



Yatton Partners and Communities Together (PACT)

Road Safety Review November 2014

'Sometimes it can feel like roads are angry places where different road users are in different tribes and competing for space and priority. A simple lack of consideration and care can have awful consequences. It can mean people feel less able to get out and about and less likely to choose walking and cycling: kids not being allowed to walk to school, commuters not feeling able to cycle, families being more inclined to always use the car. It can also lead to tragedy: people suffering horrific injuries or even being killed because of someone going too fast, too close or distracted and not looking out.' **'Brake Road Safety Charity' Road Safety Week 2014**

1. Road Safety and Traffic Management in Yatton and Claverham have been two of the key issues emerging from the PACT consultations and meetings held over the last four years and examples are recorded from PACT documentation in **Appendix A**. One of the key priorities set at the PACT AGM for 2014- 2015 was to monitor traffic management and road safety and gather evidence of the impact on our community.

2. It was agreed to undertake a Road Safety Review with residents in order to identify the key problems, risk areas, and possible solutions and strategies that could identify the part we can all play in making our streets and roads safer.

- a) A PACT working group developed the survey and copies were distributed to all households in the Parish through: the North Somerset Times; Yeo Vale Medical Practice and local community groups. Residents could also complete the survey on-line through the Yatton Parish Council web-site. Responses were collected at the Parish Council Office and the survey was open during the national Road Safety Week from the 17th to the 23rd of November 2014.
- b) Road Safety Week Banners were displayed at Arnolds Way North End and at Yatton Village Hall.



3. 140 surveys were completed by households in Yatton Parish. 20 were completed by Claverham and 120 by Yatton households.

- a) The respondents were given the opportunity to provide names, addresses and contact details in order to receive a copy of the report and its findings. The postcodes reflected representation across the parish.
- b) It is paramount that the respondents feel that their views matter. One respondent wrote "We need to have a Parish Council that takes action. Previous campaigns have been ignored leading to residents not seeing the point of their involvement"
- c) By compiling a data base of these households, respondents can contribute to the monitoring and evaluation of future actions taken by both the Parish and North Somerset Councils in addressing the issues identified in the survey.

4.Speedwatch In addition the survey was also an opportunity to recruit new Speedwatch volunteers and initially 22 people signed up to be volunteers. When contacted, 8 agreed to go forward for the Speedwatch training provided by Avon and Somerset Police.

- a) When the volunteers have completed their training, PACT will re-launch the Speedwatch initiative and volunteers will cover both the Claverham and Yatton Speedwatch locations. This will provide PACT and the Police with the accurate data and systematic surveys that will gather the evidence to take action on.
- b) 8 respondents were against the Speedwatch initiative and felt that it was the responsibility of the Police to enforce the law and for North Somerset Council to ensure that resources were in place for effective traffic management through the village.

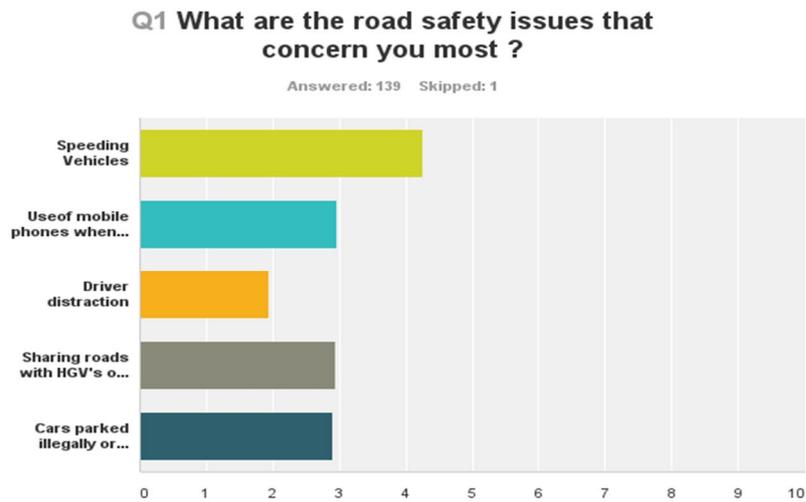
5. The structure of the survey (Appendix B) included questions requesting answers in order of priority and options for other answers. There were also open questions with comment boxes to encourage respondents to reflect their experiences, observations and potential solutions to problems.

6. What are the road safety issues that concern you the most?

The issues are in order of priority based on the surveys

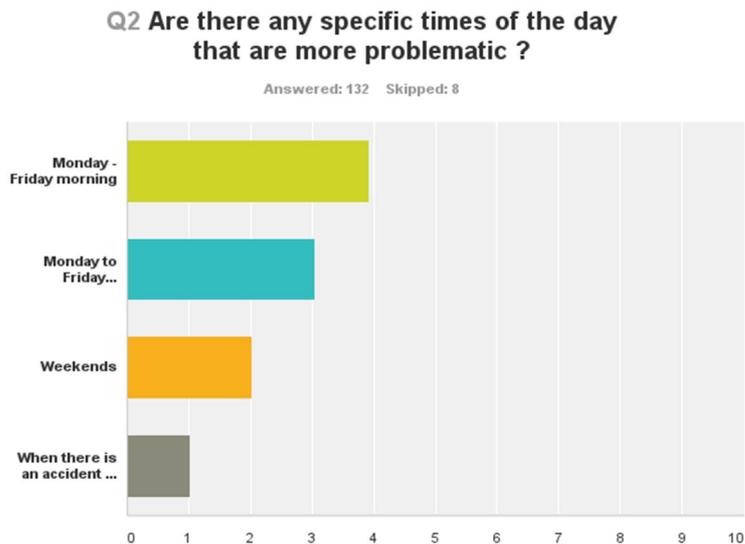
- I. **Speeding vehicles** – All the Claverham respondents identified this as their priority and HGV's was their second concern due to the narrow road and their close proximity to pedestrians. Overall it was the number 1 priority.
- II. **Sharing roads with HGV's and farm vehicles.** 13 respondents felt that HGV's did not impact on road safety and parked cars was more of a problem. The remainder identified HGVs as a significant problem due to narrow roads and footpaths and the close proximity to pedestrians.

- III. **Use of mobile phones when driving.** This is a frequent observation during Speedwatch surveys.
- IV. **Cars parked illegally or without consideration.** This is an issue throughout Claverham and Yatton. Problematic in North End due to parking fees at the station.
- V. **Driver distraction.** Most respondents felt that this linked with use of mobile phones.



7. Are there any specific times of the week or day that are more problematic and why?

All the respondents identified the rush hours in the morning and afternoons as the critical times for congestion. The combination of: cars, school coaches, public transport, HGV's and deliveries to the shopping precinct causes huge anxiety for pedestrian, in particular parents walking their children to school. This will be increased if proposed housing developments go ahead.





Morning traffic feeding into the precinct and returning home at 4 p.m.

8 . Where do you think the dangerous 'hot-spots' are in Yatton and Claverham and why ?

Claverham:

- i. Claverham Road is used as a 'rat run' for many vehicles including HGV's.
- ii. Drivers who travel at high speeds along Claverham Road, particularly at night.
- iii. The section from the Roman Catholic Church to the Yatton mini-roundabout is too narrow for HGV's and buses and they often go up onto the pavement.
- iv. The junctions at Chestnut Drive, High Street, Dunster Road , Broadcroft Avenue, Stramcross are all problematic due to the narrow roads and footpaths, often with parked cars and drivers navigating the fast traffic flow along Claverham Road.
- v. There are also several blind bends in close proximity to these junctions.



- vi. From Streamcross to Court De Wyck school and post-office, there is a long bend with no crossing for children. This causes a lot of anxiety for parents walking their children to school.
- vii. The concentration of junctions, lack of continuous pavements, blind bends, narrow roads and poor vision creates significant risks to pedestrians and cyclists.



Yatton:

- i. The traffic from Clevedon heading towards Arnolds Way roundabout are travelling too fast and do not slow down until the last minute when a vehicle is travelling on the roundabout towards Yatton.
- ii. The two railway exits either side of the bridge are very problematic as there is no clear view of on-coming traffic either way. The problem arose following the alterations to the bridge.
- iii. Cars parked along Moor Road creates problem for the surrounding residents and the traffic flow from High Street into and out of Moor Road.
- iv. The parked cars from Barberry Farm Road down to the Eagles and Heathgate. This slows the traffic down but causes severe congestion and irritation to drivers. Traffic heading towards Clevedon accelerate out of the congestion and within a few yards hit the zebra crossing and traffic coming out of Grassmere and Barberry Farm Road.
- v. The zebra crossing at the precinct has been identified as a risk due to the 'busy' location and speed of traffic coming out of the 'pinch point' at the school entrance.
- vi. The area outside the library and the main entrance to the school. The customers to the chip shop create havoc by parking their cars outside the shop. The road and pavements are really narrow.
- vii. The road continues to a narrow section by the Heritage Offices and vehicles are within very close proximity to pedestrians on narrow pavements.



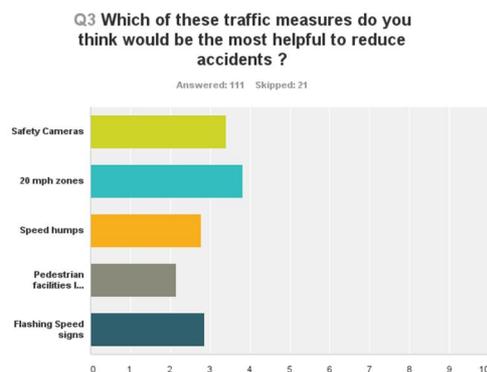
- viii. The school coaches cannot all park in the bus bays and consequently park on the pavement or park on the High Street.



- ix. Stowey Road and Mendip Road are being used as 'rat-runs' to avoid congestion in the High Street and there needs to be some restriction or management of this.
- x. Parents park their cars on either side of Stowey Road to drop their children off at school, creating congestion in the mornings and afternoons.
- xi. Parking outside Clive's newsagent with bus stop and vehicles parked for the shops.
- xii. Wemberham Lane, a residential road which is increasingly used by huge machine carrying HGV's causing serious hazards to many young families who live in the area when walking to the village from their homes.

8. Which of these traffic measures do you think would be most helpful to reduce accidents at these 'hot spots' order of priority based on the surveys

- 20 mph zones
- Safety cameras
- Flashing speed signs
- Speed humps
- Pedestrian facilities like crossings



- f) Other suggestions included: more double yellow lines; block off the entrance to the school and only use Stowey Road; one way system through the High Street; residents only car parking; chicanes along the High Street, traffic lights at the station;
- g) Several responses were against Speed humps as vehicles accelerate out of them, they would send traffic down the back roads and difficult for emergency vehicles.
- h) To park intermittently on opposite sides to create our own speed controls until something is done about it.
- i) There was a lot of cynicism expressed about the enforcement of speed limits and other measures in both Yatton and Claverham.

'There needs to be a greater police presence and implementation of the Law'

'Who will monitor this? If Police were around, preferably walking, a lot of problems would cease'

9. What impact does the volume and size of HGVs have on road safety?

i) 120 respondents felt that the impact of HGV's travelling through Yatton and Claverham caused most anxiety in terms of risk to children and other pedestrians. They also damage the roads and kerbs.

"This is most peoples' biggest concern. They are too large for the infrastructure, they come too close to pavements and often mount them, putting pedestrians at risk. "

" It makes walking along the narrow pavements on the High Street unpleasant (especially in wet weather)and potentially dangerous for toddlers and young children walking beside their parents.

"Huge! Impossible to overestimate. They are extremely dangerous and need to be eliminated from Yatton except for legitimate business access. This needs to be policed and penalty points given for transgression in order to stop it.

ii) Pedestrians walking along narrow pavements are at risk of being hit by wing- mirrors and lorries mounting the pavements due too many vehicles and HGV's using the narrow High Street.



iii) Parents are particularly anxious " Should I be screaming at my children walking them to and from school?. Is this the way to start and finish school ?"

iv) "We are waiting for someone to be killed before anything is done about it?"

v) There were 13 respondents who felt that HGV's had no impact on road safety.

"Car drivers are the problem and inconsiderate parking."

"We need HGV's to keep the local economy going"

"Educate walkers and cyclists "

"Without HGV's Yatton would be a ghost town"

"Cars will often overtake HGV's that are going at 20mph. We need to stop this dangerous practice."

9. What measures do you think would be helpful in addressing any concerns around HGVs and road safety?

i) The measures ranged from complete banning to time restrictions in the morning and evening rush hours.

ii) Enforce the weight limit for all HGV's with extra policing to monitor and prosecute offenders.

iii) Restrict HGV's moving along the High Street during peak times.

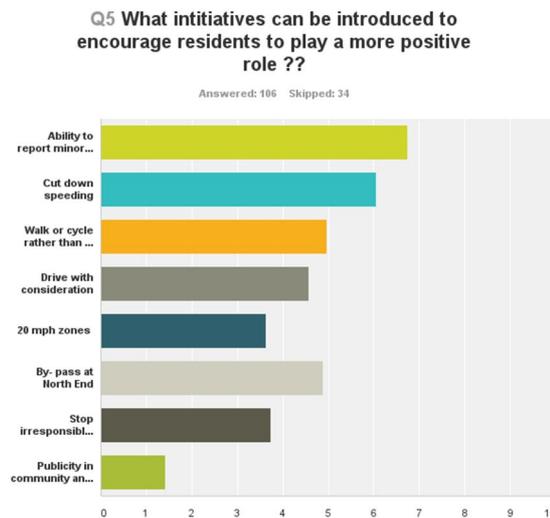
iv) Restrict HGV's to only those that are delivering to precinct.

v) Ban all lorries crossing the railway bridge.

vi) 35 respondents were supportive of a by-pass at North End

10. What initiatives could be introduced to encourage residents to play a positive role in improving road safety? This question was an opportunity to raise awareness that Road Safety is everybody's responsibility and we can all make our communities safer places to live.

The issues are in order of priority based on the surveys



i) Ability to report incidents. Respondents would feel more confident if they were able to report incidents easily and those reports had some positive outcomes. Many respondents felt that laws were in place but not enforced e.g. Illegal parking; speeding; weight restrictions, so didn't bother reporting incidents. These are not seen as major crimes but the impact is on-going and ultimately can lead to fatalities.

ii) Cut down speeding. Drivers need to cut down their speed and behave responsibly. A community campaign, particularly with young drivers and education in schools, can raise awareness and a culture of driving safely in our community to save lives. Good role models. "Slow traffic is good traffic" message and use your bike for short journeys in Yatton

iii) Walking or cycling rather than over-reliance on cars would ease the congestion. If speed was reduced and HGV's restricted, some respondents felt that they would be more likely to cycle. Currently the roads, particularly the High Street and Claverham Road are too dangerous.



iv) Campaigning for a By Pass at North End. Although financially, this would be the most difficult solution, there was such a strong feeling that the traffic, especially HGV's should be diverted from the village.

v) Driving with consideration. Continually avoiding the High Street and using Mendip and Stowey Roads as a 'cut through' creates pressure on the side-roads and their residents. "Abide by the rules of the road. Consideration and courtesy to others".

vi) Stop irresponsible parking. Wheel chair-users and parents using pushchairs have their access blocked and have to go out onto the road which puts them and their children at risk. Similarly, parking on drop-kerbs makes crossing the road difficult for people with mobility issues and parents with young children.

Parents parking on both sides of Stowey Road, when dropping children off at school, restricts the traffic flow for other drivers, particularly when people are on their way to work. Stop parking on double yellow lines, brows and bends.

Campaign by residents to abolish station parking charges

vii) By having a 20 mph overall speeding will drop and in time become the norm. The impact will be quickly noticed and may encourage people to walk more. Again, there were concerns expressed about issues of enforcement.

viii) A positive campaign for 20 mph zones throughout the village was linked to cutting speed voluntarily but would have the power to enforce.

ix) Publicity in the community and schools.

Speed signs with a smiley or sad face!

More publicity to remind drivers that it is their responsibility to drive safely and respectfully.

Bumper stickers "I slow down in Yatton"

Regular "Reclaim the High Street" events where we march back and forth across the zebra crossing whilst police check queued HGV's for transgression.

11 Are there any other points you would like to make about road safety in Yatton and Claverham ?

j) "There is a genetic factor in road engineers in local authorities which seems to be that traffic must flow without interference or hindrance, even if it makes the life of residents, pedestrians, cyclists the poorer difficult".

ii) "As probably a lot of people I am extremely concerned about the proposed development on the outskirts of the village and the huge detrimental effect it will have."

iii) "Increased traffic due to new housing estates will only make these problems worse. Our road infrastructure cannot cope".

iv) " the narrowness of roads through Yatton and Claverham and the vast increase in traffic usage the situation will become even worse with the proposed building of new housing in the area.

v) "The Government has to provide more money (for the by-pass) and the Council needs to stand up to property developers (less houses or more roads) Our roads cannot cope with the volume of traffic that exits at the moment. If more houses are to be built, new road structure will have to be put in into place"

vi) "It is about time the District Council admits that there is a major problem. If they won't recognise this any other actions are questionable. NSC is to blame for most of the problems. Yatton has been an 'Easy Touch' a Backwater, but OK to take further development."

vii) Mass ill thought out development is going to make the traffic situation much worse and should be prevented"

viii) "We are new in Yatton, love living here, but, the volume and speed of traffic on the High Street, which we witness constantly out of our window and being out in the village,

is astonishing. In particular, allowing people to park anywhere is obviously problematic. A change in traffic would greatly improve quality of life here"

ix) "Nothing ever happens even when people are asked to comment"

x) "The initiatives should come from NSC not residents. They need to invest in existing infrastructure- currently the attitude seems to be that unless there is a fatality, they will not do anything. That is unacceptable".

xi) "Having complained to the Council regarding traffic in the past it makes me sad that the reply was that it is not considered a dangerous road as no-one has been killed on there lately. I guess it will take one of our children to go under a lorry for some bureaucrat to take notice".

12. Conclusion:

i) The survey confirms all the anxieties and concerns that have been raised through PACT over the last four years and probably much longer.

ii) It demonstrates that the main roads through Yatton and Claverham are experiencing serious areas of congestion, causing delays and also considerable concern that personal safety is an increasing problem for pedestrians and cyclists.

iii) Parking along the main streets and side roads causes interference with the flow of traffic, exacerbated by the very narrow roads and increasing size and volume of HGV's .

iv) There are anxieties around speeding vehicles at certain times of the day in Yatton High Street, Claverham Road, Stowey Road and Mendip Road. 20 mph zones and traffic calming measures need to be put in place. In addition a publicity and educational strategy that informs young people and current drivers on how reducing speed and consideration for others using roads and pavements, can create safer streets and pavements for our families.

v) The Planning Authority needs to seriously consider any planning application submitted by developers. With the current proposed housing developments and consequent increase in both local and through traffic, capacity will become a much greater problem requiring considerable infrastructure improvement and financial investment if the situation is not to deteriorate further.

13. Initial Recommendations

i) Reduce inappropriate use of roads by HGV's and their increased use of more appropriate routes. Regular enforcement and monitoring of weight restrictions and possible time restrictions to ensure that this issue becomes less problematic.

ii) Undertake a parking needs assessment with the intention of reducing parking on the main routes and review parking provision. The long-term strategy is to remove parking along the

main roads to reduce interference with through and general traffic and safety for those parking.

iii) Review all the “pinch- points” identified in the review and consider how the flow of traffic can be managed more effectively and safely.

iv) Review current bus stops, parking bays and locations for Public and School transport to improve safety for passengers and pedestrians.

v) Re-launch Speedwatch to gather accurate data on speed of vehicles and location that are problematic.

vi) Develop a strategy for reducing traffic speed through 20 mph zones and traffic calming measures.

vii) Develop a safer routes strategy that will encourage more people to walk or cycle rather than use their cars.

viii) Form a Road Safety Partnership with Terms of reference and representation from Highways; Parish Council; PACT; Police; local businesses to develop the strategy and implementation. **NB This has been established See Appendix C**

Doing nothing is no longer an option.

Rhiannon Prys-owen

Chair Yatton Partners and Communities Together (PACT)

Appendix A

Extracts minutes of PACT Meetings

- a) **November 2010** Speedwatch and HGV survey undertaken to monitor speed and number of HGV's travelling through the High Street
- b) **Minutes of Meeting held on Thursday 27th January 2011**
Priorities for the Yatton PACT Monitoring of HGV's through Yatton High Street and Irresponsible parking
- c) **Minutes of Meeting on Thursday 27th November 2011 at Horsecastle Chapel** *The streets and pavements are narrow in some areas which creates problems for HGV's as they sometimes have to mount the pavements which creates risks for pedestrians and disabled people using their wheelchairs or mobility scooters. Need to highlight the risk areas and possibly recommend different; safer routes? Speeding problems are often more frequent at night especially travelling to North End. Night time enforcement would have to be the responsibility of the police as the Speedwatch cannot monitor after dark.*
- d) **29th March 2012 B)** *Letters were submitted to the PACT from 4 children requesting that cars stop driving on the pavement and as a PACT we need to respond to their requests and find a solution. C) Representatives from the residents identified a historical problem that had been raised many times with no solutions. They felt that they should be able to walk along the High Street without the fear of cars and HGV's mounting the pavements; speeding vehicles and irresponsible parking.*
- e) **28th June 2012_Road Safety and Speedwatch:** *Speedwatch; The volume of HGV's; Traffic Management Through Villages; consultation had been undertaken in the school; NSC withdrawing funding for the School Crossing Patrol; 'Walking Bus' with the children; overgrown hedges blocking footpaths*
- f) **4th October 2012_HGV's and Road Traffic Management;** *street parking due to Station parking charges ; 20 mph zones; farm vehicles.*
- g) **PACT AGM 25th April 2013 PACT reported issues 2012-13.** *Traffic – Speedwatch campaign ; Member of PACT supporting 'Walking bus' to keep children safe on their journey to school. Traffic – Speedwatch campaign Parking at the station leading to over parking in side streets; Meetings with Stowell Concrete to monitor issues around HGV's and 20 MPH speed limit.*
- h) **Minutes of the Annual General Meeting held at 7:30pm on Thursday 27th March 2014 Setting the priorities for 2014-15**

7. **What initiatives could be introduced to encourage residents to play a positive role in improving road safety?**
8. **Are there any other points you would like to make about road safety in Yatton and Claverham ?**
9. **Would you be willing to be part of a Community Speedwatch initiative?**

If YES please sign: Signature

This questionnaire should be returned to : Parish Council The Library, High Street, Yatton

Appendix C

Yatton PACT Road Safety Review 2014-15

Meeting held on 4th March 2015 2 - 4p.m.

Present: John Painter (North Somerset Council) Jonathan Edwards(Yatton Parish Council) David Crossman(Yatton Parish Council) Wendy Griggs (Yatton Parish Council) PC Paul Morris; PC Andy Clarke (Avon and Somerset Police) Nick Huff (Stowell Concrete) Jill Iles (District Council) Tom Leimdorfer (District Councillor) Tony Moulin (District Councillor)

Actions from the meeting:

JP and **ST** to put forward a proposal to NSC Executive Member that we have 20mph speed restrictions in the main roads through Yatton and Claverham . Looking at historical data, the Executive Member responsible did not feel that it was a priority for Yatton parish despite concerns expressed by residents. NSC would not provide funding for road safety interventions and the Parish Council would need to fund this.

John agreed to undertake the following actions:

1. Research existing speed data as last was undertaken some time ago.

***JP:** Dave Bailey does have some existing speed data from 2006. Despite what was said yesterday I doubt that speeds will have changed significantly since then (although traffic volumes may have).*

2. What would be the cost to the Parish Council ?

***JP:** Speed data collection will cost £160 per site for 7 days. Our survey engineer currently has a backlog of work and is fully committed until after Easter. Realistically it would probably be May before it could be done.*

***JP:** I will give an indication of costs for Gateway signing etc. when I've had time to look at it. Requirements for traffic calming measure will depend on results from speed surveys. The existing data for a site west of Myrtle Gardens shows speeds are currently o.k. for the 30 mph limit, but too high for a 20 mph limit.*

3. New weight restriction signage for HGV's coming off the M5 to avoid them going through Yatton High Street. John provided a draft revised sign for discussion.

JP: *I have asked for the weight limit sign to be changed to "Kenn Business Parks" (plural).*

4. David Crossman suggested that to ease the traffic congestion in the precinct the walls be set back to widen the pavements. **JP:** *Regarding setting back the wall, I confirm that the highway boundary is the face of the wall. The library site is within NSC ownership. I note that Google StreetView shows number 50 to be John Hodge Solicitors - is this still the case? None of the buildings are listed, but they are all within the Conservation Area, which may be a complication with demolishing and rebuilding the wall. There are some telephone poles which will be affected, and some mature trees which may be.*

5. Rhiannon Prys-Owen circulated a draft report on the findings of the Road Safety Survey November 2014: Two key priorities for residents in Yatton and Claverham were reducing speed and addressing the negative impact of HGV's through the High Street and Claverham Road. The HGV's are seen as a risk to pedestrians due to their close proximity and yet Health and Safety legislation in industrial yards specify clear pedestrian routes with significant distance from vehicles.

6. There appears to be no compromise on the restriction of vehicles at certain times of the day to enable parents and children to walk to school safely. . **RPO and NH** to meet with representatives from the various businesses in the Parish to discuss a way forward.

7. The weight restrictions clearly cause confusion and it would be helpful to have greater clarity on what they actually mean as there is little evidence of enforcement.

8. There are 22 people who have expressed an interest in Speedwatch and 8 people have come forward to undertake the Speedwatch training Rhiannon to confirm with Gary Lewis (Police) the training sessions.

9. The Road Safety report will be emailed to all the respondents and will be distributed at the PACT Neighbourhood Watch AGM.

7. A further meeting to be held in April 2015 possibly week commencing 20th or 27th April.

As we discussed at the meeting traffic management has been an increasing issue for many years and to do nothing is no longer an option.

Kind regards

Rhiannon
Chair Yatton PACT