

Community Plan for Pucklechurch, Shortwood, Parkfield & Lyde Green

2.0 Traffic & Transportation - Where do we want to be?

2.1 Traffic

Provide a safe and pleasant environment for all road users (vehicles, pedestrians, cyclists, horse riders etc.).

Create, through carefully planned traffic management projects, an environment within the villages that:

- Enhances the village centre and compliments the conservation area
- Provides a safe and pleasant environment for pedestrians
- Produces more considerate driver behaviour particularly with reference to speed
- Discourages the use of the village as a 'short cut' for through traffic
- Stops heavy goods vehicles (over 7.5T) using restricted areas other than for access
- Encourages safe and considerate parking

2.2 Pedestrians/Walkers/cycling

Provide safe and attractive routes within village areas and to/from the network of cycle paths and public rights of way that will encourage walking and cycling by:

- Clearly marked and protected routes giving priority to pedestrians and cyclists.
- Maintaining and enhancing the existing public rights of way. Making access easier, for example by:
 - replacing styles with kissing-gates
 - providing "walking/cycling" information and Informative route signs on paths and tracks.
- Providing an all-weather, segregated (separate from motorised traffic) route from the village to the Bristol/Bath cycle track

2.3 Public Transport

Implement and improve public transport services in order to provide a flexible and highly attractive alternative to motor vehicles in order to:

- Reduce journeys in private motorised vehicles taken by residents in the community plan area (to meet or exceed national targets).
- Buses that frequently link to other major routes/inter-change points.
- Commuter service that serves the working patterns of the community at times and destinations defined by the plan.
- Service the need to access recreational and entertainment facilities at the times they are needed particularly for younger people.

3.0 Action Plan

The following plan sets down a set of actions to meet a defined aim arising from the findings of the Community Plan Steering Group. During the implementation phase of the plan actual tasks and time frames may differ."

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<p>Key Findings:</p> <p>Q11 – Derelict Chapel</p> <p>Q51 - Traffic Volume</p> <p>Q51 - Parking</p> <p>Q51 - Speeding</p> <p>SGC Traffic Flow Data</p>	<p>(i) There is overwhelming support for the redevelopment of the derelict chapel site and little enthusiasm for leaving it as it is.</p> <p>(i) When taking the parish as a whole opinion is split on whether volume of traffic is a concern, however the majority of people living on through routes in Pucklechurch and Shortwood were concerned about traffic on their own roads</p> <p>(ii) Pucklechurch Village centre and roads in the school area were identified as areas of concern by respondents over a wider area.</p> <p>(i) Taken as a whole opinion was divided within the Parish on parking.</p> <p>(ii) The area around the school and Pucklechurch village centre were identified as the locations that concerned over 25% of respondents</p> <p>(i) Speeding traffic is a concern to the majority of respondents somewhere in the area and specifically on through routes.</p> <p>(ii) Whilst most concern was for the immediate vicinity of the respondent there was more general concern in the community for speeding in "Pucklechurch village centre" and on "roads in the school area".</p> <p>Existing traffic flow data indicates that in excess of 1000 vehs/hour (peak hour two-way traffic) pass along Shortwood Road. Although some of this has an origin or destination in the trading estate or YOI Ashfield the data still shows that flows in and out of the village are at 'near continuous' levels during peak times.</p>		
Aim	Actions	Estimated Timescale (and Cost – £'000s)	Partners
<p>1a.</p> <p>Village Centre:</p> <p>Provide a safer and more pleasant environment through carefully planned traffic and pedestrian projects that also enhance and protect the conservation area</p>	<p>Consider and cost alternative traffic measures that reduce the adverse impact of traffic and parking in line with the Draft Supplementary Planning Document for the conservation area</p> <p>Consult on alternatives and seek public support for actions.</p> <p>Programme works and seek funding sources.</p> <p>Consider and consult on options for a Village Square (incorporating the Old Chapel site if possible):</p> <p>Establish ownership and planning controls over Old Chapel site and whether the Parish can acquire site</p> <p>If possible acquire site (keep in Parish ownership or dedicate as Highway?)</p> <p>Establish use, materials and planting feasibility appropriate and sensitive to the 'village centre' conservation area</p> <p>Formally advertise intentions for public comment</p> <p>Commence construction programme</p>	<p>Year 1-3</p> <p>Year 3-8 (Aspirational) (Cost of land plus any fees Say £250)</p> <p>Year 8-10 (>£250)</p>	<p>Parish Council</p> <p>South Gloucestershire Council</p> <p>Utility Companies</p> <p>Public Transport Operators</p> <p>Land Owner</p>

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<p>1b. Roads in the school area: Provide a safer and more controlled environment through carefully planned pedestrian projects that also regulates parking and reduces the impact of through traffic.</p>	<p>Consider and cost alternative measures that improve pedestrian safety and reduces the adverse impact of parking and traffic. Consult on alternatives and seek public support for actions. Programme works and seek funding sources.</p> <p>Formally advertise intentions for public comment Commence construction programme</p>	<p>Year 1-3</p> <p>Year 5-10 (>£250)</p>	<p>Parish Council South Gloucestershire Council Pucklechurch School Utility Companies Public Transport Operators</p>
<p>1c. Shortwood Road, Pucklechurch. Provide a safer and more controlled environment through carefully planned pedestrian projects that also regulates parking and reduces the impact of through traffic.</p>	<p>Consider options to make crossing the road in the vicinity of the junction with Homefield Rd/existing bus stops safer and that will also address vehicle speeds and influence traffic volume. This will become even more necessary should the surgery be relocated to Oaktree Avenue and should be part of any proposal for that development. Consult on alternatives and seek public support for actions. Programme works and seek funding sources.</p> <p>Formally advertise intentions for public comment Commence construction programme</p>	<p>Year 1-3</p> <p>Year 3-10 (>£20)</p>	<p>Parish Council South Gloucestershire Council Public Transport Operators</p>
<p>1d. Community Centre car park</p>	<p>Consider better publicity and usage of the car park at the community centre for those who would otherwise park near the school, outside the church, in the centre of the village, etc.</p>	<p>Year 1-3</p>	<p>Pucklechurch Community Association Pucklechurch News Pucklechurch Community Website Pucklechurch School St Thomas a Becket Church</p>

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Key Findings: Q54 – Shortwood Traffic Calming			
<i>(i). There is a split of opinion between people that live along Main Road, Shortwood and others as to the effectiveness of the traffic calming scheme</i> <i>(ii) A total of 132 people mentioned that drivers will speed up to get round the calming area in front of another vehicle</i>			
Aim	Actions	Estimated Timescale (and Cost – £'000s)	Partners
2. Shortwood Traffic Calming: Assess and improve, where possible, the existing traffic calming scheme in Main Road and Shortwood Hill, Shortwood	Assess the effectiveness of the existing scheme as compared with road traffic accidents, traffic flows and speeds prior to the calming being introduced. Establish the current situation and scale of the problem. Working with the local residents consider amendments and alternatives to improve the effectiveness where necessary. Formally advertise intentions for public comment Commence introduction of an amended or improved scheme. Consider whether the scheme is still required since the building of the link road.	Year 1-2 (£1) Year 2-5 Year 3-10 (To be Determined)	Parish Council South Gloucestershire Council Public Transport Operators

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Aim	Actions	Estimated Timescale (and Cost – £'000s)	Partners
<p>Key findings:</p> <p>Q57 - Lack of Pavements <i>There are some specific local issues with lack of pavements with Oaktree Ave being the most often cited. However this concern is not widespread within the community</i></p> <p>Q53 - Accidents <i>Accidents rates are relatively low in the area. The survey identifies a potential problem at the Zebra crossing which should be investigated.</i></p> <p>Q47, Q49, Q56 and Q57 - cycle-paths and footpaths <i>(i) There is both a strong desire to make more use of cycles and very specific areas of action to enable this to happen, (ii) A safe, segregated route from Pucklechurch to the Bristol - Bath cycle track was identified by 252 people as the most important improvement to achieve this.</i></p> <p>Q15 – Use of countryside <i>local countryside is well-used by people on either a daily or weekly basis.</i></p>			
<p>3. Pedestrians and Cyclists Provide improved pedestrian and cycle routes, both within the village and to/from the network of cycle paths and public rights of way in order to promote walking and cycling.</p> <p>Provide highway crossings and other facilities to promote safety and increased use.</p> <p>Also refer to "Improve access and usage of the local countryside to all including those who are less able" in the Environment Action Plan</p>	<p>Prioritize the provision of new footways (adjacent to roads) for funding purposes.</p> <p>Approve and implement any quick wins including: Seek the implementation of a path from Pucklechurch to the Bristol - Bath cycle track (which would also satisfy the need for a path to Shortwood, Mangotsfield and Emerson's Green). To be included in the development programme for "Cycling Bristol" Consider and prioritize other routes for inclusion and consider the provision of safer highway crossing points.</p> <p>Consider new pedestrian and cycle crossing points on main roads. Establish the need for either controlled crossings or uncontrolled road narrowings, road markings and dropped crossings Consult on alternatives and seek public support for actions. Programme works and seek funding sources.</p> <p>Formally advertise intentions for public comment Commence construction programme</p>	<p>Year 1</p> <p>Years 3-5 (Costs will depend on outcome of 1 above £10-30 per crossing plus any running costs)</p>	<p>Parish Council South Gloucestershire Council Cycling and Pedestrian User Groups</p>

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<p>Key Findings: Q51 - Parking</p> <p>Q52 - Parking on Pavements</p>	<p>(i) Taken as a whole opinion was divided within the Parish on parking. (ii) The area around the school and Pucklechurch village centre were identified as the locations that concerned 25% of people from a wide range of locations (iii) The areas around YOI Ashfield/Trading Estate and Parkfield were identified by a relatively high number of residents in those locations (i) Parking on pavements is generally not a concern in the area (ii) There are some local areas where a high level of concern was expressed by the local residents particularly in Lansdown Road area (where parking also obstructs entrances) and also in Parkfield Rank</p>		
Aim	Actions	Estimated Timescale (and Cost – £'000s)	Partners
<p>4. Parking: Having due regard to the beneficial effects of parking - reorganize, reallocate and control on and off-street parking to maximize benefits around the Village Centre, around the school and around the industrial estate (without the need for formal parking control such as Double Yellow Lines.)</p>	<p>Establish Village Centre area parking provision, identifying all available spaces and demand – to include cycle parking and loading requirements. Design layout in-line with pedestrian and village square layout determined above.</p> <p>Establish parking demand in the Castle Road area. Identify all safe parking areas. Through careful design and possibly reconstruction reduce road widths to provide safer pedestrian crossing points and parking lay-bys while reducing the opportunity for obstruction and the adverse effects of through traffic.</p> <p>Establish parking demand the industrial estate area. Identify all safe parking areas. Where possible identify and provide parking bays.</p> <p>Consult on alternatives and seek public support for actions. Programme works and seek funding sources.</p> <p>Formally advertise intentions for public comment Commence construction programme</p>	<p>Year 1-5</p> <p>Year 3-10 (Village Centre - costs will depend on outcome of 1 and 3 above allow £100) (Castle Road - £100)</p>	<p>Parish Council South Gloucestershire Council Utility Companies Local Traders SERCO SEGRO YOI Ashfield Pucklechurch School</p>

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<p>Key Findings:</p> <p>Q51 - Speeding (i) Speeding traffic is a concern to the majority of respondents somewhere in the area and specifically on through routes. (ii) Whilst most concern was for the immediate vicinity of the respondent there was more general concern in the community for speeding in "Pucklechurch village centre" and on "roads in the school area".</p> <p>Q55 - Speed-watch (i) There is clear support for community speed watch (ii) More use must be made of the equipment to have any impact on the behaviour of drivers</p>			
Aim	Actions	Estimated Timescale (and Cost – £'000s)	Partners
<p>5. Vehicle Speeds and Driver Behaviour Change driver behaviour so as to reduce the issues associated with inappropriate speed.</p>	<p>Approve and implement any quick wins including: Introduce effective permanent speed reporting (to include speed watch and fixed facilities) on all approaches to the village to generate data to support future actions.</p> <p>Consider alternatives and establish the need/support for formal speed restrictions or the introduction of physical measures to affect driver behaviour Consult on alternatives and seek public support for actions. Programme works and seek funding sources.</p> <p>Formally advertise intentions for public comment Commence construction programme</p>	<p>Year 1 (£10)</p> <p>Year 1-5</p> <p>Year 5-10 (Costs will depend on outcome of 1 and 3 above allow £100)</p>	<p>Parish Council South Gloucestershire Council</p>

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Key Finding: Q51 - HGVs over 7.5T			
<i>(i) HGVs over 7.5T are not of concern to the majority of people within the community</i> <i>(ii) Castle Road and "roads in the school area" were identified as locations of specific concern</i>			
Aim	Actions	Estimated Timescale (and Cost – £'000s)	Partners
6. Through routes and Heavy Goods Vehicles: Assess and address the issues associated with inappropriate vehicle routing.	Approve and implement any quick wins including: Investigate enforcement opportunities and if not effective consider removal of existing weight restriction on part of Feltham Road between Rookery Lane and Castle Road. Consider alternative measures to discourage through traffic and, in particular, HGVs Prioritize routes for treatment Consult on alternatives and seek public support for actions. Programme works and seek funding sources Formally advertise intentions for public comment Commence construction programme	Year 1-2 (£10 for Traffic Regulation Order, advertising and works) Year 1-3 (Maybe linked to 1 above) Year 3-10 (Costs will depend on outcome of 1 and 3 and 4 above allow £100)	Parish Council South Gloucestershire Council

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<p>Key Findings:</p> <p>Q44 – Attitude to buses (i) A large majority of total respondents indicated that buses could be made more attractive to them in one way or another. (ii) Destinations, frequency and reliability of service were the most important factors for respondents with a majority citing this would be highly likely or likely to attract them to use buses more (iii) Better information, links to railway stations, return tickets and lower fares also scored highly</p> <p>Q45 – Destinations and times of travel (i) The most popular destinations were: Bristol Centre and Emerson’s Green, followed by Yate, Bath, Fishponds and Longwell Green. Significantly, one of the most popular destinations, Emerson’s Green currently has no direct connection (ii) Most demand on current routes was during existing service times but clear clusters were identified for later commuting and night time leisure activities (iii) More frequent and later buses were issues on the Bath service</p>			
Aim	Actions	Estimated Timescale (and Cost – £’000s)	Partners
<p>7. Public Transport: Implement and improve public transport services in order to provide a flexible and highly attractive alternative to private vehicles by:</p> <p>(i) Improving the level and quality of bus information, routes and services through the village</p> <p>(ii) Provide a direct bus link to Emerson’s Green</p> <p>(iii) Improving access to other areas and routes outside the village.</p>	<p>Approve and implement any quick wins including: Identifying bus destinations, routes and connections at each shelter. Improving the text service to include destinations and real-time bus information when available. Improve publicity for Community Transport services to Kingswood and Yate.</p> <p>Investigate with South Gloucestershire Council the amendment of bus routing through village</p> <p>(i) Community Car Scheme/Car Clubs (ii) "Boyd Valley Shuttle" with adjacent parishes (iii) Funding options for revised, new, improved and extended bus services</p> <p>Prioritize bus routes for treatment, Consult on alternatives and seek public support for actions and seek funding sources</p> <p>Formally advertise intentions for public comment Commence introduction of revised, new/improved services</p>	<p>Year 1-2 (£1)</p> <p>Year 2-3</p> <p>Year 3-10 (To be Determined)</p>	<p>Parish Council South Gloucestershire Council Public Transport Providers Pucklechurch News Pucklechurch Community Website</p>