

Frequently Asked Questions - Yatton High Street Pedestrian Safety Improvements

1. Why can't we just build a bypass for Yatton?

North Somerset Council has not worked out a cost for a bypass around Yatton, but for context the cost estimate for designing and building the Banwell Bypass is over £65million. To put this into more context, North Somerset Council is allocated less than £1million per year from the Department for Transport to spend on transport improvement schemes, with all other funding being from external sources that we must bid for. We are very much reliant on external funding opportunities, which usually have strict funding criteria for what we can spend the money on, to boost the amount of funding we have to spend on transport improvements. There is also ample evidence that increases in road capacity attract further developments that swiftly lead to further increases in traffic.

2. Why are we focusing on walking and cycling when driving is the most popular way to get around?

The United Nations Intergovernmental Panel on Climate Change (IPCC) has warned that a rise in global average surface temperatures of just 1.5 degrees could lead to ecological, environmental and humanitarian disaster. The Panel concludes we will require rapid, far-reaching and unprecedented changes in all aspects of society to avoid this. This is especially true for the transport sector which, at 42%, is the largest single source of carbon emissions in North Somerset. This is considerably higher than the regional (South West) average of 32% and the national average of 33% from transport (2018 figures, Gov.uk). For the West of England region, transport CO₂ emissions will rise by a further 22% by 2036 if we don't act – increasing the risk of droughts, floods and extreme heat globally and in the South West region. Consequently, North Somerset Council and the other four authorities in the West of England have declared climate emergencies and are urgently working on action plans to mitigate this.

North Somerset Council has since developed and consulted upon an Active Travel Strategy, which is set to be adopted in April 2021. The Active Travel Strategy's vision is to 'Make walking and cycling the natural choice for a cleaner, healthier and more active North Somerset' and is serious about the need to decarbonise the transport network in the district and improve active travel options. Improved active travel will enhance people's physical and mental health, improve air quality, improve road safety and make public open spaces in our town and village centres more pleasant to use. It will also improve access to jobs, businesses, schools and other transport options for a happier, healthier, cleaner and more prosperous North Somerset. This package of improvements seeks to achieve all of this for Yatton.

3. Why aren't all the side roads included within the 20mph limit?

We are proposing to make the B3133 between Wemberham Lane Roundabout and Claverham Road Roundabout a 20mph limit, including all cul-de-sacs accessed from

the B3133 within the limit. The funding for this project, from the Section 106 agreements we reached with the developers at North End Yatton, must be spent on 'improving safety and perceptions of safety for pedestrians and cyclists and to reduce congestion in Yatton centre and sustainable transport improvements in Yatton.' Although no specific mention is made of having to spend the funding on the B3133 only, the purpose of the funding is to improve access for pedestrians and cyclists between the new developments at North End and the centre of the village.

If this consultation shows that residents, businesses and other stakeholders in Yatton wish to explore the expansion of the 20mph limit to side roads from the B3133 High Street that connect to other roads such as Mendip Road and Stowey Road, then we may be able to alter the proposals to include some of these, so long as average speeds on these side roads are at or below 24mph: this is a requirement of the Highways Authority (North Somerset Council). If the average speeds are already below 24mph we would not have to build traffic calming measures to get speeds down, which we would have to find additional funding for.

As part of this consultation we are seeking views on including Wemberham Lane, and the network of roads and cul-de-sacs accessed via Wemberham Lane, within the 20mph limit. This would be funded by Yatton Parish Council as an additional extra to the package of improvements.

4. Why is the 20mph limit just between the B3133/Wemberham Lane Roundabout and the B3133/Claverham Road Roundabout?

Beyond these two gateways to the proposed 20mph limit the nature and layout of the highway are not in accordance with North Somerset Council's emerging 20mph policy. This is mainly because beyond these points, there aren't houses on both sides of the road.

5. Will moving the bus stops affect the services?

The bus stops at both The Market Inn/Kenn Moor Road and the shops near Cherry Grove are only moving slightly further along the road and this will not affect the bus services that stop there. We will work with bus operators to ensure they are involved in the consultation and have the chance to respond to the proposals to move the bus stops.

6. Why are we only focusing on the B3133?

We are legally required to spend the funding from the developments at North End Yatton as stated in the agreement: 'to improve safety and perceptions of safety for pedestrians and cyclists and to reduce congestion in Yatton centre and sustainable transport improvements in Yatton.' As part of assessing the planning applications for development at North End, it was acknowledged that the capacity on the B3133 would be impacted from additional trips from the new developments. As a result, it was decided that we would have to use the funding to reduce car trips by facilitating cycling and walking through the village to replace local car trips and discourage through traffic. This package of improvements therefore focuses on improvements to

the B3133 as the central and most used route through Yatton: one that is dominated by motor vehicles along many stretches.

7. Why do the plans do nothing about the informal give way system between Grassmere Road and The Ridge?

While developing the package of improvements we undertook assessments to see whether a traffic signal system through this informal give way section of the B3133 High Street would work, but traffic modelling suggested that this would cause unacceptable levels of congestion and queueing. We also considered whether we could remove parking on the B3133 here, but this would displace parking for over 14 properties and leave them with no parking access. We also considered widening the footway adjacent to these properties, but there was not sufficient room to keep the parking and widen the footway without pushing parked vehicles further into the road and potentially making this stretch hazardous for cyclists. Overall, it was seen that although not perfect, the current situation is better than the alternatives.

8. Can we repeat this package of improvements in other locations in North Somerset?

Every location has a very different make-up and so each would need to be assessed separately. This package of improvements through Yatton is funded by the large developments at North End. It is likely that substantial development would be required in a town or village location for there to be sufficient funding to develop and deliver a similar package of improvements.