

# **Shoscombe Vale to Wellow Quiet Lane**

Second Public Facing Drawings

June 2026



# Summary

This report provides a summary of the Shoscombe Vale to Wellow Quiet Lane scheme, aimed at improving road safety along a section of National Cycle Network (NCN) route 24.

Walk Wheel Cycle Trust (formerly Sustrans) has worked in partnership with Bath and North East Somerset (B&NES) since 2023, developing the scheme from initial feasibility to Outline and Preliminary design stage.

Walk Wheel Cycle Trust have secured funding for this project from Active Travel England (ATE). One of Walk Wheel Cycle Trust's main aims is to convert existing on-road NCN routes to Quietways or Quiet Lanes, in order to reduce the higher casualty and fatality rate of pedestrians in rural areas.<sup>1</sup>

This report is a foreword to the updated public facing design drawings, which reflect the changes which have been made since the last engagement.

## Design changes

After this foreword, public facing design drawings show the design work that has been undertaken. They are a second set of design drawings from the ones presented in October 2025 and reflect design changes made following engagement with local residents, parish councils and other stakeholders.

These design changes include:

- The removal of the proposed modal filter along St Julian's Road in Shoscombe Vale, with no access controls proposed
- The removal of the proposed modal filter along Littleton Lane
- New traffic calming features added

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<sup>1</sup> [Reported road casualties in Great Britain: pedestrian factsheet, 2023 - GOV.UK](#) and [NFU Mutual Rural Road Safety Report 2024 | Disproportionate Danger on Countryside Roads](#)

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**London:** T: 020 7017 2350. **With regional offices in:** Birmingham, Bristol, Glasgow, Leeds, Manchester, Newcastle, Nottingham.

Walk Wheel Cycle Trust is a registered charity no. 326550 (England and Cymru), SC039263 (Scotland) and 20206824 (Republic of Ireland)

- Decrease in widening of some sections of footways

Junction layouts and priorities in Shoscombe Vale and Wellow have also not been changed.

The project will now be taken forward by B&NES, with further design changes likely to be made by the Local Highway Authority.



*Figure 1: Visualisation showing a proposed 20mph speed limit and Quiet Lane sign on Littleton Lane.*

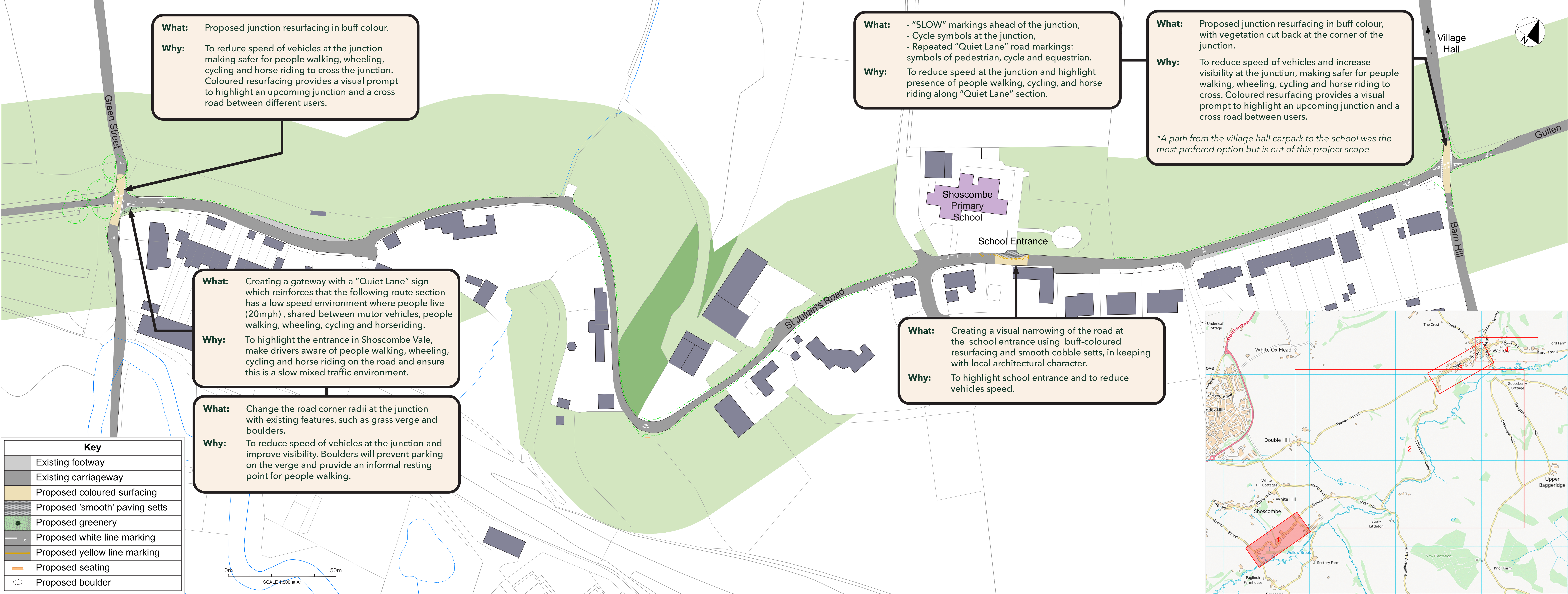
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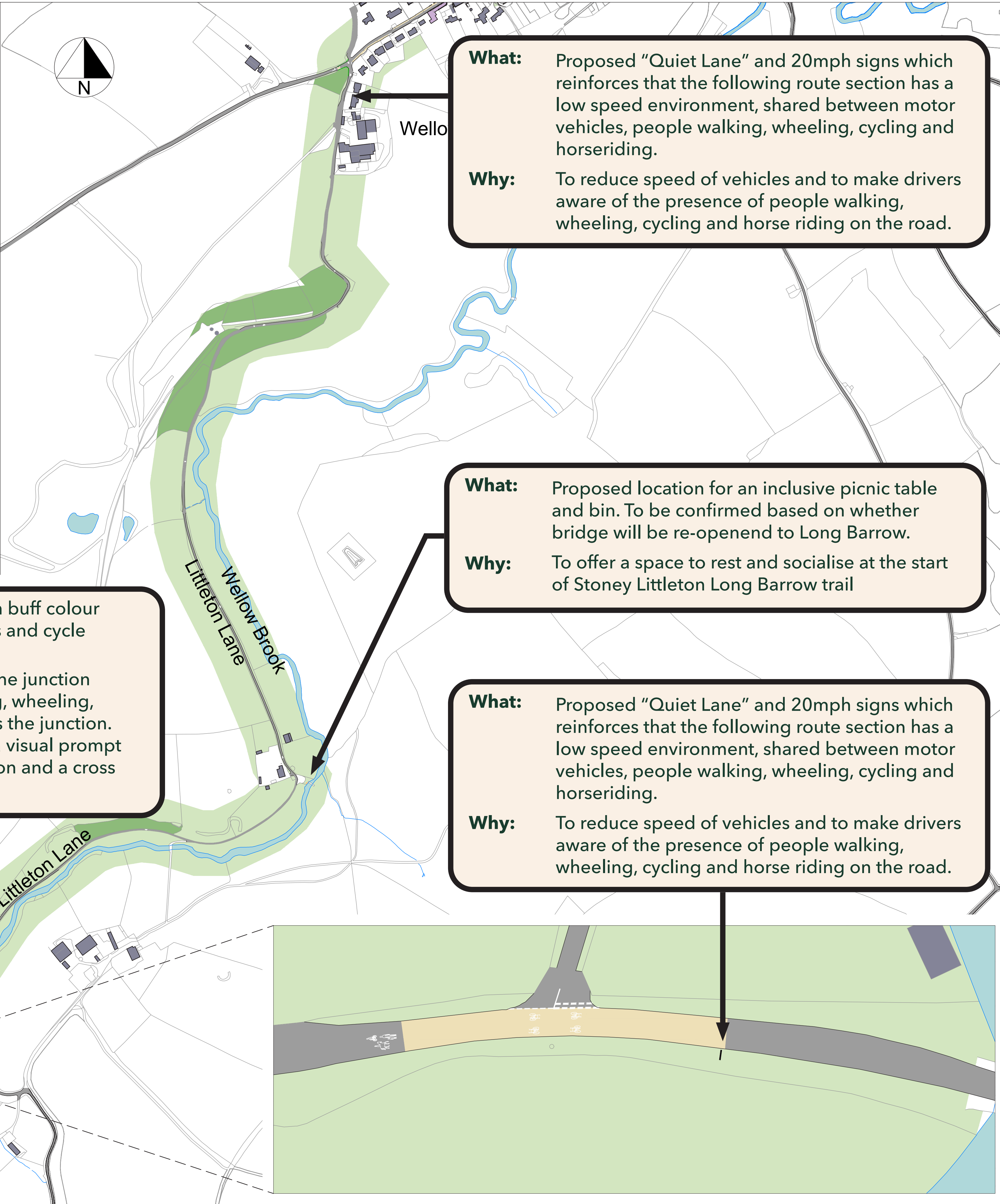
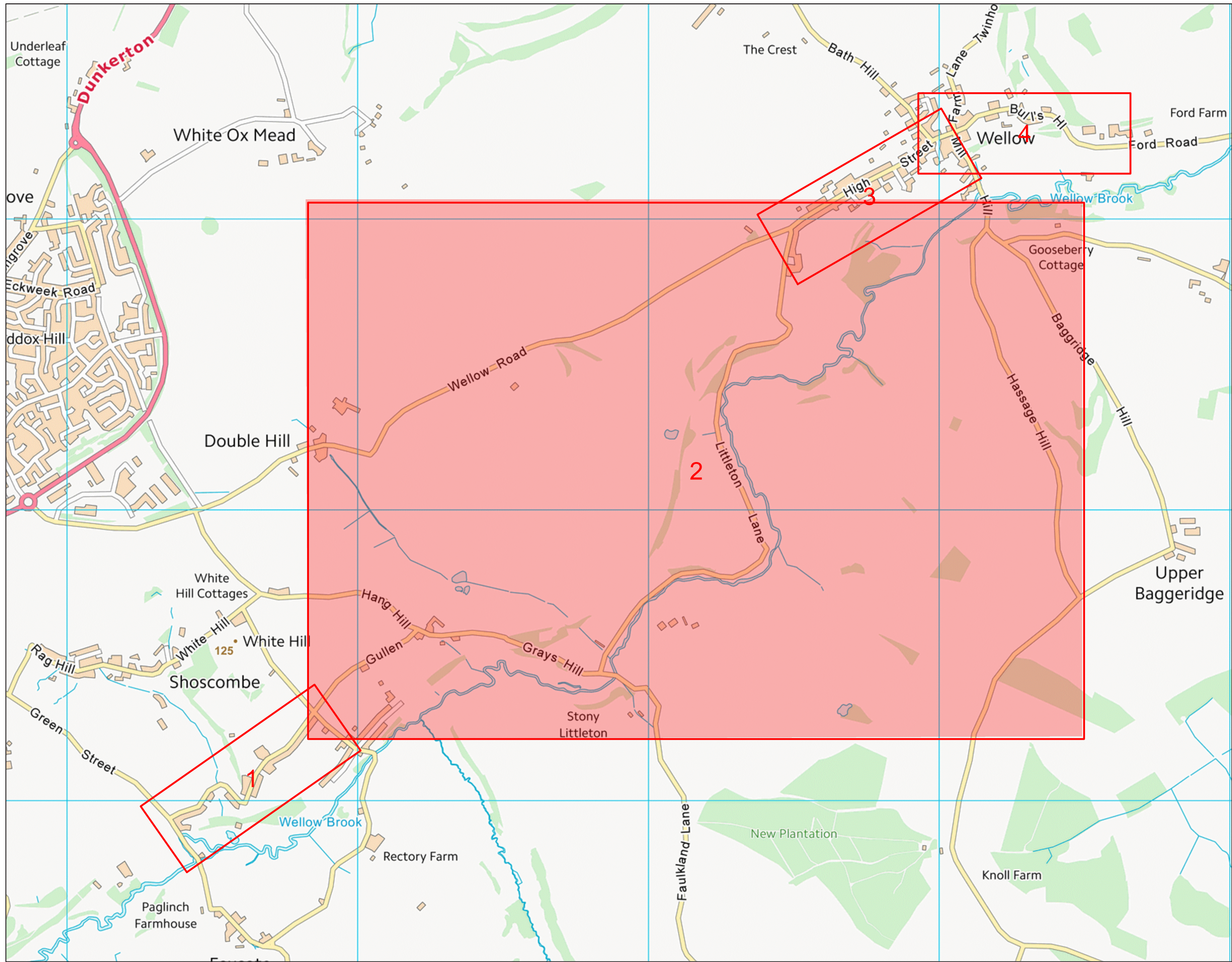
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**What:** Proposed "Quiet Lane" and 20mph signs which reinforces that the following route section has a low speed environment, shared between motor vehicles, people walking, wheeling, cycling and horseriding.

**Why:** To reduce speed of vehicles and to make drivers aware of the presence of people walking, wheeling, cycling and horse riding on the road.

**What:** Proposed location for an inclusive picnic table and bin. To be confirmed based on whether bridge will be re-openend to Long Barrow.

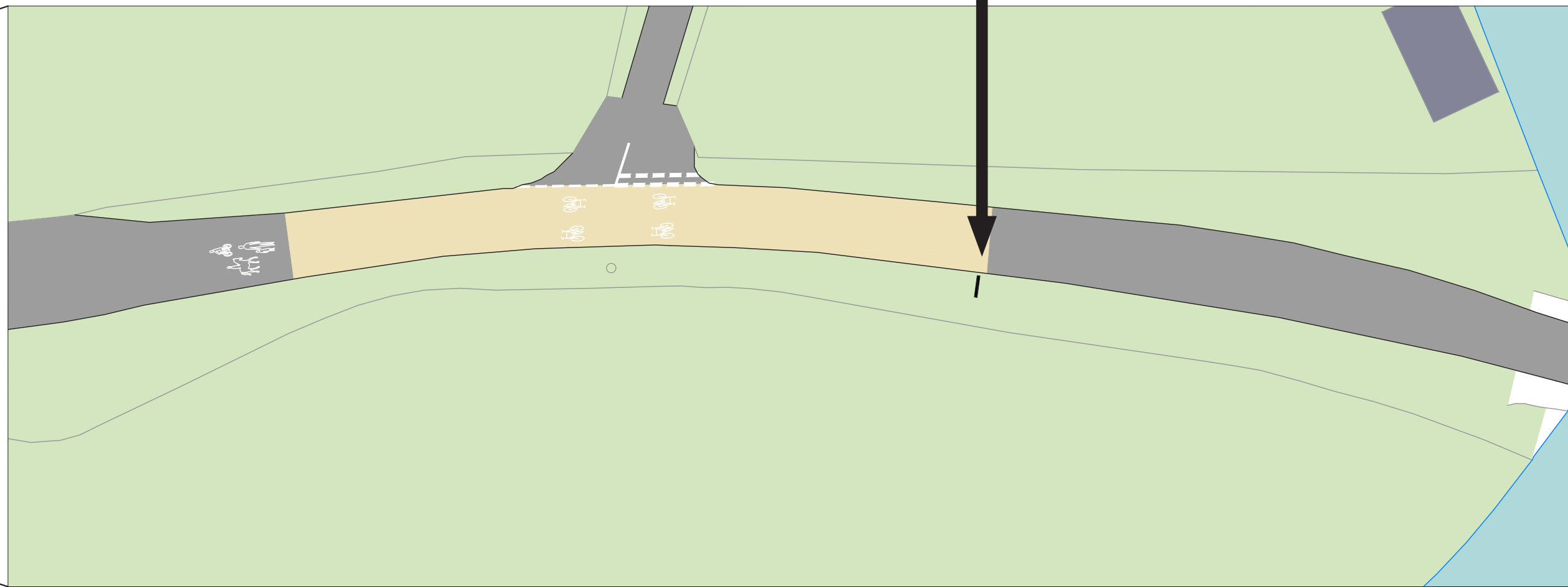
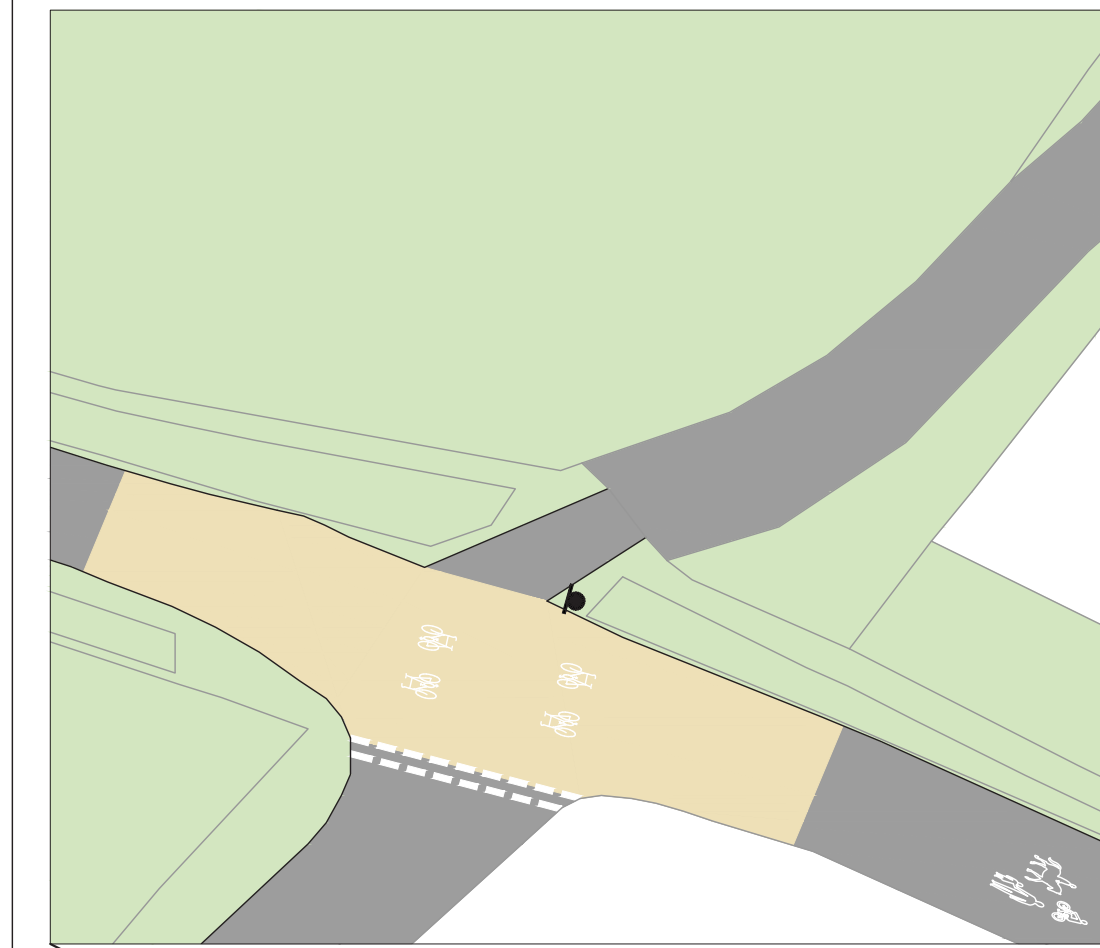
**Why:** To offer a space to rest and socialise at the start of Stoney Littleton Long Barrow trail

**What:** Proposed junction resurfacing in buff colour with proposed priority markings and cycle symbols.

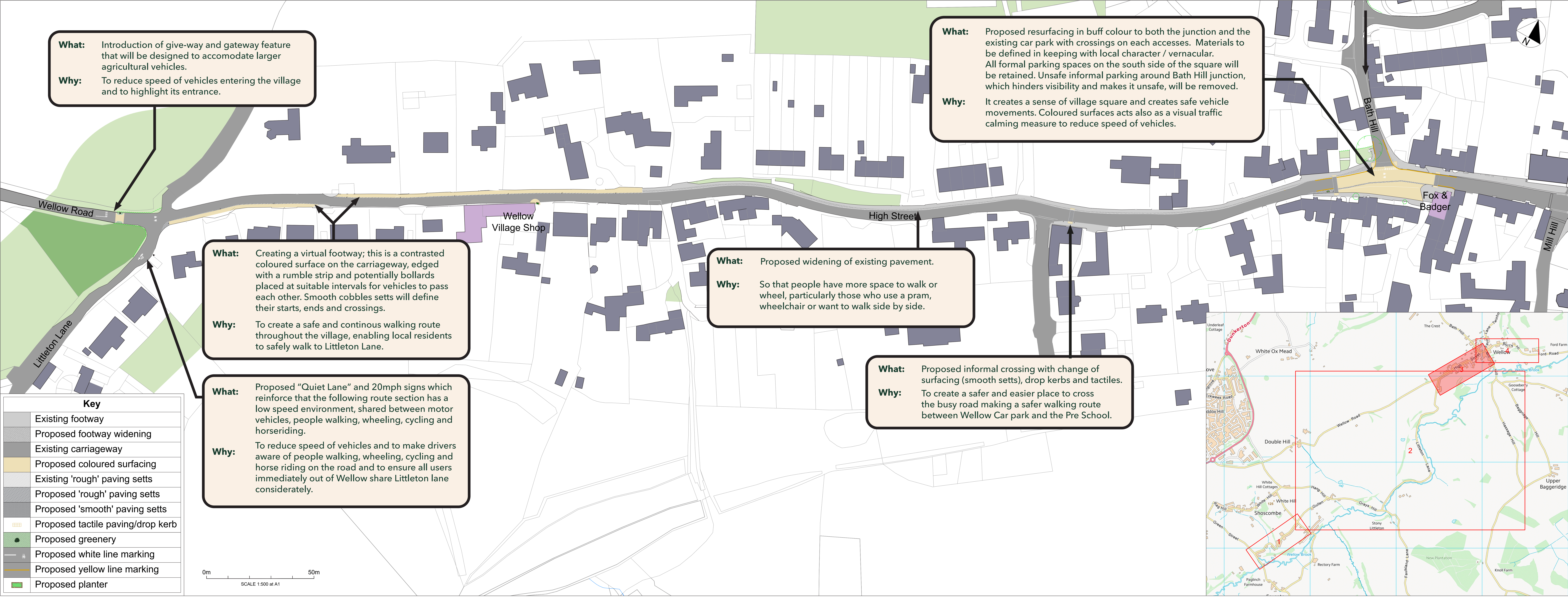
**Why:** To reduce speed of vehicles at the junction making safer for people walking, wheeling, cycling and horse riding to cross the junction. Coloured resurfacing provides a visual prompt to highlight an upcoming junction and a cross road between different users.

**What:** Proposed "Quiet Lane" and 20mph signs which reinforces that the following route section has a low speed environment, shared between motor vehicles, people walking, wheeling, cycling and horseriding.

**Why:** To reduce speed of vehicles and to make drivers aware of the presence of people walking, wheeling, cycling and horse riding on the road.







**What:** Introduction of give-way and gateway feature that will be designed to accomodate larger agricultural vehicles.

**Why:** To reduce speed of vehicles entering the village and to highlight its entrance.

**What:** Creating a virtual footway; this is a contrasted coloured surface on the carriageway, edged with a rumble strip and potentially bollards placed at suitable intervals for vehicles to pass each other. Smooth cobbles setts will define their starts, ends and crossings.

**Why:** To create a safe and continous walking route throughout the village, enabling local residents to safely walk to Littleton Lane.

**What:** Proposed "Quiet Lane" and 20mph signs which reinforce that the following route section has a low speed environment, shared between motor vehicles, people walking, wheeling, cycling and horseriding.

**Why:** To reduce speed of vehicles and to make drivers aware of people walking, wheeling, cycling and horse riding on the road and to ensure all users immediately out of Wellow share Littleton lane considerably.

**What:** Proposed widening of existing pavement.

**Why:** So that people have more space to walk or wheel, particularly those who use a pram, wheelchair or want to walk side by side.

**What:** Proposed informal crossing with change of surfacing (smooth setts), drop kerbs and tactiles.

**Why:** To create a safer and easier place to cross the busy road making a safer walking route between Wellow Car park and the Pre School.

**What:** Proposed resurfacing in buff colour to both the junction and the existing car park with crossings on each accesses. Materials to be defined in keeping with local character / vernacular. All formal parking spaces on the south side of the square will be retained. Unsafe informal parking around Bath Hill junction, which hinders visibility and makes it unsafe, will be removed.

**Why:** It creates a sense of village square and creates safe vehicle movements. Coloured surfaces acts also as a visual traffic calming measure to reduce speed of vehicles.

| Key |                                   |
|-----|-----------------------------------|
|     | Existing footway                  |
|     | Proposed footway widening         |
|     | Existing carriageway              |
|     | Proposed coloured surfacing       |
|     | Existing 'rough' paving setts     |
|     | Proposed 'rough' paving setts     |
|     | Proposed 'smooth' paving setts    |
|     | Proposed tactile paving/drop kerb |
|     | Proposed greenery                 |
|     | Proposed white line marking       |
|     | Proposed yellow line marking      |
|     | Proposed planter                  |

0m 50m  
SCALE 1:500 at A1



| Key |                                   |
|-----|-----------------------------------|
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|     | Proposed footway widening         |
|     | Existing carriageway              |
|     | Proposed carriageway              |
|     | Proposed coloured surfacing       |
|     | Proposed 'rough' paving setts     |
|     | Proposed 'smooth' paving setts    |
|     | Proposed tactile paving/drop kerb |
|     | Proposed greenery                 |
|     | Proposed white line marking       |
|     | Proposed yellow line marking      |
|     | Proposed seating                  |
|     | Proposed planter                  |

