

## **The Beach and Hill Road Public Realm Improvements - FAQs**

### **What consultation was carried out on the scheme?**

We consulted extensively on draft proposals in April 2021 and the scheme was amended in several ways with excellent local input and knowledge from residents and businesses. The scheme is backed by local councillors, Clevedon Town Council, Clevedon Business Improvement District (BID), the Pier Trust. Many other interested parties have been engaged in the development of the scheme and are in favour of the amended improvements.

Further information on the consultation can be found at <https://n-somerset.inconsult.uk/cata/consultationHome>

### **When will work begin on the scheme?**

Work to improve Hill Road will be delivered after the Easter holidays and will take approximately eight weeks, avoiding all key holiday dates.

The work at The Beach will be delivered in the Autumn 2022 when footfall is lowest and will take up to eight weeks. This is to minimise the impact on local businesses and retain enjoyment of the area during the Summer.

### **Are there changes to car parking in the scheme?**

The area, as a whole, will gain car parking spaces through the addition of new spaces on Elton Road. The Beach will be enhanced as a visitor destination through fewer parked cars. Hill Road parking remains the same with new improved designated loading facilities for shops and disabled spaces at regular intervals. The scheme will also improve signing and awareness of the under-used Hawthorns Car Park nearby.

### **What are the improvements for delivery vehicles?**

Three dedicated loading bays on The Beach and three dedicated loading bays on Hill Road will be provided. There are currently no loading bays and this will help reduce the need to block pavements.

### **How does the Clevedon scheme complement the Pier to Pier Way?**

The cycle lane on The Beach forms the start and finish of the Pier to Pier Way while the cycle lane on Hill Road will improve access to local shops and connections to wider Clevedon providing a range of travel choices.

The Weston-super-Mare to Clevedon Pier to Pier Way is a new 13-mile route designed to appeal to commuters, leisure users and tourists. It consists of quiet roads and new or improved traffic-free sections and is a long awaited 'missing link' and the central section of the North Somerset Coastal Towns Cycle Route. The new route will support healthier lifestyles and improve access to our beautiful countryside.

The new route consists of several areas of improvement at Tutshill Sluice, Marshalls Field and Clevedon seafront.

#### Tutshill sluice

The Tutshill Greenway is a new section of traffic free route that will help people avoid the M5 and busy A370, saving four-miles on the journey between Weston-super-Mare and Clevedon. This is due to open in summer 2022.

#### Marshalls Field

The section of existing walking and cycle route along Marshalls Field will be resurfaced allowing greater enjoyment of one of the most scenic parts of the route.

#### The Beach

A new segregated cycle lane along The Beach will form the start and end point of the flagship Pier to Pier Way, removing cyclists from the prom. The scheme design provides pedestrian priority crossing points over the cycle route.

### **What is being done to reduce cyclist speeds on The Beach?**

The cycle lanes have been designed to help reduce cyclist speeds through a bend at the entrance nearest the Pier and pedestrian priority signage at all crossings .

### **Why is a one-way system being installed?**

The one-way system should help reduce conflict between road users and simplify traffic flow.

Introducing one-way streets on The Beach and Hill Road helps to provide more space for loading, parking in more appropriate places as well as pedestrians and cyclists. With lower traffic speeds (20mph) and multiple new crossing points, it will make a safer and more pleasant environment for everyone, especially more vulnerable road users such as children and the elderly.

Using the reclaimed road space, wider footpaths and more seating will help make the area more attractive and aid economic recovery.

Across the area, northbound and southbound flows are approximately equal. Flows on Hill Road and The Beach are approximately equal. Therefore, combining the northbound flows onto The Beach and southbound flows onto Hill Road should see total flows on these roads maintained largely as they are now or reduced slightly as through traffic will use Elton Road more and find other alternatives through the area dissipating traffic volumes.

Westbound flows on Alexandra Road (currently very low) may increase slightly due to traffic from Linden Road heading towards Wellington Terrace naturally preferring this route. Eastbound flows may increase if generally southbound traffic is deterred from using Hill Road due to its changed character. If the increased flows on Alexandra Road cause any problems (which we think unlikely) we can consider changing the parking restrictions.

### **Are there plans for other one-way roads?**

Contra-flow cycling and one-ways for motor vehicles will be introduced on Gardens Road, Woodlands Road and Seavale Road to prevent rat-running traffic. No car parking will be removed and Copse Road will remain two-way.

### **What are the plans for public transport?**

The area will continue to be served by the X6 and X7 first bus services along with the anticlockwise two-hourly 54 bus.

The main design changes are the addition of a new bus stop outside the Pier and the removal of two northbound bus stops on Bellevue Road and Hill Road (which are becoming one-way). Residents from north Clevedon (Dial Hill) will continue to be served.

Southbound access to Clevedon town centre will be generally unaffected by the changes because they will maintain the movement south east along Hill Road and Bellevue Road.

Those northbound passengers wishing to visit Hill Road will need to get off at Wellington Terrace (approximately 220m from Hill Road which is within the acceptable walking distance guidance and via the gentlest incline).

The change to the services increases the coverage to other business and attractions along the seafront, leaving services in either direction within an acceptable walking distance. The buses are roughly every half hour in each direction reduced to hourly in the evenings. There is also an anticlockwise two hourly supported service (the 54) which will be unaffected.

The full map and timetable are available here:

[https://www.firstbus.co.uk/uploads/maps/X6\\_X7\\_Weston-revised.pdf](https://www.firstbus.co.uk/uploads/maps/X6_X7_Weston-revised.pdf)

### **What about access for boats?**

The scheme provides a loading area larger than the current one on The Beach. We have enhanced waiting restrictions around the Sailing Club entrance that can be enforced.

### **Will there still be access to driveways?**

We have tracked the entry to every driveway along The Beach and made amendments to the design where necessary.

### **How will the scheme help local businesses?**

We expect that the scheme will result in an increase in local shopping trips and visitor numbers from the public realm enhancements and those using the Pier to Pier Way and coastal walking route.

### **What about accessibility issues?**

The scheme will provide several informal crossing points on The Beach and Hill Road, where there are currently none. The 20mph speed limit and narrower single lane, will make crossing the road easier for all.

### **What are Parklets?**

We have developed 'Parklets' with local businesses to provide outdoor seating and planting areas. Their final locations will be agreed by the council's licensing team.

### **Will there be a Residents' Parking Zone?**

Historically there have been no residents' parking zones in North Somerset but that is now changing and the first scheme being installed this year at Leigh Woods alongside a pay and display scheme.

Following Leigh Woods, the next priority will be to introduce a residents' permit scheme in Weston-super-Mare to work alongside the on-street parking charges that already apply there. We will then look to offer improved parking management schemes in other locations. Any future residents' parking permit proposals will be consulted on with local residents at length and they are not a part of this proposal.

### **How is the scheme being funded?**

The scheme is being funded by the Department for Transport. These improvements will help us address climate change, develop public health improvements and help aid the economic recovery. Funding for potholes is a separate allocation, managed by our Highways team. We are working very closely with them to repair Hill Road and The Beach and this is being done at the same time to minimise disruption to local residents and traders. These repairs were originally scheduled for a couple of years' time but this scheme brings forward plans to resurface the road.