Section: Traffic & Transportation

1.0 What is our current situation?

1.1 Traffic & Transportation

During the 'issues gathering' stage of the Community Plan traffic and local transportation featured as one of the key topics on peoples' minds. Traffic and Transport was identified as a key issue in the leaflet survey[1]. Bus services and traffic speeds were in the top four issues at the Pucklechurch and Shortwood public meetings[2].

The data collected in the summer 2007 survey gave quantitative insights into attitudes and opinions on traffic speed, volume, heavy goods vehicles, parking, bus use and demand and others areas which are detailed in this section. We have also collected and included data from South Gloucestershire Council on accident statistics and traffic volumes. The 2001 Census is also used to provide data on vehicle ownership and commuting patterns.

1.1.1 Existing Transportation Network

The Parish of Pucklechurch is situated to the east of Bristol and North West of Bath (Fig 1). It is located close to the M4 to the north and the Bristol Ring Road (A4174) to the east. Pucklechurch does not appear to be affected by regional traffic movements.

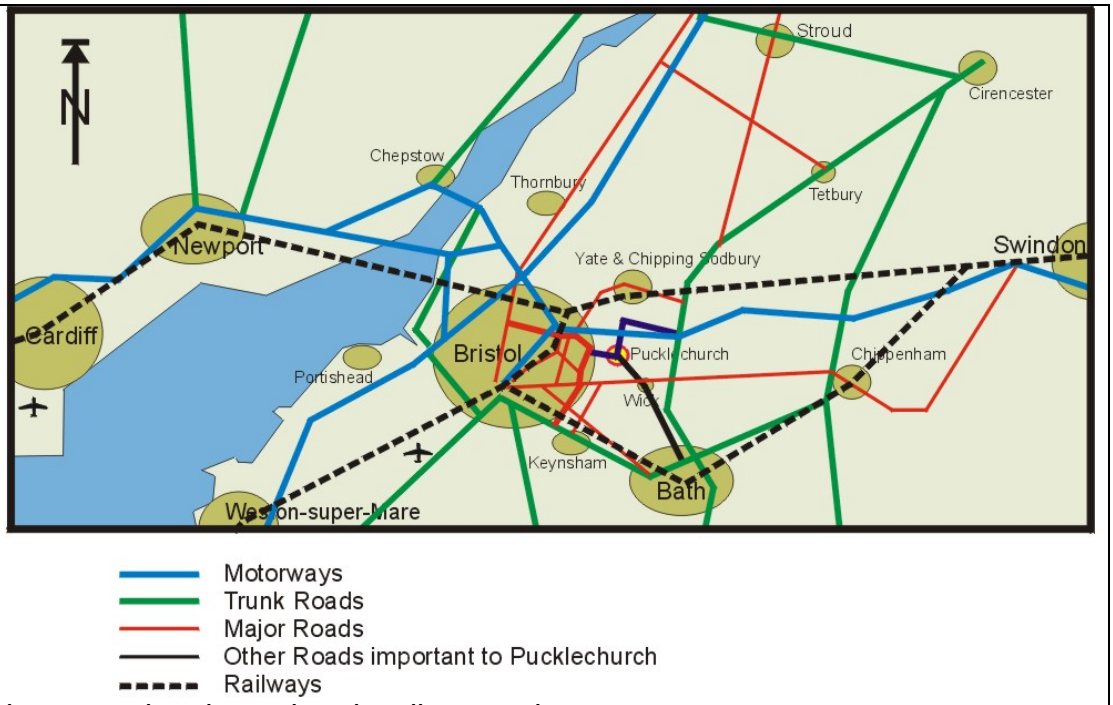

Fig 1 - Regional Road and Rail Network

[1] Leaflet responses v1.1.pdf
[2] PublicMtgs2007Feb-Mar Analysis v1.pdf

The parish of Pucklechurch abuts the eastern fringe of Bristol at Emerson's Green (see Fig 3). The B4465 is the main highway through the Parish running from the Ring Road (A4174) in the East and through Pucklechurch village. Onwards it runs towards Westerleigh leaving the Parish just north of the M4 overbridge. From there it turns right at Westerleigh Hill Crossroads and runs through Codrington to join the A46 just north of J18 of the M4.

Other routes through the parish which have significance are:

- Feltham Road, which runs west from Pucklechurch village through the village of Hinton and onwards to the A46 just south of J18 of the M4.
- Abson Road running south from Pucklechurch village through the villages of Abson and Wick where is meets to the A420. The road also provides a route to Bath via Lansdown (a Park and Ride location).
- Shortwood Hill/Main Road running through Shortwood Village providing access to east Bristol at Mangotsfield and Staple Hill avoiding the A4174 Ring Road.

To a lesser degree Parkfield Road from Pucklechurch Village provides access to Coalpit Heath and north Bristol avoiding the Ring Road.

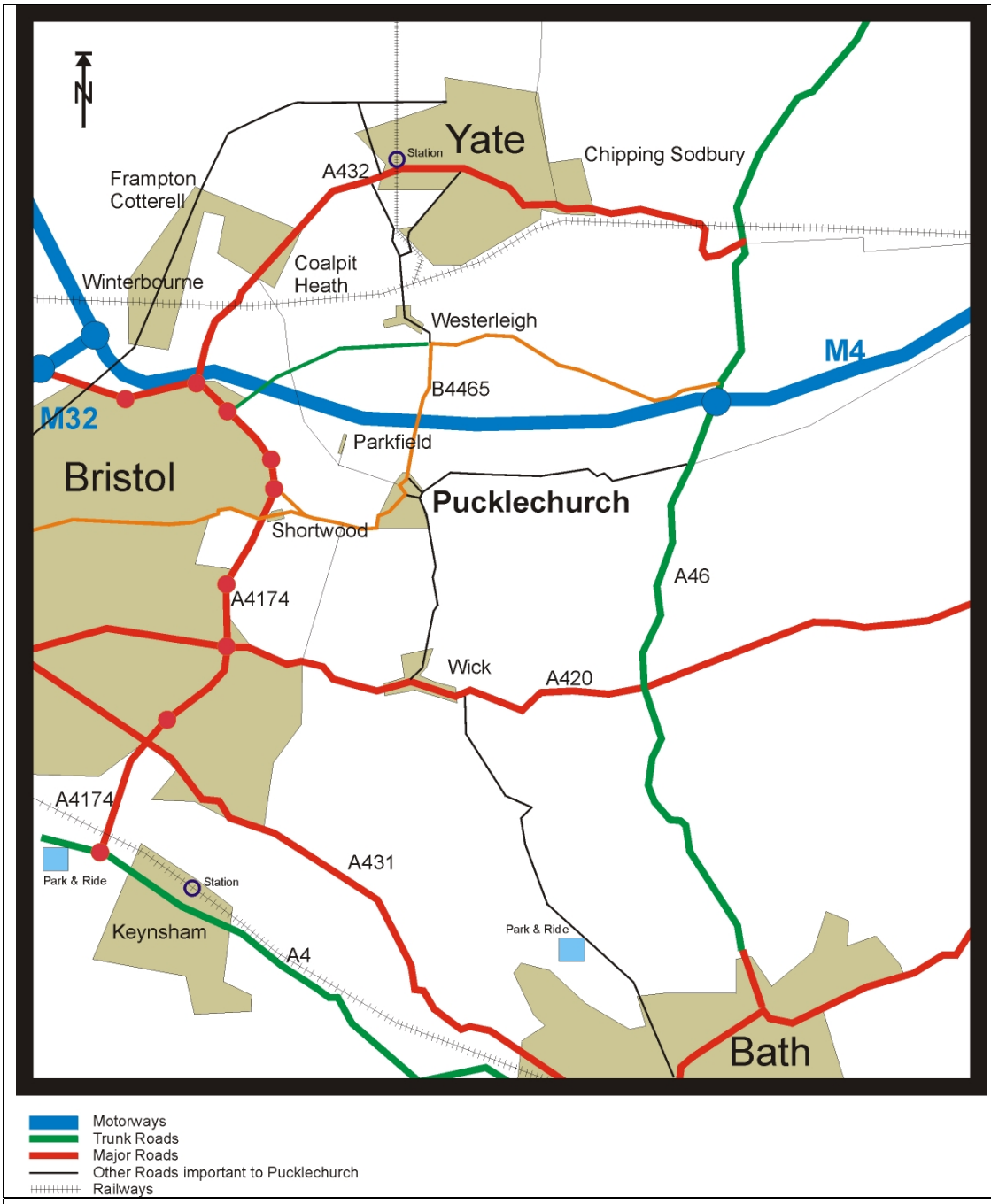

Fig. 2 - Local Road and Rail Network

The areas that are likely to have the most impact on through traffic in the parish are Yate (pop. 21,789), Chipping Sodbury (pop 5,066) and the East fringe of Bristol (Emerson's Green, Downend etc). The population of the Parish of Pucklechurch is 3,082. All numbers are from the 2001 census.

Within the immediate area of the Parish the major influences on highway use are the local settlements and commercial/industrial locations. These are shown in Fig 3 below.

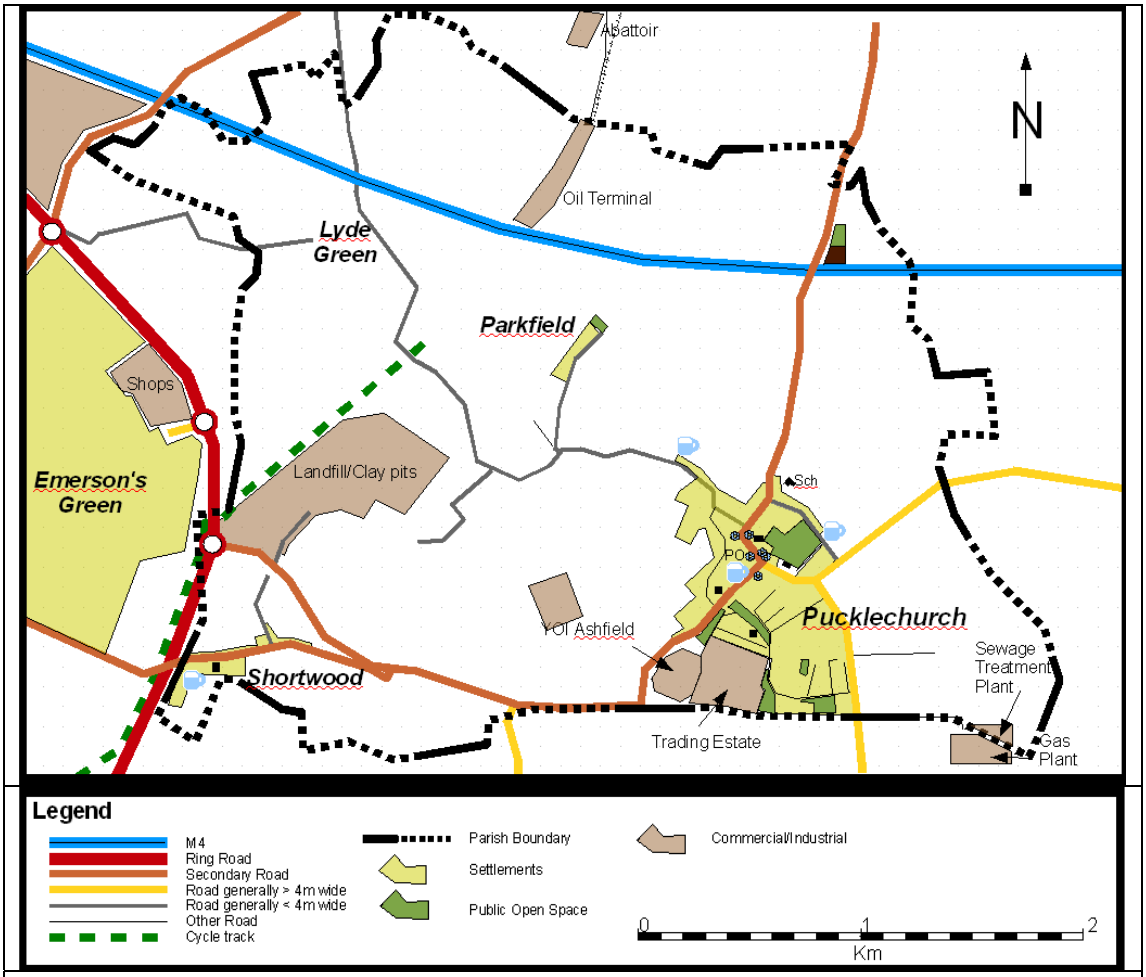

Fig 3 – Parish road network and related settlements and commercial/industrial locations.

1.1.2 2001 Census Data

The 2001 census contained several datasets that are relevant to traffic. The lowest level of data that was useful was at the Parish level. These datasets are detailed below and analysed in the relevant sections of the plan.

Resident Population refers to those people that live in the area and Daytime Population to those that spend the daytime in Pucklechurch.

Car and Van usage

	Pucklechurch Civil Parish (CP)	South Glos. Unitary Authority	South West Region	England Country
All Households	1086	99038	2085984	20451427
No car or van	109	13306	421517	5488386
1 car or van	412	44146	963145	8935718
2 cars or vans	433	32944	554149	4818581
3 cars or vans	101	6615	111469	924289
4 or more cars or vans	31	2027	35704	284453
Total cars or vans	1714	138792	2565747	22607629
Cars/vans per household	1.58	1.40	1.23	1.11

Table 1: Car and Van usage - source 2001 Census Data - 019A + 019B

The average number of cars and vans for Pucklechurch is above the national, regional and South Gloucestershire average. This is probably due to our rural location and a lack of suitable public transport routes.

Method of Travel to Work (Resident Population)

The chart in Fig 4 below shows data from the 2001 census on methods of travel to work.

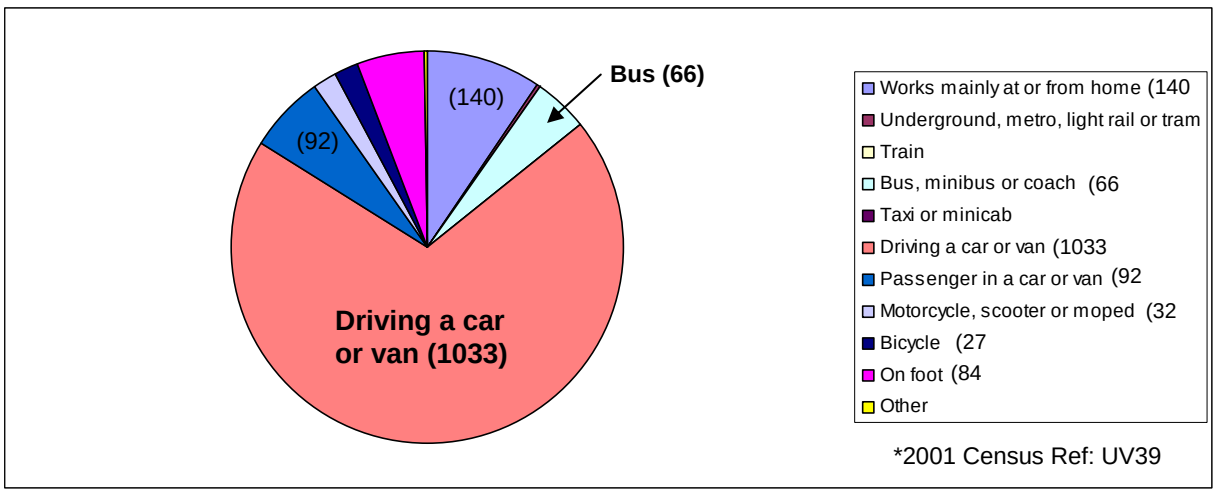

Fig 4: Method of Travel to work - Source 2001 census – 019A + 019B Resident Population (UV39)

Notes:
1. The table shows the usual resident population aged 16 to 74 by the method of travel to work.
2. The method of travel to work is for the longest part, by distance, of the usual journey to work.

Distance Travelled to work (Resident Population)

Distance Travelled to Work	Pucklechurch CP (number of people)
All People	1480
Works mainly at or from home	140
Less than 2km	151
2km to less than 5km	150
5km to less than 10km	432
10km to less than 20km	418
20km to less than 30km	41
30km to less than 40km	12
40km to less than 60km	31
60km and over	39
No fixed place of work	66
Working outside the UK	0
Working at offshore installation	0

Table 2: Distance travelled to work - source 2001 census: 019A + 019B Distance Travelled to Work (UV35)

This allows us to calculate a figure for the distance travelled to work for the commuters of the Parish. On average residents of the Parish commute 35,085 Km (21,928 miles) per day (Equivalent to once round the world) or over 7 million km (4.4 million miles) a year.

1.1.3 Traffic Volumes

Traffic Volumes were identified as an area of concern in the "issues gathering" stage of the plan. Data on respondents' views was collected in the survey. We were also given access to the data recorded by "Automatic Traffic Counters" (ATC) and from temporary counters and manual surveys courtesy of the Highways and Transportation section of South Glocestershire Council (SGC). Counter positions are shown in Fig.s 5-7 below. This data does not identify the routes taken by traffic passing through the village nor how much traffic originates within the village. Additional surveys would be necessary to gather this data and to provide similar for other areas of the parish (e.g. Shortwood).

1.1.3.1. Historical volumes from traffic counters

Traffic flow data has been provided The following three maps give some indication of traffic volumes, on a typical school term-time weekday, into and out of Pucklechurch village, as provided from the ATCs on the B4465 Shortwood and Westerleigh Roads and from manual counts on Feltham Road and (for an earlier date) Gypsy Lane (between Coxgrove Hill and Henfield crossroads).

Unfortunately, data was not available for Abson Road, the third busiest route into and out of the village, other than from a much earlier survey (in December 2002) on Abson Road north of Hawkridge Drive (between the north and south ends of Oaktree Avenue). That data is not shown on the maps but is included later in Table 3 with counts from other temporary surveys on roads within the village.

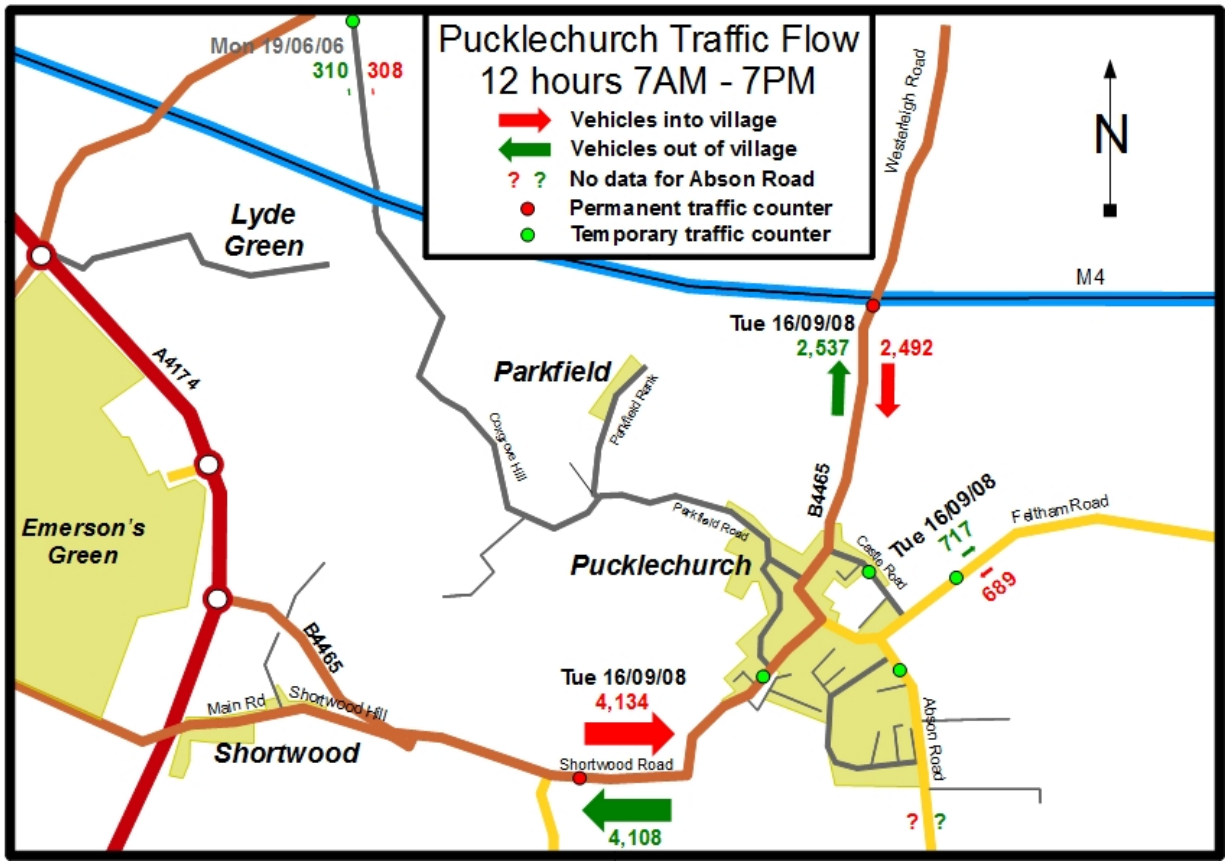

Fig 5: Pucklechurch Traffic Flow 12 hours 7AM – 7PM

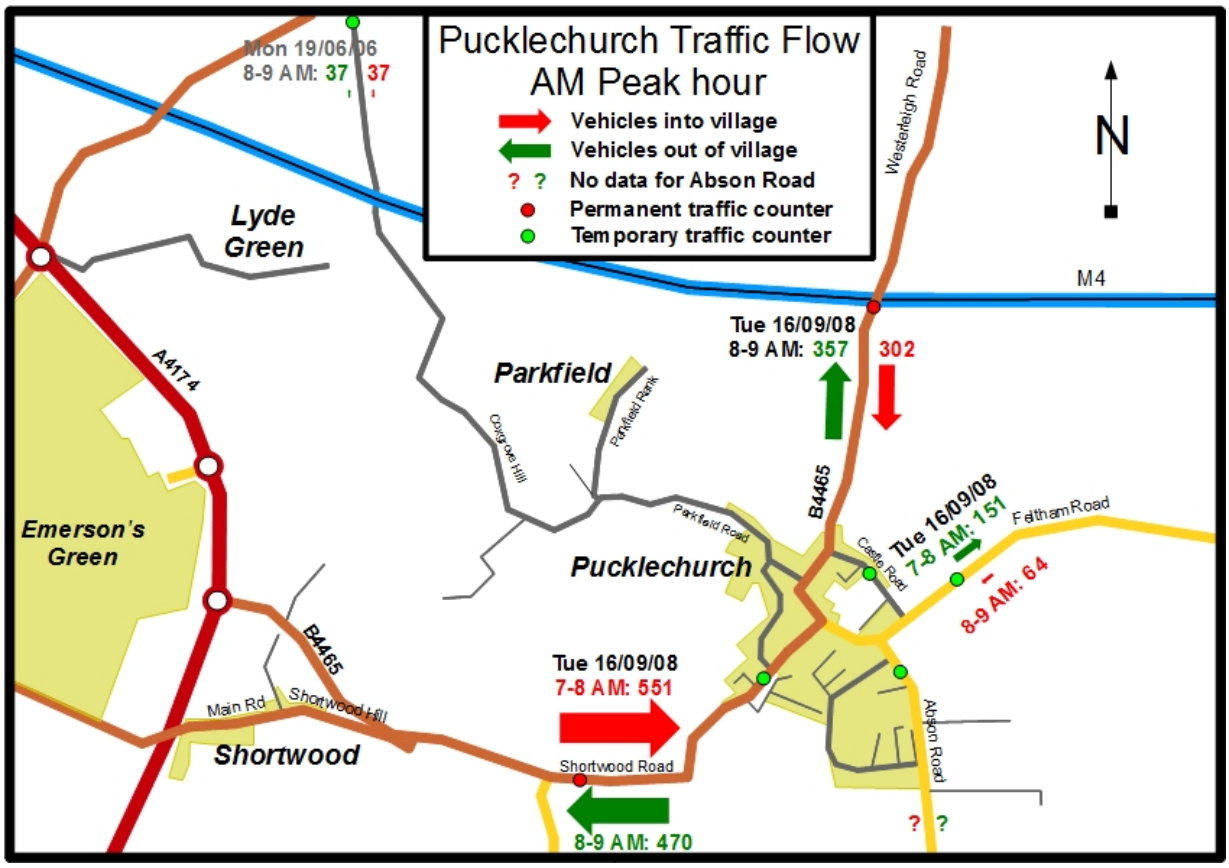

Fig 6: Pucklechurch Traffic Flow AM Peak hour

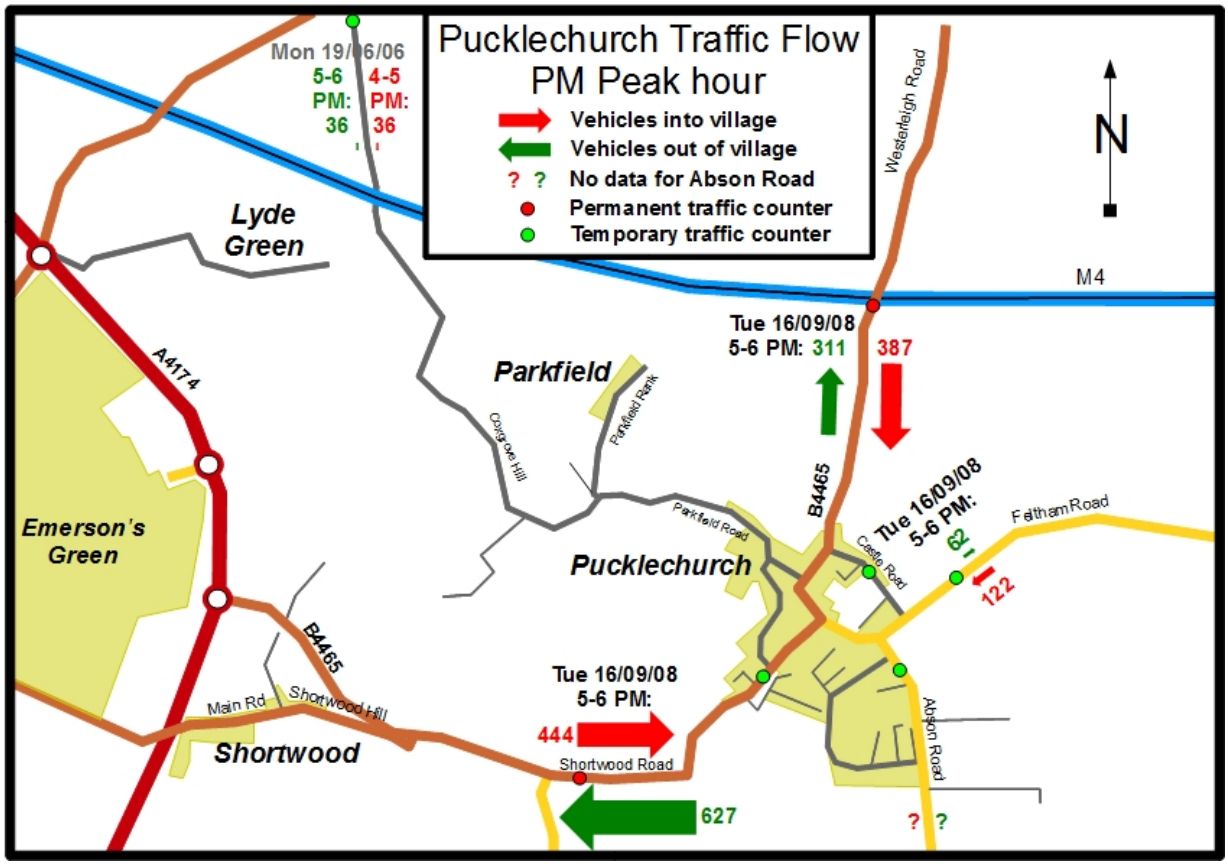

Fig 7: Pucklechurch Traffic Flow PM Peak hour

SGC Site/ Survey ref.	Location	Date	Direction	12 hour 7AM – 7PM	AM Peak hour		PM Peak hour	
				Count	Hour	Count	Hour	Count
Vehicle counts on routes into and out of Pucklechurch village (as shown on the preceding 3 maps):								
ATC 4012	Shortwood Rd east of Siston Ln	Tue 16/09/08	Eastbound into village	4,134	7 – 8	551	5 - 6	444
			Westbound leaving village	4,108	8 – 9	470	5 - 6	627
ATC 4782	Westerleigh Rd Pucklechurch south of bridge over M4	Tue 16/09/08	Southbound into village	2,492	8 – 9	302	5 - 6	387
			Northbound leaving village	2,537	8 – 9	357	5 - 6	311
NONE	Abson Rd south of Redford Ln	NO	DATA					
930458	Feltham Rd east of Castle Rd	Tue 16/09/08	Westbound into village	689	8 – 9	64	5 - 6	122
			Eastbound leaving village	717	7 – 8	151	5 - 6	62
6205	Gypsy Ln south of Henfield crossroads	Mon 19/06/06	Southbound towards village	308	8 – 9	37	4 - 5	36
			Northbound away from village	310	8 – 9	37	5 - 6	36
Other vehicle counts on routes within Pucklechurch village:								
	Abson Rd north of Hawkridge Drive	Thu 05/12/02	Northbound into village centre	1,753	8 – 9	274	5 - 6	216
			Southbound leaving village centre	1,780	8 – 9	241	5 - 6	228
4234	Shortwood Rd east of Dennisworth	Thu 07/10/04	Northbound into village centre	3,691	8 – 9	577	5 - 6	449
			Southbound leaving village centre	3,427	8 – 9	457	5 - 6	350
5006	Castle Rd east of Lansdown Rd	Thu 20/01/05	Eastbound towards Feltham Rd	499	8 – 9	87	2 - 3 4 - 5	49 54
			Westbound towards Westerleigh Rd	619	8 – 9	99	3 - 4 5 - 6	71 72

Table 3: Pucklechurch village vehicle counts

The permanent and temporary traffic counter locations are shown on the preceding maps.

For Castle Road the double PM peak hours are shown in the above table, associated with collection of pupils at the end of the school day and commuters on their return journeys.

Shortwood Road near Dennisworth is really quite busy. The combined two way traffic flow there equates to an average interval of 6 seconds between vehicles during the 12 hours 7AM to 7PM, reducing to around 4 seconds during peak hours. Bearing in mind the concentration of homes for the elderly (at Dennisworth, Homefield and the Poplars) on the north side of this section of Shortwood Road, some form of prioritised pedestrian road crossing could be justified, particularly to provide a route to the proposed new Health Centre if the Oaktree Avenue development materialises.

Key finding: SGC Traffic Flow Data

- **Existing traffic flow data indicates that in excess of 1000 vehs/hour (peak hour two-way traffic) pass along Shortwood Road. Although some of this has an origin or destination in the trading estate or YOI Ashfield the data still shows that flows in and out of the village are at 'near continuous' levels during peak times.**

1.1.3.3. Questionnaire Analysis

Q51 Are you concerned about traffic locally? Please tick where and what concerns you

Full results for the survey questions may be found in the survey documents at http://www.pucklechurch.org/html/community_plan_results.html

Q51b - Traffic Volume

Full results for the survey questions may be found in the survey documents at http://www.pucklechurch.org/html/community_plan_results.html

The number of people that identified at least one location was 667 which is 52% of the total number of questionnaire respondents. By comparing the location identified there was a strong correlation between the location of the respondent and where they identified a concern on traffic volumes. Figure 8 illustrates this for Abson Road.

Fig8: Number of people concerned with volume of traffic in a specified location - this shows that respondents show most concern for the roads adjacent to their location. The example shown is for Abson Road (but is repeated for all through routes). It is also evident that the two rounds covering Hawkridge Drive, which abuts Abson Road but whose properties do not face Abson Road, had less concern.

The above map was created using data from the 2007 survey overlaid on Google Earth imagery. Results for all locations may be generated and are available at http://www.pucklechurch.org/html/community_plan_results.html

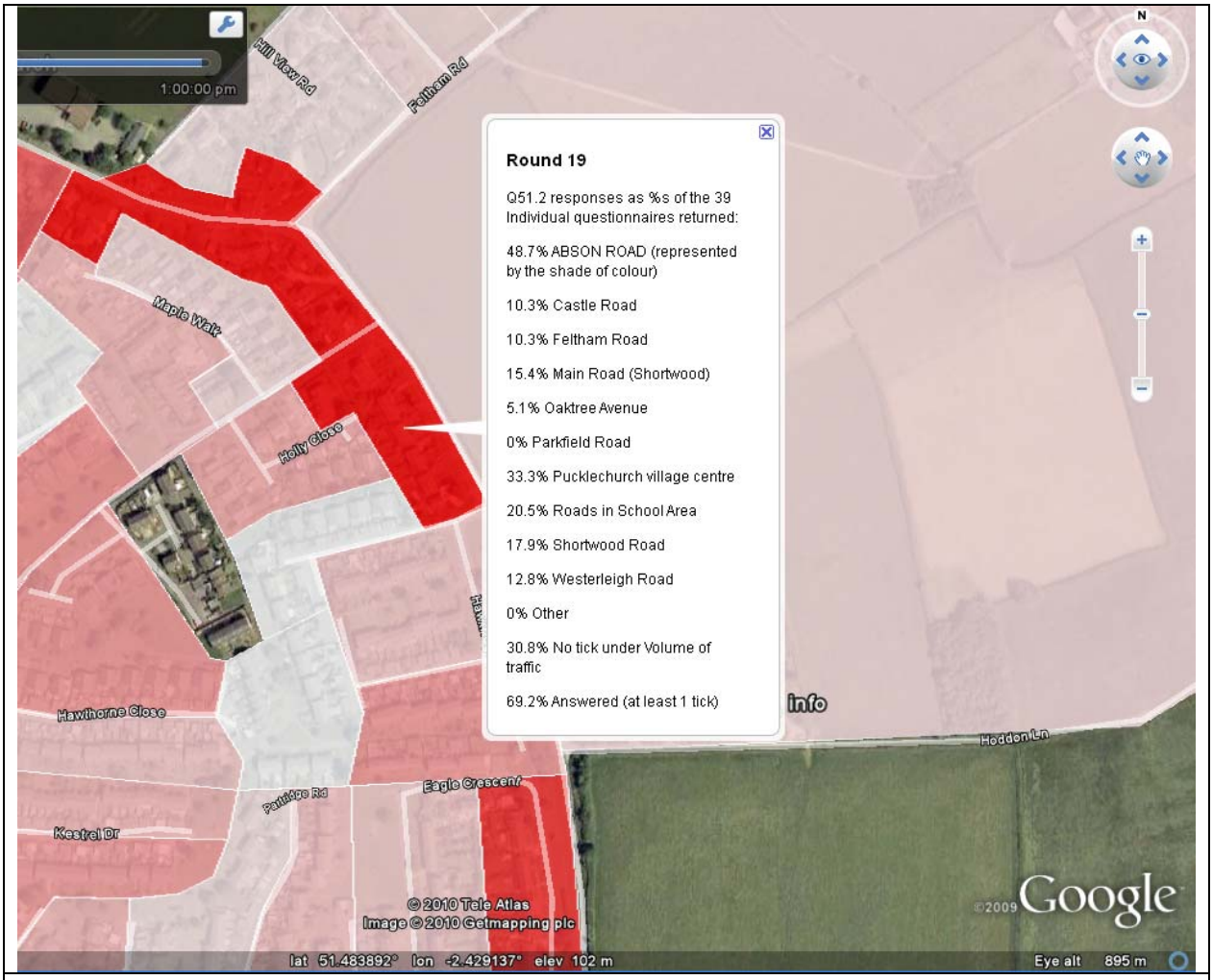

Figure 9: Analysis of the responses from round 19 shows that 48.7% of respondents have concern for volumes of traffic in Abson Road (the road on which they live).

The above map was created using data from the 2007 survey overlaid on Google Earth imagery. Results for all locations may be generated and are available at http://www.pucklechurch.org/html/community_plan_results.html

The exception to the parochial nature of the concern was for roads in Pucklechurch Village Centre and roads in the school area which show a more wdespread concern in the community - see Figures 8 and 9 below.

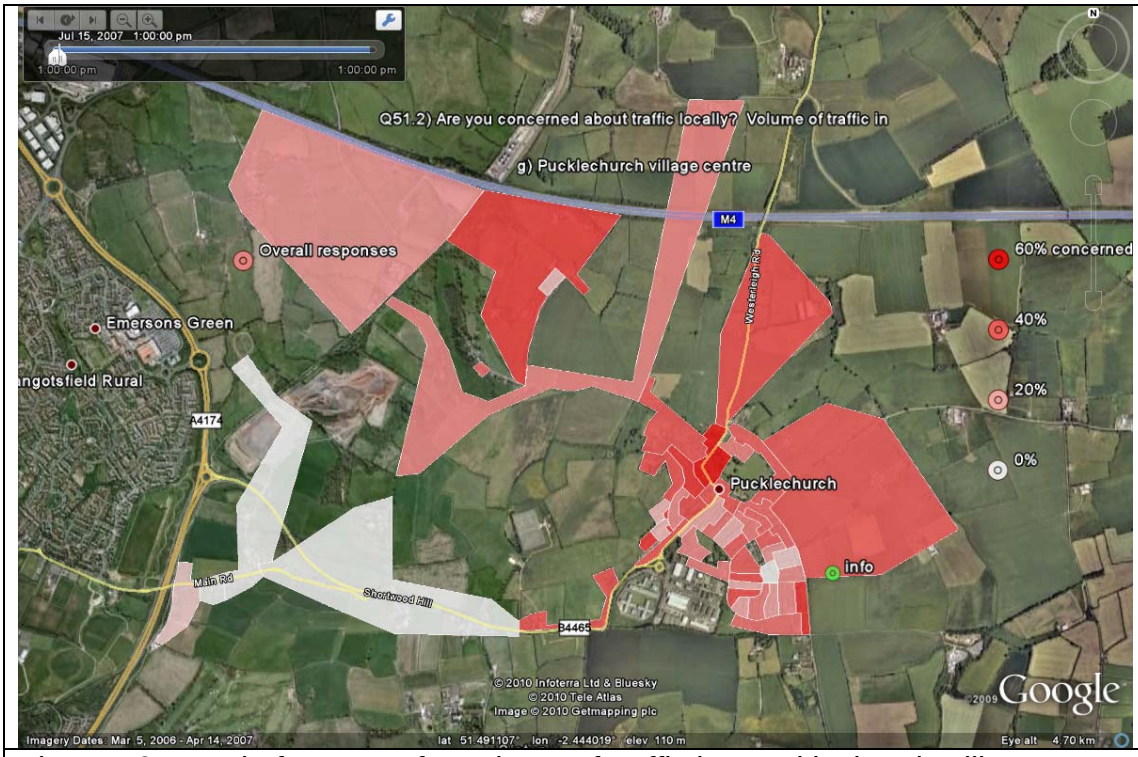

Figure 10: Level of concern for volume of traffic in "Pucklechurch Village Centre" shows that concern is more widely felt across the community

The above map was created using data from the 2007 survey overlaid on Google Earth imagery. Results for all locations may be generated and are available at
http://www.pucklechurch.org/html/community_plan_results.html

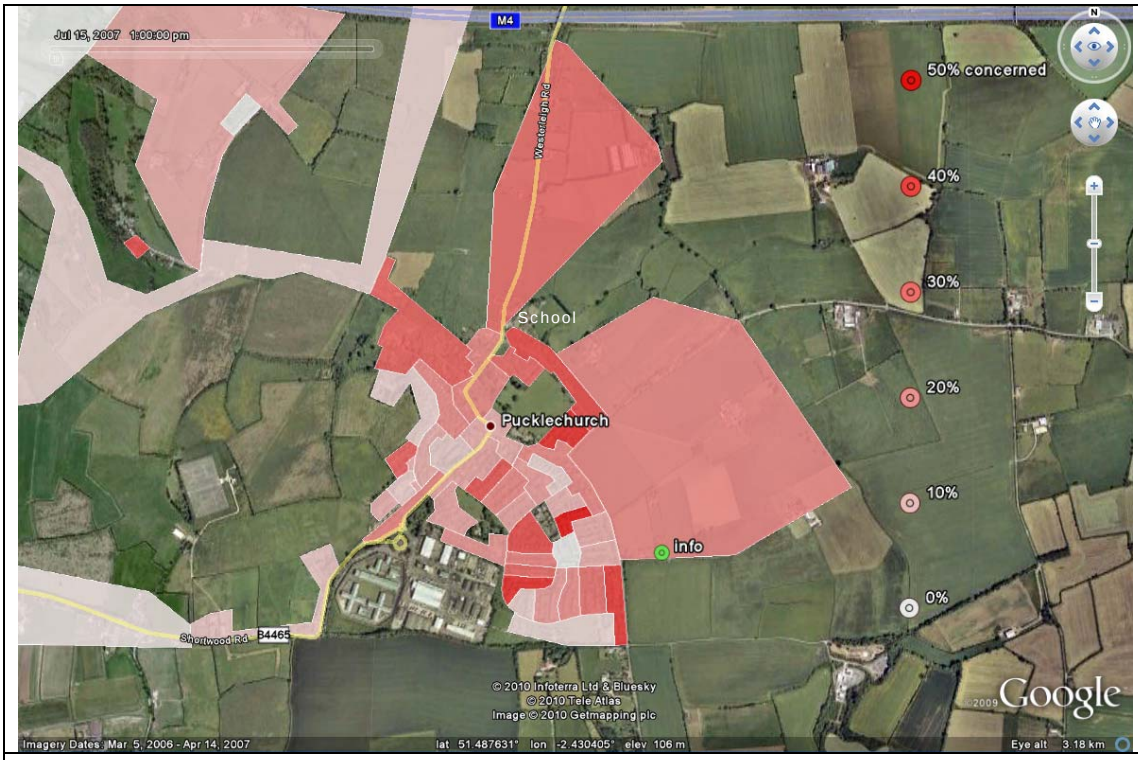

Figure 11: Level of concern for volume of traffic for "Roads in the school area" shows that concern is more widely felt across the community

The above map was created using data from the 2007 survey overlaid on Google Earth imagery. Results for all locations may be generated and are available at

Numbers reporting concern in Pucklechurch village centre" and "roads in the school area" were:

For roads in Pucklechurch Village centre 359 (28%) of respondents expressed concern.

For roads in the school area 228 (18%) of respondents expressed concern.

In addition 39 (3%) people reported that traffic volumes were a concern outside the locations designated in the question. Analysis of the text entries and extra text shows that these were spread throughout the plan area and no additional location with any significant result was identified.

Key finding: Q51b

- **When taking the parish as a whole opinion is split on whether volume of traffic is a concern**
- **The majority of people living on through routes in Pucklechurch and Shortwood were concerned about traffic on their own roads**
- **However, Pucklechurch Village centre and roads in the school area were identified as areas of concern by respondents over a wider area.**

Shortwood

Of the 110 Shortwood residents responding to the questionnaire 46% said that traffic volumes were a concern somewhere in the community plan area.

Specifically for roads in Shortwood village 29 people (26%) said that there was concern with traffic volume in Main Road Shortwood

Volumes from 2001 Census

The 2001 census had questions on commuting and it is possible to derive typical volumes for traffic that originates in the Parish and commute via car or van (known as the “Resident Population”) and for those that commute to the area for employment (know as the “Daytime Population”).

A total of 1033 commuting journeys by car or van were reported in the 2001 census (UV39 019A + 019B) by the “resident population” which equates to trips out of the area. Trips into the area by the “daytime population” were 691 (ref. UV37 019A + 019B). Unfortunately we can not differentiate locations within the Parish from the 2001 census data nor times of commuting.

Possible Reasons for Traffic Volumes

Observation of the am and pm peaks would suggest that Pucklechurch is used by commuters in both directions:

(i) Between Bristol East and Yate to avoid the Ring Road and perhaps the more speed limited Coalpit Heath A432 route
(ii) Between Bristol East/Emerson's Green and J18 of the M4
(iii) Between Yate/Emerson's Green and Bath via Lansdown

1.1.4. Traffic Speed

1.1.4.1. Speed Limits

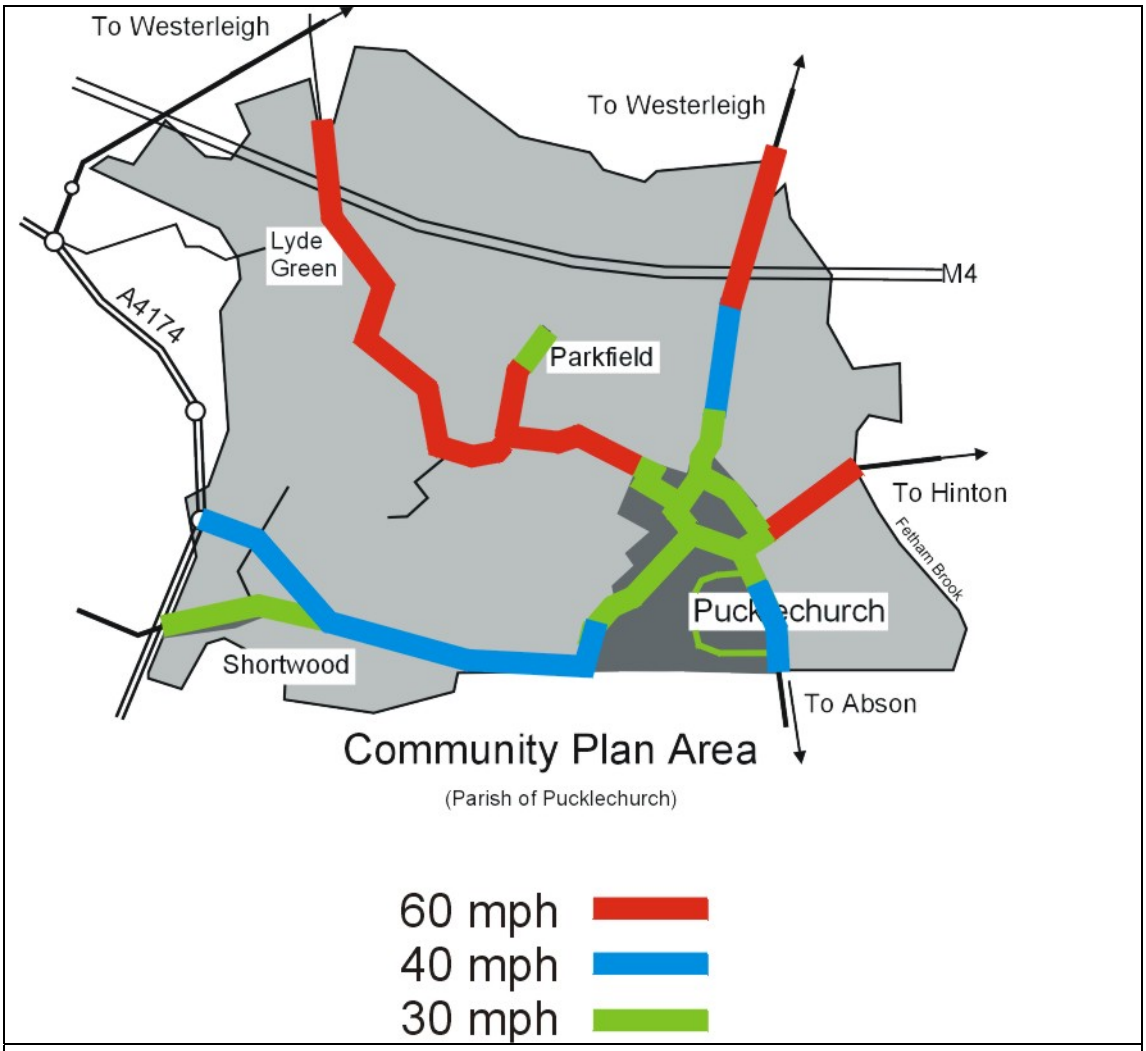

Figure 12: Existing Speed Limits in the Parish

1.1.4.2 Traffic Speeds

Q51 Are you concerned about traffic locally? – Speeding (Tick all that apply)

Full results for the survey questions may be found in the survey documents at http://www.pucklechurch.org/html/community_plan_results.html

The questionnaire gave a number of specific locations (see below) as well as the opportunity to specify other locations. Analysis of the answers by location (the survey round) of the respondent showed that, as with traffic volume, people were much more likely to be concerned about speeding in their immediate vicinity. Figure 13 below illustrates this for the Abson Road location.

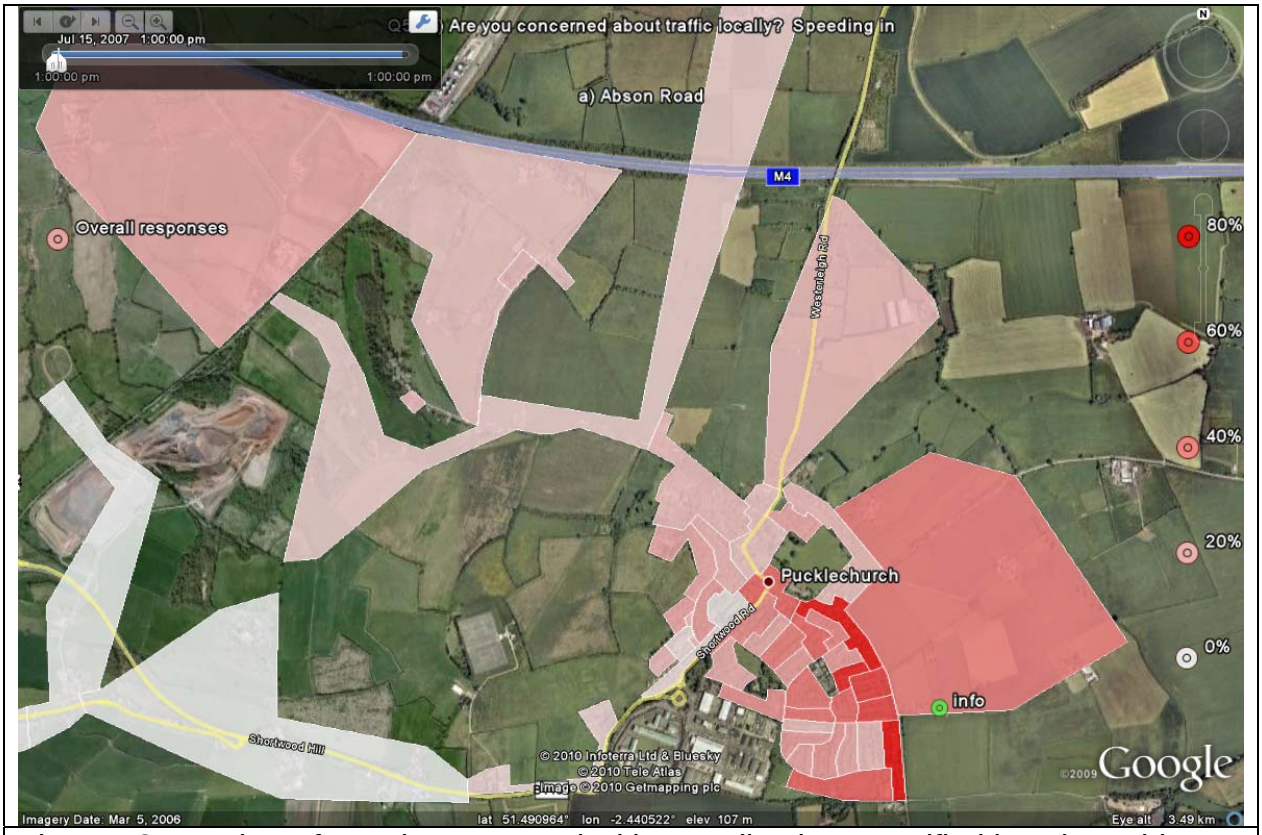

Figure 13: Number of people concerned with speeding in a specified location - this shows that respondents show most concern for the roads adjacent to their location. The example shown is for Abson Road. It is also evident that the two rounds covering Hawkridge Drive, which abuts Abson Road but whose properties do not face the Abson Road, had less concern (55% of respondents there compared with around 72% from the adjacent rounds with houses facing Abson Road).

The above map was created using data from the 2007 survey overlaid on Google Earth imagery. Results for all locations may be generated and are available at http://www.pucklechurch.org/html/community_plan_results.html

However, when asked about "Pucklechurch Village Centre" and "roads in the school area" as with volume of traffic more general concern was expressed across a wider area (Fig. 14 and Fig. 15 below)

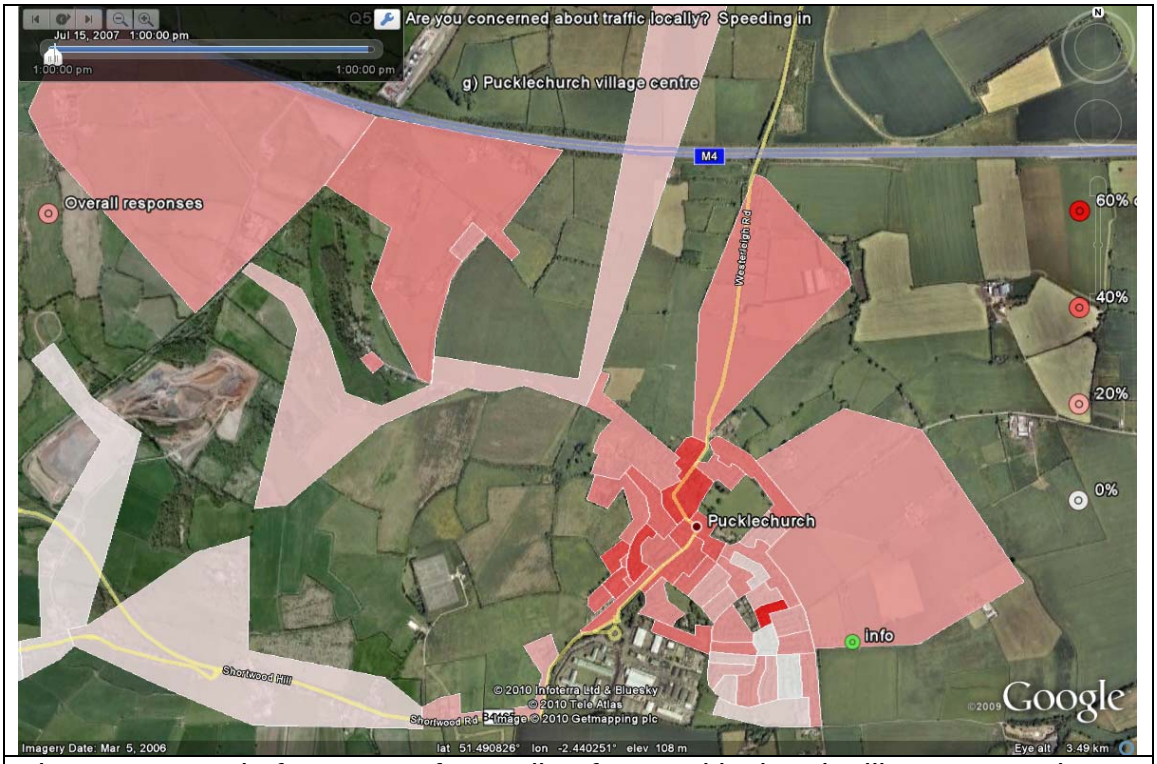

Figure 14: Level of concern of speeding for "Pucklechurch village centre" by the location of the respondent

The above map was created using data from the 2007 survey overlaid on Google Earth imagery. Results for all locations may be generated and are available at http://www.pucklechurch.org/html/community_plan_results.html

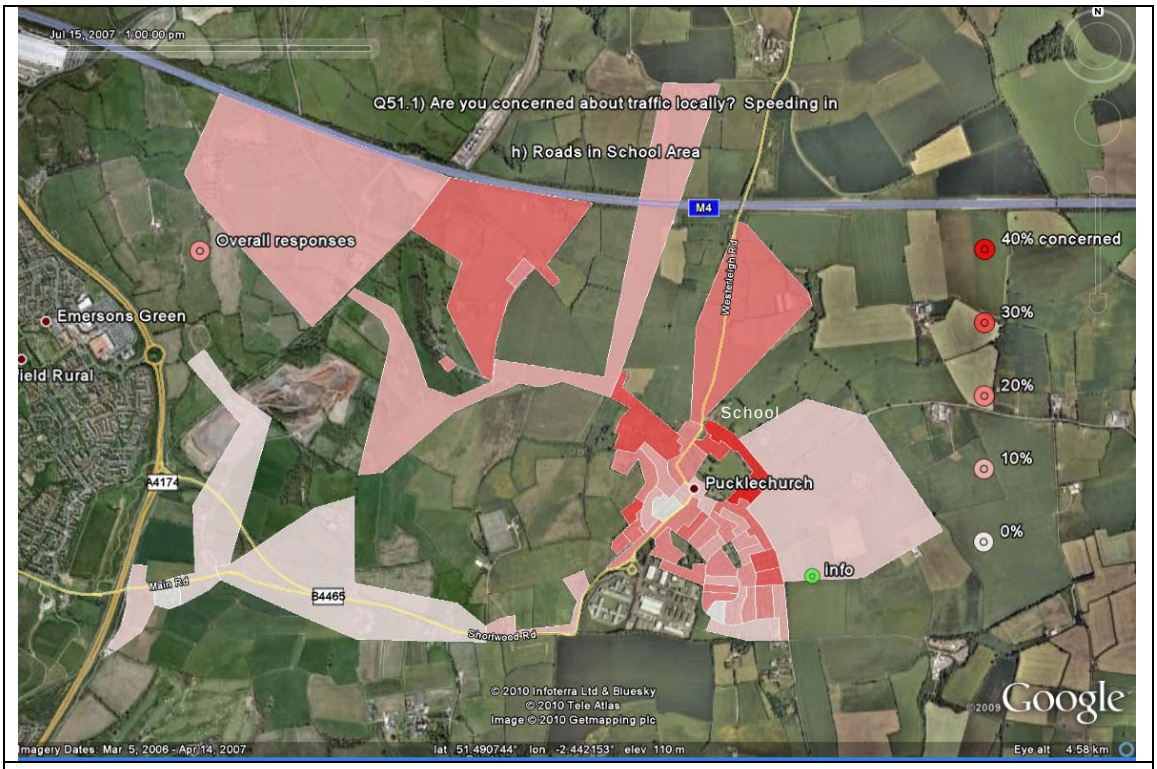

Figure 15: Level of concern of speeding for "roads in the school area" by the location of the respondent

The above map was created using data from the 2007 survey overlaid on Google Earth imagery. Results for all locations may be generated and are available at http://www.pucklechurch.org/html/community_plan_results.html

Speeding traffic was a greater concern than traffic volumes with a majority of people (69%) in the Parish reporting at least one area of concern. Although respondents tended to be most concerned about roads in their immediate vicinity this was not so marked as for traffic volumes. Most concern was for through routes in Pucklechurch village and Shortwood.

Key finding: Q51a

- ***Speeding traffic is a concern to the majority of respondents somewhere in the area and specifically on through routes.***
- ***Whilst most concern was for the immediate vicinity of the respondent there was more general concern in the community for speeding in "Pucklechurch village centre" and on "roads in the school area".***

Concern in “Pucklechurch village centre" and "roads in the school area" was more geographically spread than for other locations (see Figures 14 and 15). Specific survey results for these locations were:

For roads in Pucklechurch Village centre 278 (22%) of respondents expressed concern.

For roads in the school area 195 (15%) of respondents expressed concern.

While concern for speeding across the Community Plan area was much higher than for volume of traffic, in Pucklechurch village centre and roads in the school area volume of traffic was the greater concern. It is believed that this reflects the road layout and restrictions in these two locations which makes speeding less likely.

Fifty-nine percent of respondents from Shortwood reported concern about traffic speed in Main Road, Shortwood

Seventy-seven percent of respondents from Parkfield reported being concerned about traffic speed somewhere in the area, the highest number, thirty-seven (61%), reported problems in Parkfield Road. Thirteen people identified problems in Parkfield Rank by ticking the ‘Other’ box.

Sixty-six (5%) respondents from the whole parish reported that traffic speed was a concern outside the locations designated in the question. Analysis of the text entries and extra text shows that these were spread throughout the plan area and no additional location with any significant result was identified.

Q55 Do you support Community speed watch schemes schemes in your area?

Full results for the survey questions may be found in the survey documents at http://www.pucklechurch.org/html/community_plan_results.html

The majority of people (68%) supported speed-watch schemes. Although no written answers were asked for on this question 26 people added comments. Six of these expressed concern that this should not be done by local people (preferable by police), three said that the locations should not be at changes of speed limit and two people wanted the scheme in Shortwood.

Speed-Watch

Speed-Watch was formed in 2007 and consists of a number of local residents. Police undertook training and risk assessment of around Pucklechurch. Speed Watch went into operation in 2008. However, at the time of this report (April 2010) the speed-watch team had only made a small number of surveys and data collected was not sufficient to draw any conclusions.

Key finding: ***Q55***

- ***There is clear support for community speed watch***
- ***More use must be made of the equipment to have any impact on the behaviour of drivers***

The Speed-watch data collected by volunteers is that required by the police that oversee this activity. Unfortunately the data was not felt to contain the detail necessary to be useful in assessing the situation. For example total vehicles passing during the survey time would allow an assessment of the severity of the problem to be made.

1.1.5. Weight Limits and Lorry Routes

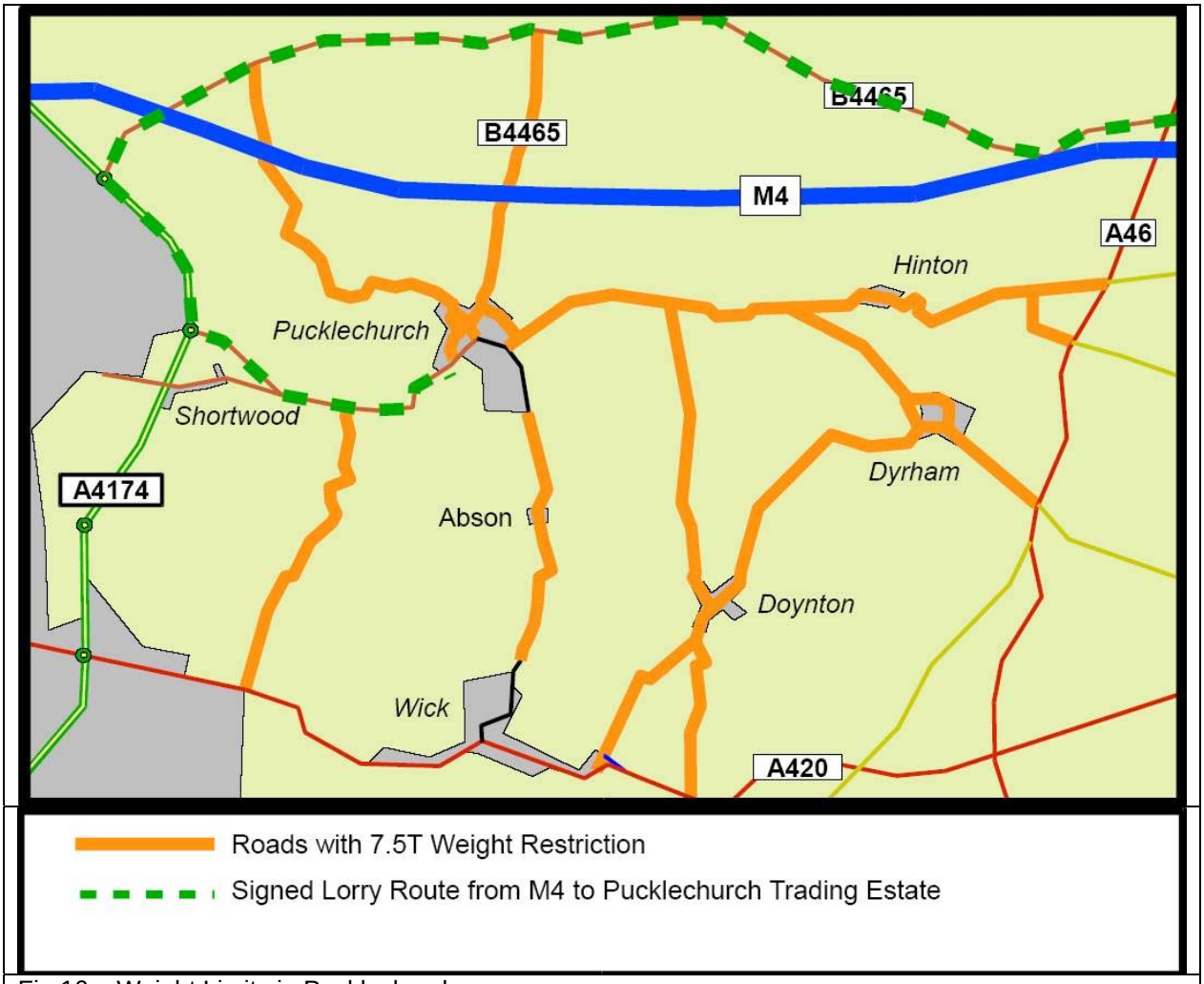

Fig 16 – Weight Limits in Pucklechurch area

The weight limits operating around the village are largely historical and appear to have been introduced as part of protection from the adverse effects of the industrial estate on the edge of the village and other industrial operations in the vicinity. Note there is no actual weight limit operating in the main core of the village but limits are applied to roads approaching except on the identified HGV access routes.

All of the weight limits have “except loading” which means that lorries over 7.5T may legitimately use the roads if they are making a delivery within the area. In addition lorries that originate or terminate within the area (such as the brick lorries from the yard in Doynton) may use the restricted roads to leave or return to the area.

Q51 Please tick where HGVs (over 7.5T) traffic concerns you (Tick all that apply)

Full results for the survey questions may be found in the survey documents at http://www.pucklechurch.org/html/community_plan_results.html

The majority of residents were not concerned with HGVs using the roads in the Parish. Thirty-eight percent identified at least one location while only 16% of Pucklechurch village residents identifying Pucklechurch village centre, the location with the highest identified concern.

	Whole Parish		Puckle-church		Short-wood		Parkfield		Remain-der	
	Num-ber	%	Num ber	%	Num ber	%	Num ber	%	Num ber	%
Pucklechurch village centre	187	15%	170	16%	3	3%	10	16%	5	9%
Abson Road	132	10%	127	12%	1	1%	1	2%	3	6%
Shortwood Road	131	10%	109	10%	18	16%	0	0%	4	9%
Main Road (Shortwood)	129	10%	92	9%	30	27%	2	3%	5	11%
Westerleigh Road	117	9%	107	10%	2	2%	4	7%	4	9%
At least one tick in column	484	38%	404	38%	46	42%	15	25%	19	40%

Table 4 shows the results for all locations recording over 10% of respondents

Number = Total number of people reporting an issue at that location.
The above % s are of the number of questionnaires returned from the relevant area

Number of people that identified at least one location was 484 (38%)

Inspection of the geospatial analysis (see http://www.pucklechurch.org/html/community_plan_results.html) which shows that the level of concern by the location of the respondent in common with other traffic concerns shows that in the majority of cases the concern was higher along the routes on which the respondent lived. The exception to this was for "Roads in the school area" which shows a more general level of concern although this was low at only 6.8%.

This overall level of low concern is probably due to the fact that the weight limits are mainly observed.

Key finding: Q51 (HGVs)

- ***HGVs over 7.5T is not of concern to the majority of people within the community.***

1.1.6. Pedestrians

The only specific traffic management scheme for pedestrians in the parish is the zebra crossing by the Pucklechurch Village Hall.

The 2007 survey did not ask any specific questions on the interaction of traffic and pedestrians other than IQ53 “How many of the following type of incidents have you been involved in within the Community Plan area in the last five years?” This is being covered in section 1.1.8 Traffic Accidents.

1.1.7. Shortwood Traffic Calming

Key finding: Q54

- **There is a diverse contrast in significant majority opinions between people that live in Shortwood who feel the traffic calming scheme there does not work and others in the parish who feel it does**
- **A total of 132 people mentioned that drivers will speed up to get through the calming area in front of another vehicle**

Q54a: Do you feel that the traffic calming scheme in Shortwood works?

Full results for the survey questions may be found in the survey documents at http://www.pucklechurch.org/html/community_plan_results.html

Shortwood Only			*Rest of parish*		
Yes	No	Did not answer	Yes	No	Did not answer
31	77	2	654	302	207
28%	70%	2%	56%	26%	18%

Table 5: Comparison of responses from Shortwood residents and from the rest of the parish.

The above %s are of the 110 residents of Shortwood who returned questionnaires and of the 1163 from the rest of the parish.

Q54b If you answered 'No' please give your reasons below

Full results for the survey questions may be found in the survey documents at http://www.pucklechurch.org/html/community_plan_results.html

A total of 340 people (65 from Shortwood) made 392 comments on the effectiveness of the scheme. This included 22 people that answered YES to the question and most of these offered a caveat to its effectiveness.

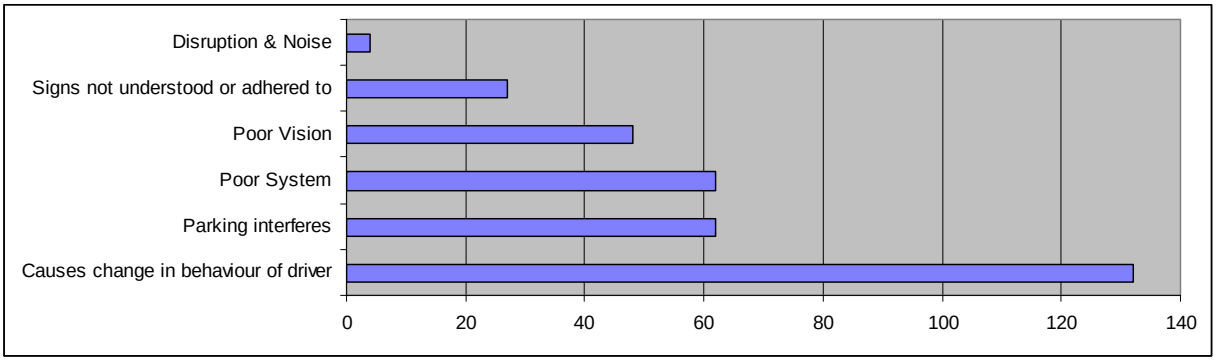

Fig 17: Reasons given why traffic calming scheme in Shortwood does not work

The largest number of comments was made about the change in behaviour of drivers. The most prevalent behaviour mentioned was that of drivers racing to get through the calming area before an oncoming vehicle.

1.1.8 Parking

Q51d Please tick where parking concerns you

Full results for the survey questions may be found in the survey documents at http://www.pucklechurch.org/html/community_plan_results.html

Overall opinion was split of whether parking was of concern to respondents with 54% (685 people) identifying at least one location of concern

As well as the locations identified in the questionnaire respondents had the opportunity to add a location by text. All locations have been combined in Figure 18 below.

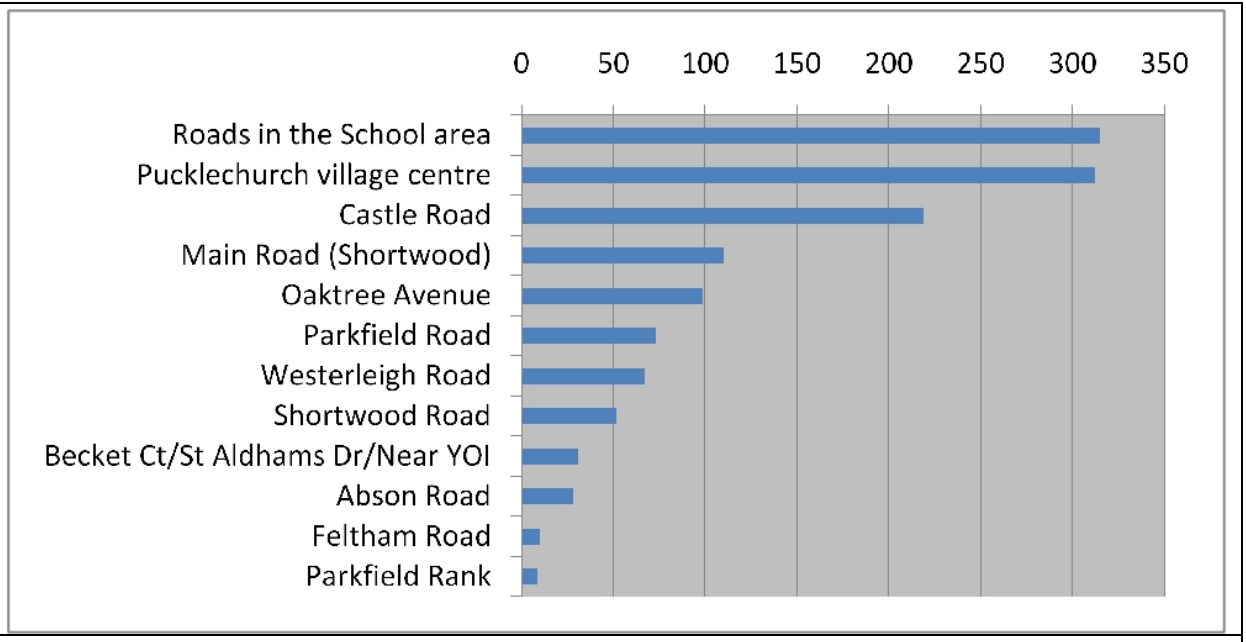

Fig 18: Locations where parking is of concern and number of responses

Key finding: Q51d

- **Taken as a whole opinion was divided within the Parish on parking.**
- **The area around the school and Pucklechurch village centre were identified as the locations that concerned 25% of people from a wide range of locations**
- **The areas around YOI Ashfield/Trading Estate and Parkfield Rank were identified by a relatively high number of residents in those locations**

Q52 How often have parked vehicles caused an obstruction to you? Please tick the box that corresponds to your experience

Full results for the survey questions may be found in the survey documents at http://www.pucklechurch.org/html/community_plan_results.html

Parking on pavements caused affected 25% of respondents at least once per week. However, it was

Key finding: Q52

- **Parking on pavements is generally not a concern in the area**
- **There are some local areas where a high level of concern was expressed by the local residents particularly in Lansdown Road area (where parking also obstructs entrances) and also in Parkfield Rank**

of much higher concern to residents of Lansdown Road (68%) and Parkfield Rank (southern part 78%).

Parking across a driveway or obstructing an entrance was of minor concern generally although there were local issues in Lansdown Road (55%), Pucklechurch Village centre (38%), and Becket's Ct/St Aldam's Dr. (40%).

1.1.9. Traffic Accidents

South Gloucestershire Council supplied accident statistics for the period from October 2003 to October 2008. These only record reported accidents where there is an injury. These showed that, after eliminating accidents on the Ring Road and M4 (which pass through the Parish), there were a total of 15 accidents over this time period. As well as the tragic death of Mr. Todd there was a serious accident involving two cars and a motorcycle at the junction of Shortwood Hill and the B4465. All other injuries were slight.

Of the remaining 13 accidents only two involved pedestrians. One was in the village centre and the other on the Zebra crossing.

There were a total of four accidents in the area of the junction of Shortwood Hill and the B4465 and four in Pucklechurch village centre. There were no other clusters of accidents.

Q53: How many of the following type of incidents have you been involved in within the Community Plan area in the last five years?

Full results for the survey questions may be found in the survey documents at http://www.pucklechurch.org/html/community_plan_results.html

(a) As a pedestrian or cyclist an accident with a motorised vehicle

39 incidents were reported by 15 people. Of these one person reported **five incidents at the Zebra crossing**. There was no other singlelocation identified significantly in the survey

(b) As a pedestrian or cyclist, a 'near miss' with a vehicle

Eighty-nine people reported around 450 incidents with one person reporting a maximum of thirty. 5 incidents each have been included in the chart that follows for eight responses that stated “most days”, “numerous times”, “several”, “lots” etc.

The question did not give any guidance on what constituted a ‘near miss’ so this was open to interpretation. However, it would be reasonable to assume that the respondent felt unsafe due to the proximity of a vehicle.

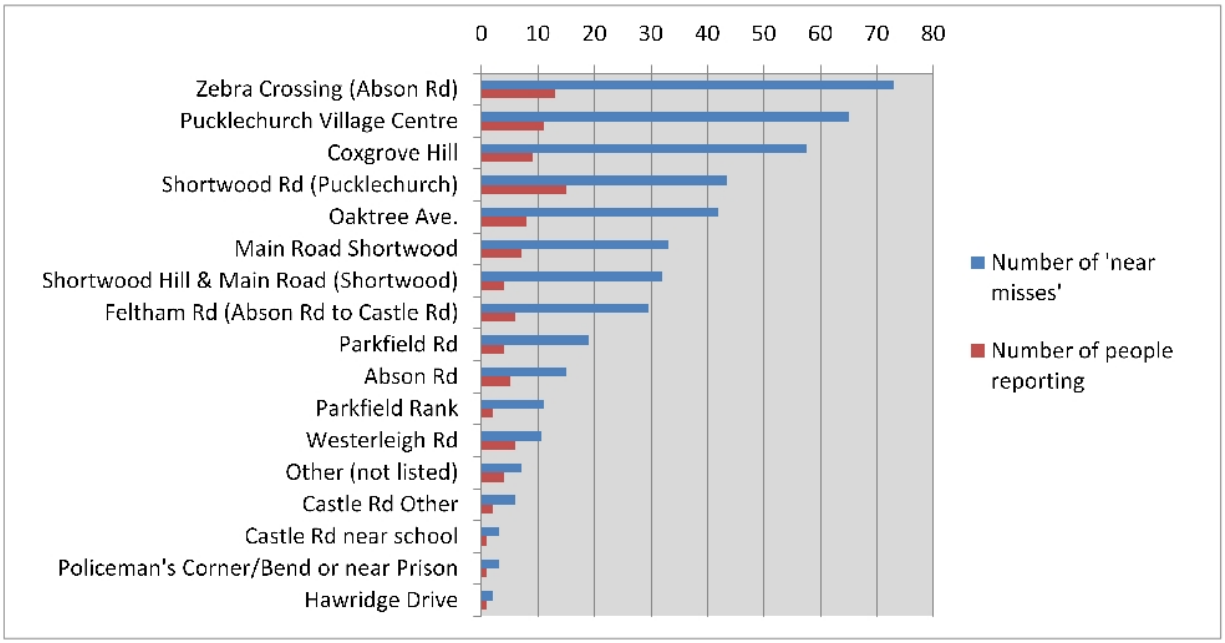

Fig 19: Pedestrian/cyclist near misses with a vehicle in last five years

(c) An accident as a driver

Of the 52 people reporting a total of 94 incidents 8 locations in the parish were reported with more than one accident, as quantified below:

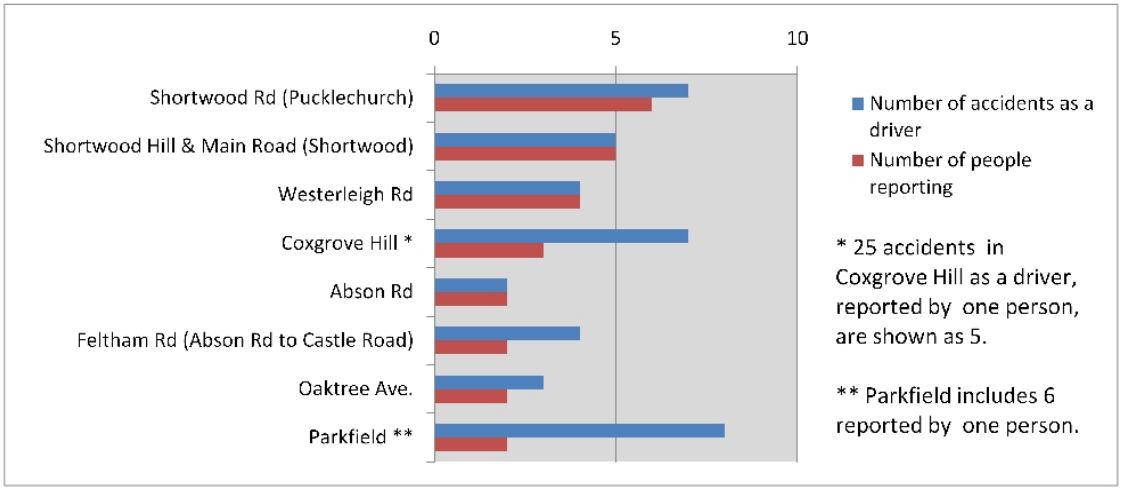

Fig 20: Locations and number of accidents as a driver

Outside the parish 4 drivers reported accidents on the Ring Road.

Observations

Key findings: Q53
- **Accidents rates are relatively low in the area**
- **The survey identifies a potential problem at the Zebra crossing which should be investigated.**

General: The overall number of people reporting problems was small. Some respondents reported multiple incidents.

Zebra Crossing (Abson Road): This location has needs to be discussed with SGC as it could identify a serious problem. Traffic Engineers have amassed considerable data on the positive and negative impact of traffic management

measures. Almost everything that is done will have both a positive and negative effect. For example it is known that when a zebra crossing is installed, on average, there will be 0.5 injury accidents per year. This needs to be weighed against the frequency and type of accidents that are prevalent at the location under consideration. Given this data and the reported issues at the Zebra Crossing it may only be a matter of time before the reported incidence of 'near misses' translates into an injury. We need to discuss this further with SGC to identify if the level of concern at this location is expected. From casual observation there are issues of visibility at this crossing at night. This has been recognised and additional lighting installed. However, it is not know if this has helped the situation.

H7: How often in the last 5 years have you suffered damage to your property caused by a vehicle?

Full results for the survey questions may be found in the survey documents at http://www.pucklechurch.org/html/community_plan_results.html

513 households (71.7% of the 715 household questionnaires returned) answered this question of which forty-one (5.7%) reported a problem. One household reported six incidents.

Number of incidents:	*0*	*>0:*	*1*	*2*	*3*	*4*	*5*	*6*
Households:	472	41	26	9	3	2	0	1
	66.0%	5.7%	3.6%	1.3%	0.4%	0.3%	0.0%	0.1%

Table 6: Damage to property caused by a vehicle

1.1.11 School Transport Survey Results

Not Available

1.1.12 Other Items

Q57 Are there any specific places where the highway (road or pavement) in and around the area needs improving?

Full results for the survey questions may be found in the survey documents at http://www.pucklechurch.org/html/community_plan_results.html

A number of potential issues were identified and respondents asked to indicate where improvements were needed.

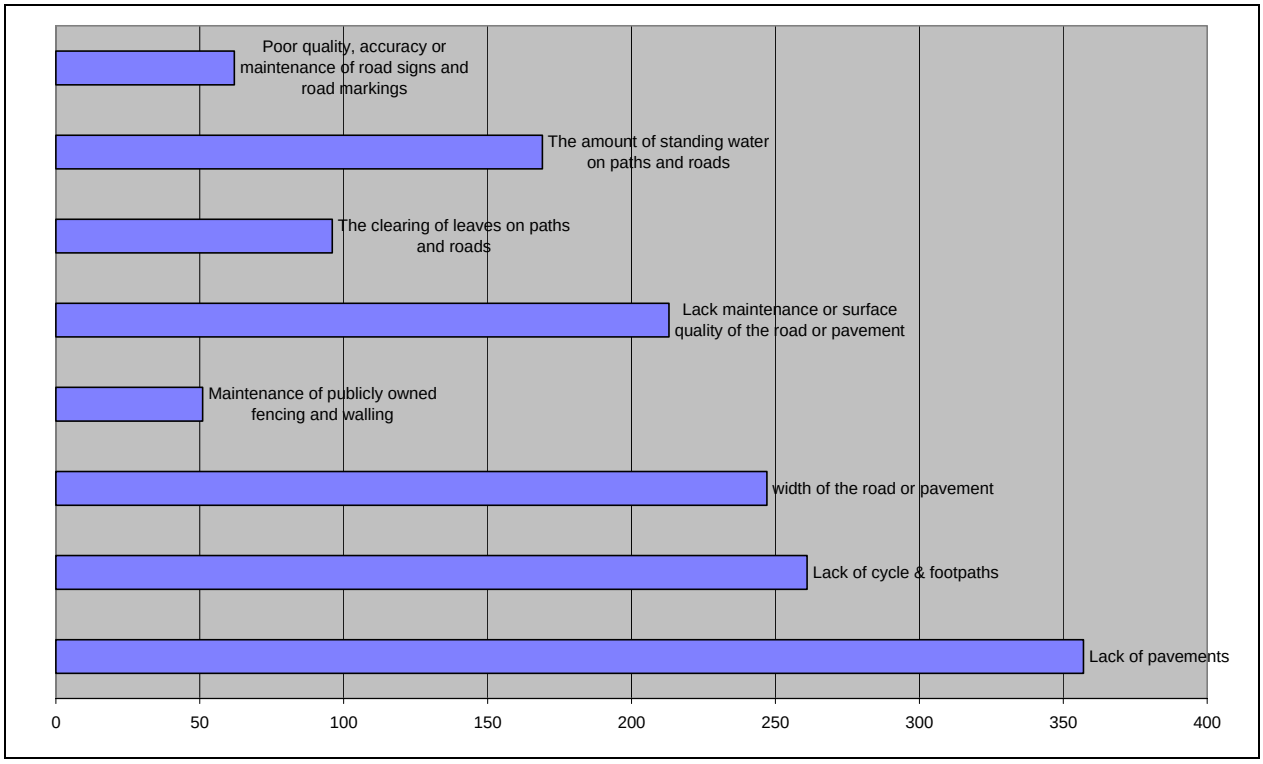

Fig 21: Highway Improvements

Pavements and footpaths are dealt with in section 1.2 below

Of the remaining subjects there were no locations that attracted a significant enough response to make a judgement.

1.1.12 Future developments that will have an impact on roads in the area

There are a number of local developments that will have an impact on traffic and transportation in the future. As of June 2010, after the recent change of government (and the abandonment of the Regional Spatial Strategy), these include (under South Gloucestershire Council's Core Strategy of intended developments by 2026):

- Emerson's Green East (2,750 homes and Industrial)
- Expansion of North Yate (3,000 homes)
- Patchway/Cribbs Causeway (2,200 homes and industrial)
- Oaktree Avenue development (approximately 70 units)

1.2 Public footpaths, cycle tracks, bridle ways and permissive use paths

1.2.1 Cycle Paths

The Bristol area is well served with cycle paths. In June 2008 Greater Bristol was chosen as England's first Cycling City (http://www.bristol.gov.uk/ccm/content/press-releases/2008/jun/greater-bristol-is-chosen-as-englands-first-cycling-city.en)

Pucklechurch is situated less than one mile from the protected cycle and walking path network of the Bristol area. To get to these paths the route is either via Coxgrove Hill or Shortwood Road. However, both these routes present serious impediments to their use by cyclists. They are both narrow with dangerous bends. Road conditions, traffic volumes and speeds are simply not consistent with cycling. In addition Coxgrove Hill is too steep for some cyclists. As of April 2010 there is a proposal to extend the cycle path that terminates at Coxgrove Hill to Yate.

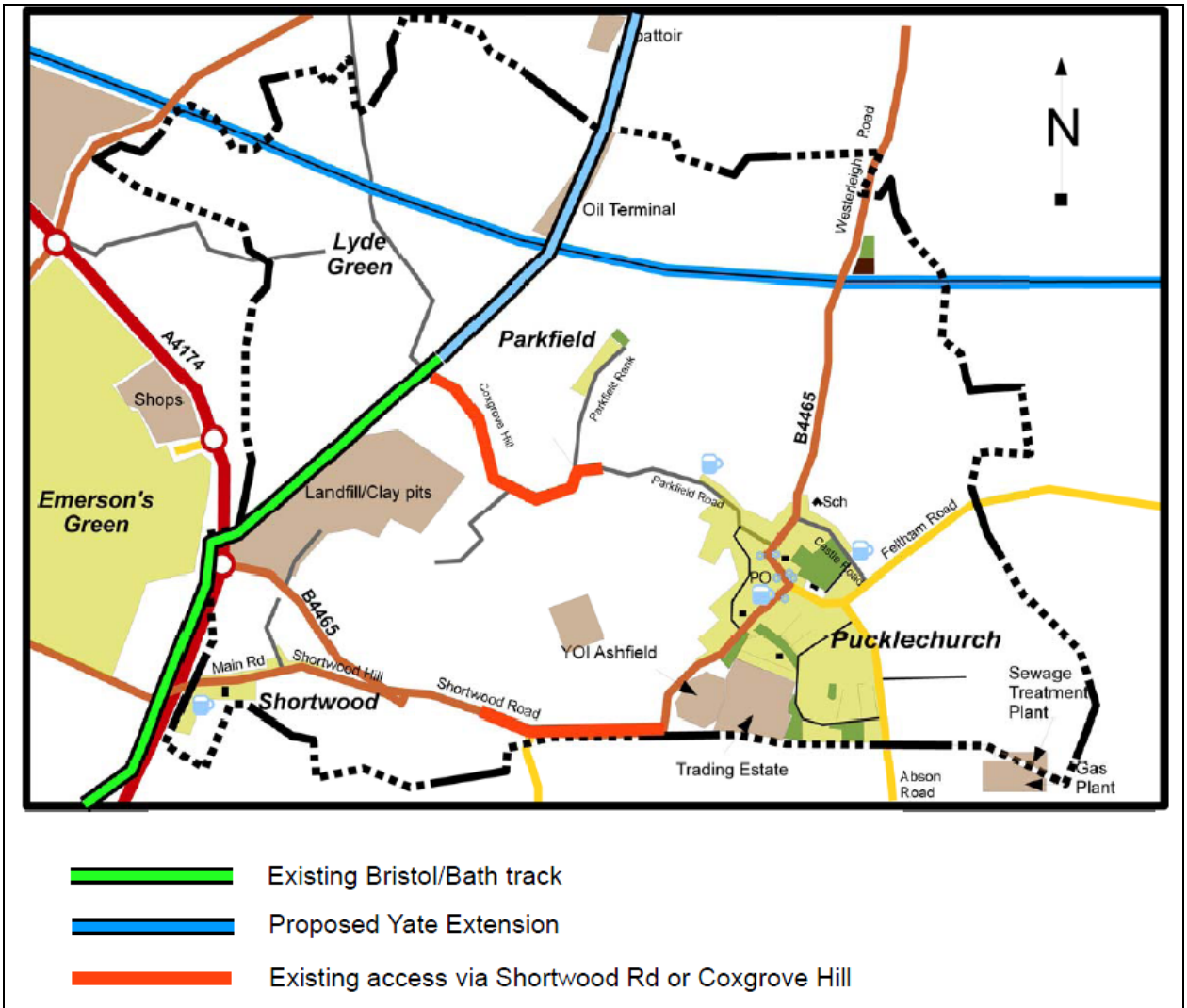

Fig 22: Cycle Tracks in the area showing danger areas of existing routes

Q57 Are there any specific places where the highway (road or pavement) in and around the area needs improving?

Full results for the survey questions may be found in the survey documents at http://www.pucklechurch.org/html/community_plan_results.html

b) Lack of cycle & footpaths

Just over 20% (261) of the total respondents answered this question and gave a location or locations. By far the majority of answers identified the route from Pucklechurch to the Bristol to Bath cycle track (this includes destinations of Shortwood, Mangotsfield and Emerson's Green as these would all be satisfied by the same path. Unfortunately there was some confusion with part (a) of the question which asked about "pavements". Many of the respondents also indicated that there was a need for a pavement between Pucklechurch and Shortwood etc. Clearly any such route would serve a dual function. For the purpose of the analysis these two questions were combined and duplicate replies (from the same person) were eliminated. The result is shown in Fig 19 below.

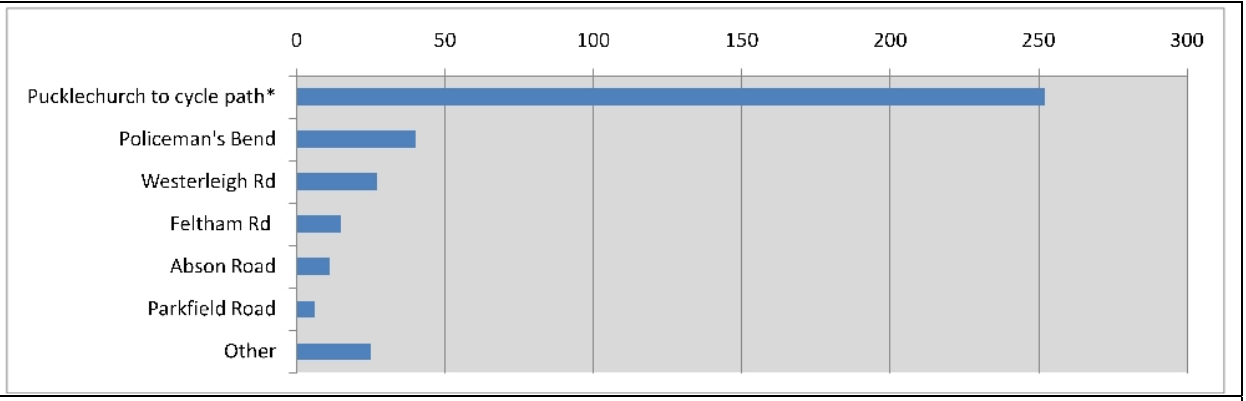

Fig 23: Lack of Cycle and Footpaths

* Destinations include Shortwood, Mangotsfield and Emerson's Green as these would all be satisfied by the same path

It should also be noted that Policeman's Bend (or corner or hill) is the starting point for this route in Pucklechurch. However, this is shown as a separate location where the respondent only mentioned Policeman's Bend. It could be argued that this should also be included in the total for the link to the cycle track.

Questions 47, 49 and 56 of the Individual Questionnaire sought to ascertain attitudes to cycling and what actions would increase use. These are analysed in the Sustainability Section 4.1.2.2. "Influencing Behaviour Change" and specify the infrastructure measure that would support a significant increase in use. They are worth re-iterating here.

- **Over half of respondents said that safer routes within the village and safer routes connecting to other cycle paths would encourage them to cycle more.**
- **Almost half of the respondents also indicated that a less steep route to the Bristol-Bath cycle path would increase their use of bicycles.**

Key finding: ***Q57***

- **There is both a strong desire to make more use of cycles and very specific areas of action to enable this to happen.**
- **A safe, segregated route from Pucklechurch to the Bristol - Bath cycle track was identified by over 250 people as the most important**

- **Less than 20% of respondents said that these improvements would have no effect on their bicycle use.**

1.2.2 Footpaths and Bridleways
a) Lack of Pavements

As was mentioned above there was some overlap with this question Q57 which refers to pavements alongside roads within the settlement areas and that of the lack of cycle and footpaths (1.2.1 above).

Figure 20 below shows the locations identified in the survey as requiring improvement.

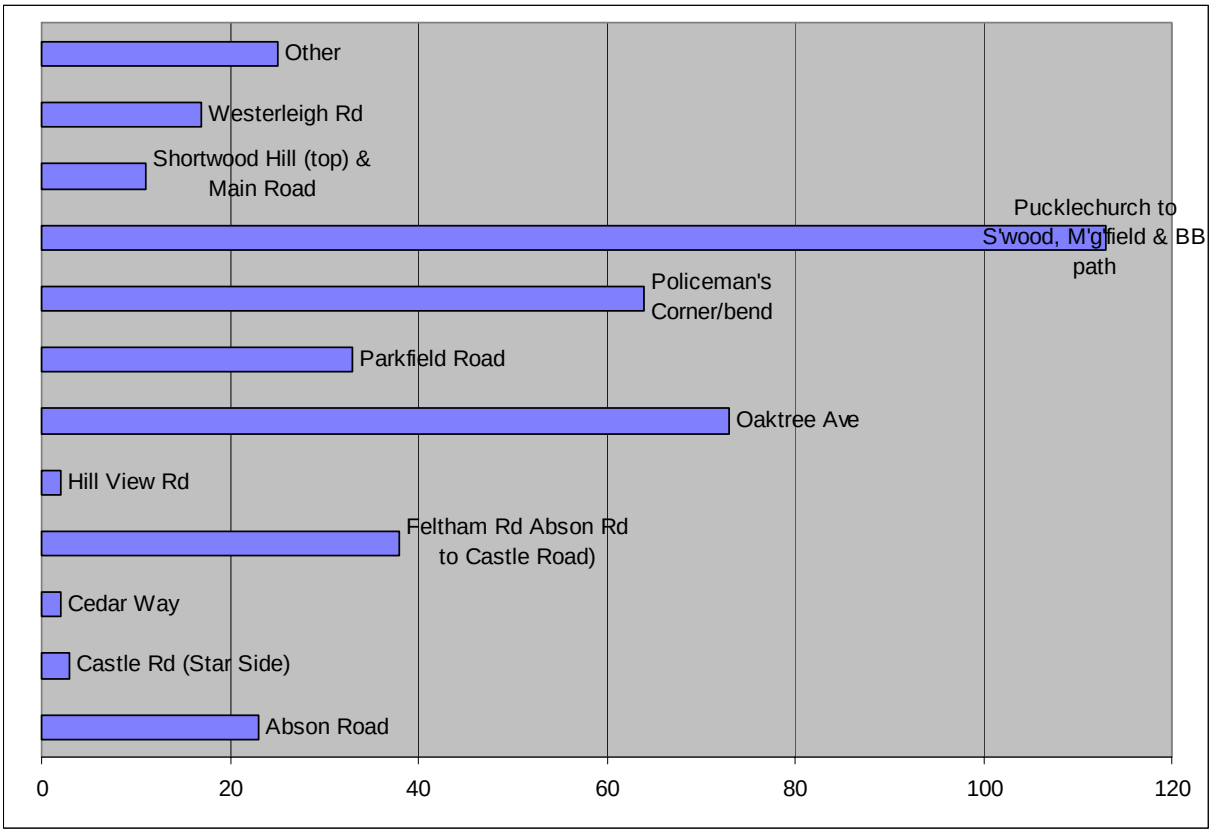

Fig 24: Locations identified under "Lack of Pavements"

Note Pucklechurch to Shortwood, Mangotsfield and Bristol to Bath cycle track as well as Policeman's Bend should be considered as part of the Pucklechurch to cycle track requirement (see 1.2.1 above)

Of the 357 (28% of) respondents who ticked 'Lack of pavements', 338 provided 403 mentions of particular locations, as summarised in the above chart. If we remove the 113 responses for Pucklechurch to Shortwood, Mangotsfield and Bristol to Bath cycle track as well as 63 for Policeman's Bend as being applicable to (b) 'Lack of cycle and footpaths' (see section 1.2.1) then the number of responses reduces to 227.

Key finding: Q57 (Pavements)

- **There are some specific local issues with lack of pavements with Oaktree Ave. being the most often cited However this concern is not widespread within the community**

1.3 Public Transport

Please refer to the following documents:

Bus Situation and Options 100626.ppt which is based on presentations and feedback from a series of public meetings held to consult on the survey results and options available.