

A Transport Strategy for the Somerset Valley and Chew Valley

**Peter Dawson
Group Manager
Transport Policy**



Somer Valley and Chew Valley Transport Strategies

November 2015

Bath and North East Somerset – *The place to live, work and visit*

Somer Valley

- High car ownership – only 4-16% of households have no car available
- Road casualties and speed limits
 - Accident clusters being identified
 - Remedial works proposed e.g. junction layouts, signing
- Car parking in Midsomer Norton and Radstock
 - South Road car park well used every day
 - No other possible sites
 - Public parking stock about right
- Large superstore in South Road car park could not be accommodated without displacing parking; smaller store would need to re-provide spaces

Somer Valley

- A367 to Bath, A362 to Frome
 - Many constraints
 - No space for remedial measures but improved signing etc. will help reduce vehicle speeds
- Review of A37
 - Additional pedestrian crossing arrangements may be required
 - Some junction layouts could be reviewed
 - Speed limits acceptable but signing could be improved
- Bus options
 - Variety of services available to range of destinations
 - Service information difficult to find

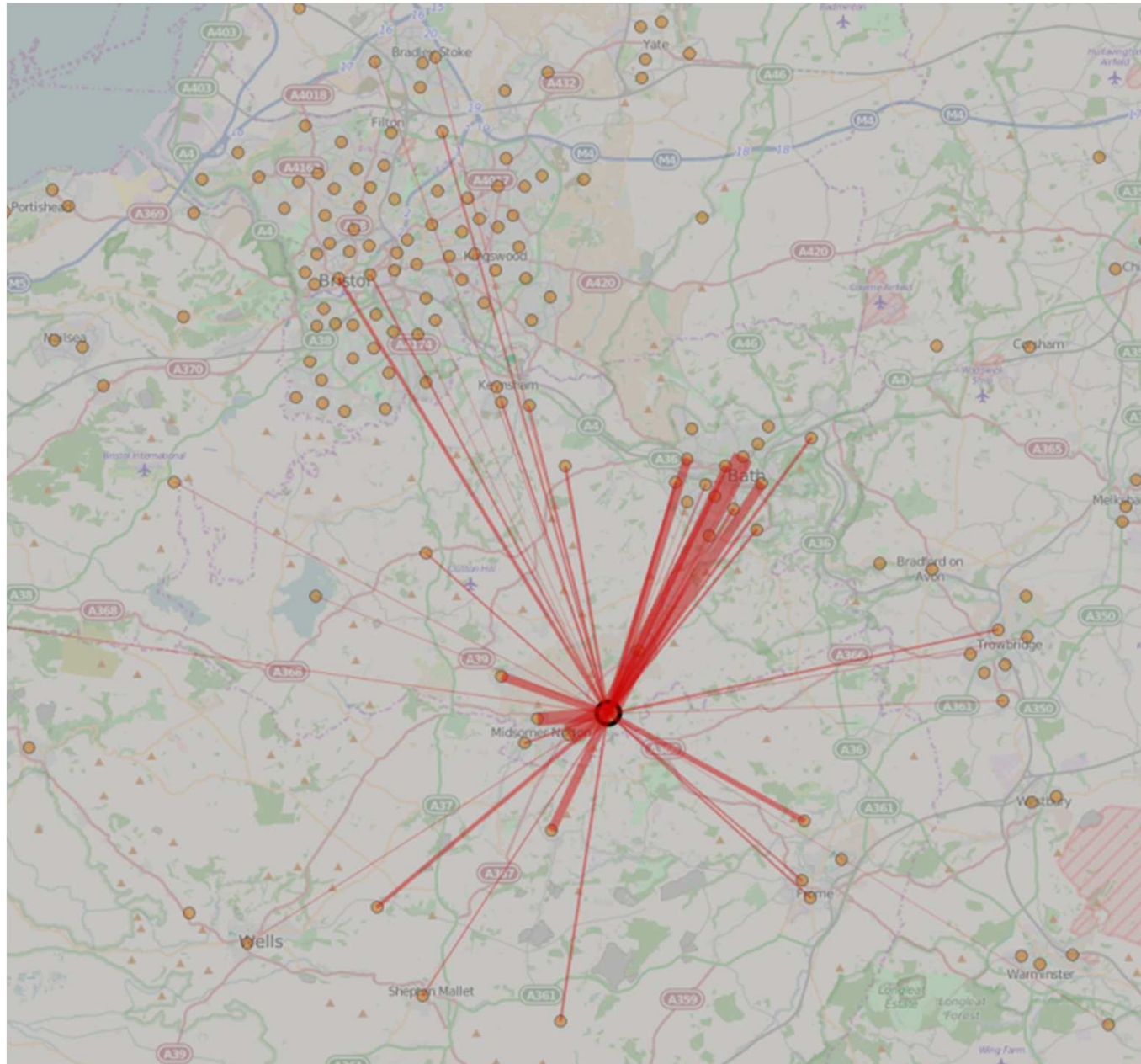


Somer Valley

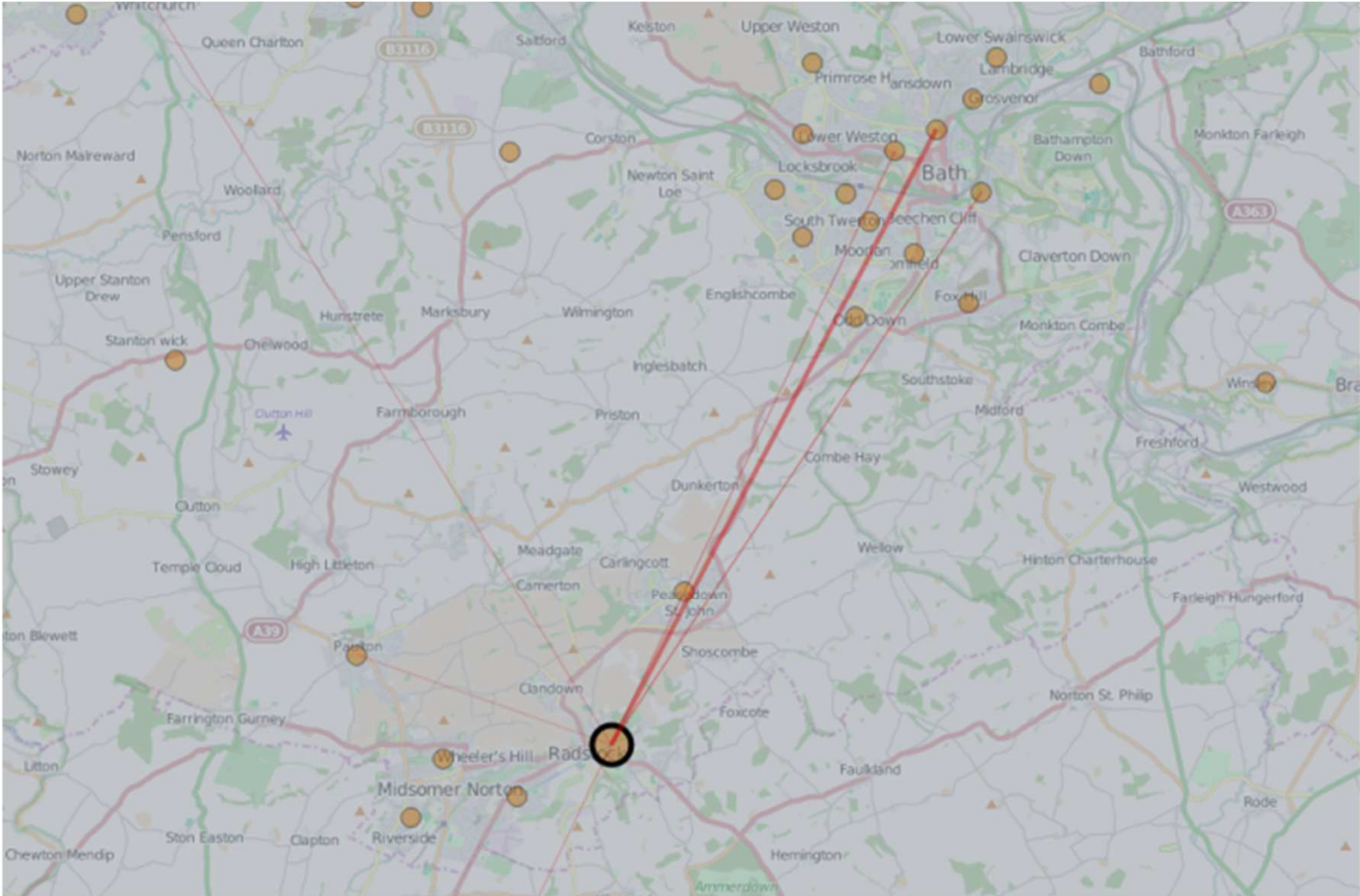
- Cycling and walking
 - Within settlements, better provision for walking could include improved crossings and footways
 - Radstock is a focus for roads and traffic and could be recast to support walking
 - Cycle links between Midsomer Norton to Radstock offer potential given journey reliability and convenience



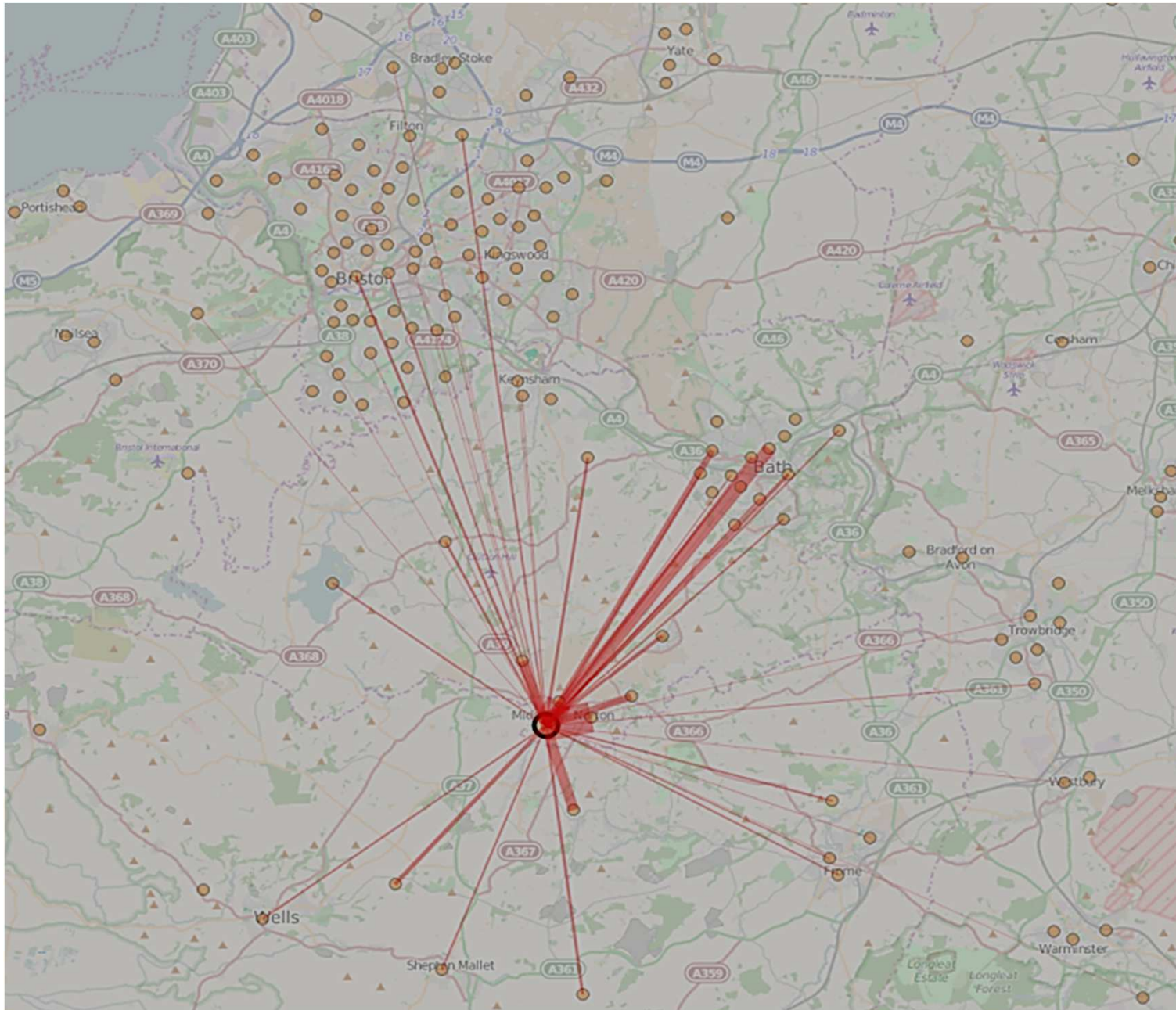
RADSTOCK Travel to Work Data – Census 2011



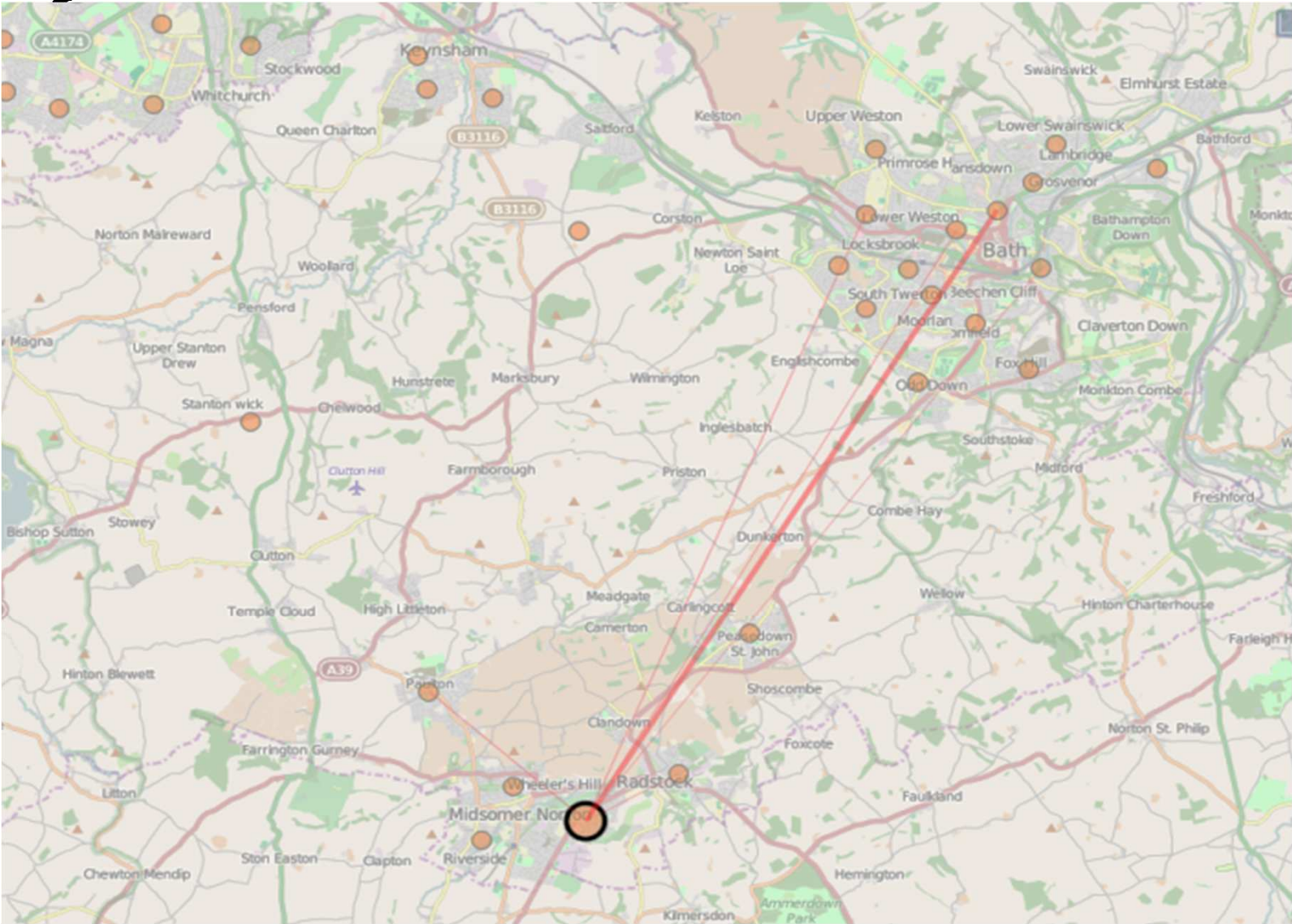
By Bus



MIDSOMER NORTON TRAVEL to Work Data – Census 2011



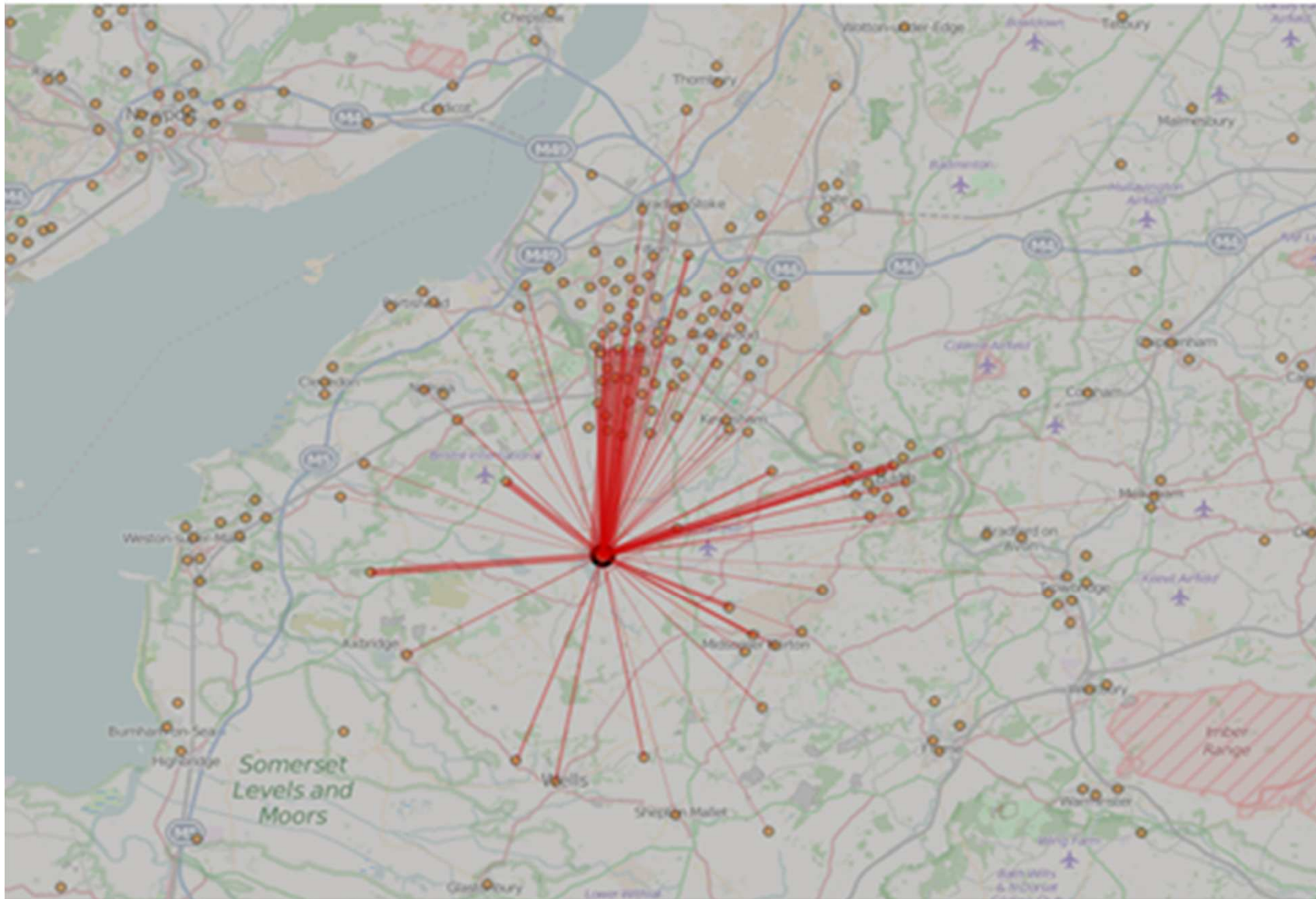
By Bus



Chew Valley

- High car ownership
 - But 300 households with no car
 - Multiple destinations, not just Bristol and Bath
 - Public transport aiming to address scattered demand
- Low dispersed population – 11,000 in 14 parishes
- Heavy vehicles
 - Very limited numbers
 - More light goods vehicles
- Traffic management
 - Chew Magna – limited scope and currently self-enforcing
- Road accidents – analysis underway
- Cycling and walking – limited scope

Journey to work destinations of Chew Valley residents



Chew Valley Total Transport

- Long journey times by bus
- Complex bus network but few regular services
- Current services largely supported by B&NES and others
- Contact made with operators etc.
 - Operators find it difficult to develop customer base
 - Many services operate because they have done for years but successively reduced
 - Multiple destinations
 - Need to incorporate healthcare interests
- Scope for changes to services

Chew Valley Total Transport

- Current transport services have evolved over time
- Cooperation between agencies is essential e.g. North Somerset Council initiatives
- Nearly all services supported by B&NES/others, mainly used by concessionary pass holders (except 672 to Bristol)
- Scope for integrating home to school with other services is limited due to timings and vehicle types
- Scope for better integration of health sector transport to be pursued

Total Transport Fund

- Replace weekly bus services with community transport service i.e. community-led
- Retain service 672 in some form to help Chew Valley residents working in Bristol
- Better links between Chew Magna / Stanton Drew and Bristol Airport
 - Connecting with regular A4 Bristol Flyer service into city
 - Could be extended Winford community transport service
- Better links with frequent A37 services to Bristol and Wells (376) and Bath (379) at Pensford and Clutton
- Recast links from south Chew Valley to Weston super Mare

Next Steps

■ Somer Valley

- Consultation with local organisations
- Develop proposals to improve safety and support walking/cycling in Midsomer Norton/Radstock

■ Chew Valley

- Consultation with local organisations

■ Total Transport

- Further liaison with other Total Transport activities in the South West
- Develop public transport proposals