

Bath & North East Somerset Council

MEETING	Communities, Transport and Environment Policy Development and Scrutiny Panel	
MEETING	14 September 2015	
TITLE:	Transport Strategy for Chew Valley and Somer Valley	
WARD:	Chew Valley North & South, Mendip, Radstock & Westfield	
AN OPEN PUBLIC ITEM		
List of attachments to this report: Appendix 1: Terms of reference for the Somer Valley and Chew Valley Transport Strategies Appendix 2: Chew Valley Total Transport Pilot		

1 THE ISSUE

- 1.1 This report provides the Panel with an update on the Somer Valley and Chew Valley Transport Strategies which have been recently commissioned as well as the work on the Total Transport Fund recently awarded by Department for Transport.

2 RECOMMENDATION

- 2.1 The Panel are asked to note the progress made on this work and are invited to comment on the Terms of Reference attached at Appendix 1.

3 RESOURCE IMPLICATIONS (FINANCE, PROPERTY, PEOPLE)

- 4 Expenditure incurred for development of the transport strategies for Somer Valley and Chew Valley are expected to be wholly funded through use of £55k of reserves as outlined by member resolution from the meeting of Council in February.
- 5 Costs for the additional works surrounding the review of bus services is being wholly funded through a grant from the Department of Transport for £60k.

6 STATUTORY CONSIDERATIONS AND BASIS FOR PROPOSAL

- 6.1 Sustainability and Equality.

7 THE REPORT

7.1 The Council at its meeting in February 2015 agreed to earmark up to £55,000 within the Financial Planning Reserve to enable the commissioning and production of;

- A transport strategy for the Somer Valley;
- A transport strategy for the Chew Valley and rural areas

7.2 This work has now been commissioned and the terms of reference is attached as Appendix 1. We have appointed Mott MacDonald to undertake this work following a competitive tender. Members will recall that Mott MacDonald have recently completed Transport Strategies for both Bath and Keynsham.

7.3 This commission also requests that the Mott MacDonald review speed limits and the accident records on the A37 particularly in the vicinity of Pensford and recommend appropriate measures for the Council to consider to improve the environment for residents in villages on this busy route.

7.4 We have recently been awarded funding from the Department of Transport to review the provision of all forms of community, public health and supported bus services (including home to school travel) within the Chew Valley. The aim of this work is fully explained in the terms of reference attached as Appendix 2.

8 RATIONALE

8.1 This work will provide Transport Strategies for the whole of the District informing the Council's placemaking plan.

9 OTHER OPTIONS CONSIDERED

9.1 The work could have been undertaken in house but the procurement of a dedicated resource was agreed to allow existing staff to focus on priority work.

10 CONSULTATION

10.1 The Strategies will be subject to consultation with stakeholders and the public both on the problems within these areas but also on the draft Strategy once it has been produced. The Connecting Communities Forum will be used to provide a focus for these discussions.

11 RISK MANAGEMENT

A risk assessment related to the issue and recommendations has been undertaken, in compliance with the Council's decision making risk management guidance.

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Background papers	
Please contact the report author if you need to access this report in an alternative format	

Appendix 1

Terms of reference for the Somer Valley and Chew Valley Transport Strategies.

To draft a Transport Strategy for the Somer Valley to consider the following:

- a) An appropriate transport vision and objectives, taking account of existing objectives set out in the Joint Local Transport Plan and by B&NES Council, including those established through the West of England partnership with other authorities; and those defined by B&NES specifically for the Bath and Keynsham Transport Strategies.
- b) Assess the effect of the proposed developments in the Council's Core Strategy and Placemaking Plan on the road and Public Transport network and propose mitigation where appropriate. The Core Strategy establishes the overall level of residential and employment development to be provided in the Somer Valley between 2011 & 2029. Some of this development has already been completed and a number of sites have planning permission. The Council is also currently preparing a Placemaking Plan which will allocate specific sites for development. Midsomer Norton Town Council is also preparing a Neighbourhood Plan which will influence the location and type of development. A list of the proposed and anticipated development sites is set on the Council's web site¹.
- c) In addition to allocating sites for residential development the Council's Placemaking Plan will also identify and allocate sites to provide new employment space and to meet identified need for additional retail floorspace. Sites currently under consideration include
 - i. land in the Old Mills area for employment development and
 - ii. either South Road Car park in Midsomer Norton Town centre or the Former Welton, Bibby & Baron site to the north of the town centre for retail development to include a food store.The consultants are asked to assess what are the likely implications of these redevelopments on the road network and parking provision. Recent parking survey information and queue lengths for relevant junctions will be available to inform this element of the work. A more detailed specification for this work is set out in Appendix 4. An early indication of the conclusions in respect of South Road Car park will be required to inform the Council's Placemaking Plan.
- d) Review the supply and future demand for car parking within both Radstock and Midsomer Norton.
- e) Consider what strategy the Council should follow in managing the A367 to Bath, the A362 to Frome and the A37 to Bristol
- f) Identify key priority cycling routes and other aspects that will benefit the cyclist both in urban and rural areas, taking account of the recommendations of the B&NES/Sustrans Strategic Cycle Network Review.
- g) Identify key priorities and potential improvements that could be made for those on foot and any constraints for those with mobility difficulties.
- h) Consider the links (road and public transport) south into Somerset and recommend costed improvements particularly towards Frome.
- i) Recommend strategic public transport (bus) improvements connecting Midsomer Norton and Radstock with key destinations including Bath and Bristol. There are currently Statutory QPSs for these corridors which expire in 2017 and 2016 respectively. The Consultants are

¹ <http://www.bathnes.gov.uk/services/planning-and-building-control/planning-policy/evidence-base/strategic-housing-land#twoone>

asked to consider/recommend how these partnership relationship with bus operators should develop.

- j) To consider if further reviews of speed limits should be undertaken in the light of the recommendations in Appendix 2 and the recent implementation of 20 mph schemes in the area

Chew Valley and Rural Areas:

- a) An appropriate transport vision and objectives, taking account of existing objectives set out by B&NES Council, including those established through the West of England partnership with other authorities; and those defined by B&NES specifically for the Bath and Keynsham Transport Strategies.
- b) Review HGV routes into and through Chew Valley and recommend a strategy to reduce their impact
- c) Consider if any action should be undertaken to better manage through traffic particularly to Bristol Airport through Chew Magna
- d) Review the supply and future demand for car parking within Chew Magna.
- e) Review the public and community transport network and recommend a costed programme of improvement in the light of the work commissioned through the 'Total Transport Pilot Fund' project discussed below.
- f) Consider if there are any concentrations of Road Traffic Collisions (RTC) which require remedial action by the Council.
- g) Consider what improvements might be required in the cycle and walking in the Chew Valley taking account of the recommendations of the B&NES/Sustrans Strategic Cycle Network Review.
- h) To consider if further reviews of speed limits should be undertaken in the light of the recommendations in Appendix 2 and the recent implementation of 20 mph schemes in the area
- i) Consider what approach the Council should take to managing traffic on the A37, A39 and A367.
- j) To consider what relevance this strategy might have for other rural areas particularly the recommendations associated with the Total Transport Pilot Fund commission for example the future role of shared taxi schemes.

A37

1. The A37 provided the main road link into Bristol from the Somer Valley and is a typically busy A road with a significant number of HGVs. What is particularly problematic is the impact that these HGVs have in the villages along this road, particularly Pensford and Clutton. In Pensford the gradient of the road within the village and the particularly narrow width available for the footway creates an intimidating and potentially dangerous environment.
2. The consultants are requested to review both the speed limits on this road and accident data and recommending remedial measures to improve the pedestrian environment within the villages on this road and mitigating the impact of this traffic.

Appendix 2

Chew Valley Total Transport Pilot

The Council has recently been successful in a bid to DfT for funding under its 'Total Transport Pilot Fund' initiative. This funding is intended for the review and development of better strategies for the alignment of all forms of passenger transport within the Chew Valley including public transport, community transport, home-to-school transport and non-emergency patient transport.

The Geographical Area:

Describe the geographical area covered by this proposal. Preference will be given to bids from rural and rural-outer urban areas.

The parishes of Chew Magna, Chew Stoke, Compton Martin, East Harptree, Hinton Blewett, Nempnett Thrubwell, Norton Malreward, Stanton Drew, Stowey Sutton, Ubley, West Harptree.

Collectively, these parishes form the Chew Valley area, which falls within the "Rural-80" category of eligible areas.

Description of the types of transport provision covered by the bid:

Briefly identify the transport services and operators that will be integrated under the scheme.

- (i) Registered local bus services operated in the area by Abus, Bath & North East Somerset Council, Bugler Coaches, Citistar, Somerbus;
- (ii) Home-to-school transport operated under contract to Bath & North East Somerset Council by Citistar, Eagle Coaches, Filers Coaches, Glenvic Coaches and Somerset Transport Services;
- (iii) Community transport provided by Keynsham & District Dial-a-Ride, Midsomer Norton & Radstock Dial-a-Ride, Chew Valley Community Transport;
- (iv) Non-emergency patient transport procured by the NHS.

Description of Proposal:

Enter a brief description of the outputs for which funding is sought. Explain how the measures proposed will deliver an integrated transport solution.

- (i) Network review of current provision;
- (ii) Consultation with service commissioners, providers, users and stakeholders;
- (iii) Feasibility study to identify scope for service integration;
- (iv) Further discussion with service commissioners and providers on options to deliver an integrated transport solution;
- (v) Detailed implementation plan submitted to DfT;
- (vi) Delivery of plan after approval by DfT;
- (vii) Monitoring and evaluation of outputs.

Progress on integration to Date and Further Scope to Integrate Services

Progress to date in integrating public road passenger transport services

Describe what initiatives or policies you have introduced or are pursuing that demonstrates a desire or intention to implement an integrated transport solution in the areas identified in the bid. What operators and stakeholders were or are involved?

- (i) Internal bi-annual review of home-to-school transport provision against the evolving bus network;
- (ii) High-level internal review of transport as part of corporate Strategic Review;
- (iii) Use of in-house fleet to provide 2 local bus services (752 and 754) between school start and finish times;
- (iv) Financial support for bus operator (Abus) to use school bus to operate local bus service 67 between school start and finish times;
- (v) Encouragement of community transport providers to obtain Section 22 permits and tender for home-to-school and local bus service contracts;

- (vi) Bi-annual meetings of all community transport providers in B&NES to share best practice, also attended by B&NES Healthwatch to give feedback to the CCG.
- (vii) Briefing Paper by Member Champion for Community Transport entitled “The future of a dial-a-ride community transport scheme in the modern world,” making the case for community transport to play a bigger role in health transport provision and arguing that provision forms part of the wellbeing agenda.

Further scope to integrate services

Outline what further integration you propose to introduce as part of this bid. Also include information about the extent to which you have already developed your ideas and discussed or obtained sign-up from relevant internal and external stakeholders.

- (i) The Village Agent Project Co-ordinator in the Chew Valley collects information from local communities on unmet transport needs;
- (ii) B&NES Healthwatch collects information on issues around transport for medical appointments;
- (iii) Introduction of integrated services will be subject to approval of the implementation plan that will be drawn up at the fifth stage;
- (iv) We will work with North Somerset Council (whose area adjoins that covered by this bid) if that authority is successful in its bid and aim to develop a joint delivery plan.