

Chew Valley Transport Strategy

Non-Technical Summary

October 2017

Bath and North East Somerset Council

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Key Actions Chew Valley

(References to **CV1** etc. are to action plan)

Traffic Volumes

Heavy Vehicle Routes: A survey (ANPR) should be undertaken to provide up to date evidence of heavy goods vehicles using the A368 to identify whether existing weight restrictions in place are being complied with in order to inform future actions to address this issue. **CV1**

Traffic Impact: Create suitable gaps in on-street parking for passing places. Reduce speed limit to 50mph east of Chew Magna and extend current 40mph limit west to Pagans Hill roundabout. **CV2**

Continue to review impact of airport traffic in the event of Bristol International Airport seeking to increase its capacity; representations should be made to both BIA and North Somerset Council regarding the impact of additional traffic on communities within the Chew Valley. The South Bristol link should take traffic out of the Chew Valley. **CV3**

Car parking in Chew Magna: Undertake a detailed parking survey/study to investigate whether additional parking spaces might be required to support local businesses. **CV4**

Public Transport Improvements: Work with bus operators to develop routes that better link into the high frequency bus services on the A37 and A38 (perhaps direct to Bristol Airport). **CV5**

Community Transport and Taxis: consider if new technology and the development of alternative community transport schemes could provide a reliable transport option for those who do not have access to a car and to make community transport more inclusive and therefore more viable. **CV6**

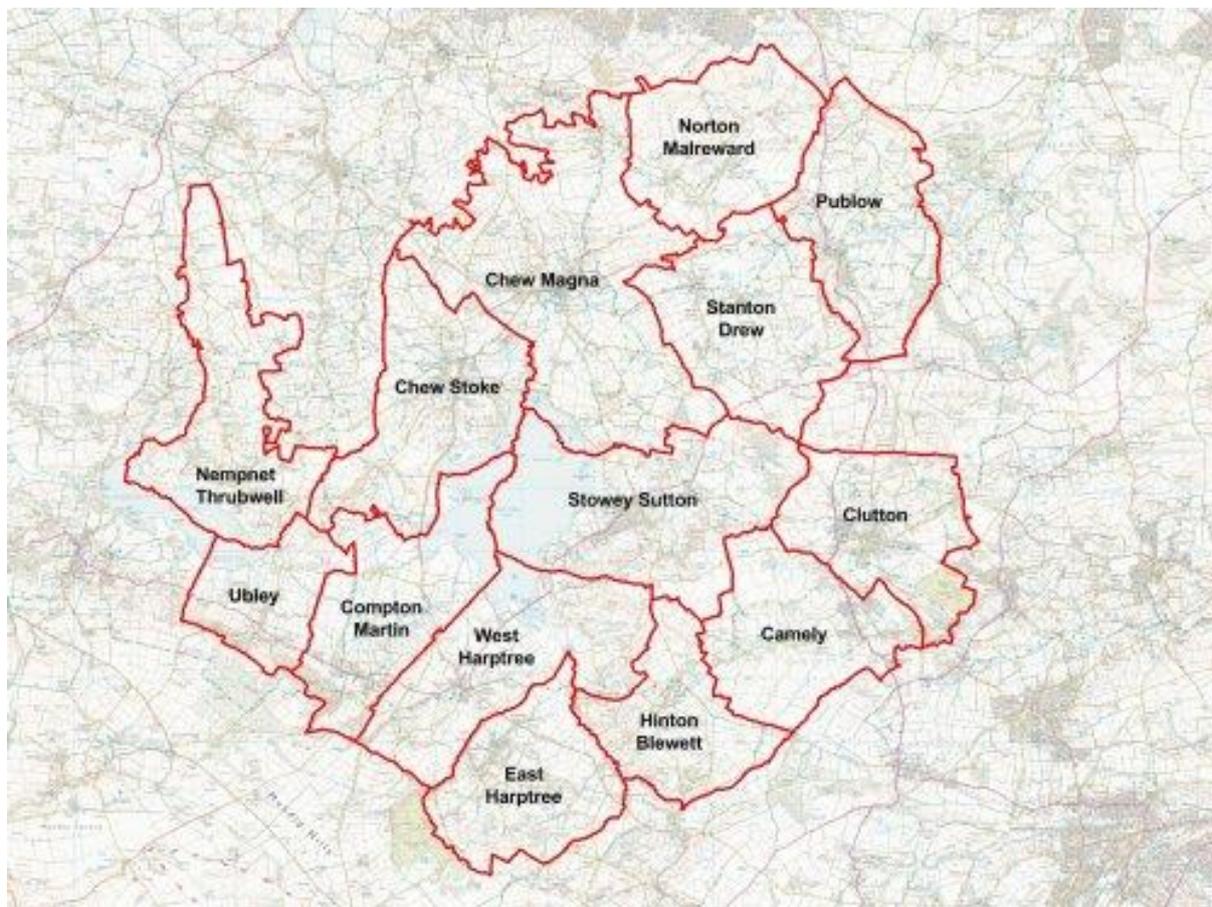
Cycling: Progress off-road cycle route improvements between Chew Magna and Chew Stoke and Bishop Sutton and Chew Stoke to improve access to Chew Valley School. Progress the on-road route via South Widcombe to East and West Harptree and investigate land ownership issues for completion of the Lake Circuit. Investigate barriers that currently exist that prevent those who currently cycle for leisure in the Chew Valley from cycling for commuting purposes. **CV7**

Promoting Walking: Review opportunities to enhance pedestrian movements on the A37 at Clutton and Temple Cloud; consider this approach elsewhere where pedestrian facilities are inadequate. In Pensford, consider the creation of an alternative, off-road, walking route to the east of the A37. Consider funding through the Safe Routes to Schools programme. **CV8**

Managing Traffic on the A37 (Bristol to Shepton Mallet): Continue to implement the programme of safety measures following the recent review of this route. Consider measures that can reduce air pollution in those locations where problems have been identified. **CV9**

Scope of the Strategy

The Strategy identifies transport issues and determines priorities in the parishes of Chew Magna, Chew Stoke, Stanton Drew, Norton Malreward, Publow, Nempnet Thrubwell, Ubley, Compton Martin, Stowey Sutton, West Harptree, East Harptree, Hinton Blewett, Camely, and Clutton, collectively known as the Chew Valley.



Further investigation of public transport options including supported bus services, home to school transport, community transport and voluntary schemes has taken place as part of the Total Transport Pilot Fund study in parallel with the development of the Transport Strategy for which a separate report has been produced.

Vision and Objectives

A vision for transport is helpful in establishing objectives and priorities, provided that it is achievable and reflects the nature and circumstances of the area. Clearly the limited and dispersed population of the Chew Valley has very different characteristics to urban areas of B&NES and transport issues are particularly important. The proposed vision is:

'To ensure that the Chew Valley transport network is as safe as possible, that the transport services available to residents are reliable and address the needs of a largely rural community as far as possible and that people are appropriately connected to work and other facilities.'

The emerging Joint Spatial Plan & Transport Study for the West of England has set out a number of transport objectives for Bristol, B&NES, North Somerset and South Gloucestershire, which are relevant for the Chew Valley:

- Support economic growth: transport should support growth and focus on connecting main employment areas to where people live;
- Reduce carbon emissions: proposals should aim to reduce carbon emissions by providing better travel choices such as walking, cycling and better public transport;
- Promote accessibility: scheme should make it easier for people to access jobs, education and services such as hospitals;
- Contribute to better safety, health and security: investment should contribute to better personal safety and reduce road traffic collisions; and
- Improve quality of life and a healthy, natural environment: projects should aim to reduce traffic volumes, noise and emissions and protect the natural environment.

Consistent with the above, the proposed objectives for the Chew Valley are:

- Improving the quality of life for local residents;
- Improving road safety for all users;
- Promoting sustainable mobility where possible;
- Maintaining and enhancing the local environment;
- Addressing the needs of people with mobility impairments;
- Improving access to employment in Bath and Bristol; and
- Improving access to village centres by walking and cycling.

Context

The **population** of the Chew Valley totals nearly 11,000 (Census 2011). Clutton is the largest settlement with Cameley, Chew Magna, Stowey Sutton and Publow each having over 1,000 residents, representing 51% of the Valley's population in combination; the remainder is a dispersed rural population. Population density is sparse across much of the area with the exception of Clutton parish although even here, density is less than three persons per hectare.

The highest proportions of full time employed people in the area, based on 2011 Census data, are in Clutton and Cameley (36-39%) with the lowest proportion being in Norton Malreward (26%); for part time employed, the highest proportions are in Ubley and Hinton Blewitt at 18-21%. For retired people, the highest proportions are in Ubley and Compton Martin (22-24%). Working at home typically accounts for 9-15% of those in employment but in Nempnett Thrubwell this is higher at 20% (but of a low overall population).

Car ownership is very high with Norton Malreward having the highest proportion of households with three or more cars (over 30%) while Ubley has the highest proportions of households with two cars (over 50%). Cameley has the highest proportion of one car households. Car availability is a critical determinant of how travel decisions are made and reinforces the fact that a car is an essential requirement for many people living in the more rural areas. The data shows that the great majority of Chew Valley residents have access to a car but this hides the fact that some groups are excluded, notably older people for whom driving is often no longer an option and who may become isolated and for younger age groups for whom access to opportunities can be limited without independent transport. The high cost of motoring for younger people, some of whom have low incomes, may be a deterrent to them staying in the rural area.

A lack of options other than car restricts discretionary activities, particularly during evenings and Sundays when no buses are available. The consequences are reflected in the social and economic structure of the area with younger people who are seeking work moving away and local jobs being taken largely by people from the Bristol area who have transport available. In the longer term, this could have impacts on rural communities as their demographic structure changes with a disproportionate number of middle aged, middle income households and a residual number of older, more immobile, people. Transport is key to the successful functioning of the area.

A high proportion of car commuters is evident in Norton Malreward, Stowey Sutton and Nempnett Thrubwell but driving to work is common across the Valley at around 70% or more. In contrast, relatively few residents travel to work by bus. Cameley and Publow have the highest proportion of bus users but this represents no more than 5% of journeys to work (with 2.3% on average for the Valley). This can be

attributed to a lack of regular services operating at times that enable workers to travel but which also may be linked to affordability, locations of work and travel times. In all parishes, cycling to work is relatively low accounting for 0-2% of trips to work.

As might be expected, there are clusters of work destinations in Bristol and to a lesser extent in Bath and other centres. Similarly, people travel to work in the Chew Valley from a wide range of locations. Driving a car is much quicker than using a bus with much of Bristol within 30 minutes' drive in uncongested conditions. In contrast, bus travel is slow with many journeys taking an hour or more. A dispersed range of workplace destinations, even in Bristol where the majority of employment is outside of the city centre, suggests that providing a meaningful bus service for commuters is difficult. There is a spread of healthcare facilities with surgeries in West Harptree, Cameley and Chew Stoke but a variety of other locations for different clinics, many beyond the B&NES area. Further Education colleges are located in Weston Super Mare, Bath and Bristol.

Car use is at the core of transport options for the Chew Valley. In addition to a key role in accessing work and training, voluntary car schemes enable people to access healthcare to some extent but other journeys rely on people carrying others on an informal basis. There may be scope to arrange car sharing more widely although the effort to achieve this may result in relatively little uptake for a variety of reasons, such as the incompatibility of journey needs and different destinations or times.

Planning Context

The **National Planning Policy Framework** (NPPF) provides the context for planning processes and decisions. In doing so, it adopts simple principles to support 'sustainable' development with a presumption in favour of development to accommodate growth.

The Council's Core Strategy sets out a planning framework for future developments in Chew Valley and other rural areas and the challenges faced. Two strategic issues relating to transport are identified:

- For much of the rural area poor access to public transport affects the functionality of the rural economy and leads to isolation for those without access to private transport; and
- Access to facilities, services and shops.

The Core Strategy highlights Chew Magna which acts as the local hub, with Chew Stoke and Pensford as the other key settlements in the Chew Valley. Limited residential development in villages is promoted where it has basic amenities (shop,

school, etc.) and 'at least a daily Monday-Saturday public transport service to main centres'.

The Placemaking Plan complements the adopted Core Strategy and details the proposed development sites in the Chew Valley and the issues that need to be considered if these sites are to be developed. Following its Examination in Public, the Council received the Placemaking Plan Inspector's Report in June 2017, confirming the Plan to be sound subject to modifications. Accordingly the Placemaking Plan was formally adopted by the Council on 13 July 2017.

Neighbourhood Plans are expected to be in accordance with the adopted Core Strategy and the NPPF. Collectively seven parishes are participating in the Chew Valley Neighbourhood Plan (Chew Magna, Chew Stoke, Compton Martin, East Harptree, Hinton Blewett, West Harptree and Ubley). Some key issues were identified in the draft policies and aspirations, including traffic levels notably on the A368, the high proportion of journeys to work made by car, the number of heavy vehicles, traffic and parking associated with development and the potential for a weekday bus service linking the Chew Valley with Bristol, Bath and Wells while noting that this would not be commercially viable; a link between Bristol Airport and Pensford via the Chew Valley was proposed. Subsequently, refinements covered parking requirements for residential developments, enhanced parking in Chew Magna, supporting the aspiration for a Chew Valley Lake Perimeter footpath/cycleway and better public transport.

The Clutton Neighbourhood Plan is now part of the Council's development plan. The Plan notes the reliance on car use, parking, congestion and road safety concerns with particular reference to large vehicles serving industrial premises using rural roads. It recognizes opportunities to work from home and therefore reduce the number of car journeys made. It also promotes the use of safe design in development sites according to the principles of *Manual for Streets 2*. The Stowey Sutton Neighbourhood Plan includes six Action Policies for transport, covering better public transport, additional parking provision, improved footpaths, safe road crossings, recreational cycling and walking and a vehicle weight restriction for The Street in Stowey.

Stanton Drew is developing its Neighbourhood Plan, a process involving a Transport and Movement Group as one of four themes. Issues to be considered include the relationship between traffic and pedestrians, vehicle speeds, safer cycling, supporting public, shared and community transport, addressing visitor parking and maintaining footpaths. A Neighbourhood Plan is being developed for Publow with Pensford for which a survey indicated strong support for traffic calming and traffic management measures in Pensford, better parking and adjustments to bus fares. While there is a desire to reduce traffic levels, many local journeys are made by car, the consequence of which is local traffic. The desire for better bus services needs to

be set in the context of commercial realities and the absence of a sustainable commitment to subsidy.

In 2010 B&NES Council approved its first Economic Strategy, reviewed subsequently, with a key theme to improve transport connectivity within and between major employment centres, with an action to improve public transport links, although no specific reference is made to transport in the Chew Valley.

Specific Issues

Traffic Volumes

Data has been investigated to identify traffic volumes. Traffic flows for the B3130 in Chew Magna to the east of the village have not changed since 2005, with an average two-way daily flow of 4,400 vehicles. Traffic flows reflect work locations with attractions including Bristol/Keynsham/Bath in one direction and Bristol/Bristol Airport in the other. Also, Chew Valley School attracts a large number of journeys in the morning peak.

Heavy Vehicle Routes

Data for Chew Stoke shows that most of the goods vehicles on the B3144 are light vehicles/vans (13.7% of the total) rather than medium (0.4%) or large vehicles (1.2%). Few large vehicles need to use the roads through Chew Valley and drivers are unlikely to choose to do so given the many constraints. The highest number of heavy vehicles recorded in one hour was 11 between 12:00 and 13:00.



Although the number of large vehicles is small, their impacts can be disproportionately large due to the very constrained roads, especially through Chew Magna and with many obstacles to negotiate. Similarly, data for Walley Court Road in Chew Stoke showed that 79% of the total traffic was cars with only 2% being heavy vehicles. Experience of a weight limit being imposed at Upper Langford in 2008 by North Somerset Council

showed that there was little impact in Chew Stoke but also a limited reduction in heavy vehicles using the A368 itself as there is no effective enforcement of the limit.

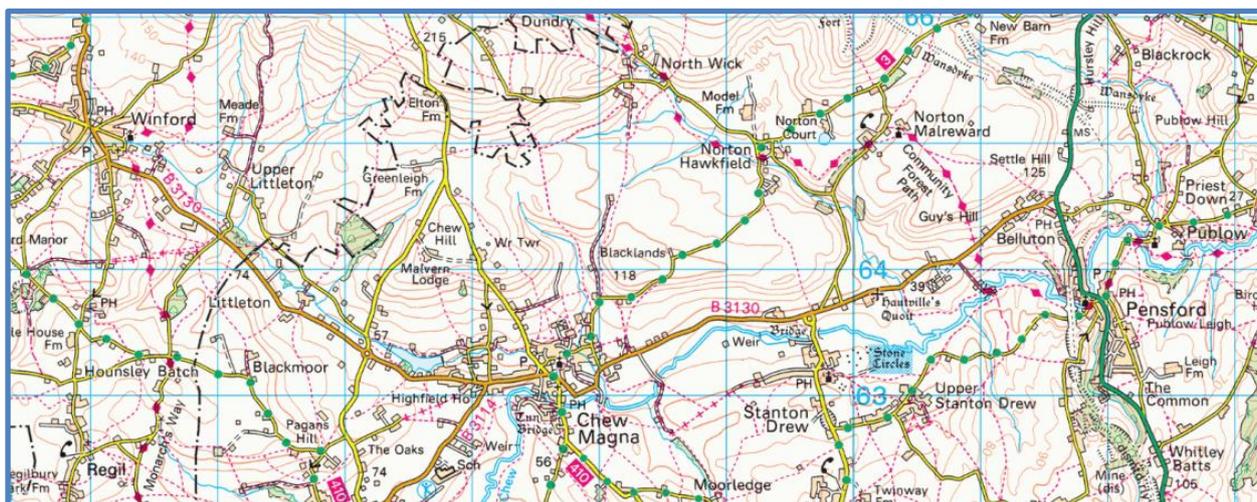
Key Action: A survey (ANPR) should be undertaken to provide up to date evidence of heavy goods vehicles using the A368 to identify whether existing weight restrictions in place are being complied with in order to inform future actions to address this issue.

Traffic Impact

In **Chew Magna** the traffic impacts can be significant given the many constraints on traffic flow and on pedestrian activity. Much of the traffic management is self-enforcing with informal alternate working and slow speeds. Creating new impediments in the form of speed reduction measures or signing would conflict with the nature of the village and should be resisted. However, where on-street parking occurs over long lengths such as on the High Street, ensuring that gaps are maintained for vehicles to pull over would help to reduce overall disruption to traffic. 'Keep Clear' and white line markings are usually adhered to, guiding driver behaviour. Data for vehicle speeds using the B3130 to the east of Chew Magna indicates that the great majority are within the limit; within the village, speeds are much reduced.



Reported **casualty data** has been analysed on the B3130 and Chew Road. The B3130 running through Chew Magna had a total of 15 slight accidents between the A37 and B&NES boundary just east of Winford.



B3130 from A37 through Chew Magna to Winford

Six accidents involved drivers losing control on bends, with one driver being impaired by alcohol and one driver being new to the area and not anticipating the bend. A further two accidents involved drivers losing control away from bends. Two incidents occurred with 'narrow road' being cited as an issue. The road layout was not a factor in the remaining six incidents, which included one driver impaired by drugs, braking due to a deer, reversing into a pedestrian in a layby and a driver falling asleep. The analysis suggests that in half of accidents, drivers were travelling too fast for the conditions and lost control. Reducing the speed limit to 50mph would give a message to drivers that they need to be more careful and should slow down. Two of the loss of control incidents occurred at and just west of the location where the speed limit reduces from 60mph to 40mph west of Chew Magna. This suggests it would be helpful to extend the 40mph to the west. As the Pagans Hill roundabout is only around 300m to the west this would be a sensible place to start the 40mph limit.

Key actions: Create suitable gaps in on-street parking for passing places. Reduce speed limit to 50mph east of Chew Magna and extend current 40mph limit west to Pagans Hill roundabout.

Views have been expressed that the B3130 through Chew Magna is subject to 'rat-running' and in particular that the route is used by traffic to/from Bristol Airport.



The temporary closure of the airport in 2010 (from Wednesday 14th April to Tuesday 20th April 2010) due to volcanic ash provided an opportunity to assess changes in traffic levels on the B3130 compared with the same period in 2009. The recorded daily 12 hour two way flows combined for the seven days of the airport closure gave a total of 22,607 for 2009 compared with 21,697 in 2010, a difference of 910 vehicles over the seven day period. 91% of this difference came in the last three days of the closure – Sunday, Monday and Tuesday. The average daily difference in traffic flow for the airport closure period only was 130 vehicles. Consequently, it was concluded that the airport closure had a relatively small effect on traffic volumes on the B3130, suggesting that rat-running by Bristol Airport users is not a significant problem.

Key action: Continue to review impact of airport traffic in the event of Bristol International Airport seeking to increase its capacity; representations should be made to both BIA and North Somerset Council regarding the impact of additional traffic on communities within the Chew Valley.

Car parking in Chew Magna

Parking in Chew Magna is on-street with the exception of a small public car park behind 'The Pelican' on South Parade. Marked bays are provided on some streets including High Street, Chew Street and The Chalks but these impede traffic flow, requiring alternate working. While this acts as a traffic calming measure, it emphasizes the lack of space available and the movement of larger vehicles such as coaches to Chew Valley School and delivery vehicles is problematical.



Additional off-road space could be provided if a suitable location can be identified at the edge of the village as overflow space subject to land being available.

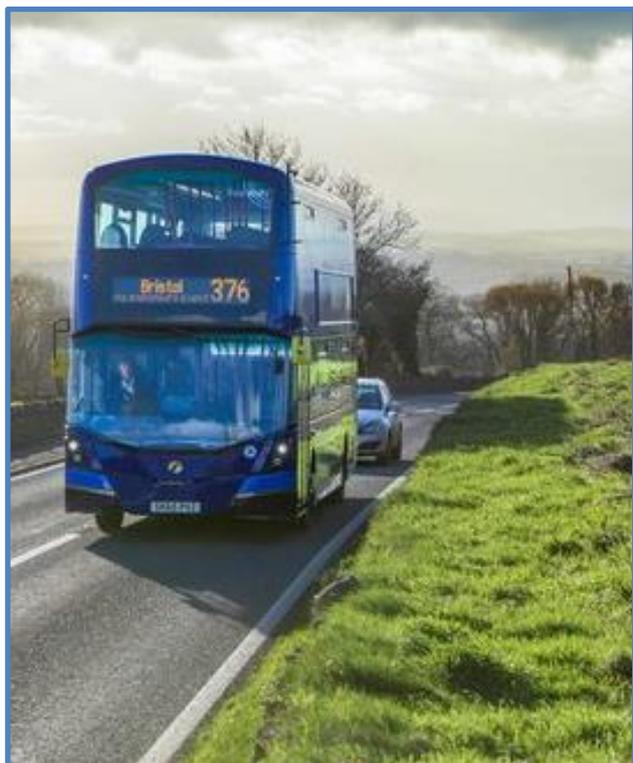
Key action: Undertake a detailed parking survey/study to investigate whether additional parking spaces might be required to support local businesses.

Public Transport Improvements

In brief, the A37 has over 40 bus services in each direction per day with a strong commercial service between Bristol and Wells and between Bristol and Bath via Midsomer Norton. The Chew Valley itself has a variety of services, virtually all of which are



financially supported by the Council. These include a few journeys daily to Bristol on service 672 and once a week services to a range of destinations including Bristol, Keynsham, Bath and Weston super Mare, Nailsea and Wells beyond the B&NES area. In addition there are limited community transport services and voluntary car schemes. A wide range of home to school contracts are in place using taxis, minibuses and coaches, focusing on Chew Valley School.



Many of the bus services have evolved over many years and are aimed at people who do not have access to a car. Very few local people are able to travel to employment areas due to the limited services available. The **Total Transport Pilot Fund** was initiated by the Department for Transport in 2014 to investigate options for improving the coordination of rural transport services and to consider efficiency savings, for example in reducing duplication of the services provided by different agencies. Applying this concept for the Chew Valley has explored the scope to consolidate a number of services ranging from the public bus services available (largely supported by local authorities), home to school transport,

healthcare sector services and others.

Possible measures to address the problems of the Chew Valley could include a re-casting of local bus services to focus on connections where there are already intensive services available notably the A37 corridor to the east and Bristol Airport to the west.

Both have frequent bus services to major centres and the undesirability of transferring from one bus to another could be compensated for with carefully designed arrangements. However, achieving new connections to the Chew Valley would require the withdrawal of existing services which do not address aspirations for better links to work and other opportunities. Revised services need to appeal to all sections of the community including younger age groups.

Key action: Work with bus operators to develop routes that better link into the high frequency bus services on the A37 and A38 (perhaps direct to Bristol Airport).

Community Transport and Taxis

Up until now community transport has been perceived by many as being only for use by the elderly, mobility impaired individuals or those needing to travel for health appointments. This has the effect of discouraging many from using community transport as a viable option for travel to work, shopping or other purposes. Given the increasing importance and contribution that community transport is expected to make in response to reductions in funding for conventional bus services more should be done to encourage the use of community transport to secure it as a viable option.

With limited public transport options available, community transport and taxis have an important role to play in rural communities for those without access to a car. A demand responsive scheme has recently been introduced in Bristol. 'Slide Bristol' is a shared ride-to-work service, using eight-seater taxis with a fixed fare of £4-£7 each way. The scheme currently serves Filton, Bradley Stoke, Gloucester Road and Clifton in Bristol. If the scheme is successful, there is the potential that it could be extended to other areas or could act as an operating model that other companies could use in such areas as the Chew Valley, although with longer distances to travel, fares would no doubt have to be higher. Other solutions that have been introduced recently include informal lift and car sharing networks which operate using online social networks. These have proved very popular with younger age groups as a way to reduce the cost of travel, especially for longer journeys, and could be encouraged and extended. Alternatively further investigations could be undertaken to identify the potential to introduce community based transport that relies upon local residents providing a network of drivers similar to the way companies such as Uber have done for urban areas.

Key action: consider if new technology and the development of alternative community transport schemes could provide a reliable transport option for those who do not have access to a car and to make community transport more inclusive and therefore more viable.

Cycling

The high level of car use within the Chew Valley is one of the major issues within the area for cyclists making local journeys. Problems include travelling among a high volume of peak time vehicle traffic, high vehicle speeds on local roads, restricted road widths and limited visibilities due to overgrown vegetation.



Sustrans undertook a Cycle Network Review in 2014 to monitor the cycle facilities available and to provide further recommendations for new priority routes. As part of their review, new opportunities for cycling were found to be challenging, with limited scope for on-road improvements outside the villages, requiring entirely new cycle paths off the carriageways of the main roads (requiring the acquisition of third party land) to make a significant difference to the safety of local cyclists.



There are only two minor traffic-free routes within the area but there are a number of on-road routes provided in the area to Chew Stoke, from the north east, north west and the south. It is understood that the increasing number of organized and informal groups of cyclists and road races is causing problems for local motorists given that opportunities to overtake are very limited.

In using the public highway, it is difficult to impose restrictions but warning signs and advance information for local people may help to reduce tensions between the different types of road user.



The Sustrans Review recommends that investment in cycling improvements should be prioritised in Bath, Keynsham, Radstock and Midsomer Norton and the communities of the Chew Valley, with possible schemes identified for each location.

These have been selected as priorities as they present the highest potential for improvement to daily journeys. A review of the proposed priority schemes was undertaken as part of this strategy and the most important routes identified.

Key actions: Progress off-road cycle route improvements between Chew Magna and Chew Stoke and Bishop Sutton and Chew Stoke to improve access to Chew Valley School. Progress the on-road route via South Widcombe to East and West Harptree and investigate land ownership issues for completion of the Lake Circuit. Investigate barriers that currently exist that prevent those who currently cycle for leisure in the Chew Valley from cycling for commuting purposes.

Promoting Walking

While a network of off-road footpaths is in place, many of the roads in the area are unsuitable for walking given high vehicle speeds and the lack of footways. Even short journeys on foot can be hazardous, particular when visibility is poor which makes it difficult for local journeys to be made to shops, schools and bus stops. The introduction of 20mph limits needs to be enforced if they are to be effective, preferably by self-enforcing measures. However, some roads are too narrow to accommodate a footway and more severe measures would be necessary if safer walking is to be achieved.





Three settlements on the A37 are particularly affected by the traffic passing through. In Pensford, Clutton and Temple Cloud, there are stretches of narrow footway alongside the road where the A37 itself is narrow, making it hazardous for pedestrians, especially with large vehicles which regularly mount the kerb. Possible alternative pedestrian routes away from the A37 have been identified in Pensford and Temple Cloud.

Key actions: Review opportunities to enhance pedestrian movements on the A37 at Clutton and Temple Cloud; consider this approach elsewhere where pedestrian facilities are inadequate. In Pensford, consider the creation of an alternative, off-road, walking route to the east of the A37. Consider funding through the Safe Routes to Schools programme.

Managing Traffic on the A37 (Bristol to Shepton Mallet)

The A37 provides a key north-south link on the eastern side of the Chew Valley. However, the road has many constraints including gradients and bends and sections of it are narrow for large vehicles to negotiate. There is little that can be done regarding the narrow sections of route given the proximity of buildings and other features. However, enforcing speed limits helps to reduce the likelihood of collisions. The collision data available for the route has been investigated and suggestions made regarding minor improvements that could be made to reinforce or alter speed limits and improve drivers' awareness of hazards.

Data for road personal injury casualties in the Chew Valley over the five-year period 2010-2015 identifies clusters of three or more accidents on the A37 between Whitchurch and Farrington Gurney. Council officers have undertaken a review of this data along the A37 with a number of recommended mitigation measures. This exercise has developed an approach which will be applied to other busy roads within the District.

Recent monitoring has highlighted 2 areas on the A37 where it may be necessary to declare Air Management Quality Areas (AQMAs) in Whitchurch and Temple Cloud. If declared, the Council will need to follow a formal consultation process and produce an Air Quality Management Plan. This would involve a 12 week consultation in relation to a number of options to address the air quality issues on which interested parties may comment. Following any consultation a cabinet report would be required prior to a formal submission to DEFRA.

Key action: Continue to implement the programme of safety measures following the recent review of this route. Consider measures that can reduce air pollution in those locations where problems have been identified.

Consultation

In addition to a range of stakeholders whose experiences and views were obtained, a public consultation event was held with an online questionnaire which sought views on what the existing transport problems are and what should be the priorities for improvements. In total, 70 respondents completed the survey of which 52 were carried out during the consultation event and 18 online. Feedback was also provided directly via email by two respondents, one relating to the need for new bypasses. The second was from the Chew Valley Chamber of Commerce and highlighted the need for improved public transport, through local services to tie into the arterial routes, and for increased parking in Chew Magna.

The questionnaire asked if all of the key issues had been identified:

- Poor access to public transport and a limited number of destinations by bus;
- Poor access to facilities, services and shops;
- High traffic volumes through the villages;
- Heavy goods vehicles using unsuitable roads;
- 'Rat running' to Bristol airport;
- Limited off-street parking and on-street parking can cause problems;
- Significant numbers of road traffic accidents;
- Limited pedestrian facilities in some areas;
- Limited cycle routes;
- Accessibility to schools (particularly Chew Valley School), colleges and health facilities; and

- Difficulties faced by younger and older age groups.

49% of respondents didn't feel that the survey had identified the most important issues. Speeding in general and on the A37 through villages was raised by six respondents, with four seeing rat-running through the whole area, rather than just to the airport, as an issue. Other issues included poor road maintenance, safety problems at junctions, lack of bus shelters and a lack of coordinated bus ticketing.

71% agreed in principle with the proposed objectives listed below:

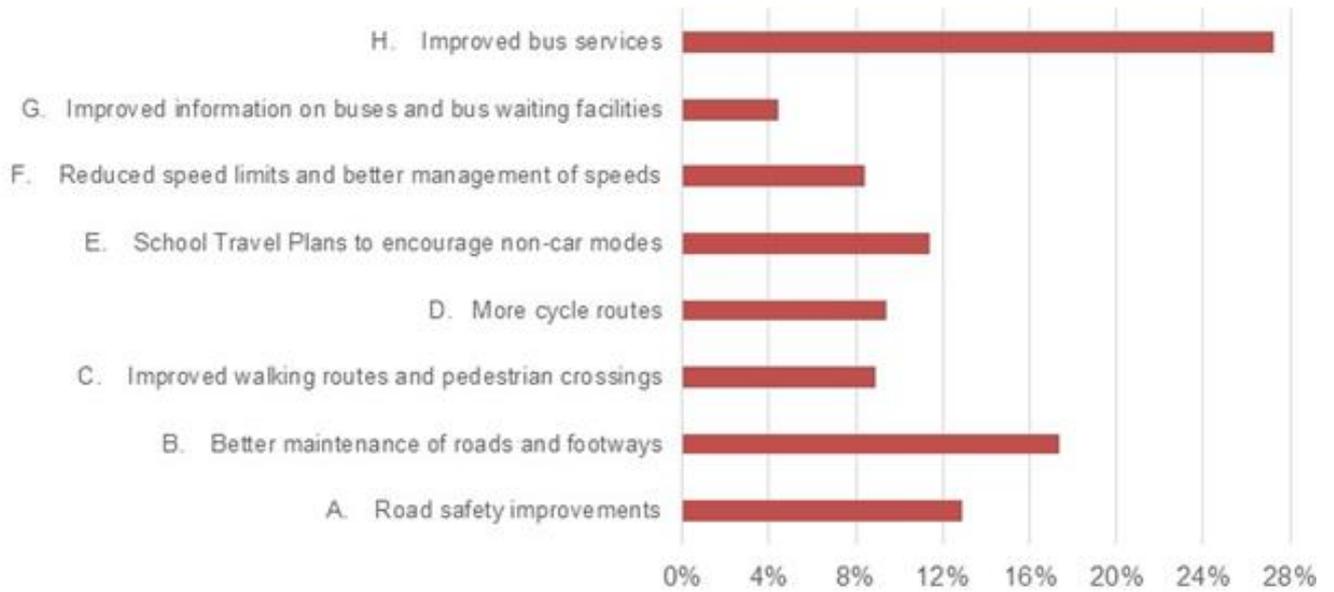
- Improving the quality of life for local residents;
- Improving road safety for all users;
- Promoting sustainable mobility where possible;
- Maintaining and enhancing the local environment;
- Addressing the needs of people with mobility impairments;
- Improving access to employment in Bath and Bristol; and
- Improving access to village centres by walking and cycling.

For those that did not agree, the suggested objectives included:

- Improving public transport, including links to main routes on A37;
- Widening local roads to cater for large vehicles;
- Improving access to local towns, not just Bath and Bristol;
- Improving parking in villages;
- Reducing car usage;
- Providing safe walking and cycling routes to schools;
- Better pedestrian links between villages;
- Improving access to rail and the airport;
- Improving access to education facilities; and
- Increasing road capacity.

Of the possible improvements presented, improved bus services was highlighted as the top priority, followed by better maintenance of roads and footways, road safety improvements and school travel plans to encourage non-car modes, as shown below:

Consultation Responses to Which Improvements Should Be Prioritised



Chew Valley Transport Strategy Delivery Plan

May-17

Reference		Project	Timeline	Funding
Heavy Vehicle Routes				
CV1	A survey (ANPR) should be undertaken to provide up to date evidence of heavy goods vehicles using the A368 to identify whether existing weight restrictions in place are being complied with in order to inform future actions to address this issue.	Include in Development and Policy future works programme.	2018	Revenue
Traffic Impact				
CV2	Create suitable gaps in on-street parking for passing places. Reduce speed limit to 50mph east of Chew Magna and extend current 40mph limit west to Pagans Hill roundabout	Add to task register for future funding considerations.	Future	TIP and grant funding
CV3	Continue to review impact of airport traffic in the event of Bristol International Airport seeking to increase its capacity; representations should be made to both BIA and North Somerset Council regarding the impact of additional traffic on communities within the Chew Valley.	Include in Development and Policy future works programme.	2018	Revenue
Car parking in Chew Magna				
CV4	Undertake a detailed parking survey/study to investigate whether additional parking spaces might be required to support local businesses.	Include in Development and Policy future works programme.	2018	Revenue

Public Transport Improvements				
CV5	Work with bus operators to develop routes that better link into the high frequency bus services on the A37 and A38 (perhaps direct to Bristol Airport).	Public Transport to continue their work with Bus operators and Bus expert improvement panel	Future	Revenue
Community Transport and Taxis				
CV6	Consider if new technology and the development of alternative community transport schemes could provide a reliable transport option for those who do not have access to a car and to make community transport more inclusive and therefore more viable.	Public Transport to continue their work with Bus operators and Bus expert improvement panel	Future	Revenue
Cycling				
CV7	Progress off-road cycle route improvements between Chew Magna and Chew Stoke and Bishop Sutton and Chew Stoke to improve access to Chew Valley School. Progress the on-road route via South Widcombe to East and West Harptree and investigate land ownership issues for completion of the Lake Circuit. Investigate barriers that currently exist that prevent those who currently cycle for leisure in the Chew Valley from cycling for commuting purposes.	Add to task register for future funding considerations.	Future	TIP and grant funding
Promoting Walking				

CV8	Review opportunities to enhance pedestrian movements on the A37 at Clutton and Temple Cloud; consider this approach elsewhere where pedestrian facilities are inadequate. In Pensford, consider the creation of an alternative, off-road, walking route to the east of the A37. Consider funding through the Safe Routes to Schools programme.	Add to task register for future funding considerations.	Future	TIP and grant funding
Managing Traffic on the A37 (Bristol to Shepton Mallet)				
CV9	Continue to implement the programme of safety measures following the recent review of this route. Consider measures that can reduce air pollution in those locations where problems have been identified.	Add to task register for future funding considerations.	Future	TIP and grant funding