

# Engagement summary

## Clevedon | public transport design proposals

Date of report: July 2024

### Context: Clevedon and the Bus Service Improvement Plan

We want North Somerset communities to have a modern, efficient, reliable, and affordable public transport system they can enjoy for years to come. This includes providing more frequent bus services, low fare offers, new transport hubs – better connecting public transport services – along with improved walking and cycling facilities and new bus lanes. Improved transport services benefit everyone.

The below is a summary of feedback we received from our community engagement on proposals for public transport improvements in the area of Clevedon specifically Tickenham Road, Ettlingen Way and Southern Way roundabouts, which took place between 16 January and 29 February 2024.

### Proposed Clevedon scheme locations

- The Southern Way, Ettlingen Way and Tickenham Road roundabouts in Clevedon are areas of congestion at certain times along the X5, X6, X7, X10 and B2 bus routes. These services link Clevedon and surrounding areas to and from Bristol, carrying nearly 50,000 bus passenger journeys a month – and demand is growing.
- We need efficient, effective and sustainable alternatives to the car, to save our roads from becoming more congested. More bus users benefit everyone. Fewer cars on the road will make everyone's journey quicker and easier.
- The proposed changes at the three roundabouts were designed to benefit bus passengers, pedestrians, cyclists and motorcyclists and help to support the future commercial viability of bus services. At Tickenham Road roundabout, changes would improve the general flow of traffic, benefiting all road users.

### The Bus Service Improvement Plan context

- Our purpose is to create a well-connected public transport system fit for now and the future. Investing in bus services now helps protect future services. We aim for services to be well used and cost effective, making the bus service more financially viable for bus operators to continue to run. Our communities tell us they want more reliable, frequent and affordable bus services – and that's what we're working hard to deliver.

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- Funding to spend on improving bus services through the BSIP is available only for a short time, but its long-term legacy will be more reliable, efficient and frequent bus services, new electric buses which are better for the environment and more financially secure bus services fit for our growing population now and in the future.
- We're also aiming to deliver more affordable fares, such as the current £2 offer, along with upgraded bus stops and attractive new transport hubs offering a range of facilities including secure cycle parking, local information displays and electric charging points to benefit communities further.
- At the same time, new cycling and pedestrian crossings along with dedicated bus lanes will help people move more efficiently across key North Somerset locations. This helps make buses the first public transport choice and more commercially sustainable in the longer-term, helping protect vital bus services in future.
- The North Somerset Bus Service Improvement Plan (BSIP) is a joint initiative between North Somerset Council (NSC), the West of England Combined Authority (WECA), the Department for Transport (DfT), bus operators, and other stakeholders.
- One of the ways the North Somerset BSIP aims to achieve this is by implementing a package of bus infrastructure improvements, called bus priority schemes – bus lanes, traffic signals or other measures that give buses priority over other traffic. These mainly focus on a chain of changes along three of our key routes, or bus corridors – the A369, A38 and A370 – where we are also investing time-limited funding in temporary fares subsidies and more frequent buses.
- Without bus priority improvements to help make bus travel faster, more reliable and more efficient, bus services in North Somerset may have to be cancelled, or significantly scaled back, once the Department for Transport's financial support through BSIP ends. As a local authority, we simply do not have the funds to subsidise bus services in North Somerset, and this situation is unlikely to change in the future.
- North Somerset has faced this situation before: in 2022, around a quarter of North Somerset's overall bus network (in terms of miles covered) was lost, from entire routes being to a drop in service frequencies, as these could not be financially sustained by operators.
- In the last few months, BSIP teams have been actively engaging with North Somerset communities on a number of different concepts, proposals, and works for the next phase of bus priority schemes, including for Clevedon.
- The information, knowledge and views that residents share with us through our engagement activity is invaluable to the design and build process for BSIP. It is an

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important part of our process for checking and testing whether proposals will be effective, and further developing, remodeling, or refining scheme proposals before any final decisions are made to progress to construction.

## About the proposed BSIP schemes for Clevedon

The initial concept designs were different for each roundabout:

### Southern Way roundabout

- Creating bus lanes on both approaches to the Tesco roundabout (while keeping the same number of lanes for other motorists)
- Widening the carriageway
- Improving crossing points for cyclists and pedestrians
- Maintaining surrounding trees.

### Ettlingen Way roundabout

- Creating bus lanes on northbound and eastbound approaches to allow buses priority
- Changing a car lane into a bus lane on Central Way
- Creating a new bus lane by widening the carriageway on Moor Lane
- Potentially changing the current, uncontrolled crossing to a controlled zebra crossing
- Maintaining surrounding trees.

### Tickenham Road roundabout

- A significant increase to the size of the roundabout to improve general traffic capacity
- A bus lane on Tickenham Road on East and West side of the roundabout, to give buses priority
- Installing a pavement near the roundabout to improve pedestrian access and safety
- Keeping current toucan crossing, but moving to safer location for pedestrians
- New planting on the roundabout
- Two zebra crossings for cyclists and pedestrians
- Maintaining surrounding trees.



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## Summary of engagement activity undertaken to date

We invited people to give their feedback and help shape the proposals. This included:

- An anonymous self-selecting online survey, open for public comment for six weeks (Tuesday 16 January to Thursday 29 February 2024). Print copies were also available.
- A public drop-in event on Tuesday 30 January 2024 in Clevedon, with 62 attendees.
- Displays of the plans at Clevedon Town Council offices and at Clevedon Library for people to view in-person during the feedback period.

## Survey overview

We received **891** total responses to the anonymous opt-in survey, of which:

- **81%** (723) were Clevedon residents, representing 3.4% of the Clevedon population recorded in the 2021 census (21,398).
- More respondents answered that they were aged 45 - 64 or 65 and over (**65%** total), were White (**82%**), Female (**49%**), and did not consider themselves disabled (**79%**).
- **37%** of respondents (326) said they regularly used the bus through Clevedon.
- Quantitative survey questions were analysed according to the overall total and bus usage. Responses to the open-text question were analysed thematically with up to three themes per answer.

## ! An important note on this survey

- **The purpose of the survey and engagement period was to gather local views and insight to help inform the development** of appropriate bus priority schemes for Clevedon that support the needs of a growing population and decarbonisation.
- **The survey was based on a self-selected sample of participants.** It was not a survey of a representative sample of the local population. For a survey to be considered representative, the participant sample would have to be weighted to reflect local characteristics in terms of age, gender, income bracket, ethnic heritage, disability, and so on. This means any outputs should be considered with this in mind.
- **The survey was made up of quantitative questions with one open-ended (qualitative) question** where respondents were invited to give a free-text answer. Analysis has therefore been conducted to identify the most common themes across these free-text responses, with more than one theme allowed in analysis.

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- **This survey is one part of shaping proposed designs, alongside technical testing, monitoring and data gathering at proposed scheme locations.** We consider all data sets in the round alongside community representations in order to make informed, technically sound recommendations about the design of each scheme.
- **Not all survey participants answered all the questions.**

## Open-text responses give context for quantitative survey results

When commenting freely on the proposals, survey respondents tended to express general concerns about proposed changes rather than opposing specific aspects of given schemes. For example, the four most prevalent themes concentrated on:

- Perceptions of current bus services as not effective or regular enough for schemes.
- Perceptions schemes would negatively impact traffic flow, motorists and emissions.
- Views on use of ringfenced public funds for BSIP, and a desire for this money to be given over to highways maintenance instead.

Where we did receive scheme-specific feedback, there were beneficial insights that will help inform the next steps of these BSIP schemes for Clevedon.

**Against this backdrop, of the 891 people who took the survey, responses saw:**

### Southern Way roundabout answers

- 79% of respondents say 'disagree' with creating bus lanes at the Tesco roundabout while maintaining the same number of car lanes
- 71% of respondents answer 'agree' or 'neutral' to improving crossing points for pedestrians and cyclists
- 62% of participants 'disagree' with widening the carriageway
- 84% 'agree' with keeping the same number of car lanes

### Ettlingen Way roundabout answers

- 87% of respondents say 'disagree' with creating bus lanes on northbound and eastbound approaches
- 90% say 'disagree' to changing a car lane into a bus lane on Central Way
- 80% say 'disagree' to widening the carriageway on Moor Lane for a bus lane



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- 66% say 'agree' or 'neutral' to changing the existing uncontrolled crossing into a Zebra crossing

## Tickenham Road roundabout answers

- 51% of respondents say 'agree' or 'neutral' to significantly increasing the size of the roundabout
- 85% of respondents say 'disagree' to creating bus lanes on Tickenham Road on the east and west side of the roundabout
- 72% agreed with or were neutral about a new pavement near the roundabout
- 82% agreed with or were neutral about relocating the current Toucan crossing
- 65% agreed with or were neutral about new planting on the roundabout
- 63% agreed with or neutral about creating two Zebra crossings for cyclists and pedestrians.

To incorporating tree maintenance into the schemes, 79% of survey respondents say 'agree' or 'neutral' for Southern Way, compared with 76% for Ettingen Way and Tickenham Road.

## Actions and next steps following scheme engagement period

- We are grateful to everyone who took part in having their say on the proposals for bus infrastructure changes in Clevedon. This includes the local businesses and residents in the immediate vicinity.
- We received a lot of detailed comments and useful local insights, which we are continuing to work through, and will now be undertaking further technical testing and surveys to understand the issues raised and consider all information available to us.
- The Clevedon roundabouts schemes are part of the North Somerset Bus Service Improvement Plan (BSIP), funded by the Department for Transport (DfT), and we are asking DfT for an extension to the delivery timetable for all remaining BSIP schemes.
- This will give us more time to review proposals for all remaining BSIP schemes, plan works over a longer period, and reduce disruption as far as possible. That might mean moving forward with the original proposal, revising designs, identifying alternative measures or not progressing with schemes that will not deliver the intended benefits.
- This extension means no decision on any of the Clevedon junction schemes will be made before August 2024.

**Our work over the coming month will include:**

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- Continuing to analyse the impact of potential changes on bus journeys and traffic flows in Clevedon
- Reviewing data to help establish the appropriate location and length of any bus lanes
- Reassessing the condition of road and pavements
- Updating designs following public feedback
- Undertaking lessons learnt using new Government guidance and the launch of the first few BSIP schemes
- Deciding what happens next on the Clevedon junction schemes

## **Once all the above work has been completed, we will:**

- Share information on any new proposals with Ward and Town Councillors.

**Please note:** Council approvals for BSIP schemes are completed in two stages. The first approval stage is in consultation with the BSIP Formal Board and Executive Member, and the final approval is an Executive Member Decision. This happens before a scheme is can proceed to be built.

The anticipated date of the Executive Member decision will be published in the Council's Forward Plan. We will not make a decision on the Clevedon junction schemes before August 2024.



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