

Bath and North East Somerset Council

Local Plan 2022 – 2042

Options Consultation

January 2024

Topic Paper: Rural Areas

Contents

1	Introduction.....	3
2	Local Plan Spatial Priorities and Spatial Strategy Principles	3
3	Place Profiles	5
4	List of relatively sustainable villages.....	7
	Demographic data	11
	Facilities Audit - Part 1.....	12
	Facilities Audit - Part 2.....	13
	Transport Assessment Framework (TAF) – Initial Findings.....	14
	Appendix 1 – Technical Note on Rural Growth Accessibility Assessment.....	15

1 Introduction

- 1.1 This Topic Paper summarises the process by which the location of relatively sustainable villages that are identified in the Local Plan Options document have been derived. As such it seeks to ensure there is a clear audit trail by outlining in one place the broad sieving process that has been undertaken.
- 1.2 Whilst the topic paper does not form part of the Local Plan, it provides an important narrative that supports the policy position, and therefore needs to be read in conjunction with the policy options contained in the plan.

2 Local Plan Spatial Priorities and Spatial Strategy Principles

- 2.1 As set out in the Local Plan Options document it is important that the options for development (and specifically the sites that are subsequently allocated in the Draft Local Plan) work towards achieving the spatial priorities of the Local Plan. The proposed spatial priorities of the Local Plan are as follows:

Our Local Plan will plan for development in response to local needs to create attractive, healthy and sustainable places in line with the Council's Corporate Strategy.

The Plan will:

- Create a **fairer**, more **prosperous** and **sustainable** economy
- Maximise the delivery of housing that is **affordable**

In doing so, our plans for development must:

- a) Enable Bath and North East Somerset to become **carbon neutral by 2030** and deliver a climate resilient district
- b) Protect and enhance nature through facilitating **nature recovery**
- c) Improve **health and well-being** outcomes for all, including through planning health promoting and inclusive places and providing for cultural enrichment
- d) Reduce the need to travel unsustainably and enable **improved connectivity** for all through sustainable modes of transport and facilitating locally available services and facilities
- e) Respect, conserve and enhance our **heritage assets** and their landscape settings, in particular the World Heritage Site of Bath and National Landscapes
- f) Align the timely provision of transport, health, education, social, cultural and green infrastructure with development

2.2 Chapter 4 in the Local Plan Options document notes that the spatial priorities are not necessarily locationally specific and are not particularly useful in considering potential locational options. Therefore, in order to help facilitate this process spatial strategy principles are set out. These spatial strategy principles link back to the spatial priorities (as summarised in the table below) and cover the main constraints and opportunities typically used in considering location or site alternatives.

Table 1: Spatial Strategy Principles relationship to Local Plan Spatial Priorities

Spatial Strategy Principle	Local Plan Spatial Priority
<i>Sustainable transport connectivity</i>	d) <i>Reduce need to travel unsustainably and improved connectivity</i>
<i>Climate change and nature: encompassing maintaining and enhancing landscape and protecting biodiversity/facilitating nature recovery</i>	a) Carbon neutral by 2030; b) nature recovery; and e) landscape settings
<i>Flood Risk</i>	a) Climate resilience: and c) health & well-being
<i>Historic Environment: protect and enhance significance of heritage assets</i>	e) <i>Heritage assets and landscape settings</i>
<i>Green Belt: impact on the Green Belt in terms of openness and national purposes</i>	e) <i>Landscape settings and f)</i> <i>green infrastructure</i>
<i>Local food production/agricultural land</i>	a) Carbon neutral by 2030 and c) health and well-being
<i>Infrastructure provision: infrastructure solutions and barriers</i>	f) Timely provision of infrastructure

3 Place Profiles

- 3.1 The strategy for rural, Local Plan-led growth is based on an assessment of a village's sustainability, considering factors such as connectivity through sustainable modes of transportation (public transport, walking, cycling and wheeling) and the availability of essential services and facilities.
- 3.2 Place profiles have been prepared for our villages and parishes. These profiles incorporate an analysis of past growth since the start of the Core Strategy plan period, demographics, connectivity, facilities audit, and other key issues.

Definition of a rural settlement

- 3.3 The [Office for National Statistics \(ONS\)](#) and Defra define all settlements with a resident population of less than 10,000 as rural. It further sub-divides the rural settlements into three groups, which are: rural town and fringe areas; villages; and hamlets and isolated dwellings. Outside the urban areas the rural settlements can be broadly divided into four distinct groups by population. Therefore, in terms of B&NES, all settlements outside Bath, Keynsham and Midsomer Norton, Radstock and Westfield can be classified as 'rural' using this definition. The following section explores this further.

Methodology for identifying relatively sustainable villages in Bath and North East Somerset

- 3.4 The following outlines the factors taken into consideration for identifying relatively sustainable villages:

1. Demographic Analysis:

- Obtained and analysed Census data for each village in Bath and North East Somerset.
- Reviewed planning applications and housing completions to assess population growth trends
- The results of the [demographic analysis can be found here](#).

2. Services and Facilities Audit:

- Updated the Facilities Audit in 2023, building upon the 2017 version. Completed in consultation with Parish and Town Councils as well as desktop assessments where no response was received.
- Considered factors such as the availability of essential services, educational facilities (with a focus on Primary School places), healthcare, and recreational amenities.

- Implemented a weighted scoring system for the Facilities Audit to ensure a comprehensive evaluation of each village's amenities based on Key and Desirable Facilities (see Table 2 below).
- The [Facilities Audit responses can be found here](#).
- The [Facilities Audit results can be found here](#).

Table 2: List of Key and Desirable Facilities used within the assessment

Key Facilities	Desirable Facilities
<ul style="list-style-type: none"> • Convenience Shop • Post Office • Primary school • GP practice • Pharmacy • Public houses • Community centre/hall 	<ul style="list-style-type: none"> • Farm shop • Garage with shop • Off-Licence • Butcher • Bakery • Hairdresser/barber • Pre-school provision • Dentist • Library • Places of worship

3. Transport Connectivity Assessment:

- Utilises Transport Accessibility Framework data (TAF) to evaluate the transportation infrastructure of each village.
- The TAF has been developed for the West of England Combined Authority (WECA) area. It spatially evaluates connectivity to key services. The region has been divided into a hexagon grid system and the process assigns each hexagon a score based on its unique connectivity to local services including education, retail, employment and healthcare.
- The transport modes included in the TAF are set out below, along with the weightings for each mode:
 - Walking: 100
 - Cycling: 75
 - Public Transport: 50
 - Car: 1
- The weighting is based on the sustainable transport hierarchy. Hence Walking has the greatest impact on scoring and Car has the least impact on the scoring
- The current version of the TAF is dated 1st April 2022 and therefore does not include the changes to bus services that took place in April 2023, this has been addressed through further analysis which is outlined in the Technical Note appended to this report
- The Technical Note further assesses 21 villages identified as being the most sustainable from a rural perspective based on TAF connectivity values plus the availability of services and facilities. This includes:
 - assessment of current Public Transport Services (November 2023) and
 - identification of known interventions and future connectivity plans that may enhance accessibility.

4. Housing Need and Other Considerations:

- Consideration of Homesearch data to understand the housing demand and supply dynamics in each village.
- Potential to extend this to Parish-led Local Housing Need Assessment, where available.
- Evaluation of constraints such as Green Belt, National Landscapes (formerly known as Areas of Outstanding Natural Beauty (AONB)), Air Quality Management Areas (AQMA), recognising potential development limitations

4 List of relatively sustainable villages

- 4.1 The following list outlines the villages identified through the Rural Place Assessments as the more sustainable villages for development under Pathway 2, Local Plan-led growth.

- 4.2 It should be noted that Options for a more strategic-scale of development at the villages of Saltford, Whitchurch, Farrington Gurney, Paulton and Peasedown St John are addressed in the Place Based sections of the Options document.
- 4.3 For the 14 most sustainable villages (excluding those listed in para 4.2 above) Local Plan-led growth would be proportionate to the size of the village/community. Such proportionate growth should be modest and would be delivered through the allocation of sites for development (working with local community representatives). An indicative growth of 5% over the 20-year plan period is illustrated in the table below.
- 4.4 Should other villages wish to be considered for further growth then there is the opportunity for them to respond through this consultation.
- 4.5 There is also the opportunity for development to be bought forward through Pathway 1, Community-Led Growth. Under this pathway, local communities can take the lead in shaping and advancing their growth initiatives. This approach offers a flexible framework, enabling residents to propose growth projects (likely to be smaller-scale) that align with their local aspirations using a range of tools, including rural exception schemes, community land trusts, and Neighbourhood Planning.
- 4.6 The Council is also considering the potential for a new settlement to the south of Burnett, adjacent to the A39. It is proposed that this site is consulted on as a possible longer term option in the options document, with the potential to provide housing, employment space, and other uses, towards the end of and outside of the Local Plan period.

Village	5% Indicative Growth over plan period
Bathampton	40 dwellings
Batheaston	63 dwellings
Bathford	40 dwellings
Chew Magna	28 dwellings
Chew Stoke	21 dwellings
Clutton	35 dwellings
Corston	11 dwellings
Farmborough	28 dwellings
Freshford	15 dwellings
High Littleton	45 dwellings
Pensford	25 dwellings
Bishop Sutton	33 dwellings
Temple Cloud	30 dwellings
Timsbury	59 dwellings

5 Next steps

- 5.1 The villages identified as relatively sustainable compared to others are proposed to become the focus of consideration for some rural growth. Our commitment is to engage with the community and parish council in these villages to explore the potential for modest growth, its location and the associated benefits that such planned development could bring e.g. meeting local housing needs or providing employment opportunities, helping to keep villages viable and sustainable. This modest development would be on large sites that would then be allocated for development in the Draft Local Plan and would be additional to any small windfall sites (often sites for one or two dwellings) that might come forward within the Housing Development Boundary for each village. Opportunities outlined in the Housing and Economic Land Availability Assessment (HELAA) will be considered as a starting point for potential locations while also working closely with community representatives as the plan progresses to ensure that any development aligns with their aspirations while preserving the distinct character and vitality of each rural area.

Demographic data

Parish	Core Strategy Area	Demographics - Mid Year Population Estimates 2011	Demographics - Mid Year Population Estimates 2019*	Demographics - Dwellings 2011	Housing - Completions 2011-22	Housing - Sites with planning permission - 2022	Housing - Total (Permissions and Completions) 2011-22	Dwellings - 2023
Bathampton	RA1	1601	1596	768	31	1	32	799
Batheaston	RA1	2732	2921	1221	48	8	56	1269
Bathford	RA1	1752	1783	772	33	6	39	805
Camerton	RA2	662	664	277	26	11	37	303
Charlcombe	Rural	421	441	172	16	2	18	188
Chelwood	GB2	147	156	53	3	1	4	56
Chew Magna	GB2	1151	1183	507	59	14	73	566
Chew Stoke	GB2	997	1000	387	28	7	35	415
Claverton	GB2	115	122	57	4	0	4	61
Clutton	RA1/RA2	1601	1650	637	60	18	78	697
Combe Hay	GB2	147	162	66	5	1	6	71
Compton Dando	GB2	577	589	242	25	1	26	267
Compton Martin	RA2	510	515	226	17	5	22	243
Corston	GB2	487	512	208	4	0	4	212
Dunkerton	GB2	503	500	224	12	7	19	236
East Harptree	RA1	642	661	274	24	12	36	298
Englishcombe	GB2	317	308	132	5	0	5	137
Farmborough	RA1	1036	1273	457	108	11	119	565
Farrington Gurney	RA1	903	924	370	5	1	6	375
Freshford	GB2	550	546	243	49	28	77	292
High Littleton	RA1	2095	2114	852	50	27	77	902
Hinton Blewitt	RA2	307	290	117	15	11	26	132
Hinton Charterhouse	GB2	515	493	230	6	5	11	236
Kelston	GB2	247	271	104	3	0	3	107
Marksbury	GB2	396	389	162	21	0	21	183
Monkton Combe	GB2	560	632	177	11	0	11	188
Nempnett Thrubwell	Rural	177	215	78	10	6	16	88
Newton St Loe	GB2	576	948	82	4	1	5	86
North Stoke	GB2	247	271	72	3	0	3	75
Norton Malreward	GB2	242	208	93	8	0	8	101
Paulton	SV1	5280	6252	2,145	138	66	681	2283
Peasdown St John	SV1	6443	6950	1,751	615	105	308	2366
Priston	GB2	230	233	103	7	2	9	110
Publow and Pensford	GB2	1120	1204	470	27	3	30	497
Saltford	RA1	4068	4220	1715	44	6	50	1759
Shoscombe	GB2	443	451	186	7	12	19	193
South Stoke	GB2	459	432	196	13	173	186	209
St. Catherine	Rural	320	291	86	4	0	4	90
Stanton Drew	GB2	783	750	303	19	0	19	322
Stowey Sutton	RA1	1360	1584	565	103	13	116	668
Swainswick	GB2	266	253	113	0	3	3	113
Temple Cloud	RA1	1285	1450	487	111	3	114	598
Timsbury	RA1	2622	2676	1145	25	28	53	1170
Ubley	RA2	329	336	143	8	2	10	151
Wellow	GB2	530	604	223	10	6	16	233
West Harptree	RA1	438	510	192	48	2	50	240
Whitchurch	RA1	1349	1571	516	305	2	307	821

*Parish level population estimates not currently available for the 2021 census

Facilities Audit - Part 1

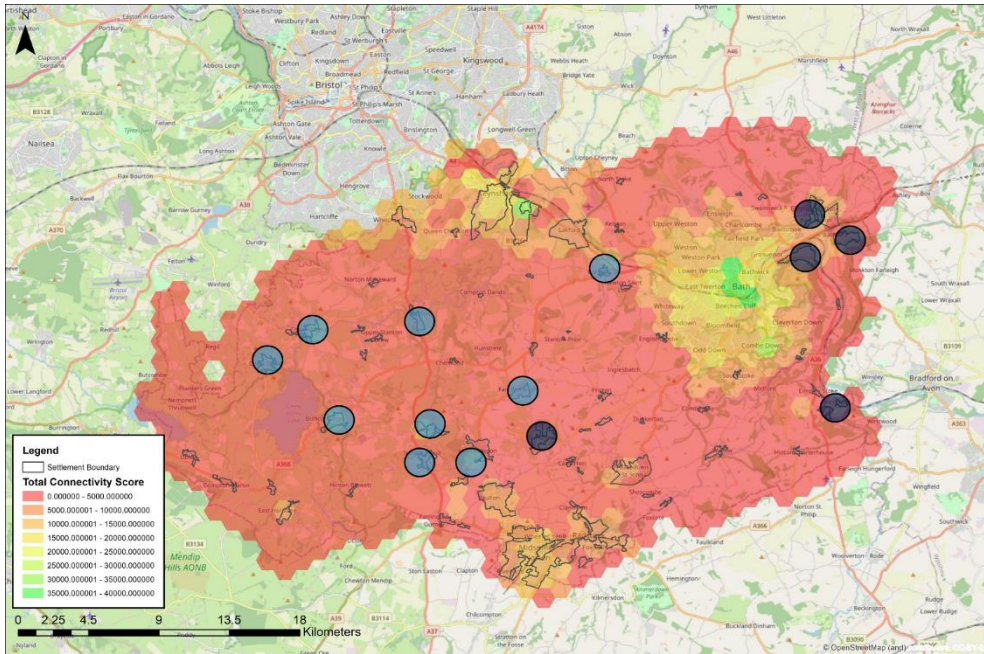
Village	Convenience Shop	Post Office	Primary school	GP practice	Pharmacy	Public houses	Community centre/hall	Farm shop	Garage with shop	Off-Licence	Butcher	Bakery	Hairdresser/barber	Pre-school provision	Dentist	Library	Places of worship
Bathampton	1	1	1	1	1	2	1							2	1		2
Batheaston	2	1	1	1	1	1	3	1					1	1	1		3
Bathford	1		1			1	1			1			1	1			1
Camerton							1										1
Charlcombe							1										1
Chelwood							1										1
Chew Magna	1	1	1		1	3	5	1	1		1		1		1		3
Chew Stoke			1	1	1	1	2						1	1			2
Claverton							1										1
Clutton			1			2	1						1	1			1
Combe Hay						1	1									1	1
Compton Dando						1	2										1
Compton Martin		1				1	2										1
Corston	1	1				1	1										1
Dunkerton and Tunley						1	2							1			1
East Harptree			1			1	1						1	1			1
Englishcombe							1										2
Farmborough	1		1			2	1						1	1			1
Farrington Gurney	1		1			1	1	1	1				1	2		2	2
Freshford	1	1	1			1	1							1			1
High Littleton	2		1			2	1						1				1
Hinton Blewett						1	1										1
Hinton Charterhouse	1	1				2	1							1			1
Kelston						1	1	1									1
Marksbury			1				2		1				1				1
Monkton Combe						1	1		1					1			1
Nempnett Thrubwell							1										1
Newton St Loe	1					1	1	1									1
North Stoke							1										1
Norton Malreward							1							1			1
Paulton	2	1	1	1	1	2	5		1				3	3	2	1	3
Peasdown	3	1	1	1	1	2	2		1		1		2	1	1	1	3
Pensford	1	1	1			3	1										2
Priston						1	1										1
Saltford	1	1	1	1	1	4	1	1		3			3	1	2	1	2
Shoscombe			1			1	1						1				1
South Stoke						1	1	1				1					2
St Catherine																	1
Stanton Drew			1			2	1										1
Stowey Sutton	2	1	1			1	1	1					1	1			2
Swainswick			1											1			1
Temple Cloud	1	1	1	1	1	1	1		1				1				2
Timsbury	2		1	1	1	1	2						2	2		1	4
Ubley			1				1							1			1
Wellow	1		1			1	1						1	1			1
West Harptree	1	1		1		2	1	1						1	1		1
Whitchurch			1			1	2						1	2	1		3

Facilities Audit - Part 2

Village	Key count	Desirable count	Total	Weighted score*	Classification
Bathampton	8	5	13	7.1	1 Settlements with a broad range of services & facilities
Batheaston	10	7	17	9.1	1 Settlements with a broad range of services & facilities
Bathford	4	4	8	4	2 Settlements with a moderate range of services & facilities
Camerton	1	1	2	1	4 Settlements with a very limited range of services & facilities
Charlcombe	1	1	2	1	4 Settlements with a very limited range of services & facilities
Chelwood	1	1	2	1	4 Settlements with a very limited range of services & facilities
Chew Magna	12	8	20	10.8	1 Settlements with a broad range of services & facilities
Chew Stoke	6	4	10	5.4	2 Settlements with a moderate range of services & facilities
Claverton	1	1	2	1	4 Settlements with a very limited range of services & facilities
Clutton	4	3	7	3.7	3 Settlements with a limited range of services & facilities
Combe Hay	2	2	4	2	4 Settlements with a very limited range of services & facilities
Compton Dando	3	1	4	2.4	4 Settlements with a very limited range of services & facilities
Compton Martin	4	1	5	3.1	3 Settlements with a limited range of services & facilities
Corston	4	1	5	3.1	3 Settlements with a limited range of services & facilities
Dunkerton and Tunley	3	2	5	2.7	4 Settlements with a very limited range of services & facilities
East Harptree	3	3	6	3	3 Settlements with a limited range of services & facilities
Englishcombe	1	2	3	1.3	4 Settlements with a very limited range of services & facilities
Farmborough	5	3	8	4.4	2 Settlements with a moderate range of services & facilities
Farrington Gurney	4	9	13	5.5	2 Settlements with a moderate range of services & facilities
Freshford	5	2	7	4.1	2 Settlements with a moderate range of services & facilities
High Littleton	6	2	8	4.8	2 Settlements with a moderate range of services & facilities
Hinton Blewett	2	1	3	1.7	4 Settlements with a very limited range of services & facilities
Hinton Charterhouse	5	2	7	4.1	2 Settlements with a moderate range of services & facilities
Kelston	2	2	4	2	4 Settlements with a very limited range of services & facilities
Marksbury	3	3	6	3	3 Settlements with a limited range of services & facilities
Monkton Combe	2	3	5	2.3	4 Settlements with a very limited range of services & facilities
Nempnett Thrubwell	1	1	2	1	4 Settlements with a very limited range of services & facilities
Newton St Loe	3	2	5	2.7	4 Settlements with a very limited range of services & facilities
North Stoke	1	1	2	1	4 Settlements with a very limited range of services & facilities
Norton Malreward	1	2	3	1.3	4 Settlements with a very limited range of services & facilities
Paulton	13	13	26	13	1 Settlements with a broad range of services & facilities
Peasdown	11	10	21	10.7	1 Settlements with a broad range of services & facilities
Pensford	7	2	9	5.5	2 Settlements with a moderate range of services & facilities
Priston	2	1	3	1.7	4 Settlements with a very limited range of services & facilities
Saltford	10	13	23	10.9	1 Settlements with a broad range of services & facilities
Shoscombe	3	2	5	2.7	4 Settlements with a very limited range of services & facilities
South Stoke	2	4	6	2.6	4 Settlements with a very limited range of services & facilities
St Catherine	0	1	1	0.3	3 Settlements with a very limited range of services & facilities
Stanton Drew	4	1	5	3.1	3 Settlements with a limited range of services & facilities
Stowey Sutton	6	5	11	5.7	2 Settlements with a moderate range of services & facilities
Swainswick	1	2	3	1.3	4 Settlements with a very limited range of services & facilities
Temple Cloud	7	4	11	6.1	1 Settlements with a broad range of services & facilities
Timsbury	8	9	17	8.3	1 Settlements with a broad range of services & facilities
Ubley	2	2	4	2	4 Settlements with a very limited range of services & facilities
Wellow	4	3	7	3.7	3 Settlements with a limited range of services & facilities
West Harptree	6	4	10	5.4	2 Settlements with a moderate range of services & facilities
Whitchurch	4	7	11	4.9	2 Settlements with a moderate range of services & facilities

*Weighted score - 0.7 Key / 0.3 Desirable

Transport Assessment Framework (TAF) – Initial Findings



Map showing the TAF scoring for existing connectivity (1st April 2022) with the 14 village options.

TAFF Score	Village
4	Bathampton, Batheaston, Bathford, Freshford, Saltford, South Stoke and Whitchurch
3	Corston, Paulton, Peasdown St John and Timsbury
2	Chew Magna, Chew Stoke, Clutton, Englishcombe, Farmborough, Farrington Gurney, High Littleton, Publow and Pensford, Stowey Sutton and Temple Cloud
1	Claverton, East Harptree, Monkton Combe, North Stoke, Priston, Swainswick, Ubley and Wellow
0	Camerton, Charlcombe, Chelwood, Combe Hay, Compton Dando, Compton Martin, Dunkerton, Hinton Blewitt, Hinton Charterhouse, Kelston, Marksbury, Nempnett Thrubwell, Newton St Loe, Norton Malreward, Shoscombe, St. Catherine, Stanton Drew and West Harptree

Table showing the TAF scoring for existing connectivity (1st April 2022) for all villages.

Appendix 1 – Technical Note on Rural Growth Accessibility Assessment

Technical Note – Rural Growth Accessibility Assessment

Introduction

1. The purpose of this Technical Note is to provide details of the accessibility assessment undertaken for 21 villages within Bath and North East Somerset (B&NES).
2. The Technical Note sets out the methodology underpinning the assessment. It then presents the results of the assessment and establishes the relative accessibility of the villages and the suitability from a transport perspective to accommodate growth associated with the New Local Plan.

Methodology

3. The methodology that has been applied to undertake the assessment and use the 'Transport Assessment Framework' (TAF) to assess the 21 villages, is set out below.
4. The TAF has been developed for the West of England Combined Authority (WECA) area. It spatially evaluates connectivity to key services. The region has been divided into a hexagon grid system and the process assigns each hexagon a score based on its unique connectivity to local services including education, retail, employment and healthcare.
5. Each of the 21 villages included in the assessment has been identified by B&NES Planning Officers as being the most sustainable from a rural perspective based on TAF connectivity values plus the availability of services and / or facilities. Therefore, the least accessible villages within B&NES have been scoped out from further assessment.
6. The TAF has been interrogated to understand how it can be used as the basis for assessing the 21 villages identified, in the context of typically lower levels of rural accessibility as compared to urban areas. The TAF splits the district into hexagons, with a centre-corner distance of 400m, and calculates connectivity to a range of land uses to provide a blended connectivity score. Land uses are weighted by the frequency that people tend to access them, based on National Travel Survey (further information provided in **Appendix A**), and connectivity by sustainable modes are weighted higher than private car usage.
7. The transport modes included in the TAF are set out below, along with the weightings for each mode:
 - Walking: 100
 - Cycling: 75
 - Public Transport: 50
 - Car: 1
8. The weighting is based on the sustainable transport hierarchy. Hence Walking has the greatest impact on scoring and Car has the least impact on the scoring.
9. The TAF value for connectivity considers the distances travelled by each of these modes to key services. Whilst the services are often located in larger urban areas such as Bath and Bristol, they could also be located in a nearby village. Hence, clusters of villages have a higher TAF value as compared to more isolated villages. For example, the TAF identifies clusters of villages such as Clutton, High Littleton and Temple Cloud.
10. The current version of the TAF is dated 1st April 2022 and therefore does not include the changes to bus services that took place in April 2023, which limits its accuracy in terms of Public Transport. A TAF assessment without Public Transport services has been undertaken. However, this showed limited differences in sustainable connectivity across the rural areas between different villages. Therefore, a separate, qualitative, exercise has been undertaken that includes Public Transport, to consider whether the bus service changes affect each village individually. It is based on the bus timetables as of

April 2023. The scoring used in the assessment in this Technical Note is based on the methodology within the TAF and a separate additional assessment for bus services.

11. Since the connectivity scoring is lower for rural areas as compared to urban and sub-urban areas, it is necessary to identify the differences between villages by using a scale which has greater visual differentiation at the lower end. The scale which helps most easily identify differences in the scoring is shown below on **Figure 1**. As discussed above, the score represents a calculation of connectivity to services, weighted by mode of travel. The higher the score, the greater the connectivity.

Figure 1: Connectivity Scoring Scale

Total Connectivity Score



12. Based on this, the TAF map which has been used as the basis for the comparative assessment includes each of the transport modes listed under point 7, using the scale set out in point 10. It is included as **Appendix B** of this Technical Note.
13. To undertake the analysis, the following two criteria have been used:
 - **Existing levels of accessibility** – this refers to the TAF map which is underpinned by assumptions on walk and cycle speed and distances. It then considers whether changes to bus services which took place in April 2023 have further impacted the sustainable connectivity. It considers whether a village has a regular bus service, as well as the frequency of the bus service(s). Using this information, a brief description is included for each village along with a score; and
 - **Future levels of accessibility** – this considers: are there any planned projects or improvements that could improve accessibility? E.g. would it benefit from the Somer Valley Links or Bristol to Bath Strategic Corridor proposals?
14. are there any potential improvements that development could reasonably deliver to improve accessibility? E.g. is there potential to upgrade existing bus infrastructure, is there a verge wide enough on a main road through the village to build a new footway on? Is the road wide enough to provide a segregated cycle lane? Using this information, a brief description is included for each village along with a score.
15. The TAF analysis provides a good indication of relative accessibility, although it has limitations such as being relatively coarse in the context of smaller settlements, and not being able to account for changes in Public Transport services. It therefore provides a starting point for analysing the connectivity of a particular location and as a basis in comparing one location against another. However, an assessment has been undertaken at a local level, which explores the connectivity in more detail. This is also necessary to understand potential interventions.
16. With regards to scoring, a scale of 0 to 5 has been selected, to categorise the existing and potential connectivity of a settlement in relative terms. The scale enables a relative comparison to be made between geographical areas and is suitable for considering the accessibility of villages as opposed to dispersed hamlets, isolated farms or larger urban areas such as Bath, Keynsham or Midsomer Norton. Thus, a maximum score of 5 does not mean that it has an excellent level of accessibility, but rather that it offers the best level of accessibility relative to the other villages within the assessment.
17. As stated, the scoring has been based on the TAF but with further verification and analysis of the local context based on a qualitative assessment. The future level of assessment score considers not only whether there are potential future improvements, but also whether those improvements are likely to be

sufficient to warrant an increase into a higher category. It's worth noting that providing a significant quantum of housing growth in these locations would provide support for existing facilities and potentially sustain new facilities, thus improving the connectivity score. However, without specific proposals for each village, this has not been incorporated into the exercise. A narrative has been included alongside this to provide a transparent rationale for each score rating, in order to support decision making.

Results

18. Based on the above methodology, a results table has been prepared outlining the details of the assessment. It is included at **Appendix C** of this Technical Note. Since bus provision changed in April 2023 after the TAF was produced, details on the bus provision (as of April 2023) for each of the 21 villages has been included at **Appendix D**.

Existing Connectivity

19. In the 'Existing Connectivity' category, the scores for the villages are shown in **Table 1**.

Table 1: Existing Connectivity

Score	Village
5	
4	Batheaston, Bathford, Bathampton, Freshford, Saltford, Whitchurch Village
3	Corston, Paulton, Peasedown St John, Timsbury
2	Chew Magna, Chew Stoke, Clutton, Farmborough, Farrington Gurney, High Littleton, Publow and Pensford, Stowey Sutton, Temple Cloud
1	East Harptree, Wellow



20. Table 1 shows that none of the villages scored 5 for Existing Connectivity. The villages which score 4 are Batheaston, Bathford, Bathampton, Freshford, Saltford and Whitchurch Village. For Batheaston, Bathford, Bathampton this is because of their proximity to Bath City Centre, a bus service which connects to Bath Bus Station (that provides opportunities to interchange to reach further destinations) and a range of local facilities within each village. For Freshford it is because it is the only village with a rail station in proximity, although the journey time to Bristol Temple Meads rail station is 31 minutes and trains are approximately every hour. As of April 2023, it also has a bus service (route 94) and a primary school. Saltford benefits from its physical proximity to both Bath and Keynsham, some local facilities, and public transport on the A4. Whitchurch Village has some local facilities is located close to Keynsham and parts of south Bristol, and benefits from public transport services on the A37 to Bristol City Centre.
21. By contrast, the villages identified with the lowest score of 1 are Wellow, and East Harptree. As expected, both villages have a below average value in the TAF. Wellow has a low value because of its poor public transport links and limited facilities. East Harptree is physically distant from both Bristol and Bath, with poor public transport connections to both cities, as evidenced in **Appendix D**. These villages also have very few existing local services.
22. The overall pattern in the score reflects the following factors:
- The highest scoring villages have both good public transport links in the context of a rural location, as well as access to several local services within the village and physical proximity to an urban area or other village(s) with a range of services;
 - The middle scoring villages have either good public transport links in the context of a rural location or access to a number of local services within the village, but not both; and
 - The lowest scoring villages do not have either good public transport links in the context of a rural location or access to several local services within the village and physically distant from an urban area or other village(s) with a range of services.
23. It's worth noting that none of the villages scored 0. This is because each village had at least an existing

public transport route or local facility such as a primary school. This reduces the car dependency and / or allows a proportion of trips to be retained within the village.

Future Connectivity

24. With regards to 'Future Connectivity,' it was only possible to identify a limited number of committed schemes which would improve the Future Connectivity of the villages. This includes the Somer Valley Links ([About the project \(haveyoursaywest.co.uk\)](http://haveyoursaywest.co.uk)) and Bristol to Bath Corridor ([A4 Bath to Bristol \(haveyoursaywest.co.uk\)](http://A4 Bath to Bristol (haveyoursaywest.co.uk))) projects. These schemes have committed funding and are going through scheme development, business case and assurance processes. Whilst the schemes are committed, and it is reasonable to assume that they would come forward, it should be noted that this is not guaranteed.
25. A further limited number of potential interventions have been identified based on a headline assessment, but overall there is limited scope. This is generally because of the typically constrained and historic nature of the highway network within the villages, meaning that there is limited scope to significantly improve the pedestrian and cycle infrastructure. For example, this includes Freshford and Wellow. Secondly, there are several villages where the topography presents a challenge, particularly for active modes. For example, Freshford and Timsbury. Finally, a number of villages have a remote location relative to the nearest urban area. For example, East Harptree and Bishop Sutton. This means a greater proportion of trips out of the village will be by private car, since the journey by an active mode would likely be too far. However, it is noted that the advent of e-bikes, and e-scooters, is reducing the barrier effect of distance and topography for some people.
26. In the 'Future Connectivity' category, the scores for the villages are shown in **Table 2**.

Table 2: Future Connectivity

Score	Village
5	<i>Batheaston* (4), Saltford* (4), Whitchurch Village* (4)</i>
4	Bathampton, Bathford, Freshford
3	<i>Clutton* (2), Corston, Farrington Gurney* (2), Paulton, Peasedown St John, Temple Cloud* (2), Timsbury, Publow and Pensford* (2)</i>
2	Chew Magna, Chew Stoke, Farmborough, High Littleton, Stowey Sutton
1	East Harptree, Wellow



* Score has changed from Table 1 (previous score)

27. Table 2 shows that seven villages; Batheaston, Clutton, Farrington Gurney, Publow and Pensford, Saltford, Temple Cloud and Whitchurch Village changed their score from the 'Existing Connectivity' to 'Future Connectivity' categories. Batheaston changed from a score of 4 to 5 because its physical proximity to Bath provides the potential to extend the coverage of the e-scooter / e-bike provision from the existing boundary within Bath. Farrington Gurney, Publow and Pensford, Temple Cloud and Whitchurch Village changed their score because each directly benefits from committed interventions as part of the Somer Valley Links project which includes improved bus stops, new mobility hubs with better cycle parking and improved pedestrian crossings and a new 'quiet route' for cyclists between Clutton, Publow and Pensford and Whitchurch Village. Saltford changed score from 4 to 5 because it will benefit from the Bristol to Bath Corridor project which includes new bus lanes on the A4 and improved cycle routes to improve the sustainable connectivity to Bath, Bristol and Keynsham.

Conclusion

28. The villages which score highest in the Existing Connectivity category are Batheaston, Bathford, Bathampton, Freshford, Saltford and Whitchurch Village. Batheaston, Bathford and Bathampton are near Bath, Freshford has a rail station and Saltford and Whitchurch Village are in proximity to Keynsham and Bath and Bristol respectively.
29. When taking into account of the committed and potential interventions to improve the connectivity, the villages which score highest in the Future Connectivity category are and Batheaston, Saltford and Whitchurch Village. Batheaston increased its scores from the Existing Connectivity category because of the potential for active travel improvements on both High Street and London Road, Saltford benefits

from the Bristol to Bath Corridor project and Whitchurch Village benefits from the Somer Valley Link project.

30. The assessment has found that the three overarching factors which impact the scoring are public transport links, access to local services and physical distance to an urban area / village with a further range of facilities. The last two factors influence the potential for trips to be made by active modes and the distance travelled on the highway network.

31. **Table 3** summarises the scores for each village for Existing Connectivity and Future Connectivity.

Table 3: Summary of TAF Scores

Location		Existing Connectivity Score	Future Connectivity Score
1	Batheaston	4	5
2	Bathford	4	4
3	Bathampton	4	4
4	Chew Magna	2	2
5	Chew Stoke	2	2
6	Clutton	2	2
7	Corston	3	3
8	East Harptree	1	1
9	Farmborough	2	2
10	Farrington Gurney	2	3
11	Freshford	4	4
12	High Littleton	2	2
13	Paulton	3	3
14	Peasedown St John	3	3
15	Publow and Pensford	2	3
16	Saltford	4	5
17	Stowey Sutton	2	2
18	Temple Cloud	2	3
19	Timsbury	3	3
20	Wellow	1	1
21	Whitchurch Village	4	5

Appendix A

National Travel Survey

National Travel Survey – Trip Data

There are assumptions regarding the average dwelling occupancy; assumed to be 2.3 people per dwelling; and the trip rates by car for different purposes. These assumptions are derived from the National Travel Survey Table NTS9903 and NTS9906 are summarised in Table 1.

Table 1: National Travel Survey – Trips per Person by Car

Area Type	Work	Education	Retail	Other	Total
Urban City and Town	112	84	129	335	659
Rural Town and Fringe	106	83	137	388	714
Rural Villages, Hamlets and Isolated Dwellings	125	94	148	460	827

As Table 1 shows the number of car increases as the home location becomes more rural for all purposes. For reference, Table 2 shows how the modes differ by home location and reveal that generally all households in the three area types found in WECA have approximately the same number of trips per year.

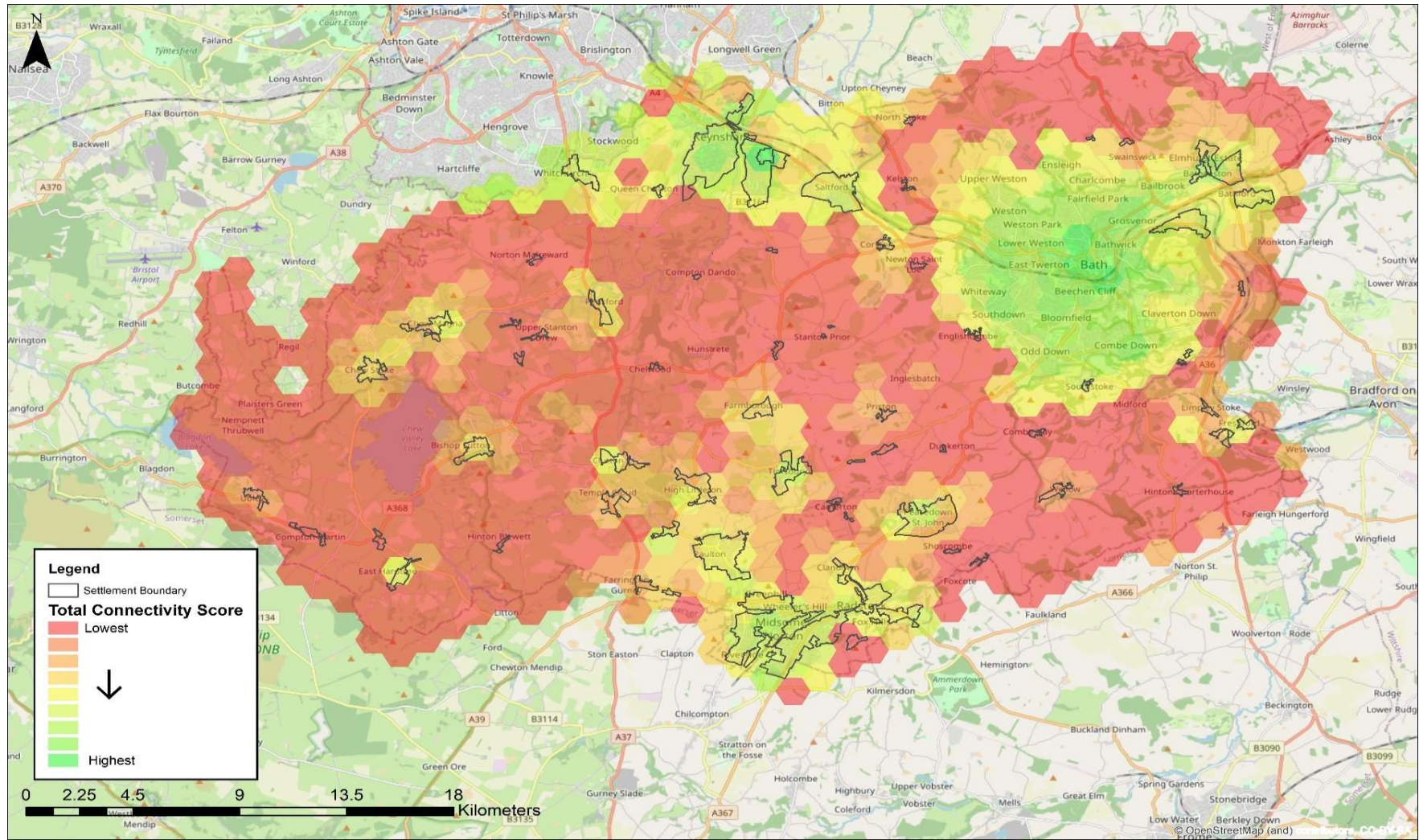
Table 2: Mode Split by Home Location

	Urban City and Town	Rural Town and Fringe	Rural Villages, Hamlets and Isolated Dwellings
Car	660	714	827
Bus	51	40	32
Other	299	268	169
Total	1,010	1,022	1,028

Appendix B

TAF Mapping

TAF Connectivity Map



Appendix C

Assessment Framework

B&NES Rural Growth Accessibility Assessment

	Location	Existing Levels of Connectivity		Future Levels of Connectivity	
		Description	Score	Description	Score
1	Batheaston	Batheaston scores highly in the TAF scoring. The village is approximately 5km away from Bath City Centre. The number 13 bus service runs to and from Bath City Centre hourly, providing access to Bath Bus Station (city centre) in 24 minutes providing good levels of connectivity. There is a range of local services and facilities in Batheaston itself, including convenience stores, a primary school, spaces for recreation, a medical centre and pharmacy. Batheaston benefits from being located in close proximity to the villages of Bathford and Bathampton, where there are greater sports facilities.	4	At the time of writing, there are no committed schemes in the area to improve connectivity for the Village. However, Batheaston doesn't have any topographical constraints, such as the River Avon and A4 bypass, that limit potential active travel improvements with both High Street and London Road West offering opportunities for enhancement. For example, there is an opportunity to remove on-street parking to make space for a cycle lane on the High Street. As a result, the connectivity score has been increased to 5.	5
2	Bathford	Bathford scores highly in the TAF scoring. Its close proximity to Bath, which is approximately 5km to the south-west of Bathford contributes to this. The 3 Bathcity bus service connects Bathford and Bath city centre. This service operates approximately every 20 minutes Monday-Saturday and half hourly on Sundays. There are no rail stations in Bathford, however Bath Spa is accessible via approximately a 20 minute bus service. There are limited services present in Bathford, however a primary school and village shop is present. Bathford benefits from the clustering of neighbouring villages, as a greater number of facilities, including convenience stores and healthcare provision, are present in neighbouring Batheaston. The site therefore scores highly due to its proximity to Bath and neighbouring villages.	4	At the time of writing, there are no committed schemes in the area to improve connectivity for the Village. There is an opportunity to increase the coverage of the e-scooter/e-bike provision to Bathford as the current zone for TIER scooters/bikes includes Batheaston and extends up to the A4 near Bathford. A modal filter / quiet lane could be introduced on Pump Lane, but otherwise the A4, Batheaston bypass and the River Avon all combine to act as a significant barrier to people in Bathford using active travel. Therefore, the potential improvements are not considered sufficient to increase the connectivity score.	4
3	Bathampton	Bathampton scores highly in the TAF scoring due to its proximity to Bath City Centre. Bathampton is located approximately 4km away from Bath City Centre following publicly accessible routes, where there a wide range of amenities. The 11 Bathcity bus serves the residential areas of Bathampton, with an hourly service on weekdays to Bath City Centre. Bathampton is largely bound to the south by the A36, where a wider range of bus services operate including the D1 discover and D2x. These, paired with the 11 Bathcity service provide on average two services per hour on weekdays to Bath City Centre. The railway line limits the development of Bathampton to the north, although there is no railway station in Bathampton. Facilities in Bathampton are limited to a nursery, primary school, village hall, church and a pub. A dentist is located outside of the eastern extent of the village. Bathampton is located in close proximity to facilities in Batheaston and Bath, where there are greater healthcare facilities. The village is located approximately 4.5km to the north of the University of Bath, following publicly accessible routes. The site therefore scores highly due to its proximity to Bath. The coverage of the e-scooter / e-bike provision includes Batheaston.	4	At the time of writing, there are no committed schemes in the area to improve connectivity for the Village. The scope of opportunities to improve connectivity by active travel is limited by narrow carriageway widths in the Village. Therefore, the connectivity score has not been increased.	4
4	Chew Magna	Chew Magna scores approximately mid range for the villages in the TAF scoring. It is located approximately 10km to the south of Bristol. Following the bus timetable changes in April 2023 and the subsequent DRT trial, there are no fixed time bus services serving Chew Magna, combined with the fact there is no rail station, this provides poor levels of connectivity to the village. The TAF score for Chew Magna is inflated due to the bus services which have since been cut. There are a range of basic services in the area, including a dental practice, school and a convenience store. These provide a small number of employment opportunities, however the majority travel outside the village for work. Chew Magna has its own primary school, and the nearest secondary school / sixth form is Chew Valley, located between the villages of Chew Magna and Chew Stoke. The nearest medical practice is also located in Chew Stoke.	2	At the time of writing, there are no committed schemes in the area to improve connectivity for the Village. The scope of opportunities to improve connectivity by active travel is limited by narrow carriageway widths in the Village. As a result, this is not considered sufficient to warrant an increase to the connectivity score.	2
5	Chew Stoke	Chew Stoke scores below the average in the TAF scoring for the villages. It is located approximately 13km to the south of Bristol. Chew Stoke does not have its own railway station or any fixed bus routes following the recent cuts to bus funding. The 672 service previously served Chew Stoke. Services in Chew Stoke are limited to a primary school, a medical practice and the hospitality sector. The nearest secondary school / sixth form is Chew Valley, which is located between the villages of Chew Magna and Chew Stoke. Chew Stoke benefits from its proximity to Chew Magna, where the nearest dental practice and convenience store is located.	2	At the time of writing, there are no committed schemes in the area to improve connectivity for the Village. Opportunity for a quiet lane on Wallycourt Road to connect to National Cycle Network Route 3. However, this is not considered sufficient to warrant an increase to the connectivity score.	2
6	Clutton	Clutton scores around the average for the whole of the B&NES district in the TAF scoring. Clutton is located approximately 15km to the south west of Bath, 14km to the south east of Bristol and 7km to the north west of Midsomer Norton. The 172 and 376 bus services run along the A37 through Clutton, providing a sustainable transport connection to Bristol city centre, Bath and Midsomer Norton. The 172 service runs towards Midsomer Norton and Bath city centre, whilst the 376 service runs towards Wells. Both services operate with a 30 minute frequency on weekdays and weekends, providing a combined 15 minute frequency to Bristol city centre. Facilities are limited to a primary school, pub and playground in Clutton. Clutton benefits from being located in close proximity to Temple Cloud, where the nearest surgery is located.	2	The Somer Valley Links scheme will benefit this location by improving walking, cycling and bus services with the following improvements: - Improved Rogers Close bus stop, including new bus shelter with real time information screen; and - New cycling quiet route using improved country lanes that would connect Hallatrow, Clutton, Pensford, Publow and Whitchurch Village. As a result of these proposed improvements, the connectivity score has been increased to 3.	3
7	Corston	Corston scores slightly above the average for the whole of the B&NES district in the TAF scoring. Corston is located 6km to the west of Bath and 13km to the south east of Bristol city centre. Corston is also well-located to benefit from services in Keynsham, Saltford and Bath city centre. Corston itself has no significant services. It is located between the A39 and A4, and is approximately 500m away from its nearest bus stop at the Bristol Road / Corston Lane junction, which is served by the X39 service. This service operates between Bath and Bristol with a 15 minute frequency.	3	At the time of writing, there are no committed schemes in the area to improve connectivity for the Village. The scope of opportunities to improve connectivity by active travel is limited by narrow carriageway widths in the Village. As a result, this is not considered sufficient to warrant an increase to the connectivity score.	3
8	East Harptree	East Harptree scores lower than the average for the villages in the TAF scoring. East Harptree is located 20km to the south of Bristol and 22km to the south west of Bath following accessible routes. East Harptree has its own primary school, and is located approximately 800m to the east of West Harptree which offers additional services. However, there are very few services in East Harptree and limited existing sustainable transport provision.	1	At the time of writing, there are no committed schemes in the area to improve connectivity for the Village. The scope of opportunities to improve connectivity by active travel is limited by narrow carriageway widths in the Village. As a result, this is not considered sufficient to warrant an increase to the connectivity score.	1

9	Farmborough	Farmborough scores around mid range in the TAF scoring for the villages. The 522 bus service provides connections to Bristol, Midsomer Norton and Bath. The service runs along the A39 in Farmborough with a 30 minute frequency. Farmborough has few facilities and services, limited to a primary school, hospitality and recreation facilities. Farmborough is located within 4km of Clutton, High Littleton and Timsbury. Farmborough has a minor community shop, however there are greater convenience stores located in Timsbury. The nearest pharmacy is also located in Timsbury.	2	At the time of writing, there are no committed schemes in the area to improve connectivity for the Village. Farmborough is well-located to benefit from a Mobility hub on the A39 and enhanced bus service frequency along A39 corridor. However, this is not considered sufficient to warrant an increase to the connectivity score.	2
10	Farrington Gurney	Farrington Gurney scores around the average in the TAF scoring compared to other villages in the district. Farrington Gurney is located approximately 4.5km to the north west of Midsomer Norton and 3km to the south west of Paulton following publicly accessible routes. The A37, which connects Bristol and Wells, dissects Farrington Gurney. Farrington Gurney is 19km to the south east of Bristol via the A37 and 17km to the south west of Bath via the A367. The 376 bus service connects Farrington Gurney to Bristol via Temple Cloud, Clutton and Whitchurch Village. This is the only bus service that stops at Farrington Gurney and has a frequency of every 30 minutes. In terms of local facilities, there is a nursery, primary school and convenience store located in Farrington Gurney. This is in addition to a pub and farm shop, whilst a superstore is located 3km to the east along the A362 between Farrington Gurney, Paulton and Midsomer Norton.	2	The Somer Valley Links scheme will benefit this location by improving walking, cycling and bus services with the following improvements: - A new cycle quiet route connecting the A367 and Main Street to Paulton Road via the Old Railway path and shared use path along the A362 to connect to Old Mills Lane; - Improved bus junction between the A37 and A362 with upgraded traffic signals; - New place to switch between different types of transport at Ham Lane bus stop with better cycle parking facilities and improved pedestrian crossings; and - Improved Ham Lane / Main Street bus stop including new bus shelter with digital travel information screen. As a result of these proposed improvements, the connectivity score has been increased to 3.	3
11	Freshford	Freshford scores just above average in the TAF scoring compared to other villages in the district. It scores relatively better than neighbouring villages due to its proximity to Freshford Railway Station, which connects the area to Bristol Temple Meads with a 31 minute journey time and Bath with a 19 minute journey time. Both services are hourly on weekdays and also connect to Westbury, Salisbury and Warminster. The 94 bus service serves Freshford, running between Trowbridge and Bath Grand Parade. However, frequency is limited to six services per day on weekdays and no services on weekends. Freshford itself has few services, although there is a primary school. The site therefore scores highly due to its railway connections to Bristol and Bath.	4	At the time of writing, there are no committed schemes in the area to improve connectivity for the Village. The scope of opportunities to improve connectivity by active travel is limited by very narrow, winding and steep roads in Freshford. The scope to increase connectivity to the rail station is also limited due to the River Avon and River Frome causing severance to the north and east of the station. In addition, there are privately owned houses close to the station to the south and west which would prevent the implementation of a new shared footpath/cyclepath. As a result, this is not considered sufficient to warrant an increase to the connectivity score.	4
12	High Littleton	High Littleton scores around the average in the TAF scoring compared to the villages in the district. High Littleton is located 2km to the west of Timsbury, 12km to the south west of Bath and approximately 4.5km to the north east of Midsomer Norton. It is located along the 522 bus route which runs between Midsomer Norton and Bath and Bristol city centres. This service has approximately an hourly frequency on weekdays and weekends from High Littleton. High Littleton has basic facilities and services including a primary school, convenience stores, hospitality and recreation facilities. It is also in close proximity to services in Paulton and Timsbury, where the nearest hospital and pharmacies are located.	2	At the time of writing, there are no committed schemes in the area to improve connectivity for the Village. High Littleton is well-located to benefit from a Mobility hub on the A39 and enhanced bus service frequency along A39 corridor. However, this is not considered sufficient to warrant an increase to the connectivity score.	2
13	Paulton	Paulton scores just above the average in the TAF scoring compared to other villages in the district. Paulton is located 4km to the north of Midsomer Norton and 7km to the north west of Radstock following publicly accessible routes. The 172 bus service operates half hourly on weekdays to Bath city centre from Paulton via Midsomer Norton, Radstock and Peasedown St John. The 522 bus service also operates hourly to Bath. These services operate at the same frequency in the opposite direction to Bristol city centre, with the 522 service operating via Timsbury and Keynsham from Paulton. There is a reasonable amount of services in Radstock including two hospitals, a care home, community hall, sports facilities, a restaurant and convenience store. A superstore for groceries is located at the southern extent of Paulton, whilst Midsomer Norton is in close proximity for additional facilities. Paulton therefore scores higher than High Littleton, which is in close proximity due to having greater local facilities.	3	The Somer Valley Links scheme will benefit this location by improving cycle connectivity with the proposal to connect Paulton to the A362 by converting Old Mills Lane to a new 'quiet route'. The scope of opportunities to improve connectivity by active travel is limited by narrow carriageway widths in the Village. As a result, this is not considered sufficient to warrant an increase to the connectivity score.	3
14	Peasedown St John	Peasedown St John scores around the average score for the villages in the TAF scoring. Peasedown St John is located along the A367, approximately 4km to the north east of Radstock, 10km to the south west of Bath and 5km to the south west of Odd Down Park & Ride. The 172, 173, 174 and 522 bus services connect Peasedown St John and Bath city centre, with a combined frequency of approximately 20 minutes on weekdays. In the opposite direction to Bristol, frequency is similar and services operate via Radstock, Midsomer Norton and Paulton. There are a reasonable number of local facilities in Peasedown St John, with a small cluster located on Bath Road including convenience stores, food and drink outlets. There is a surgery and nursery / primary school located in Peasedown St John, whilst Peasedown Business Park also offers a small number of employment opportunities. Further facilities are accessible in Radstock, where the nearest secondary school and college is located.	3	The Somer Valley Links scheme will benefit this location by improving walking, cycling and bus services with the following improvements: - New roundabout at the A367 / Bath Road junction to reduce delays for buses travelling from Peasedown St John; - New place to switch between different types of transport at Keel's Hill bus stop with better cycle parking facilities and improved pedestrian crossings; and - Improved Red Post bus stop including new bus shelter with digital travel information screen. However, this is not considered sufficient to warrant an increase to the connectivity score.	3
15	Publow and Pensford	Publow and Pensford score around mid range for the villages in the TAF scoring. Pensford is located along the A37 which connects Bristol and Wells. Pensford is located approximately 9km to the south east of Bristol. The 172 and 376 bus services run along the A37 through Pensford, providing a sustainable transport connection to Bristol city centre. The 172 service runs towards Midsomer Norton and Bath city centre, whilst the 376 service runs towards Wells. Both services operate with a 30 minute frequency on weekdays and weekends, providing a combined 15 minute frequency to Bristol city centre. However, there are few services provided in Publow and Pensford, limited to primary school provision.	2	The Somer Valley Links scheme will benefit this location by improving walking, cycling and bus services with the following improvements: - Improved Pensford Bridge bus stop, including new bus shelter with real time information screen; - Mobility hub at Pensford Bridge bus stop with better cycle parking and improved pedestrian crossings; and - New cycling quiet route using improved country lanes that would connect Hallatrow, Clutton, Pensford, Publow and Whitchurch Village. Therefore, the connectivity score has been increased to 3 for to highlight the increase in connectivity.	3
16	Saltford	Saltford scores slightly above the average for the villages in the TAF scoring. Saltford is located along the A4, approximately 4km to the south east of Keynsham and 9km to the north west of Bath. The X39 and A4 Air Decker bus services serve Saltford. The X39 operates with a 15 minute frequency on weekdays and connects to Keynsham, Bristol and Bath in the opposite direction. The A4 bus operates with an hourly frequency on weekdays connecting to Bath, Keynsham and Bristol Airport. The nearest railway station to Saltford is Keynsham station (4km), which has services to Bristol Temple Meads. Saltford itself has a reasonable number of local facilities, including a dentist, library and post office, food and drink outlets and a convenience store. A greater number of facilities are accessible in neighbouring Keynsham and Bath city centre, which contributes to Saltford scoring highly in the TAF.	4	Saltford will benefit from the Bristol to Bath Corridor Improvements scheme with improvements to pedestrian, cycle and bus infrastructure. This scheme includes the following improvements along the A4: - New pedestrian crossing points; - New bus lane heading towards Bath; - New bus stops with bus shelters, step-free kerbs and live digital bus information screens; - New continuous two-way cycle path from Keynsham to the centre of Saltford; and - Upgrades to traffic signals. As a result of these improvements, the connectivity score has been increased to 5.	5
17	Stowey Sutton	Stowey Sutton scores around mid range for the villages in the TAF scoring. Stowey Sutton is located 11km to the north west of Midsomer Norton and 15km to the south of Bristol city centre. Due to recent cuts in bus services, there are no fixed bus services operating in the Stowey Sutton area. The 672 service between Bristol and Blagdon stopped operating in June 2023. There are few services and facilities located in the vicinity, including Bishop Sutton Primary School and a convenience store.	2	At the time of writing, there are no committed schemes in the area to improve connectivity for the Village. The scope of opportunities to improve connectivity by active travel is limited by narrow carriageway widths in the Village. As a result, this is not considered sufficient to warrant an increase to the connectivity score.	2

18	Temple Cloud	Temple Cloud scores around mid range for the villages in the TAF scoring. Temple Cloud is located along the 172 bus route, which connects Bristol and Bath bus stations via Midsomer Norton. This service operates every half an hour on weekdays and on weekends. There is therefore good public transport connectivity to neighbouring cities and villages. The area itself contains basic services including healthcare, education and recreation facilities. Temple Cloud is located 4km to the north west of Paulton, where the nearest convenience store is located.	2	Temple Cloud is one of the 15 areas involved in the Liveable Neighbourhoods programme. The Somer Valley Links scheme will benefit this location by improving walking, cycling and bus services with the following improvements: - Improved Paulwood Road bus stop, including new bus shelter with real time information screen; - Mobility hub at Paulwood Road bus stop with better cycle parking and improved pedestrian crossings; and - New cycling quiet route using improved country lanes that would connect Hallatrow, Clutton, Pensford, Publow and Whitchurch Village. Therefore, the connectivity score for Temple Cloud has been increased to 3 for future connectivity.	3
19	Timsbury	Timsbury scores around mid range for the villages in the TAF scoring. Located approximately 10km to the south-west of Bath and 4km north of Midsomer Norton, it scores similarly to neighbouring villages. The 522 bus service serves Timsbury, running along B3115 Hayeswood Road and Bloomfield Road. The 522 service connects Bath and Bristol via Midsomer Norton and operates with an hourly service on weekdays and on weekends, which provides good levels of connectivity. It has a few local services including convenience stores, a pharmacy and a primary school. Timsbury benefits from being located approximately 3.5km to the north east of Paulton, where the nearest hospital is located.	3	No committed schemes for this village and the scope of opportunities to improve connectivity by active travel is limited by narrow carriageway widths in the Village and along North Road in particular. As a result, this is not considered sufficient to warrant an increase to the connectivity score.	3
20	Wellow	Wellow scores below average for the whole of the B&NES district for connectivity. The site is 6km to the South of Bath. There are no rail or bus connections directly to the site, which reduces connectivity. There are very few facilities in Wellow, which are limited to a pre-school, a primary school and hospitality. Wellow is located on the National Cycle Network Route 24, which runs from bath through Radstock, Frome, Warminster and Salisbury.	1	At the time of writing, there are no committed schemes in the area to improve connectivity for the Village. The scope of opportunities to improve connectivity by active travel is limited by narrow carriageway widths in the Village and on High Street in particular. As a result, this is not considered sufficient to warrant an increase to the connectivity score.	1
21	Whitchurch Village	Whitchurch Village (located within B&NES and distinct from Whitchurch over the border in Bristol) scores slightly above the average for the villages in the TAF scoring. Whitchurch Village is located along the A37 corridor, approximately 6km to the south-east of Bristol following publicly accessible routes. The 172 and 376 bus services run along the A37 serving Whitchurch Village and offer a combined frequency of every 15 minutes to Bristol city centre. National Cycle Network Route 3 provides a cycle route between Cornwall and Bristol, running over the A37 and connecting to the Whitchurch Railway Path. There are a good amount of local facilities in Whitchurch, which include food outlets, a dentist, hospital, post office, primary school, a range of secondary schools and a superstore for groceries.	4	The Somer Valley Links scheme will benefit this location by improving walking, cycling and bus services with the following improvements: - Improved junction between the A37 and Staunton Lane with a dedicated right-hand turn reducing traffic delays; - New bus lane heading north between Hursley Hill and Queen Charlton Lane; and - New cycling quiet route using improved country lanes as an alternative to the A37 that would connect Hallatrow, Clutton, Pensford, Publow and Whitchurch Village. As a result, of these improvements the connectivity score has been increased to 5.	5

Appendix D

Bus Provision

Bus Provision

	Location	Bus Routes	Key Destinations Served
1	Batheaston	3, 13, 228, X31	Bathford - Batheaston - Bath City Centre
2	Bathford	3, 271	Bathford - Batheaston - Bath City Centre
3	Bathampton	D1, D2x, 11	Warminster, Trowbridge, Frome, Bath City Centre
4	Chew Magna	-	-
5	Chew Stoke	-	-
6	Clutton	172, 376	Bath - Paulton - Midsomer Norton - Radstock - Bristol
7	Corston	X39	Bath - Keynsham - Bristol
8	East Harptree	-	-
9	Farmborough	522	Bristol - Paulton - Midsomer Norton - Radstock - Bath
10	Farrington Gurney	376	Bristol - Whitchurch - Pensford - Clutton - Wells - Street
11	Freshford	94	Trowbridge - Freshford - Bath
12	High Littleton	522	Bath - Paulton - Midsomer Norton - Radstock - Bristol
13	Paulton	172, 522	Bath - Paulton - Midsomer Norton - Radstock - Bristol
14	Peasedown St John	172, 173/174, 522	Bath - Paulton - Midsomer Norton - Radstock - Bristol
15	Publow and Pensford	172, 376	Bath - Paulton - Midsomer Norton - Radstock - Bristol
16	Saltford	X39	Bath - Keynsham - Bristol
17	Stowey Sutton	-	-
18	Temple Cloud	172, 376	Bath - Paulton - Midsomer Norton - Radstock - Bristol
19	Timsbury	522	Bath - Paulton - Midsomer Norton - Radstock - Bristol
20	Wellow	-	-
21	Whitchurch	92, 172, 376	Bath - Paulton - Midsomer Norton - Radstock - Bristol

Typical weekday daytime frequency	Typical Saturday daytime frequency
15 minutes	15 minutes
15 minutes	15 minutes
30 minutes (Combined)	30 minutes (Combined)
-	-
-	-
15 minutes (Combined)	15 minutes (Combined)
15 minutes	15 minutes
-	-
30 minutes	30 minutes
30 minutes	30 minutes
120 minutes	No services
30 minutes	30 minutes
15 minutes (Combined)	15 minutes (Combined)
15 minutes (Combined)	15 minutes (Combined)
15 minutes (Combined)	15 minutes (Combined)
15 minutes	15 minutes
-	-
15 minutes (Combined)	15 minutes (Combined)
30 minutes	30 minutes
-	-
10 minutes (Combined)	10 minutes (Combined)