NORTH SOMERSET COUNCIL DECISION

DECISION OF: THE CABINET MEMBER FOR HIGHWAYS AND TRANSPORT

WITH ADVICE FROM: DIRECTOR OF ENVIRONMENT, ASSETS AND HIGHWAYS SERVICES

DECISION NO: 24/25 EAT 174

SUBJECT: CLEVEDON BUS SERVICE IMPROVEMENT PLAN (BSIP) INFRASTRUCTURE SCHEMES

KEY DECISION: YES

REASON: The decision will result in the council incurring expenditure of over £500,000 and will be significant in terms of its effects on communities living or working in an area comprising two or more wards.

Bus Service Improvement Plan

The 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) and bus operators.

Our communities tell us they want more reliable, frequent and affordable bus services. That's what we're working hard to deliver through our infrastructure schemes – improving junctions to offer better flow for all traffic, resulting in quicker, more reliable, bus services, that get people where they need to be more efficiently.

We want North Somerset communities to have a modern, efficient, reliable, and affordable public transport system they can enjoy for years to come. The BSIP is working to achieve this goal by delivering packages of joined-up improvements, from more frequent bus services to more affordable fares, which work alongside our new bus service and sustainable travel infrastructure schemes, to benefit residents and communities.

Together, these changes will help make bus travel the first public transport choice, and more financially sustainable longer-term, helping to protect our vital services for the future.

Current UK Government funding for improving bus services through the Bus Service Improvement Plan 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.

Our infrastructure schemes are designed to enhance and protect residents' bus services, and promote more sustainable travel for years to come, by:

- introducing dedicated bus lanes and intelligent traffic signals to give bus users priority in key areas, and at peak times. These changes help make bus services quicker, more reliable, and more affordable for residents – and more financially viable for bus operators to keep running, requiring lower or no public subsidy

- incorporating better crossings and pavements for pedestrians, cyclists and others using lower-carbon forms of transport. This will improve the travel experience, encouraging more people to walk, wheel and cycle wherever possible, and making it easier to get to bus stops in some locations
- creating attractive new transport hubs in communities, offering a range of facilities such as secure cycle parking, real-time information displays and electric charging points, and bringing a place-making boost to town and village centres
- and replacing or improving existing stops and shelters on priority routes – making the experience of waiting for, and making, travel connections better for residents.

Our current targets across the West of England area are summarised in the following table:

Category	Target	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	Target by 2025
Bus journey times	Reduce average bus journey times (minutes) on designated corridors by 2% by 2025 and by 10% by 2030	61	*63	No data	55	56	61	**62**
Bus punctuality	Achieve 95% of services running on time, defined as being no more than 1 minute early or 5 minutes late, by 2030. Target for 2024/25 is 82%	*77%	N/A	74%	71%	67%	72%	**82%**
Passenger growth	Return to pre-pandemic patronage levels by 2025 and grow patronage by at least 24% from that level by 2030	-	*70.2m	22.5m	46.8m	55.3m	63.7m	**70m**
Bus Passenger satisfaction	Increase bus passenger satisfaction to 89% for 2025 and 95% for 2030	85%	*86%	No data	No data	78%	79%	**89%**
Bus fleet de-carbonisation	By the end of 2023 all buses operating in the BSIP area will meet the Euro VI emission standard	No data	No data	48.2%	88.6%	96%	98%	**100%**
Bus fleet de-carbonisation	By 2030, at least 75% of the local fleet will be either zero-emission or ultra-low emission and by 2035 all buses will be zero-emission buses (ZEBs).	No data	No data	0%	0%	3.6%	6.6%	**N/A**

The bus journey time figures shown in the table are an average of bus journey times in minutes over all identified corridors in the West of England and North Somerset areas.

These targets will be monitored using the following methodology:

Metric	Timing	Scale
Bus journey times	4-week period pre-implementation monitoring in 'neutral' month within 1 year of starting works 4-week period post-implementation monitoring at 6-, 12 and 24-months in neutral months	Between two bus stops on either side of the bus priority scheme location
General traffic journey times		Between two bus stops on either side of the bus priority scheme location
Bus punctuality		Cumulative bus punctuality at timing points for bus routes using the bus priority scheme
Bus patronage		Cumulative bus patronage for bus routes using the bus priority scheme

In order to meet these targets, the BSIP's capital-funded infrastructure schemes are designed to work hand-in-hand with initiatives to improve passenger journeys, such as fare offers and more frequent services. These initiatives are funded through a separate BSIP grant of £57 million for the whole of the West of England area, which was jointly awarded to NSC and the West of England Combined Authority (WECA) to deliver in partnership. The BSIP is governed by an Enhanced Partnership (EP) between North Somerset, the Combined Authority, the other Highway Authorities in the West of England area, bus operators, and other key stakeholders. Through the EP process, capital and revenue investment from NSC and WECA

is met with comparable and legally binding investment in improvements to services by the bus operators.

The indicative BSIP funding was subject to a final Department for Transport (DfT) outline review of the proposed schemes, which concluded in June 2022 and resulted in the confirmation of funding being granted in November 2022. With this confirmation of funding being later than anticipated, a change request was submitted and accepted by the DfT to extend the deadline for delivery of investment to October 2025. A subsequent change request has been accepted by DfT to extend the deadline of investment to March 2026. A further programme extension is being sought.

In order to deliver North Somerset's Bus Service Improvement Plan (BSIP) capital-funded infrastructure schemes, a variety of contractual arrangements are required. The initial schemes were delivered through the council's Term Service Contract. The remaining bus priority schemes are to be delivered through a Design and Build contract awarded to Alun Griffiths Contractors Ltd. The decision to award the contract was made by the October 2023 Executive Committee. The October 2023 decision requires a subsequent Cabinet Member decision at the design stage before commencing delivery of each scheme.

Please note: The BSIP funding from UK Government is ringfenced. This means it cannot be used to pay for any non-BSIP related council activities, such as filling potholes, or other council services.

BACKGROUND:

Buses serving Clevedon

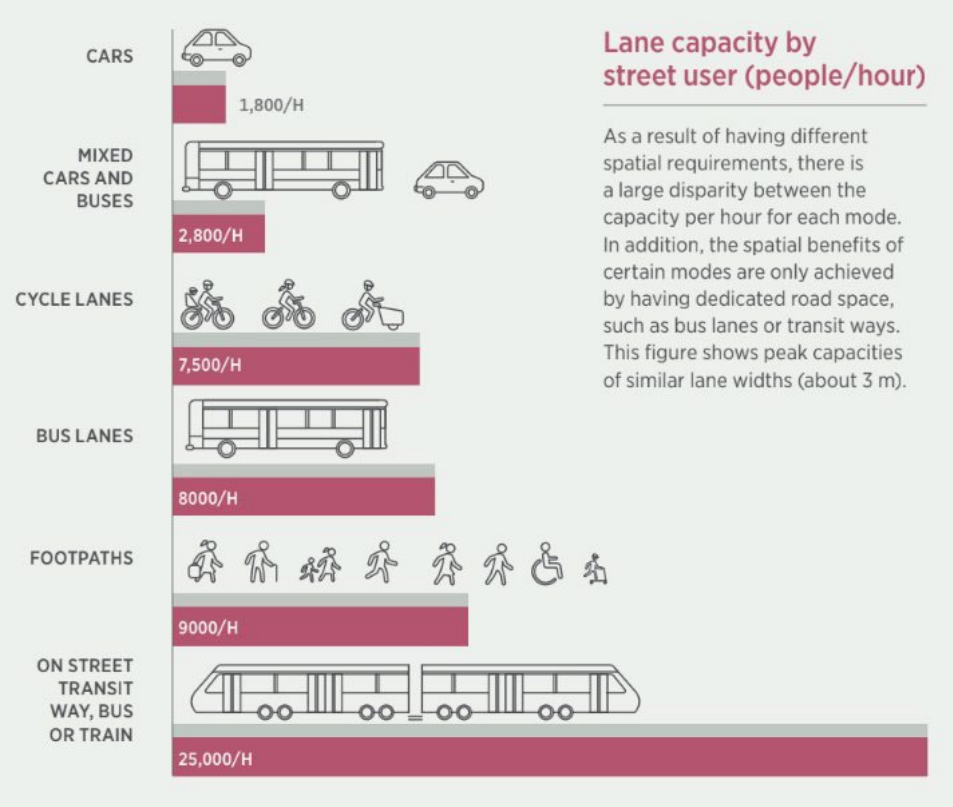
The current bus services in Clevedon are listed in the table below:

Service	Route	Frequency
X5	Weston to Portishead via Clevedon	60-90 minute typical frequency
X6	Clevedon to Bristol, direct	Every 30 mins
X7	Clevedon to Bristol, via Nailsea, Backwell and Long Ashton	Every 70 mins
X10	Yatton to Southmead via Clevedon, Portishead and Cribbs Causeway	Six trips in each direction Mon-Fri, five trips in each direction on Sat.
X11	Clevedon to Weston, via Yatton, Claverham, Cleeve, Congresbury, West Wick and Weston Village/Locking Castle	Every two hours.
X14	Bristol to Weston via the Portway, Portishead, Clevedon and Worle	Night bus only (Fridays and Saturdays)
WESTlink	Demand-responsive service with flexible routing	On-demand

Through Bus Service Improvement Plan investment over the last two years it has been possible to recover a number of the bus routes serving Clevedon (including the X5 and X10) as well as trial additional night services, increased X6 frequency and offer new options to Filton College and Southmead Hospital. During February and March 2025, 37,402 people boarded buses in Clevedon.

The Council has also worked with First Bus to secure investment in a new fleet of 24 electric buses (£2.1m from government and £17m from First Bus) making bus travel more comfortable, reliable and giving more sustainable options for public transport.

Buses can carry a large number of passengers within a single vehicle which makes more efficient use of existing road space, as shown by the diagram below. Increasing usage of bus services within and through Clevedon is a key means of reducing the impact of future housing and associated transport growth both within Clevedon and in neighbouring areas of Yatton and Nailsea.



Delays and issues suffered by buses in Clevedon

The bus services using Clevedon are impacted by delays and poor passenger infrastructure which reduces their appeal to users and increases operational costs.

Journey time variations

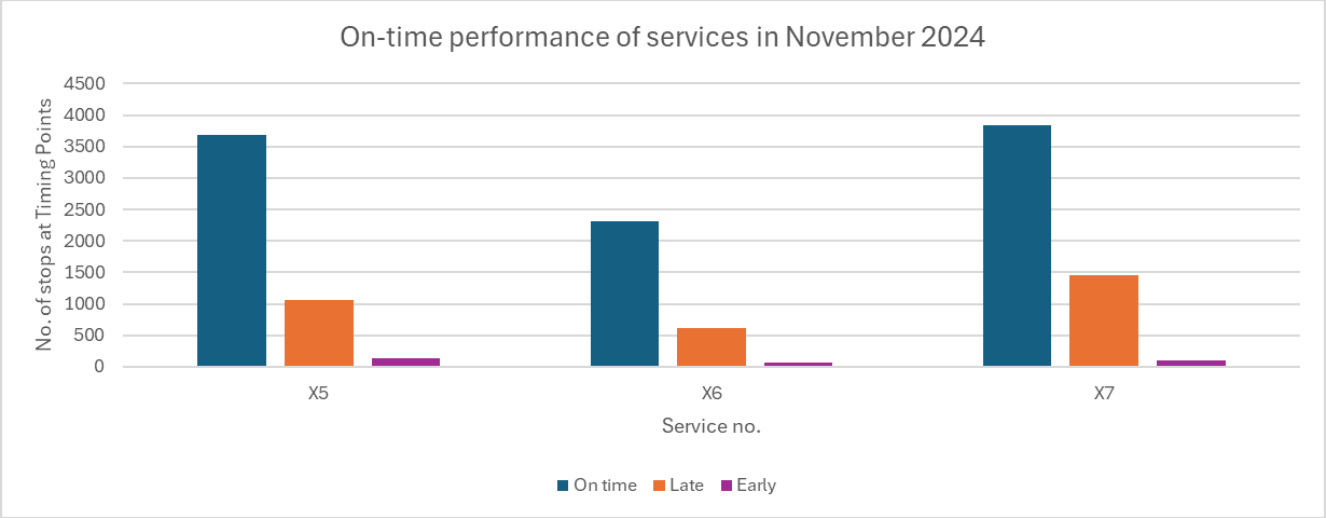
To understand the effects of congestion on bus routes in Clevedon, bus and general traffic journey times were analysed between the Hill Lane bus stop in Tickenham and The Crab

Apple bus stop on Central Way, in both directions. This covers a 3-mile-long section of the X6 and X7 bus routes.

The analysis took into consideration four 4-week time periods in June and November 2023 and 2024. The bus journey times for these periods are displayed in Table 1 and Table 2 in Appendix 2.

Bus journey times in both directions are generally between 13-13.5 minutes and experience an AM peak between 7-9am and a PM peak between 3-5pm. Bus journey times in the peaks are generally between 15.5 minutes (PM Peak, Clevedon-bound) to 17.5 minutes (AM peak, Nailsea-bound) with some journeys taking over 20 minutes.

The existing punctuality data for the affected services is below:



To help manage the variability in journey times, the service timetables are designed with slack which allows buses to be more punctual to the advertised timings but artificially increases overall journey times. Despite this, over 25% of X5, X6 and X7 buses are currently not punctual - being delayed beyond the built-in slack – this is considered a significant deterrent to people who might use these services.

Issues affecting the X6 and X7 route

The X6 and X7 services follow a similar route through the town centre – entering the town at Tickenham Road, continuing to the Triangle area, then using Moor Lane to join Central Way before following Southern Way towards the seafront. The X6 service terminates at Sixways, while the X7 continues to Walton Park. It is the issues on these routes that this report will focus on.

The roundabout at Tickenham Road's junction with Northern Way is a common cause of delay in the peak periods. Queues form on all approaches to this roundabout, delaying buses and other traffic. The cause of the queues is the size of the roundabout itself, which is undersized for the volume of traffic it carries, and queues from the Ettlingen Way roundabout which can extend along Northern Way at busy times.

When buses reach the Triangle area at the end of Old Street, parking on Old Street and Kenn Road can cause further delays. At the same time, the passenger waiting facilities in this busy

part of town are of a poor standard, with bus stops dispersed and with small and poor quality bus shelters and limited real-time information about bus services. The bus stops at the Triangle form an important interchange between the different bus services using the town (all pass through this location), however the poor facilities hinder people wishing to change between services and other modes of transport.

Buses heading east on Moor Lane towards the roundabout at Ettlingen Way are often significantly delayed in peak periods due to the queues that form at the junctions. Journey time data for bus journeys between the bus stops on each side of the roundabout is included at Table 3 and Table 4 in Appendix 2. The data shows significant journey time variation, particularly during the AM peak periods and in the southbound direction when four-minute delays are common.

Traffic queuing at the Kenn Road (Tesco) roundabout on Central Way and Southern Way can cause delays to services, albeit typically less than at Ettlingen Way.

Bus stop facilities across the town are often not of a good standard, with some small and old shelters and unreliable real-time information systems.

Proposed bus infrastructure improvements in Clevedon

A package of improvements is proposed to address the issues described above including upgrades to bus stops, targeting congestion issues, improve pedestrian and cycling facilities, and providing a new transport hub in the town centre.

The programme of upgrades is intended to contribute towards making bus travel an attractive alternative to the car, for more people. The plans support our commitment to tackle the climate emergency by reducing carbon emissions from transport (currently 42% for North Somerset). Increased bus patronage will also contribute to achieving more efficient and commercially sustainable bus services.

The proposed improvements comprising the Clevedon package of change are detailed below.

Passenger Infrastructure

Triangle area improvements - Transport Hub

Transport hubs are intended to offer useful facilities that make it easier and more appealing to travel on foot, by wheel and by bus – providing a connection point between these different forms of transport. They also offer an attractive focal point for communities, helping to boost town and village centres.

We have been working with communities to develop designs for attractive new main transport hubs in Clevedon, Nailsea and Portishead. In Weston-super-Mare, we also plan to upgrade the existing Worle Interchange.

The four transport hub designs and locations have been directly shaped by conversations with community representatives, residents, businesses and bus operators – to create sensitive, attractive designs tailored to local needs and the environment.

While hub designs differ from town to town, they include features such as high-quality bus shelters and waiting areas, cycle facilities, Information points, real-time information displays, cycle parking and planting.

The planned location for the Transport Hub in Clevedon is the Triangle area at the junction of Old Street and Kenn Road, including some facilities in Queens Square. In February and March 2025, 13,373 people boarded buses at the bus stops in this area.

Through the Transport Hub, bus users will benefit from new shelters on both sides of Kenn Road. Additional parking outside One Stop on Old Street will benefit local businesses - this may include access for loading and a bay for blue badge holders. Chapel Hill will see improvements for pedestrians with a new crossing and wider pavements outside Lloyd bank. There will also be new planting and seating, improving the general appearance of the area.

Additional parking restrictions (i.e. kerbside loading restrictions) will be considered to ease the delays to traffic and buses that parking issues cause in this area.

The plans have been directly shaped by feedback from residents, businesses and Clevedon Town Council. The proposed changes in Clevedon link closely with existing placemaking plans for Clevedon: 10.1 Placemaking Two Towns_Strategy Doc_Clevedon_Appendix A.pdf

The designs are now being detailed with construction currently scheduled for early 2026.

Bus stop improvements

The bus stop upgrade programme has commenced with a total of 9 new shelters to be delivered at key locations in Clevedon with maintenance and rebranding of the other shelters in the town. New shelters will provide additional seating capacity where space allows, new real-time information units with audio features, improved seating made from recycled materials, living roofs in urban locations and solar power where there is no mains supply.

As part of these works we will be improving associated road markings and generally tidying up the areas around the stops.

Access improvements

Walking and wheeled access around the Moor Lane roundabout for bus passengers to access services and for the wider community is limited and uncontrolled. First and Last Mile access improvement work is key to improve the overall experience for bus users. As noted below this issue was also strongly flagged by the community through our engagement processes.

Reducing delays and improving reliability

Between January and March 2024 we sought people's views on initial proposals to upgrade the roundabouts at Tickenham Road, Ettlingen Way and Southern Way on the Clevedon ring road. The aim of the proposed upgrades was to make bus travel faster, more reliable and

more sustainable. They would also improve infrastructure for pedestrians and cyclists.

Bus priority measures help to reduce passenger journey time but also increase reliability and punctuality of buses by reducing their susceptibility to get caught in general traffic congestion. These also help to encourage more people who can choose to use the bus to do so.

Tickenham Road roundabout

A proposal to improve the capacity and efficiency of the roundabout at the Tickenham Road and Northern Way junction has been developed. This would comprise a significantly larger roundabout with improved pedestrian and cycle facilities. This proposal was shared with the local community in early 2024.

We are continuing to test and refine our proposed design changes at Tickenham Road roundabout, however this scheme is not being progressed towards construction at this time. It is intended that this can be delivered as part of a future programme of improvements when required to reduce congestion resulting from local growth in housing and/or traffic.

Ettlingen Way roundabout scheme

Design development

As a result of the feedback received through the engagement process in early 2024, the original concept design evolved to include a more holistic approach focusing on walking, wheeling and cycling with the inclusion of signalised pedestrian crossings on Northern Way, Moor Lane and Central Way.

A proposed bus lane on Central Way was removed from the proposals following feedback from the community and further review of traffic data. The length of the proposed bus lane on Moor Lane was increased, starting near the junction of Yeo Moor.

The amended concept design is appended to this report in Appendix 1. Its key features are:

- Signalised pedestrian crossings on Moor Lane and Northern Way
- Enhanced facilities for walking and cycling including upgrading pedestrian refuges for safer walking routes.
- Approx. 120 metres of bus lane on Moor Lane to provide bus priority on the B3133 for the X6 and X7 bus routes
- Review of the existing roundabout road markings to improve driver behaviours (e.g. lane discipline) and to reduce hesitation and associated delays.

It is anticipated that bus lane restrictions would be constrained around the operational hours of the most frequent bus services but this will be finalised later in the design process.

If bus services reduce, or are rerouted or removed from this location, this lane could be purposed as an additional lane for general traffic with only lining and signage changes.

Pedestrian and cyclist benefits

The Moor Lane and Ettlingen Way roundabout is surrounded by residential areas, which the bus routes should serve effectively. However, the volume of traffic using Northern Way, Moor

Lane and Central Way acts as a significant barrier to pedestrian movements. Although there are subways under those arms of the junction, they are indirect and can attract anti-social behaviour which discourages their use. The lack of suitable surface-level pedestrian facilities is considered to be suppressing the use of the bus services in this area.

The proposed signal-controlled pedestrian crossings on Northern Way and Moor Lane will improve pedestrian safety and journey times to bus stops. The uncontrolled crossings at Ettlingen Way and Central Way will be retained.

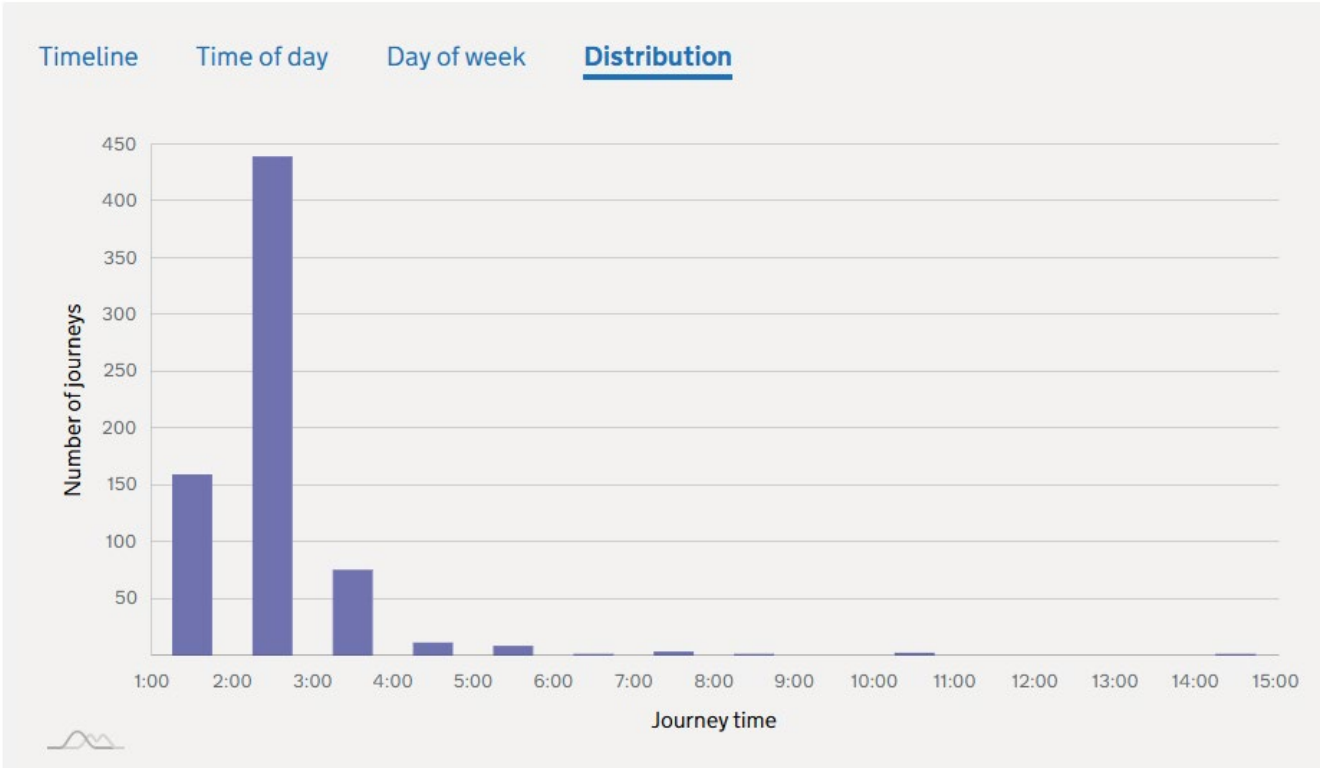
While the crossings are set back from the junction itself, few origins or destinations of walking trips are close to the actual junction, and therefore this is unlikely to inconvenience pedestrians and cyclists.

The improvements will improve pedestrian and cyclist connectivity, providing a community benefit as well as improving access to local bus stops.

Benefits to bus services

The proposed bus lane at Moor Lane will benefit the X6, X7 and X14 services. Although the X5 service uses the Ettlingen Way roundabout between Ettlingen Way and Central Way, it does not use Moor Lane and will not be affected by the proposals.

The graph below shows the distribution of bus journey times between the Triangle and Yeo Moor School stops, for all bus journeys in February 2025.



Currently 96% of journeys take less than 4 mins. The typical peak-period journey times are likely to be towards the top end of the ‘normal’ range, which is between three and a half to four minutes.

The off-peak minimum journey time is around 1 minute and 45 seconds, from which we can infer that the typical delay at peak times is around two minutes. Some of this delay can be attributed to the two roundabouts, however the data suggests that most is caused by queuing on Moor Lane itself where the typical delay is over a minute.

It is expected that the X6, X7 and X14 services will see a typical benefit of 26 seconds by using the bus lane to bypass queuing traffic on Moor Lane, however the benefit will increase when congestion is greater.

It is expected that the changes will also provide some increased service reliability and punctuality by reducing the variability of journey times through the junction.

Impact to general traffic

The existing junction and concept design have been junction capacity tested in order to understand the changes in junction performance which are likely to occur as a result of this scheme. The junctions have been assessed using an industry-standard modelling tool (LinSig) to understand the impact on junction capacity, queuing, and the average amount of delay experienced by vehicles passing through the junction.

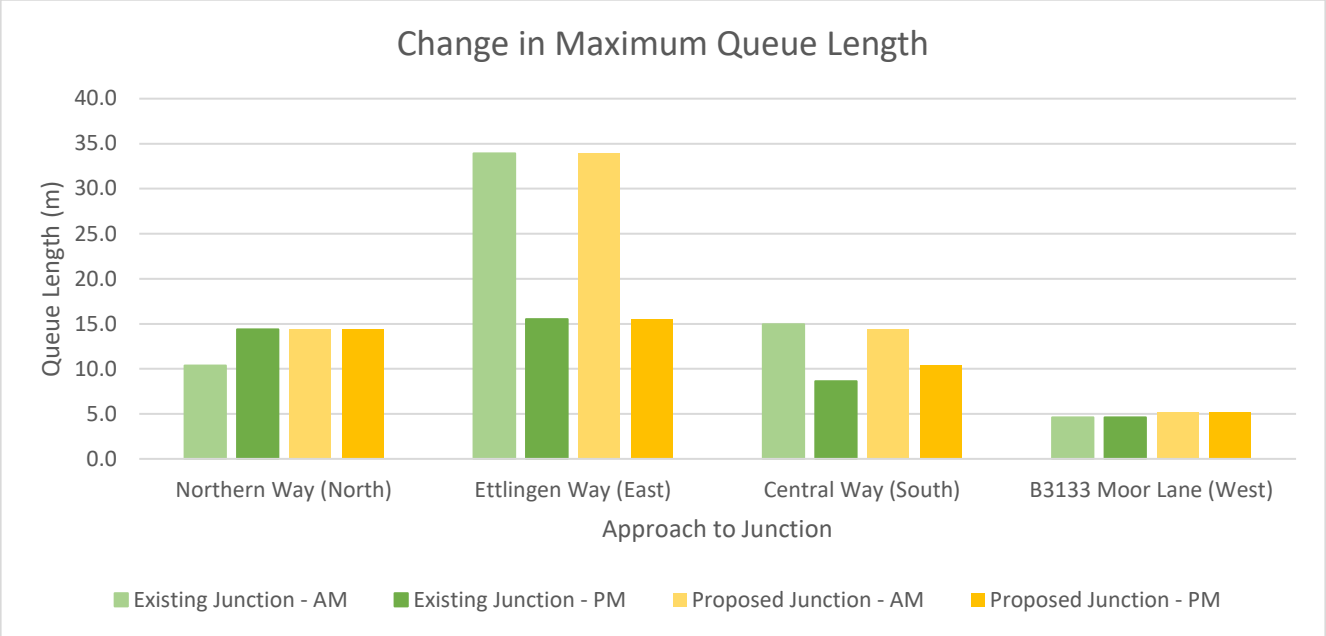
The model of the existing junction has been closely matched to the current on-street operation. The modelling of the BSIP scheme identifies how the junction is likely to work in future. The modelling parameters are in accordance with industry-standards and have been applied consistently across the assessment of all BSIP schemes.

Traffic data from October 2024 has been used to inform the assessment. Information has been collated from a Junction Turning Count (JTC) survey which tells us the number and type of vehicles turning through the junction (e.g. cars, buses, HGVs etc.) all of which has all been accounted for within the model.

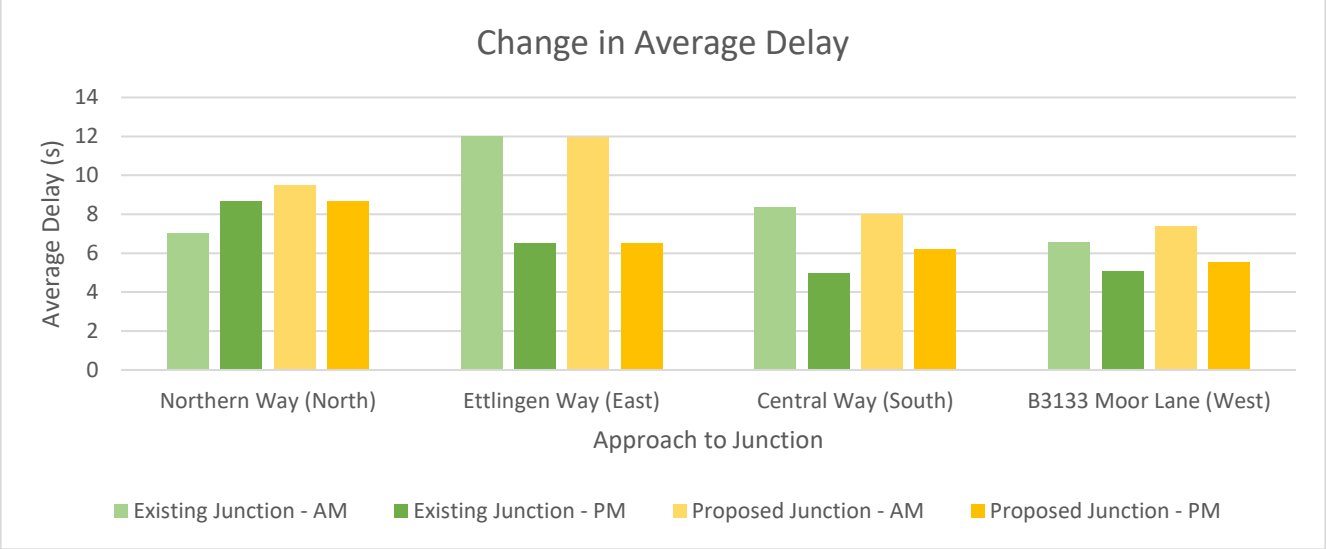
The scheme also introduces signalised pedestrian crossings on Northern Way and Moor Lane. For Northern Way and Moor Lane these are single stage crossings over all lanes of traffic, with the crossing positioned 50m-60m from the roundabout. The pedestrian crossings will provide an improvement in active travel provision at the junction. Signalised crossings will directly benefit movements between the residential neighbourhoods to the west of the roundabout and the retail / industrial units to the east.

The junction capacity modelling of the Ettlingen Way roundabout has been undertaken using Junctions 10 for both the existing and BSIP arrangements. However, whilst the Junctions 10 software includes some functionality to account for the impact of signalised pedestrian crossings, this relies on assumptions as to the number of times a crossing is called (which is information that is currently unavailable), and furthermore the software is not always able to accurately predict the effects of signals on junction exit, especially in relation to the impact of blocking queues into the roundabout junction itself. Therefore, the assessment of the BSIP scheme has also included a separate study into the operation of each of the pedestrian crossings using LinSig. The three proposed crossings have been modelled in LinSig to understand the level of queue which could be expected to build up (both approaching and exiting the roundabout) if the crossings are called during peak hours. The conclusions of this separate exercise have been considered qualitatively in relation to the results of the Junctions 10 model.

The results of the junction capacity modelling assessment shows that overall there is likely to be very little change in the operation of the roundabout for general traffic from the introduction of the bus lane. There is minimal effect on Moor Lane because the bus lane does not take away any existing road space from general traffic. The amount of road "flare" approaching the roundabout also remains the same as the existing situation. The junction capacity modelling has demonstrated that the bus lane is not likely to result in a material increase in queuing or delay during peak hours, as shown in the graphs below:



Note: Results are the worst-case across lanes on each approach arm.



Note: Results are the worst-case across lanes on each approach arm.

The impact of the pedestrian crossings has also been considered. The pedestrian crossings will result in delays as a result of the red-light signal given to traffic to let pedestrians cross the road. Approaching the roundabout, these delays will have minimal implications for the wider network, and in simple terms result in a short period where no traffic approaches the roundabout for the duration of the crossing period. Queues back from the crossing on the exit

of the roundabout would have a more direct implication on junction operation if they reach back to the roundabout.

On Moor Lane itself, the scheme will have negligible effect on traffic due to the widening of the road to accommodate the bus lane.

Other benefits

The Ettlingen Way scheme will bring maintenance benefits. The roundabout would be provided with areas of new road surface and associated drainage system, whilst affected but retained areas of existing road will benefit from being resurfaced. Existing drainage systems would be maintained and improved as part of the proposals wherever possible. The betterment achieved will reduce reliance on revenue-funded maintenance at this location in the short and medium terms, allowing those funds to be used elsewhere on the network.

In conclusion, analysis of the changes at Ettlingen Way are projected to increase patronage of bus services by improving pedestrian links between bus services and local residential areas, reducing journey time variations, supporting better punctuality and greater customer confidence, and helping to enable sustained and improved local bus services. There are additional benefits for vulnerable road users, and the proposed scheme will provide a benefit to the condition of the affected roads.

Southern Way (Kenn Road) roundabout

Following public engagement, and additional monitoring of the area, proposals to install bus lanes on Southern Way and Central Way at the Kenn Road roundabout near Tesco are no longer being taken forward. Instead, we will improve the road markings at the roundabout to improve lane discipline and reduce hesitation and delays

A final concept design for changes at Southern Way roundabout is appended to this report (Appendix 1)

The changes will reduce delays for all road users, and benefit bus journey times through this section of the affected routes.

Delivery Programme

The changes at Southern Way roundabout will be implemented in Autumn 2025.

At Ettlingen Way, the next steps are the continuation of detailed design processes, before review of the contractor's target cost in February 2026. Statutory consultation to make the necessary Traffic Regulation Orders will take place through Winter 2025.

While we expect the works to commence on site in early Summer 2026, we may deliver this scheme as a single implementation or in phases. This relates to the options considered and the benefits related to potential bus service changes.

DECISION:

- To approve the design principles for the BSIP improvement schemes at Moor Lane / Ettlingen Way roundabout and Kenn Road roundabout.

- To authorise officers to proceed with implementation of the BSIP infrastructure schemes at Moor Lane / Ettlingen Way roundabout and Kenn Road/Southern Way roundabout subject to final consideration of value for money on receipt of detailed costings.

- To note the other infrastructure improvements being undertaken to support bus services in Clevedon.

REASONS:

To realise the journey time and reliability improvements necessary to ensure the commercial sustainability of local bus routes while improving the passenger experience and encouraging increased bus patronage.

OPTIONS CONSIDERED:

1) Several alternative design options were considered for the Ettlingen Way roundabout, e.g. signalisation of the roundabout, and bus lanes on other arms of the junction, however analysis showed that the scheme described by this report provided the most effective improvement.

2) Doing nothing is currently not considered a practical alternative due to existing congestion and delays to bus services at this location, combined with the likelihood of future growth exacerbating those issues if not dealt with using this funding opportunity. However, changes to bus services or projected costs impacting the value for money case may change this prior to delivery.

3) A phased or partial delivery may be beneficial to reflect changing bus services and circumstances that impact the value for money case. This will be reviewed prior to confirming any contracts for the works.

FINANCIAL IMPLICATIONS:

The October 2023 Executive Committee decision has authorised the award of the design and delivery phases of the BSIP projects to Alun Griffiths (Contractors) Ltd, to a total value of £15.4m. Therefore, no financial decision is required at this stage.

Costs

Exact scheme costs have not been fully assessed and confirmed at this stage, but are estimated to be £150,000 for Southern Way and £1,320,000 at Ettlingen Way, both of which are within the available budgets. The costs include all design work and surveys required for various aspects of the schemes such as drainage, Statutory Undertakers apparatus and environmental mitigations.

Costs will be charged to KDT150 project code BSIP021 and BSIP022 and which have approved capital budgets of £150,000 and £1,320,000 respectively.

These costs will be coded to Asset Register Infrastructure Asset A6032-01 which is the council's reference for capital works relating to B-roads as part of the BSIP scheme.

Funding

In May 2022 the Department for Transport (DfT) awarded North Somerset Council (NSC) an indicative £47.8 million in capital funding, to spend wholly on bus infrastructure schemes within North Somerset.

LEGAL POWERS AND IMPLICATIONS

The Highways Act 1980 provides the council with the necessary powers to make changes to the public highway.

The Road Traffic Regulation Act 1984 provides the council with the necessary powers to implement bus lanes and other traffic restrictions on the public highway. This is achieved by making Traffic Regulation Orders, for which there is a defined statutory process.

The Traffic Management Act 2004 provides the council with the powers to enforce bus lanes and related restrictions.

CLIMATE CHANGE AND ENVIRONMENTAL IMPLICATIONS

The wider BSIP programme, including the bus priority scheme discussed in this report, will contribute to the reliability and attractiveness of the public transport network, with the aim of reducing car journeys within North Somerset and beyond.

The BSIP has ambitious targets to:

- Reduce bus journey times by 2% by 2025 and by 10% by 2030;
- Achieve 95% of services running on time, defined as being no more than 1 minute early or 5 minutes late, by 2030;
- Return to pre-pandemic patronage levels by 2025 and grow patronage by at least 24% from that level by 2030;
- Increase passenger satisfaction to 89% for 2025 and 95% for 2030;
- Aim for all buses to be zero emission by 2030.

The improvement schemes described in this report will contribute towards achieving these targets, supporting a sustainable bus network and encouraging modal shift from private cars to public transport which will contribute towards the council's climate change and environmental objectives.

CONSULTATION

There have been various stages of consultation on the BSIP programme and on its specific schemes. Consultation and engagement activity for Clevedon proposals has taken place over more than a year, including conversations and briefings with local ward members, Cabinet members, Clevedon Town Council and local parishes, bus operators and the wider public.

Conversations began in 2023, with briefing meetings arranged for both local ward members and Clevedon BID, inviting discussion on the initial concept designs. In October 2023, a press release was issued, and published on the council's website and social media channels,

announcing three Clevedon roundabouts as among ten locations being considered for bus priority infrastructure schemes. These original locations were the B3133 Southern Way / Central way roundabout, the Ettlingen Way roundabout, and the Tickenham Road / Northern Way roundabout.

In January 2024, an online public survey was launched for feedback for six weeks (from Tuesday 16 January to Thursday 29 February 2024), with two physical information displays made available for residents in Clevedon Town Council offices and Clevedon Library. A drop-in community engagement event was also publicised and held during this period on Tuesday 30 January 2024, and was attended by 62 people.

A total of 891 responses were received to the public survey, and the local insights and feedback received have been considered to inform revised and refined concept designs, demonstrating a shift in approach. Engagement activity has been summarised in an online report, available at: Engagement Summary. This report was published on the council website in July 2024 and shared with ward members, event attendees, and through the Bus Times newsletter for local representatives, including town and parish councillors.

The evolving scheme designs have also been shared with First Bus, who are supportive of the proposals.

Below there is a summary of the comments raised across the public survey and briefings and how these have been considered by the project team.

Common or significant issues raised and officer responses

Source	Detail	Action taken
Local resident	Pedestrian and cyclists have not been accounted for in the design	We have reviewed the existing use of the existing uncontrolled crossings around the Ettlingen Way roundabout and feedback from the engagement and believe there is supressed demand. Signalised crossing points have now been included in the scheme to increase footfall and cycle use.
Local residents	Length of Moor Lane bus lane is too short to provide any benefits	We have reviewed this to provide the longest bus lane possible in this location to maximise the benefits of the scheme.
Local Business	Proposed works and site compound may have negative effect on business for local trader within Clevedon	Site compound and traffic management requirements will be reviewed under the Construction Management Plan between NSC and the appointed contractor. We will endeavour to reduce the impact on the local business as a much as practicable.
Local residents	Bus lanes on Central Way will make the situation worse for all users	We have reviewed the data form the original design date and amended the

		scheme to reflect this by removing the bus lanes on Central Way.
Local residents	Bus lanes at Tesco roundabout will worsen congestion for all users	We have reviewed the data form the original design date and amended the scheme to reflect this by removing the bus lanes on Central Way and Southern Way.

Summary of future/remaining engagement

The scheme design changes have been directly shaped by community engagement and discussion on the initial concept designs.

This decision allows officers to progress to finalise the remaining BSIP infrastructure programme and costings. When the Clevedon scheme is scheduled for delivery, a Traffic Regulation Order (TRO) will also be published publicly on the council's website, giving a further, formal consultation opportunity for the public to engage on the refined concept designs.

Updates will be shared through the council's online newsletter to local representatives.

RISK MANAGEMENT

There is effective project and programme management led by officers with support by an external consultancy to aid in both design and contract management.

There is an agreed internal governance to oversee decision making which includes regular reporting through appropriate boards.

A Quantified Risk Assessment (QRA) has been prepared for the scheme which will be reviewed at key milestones throughout both the design and build process. The QRA will be reviewed and updated on completion of the preliminary design. The risk register is a live document for the duration of the programme.

Some of the key risks that relate to this project are listed below:

- **Statutory Undertakers Apparatus (SUs)** – As with all construction projects, the location of buried services and the potential need to divert or protect those during works present a key risk during the initial stages. This risk is being managed as far as possible by engaging with the SUs at an early stage, and, where possible, designing out any significant works.

- **Journey time delays, complaints, disruption during works** – The works to the Moor Lane / Ettlingen Way / Northern Way roundabout area will take approximately 3 months to complete. This is a key commuter and bus corridor, linking Clevedon to the strategic network and to Bristol and WsM. There is a potential impact to road users during the construction period. This risk will be managed by careful planning during the

pre-construction phase and mitigated during the construction of the works with effective communications.

- **Drainage and carriageway condition** – The location, condition and suitability of existing drainage is a key risk. This risk will be managed at all stages of the scheme, throughout design and construction. This risk will be managed through investigation, CCTV and cleansing which will mitigate any significant issues associated with these works.

EQUALITY IMPLICATIONS

Have you undertaken an Equality Impact Assessment? Yes

The assessment shows there are positive or neutral outcomes for this scheme for all users, albeit with low or negligible levels of impact across the various groups. Mostly it will aid the disabled, people on low incomes, and younger or older age groups by helping to improve public transport viability and general pedestrian and cycle access.

CORPORATE IMPLICATIONS

The North Somerset Council Corporate Plan 2024-28 includes key commitments to:

- deliver the Climate Emergency Strategy and action plan and progress towards net zero by 2030.
- deliver large-scale projects that improve the infrastructure and sustainability of North Somerset.
- continue to invest in our highways and transport network to connect places and communities.
- deliver on public transport improvements and support more cycling and walking across North Somerset to help decarbonise travel.

This includes '*offering transport choices that make the most of our infrastructure and provide opportunities for better use of public transport*'.

Regionally, the Council are a member authority of the Western Gateway Sub-national Transport Body (STB) and have recently adopted our Strategic Transport Plan 2024-2050. This firmly sets out the wider region's commitment to action on the essential decarbonisation of our transport networks with one of the five overarching principles being 'Decarbonisation and Air Quality' and sets the target to achieve a shift of 17% of current vehicle kilometres to sustainable modes.

Sub-regionally, as part of the West of England, the Council's overarching transport strategy is the Joint Local Transport Plan 4 (JLTP4), that clearly states the direction of travel for decarbonising our transport network. This includes:

- that 'to transform our region, we will need to be flexible, agile and brave in our approach to the climate emergency'.
- taking action against climate change and address poor air quality', as one of the five key objectives
- recognising the need to 'provide transformational alternatives' to car driving

- considering ways to manage demand possibly through congestion charging, emissions charging and workplace parking levy-type schemes', as a sub-region.

More specifically for public transport, the plan commits to:

- reinventing public transport through mass transit, smart ticketing and making it more user friendly, convenient, safe, direct and attractive, linking key destinations to enable everyone to use it.
- rethinking how we use our existing transport corridors including reallocating more road space to buses, pedestrians and cyclists.
- demand management measures to influence travel choice and raise revenue to reinvest in alternatives.
- first and last mile-type solutions to provide a linked-up transport network.

The emerging North Somerset Local Plan will continue the strong vision-led approach to transport decarbonisation through its sustainable transport strategy, by proposing development in locations where sites will be required to reduce the need to travel and reduce car dependency - by being located close to existing facilities and connecting into existing and improved sustainable transport networks – providing more options to get around.

As part of the emerging North Somerset Local Plan 2039 Pre-submission Plan (Reg 19), land was proposed to be allocated at the below locations for residential development. Only those in relatively close proximity to the proposed BSIP scheme have been listed.

- Castlewood, Clevedon
- Great Western Road, Clevedon
- Land north of Churchill Avenue, Clevedon
- Land off Millcross, Clevedon
- Land to the west of Kenn Road, Clevedon (proposed employment site)

These sites are well placed to benefit from the proposed Moor Lane/Ettlingen Way BSIP bus priority scheme. The scheme also provides capacity benefits for general traffic, compared to the existing layout of the junction.

In December 2024 central government updated the National Planning Policy Framework (NPPF) with the aim of enabling local planning authorities and the development industry to deliver more homes to reduce the national shortage and provide more affordable housing. This has meant a return to mandatory housing targets and has resulted in North Somerset Council needing to identify a minimum of 8,620 additional homes on top of the 15,275 homes already identified in the Reg 19 Plan consulted on in Mar-Apr 2024. This NPPF update includes the need to identify residential development within Green Belt land if the required level of housing cannot be accommodated outside of the Green Belt.

The additional sites allocations are still being finalised and are currently due to be considered for approval by cabinet 15 October 2025. Once the additional sites have been agreed for inclusion in the emerging Local Plan, strategic transport modelling will be updated. This will enable the Council to understand the impacts from the full scale of proposed Local Plan development (including the additional sites) and allow for the further refinement of transport mitigation schemes. These schemes will enable the developments to be delivered consistent with the objectives of the Local Plan and its Spatial Strategy for sustainable developments.

More specifically for Clevedon, given the relatively low level of development sites being proposed for inclusion in the emerging Local Plan, the Council is not anticipating major additional transport impacts that will need to be understood or mitigated before a decision can be made on this BSIP scheme. However, future-proofing our bus network for bus priority to avoid congestion would be a sensible investment, to help provide an alternative to private vehicle reliance and congestion, as consistent with the Council's corporate, transport and planning vision.

APPENDICES

Appendix 1 - Scheme concept plans
Appendix 2 – Bus journey time tables
Appendix 3 – Additional risk

BACKGROUND PAPERS

Report to The Executive – 20th October 2021 - Update on the Development of a Joint Bus Service Improvement Plan (BSIP) with the West of England Combined Authority and Bus Operators

Report to The Executive – 22nd June 2022 – North Somerset Bus Service Improvement Plan

Executive Committee – 18th October 2023 - Bus Service Improvement Plan (BSIP) - Contract Award of Design and Build Contractor

SIGNATORIES:

DECISION MAKER(S):

Signed:  Cabinet Member for Highways and Transport

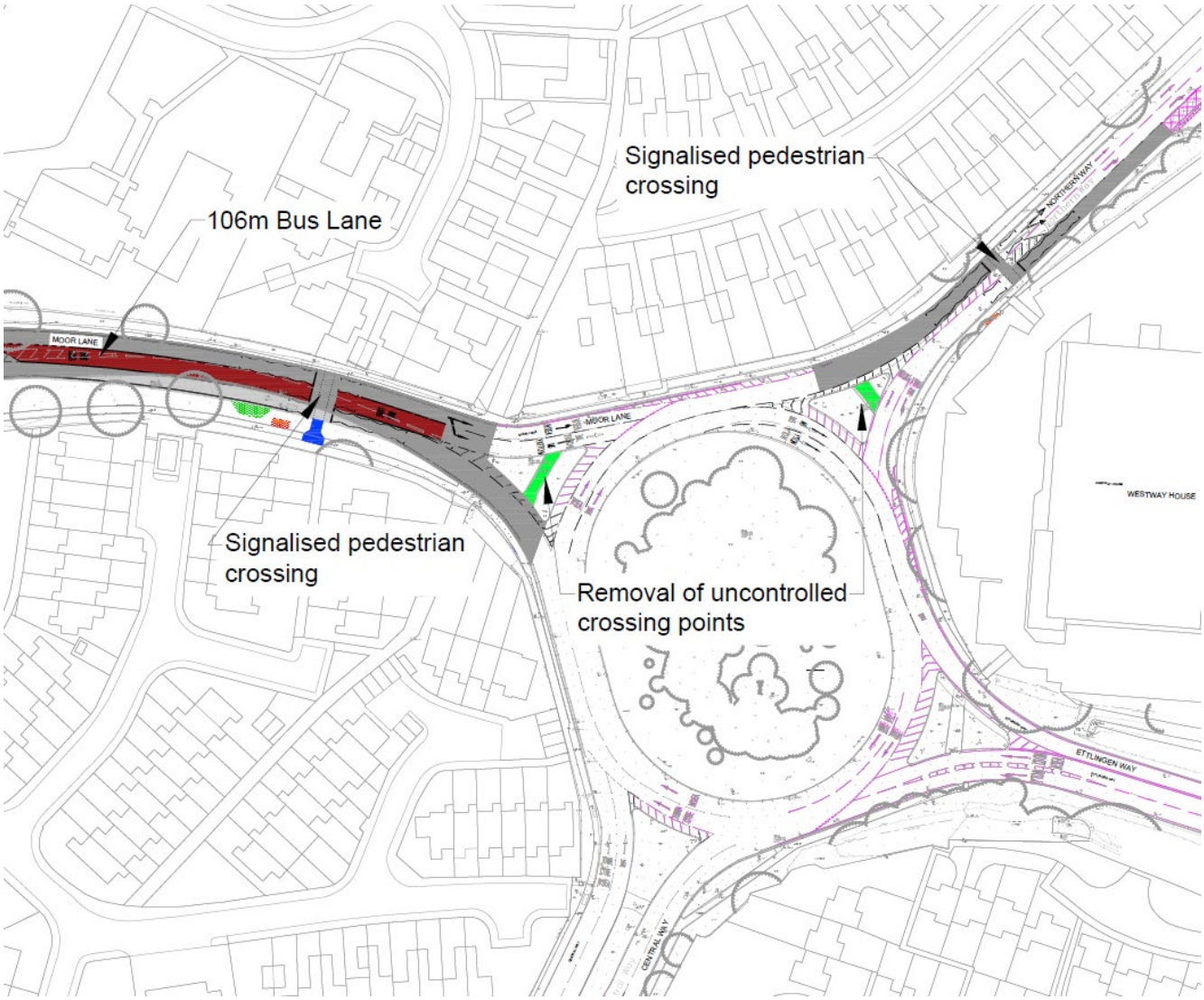
Date: 10 October 2025

WITH ADVICE FROM:

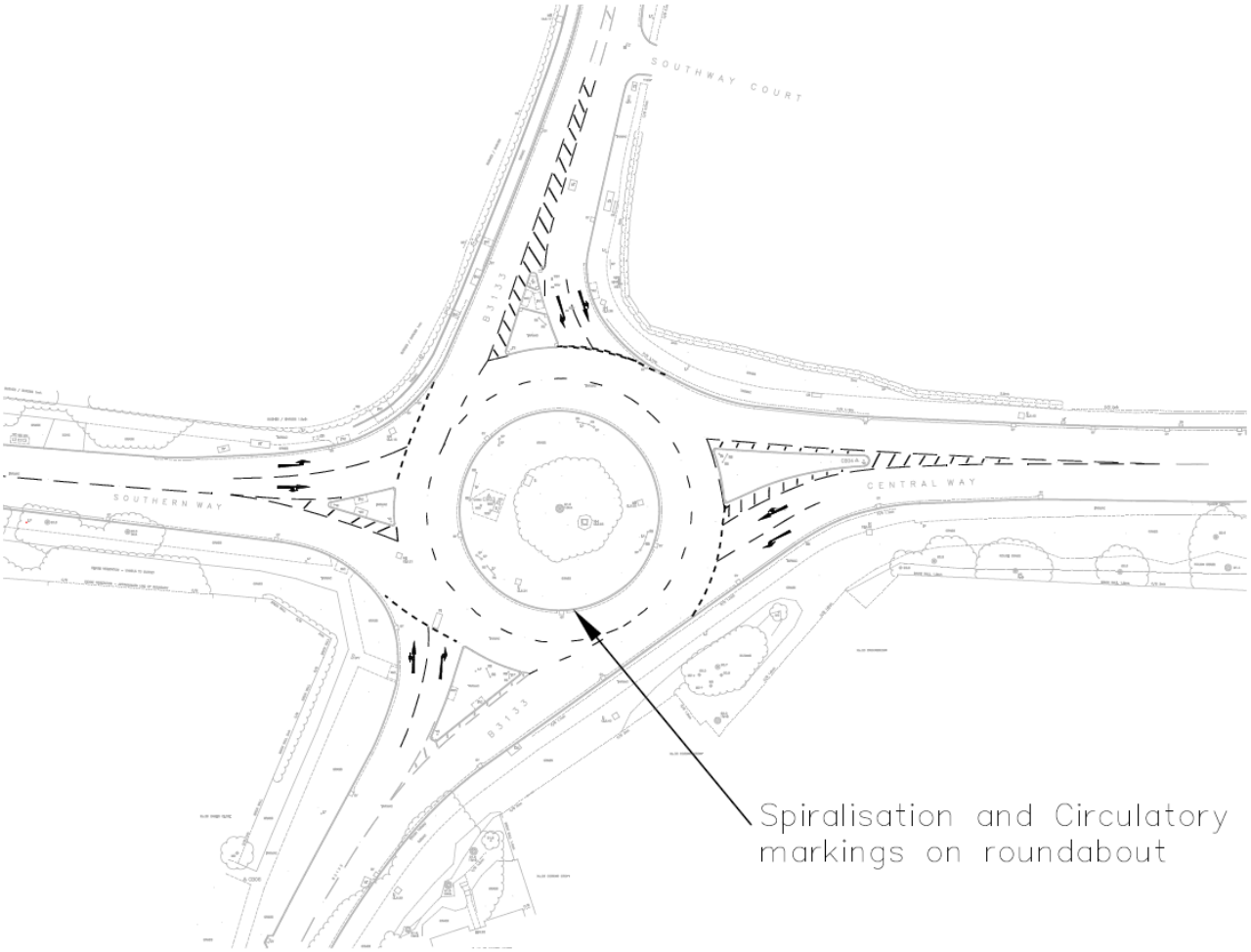
Signed: .  Director of Environment, Assets and Transport Services.

Date: 10 October 2025

Appendix 1 – Scheme concept plan (Moor Lane roundabout)



Appendix 1 – Scheme concept plan (Kenn Road roundabout)



Appendix 2 – Bus journey time tables

Table 1: Clevedon-bound bus journey times across Clevedon, between Hill Lane and The Crab Apple bus stops

Date	Peak	Time	Mean	25th percentile	75th percentile	Variability
Jun-23	Off peak	20:00-21:00	00:10:50	00:10:07	00:11:33	00:01:26
Jun-23	AM peak	7:00-8:00	00:15:36	00:14:30	00:16:34	00:02:04
Jun-23	Inter peak	10:00-11:00	00:11:54	00:10:54	00:12:45	00:01:51
Jun-23	PM peak	16:00-17:00	00:15:23	00:12:36	00:16:15	00:03:39
Nov-23	Off peak	20:00-21:00	00:10:23	00:10:12	00:10:50	00:00:38
Nov-23	AM peak	7:00-8:00	00:16:56	00:15:56	00:17:52	00:01:56
Nov-23	Inter peak	10:00-11:00	00:11:11	00:10:21	00:12:03	00:01:42
Nov-23	PM peak	16:00-17:00	00:13:59	00:12:39	00:14:50	00:02:11
Jun-24	Off peak	20:00-21:00	00:10:14	00:09:31	00:10:38	00:01:07
Jun-24	AM peak	7:00-8:00	00:14:26	00:12:45	00:15:41	00:02:56
Jun-24	Inter peak	10:00-11:00	00:11:48	00:10:46	00:12:47	00:02:01
Jun-24	PM peak	16:00-17:00	00:13:48	00:12:40	00:15:13	00:02:33
Nov-24	Off peak	20:00-21:00	00:10:04	00:09:32	00:10:25	00:00:53
Nov-24	AM peak	7:00-8:00	00:14:54	00:12:47	00:16:01	00:03:14
Nov-24	Inter peak	10:00-11:00	00:11:36	00:10:40	00:12:11	00:01:31
Nov-24	PM peak	16:00-17:00	00:14:12	00:13:03	00:15:18	00:02:15

Table 2: Nailsea-bound bus journey times across Clevedon, between The Crab Apple and Hill Lane bus stops

Date	Peak	Time	Mean	25th percentile	75th percentile	Variability
Jun-23	Off peak	20:00-21:00	00:11:45	00:10:32	00:13:19	00:02:47
Jun-23	AM peak	8:00-9:00	00:16:15	00:14:34	00:18:10	00:03:36
Jun-23	Inter peak	13:00-14:00	00:13:45	00:11:55	00:15:13	00:03:18
Jun-23	PM peak	15:00-16:00	00:14:41	00:13:32	00:15:24	00:01:52
Nov-23	Off peak	20:00-21:00	00:12:28	00:10:59	00:14:06	00:03:07
Nov-23	AM peak	8:00-9:00	00:16:50	00:14:38	00:18:41	00:04:03
Nov-23	Inter peak	13:00-14:00	00:13:15	00:11:38	00:14:31	00:02:53
Nov-23	PM peak	15:00-16:00	00:14:04	00:12:29	00:15:33	00:03:04
Jun-24	Off peak	20:00-21:00	00:09:46	00:09:07	00:10:29	00:01:22
Jun-24	AM peak	8:00-9:00	00:14:39	00:12:00	00:16:05	00:04:05
Jun-24	Inter peak	13:00-14:00	00:12:57	00:11:54	00:13:49	00:01:55
Jun-24	PM peak	15:00-16:00	00:14:15	00:11:54	00:16:09	00:04:15
Nov-24	Off peak	20:00-21:00	00:09:25	00:08:46	00:09:50	00:01:04
Nov-24	AM peak	8:00-9:00	00:14:21	00:11:58	00:17:13	00:05:15
Nov-24	Inter peak	13:00-14:00	00:12:39	00:11:11	00:13:45	00:02:34
Nov-24	PM peak	15:00-16:00	00:14:45	00:12:35	00:16:26	00:03:51

Table 3: South-bound bus journey times between Triangle and Yeo Moor School bus stops

Date	Peak	Time	Mean	25th percentile	75th percentile	Variability
Jun-23	Off peak	20:00-21:00	00:02:08	00:01:45	00:02:26	00:00:41
Jun-23	AM peak	7:00-8:00	00:05:35	00:04:45	00:06:22	00:01:37
Jun-23	Inter peak	10:00-11:00	00:02:24	00:01:58	00:02:37	00:00:39
Jun-23	PM peak	16:00-17:00	00:03:11	00:02:18	00:03:21	00:01:03
Nov-23	Off peak	20:00-21:00	00:02:24	00:02:05	00:02:41	00:00:36
Nov-23	AM peak	7:00-8:00	00:07:11	00:04:30	00:09:01	00:04:31
Nov-23	Inter peak	10:00-11:00	00:02:47	00:02:11	00:03:16	00:01:05
Nov-23	PM peak	16:00-17:00	00:04:03	00:03:14	00:04:31	00:01:17
Jun-24	Off peak	20:00-21:00	00:02:12	00:01:48	00:02:30	00:00:42
Jun-24	AM peak	7:00-8:00	00:05:00	00:03:08	00:06:12	00:03:04
Jun-24	Inter peak	10:00-11:00	00:02:39	00:02:05	00:03:06	00:01:01
Jun-24	PM peak	16:00-17:00	00:02:05	00:02:28	00:03:13	00:00:45
Nov-24	Off peak	20:00-21:00	00:02:20	00:02:03	00:02:27	00:00:24
Nov-24	AM peak	7:00-8:00	00:06:19	00:04:23	00:07:59	00:03:36
Nov-24	Inter peak	10:00-11:00	00:02:49	00:02:20	00:03:11	00:00:51
Nov-24	PM peak	16:00-17:00	00:03:59	00:03:15	00:04:18	00:01:03

Table 4: Northeast-bound bus journey times, between Somerton Road and Beaconsfield Road bus stops

Date	Peak	Time	Mean	25th percentile	75th percentile	Variability
Jun-23	Off peak	19:00-20:00	00:01:28	00:01:14	00:01:34	00:00:20
Jun-23	AM peak	8:00-9:00	00:02:13	00:01:47	00:02:36	00:00:49
Jun-23	Inter peak	15:00-16:00	00:01:36	00:01:17	00:01:52	00:00:35
Jun-23	PM peak	17:00-18:00	00:01:31	00:01:14	00:01:43	00:00:29
Nov-23	Off peak	19:00-20:00	00:01:24	00:01:16	00:01:32	00:00:16
Nov-23	AM peak	8:00-9:00	00:02:19	00:01:55	00:02:44	00:00:49
Nov-23	Inter peak	15:00-16:00	00:01:37	00:01:15	00:01:45	00:00:30
Nov-23	PM peak	17:00-18:00	00:01:39	00:01:22	00:01:49	00:00:27
Jun-24	Off peak	19:00-20:00	00:01:20	00:01:13	00:01:24	00:00:11
Jun-24	AM peak	8:00-9:00	00:02:11	00:01:33	00:02:29	00:00:56
Jun-24	Inter peak	15:00-16:00	00:01:24	00:01:07	00:01:40	00:00:33
Jun-24	PM peak	17:00-18:00	00:01:24	00:01:10	00:01:32	00:00:22
Nov-24	Off peak	19:00-20:00	00:01:20	00:01:16	00:01:27	00:00:11
Nov-24	AM peak	8:00-9:00	00:02:03	00:01:28	00:02:34	00:01:06
Nov-24	Inter peak	15:00-16:00	00:01:31	00:01:18	00:01:41	00:00:23
Nov-24	PM peak	17:00-18:00	00:01:31	00:01:14	00:01:42	00:00:28