

Bus Service Improvement Plan: Proposed infrastructure changes on the A38, A370 and A369

Comments from Yatton Parish Council

The Parish Council is in agreement with North Somerset Council's objectives to improve bus journey times, making services more attractive so increasing bus usage and reducing bus operating costs. Overall we welcome these proposed infrastructure improvements.

However, following the recent withdrawal of service 54 and the planned withdrawal of the X2 on 9th October, the Parish Council considers the lack of any buses serving the villages of Yatton and Claverham to be totally unacceptable. **For us the re-instatement of bus services is the number one priority.**

We will confine our comments to the infrastructure changes proposed for the A370.

2. A370 Long Ashton bypass

We welcome the proposed changes. Our only concern is to receive an assurance that there will be clear signage and road markings associated with the short gap in the Bristol bound bus lane from the Gurney Roundabout for vehicles exiting onto the offslip for the B3128 which serves the Park & Ride, and that the short gap will be of adequate length to ensure safety.

3. A370 at Brockley Combe

We are in agreement with the proposed changes.

4. A370 at Wood Hill

We are happy with the proposed changes to the junction.

However we are *not* in agreement with the proposal to encourage more vehicles exiting Yatton to turn left along Wood Hill and away from the Smallway Junction.

Wood Hill is a narrow road, already with two way traffic (except for the final short section approaching the junction with the A370, which is one-way). Being relatively free of traffic, this road is an attractive route for cyclists and pedestrians so we do not consider it to be an environmentally friendly or sensible move to encourage more vehicles to use this route.

5. A370 at Congresbury Smallway junction

As noted, the Smallway junction is a key interchange for traffic to and from Yatton. There have been frequent major and minor accidents at this interchange, so in our view the ***number one priority for this junction is to improve safety***. For example, vehicles approaching the junction from the north and turning right into Smallway should not be allowed to proceed whilst the light is green for Bristol bound traffic approaching the junction from the south.

The proposed extension of the existing bus lane approaching the junction from the north, and the proposed new bus lane approaching from the south are welcomed in principle. However, we have significant concerns about the removal of the footpath on the redesigned left turn lane from the A370 northbound to Smallway West. It is stated that crossing points across the A370 both north and south of junction and Smallway West will be ***considered***. In our view these crossings will be ***required*** if the proposed changes were to be implemented.

To minimise the length of the queue of traffic coming from Yatton the intelligent synchronisation of the traffic lights with those at the junction of the A370 and Congresbury High Street (B3133) is essential. We are not convinced that these two sets of traffic lights are optimally synchronised at present. Synchronisation with the proposed lights at the redesigned Wood Hill junction should also be considered.

Any plans to improve this junction should include considerations for bus services to and from Yatton. Such considerations are absent in the current plans.

We would welcome a dialogue with North Somerset Council and Congresbury Parish Council during the detailed planning stages for any and all proposed improvements to the Smallway junction.

Yatton Parish Council
3rd October 2022

Parish Council Bus Service Survey

At the meeting organized by Dan Norris to discuss local bus services on 21 September, we noted plans to issue a questionnaire survey to Parish Councils to identify the challenges and opportunities for local bus services across the region.

If you have views on local bus services that you would like to share with officers at the Combined Authority, we would be grateful if you would complete this short questionnaire and return it to:

Transport.Operations@westofengland-ca.gov.uk by Tuesday 4th October.

Bus services operating in the West of England

Most of the bus services operating in the West of England are 'commercial services' run by private businesses for profit.

The Combined Authority has little influence over these services. However, we work with the bus companies to improve journeys through improved bus priority, bus stops, electronic real-time information, and publicity.

On commercial services, the Combined Authority has no direct control of the route, timetables, or fares. It does however improve the infrastructure - such as bus stops and bus lanes.

The Combined Authority does not pay anything towards keeping these services running except reimbursing bus companies for free travel by concessionary fare cardholders, which is a government requirement.

A relatively small number of bus services are financially supported by the Combined Authority for the following reasons:

- At times when commercial operators claim services or parts of services are unprofitable such as: routes with low passenger numbers, early morning services, late evening services and Sundays.
- On routes which are deemed to be socially necessary or help connect commercially operated routes e.g., hospital or shopper services.

These financially supported services are known as Supported Bus Services.

Question 1

Please state which Parish Council you are representing?

Parish Council: Yatton Parish Council

Contact Name: Aleana Baird

Contact Details (email address): clerk@yatton-pc.gov.uk

Question 2

Thinking of the bus services which serve your Parish area, do you have any suggestions on how to improve these services (Please include the service number in your response)?

Following the recent withdrawal of service 54 and the planned withdrawal of the X2 on 9th October, the Parish Council considers the lack of any buses serving the villages of Yatton and Claverham to be totally unacceptable.

We are the largest village community in the North Somerset area with a population of around 10,000, and rapidly increasing, with several hundred new homes having been recently built and planned. We need to encourage the use of public transport to reduce the use of private cars and air quality - our High Street has a huge volume of traffic and regularly suffers from long queues and on several occasions every year, complete grid-lock. Air quality for residents on the High Street is becoming a real issue.

For us the re-instatement of bus services is the number one priority.

Question 3

Which of the following improvements would encourage your residents to use the bus service more often? (Please tick as many as apply)

- When our bus services are re-instated, more frequent, later finish times and cheaper fares will encourage residents to use our bus services more often.
- Overcrowding has not been an issue

Question 4

Do you have any suggestions for new services which would help residents in your area?

When describing potential new service, please include reference to the following:

- Area served (please include a map if easier)
- Stopping points
- How often would the service operate
- Who might use the service and for what purpose

We urgently need to re-instate bus services in Yatton and Claverham. The areas previously served and the stopping points are in themselves satisfactory.

What we need are **FREQUENT**, **RELIABLE** and **CONSISTENT** bus services connecting Yatton and Claverham with Clevedon, Bristol and Weston-super-Mare.

FREQUENT: (Ideally) hourly, weekdays, Saturdays and Sundays.
Early morning and late evening services are needed.
For many years we have had NO bus services on Sundays

RELIABLE: In the recent past we have suffered from reliability of our bus services,
For example, the X2 service just doesn't turn up on occasions.

CONSISTENT: Over the decades the bus services have been changed frequently.
Ever changing bus service numbers, bus routes and timetables are confusing, and give our residents little confidence to go by bus.

One of the main reasons cited for removing our bus services is low passenger numbers. We dispute some of the statistics provided to us, but in any case for those residents without private cars who, for example, need to travel to their places of work or study, or to hospitals and medical centres, the services are **essential**.

We believe the way to increase passenger numbers is to provide frequent bus services that can be relied on, and to provide well-publicised services which remain unchanged as far as is practicable in terms of service numbers, routes and timetables.

Thank you for your suggestions

Yatton Parish Council

Recommended Green Measures for inclusion with Planning Application Comments.

Recommendations to Developers

- Developers should commission a Building Performance Evaluation for the design, construction and handover stages of development.
- All new houses should come with an easy user guide to cover the heating and ventilation systems and controls, metering and energy generation.
- All developments should demonstrate actions taken to reduce resource use and maximise opportunities for reuse through the use of a Circular Economy model.
- All developments should demonstrate actions taken to reduce embodied carbon and, for large developments, a Whole Lifecycle Carbon Assessment should be submitted.
- Where feasible, new homes should not be connected to the gas grid; either a low carbon heat network or individual heat pumps should be included in all new homes as standard.
- Where feasible, 100% of the electricity demand for new residential developments should be met on-site.
- New residential streets should be suitably tree-lined in accordance with NPPF (2021) as standard, with further trees planted in community orchards and gardens. Developers should consult Town and Parish Councils and NSC's Tree Officer to identify opportunities for planting projects and ongoing maintenance.
- All new developments should demonstrate that they have adhered to the Biodiversity Mitigation Hierarchy and have achieved >10% net gain in biodiversity as required by the Environment Act (2021).
- All new developments should demonstrate that they are managing water across their site to create multifunctional "green" sustainable drainage systems.
- Active travel should be promoted through clearly marked and separated walking and cycling routes that link to public transport routes. Secure and weatherproof cycle storage should be incorporated in all developments.
- All developments should include or support allocated space for communal food growing.
- All developments of twenty-five or more dwellings should provide a 3D render, as part of the planning application, which can be "flown through" on-screen in order to facilitate assessment of the street scenes, sight lines and views.
- All developments should use natural hedges in preference to walls and fences wherever possible.

Recommendations to Householders

- Building works should use construction materials that are sustainable, made with recycled content, easily reused or recycled, and that save energy.
- For any project, install one or more electric vehicle charging points if feasible.
- For any new roof or roof refurbishment that will face between south-west and south-east, install photovoltaic panels or use photovoltaic tiles.
- When making alterations to gutters and downpipes, install a rainwater butt.
- For any construction of new walls, use the highest practicable grade of thermal insulation.
- For any project involving alteration or installation of a toilet, use a dual-flush model.
- For any project involving paving, patios and/or driveways, use water-permeable materials.