

Somer Valley Transport Strategy

DRAFT Report

October 2017

Bath and North East Somerset Council



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Executive Summary

The Somer Valley includes a population of 41,000, 55% of whom live in Midsomer Norton, Radstock and Westfield with the remainder in villages and dispersed rural communities. Car ownership is high in the rural areas but less so in the urban area. Most journeys are undertaken by car, reflecting the location of work and the limited travel options available to a wider range of destinations including Bristol and Bath. Bus services have relatively long journey times compared with car use.

The B&NES Core Strategy notes the imbalance between housing and jobs and the car dependency of the area. It is expected that in addition to more housing, further retail and employment activities in the Somer Valley will be promoted; where possible, transport services will be supported. This approach is reflected in the Midsomer Norton Town Strategy and for Radstock, taken forward through the Placemaking Plan and the Neighbourhood Plans (currently for Midsomer Norton but with other areas expected). In Paulton, the Community Plan notes problems of traffic speeds and the limited bus services; similarly the Peasedown St John Parish Plan refers to traffic management and bus service issues that it wishes to be addressed.

A series of objectives has been presented that accord with wider economic and environmental aspirations. These aim to improve accessibility for all local people in a sustainable way. Inevitably, the development of the strategy has included consideration of specific issues and locations where problems have been highlighted. Particular concerns have been expressed regarding the impact of new housing and employment developments and their associated traffic movements, particularly where the road network is constrained or where safety problems are evident. These include the A367 and B3335 approaches to Radstock and Midsomer Norton, where there are inadequate routes for pedestrians and poor access to bus services.

In addition, proposals to develop part of the South Road car park in Midsomer Norton for retail use have been considered which would require re-provision of parking spaces. Public car parking is available in Midsomer Norton (limited spare capacity) and Radstock (no spare capacity), supplemented with retailers' car parks.

Traffic management on the key routes and through settlements is a focus for the strategy. Traffic congestion occurs in locations such as the A367 towards Bath, in Radstock town centre and elsewhere, although this is largely a peak period effect or is associated with particular activities such as school start and finish times. Reported collision data has been investigated and this shows a range of causes including driver error, speed-related collisions, vehicle/pedestrian incidents and conflicting vehicle movements. For many routes, the carriageway is narrow, a particular problem for large vehicles such as those using the A37. A number of remedial measures have been proposed in response to local circumstances, particularly measures to reduce vehicle speeds where appropriate and junction alterations.

Promoting sustainable transport options has attracted public support. Proposals for cycling include developing the current network and adding further routes in and around the urban area of Midsomer Norton and Westfield in locations where there are minimal conflicts with vehicles. The former railway between Radstock and Midsomer Norton is a particular asset and is well located in relation to the Welton redevelopment opportunity. Where traffic speeds can be reduced, cycling is encouraged but some busier narrow roads are less suitable. Conditions for walking could also be improved, for example in the centre of Radstock and in smaller settlements where the current infrastructure is inadequate or unappealing, especially for people with mobility impairments. In many parts of the Somer Valley, pedestrian footways and crossings are inadequate or non-existent.

There are various bus services available during the day but with less availability in the evenings and at weekends. However, the location of bus stops and the journey options available are not necessarily compatible with the needs of local people and service information is not readily understood. While there are good services from Midsomer Norton to Bath, via Radstock and Peasedown St John, and on the A37 between Bristol and Wells, other corridors and settlements are less well served, particularly for people who need to access work or training in various locations. Community transport services are available, providing local links and journeys to Keynsham and Bath and community car schemes are in place to address specific individual needs. However, a lack of a car presents problems for some people in accessing the facilities and opportunities they need.

There are aspirations for a reopened rail link between Radstock and Frome (and potentially Westbury) but to provide a regular service that would have wide appeal is a considerable challenge and is unlikely to be achievable in the foreseeable future.

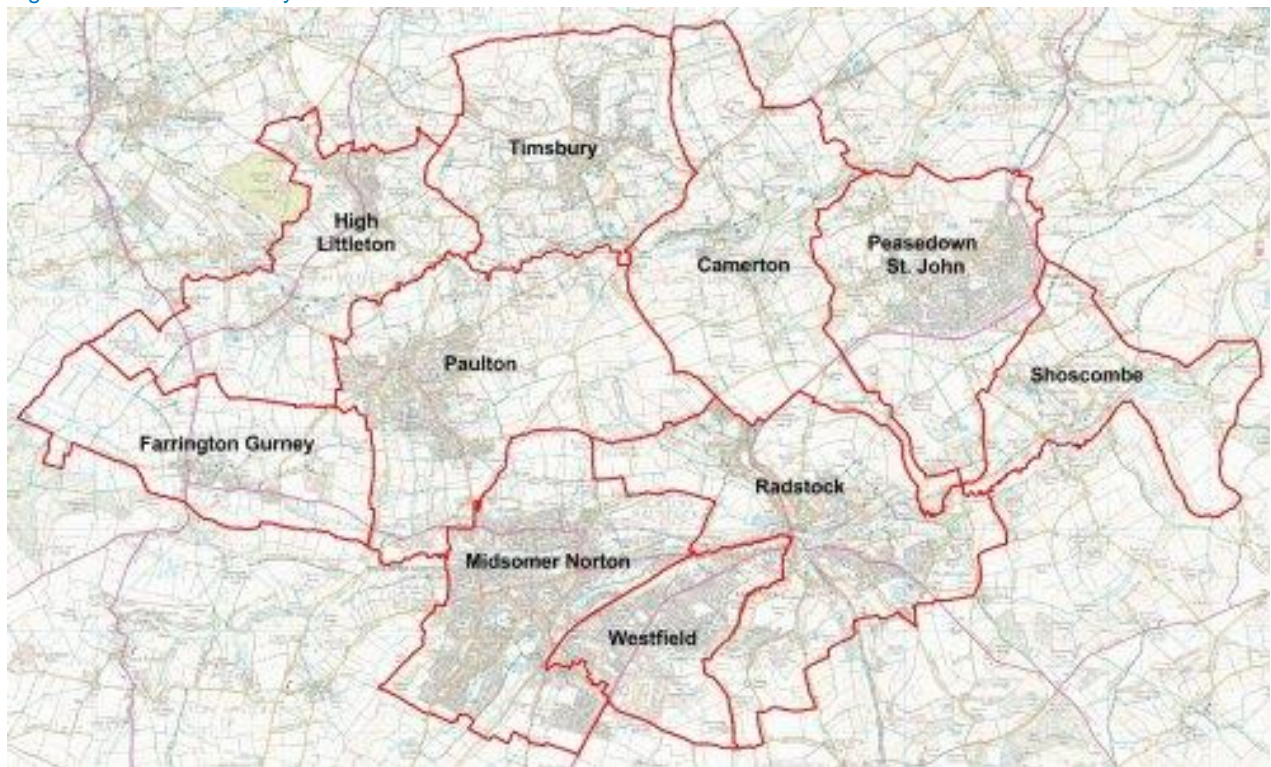
To help develop the strategy, the views of local people were invited through an engagement process. The aim of this consultation was to obtain community views on existing transport problems and the priorities for improvement. The large majority (75%) of respondents agreed in principle with the proposed objectives. Of the options for improvement that were presented, better maintenance of roads footways was highlighted as the top priority; while increased public car parking capacity, improved bus services and road safety improvements were also strongly supported.

1 Introduction

1.1 Scope of Strategy

This transport strategy covers the urban area of Midsomer Norton/Radstock/Westfield, smaller settlements including Paulton and Peasedown St John plus the rural area and villages in the central and southern part of the Bath and North East Somerset (B&NES) Council area known as the Somer Valley (**Figure 1.1**).

Figure 1.1: Somer Valley Parishes



Source: B&NES Council

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 Somer Valley has very different characteristics to the other urban areas of B&NES and transport issues are particularly important. The proposed vision is:

‘To ensure that road access to the Somer Valley is as safe as possible for all road users, that the transport services available to residents address their needs 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 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.

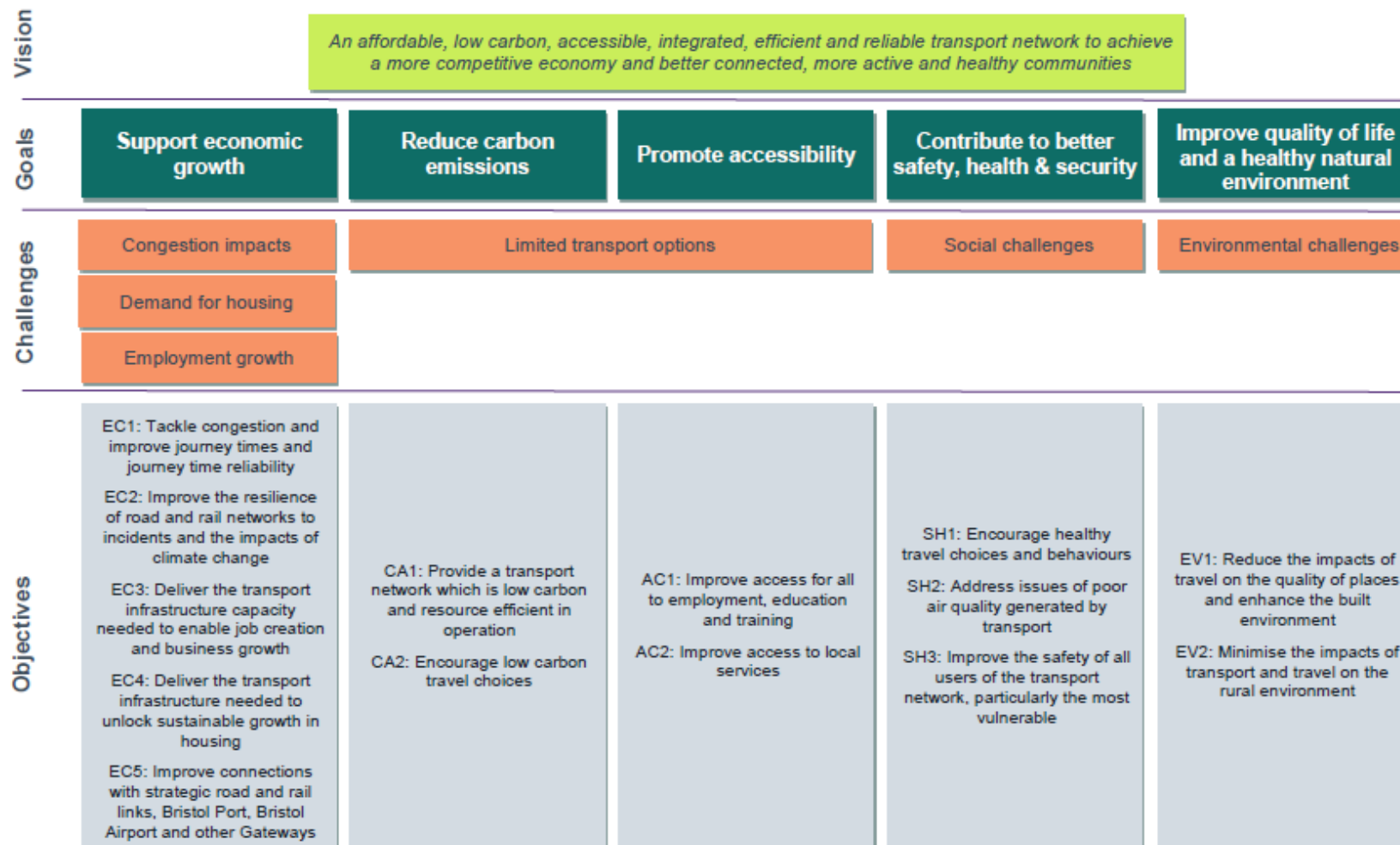
For the Somer Valley, the proposed objectives are:

- 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 local facilities by walking and cycling (employment, learning, training, retail, leisure, bus stops).

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 Somer Valley totals nearly 41,000 as shown in **Table 2.1**. Midsomer Norton is the main settlement which, with adjacent Radstock and Westfield parishes, accommodates 55% of Somer Valley residents. Some parishes have very low and dispersed populations, notably Shoscombe.

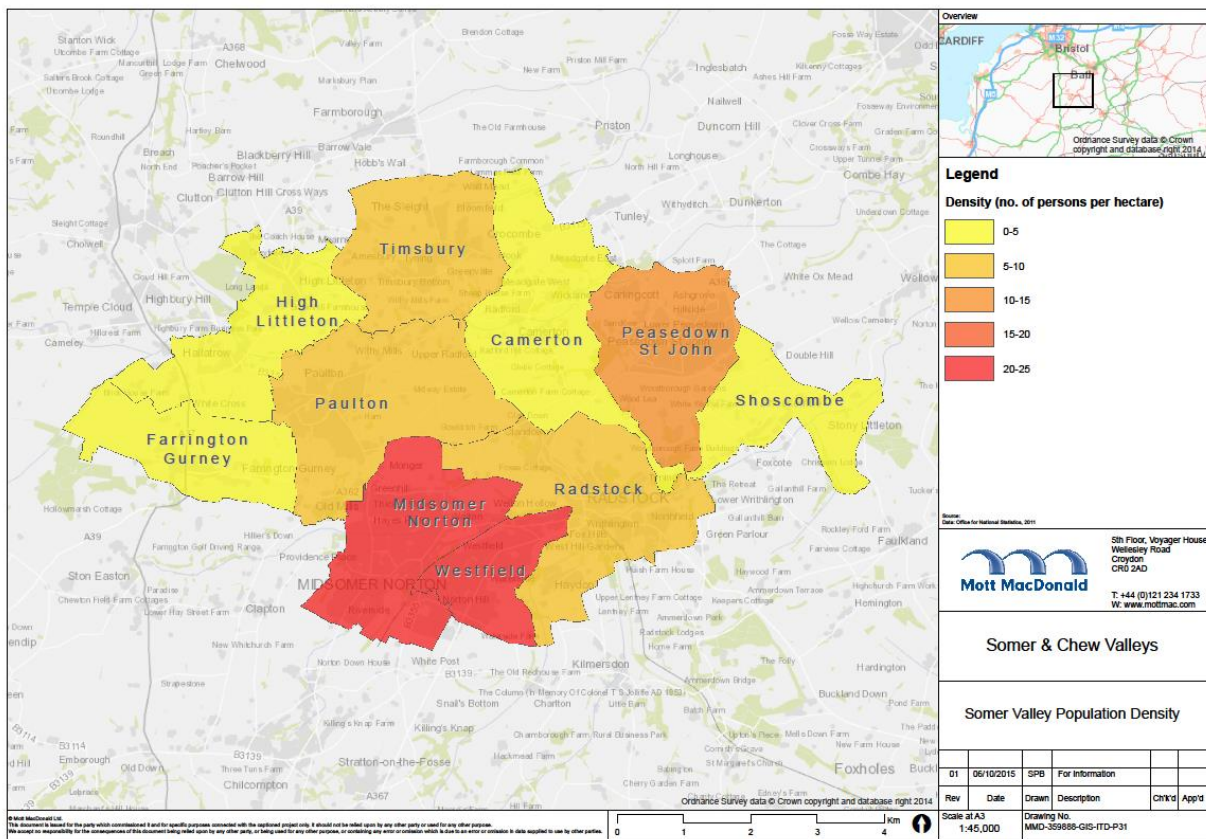
Table 2.1: Somer Valley Population 2011

Parish	Usual Resident Population	Per Cent
Camerton	655	2
Farrington Gurney	901	2
High Littleton	2,104	5
Midsomer Norton	10,997	27
Paulton	5,302	13
Peasedown St John	6,446	16
Radstock	5,620	14
Shoscombe	443	1
Timsbury	2,624	6
Westfield	5,854	14
Total	40,846	100

Source: Office for National Statistics, Census 2011.

Figure 2.1 shows population density. Westfield and Midsomer Norton are the most densely populated, with over 20 persons per hectare, whilst other parts of the Somer Valley have less than five persons per hectare.

Figure 2.1: Population Density

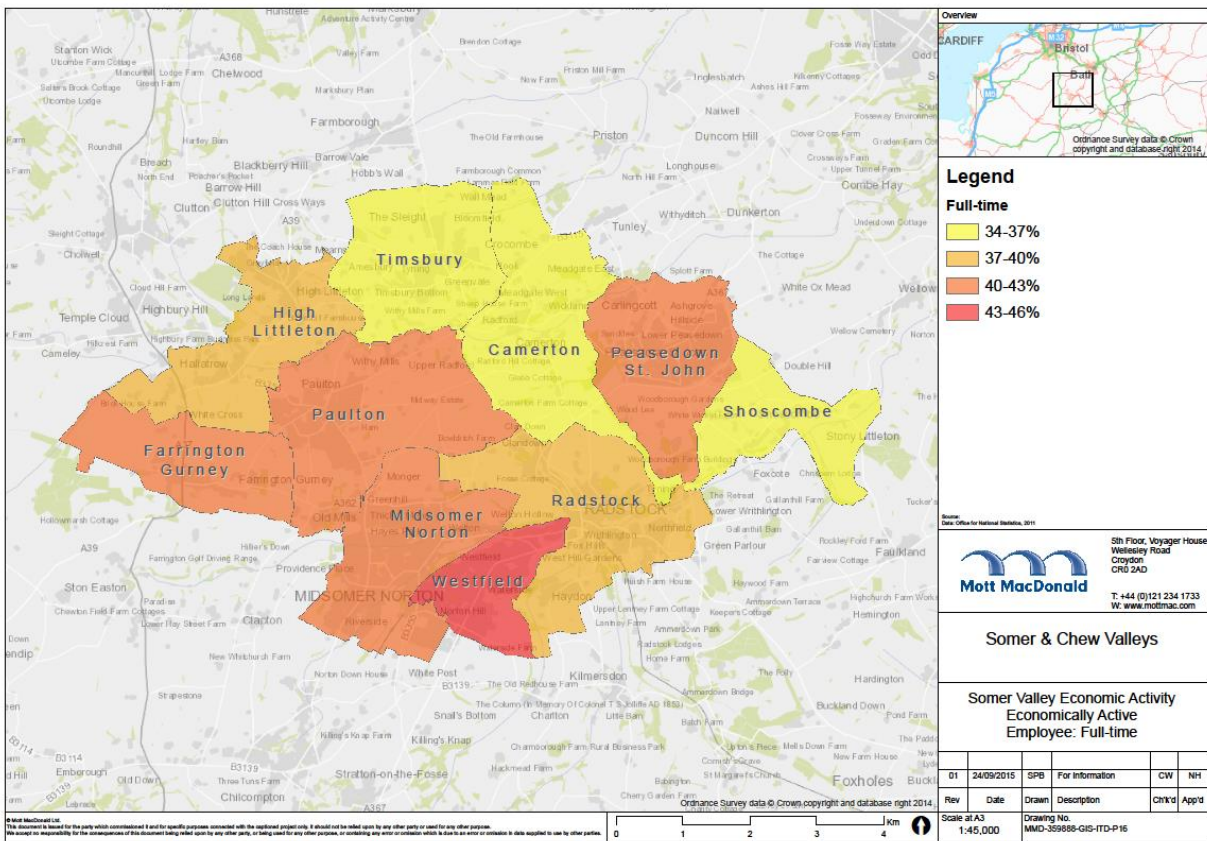


Source: ONS Census 2011 data.

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 highest concentration being in Westfield. Some areas have lower employment rates but at least 34% are in full time employment in all parishes.

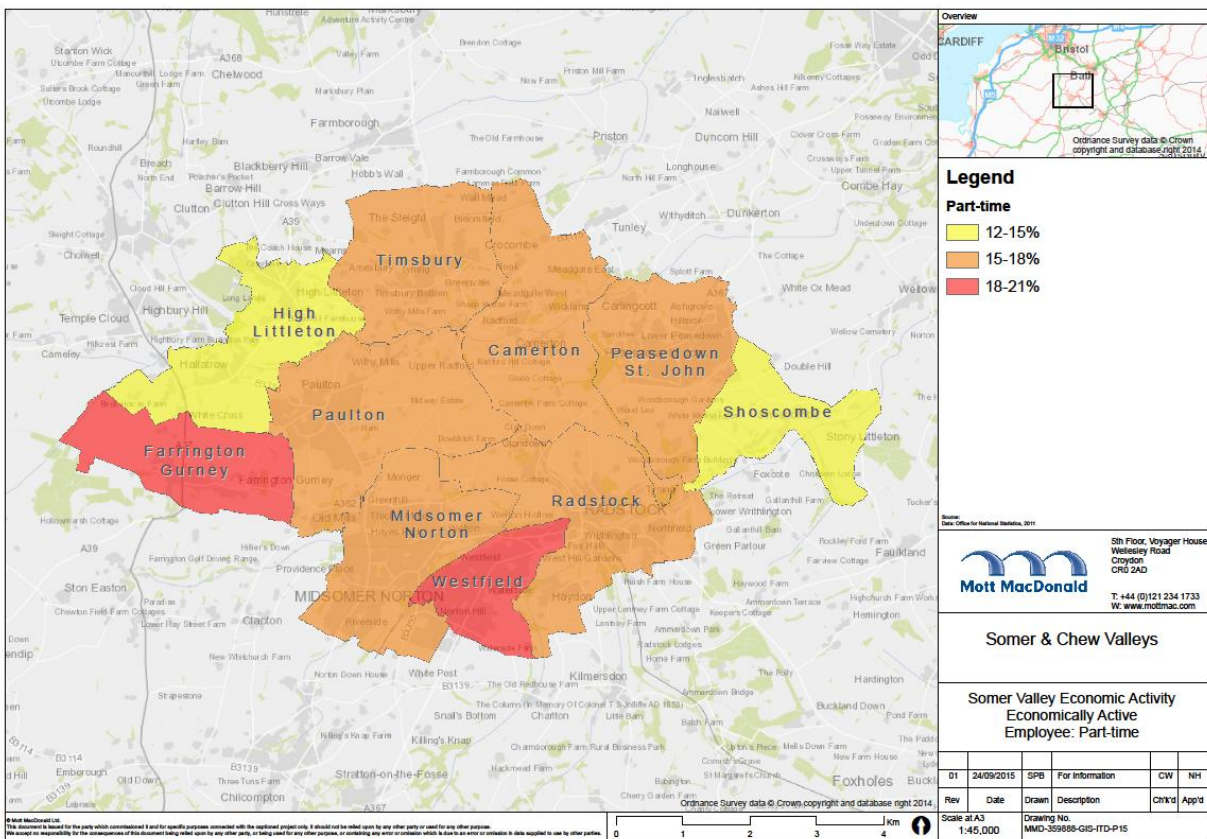
Figure 2.2: Economically Active Full Time Employees



Source: ONS Census 2011 data.

Figure 2.3 shows part time employed with the highest proportions in Westfield and Farrington Gurney.

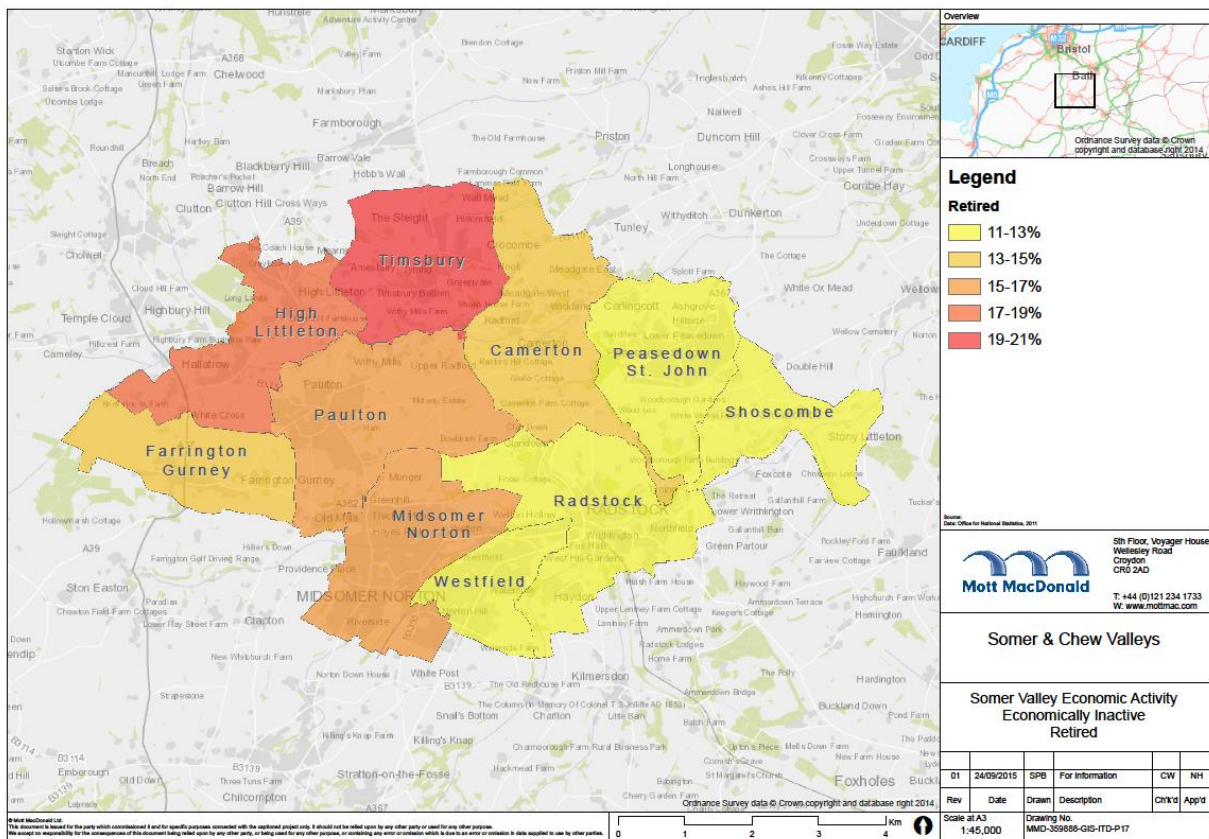
Figure 2.3: Economically Active Part Time Employees



Source: ONS Census 2011 data.

Figure 2.4 shows the proportion of retired people, with over 17% in Timsbury and High Littleton.

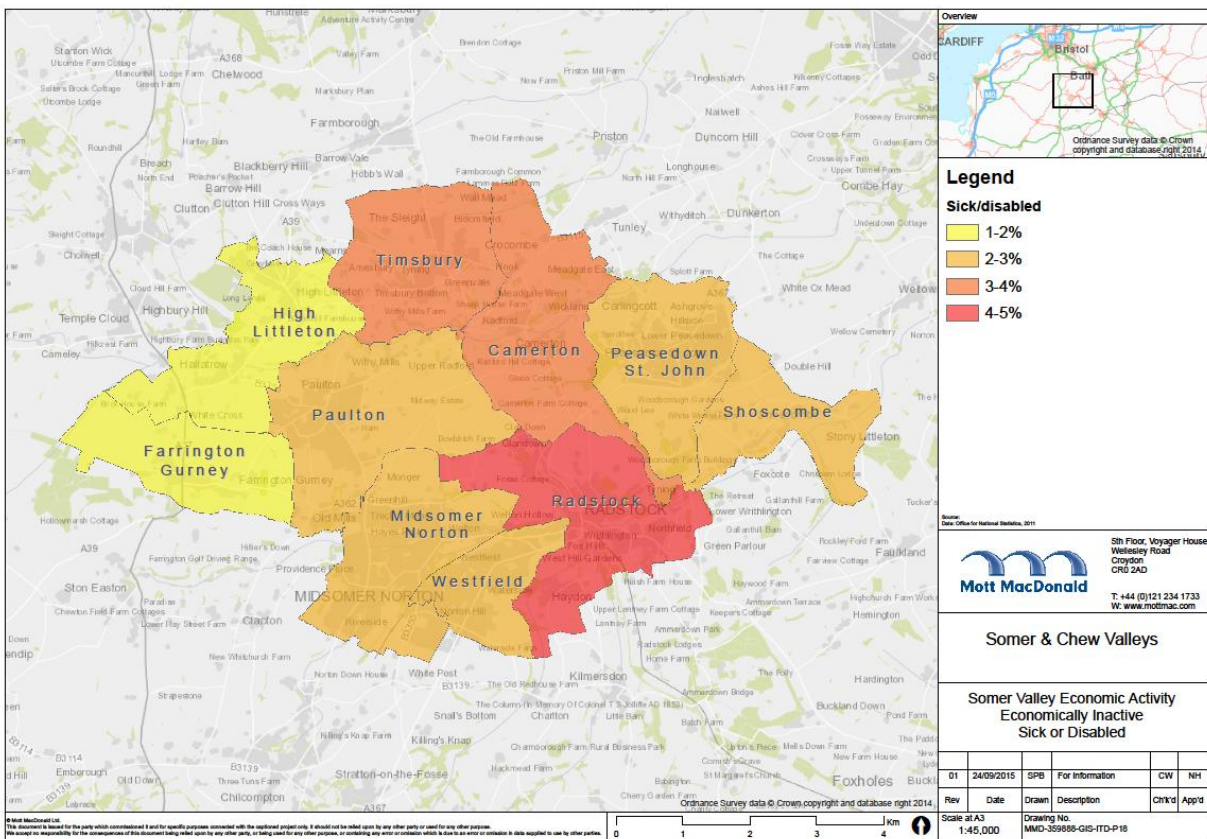
Figure 2.4: Economically Inactive Retired Residents



Source: ONS Census 2011 data.

Figure 2.5 shows that Radstock has the highest proportion of sick or disabled residents.

Figure 2.5: Economically Inactive Sick and Disabled Residents

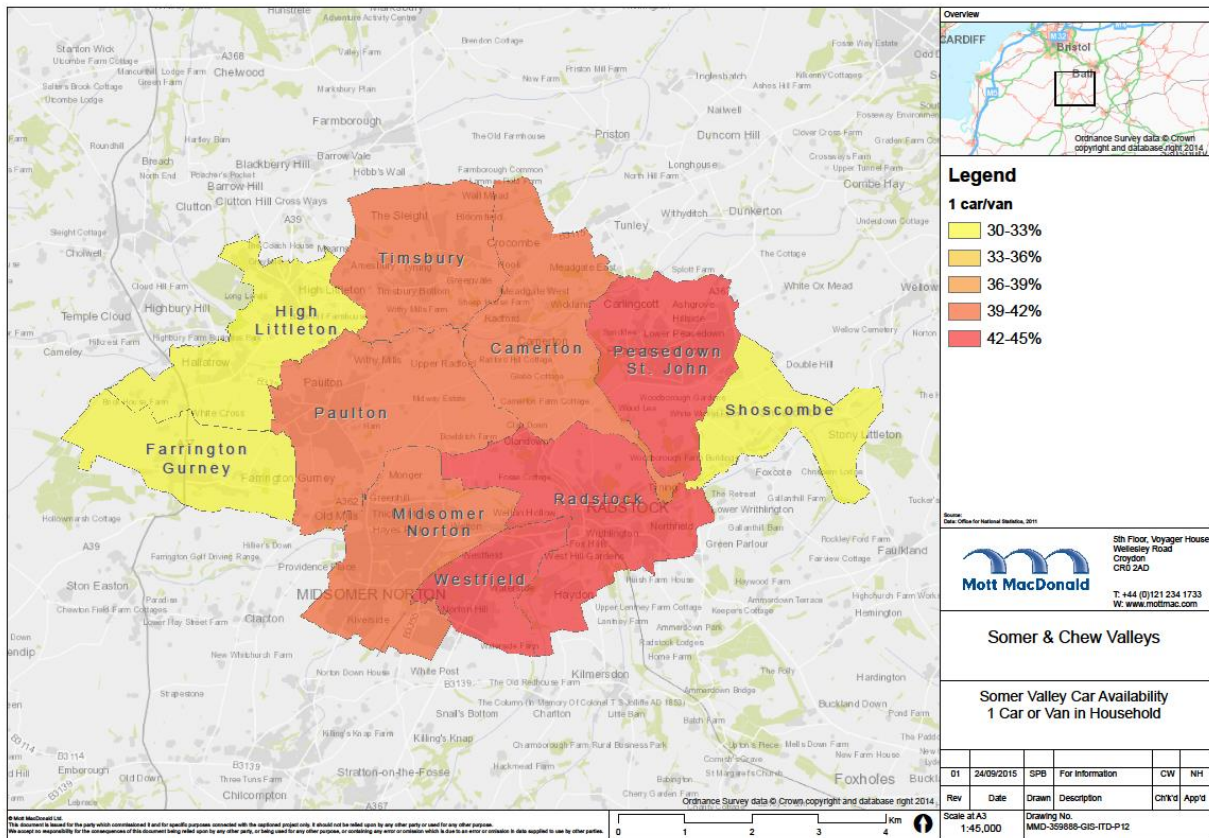


Source: ONS Census 2011 data.

2.3 Access to Private Transport

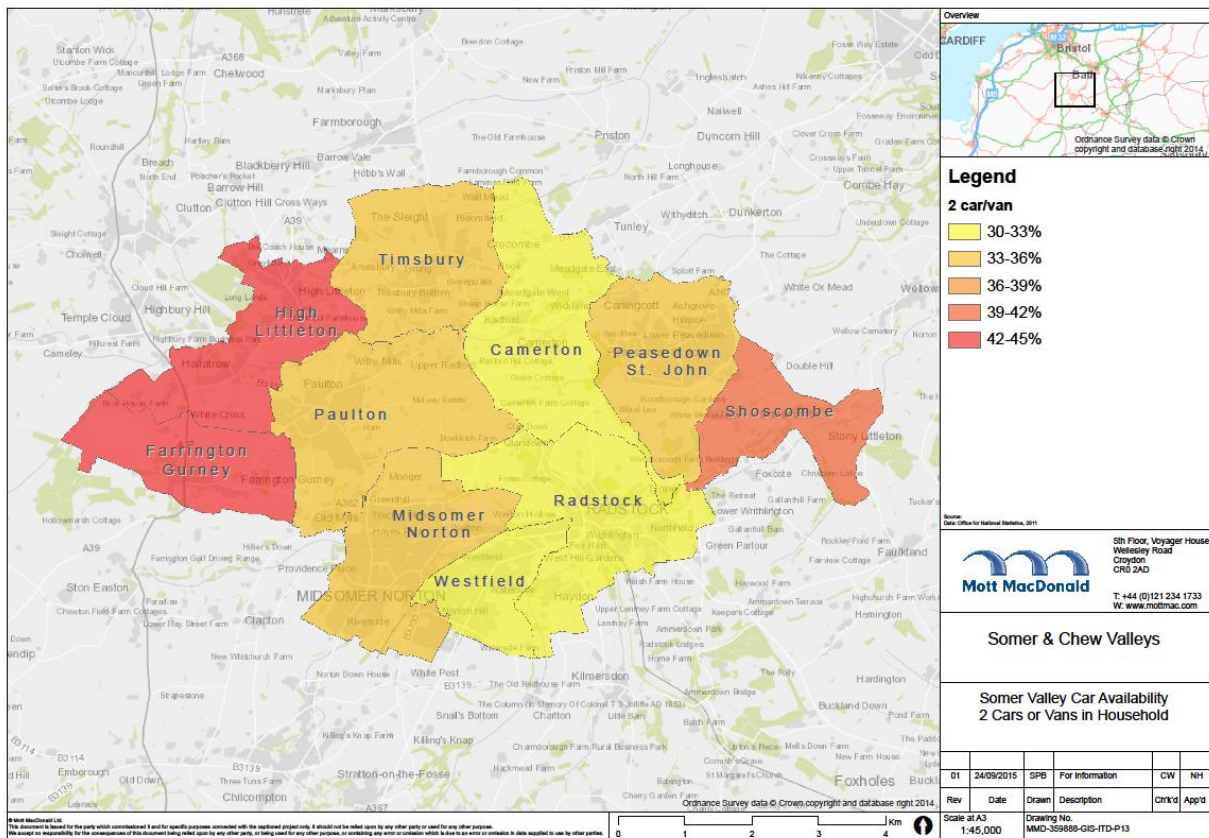
Figure 2.6 to 2.8 show car availability in the area (one car per household, two cars and three or more cars respectively). This indicates that Shoscombe has a relatively high proportion of households with three or more cars while Shoscombe, High Littleton and Farrington Gurney have the highest proportions of households with two cars. Peasedown St John, Westfield and Radstock have the highest proportion of one car households.

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



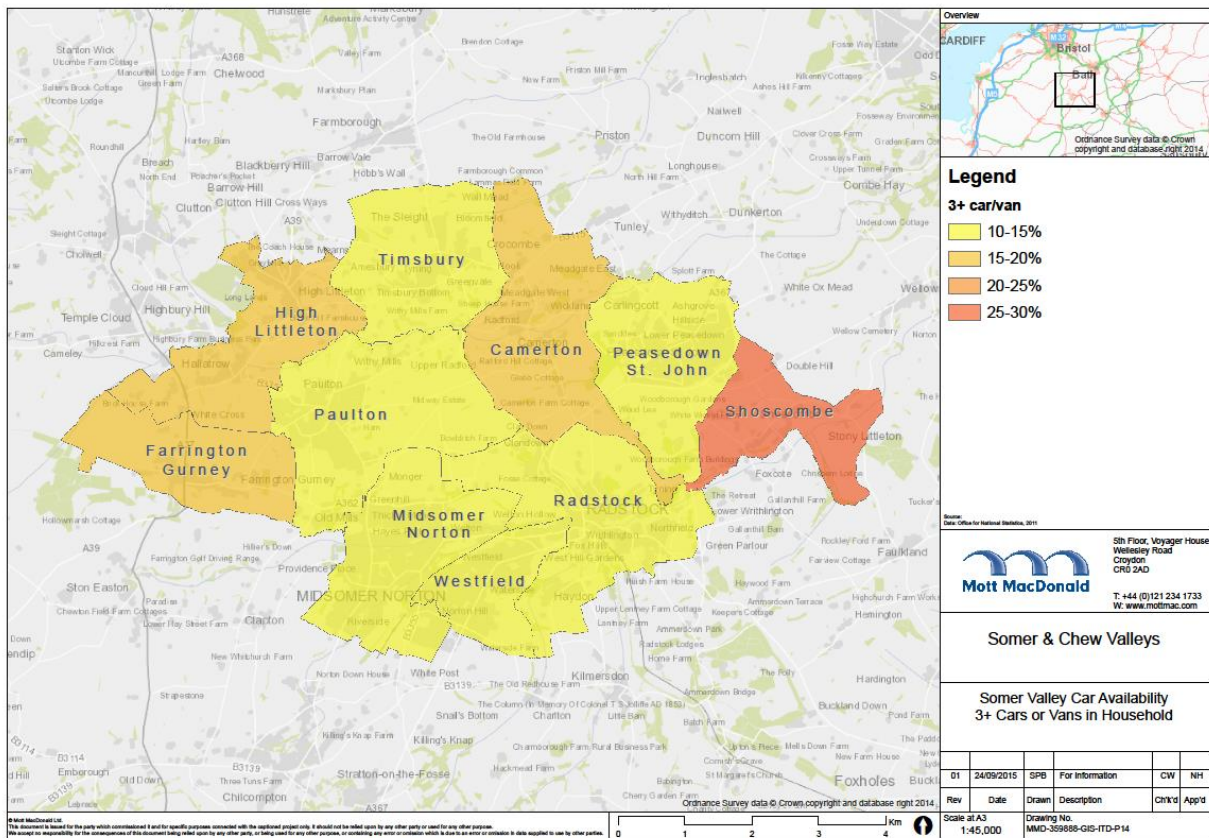
Source: ONS Census 2011 data.

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.

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 transport.

Table 2.2: Households With No Car or Van Available 2011

Parish	Number of Households with No Car or Van	% of Households
Camerton	31	11
Farrington Gurney	30	8
High Littleton	82	10
Midsomer Norton	660	14
Paulton	305	14
Peasedown St John	306	12
Radstock	378	16
Shoscombe	8	4
Timsbury	133	12
Westfield	311	14

Source: ONS Census 2011 data.

2.4 Travel to Work

Figure 2.9 and **Figure 2.10** show the proportion of residents using a car or van to travel to work (drivers and passengers respectively) which will include those that use Park & Ride in Bath and Bristol. The highest proportion of car commuters is evident in Farrington Gurney with lower, but still high, levels in other parts of the area, notably Shoscombe (noting the apparent contrast with Shoscombe's high levels of car availability). There are relatively few car passengers travelling to work, particularly in Farrington Gurney.

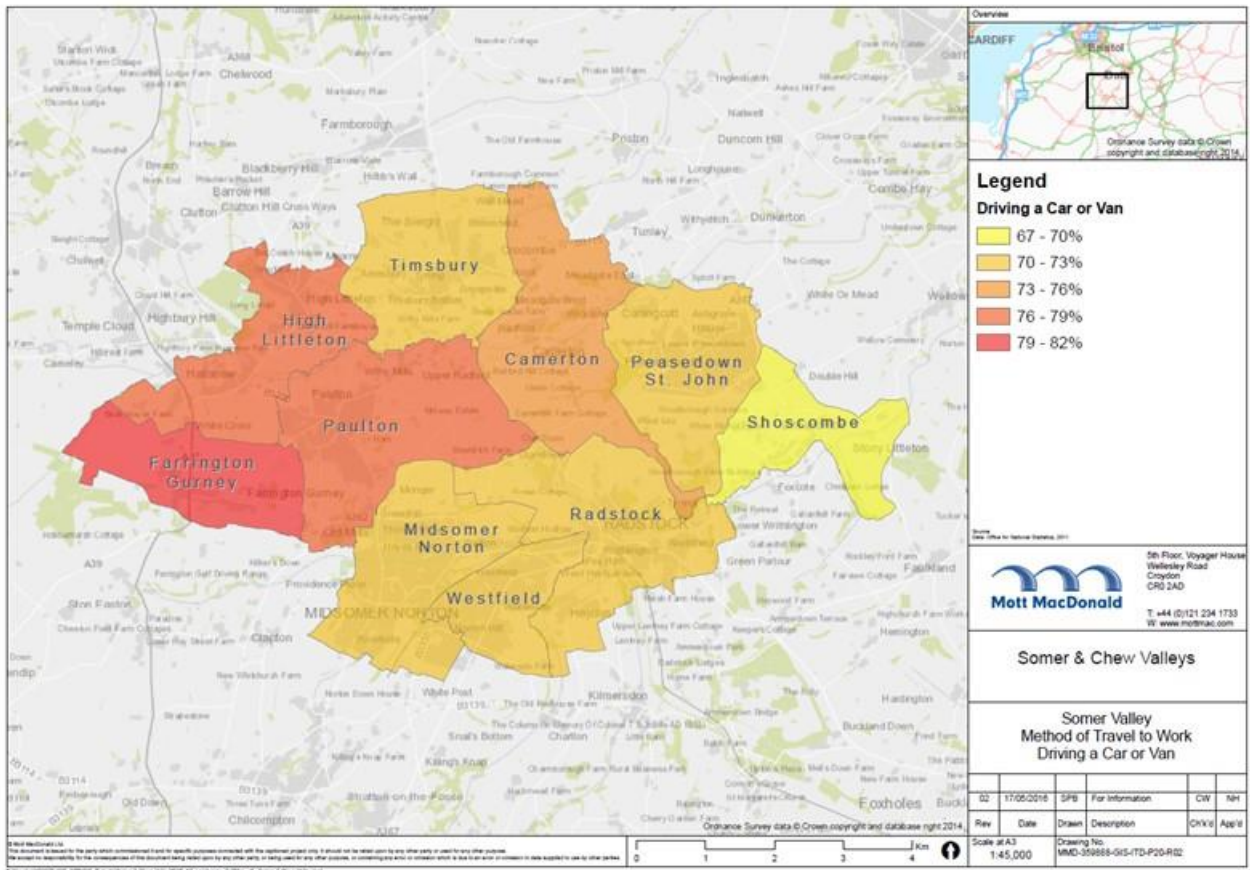
Table 2.3 details the mode share for each parish and the Somer Valley as a whole. This shows that in Shoscome a high proportion (18%) work at home which explains why Shoscome has a lower proportion that drive to work.

Table 2.3: Travel to Work Mode Split

	Car Driver	Car Pass	Bus	M/cycle	Cycle	On Foot	Train	Work at Home	Other
Camerton	73.3%	6.1%	3.1%	0.6%	0.3%	4.9%	0.3%	10.1%	1.2%
Farrington Gurney	80.2%	2.8%	2.0%	1.6%	1.0%	4.2%	0.6%	7.0%	0.6%
High Littleton	77.4%	4.5%	1.9%	1.5%	0.9%	4.4%	1.2%	7.7%	0.4%
Midsomer Norton	72.7%	5.3%	2.6%	1.1%	2.0%	10.2%	0.7%	4.6%	0.7%
Paulton	78.2%	5.1%	2.3%	1.4%	0.9%	6.4%	0.6%	4.2%	0.9%
Peasedown St. John	72.2%	6.2%	6.9%	1.4%	0.9%	4.8%	1.2%	5.6%	0.7%
Radstock	72.3%	6.3%	4.8%	1.6%	1.5%	8.0%	0.8%	4.2%	0.6%
Shoscombe	67.7%	3.6%	2.8%	0.8%	1.2%	3.2%	2.8%	17.7%	0.0%
Timsbury	72.3%	4.4%	3.3%	1.8%	1.8%	6.9%	1.3%	7.3%	1.0%
Westfield	70.9%	5.9%	3.6%	1.0%	2.6%	11.7%	0.4%	3.3%	0.5%
Average for Somer Valley	73.3%	5.5%	3.7%	1.3%	1.6%	8.0%	0.8%	5.1%	0.7%

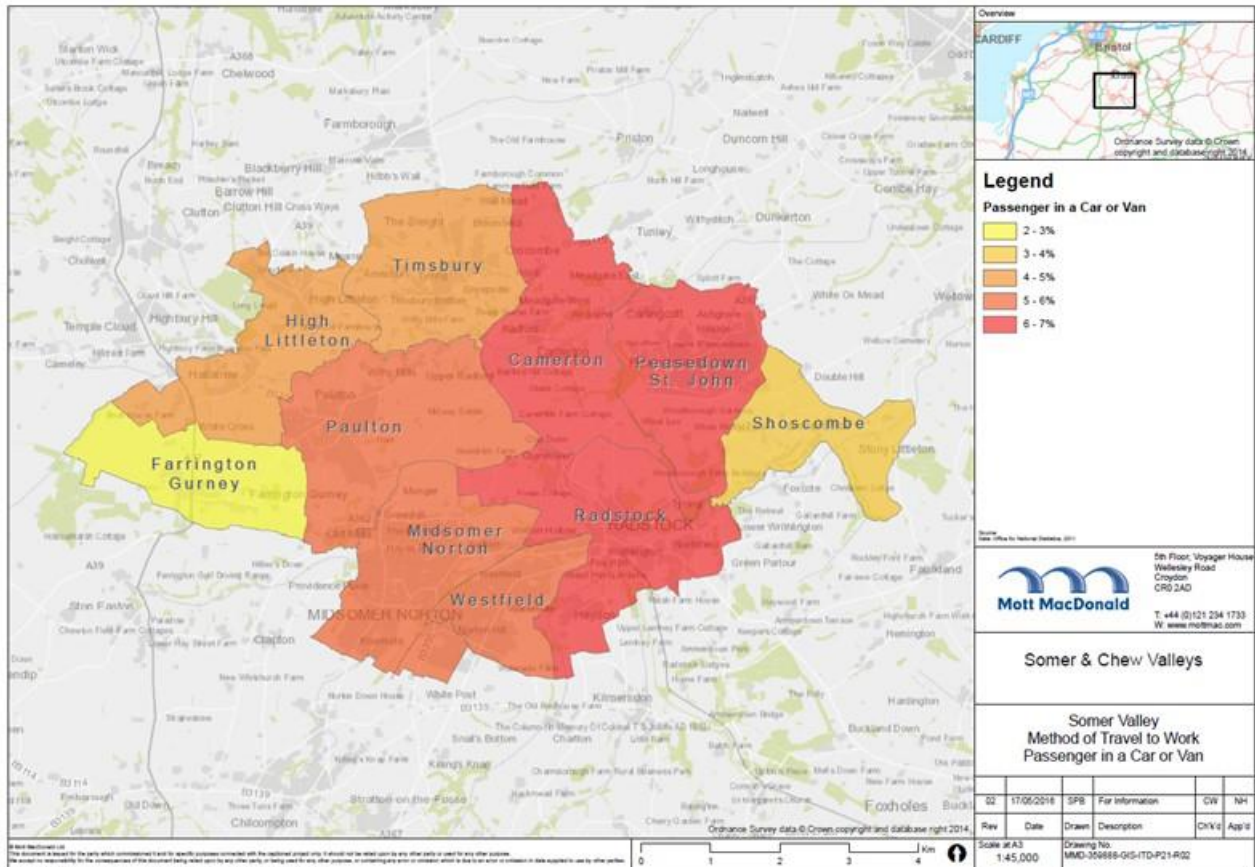
Source: ONS Census 2011 data.

Figure 2.9: Travel to Work: Car Drivers



Source: ONS Census 2011 data.

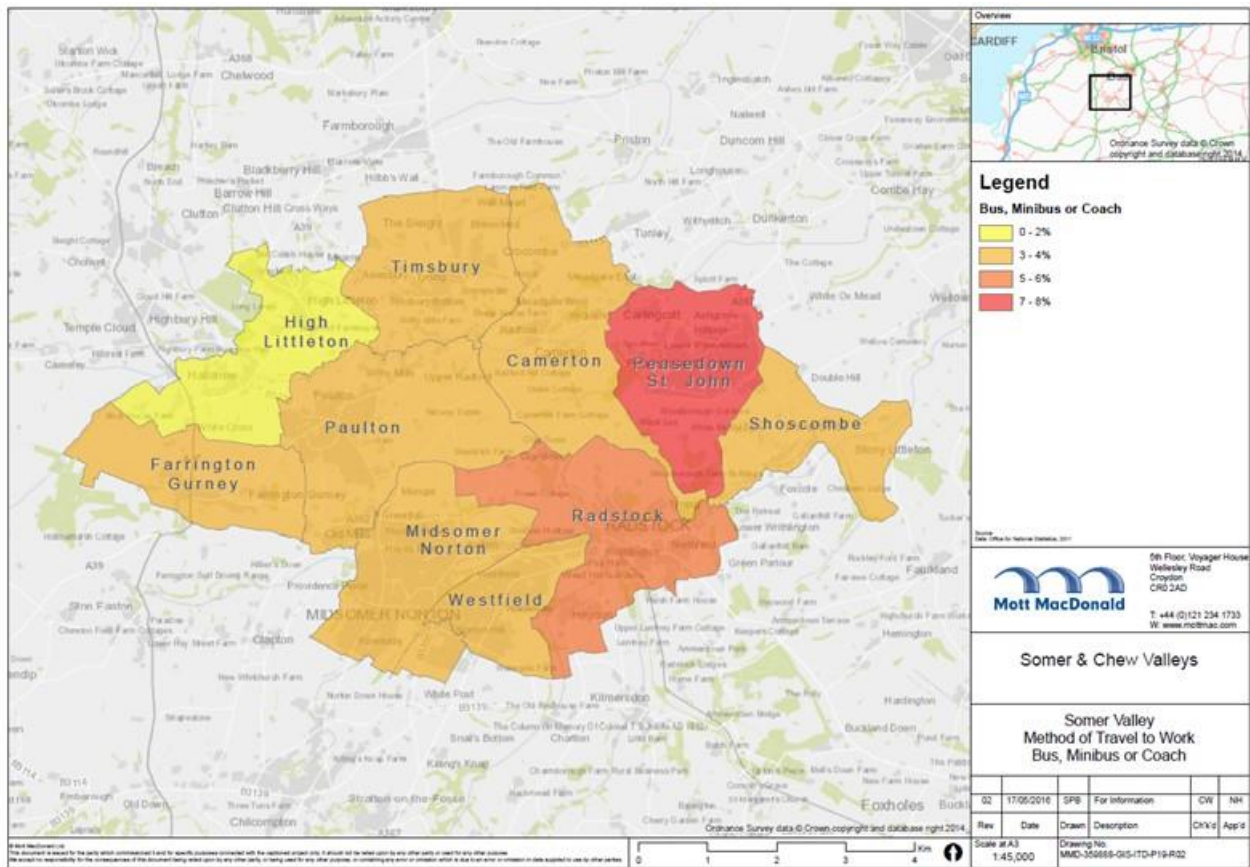
Figure 2.10: Travel to Work: Car Passengers



Source: ONS Census 2011 data.

In contrast to the high levels of car use, relatively few residents travel to work by bus/minibus/coach as shown in **Figure 2.11**. This can be attributed to a lack of regular services operating at times that enable workers to travel but which may also be linked to affordability, locations of work and travel times. Peasedown St John has the highest use, presumably associated with the frequent bus service to Bath, with Radstock also higher than the rest of the area.

Figure 2.11: Travel to Work: Bus



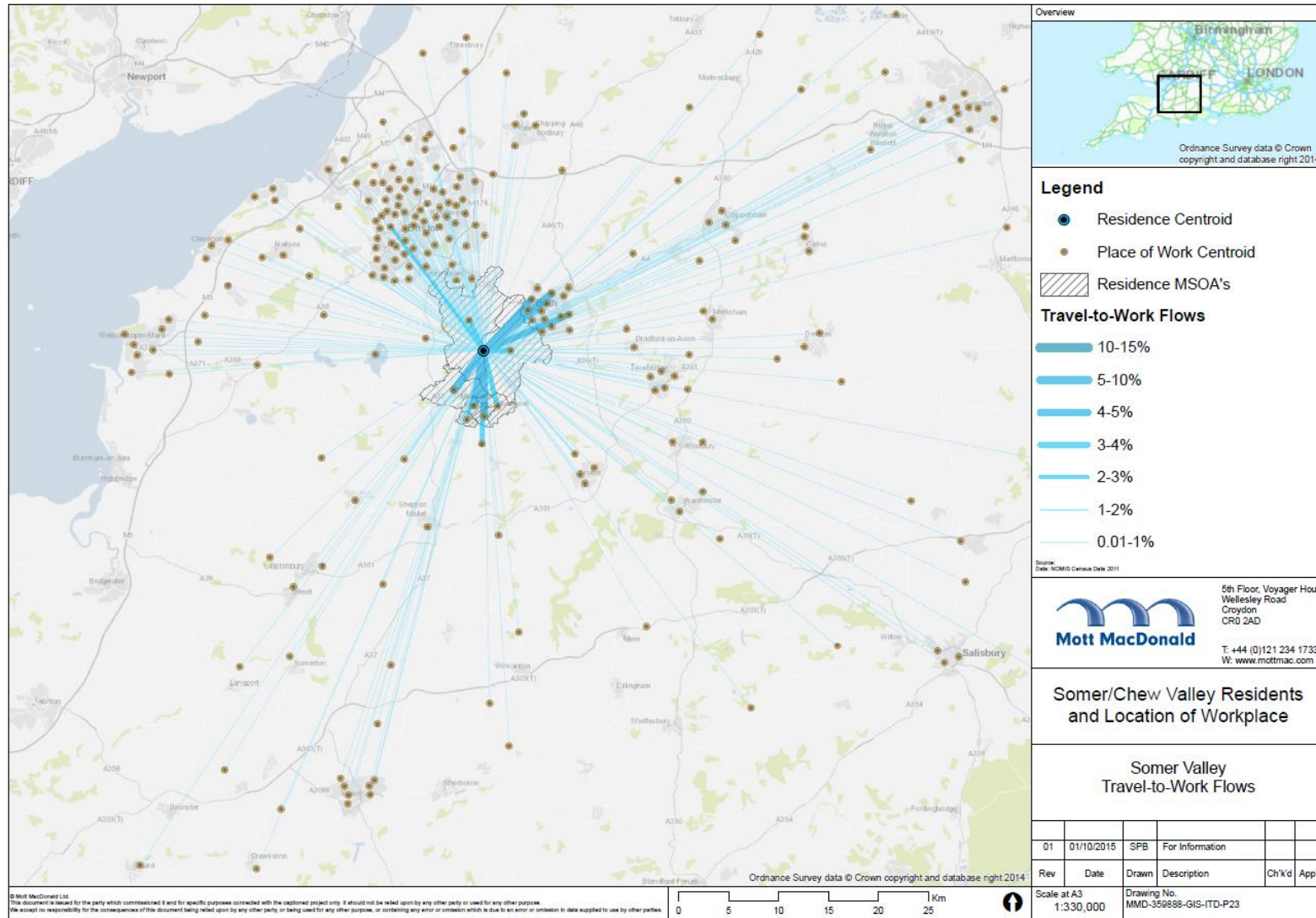
Source: ONS Census 2011 data.

Working at home is included in the above data and typically accounts for 3-8% of those in employment but in Shoscombe it is much higher at 18%. The majority of the remaining trips to work are made on foot, typically 4-6%, but with higher proportions in Westfield (12%), Midsomer Norton (10%) and Radstock (8%). In all parishes, cycling is relatively low accounting for 1-3% of trips to work.

Figure 2.12 shows where Somer Valley residents work, with the detailed numbers contained in **Table 2.4**. Nearly 20,000 residents travel to work each day, of which around 27% work locally in Midsomer Norton/Radstock/Paulton. As might be expected, there is a high concentration of jobs in Bath (27%) but with a wide range of other destinations in Bristol, Mendip, South Gloucestershire, Wiltshire and beyond. Those working in Bristol (10%) show a range of destinations, many of which are away from the city centre and not on directly served by the A37 bus routes.

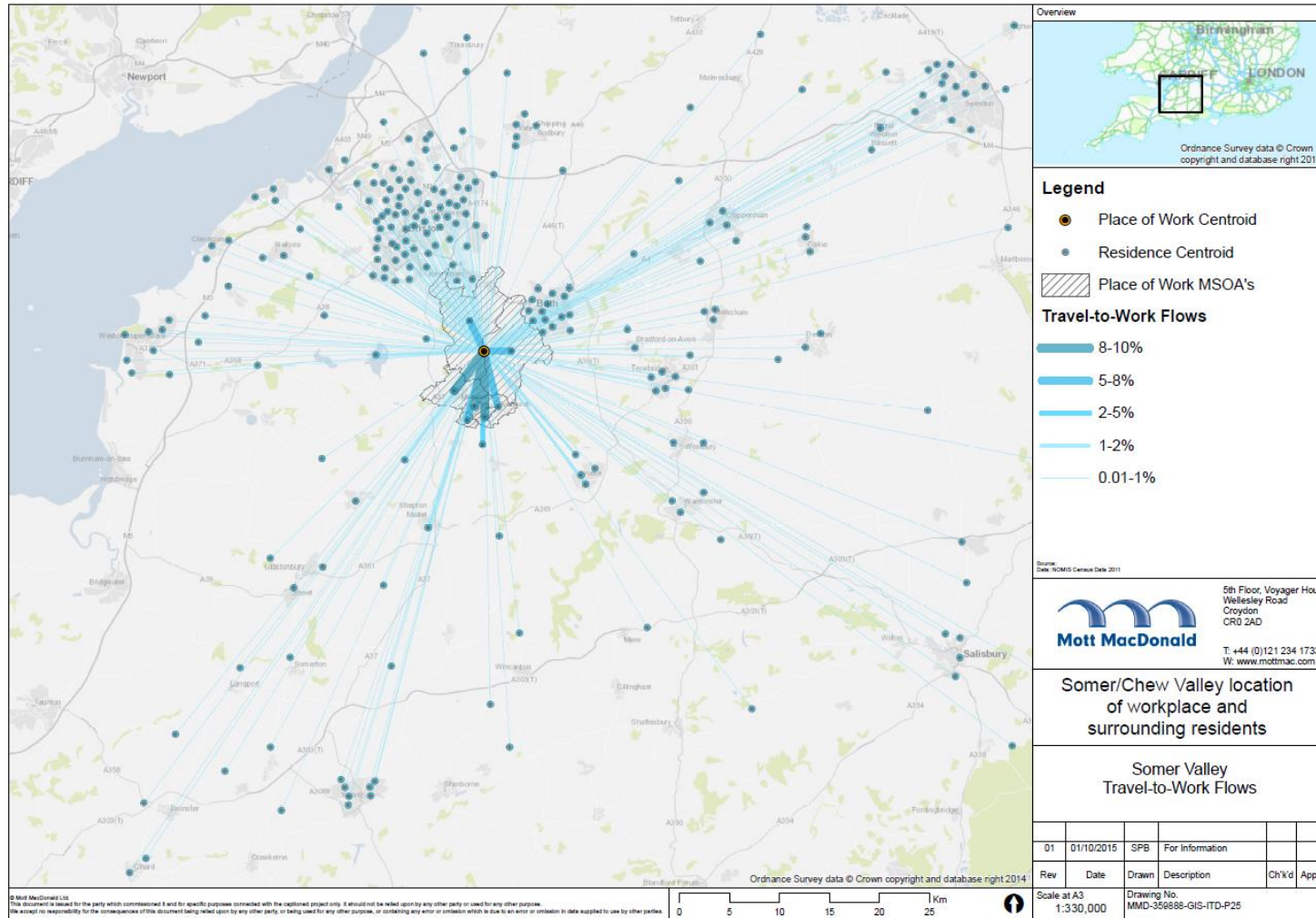
Similarly, people travel to work in the Somer Valley from a wide range of locations as shown in **Figure 2.13** and **Table 2.5** but there is a high degree of out-commuting, with 7,000 fewer jobs than employed residents in Somer Valley.

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



Source: Mott MacDonald from Census 2011 data.

Figure 2.13: Travel to Work Origins of People Working in Somer Valley 2011



Source: Mott MacDonald from Census 2011 data.

Table 2.4: Travel to Work Destinations of Somer Valley Residents 2011

Work Location	Home Location			Total
	Midsomer/ Radstock	Paulton/ Farrington Gurney/ Old Mills	Rest of Somer Valley	
Bath	2,090	669	2,548	5,307
Midsomer/Radstock	3,203	548	512	4,263
Paulton/Farrington Gurney/Old Mills	500	433	145	1,078
Keynsham	134	108	295	537
Rest of B&NES area	584	309	901	1,794
Bristol	587	462	954	2,003
Stratton/Chilcompton	481	90	104	675
Rest of Mendip District	868	256	228	1,352
North Somerset	165	88	100	353
South Somerset	52	18	15	85
South Gloucestershire	323	167	501	991
Swindon	24	9	28	61
Wiltshire	349	99	265	713
Rest of England/Wales	262	127	343	732
Total	9,622	3,383	6,939	19,944

Table 2.5: Travel to Work Origins of Those Employed in Somer Valley 2011

Home Location	Work Location			Total
	Midsomer/ Radstock	Paulton/ Farrington Gurney/ Old Mills	Rest of Somer Valley	
Bath	485	106	711	1,302
Midsomer/Radstock	3,203	500	324	4,027
Paulton/Farrington Gurney/Old Mills	548	433	148	1,129
Keynsham	89	36	194	319
Rest of B&NES area	732	242	908	1,882
Bristol	175	187	326	688
Stratton/Chilcompton	466	62	38	566
Rest of Mendip District	874	146	158	1,178
North Somerset	81	42	68	191
South Somerset	56	4	25	85
South Gloucestershire	107	117	284	508
Swindon	5	5	19	29
Wiltshire	296	39	235	570
Rest of England/Wales	210	47	202	459
Total	7,327	1,966	3,640	12,933

Figure 2.14 provides an indication of journey times from the Somer Valley outside of the peak hours, taking Midsomer Norton as an example, showing the extent of area that could be reached in 30 and 60 minutes. As would be expected, driving a car is much quicker than using a bus, with all of Bath and parts of Bristol within 30 minutes' drive (off peak). In contrast, bus travel is relatively slow, taking an hour to get to central Bristol, 50 minutes to Frome and 40 minutes to Bath and to Wells, 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, means that car use is a natural choice for the majority of local people for their journey to work.

Figure 2.14: Off Peak Journey to Work Travel Times



Source: Mott MacDonald.

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 may be 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 Somer Valley and the challenges in the area including:

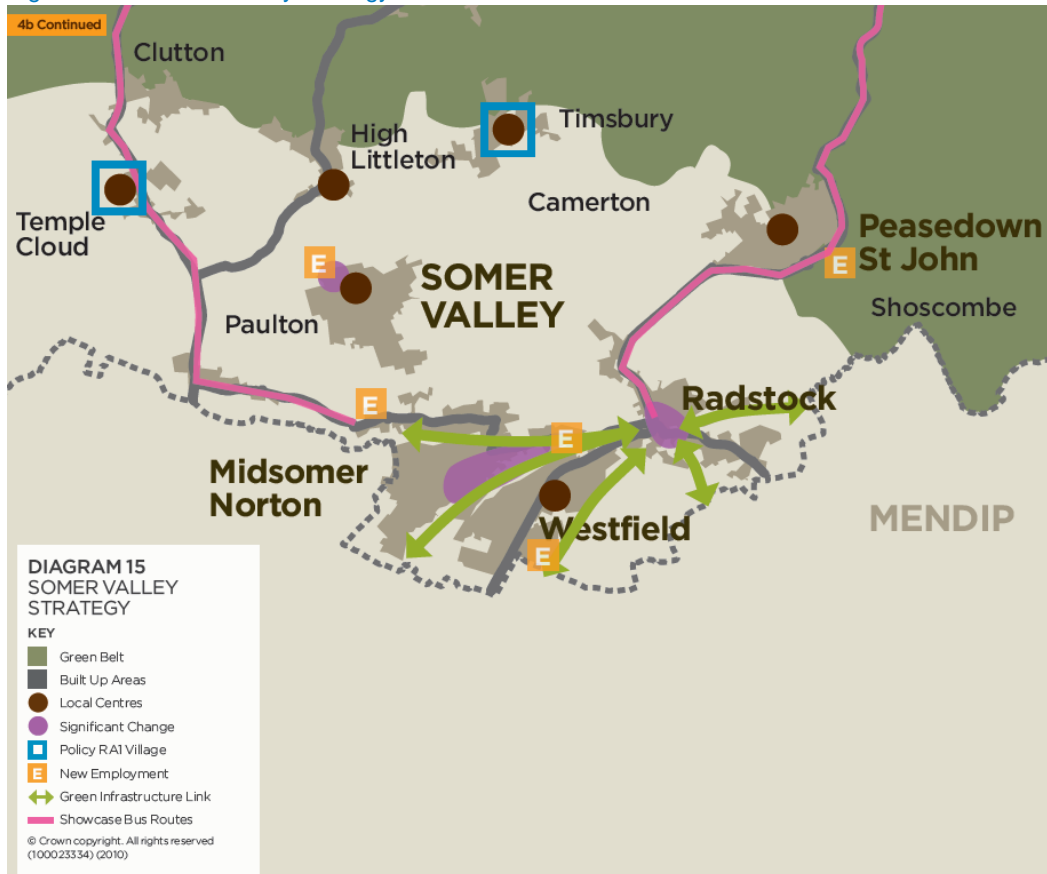
- Transport congestion;
- Poor public transport in rural areas subsequently isolating residents without their own means of transport;
- Insufficient retail available; and
- Imbalance between housing and jobs available.

The **Somer Valley Spatial Strategy** highlights the potential for economic development in the area, with an additional 900 jobs to be made available between 2011 and 2029 with the prospect for further jobs depending on economic circumstances. Office floorspace will increase from 31,000m² in 2011 to 33,700m² in 2029, with new employment spaces to be focused in the areas listed below and illustrated in **Figure 3.1**:

- Westfield Industrial Estates;
- Midsomer Enterprise Park;
- Bath Business Park in Peasedown St John;
- Old Mills, west of Midsomer Norton (in Paulton parish); and
- Midsomer Norton and Radstock town centres.

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

Figure 3.1: Somer Valley Strategy



Source: Bath and North East Somerset Core Strategy

The Somer Valley Spatial Strategy also states the following:

- For housing development, 2,470 new homes are to be built at Midsomer Norton, Radstock, Westfield, Paulton and Peasedown St John by reflecting existing commitment and amending the housing development boundary;
- Shopping facilities in Midsomer Norton town centre are to be improved;
- Transport infrastructure is to improve links via public transport within Somer Valley and to major settlements in close proximity; and
- Sustainable modes of transport will be facilitated by the encouragement of ‘smarter choices’.

While smarter choices (walking, cycling, car sharing, working at home and public transport use) will have some positive impacts, there are strong levels of car ownership and use and a mixed pattern of bus services. Hence concentrating activity in established locations will be supported by existing services (and support their viability) but connecting to all parts of the area will remain a problem.

The development of **Midsomer Norton** is detailed in the Midsomer Norton Town Centre Strategic Policy, with the key points listed below:

- Redevelopment sites in the town centre will be unlocked;
- The southern end of High Street will become the retail core;
- Residential development will occur as part of mixed use schemes;
- Make provision for larger retail units in the key areas of High Street;
- Improved pedestrian connections from the main car parks to the retail core;
- Accommodate an additional food store by using the South Road car park more intensively;
- Reduce traffic volumes on the High Street and improve pedestrian access/environment; and
- Improve sustainable transport links.

Radstock is also highlighted as a town centre which can be developed including:

- Bringing into use the vacant and under-used sites located in the town centre; and
- Ensuring that residential developments are part of mixed use schemes.

The recent residential development at The Street/Frome Road has helped to rejuvenate the town centre and will help support activity in the town. Several roads converge in Radstock, with the greatest impact being felt at the A362/A367 mini-roundabout junctions. The road network has recently been reconfigured to support the redevelopment of the former railway land. This has improved traffic flows through the area.

3.3 Placemaking Plan

The Placemaking Plan complements the adopted Core Strategy and details the proposed development sites in Somer Valley. 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>

Following adoption of the Core Strategy and Placemaking Plan, Midsomer Norton town centre will resume the role as the principal centre in Somer Valley, with Radstock town centre acting as a small scale centre for neighbouring communities. The Core Strategy set out the requirement to build 2,470 new homes in the Somer Valley and most of these have either been completed since 2011 or have planning permission, as detailed in **Table 3.1**.

Table 3.1: Proposed Development Sites

Sites	Completions 2011-2014	Sites with Planning Permission	Total
Midsomer Norton	352	477	829
Radstock	18	271	289
Small sites in Midsomer Norton and Radstock	55	78	133
Paulton	183	470	653
Peasedown St John	95	89	184
Small sites in Paulton and Peasedown St John	44	37	81
TOTAL	747	1422	2169

Source: B&NES Housing Trajectory 2011-2029 (April 2015)

Those sites with planning permission that have not yet been constructed or completed would be expected to be available within the next five years. The remainder of the total allocation of 2,470 new homes (301 homes) are expected to be fulfilled through ‘windfall’ sites (mostly from 2020 onwards), with a possible 100 new homes as part of the redevelopment of the Welton Bibby and Barron site in Midsomer Norton.

In accordance with Policy HG.4 (which is retained from the previous Core Strategy), the development of residential units in Midsomer Norton, Radstock, Westfield, Peasedown St John and Paulton will be approved if the following requirements are met:

- The proposed site is within the housing development boundary;
- The development is part of a mixed use site; and
- The development is in accordance with the scale of the area, with facilities including employment and public transport accessibility available.

For the Somer Valley, the Placemaking Plan focuses on sites which still need to be allocated for non-residential uses, mostly brownfield sites in or adjacent to the town centres of Midsomer Norton, Radstock and within Westfield, to achieve the requirements stated in the Core Strategy.

The South Road Car Park in Midsomer Norton is proposed for a “retail-led mixed use development” that would “continue to offer sufficient public car parking for the town centre through the provision of parking spaces on site or off site in locations well related and easily accessible to the town centre.” Further detailed commentary on the options for South Road car park have been provided separately but it is evident that the car park is well used currently and that many of the spaces would be displaced by the

construction of a new retail unit. Should development proceed, then the existing number of spaces must be re-provided but with additional parking to cater for additional trips due to increased retail activity.

Old Mills Industrial Estate has been identified as a site which could be extended to provide space for employment uses in the area, increasing the number of jobs and subsequently reducing the number of residents who work outside the local area. The site is also noted as having the resources that would allow a large employer to utilise the site. The emerging development and design principles state that the site will be used for business uses in the B1c, B2 and B8 categories. There are two separate areas identified: one is south of the A362 and west of the existing industrial estate, the other is a larger plot to the north of the A362.

The former Welton Bibby and Barron site in Midsomer Norton is identified for “comprehensive mixed use redevelopment comprising residential, community facilities and employment uses including small scale retail which does not adversely impact on the existing town centre.”

Key infrastructure requirements are outlined in the Infrastructure Delivery Plan as part of the Placemaking Plan (**Table 3.2**).

Table 3.2: Placemaking Plan Key Infrastructure Requirements

IDP Ref.	Key Infrastructure Item	Phasing	Cost	Funding and Delivery
MNRI.1	Public investment for site preparation and planning including site specific infrastructure	2010-2015	£77m	Homes and Communities Agency funding through the West of England Single Conversation: West of England Delivery and Infrastructure Plan
MNRI.2	Part of Greater Bristol Bus Network Major Scheme A37 Bristol to Midsomer Norton and Bath and Bath to Midsomer Norton and Radstock	2006-2011/12	£70m (at 2006 prices) for overall project	West of England authorities, FirstGroup, DfT
MNRI.3	Site Base Infrastructure requirements for Old Mills II	2010 onwards	Under investigation	HCA Rural Masterplanning Fund – investigative site infrastructure work being undertaken

Source: B&NES Placemaking Plan.

In addition to the key infrastructure requirements, desirable infrastructure items that the Council will seek include:

- Smarter Choices Measures, which could include:
 - Travel plans - new development to be required to contribute to improvements identified by school travel plans;
 - Community Transport e.g. Dial-a-Ride services;
 - Encouraging car sharing e.g. via car clubs;
 - Working from home;
- Highway network improvements to Midsomer Norton and Radstock;
- Town centre public realm improvements in Midsomer Norton and Radstock; and

- Improved cycle links and green infrastructure.

3.4 Enterprise Zone

In November 2015, the Government announced that sites within the Somer Valley will become part of the new West of England Enterprise Zone, along with land around Bristol Temple Meads and the Bath Riverside area. Some of the incentives for businesses that are associated with an Enterprise Zone include Business Rate discounts of up to 100% over a five year period, simplified planning processes and support to ensure that superfast broadband is rolled out throughout the zone.

The Enterprise Zone includes the Old Mills and the former Welton Bibby & Barron sites in Midsomer Norton, both of which are discussed in detail later. The site will be of strategic importance as a key generator of new jobs in the Somer Valley. This should help reduce out commuting.

3.5 Neighbourhood Plans

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

3.5.1 Midsomer Norton Neighbourhood Plan

A Neighbourhood Plan is being developed by Midsomer Norton Parish Council. Consultation on the Plan⁴ contained transport, communication and movement as key themes by:

- Considering the links that are currently in place and work out ways to improve them for the whole community;
- Working to make sure that there is a cohesive range of opportunities for people to travel, whether on foot, bike or public transport to reduce the use of cars; and
- Working with developers of new developments to make sure that these new sites are connected to the whole community.

3.5.2 Timsbury, Westfield and High Littleton

A Neighbourhood Plan is being developed by each of the parishes but no details are available at present. High Littleton is yet to be formally designated as a Neighbourhood Plan area.

⁴ Midsomer Norton Forum and Midsomer Norton Town Council Neighbourhood Plan Consultation Event. (December 2014)

3.5.3 Paulton Community Plan

Paulton Parish Council is not currently progressing a Neighbourhood Plan. However, in 2010 a Community Plan⁵ was published that emphasized the need to reduce traffic speeds on the approaches to the village and through the village. Aspirations included a relief road, additional traffic calming and an extended 30mph limit. Dissatisfaction with local bus services was expressed notably regarding fare levels and frequency of services although the Dial-a-Ride service has only a limited number of local users. Better buses to Bristol and Bath along with improved walking and cycling routes would be supported including a new 'lollipop' person to help journeys to school. Enforcing parking restrictions, signing and engineering measures were seen as a lower priority.

Particular comments included the following:

- 99% of respondents would like improvements to the current traffic infrastructure;
- 87% of respondents would like a relief road to prevent 'rat runs' in the village, which occur as commuters head to Bath and Bristol;
- 89% of respondents would like access roads to nearby towns and cities to be improved;
- 64% of respondents would like more traffic calming measures; and
- 61% of respondents support an initiative for a Community Speedwatch group.

Paulton also has a Village Design Statement⁶ that was approved as Supplementary Planning Guidance in 2001. This is mainly aimed at pointing out features of local character that are worth safeguarding and setting out criteria which should govern any future development in the village. In terms of transport, the Plan welcomes traffic calming measures and safe pedestrian routes to be introduced as part of new development where these are inadequate.

3.5.4 Peasedown St John Parish Plan

Peasedown St John Parish Council is not currently progressing a Neighbourhood Plan. However, a Parish Plan⁷ was produced in 2010 that set out priorities including improved road safety, notably speeding, addressing problems of footway parking especially in residential areas and overnight lorry parking and improved street lighting. Other suggestions included an improved walking network with dropped kerbs and wider footways. More use of Dial-a-Ride was also advocated alongside more reliable bus services with lower fares for commuters and maintaining home to school transport to Writhlington School. Supporting local jobs was seen as a means of avoiding travel beyond the area. Particular comments included the following:

⁵ Paulton Community Plan, Report and Action Plan 2010

⁶ Paulton Village Design Statement 2011

⁷ Peasedown St John Parish Plan 2010.

- Wish to influence bus operators to deliver a consistent service and lower fares;
- Wish to improve road safety; and
- Wish to reduce the number of parked vehicles on pavements and in residential areas (including lorries parking overnight).

3.5.5 Comments on Parish/Neighbourhood Aspirations

The comments put forward by the local communities highlight the difficulties experienced on a daily basis but addressing these should focus more on better managing the existing arrangements, rather than promoting ideas that are undeliverable. For example, the road network is very constrained, such as the limited width in the traffic signal controlled section of High Street in Paulton and many streets are narrow and hazardous for all users. Measures to reduce traffic speeds are in place – Peasedown St John has a series of traffic calming measures – and enforcement is important to support physical measures. Increasing road space is likely to be extremely difficult except for minor improvements and conditions for walking are challenging in places with limited crossing arrangements and narrow footways.

While there is a desire to reduce traffic levels, many local journeys are made by car, the consequence of which is local traffic. There is no possibility of creating relief roads in the foreseeable future. Also, a wish for lower bus fares is unrealistic unless some form of subsidy commitment is available.

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 Somer Valley.

The objectives developed for the Somer 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 Somer Valley include further employment (but not housing) growth; 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. A successor to the already-implemented Greater Bristol Bus Network, GBBN II, would provide for enhanced conventional bus services for the Somer Valley.

Once completed, which is expected by the end of 2017, the JTS will enable updating of the Joint Local Transport Plan (JLTP)⁸. 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. Specific reference is made to the Somer Valley market towns:

“There is an urgent need to bring forward new strategic employment locations in the market towns to enable future local economic growth.”

“An overall co-ordinated approach to traffic management, access and parking in the town centres is central to their continued vitality in order to reduce congestion, improve the environment and offer and ensure shoppers and businesses can access a supply of competitively priced, conveniently located car parking.”

A key theme is to improve transport connectivity within and between major employment centres, with an action to improve public transport links.

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

4 Specific Issues

4.1 Impact of Proposed Housing Developments

4.1.1 Impact of Proposed Housing Developments on the Road Network

The majority of new housing in the Somer Valley area will be provided in Midsomer Norton and Radstock. Between 2011 and 2014, 352 new houses were built in Midsomer Norton (as shown in **Table 2.1**), with a further 826 houses with planning permission in Midsomer Norton and Radstock that are expected to be completed by 2020. Key routes in the area with regards to development are the A367 and B3335 routes in from the south, with two large sites having gained planning permission at Fosseyway South (165 houses) and St Peter's factory (81 houses). There are also two other sites for which outline planning applications have been submitted to Mendip District Council which B&NES have been consulted on

- 151 houses South East of A367, opposite Fosseyway South (ref 2016/0736/OTA 22 March 2016); and
- 188 houses and a three-form primary school, north of the White Post Inn, south of Fosseyway South (ref 2016/0980/OTS 20 April 2016).

B&NES has expressed concern that despite potential development sites being within apparent walking or cycling distance of the town centre, in practice this is less attractive than car use for a variety of reasons, including inadequate walking and cycling facilities.

The White Post application proposes reducing the speed limit on Silver Street to 40mph; such a measure is welcomed and should be progressed, regardless of whether the site is granted planning permission or not. Provision of a continuous footway next to the road along Silver Street is not possible because of the width constraints and hedges but a facility running parallel to the road could be investigated.

In terms of road traffic impact, it is recommended that the existing traffic model that covers Radstock town centre be extended to cover the whole of Midsomer Norton and Radstock, as well as the main routes to and from the area. Without such a model it is very difficult to assess the cumulative effects of several developments, given that if longer delays in certain areas are predicted in the future, the effect of re-routing need to be considered. The Transport Assessments referred to above (if correct) suggest that it is not the capacity of the main junctions that is causing existing congestion on the A367. It is possible that it is just the combination of side road junctions and activity along the route that leads to longer journey times and 'stop-start' conditions. Between the Charlton Lane roundabout and Radstock town centre there are 21 priority junctions (and one signalised junction at Cobblers Way) as well as Norton Radstock College, a petrol station, local shops, five zebra crossings, one signalised crossing and numerous on-road bus stops. Only a micro-simulation model would be capable of assessing the road network in such detail and identify the impact of increased traffic demand.

The cumulative impact of sites should be considered, including two other sites with planning permission for 135 houses at Monger Lane and 120 houses for Phases 2 and 3 on former railway land in Radstock. Proposed adjacent developments in Mendip District should also be taken into account as these will increase traffic demand on the A367 and B3335 into and through Radstock and Midsomer Norton. The

model could then be used to identify any improvement measures that would be required, for example junction improvements or other measures to smooth the flow of traffic.

In Paulton, 183 houses were completed between 2011 and 2014 as part of the Polestar development, with a further 291 that have planning permission and are expected to be built over the next five years. Outline planning permission has also been granted for 130 units as part of a 'Continuing Care Retirement Community'. No road or junction improvements were included in the approved Polestar development, as a Transport Assessment showed that affected junctions should remain within capacity with the development traffic (and noting that the previous printing works would have generated substantial traffic volumes).

The likely new trip generation associated with the proposed level of housing in the Somer Valley area has been estimated, based on typical trip rates per house (detailed in **Table 4.1**). Between 2014 and 2029 a total of 1,723 new houses are included in the Local Plan (with 747 of the total of 2,470 already built). This would be expected to generate a total of around 830 new vehicle trips in the AM peak hour and 860 in the PM peak hour. As these numbers cover the whole Somer Valley, they are not at a level that would warrant major road building in the area, such as a new bypass or relief road. Nevertheless, significant increases on some of the key links are expected which will need to be managed carefully.

It is noted that the majority of the Local Plan housing allocation has either been built or already has planning permission. As such, there is no scope to place a requirement on the developers to implement junction improvements. In any case, the Council is constrained in terms of what it can legitimately insist developers pay for, so developer funding of improvements is likely to be limited.

For any new housing planning applications, good links into the town centre and local schools by walking and cycling should be sought, together with good links to local bus stops, as these will be most effective in reducing the impact of car travel. Adequate capacity at access junctions should also be demonstrated by the developer, together with the impact on the wider network through use of a traffic model as recommended above, allowing for all committed development.

4.1.2 Impact of Proposed Housing Developments on the Public Transport Network

The main housing developments identified above will generate some additional demand for bus services. Overall, the additional demand will be limited, therefore there will be sufficient capacity on the existing services to handle the increased patronage. A bigger issue is bus accessibility in relation to some of the large development sites.

The new service 184 runs only every two hours and is the only service that uses Fossey South and would serve the new developments in this location. In addition, the Transport Assessment for the Fossey South (which has planning permission) states that service 179 would be extended from Midsomer Norton to the site, via Silver Street and Charlton Road. However, from 4 September 2016 service 179 will be re-routed between High Littleton and Paulton to run via Hallatrow and Farrington Gurney. Therefore, it is unlikely that a further extension to Fossey South will be implemented.

In terms of bus accessibility, the issue with the new development sites south of Radstock is that the main routes first go to Midsomer Norton via Chilcompton then on to Radstock via Charlton Road. Diverting these routes either via Silver Street (which is narrow and may not be a suitable route anyway) or the A367 would be a major change for routes that would probably result in some areas no longer being served. As such, this is unlikely to be possible.

The St Peter's factory site and former railway land in Radstock are both north of Charlton Road and close to bus stops, so would be well served by the more frequent bus routes. The Monger Lane site in Midsomer Norton and the Polestar development in Paulton are both on the routes of the 178, 179 and 379 bus services.

Key action: Improve access from new and existing housing developments by walking, cycling and public transport. Provide local traffic management schemes on the key routes and junctions to prevent unacceptable levels of congestion occurring with proposed housing developments, whilst improving road safety and facilities for pedestrians and cyclists.

4.1.3 Impact of Proposed Developments – Travel Plans

The production and implementation of effective travel plans can assist in mitigating some of the adverse impacts of new developments, both residential and business; and in supporting sustainable travel initiatives. Bath and North East Somerset Council is currently preparing its own bespoke Travel Plan Guidance for developers, and this should be completed and adopted by the end of 2017.

Residential Travel Plans (RTPs) are requested for developments above a certain size, which is soon to be standardised in the forthcoming Travel Plan Guidance (proposed to be over 25 dwellings), usually as a planning condition. This requirement for a travel plan also specifies a Residents' Travel Information Welcome Pack and the occupation level at which monitoring surveys and reports are requested; usually within six months of occupation and annually thereafter for a minimum of 3 years or until the development is rolled out, whichever is the later. There are some existing examples of current RTPs in the Somer Valley area and these include Beecham Place, Fosseyway South, Westfield, Midsomer Norton and the Linden Homes development at the former Alcan Lawson site, Midsomer Norton.

Business Travel Plans are similarly requested for developments above a certain size, which is soon to be standardised in the forthcoming Travel Plan Guidance (proposed to be over 1,000 square metres or 20 employees), usually as a planning condition. This requirement for a travel plan also specifies the stage at which monitoring surveys and reports are requested; usually within six months of occupation and annually thereafter for a minimum of 3 years or until the development is rolled out, whichever is the later.

Some examples of current business travel plans in the area include Integrity Print, Westfield Trading Estate, Midsomer Norton and Farrington's Farm Shop, Farrington Gurney. B&NES Council has developed a comprehensive Corporate Travel Plan, which covers the Hollies at Midsomer Norton. The Council also runs a Travel Forum and Business Engagement service, which supports developers and employers with the development and implementation of their travel plans throughout the authority area.

Key action: Request travel plans for all substantial new developments, both residential and business, as a planning condition and in accordance with the B&NES Travel Plan Guidance (currently draft and to be published by the end of 2017). This condition will specify time periods for surveys and monitoring reports, and the Council will provide support and assistance with the development, implementation and monitoring of the travel plans.

4.2 Impact of New Employment Sites

4.2.1 Impact of New Employment Sites at Old Mills

The Placemaking Plan identifies two new employment sites at Old Mills:

- North of the A362, east of Old Mills Lane – approx. 134,300 m²; and
- South of Langley’s Lane, west of the existing industrial estate – approx. 39,000 m².

Uses are proposed as ‘light industrial, heavy industrial, warehousing (classes B1c, B2, B8), builders merchants and car showrooms’. The potential traffic generation of the two sites has been estimated assuming that 30% of the total area would be taken up by building footprints and applying standard trip rates (**Table 4.1**) to this gross floor area (GFA). Assuming 70% of GFA as general industrial estate and 30% as warehousing gives the peak hour trip generation shown in

Table 4.2.

Table 4.1: Trip Generation Rates

Development type	AM peak 08:00-09:00		PM peak 17:00-18:00	
	In	Out	In	Out
Industrial Estate (per 100m2)	0.422	0.221	0.112	0.457
Warehousing (per 100m2)	0.038	0.020	0.016	0.043
Houses (per unit)	0.140	0.344	0.313	0.189
Flats (per unit)	0.064	0.205	0.204	0.103
80/20 mix of houses/flats (per unit)	0.125	0.316	0.291	0.172

Source: TRICS v7.2.3

Table 4.2: Potential Traffic Generation of Old Mills Development Sites

	AM peak 08:00-09:00		PM peak 17:00-18:00	
	In	Out	In	Out
North of A362				
Industrial Estate	119	62	32	97
Warehousing	5	2	2	5
Total	124	65	34	102
South Of Langley's Lane				
Industrial Estate	35	18	9	28
Warehousing	1	1	1	2
Total	36	19	10	30
Total for Both Sites	160	84	43	132

Source: Mott MacDonald calculation using trip rates from TRICS v7.2.3

For the northern site, access from the A362 (west of Langley's Lane) and Paulton House/former Focus DIY access road is suggested in the Placemaking Plan, with the southern site accessed through the existing industrial estate and junction on the A362. In terms of access, the above trip generation levels are relatively low, therefore it is considered that the existing priority junctions giving access to the northern and southern sites should be adequate. A new access to the northern site west of Langley's Lane is not warranted and would probably be problematic due to the proximity of existing houses south of the A362. The preferred vehicular access routes are shown in **Figure 4.2**.

In terms of possible road/junction improvements, none are considered necessary to the main A362 route based on current vehicle movements, although as with many parts of the local road network, their use by large vehicles may cause difficulties. Although there is a 'chicane' of two tight bends either side of the Langley's Lane junction, this section does not have a poor casualty record. Indeed, no casualties were recorded at this junction or on the approaches over a recent five year period. The tight bends actually have some benefit in reducing traffic speeds at the start of the built up area approaching from the west. However, consultation with local residents suggests that there are problems for access to properties due to the curvature of the road and the resulting poor sightlines and level differences. Drainage problems and the wide junction compound the problems.

If the proposed land use of the sites changed and office-based developments were proposed for a significant proportion of the area then trip generation would be much greater and the access arrangements suggested above would need to be re-visited.

In terms of other junctions, the A362/B3355 roundabout east of the Tesco roundabout currently experiences limited congestion at peak times. However, it is not clear if this is due to the capacity of the roundabout or other constraints, such as the traffic signal controlled crossings immediately south and east of the roundabout or queuing back from the signal-controlled one lane section of the B3355 to the south. The potential to increase the capacity of the roundabout significantly on all arms is limited due to the constraints of properties to the south and east. There would appear to be scope to enlarge the roundabout slightly and provide longer flare lengths on the western and northern approaches within the highway boundary. Given that this would be a relatively expensive scheme, requiring changing the whole roundabout rather than just widening one or more approaches, the need for this would need to be confirmed as part of a Transport Assessment for the proposed development. If there was office-based development at Old Mills, it is likely that such a scheme would be required to accommodate increases in peak hour demand.

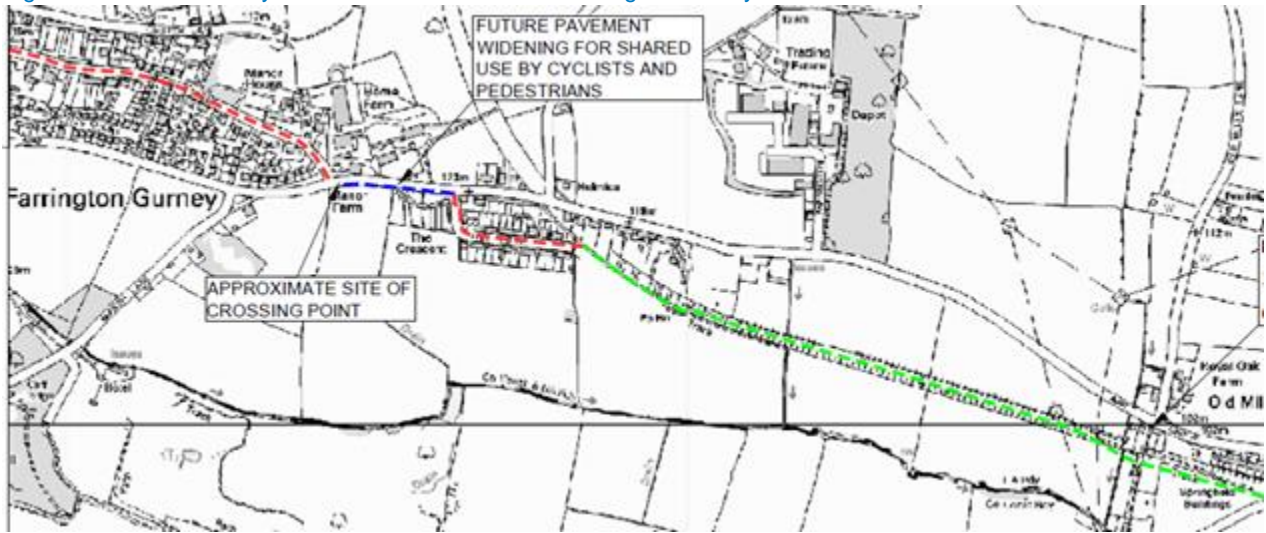
For access by sustainable means, bus services 178 and 379 to/from Bath that used to stop at Tesco on the routes between Midsomer Norton and Paulton will cease to do so from 4 September 2016. However, the revised service 172 will stop at Tesco en route from Wells and Paulton through to Midsomer Norton, Radstock and Bath. Service 179 will now also stop at Tesco, but this only runs every 1 ½ or 2 hours.

The Tesco bus stop is around 400m from the new development sites; ideally closer stops would be provided but extending the bus route further east is not recommended due to the delay to other passengers. The infrequent services 175 and 768 pass the site on the A362. Pedestrian access to the northern site should be improved by upgrading the existing public right of way that runs along the western boundary of the former Focus site.

For cycling, the Sustrans review considered extending the existing Radstock Norton Greenway to the west. However, due to the difficulties of land ownership this was not seen as a priority. An alternative to improve cycle access to the development sites from the east would be to convert the existing footways alongside the B3335 and A362 to shared cycleways, as illustrated in **Figure 4.2**. The existing traffic signal controlled crossing on the B3355 would need to be converted to a Toucan crossing and other works may be required to ensure a suitable minimum width is provided, through widening the footway into the verge where possible. Given that pedestrian movements on this route are likely to be relatively low, a minimum width of 1.8m is considered acceptable.

A complete route from the Greenway to Farrington Gurney was previously consulted on by B&NES. From Old Mills to the west, use of the disused rail track was proposed linking into Hill, as shown below. The consultation showed general support from the public for the scheme but strong objections from landowners. A conclusion at the time was that the land required could only be acquired through compulsory purchase. As such, completion of a route to the west is likely to require a drawn out planning process and be relatively expensive, where as a shared cycleway route from the east should be possible in the short term.

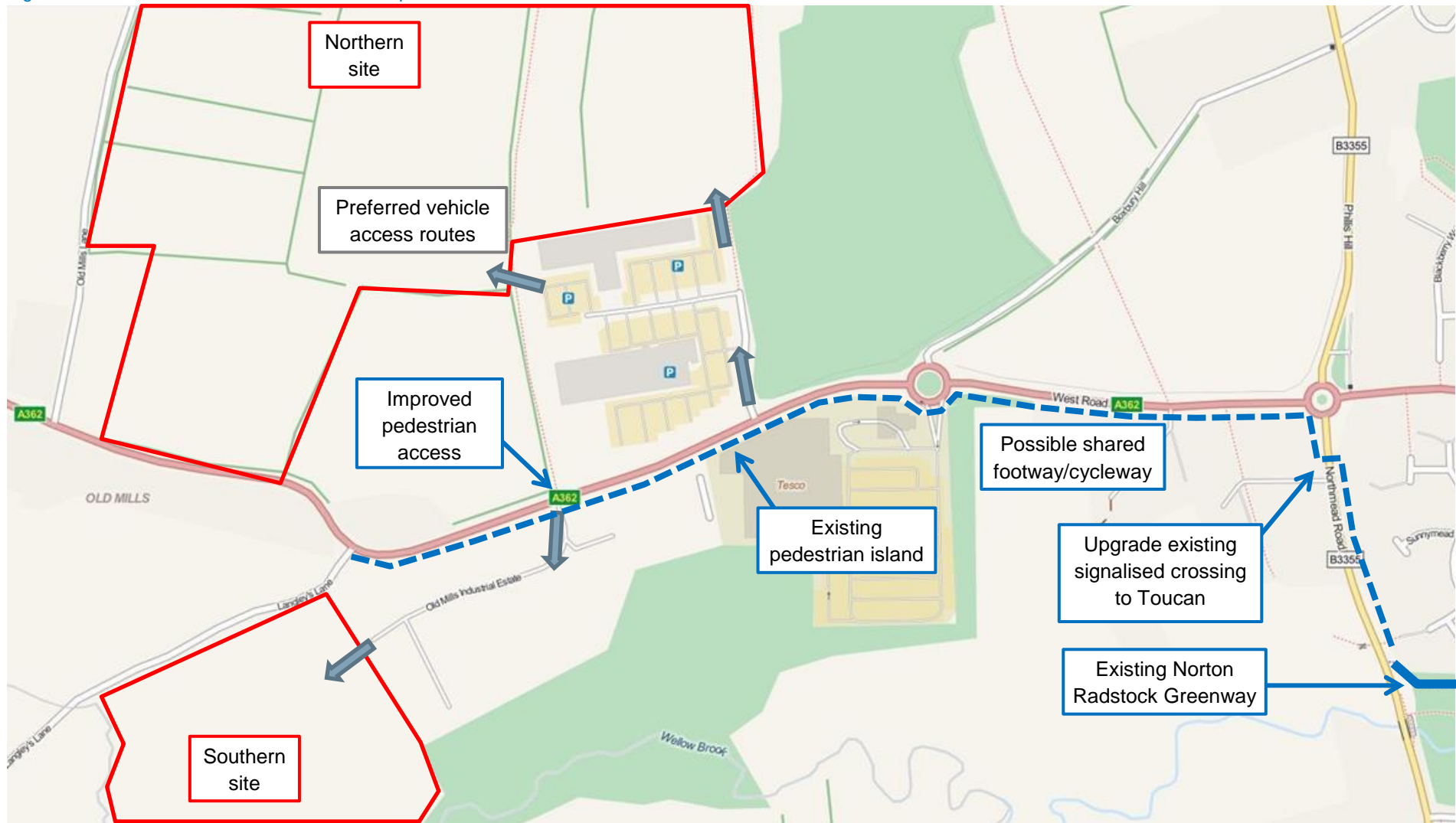
Figure 4.1: Possible Cycle Route from Old Mills to Farrington Gurney



Source: extract from previous consultation plan produced by B&NES

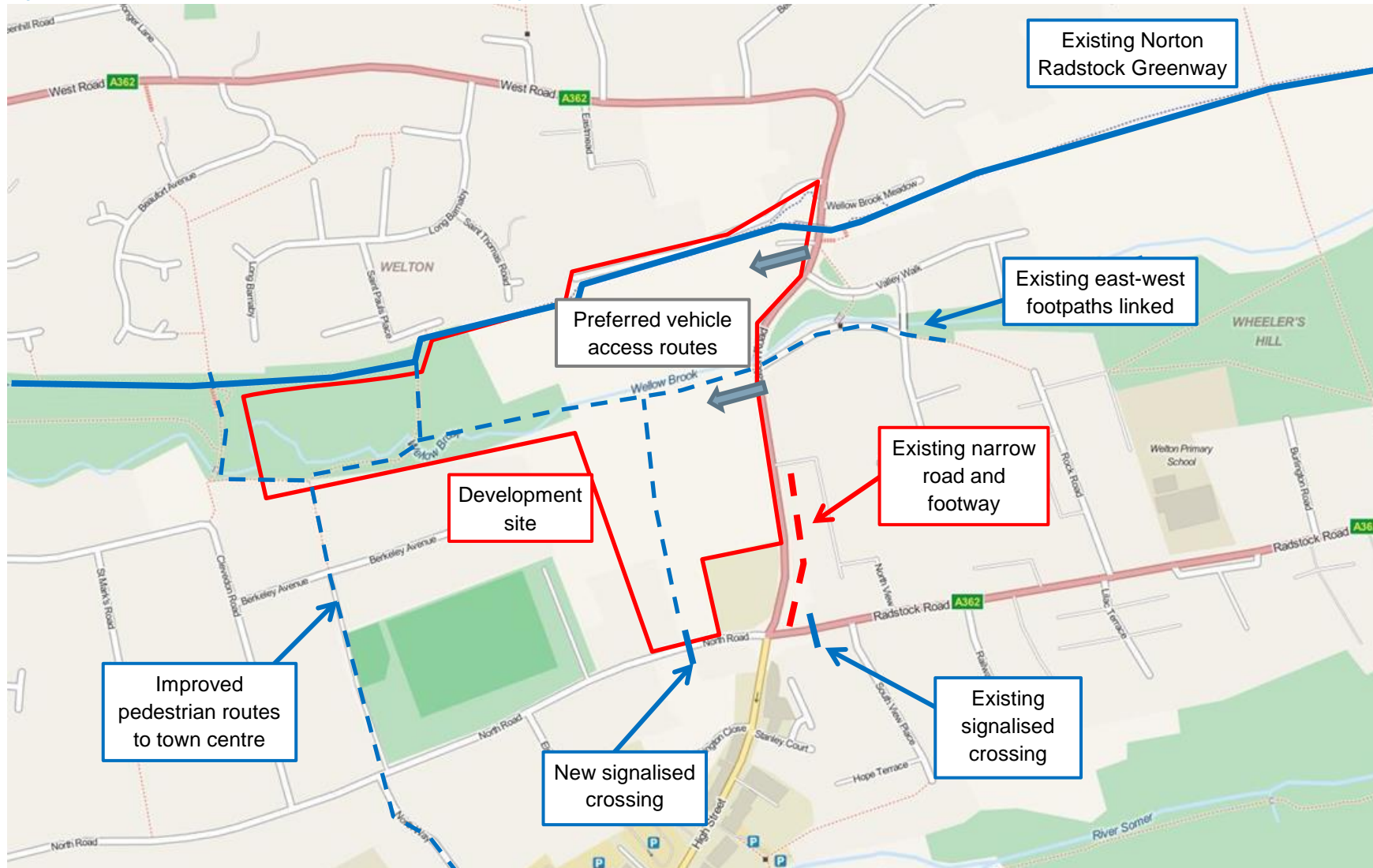
Key actions: The introduction of a new access road into the Old Mills site should be considered in order to reduce the impact of new traffic on the narrow A362, improve cycle access to the Old Mills sites, through shared footway/cycleway routes from the existing Greenway to the east. Pursue completion of a cycle route to Farrington Gurney, west of Old Mills.

Figure 4.2: Access Issues for Old Mills Development Sites



Source: © OpenStreetMap contributors

Figure 4.3: Access Issues for Former Welton Manufacturing Development Site



Source: © OpenStreetMap contributors

4.2.2 Impact of Development Sites in Midsomer Norton (North of the town centre and at South Road)

The former **Welton Manufacturing Site** is not to be allocated as a large retail site opportunity within the Placemaking Plan. The vision for the site is a ‘regeneration scheme to deliver an appropriate mix of employment floorspace and housing, and to improve connections through to the High Street’. It is also seen as a good opportunity to improve pedestrian and cycling connections both north to south and east to west for new and neighbouring residential communities.

The Placemaking Plan proposes that it should provide at least 100 new dwellings. Based on a typical housing density of 30 units/ha, this would take up at least 3.3ha out of the total area of 5.3ha i.e. up to 2ha would be available for other uses. Assuming 30% of this area as building footprint gives 6,000m² GFA. The trip generation for 100 houses and the remainder of the site as an industrial estate is given in **Table 4.3**:

Table 4.3: Potential Traffic Generation of Former Welton Development Sites

	AM peak 08:00-09:00		PM peak 17:00-18:00	
	In	Out	In	Out
Housing/flats (100 units)	12	32	29	17
Industrial Estate (6,000m ²)	25	13	7	21
Total	37	45	36	38

Source: Mott MacDonald calculation using trip rates from TRICS v7.2.3.

Given that the previous use for manufacturing would have had significant trip generation, the net impact is likely to be minimal or even a reduction in vehicle numbers from the previous use. As such, the proposed new development is unlikely to warrant traffic capacity improvements due to increased traffic demand. However, there are underlying capacity issues that it would be beneficial to address if funding is available. A detailed Transport Assessment would be required to confirm the scale of the problem.

An initial review suggests that the scope to increase capacity is limited and would focus on the Stones Cross mini-roundabout which represents a constraint to volumes both on Radstock Road and Station Road. Introducing traffic signals at the junction would be a possibility but may not increase the capacity as there is no scope to widen any of the approaches to two lanes, even for a short length, due to constraints of the nearby properties (and the Stones Cross public house site not being part of the redevelopment). As a result, the capacity of a traffic signal junction would be limited as each of the three approaches would need to run on its own stage.

It is understood that queuing at the mini-roundabout can occur when access to the High Street is constrained, such as when heavy goods vehicles are making deliveries. Management of deliveries and other traffic on the High Street should be addressed, if possible changes to the road layout are considered as part of regeneration and public realm improvements.

Potential access issues for the site are illustrated in **Figure 4.3**. The southern section of Station Road is narrow with a very narrow footway on the eastern side that is further constrained by a wall all of the way along. A retaining wall on the western side gives a ‘tunnel’ effect, making it an unattractive route for pedestrians. Vehicular access for the new site should be at the northern end of Station Road to encourage as much traffic to use West Road to access the site, rather than Station Road from the south. The existing access opposite Valley Walk would appear to be suitable so could be retained. If a second access is required further south, appropriate visibility must be provided at the junction (which does not appear to be the case for the other existing access opposite Welton Vale). The opportunity should be taken to provide a high quality pedestrian route through the site to provide an alternative to the poor Station Road route. A new traffic signal controlled pedestrian crossing on North Road would also help to encourage use of a new route. East-west connections should also be improved by providing a pedestrian route to link to existing public rights of way at the end of Welton Vale and Vivien Avenue.

In terms of bus accessibility, services 179 and 768 use Station Road on their route between Radstock and Bath. It is recognised that these services run relatively infrequently, nevertheless good bus stop facilities should be provided on Station Road near to pedestrian access routes into the site. The majority of buses serving Midsomer Norton stop at the Town Hall in the town centre and do not pass any closer to the development site. Changing bus routes to suit the new development is not warranted, so improving access to other services can only be achieved by ensuring that good pedestrian routes to the Town Hall are available.

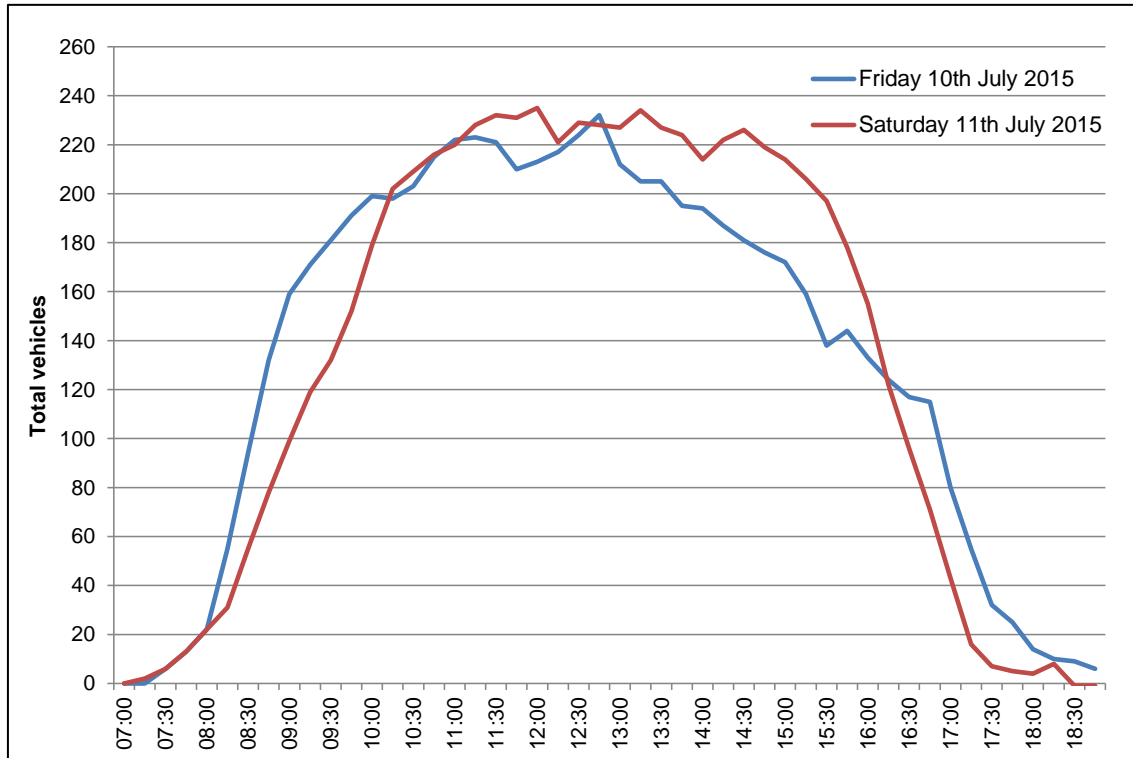
For cycling, the site benefits from the Radstock Norton Greenway to the north, so good internal cycle connections to this route should be provided. The Sustrans review does not identify any specific cycle schemes for or through this area.

The use of **South Road Car Park** for retail development is supported through the Placemaking Plan, reinforcing the role of Midsomer Norton as the main retail centre for the Somer Valley. The implications for adding a retail unit to this site and the resultant impacts on public parking provision are discussed in more detail in a separate report which has been published as part of the evidence base for the Placemaking Plan. In summary, the report concluded that the car park was already operating close to its capacity of 251 spaces, based on data for a Friday and Saturday in July 2015 (**Figure 4.4**). Therefore, any car parking lost due to construction of a new retail store on the site would need to be re-provided, together with additional parking to cater for increased demand due to a new store. The Placemaking Plan notes that this parking could be on-site (which would require decking or multi-storey parking) or in locations ‘well related and easily accessible to the town centre’.

Key actions: improve pedestrian and cycle access to and through the former Welton site, linking into existing nearby routes. Consider a possible junction improvement at Stoney Cross, taking into account interaction with the High Street.

If part of the South Road car park is to be redeveloped, ensure that any lost parking is re-provided, together with additional spaces to cater for increased demand with the development.

Figure 4.4: South Road Car Park Occupancy – July 2015



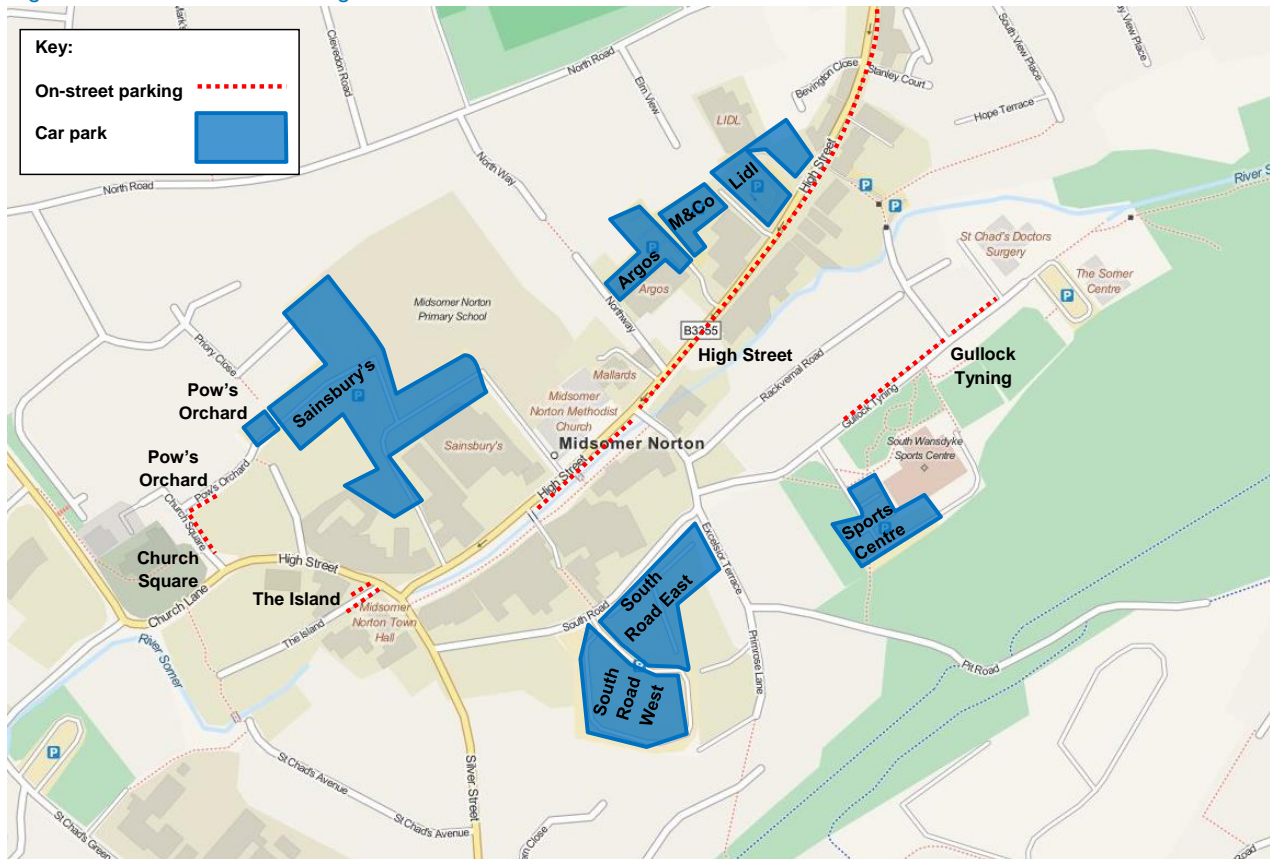
Source: Entry/exit counts provided by B&NES

4.3 Radstock and Midsomer Norton Car Parking

4.3.1 Supply and Future Demand for Car Parking in Radstock and Midsomer Norton

Figure 4.5 shows the location of public car parks and on-street parking in Midsomer Norton.

Figure 4.5: Public Car Parking in Midsomer Norton



Source: B&NES.

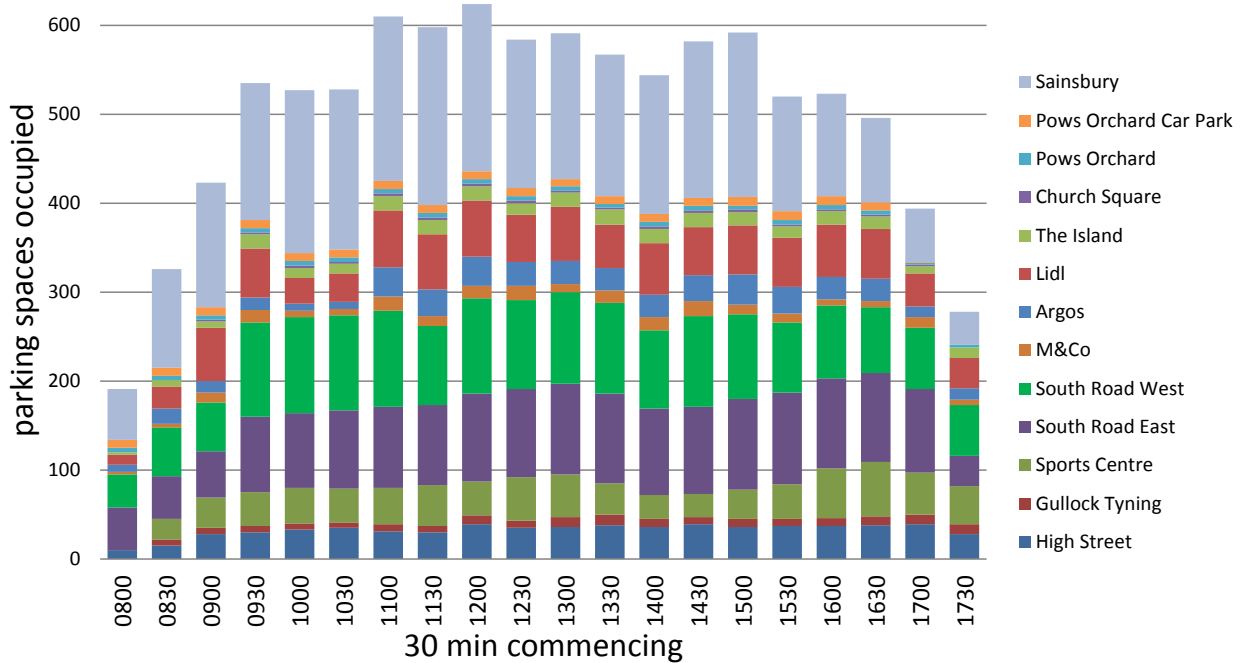
Figure 4.6 and 4.7 show the levels of occupancy of parking spaces on a typical weekday (0800 to 1800 on Thursday 12 June 2014) and Saturday (1100 to 1500 on 29 August 2015)⁹ respectively. Both datasets indicated that public car parks and on-street spaces were well used but comfortably within the total capacity available (765 spaces). The data for a Saturday in August 2015 showed a higher number of spare spaces but this figure may have been abnormally low due to major roadworks in the preceding weeks which would have discouraged drivers from entering the town centre.

⁹ NDC (August 2015) *Midsomer Norton parking beat survey. Survey report.*

For the Sainsbury car park, up to 110 of the 180 spaces available were used during the time surveyed for a Saturday in 2015 compared with 200 for a weekday in 2014, i.e. over the capacity of 180 spaces. The largest car park is South Road which indicated occupancies of up to 211 on a weekday and 194 on a Saturday against a capacity of 251 spaces.

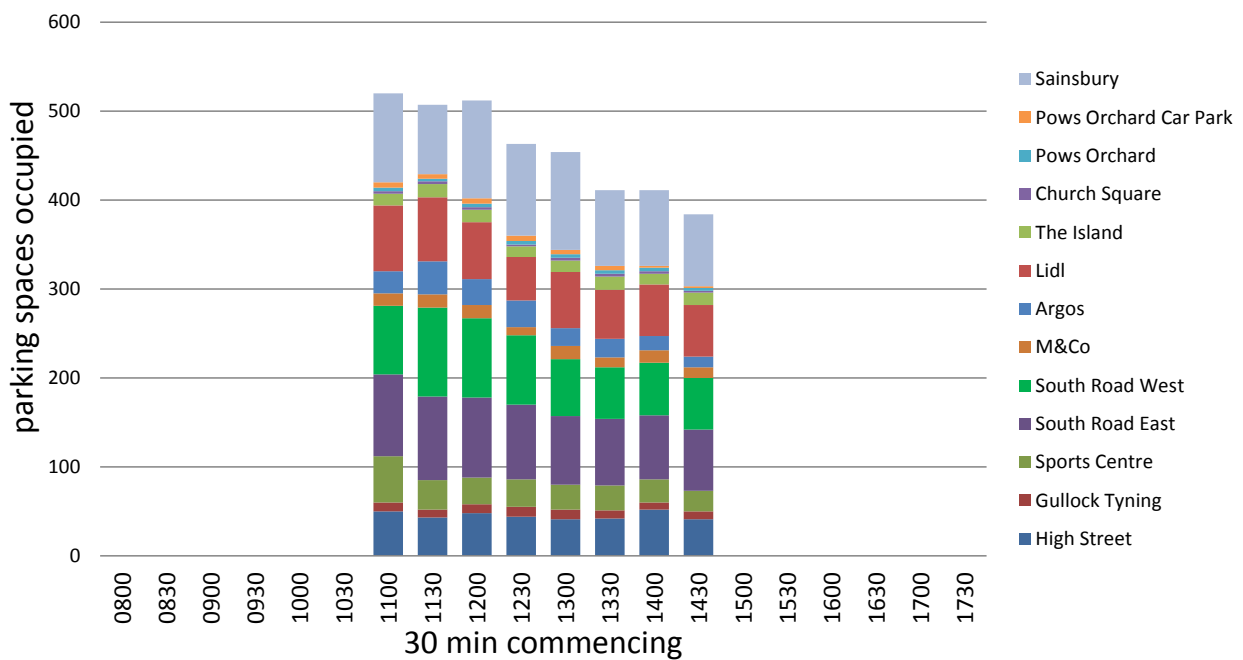
Other counts showed higher occupation of South Road car park in July 2015 (**Figure 4.4**), hence the conclusion that if the South Road car park is to be redeveloped any lost spaces must be re-provided, as well as additional capacity provided to accommodate higher demand due to increased retail activity. The exact number of new spaces required would depend on the size of store provided at South Road e.g. a 45,000 sq ft store is likely to require 150 spaces to service it.

Figure 4.6: Midsomer Norton Public Parking Space Occupancy: Weekday



Source: B&NES data.

Figure 4.7: Midsomer Norton Public Parking Space Occupancy: Saturday



Source: NDC data.

There has been a view expressed by Midsomer Norton Town Council that free public parking is constrained but it is essential to support the town’s economic activity. Argos, Lidl and Sainsbury all restrict customer parking to 90 or 120 minutes which restricts both on- and off-street parking options in the town.

New housing sites in the town should generate more demand for retail in the town centre, with increased activity in turn supporting retail developments with associated parking. For Midsomer Norton, the overall conclusion is that new development proposals in the town centre should be supported by appropriate parking provision, whether the development is for retail or other commercial uses.

Radstock has limited public parking with small car parks at Waterloo Road and Church Street and limited on-street parking on The Street and Fortescue Road. These are free to users and managed by B&NES Council. Data from surveys on a Thursday in July 2014 showed that these car parks were well used, particularly the Victoria Hall car park which was close to full for most of the day (capacity 47 spaces) but is now no longer available. The Church Street (Library) car park had at least 17 free spaces throughout the day, against a capacity of 74 spaces. Additional spaces (39) are available in Somervale Road for users of the linear park.

However, the Co-operative store has a large car park with a capacity of 261 spaces but the survey showed a maximum occupancy of 97 spaces i.e. over 160 free spaces. With the loss of capacity at Victoria Hall as

part of the redevelopment of that area, the Co-op car park became busier and in April 2015 enforcement of the car park for customers only was introduced¹⁰, with a maximum stay of three hours. Around 20 spaces were also allocated for long stay use with a permit system for those working in the town centre. Nevertheless, significant spare capacity is likely to remain in the Co-op car park at present. It is also understood that B&NES Council has increased the capacity of the Church Street car park by 18 spaces, as well as limiting stays to five hours (and four hours in part of Waterloo Road car park). Initial feedback is that the restricted hours has freed up spaces for more short stay users but those that wish to park all day (such as those working in the town centre) now park on-street in residential areas.

With limited increased retail space to be provided in Radstock (the only specific allocation is for a mixed use scheme with active ground floor frontage on the old Charlton Timber Yard), it is considered that further additional parking should not be needed in the short term, as there are spare short stay spaces in the Co-op car park. However, in the long term, private spaces cannot be relied upon, so this conclusion would need to be revisited if there were changes to parking provision by the Co-op.

Key actions: Ensure that any new developments in Midsomer Norton (including on South Road car park) provide sufficient parking to cater for the additional demand due to the developments. In Radstock, monitor the impact of introducing limited lengths of stay in Church Street and Waterloo Road car parks on nearby on-street parking.

Seek to maintain the level of parking for both centres to protect their local roles. In the future if demand continues to increase, additional spaces may be sought.

4.4 Traffic Management on Major Routes

4.4.1 Overview

Reported casualty data has been analysed to identify any clusters of casualties that need to be addressed.

Figure 4.8 shows the location of recorded casualties (blue=slight injury, green=serious, red=fatal) over a five year period.

¹⁰ <http://www.radstockcoop.co.uk/blog/parking-its-still-free-at-radco>

Figure 4.8: Locations of Casualty Clusters 2010 to 2015 in Somer Valley



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

The following sections consider each of the A367, A362 and A37 routes passing through the Somer Valley, in terms of:

- Traffic flows;
- Congestion and junction capacity;
- Reported casualty clusters and potential mitigation measures; and
- Pedestrian infrastructure and potential improvements.

Location of the traffic counts referred to for these routes are shown in **Figure 4.9**.

Figure 4.9: Location of Traffic Counts


**A37 south of
Whitchurch**



Source: © OpenStreetMap contributors.

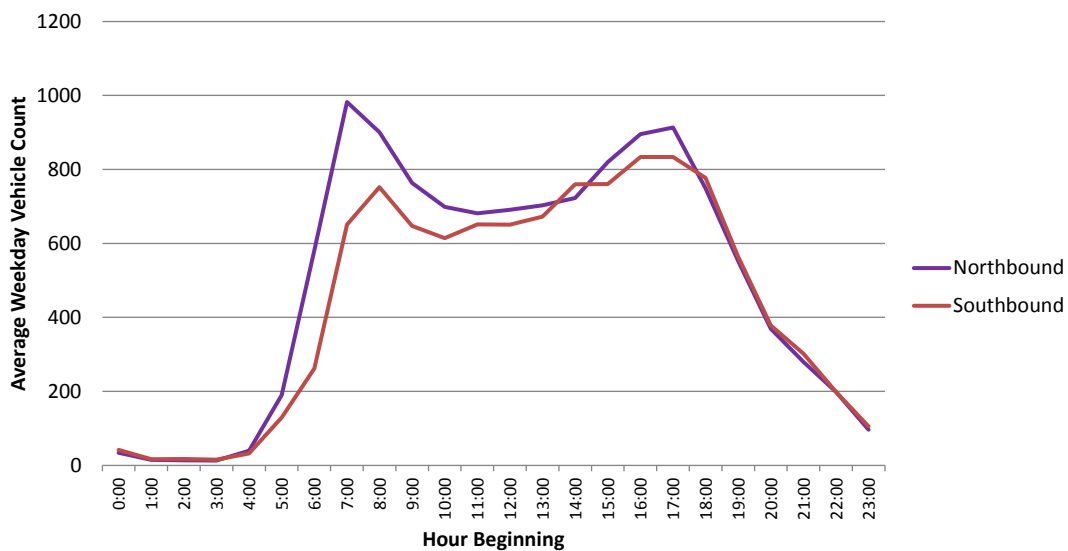
Elsewhere in the Somer Valley away from the A367, A362 and A37 there can be some congestion and slow-moving traffic, such as through Midsomer Norton town centre, Paulton and Hallatrow, but long delays do not usually occur.

4.5 A367 to Bath

4.5.1 A367 Traffic Flows

Traffic count data has been obtained for the A367 Bath New Road in Radstock at the County Bridge in 2014 as shown in **Figure 4.10**. Southbound vehicles totalled 10,664 (weekday average) and northbound 11,901.

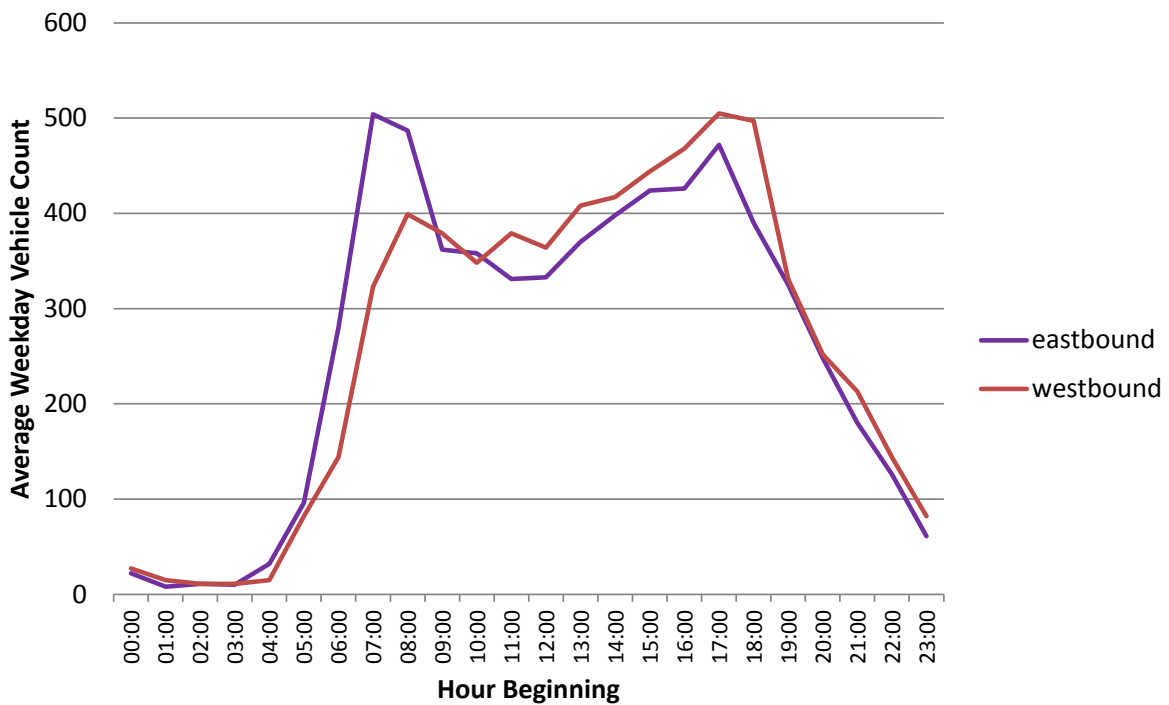
Figure 4.10: A367 County Bridge , Radstock: Automatic Traffic Count, Weekday Average, March 2014



Source: B&NES data.

Figure 4.11 shows traffic levels on the A367 on the southern approach to Radstock. Both graphs show tidality of flow with northbound/eastbound movements towards Bath higher in the AM peak, with higher flows in the opposite direction in the PM peak.

Figure 4.11: A367 Wells Road, Radstock (Below Church Entrance): Automatic Traffic Count, Weekday Average, July 2015



Source: B&NES data.

4.5.2 A367 Congestion

Congestion regularly occurs at two main areas in the peak hours. The A367/ A362 Somervale Road and A367/ A362 Frome Road mini-roundabouts in Radstock town centre experience long queues on the A367 southbound approach in the evening peak hour. Increasing capacity in Radstock town centre is very difficult due to the constraints of the built-up area and the need to allow for all movements at what is effectively a crossroads of the A362 and A367. The junction was extensively reviewed as part of the recent redevelopment project, which resulted in the current layout. A traffic signal controlled crossroads has been considered previously, but the new layout was shown to provide more capacity overall, when considered in relation to development of the railway land and new link road connecting The Street with Frome Road.

On the A367 south of Radstock, traffic is slow-moving in the peak hours but as noted when discussing new and proposed developments, junction capacity may not be the problem. It is likely that provision of right turn lanes from the A362 into side roads where possible would improve the situation, by stopping the mainline traffic getting obstructed by vehicles waiting to turn.

Long queues develop in the morning peak on the A367 into Bath, primarily due to the constrained road network on the A367 in the built-up area. North of the A3062 roundabout there is only one lane in each direction, which causes queuing to block back to the Odd Down roundabout and south on the A367. The A3062 here also forms part of an east-west route that traffic from the A36 uses to avoid travelling through the city centre to reach the A4 west of Bath (B3110 through Midford onto Rush Hill at Odd Down and Pennyquick at Newton St Loe). Such movements add to the delay to A367 traffic into Bath in the AM peak and out of Bath in the PM peak. Signalising the junction would allow priority to be given to the A367 movements but detailed traffic capacity analysis would be required to confirm the overall impact. Banning right turn movements from the A3062 and Frome Road would help to maximise the capacity (alternative routes are available for these movements).

It is also understood that queuing on the A367 leads to 'rat-running', where drivers turn off the A367 and use Combe Hay Lane to approach the Odd Down roundabout, where they have priority over the A367. Kilkenny Lane to the west of the A367 also gives an alternative route into Bath via Broomfield Road. For the northbound A367 towards Odd Down roundabout, removal of the existing bus lane on the northbound A367 towards Odd Down roundabout has been suggested as a way of increasing capacity. However, as the majority of traffic remains on the A367 and there is only one lane at the roundabout exit, this is unlikely to reduce delays significantly (and would remove the benefit that the buses currently experience). It is understood that the Council is considering changes to the Odd Down Park and Ride site, with new housing proposed at Odd Down (300 houses) in the Placemaking Plan. It is recommended that a new access to the Park and Ride site from the south is considered as part of the plans, as this would reduce the traffic volume into the roundabout, whilst reducing delay to Park and Ride users making it more attractive.

Key actions: Provide right turn lanes on the A367 south of Radstock where possible. Review the potential for provision of a new southern access to the Odd Down Park & Ride site off the A367 to make it more attractive to users and reduce queuing for all northbound traffic.

4.5.3 A367 Collision Data

Reported collision data has been collated for the route. A number of junction locations on the route have clusters of incidents including Peasedown St John, Clandown and five locations in Radstock. 34 incidents were recorded at these locations in the five year period between 2010 and 2015, the majority (30) being slight injury incidents but with three serious and one fatal as shown in **Table 4.4**. There appear to be various causes including driver error with loss of control, speed-related collisions, impacts with pedestrians and conflicting movements.

Suggested improvements to address these problems are given below:

1. Peasedown St John: Bath Road/A367 Roman Road – it is understood that improvements to this existing priority junction are already being considered by the Council;

2. Clandown: Smallcombe Road/Bristol Road/A367 Bath New Road – provide right-turn lanes in both directions, refreshed road markings and warning signs for junctions ahead;
3. Radstock: Coomb End/Bath Old Road/A367 Bath New Road - refreshed road markings and warning signs for junctions ahead;
4. Radstock: A362 Somervale Road/Frome Road/A367 Wells Road – consider converting to a traffic signal controlled junction (probably requiring banning of certain movements) or a 'shared space' scheme to help pedestrian movements;
5. Radstock: Elm Tree Avenue/A367 Wells Road – unrelated causes for four collisions, so no remedial measures necessary;
6. Radstock: Wesley Road/A367 Wells Road – consider new pedestrian island to help slow traffic; and
7. Radstock: Charlton Road/A367 Fosseway – double yellow lines to prevent parking at junction and improved road markings around junction.

Key actions: undertake a safety review of the A362 and A367 routes building on the approach recently completed on the A37 focusing on vehicle speeds.

Table 4.4: A367 Casualty Data North (Peasedown St John) to South (Radstock) : Clusters of Three or More Incidents

Cluster No.	Area	No of incidents	No of pedestrian incidents	Slight	Severe	Fatal	Junction	References	Speed	Detail	Causation
1	Peasedown St John: Bath Road/A367 Roman Road	4	0	2	2	0	Large T-junction with jet lane	151500377	60 north (NSL) 50 south	Vehicle 1 waiting to turn right onto the A367. Vehicle 2 travelling from behind, collided with the rear of vehicle 1, causing slight injury to driver 1	Braking and collision
								151500609		Vehicle 1 going to Peasedown St John, pulled across the front of vehicle 2, unable to avoid and hit vehicle 1	Cut path and collision
								121200786		Driver admitted seeing vehicle coming from right but thought it was further away / travelling slower. Pulled out and was hit by oncoming vehicle	Misjudgement and collision
								121201339		Vehicle 2 turned right across path of vehicle 1, vehicle 1 hit vehicle 2 which then spun round and collided with vehicle 3 which was stationary at junction	Right turn collision
2	Clandown: Smallcombe Road/Bristol Road/A367 Bath New Road	5	0	5	0	0	Stagger	141404444	40 mph	Vehicle 1 pulled out of Smallcombe Road and thought that vehicle 2 had signalled him to go but was mistaken and the two collided	Misjudgement and collision
								131303549		Vehicle 4 was travelling in front of vehicle 2 towards Bath, vehicle 1 from Smallcombe Road pulled out junction hitting vehicle 3 travelling towards Radstock	Cut path and collision
								131308539		Vehicle 1 pulled out into the path of vehicle 2, travelling on A367 Bath New Road towards Bath	Cut path and collision
								121206043		Vehicle 2 waiting in queue of traffic on Bath New Road, vehicle 1 came around bend as he braked lost control and collided with rear of vehicle 2	Bend/lost control
								121206080		Traffic lights turn green and driver of vehicle 1, foot has slipped off the clutch resulting in his vehicle colliding with the rear of vehicle 2 in front	Lost control/collision
3	Radstock: Coomb End/Bath Old Road/A367 Bath New Road	4	2	3	0	1	Stagger	141409303	40 mph	Traffic caused vehicle 1 to stop. Vehicle 2 was following and also went to stop, but slid into rear of vehicle 1	Braking and collision
								111107650		Group of males crossing road towards house, vehicle 1 failed to see pedestrians and colliding with casualty	Failed to see and collision

Cluster No.	Area	No of incidents	No of pedestrian incidents	Slight	Severe	Fatal	Junction	References	Speed	Detail	Causation
4	Radstock: Somervale Road/Frome Road/A367 Wells Road	11	0	11	0	0	Double mini roundabouts	131300670		Vehicle 1 travelling up hill on A367 Bath New Road has struck casualty causing fatal injuries	Collision
								111100274		Vehicle 2 come level up the inside of vehicle waiting. Vehicle 1 pulled across the front and into side of vehicle	Cut path and collision
								141404876	30 mph	Driver got foot stuck between accelerator and brake, tried to turn to Mid Norton as he could not stop accelerating, collided with vehicle 2 and hit a wall	Lost control /collision
								141403429		Vehicle 1 approached from Radstock to turn left, vehicle 2 approached at speed from Wells Road, collided with vehicle 1 forcing it into kerb and on its side	Speeding and collision
								131308143		Vehicles 2-5 were in stop start traffic when vehicle 1 hit the rear of vehicle 2 causing a chain reaction of shunts	Stop/start and rear shunt
								111200085		Vehicle 1 exited the Radstock post office car park onto the street and collided with a pole of the nearside	Collision
								131306538		Vehicle 1 was travelling along A362 Somervale Road, vehicle 2 was travelling along A367 Bath New Road and vehicle 1 collided with vehicle 2	Collision
								131303561		Vehicle 1 on roundabout at junction with A361 and A367. Vehicle 2 travelling down A367 came onto the roundabout, collided with vehicle 1 causing injury	Collision
								121208563		Vehicle 1 was at junction of A367 and stopped. Vehicle 2 cut across the roundabout and collided with driver side front of vehicle 1	Cut path and collision
								121204179		Vehicle 1 towing vehicle 2 but has pushed vehicle 1 too fast down hill on Wells Road and vehicle 1 has crashed into shop fronts	Lost control/collision
121200601		Officer from vehicle 1 front seat passenger got out leaving passenger door slightly ajar and driver reversed causing a collision	Failed to see and collision								
101007516		Vehicle 2 stopped at roundabout turning right to Somervale Road. Vehicle 1 stopped directly behind vehicle 2 and collided with rear of vehicle 2	Braking and collision								
121206733		Vehicle 1 stopped to turn right into co-op, vehicle 2 went into back of vehicle 1	Braking and collision								

Cluster No.	Area	No of incidents	No of pedestrian incidents	Slight	Severe	Fatal	Junction	References	Speed	Detail	Causation
5	Radstock: Elm Tree Avenue/A367 Wells Road	4	3	4	0	0	T-junction	141406369	30 mph	MC was travelling down Elm Tree Avenue, with vehicle 2 travelling towards him, MC then swerved and dismounted MC and hit a telegraph pole, and collided with vehicle 2	Cut path and collision
								131306979		Vehicle 1 was pulling out of service station in order to turn right, on Wells Road casualty stepped out into the path of vehicle 1, braking and hitting casualty	Cut path and collision
								111106425		Vehicle 1 had turned into Elm Tree Avenue off A367, with stationary in opp. direction, casualty had crossed between vehicles and vehicle 1 had passed casualty	Cut path and collision
								121202142		Pedestrian stepped onto zebra crossing when she noticed vehicle, raised her hand and realised vehicle wouldn't stop, knocking her on the ground	Cut path and collision
6	Radstock: Wesley Road/A367 Wells Road	3	1	3	0	0	T-junction	131305977	30 mph	Vehicle 1 was stationary and about to turn right off the main road, vehicle 2 was unable to stop in time and collided with rear of vehicle 1	Braking and collision
								121300290		Vehicle 1 trapped in road closure, driver became verbally aggressive towards the marshal and drove through the road closure, brushing against the marshal	Obstruction in road
								111105986		Vehicle 2 stopped and indicated to turn right, whilst waiting to turn is struck from behind by vehicle 1	Braking and collision
7	Radstock: Charlton Road/A367 Fosseway	3	2	2	1	0	T-junction, N of roundabout	121201725	30 mph	Vehicle driving on Fosseway towards Charlton Road junction when pedestrian stepped into road from behind a stationary vehicle and a collision occurred	Cut path and collision
								141404151		Vehicle turned left mounted the pavement hit the pedal casualty's bike which caused the casualty to fall onto the pedal cycle	Lost control/ collision
								111105297		Vehicle 1 collided with the rear of vehicle 2 which was waiting to turn right	Braking and collision
		34	8	30	3	1					

4.5.4 A367 Pedestrian Infrastructure

The current infrastructure available to support walking along the A367 is shown in **Table 4.5**. Within settlements there is reasonable provision but roadside footways between settlements, where they are in place, tend to become overgrown with vegetation. In Radstock, there are many items of infrastructure but inconsistencies of footway width, junction arrangements and formal and informal crossing arrangements. In particular, the centre of Radstock with its mini-roundabouts is difficult for pedestrians to negotiate and controlled crossings are set back from natural desire lines. Possible redesign could consider a signalised junction or creating a shared space informal junction arrangement to slow vehicle speeds and to give the area a more pedestrian-friendly environment.

Table 4.5: A367 Pedestrian Infrastructure

Location	Current Provision	Problems to be Addressed
Peasedown St John	<p>Narrow footways (1.0m minimum) in the vicinity of ‘the Prince of Wales’ but wider elsewhere, part with verges.</p> <p>Pedestrian crossing at north arm of A367/Dunkerton Hill roundabout with dropped kerbs and central reserve island but without dropped kerbs on other arms.</p> <p>A367 bypassing the village has a number of crossing facilities:</p> <ul style="list-style-type: none"> - Central reserve island with dropped kerb; - Central reserve island but without dropped kerb; - Central reserve island with dropped kerb (link to pedestrian route); - Traffic signal controlled puffin crossing; - A367/Orchard Way/Wellow Lane roundabout east arm central reserve island with dropped kerb; south arm central reserve island with dropped kerb (footpath with verge offers no walkway to the main footpath via the grass area); west arm central reserve island with dropped kerb (north path very overgrown and obstructed by hedges); north arm central reserve island with dropped kerb; - Two central reserve islands with dropped kerbs; - Central reserve island with dropped kerb (2 small islands without dropped kerbs on Bath Road to separate traffic lanes); <p>Footways 1.3 to 1.6 m wide.</p>	<p>Sections obstructed by vegetation.</p> <p>Lack of dropped kerbs.</p>
Clandown	<p>Pedestrian crossing with dropped kerbs and central reserve island to west of bus stops.</p>	<p>Footways on sections between settlements narrow and overgrown in places</p>
Radstock (centre)	<p>Various pedestrian crossings in place:</p> <ul style="list-style-type: none"> - A367 north: central reserve island with dropped kerb with railings around island to the north of roundabout; - A367 north at roundabout central reserve island with dropped kerb; - Frome Road east: traffic signal controlled puffin crossing with central reserve to the west of roundabout; - Frome Road east at roundabout central reserve island with dropped kerb; - Fortescue Road south east central reserve island without dropped kerb; - A367 south: traffic signal controlled pelican crossing outside Co-op ; 	<p>Radstock centre is not pedestrian-friendly with multiple roads to cross and continuous flow of traffic</p>

Location	Current Provision	Problems to be Addressed
	<ul style="list-style-type: none"> - A367 south: central reserve island without dropped kerb south of Co-op; - Somervale Road west: central reserve island with dropped kerb at roundabout; - Somervale Road west: central reserve island with dropped kerb west of Co-op; - Somervale Road west: traffic signal controlled pelican crossing outside Co-op; - Between roundabouts: central reserve island without dropped kerb s. <p>Footpath widths 1.3 to 1.6m wide</p>	
Radstock (Wells Road)	<p>Various pedestrian crossing facilities:</p> <ul style="list-style-type: none"> - Zebra crossing with dropped kerb and lights; - Central reserve island with dropped kerb; - Zebra crossing with dropped kerb and lights; - Dropped kerb only; - Zebra crossing with dropped kerb and lights; - Zebra crossing with dropped kerb and lights; - Dropped kerb only (no tactile paving); - Traffic signal controlled puffin crossing with central reserve island; - Traffic signal controlled pelican crossing with railings on west side of road from traffic lights to Longfellow Road; bollards from Longfellow Road to Old Pit Road; railings from Old Pit Road to Hazel Terrace (total approx. 300m); - Zebra crossing with dropped kerb and lights; - A367/Charlton Lane roundabout north arm central reserve island with dropped kerb; east arm central reserve island with dropped kerb; south arm central reserve island with dropped kerb; <p>Footpath widths from 1.0 to 1.8m.</p>	Variable footway widths.

Source: Mott MacDonald.



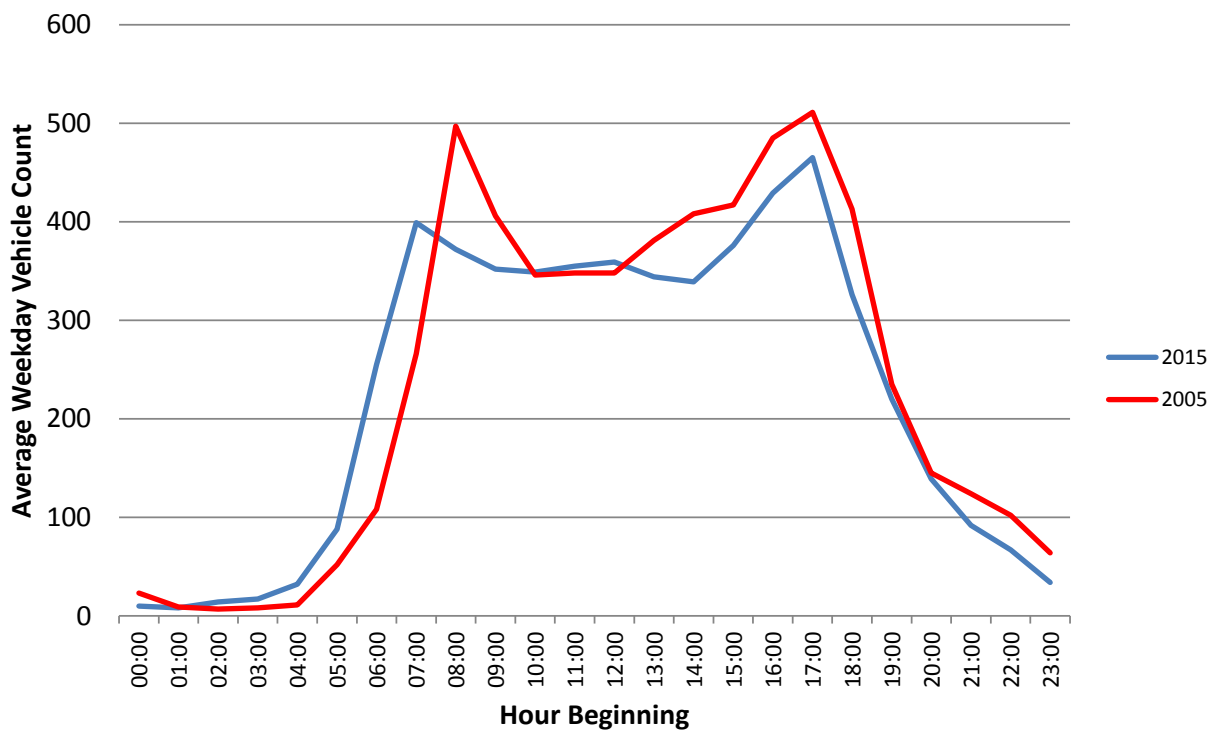
The A367 in Radstock is dominated by vehicular traffic with difficult arrangements for pedestrians.

4.6 A362 Farrington Gurney to Frome

4.6.1 A362 Traffic Flows

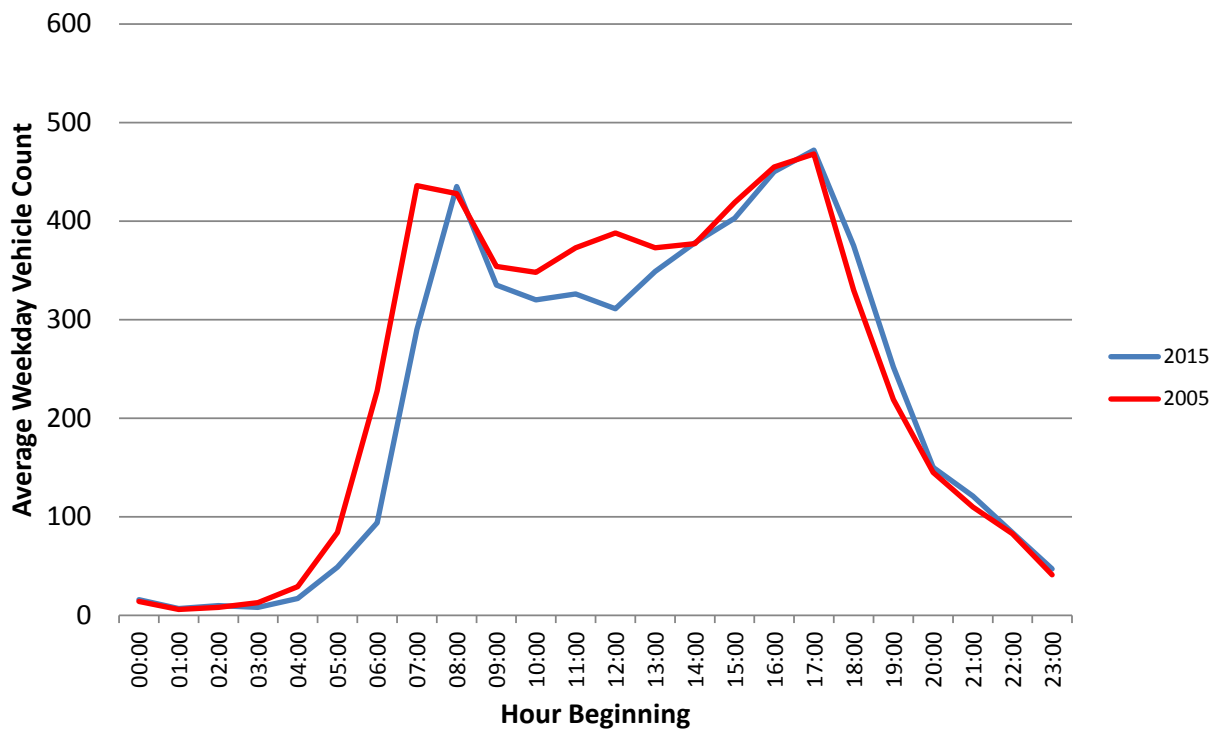
Figure 4.12 and Figure 4.13 compare traffic flows on the A362 to the west of Farrington Fields Industrial Estate in 2005 and 2015 westbound and eastbound respectively. The 24 hour total (both directions) was 11,447 in 2005 and 10,743 in 2015.

Figure 4.12: A362 West of Farrington Fields Industrial Estate: Automatic Traffic Count, Weekday Average, Westbound, November 2005 and September 2015



Source: B&NES data.

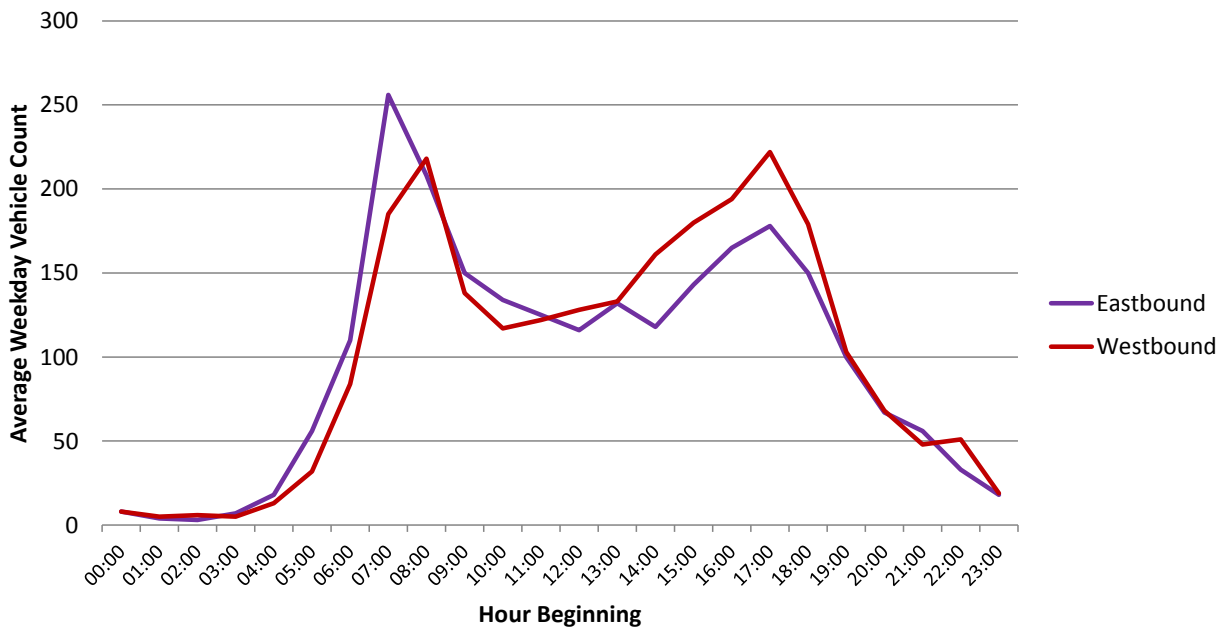
Figure 4.13: A362 West of Farrington Fields Industrial Estate Automatic Traffic Count Five Day Average, Eastbound, November 2005 and September 2015



Source: B&NES data.

Figure 4.14 shows traffic flows for the A362 Frome Road to the south east of Radstock at Writhlington. The traffic flows are much lower than those west of Radstock and are relatively low for an ‘A’ road, indicating low demand for travel to/from Frome.

Figure 4.14: A362 Writhlington East of Knobsbury Lane: Automatic Traffic Count, Weekday Average, September 2015



Source: B&NES data.

4.6.2 A362 Congestion

Between Radstock and Frome there is generally limited congestion with some minor delays experienced at the Manor Road junction, possibly related to trips to Writhlington School including vehicles dropping off on the A362 itself. Beyond the B&NES area, delays occur at peak times in Frome due to the constrained road layout in the town centre, with a lack of suitable alternative routes for traffic from the north to access the A36 and A350 to the south. Based on route planning software available on the internet, delays between Radstock and Frome are generally limited to around two minutes in total, although the overall average speed is low at around 30mph.

The Mendip Local Plan (Part 1, adopted December 2014) mentions that ‘a western relief road to divert heavy goods vehicles approaching from the A362 which pass through the town remains a long held aspiration’. However, there are no policies in place for this to be pursued and therefore it remains an aspiration that is unlikely to be achieved, even in the longer term. Major road improvements on the A362 or within Frome are also not identified as a priority in the Somerset County Council Local Transport Plan.

Based on the above, there does not appear to be a case for major road improvements for the A362 from Radstock to Frome nor for a Frome relief road to provide a quicker route to the A36 and A350 to the south. However, the route would benefit from a review of on-street parking along the route with a view to restricting levels of parking that currently cause delays and congestion.

Between Radstock and Farrington Gurney, some delays occur at junctions, mainly those in Midsomer Norton, such as at the High Street mini-roundabout and B3355 roundabout.

East of the Paulton Road junction, a scheme has been implemented recently to give priority to eastbound traffic where on-street parking arrangements have been formalised on the westbound side. This arrangement causes delays to westbound traffic but is also confusing as there are no signs to inform eastbound drivers of the layout.

Key actions: Review the operation of the recent priority scheme. Consider improvements to key junctions as part of development proposals.

4.6.3 A362 Casualty Data

From data for reported casualties in the five year period 2010 to 2015, 20 incidents were recorded at four clusters at junctions on the route, two of which were in Radstock (excluding the A367/A362 mini-roundabouts reported earlier). 19 incidents resulted in slight casualties and one serious, as detailed in **Table 4.6**. Incidents with pedestrians occurred in five instances and causes included driver error with one incident in icy conditions.

Possible improvements at these locations have been considered and are outlined below:

1. Farrington Gurney: Paulton Road/A362 – consider local widening to provide a right-turn lane;
2. Midsomer Norton: High Street to Burlington Road – provide a signal controlled crossing near to Welton School;
3. Radstock: Welton Road/A362 Somervale Road – consider banning right turn out of Welton Road and left turn in from westbound A362, as alternative route is available via A367; and
4. Radstock: Mill Road/A362 Frome Road – provide warning signs and 'Slow' road markings for junction ahead for westbound movements.

Key actions: undertake a review of the A362 and A367 routes building on the approach recently completed on the A37 focusing on vehicle speeds.

Table 4.6: A362 Casualty Data West (A37 Farrington Gurney) to East (Radstock): Clusters of Three or More Incidents

Cluster No.	Area	No of incidents	No of pedestrian incidents	Slight	Severe	Fatal	Junction	References	Speed	Detail	Causation
1	Farrington Gurney: Paulton Road/A362	3	0	3	0	0	T-junction	111100561	30 mph	Vehicle travelling from Tesco, hit parked car	Collision
								111102973		Cyclist was cycling along A362, very dark car came from around the corner and clipped handlebars of cycle causing cyclist to fall off. Car did not stop	Failed to see and collision
								131302092		Vehicle 1 was travelling along A362 when vehicle 2 pulled out in front of vehicle 1 who tried to avoid the car and collided with the lamp post and fence boundary	Cut path and collision
2	Midsomer Norton: High Street to Burlington Road	8	4	8	0	0	Series of side roads off major road	141408203	30mph (20 mph outside Welton Primary School)	Vehicle 1 stopped to turn right into Welton road, vehicle 2 stopped but vehicle 3 failed to slow down and hit vehicle 2 which then collided with vehicle 1	Braking and collision
								141404844		Vehicle 1 was stationary and vehicle 2 and 3 pulled up behind and were stationary. Vehicle 4 hit 3 which pushed into 2 which then pushed into 1	Braking and collision
								141403695		Vehicle reversing off the driveway of no.72 when she knocked into the elderly pedestrian knocking him to the ground	Failed to see and collision
								131306952		Vehicle travel through temp traffic lights when casualty ran off pavement into road and into side of vehicle	Cut path and collision
								151501951		Vehicle was heading from Midsomer Norton towards Radstock, hit ice and collided with a tree	Weather/lost control
								111103051		Vehicle 1 indicated and stopped to turn right to Wishford Mews and vehicle 2 collided with rear of vehicle 1	Braking and collision
								111101772		Pedestrian knocked over by vehicle as he attempted to cross the road	Cut path and collision
111105930		Child on scooter went in front of vehicle, driver braked hard and clipped the rear of the scooter.	Cut path and collision								

Cluster No.	Area	No of incidents	No of pedestrian incidents	Slight	Severe	Fatal	Junction	References	Speed	Detail	Causation
										The child fell from the scooter	
3	Radstock: Welton Road/A362 Somervale Road	6	0	6	0	0	T-junction	131303477	40 mph	Vehicle 3 stopped to turn into Welton Road. Vehicle 2 stopped behind but vehicle 1 struck vehicle 2 from behind after failing to stop and was pushed into rear of vehicle 3	Braking and collision
								121206322		Vehicle 1 parked on double yellow lines. Vehicle 2 travelling towards vehicle 1, looked into footwell when he looked back up it was too late to avoid vehicle 1	Failed to see and collision
								131302782		Vehicle 1 stationary at Welton having had to stop to allow vehicle to turn right. Vehicle 2 then collided into the rear of vehicle 1 at low speed	Braking and collision
								121206312		Vehicle 1 travelling down Welton road, vehicle 2 travelling on Somervale to Welton road. Vehicle 1 pulls out causing impact to vehicle 1's door and vehicle 2's front end	Cut path and collision
								121202113		Vehicle 1 waiting to turn right into Welton road. Vehicle 2 failed to stop and a collision occurred	Braking and collision
								101005542		Vehicle 1 was stationary waiting to turn right into Welton Road. Vehicle 2 came from behind and struck rear of vehicle 1	Braking and collision
4	Radstock: Mill Road/A362 Frome Road	3	1	2	1	0	T-junction	141406658	30 mph	Casualty was walking down the road on the pavement in the same direction as vehicle. Casualty stepped off the pavement and into the path of vehicle	Cut path and collision
								111107883		Vehicle 2 has started to turn, vehicle 1 has come along side seen vehicle 2 too late and collided with the passengers door causing him to fall off his bike	Misjudgement and collision
								111104705		Vehicle 3 collided with the rear of vehicle 2 shunting it into the rear of vehicle 1	Rear shunt
Tot		20	5	19	1	0					



A362 at Farrington Gurney (cluster 1)



High Street to Burlington Road, Midsomer Norton (cluster 2)



A362 at Welton Road (cluster 3)



Mill Road, Radstock (cluster 4)

4.6.4 A362 Pedestrian Infrastructure

We have reviewed the current infrastructure available to support walking in the settlements along the A362 as shown in **Table 4.7**.

Table 4.7: A362 Pedestrian Infrastructure

Location	Current Provision	Problems to be Addressed
Farrington Gurney	Bus stops at the A362/Main Street junction do not have paving. Dropped kerbs are in place between the bus stops but without a defined crossing point. Footways 1.4 to 1.6m wide.	Need for formal crossing point and pedestrian island
Old Mills	Four pedestrian crossings with dropped kerbs, central reserve and island. Two central reserve islands with no dropped kerbs, some lacking footways. Footways 1.3 to 1.6m wide.	Provide dropped kerbs and crossing point west of Tesco's roundabout to avoid need to cross at roundabout
Midsomer Norton	Traffic signal crossings in place around A362/B3355 junction Roundabout at A362/Blackberry Way/Spencer Drive junction has pedestrian crossing arrangements at all four arms including dropped kerbs and central reserve islands. Footways of varying width from 1.0m to 1.6m. Pedestrian crossing with dropped kerbs and central reserve near A362/Long Barnaby. Traffic signal controlled pelican crossing on Radstock Road to east of roundabout. Traffic signal controlled pelican crossing on Radstock Road to east of private access serving bus stops to east.	Inconsistency of footway width, some narrow.
Radstock	Dropped kerbs and central reserve island at roundabout west of Co-op. Traffic signal controlled crossing outside Co-op. Various crossings in place with dropped kerbs, central reserve islands. Traffic signal controlled crossing in Frome Road near Manor Road	Inconsistency of footway width, some narrow. Mini-roundabouts unattractive for pedestrians.

Source: Mott MacDonald.

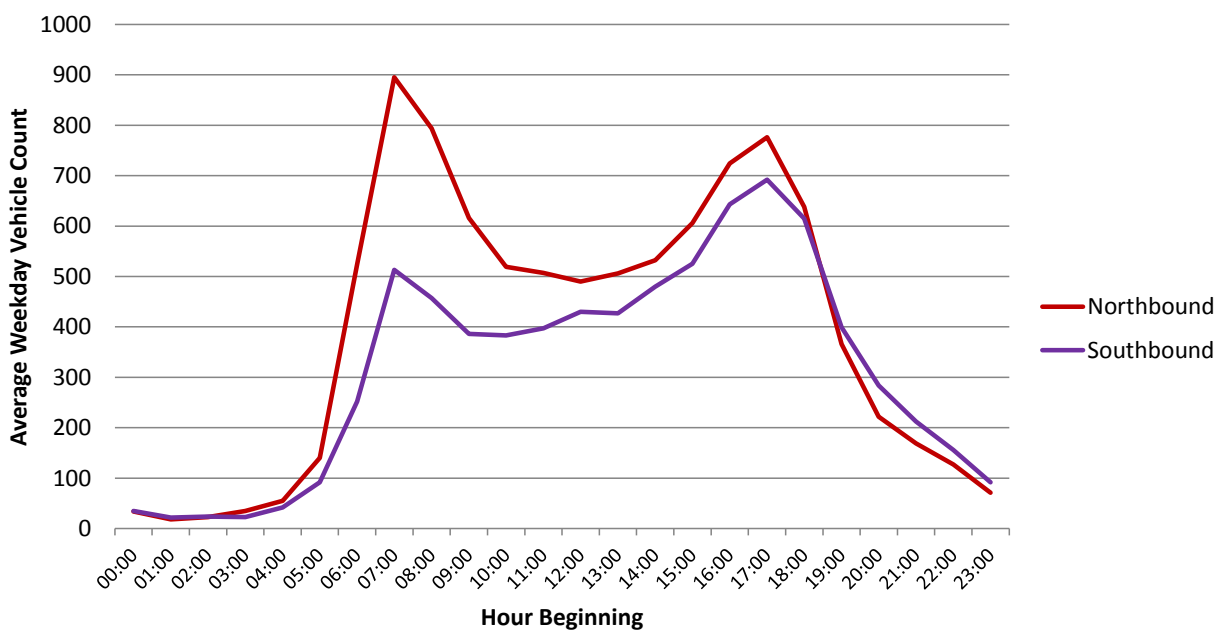
Key actions: Provide new pedestrian crossing facilities in Farrington Gurney and at Old Mills. Widen footways as part of any nearby development schemes, where possible.

4.7 A37 Bristol to Wells

4.7.1 A37 Traffic Flows

The A37 provides the main north-south route from the Somer and Chew Valleys towards Bristol. **Figure 4.15** shows the traffic flows on the A37 at Whitchurch. While this is outside the Somer Valley, it does show the levels of traffic, much of which passes through the area towards various parts of Somerset and beyond.

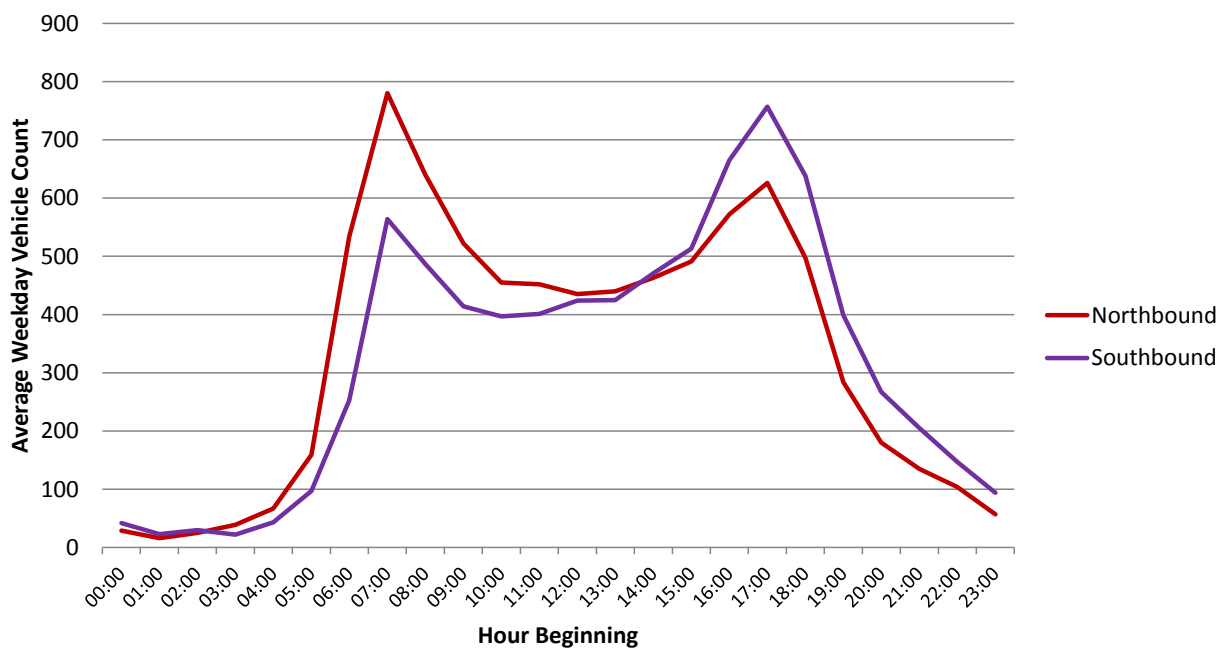
Figure 4.15: A37 Bristol Road Whitchurch South of Norton Lane: Automatic Traffic Count, Weekday Average, September 2015



Source: B&NES data.

Similarly, **Figure 4.16** shows traffic flows on the A37 at Whitley Batts north of the A368 Chelwood Roundabout in 2015.

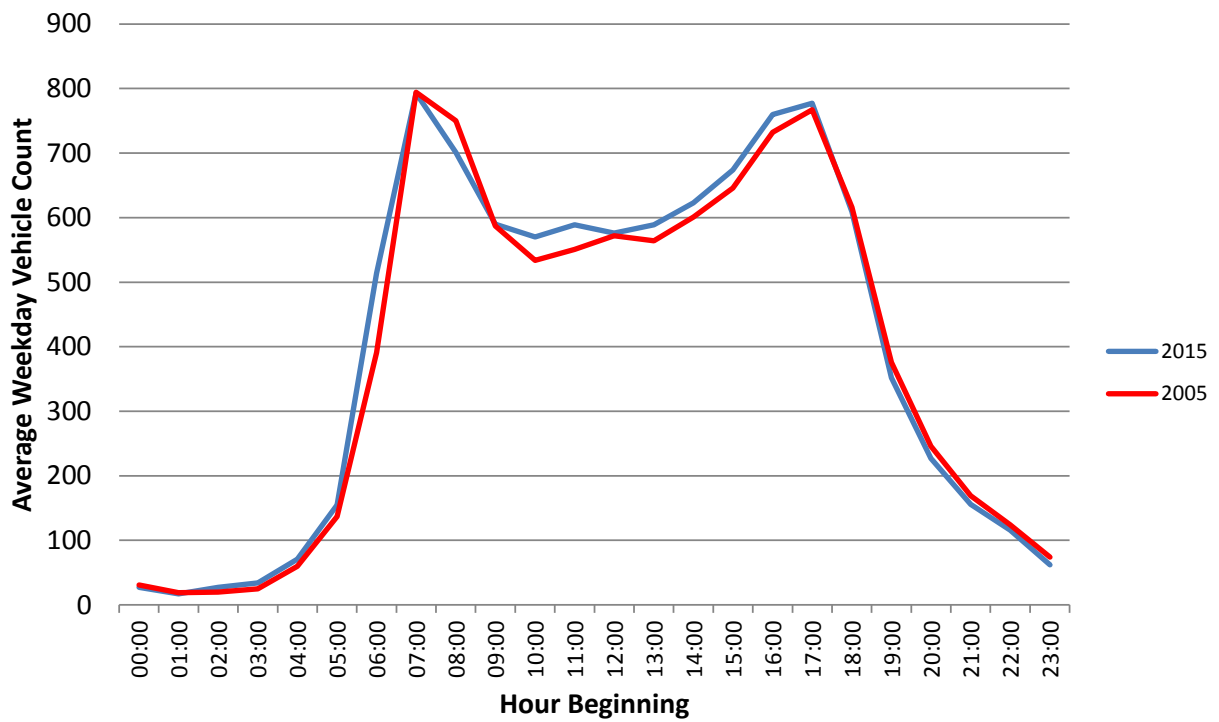
Figure 4.16: A37 Whitley Batts North of A368 Chelwood Roundabout: Automatic Traffic Count, Weekday Average, September 2015



Source: B&NES data.

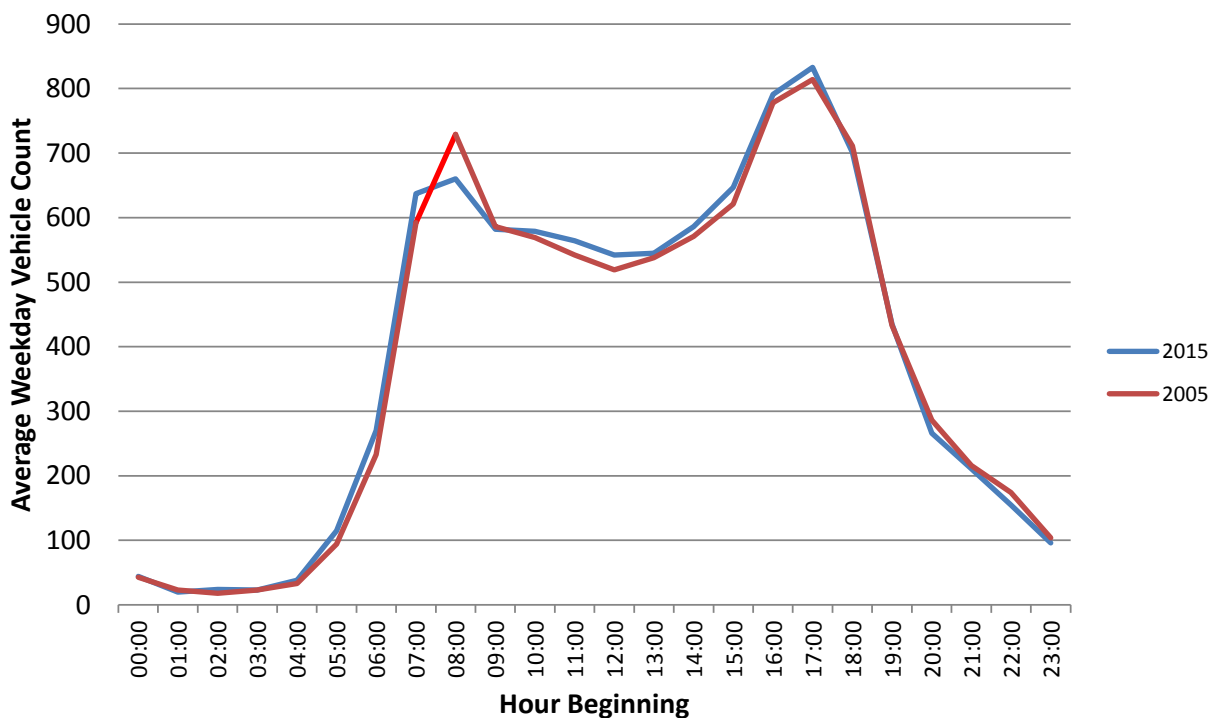
Figure 4.17 and Figure 4.16 show the traffic flows northbound and southbound respectively for the A37 at Farrington Gurney. The traffic flow and the daily profile of volume at this location is remarkably similar in 2005 and 2015. The 24 hour total (both directions) was 18,636 in 2005 and 18,969 in 2015.

Figure 4.17: A37 Farrington Gurney South of A39: Automatic Traffic Count, Weekday Average, Northbound, September 2005 and September 2015



Source: B&NES data.

Figure 4.18: A37 Farrington Gurney South of A39: Automatic Traffic Count , Weekday Average, Southbound, September 2005 and September 2015



Source: B&NES data.

Heavy vehicles experience particular difficulties on parts of the A37. There are regular problems of large vehicles mounting the kerb and causing delays where the road is too narrow for large vehicles to pass safely without slowing down or taking evasive action, for example in Pensford and Temple Cloud (and also in other locations away from the main routes such as West Harptree and Blagdon). The situation has been exacerbated by changes to the maximum permissible size of commercial vehicles and an inability to widen difficult sections of the route.

Issues on the A37 north of the A39 junction are considered in detail in the Chew Valley Transport Strategy Report.

4.7.2 A37 Congestion

The A37 from Farrington Gurney to Whitchurch is generally free-flowing although average speeds can be relatively low for an ‘A’ road. Heading through Whitchurch and into Bristol delays occur but elsewhere delays these are generally limited to through the main villages of Farrington Gurney and Pensford and at the A37/A39 signal-controlled junction at peak times. Traffic wanting to join the A37 can experience significant delays at this junction and at a number of other junctions including:

- Temple Inn Lane – Temple Cloud
- Stowey Road – Clutton
- Station Road – Clutton
- Woollard Lane – Whitchurch.

Key actions: Consider schemes to increase the capacity of the identified junctions on the A37, some of which should be part of road safety schemes.

4.7.3 A37 Casualty Data

The reported casualty data shows that the A37 had 35 incidents recorded at ten cluster locations for the five year period 2010 to 2015 between Whitchurch and Farrington Gurney. Two incidents were fatal, two serious and the remainder with slight casualties. Speed limits on the A37 range from 40mph to 60mph where incidents occurred. Causes included loss of control including some on the sections with higher speed limits and on bends. Elsewhere, collisions occurred at junctions, some of which took place in adverse weather conditions or where misjudgements led to collisions. Details are provided in **Table 4.9** noting that eight of the locations are in the Chew Valley, with the two at Hallatrow and Farrington Gurney in the Somer Valley.

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 4.8:

Table 4.8: 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 4.9: A37 Casualty Data: Clusters of Three or More Incidents

Cluster No.	Area	No of incidents	No of pedestrian incidents	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	
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	Vehicle lost control and left road on nearside and	Lost control

Cluster No.	Area	No of incidents	No of pedestrian incidents	Slight	Severe	Fatal	Junction	References	Speed	Detail	Causation
										bends signs on this stretch of road	overturned in verge and undergrowth
								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
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

Cluster No.	Area	No of incidents	No of pedestrian incidents	Slight	Severe	Fatal	Junction	References	Speed	Detail	Causation
8	Clutton: S of Station Road/A37 Upper Bristol Road	4	0	3	1	0	Between 2 side roads	131400994	40mph	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
								131307342		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
9	Hallatrow: Green Lane/A39 Wells Road/A37 Bristol Road	3	0	3	0	0	Stagger	121207941	40mph	Vehicle 1 braked and lost control at left hand bend on wet surface, collided with oncoming vehicle	Bend/ weather/ lost control
								111105026		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
10	Farrington Gurney: N of Ham Lane/Church Lane/A37 Bristol Road	4	1	4	0	0	Stagger	131302332	40mph	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
								151503693		Vehicle 2 pulled out onto A37 from petrol station in front of vehicle 1 and collided. Driver claimed vision obscured by bus shelter	Limited 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

Cluster No.	Area	No of incidents	No of pedestrian incidents	Slight	Severe	Fatal	Junction	References	Speed	Detail	Causation
								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					

Where road collision clusters have been identified, we have considered measures that would help address the causal factors set out in the collision records as set out below (other locations on the A37 are considered in the Chew Valley Transport Strategy report).

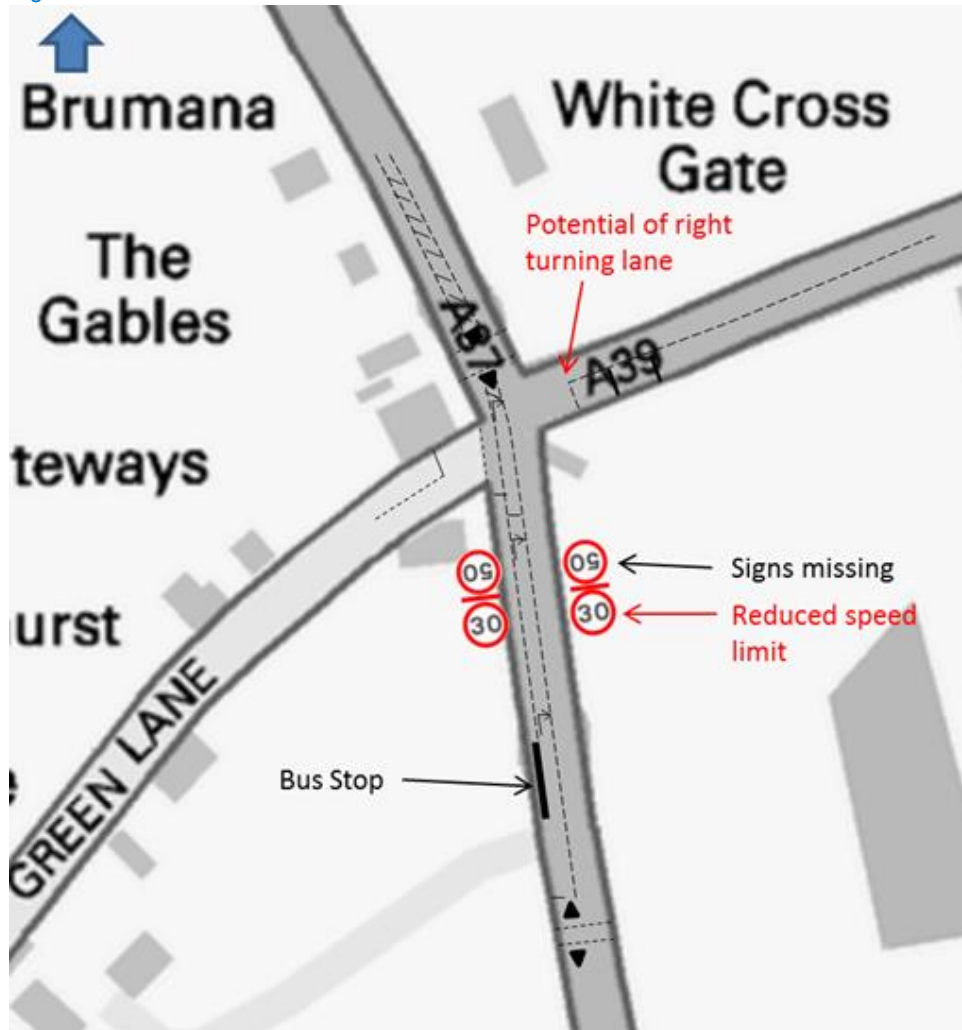
West of Hallatrow, a cluster of three incidents occurred at the A37/A39 junction. Here the incidents were vehicle shunts at the traffic signals. There is no obvious cause due to the design the junction but there is a car wash facility immediately west of the junction, with vehicles turning into it from all three approaches which may not be expected by other drivers. Turning right from the A37 southbound is particularly problematic as two lanes need to be crossed, whilst slowing down to enter the car wash. Possible measures in response (shown in **Figure 4.19**) could include:

- Reducing the speed limit from 40 to 30mph northbound prior to the junction (downhill section); and
- Providing a right turn and ahead lane from Wells Road which would increase the capacity and give better access to the car wash; there seems to be width on the verge to the east.



*A37/A39 junction,
Hallatrow*

Figure 4.19: Hallatrow: Green Lane/A39 Wells Road/A37 Bristol Road Junction



Source: Mott MacDonald.

There was a four-incident cluster in Farrington Gurney. The incidents indicate the following:

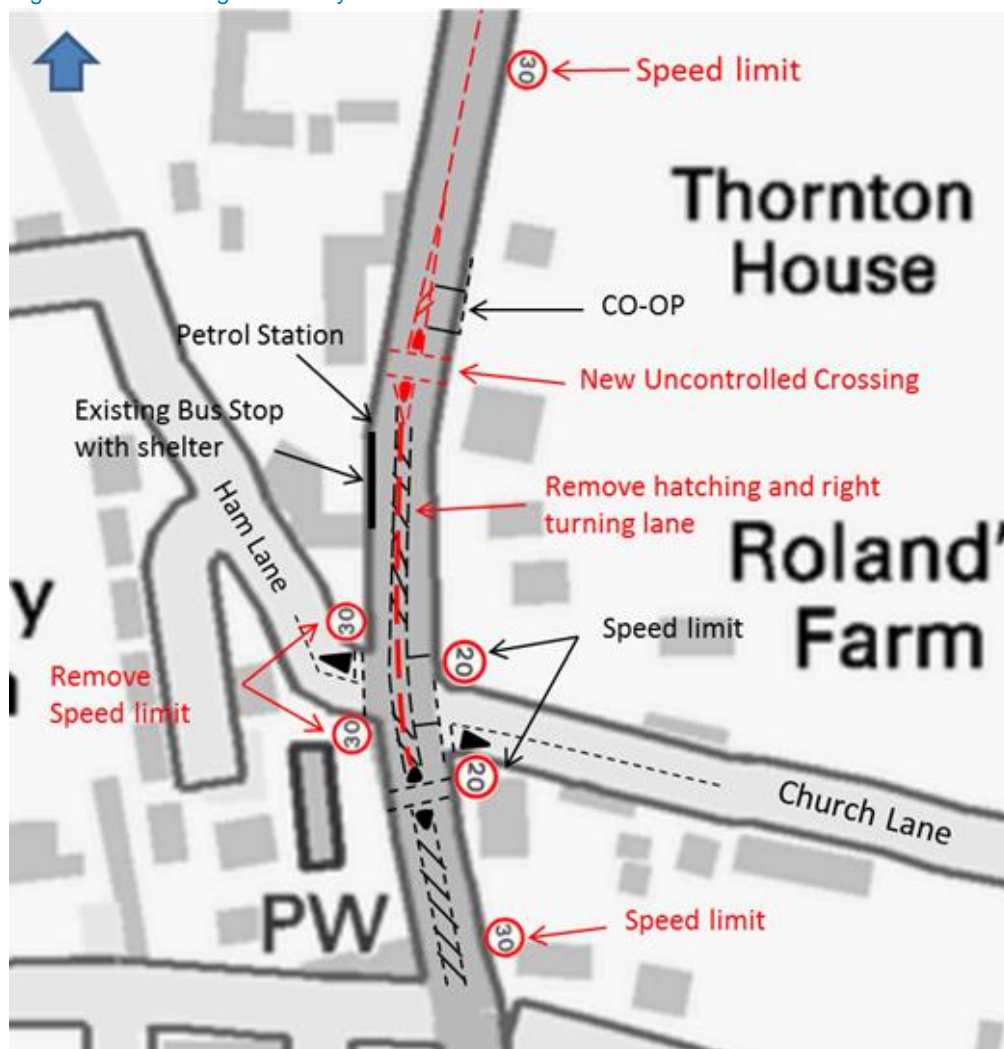
- Collisions related to the right turning movements into/out of the petrol station (next to the bus stop on the A37 northbound) and due to reduced visibility at the exit; and
- Incidents related to pedestrians crossing from the petrol station to the Co-op store.

Possible measures to address this (Figure 4.20) include:

- Reducing the speed limit from 40mph to 30mph through Farrington Gurney;

- Providing a new uncontrolled pedestrian crossing, with island, opposite the Co-op access road (or possibly a signal controlled crossing at a suitable location south of the Co-op);
- Removing the narrow right turn lane into the petrol station and Ham Lane and associated central hatching;
- Widening the footway where it is very narrow on the east side, immediately north of Church Lane; and
- Removing the 30mph speed limit signs on Ham Lane (not needed if 30mph on A37).

Figure 4.20: Farrington Gurney: North of Ham Lane/Church Lane/A37 Bristol Road Junction



Source: Mott MacDonald.

Key actions: Consider bringing forward schemes outlined in paragraph 4.7.3 to address collision clusters identified above.

4.7.4 A37 Pedestrian Concerns

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.

The majority of pedestrian concerns with the A37 are outside of the Somer Valley, particularly the villages of Clutton and Pensford which are considered in the Chew Valley Transport Strategy. However, as noted above under the casualty cluster analysis, a new pedestrian crossing should be considered in Farrington Gurney near to the petrol station.

Table 4.10: 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. 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).	

Location	Current Provision	Problems to be Addressed
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

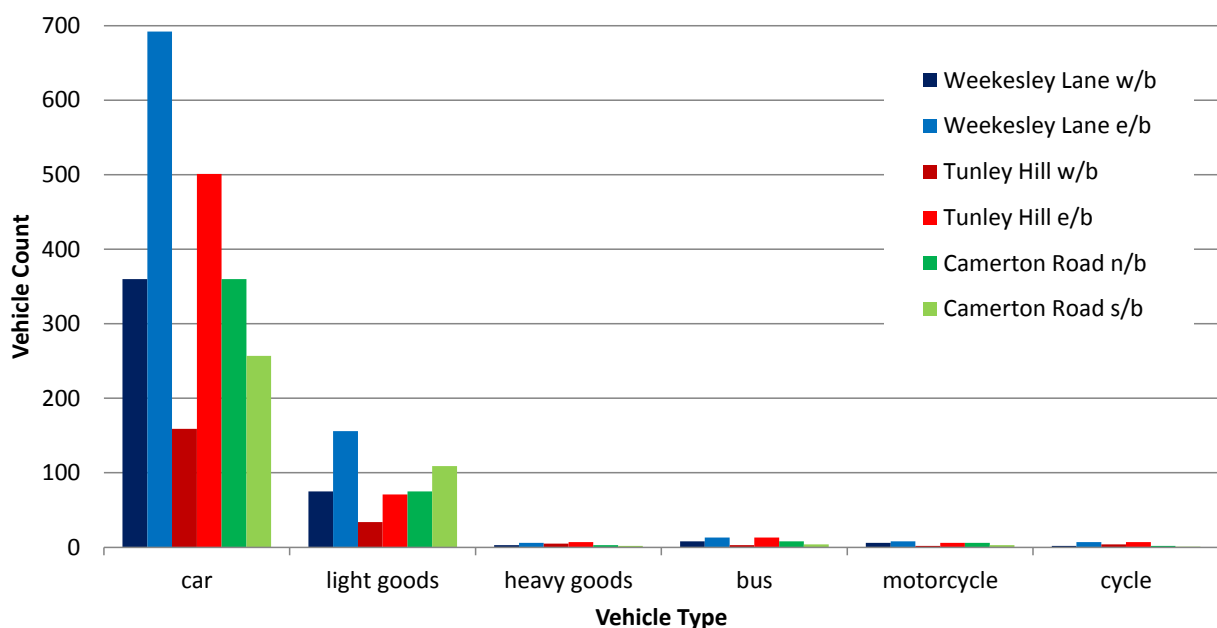
Source: Mott MacDonald.

Key actions: Provide a new pedestrian crossing on the A37 through Farrington Gurney.

4.7.5 Other Routes

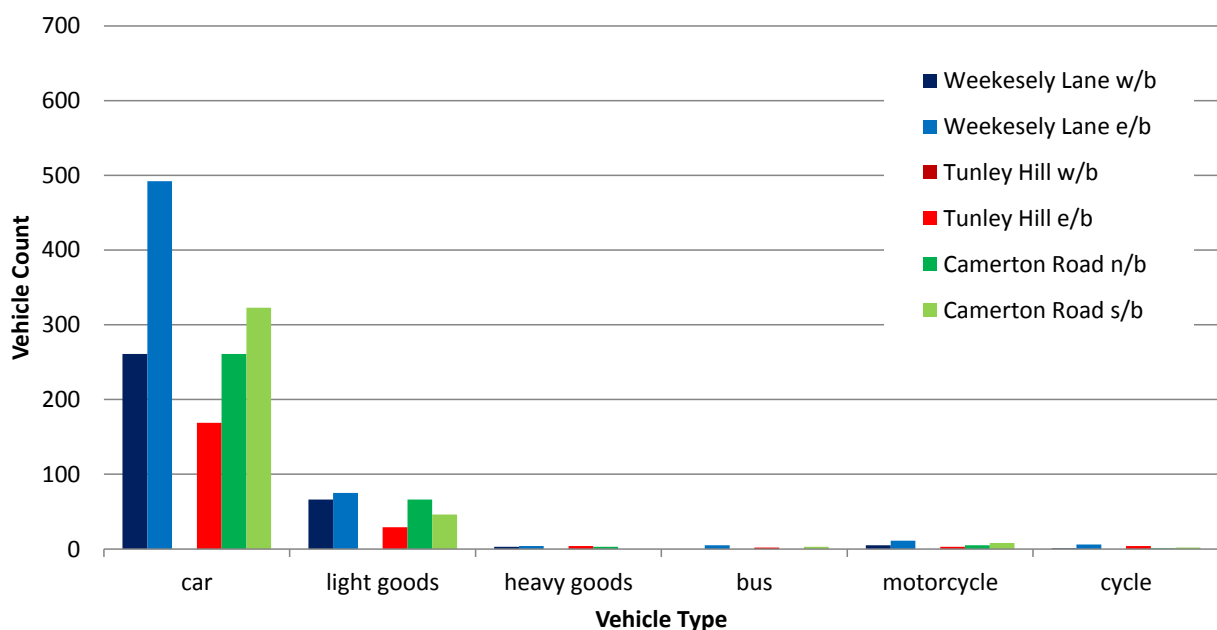
Data has been collected from a number of locations which illustrate traffic levels in the area. **Figure 4.21** and **Figure 4.22** provide a breakdown by vehicle type based on 2013 data (morning and evening peak periods respectively) in Camerton on a 'B' road and minor road adjoining. This shows a very low proportion of heavy vehicles and the dominance of car and van traffic, which is regarded as typical of other minor roads in the Somer Valley.

Figure 4.21: B3115 Weekesley Lane/Tunley Hill/Camerton Road, Camerton: Manual Classified Count 0700 to 0900 Thursday 18 Jul 2013



Source: B&NES data.

Figure 4.22: B3115 Weekesley Lane/Tunley Hill/Camerton Road, Camerton: Manual Classified Count 1630 to 1830 Thursday 18 Jul 2013



Source: B&NES data.

4.8 Cycling

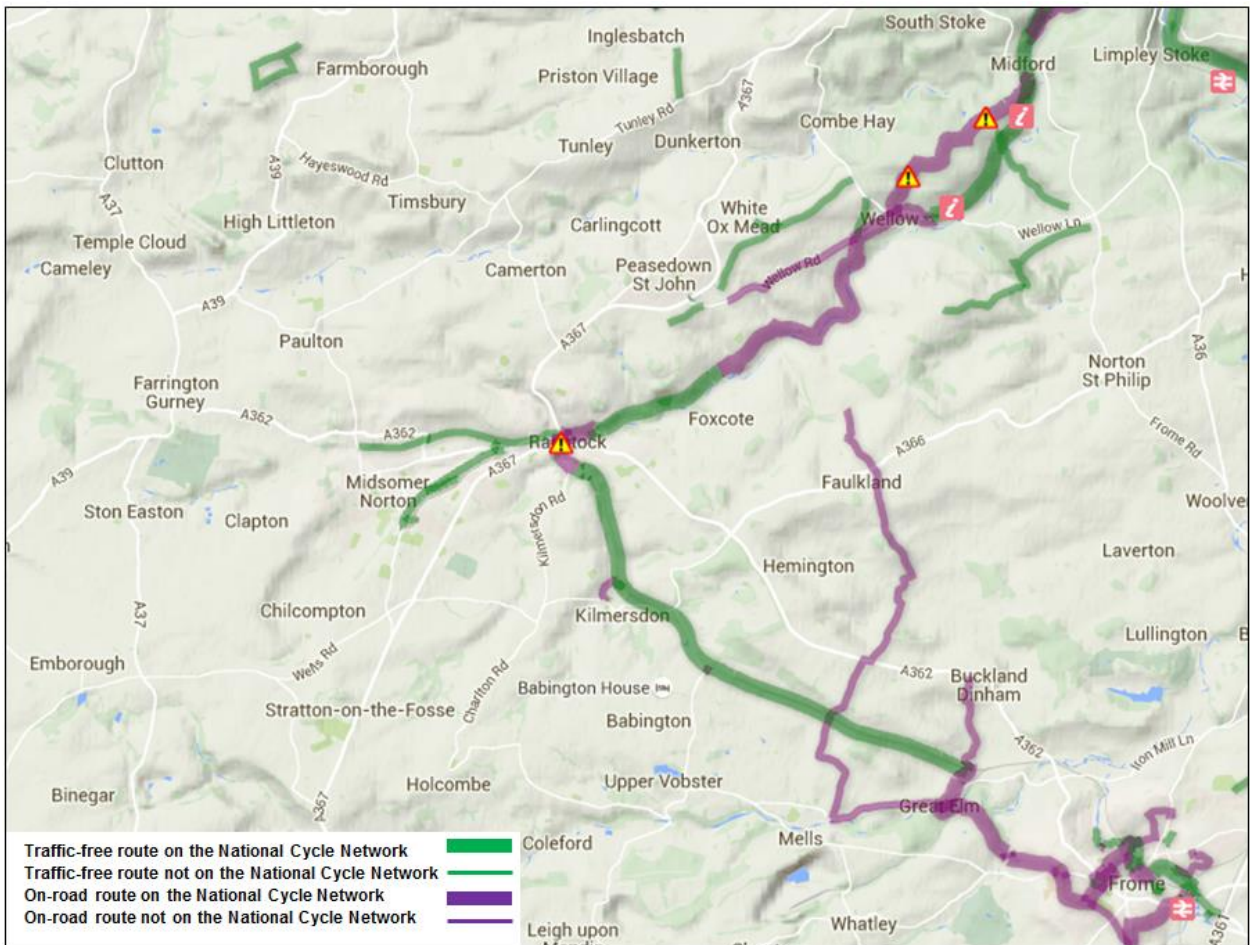
4.8.1 Existing Cycle Facilities

Figure 4.23 identifies current cycle facilities within the Somer Valley. The maps shows a mixture of traffic-free and on-road routes, with two main routes travelling from Radstock to the north east and south east but no routes to the west or north from Midsomer Norton.

The main route to the north east travels from Radstock to Wellow and Midford, leading to Bath and Freshford via a range of route types. Both Bath and Freshford have rail stations and Bath has a range of urban facilities and wider employment opportunities.

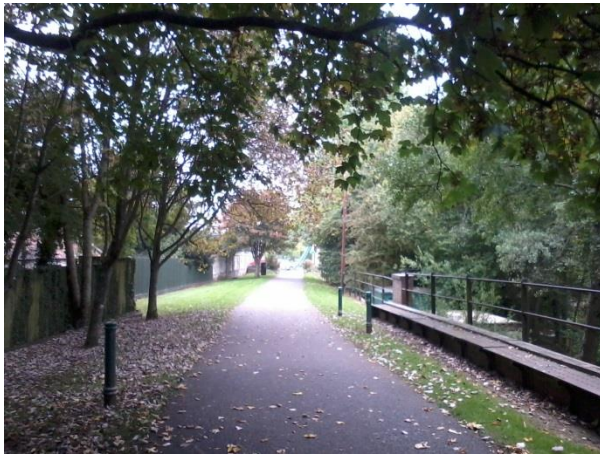
The main route to the south east travels from Radstock to Kilmersdon and Great Elm, leading to Frome via a range of route types. Frome has a rail service, town centre facilities and employment opportunities.

Figure 4.23: Existing Cycle Routes in the Somer Valley

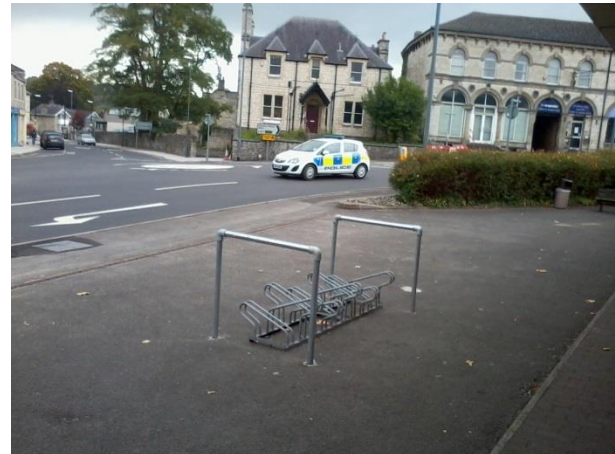


Source: Sustrans (<http://www.sustrans.org.uk/>).

To the west, two short traffic-free routes are offered from Radstock to Midsomer Norton, the first via the Norton Radstock Greenway to the B3355 Northmead Road (approximately 3.2km) and the second via The Five Arches cycle route to the B3355 Silver Street (approximately 2.8km). Avoiding other traffic is a key objective when a decision to cycle is made. These routes provide an alternative to car use for many journeys, typical journeys being around ten minutes' duration. Secure cycle parking needs to be available at destinations – the facilities available in Radstock appear to be poorly used. Further promotion of these cycle routes would be beneficial.



Norton Radstock Cycleway



Cycle parking outside the Co-operative, Radstock

Outside the built-up areas, cycling is more challenging, mainly due to the narrow roads and traffic levels. Some routes have gradients and other physical constraints which make cycling uncomfortable and potentially dangerous given the apparent vehicle speeds. In the settlements where lower speed limits are in place, there is scope for cycling which would help to calm vehicle speeds.

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 routes.¹¹ A number of key issues within the area for cyclists making local journeys were identified by Sustrans. For the period 2006 to 2011, B&NES road traffic collision data identified Midsomer Norton and Radstock as areas with the highest number of cycle collisions after Bath, Keynsham and Saltford. This reinforces the need to improve cycle provision within the area's populated areas.

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 have been selected as priorities as they present the highest potential for improvement to daily journeys. Recommendations include the delivery of new routes and improvements to existing routes, with the aim to tie in with other existing facilities where possible, creating a large network across the district. 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 in order to maximise the benefits of investment and improve cycling conditions, including 20mph speed limits, cycle parking, mapping and signage, reduction of speeds, chicane style barriers and reducing the number of potholes.

¹¹ Sustrans (November 2014) *Review of cycling infrastructure for Bath and North East Somerset Council*.

Routes were prioritised on the basis of the following criteria:

- The likelihood of the schemes to be 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.

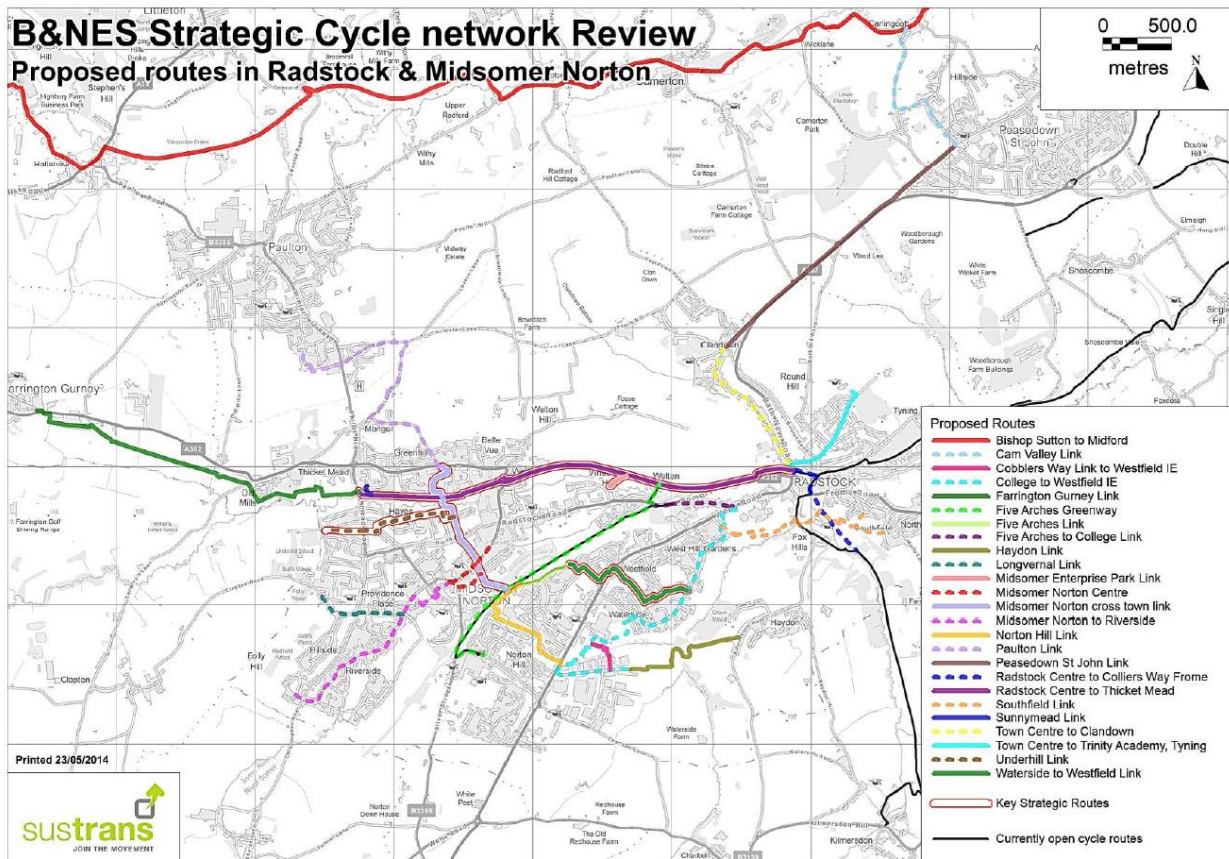
4.8.3 Possible Cycle Improvements

Figure 4.24 presents twenty five possible new or improved cycle routes within the Somer Valley, five of which are part of the proposed Key Strategic Cycle Network Route:

- Radstock to Thicket Mead Link (indicated by the dark purple line on Norton Radstock Greenway);
- Midsomer Norton Enterprise Park Link (indicated by the light pink line between Norton Radstock Greenway and Radstock Road by the 'Old Welton Transfer Station');
- Underhill Link (indicated by the dashed brown line from Underhill Lane to Berkeley Avenue);
- Waterside to Westfield Link (indicated by the green line on West Hill Road to Shakespeare Road); and
- Midsomer Norton Cross Town Link (indicated by the light purple line from the A362 West Road to the centre of Midsomer Norton via North Way/High Street).

A route between Midsomer Norton and Farrington Gurney is shown but was not considered a priority as there are issues of deliverability due to land ownership, as discussed earlier in relation to the Old Mills development site.

Figure 4.24: Possible Somer Valley Cycling Improvements



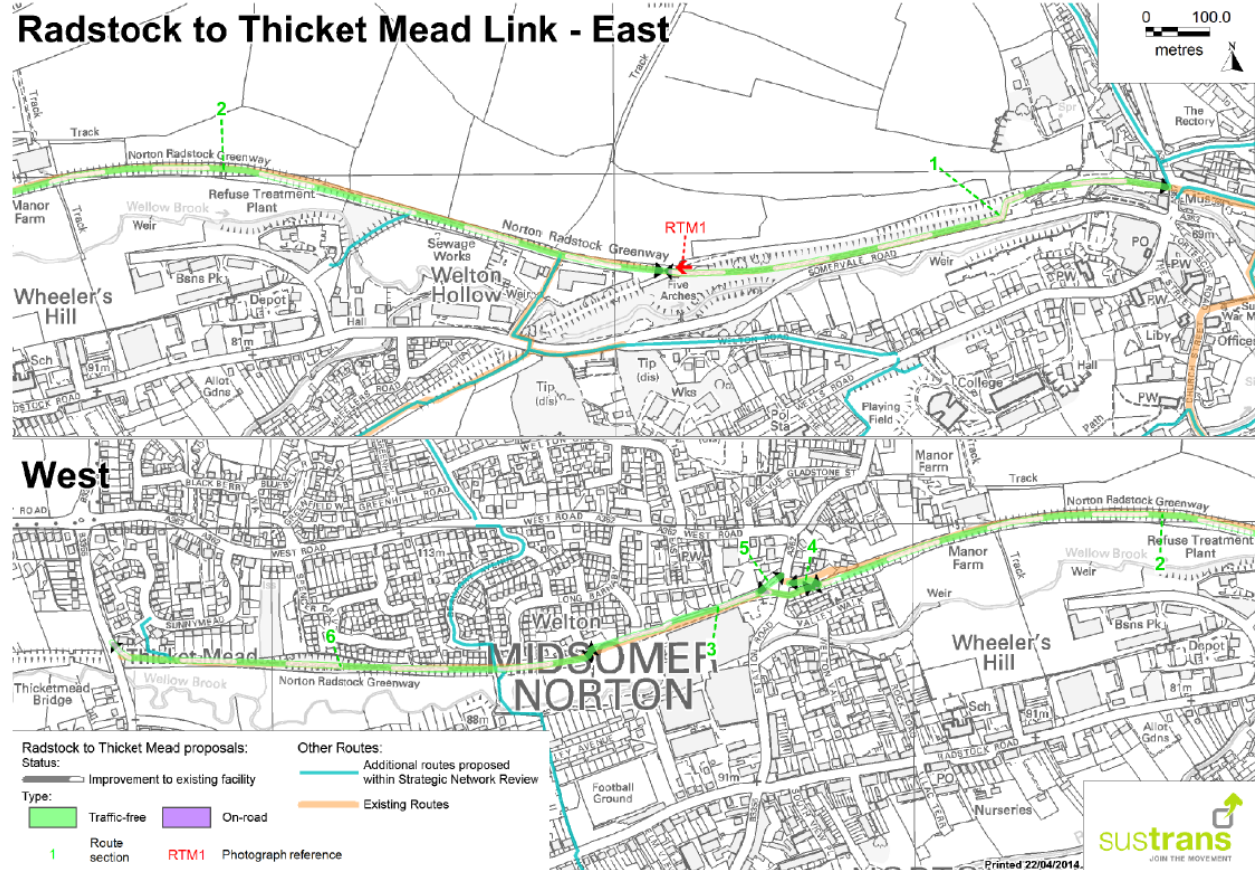
Source: B&NES Council (<http://www.bathnes.gov.uk/services/parking-and-travel/cycling/>).

4.8.4 Possible Scheme: Radstock to Thicket Mead Link

Whilst this is an existing route, its potential is reduced due to areas still having poor surface conditions resulting in large areas of standing water after wet conditions, discouraging walkers and cyclists.

Suggested measures include tarmacking pathways that have poor surface conditions, widening narrow areas, providing maintenance on vegetation along the route and providing enhanced signing.

Figure 4.25: Proposed Radstock to Thicket Mead Link



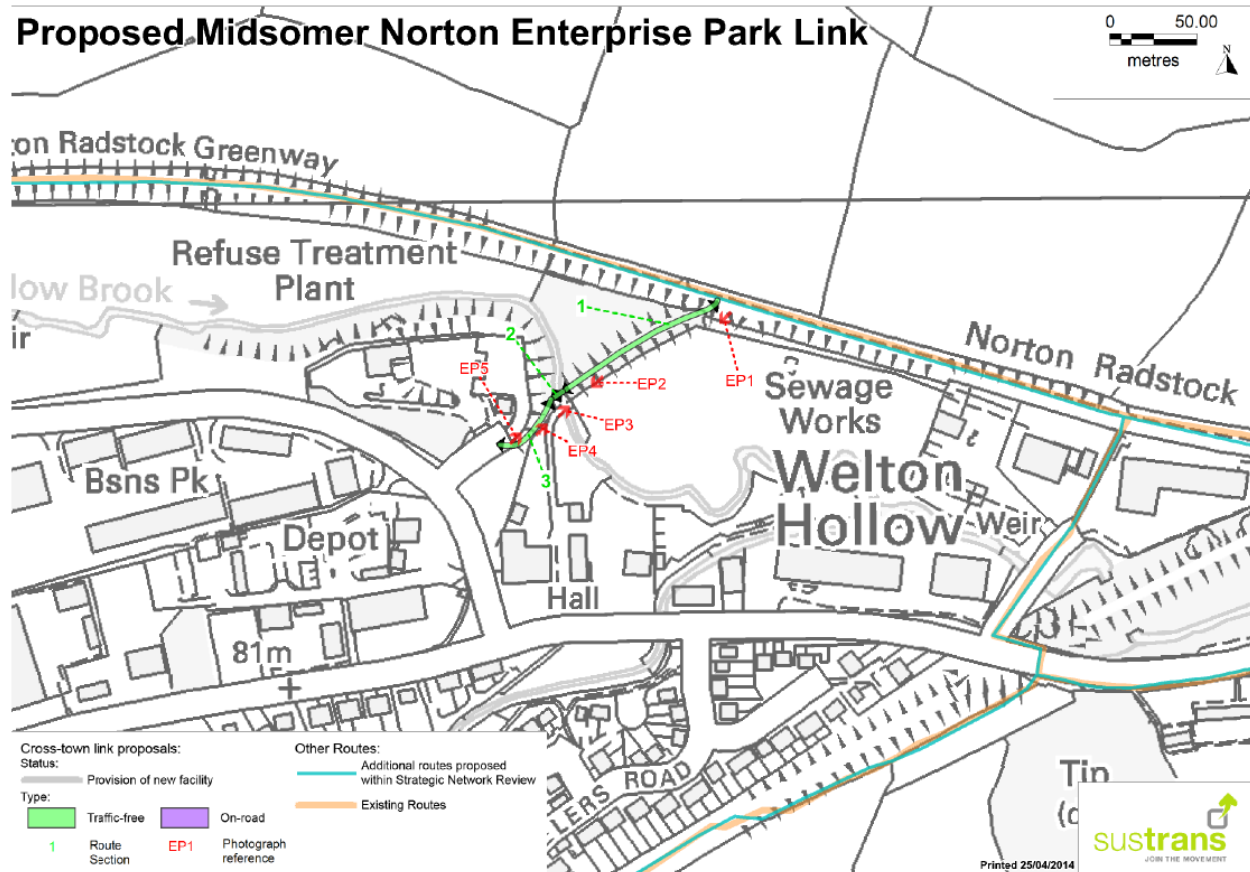
Source: B&NES Council (<http://www.bathnes.gov.uk/services/parking-and-travel/cycling/>).

4.8.5 Possible Scheme: Midsomer Norton Enterprise Park Link

This scheme would provide a link from the Greenway into the business park on Radstock Road, also home to the local headquarters for Business West (see **Figure 4.25**). Although only 250m south from Norton Radstock Greenway, the existing public footpath does not allow cycling and is in poor condition.

Suggested measures include clearing the existing overgrown vegetation to clear a 3m path wide enough to allow a shared use pathway, resurfacing the deck of the bridge, creating some modest retaining structures at the narrowest points of the route and constructing ramps where the path changes in level.

Figure 4.26: Proposed Midsomer Norton Enterprise Park Link



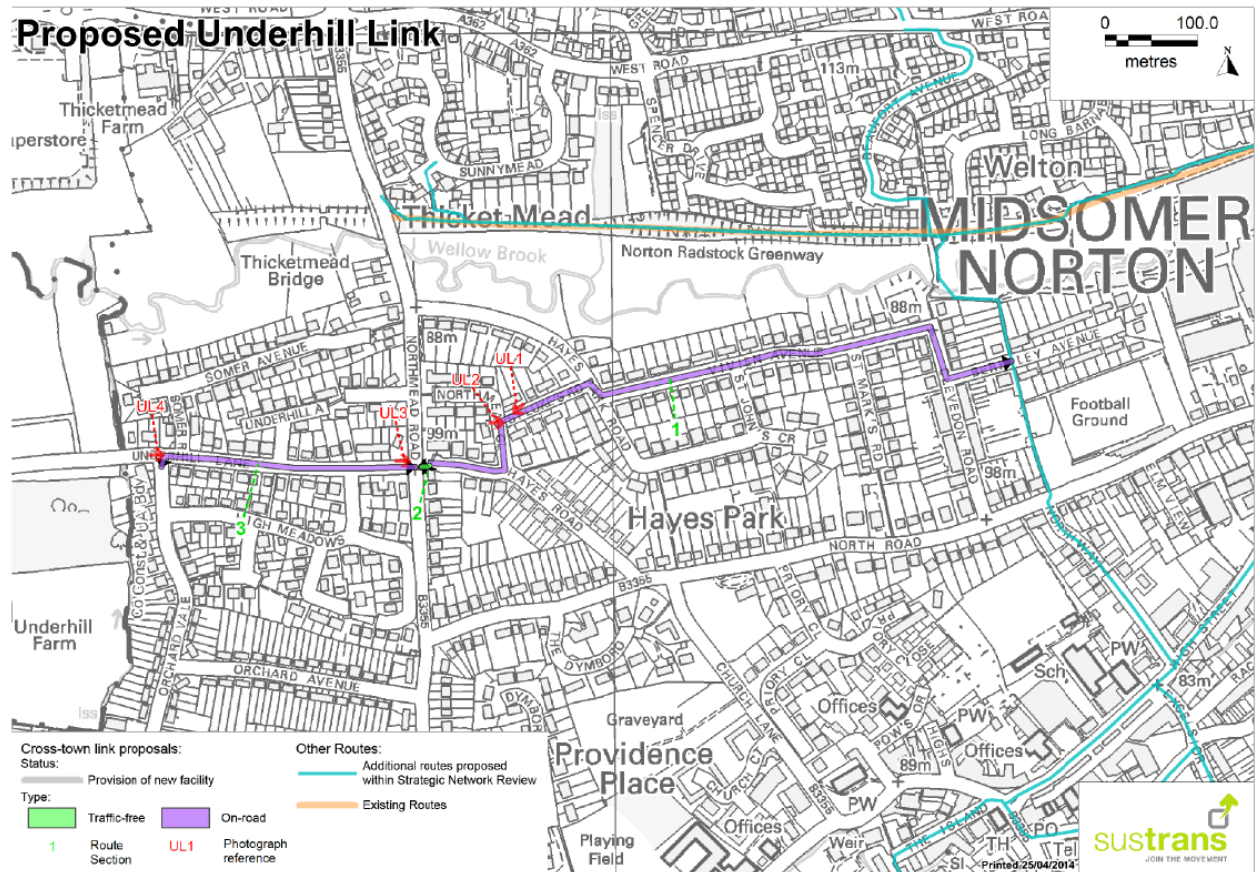
Source: B&NES Council (<http://www.bathnes.gov.uk/services/parking-and-travel/cycling>).

4.8.6 Possible Scheme: Underhill Link

The Underhill Link aims to provide a signed level route using residential roads and traffic free paths to avoid heavily trafficked main roads that may deter cycling for local journeys. This proposed pathway will connect the Underhill area and adjacent neighbourhoods to the main spine routes of the proposed network and the town centre as shown in **Figure 4.26**.

The proposed route runs from the west to the east of Midsomer Norton for approximately 1km following the contours of the valley, via residential roads beginning from Underhill Lane via Hayes Road, Northmead Close, St Luke's Road, Vivien Avenue, ending at Berkeley Avenue. Suggested measures include widening existing narrow footpaths for shared use and providing signing where needed.

Figure 4.27: Proposed Underhill Link



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

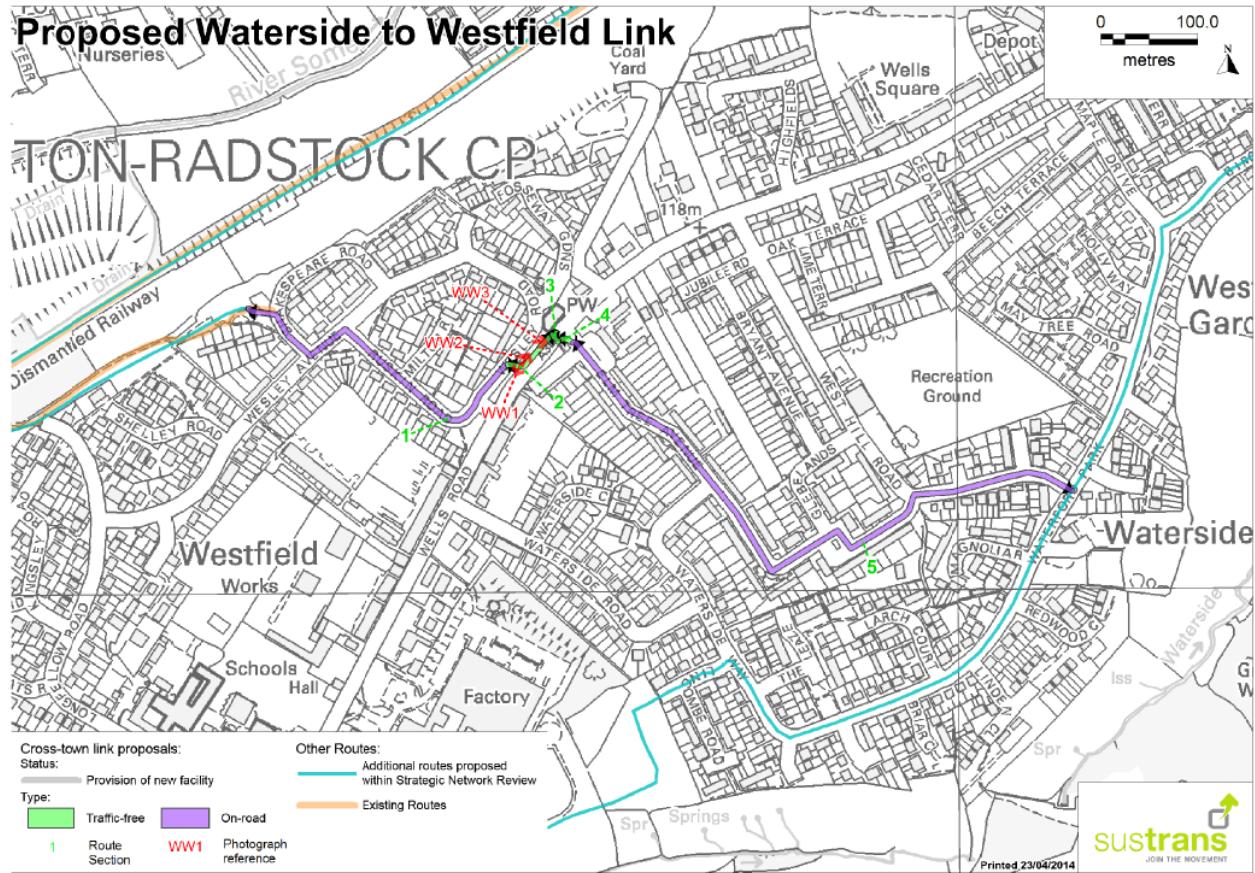
4.8.7 Possible Scheme: Waterside to Westfield Link

Waterside is a residential area separated from Westfield by the A367 Wells Road, considered to be one of the busiest and least attractive roads for cycling in the area. The network of residential roads in Waterside is centred upon Elm Tree Avenue which provides the natural crossing point of Wells Road on the journey to Midsomer Norton town centre. This major crossing at Wells Road is thought to be a deterrent for cyclists, which presents a left to right manoeuvre requiring cyclists to use the main road for a total of 50 metres.

The proposed route approximately of 1.1km (see **Figure 4.28**) aims to link the residential areas with Midsomer Norton via the Five Arches Greenway, incorporating an improved crossing of Wells Road. Suggested measures include introducing shared use of footways to take cyclists away from Wells Road, enhancing signing where needed, constructing a cycle crossing at the major crossing point between Wells

Road and Elm Tree Avenue and widening the footway into the church car park approaching the existing zebra crossing.

Figure 4.28: Proposed Waterside to Westfield Link



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

4.8.8 Possible Scheme: Midsomer Norton Cross Town Link

The Midsomer Norton Cross Town Link generally runs in a north-south direction through the centre of Midsomer Norton and has been identified as one of the B&NES key strategic cycle routes. At its southern end the link would connect to the National Cycle Network route number 24 (NCN 24) and it also provides a link to both the Five Arches Greenway and the Norton Radstock Greenway. Much of the route already exists but requires works to meet design standards suitable for cyclists.

Suggested measures include introducing shared use of footways and a crossing point on the High Street, widening of pinch points on North Way and Clevedon Road, and improved surfacing and dropped kerbs along the route, as well as signage to help inform cyclists and to highlight areas where cyclists meet traffic.

4.8.9 Review of Schemes

Given that funding is likely to be limited, further prioritisation of the above schemes is beneficial. In terms of the proposed Transport Strategy, delivering an extended, high quality strategic network of routes should be the objective for encouraging more cycling, both for leisure and commuting.

To maximise the use of the two existing routes between Midsomer Norton and Radstock, the Midsomer Norton Cross Town Link is seen as a priority as it links to both routes and also improves access to the High Street and town centre. Once this connection is in place, improved routes from residential areas to the core network should then be provided with the Underhill and Waterside to Westfield Links. The Underhill Link should extend further east to the Welton development site, from where a good link should be provided to the existing Greenway. Improved cycle access to Old Mills should also be part of the planned redevelopment of this site, as detailed earlier.

Key actions: Progress the Midsomer Norton Cross Town Link as a priority then extend links to the existing cycle routes from nearby residential areas. Improve cycle access to the old Mills and Welton development sites.

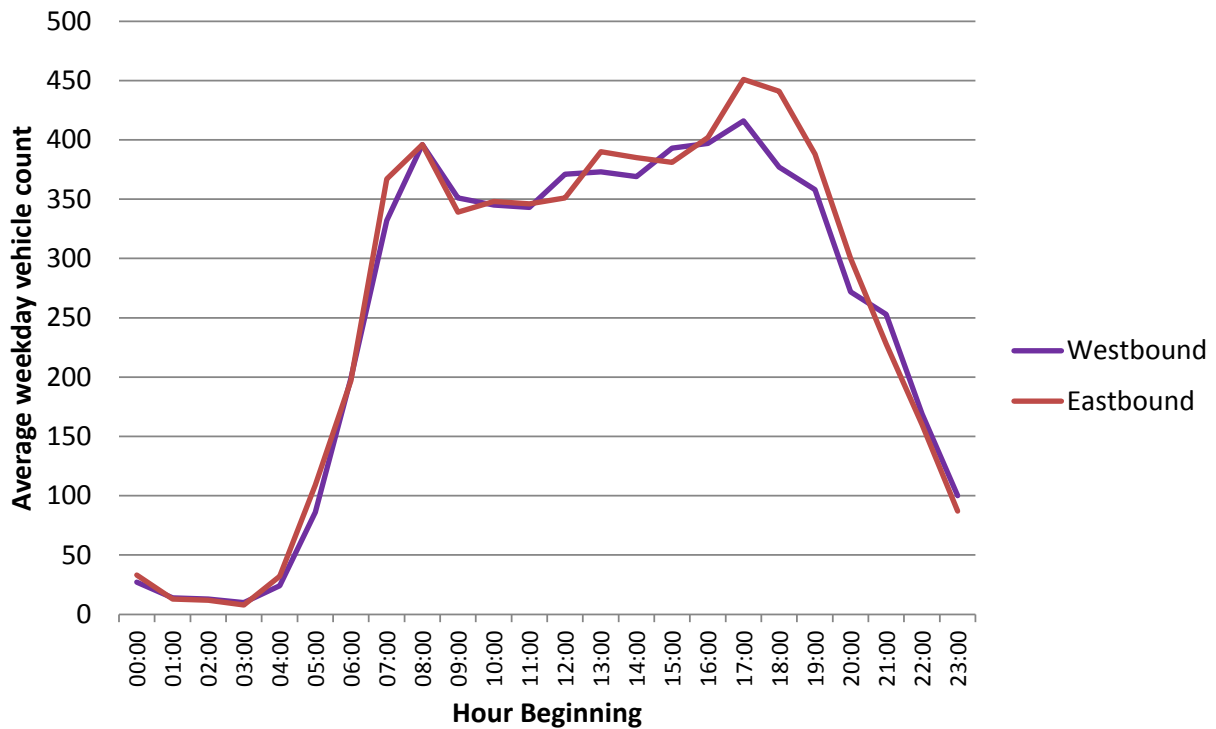
4.9 Walking

4.9.1 Promoting Safe Walking

Barriers to walking often deter short journeys being made on foot, particularly where it is difficult to cross the road or where footways are narrow or incomplete. Other issues to consider include the quality of the surface, especially for people with sight or physical impairments, lighting and the continuity of routes.

Radstock is the focus for a number of roads and the junction arrangements are complex with several mini-roundabouts close together. **Figure 4.29** shows traffic levels in 2015 on The Street, showing consistent volumes (over 350 vehicles/hour) between 0700 and 1900, indicating that traffic in the town centre remains busy all day, without the high morning and evening peaks that are typical of radial routes between towns.

Figure 4.29: The Street, Radstock: Automatic Traffic Count, Weekday Average, June 2015



Source: B&NES data.

There are numerous crossings, some formal and some informal, for which pedestrians need to watch traffic closely and move swiftly. The various junctions are wide to enable traffic to turn but are unappealing to pedestrians. The traffic signal crossing of Bath New Road involves an unattractive cage of guard railing. To improve conditions for pedestrians, the road layout needs to be redesigned not just to facilitate vehicle movements but to accommodate the needs of local people visiting the shops and facilities. This will require scaling down the carriageway space and adopting a much stronger emphasis for walking journeys.



Bath New Road crossing



Somervale Road/Frome Road/Bath New Road junction



Signal crossing outside Co-operative store, Wells Road



The Street outside Victoria Hall

The new layout outside Victoria Hall shows the sort of improvement that could be achieved with well-designed materials and this incorporates bus stops alongside wide footways and vehicle restrictions. While the remaining junctions clearly need to work for vehicular traffic, an improved pedestrian environment is needed to present an image of changed priorities and give a much better sense of urban realm and place. This needs to make much better provision for walking and cycling and should include the following:

- Wells Road/The Street (mini-roundabout);
- Frome Road/Somervale Road/Bath New Road (mini-roundabout); and
- Bath New Road/Bath Old Road/Waterloo Road.

Changes to the road layout in Radstock also need to address the road safety issues identified earlier at the existing mini-roundabouts.

In Midsomer Norton, conditions for walking are relatively good although there are some deficiencies in the centre, with sections with no footway including from the Mallards public house up to the M&Co retail unit on the western side, some narrow footways and unclear walking routes, such as from South Road. More crossing locations could be created to enable people to cross informally. The southern part of High Street generally has adequate space for people as well as vehicles and includes seating but footways on the northern part are narrow and uneven. The junction of High Street and Silver Street includes a pedestrian phase at the signals.

As mentioned earlier, the Midsomer Norton Town Centre Strategic Policy looks to improve conditions for pedestrians in the town centre and to encourage development, reinforcing the High Street as the retail core. Changes to the road layout are also being considered as it is recognised that the current road layout in the town centre has a number of deficiencies, including:

- The High Street is one-way so all traffic wishing to visit the northern section (including the off street car parks for Lidl, M&co and Argos) has to enter at the northern end;
- Trips from the south, including the southern part of the town, have to use North Road adding to the volume on this busy road and overall distances travelled;
- A lot of traffic exits the High Street at its southern end where pedestrian activity is greatest;
- On-street parking on the High Street does not provide an attractive public realm and adds to traffic demand on the southern section.

Reduced traffic volumes could be achieved on the southern end of the High Street if all through traffic was diverted via South Road, noting that access/egress for Sainsbury's would need to be retained. This would probably require a revised junction arrangement of South Road with Silver Street, with detailed modelling to assess junction capacities and to understand the implications on the wider highway network.

There is also the potential for more radical changes to give a more efficient road layout, coupled with an improved public realm, such as two-way operation of all or parts of the High Street. Again the implications of such changes would need to be modelled to understand both the localised and wider impacts.



High Street, Midsomer Norton



Junction of High Street and Silver Street, Midsomer Norton

Elsewhere in the Somer Valley, other areas experience problems with pedestrian routes, including:

- Paulton – narrow footways and lack of footways in some areas;
- Hallatrow – incomplete footways to High Littleton and to the A37, alongside the busy A39;
- Peasedown St John – uneven surfacing and some narrow footways, including on Bath Road;
- Alongside the A362 and other routes – parking on footways, with no double yellow lines to prevent this;
- Rural areas – encroaching vegetation that narrows the effective width of footways.

Key actions: Implement improvements to the pedestrian environment in Midsomer Norton, as part of public realm/regeneration schemes and consider wider changes to the High Street road layout. Consider changes to junctions on the A367 in Radstock town centre where possible, to improve pedestrian conditions. Take the opportunity of nearby developments to promote wider footways and complete missing footway links.

4.9.2 People With Mobility Difficulties

Impairments are evident in a number of forms ranging from visual and hearing impairments to mobility issues, some of which are readily apparent while others are not. People of all abilities need to be confident when travelling on foot and measures designed to make journeys easier for some groups will benefit everyone. The whole journey needs to be considered, for example ensuring that the walking route to a bus stop is attractive as well as the bus journey itself.

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 action: At any locations where pedestrian and road safety issues are being addressed, ensure that the needs of people with mobility impairments are considered carefully.

4.10 Bus Services

Bus services are shown in **Table 4.11** and **Figure 4.30**, based on published timetables for 2015 (although there have been a number of changes since then). Commercial services 173, 175, 178, 179, 376 and 379 provide regular journeys to main centres of activity including Bath, Keynsham, Bristol and Wells. These services enable Somer Valley residents to access work in the larger centres provided they can access the stops on the relevant routes. Service 376 is particularly frequent with services running half-hourly all day every day along the A37 corridor between Bristol and Street. Several services combine to give a frequent route from Midsomer Norton, through Radstock and Peasedown St John to Bath. A number of other bus services provide access to supermarkets from rural communities on particular days of the week.

Table 4.11: Somer Valley Bus Services

Service	Places Served	Days Operated	Services per Day in Each Direction	Notes
82 Somerbus	Tyning, Radstock, Midsomer Norton, Thicket Mead, Winterfield, Paulton	Mon to Sat	5	First service arrives Midsomer Norton around 0925. Last service departs Midsomer Norton around 1440.
82A Somerbus	Tyning, Radstock, Midsomer Norton, Thicket Mead, Winterfield, Paulton	Mon to Sat	2 Mon to Fri. 1 Sat	First service arrives Midsomer Norton 0830. Last service departs Midsomer Norton around 1320.
173 First	Wells, Gurney Stoke, Chilcompton, Midsomer Norton, Radstock, Peasedown St John, Bath	Daily	15 Mon to Sat 7 Sun and public holidays	First service arrives Bath 0659 Mon to Fri and 0753 Sat. Last service departs Bath 2015. Supported on public holidays by B&NES.
174 First	Wells, Shepton Mallet, Midsomer Norton, Radstock, Peasedown St John, Bath	Mon to Sat	10 Mon to Fri south, 11 Sat,	Interworked with service 173
175 Somerbus	Clutton, Temple Cloud, Farrington	Mon to Fri	11 various	First arrival in Bath 0710.

Service	Places Served	Days Operated	Services per Day in Each Direction	Notes
	Gurney, Thicket Mead, Midsomer Norton, Radstock, Peasedown St John, Dunkerton, Odd Down, Bath			Last service from Bath 1725.
177 First	Writhlington, Radstock, Midsomer Norton, Keynsham, Bristol			Add-on to commercial service 178 3 Sun/PH return journeys supported by B&NES
178 First	Bath, Peasedown St John, Radstock, Midsomer Norton, Old Mills, Paulton, High Littleton, Farmborough, Keynsham, Bristol	Daily	20 Mon to Sat. 10 Sun and public holidays	Evening services supported by B&NES; Sun and public holiday services supported by B&NES between Midsomer Norton and Bristol plus evening services. Interworked with service 376.
179 First	Bath, Timsbury, Farmborough, Paulton, Welton, Midsomer Norton, Radstock, Writhlington	Daily	11 Mon to Sat. 5 Sun and public holidays	First service arrives Bath 0729. Last service departs Bath 2300. Evening services supported by B&NES.
184 First	Bath, Peasedown St John, Radstock, Midsomer Norton, Old Mills, Chilcompton, Stratton-on-the-Fosse, Holcombe, Coleford, Frome	Mon to Sat	4 Bath to Old Mills plus 6 Bath to Frome	First weekday services arrive Frome 0940 and Bath 0721. Last weekday services depart Frome 1840 and Bath 1855. 2 journeys supported by Somerset CC.
185 Somerbus	Paulton, Old Mills, Midsomer Norton, Westfield, Tynning, Radstock, Writhlington, Faulkland, Norton St Philip, Woolverton, Trowbridge	Thu only	1	Arrives Trowbridge 1010, departs 1320.
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.
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

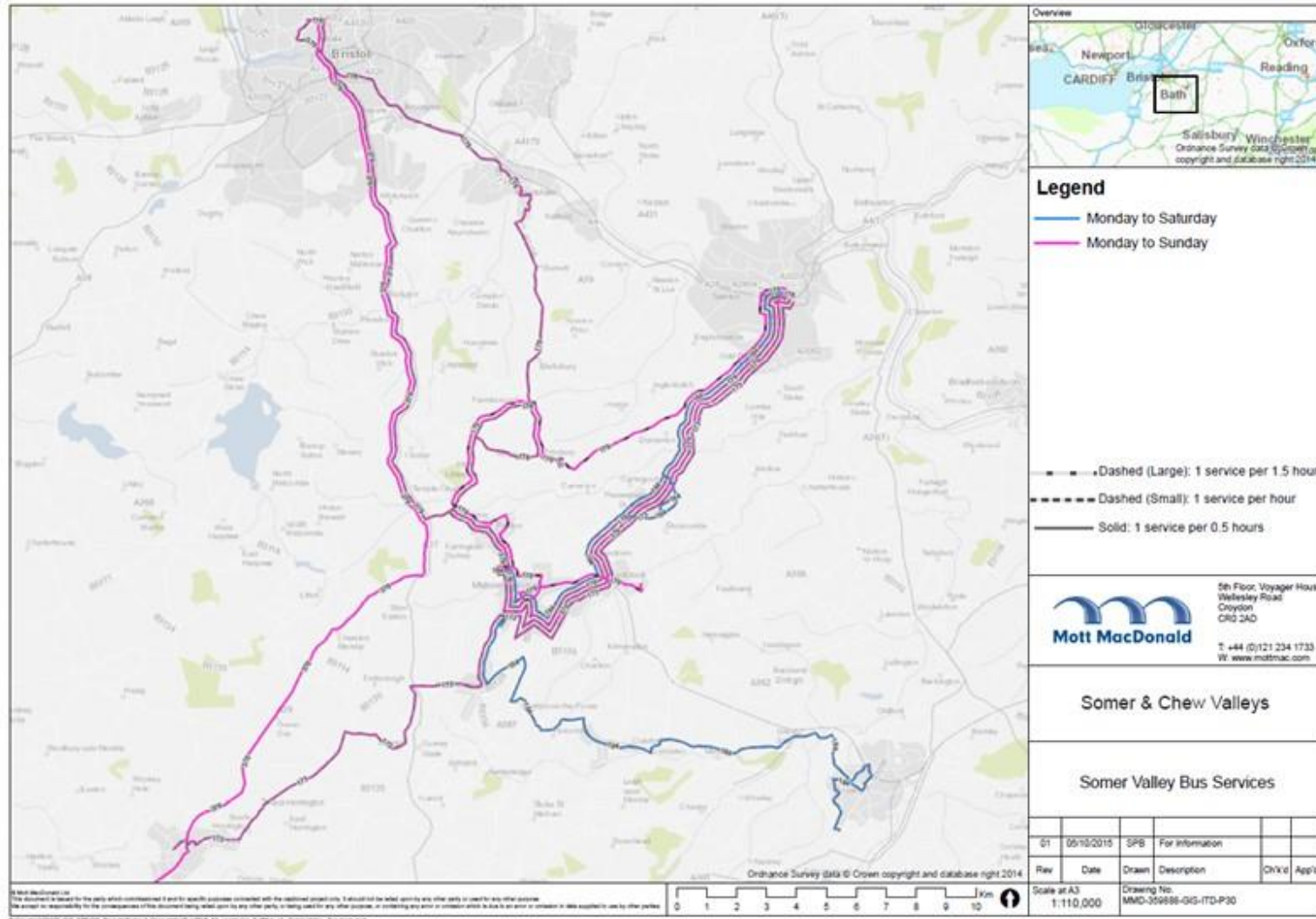
Service	Places Served	Days Operated	Services per Day in Each Direction	Notes
				178.
414 Ryanair	Midsomer Norton, Radstock, Writhlington, Buckland Dinham, Frome	Mon to Fri	2	First arrival in Frome 0808, last departure 1615.
424 Ryanair	Midsomer Norton, Radstock, Kilmersdon, Writhlington, Rockley Ford, Buckland Dinham, Frome	Mon to Sat	5 with some variants	First weekday arrival in Frome 0950, last departure 1745.
668 Somerbus	Midsomer Norton, Westfield, Radstock, camerton, Timsbury, Farmborough, Keynsham, Bristol	Tue only	1	Arrives Bristol 0958, departs 1310. Supported by B&NES.
754 Somerbus	Bishop Sutton, West Harptree, Compton Martin, Ubley, Chew Stoke, Chew Magna, Stanton Drew, Clutton, Farrington Gurney, Mid Norton, Midsomer Norton, Radstock	Mon only	1	Arrives Radstock 1017, departs 1230. Supported by B&NES.
767 Somerbus	Bath, Odd Down, Combe Hay, wellow, Shoscombe, Peasedown, Radstock, Midsomer Norton, Old Mills	Wed only	1	Arrives Old Mills 1000, departs 1125. Supported by B&NES.
768 Citistar	Farrington Gurney, Paulton, Winterfield, Thicket Mead, Midsomer Norton, Welton, Radstock, Writhlington, Clandown, Camerton, Timsbury, Meadgate, Withyditch, Longhouse, Odd Down, Bloomfield, Priston, Nailwell, Inglesbatch, Englishcombe, Southdown, South Twerton, Oldfield Park, Bath	Mon to Sat	5 with different places served	Departs Writhlington 0740 arrives Bath 0817. Departs Bath 1605 for Midsomer Norton and Farrington Gurney.
776 Hatch Green Coaches	Radstock, Midsomer Norton, Chilcompton, Stratton on the Fosse, Holcombe, Stoke St Michael, Oakhill, Little London, Shepton Mallet	Mon to Fri	5	First arrival in Shepton Mallet 0855, last departure to Radstock 1515.
777 Somerbus	Radstock, Westfield, Norton Down, Chilcompton, Midsomer Norton, Old Mills	Mon only	1	Arrives Old Mills 1051, departs 1200.
782 Somerbus	Tynning, Radstock, Midsomer Norton, Specklemead, Paulton plus (school days only) Farrington Gurney, Temple Cloud, Clutton	Mon to Sat	5	Supported by B&NES Mon to Fri after 1300 and all day Sat.
Midsomer Norton and Radstock Dial-a-Ride	Midsomer Norton, Radstock, Westfield area plus surrounding areas.	Mon to Fri 0800 to 1600	As required	Primarily for older or disabled residents
Midsomer Norton Community Transport Trust			As required	Minibus for older and disabled persons' group travel
Combe Hay,		Mon, Tue,	As required	Available to Shoscombe

Service	Places Served	Days Operated	Services per Day in Each Direction	Notes
Shoscombe, South Stoke and Wellow Area Fare Car		Thu, Fri		residents

Source: Various public timetables.

Whilst there is a 30-minute service on the A37, **Figure 4.30** shows that a number of routes combine to provide a high-frequency service from Midsomer Norton to Bath via Radstock and Peasedown St John.

Figure 4.30: Somer Valley Bus Services



Source: Mott MacDonald from published timetable data.

Midsomer Norton Town Council has observed that although the availability and frequency of bus services appears to be good (and is regarded as such by developers' submissions), there are significant shortcomings¹². Specifically, the location of bus stops and the journey options available are not necessarily compatible with the needs of local people. It has been noted that the main bus stops opposite the Town Hall are not accessible to wheelchair users for example. The Town Council feels that services are vulnerable to erosion through funding cuts which undermines the use of buses as an alternative to car use or are susceptible to inappropriate adaptation to accommodate new housing developments.

4.10.1 Bus Service Information

Finding information on local bus services is challenging. Some information is available at stops but a comprehensive view is difficult to collate. The First Bus web site has some timetables but no map for the area. While different routes and operators provide services on some corridors e.g. Peasedown St John/ Radstock/Midsomer Norton, it is difficult to assimilate a coherent picture from the various services. Locating stops on the ground is difficult although in Radstock, new stops are located outside Victoria Hall and in Midsomer Norton, activity focuses at the High Street/Silver Street/The Island junction. To the uninitiated, identifying where buses go and at what times is very unclear. Before the decision to travel by bus is made, better information needs to be available at stops, other information outlets (Radstock library has some information), web sites and mobile phone apps. Recently a number of changes to bus timetables have been made which can also add to the confusion if it occurs too regularly.

Comprehensive information is needed at bus stops. Some bus stop flags include real time service information which is helpful in reassuring users (although this is likely to be a rolling timetable rather than true real time data). Shelters are available at the main stops and raised kerbs have been added to enable level boarding and alighting. However, at Midsomer Norton there is only space for one bus at a time in each direction at the main stops with no scope to wait for longer than the minimum. Given the number of services available, particularly those starting in Midsomer Norton, this may be a problem at certain times especially given the proximity of the main junction and traffic signals.

Some changes have been made to bus times¹³ to improve frequencies on common sections of route and to even out times to avoid longer gaps than necessary together with the simplification of some routes. A number of weekly services remain to serve the needs of a small number of people to access retail and other facilities although they duplicate in part other services, adding to the number of services between Radstock and Midsomer Norton.

Key actions: The Council should continue its investment in key corridors to promote bus use. Investigate options for improving east to west public transport provision. Continue to support the

¹² Midsomer Norton Town Council - Observations from Midsomer Norton Town Council to inform the first stages of the Somer Valley Transport Strategy consultation.

¹³ <http://www.nowbath.co.uk/news/first-bus-new-timetable-changes-affect-bath-54401/>

development of Park and Ride sites as recommended in the Joint Transport Study to support the new Joint Spatial Plan for the West of England as a whole.

4.11 Community Transport Services

A number of community transport services are available in the area. These look to address the particular needs of people who are unable to use mainstream services through infirmity or disability although there is actually no restriction on who can use the services. Therefore, there is the potential to widen the demand base to serve more people.

4.11.1 Midsomer Norton and Radstock Dial-a-Ride

The service is a door to door fully accessible bus service aimed at older and disabled people and others who cannot access conventional public transport services. People use it for shopping, attending appointments, visiting friends and playing an active part in community life.¹⁴



There are various types of Dial-a-Ride service available:

- Dial-a-Ride can be used for town journeys around Midsomer Norton, Radstock & Westfield;
- Hopper Service for Farrington Gurney, High Littleton, Paulton, Timsbury, Tunley, Peasedown St. John, Carlingcott, Camerton, Wellow, Hinton Charterhouse, Shoscombe, South Stoke, Freshford, Priston, Englishcombe, Dunkerton, Combe Hay, Stowey Sutton, Hinton Blewett, Cameley, Nempnett Thrubwell,

¹⁴ <http://www.bathnes.gov.uk/services/parking-and-travel/community-transport/list-schemes/midsomer-norton-radstock-dial-ride>

Ubley, Compton Martin, West Harptree, East Harptree, Chelwood, Clutton, Farmborough and Marksbury.

- Areas covered daily (as and when requested) include Cameley, Camerton, Chelwood, Chew Magna, Chew Stoke, Clutton, Combe Hay, Compton Martin, Dunkerton, East Harptree, Englishcombe, Farmborough, Farrington Gurney, Freshford, High Littleton, Hinton Blewitt, Hinton Charterhouse, Marksbury, Midsomer Norton, Nempnett Thrubwell, Norton Marleward, Paulton, Peasedown St John, Pensford, Priston, Radstock, Shoscombe, South Stoke, Stanton Drew, Stowey Sutton, Timsbury, Ubley, Wellow, West Harptree, and Westfield.
- Transport is provided to Keynsham, Bath, Whitchurch (within B&NES) on a regular basis, depending on the availability of the three buses; the service covers approximately three quarters of the B&NES area.
- Journeys beyond the B&NES area are also undertaken including Chewton Mendip, Ston Easton, Chilcompton, Clapton & Kilmersdon in Mendip and Hartcilff in Bristol.

Dial-a-Ride is available to residents of Midsomer Norton, Radstock, Westfield or the parishes served by the hopper service who are elderly or have a mobility or communication problem. Users must register for the scheme and telephone booking is available between 0930 and 1500, no later than two days advance notice being required. Transport is available between 0800 and 1600 Mondays to Fridays excluding public holidays.

Charges for using the service include a registration fee and £5 annual subscription (50% discount for Diamond Card holders) with a range of fares:

- Dial-a-Ride bus – local area (within 1 zone) single £3/return £5 and extended area (multiple zones) single £4/return £6;
- Dial-a-Ride car – local area (within 1 zone) single £4/return £6 and extended area (multiple zones) single £5/return £7.

Drivers are paid employees using three low floor fully accessible vehicles. The service is part subsidised by B&NES Council supplemented by fares. Grant applications are submitted to the 34 Parish Councils whose areas are covered by the service and fund raising also takes place. The cost of operating the service in the last financial year was £163,293. The car service is not subsidised in any way and uses volunteer drivers.

4.11.2 Age Concern

The charity provides a range of care and support services, aiming to identify and respond to the needs of older people, their families and carers in the B&NES area¹⁵. Day centres are located in Bath, Keynsham and Midsomer Norton to which accessible minibus transport is available.

4.11.3 Midsomer Norton and Radstock Community Service Vehicle Trust

The Trust operates a 14 seater minibus with a tail lift for group travel (mostly elderly, disabled or disadvantaged people). 16 organisations are served including luncheon, afternoon and over 50/60 clubs, churches and youth groups. In the last year, 27,963 passenger journeys were made¹⁶.

4.11.4 Combe Hay, Shoscombe, South Stoke & Wellow Area Fare Car

Part of the Fare Car area is in the Chew Valley around Shoscombe. Fare Car offers a safe and friendly taxi service at special rates for residents within the Fare Car Zones¹⁷. It is operated by Bath Taxis using wheelchair accessible vehicles with financial support from B&NES Council. Users can travel from home to Bath city centre (Henry Street and Upper Borough Walls) on Mondays, Tuesdays, Thursdays and Fridays except public holidays at fixed times arriving in Bath at 1030 and 1130 and departing at 1300 and 1430.

Booking can be undertaken a week in advance or up to 90 minutes before the scheduled arrival time in Bath and the return journey can be booked up to 30 minutes before the departure time (a free phone is available in the food hall of Marks and Spencer). Membership of the scheme is required but is free and can be arranged by phone. A flat fare of £1.50 for each single journey is charged throughout.

Key actions: Promote greater use of the existing community transport services for all potential users.

4.12 Prospects for Reopening Railways

Local campaigners have for many years promoted the restoration of local rail services to Radstock. In particular, they have been acquiring parts of the former trackbed alignment between Radstock and Westbury and obtaining and refurbishing rolling stock with a view to creating a local rail service. Initially, it

¹⁵ <http://www.bathnes.gov.uk/services/parking-and-travel/community-transport/list-schemes/age-concern>

¹⁶ <http://www.bathnes.gov.uk/services/parking-and-travel/community-transport/list-schemes/midsomer-norton-radstock-community-serv>

¹⁷ <http://www.bathnes.gov.uk/services/parking-and-travel/public-transport/fare-car/>

would only run between Radstock and Frome but could be expanded to other destinations over time. With road traffic expected to increase, this is seen as one means of providing a reliable alternative to car use.

The Council considered the possibility of a new rail service in 2013¹⁸ following a consultant's feasibility study¹⁹ which reviewed journey to work data and the existing bus network in the Radstock area. Much of the alignment is used as a cycle route forming part of the National Cycle Network while the section beyond Whatley Quarry is part of Network Rail's operational route.

Introducing such a service as an independent concern is a major challenge. Infrastructure needs to be secured – the alignment, structures, a depot, stations, etc. – all of which represent significant hurdles and incur costs and require planning consents. The former Radstock station site has been lost to development, making an alternative or replacement station almost impossible to provide. In addition a station in Frome would be required. Gaining operating rights is a major issue and there is a significant difference between the services provided by heritage railways and aspirations for a regular public service. The operating rights for a heritage service are constrained in terms of the speed of trains (line speeds are lower so the standard for maintenance is also lower than for a conventional public local rail service) and there may be additional planning requirements.

Track would need to be maintained to a high standard and reliability of rolling stock would need to be guaranteed with a back-up should the operational train not be available. Regular staffing would be necessary for any service that moves beyond a voluntary staffing basis with personnel trained to industry standards. Significantly, for any service that uses any part of Network Rail, there need to be stringent requirements in place for rolling stock and staff and track access fees would need to be paid. While there are examples of heritage railways using Network Rail routes, the approvals for train crews and rolling stock are complex and costly. To create a service operating at speeds that would appeal to regular users, the regulatory framework will need to be that of a train operating company rather than that applicable to heritage railways. Other issues that would have to be addressed relate to the impacts on local residents of opening a new rail line and building new stations.

None of these are insurmountable but require considerable funding and many years of negotiation. None of the heritage railways has achieved the introduction of a regular public service (as opposed to a 'heritage' service) although it is planned that the Swanage Railway in Dorset will introduce an experimental service using the heritage railway's line to link with South West Trains services at Wareham after many years of infrastructure upgrading, rolling stock acquisition and legal process.

The feasibility study of 2012 noted a number of practical difficulties:

- The distance from Radstock to Bath and Bristol by rail is significantly longer than that by road;
- Bus journeys are competitive when compared to expected train times;
- The train service pattern is not conducive to a new service:
 - Radstock to Bath and Bristol as part of the Metro project would be very costly to operate;

¹⁸ B&NES Cabinet, 16 January 2013 Radstock to Frome Feasibility Study.

¹⁹ Halcrow (2012) *Radstock Frome railway feasibility investigation*.

- Radstock to Frome shuttle has little to commend it for onward journeys given the lack of regular connections at Frome;
- Radstock to Westbury shuttle similarly incurs long wait times between trains at Westbury; and
- Capital costs of reopening are significant, estimated at £41.3 million (including 44% risks and contingency to reflect the proposal at this stage) and the annual operating cost was estimated to be between £0.6 and £1.3 million. The report noted that there is little prospect of a positive business case for a new service.

In light of the above challenges it is unlikely there will be a role for local rail in the longer term.

Key actions: Continue to protect the disused railway line from Radstock to Frome as a sustainable route primarily for recreational and cycling use.

4.13 Review of Speed Limits

Based on the assessments of the main routes detailed earlier, the following changes to speed limits in the Somer Valley are proposed:

- A37 through Farrington Gurney reduced to 30mph;
- 30mph limit on the approach to the A37/A39 signalised junction;
- 40mph limit introduced on the B3335 Silver Street into Midsomer Norton.

Other changes at a more local level should also be considered to address specific road safety issues and improve conditions for walking and cycling. Where new development extends the edge of the built-up area, the start of 30mph limits will need to be adjusted accordingly

Key actions: Implement reduced speed limits to improve road safety in the identified areas subject to community support.

5 Consultation

5.1 Public Consultation Event

A public consultation event was held at Midsomer Norton Town Hall from 1600 to 2000 on 5 May 2016, with an online questionnaire available from 22 April to 9 May 2016. The questionnaire sought to get the public's view on what the existing transport problems are, and what should be the priorities for improvements.

In total, 67 respondents completed the survey of which 41 were carried out during the consultation event and 26 online. A total of 48 people attended the event. Analysis of the demographics of respondents highlighted that 44% of respondents were over 65 and 35% aged 35-65; 44% were retired whilst 49% were in employment.

Feedback was also provided directly from four respondents via email, relating to parking and road layout in Radstock, speeding on the A362 both in Radstock and towards Frome and the need for Westfield to be recognised as a separate parish.

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

- High traffic volumes through built-up areas;
- High levels of out-commuting;
- Local peak period traffic congestion;
- Significant numbers of road traffic casualties;
- Narrow footways and limited pedestrian crossing facilities in some areas;
- Limited cycle routes;
- Frequent bus service to Bath from the main towns, limited services to other destinations;
- Relatively long bus travel times and bus fares perceived to be high;
- Accessibility to schools, colleges and health facilities;
- No direct access to the rail network; and
- Limited spare parking capacity in Midsomer Norton.

64% of respondents didn't feel that the survey had identified the most important issues. The main reasons quoted for this were inadequate parking in Radstock (16 responses), a specific issue of conditions on Silver Street for pedestrians due to lack of footpaths and unreasonable speed limits (7 responses) and on-street parking adding to congestion (4 responses).

Other issues raised by one or two respondents included:

- Restoring the rail link (although noting that no direct access to rail is included in the list above);
- Maintenance of roads and footpaths;
- Speeding in 20mph areas;
- Need for 16-18 year olds to pay adult bus fares;
- Lack of local links into cycle routes;
- Too much new housing;

- Road capacity;
- A lack of late night bus services; and
- A lack of bus shelters in Radstock.

75% 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 local facilities by walking and cycling (employment, learning, training, retail, leisure, bus stops).

Therefore, it was concluded that the proposed objectives are valid. For those that did not agree, four respondents wanted to see improved access to the rail network, specifically through reinstating the Radstock-Frome line. Other objectives suggested included:

- Creating more local jobs;
- Reducing bus fares;
- Providing more off-road cycle routes;
- Improving traffic flow at peak times;
- Providing a new series of bypasses; and
- Improving access to the motorways and airport.

Of the possible improvements suggested to respondents (listed below), better maintenance of roads and footways (15%) was highlighted as the top priority (based on the number of responses being in the top three for priority). Increased public car parking capacity, improved bus services and road safety improvements were all also favoured, each with around 12% as shown in **Figure 5.1**.

- A. Road safety improvements;
- B. Local junction improvements to reduce congestion or serve new developments;
- C. Better maintenance of roads and footways;
- D. Improved walking routes and pedestrian crossings;
- E. More cycle routes;
- F. School and workplace Travel Plans to encourage non-car modes;
- G. Reduced speed limits and better management of speeds;
- H. Improved information on buses and bus waiting facilities;
- I. Improved bus services; and
- J. Increased public car parking capacity.

Figure 5.1: Prioritised Improvements



Source: Questionnaire results

6 Conclusions

The combined population of Midsomer Norton, Radstock and Westfield – approximately 22,500 – represents 55% of the Somer Valley, with other larger settlements including Peasedown St John and Paulton. The remainder of the area has a dispersed population and is largely dependent on car travel. However, parts of the area have a significant proportion of households without a car (Radstock 16%, Midsomer Norton, Paulton and Westfield 14%, Peasedown and Timsbury 12%).

Most local people travel to work by car, with relatively few using the bus services available, although Peasedown St John (7%) and Radstock (5%) have the highest proportions by bus. Out-commuting involves a wide range of destinations including Bath, Bristol and beyond. This reflects an imbalance between housing and the number of local jobs available in the Somer Valley, which is addressed in the Core Strategy and Placemaking Plan with an aspiration to reduce car dependency where possible.

For the strategy to focus on local requirements, a number of objectives were identified. These were presented at the public consultation for comment. These aimed to provide a framework within which local initiatives could be considered.

The cumulative impact of development sites should be considered. The combined impacts could be detrimental to the local road network and consideration should be given to specific locations. Concerns have been expressed regarding the traffic associated with particular planned developments.

The possible redevelopment of the South Road car park for retail use in Midsomer Norton has been considered. The car park is well used and any development on part of the site would need to re-provide lost parking spaces, as well as additional spaces to cater for increased retail demand. In Radstock, there is also limited public parking available but current provision is adequate when spaces managed by retailers are included but this should be kept under review, as availability of private car parking cannot be guaranteed in the future.

Traffic levels and collisions are a recurring concern. Congestion occurs at peak times, notably where routes converge such as in the centre of Radstock and, further afield, for traffic on the approach to Bath. This highlights the constraints of the local road network which is characterised by slow routes and limited capacity. However, there are few opportunities to improve the situation given the limited highway space available beyond minor schemes.

The strategy has considered possible improvements on key routes to address particular locations where collisions have occurred, including junction alterations, speed reductions and other measures aimed at better managing vehicles. Also, arrangements for people walking and cycling are unsatisfactory in the villages and larger settlements and while some improvements, for example, better road crossings, could be achieved, other options are constrained by the limited space available; reducing vehicle speeds in such situations can be helpful. A number of detailed recommendations are made regarding local improvements on the main routes, including the extension or introduction of more appropriate speed limits in villages. Although the proportion of heavy vehicles is very low, their impact can be conspicuous in that they have to negotiate narrow and difficult routes in the area.

A series of new and improved cycle routes has been proposed by Sustrans to create a network of safer routes and reduce conflict with vehicles wherever possible. This would help promote regular cycling for local journeys, rather than car use, such as those to Midsomer Norton, Radstock and Westfield. Within this strategy, it is suggested that priority for implementation should be given to the Midsomer Norton Cross Town Link and then to further links into the key routes from residential areas.

The availability of bus services has been an important issue. Services are valued by those that use them but the ability to operate a network that meets wider aspirations is limited, particularly those services that are supported financially by the local authority. More frequent services, better located stops and wider journey options would be more compatible with the needs of local people than the current arrangements but are unlikely to be achievable. Minor improvements such as better service information and improved stops would be helpful but the commercial realities, coupled with a limited catchment, preclude large scale changes. Other services such as Dial-a-Ride and community car schemes help to provide for individual travel needs for people who do not have the option of a car.

The proposed restoration of rail services between Radstock and Frome/Westbury is in its formative stages but will need to overcome considerable challenges if it is to provide regular services on a commercial basis. Achieving this may take many years.

Consultation on the strategy has been undertaken and generated many concerns about transport and ideas for improvements. Priorities included road safety improvements, better road and footway maintenance, improved walking and cycling routes, travel plans for schools and workplaces to reduce their transport impacts, reduced speed limits and traffic management, improved bus services and more public car parking spaces.

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Appendix A. Consultation Responses

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

I consider the references to rail and bus services to be OVER stated. PRINCIPAL concern should focus upon the very high "out-commuting" and seek to address this by stricter constraints upon new commuter housing and by increasing/widening LOCAL job choices.

Limited parking in Radstock for local services. Negligible parking for those wishing to drive to Radstock in order to catch a bus to work.

Limited spare parking capacity in Radstock.

Bus fare from Paulton to Bath high and limited time table and to Bristol in morning one peak time missed!? Chicanes along A362 beyond Tesco and Farrington road causing accidents and congestion please remove. Cycle lanes should not be on roads cos roads too narrow for cars and we cannot move houses back from road side. We have a small village High Street must stop house building too many people in village full stop. Parking, probably congestion, schools, lack of jobs will all get worse in Paulton if more houses flats built here probably already.

Poor state of roads and footpaths.

Limited spare parking capacity in Radstock

Ways to enforce the lower speed limits in Paulton. traffic calming in 20 mph zones as they are constantly ignored

Bus fares aren't 'perceived' to be too high. They are too high, especially for those aged between 16- 18 who must pay adult prices on public transport despite having to remain in full time education. Affordable public transport for those under the age of 18 and in full time education MUST be a priority.

One car stopped (parked temporarily or broken down) in the wrong place causes absolute chaos.

Parking availability in the Radstock Town Centre, availability to hire bikes in rural communities, linking the community safely to the existing cycle paths. Provision of "bikability" and cycle maintenance workshops in schools. Dark, poorly paved (If at all) footpaths.

On-street parking can add to congestion

Too much new housing swamps the existing infrastructure when allowing so many more dwellings you have to overhaul the road systems & other travel networks. Be radical - widen Silver Street at top and install direct routes from White Post on to Norton Hill (foot and cycle)

Pavement urgently required from top of Silver Street to beyond rugby club

Very poor roads MSN to Bristol, unimproved from 1950's. Build out in A362, lorries unable to cross each other at Pensford, other junction bottlenecks on A37

Topography often used to OBJECT to developing / creating a suitable road networks

Control of speed limits and a pedestrian walkway at the top of silver street, BA3 2UD (including visible speed cameras)

Control of speed limits and a pedestrian walkway at the top of silver street, BA3 2UD (including visible speed cameras)

Parking is significant issue commercially & safety in Westfield and Radstock - Midsomer Norton nonsense

Lack of traffic calming measures on Silver Street. No pavements - speed limit set at 60mph - unbelievable.

Rail link to Frome should be restored, what about the parking problems in Radstock. Shops unlet because staff cannot park around BANES. Failure to have a holistic town centre strategy, Adrian (?) promised due in Spring 2014. Failure to enforce parking on double yellow lines particularly in Westfield. Bottlenecks by the college, Wells Road, and similar elsewhere.

Huge issues with speed on Silver Street, so dangerous! Really concerned someone will be killed soon, such excessive high speeds all hours.

Lack of organised management at many traffic junctions in right turning vehicles cause additional queues

Lack of routes through/round central areas which would allow quicker access elsewhere without adding to congestion and time wasting for everyone. (consider possible by pass routes)

Lack of pavements on Silver Street - narrow road shared with traffic. Permitted to travel legally at a speed of 60mph

Roads where there are houses/playing fields/rugby field/club - and NO pavement (i.e. Silver Street)

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

Consideration for 'flat fare' bus travel, local electric free bus between Midsomer Norton and Radstock particularly in 'school run' time. Coordination of roadworks to reduce disruption of traffic and increased air pollution due to stationary traffic

Reduction in parking in Radstock at same time as increased housing. Lack of coordination of roadworks

A pavement on Silver Street, MSN. No pavement means no safety from speeding cars. I'm only a little girl I don't want to die.

Road safety on the B3355 on Silver Street, MSN. No pavements, consistent speeding cars. I have two children that I need to transport to school 200 yards away by car every morning because they aren't safe!!!

Too much importance given to cyclists

Late night services to/from Bath to PSJ/MSN, long distance services.

Lack of adequate bus shelters in Radstock's link road - inadequate rail protection; half as many as needed

People who work in Radstock for 5 hours or more will be unable to use car parks due to time limits that have been introduced

Totality of parking limitation in Radstock thanks to so called regeneration

Parking in Radstock

Parking in Radstock is equally a problem with M/Norton

Car parking - when is somebody going to sort out parking problems in Radstock

No long stay car parking in Radstock

Lack of vision by highways/circulation planners: dismissive of quality pedestrian links in their designs. Speeding in built up areas. Parking on pavements and double yellow lines. Very bad air quality in town centres. Walking and cycling are healthy

Parking in Radstock and through traffic in Paulton

Parking in Radstock ever since the new development has been built taking up car parking space by Victoria Hall. Through traffic through Paulton at peak commuting times

Living in Haydon, bus services very occasional, Fortescue Road parking (Radstock). Public parking - Radstock

Projections for increased demands from considerable new housing increased free parking in town centre

Specifically the most dangerous road in BANES Silver Street is not addressed. The road is so dangerous that residents are forced to drive short distances to avoid being killed. This compounds the volume of traffic and the lack of parking space in MSN.

Silver Street needs pavement as currently there is none. We cannot safely walk into MSN as the road is v. narrow and cars drive well over their speed limit

Congestion through on street parking and recent traffic calming - especially on the A362

Please see separate sheet. We can't use our own driveway to house! Many many vehicles mounting curb - constant 24hours

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

The suggested emphasis upon "...improving access to employment in Bristol & Bath..." Is ENTIRELY THE WRONG FOCUS. Instead, the emphasis should be upon creating more local jobs IN & across the Somer Valley, whilst maintaining opposition to policies that promote this area's use & the clearly damaging new developments as simplistic "dormitory" status.

Reducing the price of bus services to encourage greater use (and so reduce traffic congestion, particularly on Radstock to Bath route)

Increase access to wider rail network I.e. by reinstating railway link between Radstock and Frome.

Create more employment in the Somer Valley area, and reduce employment in Bath and Bristol.

I think addressing the needs of people with disabilities with access needs should be included. It's not just about mobility.

Cycle routes to be off of roads but not on green fields

Improving traffic flow at peak times.

Any future road and housing estate design needs to include better facilities for cycling and walking.

Providing a safe route to schools and local facilities.

A new series of trunk roads/bypasses Geography precludes cycling as a sensible alternative

They prioritise soft issues rather than the crucial main routes to Bristol and Bath

Particular emphasis should be given to "improving road safety for all users" - particularly pedestrians

Particular emphasis should be given to "improving road safety for all users" - particularly pedestrians

Too vague. Also ridiculous given the geography of Radstock.

Avoid traffic blockages to keep traffic flowing as freely as possible

Improving access to rail, motorways and airport

Rather vague so there is a lack of 'ownership' and responsibility if these objectives are not achieved

As general objectives they are ok, but we need specific objectives to deal with actual existing problems. What is actually going to be done?

You're not doing it, circled safety for all users, sustainable mobility, walking and cycling

Preventing the death of my family whilst walking to school or Midsomer Norton

Public transport strategy should be combined on an area basis i.e. not only BANES but Bristol, South Gloucestershire etc. as on authority - there is government money available for this

Easy routes and time to hospital in Bath etc. possible hospital parking difficulties

Waling & cycling can never replace excellent public transport. Improving access to local facilities by walking and cycling top objective

Could a permit be available to Radstock workers who work more than 5 hours to enable them to use car parking facilities

Improvement of public footpaths which link to cycle paths e.g. Fosseway which would provide access to Five Arches greenway and hence MSN shops for Westfield parishioners

Provision of rail link from Radstock/Frome and Radstock/bath

To provide a rail link in the Somer Valley. By restoration of line between Radstock to Frome to Westbury

Not totally "where possible" applies to everything. There is not enough room for everyone owning a car to use it for town centre access and never will be. Alternatives are vital. Road/highway regulations need enforcing.

Improve road junctions to improve commuting.

However, main problems are with commuting from our area (Paulton, msn etc.) to main areas of work such as Bristol and Bath - another objective would be to improve road junctions so as to help commuters / speed up commuting

The large objective is largely ignored - indeed some residents are forced to drive when walking should be viable option - ref: Silver Street MSN

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

Yes the last objective is most important

Removal of traffic calming schemes that cause congestion in the area and the introduction of parking restrictions on a roads

Should any other types of improvements be considered?

Active reduction in permitted on-street parking in inappropriate major & secondary routes and within estates. Agree with reducing daily car dependency and improving safe access to employment sites, town-centre and schools.

Dedicated walking route along Braysdown Lane. This is the only route to bus services, and dangerous for pedestrians in the dark

As mentioned before including rail into the mix of public transport.

At schools, provide car parking spaces for all staff and pupils, together with off street facilities for parents to drop and pick up pupils. The schools in area cater for many pupils from the Somerset countryside.

All of the above should be in the strategy

Cycle and walk routes off of roads not on roads only

Improved frequency of bus services and quicker direct routes to Bristol and Bath. Therefore improving access to Bristol and Bath so that the Somer Valley area is less isolated.

Please consider horse riders when planning cycle/off-road routes. Getting horses off the roads will improve road safety.
Ann Fay British Horse Society

More affordable public transport for those under the age of 18 and in full time education.

Encourage kids to cycle to school by putting kid safe cycle routes in place right up to school gate and then ensuring schools have secure bike stowage

Please consider linking with the Radstock & Westfield Big Local team.

Reopening the rail line from Frome to Radstock/Midsomer Norton

Better feeder systems to return buses to Farrington Gurney to link up with buses to Bristol; express buses to Bristol, Bath, Frome/Westbury railway stations; and restrictions on access to 379 service (it's supposed to be quick bus becomes a 'local-stop-everywhere' service as soon as it reaches Whitchurch). Improve mass transit options and more people will use them!

Pavement from top of Silver Street to beyond rugby club

Better standards of road A37 and MSN - Radstock - Bath

Control and monitoring of forecast traffic flow in line with new developments in Westfield (Mendip White Post)

Use the devo billion money to restore the rail link Frome - Radstock

Stop cars parking on bends and inhibiting view of other vehicles. A serious NO bypass of Radstock - to connect to M.N

More attention to prioritising factors/places which would give greatest improvements

Express bus service. Use of ticket machines at bus stop/shops - no tickets issued on buses, 'm' tickets on mobile phones

Stop use of local residential minor roads as short-cuts for commuters. Non-stop or limited stop express coach services to Bristol and Bath

"E" should have about "99th" priority

What about re-establishment of the railway

Permits for workers in Radstock to use car parking facilities if they do 5+ hours would be a help

Painting of yellow lines on A367 through Westfield (as it is the main north south route)

Rail link currently under development by north Somerset railway co

Should any other types of improvements be considered?

Co-operation with Mendip on 360 houses being built and new school @ White Post land but access to B3355

A focus on people rather than cars/vehicles

Bring back railways to Radstock

Possible use of railway (but know how expensive that is)

Restricting vehicle size on Silver Street / B3355 towards rugby club

More parking in M-S-N, removal of traffic calming on the A362 and A39 in Hallatrow. These cause congestion and if anything increase approach speeds especially on the A362. Increase capacity at the A362/B3355 roundabout. This is a critical junction and is becoming congested in peak hours. There is room to expand it with some land take. Farrington Gurney needs a cycle link to Midsomer Norton and the greenways. We are surrounded by A roads with no realistic way of getting out of the village on bike. There are land ownership issues with the link previously so it may require an alternative route. Finally there needs to be better bus links to Bath for these villages to the west of the A37 and better bus links to Bristol for M-S-N and Radstock