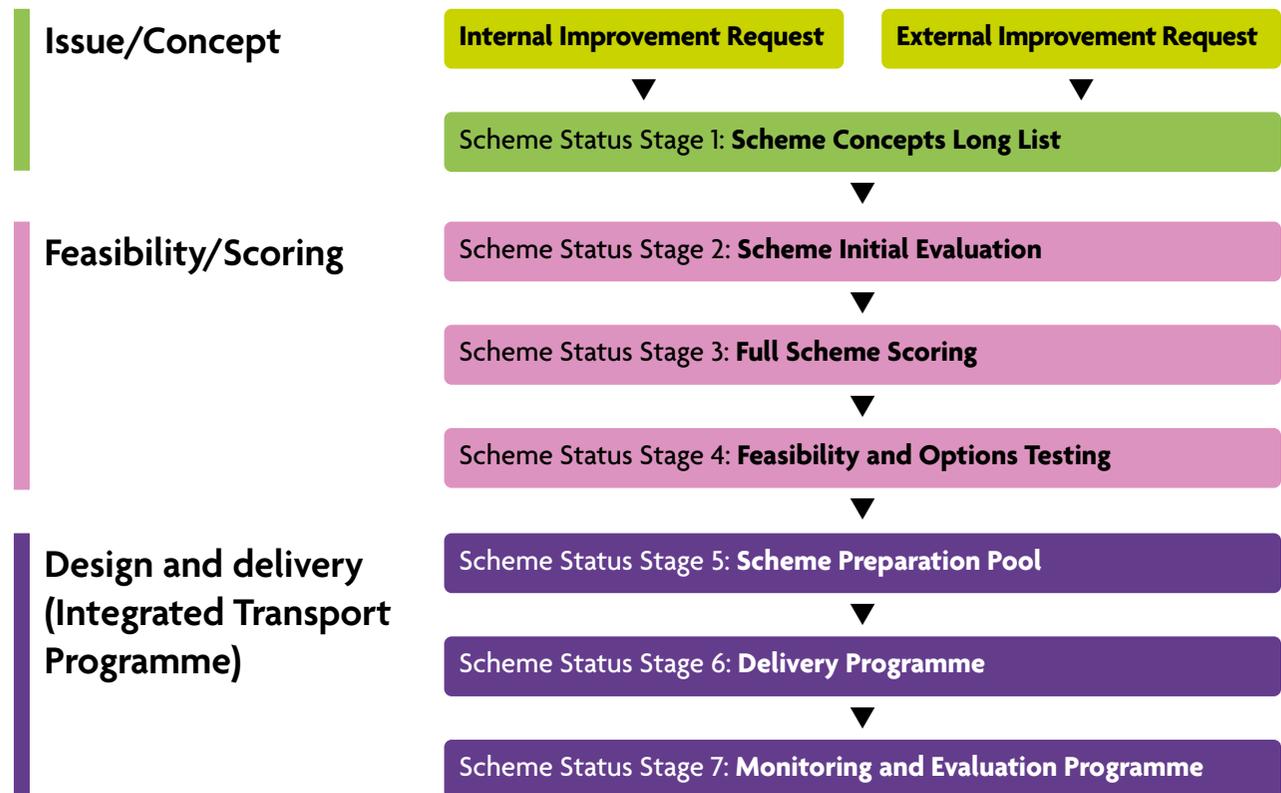
To help fulfil the Open and Fair values of our NSC Corporate Plan, a transparent and consistent process has been developed to give North Somerset and the council a future ‘pipeline’ of Integrated Transport schemes. A more formal process and centralised database is needed to record, score, prioritise and develop transport network issues or scheme proposals into deliverable transport improvement schemes for and with our communities. This future ‘scheme pipeline’ is also being requested at regular intervals by central government’s Department for Transport via new government agency Active Travel England.

This seven-stage internal process, the scheme development process, aims to fulfil this by enabling us to sift urgent issues to the right officers and teams at the right stages. For scheme proposals the process tests both the case for investment and their feasibility and deliverability via a transparent, consistent process, before they are allocated funding to progress them to delivery. The process is outlined in Figure 4.

**Figure 4:** The Scheme development process, which North Somerset Council officers will use to record, score and prioritise all transport network issues/improvement requests.

## Integrated Transport – Scheme development process

Assuming the scheme proposal passes each stage



## Draft scheme delivery plan

The table shows **examples of Liveable Neighbourhood scheme proposals** that could be developed subject to funding and community support. This list is by no means complete – **we want to hear your ideas, issues, and requests for improvements in your area** for this Active Travel Networks Action Plan:

- **Town and parish councils and NSC Elected Members** – please use the **Highway Improvement Request Form** on the NSC website to submit your transport network improvement requests. Issues and scheme requests will be recorded, scored and prioritised against all the other scheme proposals.
- **Residents, businesses, visitors and other stakeholders** – we would encourage you to contact **your town or parish council** and/or **your Elected North Somerset Councillor** for your ward area to discuss issues in your area. However, we also encourage you to add your requests to the location you feel needs improvements at **Widen My Path**. During and following the consultation on these Action Plans, we will record, score and prioritise all issues/scheme requests that are received. We will review the Active Travel Action Plans annually and update them as appropriate.

It is important to note that the delivery of all integrated transport schemes (including all Liveable Neighbourhoods proposals) are subject to the

council securing necessary funding and internal/external staff resource to progress the scheme proposals.

Scheme location	Brief scheme content	Scheme status*
Weston Central Liveable Neighbourhood	Liveable Neighbourhood building on the new Baker St/Milton Rd cycle route.	Design and Consultation
St Mary's Grove, Nailsea	Liveable Neighbourhood building on the Urban Hub at St Mary's Grove.	Concept
Nailsea North Street/West End/Engine Lane	Liveable Neighbourhood around North St and West End.	Concept
Eastern Clevedon	Liveable Neighbourhood between Old Street and Northern Way.	Concept
Portishead High Street	Liveable Neighbourhood on roads parallel to High Street to reduce induced traffic as a result of High Street scheme proposal.	Concept
Backwell	Liveable Neighbourhood west of Station Road and north of A370. Potential links to First and Last Mile Hub proposed at Rodney Rd as well as Nailsea and Backwell Station and Backwell School.	Concept
Severn Road/Whitecross Rd, Weston-super-Mare	Potential links to First and Last Mile mobility hub as part of the Bus Service Improvement Plan	Concept

\*Concept; Feasibility; Early engagement; Design, Consultation; Delivery

This publication is available in large print, Braille or audio formats on request.

Help is also available for people who require council information in languages other than English.

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