

Chew Valley Transport Strategy

Draft Report

October 2017

Bath and North East Somerset Council

Chew Valley Transport Strategy

Draft Report

October 2017

Bath and North East Somerset Council

Keynsham Civic Centre
Market Walk
Keynsham
BS31 1FS

Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
A	June 16	A Palmer P Rapa N Richardson S Finney	S Finney	N Richardson	First Draft
B	August 16	N Richardson S Finney	S Finney	N Richardson	Report
C – B&NES	October 17	C Warren	C Warren	G Peacock	B&NES Draft Final Report

Information class: Standard

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

Chapter	Title	Page
Executive Summary		i
1	Introduction	1
1.1	Scope of Strategy _____	1
1.2	Defining a Vision _____	1
1.3	Identifying Objectives _____	2
2	Context	1
2.1	Population _____	1
2.2	Levels of Economic Activity _____	3
2.3	Access to Private Transport _____	7
2.4	Travel to Work _____	10
3	Planning Context	20
3.1	National Planning Policy Framework _____	20
3.2	Core Strategy _____	20
3.3	Placemaking Plan _____	21
3.4	Neighbourhood Plans _____	22
3.4.1	Chew Valley Neighbourhood Plan _____	22
3.4.2	Clutton Neighbourhood Plan _____	23
3.4.3	Stowey Sutton Neighbourhood Plan _____	24
3.4.4	Stanton Drew Neighbourhood Plan _____	24
3.4.5	Publow with Pensford _____	25
3.4.6	Cameley, Nempnett Thrubwell and Norton Malreward _____	25
3.4.7	Comments on Parish/Neighbourhood Aspirations _____	26
3.5	West of England Joint Local Transport Plan _____	26
3.6	West of England Joint Spatial Plan and Transport Study _____	26
3.7	The Economic Strategy for Bath and North East Somerset 2010-2026 _____	27
4	Specific Issues	28
4.1	Traffic Volumes _____	28
4.2	Heavy Vehicle Routes _____	30
4.3	Traffic Management Through Chew Magna _____	32
4.4	Access to Bristol Airport _____	35
4.5	Car Parking In Chew Magna _____	36
4.6	Public and Community Transport Improvements _____	36
4.6.1	Current Services _____	36
4.6.2	Total Transport Pilot Fund _____	50
4.7	Taxis _____	52
4.8	Cycling _____	53

4.8.1	Existing Cycle Facilities	53
4.8.2	Cycle Network Review	54
4.8.3	Possible Cycle Improvements	55
4.8.4	Possible Scheme: Chew Stoke to Chew Magna	57
4.8.5	Possible Scheme: Chew Stoke to Bishop Sutton	59
4.8.6	Possible Scheme: Chew Lake Circuit	61
4.8.7	Review of Schemes	61
4.9	Improvements for Walking	63
4.10	Managing Traffic on the A37 (Bristol to Shepton Mallet)	67
4.11	Clusters of Road Traffic Collisions	67
4.12	Review of Speed Limits	86
4.13	Links with Other Areas	90
4.13.1	Other Rural Areas	90
4.13.2	Cross-Boundary Issues	90
5	Consultation	91
5.1	Public Consultation Event	91
6	Conclusions	94
	Appendices	96
	Appendix A. Consultation Responses	97
	B Chew Valley Transport Strategy Delivery Plan Appendix	101

Executive Summary

The 11,000 residents of the Chew Valley represent a dispersed population across a largely rural area, the majority of whom have access to a car. Local people without their own transport may be significantly disadvantaged with much reduced opportunities to access work, training and other activities. The focus for many is the Bristol area rather than Keynsham or Bath but the rural roads do not enable rapid journeys; bus services are limited although community transport and voluntary transport schemes supplement public buses. While car ownership is high, this may exclude certain groups including older and younger age ranges which has wide implications for the demographic structure of the area – between 3% and 8% of households have no access to a private vehicle and hence social isolation is more likely for these local people.

Accessing education and healthcare are key issues for Chew Valley residents. The difficulties are recognized in the B&NES Core Strategy which highlights the importance of local facilities and a regular bus service. The Chew Valley Neighbourhood Plan notes the high levels of car use, traffic levels that are unsuitable for minor roads, a lack of infrastructure for walking and options for local bus services; similar sentiments are expressed in Neighbourhood Plans for Clutton, Stowey Sutton and Stanton Drew.

To focus proposals, a vision for transport in the Chew Valley is presented together with a number of objectives supporting sustainable mobility, the local environment, road safety, the quality of life and improving access to employment particularly in Bristol and Bath.

The level of traffic using local roads has been a concern. From the data available, it is clear that traffic is associated with peak periods (employment and school related) and that the majority, some 84% in Chew Stoke for example, is cars; the remainder is light goods vehicles (14%), medium goods vehicles (less than 1%) and heavy goods vehicles (1%). Although the number of heavy vehicle movements is small, the impacts can be large due to the constrained roads, particularly through Chew Magna. Vehicle speeds are also a concern although data indicates that few drivers are exceeding the speed limit and speeds are much reduced in certain locations where the road is narrow and there are numerous features to negotiate. However, there is considered to be scope to reduce speed

limits and introduce measures that require more appropriate speeds to be adopted, particularly at locations where the reported collision data indicates that incidents are speed-related. Specific measures are proposed for the A37 and B3130. Limited car parking is available in Chew Magna but securing additional off-road space may be difficult.

In parallel with the transport strategy, more detailed investigation of options for passenger transport are set out in the Total Transport Pilot Fund report. The Department for Transport's Total Transport Pilot Fund is supporting a number of initiatives across the country to consider how community transport services can be better coordinated. The B&NES project has been considering the transport options available in the Chew Valley rural parishes to identify the scope to better integrate services and meet the travel needs of local people. Of the bus services in the Chew Valley, there are few daily services that address the needs of the commuting population and weekly services perpetuate what has been available for a long time, supported by revenue funding from the local authority. However, the A37 between Bristol and Wells and Bristol Airport both have a frequent commercial bus service. Therefore, it is proposed that the funding used to support the current irregular services is redirected towards a replacement service for the Chew Valley to link various communities to transport hubs at Bristol Airport and the A37 corridor.

Recreational cycling is popular in the area but everyday cycling has limited appeal given the traffic levels and nature of the local roads. Creation of new off-road cycle routes would help engender a wider cycling culture and proposals for a more extensive network of cycle routes should be supported. Priority should be given to improving cycle access to Chew Valley School, with completion of the route around the Chew Valley Lake being a longer term objective. Adequate infrastructure for walking is lacking in many places with narrow or non-existent footways, limited road crossings and poor lighting. In Pensford, Clutton and Temple Cloud measures should be progressed to mitigate the problems associated with the A37, either through better protection to pedestrians or alternative routes.

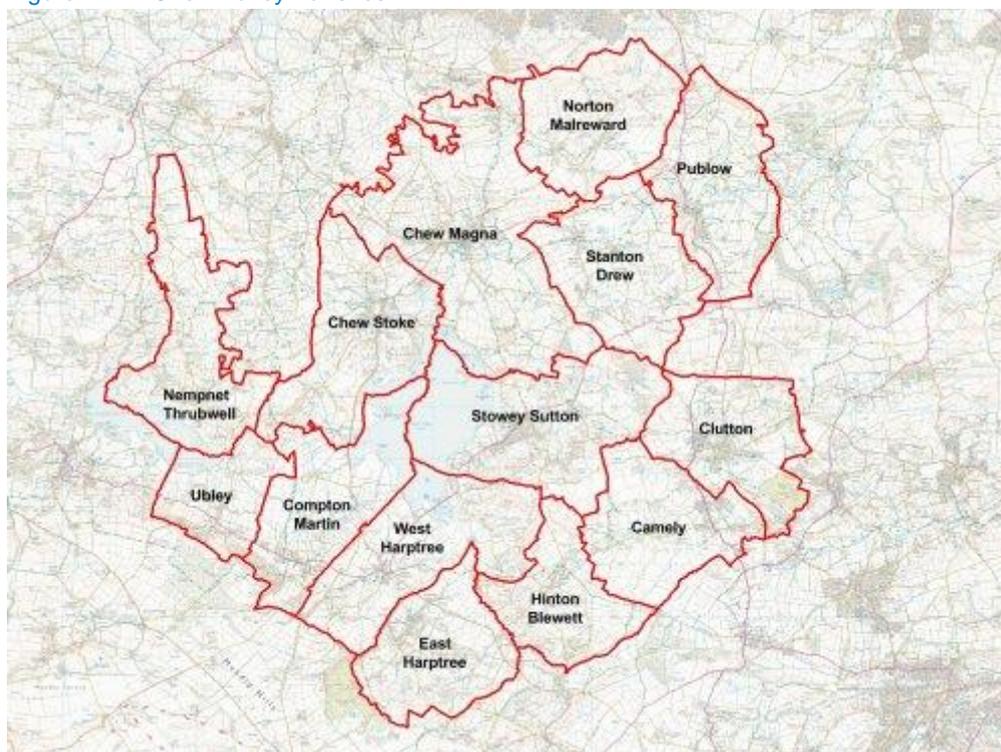
The views of local people on the development of the strategy were invited through a public consultation event, a section on the Council's web site and through dialogue with stakeholders. In addition to the issues suggested, views highlighted the problems of speeding vehicles, the use of minor roads by large vehicles, road safety and maintenance problems, A37 congestion, the deficiencies of bus services and the absence of a link to the rail network. While the proposed objectives were supported, additional objectives could include better public transport, local road widening, more parking in villages, providing safe walking and cycling routes and improved access to local towns, not just Bristol and Bath. Improved bus services appeared to be a priority for respondents.

1 Introduction

1.1 Scope of 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.

Figure 1.1: Chew Valley Parishes



Source: B&NES Council.

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 Strategy, for which a separate report has been produced.

1.2 Defining a Vision

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 road access to the Chew Valley 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.'

1.3 Identifying Objectives

Based on the vision, a number of objectives can be defined so that transport initiatives can be identified, assessed and delivered with a clear idea of what they are intended to achieve. The West of England emerging Joint Spatial Plan and Transport Study has set out a number of objectives for the area including Bristol, B&NES, North Somerset and South Gloucestershire¹ as shown in **Figure 1.2** and summarised below²:

- 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.

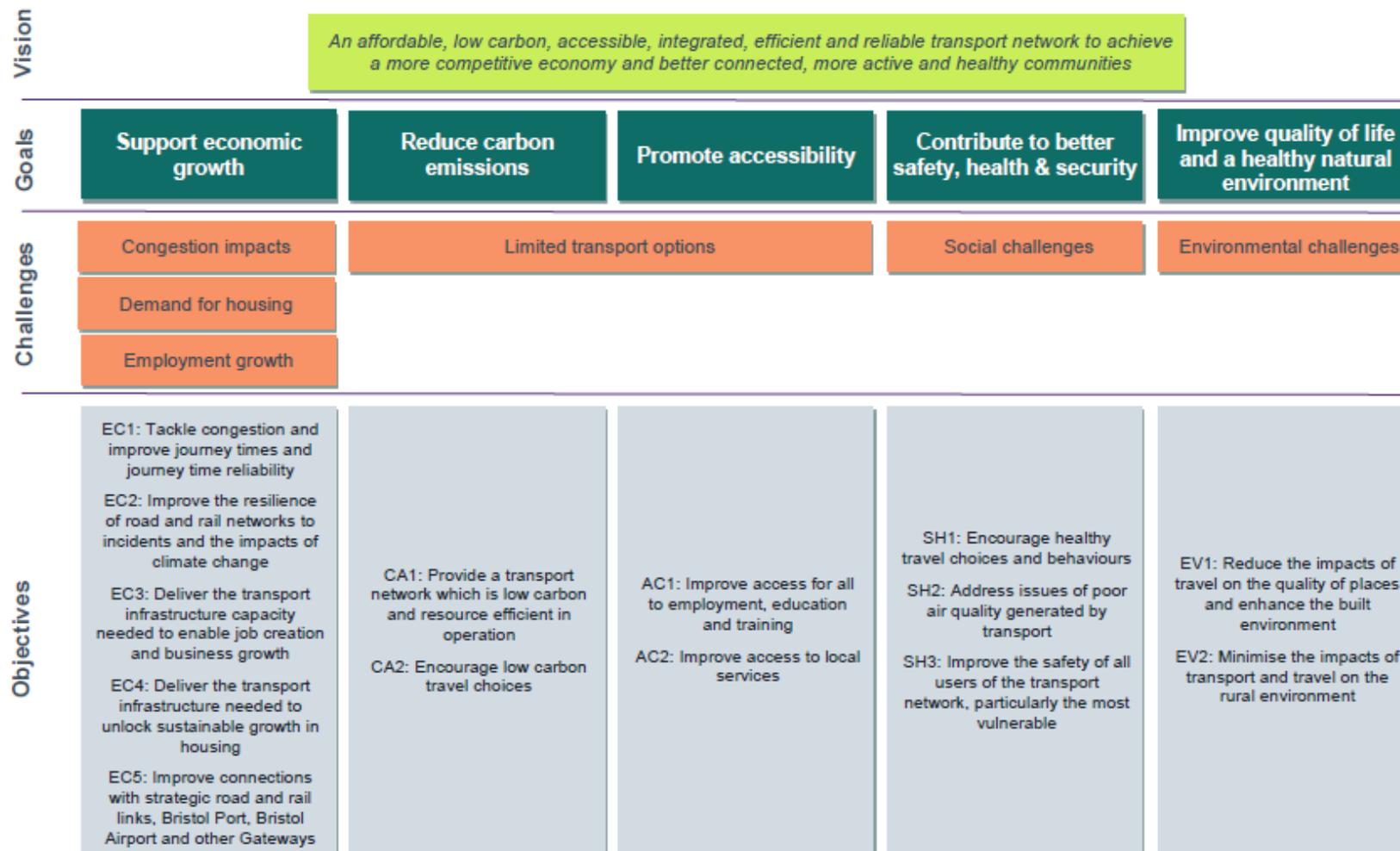
For the Chew Valley, the proposed objectives are:

- 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.

¹ Atkins (November 2015) *West of England Joint Transport Study. Issues and options for consultation. Key principles report.*

² Joint Transport Study: Summary.

Figure 1.2: West of England Transport Vision, Goals, Challenges and Objectives



Source: Atkins (November 2015).

2 Context

2.1 Population

The population of the Chew Valley totals nearly 11,000 as shown in **Table 2.1**. Clutton is the largest settlement with Cameley, Chew Magna, Stowey Sutton and Publow each having over 1,000 residents representing in combination 51% of the Chew Valley's population; the remainder is a dispersed rural population.

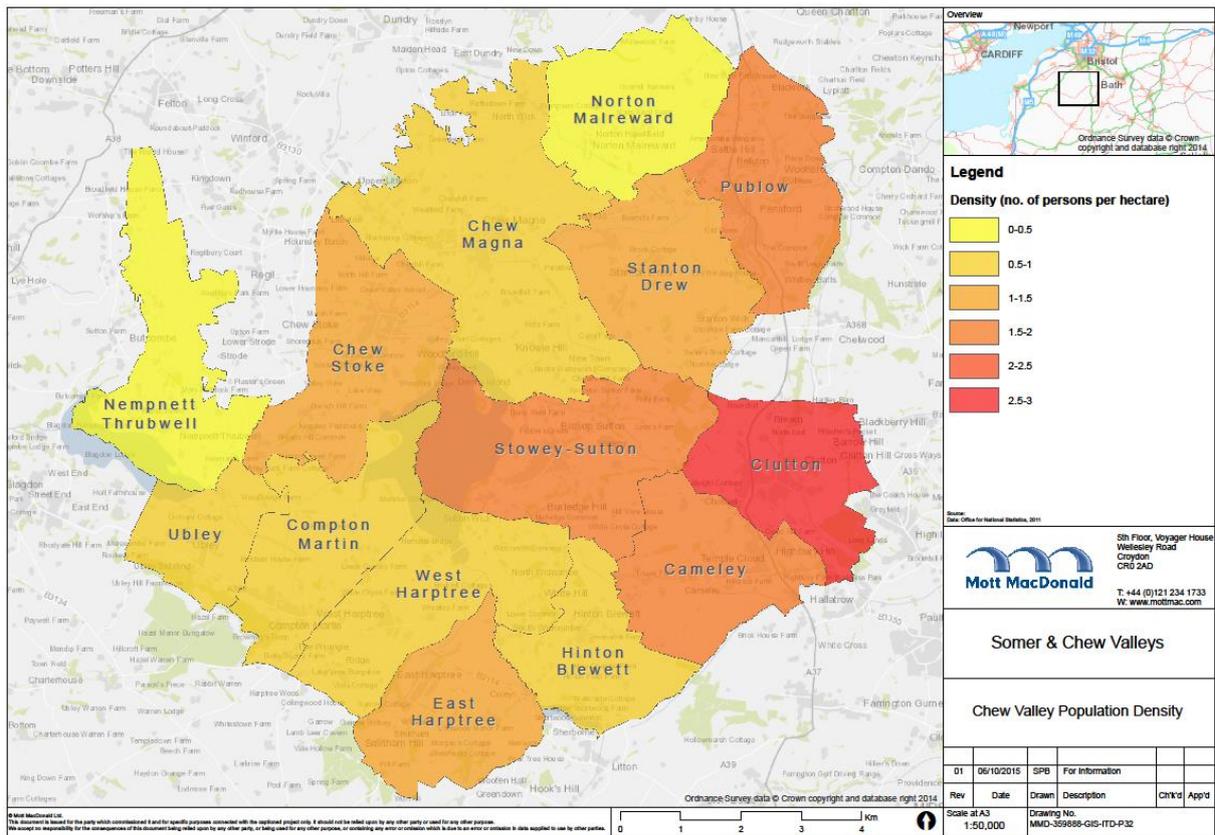
Table 2.1: Chew Valley Population 2011

Parish	Usual Resident Population	Per Cent
Cameley	1,292	12
Chew Magna	1,149	10
Chew Stoke	991	9
Clutton	1,602	15
Compton Martin	508	5
East Harptree	644	6
Hinton Blewitt	308	3
Nempnett Thrubwell	177	2
Norton Malreward	246	2
Publow	1,119	10
Stanton Drew	787	7
Stowey Sutton	1,361	12
Ubley	331	3
West Harptree	439	4
Total	10,954	100

Source: Office for National Statistics, Census 2011.

Figure 2.1 illustrates the population density of the area, much of it being sparse with the exception of Clutton although even here, density is less than three persons per hectare.

Figure 2.1: Population Density

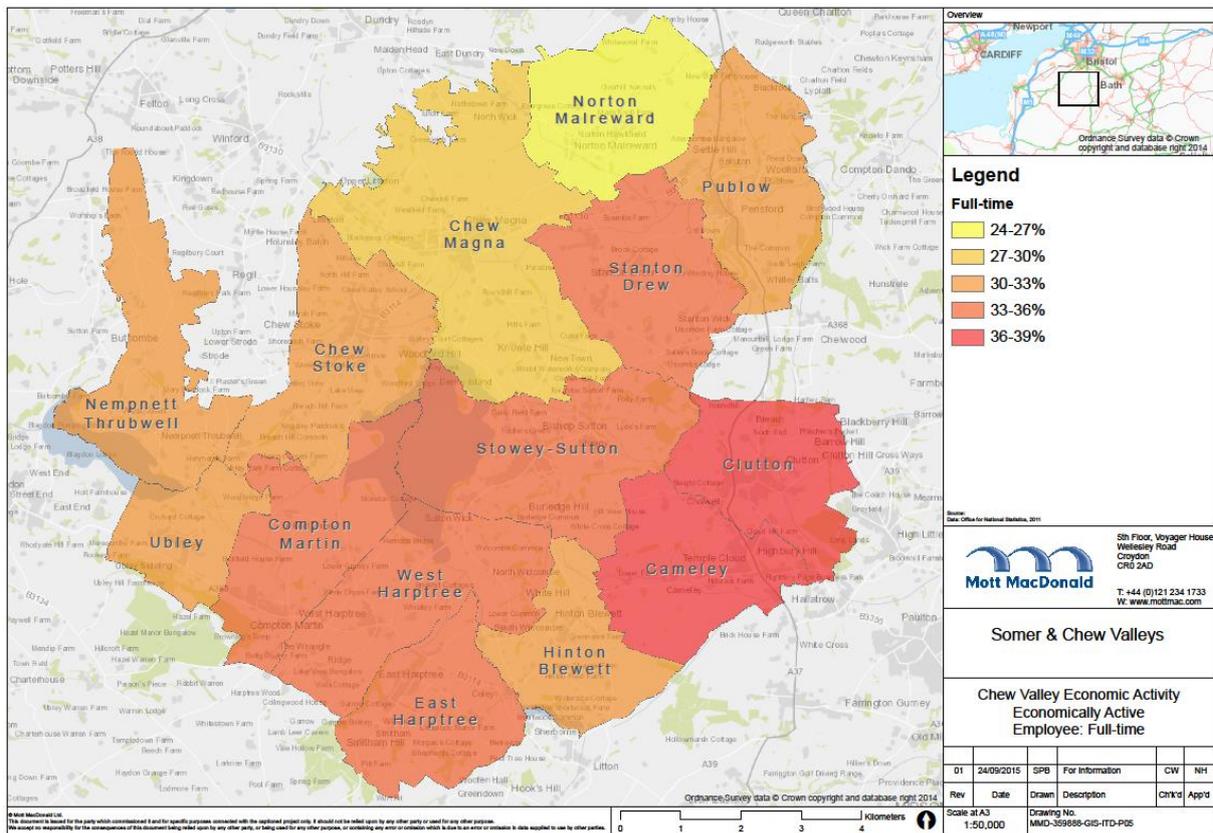


Source: ONS Census 2011 data.

2.2 Levels of Economic Activity

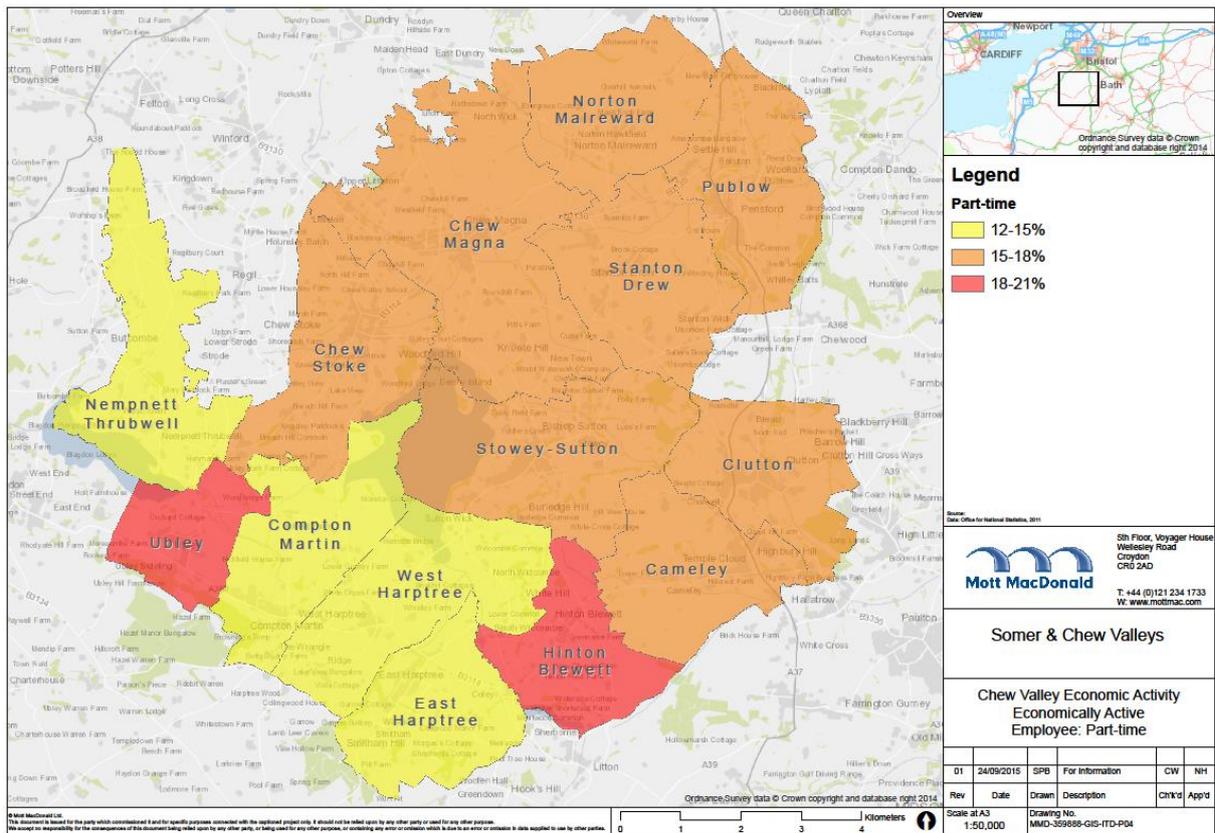
Figure 2.2 shows the proportion of full time employed people in the area based on 2011 Census data with the main concentrations being in Clutton and Cameley and the least proportion being in Norton Malreward. Figure 2.3 shows part time employed with the highest proportions in Ubley and Hinton Blewitt.

Figure 2.2: Economically Active Full Time Employees



Source: ONS Census 2011 data.

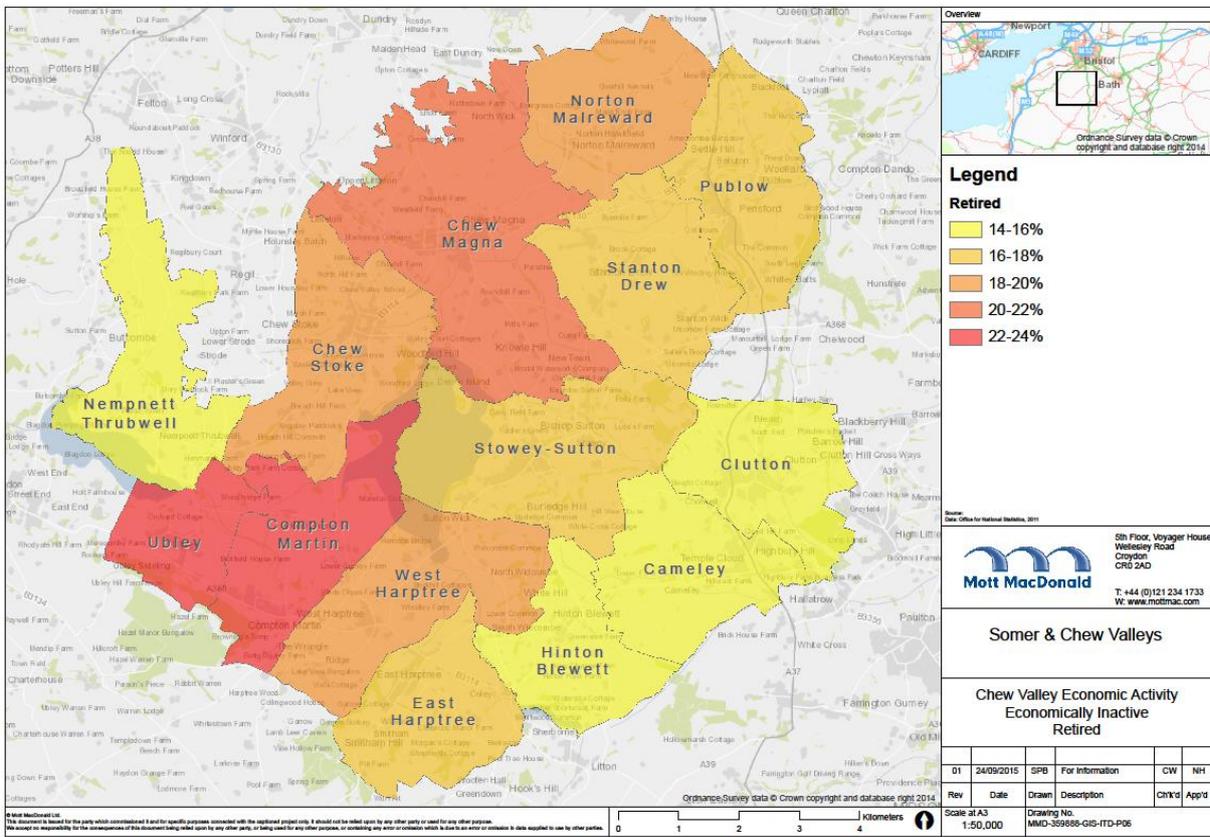
Figure 2.3: Economically Active Part Time Employees



Source: ONS Census 2011 data.

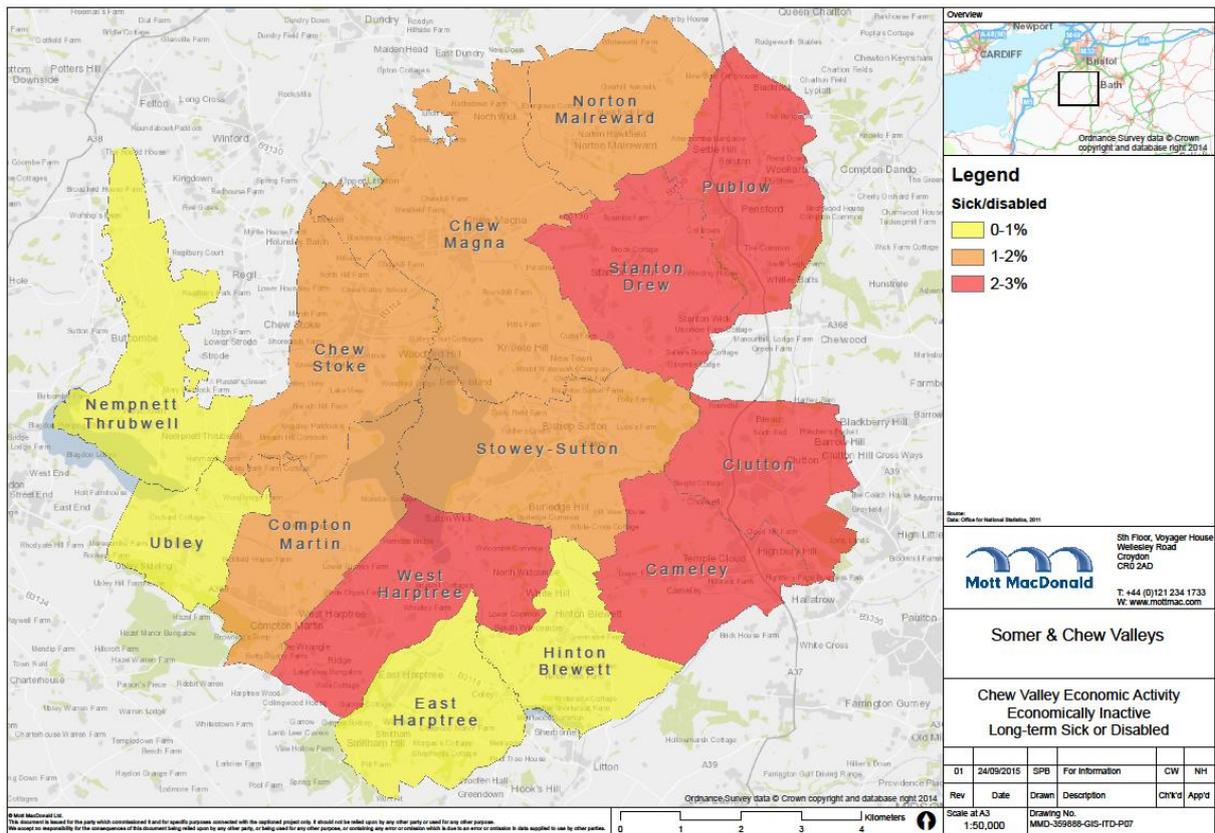
Figure 2.4 shows the proportion of retired people with the highest proportions in Ubley and Compton Martin. Similarly, **Figure 2.5** shows that several parishes have 2 to 3% of sick or disabled residents. Both groups may have particular requirements for transport, particularly if they have little or no opportunity for car use.

Figure 2.4: Economically Inactive Retired Residents



Source: ONS Census 2011 data.

Figure 2.5: Economically Inactive Sick and Disabled Residents



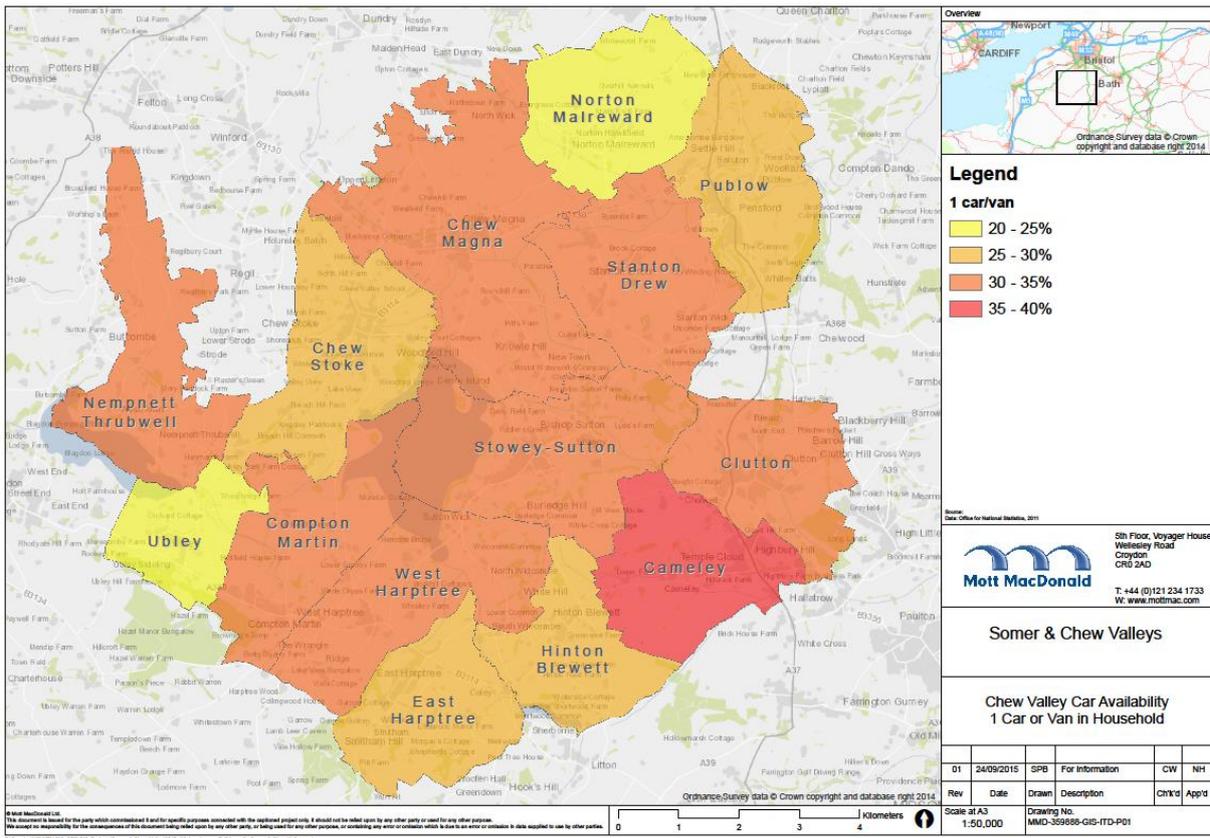
Source: ONS Census 2011 data.

2.3 Access to Private Transport

Figure 2.6 to 2.8 show car availability in the area (one car per household, two cars and three or more cars respectively). This shows that Norton Malreward has the highest proportion of households with three or more cars while Ubley has the highest proportion 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.

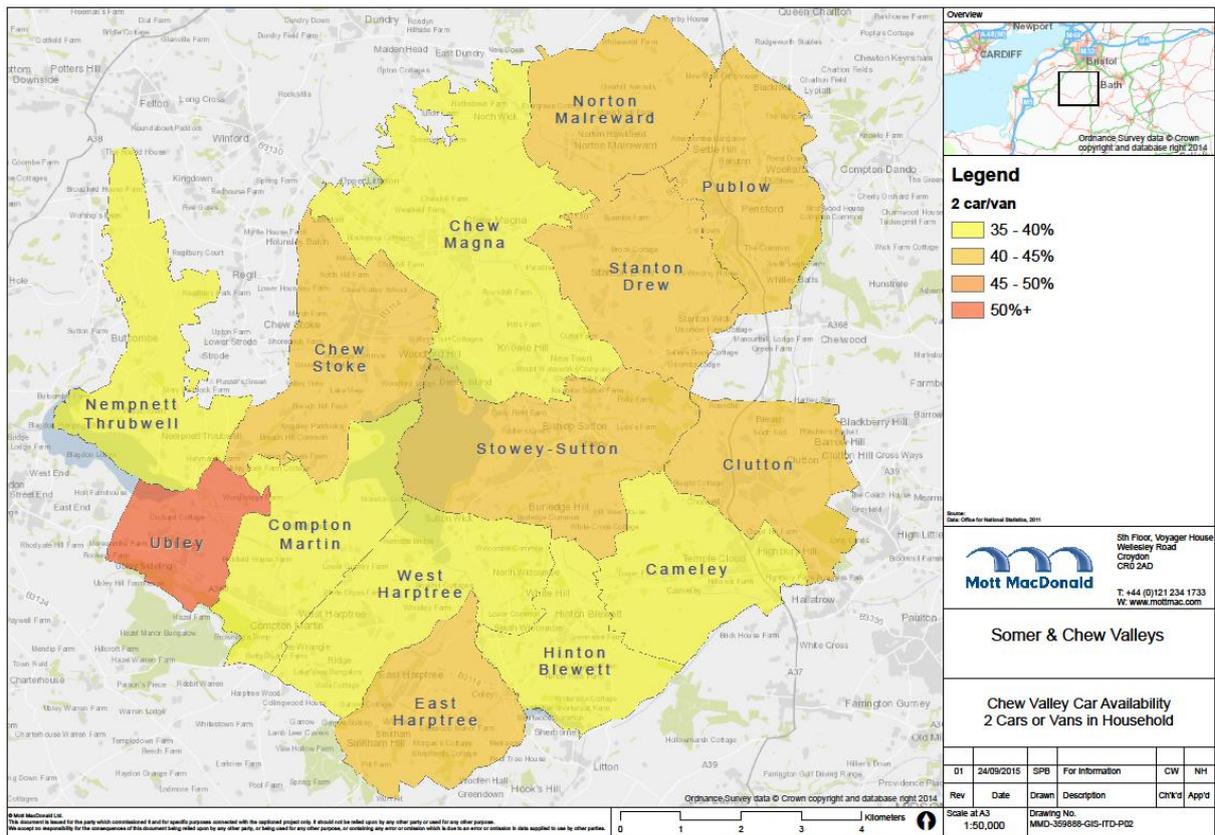
Table 2.2 shows the number of households with no private vehicles.

Figure 2.6: Car Availability: One Car or Van in Household



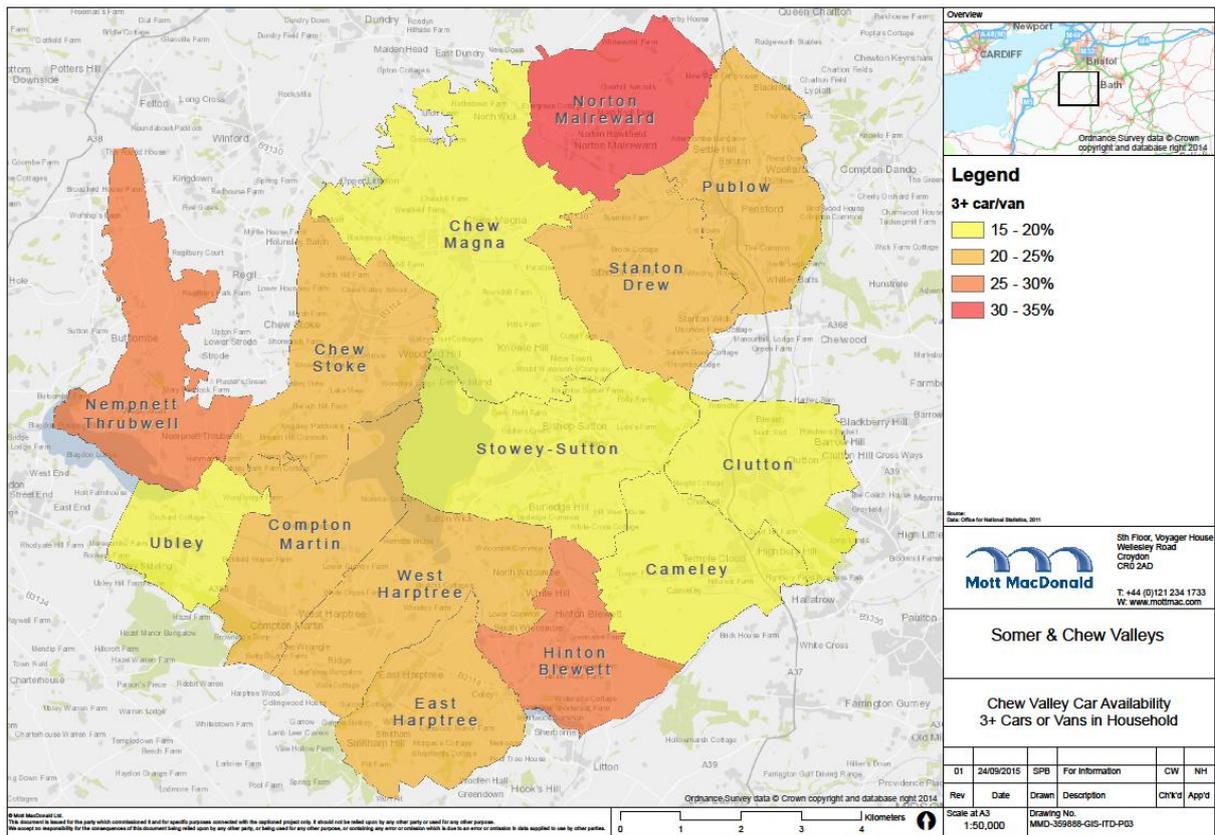
Source: ONS Census 2011 data.

Figure 2.7: Car Availability: Two Cars or Vans in Household



Source: ONS Census 2011 data.

Figure 2.8: Car Availability: Three or More Cars or Vans in Household



Source: ONS Census 2011 data.

Table 2.2: Households With No Car or Van Available 2011

Parish	Number of Households with No Car or Van	% of Households
Cameley	36	7
Chew Magna	40	8
Chew Stoke	24	6
Clutton	44	7
Compton Martin	16	7
East Harptree	18	7
Hinton Blewett	5	4
Nempnett Thrubwell	2	3
Norton Malreward	3	3
Publow	38	8
Stanton Drew	15	5
Stowey-Sutton	42	8
Ubley	6	4
West Harptree	12	6

Source: ONS Census 2011 data.

The figures for car ownership suggest 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 no longer an option and who face real fears of isolation and for younger age groups for whom access to opportunities can be very limited without independent transport. The high cost of motoring for younger people, some of whom have low incomes, is a major 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 profound 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.

2.4 Travel to Work

Figure 2.9 and 2.10 show the proportion of residents using a car/van to travel to work (drivers and passengers respectively) which will include those that use Park & Ride in Bath and Bristol. A high proportion of car commuters are evident in Norton Malreward, Stowey Sutton and Nempnett Thrubwell but driving to work is common across the Chew Valley at around 73% or more. There are relatively few car passengers travelling to work, the highest proportion being resident in Cameley (6%).

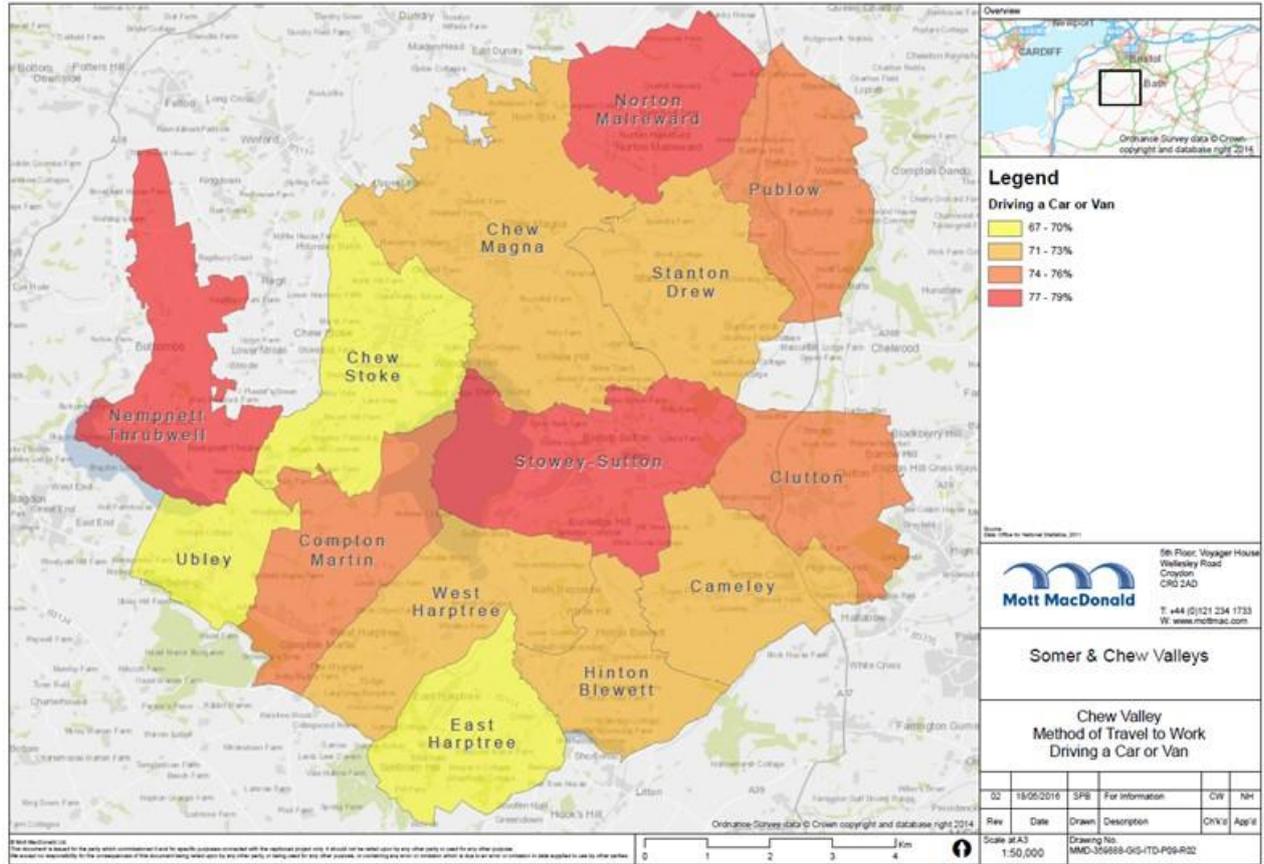
Table 2.3 details the mode share for each parish and the Chew Valley as a whole.

Table 2.3: Travel to Work Mode Split

	Car Driver	Car Pass	Bus	M/cycle	Cycle	On Foot	Train	Work at Home	Other
Cameley	73.0%	6.1%	4.2%	1.1%	0.8%	6.1%	0.8%	6.6%	1.4%
Chew Magna	70.7%	2.9%	1.1%	1.1%	1.5%	7.7%	1.1%	13.5%	0.5%
Chew Stoke	67.1%	2.4%	1.6%	1.2%	1.4%	7.7%	2.0%	14.8%	1.6%
Clutton	74.6%	3.9%	3.4%	1.7%	1.0%	4.3%	0.7%	10.2%	0.2%
Compton Martin	74.6%	2.8%	0.8%	0.0%	0.0%	4.8%	1.6%	14.7%	0.8%
East Harptree	69.3%	3.0%	2.1%	0.0%	1.5%	6.4%	1.2%	14.9%	1.5%
Hinton Blewett	72.9%	1.9%	1.9%	0.6%	1.9%	5.8%	1.3%	12.9%	0.6%
Nempnett Thrubwell	76.5%	1.0%	1.0%	0.0%	0.0%	2.0%	0.0%	19.6%	0.0%
Norton Malreward	77.3%	1.5%	1.5%	0.8%	0.8%	3.8%	0.8%	12.9%	0.8%
Publow	74.6%	3.5%	4.2%	1.0%	0.5%	3.2%	0.7%	11.3%	1.0%
Stanton Drew	70.4%	3.7%	1.8%	1.3%	1.6%	5.5%	0.8%	13.1%	1.8%
Stowey-Sutton	76.4%	5.0%	1.1%	0.8%	1.1%	5.8%	0.6%	8.7%	0.5%
Ubley	68.5%	2.5%	1.9%	0.6%	0.0%	9.9%	2.5%	13.6%	0.6%
West Harptree	71.6%	3.1%	0.9%	0.4%	0.9%	5.7%	2.2%	15.3%	0.0%
Average for Chew Valley	72.7%	3.7%	2.3%	1.0%	1.0%	5.6%	1.1%	11.8%	0.9%

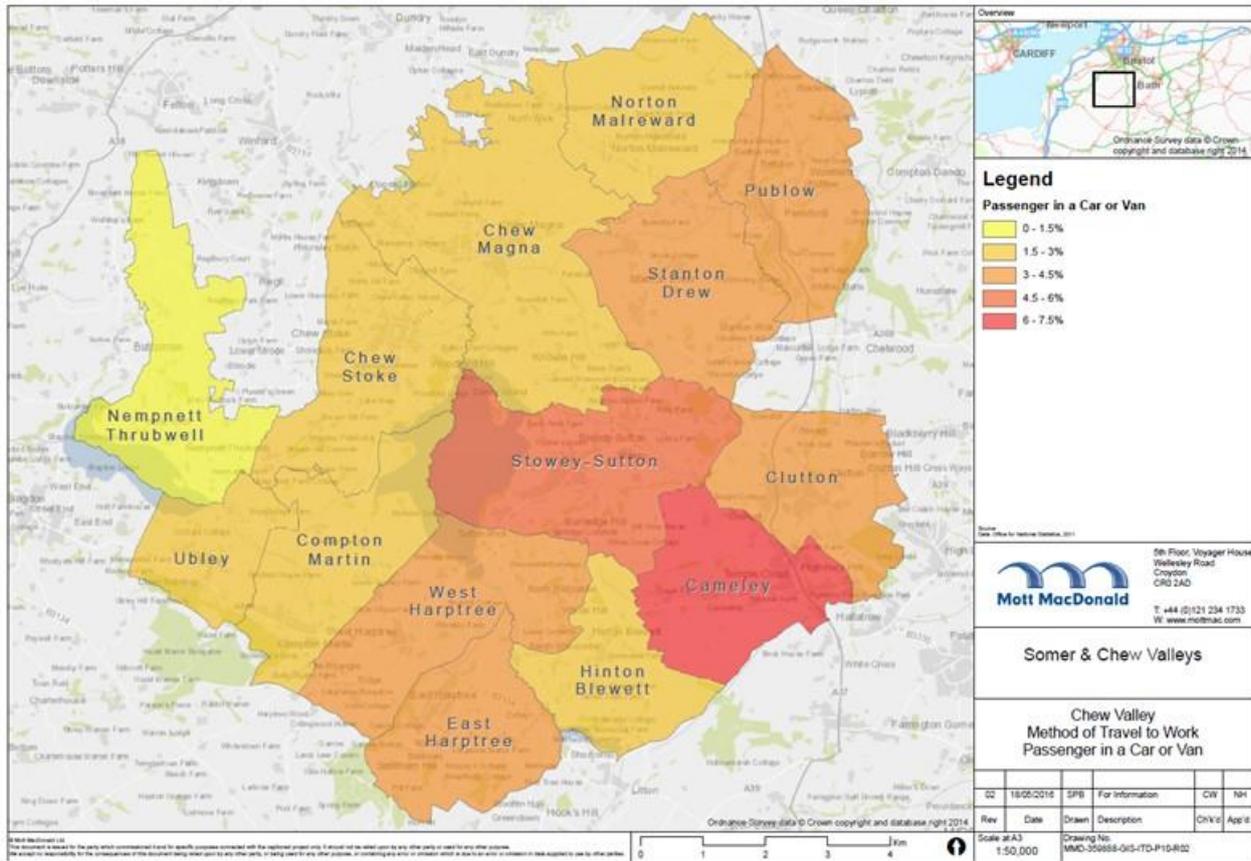
Source: ONS Census 2011 data.

Figure 2.9: Travel to Work: Car Drivers



Source: ONS Census 2011 data.

Figure 2.10: Travel to Work: Car Passengers



Source: ONS Census 2011 data

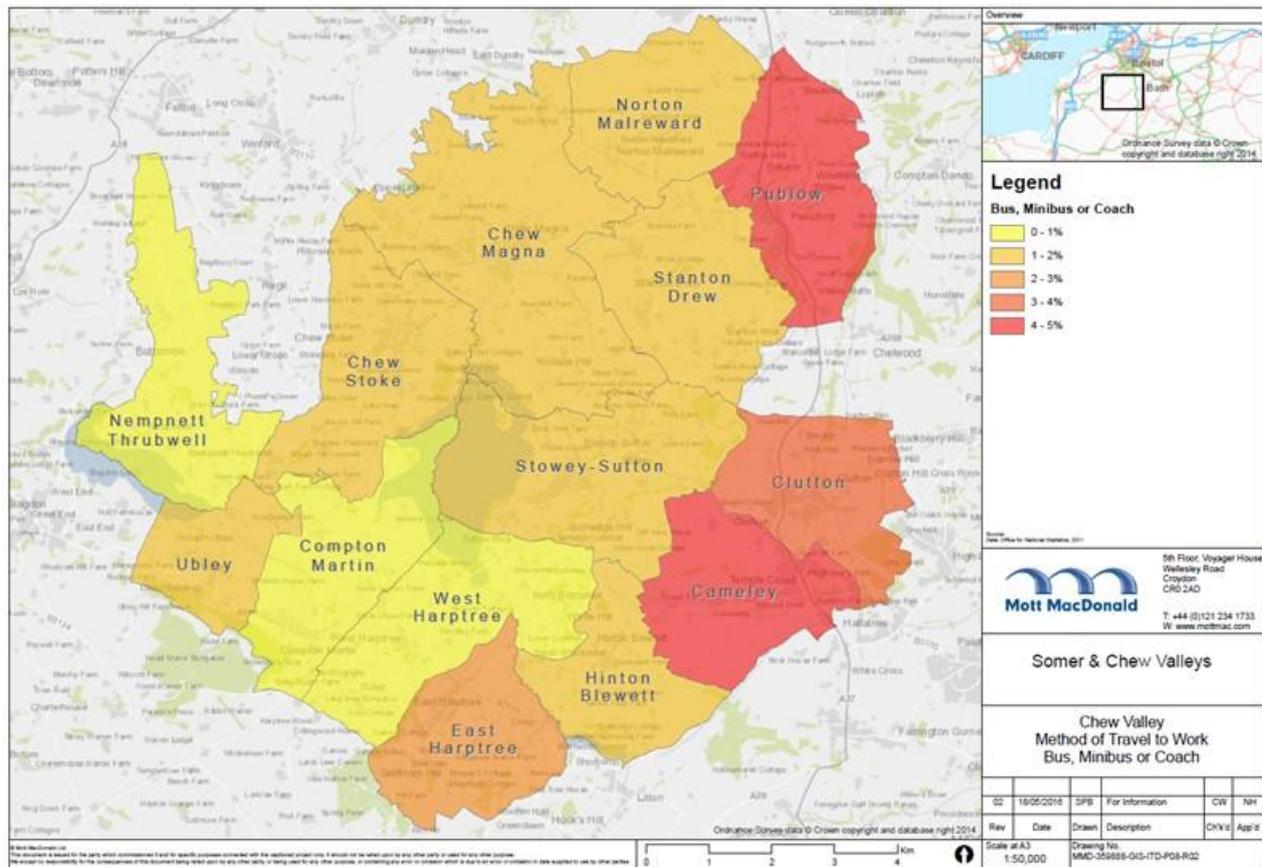
In contrast, as shown in **Figure 2.11**, relatively few residents travel to work by bus/minibus/coach. This can be attributed to a lack of regular services operating at times that enable workers to travel but which may be linked to affordability, locations of work and travel times. Cameley and Publow have the highest proportion of bus users but this represents no more than 5% of journeys to work.

Working at home is included in the above data and typically accounts for 9 to 15% of those in employment but in Nempnett Thrubwell is higher at 20% (but of a low overall population).

The majority of the remaining trips to work are made on foot, typically 4 to 6% but with higher proportions in Ubley (10%), Chew Magna and Chew Stoke (both 8%).

In all parishes, cycling is relatively low accounting for less than 2% of trips to work.

Figure 2.11: Travel to Work: Bus



Source: ONS Census 2011 data

Figure 2.12 shows where Chew Valley residents work. As might be expected, there are clusters in Bristol and to a lesser extent in Bath and other centres. Given the location of the settlements in the Chew Valley and the location of employment – a key determinant of travel – much of the orientation of bus services is towards Bristol with relatively little connection with Keynsham or Bath. However, the spread of workplace locations in Bristol and home locations in the Chew Valley illustrate the problems of providing an attractive ‘door to door’ bus service. Most bus services only travel into the city centre via Temple Meads, so trips away from the centre require a change in service, making bus sue less attractive.

The road layout is also more conducive for journeys towards Bristol than other areas, with direct links via the A37 and A38. For trips to the east, the main route is via the A368 and A39, linking into the A4. Other routes to the east are on lower standard roads, passing through local villages.

The Chew Valley is remote from the motorway network, particularly the M4, with the most direct route being the A4174 to the east of Bristol, via either the A37 or cross country routes to Keynsham.

Similarly, people travel to work in the Chew Valley from a wide range of locations as shown in **Figure 2.13**.

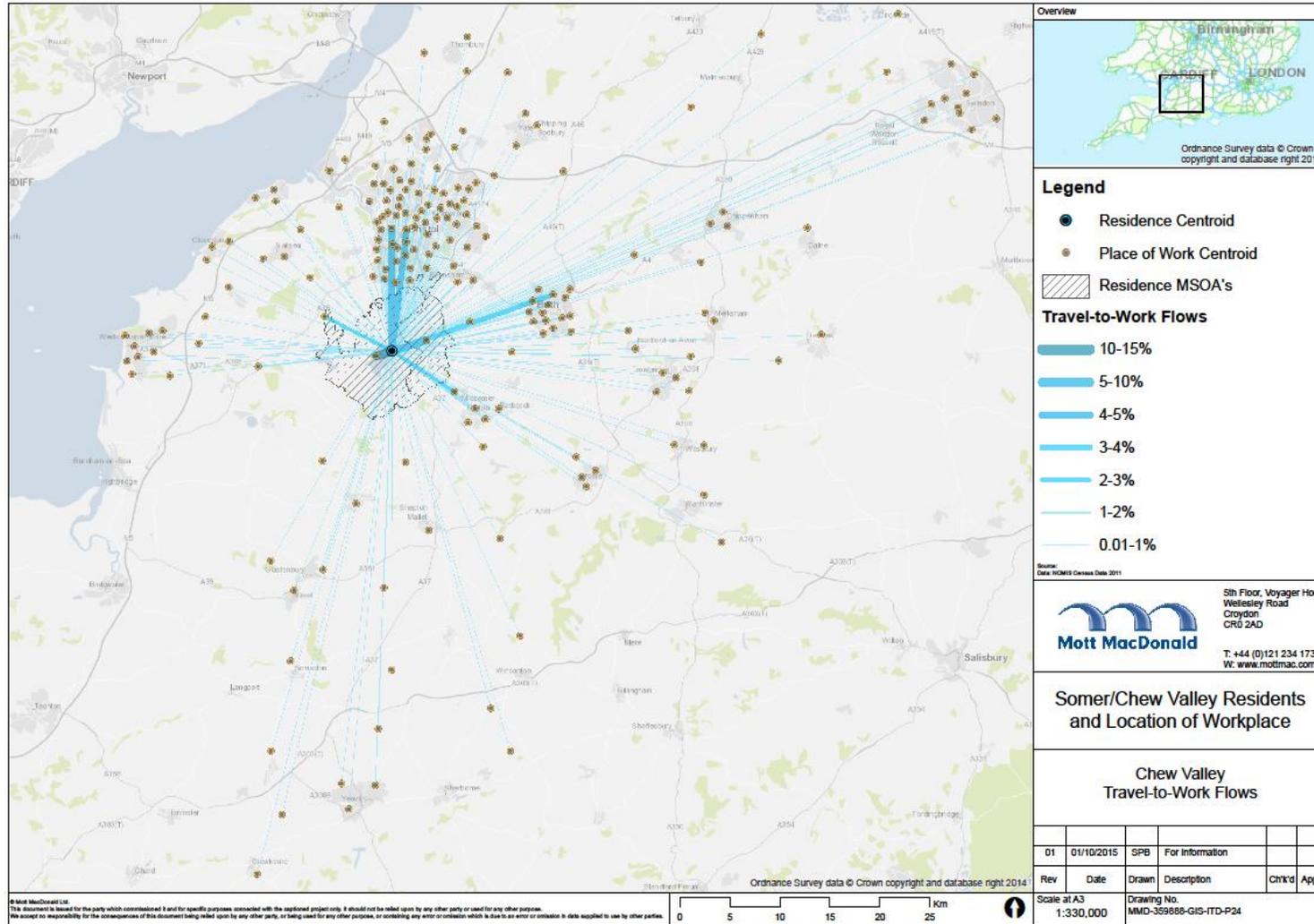
Table 2.4 details the workplace destinations that Chew Valley residents travel to.

Table 2.4: Work Location of Chew Valley Residents

Work Location	Total	Per cent
Bath	428	9.5%
Midsomer/Radstock	164	3.6%
Paulton/Farrington Gurney/Old Mills	86	1.9%
Keynsham	117	2.6%
Rest of B&NES area	888	19.7%
Bristol	1,593	35.3%
Stratton/Chilcompton	30	0.7%
Rest of Mendip District	168	3.7%
North Somerset	340	7.5%
South Somerset	20	0.4%
South Gloucestershire	317	7.0%
Swindon	17	0.4%
Wiltshire	71	1.6%
Rest of England/Wales	276	6.1%
Total	4,515	100.0%

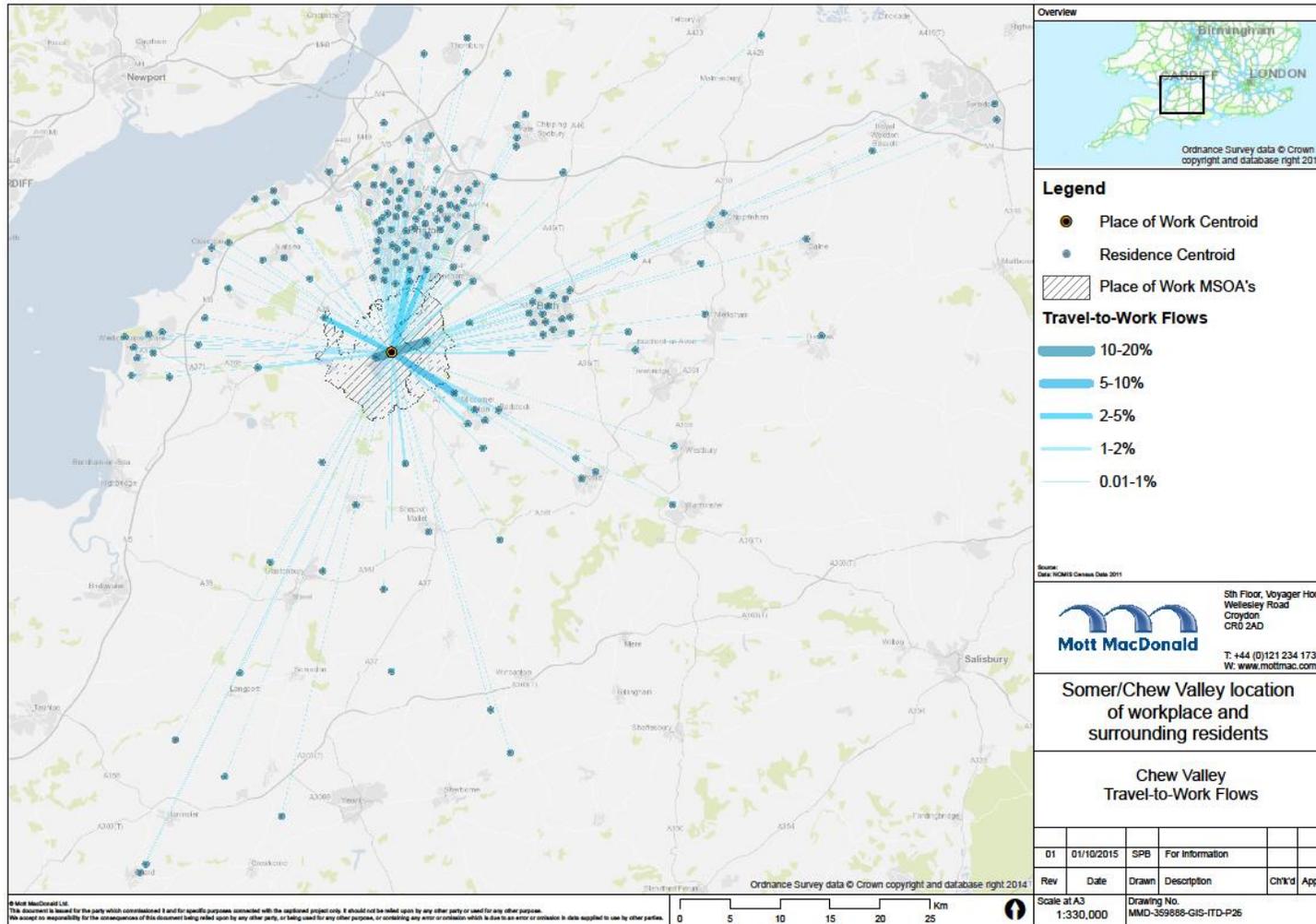
Source: ONS Census 2011 data.

Figure 2.12: Travel to Work Destinations of Chew Valley Residents 2011



Source: Mott MacDonald from Census 2011 data.

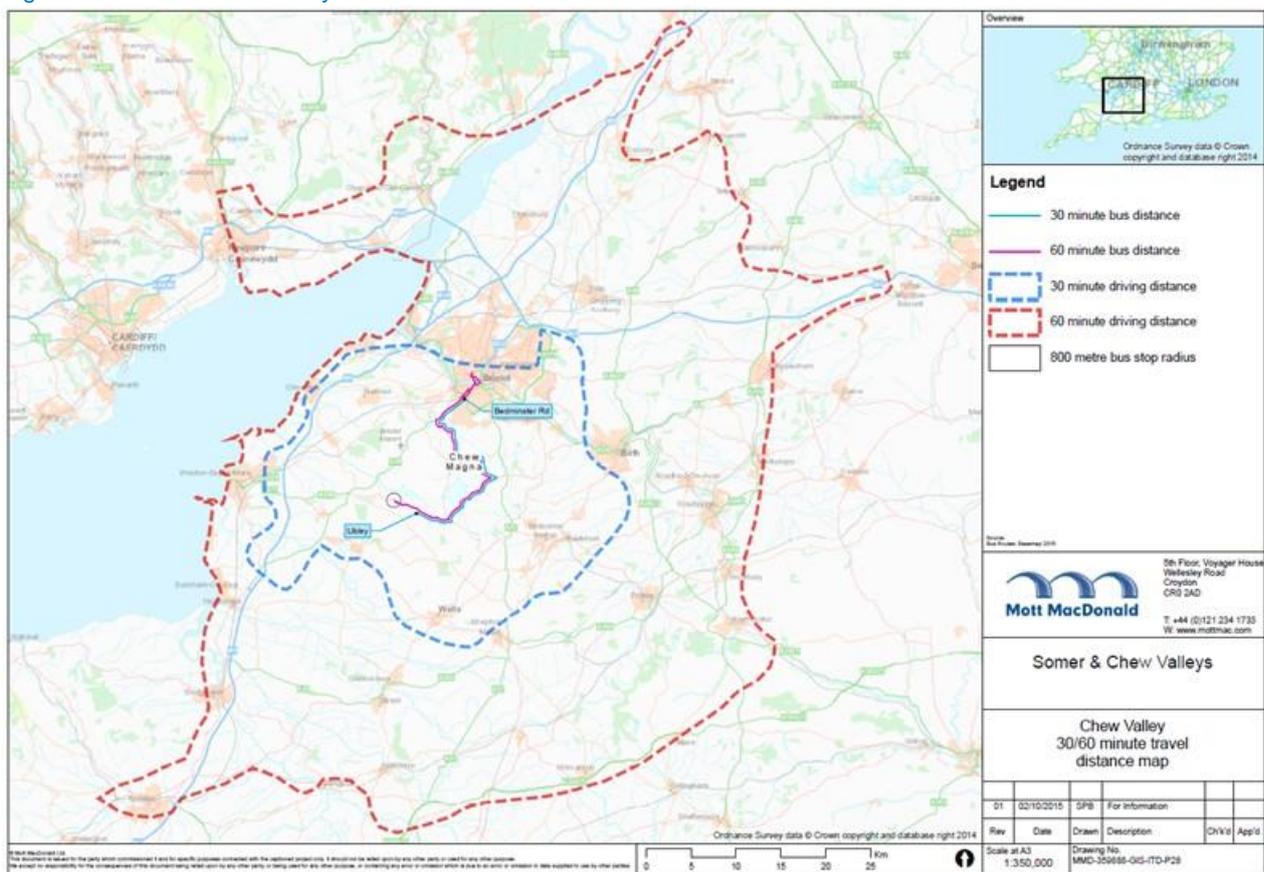
Figure 2.13: Travel to Work Origins of People Working in Chew Valley



Source: Mott MacDonald from Census 2011 data.

Figure 2.14 provides an indication of journey times from the Chew Valley outside of the peak hours, taking Chew Magna as an example. As would be expected, 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, even without allowance for walking to/from the bus stop at either end. This, plus the fact that bus times are not always conducive to workplace start and finish times or convenient for workplace locations, means that car use is a natural choice for the majority of local people for the journey to work. However, it should also be noted that there are extensive bus priority measures on the routes into the city, which will offset some of the delays that are experienced in peak hours.

Figure 2.14: Off Peak Journey to Work Travel Times



Source: Mott MacDonald.

A dispersed range of destinations suggests that providing a meaningful bus service 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. For healthcare and education sectors, greater coordination between B&NES, North Somerset and Bristol may offer a way forward – this is explored further in the Total Transport Pilot Fund report and discussed later in section 4.6.2.

Car use is at the core of transport options for the Chew Valley. Voluntary 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 (such as different destinations or times). Car sharing may not appeal to some groups such as older people, particularly if they are unfamiliar with booking arrangements or do not have access to them; a telephone booking system is likely to be more successful than an internet-based system. We understand that a car club scheme ('Go Zero') was tried although the context of the Chew Valley is one in which car ownership rates are high and many residents have access to their own car.

3 Planning Context

3.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF)³ 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. Although NPPF acknowledges the enabling role of transport for locating and supporting development, in practice transport considerations have been secondary. For example, the caveat 'local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport' (paragraph 30) means that there is no obligation to locate development in accessible locations. Coupled with limited developer funding contributions, there has been a tendency across the country to develop sites that are car-dependent rather than locating them where there are strong and sustainable transport services in place.

3.2 Core Strategy

The B&NES Core Strategy adopted in 2014 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 adopted 2014 Core Strategy highlights Chew Magna which acts as the local hub with Chew Stoke and Pensford as the key villages in the Chew Valley.

Policy RA1 covers development in the villages:

"At the villages located outside the Green Belt or excluded from the Green Belt, proposals for residential development of a scale, character and appearance appropriate to the village and its setting will be acceptable within the housing development boundary provided the proposal is in accordance with the spatial strategy for the District set out under Policy DW1 and the village has:

- a) At least three of the following key facilities within the village: post office, school, community meeting place and convenience shop, and
- b) At least a daily Monday-Saturday public transport service to main centres.

³ Department for Communities and Local Government (March 2012) *National Planning Policy Framework*.

The strategy for the rural areas is to enable housing developments of around 50 dwellings at each of the villages which meet the criteria of Policy RA1. Some limited residential development of around 10 to 15 dwellings will be allowed in those villages not meeting the criteria of Policy RA1 and located outside the Green Belt.

3.3 Placemaking Plan

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. This means that the Development Plan (against which planning applications are determined) for B&NES now comprises:

- Core Strategy (adopted 2014).
- Placemaking Plan (adopted July 2017).
- B&NES Local Plan (2007) – only saved policy GDS.1 in relation to 4 part implemented sites (all other policies now replaced by the PMP).
- Joint Waste Core Strategy.
- Made Neighbourhood Plans.

In adopting the Placemaking Plan, Council also agreed the main modifications recommended by the Inspector plus a range of other minor modifications needed for clarity, consistency and accuracy. A composite version of the Plan (that incorporates and shows all these modifications) is found here:

<http://www.bathnes.gov.uk/services/planning-and-building-control/planning-policy/placemaking-plan/adopted-placemaking-plan>

The Placemaking Plan outlines specific housing development sites in rural areas not covered by Policy RA1, with those in Chew Valley listed in **Table 3.1**.

Table 3.1: Proposed Development Sites

Location	Number of Dwellings (up to)
Compton Martin	10
East Harptree	15
Hinton Blewett	6
West Harptree	15

Source: B&NES Placemaking Plan (2014).

3.4 Neighbourhood Plans

Plans are expected to be in accordance with the adopted Core Strategy and the NPPF.

3.4.1 Chew Valley Neighbourhood Plan

Collectively seven parishes are participating in the Chew Valley Neighbourhood Plan, namely Chew Magna, Chew Stoke, Compton Martin, East Harptree, Hinton Blewett, West Harptree & Ubley⁴.

Following the results of questionnaire surveys, options for draft policies and aspirations for inclusion in the Neighbourhood Development Plan were put forward in the summer of 2015, for further consultation. Some key issues identified were:

- The roads in Chew Valley, including the A368, experience high volumes of traffic (school, commuter, business, passing) in addition to being used by heavy vehicles despite the A368 not being suitable;
- 69.9% use their own vehicle as their principal means of travel to and from work, which is higher than both the national average (57.5%) and the B&NES average (55.4%), compared with 11.5% who use public transport, cycle or walk to work;
- The apparent increased number of heavy vehicles is highlighted as a concern in addition to increased congestion and parking pressures that would arise from developments;
- There is an interest in new direct Monday to Friday bus services to Bristol, Bath and Wells, although they would not be commercially viable. A suggestion was made to introduce a shuttle bus service, which would run every half an hour during peak times, to provide a link between Bristol Airport and Pensford (via Chew Stoke, Chew Magna, the A368 and the A38) to link to other services.

Following consideration of the feedback, a Consultation Draft of the Plan was issued in April 2016. In relation to transport, some of the key issues included are:

- Policy HDE7 - Developers of any residential development that is not infill, or any non-residential development, will be required to complete a Traffic Impact Assessment. Any works recommended by that assessment as necessary to bring the road network and traffic impact to an acceptable level will be funded by the proposed development. The Traffic Impact Assessment should include the impact on pedestrians, cyclists and public transport in order to promote sustainable travel.

⁴ <http://www.cvnp.co.uk/>

- Policy HDE8b - The Neighbourhood Plan will support proposals for all new residential developments that provide a minimum of: two spaces per dwelling up to three bed dwelling; three spaces per four bed dwelling and above; half a space per dwelling for visitor parking.
- Policy BF5 - The Neighbourhood Plan will support any application that provides enhanced parking facilities for the village of Chew Magna, subject to it not interfering with any existing ecological function on or near the site.
- A2 - Aspiration for Chew Valley Lake Perimeter footpath/cycleway. There is wide support from parishioners for the provision of a complete footpath/cycleway linking communities and schools together around the Chew Valley Lake. It is an issue that has been raised in all our consultations and surveys. This is an item that must fall to aspirations and would need the consent of landowners, Bristol Water and the appropriate wildlife authorities. The Neighbourhood Plan would be happy to support any project that could see this being achieved successfully for all parties. It would have several advantages: leisure, tourism and a safe route to school being some.
- A4 - Aspiration for Better Public Transport - The results of the Chew Valley Neighbourhood Plan questionnaire and household survey indicated a majority of respondents would be interested in a new direct Monday to Friday bus service to Bristol, Bath and Wells, with perhaps Keynsham.

It is not economically viable to operate regular enough direct services to all these places. However a regular (every half hour at peak times) shuttle to link between Bristol Airport to Pensford/A37, (via Chew Stoke and Chew Magna and via A368 to the A38 to link with existing regular bus services) could be feasible. This could support those who wish to commute to work, those who wish to use it for an evening out and for leisure or shopping and it could also take on the existing one day a week daytime services.

It would probably require having small minibuses (with wi-fi) connecting to these main bus routes, it would need to be sustainable regarding funding and the amount of evening and weekend service would be dependent on demand.

3.4.2 Clutton Neighbourhood Plan

The Clutton Neighbourhood Plan has been 'made' by B&NES and is now a part of the Council's development plan. The Plan⁵ 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*. For non-residential development, the intention is to 'bring the road network and traffic impact to an acceptable level [which] will be funded by the proposed development' (Policy CNP10) although this is not expanded. For

⁵ Clutton Neighbourhood Plan 2015-2035.

residential developments, a contribution to traffic calming in Cooks Hill and Station Road is required. Better walking routes with footways and street lighting is supported.

3.4.3 Stowey Sutton Neighbourhood Plan

The Stowey Sutton Neighbourhood Plan has been 'made' by B&NES in September 2015. Six Action Policies were identified for transport, summarised below:

- SSRT01 Public Transport – improving public transport, particularly facilitating commuting to local urban using funding from CIL and grants where available;
- SSRT02 Parking – provision of additional parking spaces in the area of the junction of the A368 and Sutton Hill Road;
- SSRT03 Footpaths - improvements to existing footpaths and the provision of safer and more extensive footpaths throughout the village and parish;
- SSRT04 Safe Road Crossing - provision of safe road crossing facilities at relevant points throughout the village and parish, particularly on the A368;
- SSRT05 Cycle and Walk for Recreation - safe and accessible walking and cycling facilities for leisure purposes, including around Chew Valley Lake; and
- SSRT06 Stowey Weight Restriction - implementation of a 7.5 ton weight limit on “The Street” in Stowey.

3.4.4 Stanton Drew Neighbourhood Plan

Stanton Drew is developing its Neighbourhood Plan for completion in 2016⁶, 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 questionnaire undertaken in April 2015⁷ showed the high proportion of car journeys for work and leisure purposes. 82% of respondents did not use the local bus services but some Park and Ride users were identified (2% more than once a week, 52% occasionally, of which the majority were to Newbridge Park

⁶ Stanton Drew Parish Neighbourhood Plan progress document.

⁷ www.stantondrewpnp.co.uk

and Ride for Bath and the remainder for Brislington Park and Ride for Bristol). Some support was expressed for more bus services but counterbalanced by respondents who stated that they would not use additional services. There was support for road safety improvements, safe cycling routes and better facilities for walking.

3.4.5 Publow with Pensford

A Neighbourhood Plan has been developed for Publow with Pensford (pre-submission document, June 2016) for which a questionnaire survey was undertaken in October 2015. The document recognises that traffic and transport issues are outside the remit of a Neighbourhood Plan but eight key aims are noted:

- To continue to lobby the transport authorities, through the Parish Council, to consider incorporating our suggested improvements regarding traffic management;
- To work with B&NES as local highways authority to establish a scheme to reduce HGV traffic through the village;
- To work with B&NES and the Police to reduce vehicle speed through the villages and in the surrounding lanes;
- To improve the safety of residents by lowering the speed limits on the A37 through Pensford;
- Explore ways of providing a safe footpath from Pensford Primary School to the Memorial Hall Playing Fields;
- To improve and extend the public transport network to reduce reliance on private vehicles;
- To explore ways of providing additional parking in Pensford for residents and visitors;
- To provide energy efficient street lighting in residential areas where appropriate.

The traffic management improvements suggested are:

- Extending traffic calming on the A37 in and around Pensford, including introducing appropriate speed limits;
- Building a roundabout on the junction of the A37 and the B3130;
- Increase pedestrian safety on Pensford Hill by raising the kerb to prevent HGVs mounting the pavement;
- Make Pensford High St/Old Road and Parsonage Lane 'Access only' as these routes are being used as 'rat runs'.

3.4.6 Cameley, Nempnett Thrubwell and Norton Malreward

It is understood that these parishes are not currently developing a Neighbourhood Plan. However, in 2012 Cameley produced a Parish Plan. Within this a survey of residents showed that most consider the speed limits on the A37 (66%) and other roads (63%) to be appropriate.

3.4.7 Comments on Parish/Neighbourhood Aspirations

The comments put forward by the local communities highlight the difficulties experienced on a daily basis. Addressing these needs to focus on better managing the existing arrangements. The road network is very constrained, not least in Chew Magna and many roads are narrow and potentially hazardous for all users. Measures to reduce traffic speeds are in place and enforcement is important to support physical measures. The environment for walking is challenging in places with limited crossing arrangements and narrow or non-existent footways.

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 long term commitment to subsidy.

3.5 West of England Joint Local Transport Plan

The Joint Local Transport Plan⁸ covers B&NES, Bristol, North Somerset and South Gloucestershire and sets out proposed transport improvements in the West of England from 2011 to 2026.

The Plan has five key transport goals to:

- Reduce carbon emissions;
- Support economic growth;
- Promote accessibility;
- Contribute to better safety, security and health; and
- Improve quality of life and a healthy natural environment.

The Plan has a three year rolling programme of schemes to be implemented, concentrating on more strategic issues. The 2014/15 Progress Report details five major schemes that were awarded funding from the Department for Transport and have been implemented or are currently being constructed:

- Bath Transportation Package – largely complete including extensions to two Park and Ride sites;
- Ashton Vale to Temple Meads MetroBus – construction started;
- North Fringe to Hengrove Package MetroBus – construction started;
- South Bristol Link - construction started; and
- Weston Package – now complete.

⁸ <http://travelwest.info/projects/joint-local-transport-plan>

3.6 West of England Joint Spatial Plan and Joint Transport Study

The West of England draft Joint Spatial Plan (JSP) and draft Joint Transport Study (JTS) set out the strategic planning and transport framework for the sub region, for the period to 2036. The scope of this work includes Bath & North East Somerset and is therefore relevant for the Chew Valley.

The objectives developed for the Chew Valley Transport Strategy have been designed to be consistent with those given in the JTS, as explained in section 1.3.

The key elements of the JSP and JTS proposals that are most relevant for the Chew Valley include further employment (but not housing) growth in the neighbouring Somer Valley; supported by transport improvements which focus on public transport and localised traffic management.

Public transport components include Park & Ride improvements, such as the expansion of the existing site at Odd Down serving Bath, and a new site on the A37 at Whitchurch serving Bristol. Bristol Airport is intended to be served by a new mass transit route which connects it to central Bristol. A successor to the already-implemented Greater Bristol Bus Network, GBBN II, would provide for enhanced conventional bus services for the Chew Valley.

Once completed, which is expected by the end of 2017, the JTS will enable updating of the Joint Local Transport Plan (JLTP)^[1]. This covers B&NES, Bristol, North Somerset and South Gloucestershire, setting out proposed transport improvements in the West of England. The present JLTP covers the period to 2026, and following completion of the JTS, this will be updated to 2036.

3.7 The Economic Strategy for Bath and North East Somerset 2010-2026

In 2010 B&NES Council approved its first Economic Strategy, developed in conjunction with the B&NES Economic Partnership. More recently, the Strategy was reviewed with the published Economic Strategy Review 2014-2030. A key theme is 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.

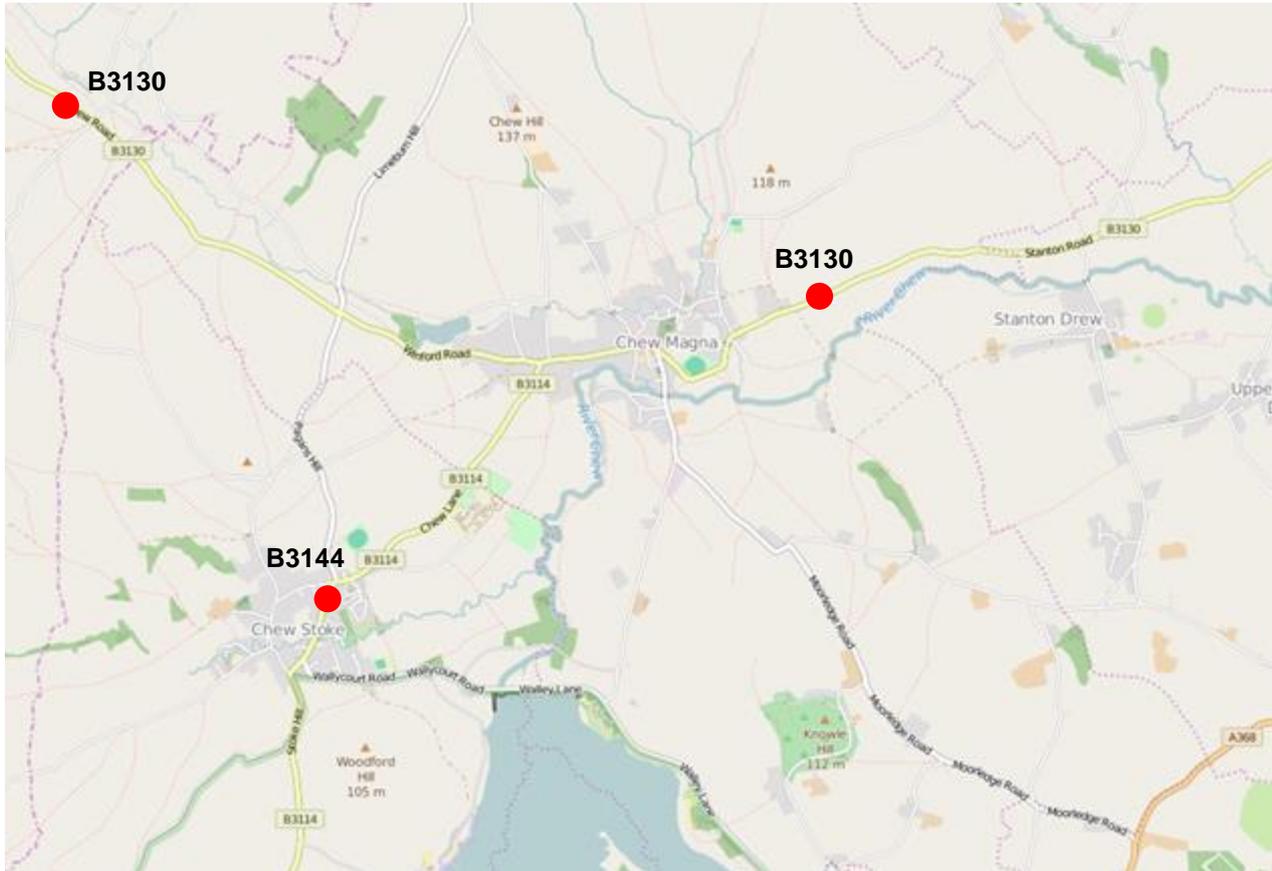
^[1] <http://travelwest.info/projects/joint-local-transport-plan>

4 Specific Issues

4.1 Traffic Volumes

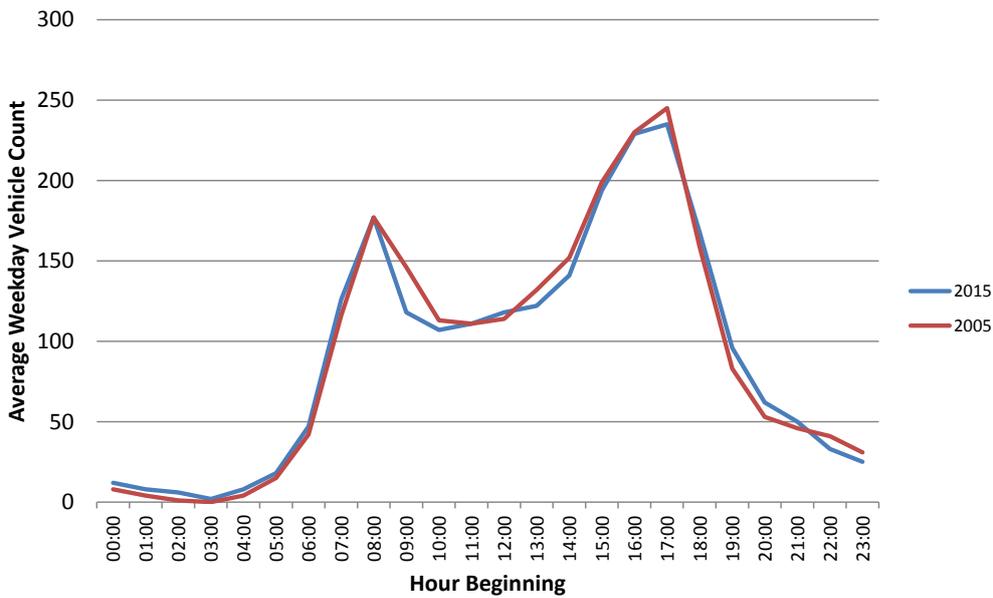
Data has been investigated to identify the levels of local traffic. **Figure 4.1** shows the location of the traffic counts that are referred to in this report. **Figure 4.2** and **Figure 4.3** show traffic flows eastbound and westbound respectively for the B3130 in Chew Magna to the east of the village in 2005 and 2015. In 2005, the average 24 hour flow in both directions was 4,402 vehicles and in 2015 it was 4,446; the figures show little change in traffic levels over the period although the peak flow in the evening period eastbound towards the A37 and in the morning peak period westbound are relatively high and consistent.

Figure 4.1: Location of Traffic Counts



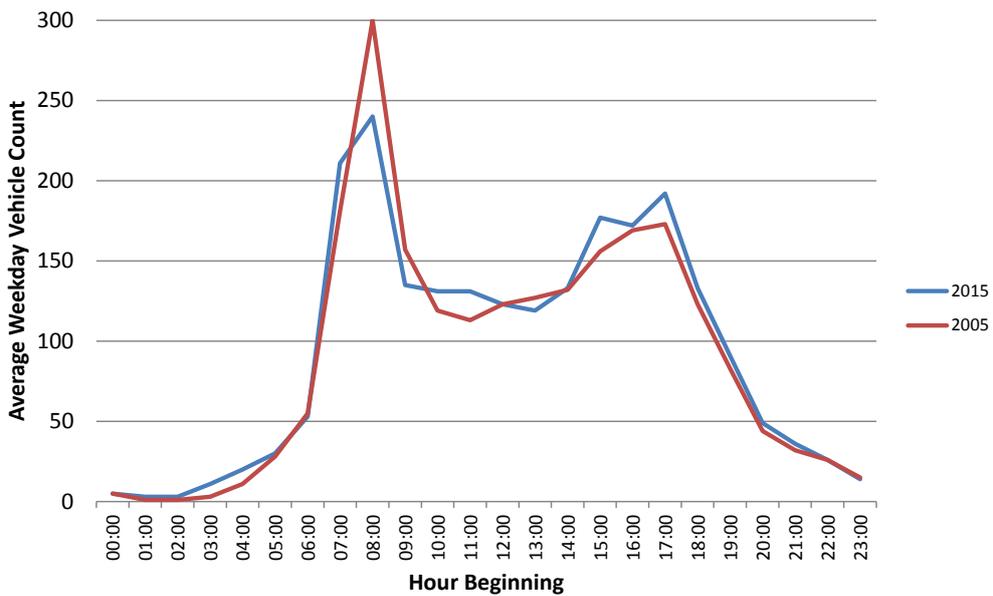
Source: © OpenStreetMap contributors.

Figure 4.2: B3130 Chew Magna (East of Sandy Lane): Automatic Traffic Count, Weekday Average, Eastbound, November 2005 and September 2015



Source: B&NES Council data.

Figure 4.3: B3130 Chew Magna (East of Sandy Lane): Automatic Traffic Count, Weekday Average, Westbound, November 2005 and September 2015



Source: B&NES data.

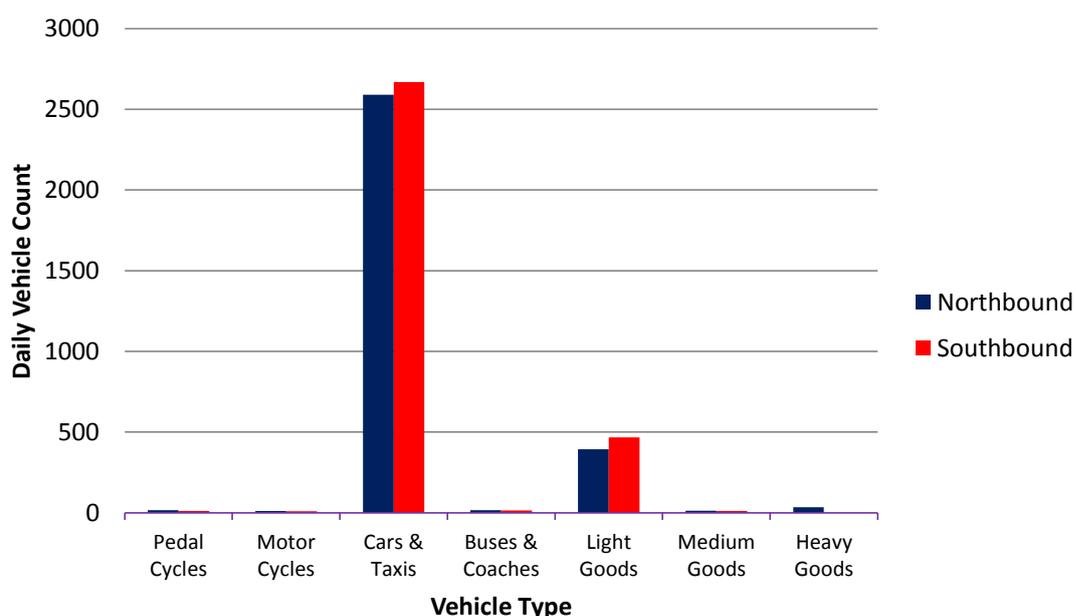
The 2015 data also shows a peak eastbound (235 vehicles) between 1700 and 1800 and westbound (240 vehicles) between 0800 and 0900. Given that many local residents work in Bristol and other centres, the traffic flows reflect work patterns with attractions including Bristol/Keynsham/Bath in one direction and Bristol/Bristol Airport in the other. Also, Chew Valley School attracts a large number of journeys in the morning peak.

Key action: continue to monitor traffic volumes on key routes.

4.2 Heavy Vehicle Routes

Figure 4.4 shows traffic by vehicle type in Chew Stoke. Of the two way total (6,274 vehicles), 83.8% of vehicles are cars with light goods vehicles comprising 13.7%, medium goods vehicles 0.4% and heavy goods vehicles 1.2%. This indicates that most of the goods vehicles are light vehicles/vans rather than large vehicles. Few large vehicles need to use the roads through Chew Valley and drivers are unlikely to choose to do so given the many constraints. Deliveries to various premises are increasingly undertaken by smaller vehicles, particularly where space is limited. The highest number of heavy vehicles recorded in one hour was 11 between 1200 and 1300. 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. Of the heavy vehicles recorded, 76% were rigid two axle vehicles, 9% were three axle and 8% four axle; articulated vehicles were 8% of the total heavy vehicles, just six observations throughout the day 0700 to 1900.

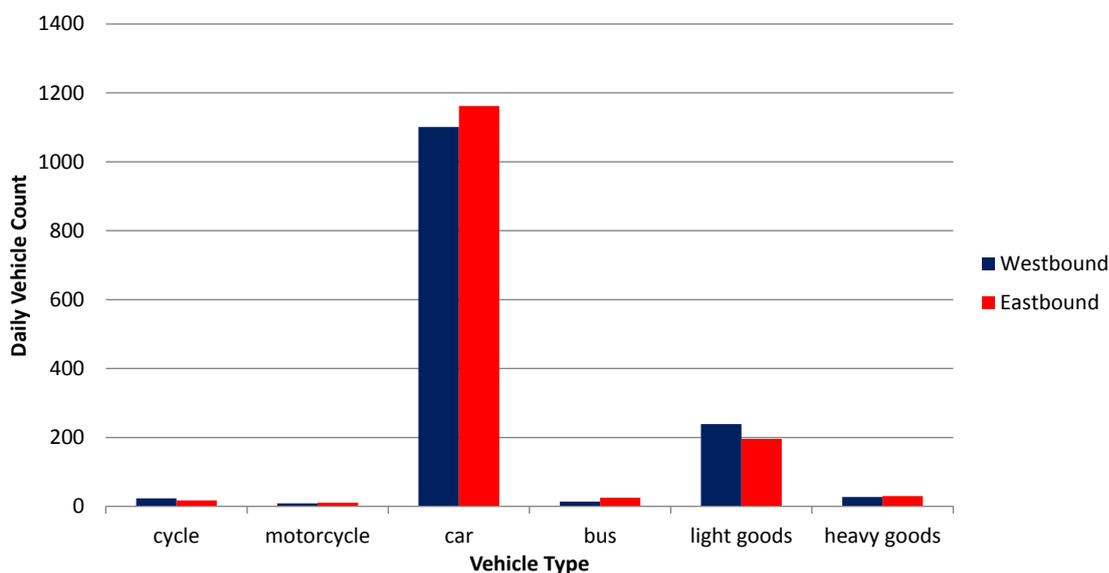
Figure 4.4: B3144 Bristol Road, Chew Stoke (North of Blind Lane): Manual Classified Count, Wednesday 18 July 2012



Source: B&NES data.

Another count was undertaken for Walley Court Road in Chew Stoke as shown in **Figure 4.5**. Car traffic was 79.3% of the total (2,814 vehicles 0700 to 1900), with light goods vehicles comprising 15.2% and heavy vehicles 2.0%, similar proportions being obtained to the B3144 survey.

Figure 4.5: Walley Court Road, Chew Stoke: Manual Classified Count, Tuesday 17 February 2011



Source: B&NES data.

In 2008 North Somerset Council implemented a 7.5 tonne weight restriction on a small section (approximately 3km) of the A368 through Upper Langford; between its junctions with the A38 at Churchill traffic lights to the west side of its junction with the B3134 Burrington Combe. Analysis of traffic and HGV volumes before and after the weight restriction was undertaken by B&NES. This showed that the impact was not as great as expected, with a reduction of only around 13 HGVs per day from a total of around 100 HGVs per day. The analysis did highlight a small increase in HGVs using the B3130, presumably diverting from the A368, but there was no impact on the B3114 through Chew Stoke.

These results show that simply signing a new weight restriction is unlikely to have a significant impact, as HGV drivers will continue to use the route unless there is effective enforcement.

For the Chew Valley introducing new weight restrictions is, therefore, unlikely to be effective in managing HGV movements. In any case, the volumes of HGVs are relatively low and the majority are likely to have a local origin or destination i.e. are not using the local roads in preference to alternative routes. In conclusion, new weight restrictions are not recommended for the 'B' roads in the Chew Valley.

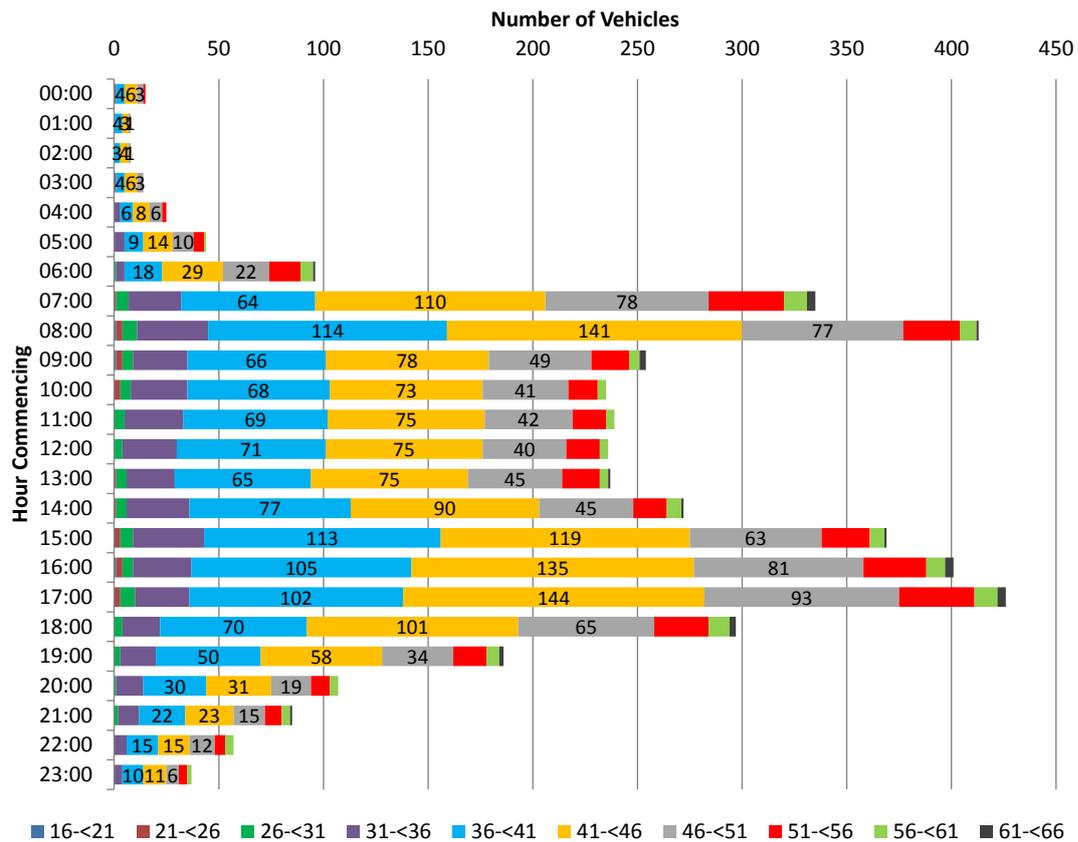
Key Action: Continue to monitor HGV volumes: A survey (ANPR) should be undertaken to provide up to date evidence of heavy goods vehicles using the A368 to identify whether existing weight restrictions in place are being complied with in order to inform future actions to address this issues.

4.3 Traffic Management Through Chew Magna

Traffic count data indicates around 4,500 movements per day passing through the village. Whilst this is relatively low compared to other 'B' roads, the impacts can be significant given the many constraints on traffic flow and high pedestrian activity. Much of the traffic management is self-enforcing with informal alternate working and slow speeds due to narrow roads or where on-street parking only allows direction of traffic to flow at a time. 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, even though they are not subject to traffic orders and so cannot be enforced.

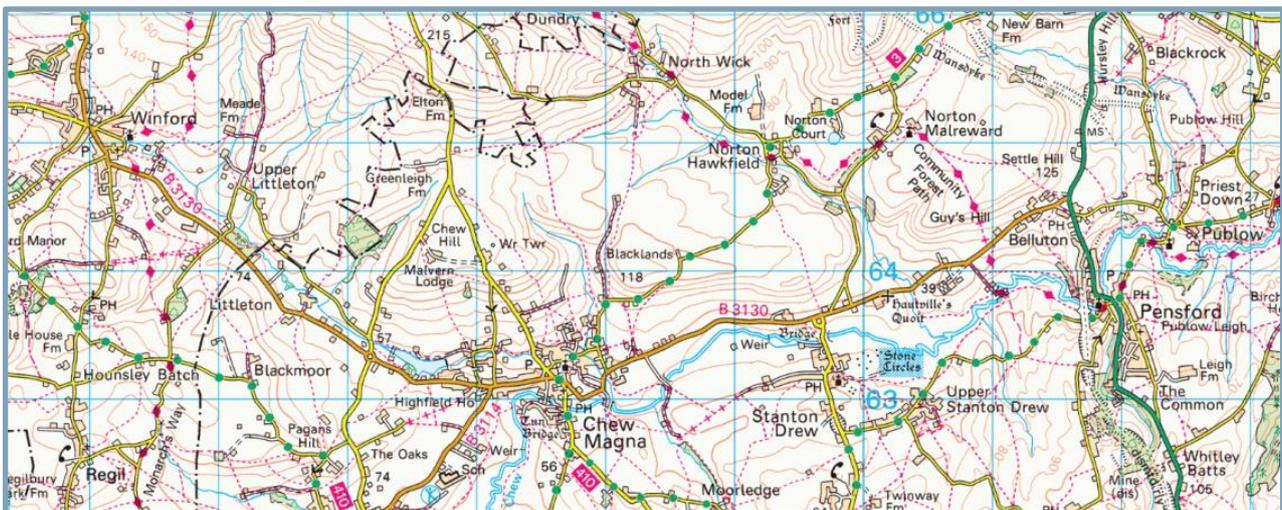
Figure 4.6 shows the speed of vehicles to the east of Chew Magna which indicates the propensity of drivers to respond to the traffic conditions. The road is derestricted (national speed limit 60mph) and the data indicates that the majority of vehicles are travelling at speeds within the signed limit. In Chew Magna village itself, speeds are much reduced.

Figure 4.6: B3130 Chew Magna East of Sandy Lane: Vehicle Speeds, September 2015



Source: B&NES data.

Casualty data has been analysed on the B3130 and Chew Road. The B3130 running through Chew Magna had a total of 15 slight collisions between the A37 and council boundary just east of Winford. Six incidents 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.



B3130 from A37 through Chew Magna to Winford

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 above analysis suggests that in half of incidents, 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. Based on the speed data, a very low percentage of vehicles is travelling at over 50mph in any case, so this measure would not increase journey times.

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.

Analysis of the speed data shows that very few drivers are exceeding the speed limit but this does not mean they are travelling at an appropriate speed for the location and conditions. Accordingly, measures can be introduced to make drivers more aware of the road conditions, including warning signs in advance of bends, chevron signs on the bends themselves and double white lines where overtaking is not safe.

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.

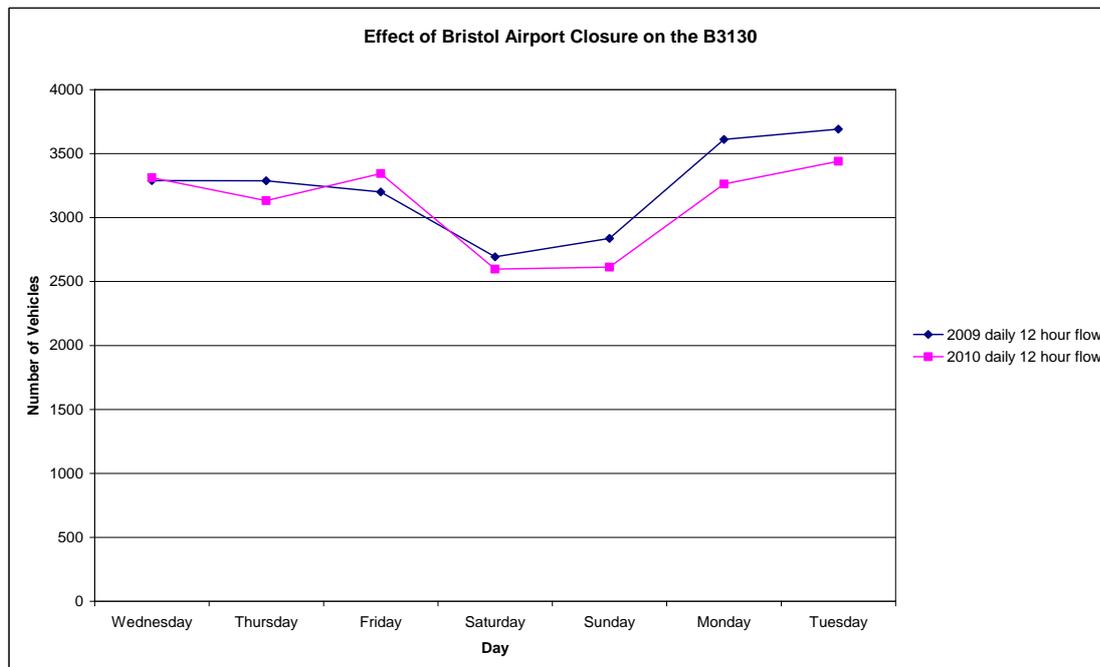
4.4 Access to Bristol Airport

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. Generally it is not possible to identify the destinations of vehicles using minor roads, other than with detailed traffic surveys or roadside interviews. However, in 2010 the airport was closed for flights from Wednesday 14th April to Tuesday 20th due to the volcanic ash cloud, so it was possible to analyse the effect on traffic volumes through data from a permanent traffic counter on the B3130.

Figure 4.7 shows the airport closure period compared with the same comparative period in 2009. The 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.

The conclusion of this assessment was that the airport closure had a relatively small effect on traffic volumes on the B3130, therefore suggesting that rat-running by those flying out of Bristol Airport is not a significant problem.

Figure 4.7: Effect of Bristol Airport Closure on the B3130



Source: B&NES

Key action: Continue to review impact of airport traffic in the event of Bristol International Airport (BIA) 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.

4.5 Car Parking In Chew Magna

Parking 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, Tunbridge Road 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. There is little that can be done in the absence of any space for additional off-street parking other than enforcement to ensure that vehicles are not parked obstructively. On Tunbridge Road there is the added issue of ensuring that access for the Fire Station is not impeded.

With high car ownership, pressure on parking will continue to be a problem even with efforts to support walking and cycling in the vicinity plus more use of the limited bus services available. 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, ideally off-street, might be required to support local businesses.

4.6 Public and Community Transport Improvements

4.6.1 Current Services

The current services are detailed in our Total Transport Pilot Fund Report. In summary, the A37 has over 40 services in each direction per day with a strong commercial service between Bristol and Street via Wells and Glastonbury 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 local authority. These range from a few journeys daily to Bristol on service 672 to 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. These weekly services are used by a limited number of mainly older people using the national concessionary travel scheme. In addition there are 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 (see **Table 4.1**) and are aimed at the residual population who do not have car access. Very few local people are able to travel to employment areas due to the limited services available and there is a considerable sense of isolation.

Table 4.1: Chew Valley Bus Services (2014)

Service	Places Served	Days Operated	Services per Day in Each Direction	Notes
67 Abus	West Harptree, Bishop Sutton, Chew Stoke, Chew Magna, Whitchurch, Bristol	Mon to Fri	1	Interworked with service 672. 1 offpeak return journey supported by B&NES. Service linked with B&NES home to school contract.
128 Citistar	Bishop Sutton, West Harptree, Compton Martin, Ubley, Blagdon, Churchill Gate, Congresbury, Yatton, Clevedon, Nailsea	Thu only	1	Departs Bishops Sutton 0915 (arrive Nailsea 1015) returning from Nailsea 1210. Linked with services 134 and 135. Supported by North Somerset Council.
134 Citistar	Bishop Sutton, Stanton Drew, Chew Magna, Chew Stoke, East Harptree, West Harptree, Compton Martin, Ubley, Blagdon, Weston super Mare	Tue only	1	Departs Bishop Sutton 0912 (arrive Weston 1039) returning from Weston 1300. Linked with services 128 and 135. Connects at Blagdon with service 683.
135 Citistar	West Harptree, Compton Martin, Ubley, Blagdon, Churchill, Weston super Mare	Fri only	1	Departs West Harptree 0910 (arrive Weston 0956) returning from Weston 1400. Linked with services 128 and 134. Supported by North Somerset Council.
376 First	Bristol, Whitchurch, Pensford, Clutton, Chewton Mendip, Wells, Glastonbury, Street	Daily	30 Mon to Sat. 16 Sun and public holidays	First weekday services arrive Bristol 0645 and Wells 0753. Last weekday services depart Wells 2231 and Bristol 2335. 2 evening return journeys supported by B&NES.
379 First	Bath, Peasedown St John, Radstock, Midsomer Norton, Old Mills, Paulton, Clutton, Pensford, Whitchurch, Bristol	Mon to Sat	12 Mon to Sat	First weekday services arrive Bristol 0659 and Bath 0624. Last weekday services depart Bristol 251 and Bath 2355. Evening services supported by B&NES. Interworked with service 178.

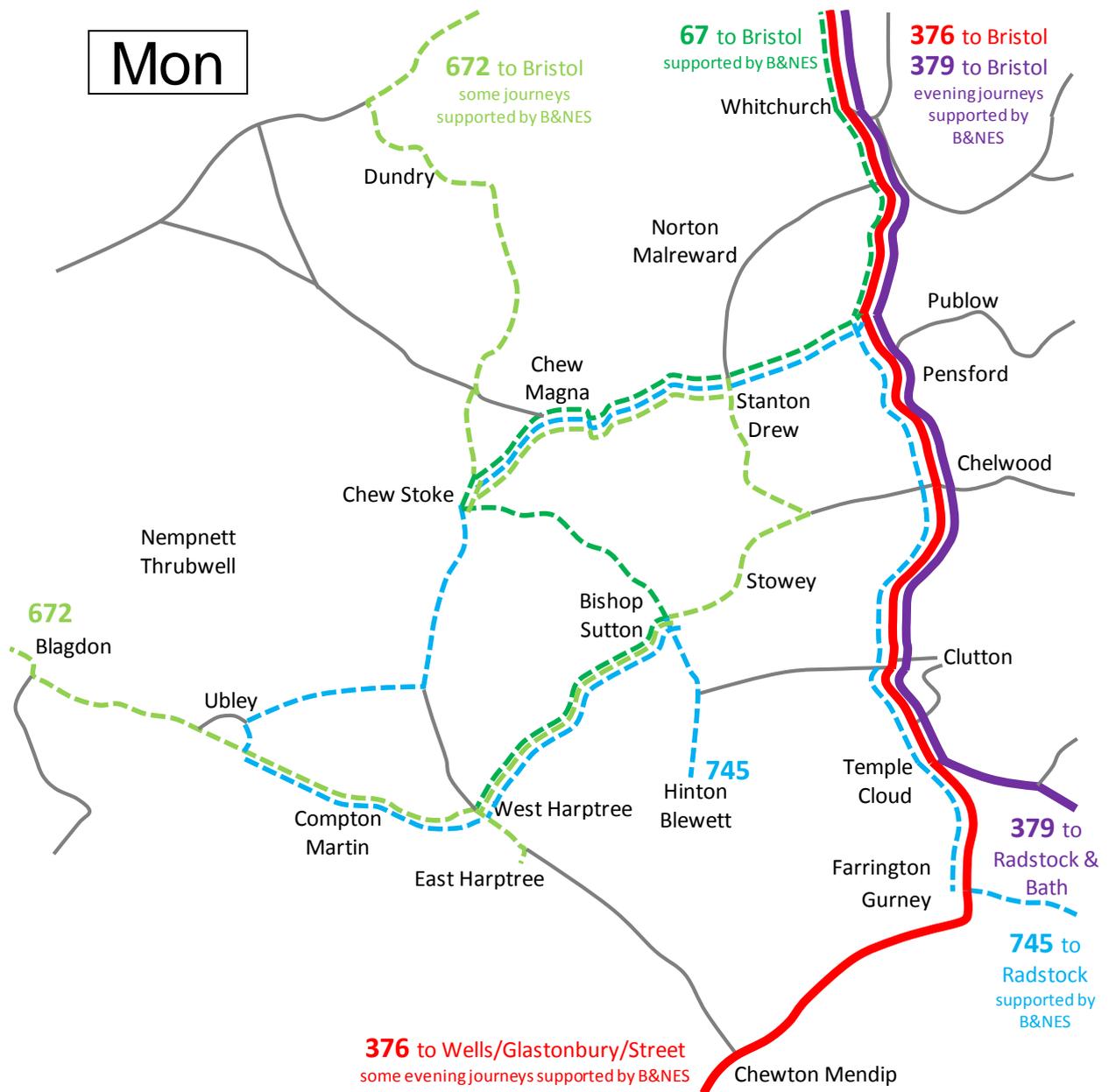
Service	Places Served	Days Operated	Services per Day in Each Direction	Notes
640 Somerbus	Bishop Sutton, Chew Stoke, Chew Magna, Stanton Drew, Pensford, Publow, Woollard, Compton Dando, Chewton Keynsham, Keynsham	Fri only	1	Departs Bishops Sutton 0924 (arrive Keynsham 1015) returning from Keynsham 1240. Supported by B&NES.
672 Bugler Coaches	Blagdon, Ubley, Compton Martin, West Harptree, East Harptree, Bishop Sutton, Chew Stoke, Chew Magna, Stanton Drew, Dundry, Bedminster, Bristol	Mon to Sat (some journeys Mon to Fri)	3 plus one journey non-stop Blagdon to Bristol and two journeys non-stop Bristol to Blagdon	First journey arrives in Bristol 0821. Last journey returns from Bristol 1810. Interworked with service 67. 4 journeys to Bristol and 5 journeys from Bristol supported by B&NES.
683 Somerbus	Keynsham, Stanton Drew, Chew Magna, Chew Stoke, Compton Martin, Ubley, Blagdon, Charterhouse, Priddy, Green Ore, Wells	Tue only	1	Departs Keynsham 0905, arrives Wells 1042. Departs Wells 1258, arrives Keynsham 1440. Connects at Blagdon with service 134. Supported by B&NES.
752 B&NES	Hinton Blewett, Bishop Sutton, Chew Stoke, Chew Magna, Stanton Drew, Pensford, Chelwood, Marksbury, Corston, Bath	Wed only	1	Departs Hinton Blewett 0915 (arrive Bath 1015) returning from Bath 1345. Supported by B&NES. Service linked with B&NES home to school contract.
754 B&NES	Hinton Blewett, Bishop Sutton, West Harptree, Compton Martin, Ubley, Chew Stoke, Chew Magna, Stanton Drew, CluttonThicket Mead, Midsomer Norton, Radstock	Mon only	1	Arrives Radstock 1017, departs 1230. Supported by B&NES. Service linked with B&NES home to school contract.
Midsomer Norton and Radstock Dial-a-Ride		Mon to Fri	As required	Operates 0800 to 1600 for B&NES residents
Chew Valley Community Transport			As required	Car to medical appointments plus minibus for other purposes

Note: Maximum adult return fare on services 128, 134 and 135 is £5.00. AvonRider day tickets are available for any local service in North Somerset and B&NES for £7.20 adult and £6.20 child.

Source: B&NES Chew Valley timetable (August 2014).

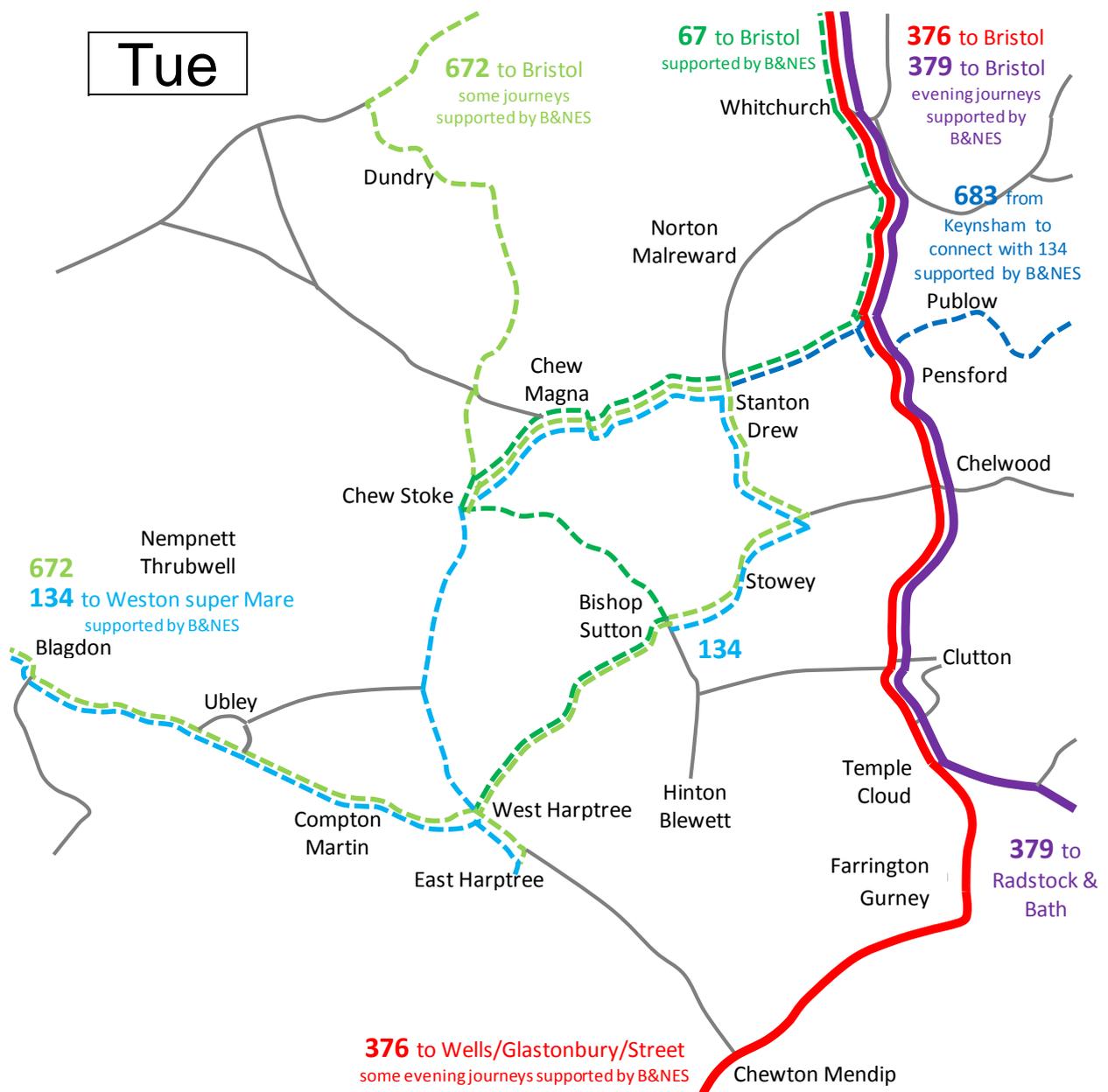
Figures 4.6 to 4.12 show the bus services available on each day of the week, those shown by broken lines being irregular services supported by the local authorities rather than higher frequency commercially operated services.

Figure 4.8: Public Bus Services: Mondays Excluding Public Holidays



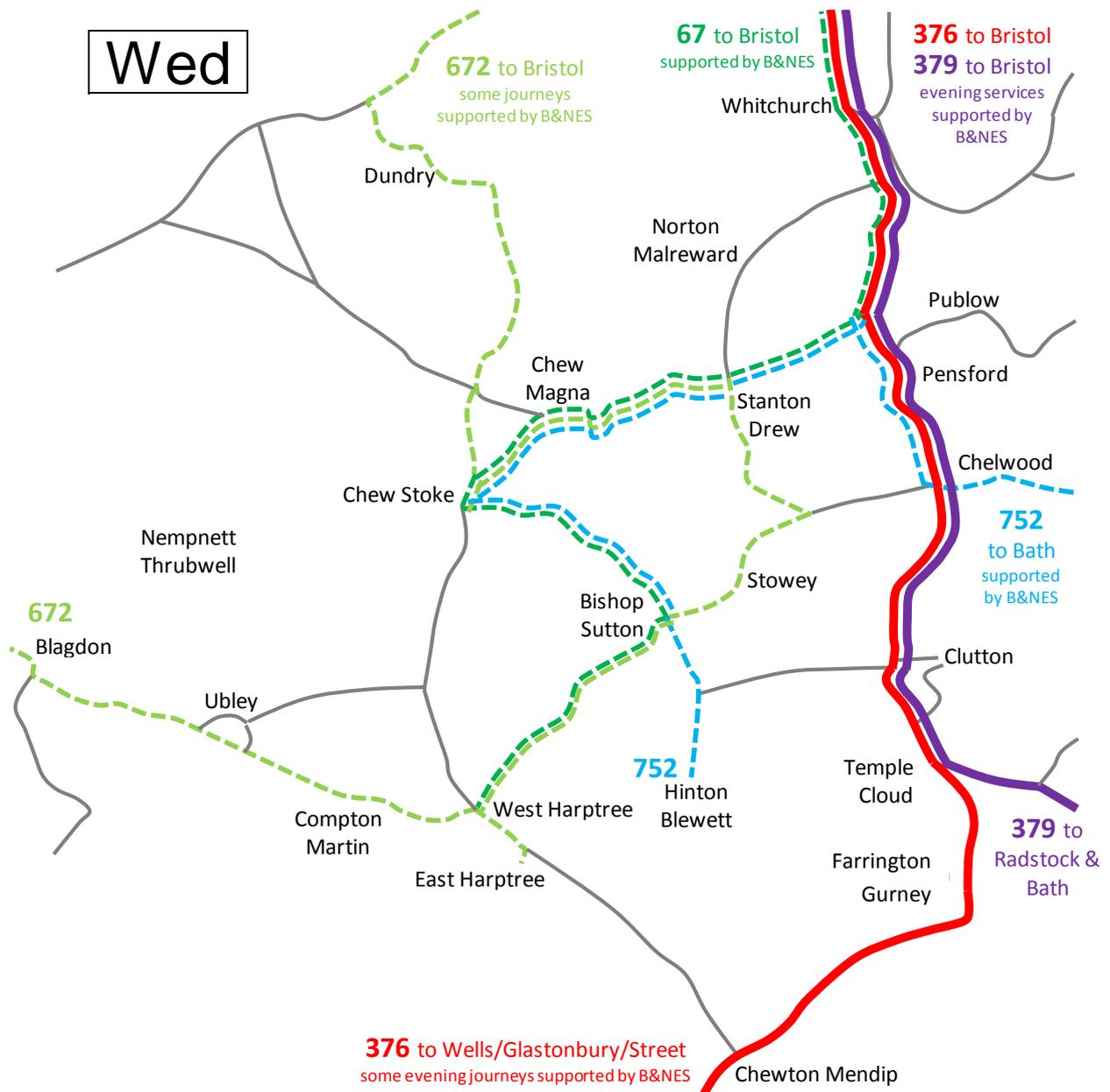
Source: Mott MacDonald

Figure 4.9: Public Bus Services: Tuesdays



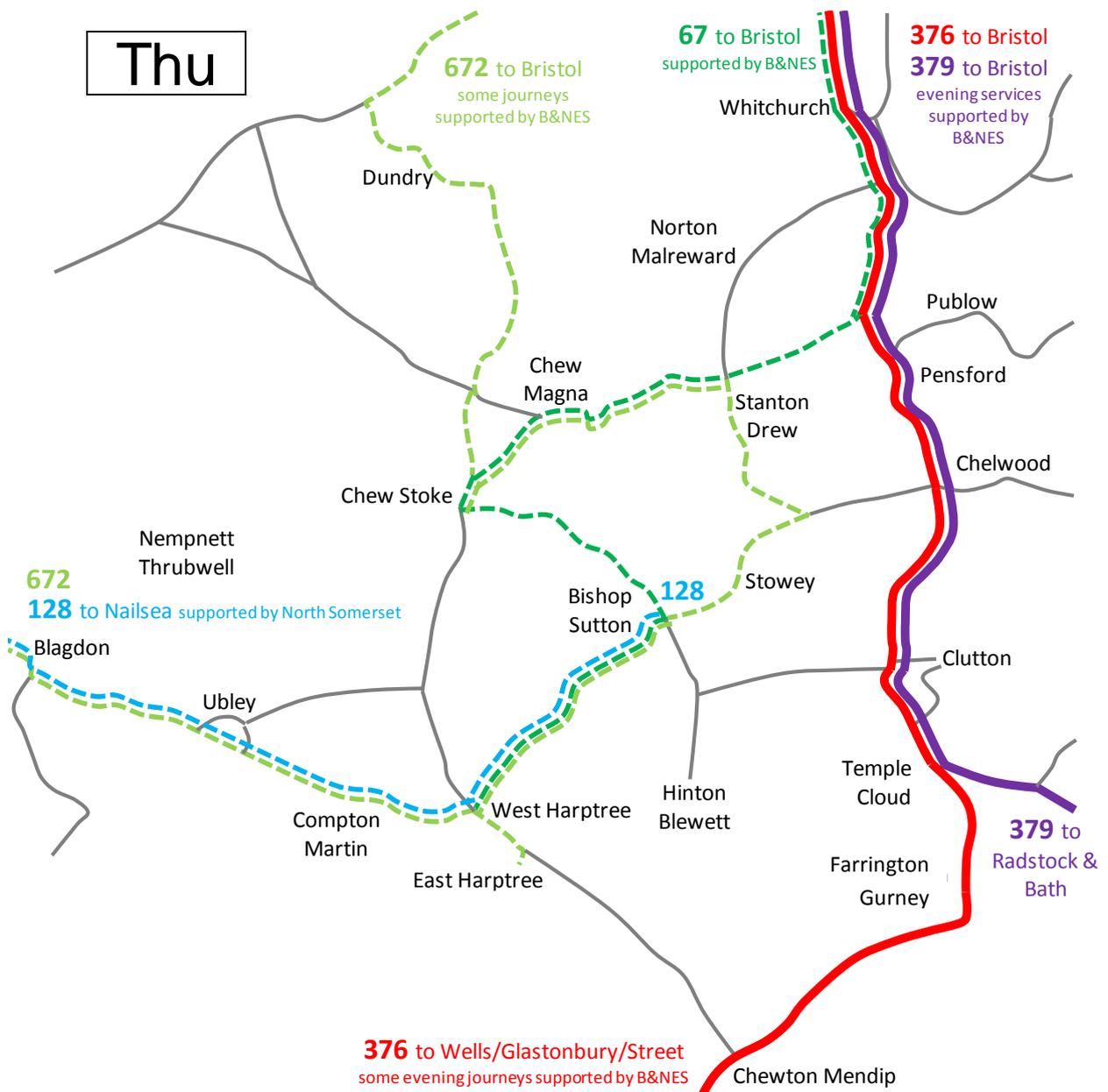
Source: Mott MacDonald.

Figure 4.10: Public Bus Services: Wednesdays



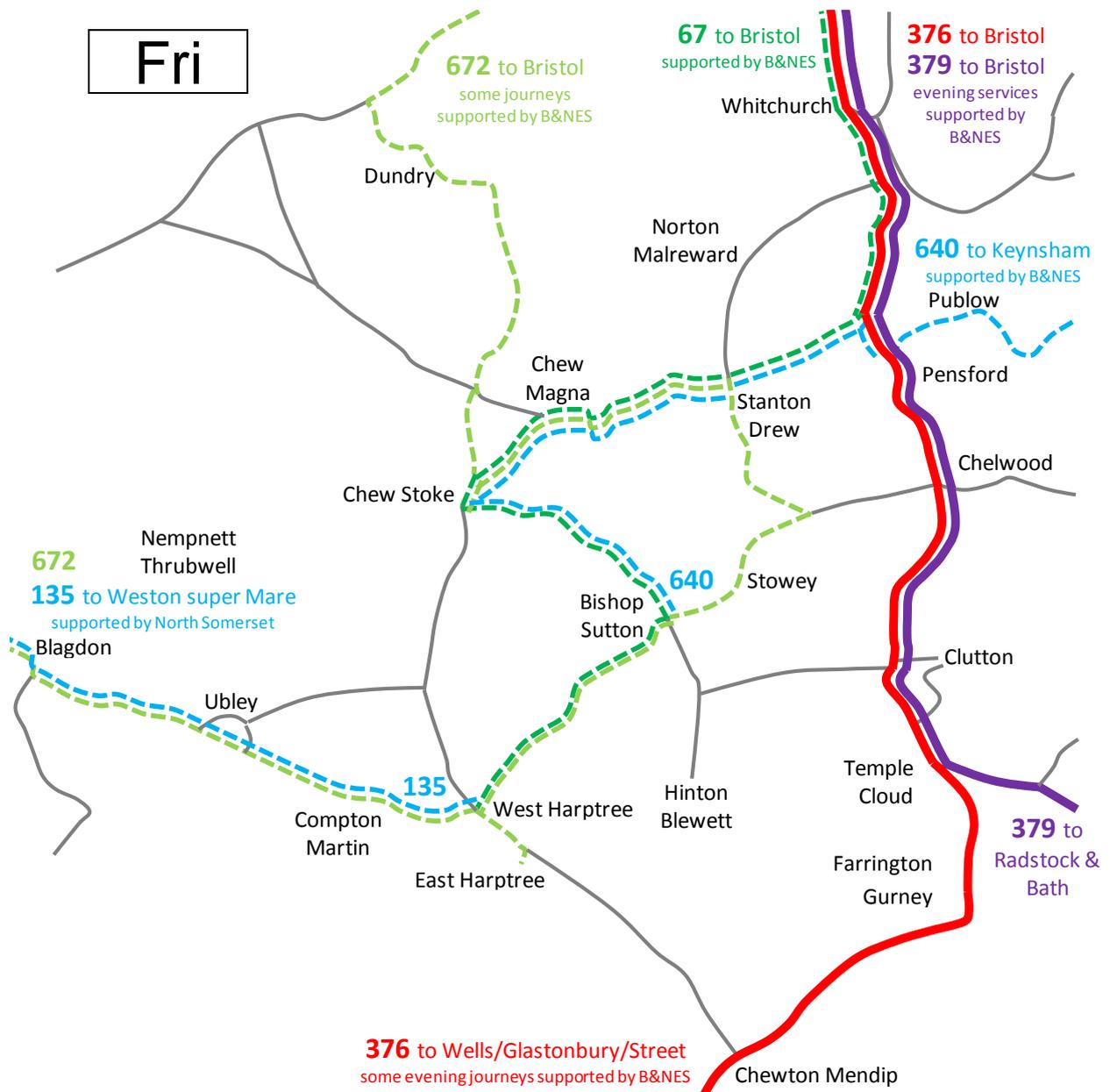
Source: Mott MacDonald.

Figure 4.11: Public Bus Services: Thursdays



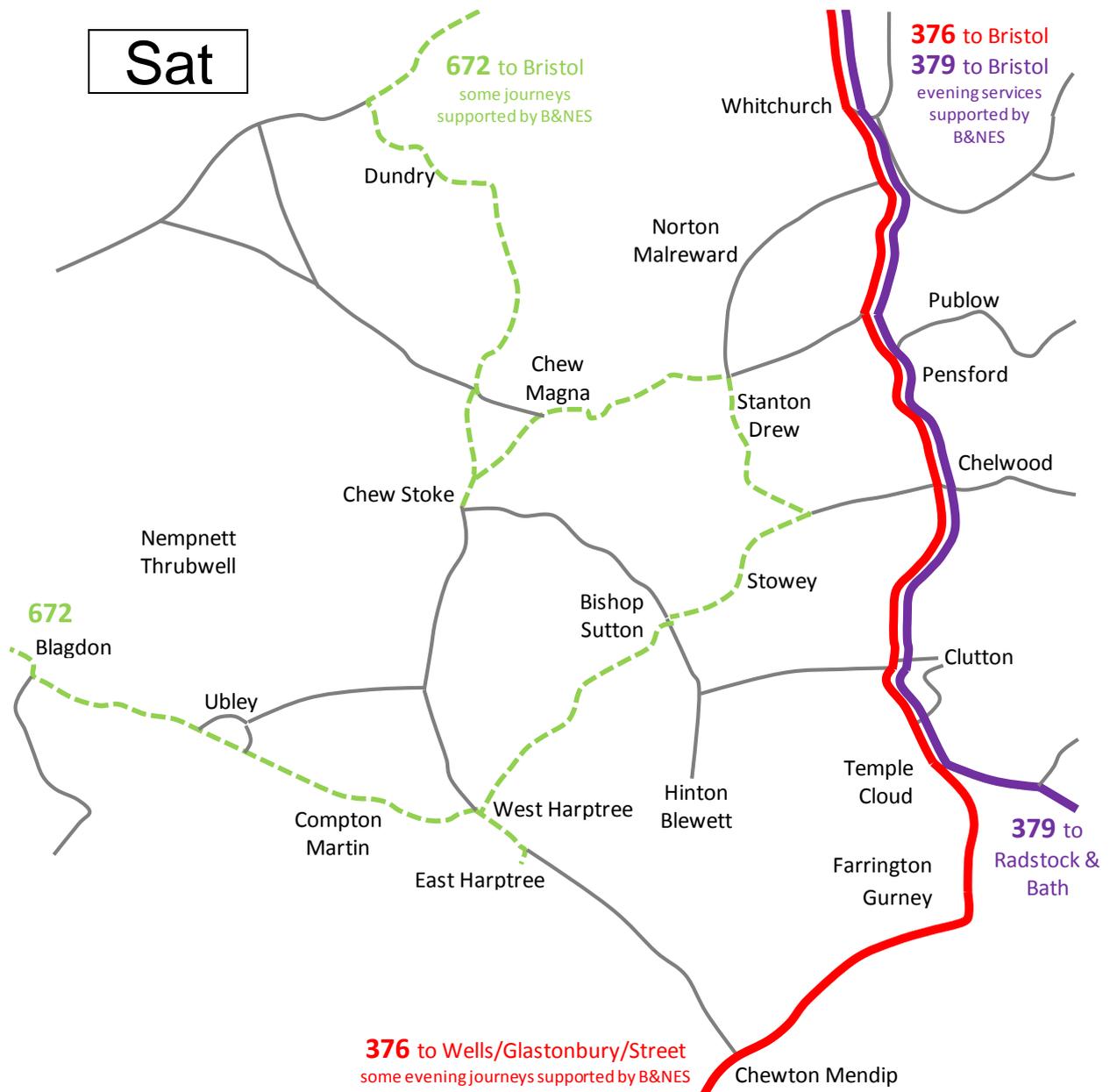
Source: Mott MacDonald.

Figure 4.12: Public Bus Services: Fridays Excluding Public Holidays



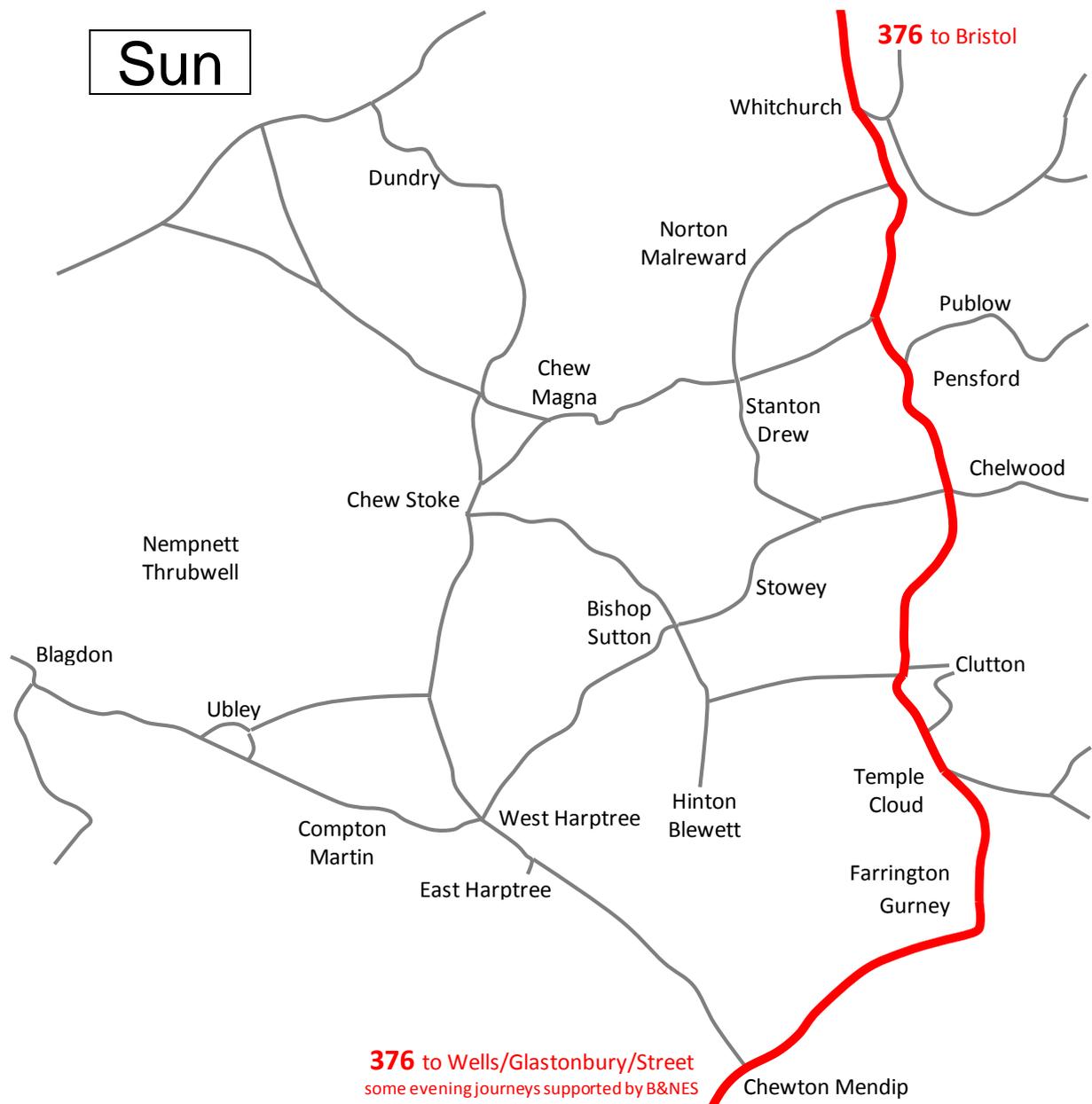
Source: Mott MacDonald.

Figure 4.13: Public Bus Services: Saturdays



Source: Mott MacDonald.

Figure 4.14: Public Bus Services: Sundays and Public Holidays



Source: Mott MacDonald.

Table 4.2 shows the availability of bus services by civil parish. This implies that there is good coverage across much of the Chew Valley but many services are convoluted and irregular.

Table 4.2: Access to Bus Services (September 2015)

Parish	Bus	Destination	Days of Operation							Buses per Day
			Mon	Tue	Wed	Thu	Fri	Sat	Sun	
Cameley (A37)	376	Bristol, Wells	✓	✓	✓	✓	✓	✓	✓	30 Mon-Sat, 16 Sun
	379	Bristol, Bath	✓	✓	✓	✓	✓	✓		12
Clutton	185	Midsomer Norton, Trowbridge				✓				1
	376	Bristol, Wells	✓	✓	✓	✓	✓	✓	✓	30 Mon-Sat, 16 Sun
	379	Bristol, Bath	✓	✓	✓	✓	✓	✓		12
	754	Radstock	✓							1
Chew Magna	67	Bristol	✓	✓	✓	✓	✓			1
	134	Weston super Mare		✓						1
	640	Keynsham					✓			1
	672	Bristol	✓	✓	✓	✓	✓	✓		3- 4
	683	Keynsham, Wells		✓						1
	752	Bath			✓					1
	754	Radstock	✓							1
Chew Stoke	67	Bristol	✓	✓	✓	✓	✓			1
	134	Weston super Mare		✓						1
	640	Keynsham					✓			1
	672	Bristol	✓	✓	✓	✓	✓	✓		3- 4
	683	Keynsham, Wells		✓						1
	752	Bath			✓					1
	754	Radstock	✓							1
Clutton	185	Midsomer Norton, Trowbridge				✓				1
	376	Bristol, Wells	✓	✓	✓	✓	✓	✓	✓	30 Mon-Sat, 16 Sun
	379	Bristol, Bath	✓	✓	✓	✓	✓	✓		12
	754	Radstock	✓							1
Compton Martin	128	Nailsea				✓				1
	134	Weston super Mare		✓						1
	135	Weston super Mare					✓			1
	672	Bristol	✓	✓	✓	✓	✓	✓		3- 4
	683	Keynsham, Wells		✓						1
	754	Radstock	✓							1

Parish	Bus	Destination	Days of Operation							Buses per Day
			Mon	Tue	Wed	Thu	Fri	Sat	Sun	
East Harptree	134	Weston super Mare		✓						1
	672	Bristol	✓	✓	✓	✓	✓	✓		3- 4
Hinton Blewett	752	Bath			✓					1
	754	Radstock	✓							1
Nempnett Thrubwell	--									
Norton Malreward	--									
Publow	640	Keynsham					✓			1
Stanton Drew	134	Weston super Mare		✓						1
	640	Keynsham					✓			1
	672	Bristol	✓	✓	✓	✓	✓	✓		3- 4
	754	Radstock	✓							1
Stowey-Sutton	134	Weston super Mare		✓						1
	672	Bristol	✓	✓	✓	✓	✓	✓		3- 4
Ubley	128	Nailsea				✓				1
	134	Weston super Mare		✓						1
	135	Weston super Mare					✓			1
	672	Bristol	✓	✓	✓	✓	✓	✓		3- 4
	683	Keynsham, Wells		✓						1
	754	Radstock	✓							1
West Harptree	67	Bristol	✓	✓	✓	✓	✓			1
	128	Nailsea				✓				1
	134	Weston super Mare		✓						1
	135	Weston super Mare					✓			1
	672	Bristol	✓	✓	✓	✓	✓	✓		3- 4
	683	Keynsham, Wells		✓						1
	754	Radstock	✓							1

Source: Mott MacDonald from AvonRider leaflet.

Table 4.3 indicates the dominance of services using the A37 on a commercial basis, notably **service 376** between Bristol and Wells/Glastonbury/Street. This provides a strong frequency and a good Sunday service and we understand that further enhancements are planned by First. In addition, **service 379** provides regular links between Bristol and Bath via Midsomer Norton and Radstock. Away from the A37 corridor, the Chew Valley has a very much diminished service although **service 672** from Blagdon provides a few journeys on Mondays to Saturdays for many of the Chew Valley's residents, enabling people to access work in Bristol.

Table 4.3: Access to Bus Services (September 2015): Main Routes

Parish	Service	Destination	Days of Operation							Buses per Day
			Mon	Tue	Wed	Thu	Fri	Sat	Sun	
Cameley (A37)	376	Bristol, Wells	✓	✓	✓	✓	✓	✓	✓	30 Mon-Sat, 16 Sun
	379	Bristol, Bath	✓	✓	✓	✓	✓	✓	✓	12
Clutton	376	Bristol, Wells	✓	✓	✓	✓	✓	✓	✓	30 Mon-Sat, 16 Sun
	379	Bristol, Bath	✓	✓	✓	✓	✓	✓	✓	12
	754	Radstock	✓							1
Chew Magna	67	Bristol	✓	✓	✓	✓	✓			1
	672	Bristol	✓	✓	✓	✓	✓	✓		3-4
Chew Stoke	67	Bristol	✓	✓	✓	✓	✓			1
	672	Bristol	✓	✓	✓	✓	✓	✓		3-4
	376	Bristol, Wells	✓	✓	✓	✓	✓	✓	✓	30 Mon-Sat, 16 Sun
	379	Bristol, Bath	✓	✓	✓	✓	✓	✓	✓	12
Compton Martin	672	Bristol	✓	✓	✓	✓	✓	✓		3-4
	672	Bristol	✓	✓	✓	✓	✓	✓		3-4
East Harptree	672	Bristol	✓	✓	✓	✓	✓	✓		3-4
Hinton Blewett	--									
Nempnett Thrubwell	--									
Norton Malreward	--									
Publow	--									
Stanton Drew	672	Bristol	✓	✓	✓	✓	✓	✓		3-4
Stowey-Sutton	672	Bristol	✓	✓	✓	✓	✓	✓		3-4
Ubley	672	Bristol	✓	✓	✓	✓	✓	✓		3-4
West Harptree	67	Bristol	✓	✓	✓	✓	✓			1
	672	Bristol	✓	✓	✓	✓	✓	✓		3-4

Source: Mott MacDonald from AvonRider leaflet.

Table 4.4 includes the irregular services providing one journey in each direction to a number of centres. These enable local residents, mainly elderly, to access retail and other facilities in Midsomer Norton, Radstock, Keynsham and Bath within the B&NES area and Weston super Mare and Nailsea in North Somerset Council's area plus Wells in Mendip district and Trowbridge in Wiltshire. These services have evolved over time and offer routes where journey time is not a problem for users and the range of destinations is not particularly allied to address particular accessibility requirements. The pattern of services is historic but it could be defined as being orientated towards Weston super Mare/Nailsea and the Somer Valley from the southern part of the Chew Valley (Ubley, Compton Martin, West Harptree, East Harptree, Clutton) and orientated towards Bristol, Keynsham and Bath from the northern part of the Chew Valley (Chew Stoke, Chew Magna, Stanton Drew, Publow). This broad distinction may be helpful in

identifying optimal service provision, particularly given the location of settlements in North Somerset notably Blagdon and settlements to Weston super Mare in a southern axis and Winford (between Chew Magna and Bristol Airport) in a northern axis; Winford (population 2,153) is larger than any of the settlements in the Chew Valley.

Table 4.4: Access to Bus Services (September 2015): One Day Per Week Routes

Parish	Service	Destination	Days of Operation							Buses per Day
			Mon	Tue	Wed	Thu	Fri	Sat	Sun	
Cameley (A37)	--									
Chew Magna	134	Weston super Mare		✓						1
	640	Keynsham					✓			1
	683	Keynsham, Wells		✓						1
	752	Bath			✓					1
	754	Radstock	✓							1
Chew Stoke	134	Weston super Mare		✓						1
	640	Keynsham					✓			1
	683	Keynsham, Wells		✓						1
	752	Bath			✓					1
	754	Radstock	✓							1
Clutton	185	Midsomer Norton, Trowbridge				✓				1
	754	Radstock	✓							1
Compton Martin	128	Nailsea				✓				1
	134	Weston super Mare		✓						1
	135	Weston super Mare					✓			1
	683	Keynsham, Wells		✓						1
	754	Radstock	✓							1
East Harptree	134	Weston super Mare		✓						1
Hinton Blewett	752	Bath			✓					1
	754	Radstock	✓							1
Nempnett Thrubwell	--									
Norton Malreward	--									
Publow	640	Keynsham					✓			1
Stanton Drew	134	Weston super Mare		✓						1
	640	Keynsham					✓			1

Parish	Service	Destination	Days of Operation							Buses per Day
			Mon	Tue	Wed	Thu	Fri	Sat	Sun	
	754	Radstock	✓							1
Stowey-Sutton	134	Weston super Mare		✓						1
Ubley	128	Nailsea				✓				1
	134	Weston super Mare		✓						1
	135	Weston super Mare						✓		1
	683	Keynsham, Wells		✓						1
	754	Radstock	✓							1
West Harptree	128	Nailsea				✓				1
	134	Weston super Mare		✓						1
	135	Weston super Mare						✓		1
	683	Keynsham, Wells		✓						1
	754	Radstock	✓							1

Source: Mott MacDonald from AvonRider leaflet.

4.6.2 Total Transport Pilot Fund

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. B&NES Council has been awarded funding to explore the possible options. North Somerset Council, Somerset County Council and a number of other authorities in the South West are also investigating the possibilities and in doing so are exchanging ideas and experiences. Access to rural areas in a cost-effective manner has been an ambition of many agencies for decades. While different organisations provide transport in some form, achieving this in an efficient way remains elusive.

We have been considering this concept for the Chew Valley which 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. Our investigation is set out in our *Total Transport Pilot Fund Report*, with a summary provided below.

Some of the Chew Valley's residents experience isolation due to the dispersed and limited population and the range of destinations to which people travel for a variety of purposes. Car ownership in the Chew Valley is high and many residents have relatively high incomes. However, for residents who are not

economically active, are retired or have a disability, a lack of transport is more likely and this constrains their opportunities.

Currently, public bus services are limited in scope and many services only run once a week, serving the needs of shoppers (typically concessionary travel pass holders) rather than workers. Links to the major urban centres of Bristol, and to a lesser extent, Bath, Weston Super Mare, Keynsham and Wells are important but buses to these destinations at peak times are very limited in number. Within the Chew Valley, bus services are supported financially to a significant extent by Bath and North East Somerset Council, generally perpetuating the service pattern.

Various community transport services operate including Dial-a-Ride (based in Keynsham and Midsomer Norton) and voluntary car schemes. A particular issue is travel to medical appointments and while car schemes apparently satisfy demand, there is scope for more co-ordination between providers and between health agencies and customers to ensure that appointments can be met using the transport resources available. The wide range of destinations for healthcare and a multitude of different times and origins means that further co-ordination is difficult, although there is clearly considerable value attached to the transport services available. Home to school transport, contracted by B&NES Council, conveys large numbers of students to Chew Valley School, raising the possibility for further use of these movements by the public in the opposite direction.

In seeking information, the study team has consulted with community groups, transport providers and other local interests. A lack of hard data has been a problem that is not confined to the Chew Valley but useful dialogue with the many stakeholders has generated appropriate qualitative evidence. Many community interests are supportive of improvements to transport but mindful of the significant constraints faced, notably reductions in local authority budgets. The need for local services is recognized strongly but the aspirations for improvement cannot be met in the ways that they have been in the past.

To develop better co-ordination of services, various stakeholders and community interests need to communicate better. There is a view that the local bus operators are willing to support changes that promote bus use and that the voluntary sector could improve its offer without compromising the quality of the service it provides. Inevitably more funding would be welcomed but current constraints suggest that improvements will be hard to achieve unless resources are redeployed or other sources are identified.

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.

There are also opportunities to improve co-ordination between local authorities with similar problems to those faced by B&NES Council in the adjacent North Somerset Council area and to the south in Somerset. Linking community transport across authority boundaries may be a possibility, particularly if Bristol Airport

(in North Somerset) is to be considered as a local transport hub to be developed. Other possibilities include better co-ordination in the healthcare sector with those providing NHS services being more aware of the transport problems faced by Chew Valley residents when arranging appointments. In addition to the better alignment of transport services with selected destinations and activities, those facilities could be better aligned with the transport services available.

Practical difficulties are likely to preclude some forms of co-ordination, such as the use of home to school services for public return journeys (due to vehicle types, timings, etc.), an expanded role for taxis (due to the relatively long distances involved and high cost to users) or greater uptake of dial-a-ride services (again due to their proximity in relation to the Chew Valley). However, informal arrangements such as car sharing, evidenced by younger age groups primarily for social or education activities, may work well and could be formalised to some extent to widen their appeal. Greater co-ordination between the various transport providers in the voluntary sector could widen the offer to potential users and create a clearer, more unified identity.

Despite the Department for Transport's apparent aspirations for rural transport, identifying appropriate changes in situations such as those faced by the Chew Valley is limited. The sparse and scattered population is difficult to address but there needs to be a consolidated understanding of transport issues among all the relevant Government departments (concerned with health, education, communities and employment) not just transport alone; this approach needs to extend to local authorities and between adjacent authorities. Fundamentally, the economics of rural transport provision are such that if some subsidy is required – which is likely – then funding availability will determine the extent to which transport services can be provided. This could be supported in a number of ways including changing the (national) eligibility for home to school services or changing the concessionary travel arrangements in addition to charging for some services that are currently operated without cost to their users. Dialogue with others involved in Total Transport initiatives indicates that the problems of the Chew Valley are typical of many areas and that transforming local transport may not be straightforward.

Key actions: 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). Pursue better co-ordination of healthcare and community services with neighbouring authorities and healthcare providers.

4.7 Taxis

With limited public transport options available, taxis have an important role to play in rural communities for those without access to a car. However, due to low local demand, there are limited taxi operators in the Chew Valley, the nearest being in Temple Cloud. Therefore, it is possible that taxi fares are higher for Chew Valley residents compared to in urban areas.

A demand responsive scheme has recently been introduced in Bristol. 'Slide Bristol' is a shared ride-to-work service, available 7-10am and 4-7pm, Monday to Friday, 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.

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.

4.8 Cycling

As illustrated by the 2011 'Method of travel to work' census data, there is a high level of car use within the villages of the Chew Valley, a consequence of the limited employment opportunities and infrequent public transport services, generating high levels of commuting to Bristol, Bath and other centres on a daily basis. This has been identified by Sustrans (the charity promoting sustainable transport) as 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 considers new opportunities for cycling 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.

4.8.1 Existing Cycle Facilities

As previously mentioned, there are a limited number of traffic-free routes within the area, offering only two minor stretches, the first covering approximately 2.3 km to the west of Chew Valley Lake along the B3114 and the second covering approximately 1.0 km to the south east of Chew Valley Lake in North Widcombe along the A368. However, there are a number of on-road routes provided in the area, travelling into the centre of the Chew Valley to Chew Stoke as shown in **Figure 4.15**:

- From the north east there are two main routes into Chew Stoke, the first travelling along Norton Lane through Chew Manga and Norton Malreward towards Bristol, the second travelling along Moorledge Road through Stanton Drew, Pensfold and Publow towards Saltford and Bath.
- From the north west there are two main routes into Chew Stoke, the first travelling along the B3130 through Barrow Gurney leading towards Bristol, the second travelling along Felton Lane through Lulsgate Bottom leading to Bristol Airport.
- From the south, there is one main route into Chew Stoke, travelling along the B3114/B3371/A371, linking West Harptree leading to Wells and Glastonbury.

We understand 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. Organisers of races and time trials have to inform the Police at least 28 days in advance.

Figure 4.15: Existing cycle routes in Chew Valley



Source: Sustrans (<http://www.sustrans.org.uk/>).

4.8.2 Cycle Network Review

B&NES Council appointed Sustrans to undertake a Cycle Network Review in 2014 in order to monitor the existing cycle facilities available to date and to provide further recommendations for new priority routes⁹.

The report recommends that investment in cycling improvements is to be prioritised in Bath, Keynsham, Radstock and Midsomer Norton and the communities of the Chew Valley. These communities have been chosen as priorities because they present the highest potential for improvement to daily journeys. Within the communities of the Chew Valley, although the area is predominately rural, there are various communities separated by short stretches of busy roads, with locations of high demand including schools. Recommendations include the delivery of new routes and improvements to existing routes, with the aim of

⁹ Sustrans (November 2014) *Review of cycling infrastructure for Bath and North East Somerset Council*.

tying in with existing facilities where possible, creating a large network across the area. The improvements are designed to make cycling safer, more convenient and to provide high quality routes that take people to popular destinations.

Further area-wide recommendations were provided to maximise the benefits of investment and improve cycling conditions. The area-wide recommendations of the review include 20 mph limits, cycle parking, mapping and signing, reduction of vehicle speeds, chicane style barriers and a reduction in the number and severity of potholes.

Public consultation was a key process in assessing the existing provision and prioritisation of cycle routes and links. Key findings from the consultation sessions identified that the highest demand was for a complete circular route of Chew Lake Valley, followed by a link from Keynsham to the Bristol to Bath railway path and upgrades to the Avon River towpath.

Routes were selected and prioritised on the basis of the following criteria:

- The likelihood of the schemes being delivered with a reasonable timescale and budget;
- Their potential to encourage or improve daily journeys for cycling, in particular under five miles;
- Their potential to contribute to increasing the numbers of cyclists in B&NES; and
- Their popularity amongst the community as identified via public consultation.

The top priority schemes were identified by Sustrans as those that stand the best chance of being delivered thereby making the most beneficial impact if funding were made available.

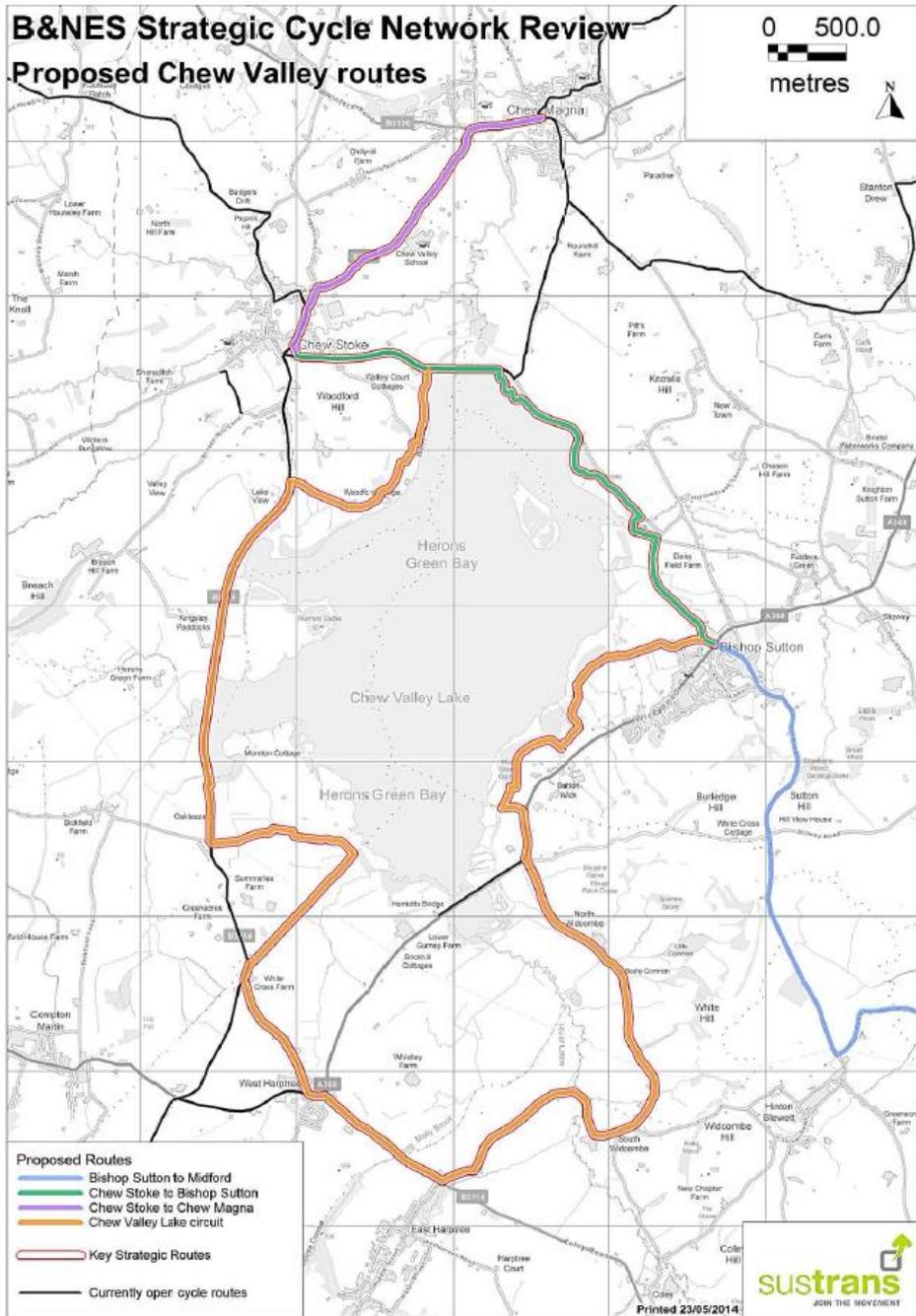
4.8.3 Possible Cycle Improvements

Figure 4.16 presents four possible new cycle routes within the Chew Valley that were seen as a priority in the Sustrans review. Three of the four routes are part of the Key Strategic Cycle Network Route, and connect to existing cycle routes that are already open, creating further links between routes and villages within the Chew Valley:

- Chew Stoke to Chew Magna (indicated by the purple line on Chew Lane);
- Chew Stoke to Bishop Sutton (indicated by the green line on Walley Lane/Ham Lane); and
- Chew Valley Lake Circuit (indicated by the orange line on the B3114 to the west and A368 to the east of Chew Valley Lake).

The fourth route is Bishop Sutton to Midford (indicated by the blue line on Sutton Hill Road/Cameley Lane) which is not part of the Key Strategic Cycle Network Route and was judged to be a lower priority.

Figure 4.16: Chew Valley Routes Proposed by Sustrans



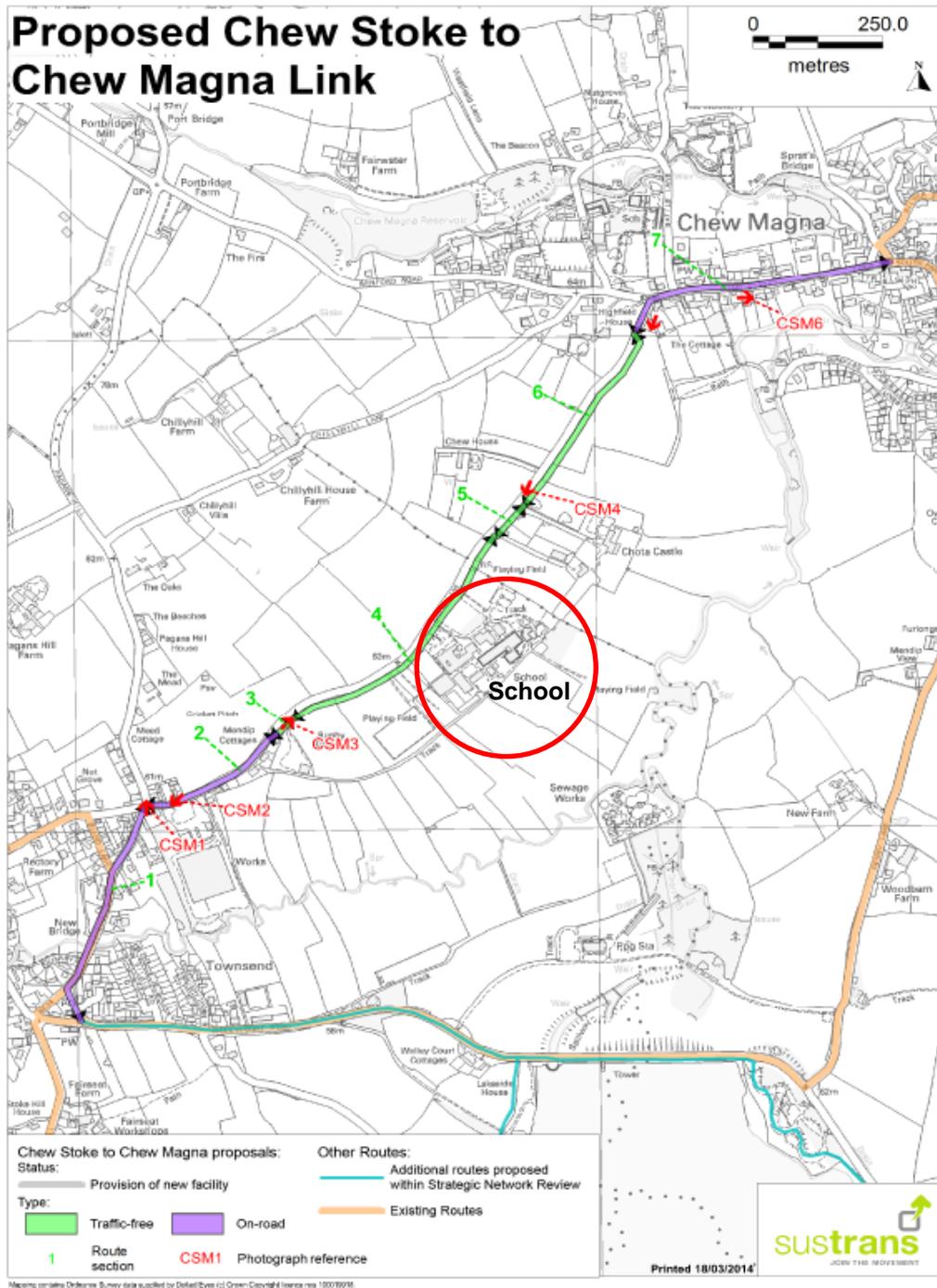
Source: B&NES Council (<http://www.bathnes.gov.uk/services/parking-and-travel/cycling>).

4.8.4 Possible Scheme: Chew Stoke to Chew Magna

The route is located along the B3114 between Chew Magna and Chew Stoke, approximately 2.5 km in length (see **Figure 4.17**). The primary purpose of the route is to serve journeys to the school from its nearest catchment villages in Chew Magna to the north and Chew Stoke to the south. The journey to the school is 1.5 km from Chew Magna and 1.2 km from Chew Stoke, therefore a short cycling distance. Although these journeys are feasible by foot, there is a case for providing cycling facilities when the journeys from more distant settlements are taken into account.

Suggested measures include enforcing a 20mph zone in the vicinity of the school, widening the footway to permit shared use to provide a traffic free route to the school boundary and the consideration of an off highway traffic free path in the adjacent field boundary on the eastern side of the road (depending on the agreement with the private landowners).

Figure 4.17: Chew Stoke to Chew Magna Link Proposed by Sustrans



Source: B&NES Council (<http://www.bathnes.gov.uk/services/parking-and-travel/cycling>).

4.8.5 Possible Scheme: Chew Stoke to Bishop Sutton

The route is located along Walley Lane between Chew Stoke and Bishop Sutton, approximately 3.8 km in length as shown in **Figure 4.18** and **4.19**. The existing road has a 40mph speed limit and is indirect due to a prohibited entry to Ham Lane from the west.

The proposed route contains a traffic free section along the Chew Lake margin, linking to the existing National Cycle Network route on Denny Lane (on-road) as a link to Chew Magna.

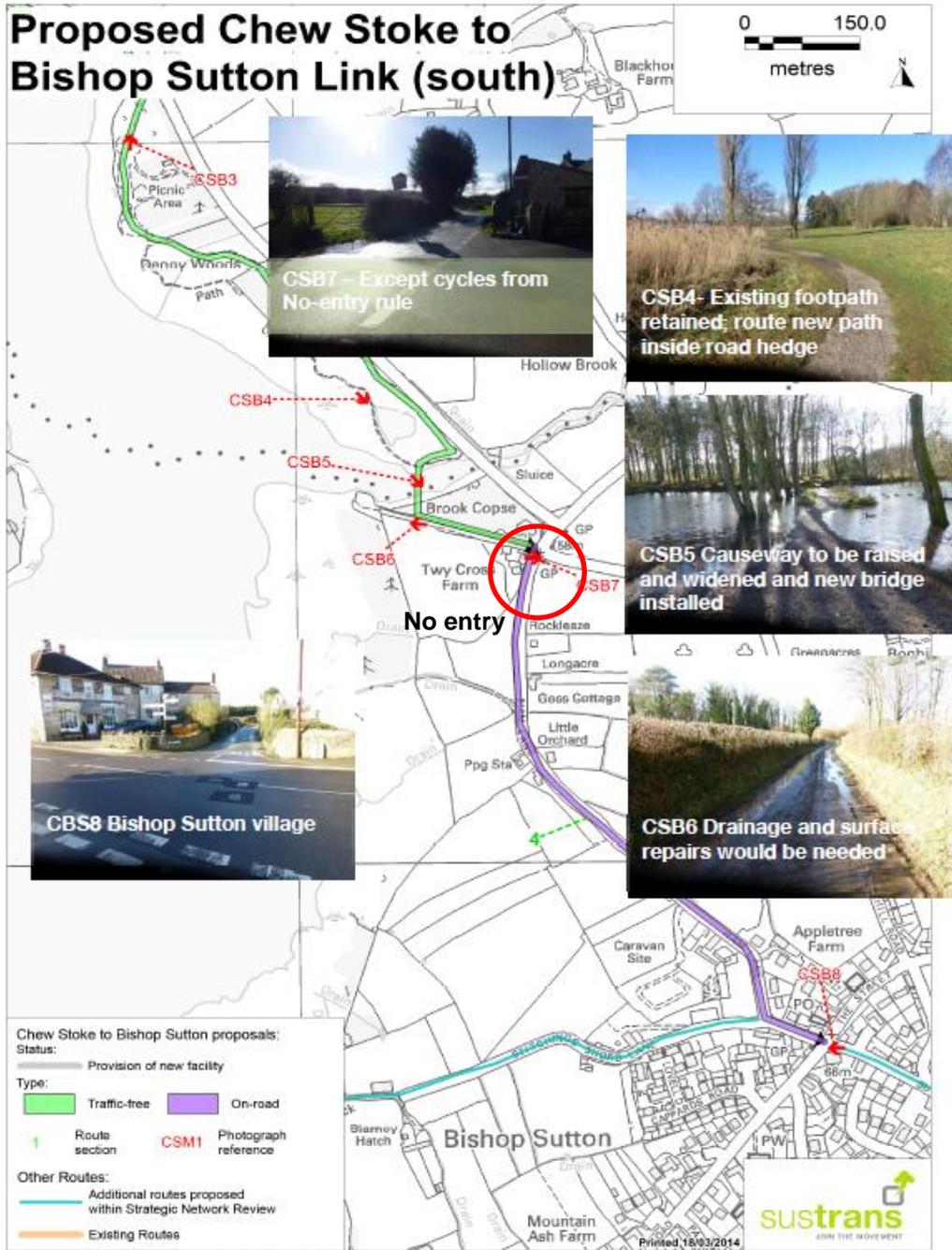
Suggested measures include extending the 30mph speed limit where areas of 40mph are in place currently, widening the footpath for shared use (planning permission has been granted to widen the footway anyway), new access points and a proposed exclusion from the 'no entry' regulation for cyclists with accompanying warning signs for vehicles using the road.

Figure 4.18: Chew Stoke to Bishop Sutton Proposed by Sustrans (north)



Source: B&NES Council (<http://www.bathnes.gov.uk/services/parking-and-travel/cycling>).

Figure 4.19: Chew Stoke to Bishop Sutton Proposed by Sustrans (south)



Source: B&NES Council (<http://www.bathnes.gov.uk/services/parking-and-travel/cycling>)

4.8.6 Possible Scheme: Chew Lake Circuit

There has been a long standing desire for a cycle and walking route around the lake perimeter. While conservation considerations rule out a route around the lake margin (except where it is already open to public access), the proposed route follows a line which is separated from the lake by fields and woods (see **Figure 4.20**). The route also includes the villages of Bishop Sutton and West Harptree for visitors to have easy access to local amenities. The full cycling circuit would be approximately 19km with many local residents within 1.5 km of the route, connected by good quality links creating a potentially popular tourist attraction for leisure and exercise

The route would be a major project, requiring the acquisition of new permissions over private land, environmental appraisal, planning permission and sufficient funding. However, large parts of the route already exist, with planning permission granted and with the benefit of substantial local support. The southern part of the proposed route appears to present the greatest implementation challenge.

Other suggested measures include improved signing within the connected villages, minor surface repairs, implementing wider pathways to improve public access and reducing speeds to 30mph where high numbers of pedestrians and cyclists are likely to be in close proximity to motorists.

4.8.7 Review of Schemes

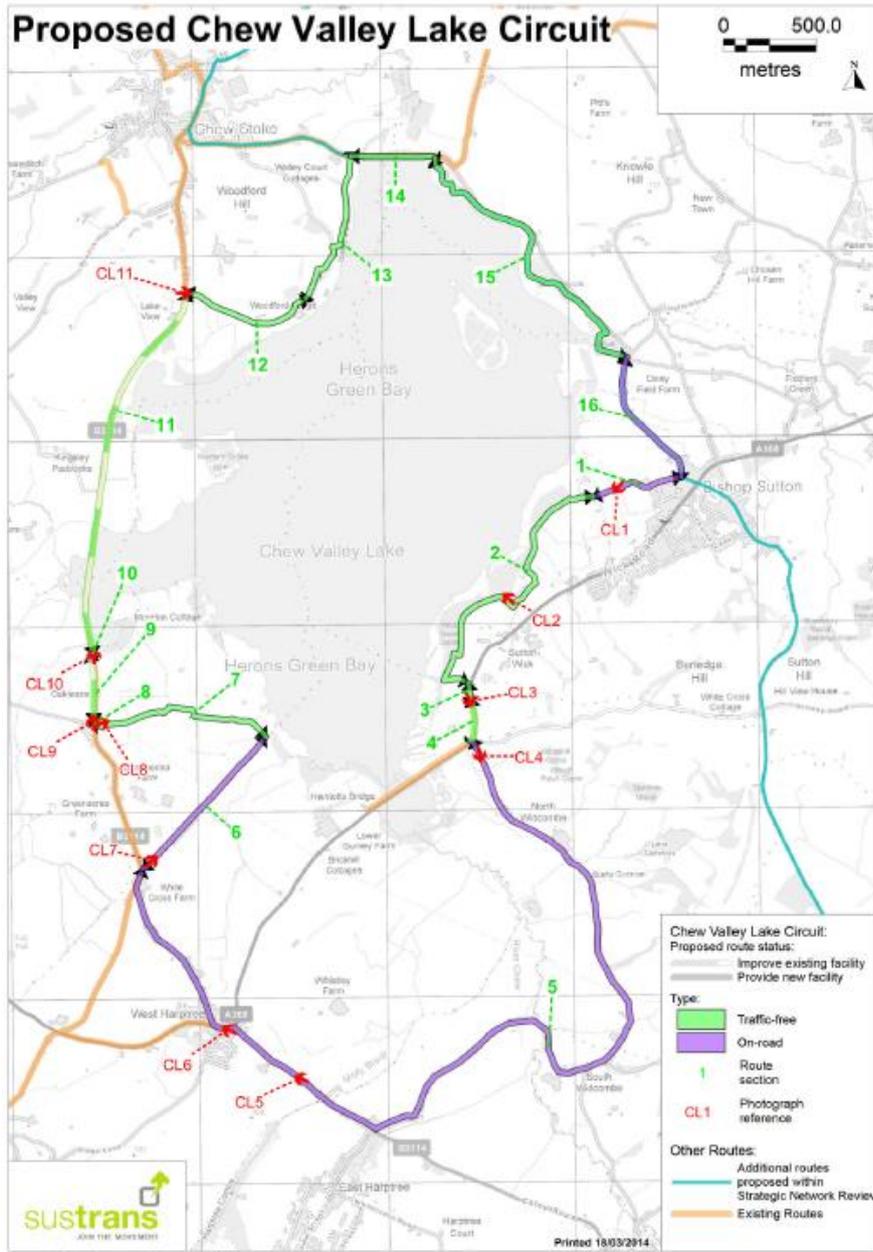
Given that funding is likely to be limited, further prioritisation of the above schemes is beneficial. Given that the Chew Stoke to Chew Magna route directly serves the school this must be seen as the highest priority for implementation. However, it is noted that an off-road section with third party land is required which will add complications but that should not stop the scheme being progressed.

The Bishop Sutton to Chew Stoke route would then tie into the Chew Lane route, improving access to the school from Bishop Sutton, so this is seen as the next priority.

Completion of the Chew Valley Lake circuit would provide a superb facility for cyclists but would mainly be aimed at leisure cyclists. Promoting the on-road route on the quiet country lane through South Widcombe and on to East and West Harptree (shown in purple) should be progressed as a low cost measure. This would go a long way in completing a circular route, with the existing off-road route to the west of the lake and proposed Bishop Sutton link to the north. The final section of off-road route west of the A368 (from the end of the existing route at North Widcombe to Bishop Sutton) could be completed when funding becomes available and if land ownership issues were resolved.

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.

Figure 4.20: Chew Valley Lake Circuit Proposed by Sustrans



Source: B&NES Council (<http://www.bathnes.gov.uk/services/parking-and-travel/cycling>)

4.9 Improvements for Walking

Many of the villages have poor provision of footways, crossings and street lighting. If walking is to be encouraged, then better infrastructure needs to be provided, particularly where there are conflicts with vehicular movements. Some villages have narrow roads with buildings and vegetation encroaching to the disadvantage of pedestrians, particularly affecting local journeys made by children or older people. It would be possible to create footways and lighting in some places where conflicts occur to support a programme of safer walking, recognizing that the character of some settlements might change and that renewed efforts to reduce the impact of traffic need to be made. However, some roads are too narrow to accommodate a footway and more severe measures would be necessary if safer walking is to be achieved.

Table 4.5 sets out the current provision for pedestrians in the settlements on the A37 (from north to south). A number of deficiencies have been identified, some of which could be addressed by regular maintenance, such as cutting back vegetation.

Table 4.5: A37 Pedestrian Infrastructure

Location	Current Provision	Problems to be Addressed
South of Whitchurch	Pedestrian crossings are dropped kerbs with central reserve islands. Footways are narrow (1.2 to 1.4m) with verge.	Overgrown verges and hedges
Hursley Hill	No crossing facilities. Footways are narrow (1.2 to 1.3m).	Overgrown vegetation
Publow	Pedestrian crossings are dropped kerbs with central reserve islands. Footways are narrow (1.2 to 1.3m) with verge.	Overgrown vegetation
Pensford	Pedestrian crossings include two with dropped kerbs and central reserve islands, one traffic signal controlled puffin crossing outside the primary school with guard railings. Footways are narrow (1.1 to 1.4m) and only on eastern side of Pensford Hill, although there are wider sections outside the school and to the south in the centre Bus stops on New Road to the south only have dropped kerb crossings Bollards provided on narrow sections of footway	Lack of footway width adjacent to busy road Overgrown hedges
Chelwood	Four pedestrian crossings with dropped kerbs at roundabout (central reserve island). Narrow footways (1.2 to 1.3m).	Bus stops have footway outside the shelters only
Clutton	Footways are narrow (1.2 to 1.3m). Bus stops at Warwick Arms have limited footways around the stop and only uncontrolled crossing (with no island) Station Road bus stop has adequate footway and nearby traffic signal controlled puffin crossing.	Lack of footway width adjacent to busy road
Temple Cloud	Traffic signal controlled pelican crossing outside petrol station. Footways generally 1.4 to 1.5m wide. Northbound and southbound bus stops have dropped kerbs but no central reserve to assist crossing.	

Location	Current Provision	Problems to be Addressed
	Northbound bus stop near Cholwell Farms has paved area around stop. Other bus stops have central reserve crossing.	Lack of footway width adjacent to busy road
Hallatrow	Pedestrian crossing with dropped kerbs and central reserve for bus stops to the south of the A37/A39 junction. Narrow footways (1.3 to 1.4m).	
Farrington Gurney	Crossing with central reserve as part of A37/A362 signal controlled junction Pedestrian crossing with dropped kerb central reserve near Church Lane/Ham Lane Narrow footways (1.3 to 1.5m).	Demand to cross the A37 north of Church Lane due to bus stops, pub, petrol station and supermarket

Source: Mott MacDonald.

Three settlements on the A37 are particularly affected by the traffic passing through. Clutton is mainly to the east of the main road but two sets of bus stops on the A37 serve the village with frequent services between Bristol and Wells. One signal controlled crossing is in place at Station Road near to one set of bus stops but the other stops are 250m north of this crossing. Therefore, some residents and bus users have to walk some distance to cross the main road safely, so a new crossing could be provided, either with traffic signals or with a central pedestrian island as a minimum.

South of Station Road in Clutton, there is a cluster of road traffic collisions (discussed later) but the pedestrian environment is also poor in this area, with a narrow footway, much of which has minimal kerb height to protect it. Due to the constrained road width, widening the footway does not appear to be possible. However, providing a full height kerb where possible and bollards around direct access points off the road should provide a better facility for pedestrians. A solid white line alongside each edge of the road would also help to encourage drivers to provide a suitable offset from the footway and could also reduce speeds by giving the impression of a narrower road.

Further north, Pensford also has a signal controlled crossing which is convenient for the local primary school, other amenities and the bus stops. Parts of the A37 through the village are narrow which makes journeys hazardous for pedestrians, especially with large vehicles which regularly mount the kerb and the frequent bus services. Footways are also narrow but generally do have full height kerbs. Some bollards are used to emphasise the edge of carriageway and to deter vehicles from mounting the kerb; greater use of bollards at the areas of highest risk for pedestrians should be considered.

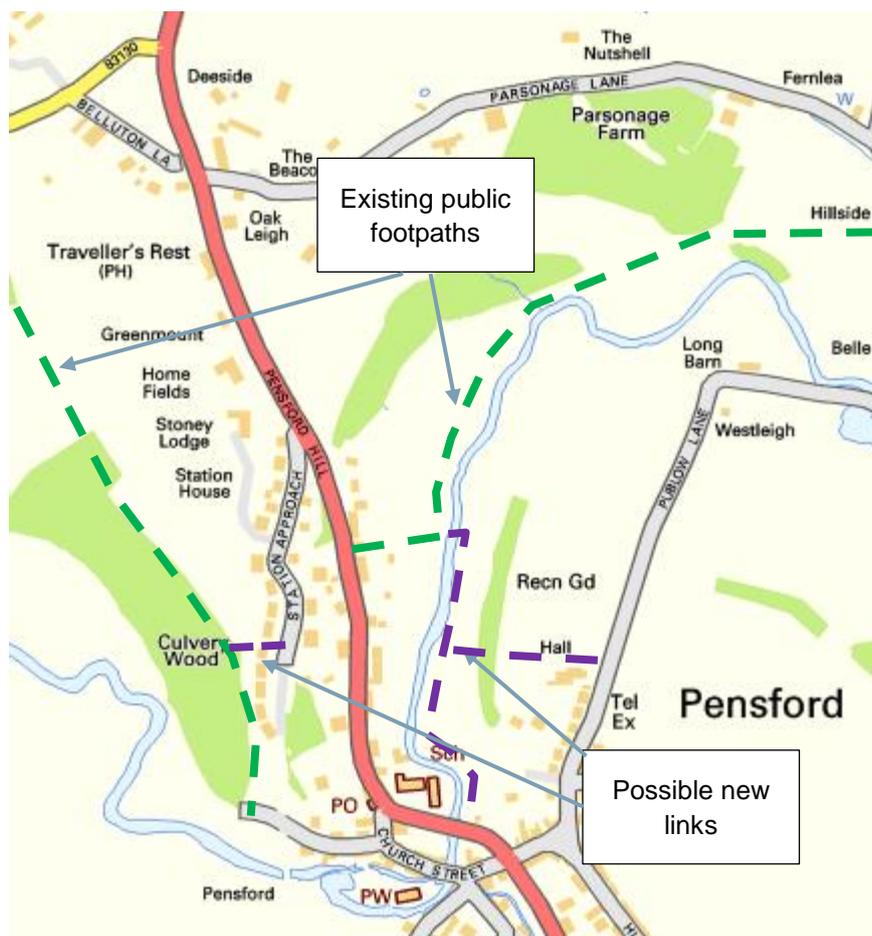
Pedestrian guard rail would afford more protection for pedestrians but would narrow the footway even further (as it has to be offset at least 450mm from the road edge). This would probably leave the footway being too narrow for access by mobility scooters or for those with 'double-buggy' pushchairs, so is not a viable option.

A higher height kerb for the length of Pensford Hill would be an option to help to prevent vehicles from mounting the kerb but would require works to the footway as well.

A possible new footpath has been proposed by a local resident to provide a parallel, alternative route to the A37 footway from the north of the village into the centre, as illustrated below. Another link was also suggested from Station Approach to tie into the public footpath that joins Church Street. Superficially, these seem like a sensible options but further work would be needed to confirm detailed issues such as land ownership and access rights.

In Pensford, rat-running along Publow Lane is also a problem, with drivers travelling from the A37 to the A4 via Publow, avoiding the need to go into Bristol. It is understood that the Village Hall car park is used for drop off and pick up for the village school but there is no footway for much of the route along Publow Lane. If the possible footpath alongside the River Chew is pursued, there may be scope to also provide a link across to the Village Hall.

Figure 4.21: Possible New Footpaths in Pensford

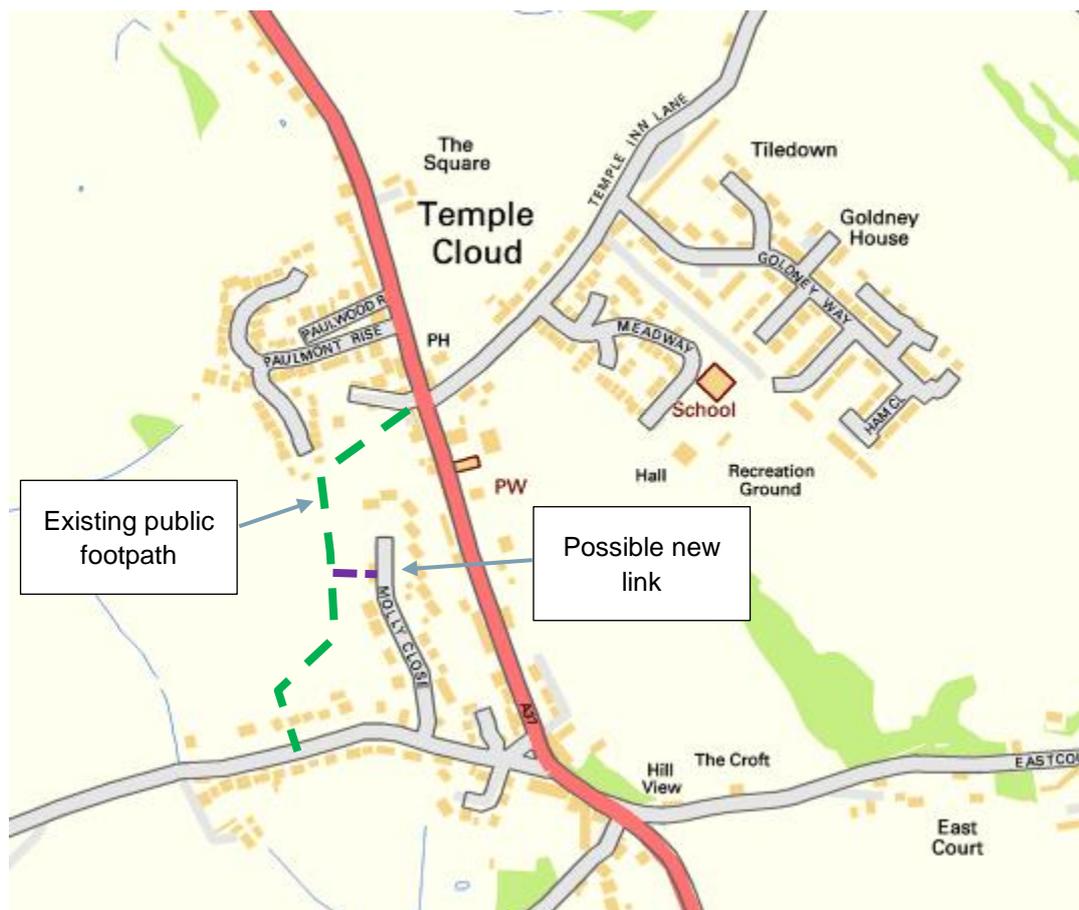


Source: © Ordnance Survey 2016

Also in Pensford, a shared space area has been proposed by local residents for Church Street, to reduce the impact of vehicles and to improve the pedestrian environment. It is understood that the Council is considering the proposal but again it would appear to be a sensible option given the narrow width available.

Temple Cloud has similar issues to Pensford with a narrow footway adjacent to the A37 on a steep hill. Here plastic bollards are used where the footway is at its narrowest at the southern end of the hill but these provide no protection to pedestrians. Again higher kerbs should be considered here. There is also the opportunity to promote a parallel pedestrian route with a link from Molly Close into the public footpath that runs up to Fairview (there already seems to be a cut through but this would need to be formalised).

Figure 4.22: Possible New Footpaths in Temple Cloud



Source: © Ordnance Survey 2016

At any locations where pedestrian and road safety issues are being addressed, the needs of those with mobility impairments need to be considered carefully.

Consideration should be given to older and disabled people, when planning pedestrian routes and pedestrianisation or shared surface schemes. Car usage tends to be higher for disabled people because walking range is significantly reduced. Any plans for pedestrian improvements need to consider access for disabled people and the need to park within their walking range of the facilities available. However, for disabled people without access to cars and at access points, pedestrian conditions that are suitable for mobility and visually/hearing-impaired people are essential. Adequate dropped kerbs, level surfaces and access points with acceptable gradients, tactile surfacing and good lighting should be included as standard. Any new pedestrian crossings installed should include audible signals and rotating tactile knobs.

Key actions: Review opportunities to enhance pedestrian movements and develop measures to improve pedestrian safety where there are narrow footways alongside the A37 in Pensford, Clutton and Temple Cloud. This could be greater protection in the form of a higher kerb and/or provision of alternative pedestrian routes away from the road. In Pensford, consider the creation of an alternative, off-road walking route to the east of the A37. Consider this approach elsewhere where pedestrian facilities are inadequate. Consider funding through the Safer Routes to Schools programme.

4.10 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 too narrow for large vehicles to negotiate easily with traffic coming in the other direction. A high frequency bus service links communities between Bristol and Wells and also to Bath although journeys are not rapid and buses sometimes experience difficulties in negotiating the route.

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. We have investigated the collision data available for the route and made suggestions regarding minor improvements that could be made to reinforce or alter speed limits and improve drivers' awareness of hazards. This is detailed in the next section.

4.11 Clusters of Road Traffic Collisions

Figure 4.23 shows where road traffic collisions involving personal injury have occurred in the Chew Valley over the five-year period 2010-2015. From the data, locations of clusters of three or more accidents have been identified on the A37 between Whitchurch and Farrington Gurney. The incident details and causation factors have been reviewed and are detailed in **Table 4.8**. Based on this, potential improvement measures have been recommended. Eight clusters on the A37 in the Chew Valley are discussed in the following sections. A further two clusters were identified on the A37 at Hallatrow and Farrington Gurney and these are considered in the Somer Valley Transport Strategy report.

We are also aware of concerns on the Whitchurch to Chelwood section of the A37 that have been noted by the Parish Council. Between September 2014 and July 2015 there has been a series of incidents as shown in **Table 4.6**.

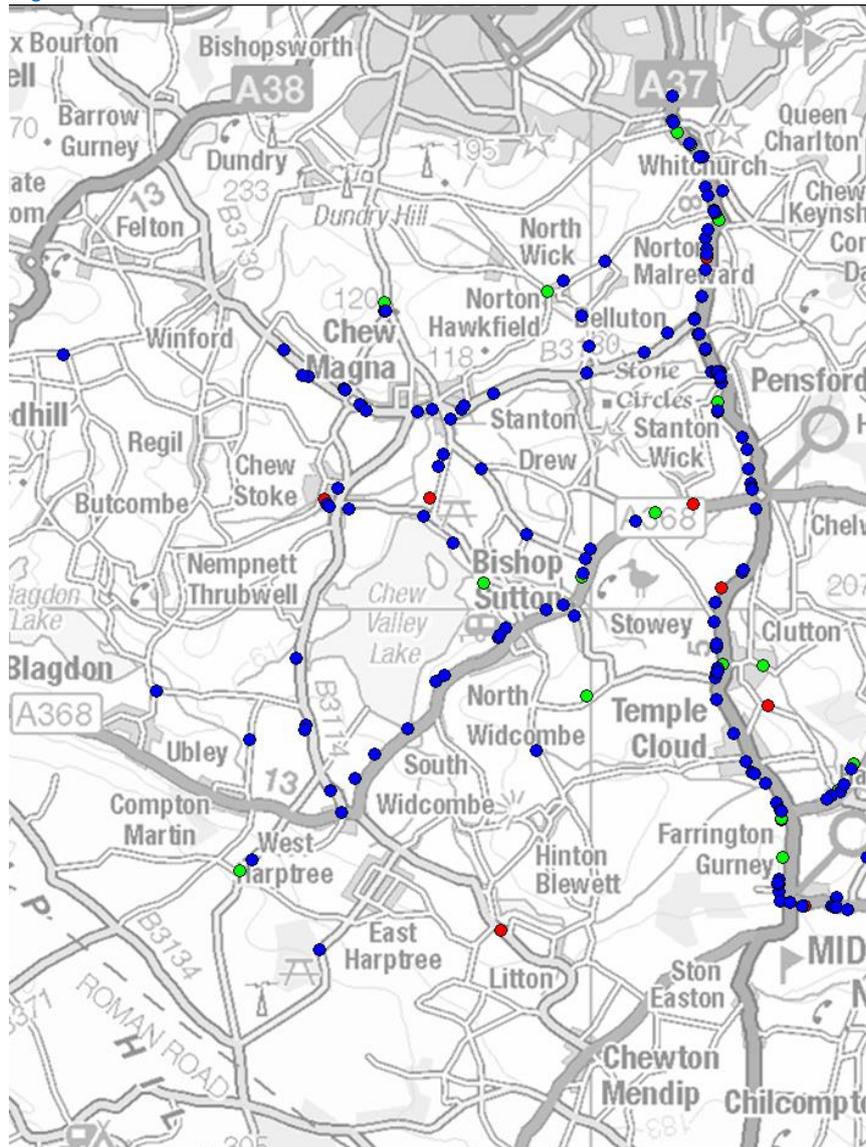
Table 4.6: A37 Incidents Between Whitchurch and Chelwood September 2014 to July 2015

Date	Location	Incident	Consequence
28 Sep 2014	A37 near Hursley Hill	Fatality	
23 Apr 2015	A37 opposite Travellers Rest	Serious injury to motorcyclist	Airlifted to hospital.
15 May 2015	Narrow section of A37 Pensford Hill	Two car collision	Both drivers taken to hospital by ambulance.
22 May 2015	Clutton side of Pensford	Collision	
28 May 2015	A37 outside Whitchurch near garden centre	Fatality	Car mounted kerb, collided with tree then rolled. Road closed for several hours.
1 Jun 2015	Pensford Hill	Wide load blocked road	Road closure for two hours. Reversing lorries caused damage to property.
1 Jun 2015	Top of Hursley Hill	Collision	Police and ambulance attended.
1 Jun 2015	Pensford Hill	Lorry breakdown	Passing heavy vehicles able to pass only over kerb. Traffic stopped for 1¼ hours. Police attended.
22 Jun 2015	A37 between Pensford Church Street and Chelwood roundabout, by the garage	Serious incident	Road closure. Air ambulance attended.
7 Jul 2015	Pensford, New Road near High Street/Church Street	Two fatalities plus one serious injury	Road closed for several hours.
20 Jul 2015	A37 at Church Street	Near miss	Large vehicle crossing centre line into path of oncoming traffic.

Source: Pensford Parish Council.

This highlights the constraints of the route which in one place is 5.7m wide compared with the 2.55m maximum width of a vehicle equivalent to a kinetic envelope of at least 3.0m, compounded by overgrown vegetation. Problems occur with large vehicles passing each other, mounting the kerb or with mirrors projecting over the footway. 22 incidences of large vehicles mounting the kerb have been recorded in one peak period (0730 to 0800, 9 July 2015, Pensford Hill). While it is difficult to regulate heavy vehicle movements, reducing speeds would be helpful.

Figure 4.23: Locations of Road Traffic Collisions 2010-2015



Note: Severity – blue=slight, green=serious, red=fatal.

Source: Contains Ordnance Survey data © Crown copyright and database right 2014.

Independent of this transport strategy work, the Council undertook their own review of collisions along the A37. Their recommended mitigation measures are detailed in Table 4.7:

Table 4.7: B&NES Collision Review

Location of Measure	Summary of Recommended Measures
Whitecross	White lining, renew signing
Chelwood Roundabout	Improve signing, improve lining, clean furniture
Birchwood Lane, Chelwood	Install maximum speed signing, upgrade existing signing, additional lining
Clutton	Reduce speed limit to 30mph, additional lining, signing
Farrington Gurney	Reduce speed limit to 30mph, 40mph buffer on south approach, additional signing
Belluton Junction, Pensford	White lining, anti-skid surfacing (red), additional signing, reduce overtaking lane
Temple Cloud	Relocate 30 mph terminal, re-position signing, white lining
Pensford southern approach	Reduce speed limit to 40 mph, relocation of 30 mph, upgrade signing, cut back trees & vegetation, side out footway, white lining
Woollard Lane, Whitchurch	Relocate 30mph, white lining
Hursley Hill, Whitchurch	Reduce speed limit to 40 mph, white lining, anti-skid surfacing (red), reinstate cats eyes, improve signing, cut back vegetation, clean street furniture
Red Hill, Clutton	Additional signing, new cats eyes, white lining

Source: <http://www.bathnes.gov.uk/latestnews/pioneering-new-approach-road-safety-0>

The above measures are largely similar to those proposed under this strategy, being based on reducing speed limits and improving signs and road markings.

Table 4.8: A37 Accident Data: Clusters of Three or More Incidents

Cluster No.	Area	No of accidents	No of pedestrian accidents	Slight	Severe	Fatal	Junction	References	Speed	Detail	Causation	
1	Whitchurch: Staunton Lane/Church Road/A37 Bristol Road	3	1	3	0	0	Stagger	131300360	30 mph	Vehicle braked at lights to turn right, caused multiple rear end shunts	Braking and collision	
								151501332		Stationary car with open door into road, oncoming vehicle hit door which hit owner of stationary car	Obstruction in road	
								111100496		Vehicle drifted into oncoming traffic, causing multiple collisions	Drifting	
2	Whitchurch: Queen Charlton Lane/A37 Bristol Road	3	0	3	0	0	T-junction	131305077	40 mph south of junction (leading to 60 NSL)	Braking causing multiple collisions	Braking and collision	
								141405201		30 mph north of junction into Whitchurch	Vehicle braking, causing overtaking from behind to avoid collision and fishtail in front of oncoming traffic into ditch	Braking and collision
								111100567		Vehicle 2 turns right from Queen Charlton Lane collides with vehicle 1 on main road	Right turn collision	
3	Pensford: N of Gibbet Lane/A37 Hursley Hill	4	0	3	1	0	T-junction	111108062	60 mph	Vehicle 1 turning right into Gibbet Lane stopped by oncoming vehicle, causing multiple rear shunts behind vehicle 1	Obstruction in road	
								121300310		Vehicle lost control from travelling over large area of water and hit tree	Weather/lost control	
								141404528		Vehicle failed to see vehicle ahead had stopped to right turn, caused rear shunt	Failed to see and rear shunt	
								131301009		2 vehicles brake sharply, car behind collides with rear of vehicle in front and causes it to mount verge	Braking and collision	

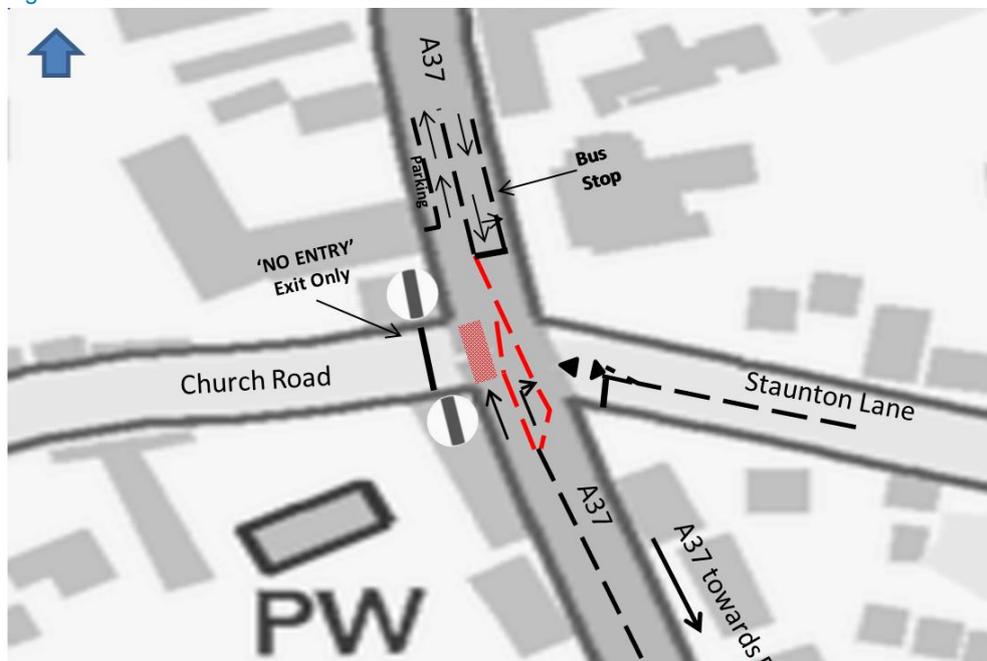
Cluster No.	Area	No of accidents	No of pedestrian accidents	Slight	Severe	Fatal	Junction	References	Speed	Detail	Causation
4	Pensford: A37 Hursley Hill/A37 Pensford Hill (N of layby)	3	0	1	0	2	N of layby	121206442	Previous 60 mph NSL signs	Vehicle hit flood water in gully, lost control and hit embankment and caused car to flip	Weather/lost control
								151500619	Max 40 mph at bends signs on this stretch of road	Vehicle lost control and left road on nearside and overturned in verge and undergrowth	Lost control
								141406792	No further speed signs until Pensford	Vehicle overtakes on cross hatching and brakes heavily, losing control it collides with oncoming vehicle	Lost control
5	Pensford (nr Publow): B3130/A37 Bristol Road	5	0	5	0	0	T-junction	111100731	Becomes 40 mph north of B3130 at Pensford	Vehicle 1 turning right into B3130 cuts path of oncoming vehicle which collides with vehicle 1 and 2 other vehicles	Right turn collision
								111108027	Becomes NSL 60mph north out of Pensford	Vehicle 2 cut path of vehicle 1 travelling N on A37 causing both to collide	Cut path and collision
								121300028		Vehicle 1 stopped at junction, vehicle 3 behind collided with rear of vehicle 2, pushing it into vehicle 1	Braking and collision
								131306055		Vehicle 1 pulled out at junction and hit vehicle 2 vehicle, and vehicle 1 spun in road	Cut path and collision
								121202114		Vehicle 1 pulled out onto A37, vehicle 2 saw vehicle 1 and braked but lost control of bike and slid into vehicle 1	Cut path/lost control
6	Pensford: Birchwood Lane/A37 New Road	3	0	3	0	0	T-junction	121203809	60 mph	Vehicle 1 slowed to let car right turn into side road, vehicle 2 didn't stop in time and collided in vehicle 1	Braking and collision
							partly blind junction	111101562		Vehicle 1 used mirrors on road, pulled across and collided with oncoming vehicle 2 which swerved and tipped over	Right turn collision
								111105792		Vehicle 2 turned right when believed was clear and crossed carriageway and collided with vehicle 1	Right turn collision

Cluster No.	Area	No of accidents	No of pedestrian accidents	Slight	Severe	Fatal	Junction	References	Speed	Detail	Causation
7	Clutton: A37 The Flat, Red Hill (adjacent to Farm on bend)	3	0	3	0	0	A37 major road only	131304488	60 mph	Road was wet and driver of vehicle 1 lost control, spinning across central line and hit oncoming traffic vehicle 2	Weather/lost control
								131400994		Vehicle 1 lost control at right hand bend, collided with oncoming traffic vehicle 2	Bend/ lost control
								101007322		Vehicle 1 lost control on left hand bend and collided with tree	Bend/ lost control
8	Clutton: S of Station Road/A37 Upper Bristol Road	4	0	3	1	0	Between 2 side roads	131307342	40mph	Driver of vehicle felt the vehicle slide and lost control	Bend/ lost control
								141406357		As vehicle 1 approached bend at Red Hill, rear of vehicle lost traction lost control and collided with oncoming vehicle 2	Bend/lost control
								141404611		Driver lost control downhill near bend on wet road/ with excess speeds, leaving carriageway and spinning back on, colliding with 2 vehicles	Bend/ weather/ lost control
								121207941		Vehicle 1 braked and lost control at left hand bend on wet surface, collided with oncoming vehicle	Bend/ weather/ lost control
9	Hallatrow: Green Lane/A39 Wells Road/A37 Bristol Road	3	0	3	0	0	Stagger	111105026	40mph	Vehicle 2 stationary at traffic lights when hit in rear by vehicle 1 behind	Braking and collision
								151503804		Queue at traffic lights, turned green and third vehicle in queue moved and hit vehicle in front in rear	Failed to see and rear shunt
								131302332		Vehicle 2 waiting and indicating to right turn onto A37, vehicle 1 failed to stop in time and collided with rear of vehicle 2	Braking and collision
10	Farrington	4	1	4	0	0	Stagger	151503693	40mph	Vehicle 2 pulled out onto A37 from petrol station in	Limited

Cluster No.	Area	No of accidents	No of pedestrian accidents	Slight	Severe	Fatal	Junction	References	Speed	Detail	Causation
	Gurney: N of Ham Lane/Church Lane/A37 Bristol Road									front of vehicle 1 and collided. Driver claimed vision obscured by bus shelter	visibility and collision
								121200824		Vehicle 3 turning into petrol station, vehicle 1 had to brake to allow vehicle 3 to turn into garage, vehicle 2 went into rear of vehicle 1	Braking and collision
								111106625		Casualty started to cross the road and saw vehicle 1, ran to opposite pavement and vehicle 1 collided with casualty	Casualty/braking and collision
								111100998		Vehicle 2 impacts with the back of stationary vehicle 1 broken down next to bus stop	Braking and collision
Tot		35	2	31	2	2					

Figure 4.24 shows the junction of Staunton Lane and Church Road with the A37 in Whitchurch where three accidents have occurred (noting that this is in Whitchurch parish and not strictly part of the Chew Valley). The problem appears to be a short and narrow right turn lane northbound on the A37 where vehicle shunts occur. Widening of the right turn lane to 3m and extending it, together with new markings at the junction, would help to address this problem.

Figure 4.24: Whitchurch: Staunton Lane/Church Road/A37 Bristol Road



Source: Mott MacDonald.

Figure 4.25 shows another junction south of Whitchurch at Queen Charlton Lane where a cluster of three accidents has occurred. A number of problems have been identified:

- High speeds (40mph speed limit);
- Generous layout, faded road markings and no directional signs showing layout ahead;
- Poor gap judgement when exiting from Queen Charlton Lane onto the A37 southbound; and
- Braking causing multiple collisions at T junction.

It is understood that the Council is investigating a potentially larger scheme for this junction, such as converting to a roundabout or signalling the junction. If this is not progressed, short term remedial measures proposed include:

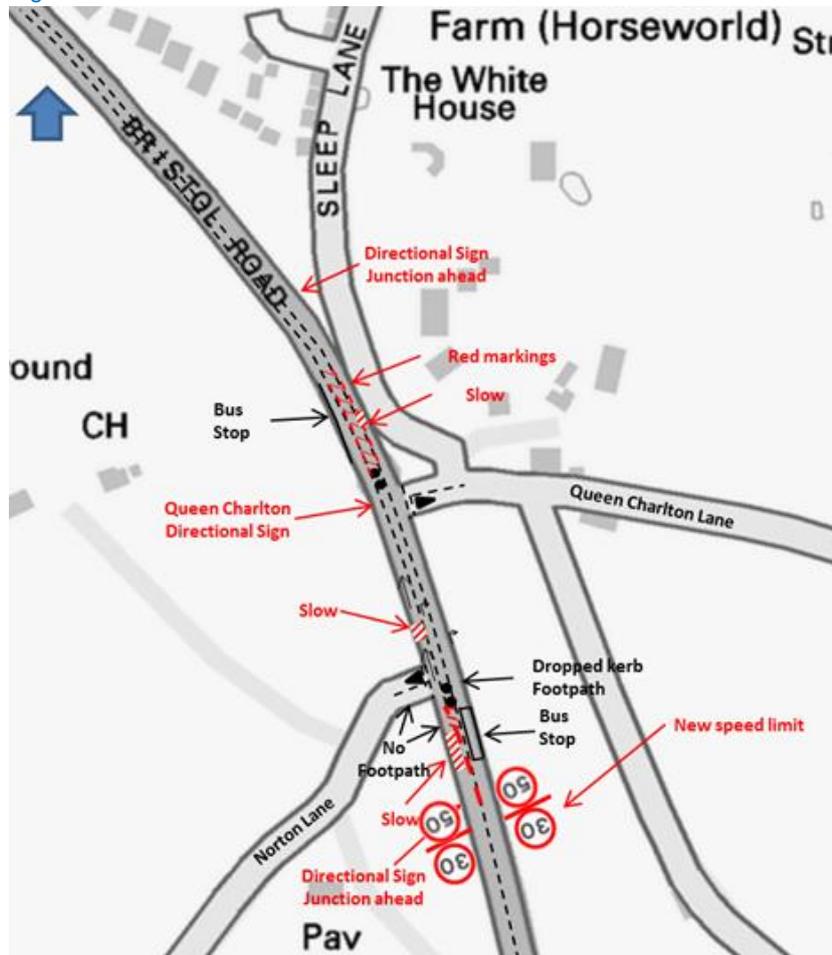
- Extending the 30mph speed limit south on the A37, prior to Norton Lane;
- Reducing the existing speed limit of 60mph south of Whitchurch village to 50mph;
- Providing direction signs on the A37 northbound/southbound approaches to highlight junctions ahead;

- Providing 'Slow' road markings on approach to junctions; and
- Providing taper markings in red on the approach to Queen Charlton Lane T junction.



Queen Charlton Lane Junction, Whitchurch.

Figure 4.25: Whitchurch: Queen Charlton Lane/A37 Bristol Road



Source: Mott MacDonald.

South of Whitchurch, four accidents have occurred in the vicinity of the Gibbet Lane/Hursley Hill junction as shown in **Figure 4.26**, with two accidents at the Hursley Lane junction. Problems highlighted include:

- Both junctions are on the brow of a hill, giving poor visibility;
- Shunts when turning right into Gibbet Lane from A37 southbound; and
- High speeds causing aquaplaning in bad weather.

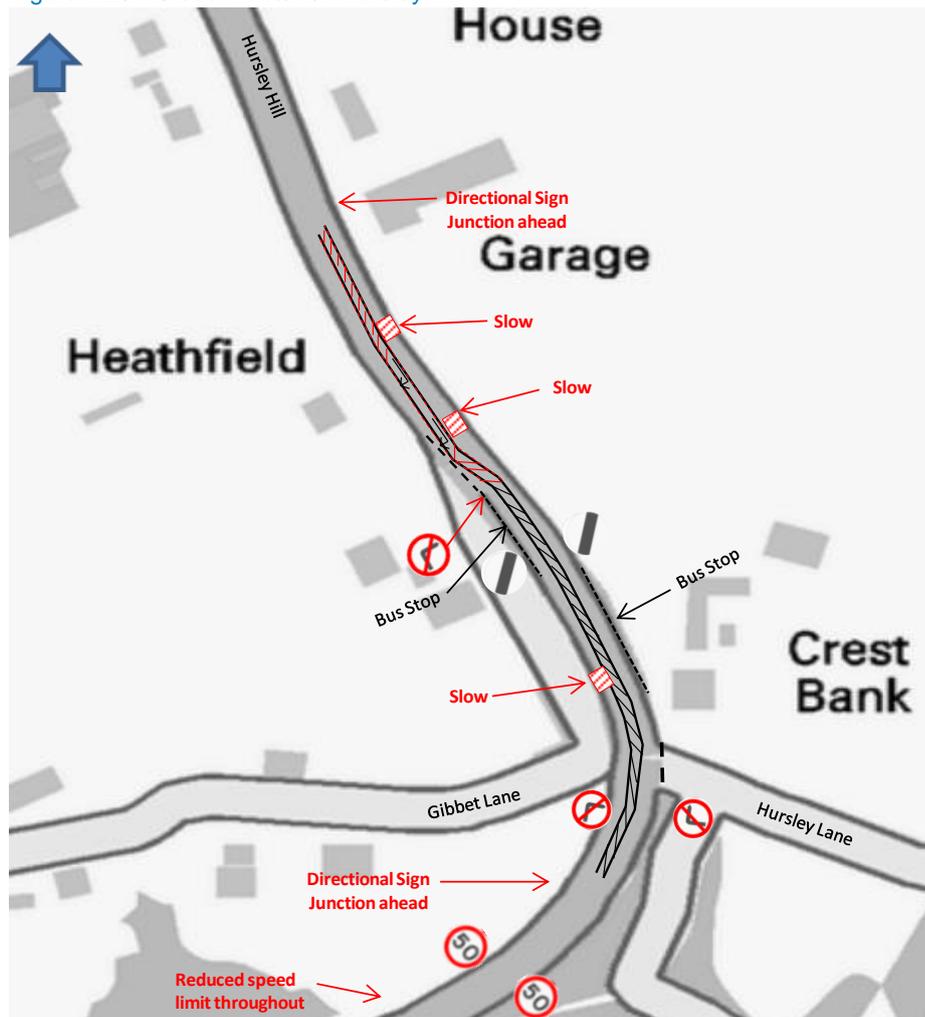
Suggested remedial measures include:

- Reducing the existing speed limit on the A37 from 60 to 50mph; start of 50mph to be south of the tight bends to the south;
- Adding directional signs showing junction ahead with Gibbet Lane in both directions on the A37; and
- Providing taper markings in red on the approach to the junction and providing longer right turning lane.



Hursley Hill/
Gibbet Lane junction

Figure 4.26: Gibbet Lane/A37 Hursley Hill



Source: Mott MacDonald.

Although not junction-related, four accidents have occurred on the Hursley Hill/Pensford Hill section of the A37 as shown in **Figure 4.27**. Here the problems include:

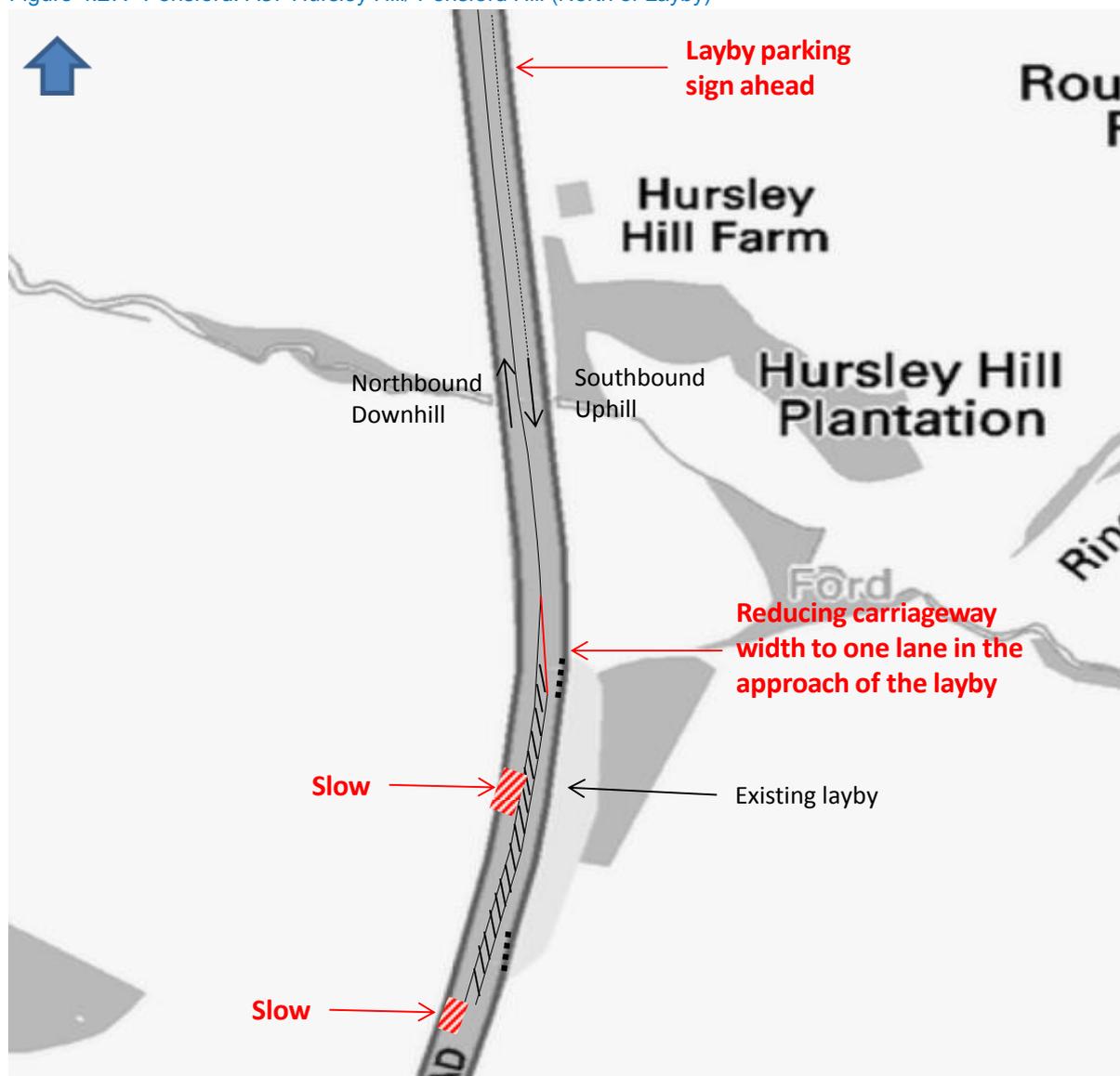
- Vehicles aquaplaning northbound; and
- Vehicles overtaking on hatching at end of southbound climbing lane, hitting oncoming northbound vehicles.

Potential measures include:

- Adding signs showing the layby ahead on A37 southbound;

- Adding warning signs in both directions on the approach to the layby – ‘slow’ road markings, skidding ahead; and
- Reducing the carriageway width to one lane on A37 southbound prior to the layby and colour hatching in red.

Figure 4.27: Pensford: A37 Hursley Hill/ Pensford Hill (North of Layby)



Source: Mott MacDonald.

Incident clusters have been identified in Pensford. In the vicinity of the B3130 junction (see **Figure 4.28**) five collisions have occurred due to a number of factors including:

- Poor signing;
- Inappropriately high speeds;
- A37 southbound right turning vehicles having to cross two lanes of A37 northbound traffic;
- Reduced visibility on the crest for A37 southbound traffic at the junction with the B3130; and
- All collisions are related to the right turning movements.

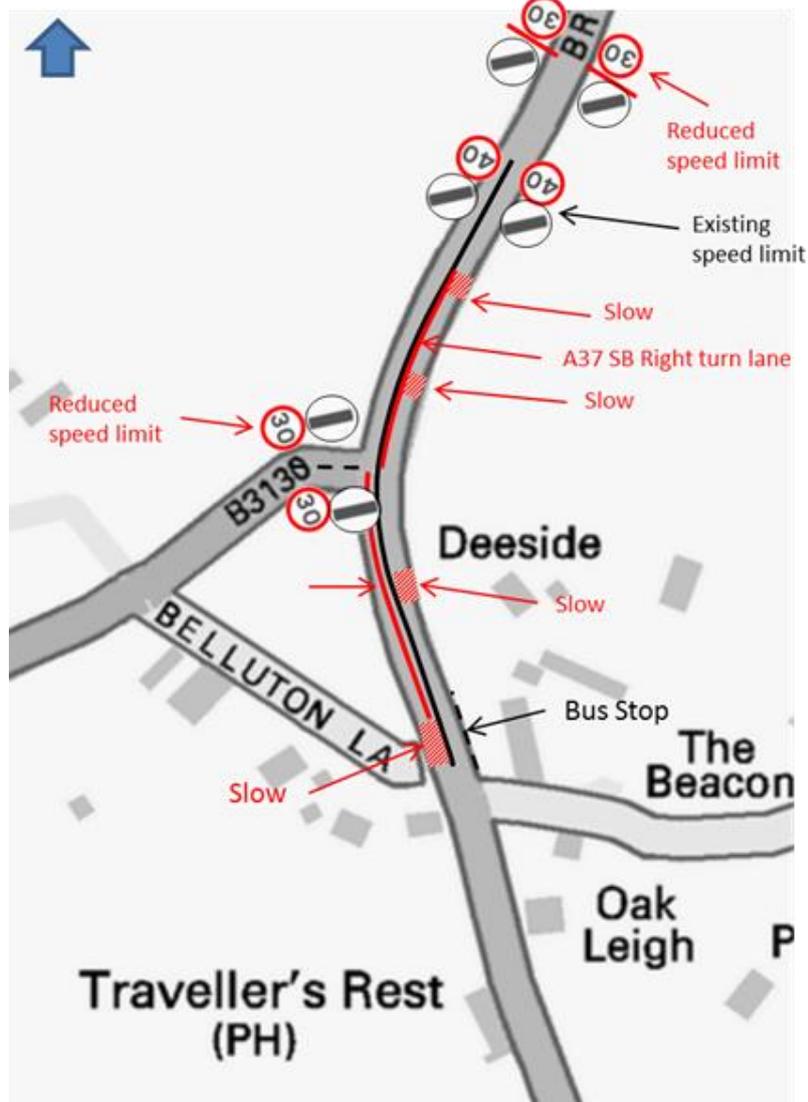
A number of measures are proposed to address these:

- Reducing the carriageway width on the A37 northbound to one lane prior to the junction with the B3130;
- Extending the existing 30mph speed limit at the entry into Pensford to the north, to suit the visibility splay on the bend and crest;
- Providing a wider right turn lane on the A37 southbound (possible if northbound reduced to one lane);
- Adding 'Slow' road markings and signs highlighting right turning movements ahead;
- Providing solid island separation on exit/entry from B3130; and
- Providing directional signing in advance showing junction layout ahead.



B3130 junction, Pensford

Figure 4.28: Pensford (near Publow): B3130/A37 Bristol Road



Source: Mott MacDonald.

Also in the Pensford area, the Birchwood Lane junction with the A37 had three incidents (**Figure 4.29**). Identified problems include:

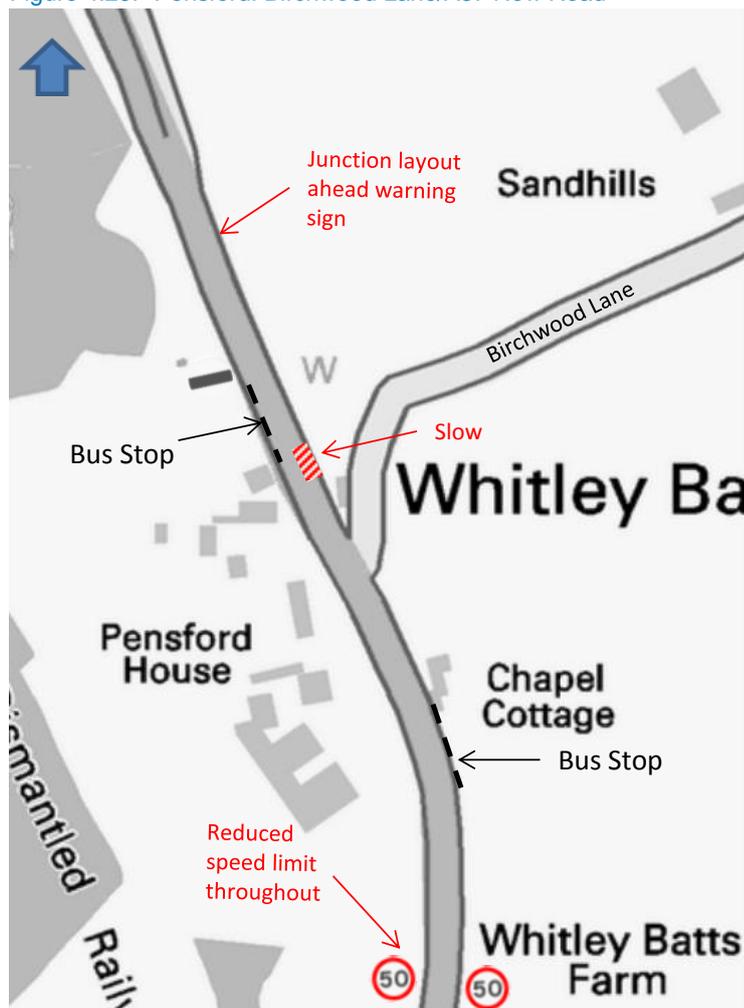
- Poor signing;
- High speeds with the 60mph speed limit;
- House boundaries close to the carriageway and limited footways; and
- Bus stops on the main carriageway.

Possible measures include:

- Reducing the speed limit from 60mph to 50mph through this area;
- Providing warning signs for the junction layout ahead on the A37 southbound prior to the junction with Birchwood Lane; and
- Adding 'slow' road markings on the A37 southbound on the approach to the Birchwood Lane junction.

It is proposed that a 50mph speed limit should apply all the way from Pensford to the A368 roundabout as this section has a number of bends and hills and eight incidents have occurred on it, excluding the three at Birchwood Lane junction.

Figure 4.29: Pensford: Birchwood Lane/A37 New Road

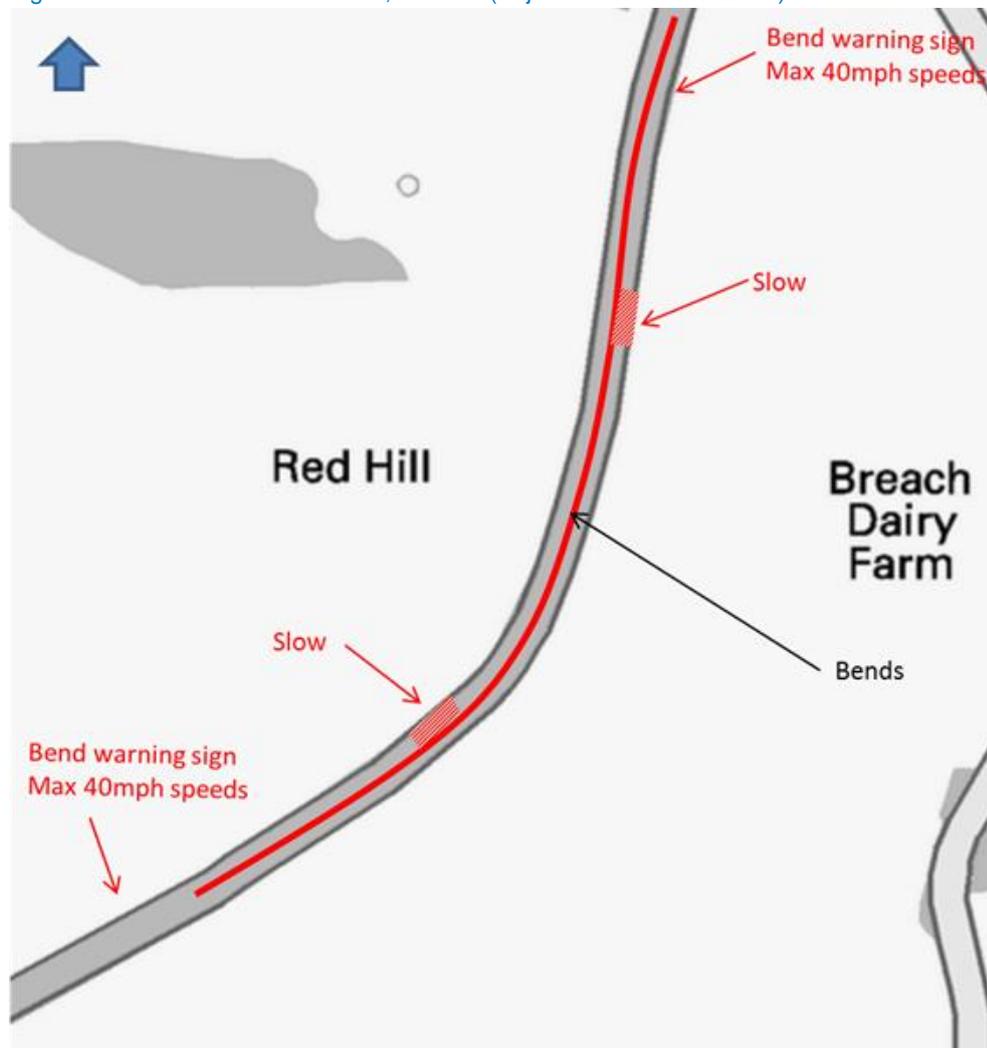


Source: Mott MacDonald.

North of Clutton, the section of the A37 at Red Hill (see **Figure 4.30**) has seen three incidents in which vehicle control has been lost due to excessive speed on the northbound section. There is a left hand bend immediately after the start of a steep downhill section. Measures in response could include:

- Providing warning signs showing max 40mph speed on bend;
- Enhancing the existing 'slow' road markings with a red background on the carriageway.

Figure 4.30: Clutton: A37 Red Flat, Red Hill (Adjacent to Farm on Bend)



Source: Mott MacDonald.

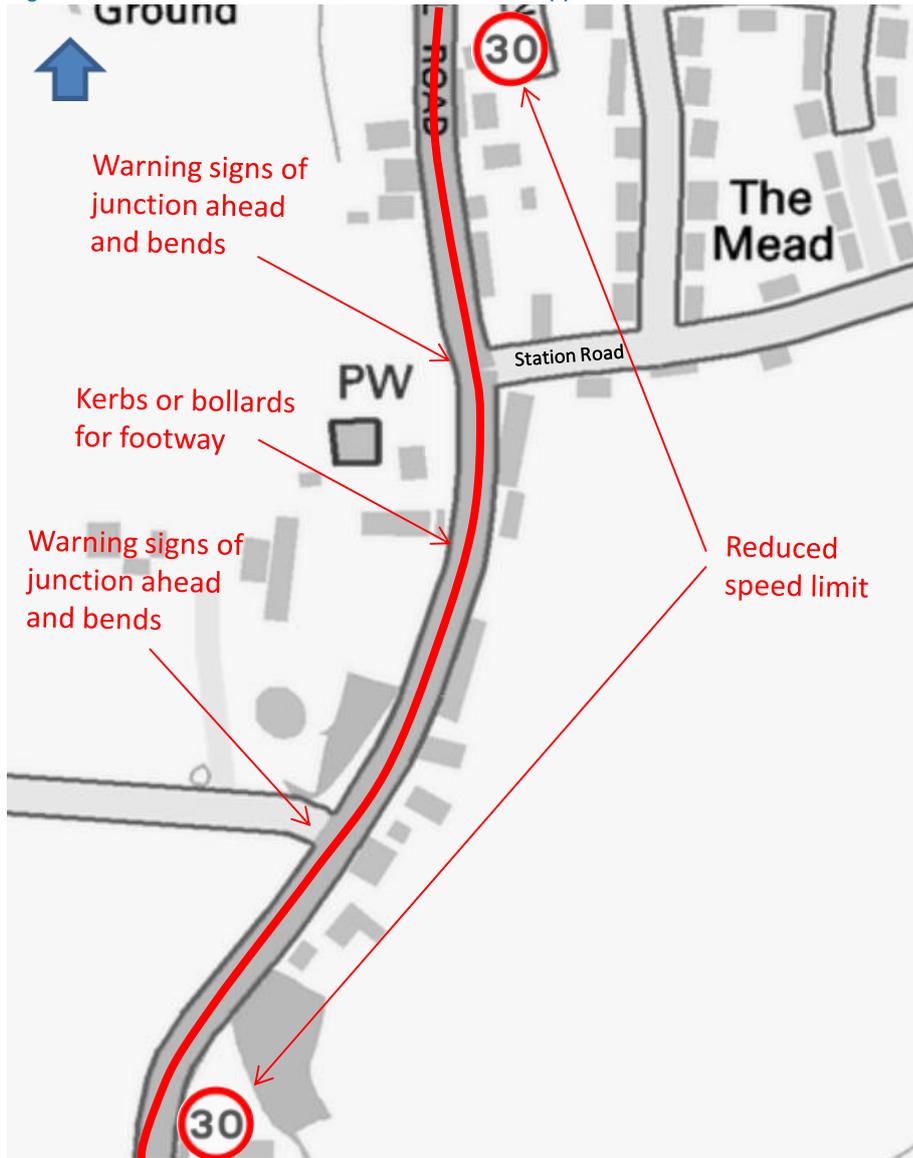
South of Station Road in Clutton (see **Figure 4.31**), four collisions have occurred where vehicle speeds have been excessive and control of vehicles has been lost. Two incidents occurred in wet conditions. Remedial measures could include:

- Reducing the existing speed limit from 40mph to 30mph for the main built-up part of the village;
- Providing footway with a full height where possible and bollards where access is required to help protect pedestrians;
- Reviewing the skid resistance of the road and resurfacing to increase this if required;
- Providing warning signs showing the bend layout ahead; and
- Providing warning signs showing the junction layout ahead.



Approach to A37/Station Road junction, Clutton

Figure 4.31: Clutton: South of Station Road/A37 Upper Bristol Road



Source: Mott MacDonald

Key actions: 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.

4.12 Review of Speed Limits

In setting local speed limits, the Department for Transport Circular 01/2013 should be followed. The Circular notes that “it is government policy that a 30mph speed limit should be the norm in villages.”

Guidance is given as to where 40mph speed limits may be suitable in urban areas:

- On higher quality suburban roads or those on the outskirts of urban areas where there is little development, with few cyclists, pedestrians or equestrians;
- On roads with good width and layout, parking and waiting restrictions in operation, and buildings set back from the road; and
- On roads that, wherever possible, cater for the needs of non-motorised users through segregation of road space, and have adequate footways and crossing places.

30mph speed limits are used for ‘built-up areas... with development on both sides of the road’.

The B3114 between Chew Stoke and Harptree is subject to a 50mph speed limit when this is a reasonable standard of road with no sharp bends or hills. However, it runs alongside the off-road section of the National Cycle Network (on-road sections to the north and south has 40mph speed limits). Similarly, a straight section of the A368 south of Chew Valley Lake has a 50mph limit where there is an adjacent cycleway but here there is also parking alongside the road.

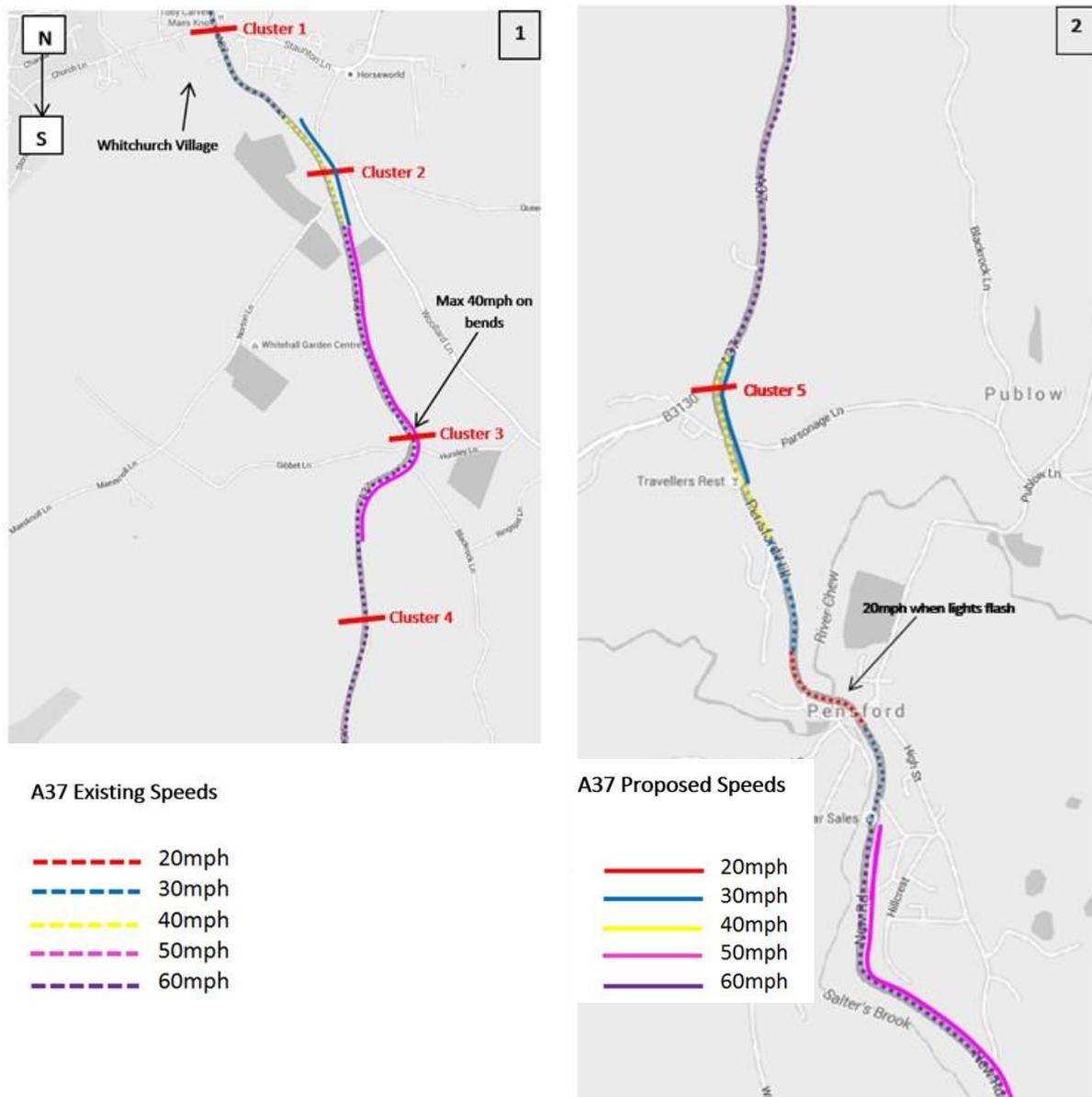
Based on the above guidance, together with the analysis of collisions and recommended measures outlined earlier, changes to existing speed limits are proposed on the A37 as shown in **Figure 4.32** to **Figure 4.34**.

It is also proposed to reduce the speed limit on the B3130 as noted earlier when considering traffic through Chew Magna:

- New 50mph speed limit from the A37 to the existing 40mph limit east of Chew Magna; and
- Extend the existing 40mph limit west of Chew Magna to the Pagans Hill roundabout.

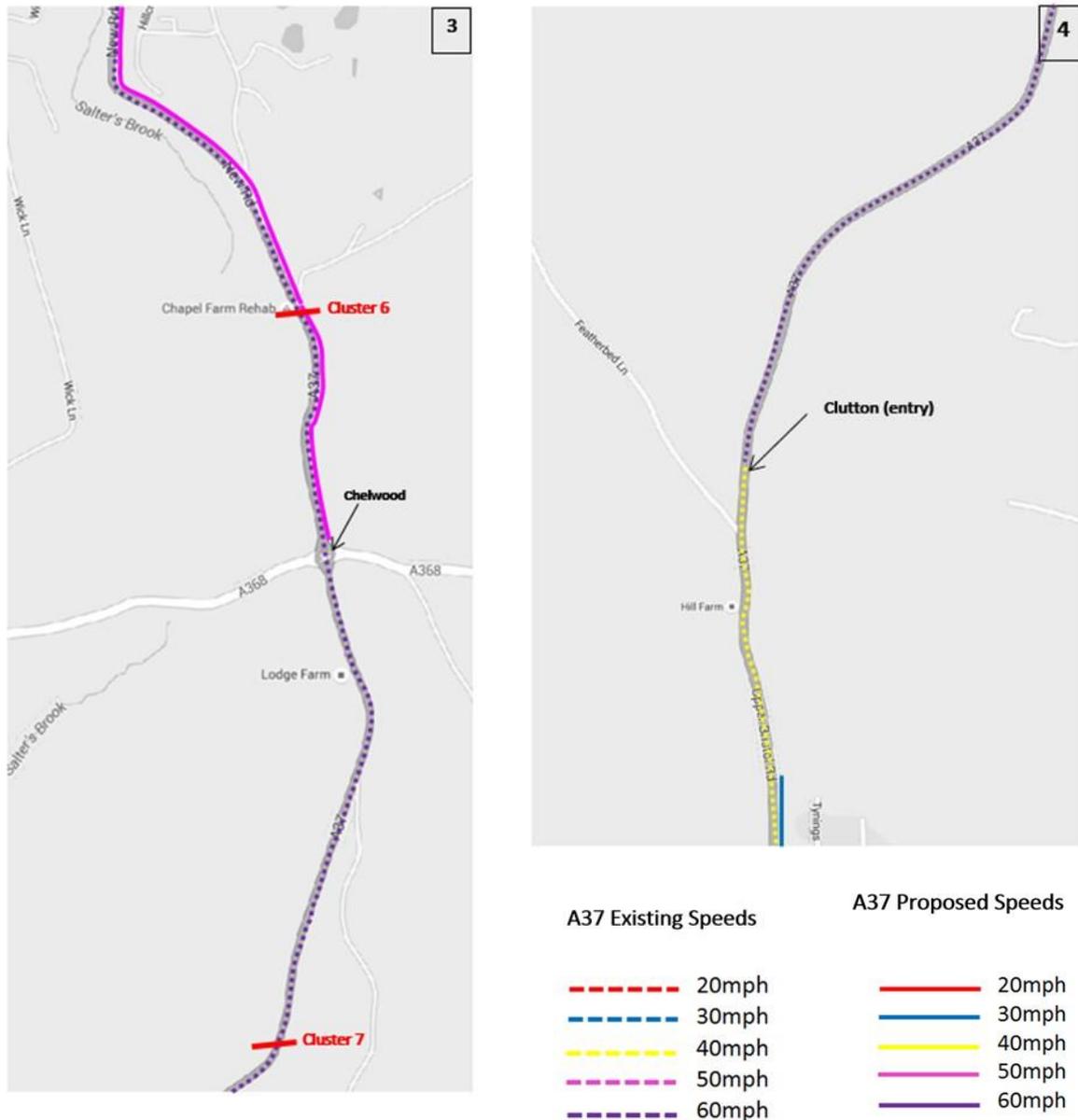
Key action: Extend sections of reduced speed limits on the A37 and B3130.

Figure 4.32: Proposed Speed Limits on A37 – Whitchurch to Pensford



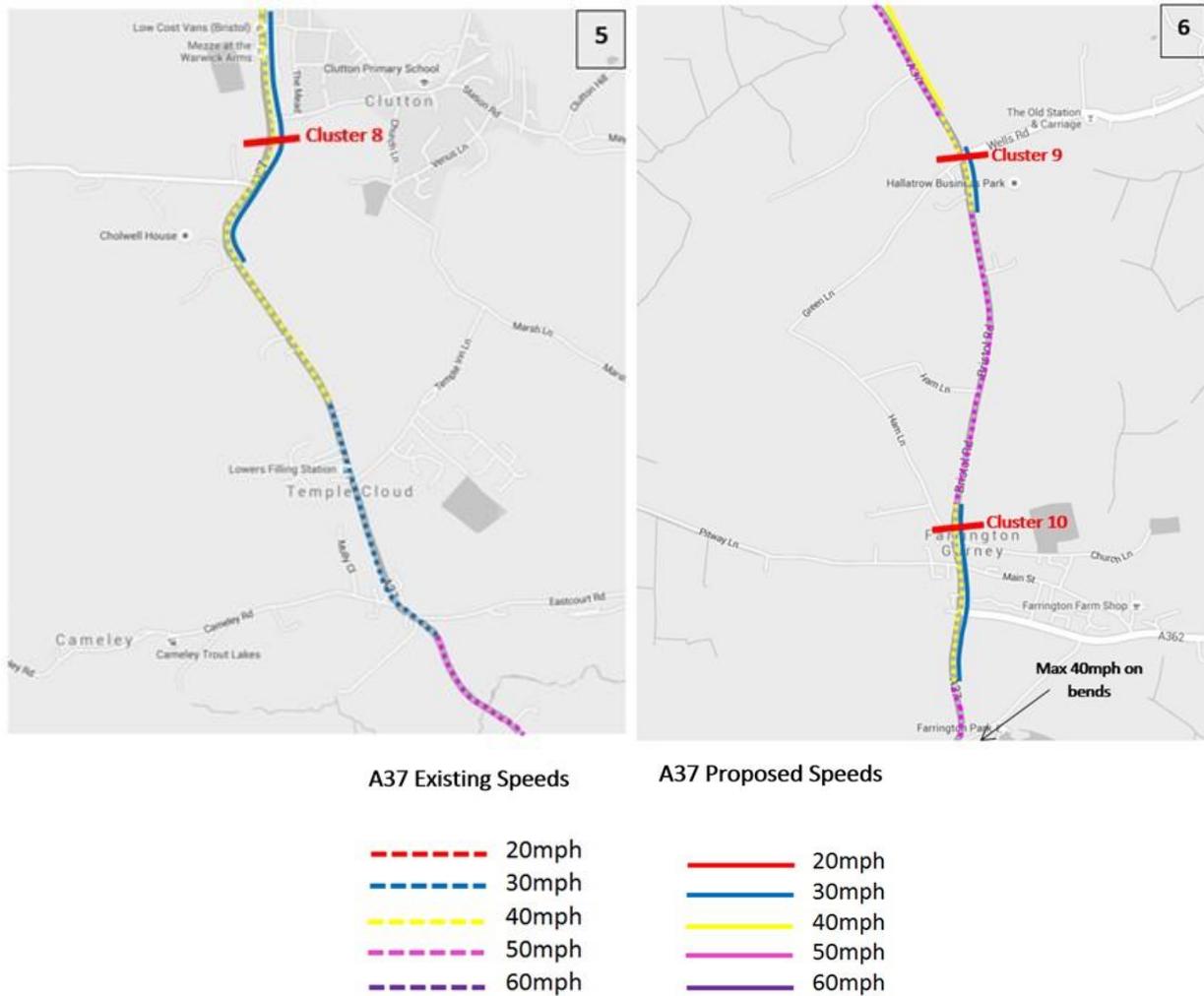
Source: Mott MacDonald.

Figure 4.33: Proposed Speed Limits on A37 – Pensford to Clutton



Source: Mott MacDonald.

Figure 4.34: Proposed Speed Limits on A37 – Clutton to Farrington Gurney



Source: Mott MacDonald.

4.13 Links with Other Areas

4.13.1 Other Rural Areas

Some of the principles developed for this strategy could equally be applied to other rural areas in B&NES as follows:

- Reduced speed limits to address road safety issues;
- Develop or link into a strategic cycle network;
- Improve pedestrian facilities where possible or introduce measures to help protect pedestrians from passing traffic.

4.13.2 Cross-Boundary Issues

We have undertaken dialogue with North Somerset Council regarding its supported services and involvement in the Total Transport Pilot Fund project. We have met with the other authorities in the South West involved with Total Transport to share experiences and ideas. For the Chew Valley, there is scope to consider improved coordination between B&NES and North Somerset Councils to define and deliver improved services.

On the planning side, co-ordination and co-operation with neighbouring authorities is a legal requirement. For Highways, cross-boundary working is particularly important when considering freight and the potential for HGV restrictions outside of B&NES to impact on roads within B&NES e.g. A368 in Somerset.

Key actions: apply the principles of improvements for the Chew Valley to other rural areas. The Council should work more closely with North Somerset Council to improve co-ordination of public and community bus services.

5 Consultation

5.1 Public Consultation Event

A public consultation event was held at Chew Valley School on 26 April 2016, with an online questionnaire available from 22 April to 9 May 2016. The questionnaire sought to obtain views on the existing transport problems and suggested priorities for improvements.

In total, 70 respondents completed the survey of which 52 were carried out during the consultation event and 18 online. A total of 48 people attended the event. Analysis of the demographics of respondents highlighted that 31% of respondents were over 65, with 28% in the 55-64 age bracket, correlating with the result that 36% of respondents were retired.

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 in the list below:

- 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 collisions;
- 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. All responses are detailed in **Appendix A**. Other reasons quoted for this included:

- Narrow local roads which are unsuitable for large vehicles, resulting in verges being mounted and damage to nearby properties;
- A37 is narrow through Pensford and causes a pedestrian safety issue;
- Poor maintenance of roads;
- Safety problems at junctions;
- Congestion on the A37;
- Limited local bus routes to access the main services on the A37, as well no parking available near to bus stops on the A37;

- Long bus travel times and infrequent services;
- Lack of bus shelters;
- Lack of co-ordinated bus ticketing; and
- No direct link to the rail network.

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.

Therefore, it was concluded that the proposed objectives are valid. For those that did not agree, the suggested objectives included:

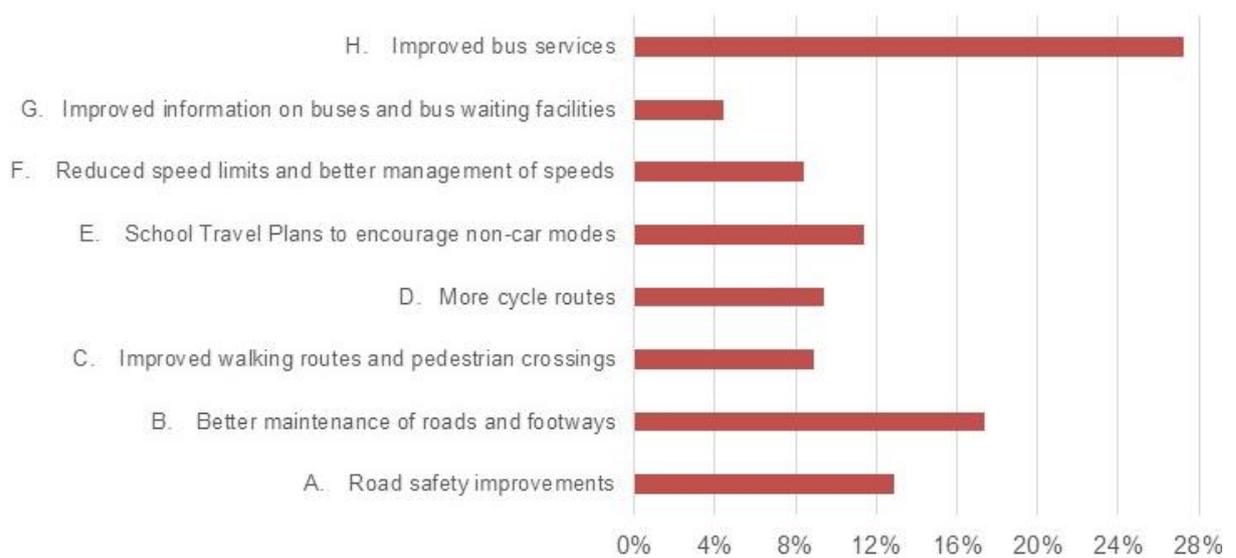
- Improving public transport, including links to main routes on A37;
- Widening local roads to cater for large vehicles;
- Improving access to local towns, not just Bath and Bristol;
- Improving parking in villages;
- Reducing car usage;
- Providing safe walking and cycling routes to schools;
- Better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

Of the possible improvements suggested to respondents (listed below), improved bus services (27%) was highlighted as the top priority (based on the number of responses being in the top three for priority). Better maintenance of roads and footways (17%), road safety improvements (13%) and school travel plans to encourage non-car modes (11%) were also popular as shown in **Figure 5.1**.

- A. Road safety improvements;
- B. Better maintenance of roads and footways;
- C. Improved walking routes and pedestrian crossings;
- D. More cycle routes;
- E. School Travel Plans to encourage non-car modes;
- F. Reduced speed limits and better management of speeds;
- G. Improved information on buses and bus waiting facilities; and
- H. Improved bus services.

Based on the results, it is clear that an improved bus service was a priority of the respondents but information and waiting facilities for buses does not seem to be an area of concern. Other improvements are also important to different people based on the range of results below and some support for all improvements was shown.

Figure 5.1: Prioritised Improvements



Source: Questionnaire results.

6 Conclusions

The Chew Valley's population of 11,000 is distributed across a large area with a number of small settlements for which there is a high level of car ownership and use. Population density is low and the range of journey purposes and destinations is wide, making the provision of collective transport very challenging. Although the number of households without a car is small – no more than 8% – the impacts of rural isolation can be considerable with restricted opportunities to access work, training and other facilities. This affects older and younger age groups particularly, with implications for the way in which the area is structured – limited access means that disparities emerge and social exclusion occurs. For example, younger people seeking work may be required to move away from the area or older people needing healthcare are disadvantaged. Chew Valley residents travel to a wide range of destinations for work including the Bristol area, Bath and beyond. Car journeys are much quicker than bus journeys and provide flexibility.

These problems are recognized in the Core Strategy which notes the importance of local facilities and a daily bus service for rural communities. The various Neighbourhood Plans support better walking and cycling routes and the reshaping of bus services to better meet local people's needs; vehicle speeds and traffic management are also concerns.

The strategy has considered traffic levels and collision data. Traffic flows appear to be consistent over time with peak traffic being notably higher than traffic at other times, especially in the morning associated with journeys to work and school; the proportion of heavy vehicles is very small (less than 2%). However, the impact of the largest vehicles is conspicuous, especially in Chew Magna where the roads are very constrained. Vehicle speeds are almost all within the current speed limit but there are incidents at particular locations which could be addressed by reducing the speed limit, illustrated by the recorded collision data. Specific measures are proposed where there is the potential to reduce collisions including junction adjustments on the A37, revised signing and alterations to speed limits.

Bus services are a key issue. Few daily services exist in the Chew Valley but there are weekly journeys to a number of destinations which are used by shoppers, almost exclusively by those eligible for the national concessionary travel scheme pass. Frequent commercial bus services use the A37 between Bristol and Wells to the east of the Chew Valley. It is proposed that the funding used to support the irregular services is redirected towards a replacement service for the Chew Valley to link various communities to transport hubs at Bristol Airport and the A37 corridor. This would widen journey opportunities, with appropriate transfer arrangements being implemented, adding scope to develop growth in the number of users. Issues surrounding various transport services are considered in more detail in the report on the Total Transport Pilot Fund for the Chew Valley.

The location of Chew Valley School requires large numbers of bus and car movements but, despite one service being introduced, there is limited scope to develop the return journeys as commercial services due to the time of day, vehicle type and routes involved. Community transport services are in place and, while of considerable value to those using them; they do not fulfil the wider role that they could. Dial-a-Ride operations based in Keynsham and Midsomer Norton have to travel some distance to serve the Chew Valley and the number of users is limited. However, there is potential for these operations to develop to provide a daily service linking to commercial bus routes or similar. There is also potential to re-cast the Chew Valley's current bus services in partnership with local operators to improve the offer.

The creation of a wider cycling network is to be supported. Promoting safe cycling for regular local journeys helps to reduce care dependency. Better links to Chew Valley School are seen as a priority, with off-road routes from Chew Stoke and Chew Magna plus a route between Chew Stoke and Bishop Sutton. A circular route around Chew Valley Lake is a long term goal but there are difficulties of land ownership for some sections. Nevertheless, much of the route could be completed by promoting quiet lanes to the south to complement the existing off-road sections.

Facilities for walking in many settlements are poor. Potential improvements in Clutton, Temple Cloud and Pensford are proposed to reduce pedestrian/vehicle conflicts. However, in many places, there is insufficient road space to accommodate a footway and lighting is poor but other measures such as kerbing, bollards and signing would be appropriate.

Consultation on the emerging strategy was undertaken. Particular concerns raised included deficiencies in bus services, traffic volumes, limited walking and cycling routes, accessibility to schools, colleges and healthcare facilities, road safety and mobility problems faced by older and younger age groups. While there was support for promoting sustainable mobility, other issues highlighted included limited parking space in villages, the impact of large vehicles, access to urban centres in addition to Bath and Bristol and links between villages. An improved bus service was a priority for respondents.

Appendices

Appendix A. Consultation Responses	97
------------------------------------	----

Appendix A. Consultation Responses

Have all of the most significant transport issues been identified above? If NO, what other issues should be included?

a) Existing roads to and from A37, A38, Chew Valley school and to and from the so called service village, Chew Magna, are of inadequate width for modern permitted dimensions of vehicles like farm tractors, trailers, HGVs and buses. b) So called rat running is not confined to traffic to Bristol Airport much traffic through the Valley originates to the south and east and heads into Bristol or towards the M5 at Portbury or vice versa to avoid the congestion in South Bristol or the incomplete ring road c) Insufficient provision of marked passing places on minor roads.

Park and Ride, or Cycle and Ride facilities on A37 to reach Bristol or Bath. There have been parking restrictions applied in Whitchurch and Pensford to prevent this happening. Given there are no regular bus services to the main arterial routes, it would seem appropriate to either provide them, or some car parking/ secure bike storage so people can connect with the commuter bus services.

We need REGULAR access to public transport into Bristol & Bath to make commuting viable and allow evening leisure trips. Best done by regular CV links to existing A37 & A38 buses.

The main transport issue is there is no provision for travel to any of the towns surrounding the Chew Valley i.e. Wells, Keynsham to allow access to better facilities, services and shops

The speed people enter villages where there are junctions. It's very difficult to pull out onto the A37 when cars go through at such volume and speed

Effective enforcement of existing speed limits.

It's not that 'issues' have been missed, rather than some might be over-emphasised. Traffic in villages is NOT an issue, neither is perceived rat-running. I'd like to see the stats on road traffic accidents, rather than a blanket 'significant numbers of', which is certainly not my experience. Lastly, the cycle routes that do exist are rarely used by cyclists, who keep to the roads.

A specific problem of heavy traffic on A37 through Pensford. Insufficient space for HGVs to pass on Pensford Hill resulting in vehicles mounting the pavement at speed, putting pedestrians at risk.

Poor maintenance of road markings (white lines and speed signs in roads). Poor maintenance of direction boards & finger posts on main roads. Inappropriate speed limits in residential areas on A37 (too high). Need traffic calming and width restrictions on A37 where it narrows on Pensford Hill & Belluton Lane area. Pot holes. Pollution caused by heavy goods especially around Pensford School.

Improve safety of pedestrians walking on the footpath of the A37 down Pensford Hill into Pensford. Exiting the A3130 to the A37 southbound is extremely difficult and we need to look to improve this.

What is the difference between "Rat running" to Bristol airport" and "Driving to Bristol Airport"? I travel frequently from my home in the Chew Valley to the airport for travel; perhaps once per week. Am I considered vermin for so doing? The use of the term "rat running" is an unnecessarily pejorative term for people who drive (or get taxis) to the airport, which given that many business flights leave at 6am and there are no buses at that time, is the only option. The term "rat running" is neither productive nor helpful. I could invent spurious complaints about other local residents "pig blocking" roads with their parked vehicles, or "cockroach scuttling" across roads with their wriggling maggot children. I don't, of course, because I understand that other people have the same rights as I do and I don't think calling them names is very nice.

No direct link to rail network

Driver knowledge/awareness for rural driving e.g. walkers/runners face oncoming traffic, approach bends widely for maximum vision in case of horses etc., the 'slow down' hand signal to warn a driver of hazards etc.

Severe damage to lane verges by overuse

Parking issues restricting traffic flows (e.g. Chew Magna at certain times of day)

Your wording is misleading - the issue is not so much 'poor access to public transport' as 'virtually NO public transport'. There are NO daily buses to Bath from Stowey Sutton and virtually NO buses to connect to Chew Valley School.

1. Damage to properties caused by high sided vehicles that damage walls, guttering etc. of properties that front the highway. 2. Air pollution to pedestrians and children caused by traffic jams as well as heavy traffic use.

Speeding through villages

Easier access to railway stations and the airport. Congestion on key main roads such as the A37. Insufficient attention to the entirely reasonable car-dependence of rural dwellers and workers.

Have all of the most significant transport issues been identified above? If NO, what other issues should be included?

Social isolation for people without transport

Junction safety - poor junctions on A368/Stanton Wick + A368 Knighton Farm, also Junction B3130 at Toll / Round House, Stanton Drew - Bromley Road is a 'rat run' from A368 onto Moor Ledge Lane

The impact of poor public transport on people's health needs to be recognised. People without access to a car are likely not to attend health appts, especially regular courses such as physio, targeted exercise etc.

rat running generally has become a huge problem through villages

rat running throughout the lanes, poor access to motorway network

inappropriate road alterations near proposed new developments e.g. proposal at end of Maynard Terrace Clutton where roads are narrow and can't be widened this should act as a restriction to new development

Rat running between A37 and A39. No P&R for commuters travelling south into Bristol without them having to drive into Bristol and go to Brislington. A southern P & R is much needed

Bus to Bristol - journey too long. Bus is circular so nowhere in Chew Valley is easily accessible

Bus shelters in Chew Magna

Access to Bristol + Bath hospitals

No public transport available to emergency care at Hengrove, South Bristol. Poor/no transport serves all Chew Valley Villages

Are speed limits meeting their objectives?

Price of public transport is a huge problem. And if the local service doesn't get you to the right part of Bristol it's another £4 or so. Integration into Chew Valley services with Bristol (& Bath) services so that a day ticket would take you right through the network would be a huge improvement. Frequency of public transport - below a certain number of services per day it is often no good - for leisure or for the very many people who work shifts N.B low wage jobs are most often shift jobs & are done by those who can least afford to run a car

Speeding traffic (some excessive) in residential areas. Access to hospitals in Bristol and Bath for outpatient appts and visiting in patients

poor frequency of bus services

Speed limits are not enforced, with cars travelling too fast on narrow lanes on Tunbridge Road particularly in Chew Manga

Street lights, pavements, only one bus into town once a week

Do you agree in general with these objectives? If NO, what objectives should be included or should any be excluded?

A) Road widening schemes on all roads to provide for two large vehicles to pass each other safely as well as a cycleway cum footpath particularly on the A368 and the routes to the service village and Chew Valley School

More jobs in rural areas so not having to commute to Bristol. Cheaper public transport. Stop commuters cutting through lanes. Buses to Bath and Keynsham not just Bristol

need to improve pedestrian links from small groups of houses to main villages and bus stops

The main objective is to provide adequate bus routes not just to Bristol/Bath but to Keynsham, Wells, Midsomer Norton and other small towns to improve access to services such as Dentists, Banks, and other day to day activities.

Increased house-building in the valley is seriously adding to difficulty and danger on already overloaded road system.

Improving public transport to Bristol and Bath should be the primary objective, either with direct buses or links to a transport hub around Chelwood or Clutton. Even with improved public transport, people need to understand that private cars are a necessity of rural life. Attempts to slow traffic, with chicanes or 20mph zones should be stopped except at accident black sites.

Do you agree in general with these objectives? If NO, what objectives should be included or should any be excluded?

Villages, like Chew Stoke, should not be allowed to try to cut themselves out of transport routes with initiatives designed purely to annoy drivers. 30mph in residential areas & national speed limit, usually 60mph, in other areas, particularly A-roads. Similarly 'enhancing the environment' or 'improving quality of life' should not mean restricting private car use. Cycle lanes should be encouraged where they are in addition to existing roads, rather than reducing space for other road users. Similarly, pavements should be added in villages, perhaps even between villages, where this can be done without reducing road widths. Lastly, roads should be properly maintained, rather than poorly patched - this leads to further problems & further patches.

Improved parking in villages e.g. Pensford, for residence on the main road without off street parking and to support the local businesses

We work from home and tried to employ an individual to work in Bishop Sutton. We had to meet them at a bus stop in Chelwood and eventually this became unsustainable and stopped employing the person.

Better transport links between local villages would help promote using their facilities. Increase frequency of bus link to Bristol and maybe introduce connection to Bath. Could this be extended to include evenings? (Maybe on weekends?)

Specific commitment to improved public transport in under-served areas.

Reducing car usage

These are very bland objectives. I would like to think that B&NES councillors have been to Bath's twin towns of Alkmaar and Braunschweig to see how the quality of life, the environment and general accessibility are hugely improved by dedicated tarmacked cycle lanes alongside almost every main road, pedestrians and cyclists having total priority in the city centre, and public transport being frequent and very heavily subsidised by the tax payer. Furthermore, it should surely be a key objective that pavements and cycle routes are safe enough to ensure that almost no child needs to be driven to school.

Improving access to Bath and Bristol by public transport not just for workers but for the retired and others.

There needs to be greater pedestrian access between villages and local amenities. For example between Bishop Sutton and Chew Valley Lake

Improved access to main line rail and to airports Improved parking to help revive village shops and services

1 and 3 are too vague, there needs to be some prioritisation otherwise nothing will be achieved Greater community involvement is required, e.g. community transport. Some of the others are unrealistic (e.g. better bus services)

Ensuring inclusion of improving capacity for economic development

Improving capacity for economic development

But there is no direct access to Bath from Stanton Drew, and times do not encourage community. Connect Stanton Drew via Sandy Lane to Chew Magna as a cycle path

but would like the word "health" in there somewhere

walking and cycling would be possible only if rat-running is reduced considerably as it is just too dangerous

improving public transport

Regarding residents in Ubley many are elderly and cannot walk to main road to catch bus. Smaller bus needed

A key objective will be to promote the use of public transport, by short link connections from rural areas to the main 'artery' transport routes. This might be accomplished by cheap + frequent minibus. Routes to A38/A37 are the more frequent journeys from (?) routes to each town/city. This would reduce the rural reliance upon cars, relieve congestion (see diagram on back page)

In this rural area enhancing access for cars is also important including providing parking at the main commercial and business villages

Access to education in Bristol, Bath and North Radstock particularly for students who take up vocational courses instead of academic 6th form

also improve access to shopping etc. in Bath and Bristol

Should any other types of improvements be considered?

A) Road widening schemes on all roads to provide for two large vehicles to pass each other safely as well as a cycleway cum footpath particularly on the A368 and the routes to the service village and Chew Valley School

Major rethink needed at top of Pensford Hill and through the village due to high volume of accidents. Something to stop people cutting through lanes to get to work, they drive too fast and volume of traffic is too high for the lanes. Cheaper bus fares so people actually use them. More buses to Bath and Keynsham - a lot of people work there not just in Bristol!

Park and Ride, Cycle and Ride

A halt to the current reckless and irresponsible housebuilding in Chew Valley. Infrastructure patently unable to cope. Traffic accidents steadily increasing.

Cycle / walking trail round entire circuit of Chew Valley Lake

Of the options listed, these are the best. Reducing speed limits & adding traffic management should NOT be encouraged.

More weight limits to discourage lorries in the villages. Cycle routes need to be separated from the road user but how will this be achieved with mostly narrow roads. reduced speed limits only mean drivers are queuing longer and therefore more air pollution created

I think that the cycle routes should be improved but it should be acknowledged that a lot of cyclists use the Chew Valley are cycling in large groups (such as cycling clubs) trying to cover large distances - they are not just family groups trying to cycle to villages. If cycle paths are put in place then there needs to be some way of encouraging these groups to use them as they cause particular problems on narrow roads as they are too big a group to overtake when driving and sometimes their groups are split so you have to try and overtake several smaller groups in close proximity to each other.

It would be good to have safe access to Chew Valley to encourage children to cycle/walk

Speed limits below 30mph on A roads, unless outside schools, are unnecessary. I cycle faster than 20mph.

Buses to the nearest railway station(s)

Cycle routes should not be shared with cars, this is dangerous especially when a cycle path is marked on the road as the verges are often full of trash yet drivers drive aggressively squeezing cyclists - the Dutch model of shared territory is better as everyone proceeds more slowly due to uncertainty over space prioritisation. Other improvements could include advice for rural driving leaflets etc. available at pubs and restaurants in the Valley

Restrict use of B3130

Parking & congestion

Once park and ride facilities for Bath are fully in place (incl. Lambridge) - and B&NES is to be applauded for the superb extended facilities at Newbridge - then a congestion charge should be introduced for Bath, as is now commonplace across cities in Europe.

Speed limits are only effective if enforced. We have a 20 mph limit in the village which everyone ignores

Improved flow on A roads to reduce journey times and pollution.

Investigate a circular bus service within the Chew Valley that would allow passengers to connect with the frequent bus services to and from Bristol that travel along the A37 and the A38

My top priority would be personal transport for vulnerable people. Something like subsidised not for profit taxis or dial a ride type services. I don't want to cloud my answer by suggesting any of the above options are my first priority. I think this questionnaire is flawed because you have only considered public bus services.

Enhanced community transport services

Links to existing bus services with safe connections and parking. Adequate parking in busy villages and caution that the streets should not become a sort of park + ride. Caution and management on any new developments to ensure adequate parking available for construction workers who block economic development + village activity

adequate car parking in village centres, especially when new developments are underway

Consider cyclical minibus as per in Pembrokeshire that would circumnavigate the Chew Valley. Maybe use the school

Should any other types of improvements be considered?

buses / mini buses to continue after school drop offs for the wider community [puffin buses in Pembrokeshire] great for commuters, tourists, general users - boost economies of villages + improves tourism in and out of Bath. Make improvements BANES centric out to CV to improve economies of BANES settlements.

better community transport aimed at supporting non-drivers to access health facilities, especially in Keynsham , Paulton, MSN

orbital connection to major south routes

more consideration of transport issues with planned new developments

No shelter when waiting for bus in Chew Magna

more speed checks

utilising community transport schemes, link services to main bus routes

"bus only" dedicated routes at specific periods on rural roads to give exclusive routes (using public transport) and excluding private motorists as key commuting periods owning the street

reduced speed limits and speed management are different if the 30mph limits were better enforced the need for lower speed would not be needed

Following on the above I think it would be sensible for buses from Chew Valley not to go right into the city centres but to run a regular shuttle to a sensible transport hub where connections could be made. Perhaps Parson St. station in Bristol (to coincide with hourly services into/from Temple Meads to pick up town buses). Perhaps the Park&Ride on Upper Bristol Road in Bath. I cannot emphasise enough how the lack of frequency/regularity is a real barrier to use, as well as once.

Appendix B: 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