

Western Gateway Strategic Cycle Network

Western Gateway Sub-regional Transport Body

01 August 25

100100265.002

ROUTE DEVELOPMENT PROGRAMME



Notice

This document and its contents have been prepared and are intended solely as information for Western Gateway Sub-regional Transport Body and use in relation to identifying the recommended next steps to develop the WGSCN.

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1. Introduction

The Western Gateway Strategic Cycle Network (WGSCN) identifies key cycling routes that provide connectivity throughout the region. Planning for the WGSCN focussed on linking regionally significant destinations and areas identified in the region's Strategic Investment Plan (WGSIP). The destinations considered are consistent with other work within the Western Gateway (WG) Sub-regional Transport Body (STB) area (particularly the WG Strategic Transport Plan 2024-50) to ensure a common alignment with higher level strategies and planning for other modes. The key regional destinations considered comprise of:

- Key settlements (populations exceeding 10,000).
- Key destinations defined in the WGSIP.
- National and international gateways (train stations, ports, and airports).
- Health facilities (hospitals, and consolidated medical centres).
- Further education sites (colleges and universities).
- Key tourism areas defined in WGSIP.

This note provides a high-level assessment to set out the status of the top priority routes with the WGSCN and recommend the routes or route sections best placed for WG to support in developing infrastructure improvements. This is an initial assessment and is intended to inform further discussion with LA partners to agree priorities to take forward and ensure consensus regarding the key links to be progressed.

1.1 Method

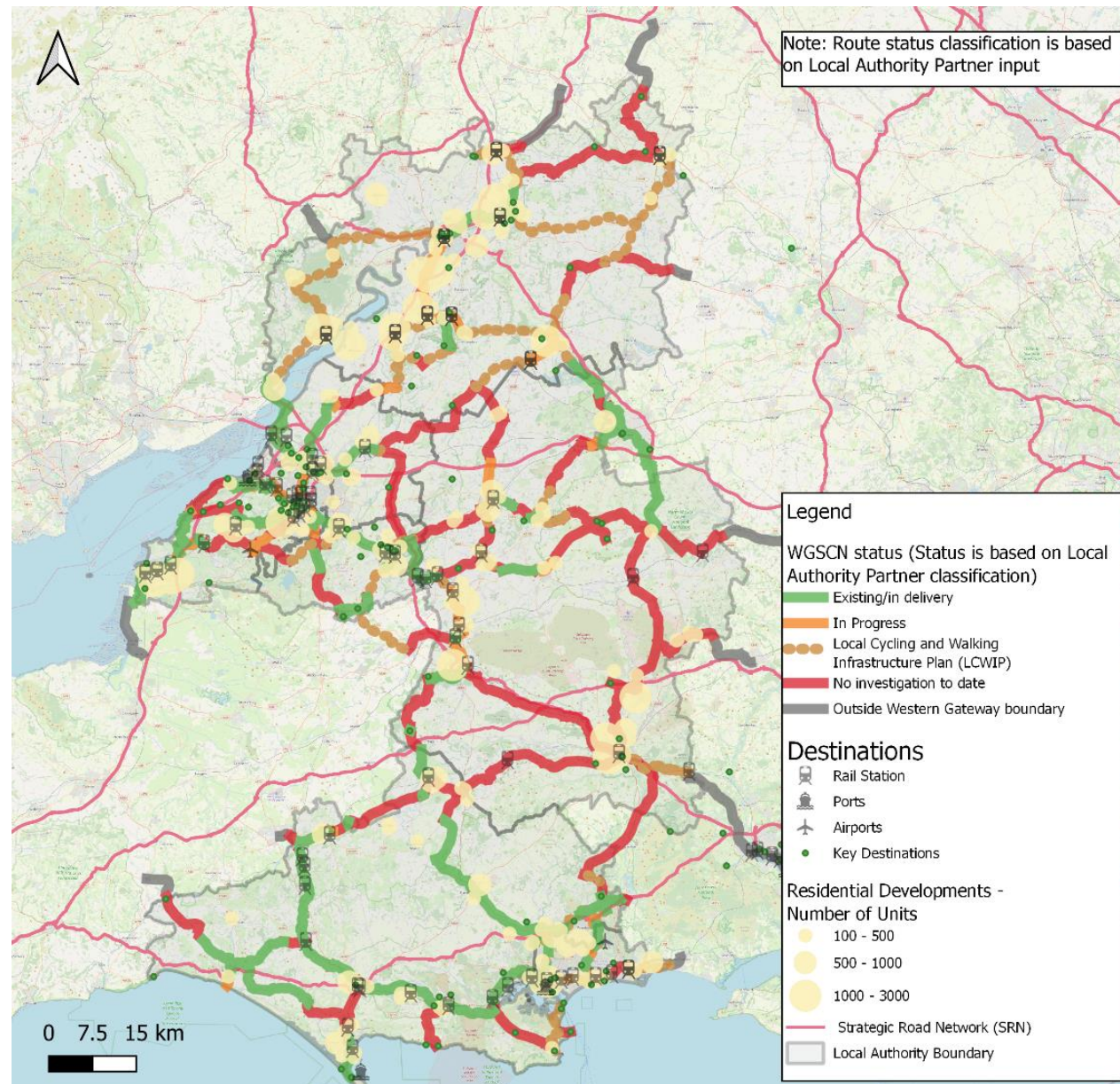
The status of WGSCN routes was established based on feedback from Local Authority (LA) partners. LA partners were asked to classify routes within their areas as:

- **Existing/in delivery** - Route sections where a suitable cycle facility is already in place, or there is a high confidence that a facility will be delivered in the near future (i.e. funding has been allocated).
 - For the purpose of this exercise, a suitable cycle facility would include protected infrastructure, a low-speed, low-traffic mixed-traffic route, or a traffic free path.
- **In progress** - Route sections where some study or design has taken place to determine a preferred alignment / facility, but no funding or delivery pathway has been secured yet.
- **Local Cycle and Walking Infrastructure Plan (LCWIP)** – A route identified within an LCWIP (or similar policy document) but no further feasibility study / design has taken place.
- **No investigation to date** - Route sections in which no previous study or investigation has taken place (the remainder of the network).

This information has been collated for the entire WGSCN, and is shown in Figure 1.



Figure 1 - WGSCN status



1.2 Opportunities for WG input

The WGSCN report included a route assessment to rank the routes for their connectivity and potential travel demand. The status of the top 10 routes, plus two routes manually selected by WG to provide geographical spread, has been reviewed to provide an initial indication of the best potential opportunities for WG to support route development to supplement the work of LA partners.

These routes were selected as the route ranking has previously been reviewed by the WG Board. Alternative approaches were discussed, such as focus on a full north to south route, or building the network in connected phases, and may have highlighted different sections as priorities.

Each of the 12 routes are presented in the following pages, divided into sections by their status. For each route section, the required next steps and recommended opportunities for WG input are highlighted.

Opportunities for WG to support scheme development have been categorised to reflect the regional priorities for WG as set out in the Strategic Transport Plan 2024-50. The categories reflect WG's regional focus and remit to support, complement and enhance the work already being done at a local level -through creating partnerships and joining up work beyond the constraints of LA boundaries.

The categories are:

Red sections – existing / in delivery route sections – where delivery of appropriate facilities is already well progressed.

WG input will not aid delivery substantially – endorsement only.

Blue sections – route sections that:

- link existing routes or other sections in the pipeline to delivery, and
- require cross boundary co-operation.

(i.e. cross boundary sections that link existing local networks / routes in progress by LA partners).

WG input may fill gap in LA partner priorities.

Navy blue sections – route sections that:

- improve access to regionally or nationally significant destinations / gateways, or strategic development sites; and
- are within LA partner planned networks and early stages of scheme development but no funding has been secured or a definitive delivery programme has not been identified.

WG input may help with case making and delivery in medium term.

Pink sections – sections where some initial further investigation is required to determine the potential scope of the next stages, including;

- Consideration of alternative alignments for WGSCN reflecting existing facilities;
- Discussion with neighbouring partners to consider wider connections;
- Discussion with LA partners to confirm potential scope / benefit of WG input.

White sections – sections that do not meet any of the categories above and are considered low priority at this point.



2. Route summaries

The 12 routes are presented on the following pages in their ranked order from the original WGSCN route assessment:

- Gloucester to Cheltenham.
- Bristol to Cirencester.
- Bristol to Bath.
- Bristol Airport to Bristol.
- Midsomer Norton to Bath.
- Weston super Mare to Bristol.
- Bournemouth to New Milton.
- Stroud to Gloucester.
- Swindon to Marlborough.
- Bristol to Stroud.
- Bournemouth to Corfe Castle.
- Salisbury to Southampton.

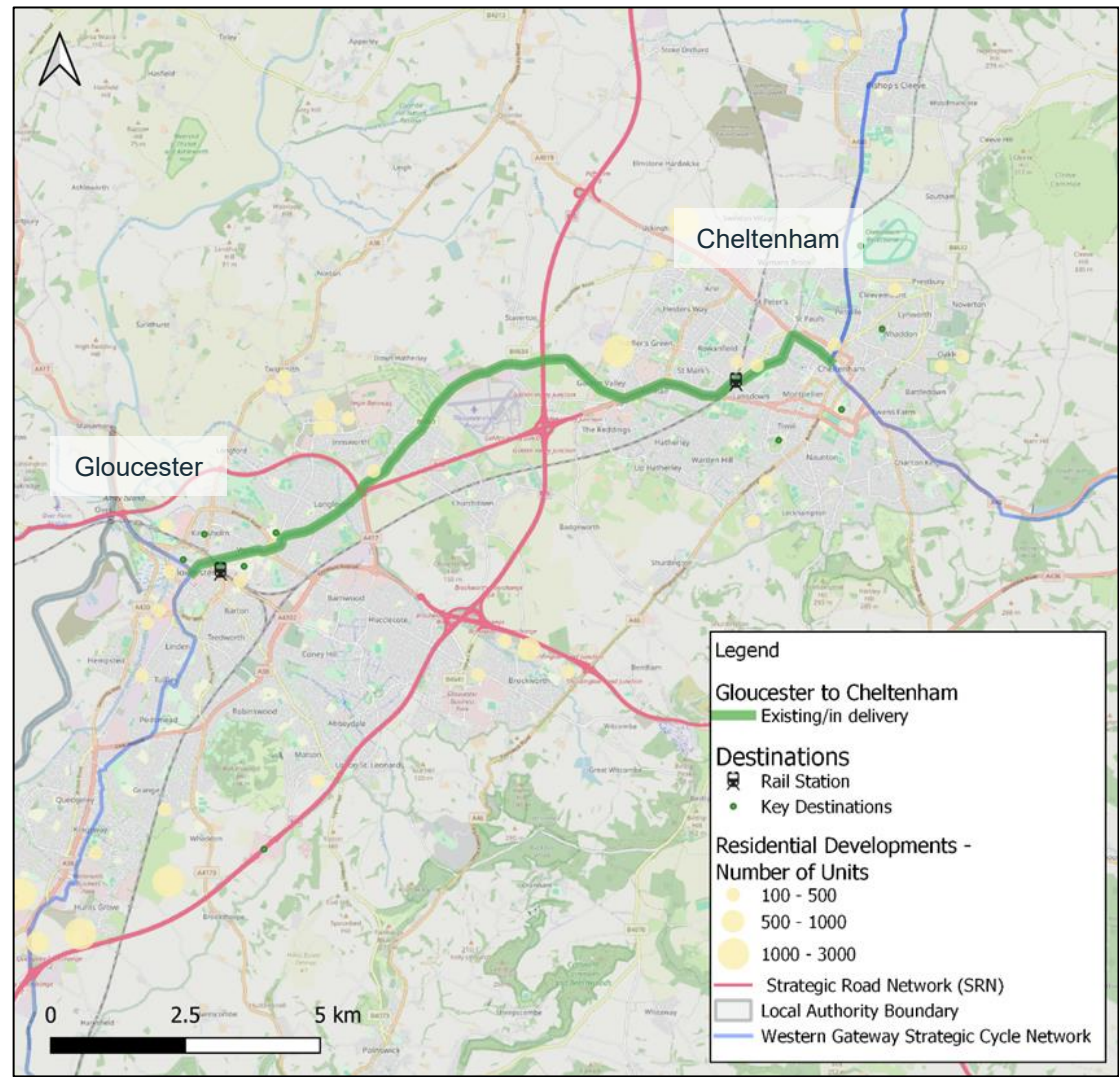
The summary information provided includes;

- Route status map and by length of route sections
- A Red-Amber-Green (RAG) assessment of status and cross boundary links;
- A RAG assessment of how route sections serve development sites or interact with the SRN – both included to highlight potential funding options.
- A description of key settlements and destinations served
- Notes and a recommendation regarding the level of opportunity for WG input – colour codes as per the categories set out in Section 1.2.



2.1 Gloucester to Cheltenham

Route Status



Section	Status	Cross-boundary	Dev'ment Sites	SRN	Connecting between:	Connecting to (along length):	Notes / Recommendation
Gloucester to Cheltenham 14.9 km	Existing	No	Yes	Parallel	Gloucester: City / Large Settlement with residential areas and aerospace / manufacturing industries. Gloucester Rail Station. Cheltenham: Medium-sized settlement. Cheltenham Spa Rail Station.	Cheltenham Racecourse Gloucester Quays. Gloucester Royal Infirmary Kingsholm Stadium University of Gloucestershire.	Whole corridor recently upgraded or in final stages of delivery. No WG input required.

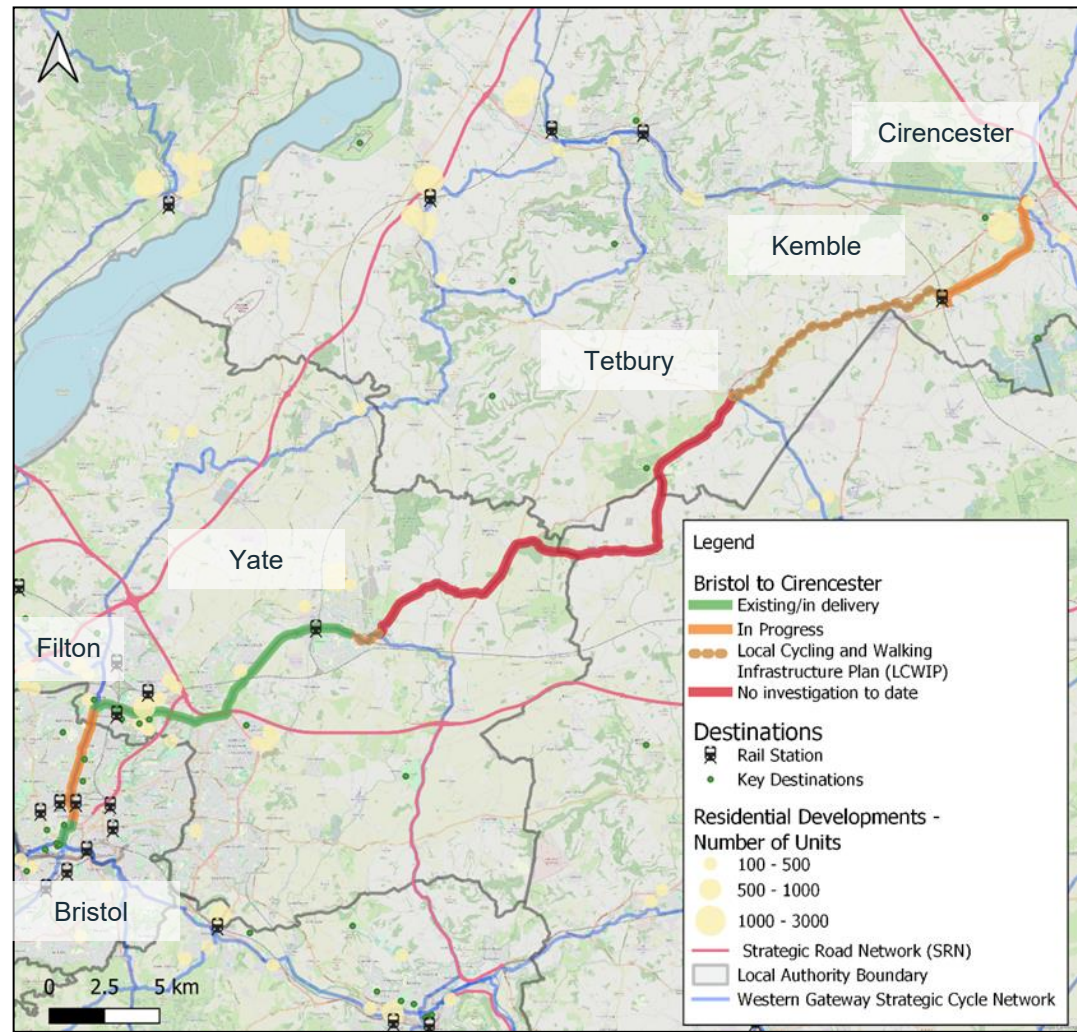
Existing / funded14.9 km100%

Local Authority Officer Notes

Most sections delivered in 2023/4. Some under construction or planned for 2025.

2.2 Bristol to Cirencester

Route Status



Existing/in delivery	14.8km	22%
In progress	13.0km	20%
LCWIP	14.6km	22%
No investigation to date	24.4km	37%

Local Authority Officer Notes

Bristol to Filton: Limited design work along the stretch from the SG border to St James Barton Roundabout. Very constrained corridor means it is hard to plan for improved provision. Likely the busiest on-road cycle route in the city but conditions hostile to all but experienced cyclist.

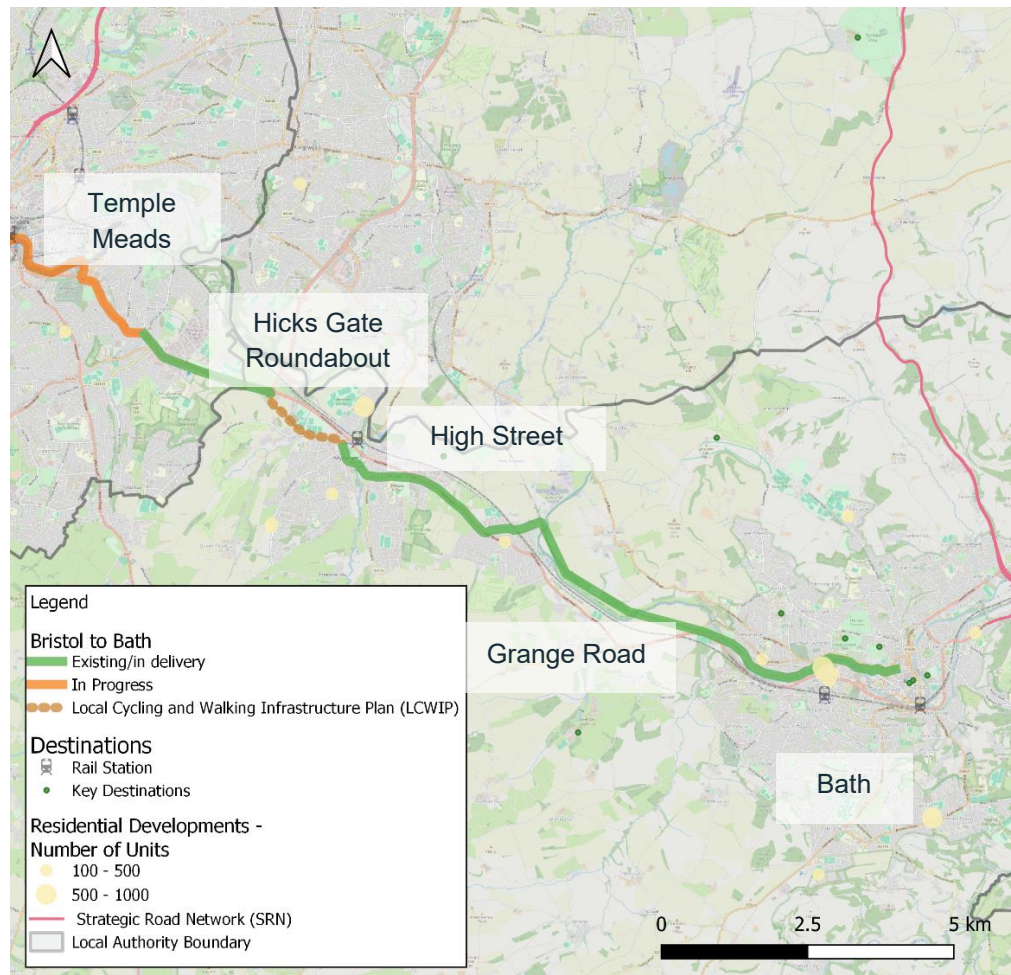
Harbourside to St. James Barton Roundabout: Improvements planned along this stretch as part of BCC's CRSTS1 City Centre proposals. Deliver by March 2027. Includes segregated cycle route.

Filton to Yate: some existing facilities but LTN 1/20 standard route due for completion March 2027.

Section	Status	Cross-boundary	Dev'm ent Sites	SRN	Connecting between:	Connecting to (along length):	Notes / Recommendation
Bristol to Filton 6.6 km	In progress	No (Within WEMCA, BCC, SGC)	Yes	Parallel M32	Bristol: City Centre and Harbourside. Filton: a residential area and employment hub, particularly in aerospace, defence, and manufacturing.	Filton Abbey Wood Rail Station. Employment Sites in Filton. Retail Facilities on Gloucester Road. Bristol City Centre: Commercial Hub.	Very constrained corridor. Local investigation into upgrades shows a strategic corridor plan is required – best led WEMCA / LA partners. In the short-term existing parallel quiet routes exist to provide connection. Next stage: Investigate realignment of WGSCN to existing parallel routes and any key barriers remaining on the route.
Filton to Yate 13.9km	Existing / In delivery	No	Yes	Crosses M4	Filton: medium settlement, Gloucester Road. Yate: medium settlement.	University of West England. Filton Abbey Wood Rail Station. Yate Rail Station.	Upgraded route in final stages of delivery (CRSTS1 corridor scheme). No WG input required.
Yate to Tetbury 26.4km	No investigation to Date	Yes WEMCA (SGC), GCC	Yes	No	Yate: medium settlement. Tetbury: small settlement.	Westonbirt Arboretum. Within key tourist area (Cotswolds National Landscape).	Long, rural cross boundary route serving one key destination. Length and scarcity of destinations on section make this section a low priority. Next stage: Establish policy basis; Feasibility study.
Tetbury to Kemble 12.3km	LCWIP	No	Yes	No	Tetbury: small settlement. Kemble: Small settlement with rail station.	Within key tourist area (Cotswolds National Landscape).	Long, rural route serving one key destination and Rail station. Opportunity to extend route investigation (see below) to Tetbury. Length and scarcity of destinations on section make this section a low priority. Next stage: Feasibility study.
Kemble to Cirencester 9.5km	In Progress	No	Yes	No	Kemble: Small settlement with rail station. Cirencester: medium settlement including Royal Agricultural University.	Within key tourist area (Cotswolds National Landscape).	Links university, strategic development site and station. Feasibility and early design work progressed by LA partner – funding opportunity identified. Opportunity for WG input to support funding/delivery. Next Stage: Preliminary design, business case and funding.

2.3 Bristol to Bath

Route Status



Existing / funded	15km	74%
LCWIP	1.7km	8.3%
In progress	3.7km	18%

Local Authority Officer Notes

Bristol to bath Staretic corridor in delivery / progress as part of CRSTS1.

City centre to Temple Meads: Improvements planned along Redcliffe as part of BCC CRST1-funded works, including a segregated cycle route. Completion expected by March 2027.

St Philip’s Marsh: Early spatial planning for St Philip’s Marsh underway, including feasibility designs for a riverside cycle path.

Bath Bridges: Section from Bath Bridges to West Town Lane to be designed and delivered as part of A4 corridor ‘Phase 2’ improvements, likely under CRSTS2 (2027–2032).

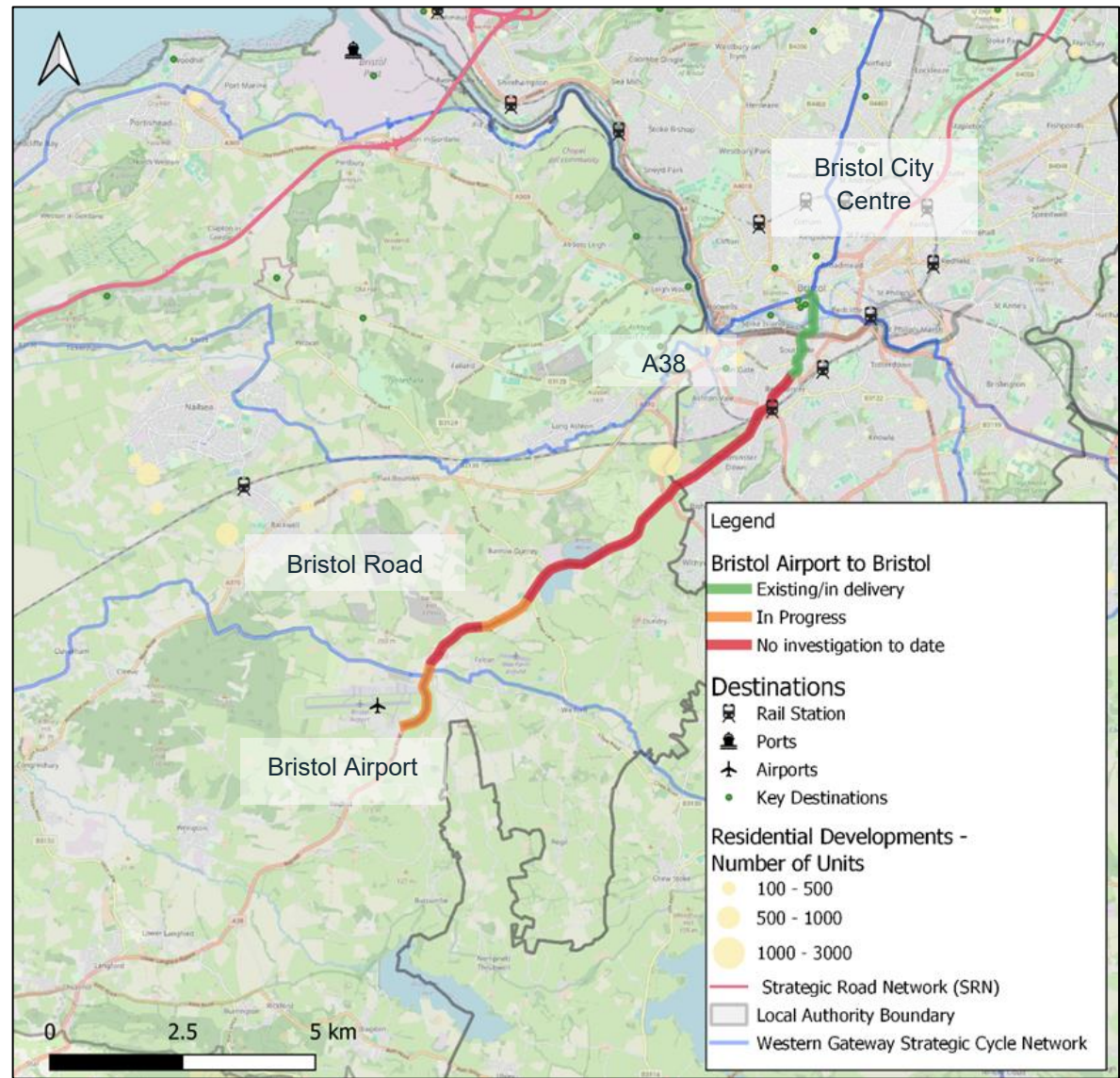
Plans to implement a segregated cycle route from the B&NES border to West Town Lane by March 2027. Existing infrastructure is sub-standard.

Hicks Gate Roundabout to High Street Section is identified as a strategic route in the BANES Active Travel Masterplan.

Section	Status	Cross-boundary	Dev'ment Sites	SRN	Connecting between:	Connecting to (along length):	Notes / Recommendation
City Centre to Temple Meads 1.2 km	In delivery	No Within WEMCA, (BCC)	No	No	Bristol city centre: cultural, commercial and employment area. Redcliffe and Broadmead: high density residential and commercial areas.	Temple meads train station.	No WG input required.
Temple Meads to Church Hill 3.6 km	In progress	No Within WEMCA, (BCC)	No	No	Bristol city centre: cultural, commercial and employment areas. Redcliffe and Temple Quay: high density residential and office areas.	Temple meads train station.	No WG input required.
Church Hill to Hicks Gate Roundabout 2.4 km	In delivery	No Within WEMCA, (BCC, B&NES)	No	No	Brislington: high density residential area.	Stockwood open space.	No WG input required.
Hicks Gate Roundabout to High Street 1.7 km	LCWIP	No Within WEMCA, (B&NES)	No	No	Keynsham: town centre and surrounding residential areas.	Keynsham railway station.	The Bristol-Bath strategic corridor scheme (in delivery) plans to provide a parallel route along the A4 bypass – opportunity to promote connectivity to train station, Keynsham and WGSCN route towards Airport. Next stage: Promote / endorse improvements to local connectivity in Keynsham.
High Street to Grange Road 2.9 km	In delivery	No Within WEMCA, (B&NES)	Yes Keynsham	No	Keynsham: high street.	-	No WG input required.
Grange Road to Bath 8.5 km	In delivery	No Within WEMCA, (B&NES)	Yes Saltford Locksbrook East Twerton	No	Saltford: suburban residential area. Twerton and Oldfield Park: inner suburbs of bath with schools, shops and rail access. Bath: city centre with access to cultural and commercial activities.	Oldfield park railway station River Avon trail.	No WG input required.

2.4 Bristol Airport to Bristol

Route Status



Existing / funded	1.9 km	15%
In progress	2.1 km	17%
No work to date	8.5 km	68%

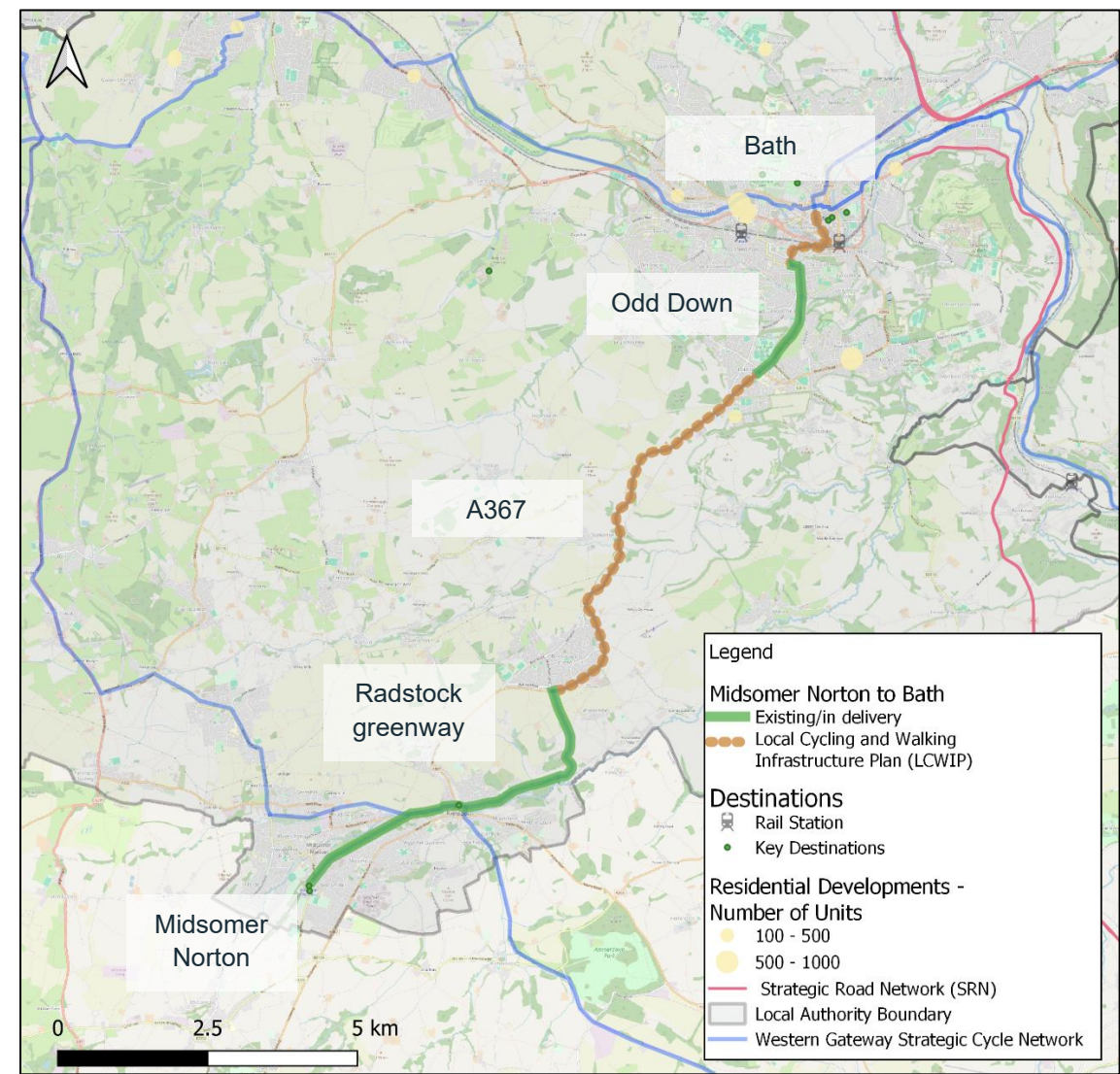
Local Authority Officer Notes

N/A

Section	Status	Cross-boundary	Dev'ment Sites	SRN	Connecting between:	Connecting to (along length):	Notes / Recommendation
Bristol Airport to Felton 1.3 km	In progress	No Within WEMCA/ NSC	Yes Airport	No	Airport and rural villages.	No key destinations.	Function of route dependant on wider connections between Bristol and airport. Opportunity for WG to support route development with an initial focus on other sections that have not yet been progressed.
Felton 1.4 km	No investigation	Within WEMCA/ NSC	Yes Airport	No	Felton: rural village.	No key destinations.	Function of route dependant on wider connections between Bristol and airport. Potential opportunity for WG to input to route development given regional significance of the airport, and potential for development funding - initial focus on this section. Next stage: Feasibility Study.
Felton to Barrow Lane 0.8 km	In progress	No Within WEMCA/ NSC	Yes Airport	No	-	No key destinations.	Function of route dependant on wider connections between Bristol and airport. Opportunity for WG to support route development with an initial focus on other sections that have not yet been progressed.
Barrow Lane to Bedminster 7.7km	No investigation	Within WEMCA (BCC)/ NSC	Yes Airport South of Clevedon Road	No	Bedminster: residential area.	No key destinations. Parson Street Station.	Function of route dependant on wider connections between Bristol and airport. Potential opportunity for WG to input to route development given regional significance of the airport, and potential for development funding - initial focus on this section. Next stage: Feasibility Study
Bedminster to City Centre 1.8 km	In delivery	Within WEMCA (BCC)	No	No	Bristol: town centre, residential and employment areas.	Southville: residential and cultural hub.	No WG input required.

2.5 Midsomer Norton to Bath

Route Status



Existing / funded	8.9km	37%
LCWIP	8.4km	63%

Local Authority Officer Notes

Radstock Road: Radstock greenway.

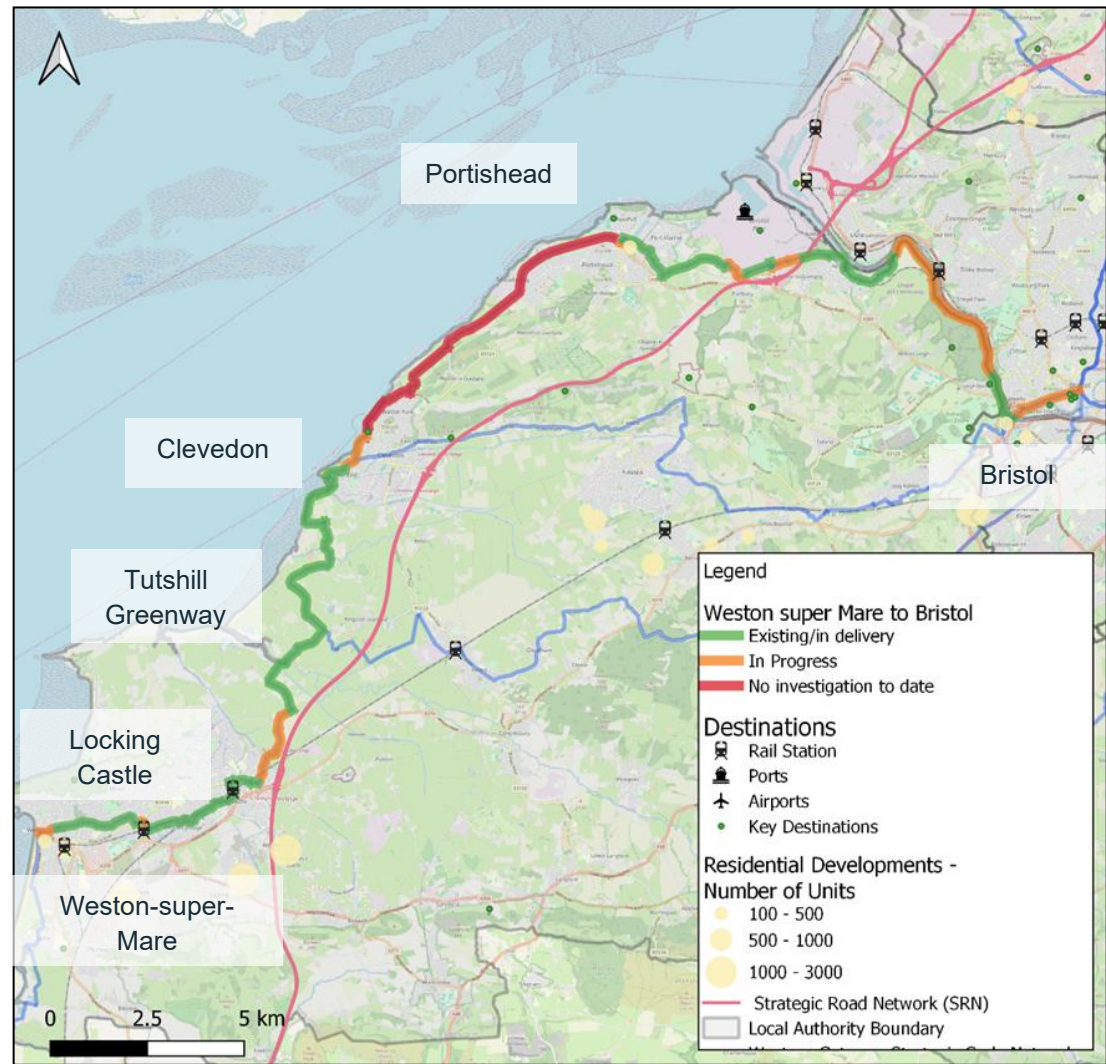
Dunkerton: Route alignment needed to match Active Travel Masterplan.

Section	Status	Cross-boundary	Dev'ment Sites	SRN	Connecting between:	Connecting to (along length):	Notes / Recommendation
Midsomer Norton to Radstock 6.3 km	Existing	No (Within WEMCA, B&NES)	No	No	MSN a medium settlement. Radstock: a small settlement	No key destinations.	Route follows existing routes – (Five Arches / Norton Radstock Greenway / Colliers Way). No WG input required. Onward connections in development for SVL / SVEZ schemes.
A367 to Odd Down 7.3 km	LCWIP	No (Within WEMCA, B&NES)	Yes	No	Peasedown St John: residential area. Odd down: major residential suburb of Bath.	No key destinations.	This route follows a strategic route within LA Active Travel Masterplan - existing parallel route to east linking to two-tunnels route. Next stage: liaison with LA Partner – potential feasibility study to consider WGSCN alignment.
Odd Down to Wells Road 2.1 km	In delivery	No (Within WEMCA, B&NES)	Yes	No	Various small residential areas.	No key destinations.	No WG input required.
Wells Road to Queen Square 1.6 km	LCWIP	No (Within WEMCA, B&NES)	No	No	Odd down and Bear Flat: suburban residential areas. Bath: city centre.	Key destinations within Bath City Centre. Rail station.	Key urban link connecting major corridor scheme in pipeline with wider network. Serves key destinations. Identified as a strategic link by LA partner but no scheme development to date. In short-term existing parallel routes exist (east of Wells Road to existing crossings of the A36) to provide connection. LA best placed to deliver. Next stage: Investigate realignment of WGSCN to existing parallel routes between Bear Flats and crossing of A36 in line with the BANES Active Travel Masterplan. ²

² <https://www.bathnes.gov.uk/active-travel-masterplan>

2.6 Weston super Mare to Bristol

Route Status



Existing / funded	25.7 km	55%
In progress	11.4 km	24%
No work to date	10.1 km	21%

Local Authority Officer Notes

Locking Moor Road Bridge. Busy one-way road has a narrow shared-use path, creating challenges for safe walking and cycling. While closing the bridge to motor traffic would improve conditions, limited railway crossings make this difficult; a North Somerset Council study has proposed further exploration of potential solutions.

New Bristol Road: Route crosses railway via footbridge with accessible ramps. Cyclists must dismount. An alternative route would be beneficial.

Burton Lane: Route can be used as a rat run when M5 J21 is congested. Proposed closure to motor traffic. St George route follows standard roads—requires audit and improvements for cycling.

River Avon Trail: In North Somerset, all but the final 1km into Ham Green is owned by BCC. A BCC study is underway to assess potential improvements. The route is often muddy, rutted, and unsuitable for commuting, with significant narrowing towards the northern end.

Section	Status	Cross-boundary	Dev'ment sites	SRN	Connecting between:	Connecting to (along length):	Notes / Recommendation
Weston-super-Mare to Locking Castle 7.4 km	Mostly in delivery but some sections are in progress	No (Within WEMCA/ NSC)	Yes Weston-super-Mare West Wick	No	Weston-super-Mare: large settlement. Locking Castle: Suburb of WSM.	Western-super-mare, Western Milton and Worle train stations. Western bus interchange.	No WG input required.
Locking Castle to Tutshill Greenway 3.4 km	In progress	No (Within WEMCA/ NSC)	No	Parallel M5	Central Worle: residential area. Ebdon: semi-rural housing.	No key destinations. Within key tourism area (WSM to Clevedon Coast).	Route improvements in development by LA partner. Next stage: Detailed design.
Tutshill Greenway 1.2 km	Existing	No (Within WEMCA/ NSC)	No	Parallel M5	Small traffic free link within wider quiet route (Pier to Pier).	No key destinations. Within key tourism area (WSM to Clevedon Coast).	No WG input required.
Tutshill Greenway to Clevedon 8.0 km	In progress	No (Within WEMCA/ NSC)	No	Parallel M5	Rural link within wider quiet route (Pier to Pier) to Clevedon (medium settlement).	No key destinations. Within key tourism area (WSM to Clevedon Coast).	Route improvements in development by LA partner. Next stage: Detailed design.
Clevedon to Portishead 10.1km	No investigation	No (Within WEMCA/ NSC)	Yes Portishead	Parallel M5	Clevedon: (medium settlement and key destination). Portishead: (medium settlement and key destination).	No key destinations. Within key tourism area (WSM to Clevedon Coast).	Not part of formal LCWIP but there are plans to extend the Pier-to-Pier route to Portishead and onward connections to Bristol. Route not in development at present. Inter-urban link between key destinations and within key tourism area. Forms a missing link within a wider regional route under development. Opportunity for WG input to support end-to-end route delivery. Next stage: feasibility study.
Portishead to Bristol 17.1 km	Mostly in delivery but some sections are in progress	No	Yes Portishead, Bristol	Crosses M5	Portishead: marina, retail area and high density residential areas. Pill: larger village with local services.	Various settlements, destinations and rail stations.	Route improvements in development by LA partner. Within WECA but requires cross-boundary coordination with BCC/NSC due to land ownership. Next stage: Detailed design.

2.7 Bournemouth to New Milton

Route Status



LCWIP	10.1km	58%
No investigation to date	7.2km	42%

Local Authority Officer Notes

Fountain Roundabout: very busy, high speed gyratory with no cycle facilities.

Walkford Brook and River Avon: lack of cycle friendly river crossings is obstacle to regional movement.

Barrack Road: very busy road, poor or no facilities.

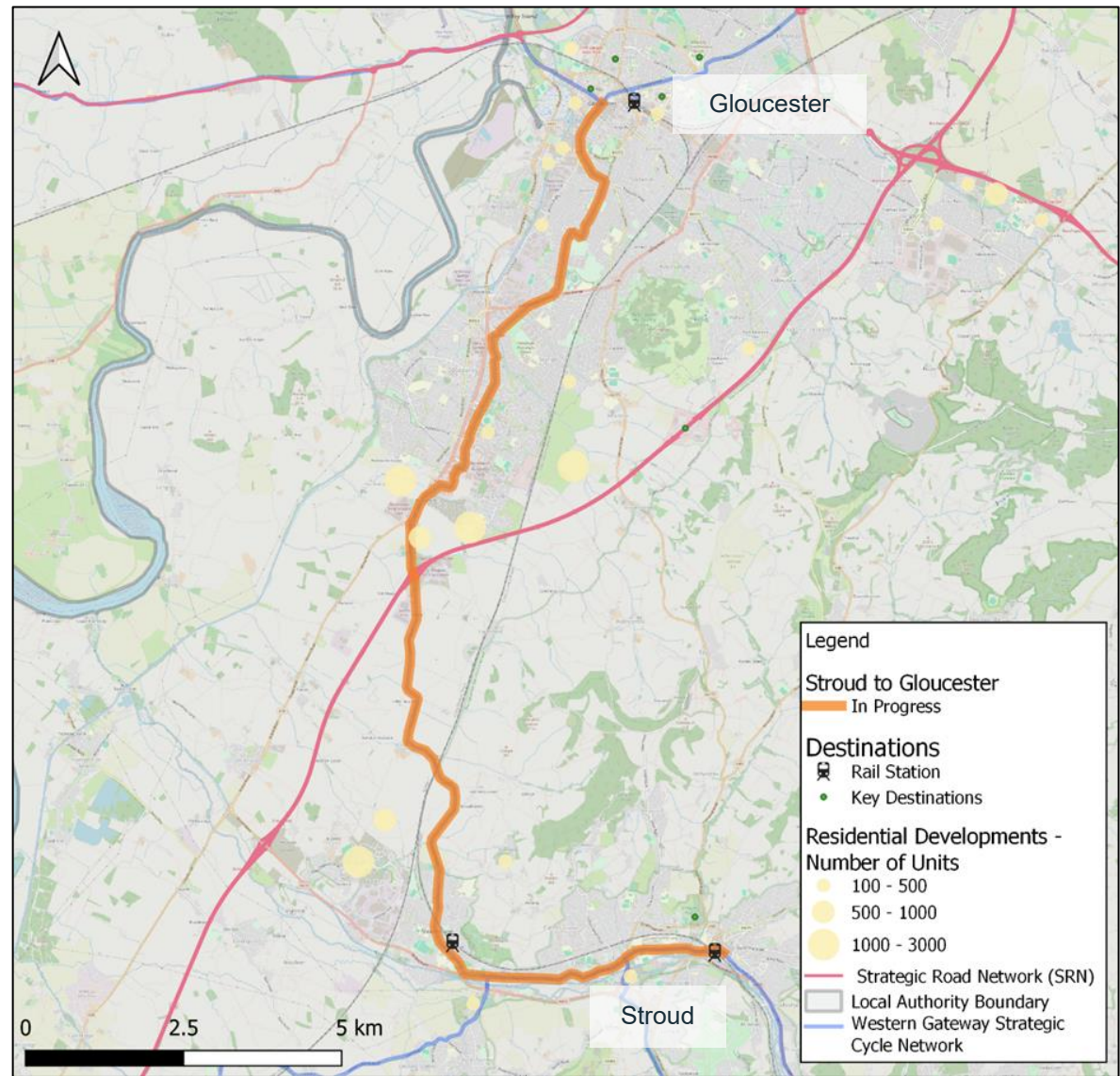
Bridge Street / Purewell: Busy, often narrow, road with no cycle facilities.

Whole Stretch from Somerford to BCP boundary has either poor shared footways or no cycle facilities on busy road.

Section	Status	Cross-boundary	Dev'ment Sites	SRN	Connecting between:	Connecting to (along length):	Notes / Recommendation
Bournemouth to Christchurch 7.2km	No Investigation to Date	No	Yes	No	Bournemouth: large settlement. Christchurch: medium settlement. Bournemouth and Christchurch Rail stations.	Key destinations and gateways including Boscombe Pier, Pokesdown Rail Station, Bournemouth Beach.	Parallel route in place / in progress between Bournemouth and Iford Roundabout. No scheme development Iford Roundabout to Christchurch. Route alignment is uncertain due to local constraints. Opportunity to support development of key urban route linking destinations and gateways subject to discussion with BCP. Next stage: Feasibility study Iford Roundabout to Christchurch.
Christchurch to New Milton 10.1km	LCWIP	Yes BCP, Hants, STB boundary	Yes	No	Christchurch: medium settlement. New Milton: medium settlement near the New Forest National Park key tourism area.	No key destinations on route.	Short isolated existing sections around Somerford. No overall scheme development for route. Opportunity to support development of urban route with links to destinations and gateways if other sections are delivered (hence currently lower priority than other section of route). Cross-boundary working with Hampshire. Next stage: Feasibility study.

2.8 Stroud to Gloucester

Route Status



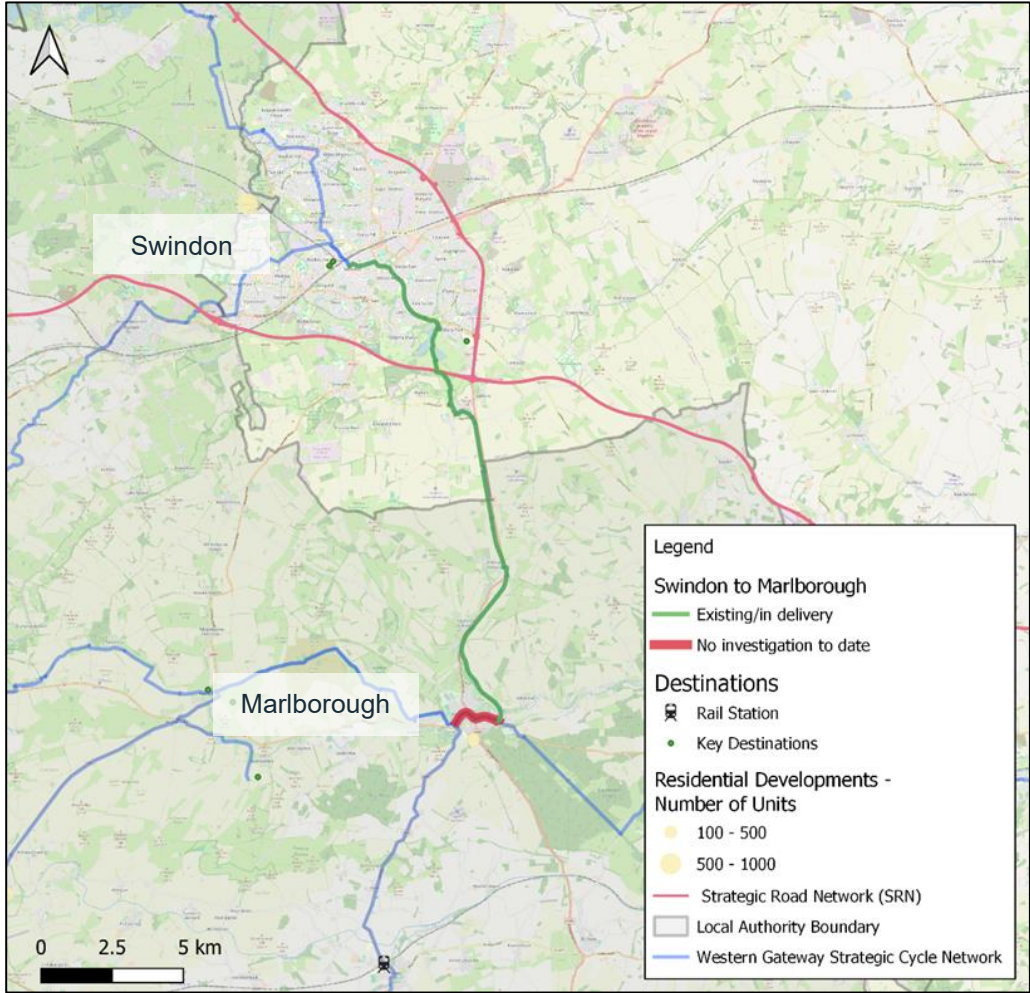
Section	Status	Cross-boundary	Dev'ment Sites	SRN	Connecting between:	Connecting to (along length):	Notes / Recommendation
Stroud to Gloucester 20.1km	In Progress	No	Yes	Parallel and crosses	Stroud: medium settlement, surrounded by the key tourism area Cotswolds National Landscape, Stroud Rail Station. Gloucester: large settlement, Gloucester Rail Station.	Stonehouse Rail Station. Within key tourist area (Cotswolds National Landscape).	In pipeline as final part of Gloucester Cycle Spine. Design for parts of the routes are more advanced than others. Serves key development sites and stations. Potential for WG input to less developed sections, subject to discussion with GCC. Next stage: Detailed design / funding.

In Progress	20.1km	100%
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Local Authority Officer Notes
Design work underway for parts of the route.

2.9 Swindon to Marlborough

Route Status



Existing / funded	21km	92.1%
No work to date	1.8km	7.9%

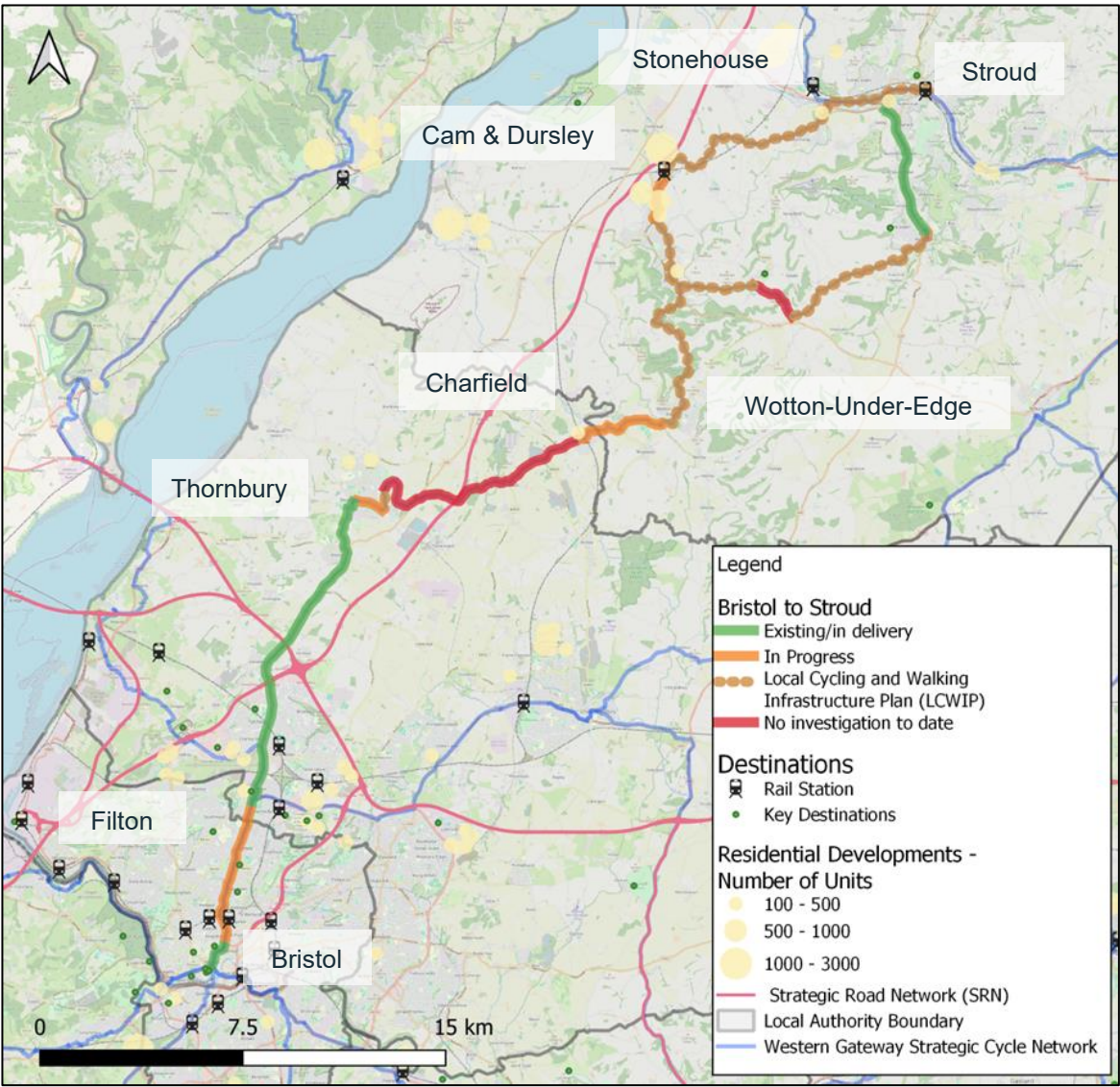
Section	Status	Cross-boundary	Dev'ment Sites	SRN	Connecting between:	Connecting to (along length):	Notes / Recommendation
Swindon to Marlbor'gh (Chiseldon & Marlbor'gh Railway Path) 21km	Existing	Yes Wilts, Swindon BC)	No	Crosses	Swindon: Large Settlement with key destinations and Rail Station. Marlborough: Small Settlement	Shopping Centre in Swindon. Within key tourist area (North Wessex Downs National Landscape).	No WG input required.
Marlbor'gh London Road to High Street to 1.8km	In progress	No	Yes	No	Section within Marlborough along the Highstreet and on London Road.	No key destinations. Local retail, and education and leisure destinations within Marlborough. Within key tourist area (North Wessex Downs National Landscape).	Recent improvements have been made to part of the alternative alignment route that links to the town centre. Next stage: Confirm status with Wiltshire – potential opportunity to support development of further improvements on alternative alignment as required. Alternative alignment: Care Home Path and Quiet Street through Marlberg development site is the route considered in the Wiltshire LCWIP with a link to NCN 403.

Local Authority Officer Notes

Recent improvements on A346 Salisbury Road, Marlborough. May form part of an alternative link to the town centre.

2.10 Bristol to Stroud

Route Status



Existing / funded	18.5 km	24%
In progress	12.8 km	17%
LCWIP	34.1 km	44%
No work to date	11.5 km	15%

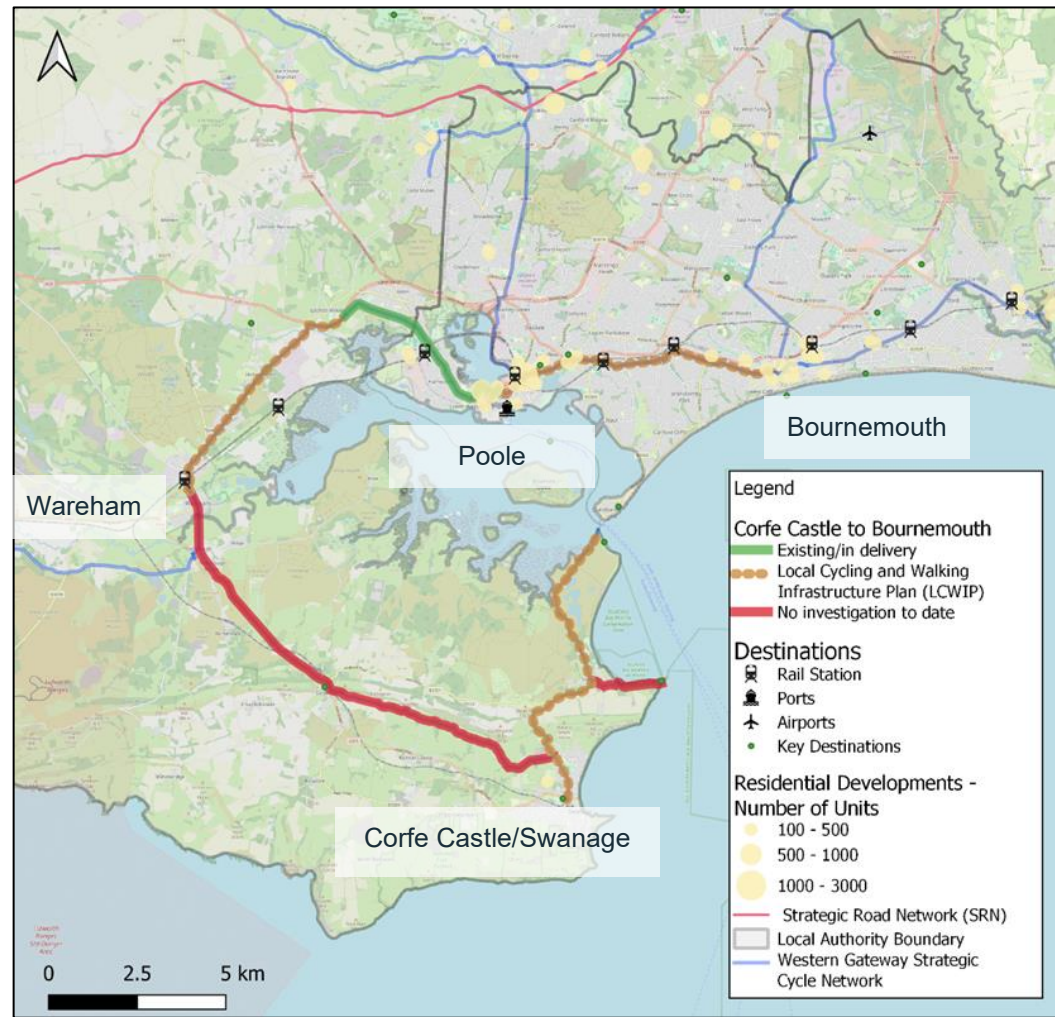
Local Authority Officer Notes

Limited design work along the Bristol to Filton section (St James Barton Roundabout to the South Gloucestershire border). The very constrained corridor makes it difficult to plan for improved provision. It is likely the busiest on-road cycle route in the city, but conditions are hostile to all but the most experienced cyclists.

Section	Status	Cross-boundary	Dev'ment Sites	SRN	Connecting between:	Connecting to (along length):	Notes / Recommendation
Bristol to Filton 6.6 km	In progress	No (Within WEMCA, BCC, SGC)	Yes	Parallel	Bristol: City Centre and Harbourside. Filton: a residential area and employment hub, particularly in aerospace, defence, and manufacturing.	Filton Abbey Wood Rail Station. Employment Sites in Filton. Retail Facilities on Gloucester Road Bristol City Centre: Commercial Hub.	Very constrained corridor. Local investigation into upgrades shows a strategic corridor plan is required – best led WEMCA / LA partners. In the short-term existing parallel quiet routes exist to provide connection. Next stage: Investigate realignment of WGSCN to existing parallel routes and any key barriers remaining on the route.
Filton to Thornbury 12.7 km	In delivery	No	Yes	Parallel and crosses	Filton: a residential area and employment hub, particularly in aerospace, defence, and manufacturing. Thornbury: medium settlement.	Employment Sites in Filton.	Upgraded route in final stages of delivery (CRSTS1 corridor scheme). No WG input required.
Thornbury to Charfield 22 km	No investigation	No	Yes	Parallel and crosses	Thornbury: medium settlement. Charfield: small settlement with a planned rail station.	No key destinations or substantial settlements.	Missing link within the route. Would complete route between Stroud and Bristol, but only if other sections were done first – low priority at present. Next stage: Establish policy basis; Feasibility study.
Charfield to Wotton-Under-Edge 9.4 km	In progress	Yes WEMCA (SGC), GCC	Yes	No	Charfield: small settlement with a planned rail station. Wotton-Under-Edge: Small settlement in Stroud District.	No key destinations or substantial settlements. Within key tourist area (Cotswolds National Landscape).	Greenway route in development – funding required for delivery. Key local link but long sections either side are not in progress and are unlikely to be developed in the short/medium term. Therefore regional benefit of WG input to this link will be limited in short term. WG endorsement only in short term. Next stage: Detailed design / funding.
Wotton Under Edge to Stonehouse 20.4 km	LCWIP	No	Yes	Parallel	Wotton-Under-Edge: Small settlement in Stroud. Stonehouse: Medium Settlement.	Cam & Dursley, including Rail Station. Within key tourist area (Cotswolds National Landscape).	Section between Cam & Dursley and Stonehouse would provide a link to rail connections to Bristol from Stroud area. Serves large development sites. Long distance overall but initial focus on C&D to Stonehouse. Next stage Feasibility Study.
Stonehouse to Stroud 4.8 km	In Progress	No	Yes	No	Stonehouse: Medium Settlement. Stroud: Medium settlement surrounded by Cotswolds National Landscape.	Key destination in Stroud & rail station. Within key tourist area (Cotswolds National Landscape).	In pipeline as final part of Gloucester Cycle Spine – feasibility study completed but no delivery programme in place. Opportunity for WG input to support funding/delivery pending discussion with GCC. Next Stage: Preliminary design, business case and funding.

2.11 Bournemouth to Corfe Castle

Route Status



Existing/in delivery	5.9	12%
LCWIP	26	53%
No investigation to date	16.7	34%

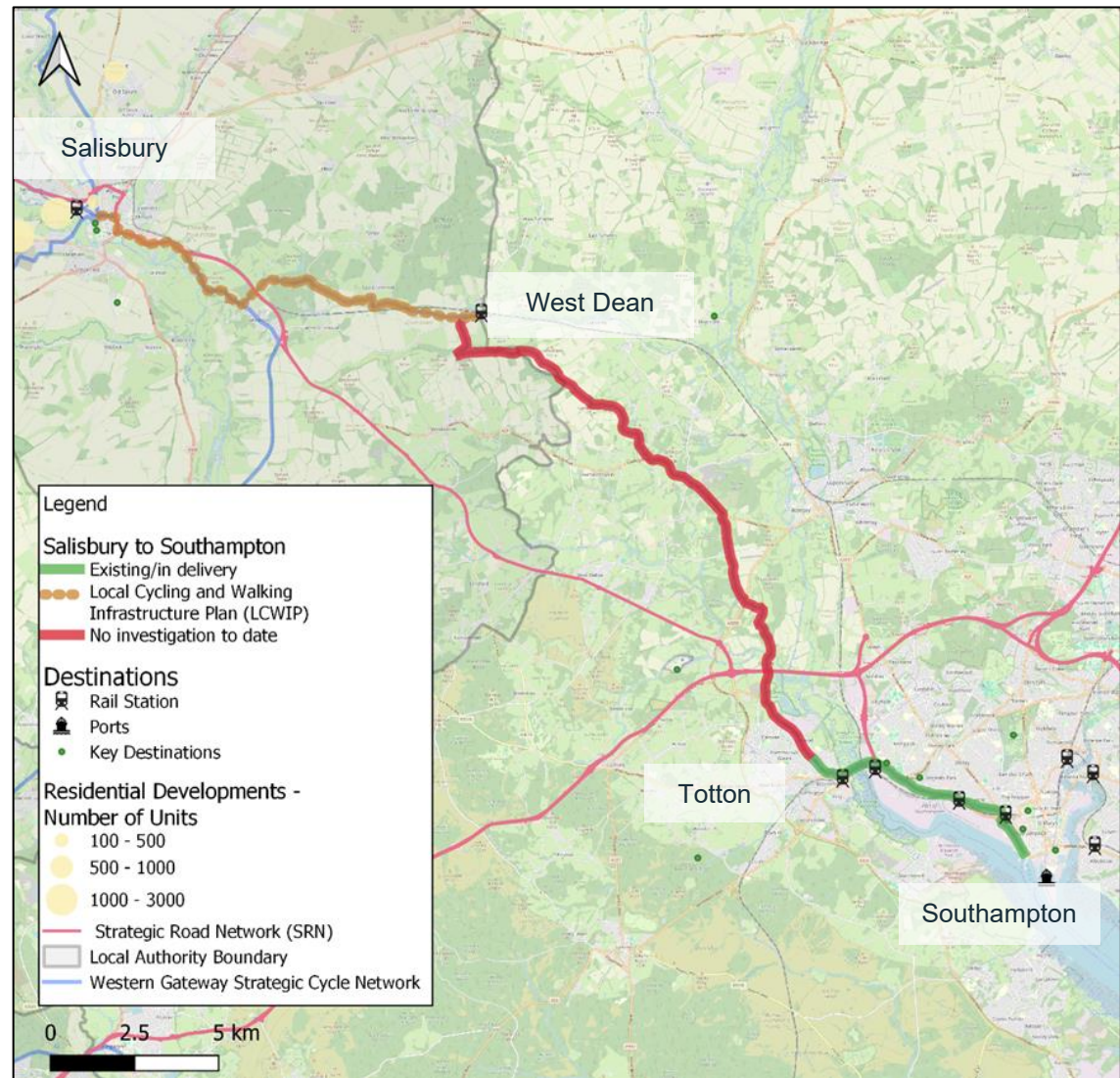
Local Authority Officer Notes

Parkstone Road, Poole: gyratories at each end with no/poor cycle facilities.
Very poor cycle access to Bournemouth Station.
County Gates: Gyratory with poor cycle facilities.
Wareham to Swanage: Quiet route with no alternative.
Ulwell Road: Moderate traffic, seasonally high.
Northbrook Road: Minor Road.
Ferry Road: Part of NCN2.

Section	Status	Cross - boundary	Dev'ment Sites	SRN	Connecting between:	Connecting to (along length):	Notes / Recommendation
Corfe Castle / Swanage to Wareham 26.7km	No Investigation to Date Ferry Road is part of an LCWIP	No	Yes	No	Corfe Castle: Tourist attraction. Swanage: Medium settlement. Wareham: small settlement.	Within key tourist area (Jurassic Coast) but no specific destinations.	Not serving key destinations/gateways but within the key tourism area. Lower priority than other sections of the route as its dependant on those connections to the wider area being in place. Next stage: Feasibility study.
Wareham to Poole 13.2km	LCWIP Existing Sections on Blandford Road	Yes BCP, Dorset	Yes	No	Wareham: small settlement and gateway to key tourist area. Rail station. Poole: Large settlement with key destinations / gateways.	Within key tourist area (Jurassic Coast) but no specific destinations.	Cross boundary route with basis in LCWIP and sections of existing route to be linked up. Opportunity for WG to support cross-boundary planning. Next stage: Feasibility study.
Poole to Bournemouth 8.8km	LCWIP	No	Yes	No	Poole: Large settlement. Bournemouth: Large settlement.	Bournemouth and Poole College, Poole Hospital. Parkstone (Dorset) Rail Station, Branksome Rail Station, Bournemouth Rail Station	Key urban route serving multiple regional destinations and gateways. Sections of existing route to be linked up – missing links not yet progressed. Serves multiple WGSCN routes north west of BCP. Opportunity for WG input to support development of missing links . Next Stage Feasibility Study.

2.12 Salisbury to Southampton

Route Status



Section	Status	Cross-boundary	Dev'ment Sites	SRN	Connecting between:	Connecting to (along length):	Notes / Recommendation
Salisbury to West Dean / Dean Rail Station 17.3km	LCWIP	No	Yes	Parallel and crosses A36	Salisbury: Large Settlement. West Dean: Small settlement, Dean Rail Station.	No key destinations or major settlements.	This routes main function is to provide strategic north-south connectivity to major destinations and gateways in Southampton / New Forest. However it's a long distance route with few destinations or major populations on route. Although this section is inside STB, its purpose is dependent on an end-to-end route to Southampton. Next stage: Liaise with cross-boundary partners to consider importance of route development.
West Dean to Totton 20.8km	Unknown	Yes Wiltshire, Hants, STB boundary	No	Parallel and crosses A36	West Dean: Small settlement, Dean Rail Station. Totton: medium residential settlement. Rail station.	No key destinations or major settlements. Passes through key tourism area (New Forest National Park).	Not within STB. Liaise with cross-boundary partners to consider importance of route development.
Totton to Southampton 7.7km	Existing (Estimated)	No	No	Parallel A36	Totton: medium residential settlement. Southampton: City with universities and cultural attractions.	No key destinations or major settlements.	Not within STB.

Existing / funded	7.7km	17%
LCWIP	17.3km	38%
No Investigation to date	20.8km	45%

Local Authority Officer Notes

N/A

2.13 Summary

This assessment has highlighted route sections within the WGSCN priority routes where input from WG may help to progress scheme delivery and supplement the work of LA partners. The key route sections identified are collated below.

- **Blue sections:** Require cross boundary co-operation – cross boundary sections that link local networks / routes in progress by LA partners. *WG input may fill gap in LA partner priorities.*
- **Navy blue sections:** Improve access to regionally or nationally significant destinations / gateways, or strategic development sites and are within planned networks but not currently being progressed. WG input may aid delivery in medium term.
- **Pink sections:** sections where some initial further investigation is required to determine the potential scope of the next stages - discussion with LA partners to confirm potential scope / benefit of WG input.

Route	Section	Status	Cross-boundary	Dev'ment Sites	SRN	Connecting between:	Connecting to (along length):	Notes / Recommendation
Bristol to Cirencester	Kemble to Cirencester 9.5km	In Progress	No	Yes	No	Kemble: Small settlement with rail station. Cirencester: medium settlement including Royal Agricultural University.	Within key tourist area (Cotswolds National Landscape).	Links university, strategic development site and station. Feasibility and early design work progressed by LA partner – funding opportunity identified. Opportunity for WG input to support funding/delivery. Next Stage: Preliminary design, business case and funding.
Bristol Airport to Bristol	Felton 1.4 km Barrow Lane to Bedminster 7.7km	No investigation	Within WEMCA, (NSC)	Yes Airport, Clevedon Rd	No	Bristol Airport. Felton: rural village. Bedminster: residential area.	No key destinations. Parson Street Station.	Function of route dependant on wider connections between Bristol and airport. Potential opportunity for WG to input to route development given regional significance of the airport, and potential for development funding - initial focus on these sections. Next stage: Feasibility Study.
Weston-Super-Mare to Bristol	Clevedon to Portishead 10.1km	No investigation	No (Within WEMCA, NSC)	Yes Portishead	Parallel M5	Clevedon: (medium settlement and key destination). Portishead: (medium settlement and key destination).	No key destinations. Within key tourism area (WSM to Clevedon Coast).	Not part of formal LCWIP but there are plans to extend the Pier-to-Pier route to Portishead and onward connections to Bristol. Route not in development at present. Inter-urban link between key destinations and within key tourism area. Forms a missing link within a wider regional route under development. Opportunity for WG input to support end-to-end route delivery. Next stage: feasibility study.
Bournemouth to New Milton	Bournemouth to Christchurch 7.2km	No Investigation to Date	No	Yes	No	Bournemouth: large settlement. Christchurch: medium settlement and rail stations.	Key destinations and gateways including Boscombe Pier, Christchurch Rail Station, Bournemouth Beach.	Parallel route in place / in progress between Bournemouth and Iford Roundabout. No scheme development Iford Roundabout to Christchurch. Route alignment is uncertain due to local constraints. Opportunity to support development of key urban route linking destinations and gateways subject to discussion with BCP. Next stage: Feasibility study Iford Roundabout to Christchurch.
Stroud to Gloucester	Stroud to Gloucester 20.1km	In Progress	No	Yes	Parallel and crosses	Stroud: medium settlement, surrounded by key tourism area Stroud Rail Station. Gloucester: large settlement, Gloucester Rail Station.	Stonehouse Rail Station. Within key tourist area (Cotswolds National Landscape).	In pipeline as final part of Gloucester Cycle Spine. Design for parts of the routes are more advanced than others. Serves key development sites and stations. Potential for WG input to less developed sections, subject to discussion with GCC. Next stage: Detailed design / funding.
Bristol to Stroud	Wotton Under Edge to Stonehouse 20.4 km	LCWIP	No	Yes	Parallel	Wotton-Under-Edge: Small settlement in Stroud. Stonehouse: Medium Settlement.	Cam & Dursley, including Rail Station. Within key tourism area	Section between Cam & Dursley and Stonehouse would provide a link to rail connections to Bristol from Stroud area. Serves large development sites. Long distance overall but initial focus on C&D to Stonehouse. Next stage Feasibility Study.
	Stonehouse to Stroud 4.8 km	In Progress	No	Yes	No	Stonehouse: Medium Settlement. Stroud: medium settlement, surrounded by key tourism area	Key destination in Stroud & rail station. Within key tourist area	In pipeline as final part of Gloucester Cycle Spine – feasibility study completed but no delivery programme in place. Opportunity for WG input to support funding/delivery pending discussion with GCC. Next Stage: Preliminary design, business case and funding.
Bournemouth to Corfe Castle	Wareham to Poole 13.2km	LCWIP - Existing Sections on Blandford Road	Yes BCP, Dorset	Yes	No	Wareham: small settlement and gateway to key tourist area. Rail station. Poole: Large settlement with key destinations / gateways.	Within key tourist area (Jurassic Coast) but no specific destinations.	Cross boundary route with basis in LCWIP and sections of existing route to be linked up. Next stage: Feasibility study.
	Poole to Bournemouth 8.8km	LCWIP	No	Yes	No	Poole: Large settlement Bournemouth: Large settlement.	Bournemouth and Poole College. Poole Hospital Parkstone (Dorset) Rail Station, Branksome Rail Station.	Key urban route serving multiple destinations and gateways. Sections of existing route to be linked up. Serves multiple WGSCN routes north west of BCP. Good opportunity for WG input as LA partner are not developing route themselves. Next Stage Feasibility Study.

In addition, the following sections have been identified for further investigation to consider alternative alignments or wider connections with neighbouring partners to determine the potential scope of the next stages.

Route	Section	Notes
Bristol to Cirencester	Bristol to Filton	Very constrained corridor. Local investigation into upgrades shows a strategic corridor plan is required – best led WEMCA / LA partners.
Bristol to Stroud	6.6 km	In the short-term existing parallel quiet routes exist to provide connection. Next stage: Investigate realignment of WGSCN to existing parallel routes and any key barriers remaining on the route.
Bristol to Bath	Hicks Gate Roundabout to Keynsham High Street	The Bristol-Bath strategic corridor scheme (in delivery) plans to provide a parallel route along the A4 bypass – opportunity to promote connectivity to train station, Keynsham and WGSCN route towards Airport. Next stage: Promote / endorse improvements to local connectivity in Keynsham.
	1.7 km	
Midsomer Norton to Bath	A367 to Odd Down	This route follows a strategic route within LA Active Travel Masterplan - existing parallel route to east linking to two-tunnels route. Next stage: liaison with LA Partner – potential feasibility study to consider WGSCN alignment.
	7.3 km	
	Wells Road to Queen Square	Key urban link connecting major corridor scheme in pipeline with wider network. Serves key destinations. Identified as a strategic link by LA partner but no scheme development to date. In short-term existing parallel routes exist (east of Wells Road to existing crossings of the A36) to provide connection. LA best placed to deliver. Next stage: Investigate realignment of WGSCN to existing parallel routes between Bear Flats and crossing of A36 in line with the BANES Active Travel Masterplan.
	1.6 km	
Swindon to Marlborough	Marlborough High Street to London Road	Recent improvements have been made to part of the alternative alignment route that links to the town centre. Next stage: Confirm status with Wiltshire – potential opportunity to support development of further improvements on alternative alignment as required. Alternative alignment: Care Home Path and Quiet Street through Marlberg development site is the route considered in the Wiltshire LCWIP with a link to NCN 403.
	1.8km	
Salisbury to Southampton	Salisbury to West Dean / Dean Rail Station	This routes main function is to provide strategic north-south connectivity to major destinations and gateways in Southampton / New Forest. However it's a long distance route with few destinations or major populations on route. Although this section is inside STB, its purpose is dependent on an end-to-end route to Southampton. Next stage: Liaise with cross-boundary partners to consider importance of route development.
	17.3km	

3. Recommendations

This note has considered options for how WG input can best support development and delivery of route / route sections on the WGSCN.

The WGSCN report included a route assessment to rank the routes for their connectivity and potential travel demand. This assessment has focussed upon the top 10 routes, plus two routes manually selected by WG to provide geographical spread, as this ranking was previously reviewed by the WG Board. Alternative approaches were discussed, such as focus on a full north to south route, or building the network in connected phases, and may have highlighted different sections as priorities.

This initial assessment is intended to inform further discussion with LA partners to agree priorities to take forward and ensure consensus regarding the key links to be progressed. The links identified are not necessarily those with the greatest strategic value in the region – but those where WG input can most usefully lead to delivery of parts of the network that will be of benefit. Other key sections of the WGSCN will be delivered by LA partners without direct WG input.

The route status assessment summarised in Section 2.13 highlights the following options where WG input could best aid route development and delivery in the short/medium term:

- Route delivery – routes in progress by LA partners where WG involvement may assist in progressing design, business case and/or funding application.
 - **Kemble to Cirencester (Bristol to Cirencester):**
Initial feasibility studies are complete but further design and delivery programme not in place. Route links a university strategic development site and a mainline station, with a potential funding / delivery opportunity identified.
 - **Cam & Dusley to Stonehouse to Stroud (and Gloucester) (Bristol to Stroud, Stroud to Gloucester)**
Gloucester to Stonehouse and Stonehouse to Stroud in progress by LA partner as part of Cycle Spine project, although funding and delivery programme for this section is not in place. Opportunity for WG input to support development of a complementary LCWIP link to Cam and Dursley providing a link to a station with services to Bristol, and substantial planned development in the area. Opportunity for WG input to less developed sections of Stroud to Gloucester link subject to discussion with GCC.
- Route development – routes planned by LA partners but not being progressed to date – WG input may help to confirm route alignments and aspirations, and complete end-to-end routes complementing work to progress other sections.
 - **Wareham to Poole to Bournemouth to Christchurch:**
Key route linking major settlements across the south coast, key destinations and gateways to surrounding key tourism areas. Parts of route are existing / in progress whilst others have had no investigation to date. Opportunity for WG input to support end-to-end route development (including identification of preferred route alignment) through a feasibility study on missing links. Includes a cross-boundary link Wareham to Poole.
 - **Felton, Barrow Lane to Bedminster (Bristol Airport to Bristol):**
Function of route dependant on strategic connection between Bristol and the airport. Given the regional significance of the airport it may be appropriate for WG to input to route development – initially feasibility study on missing links joining up small sections in progress. Potential for development funding.
 - **Clevedon to Portishead (Weston Super Mare to Bristol):**
Supporting plans to extend the Pier-to-Pier route to Portishead and onward connections to Bristol. Route not in development at present. Inter-urban link between key destinations and within key tourism area. Forms a missing link within a wider regional route under development by partners. Opportunity for WG input to support end-to-end route delivery through a feasibility study on this link.

Other route sections (listed in Section 2.13) are noted for further investigation to understand the potential for WG input, or to consider alternative alignments for the WG network to match existing routes – these can be progressed through discussion with LA partners and neighbouring authorities.