

Project:	WECA PSF N Somerset Local Plan	Job No:	60647102
Subject:	Pill Sustainable Transport		
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Revision History

Revision	Revision date	Details	Authorised	Name	Position
V1.0	07/08/2025	Draft for Client Comment	CC	Chris Carter	Project Manager
V1.1	15/10/2025	Draft post-Client Comments	CC	Chris Carter	Project Manager
V2.0	28/10/2025	For Local Plan Regulation 19	CC	Chris Carter	Project Manager

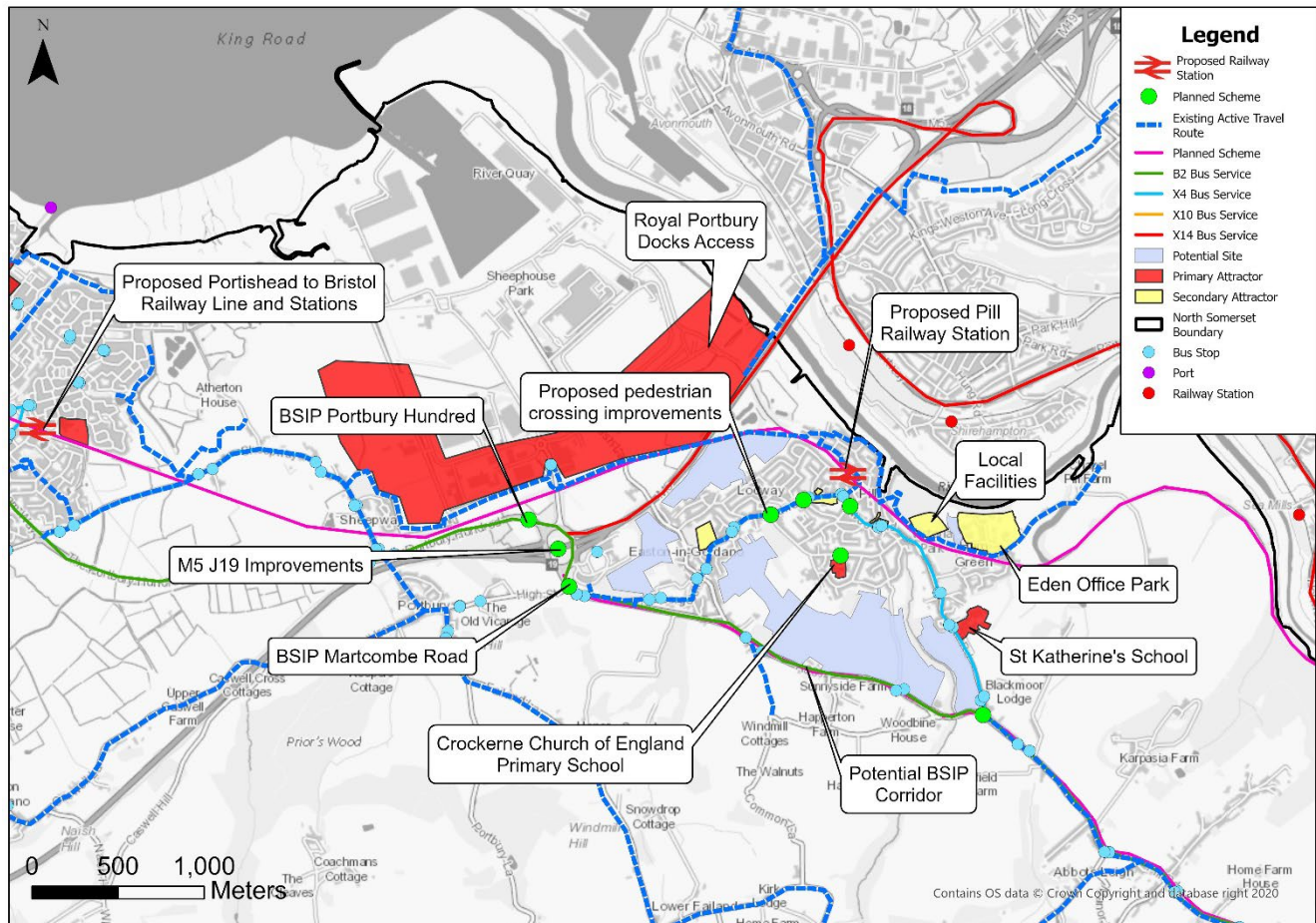
1. Introduction

- 1.1 This Technical Note (TN) provides an overview of the current and emerging landscape for sustainable transport in Pill and its surrounding areas.
- 1.2 Following the NPPF update in December 2024 where a significant increase in housing requirement of 8,620 homes was seen, five site allocations were identified around Pill which had not previously been studied in the context of Local Plan transport preparations to date. As such, this TN maps the existing baseline of transport infrastructure and services, identifies proposed schemes across various stages of development, and highlights key issues and opportunities. The document is structured as follows:
 - **Baseline:** Establishes the existing sustainable transport context in Pill and its surrounding areas, and outlines planned transport schemes currently in the public domain.
 - **Issues and Opportunities:** Identifies key constraints and potential areas for improvement within the sustainable transport network, based on the baseline assessment.
 - **Access and Movement:** Sets out an indicative spatial framework for access and movement, highlighting opportunities for network enhancements and improved connectivity.'
- 1.3 The access and movement approach for Pill aligns with the transport aims and objectives of the Local Plan, which includes:
 - Objective 1: To reduce the need to travel, and the distances that people will need to travel, to access key opportunities, facilities and services including employment, leisure and retail;
 - Objective 2. To maximise opportunities to facilitate travel by walking, cycling and e-bikes or emerging personal transport modes;
 - Objective 3. To deliver access to high quality public transport services, supporting mobility across North Somerset and further afield, which is available to all; and
 - Objective 4. To reduce the impact of vehicle travel on the highway network, including in terms of congestion, safety and the quality of our natural and built environment.

2. Baseline

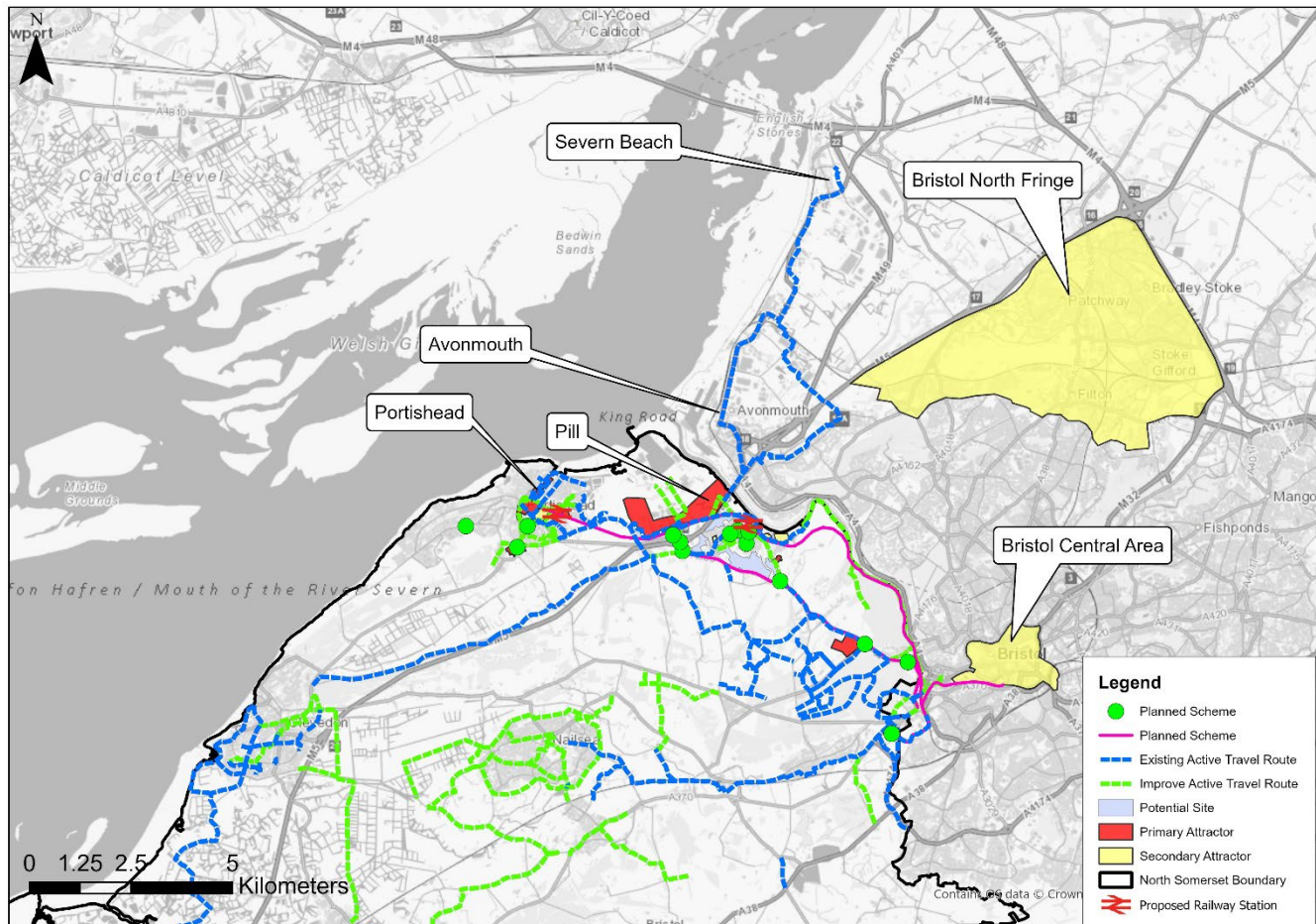
2.1 **Figure 1** shows the baseline sustainable transport context in Pill, providing an overview of current infrastructure, bus and active travel routes, trip attractors and planned schemes.

Figure 1: Baseline Sustainable Transport Context – Pill



2.2 **Figure 2** shows the baseline sustainable transport context in relation to the wider area, including Portishead, Avonmouth, Severn Beach and Bristol.

Figure 2: Baseline Sustainable Transport Context – Wider Area



2.3 **Table 1** sets out a log of publicly available planned schemes, as identified in **Figure 1** and **Figure 2**. Each entry includes a concise description of the scheme, its current delivery status, and the source of the information.

Table 1: Log of Planned Sustainable Transport Schemes

Scheme / Location	Description	Status	Source
Metrowest - Portishead Line (Portishead Station)		Near Certain	MetroWest Phase 1
Metrowest - Portishead Line (Pill Stations)		More than likely	MetroWest Phase 1
Martcombe Road / J19 Bus Improvements	Change existing HOV lane to bus lane, bus gate at Portbury Junction and on section left turn lane from Portbury onto J19	Reasonably Foreseeable	BSIP
Beggar Bush Lane	New bus lane Bristol to Portishead bound	Delivered	BSIP
Rownham Hill (Ashton Court Estate junction)	Upgrading traffic signals, improving bus stops with new shelters and reconfiguring access to Ashton Court, including raised table	Near Certain	BSIP
Portbury Hundred	Upgrades to approach to Gordano Interchange (M5 J19) to facilitate reduced journey times for bus movements from A369 Portbury Hundred to Martcombe Road.	Reasonably Foreseeable	BSIP
Ashton Vale to Temple Meads Rapid Transit	The section from Long Ashton Park and Ride to the Arncliffe stop (the "Corridor") is a 4km long segregated and largely guided busway using kerb guidance	Delivered	Microsoft Word - Transport Scheme Justification 2 - Ashton Vale Rapid Transit.doc
High Down Infant and Junior Schools, Portishead	Review of EATF1 scheme (road closures) with a view to creating a permanent school street	Concept	North Somerset Council Safer Active Routes to School Action Plan
St Peter's Church of England Primary School, Portishead	Review of EATF1 scheme (road closures) with a view to creating a permanent school street	Feasibility	North Somerset Council Safer Active Routes to School Action Plan
Gordano School, Portishead	Review of EATF1 scheme on Greenfield Park and improvements in the vicinity of St Mary's Road to promote active travel to the school site	Concept	North Somerset Council Safer Active Routes to School Action Plan
Crockerne Church of England Primary School, Pill	Installation of school street to replace EATF1 scheme (Active Travel Fund 3 scheme)	Feasibility	North Somerset Council Safer Active Routes to School Action Plan
Lodway	Pedestrian Improvements	Unknown	North Somerset Council Pill and EiG Active Travel Concept Plan
Marsh Lane	Quiet Lane / traffic calming to Portbury Docks	Unknown	North Somerset Council Pill and EiG Active Travel Concept Plan
Residential streets in Pill	Improved connectivity to/from village centre and train station and on to M5 bridge	Unknown	North Somerset Council Pill and EiG Active Travel Concept Plan
Connecting potential sites 'HE2015' and 'HE201097'	Bridge connection to A369 cycle path and secondary school	Unknown	North Somerset Council Pill and EiG Active Travel Concept Plan
Near Chapel Pill Lane, Pill	Improvements to Pill Towpath route NCN 41	Unknown	North Somerset Council Pill and EiG Active Travel Concept Plan
Pedestrian crossing improvements: Routes to Crockerne Primary School and St Katherine's Secondary School	Pedestrian crossing improvements are proposed along routes to Crockerne Primary School, including at junctions along Lodway and Heywood Road.	Unknown	North Somerset Council Scheme Pipeline IT0510

3. Issues and Opportunities

3.1 Following a review of the baseline sustainable transport context, **Table 2** presents an overview of the issues and opportunities identified within Pill and its surrounding areas.

Table 2: Sustainable Transport Issues and Opportunities Log

Issues	Opportunities
<ul style="list-style-type: none"> Pill is located adjacent to the M5 with direct access via A369 Martcombe Road, which may be considered a more attractive transport option than sustainable modes of transport. The presence of the M5 and Royal Portbury Docks potentially causes severance, limiting the attractiveness of sustainable modes of transport. Severance caused by the River Avon leaves Pill without direct access to Shirehampton railway station / Portway Park and Ride. Some facilities are located along Lodway, however footways are intermittently provided on both sides of the carriageway, creating an environment not conducive to active travel. Active travel routes do not connect to some trip attractor sites in Pill, including local facilities on Heywood Road and Crockerne Primary School. Pedestrian facilities in multiple locations across Pill are not conducive to walking as they can be narrow, intermittent, or in disrepair. Potential congestion on the bus route between Pill and Portishead, as services travel along A369 Portbury Hundred and Martcombe Road via Gordano Interchange (M5 J19). Topography in and around Pill presents challenges for active travel, with steep gradients in some areas reducing walking and cycling opportunities. There is limited legibility for cyclists navigating through residential areas. While the route to Portishead is generally adequate, cycling options beyond this are restricted. The riverside path to Bristol is suitable for leisure use but challenging for commuting as it is not surfaced or lit, and is narrow in many places. Although the cycle route to Severn Beach forms part of National Cycle Network (NCN) Route 41, it is not particularly attractive or efficient. Numerous modal filters and a poor surface quality makes it difficult to maintain a consistent speed, reducing its suitability for regular or commuter cycling. 	<ul style="list-style-type: none"> Opportunity to benefit from BSIP funded public transport schemes along the A369, which would improve journey times between Pill and Portishead. Potential for active travel improvements to local schools in Pill and Portishead as part of North Somerset Council's 'Safer Active Routes to School Action Plan' Opportunity to benefit from MetroWest. The reopening of the Portishead to Bristol line, and accompanying Portishead and Pill railway stations proposed will reconnect more than 50,000 people to the railway. Potential, with traffic reductions, to enhance active travel along Lodway and Priory Road. This would support more sustainable connections between residential areas, green spaces, a proposed railway station, and local facilities in Pill and Portishead, by linking to the Avon Cycleway. The relatively short distances within Pill and to Portishead present a strong opportunity to encourage active travel. While topography and limited route legibility pose challenges, these can be mitigated through the promotion of e-bikes and e-scooters, which offer a practical and accessible alternative for a wider range of users. There is a reasonable provision of local facilities and employment opportunities, particularly due to the presence of Royal Portbury Docks. This contributes to the area's strong potential for a high level of self-containment, helping to reduce a reliance on car-based journeys.

- 3.2 On the face of it, Pill benefits from local facilities including retail and secondary education, is close to a major employment site, is within active travel distance of a main town (Portishead), has good existing and planned public transport links connecting it with Bristol and Portishead, as well as a National Cycle Route. However, it is clear that there are challenges to realising that potential, which development as a result of the Local Plan can help to address.

4. Access and Movement

- 4.1 The key principles underpinning the access and movement framework for Pill, align with the Local Plan aims and objectives, including to minimise the need to travel by vehicle, facilitate travel by active modes, deliver a high quality public transport network, and to reduce the impact of vehicle travel on the highway network. As such, the access and movement framework for Pill identifies gaps in connectivity, incorporates potential enhancements to the active travel network, potential new bus stops to serve proposed site allocations where suitable, and suggests indicative locations for future mobility hubs. The approach to an access and movement framework for Pill are described below, with **Figure 4** presenting an indicative visual access and movement framework.

Active Travel

- 4.2 Active travel connectivity should be integral to each site allocation's development. As part of each development, at least one multi-modal hub should be provided. Connecting routes serving these hubs, which are direct along walking, wheeling and cycling desire lines, and LTN 1/20 compliant, should be provided through each development to adjoining active travel routes.
- 4.3 An active travel connection between the Pill Green and Land at Pill Road proposed site allocations over Markham Brook is crucial to enhance east – west connectivity between these sites, as well as to and from Land East of Gordano Services and Land at Lodway Farm. Given the location of St Katherine's School to the east of these sites, it is likely that this route will be well used particularly by walkers, wheelers and cyclists at peak times and should be designed to accommodate this peak demand accordingly.
- 4.4 Given the topography of Pill, provision of electric micro-mobility facilities should be explored and delivered where possible. This will increase the feasible distance covered by active travel modes, as well as the attractiveness of active travel modes.
- 4.5 A number of active travel improvement schemes are proposed around Pill alongside the on-site provisions expected from development including:
- An active travel core incorporating a mobility hub within the centre of Pill, and in close proximity to key local facilities such as shops, post office and café, the harbourside, and proposed new station location.
 - Active travel corridors with appropriate wayfinding between the active travel core and each development should be provided, including:
 - An active travel improvement scheme along Pill Road / Ham Green which will also serve St Katherine's School;
 - Provision of an active travel link between a new mobility hub within the proposed Pill Green site allocation on Martcombe Road and Brookside;
 - Improved active travel provisions along Lodway, in particular where there is an unprotected raised footway, as well as crossing improvements at junctions including Cross Lanes / Westwards Drive, Rudleigh Road / Springfield Road, Anchor Way, and Crockerne Drive; and
 - A designated active travel route between Land at Lodway Farm and Lodway to continue into the active travel core.

- 4.6 Providing an active travel route through the Pill Green proposed site allocation, in close proximity to Martcombe Road, will provide an attractive off-road link. A potential junction re-configuration at the Pill Road / A369 Martcombe Road junction should provide a safe route for walkers, wheelers and cyclists to join and continue their journey along A369 Martcombe Road.
- 4.7 It is suggested that the route between Lodway Close and the cycle route linking from Avon Road is enhanced. At present, as well as being narrow and steep, this route is difficult to navigate on bike given the modal filter bollards, and would be impassable for a cargo bike or other adapted cycles. Provision of lighting and surveillance within this link would also enhance its attractiveness.
- 4.8 It is proposed that Marsh Lane become a rural Quiet Lane with an Active Travel scheme which could potentially take the form of an active travel only connection between Church Road and Portbury Docks. This will make this an attractive active travel route to the docks as well as providing for more direct accessible connectivity to Portishead via Sheepway. This is likely to become more important in future years as potential increased congestion at M5 J19 could increase the use of Marsh Lane as a “rat run” by drivers. The exact form of this mitigation scheme will be developed through the planning process for surrounding development.
- 4.9 It is proposed to improve Public Right of Ways (PROWs) between Easton-in-Gordano and Cross Lanes, Pill. These improvements would create a more attractive and accessible active travel route, offering a direct connection between Easton-in-Gordano and Pill, also providing safer and more convenient active travel options to Crockerne Primary School.

Public Transport

- 4.10 The MetroWest Phase 2 scheme, including proposed new Pill and Portishead railway stations will be welcome to provide rail connectivity for Pill. This will provide an hourly service between Portishead and Bristol Temple Meads. As well as connecting to Portishead and Bristol, onward access to the national rail network will provide an alternative to the Motorway network for some longer distance journeys.
- 4.11 Active travel connectivity should be ensured between the proposed site allocations and proposed Pill railway station.
- 4.12 At present, buses either travel along the A369 without diverting into Pill, or divert through the centre of Pill via Priory Road, Lodway and Pill Road. Existing bus routes serving Pill are considered unlikely to alter their current routes to serve the proposed new developments on the periphery of the village, primarily due to access and the need to maintain service attractiveness to existing residents. As such, active travel connectivity to the closest bus stops, will be critical to encourage travel by public transport.
- 4.13 It is proposed to introduce a new strategic bus route which will route along A369 Martcombe Road, to Aztec West and Cribbs Causeway to the north, and Long Ashton Park & Ride, a new mobility hub within the proposed new Woodspring development allocation, and onwards to Hengrove Park. This is shown in **Figure 3**. The exact route of the service would need to be determined through more detailed analysis and consultation with partners including WECA. A new mobility hub, incorporating a bus stop and real time information, is proposed as part of the Pill Green proposed development on A369 Martcombe Road between the existing two stops adjacent to this site at Martcombe filling station and Tynings Close.

Figure 3: Indicative New Bus Route Hengrove to Aztec West



This route will;

- Provide bus connectivity to key employment sites at Aztec West, Hengrove Park, and anticipated EPIC campus, as well as employment and leisure facilities at Cribbs Causeway;
- Provide access to key strategic routes including to Bristol Airport via the mobility hub at the proposed Woodspring site allocation; and
- Provide access to Bristol City Centre via the existing Long Ashton Park and Ride.

General Highway

- 4.14 Whilst the active travel and public transport proposals set out above provide an attractive network, there will inevitably be an increase in vehicle movements associated with the level of development proposed for Pill. It is likely that the two junctions which connect Pill to the A369, namely the Pill Road / A369 junction, and St Georges Hill / A369 junction, will experience increased congestion.
- 4.15 A key aim for addressing any congestion across the network resulting from Local Plan development is to ensure that congestion does not adversely affect road safety, active travel connectivity, and / or public transport journey times and reliability. The presence of additional congestion on the NSC network in itself would not necessarily warrant a capacity improvement, if it doesn't impact these critical elements. Notwithstanding this, NSC's approach to mitigate the congestion impacts of additionally traffic is to require provision of attractive opportunities for trips to be made by sustainable modes, thereby mitigating through mode shift. The presence of congestion highlights the importance of this, and the need for development mitigation provision focused on sustainable transport measures.

- 4.16 The impact of the local plan will be assessed via the strategic transport model for North Somerset, and will be expected to be analysed in more detail as part of any emerging planning applications for Pill for the cumulative development quantum. Junction re-configuration may be required to ensure active travel permeability and/or to provide bus priority measures at these anticipated congestion points.
- 4.17 The cumulative impact of development at Junction 19 is being considered as part of the wider Local Plan Transport Assessment rather than specifically in relation to the Pill development allocation.

Figure 4: Indicative Access and Movement Framework for Pill

