



Yate Town Council

Minutes of the Meeting of Planning and Transportation Committee held on 17th January 2023 from 7pm – 9pm at Poole Court

Present:

Councillors John Emms, Alan Monaghan, Karl Tomasin (Chair) and Chris Willmore
Tony Sharp (Co-opted non-voting member of Planning & Transportation Committee)

Lead Service Support Assistant (KH) Service Support Assistant (RE)

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Sandra Emms, John Ford and Cheryl Kirby.

2. MEMBERS' DECLARATIONS OF INTEREST UNDER THE LOCALISM ACT 2011

Members who consider that they have an interest are asked to: (a) State the item number in which they have an interest, (b) The nature of the interest, (c) Whether the interest is a disclosable pecuniary interest, non-disclosable pecuniary interest or non-pecuniary interest.

Councillor Chris Willmore Trustee of CPRE

All Planning Applications (non-pecuniary interest)

3. PUBLIC PARTICIPATION SESSION WITH RESPECT TO ITEMS ON THE AGENDA

No members of the public were present.

4. TO RECEIVE AND APPROVE THE MINUTES OF THE 27TH SEPTEMBER 2022 & 22ND NOVEMBER 2022

It was **RESOLVED** that the minutes of the Planning and Transportation Committee meetings held on 27th September 2022 and 22nd November 2022 be approved as an accurate record.

5. Planning Matters

5/1 Planning Applications

- a) Planning applications were received and considered. It was **RESOLVED** to submit comments to South Gloucestershire Council (SGC) as detailed in Appendix 1.
- b) Planning applications received after the circulation of the agenda were received and considered and it was **RESOLVED** to submit comments to SGC as detailed in Appendix 2.
- c) It was **NOTED** that the planning applications from 18th October, 1st November, and 13th December 2022 were reviewed, and comments submitted under delegated powers. (Appendix 3)
- d) It was **NOTED** that comments had been received from Barratts following the meeting on 22nd November 2022. (Appendix 4)

5/2 Planning Enforcement Investigation

It was **NOTED** that Yate Town Council reported to SGC concerns regarding a property within the parish. A planning enforcement investigation will be undertaken by SGC and Yate Town Council will continue to monitor.

6. Highways and Transportation

6/1 Highway Surface Repairs, Chatcombe

It was **NOTED** the following correspondence was issued to SGC on 29th September 2022 to follow up on previous requests for action.

“We have been chasing to get Chatcombe repaired, for about 2 years now. The most recent chase was in May and the Town Council is not getting a reply. (See the email this morning from our town mayor)

Please could you check where it is in the queue? We also want to raise:

- *the top of Greenways Road east of Goose Green Way - which has some deep holes apart from the bit resurfaced when the surface water issue was tackled*
- *the mini roundabout on Westerleigh Road at the Hollybrook Mews junction which is tight and there are now deep and dangerous ruts*
- *Station Road, west of B and Q which is in a poor state, again*
- *Link Road between the two roundabouts, where there are deep ruts*
- *The Westerleigh Road / Rodford Way roundabout.*

I suspect you have some of these in your queue - they all look to me to have holes which qualify under the emergency response criteria, so could you possibly get them looked at.”

It was further **NOTED** that a reminder for a response was sent on 18th October 2022.

It was **RESOLVED** to write to SGC to raise further concerns about roads in the Yate Rocks area.

6/2 Wickwar Road / Peg Hill (Southfield Way) Junction Safety

It was **NOTED** an email was sent to SGC on 6th October 2022:

“The junction at the top of Peg Hill on to the Wickwar road was again discussed at our Planning and Transport committee meeting on 27th September 2022.

Could you please provide the following information which has been requested by Councillors:

- *Latest copy of Traffic Management Plan for this junction*
- *Provide an explanation on how the increase in traffic is to be managed at this junction given the continued increase in housing surrounding this area, I.e.. Wickwar*
- *Councillors have requested that this junction is formally included on the list of highways schemes, and we would appreciate your confirmation of this.*

Should you require any further information from members of this committee please do not hesitate to contact us.”

It was further **NOTED** a response was received 19th October 2022 from SGC:

"I have been sent a series of emails regarding your desire to see cycling and pedestrian measures introduced at the junction of Peg Hill and Wickwar Road.

May I therefore please encourage you to submit a formal request for a traffic management scheme ? This may be done via the following link which not only provides an application form but also gives guidance on the current scheme scoring and progress procedure as well as (to the right of the screen) searchable lists of those investigation and implementation schemes currently awaiting consideration for the allocation of resources and funding from the Capital Programme. Please be aware that any such request forwarded must show the clear support of an actively serving locally elected Member – no scheme is progressed without this.

<https://www.southglos.gov.uk/transport-and-streets/streets/road-and-traffic-management-information/local-transport-priority-list/>

You may already be aware of the following requested Investigation Schemes in this area which may be of interest to you, all of which may be viewed under the above link and the further link to the left of the screen entitled "LTPL competing investigation schemes 2022-2023" :

- *Reference FV50 - submitted to South Gloucestershire Council by Yate Town Council in October 2011 for the B4059 Frith Lane to Peg Hill to "request for the provision of a 2 way cycle track (3m) facility plus 0.5m buffer from motor traffic - estimated distance 2.2 miles (3.5km). Land acquisition required. A previous request was made to remove pedestrian and horse riding facility previously requested in January 2021 from the scheme."*
- *Reference FV189 – submitted to South Gloucestershire Council by a local resident and the locally elected Member in June 2019 for Gravel Hill North in the vicinity of Peg Hill which is a "request for a pedestrian footway extending from Peg Hill to Yate Rocks by removing the existing verge and changing to a narrow footway. There will be drainage implications as there is a small ditch which will require piping."*
- *Reference FV210 – for Peg Hill, Eastfield Drive & Coopers Drive as an "investigation scheme to review traffic management on accesses to North Yate New Neighbourhood (16 x speed tables)."*

In the meantime, please do not hesitate to contact me further should you have any further need for assistance in this or any other matter or if you wish to provide further clarification as to any measures you would wish to see at this location"

It was further **NOTED** an additional response was received from SGC on 27 October 2022 from Department for PLACE.

“I have been sent a copy of your email dated the 6th of October 2022 – please accept my sincere apologies for the delay in responding.

I am afraid that there are currently no ongoing proposals for any traffic management schemes at Peg Hill at this present moment. Any such scheme requires the submission of a traffic management scheme request form which can be accessed and downloaded from the following link. This link also contains much in the way of clarification and guidance as to how the current scheme scoring and scheme progression works together with searchable lists (to the right of the screen) of those investigation and implementation schemes currently awaiting consideration for the allocation of resources and funding from the Capital Programme :

<https://www.southglos.gov.uk/transport-and-streets/streets/road-and-traffic-management-information/local-transport-priority-list/> Please bear in mind that any scheme request submitted must show the clear support by any active and currently serving local Member for that Ward. No scheme request can be progressed without it and if there is any doubt, the local Member will be approached to verify. I hope that the above goes some way to responding to your enquiry but please do let me know if I can help further with this or any other matter.”

It was **RESOLVED** to send a letter to SGC regarding the traffic issues experienced in Yate in January 2023, the traffic lights at Peg Hill and the lack of funding available for cycling at this junction.

6/3 Bike Detectors at Traffic Lights

Further to minute number 12/C of the Planning and Transportation Meeting held on the 27th September 2022, it was **NOTED** an email requesting an update on hybrid detection was sent to South Gloucestershire Council (SGC) on 6th October 2022

Could you please provide the following information,

- Has hybrid detection been installed at the Heron Way junction?*
- Please can you confirm that it is now standard practice to include hybrid detection at all new junctions.*

It was further **NOTED** a response was received on 11th October 2022 from SGC:

“Apologies for the delay in my response.

Yes, Hybrid detection is being installed at Heron Way (specifically for the right turning cycle lane). Please note this is considered a ‘pilot’ and will be reviewed and validated in due course.

Hybrid detection will be considered at each installation and replacement; however, it will depend on the site layout and potential use of the site at this stage.”

It was **RESOLVED** to write to SGC to recommend that when there are junction works near a set of traffic lights, hybrid detectors are used throughout the duration of the works.

6/4 A432 Updates

Yate Town Council received correspondence from SGC regarding the completion of the Yate Master Plan and how SGC intend to work closely with local business and residents under their co-design approach. A subsequent meeting with SGC officers and local councillors took place and the following update was received from SGC Principal Project Manager.

“Following discussions, we have agreed an alternative approach to commence the co-design process which seeks to ensure inclusivity given Station Road’s strategic importance.

At this stage, we will be arranging initial ‘conversation’ event at the local Parish Hall and opening this up for anyone to attend negating the need to proceed with a large letter drop.

Giving the challenges highlighted in the attached presentation, these co-design workshops will now start as early as possible in February.

We will continue to develop suitable co-design approaches to ensure that we are facilitating productive discussions with the community.

If you have any queries at all then please do get in touch directly.”

It was **NOTED** another meeting has been held with Councillor Chris Willmore and also, Councillor Ruth Davis from SGC. The second meeting took place on Zoom. Following this second meeting, a public consultation meeting has been arranged for 23rd February 2023 at Yate Parish Hall, Station Road.
(Appendix 5)

6/5 McDonalds Drive Thru

Correspondence was sent to Yate McDonalds Operator

“Following the installation of the new drive-thru order point, please could you provide an update on how this has impacted the queuing issues which we previously raised as we are still receiving comments from the public that there are still problems.”

The following response was received from Yate McDonalds Operator

“The construction of our two order points does, we feel, improve the situation of

queuing on to Station Road, but has not totally stopped this happening. We are certainly putting many more cars thru our Drive Thru lane and so better meeting local customer demand. However, we have obviously been under pressure through the December period when demand is highest, so hearing you have had some recent comments is not a surprise.

Through December we have been very busy, but we feel we provide a useful service for the local people in Yate. We do aim to be good neighbours and apologise to any very local people who have experienced disruption.

The restaurant team work hard to avoid any disruption, unfortunately we are not in control of arrival rates in the restaurant and so constantly needs to react to demand.

But overall, the local restaurant team have reported a much-improved position. “

The following e-mail was received from resident through Yate Town Council website.

“Planning & Transport Committee -Re McDonalds drive thru - I frequent Yate town shopping centre and leisure centre every Monday and its become apparent that there is a regular problem caused by the drive thru. This is resulting in vehicles having to queue and obstruct the main entrance to the car park. It appears there are long delays in McDonalds serving the drive thru and this having a knock on effect. Despite recent upgrades to drive thru this it is still resulting in queuing traffic out onto the main road.

The consequence of this, is that vehicles trying to access the main car park are having to overtake queuing vehicles in order to park. Another entrance or route needs to be sought before a serious accident happens. “

It was **RESOLVED** to write to SGC and Yate Shopping Centre advising them that problems still exist and advising that what has been done to date, has not resolved the issues.

6/6 Kennedy Way and Heron Way, revocation of right turn out of Heron Way

Correspondence sent to SGC, by Councillor Chris Willmore, on 14th October 2022 was **NOTED**:

“Trying to tie up some loose ends. I have not yet seen the Stage 3 Safety Audits on the A432 cycling scheme or the Wickwar Speed Humps. On Tuesday I was cross examined by worried residents about both schemes (and about the traffic island that has been added to the design of the Heron Way junction left hand slip road after initial consultation).

On the A432, I am getting a lot of complaints from motorists and cyclists about it. And from my own experience driving along there on a wet evening, it is impossible to see

the change from road to cycleway and hence the kerb. I know in some places the kerb looks high enough, but in other places it really does look as if the tarmac has been laid higher than planned, so the kerb is not high enough. And without the yellow lines or coloured surface of the cycleway there is really no visible distinction. At night on a damp night, where it had been raining but was not currently raining, the join the tarmac in the carriageway was actually much more prominent in the car lights than the kerb.

On the Wickwar Rd, it is a continuing worry about the adequacy of signage and whether the humps have been installed as they should be given the road.

On Heron Way junction, there is a list of issues, of course, including

- *where we have got to in relation to the timetable for completion,*
- *the issue of pedestrian use going forward,*

As responded to previously there is no evidence of a desire to cross at road level at this location, however the design has included future proofing for Officer Response: in the form of ducting and traffic signal loops boxes should the concerns arise and a pedestrian crossing scheme be approved and funded.

- *the safety of cyclists as the turning lane feels too short and cyclists have expressed concerns,*
- *and the island that was introduced after consultation, during detailed design to split the cycling left filter and the car left filter. This island is causing a lot of issues. I have looked at the plans, and the as built island seems to match the plans, but I think from the plans, the island and the build out of the road, and the size of the original triangular island do not work together. Was the triangular island supposed to be reduced in size to ease that corner? If not, what is causing the problem. I have had so many people telling me about how they have struggled to get round the island, nearly hit it, and now we are getting regular reports of the Y1 bus having to mount the kerbs and drive across the new island, as it cannot turn to go down the left turn filter. Nor can any lorry or large vehicle. Can you get someone to look at the design of that so we can get it resolved before the contract is completed.”*

It was **NOTED** that the following responses were received from SGC on 25th October 2022:

Yate Town Council Queries	South Gloucestershire Council Response
A432	<p><i>From review on site the tarmac has been laid to provide the intended upstand of 50mm,</i></p> <p><i>The 45 degree splay of the kerb is intended for the occasional overrunning, which is particularly helpful in this case if general traffic has to move aside to allow an emergency vehicle to pass. With regard to the visibility at night I will refer to the road safety auditors for comment as I understand the audit was undertaken during the day in which case they will need to attend site when it is dark.</i></p>
Wickwar Road – Signage and speed humps	<p><i>The Development Implementation Team has confirmed the rectification work by the developer on this issue is complete.</i></p>
<p>Heron Way Junction</p> <ul style="list-style-type: none"> - Timetable for completion - Issues of Pedestrian use - Safety of Cyclists <p>Island Design following consultation</p>	<p><i>1 - The traffic signals are now in operation, a Stage 3 Road Safety Audit is now required, a request has been issued to the Road Safety Team.</i></p> <p><i>2 - In the form of ducting and traffic signal loops boxes should the concerns arise and a pedestrian crossing scheme be approved and funded.</i></p> <p><i>3 - The right turn lane is over 25m long, even with a reasonable gap between cyclists it should comfortably fit 8-10 cyclists in this length.</i></p> <p><i>4 - We have been to site and observed the Y1 bus negotiate the island without striking it. This supports the vehicle swept path analysis undertaken during the design process.</i></p> <p><i>Should any of the items above be raised by the Road Safety Team in the Heron Way Junction Stage 3 Audit the Design Team will consider further and take action if necessary.”</i></p>

It was further **NOTED** that night time works are currently taking part on Badminton Road to correct safety audit failures.

It was **RESOLVED** to write to SGC raising concerns with:

- 1) The width of Station Road carriageway is not suitable for the type of traffic it carries, and it does not solve the safety issue.
- 2) How much are the remedial works costing?
- 3) What's the difference between a footpath and a cycleway? Why is Station Road/Badminton Road not a continuous cycle route?
- 4) Lack of pedestrian walkways on Cotswold Road - providing one single safe passage to Heron Way and Yate Shopping Centre from Chipping Sodbury.

Item 6/7 Traffic Issues Throughout Yate

It was **NOTED** that during the week of the 9th January 2023, planned and emergency roadworks coincided on two of the major roads in and out of Yate brought gridlock to the town.

Yate Town Councillors took complaints from the public and contacted SGC informing them of all the issues being experienced. The Chair expressed his thanks to all Councillors for dealing with complaints and acting quickly.

It was **RESOLVED**:

- To write to SGC to request that when any road works are planned around Yate which will last more than a couple of days, that permanent signals rather than temporary signals are used, particularly if the pedestrian and cycling facilities cannot be used.
- Tony Sharp would provide comments to submit to SGC.

It was further **NOTED** Cotswold Road underpass was also closed due to Wales and West Utilities undertaking works, thus not providing a safe way for crossing the road. Councillors contacted SGC and raised concerns, safe passage was then provided within 24hrs.

Item 6/8 Flood Management – Ladden Garden Village

Councillors have been invited to attend a meeting at SGC regarding flood management in the Ladden Garden Village area of Yate.

It was **RESOLVED** that Councillors Alan Monaghan, Karl Tomasin, Chris Willmore will attend.

7. Consultations

7/1 Current Consultations

Consultation Name	Link / Appendix	Date circulated	Closing date	Notes
Addressing of properties off Station Road	Email request	20 th December 2022	February 2023	It was RESOLVED to submit the name suggestion of 'Railway Court' to SGC.
Morrisons and Petrol Station, Station Road Licensing Application	Click Here to view Licensing application	10 th January 2023	2 nd February 2023	It was RESOLVED to write to Licensing asking if previously agreed conditions are upheld. If these conditions are upheld then no objection to be submitted.

7/2 Consultation Responses

Consultation Name	Link / Appendix	Date circulated	Closing date	Notes
Frome Valley Walkway Survey	Click Here to view Frome Valley Walkway Survey Map	20 th December 2022	6 th January 2023	<p>It was NOTED Councillor Chris Willmore submitted comments on 4th January 2023.</p> <p>Comments submitted directly on to survey map therefore copies of comments were not able to be provided to YTC.</p> <p>Thanks were extended to Councillor Chris Willmore for providing comments.</p>

West of England Combined Authority Parish Council Bus Survey	Email Request	27 th September 2022	4 th October 2022	It was NOTED Councillor Chris Willmore submitted comments 12 th October 2022 (Appendix 6) Thanks were extended to Councillor Chris Willmore for providing comments
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7/3 Urgent Consultations

It was **NOTED** that no urgent consultations were received.

8. Joint Cycleway Group

8/1 Meeting of Joint Cycleway Group

The minutes from the meeting on 23rd November 2022 were received and **NOTED**. (Appendix 7)

The minutes from the Annual General Meeting on 23rd November 2022 were received and **NOTED**. (Appendix 8)

It was further **NOTED** West of England Combined Authority (WECA) have money to put in to cycling facilities at Yate Station

It was **RESOLVED** to write to WECA requesting they meet with Yate Transport Forum and Joint Cycleways Group to discuss the plans for Yate Station highlighting the issues to be discussed,

The Chair extended thanks to Yate Town Councillors that agreed to support the WECA bid for the money and the Mini Holland Project.

It was further **NOTED** when Joint Cycleways are involved in projects and consultations. They are saving money, as current problems are addressed preventing future problems or reworks.

9. Reports from Representatives on Outside Bodies

9/1 Green Community Travel (GCT)

It was **NOTED** a request for updates was sent to Green Community Travel (GCT) on 9th January 2023.

It was further **NOTED** a management meeting is scheduled for the week commencing 23rd January 2023

It was **RESOLVED** to contact GCT requesting they write to SGC regarding the traffic issues they experienced during the week of 9th January 2023 and how it affected them.

9/2 Yate and District Transport Forum

It was **NOTED** minutes were received from the meeting held on 21st November 2022. (Appendix 9)

It was **NOTED** that grave concern was reported at the Transport Forum that all responses to the consultation which were sent to the West of England Combined Authority (WECA) Mayor's office had not been taken into account.

It was further **NOTED** Transport Forum members had attended a meeting with Great Western Railway (GWR) Managing Director,

Discussions included:

- The half-hourly train service.
- Whether the money received from the new development was being used.
- Concerns were raised that very little investment is planned for railways.

It was **RESOLVED** that Yate Town Council would continue to monitor and attend further meetings.

10. Outstanding Items

10/1 Brimsham West Quarry – Quarry Expansion

Meeting Reported To	Update Received
Planning & Transportation Meeting 1 st January	<i>Further to member discussions, a request to set up a meeting was sent to Simon Ford and Neil Higgs at South Gloucestershire Council on 24th November 2021. A response is awaited.</i>

2022	
Planning & Transportation Meeting 1 st March 2022	<i>A meeting has now been arranged with Hanson for 15th March 2022. Councillor John Ford, Chris Willmore and Community Projects Manager to be in attendance from Yate Town Council together with Councillor Steve Spooner from Sodbury Town Council.</i>
Planning & Transportation Meeting 3 rd May 2022	<p><i>A meeting has now been arranged with Hanson for 15th March 2022. Councillor John Ford, Chris Willmore and Community Projects Manager to be in attendance from Yate Town Council together with Councillor Steve Spooner from Sodbury Town Council.</i></p> <p><i>CW advised of correction to be made, as the title of this item is misleading (and we don't want members of the public thinking we have had a meeting behind their backs).</i></p> <p><i>Item 1/3 to be entitled "Brinsham West Quarry Meeting to discuss LNAP"</i></p> <p><i>It was NOTED that this meeting was a separate matter from the proposed quarry expansion discussions and subsequent objections raised by Councillors and members of the public on application P22/02019/F "construction of temporary haul road".</i></p>
Planning & Transportation Meeting 21 st June 2022	<p><i>It was NOTED that the Town Council objections to planning application P22/02019/F "construction of temporary haul road" were submitted 26th April 2022. (The deadline for consultation was extended to 6th June 2022 due to inaccuracies in the consultation process)</i></p> <p><i>It was further NOTED that no further update has been received.</i></p>
Planning & Transportation Meeting 27 th September 2022	<i>Members were thankful that the SGC Tree Officer who had contacted them implemented a blanket Tree Preservation Order (TPO) on all trees affected under this application. Both Councillors and residents spoke at the development meeting in support of this with over 140 objections to the expansion registered.</i>

It was **RESOLVED** to continue to monitor.

YATE TOWN COUNCIL

Planning Applications Received for Review and Comment 17th January 2023

Planning Application Reference	P22/06745/RM
Deadline Date	14.01.2022
Extension Deadline Date	20.1.2023
Location	Land West Of The Taylor Wimpey Parcel And The North Of Barratt Phase 7 North Yate New Neighbourhood Yate
Description	Construction of infrastructure road and associated works with access, appearance, layout, and scale. Approval of Reserved Matters to be read in conjunction with outline permission PK12/1913/O as amended by P19/6296/RVC.
SGC Case Officer	Eileen Medlin
	<p>P22/06745</p> <p>It is difficult to comment in detail on a plan with such limited details for future accesses. Without such detail and indication of the types of accesses, ie, will large lorries be delivering, will public, unfamiliar with area access, what are likely hours of operation? etc.</p> <p>Additionally, without any dimensioned plans, it is difficult to comment on much of the shown detail.</p> <p>We would request that it is a necessary requirement that SGC request that all plans provided have clear "key" dimensions (carriageway, Cycle/Footpath widths etc) in addition to any supplementary documentation where general arrangements may be indicative for a development in order that we and the public can fully comment on such proposals.</p> <p>Yate Town Council would like to raise the following concerns following review of this application:</p>

YTC Comments

1. Are the visibility splays off Dowsell wide enough? There is no mapping of them.

2. We consider the corner to be too tight. The swept path analysis shows that even for the axle length used for that test, a vehicle would have to swing out across the centre of the road. This is not safe and the turn should enable employment land vehicles to turn and remain on their own side of the road.

The swept path was done using the turning circle of a Dennis Eagle refuse vehicle and all over Ladden Garden Village (LGV) we have experienced the problem this causes, as a great many of the delivery vehicles, including of course the removal vans bringing people to their new homes have a far longer turning circle. We need to see a worst case modelling.

3. We can see no cycling provisions and there should be. The supporting "compliance statement" states that Cycling is expected to be on street with 2M footways. Given that the adjacent Primary Street would seem to have shared use footways how are cyclists now supposed to access on/off of them?

4. We strongly support the concerns of the landscaping officer about light pollution.

5. As this is in the woodlands character area of the site, and the access road will breach the hedgerow, this effectively severs the hedgerow wildlife corridor; it simply must have a wildlife tunnel for hedgehogs and other species.

6. A long straight access road like this will mean vehicles exiting the site at all hours of the day and night will be glaring in the windows of the house directly opposite.

7. The long straight access road will maximise the light and noise pollution from the employment land into neighbouring dwellings.

8. The house right by the junction, right on the junction has the usual nose-to-tail reversing out car parking. The one immediately opposite the junction has a route out that is not directly out, but the house next door has a direct exit. This is a disaster.

YATE TOWN COUNCIL

Tabled Items

Item 1 : Planning Applications

1/1 Tabled Planning Applications

To receive comments for the following planning applications received after the circulation of the agenda.

Planning Application Reference	P23/00107/HH
Deadline Date	13.01.2023
Extension Deadline Date	03.02.2023
Location	2 Cheshire Close Yate South Gloucestershire BS37 5TQ
Description	Erection of first floor extension to form additional living accommodation. Installation of 2no front dormers and rear dormer with Juliet Balcony.
SGC Case Officer	Ben France
YTC Comments	No Comment

Planning Application Reference	P23/00146/HH - Adjoining Parish
Deadline Date	16.01.2023
Extension Deadline Date	06.02.2023
Location	82 Chedworth Yate South Gloucestershire BS37 8RZ
Description	Erection of two storey side and single storey rear extension to form additional living accommodation.
SGC Case Officer	Chloe Summerill
YTC Comments	No Comment

YATE TOWN COUNCIL

Planning Applications Received for Review and Comment – 18th October 2022

Ref. Number	P22/05630/F
Description	Demolition of garage. Erection of 1 no. detached dwelling with associated works.
Location	Land At 38 St Andrews Yate South Gloucestershire BS37 4DP
Expiry Date	19 th October 2022 – Extension given until 24 th October 2022
YTC Comments	<p>Object</p> <p>A design statement that starts by saying this is the culmination of design development with “Bristol City Council” is not a good start. It talks of ‘regenerating’ this amenity area. This is not about ‘regeneration’ - to suggest building a house in a modest residential garden is ‘regeneration’ is completely misusing the term.</p> <ol style="list-style-type: none"> 1. Parking: The application does not show the property as a whole and how parking for the existing property will be addressed given the loss of garage. 2. The proposed dwelling has one off street parking space, but that is located on a difficult corner, where some 26 garages are accessed. We are concerned that the proposed parking space will adversely affect visibility emerging from the garage yard behind the properties. The 3. New dwelling is the same depth as the existing garage, but three times the width and will occupy over half the rear garden of the existing 3 bed dwelling. 4. The current garage is a modest garage, in the south western corner of the garden, being only a single garage width the the road frontage. The proposed dwelling is orientated the other way, being at its widest along the road frontage. It is to the south and close to the fence of the adjoining property, which will adversely affect light to that property. 5. The property is very small, barely meeting the 50 sq m minimum internal space requirement, and lacks sufficient private amenity space 6. Introducing this development into a rear garden of this residential area will have an adverse impact on the amenity and density of the the development.

Ref. Number	P22/05671/HH
Description	Erection of single storey rear extension to existing garage to facilitate garage conversion to provide annexe ancillary to the main dwelling.
Location	64 Long Croft Yate South Gloucestershire BS37 7YW
Expiry Date	24th October 2022
YTC Comments	<p>Object unless two items are addressed:</p> <ol style="list-style-type: none"> 1. Current design shows no internal connection to existing dwelling and does not seem to be ancillary to existing dwelling

	<p>and could form a separate unit - needs to be designed to be ancillary and to have a suitable condition so that it is not separately occupied.</p> <p>2. Loss of parking, through the loss of the garage without alternative provision being shown for parking. This will become a 5 bed dwelling and therefore needs to demonstrate parking for 3 vehicles.</p>
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Ref. Number	P22/05801/RM
Description	Erection of 1 no. substation with associated works, appearance, layout and scale to be approved (Approval of reserved matters to be read in conjunction with P19/6296/RVC formerly PK12/1913/O).
Location	Phase 6 North Yate New Neighbourhood Yate South Gloucestershire
Expiry Date	25th October 2022
YTC Comments	No Comment

Ref. Number	P22/05803/RVC – Adjoining Parish
Description	Variation of condition no. 8 attached to planning permission P20/16114/MW to change form stating - No excavated materials shall leave the site except by the approved tunnel and via the existing conveyor beneath the B4509 with the exception of a period not exceeding two months commencing one week after notification being submitted to the Minerals Planning Authority in writing to allow during this two month temporary period excavated materials to be permitted to leave the site using the route illustrated by approved drawing no. W12-230922-SRJ only
Location	Wickwar Quarry The Downs Wickwar South Gloucestershire GL12 8LF
Expiry Date	25th October 2022
YTC Comments	No Comment

Ref. Number	P22/05582/F
Description	Erection of 1 no. field shelter for goats.
Location	Land West Of Lattimore Farm And East Of Bury Hill Lane Yate South Gloucestershire BS37 7QN
Expiry Date	26th October 2022
YTC Comments	No Comment

Ref. Number	P22/02306/RM
Description	Erection of 186 no. dwellings and associated works with access, appearance, landscaping, layout and scale to be determined. (Approval of Reserved Matters to be read in conjunction with outline permission PK17/4826/RVC formerly PK12/1913/O).
Location	Parcels PL3, PL14a, PL14b And PL14c North Yate New Neighbourhood Yate South Gloucestershire
Expiry Date	20 th October 2022
YTC Comments	<p>Object –</p> <ol style="list-style-type: none"> 1. All adopted roads should have pavements, that is segregated routes for pedestrians, streetlights and sufficient space between front doors and places vehicles can drive. 2. Given the problems we have experienced with earlier phases, having layouts which refuse vehicles can just about use but other delivery vehicles cannot, the vehicle tracking for fire engines, large delivery vehicles, removal vans, furniture delivery etc needs to be completed. The vehicle tracking layout, which is for refuse vehicles, not the larger delivery vehicles which you get regularly eg removal vans, furniture delivery and parcel delivery. It shows that this same location is extremely tight for getting into the parking and delivery area for the flats. 3. Across the development, the parking layouts are unacceptable. There is insufficient visitor parking. The relationship between allocated spaces and the carriageway is not acceptable. We have had serious disputes in neighbouring roads where this sort of layout is simply not working which means that we must rethink how parking is being laid out on these developments. For example, only allocating one parking space for a 2-bed flat, when the flats face out onto a corridor road and there is no visitor parking space nearby is recipe for problems. 4. We echo the comments raised by the tree officer in relation to the trees on the adjacent land being protected. 5. P152 & P153 have parking bays that will involve reversing out onto a corner, combined with visitor parking spaces right on that corner. This is a serious highways problem. 6. P274 to P272 have parking bays that will involve reversing out onto or just after a corner. 7. All cycling routes in this development should be built to national standards as opposed to using the carriage way with no segregation – this is not a cycleway. Cycleways are low cost when included within designs and this will result to difficulties to retrofit on an estate designed like this. The main cycle routes should be segregated to current national standard in particular, where there are pavements shown separate from but alongside the main carriages. These must be built to dual cycle and pedestrian standard, so that cyclists and pedestrians have a safe route separated from vehicles. This is cheap to build now, but impossible to retrofit if the distances are insufficient.

Ref. Number	P22/05831/HH
Description	Erection of two storey rear extension to provide additional living accommodation.
Location	67 Summers Mead Yate South Gloucestershire BS37 7RB
Expiry Date	27 th October 2022
YTC Comments	No Comment

YATE TOWN COUNCIL

Planning Applications Received for Review and Comment - 01.11.2022

Ref. Number	P22/05881/PNH
Description	The erection of a single storey rear extension, which would extend beyond the rear wall of the original house by 5.4m, for which the maximum height would be 3.68m, and for which the height of the eaves would be 2.29m
Location	100 Cranleigh Court Road Yate South Gloucestershire BS37 5DW
Expiry Date	3 rd November 2022 – <i>extension approved for 8th November 2022</i>
YTC Comments	No Objection

Ref. Number	P22/05864/FDI
Description	Part diversion of footpath LYA45/20.
Location	Land South Of Tanhouse Lane Yate South Gloucestershire
Expiry Date	2 nd November 2022 – extension approved for 4 th November 2022
YTC Comments	No Objection

Ref. Number	P22/02964/HH - Revised
Description	Alterations to existing garage and erection of single storey side extension to form additional living accommodation.
Location	52 Tyndale Avenue Yate South Gloucestershire BS37 5EX
Expiry Date	11th November 2022
YTC Comments	no objection to the latest revision providing there is a non severance condition

Adjoining Parish

Ref. Number	P22/06068/F
Description	Erection of 1 no. agricultural building with associated works
Location	Land Off Wickwar Road Yate South Gloucestershire BS37 6PB
Expiry Date	16 th November 2022
YTC Comments	No Comment

Yate Town Council Planning and Transportation Committee 1st November 2022

Tabled Items

Item 1. Planning Matters

1/1 Planning Applications

b) To comment on planning applications received after the circulation of the agenda.

Ref. Number	P22/06158/F – Adjoining Parish
Description	Demolition of existing building. Erection of 56 no. retirement apartments (for over 60's) with communal lounge, car parking, landscaping and associated works.
Location	Hillside Court Bowling Hill Chipping Sodbury South Gloucestershire BS37 6JX
Expiry Date	17.11.2022
YTC Comments	No Comment

Ref. Number	P22/06176/PNCD
Description	Prior notification for the change of use from commercial (Class E) to 2 no. dwellings (Class C3) as defined in the Town and Country Planning (Use Classes) Order 1985 as amended.
Location	3 - 15 Station Road Yate South Gloucestershire BS37 5HT
Expiry Date	18.11.2022
YTC Comments	No Comment

YATE TOWN COUNCIL

Planning Applications Received for Review and Comment – 13th December 2022

Ref. Number	P22/06665/TRE
Description	Works crown reduce 1 no. ash by up to 4m, as covered by Tree Preservation Order SGTPO 06/09 19th August 2009
Location	1 Oak Lodge Stanshawes Drive Yate South Gloucestershire BS37 4EU
Expiry Date	16.12.2022
YTC Comments	No Comment

Ref. Number	P22/06644/F
Description	Demolition of garage. Erection of 1 no. detached dwelling, 1 no. detached garage and associated works (Resubmission of P22/01605/F).
Location	135 Windsor Drive Yate South Gloucestershire BS37 5DX
Expiry Date	16.12.2022
YTC Comments	We are concerned about the scale of this development and the tightness of the corner site, the design which provides for a loft conversion in due course. The tightness of the parking for the two dwellings.

Ref. Number	P22/06725/ADV
Description	Display of 1no. non illuminated Totem sign.
Location	Land At Clayhill Drive Yate South Gloucestershire BS37 7DA
Expiry Date	20.12.2022
YTC Comments	No Comment

Tabled Items

Planning Applications received after circulation of agenda

Ref. Number	P22/06921/HH
Description	Erection of a two storey side and single storey rear extension to form additional living accommodation. Erection of front porch
Location	36 Firgrove Crescent Yate South Gloucestershire BS37 7AQ
Expiry Date	03.01.2023
YTC Comments	No Comment

From:
Sent: 21 December 2022 09:05
To: Yate Town Council Info
Subject: FW: Follow-Up to Yate Town Council's Planning Meeting

Categories: Planning

From: Callum <xxxxxxxx@tfa-ltd.co.uk>
Sent: 19 December 2022 15:54
To: Yate Town Council Info <info@yatetowncouncil.gov.uk>
Subject: Follow-Up to Yate Town Council's Planning Meeting

Dear Yate Town Council

Thank you for your time on 22nd November. As discussed, Barratt Homes have looked into the items raised by councillors and wanted to provide an update.

We will also be considering your comments as we revise our proposals for the site leading up to the planning submission in the new year. As mentioned, we would welcome any further comments which you may have at this time.

Public Exhibition

Following your advice, we increased our leaflet drop area to c850 homes. Barratt's planning/land team delivered these a week before the event. We had c30-35 people attend the exhibition, and have also had a number of parties sending comments via our website. Our consultation remains open until January.

Affordable Housing – 35% Policy

The type of affordable housing is defined by national and local planning policy, and is not something which Barratt has any control over. We have engaged with SGC's Affordable Housing team who gave us their preferred mix based upon current local housing needed within Yate. The draft proposals meet this mix which includes:

- Social Rent (39 homes);
- Shared Ownership (2 homes); and
- First Homes (14 homes) – this is a new national policy requirement. This essentially creates market homes sold at a discount (70% private value) to first time buyers with a local connection. SGC have published guidance here - <https://beta-edit.southglos.gov.uk/wp-content/uploads/Final-amended-TAN-Oct-22.pdf>

Randolph Avenue

Randolph Avenue will be opened to traffic once the units which border it within Phase 6/7 are constructed as it would not be safe until that time. The planning applications for these phases are currently with SGC. Once we have secured planning consent, we will be happy to update the Town Council with our construction timelines. We anticipate that Randolph Avenue will be open before any occupation on the Leechpool land.

Mud – Local Road Network

A Councillor mentioned that there was some mud recently on the local road network. I spoke to the construction team who indicated that this was likely the combination of the particularly wet weather, and also that a sweeper we have permanently circulating the road network was temporarily out of action for a short period. Hopefully this issue has now been resolved.

20mph Zone – Wider Site

Following our meeting, we emailed SGC's Traffic Management Team on the 24th November querying the process and timing for the TRO on the existing Ladden site. We will continue liaising with them, and update when we know more.

General

Beyond comments on the 20mph zone, the majority of comments from the public to date have related to the delivery of the community infrastructure as part of LGV.

We have been updating residents to confirm that the local shop is due to open in Spring 2023, and that construction of the nursery and care home have commenced.

In respect to the primary school, community centre and health centre – the delivery of these are with SGC. We are frequently requesting delivery updates from Officers, but have yet to secure a clear delivery programme from them.

As ever, if you have any further questions or need anything else clarified then please do let me know. My details are below.

With best wishes

Callum

Callum Associate Director



T. 0117 908 4193 www.tfa-ltd.co.uk

M. xxxxxxxxxx @tfaengagement

E. xxxxxxx@tfa-ltd.co.uk

A DIFFERENT KIND OF PUBLIC AFFAIRS

Tobacco Factory, Raleigh Road, Bristol, BS3 1TF

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Station Road Co-design Approach

10 January 2023

Background

Building on the work started as part of the Yate Town Masterplan, our scheme intends to work with the community to shape the proposals to improve sustainable travel options along Station Road.

The masterplan included a vision to:

- reduce congestion and the number of HGVs to improve road safety and air quality
- increase off road parking
- deliver a fully segregated and safe cycle route between Yate Park and Ride and the Town Centre
- improve the surface quality of pedestrian footways and crossings
- upgrade bus stop facilities
- develop opportunities for new businesses
- improve the quality of public realm to create a sense of pride for the community

To ensure we are closely working with the community we intend to use a co-design approach to develop our improvements for walking, cycling and buses on Station Road.

Proposals

Location: Yate Parish Hall, Station Road, Yate, South Gloucestershire, BS37 4PQ

Date: Thursday 23rd February 2023

Time:

- Lunchtime Session (12pm-2pm)
- Evening Session (6pm-8pm)

Format:

We to intend host a facilitated workshop similar to the [Big Choices on Buses](#) drop-in sessions hosted by WECA. The initial drop-in session will ensure that we have captured and acknowledged the historic challenges on Station Road then seek to identify innovative ways to establish a hierarchy of improvements/priority list from the community.

During the session, Atkins will display a rolling PowerPoint presentation as members of the public walk-in. This PowerPoint will detail all the information/knowledge we've captured from previous consultation events which seeks to reassure the public that we've listened.

Attendees will be directed to tables which will have large-scale maps and an assortment of sticky notes etc. for comments and opinions. These maps will seek to highlight key junctions and any other relevant local details. There will also have examples of other successful schemes with the intention that attendees can use these for reference and locate on the map where certain aspects from those schemes could be implemented along Station Road. Finally, we will also detail the next steps for the co-design process detailing how to get involved/be part of a working group for Station Road.

We will then seek to host a further event (after the election period) following further work based on this feedback with this working group. This will ensure that we are creating resident-driven solutions and maximise the likelihood of community buy-in on any future proposals for Station Road.

Promotion:

- We will aim to complete a series of social posts (targeting Yate residents) with the draft social media messaging in the Appendices below.
- Development of a webpage to provide somewhere people can go for information and latest updates.
- Production of posters to be displayed in businesses along Station Road, if they support what we're doing.
- Use of the council's residents' newsletter to help promote the event and ongoing work.
- A letter drops of the area to ensure that people are aware of the drop-in event whilst helping to give people background and explain what is going to happen.

Contact information

Christina Glasspool
Principal Project Manager
01454 863732
www.southglos.gov.uk

Appendices

Social media post one – to be updated

Help us shape the future of travel along Station Road in Yate.

We want those who live or work in the area or those who use Station Road to join the conversation.

We are hosting a community workshop on ***** at **** between *** and ****

This workshop will kick-off discussions on how we can improve Station Road for everyone.

Working with the community, we want to:

- Improve road safety
- Improve traffic flow
- Improve air quality
- Increase off-road parking
- Provide safe cycle routes
- Improve bus stops
- Improve footpaths

At the workshop you will be able to see what others in the community have already said as well as give your own comments.

If this is something you would like to get involved with, please come along.

For more information, visit www.*****

Social media post two – to be updated

Would you like to help shape the future of Station Road in Yate?

We are hosting a series of community workshops to help improve Station Road for everyone and we want to hear from anyone who lives or works in the area or uses Station Road.

Our first community workshop is taking place on ***** at **** between *** and ****.

You can drop in at any time and share your thoughts.

For more information, visit www.*****

Parish Council Bus Service Survey

At the meeting organized by Dan Norris to discuss local bus services on 21 September, we noted plans to issue a questionnaire survey to Parish Councils to identify the challenges and opportunities for local bus services across the region.

If you have views on local bus services that you would like to share with officers at the Combined Authority, we would be grateful if you would complete this short questionnaire and return it to:

Transport.Operations@westofengland-ca.gov.uk by Tuesday 4th October.

Bus services operating in the West of England

Most of the bus services operating in the West of England are ‘commercial services’ run by private businesses for profit.

The Combined Authority has little influence over these services. However, we work with the bus companies to improve journeys through improved bus priority, bus stops, electronic real-time information, and publicity.

On commercial services, the Combined Authority has no direct control of the route, timetables, or fares. It does however improve the infrastructure – such as bus stops and bus lanes.

The Combined Authority does not pay anything towards keeping these services running except reimbursing bus companies for free travel by concessionary fare cardholders, which is a government requirement.

A relatively small number of bus services are financially supported by the Combined Authority for the following reasons:

- At times when commercial operators claim services or parts of services are unprofitable such as: routes with low passenger numbers, early morning services, late evening services and Sundays.
- On routes which are deemed to be socially necessary or help connect commercially operated routes e.g., hospital or shopper services.

These financially supported services are known as Supported Bus Services.

Question 1

Please state which Parish Council you are representing?

Parish Council:

YATE TOWN COUNCIL

Contact Name:

HAYLEY TOWNSEND (CLERK).....

Contact Details (email address):

info@yatetowncouncil.gov.uk

Question 2

Thinking of the bus services which serve your Parish area, do you have any suggestions on how to improve these services (Please include the service number in your response)?

The current provision is fragmented, lacks clear publicity, does not address need, lacks reliability, sustainability and presents pricing problems. Rather than looking at individual services, we think our town needs a COMPLETE rethink.

Our vision is of a network of commercial and community -based services, working in collaboration, each clear about what they do and how they together provide a service. We see the community sector (both supported routes and community transport provided services as being an essential contributor, not competing with the commercial providers but providing the warp to their weft). To do that we need a strong local dialogue, and our Yate Transport Forum is the ideal basis for a dialogue between commercial and not for profit provision, so that we can design a service which works for the commercial operators, dovetails with community provision, and gives our residents a

- Clear
- Integrated
- Reliable
- Timely
- Long term sustainable

Transport service which meets local needs.

In our submission to your August review, we set out our thinking about what was needed, and we attach that submission.

Following the October changes, some of our service gaps have been plugged, although the publicity for the changes has been awful. We had to construct our OWN route map for the 47 as First Bus did not put up a map, or map of stops, put up a timetable which contated nonexistent places. SO take up is going to be slow. The 47 does meet some of our local needs.

In terms of needs

It is important that any future service in the town continues to have all the pick-up and drop off points served by the 47.

- We have no Sunday service anywhere North of Station Road, an area of some 9,000 residents. This leaves people having to walk up to 2 miles to access a bus, any bus!
- We have no evening services anywhere North of Station Road, with the last bus serving that area being too early for some commuters, so they cannot use the bus
- Lack of Sunday services, within the town and to key destinations
- Lack of service to the only bus stop IN the park and ride for Bristol Bound
- Poor timing of services post October change. Services should be timetabled to suit key demand – this is about what may seem to a central timetable to be small issues, but which fundamentally alter whether the bus meets service user needs. The key example of this in the October round of changes is the bus young people use to get to college in Filton. The bus used to get there at a sensible time. The college start time is widely known. Now young people have to get a bus an hour earlier and hang around for nearly an hour or arrive late any day. We need services that get people to destinations when they need to get there
- Curtailing of services – The change to the Y1 timetable will have a significant, adverse safety consequence for young people. Teenagers, male and female from the town go to City of Bristol College for post 16 education. In the timetable in force until 9th October, they could travel from Yate on the bus right through to the final stop close to College Green, and walk only a short distance, safely, to the College. The revised route does not go that far. It leaves all the young people facing a walk in the dark of several times that length, through the city centre, encountering the challenges of city centre life, in a manner they simply are not used to. Many have said their 16-year-old would have gone elsewhere, had they known. Parents are understandably and rightly worried about teenage girls being left in a dark city centre for long periods of time, when buses are cancelled or full – both frequent occurrences. The combination of unreliability and this route change is going to put young girls at risk. We have evidence of teenage girls from Yate being attacked whilst waiting in the centre of Bristol for a bus, whilst waiting because of a no show.
- Access to Hospitals. The Y1 has been rerouted at the Bristol end, so the elderly, disabled and those needing medical care can no longer get there by bus. The walk uphill from the new stops is simply not possible for many of them. This is unacceptable as people from a town this size are entitled to expect to be able to get to hospital by bus. The Southmead Y6 bus is vital, but it requires further revision of timings so that staff and patients can get there at the times they need to. Because people are using them to get to essential jobs and

to essential hospital appointments, these must be given absolute priority in terms of cancellations and never be the buses cancelled. They must be at least every 45 minutes.

- Prioritising those who cannot use other modes – we all want to be part of the modal shift, but for elderly and disabled passengers, many do not have the option of driving, so cutting services or cancelling individual buses has a particularly strong impact on them. At present when there are driver shortages the companies understandably cancel the least profitable route. By definition, the supported services are the ones that are least profitable, and which have the most ‘vulnerable’ passengers. Yet these are most likely to be cancelled. The entire bus contracting position on supported routes needs to be reversed so that these vital routes are the LAST to be cancelled.
- Centres of employment. It is vital that buses to key centres of employment, Cribbs, Emersons (Science Park area), Filton and Bristol operate into the evenings, so that there is not a mad crush for the last bus home, the fear it might be cancelled, or full so that you are left without transport home. Not everyone finishes work at 5, and extending the services so that the last bus is not the only bus you can get home
- The bus service to connect Chipping Sodbury to Downend and Fishponds (Formerly the Y2 service) needs to be reinstated to meet the demand for Chipping Sodbury and Yate residents to access health and other services and employment in Downend.
- Whilst we can see the 47 notionally connects north Yate to Bristol, it takes a 90-minute route via Pucklechurch, Emersons Green and Downend, so is not realistically useable for anything other than the journey to or from the shopping centre, where people can connect to the Y1. Through ticketing is not reliable and people are often required to buy more than one ticket. We have seen no assurances that through ticketing or connections will work. So as a local service the 47 works within the town to plug gaps – but until the connecting / through ticketing has been sorted out, it does not deliver an effective service to Bristol.
- Lack of ability to get to Yate as a main service centre from catchment area villages. The Yate Masterplan carried out work to look at the area Yate acts as a service hub for. Most of those communities cannot get to Yate by bus, either at all, or at sensible times, without changing buses, and waiting in the middle of nowhere. Frampton Cotterell village centre and Wickwar are examples.
- At rush hour when buses are packed and passengers have to be left behind, it should be obvious to everyone that at that time of rush hour more than one bus should be operating the same route at the same time. Success will be shown if no passengers are left behind. Once passengers get left behind on a regular basis, that is when they

start to think about alternative transport. The bus companies' job is to encourage people to use their buses and to do that you need to pick them up and take them to their destination every time.

- Improving services to bus users. We note the introduction of wifi on some services. This meets the demands of one group of users, but there are other users, particularly elderly, disabled users or those with children who need other services. For example, every bus terminal (including Yate) should have
 - Toilets available for passengers
 - Places people can sit and wait not merely perch bars which can only be used by the fit and able
 - Snacks and drinks
- Consideration needs to be given to having smaller minibuses late at night where passenger numbers are low. We have normal buses running into the small hours of the night with few passengers. Even if more frequent minibuses were used, this would still be more economical than running the bigger buses. If a taxi can make a profit bringing passengers out of Bristol late at night, then a minibus should be able to make a bigger profit doing the same thing.
- Bus drivers need to be better treated by the companies who employ them. They should be treated with respect. When they are put on a route, they need to know that, that route or service will not be continually changing throughout the day. People like to know what they are doing and what is expected of them, they need reassurance, understanding and consideration, basically they need to be treated like human beings and not automatons. These drivers have a great responsibility to carry passengers safely from place to place for which they should be given every credit and as much support and consideration as possible.
- A major problem is the waiting times when buses are delayed or don't turn up. Timetables aren't much use now – First Bus services rarely run to them. Real time information would be more use except that “phantom buses” consistently appear – they are shown as on their way, and arrival times are even updated every few minutes to reflect traffic conditions. Then just before they are due, they simply vanish from the displays or the text system. It is clear that they have either never run in the first place or are missing out large sections of the route to save time.

Fare inconsistencies

- There is total fare inconsistency. Whilst we have the hopper fare within the immediate urban area of Yate, it is poorly publicised, and only goes to the Park and Ride and to Smarts Green, so does not even cover the whole urban area. We need a fare zone covering the catchment area for which Yate is a hub town. This could be a

two-zone scheme. The Shopping Centre owners have carried our market research to identify the catchment area for the town centre, which could sensibly form the basis. This would be similar to the Weston Fare Zone. At present, as an example, we have people who live in Frampton Cotterell, who are reliant on Yate for all services have to pay £6.30 for a round trip. That is 4 miles. In Bristol you can travel the length of the city, which is more than 4 miles for just £3.50 return. That is penalising towns like Frampton Cotterell and is true for all the communities around Yate. We need a single fare for a Yate Catchment Zone, possibly split into inner and outer to keep the current inner area prices.

- We have inconsistencies for example for short journeys it is sometimes cheaper for people to buy a ticket on the bus than buy in advance. That seems wrong.
- As people increasingly have to use two buses to get anywhere, we need to be absolutely clear that this should be doable on a single journey ticket and not use two journeys.

Question 3

Which of the following improvements would encourage your residents to use the bus service more often? (Please tick as many as apply)

It was more frequent and less crowded

Earlier start/later finish (including at least one bus post rush hour to cover cancellation / overcrowding risks)

Cheaper fares

We would add – Sunday services, but above all RELIABILITY. Until people know the bus WILL turn up, they are not going to use it.

So HAVING a bus that goes where they need to go when they want to go there is and knowing it WILL turn up are the keys: ROUTES AND RELIABILITY.

Frequency, pricing etc come into play, but only when there is a reliable route that goes where people want, when they want it. If you have not got that it is pointless talking about price.

Question 4

Do you have any suggestions for new services which would help residents in your area?

Our proposal is to work directly with your transport planners, the bus companies' transport planners and community transport to develop a visionary, innovative scheme that will showcase how a community working with the experts, commercial and community providers can reverse the current declining trend in public transport provision. It has the capacity to become a national leader in transport delivery.

Our first and immediate need, of course, is to REPLACE the things lost during the 2022 cuts, identified above and then to plug the gaps listed above – which are to a large extent about where we can get to FROM Yate. Or who can get TO Yate.

But beyond that, we want to deliver a new vision of public transport provision within the town. The Yate/Sodbury urban area is of a particularly useful size in terms of being big enough to be able to support an in town public transport service, but interconnected enough for there to be clear patterns of where people need to get and when. We have a strong local Transport Forum, a strong local commitment to active travel including the joint parishes Cycleway Group and voluntary sector Cycle Hub helping modal shift. A Mini-Holland bid is being prepared for the town. All of these make it an ideal place for a major shift in the way we address transport provision.

We see the future as a round Yate service of small minibuses, which is demand responsive, dovetailing the commercial sector and community sector to provide a service within the urban boundaries of the Yate/Sodbury/Dodington urban area, but with the ability to link to neighbouring villages, to meet their identified need. We see any future vision as requiring a real integration of thinking between buses, community provision and active travel. Picking off individual bus routes is what has got us to the current mess, where Yate /Sodbury is outside of the Metrobus network, has not had public transport investment of any significance, and finds increasingly people are abandoning public transport, at the very time that fuel prices would make them open to change. How often have we heard from residents in the last few months, well I decided to give the bus a go but.... And then at the end of the tale of woe they vow never to try again. We have to turn that around, but we do not do that just by plugging individual gaps. We need a radical new vision.

And we believe the Yate hopper, demand responsive, and routed integrated service, working with community transport provision to provide a seamless web of commercial and community provision will deliver that new vision.

The service would be demand responsive, so it would not operate with the same frequency all day, or indeed on the same route. It would be based on identifying where we have a batch of people who need to get to e.g. college for a start time, and getting them there, working with users to identify e.g. what time do people want to get to the shops / town centre in sufficient numbers to have a bus. Outside of those times when services are less commercially viable, a community-based service, using demand responsive / dial a ride solutions would ensure that people can get where they want within a reasonable time. At one end of the spectrum there would be door to door, that is a ring and ride service which is part of the suite of offers from

community transport. At the other end would be timetabled regular routes all day. In between would be a combination of buses which only run at a key time of day e.g. school or college starts, and buses which map not need, running on the routes publicized, but ensuring everyone in town is no more than 5 mins from a bus pick up point.

In terms of routes, the 47 now provides a service along what would be the North Yate line for bus pick up points and would run commercially where there is enough custom to use it, and as a supported service at other times, depending on demand responsive data. In South Yate it would cover Shire Way, Westerleigh Rd, Scott Way, Sundridge Park, St Briavels, Rodford Way, Heron Way, Cotswold Road, Chipping Sodbury High St, Horse St and St Johns Way. Again, this would not be a timetable of the kind that it runs every 15 minutes all day, but rather would provide services which map onto need / demand, and which can respond to demand. We have not attached a map, because we consider it essential that this new approach is delivered as we mean to go in – in partnership – so would like to meet with transport planners in WECA, the local bus companies and community transport to identify a package.

The service would therefore be used by those making regular journeys, whose collective needs are used to determine the timing of the service – whether to school, college or work. It would enable the more vulnerable in our community, who potentially lack other means of transport – whether elderly, disabled, on low incomes or with young children, to access services when needed. But the key is it would be demand responsive, so that we would not be funding empty minibuses to drive round town.

The whole idea of the minibus model is that it is not for us to set the exact times and frequencies. It will be interactive and will evolve as demand evolves. So, if a lot of people are asking to get to X for 11am, it will identify a way to do that, whether by commercial, supported or community solutions.

It will dovetail with the through routes to major destinations.

It will play an essential role in the Mini-Holland Bid being submitted on behalf of the town to the government for funding.

We have attached our response to the summer consultation, which expands on this idea.

In conclusion

WE ARE EXTREMELY KEEN TO WORK WITH WECA, THE COMMERCIAL PROVIDERS AND COMMUNITY TRANSPORT TO DEVELOP A LOCAL SCHEME OF MINIBUSES to serve our communities in a flexible, responsive, and sustainable manner, which breaks down some of the monolithic aspects of transport provision, crosses the divides between commercial, supported and community provision to deliver an integrated local network of provision to meet our local needs. We believe that with support from WECA we can deliver what would become a national model of innovation, breaking down the divisions between provider and user, to create a service we can all feel we are part of and plays a major role in achieving modal shift.

YATE TOWN COUNCIL PUBLIC TRANSPORT RESPONSE Yate Transport Forum

September 2022

1. Introduction

- 1.1. We could write a very long report on the problems, but we have reported them at various meetings, and the Mayor will have heard identical reports from all over the area. So we are going to summarise the problems with the current approach but aim to focus on the future.
- 1.2. We need a reliable, affordable public transport network that is part of the transport solution alongside active travel and not merely enables people to avoid car use, but which actually provides a solution people prefer to car use.
- 1.3. We will summarise the three key areas of problems we are consistently finding, and then go on to explain the solution we have been advocating for the last decade.

2. Reliability

- 2.1. The unreliability of the current services is the biggest issue by far. It is putting lives at risk We have had a considerable number of case studies from families where teenagers have been stranded and left to wait hours, often in the dark for buses because the scheduled bus has been cancelled without warning. Two examples will suffice
 - A teenager working at Cribbs Causeway, the bus home was cancelled at the last minute, so she waited an hour for the next. That was cancelled. When the third was cancelled her parents went to get her. She had waited 3 hours at Cribbs AFTER the shops had shut, on her own.
 - A young girl coming back from Bristol. Old enough to travel alone, but her bus was cancelled. It got dark. She was waiting on her own in the dark in the city centre and was subject to abuse whilst she waited for the next bus. She had planned her time, so she was not waiting on her own in the dark. The bus company let her down.
- 2.2. But it also affects older and vulnerable adults
 - Disabled people getting to the bus stop, the bus saying it was coming, and then not turning up ever, and them being unable to wait for the next and having to cancel medical appointments.
- 2.3. And discourages custom
- 2.4. A consistent theme in the large number of conversations we have had is the considerable number of people who say they have tried the buses, or the park and ride, post Covid, particularly as fuel costs have risen, but the bus did not turn up despite saying it was due or, drove straight past the bus stop / park and ride although not full. The conversation always ends with them saying they will not try the bus again. This has particularly been the case for people who decided to try the park and ride and ended up giving up.

2.5. We are tired of hearing the driver shortage explanation. There are things which could be done despite the shortage. Whilst it explains some of the challenges, it does not explain the lack of any response other than cutting services. We think three of the problems which could be addressed are

- The bus company decides which buses to cancel. It naturally cancels the one which will generate less income. By definition that is going to be the subsidised routes, like the one from Cribbs Causeway to Yate. So they cancel that one as they get the subsidy anyway and by definition it has the least farepayers. But an hour later, they take the same decision and cancel the next one. There should be a severe financial penalty for cancelling subsidised routes, as by definition these are the ones which are most socially critical. And certainly two consecutive buses on the same route should never be cancelled.
- The bus stop information displays still show a bus is due, even when it never left the depot, so people are waiting at stops for buses that did not leave the depot 30 mins earlier, so are never going to show up, but the bus stop information keeps them there waiting. That means they are unable to make alternative plans eg walking to a different stop or getting the car. This leads to considerable frustration. The live information on bus stops should be genuine and be clear when a bus is cancelled.
- Drivers should be required to use ALL stops, even if they are behind schedule. We are getting too many reports of buses skipping stops for it to be the odd rogue driver. It should be possible to track whether this is happening.

2.6. Those three very basic steps would help with some of the frustration and risk, but we still need a radical solution so that even if buses are less frequent, they will reliably turn up when they say they will. Technology should have made the last minute no show a thing of the past.

3. Fares

3.1. We have identified three types of fare problems raised by residents, apart from overall fare levels:

- The second area of deep concern is the total fare inconsistency. Whilst we have the hopper fare within the immediate urban area of Yate, it is poorly publicised, and only goes to the Park and Ride and to Smarts Green, so does not even cover the whole urban area. We need a fare zone covering the catchment area for which Yate is a hub town. This could be a two-zone scheme. The Shopping Centre owners have carried our market research to identify the catchment area for the town centre, which could sensibly form the basis. This would be similar to the Weston Fare Zone. At present, as an example, we have people who live in Frampton Cotterell, who are reliant on Yate for all services have to pay £6.30 for a round trip. That is 4 miles. In Bristol you can travel the length of the city, which is more than 4 miles for just £3.50 return. That is penalising towns like Frampton Cotterell and is true for all the communities around Yate. We need a single fare for a Yate Catchment Zone, possibly split into inner and outer to keep the current inner area prices.

We have inconsistencies for example for short journeys it is sometimes cheaper for people to buy a ticket on the bus than buy in advance. That seems wrong.

- As people increasingly have to use two buses to get anywhere, we need to be absolutely clear that this should be doable on a single journey ticket and not use two journeys.

4. Routes

4.1. Where to begin? There are so many problems with the remaining routes, and yet more that will come from the October routing which creates more problems and

does not actually solve the problems we have got. The problems are manifested but then nothing is done, and the next round of cuts appears. So far this year we have had

- Elderly residents and parents with small children in Yate cut off from their surgery - which has centralised to Downend, so they have to go there most of the time rather than the local surgery at Abbotswood they are registered with;
 - North Yate, including the new Ladden Garden development cut off from buses to and from work, having to walk over 1.4 miles to the nearest bus stop;
 - No bus service from Bristol serving the 6000 residents of North Yate at all;
 - Residents from Frampton Cotterell having to change bus at the Park and Ride to get into Yate at all.
- 4.2. The October changes are making things far worse, with the final removal of almost all bus routes, and a complete failure to talk to people to get the best timings, for example
- The changed timings of the route to Filton means teenagers going to college there will now have to arrive at college almost an HOUR before the college day begins or face daily penalties for arriving late. Surely someone could have talked to the college to see what time people need to arrive, as this is such a big passenger hub for local bus services, with a considerable passenger flow from Yate to Filton each morning for college.
 - The largely fictional creation of a bus from North Yate to Bristol, the 47, which will go from North Yate via Pucklechurch, Emersons Green, Fishponds - and take an hour and a half. With the last one back at 18.10 from Broadmead. So even if someone can face a 90-minute bus ride, for what is a 30-minute journey, they have to be able to come back by 18.10 - and it is likely that if this service is remotely successful the last bus will be crammed, and people may be left behind. This is simply bad planning, designed to remove the headline of there being 'no' bus.
- 4.3. Sadly, this failure to work with local people to design and fine tune the routes people need is part of the cause of the current problem. If you work with local people, they can fine tune things, so they work and get used - like moving the timing. This is not necessarily about more cost; it is about using the money so the route works for users.
- 4.4. We are also aware that sometimes you do not get the right information. We give the example of the removal of the Y2 from Yate to Downend. This was the only bus that goes along the stretch of road from the A4174 into Downend itself, from yate. Yes, there are other buses that go down the A432 as far as the A4174. And there are buses that go from Downend into Bristol. But there is a mile gap. Elderly people whose parent surgery is at Downend were abandoned. They are not able to get off a bus at the Ring Road and then walk a mile into Downend to the surgery. Yet when we asked what consideration had been given to retaining it as a subsidised route, officers of WECA replied in writing saying they had given no consideration because there were alternative commercial routes. Yet, for that crucial mile there are none. Even when this was pointed out, there was no reconsideration, leaving WECA open to judicial review and elderly and vulnerable residents with a crucial gap in service. Once again, local knowledge could have helped inform the choices to avoid the problem.

5. Solution : Hub and Spoke

- 5.1. There are urgent demographic reasons for needing to sort out public transport in Yate. The health data of Yate/Sodbury provides evidence of serious issues - deaths from strokes / respiratory illness in North Yate are 60% above national average and 30% above national average for hip fractures in over 65s. In South Yate the life expectancy is below national average with a 30% above average level of COPD emergency admissions for example. The detailed health data creates a very clear picture of high levels of health need and associated mobility issues which means an above average need for public transport.
- 5.2. The town is an ideal size and design for a local transport hub and spoke solution. This has been the consistent request from the town council for nearly 10 years. An independent study into ageing better in the town surveyed residents, and in its report (2019) Yate Ageing Better Report (Rosetti and Knasel) the consultants reported that “residents would like a local small bus service that goes in and around Yate and Chipping Sodbury” and reported on the importance of bus services to tackling social isolation amongst the elderly (and low incomes). and there were complaints about the impact of the loss of the Wellington Rd service at that point and the isolation that was resulting.
- 5.3. Transport planners are experts in transport. But there is another form of expertise - which comes from being local, understanding each community and having the network of contacts to identify need. We do not think it is possible for a centralised team, however expert, to be able to understand each and every community and we consider it essential going forward that WECA works with local communities at the parish and community level to identify the actual needs so that the bus service is able to focus on using its limited resources to get people where they need to go, reliably, and cheaply.
- 5.4. For the Yate catchment area, we explained our approach when we met the Metro Mayor in June. We have long argued for a multiple approach to the Yate urban area, and the catchment area of villages, based on a hub and spoke approach which would be flexible, cheap, simple, reliable, and responsive.
 - Traditional buses on hub routes, for example connecting the urban area of Yate to the centre of Bristol, to Cribbs Causeway, to UWE/Filton as an employment/study centre and to Southmead for social and employment reasons.
 - The 5-minute network: a network of local minibuses (for example an accessible version of Hong Kong style 8 seaters) serving the town on figure of 8 routes, linking round the town centre island, but serving all key roads through the town. By using only the routes that have had buses on them within the last 10 years, plus new major roads, , we have identified a set of figures of 8 which would mean every resident would be within a 5-minute walk from a pickup point.
 - A combination of routed / timetabled and demand responsive services on these routes. The actual service on these routes would be a mixture of types of service and would include
 - timetabled buses on some routes at some times of the day, but not all the time on every route - so at some times of the day and on some routes, there would be a timetabled bus, because data from users says there is always a demand to get from X to Y by 8.30am.
 - on some popular routes a continuous bus that is not timetabled but frequent enough that people simply turn up as there will be one along in

10 minutes (with genuine real time info) - the approach in places like central London.

- Where the use is patchier, there would be a demand responsive service, still on the routes, so people get to the same pick-up points, but responding to need - using demand responsive software .
- We do not see these set in stone and would expect detailed data collection on use to assist in identifying suitable clusters of travel / route demands to move towards a timetabled minibus on some routes at some times of the day. We are aware of some of the clusters of demand, and can map those into any scheme, but we anticipate new demand will surface.
- A door-to-door service for those with mobility issues as currently provided by community transport.

5.5. We consider this should cover the entire current Yate Fare Zone. For the wider catchment area, we think local people in those , and then for the wider catchment area communities to identify their need and be served in the same way. Each community is the expert in identifying local need through local networks and can reach the parts central marketing and modelling cannot alone achieve.

5.6. We anticipate that we can as communities work with residents, and the software to produce solutions that work. So for example, people may want to go from Wellington Rd to the town centre with some wanting to go at 10, some at 10.30 and some at 11. But a conversation which offered a bus going through at 10.30 would solve the problem, so that it is not entirely demand led, but is the product of demand and affordability.

5.7. This iterative and flexible approach must be designed so that it is accessible to all, so would require access to information and demand expressions by telephone as well as online and would need to be quickly responsive (not for example that you have to book the day before).

5.8. The uber type approach comes to mind, where demand is predicted, but individual real time response is possible. (But without the variable fares and including telephone access for inclusion).

5.9. There is an overlap with the sorts of services community transport has historically provided through reliance on volunteers, and we are aware of the legal issues around what community transport is allowed to do and what has to be done under the Transport Acts. So in this response we have not sought to identify who would provide what, only to set out the aspiration. We hope there will be a partnership going forward so that the range of providers can complement each other and provide an integrated service including ticketing.

5.10. We are not wedded to a particular type of vehicle for this sort of service but wanted to be clear we are not talking about conventional buses, or about one person services (that is what taxis do and community transport schemes for those with mobility needs). We are talking about flexible services looping around the town, which meets local needs more precisely than catch all services.



JCG Joint Cycleway Group

MINUTES OF THE JOINT CYCLEWAY GROUP MEETING HELD AT POOLE COURT ON 23 NOVEMBER 2022 FROM 6.30PM TO 7.45PM.

PRESENT: Councillors John Emms (Chair) (part meeting) and Karl Tomasin – Yate Town Council
 Councillor Sarah Hurley – Dodington Parish Council
 Councillor Jon Parker – Oldland Parish Council & Bristol East Fringe Cycling & Walking Group
 Councillor Steve Spooner – Sodbury Town Council
 Andrew Gough – (Treasurer) Bristol Cycling Campaign
 Bob Keen – (Vice Chair) U3A Cycling Group
 Andy Whitehead - South Gloucestershire Council Transport and Environmental Policy Manager
 Tony Sharp – Resident
 Rebecca Bennett - Resident
 Adrian Hurley - Resident

Service Support Officer – Yate Town Council

Item 1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Ben Nutland, Cheryl Kirby (Yate Town Council), Councillor Claire Young (South Gloucestershire Council), Rob Bushill and Michael Pearce.

Item 2. DECLARATIONS OF INTEREST UNDER THE LOCALISM ACT 2011

No declarations of interest received.

Item 3. CONFIRMATION OF MINUTES OF MEETING HELD ON 15 AUGUST 2022

RESOLVED The minutes of the Joint Cycleway Group meeting held on 15th August 2022 be confirmed as a true and accurate record.

Item 4. ITEMS CONSIDERED

a) Mini Holland Presentation

A presentation about the Mini Holland proposal (South Gloucestershire Council) was given by South Gloucestershire Council Transport and Environmental Policy Manager.

The presentation included details of the proposal which South Gloucestershire Council would be submitting to West of England Combined Authority for consideration (Appendix 1).

Members of the Joint Cycleways Group raised the following comments / concerns :

- Consultations
 - With issues arising from a previous consultation, the group expressed the importance of carrying out a consultation that brings the local community along with the ideas and proposals;
- New Developments
 - The current proposed plan does not include all of the new developments in Yate (Autumn Brook and Ladden Garden Village);.
- 20mph Speed Limit
 - Following this scheme, consideration needs to be given about a role out across the town including making Yate a 20mph town.

b) Update from South Gloucestershire Transport Planning Officer

The following update was received:

Cycling and Walking Infrastructure Updates

“The two South Glos schemes in phase 1 were the Yate Spur and Alveston Hill, Thornbury, both long-standing ambitions identified within the South Glos cycle strategy. Outline business cases (OBC) have now been approved for both schemes, and work has begun on getting land agreements in place and writing the Full Business cases. West of England Combined Authority (WECA) has identified funding for the delivery of these schemes.

The second phase of WECA funding has allowed the development of 3 further schemes which are:

- *Grovesend Road Thornbury*
- *A1474 Filton to MoD*
- *Keynsham Road Scheme*

The aim is to have OBC’s completed on all of them by early next year, unlike the phase 1 schemes, I should note that funding for further development and delivery of these schemes has not yet been identified, but they form part of our pipeline of schemes and are well placed for future funding bids.

As part of the City Region Sustainable Transport Package, South Gloucestershire Council (SGC) also has funding for a package of improvements to the Bristol and Bath Railway Path in SGC. This project is still in its early days at present but is aimed to deliver accessibility improvements and address pinch points on the route.

Awarded in March 2022, Active Travel Fund 3 provided £1.67m to deliver a new cycling route to Kingswood High Street, connecting the town centre and pedestrianisation scheme with the East Bristol liveable neighbourhood being developed by Bristol City Council. This work is being delivered in-house by SGC engineers, who are currently looking at route alignment options and outline designs, with the aim of publicly consulting on possible designs by the end of the year. I will ensure this group is made aware of any further progress.

We are working with WECA to develop a bid proposal for the anticipated Active Travel Fund 4, this was due to be announced at the end of September, but it has been delayed because of recent changes in government. A list of possible schemes has been developed, and for SGC includes both Keynsham Road, and the ring road improvements package, as well as the other phase 2 W&S development schemes and a smaller scheme on the Concorde way, the schemes taken forward will depend on how well they meet the bid criteria (when announced), and the amount of funding made available.”

c) Dedicated Cycling Officer

No update received.

d) Station Road Surface

NOTED that the following correspondence was sent to South Gloucestershire Council by the Clerk of Joint Cycleways Group;

On behalf of the members of the Joint Cycleway Group, I have been asked to contact South Gloucestershire Council regarding the current state of Station Road, Yate.

Members of the group have noticed that there has been metal sticking out of the road surface which is of high concern considering the road is a major route through the town.

It was also noted that when the road was resurfaced, the cycle lane was not included in those road surface improvements.

Please can South Gloucestershire Council advise how the cycle lane will be maintained and the infrastructure supported to help encourage people to use the cycle lane?

No update received.

e) Blockages of Cycle Routes

Councillor John Emms spoke about bollards around Yate which are located on cycle routes and impede those who may have a trailer on their bike or use a mobility scooter.

It was **RESOLVED** that the Joint Cycleways Group would write to South Gloucestershire Council regarding the bollards and the hazards they cause.

f) Events

Rebecca Bennett gave a verbal update in relation to events:

- Successful bike safari in the summer;
- Bike to the Park event took place every month during the summer and was popular with families

The next event is the “Christmas Lights Bike Ride” which takes place on 16th December 2022 from North Parade, Yate Shopping Centre at 5pm. The event is to also celebrate the first 6 month of the Community Bike Hub.

g) Community Bike Hub

A verbal update was received regarding the bike community hub :

- 200 bikes have been donated and refurbished.
- Have run a successful scheme for local Ukrainians to use bikes from the hub.
- The bike hub is in the process of becoming a permanent asset.
- The hub is also looking to become a Community Interest Company.
- Possible joint venture with Sodbury Sportive could provide a substantial income for the hub.
- From January 2023, opening hours of the hub may change.

Item 5. DATE OF NEXT MEETING & ITEMS TO BE CARRIED FORWARD

RESOLVED The next meeting of the Joint Cycleway Group will be arranged by the circulation of a doodle.

Yate Mini Holland Feasibility Study

Yate Joint Cycleways Group

23rd November 2022

The Opportunity

- Expressions of Interest were requested by Central Government from Authorities in 2021 interested in developing a Mini Holland scheme
- West of England Combined Authority, and 18 other authorities, were successful in securing funding to develop a Feasibility Study.
- Two studies being develop for West of England – only one to be submitted.
- The Feasibility Studies are expected to be submitted in December/early January and will be scored by Active Travel England/Department for Transport.
- Only a handful of the 19 submissions are expected to be successful and secure funding.
- If successful, further scheme development will take place, with co-design a key element of future work.
- The Guidance strongly advises for visionary schemes and the need to be bold and transformative schemes.
- This is an opportunity to implement exemplary “place-making” approaches to the design and management of public spaces, drawing in benefits beyond walking, cycling and wheeling.

The Emerging Vision – *taking the Masterplan forward*

Yate is ready and prepared for **ambitious change** and benefits from eighteen months of work to develop a town-wide masterplan with a vision to transform Yate into a **15-minute town**.

We want to seize the opportunities presented by Yate's compact size, existing walking and cycling networks and relatively wide car-based road network, to deliver a step change in the way people travel to, from and within Yate.

In doing so, we will **shift the balance of the transport hierarchy** in favour of active and public transport modes and away from car-based mobility. This will transform opportunities for walking, cycling and wheeling making them the most convenient and obvious choices for residents and visitors alike while enabling us to **reimagine streets as places for people**.

The receipt of Mini Holland funding will enable the **accelerated delivery** of key elements of the 15-minute town vision for Yate, building on **strong political and community support** and momentum built as part of the development of Yate Masterplan, and **delivering a town that serves everybody in the community**.



Progress to Date

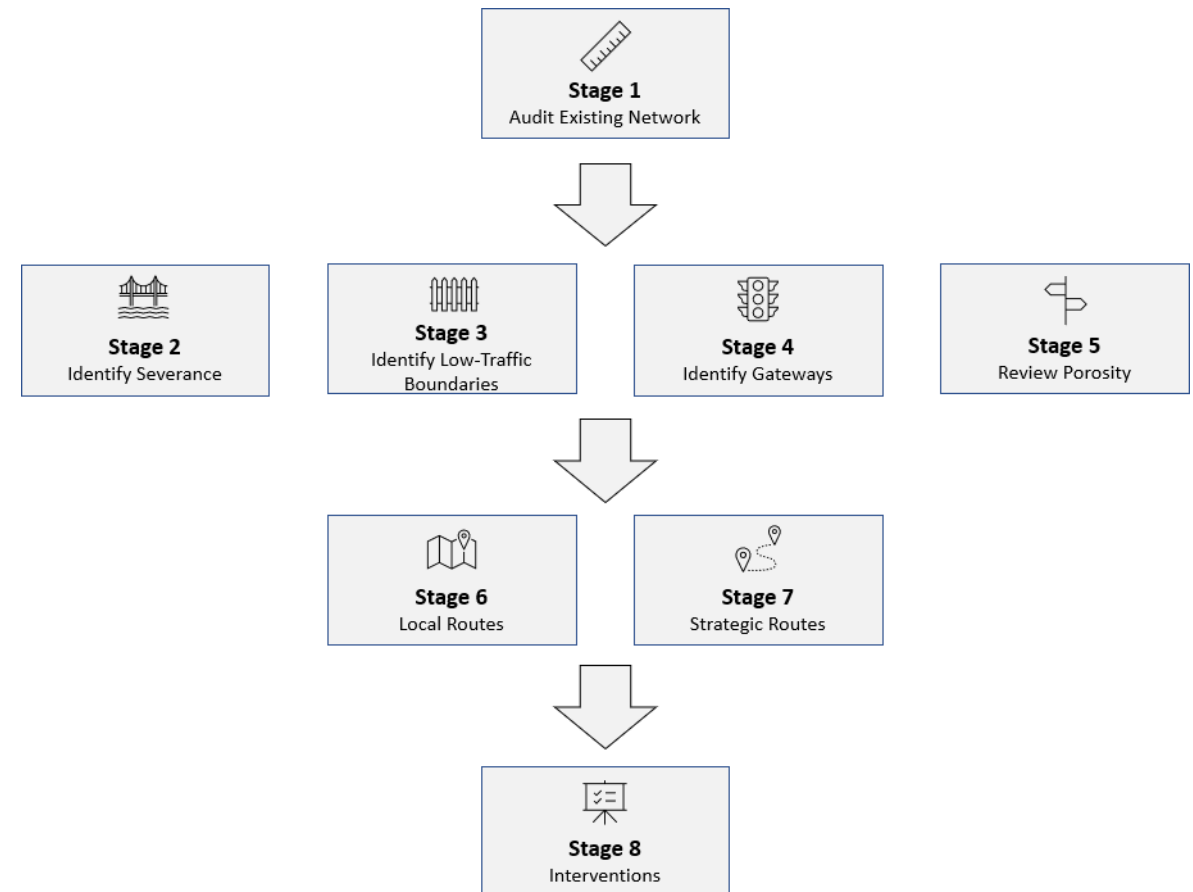
- A strong foundation of the existing situation
- Assessment of the key strengths, weaknesses, opportunities and threats to support the narrative
- Development of the network plans – creation of neighbourhoods, understanding of local routes, required gateways

Strengths	Weaknesses
<ul style="list-style-type: none"> • Amenities in Yate are within walking, cycling or wheeling distance • Flat topography supports travel by active modes • Political and community support for the 15-minute town concept and transformative change, as evidenced in the Yate Masterplan 	<ul style="list-style-type: none"> • Yate performs poorly in many indicators of health relative to the South Gloucestershire average • A low proportion of residents commute by walking and cycling • There are highway safety concerns on higher trafficked roads • Existing cycle infrastructure is not to standard • The town centre is difficult to access by non-car modes
Opportunities	Threats
<ul style="list-style-type: none"> • Yate is expanding to the north with 2,500 houses planned • Yate is mostly residential with dense employment areas amplifying the impact of improvements • Yate has an extensive greenway network which could be upgraded • Recent and planned schemes will complement the Mini-Holland e.g. Yate Park & Ride and increased rail service frequency 	<ul style="list-style-type: none"> • Household car availability is high compared to the national average • High proportion of people drive short distances to work • Town layout and land use is car focused

Requirements from ATE/DfT

- Currently there is no final guidance provided by Central Government
- The objective of the feasibility study is to assess how the area could be as pedestrian and cycle-friendly as their Dutch equivalents
- There is an expectation set for the studies, and scoring criteria:

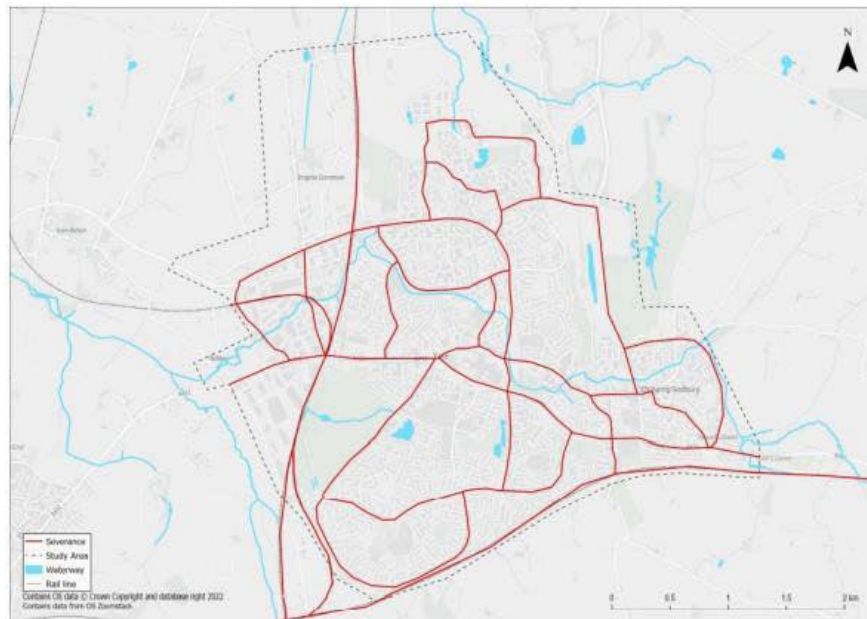
Criterion	Max score
Network development	10
Porosity	10
Mesh Density	10
Permeability	10
Rat-run resolution	10
Perimeter treatment design	15
Internal treatments design	15
Placemaking	10
Engagement practice	10
Total	100



Developing the Network Plan

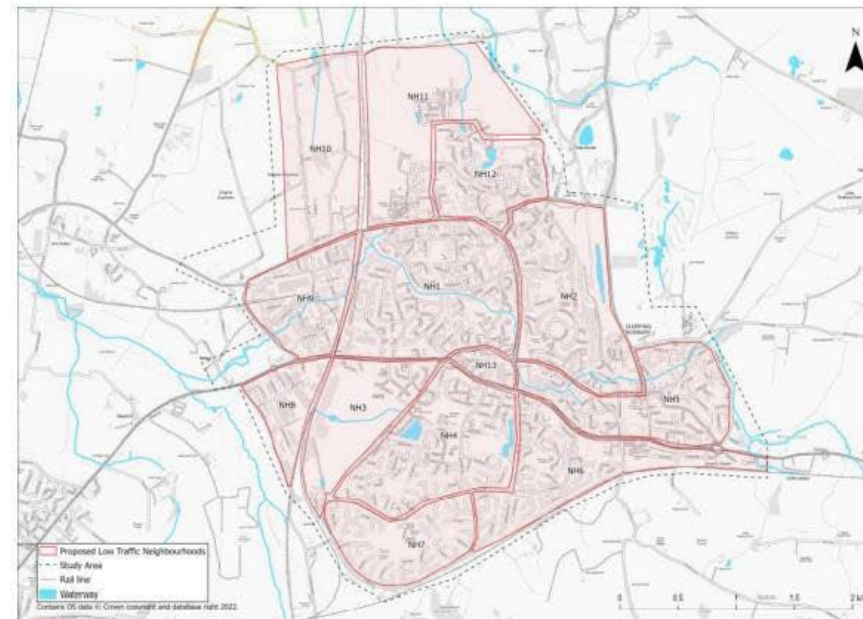
Severance

The severance lines have been defined and confirmed through engagement, identifying roads which are barriers to movement and also considering other barriers such as the railway line (north-south) and waterways.



Low Traffic Neighbourhoods

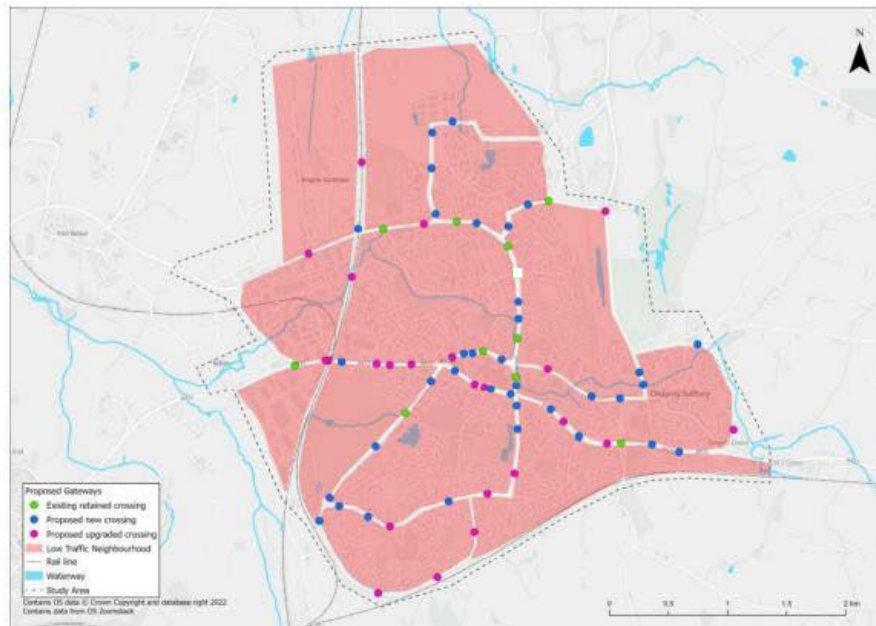
The network audit, engagement and understanding movement in the town has led to a refinement of the severance lines to form the following neighbourhood boundaries.



Developing the Network Plan

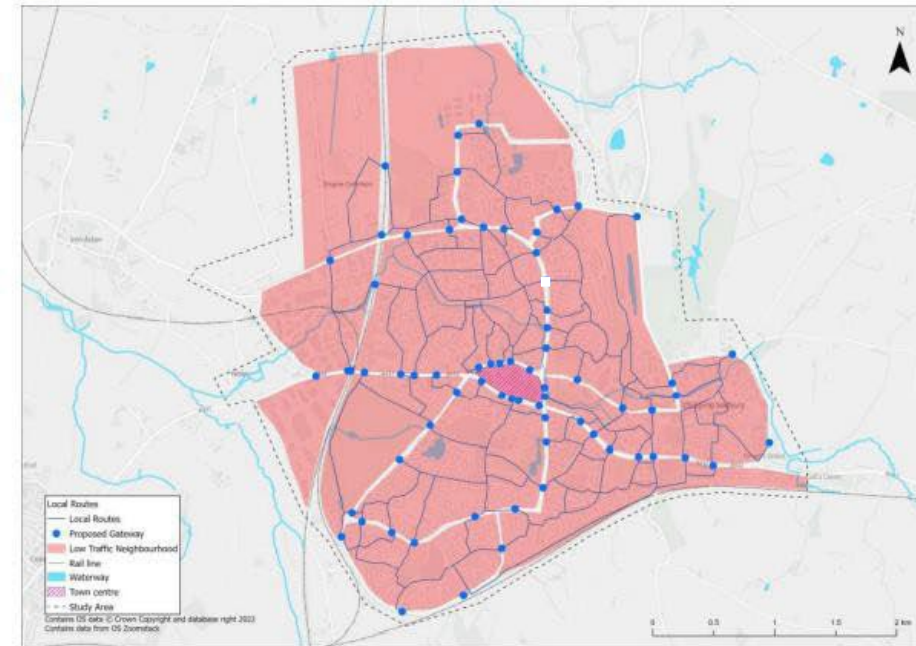
Identify Gateways

Yate benefits from a number of existing crossings between the identified neighbourhoods, however it is recognised in many locations these are substandard or away from desire lines.



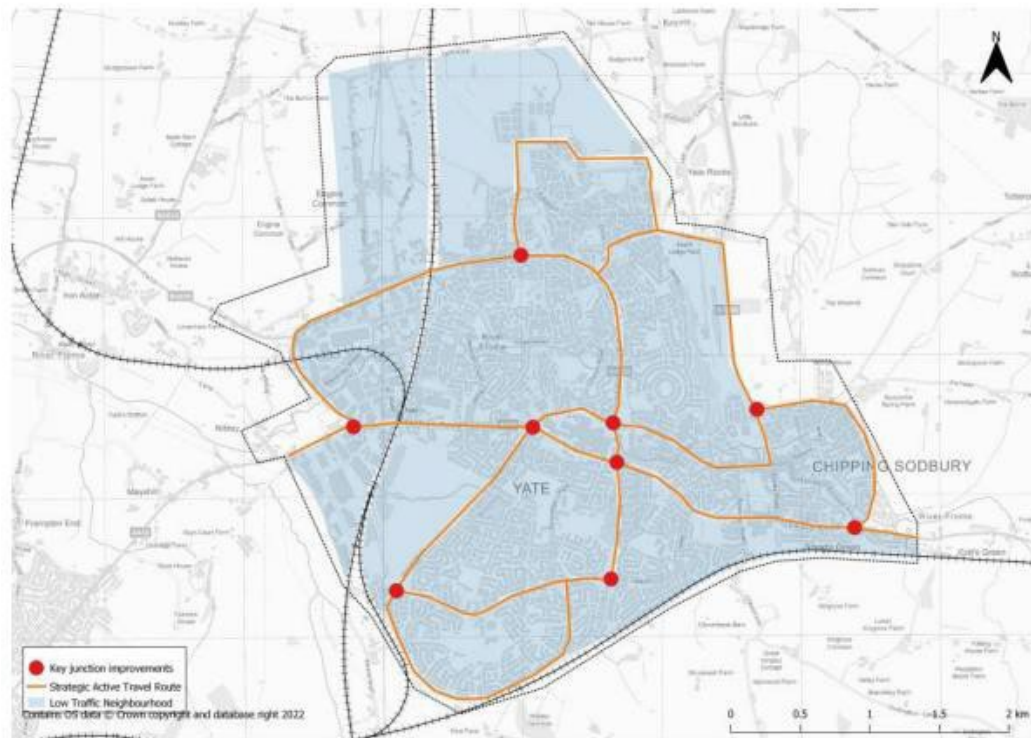
Local Routes

Consideration of local routes, ensuring direct movement through and between neighbourhoods has led to a refined plan ensuring gateways and routes align. This is currently being reviewed.



Strategic Routes

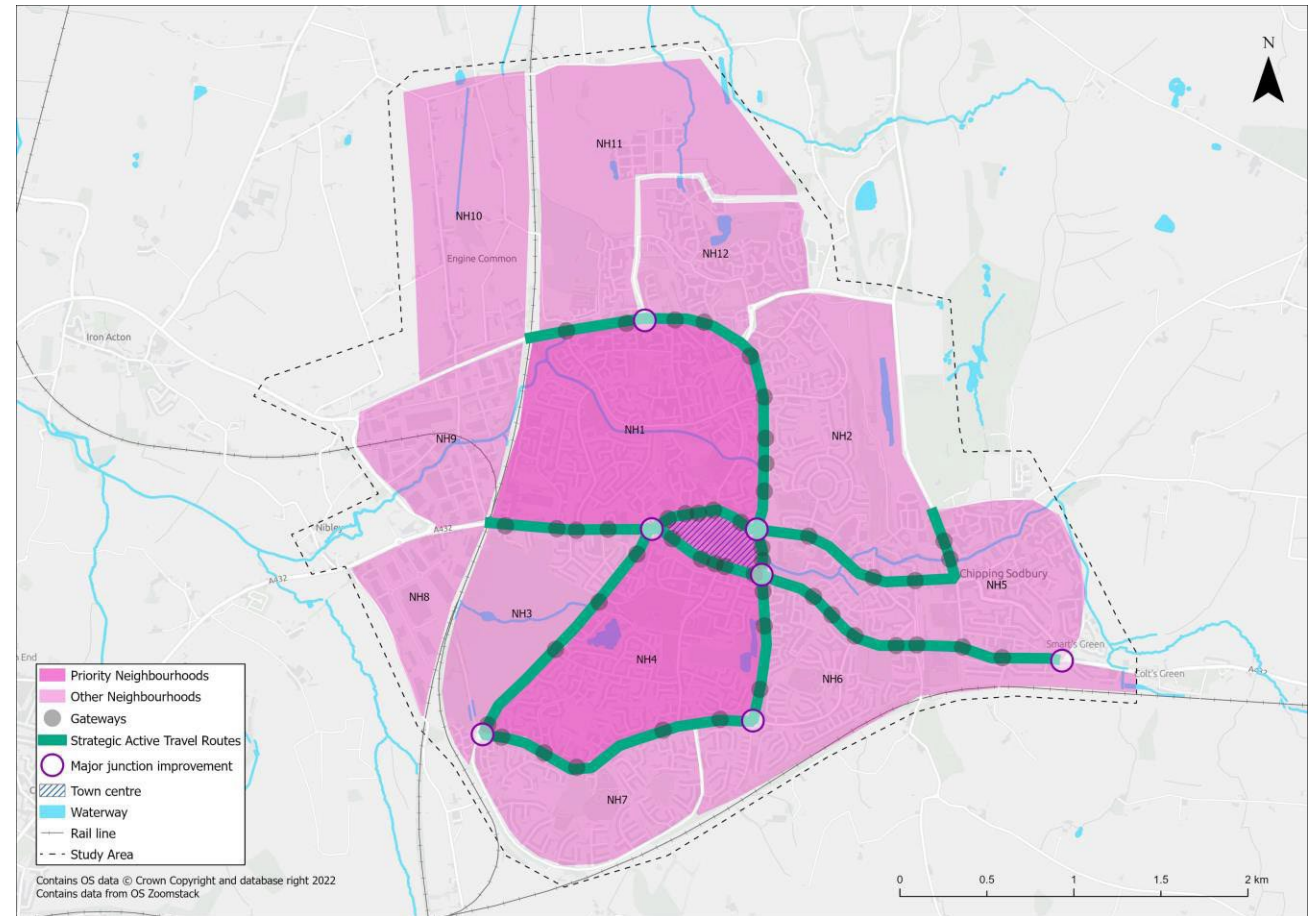
The neighbourhood boundaries form the key strategic routes, where interventions will be required in order to provide improvements for the active travel network.



Plan taken from early development work

Emerging Network Plan

- Highlighted two priority neighbourhoods as focus for the investment
- Provided a whole town approach through ease of movement between all identified neighbourhoods
- Focus on strategic routes to create improved environments in the more central area

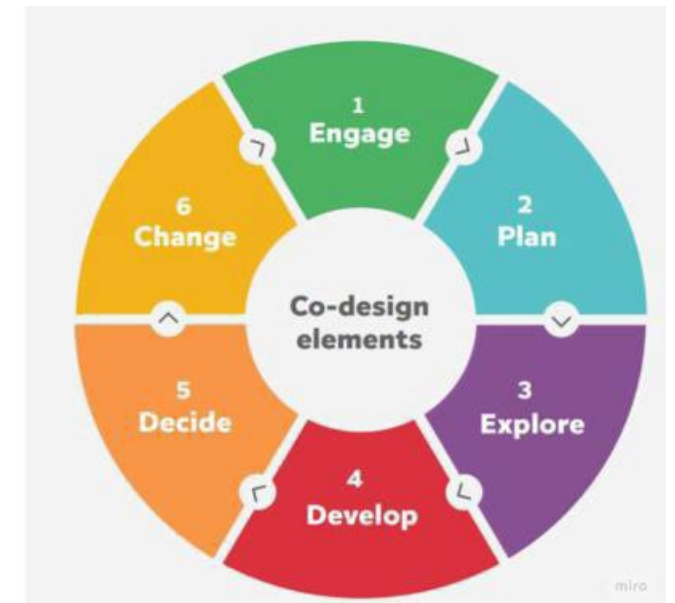


Engagement Proposals

- It is fundamental that the scheme is developed together with the community – co-design
- A full Stakeholder Engagement Plan based on best practice is expected as part of the submission with co-design at the heart
- The Feasibility Study is focused on demonstrating the potential scheme and value. This requires the costing and types of intervention (these are indicative).
- If successful, the next stage will focus on full engagement to determine the type of scheme.
- Nothing at this stage is set in stone.

Co-design elements

1. Engage
2. Plan
3. Explore
4. Develop
5. Decide
6. Change



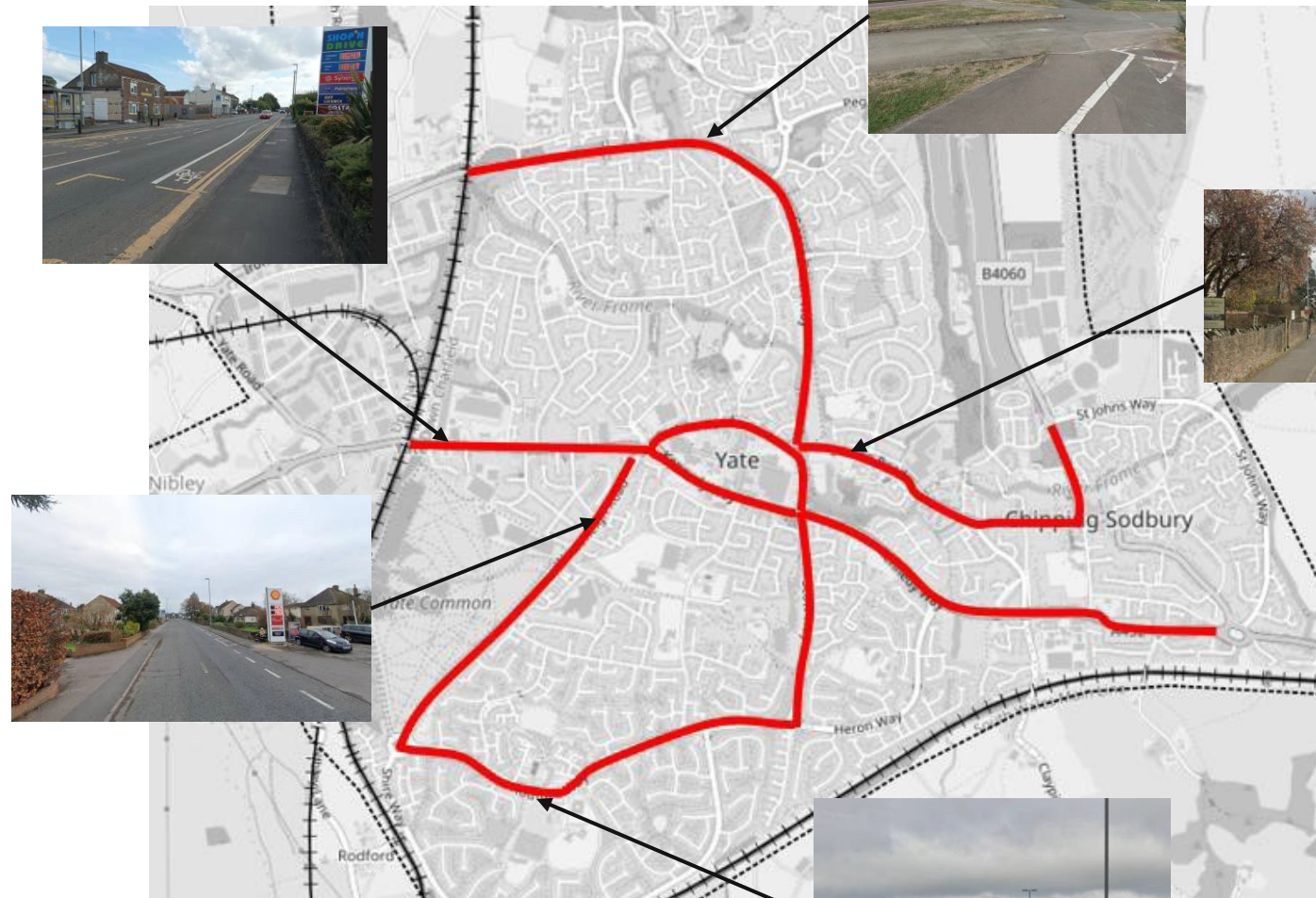
Emerging Interventions

- A Mini Holland scheme comprises point, link and area treatments
- ATE expect visionary proposals
- Interventions have been focused on the priority areas to support the 15 minute town vision, and align with the Masterplan
- Importance of LTN1/20 principles
- Complementary whole town interventions have also been considered to support the scheme
 - 20 mph town

Perimeter Treatment Locations

Interventions:

- Safe crossing points for pedestrian and cyclists
- Protected cycle tracks
- Wider and improved footways
- Continuous footways at side roads
- Bus stop bypasses / borders
- Cycle stage junctions
- Reallocation of road space to pedestrians and cyclists



Perimeter Treatment Design

Continuous footways



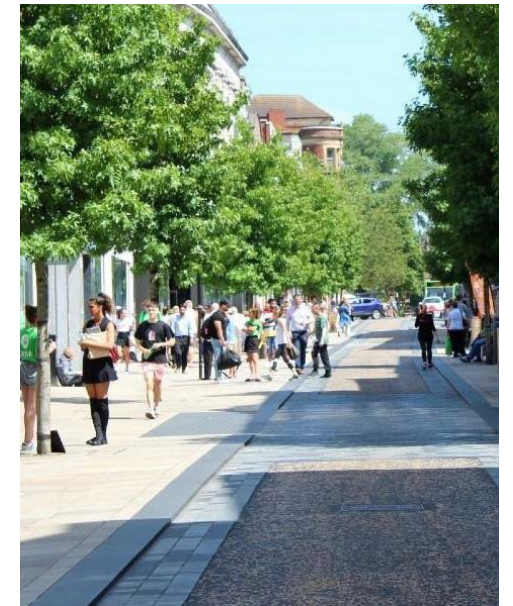
Controlled pedestrian and cycle crossings



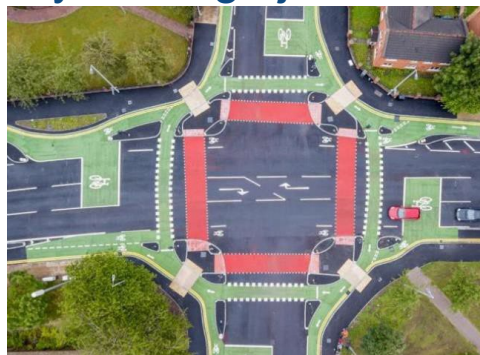
Bus stop bypasses / borders



Public Realm and Greening



Cycle stage junctions



Internal Treatment Designs

School Street

Modal Filters



Cycle storage



Planters



Parklets and social opportunities



Bus Gate





JCG Joint Cycleway Group

MINUTES OF THE JOINT CYCLEWAY GROUP MEETING HELD VIA ZOOM VIDEO CONFERENCING ON 23 NOVEMBER 2022 FROM 7.45PM TO 8.15PM.

PRESENT: Councillors John Emms (Chair) (part meeting) and Karl Tomasin – Yate Town Council
 Councillor Sarah Hurley – Dodington Parish Council
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 Tony Sharp – Resident
 Rebecca Bennett – Resident
 Adrian Hurley - Resident

Service Support Officer – Yate Town Council

1. APOLOGIES FOR ABSENCE

No apologies for absence were received.

2. DECLARATIONS OF INTEREST UNDER THE LOCALISM ACT 2011

No declarations of interest received.

3. ANNUAL GENERAL MEETING OF JOINT CYCLEWAY GROUP

3.1 Chair's Report

The below report was received verbally from the Chair:

Joint Cycleways Group (JCG) continues to provide an important role as we move to new ideas about transport, and new forms of transport. It has become established that JCG is no longer simply about cycling, but considering the interests of all using different forms of individual sustainable transport, in all parishes surrounding Yate. The SGC Cycle Forum is an important grouping covering the whole of South Gloucestershire, and this is complemented by JCG that has members with specific skills and knowledge, particularly knowledge of our own local area. We have long established that “cycle routes” rarely benefit only one parish, but almost always benefit three or four parishes. It remains vital, in all our work, that JCG remains absolutely apolitical.

It is clear that where JCG recommendations are considered, we can make projects safer for all, and also save considerable money in re-work. JCG made considerable recommendations to the design of the Heron Way junction. The build-out on Heron Way was removed, and individual sustainable transport was removed from the considerable weight of trucks that travel that route, particularly for the right turn from the A432 Kennedy Way into Heron Way. Unfortunately, only cycles were considered, so cycles with trailers, trikes, cargo bikes etc will need to take an alternative route.

We are about to see the strategically vital link to the Bristol to Bath Railway Path. The current plans only see the link running to the junction of Westerleigh Road with Rodford Way, and JCG input will be vital in getting the link to run further into Yate and onto Chipping Sodbury, along with all other parishes. I am sure that these links will contribute considerably, as a part of the network of routes that a successful Mini Holland bid will bring. I have been able to provide considerable input to Mini Holland as a part of the public consultation, and I look forward to JCG providing further advice based on real knowledge of the local area, from a “cycling” perspective.

JCG, along with the U3A Cycling Group, offered support to CAYCS in the forming of Yate Community Bike Hub, under the leadership of JCG member Rebecca Bennett, and strong support of JCG Deputy Chair and U3A Cycling Group Leader, Dr Bob Keen. From being a volunteer at the Hub, I am very aware of the great work that the Hub is doing in promoting cycling for commuting and health, providing training courses, and also free bikes to help the low paid remain economically active. I know that the Hub has received a number of referrals from SGC agencies, and among those referred are a number of Ukrainian refugees who are now able to travel to work. I also welcome the fact that a number of parishes have provided support for the Hub, along with SGC individual Member Allocated Funding. I look forward to seeing the Hub flourish as it moves forward into becoming a Community Interest Company, with strong links to JCG. I look forward to JCG playing an increasingly important role, as we move into 2023 and beyond.

3.2 Treasurers Report and Approval of Accounts

The accounts were **NOTED** (Appendix 1).

RESOLVED that the accounts are accurate.

RESOLVED that money from the accounts would be given to the Community Bike Hub towards refreshments for their Christmas event 2022.

3.3 Election of Chair for 2022 - 2023

RESOLVED Councillor John Emms be elected Chair of the Joint Cycleways Group for 2022-2023

3.4 Election of Vice-Chair, Secretary and Treasurer for 2022 – 2023

RESOLVED Bob Keen be elected Vice-Chair and Andrew Gough be elected Treasurer for 2022-2023.

3.5 In line with the constitution (item 5.1) to appoint voting members

RESOLVED the following were appointed voting members in line with the constitution (Appendix 2):

- Councillor Karl Tomasin
- Councillor Steve Spooner
- Councillor Sarah Hurley
- Bob Keen
- Andrew Gough
- Keith Pattison
- Adrian Hurley

RESOLVED to investigate a change in the constitution to allow all members to be voting members.

3.6 Confirmation of Minutes of Annual General Meeting Held on 15th December 2021

RESOLVED The minutes of the Joint Cycleway Group Annual General Meeting held on 15th December 2021 be confirmed as a true and accurate record.

4. POLICY REVIEW

The Joint Cycleways Group's Equality and Diversity Policy and the Safeguarding Child and Young People and Adults at Risk Policy were received and it was **RESOLVED** to readopt both policies (Appendix 3).

5. DATE OF NEXT MEETING & ITEMS TO BE CARRIED FORWARD

RESOLVED The next meeting of the Joint Cycleway Group will be arranged by circulation of a doodle.

**FINANCIAL STATEMENT FOR THE YEAR
1 January - 31 December 2020**

			2020	<i>2019</i>
			£	£
INCOME				
01/01/2020		OPENING BALANCE	1014.51	<i>439.19</i>
			=====	
		Received during year	0.00	<i>797.50</i>
			=====	=====
		TOTAL INCOME	1014.51	<i>1236.69</i>
			=====	=====
EXPENDITURE				
09/08/2020	Chq 000040 - Paul Hulbert	Cycling UK membership 2020/21 (provides insurance)	80.00	
			=====	
		Paid out during year	80.00	<i>222.18</i>
31/12/2020		CLOSING BALANCE	934.51	<i>1014.51</i>
			=====	=====
			1014.51	<i>1236.69</i>
			=====	=====

I certify that the financial statement above is in agreement with the Joint Parishes Cycleway Group's bank statements.

SIGNED

DATE

**FINANCIAL STATEMENT FOR THE YEAR
1 January - 31 December 2021**

			2021	<i>2020</i>
			£	£
INCOME				
01/01/2021		OPENING BALANCE	934.51	<i>1014.51</i>
			=====	
		Received during year	0.00	<i>0.00</i>
			=====	=====
		TOTAL INCOME	934.51	<i>1014.51</i>
			=====	=====
EXPENDITURE				
14/07/2021	Chq 000041 - Andrew Gough	Cycling UK membership 2021/22 (provides insurance)	82.00	
			=====	
		Paid out during year	82.00	<i>80.00</i>
31/12/2021		CLOSING BALANCE	852.51	<i>934.51</i>
			=====	=====
			934.51	<i>1014.51</i>
			=====	=====

I certify that the financial statement above is in agreement with the Joint Parishes Cycleway Group's bank statements.

SIGNED

DATE

JOINT CYCLEWAY GROUP

CONSTITUTION

1. Name: Joint Cycleway Group (JCG)

2. Aims:

- To consider and discuss matters of common interest relating to Cycleway provision in and around the parishes represented by the member local councils. Where appropriate, the Joint Cycleway Group may set up small working groups to examine issues in more detail.
- To receive recommendations on courses of action and make recommendations to its member councils.
- To make co-ordinated representations and responses to South Gloucestershire Council and other relevant bodies on matters of common interest relating to cycleway provision.
- Where there is common interest but there are likely to be local variations, for example in dealing with planning and consultation documents, to provide drafts for its member councils to adjust according to their own circumstances.
- To liaise with local bodies such as the police, local councils, and cycling and community groups in order to make discussion and consultation processes more efficient.
- To promote new and existing cycle routes and promote provision of cycle facilities, including by organising events, publications and publicity.
- To promote new and existing routes accessible to all the community, including those with mobility needs.

3. Powers:

In order to achieve its aims JCG may:

- Raise and spend money
- Open bank accounts
- Take out insurance
- Employ contractors
- Organise and fund events and publicity
- Work with other groups and exchange information
- Make representations in response to policies and other consultations
- Make proposals and representations on cycling related matters
- Do anything that is lawful which will help it to fulfil its aims

4. Duties and Responsibilities of Members:

In the exercise of JCG functions, both within meetings and externally, Members should consider Crime and Disorder, Health and Safety, Human Rights and the need to conserve biodiversity. The JCG also has a duty to tackle discrimination, provide equality of opportunity for all and foster good relations in the course of developing policies and delivering services under the public sector Equality Duty and Equality Act 2010.

5. Meetings of JCG:

- 5.1 Voting membership (“Members”) of the JCG meetings (Management Meetings, Annual General Meetings and Extraordinary General Meetings) shall comprise:
- Up to two nominated representatives from each of the member local councils and cycling groups
 - Those people elected to the positions of Chairman, Vice-Chairman, Secretary and Treasurer
 - Up to five further representatives drawn from local residents and cycling volunteers
 - One co-opted representative from South Gloucestershire Council who shall not be entitled to vote
- 5.2 No person shall be entitled to more than one vote at any meeting of JCG.
- 5.3 A quorum at JCG meetings shall consist of at least four of those entitled to vote.
- 5.4 Meetings shall be open to the general public with the exception of confidential issues.

6. Annual General Meetings

- 6.1 An Annual General Meeting shall normally be held in each calendar year, with never more than 15 months between AGMs.
- 6.2 Not less than 28 days notice shall be given of an AGM to member councils and groups (or their nominated representatives) and voting members.
- 6.3 The AGM shall include:
- Minutes of previous AGM
 - Chairman’s report
 - Treasurer’s report and approval of Accounts
 - Election of Chairman for the coming year
 - Election of Vice-Chairman, Secretary and Treasurer
 - Any other business of which not less than two voting members give notice to the Secretary not less than seven days prior to the meeting.

7. Management Meetings

- 7.1 A Management Meeting shall be held at least three times a year to manage the business of JCG between Annual General Meetings.
- 7.2 JCG shall have the power to appoint advisers who may attend and speak at meetings but not vote.
- 7.3 In the event of a vacancy occurring for Chairman, Vice-Chairman, Secretary, Treasurer or representative of local residents and environmental volunteers, the Management Meeting shall have the power to co-opt a replacement.

8. Extraordinary General Meetings

- 8.1 An EGM may be called at any time by the Chairman of JCG or by any four voting members on fourteen days notice.
- 8.2 The call for the EGM must be made by email or in writing to the Secretary of JCG, stating the business to be transacted at the EGM.

9. JCG Finance

- 9.1 JCG shall operate a bank account to which there shall be at least two signatories, two of whom must sign any cheques. The signatories must be unrelated and not live at the same address.
- 9.2 The Treasurer acting on the instructions of JCG shall have power to invest the assets of JCG for the benefit of the objects of the Group and to disburse them in the promotion of those objects.
- 9.3 Financial statements are to be provided at each General Meeting.

10. Termination

If at any time JCG shall be wound up or no AGM shall be held for a period of two years, the assets of JCG shall be vested in the member local councils and organisations to further the promotion of cycling facilities in the local area.

11. Constitutional Amendments

Any amendment to this constitution must be agreed by a two thirds majority at the AGM, or at an EGM called for that purpose.

Any proposed amendments to the constitution to be considered at an AGM or EGM must be forwarded by email or in writing to the Secretary not less than 14 days prior to the meeting.

Any amendments approved by an AGM or EGM shall be subject to the consent of the member local councils.

Constitution adopted..... (date)

Signed by Chairman of JCG:

JOINT CYCLEWAY GROUP

EQUALITY AND DIVERSITY POLICY

INTRODUCTION, AIMS AND SCOPE OF THE POLICY

The Joint Cycleway Group recognises and values people's differences and will assist them to use their talents to reach their full potential.

This policy is designed to ensure that the Joint Cycleway Group complies with its obligations under equality legislation and demonstrates our commitment to treating people equally and fairly.

The Joint Cycleway Group is unreservedly opposed to any form of discrimination on the grounds of age, disability, gender reassignment, marriage or civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation (defined as Protected Characteristics).

This policy applies to the JCG, and also to any volunteers and people taking part in or benefiting from the Group's activities ("stakeholders")

The organisation aims to ensure that

- All stakeholders are treated fairly and with respect at all stages of their involvement with the Joint Cycleway Group.
- All stakeholders have the right to be free from harassment and bullying of any description, or any other form of unwanted behaviour. Such behaviour may come from other stakeholders or by people (third parties) who are not stakeholders of the Joint Cycleway Group.
- All stakeholders have an equal chance to contribute and to achieve their potential, irrespective of any defining feature that may give rise to unfair discrimination.
- All stakeholders have the right to be free from discrimination because they associate with another person who possesses a Protected Characteristic or because others perceive that they have a particular Protected Characteristic, even if they do not.

RESPONSIBILITIES

It is the responsibility of the Chairman to develop and lead the implementation of the equality and diversity policy.

Responsibility for approving the policy and monitoring that it is being followed rests with the Joint Cycleway Group.

Members of the Joint Cycleway Group as a whole and volunteers have a duty to act within this policy, ensure it is followed and to draw attention to any suspected discriminatory acts or practices.

IMPLEMENTATION OF THE POLICY

Members of the Joint Cycleway Group and volunteers will be involved in creating an equality environment and one that values diversity.

Communications

Communication of the policy to members of the Joint Cycleway Group and volunteers and the public will be through paper documents, website and face to face discussions as appropriate. The policy will be drawn to the attention of people attending workdays and events.

Working with partners

In selecting our partners we will consider their commitment to Equality and Diversity by considering their formal policies and reputation within the community as appropriate.

Making our activities accessible to all

We will make our activities accessible by:

- Providing information in alternative formats (e.g. large print, voice recordings) on request
- Holding activities in accessible locations if practical (acknowledging the challenges of the open countryside, such as gradients, terrain and ground conditions)
- Providing appropriate tools and equipment to allow participation where appropriate and practical
- Seeking feedback from service users on how accessible users find our activities

REPORTING DISCRIMINATION/ POTENTIAL DISCRIMINATION

Stakeholders who feel that they have suffered any form of discrimination should raise the issue through the Chairman. Stakeholders also have the option of raising issues within Management Committee meetings of the Joint Cycleway Group if they feel that this is more appropriate.

Stakeholders should also use this approach if they feel that they have been the subject of harassment from someone who is not a member of the Joint Cycleway Group or volunteer. The Group will not tolerate any harassment from third parties towards its stakeholders and will take appropriate action to prevent it happening again.

If a stakeholder witnesses behaviour that they find offensive in relation to age, marriage or civil partnership, pregnancy and maternity, disability, gender reassignment, race, religion or belief, sex and sexual orientation, even if it is not directed at them they should also use this procedure.

MONITORING AND REVIEW

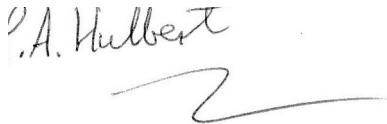
This policy will be monitored to judge to what extent it is working and identify areas for improvement.

Monitoring of this policy will take place regularly as a normal part of planning the activities of the Joint Cycleway Group - for example, plans for events will be checked to make sure that they take account of accessibility and appropriate methods of publicity.

This policy will be reviewed every two years by the Management Meeting to ensure that it remains up to date and reflects the needs and practices of the organisation.

The policy may also be reviewed if legislation changes, or if monitoring information or feedback suggests that policy or practices should be altered.

Signature:

A handwritten signature in black ink that reads "P.A. Hulbert". The signature is written in a cursive style and is positioned above a long, horizontal, wavy line that serves as a decorative flourish or underline.

Name: Paul Hulbert

Role: Secretary

Date: 18 November 2020

Minutes of Yate and District Transport Forum Meeting Held Remotely via Zoom on Monday 21 November 2022 from 6.00pm until 7.45pm.

Present:

Councillors Tony Davis (part meeting), Cheryl Kirby and Chris Willmore – Yate Town Council

Councillor Paul Hulbert (part meeting)– Dodington Parish Council

Councillor Ruth Davis - South Gloucestershire Council

Councillor Claire Young – South Gloucestershire Council

Peter Mann (part meeting) and Lee Stockford (part meeting) – West of England Combined Authority

Joe Beckley (part meeting) – Stagecoach

Marcus Deegan (part meeting) – Great Western Railway

Jenny Bright (part meeting) – Green Community Travel

Dave Winter (part meeting) – Member of the public

Service Support Officer – Yate Town Council

Item 1. Elect of Chair of Meeting

Councillor Cheryl Kirby (Yate Town Council) was elected chair of the meeting.

Item 2. Apologies for Absence

Apologies for absence were received from Karen Nelson (First Bus), Claire Jaggard (MyYate) and Councillor Steve Spooner (Chipping Sodbury Town Council)23–

Item 3. Declarations of Interest Under the Localism 2011

No declarations of interest were received.

Item 4. Minutes of the Meeting of the Yate and District Transport Forum held on 21 March 2022

NOTED The minutes of the Yate & District Transport Forum meeting held on 21 March 2022 were received and were agreed to be a true and accurate record.

Item 5. Current Local Issues

Thanks were given to West of England Combined Authority (WECA) for attending the forum for the first time.

The following local issues were raised to the representatives of the transport organisations:

Buses

Issue Raised	Forum Members Comments	Transport Organisation Comments
<p>1. Frampton Cotterell and Iron Acton Services</p>	<p>Councillor Claire Young raised the following issues in relation to Frampton Cotterell and Iron Acton services:</p> <p>1. Following the cancellation of the Y3 & Y4 services, people can only get into Bristol via the extended Y6 service. This has left Iron Acton with no services apart from the 626 which only stops once in the morning and once in the evening.</p> <p>2. Contact had been made to WECA regarding a proposal from Euro Taxis to provide a partial service.</p> <p>3. Iron Acton needs a service as people are walking along Nibley Lane (which is unpaved) to catch a bus whereas their services used to pick them up by their homes. Councillor Chris Willmore also commented that many people need services to be able to reach Yate as this is an important place for people who may be accessing medical care or shopping facilities.</p>	<p>1. Peter Mann from WECA commented that almost all of the services which have been withdrawn in the past few months have been exclusively from commercial services due to the route not making money. Another factor is the lack of drivers which the Bristol Mayor has said is affecting most of the country.</p> <p>2. Lee Stockford from WECA commented that Euro Taxis could not commit to the resources needed at this time.</p>

<p>2. Number 47 Bus</p>	<p>Councillor Chris Willmore thanked everyone who had worked on getting the 47 bus.</p> <p>Councillor Willmore raised the following concerns:</p> <ol style="list-style-type: none"> 1. When the service first became available, First Bus provided a timetable which didn't give exact locations where the bus stops were and there was no route map available. Local residents created a bus timetable and route map. 2. Bus shelters. 	<ol style="list-style-type: none"> 1. Peter Mann said that they would feedback to First Bus that the correct information needs to be displayed on their website and operators need to market their services. WECA can promote these services too. 2. Peter Mann said that currently bus shelters sit with the local authorities rather than WECA, but if they were to move over to WECA's control, they could ensure that there is a bus shelter where possible which would also result in standardisation of information at these shelters.
<p>3. Reliability and 'Real Time Information'</p>	<p>Councillor Paul Hulbert raised the following issues regarding the current reliability of buses and the 'Real Time Information' which is currently being provided:</p> <ol style="list-style-type: none"> 1. There have been occasions where the information being given doesn't match real time eg. The bus could be pulling up to the stop but it is not showing on the information. 	<ol style="list-style-type: none"> 1 & 2. Peter Mann said that WECA were sympathetic to the situation. It is a combination of issues which WECA recognise and with First Bus, are in the process of trying to resolve.

	<p>2. Buses can be shown as a few minutes away and are then cancelled.</p> <p>3. How does the system cope with a driver skipping a certain part of the route?</p>	<p>3. WECA representatives said this was a technical issue and that it also relies on people entering information into the system correctly.</p> <p>Joe Beckley from Stagecoach commented that they used a different system but agreed with WECA that their system also relies on people entering the correct information which can cause errors to occur.</p>
<p>4. Fare Zone Issues <i>(Marcus Deegan left the meeting)</i></p>	<p>Councillor Claire Young raised the following issues regarding Fare Zones:</p> <p>1. With people having to use multiple buses, they are paying disproportionate amounts for short journeys around the local area.</p> <p>2. Would be beneficial for Yate and surrounding areas, to have their own travel zone or make the existing Yate zone bigger.</p> <p>Councillor Claire Young to send details to WECA representatives.</p>	<p>2. Peter Mann to raise with First Bus.</p>
<p>5. Timing of Arrivals at Colleges</p>	<p>Councillor Chris Willmore raised concerns regarding the changes to the Bristol route now affecting students trying to get to Filton College. Students are either getting there after college has already started or some 50 minutes early.</p>	<p>Peter Mann asked for details of this to be sent to WECA to be followed up on.</p>

	<p>Councillor Willmore also expressed concern that the college hadn't been consulted on the changes to the bus route which has an impact on their students.</p>	
6. Yate Park and Ride	<p>Councillor Chris Willmore raised that buses are not entering the Yate Park and Ride, rather they are stopping outside because the turning circle is too small.</p>	<p>Peter Mann said WECA would follow up on this issue as this is a design fault.</p>
7. Yate Minibus Proposal	<p>Councillor Chris Willmore explained that following the summer and autumn consultation (from WECA) regarding the minibus proposal, a detailed response, including plans of an internal town system was submitted. No response has been received regarding the consultation or the responses submitted.</p> <p>Councillor Chris Willmore to send a copy of the response submitted directly to WECA representatives.</p>	<p>Peter Mann explained that WECA are currently tendering for their Demand Responsive Travel plan. Consultation responses were not received by WECA Officers.</p>
8. Metrobus Phase to Include Yate	<p>Councillor Chris Willmore asked what the plans were for Yate to be included in the Metrobus scheme.</p>	<p>WECA commented that there are currently no plans for Yate to be included</p>
9. S106 Money	<p>Councillor Chris Willmore said that s106 money, from the new North Yate developments, should have been paid to South Gloucestershire Council towards the travel plan and station for the area.</p>	<p>Peter Mann agreed to follow up with South Gloucestershire Council, specifically where it relates to money for buses.</p>

The following items to be carried over to next meeting:

Trains

- Additional services – including half-hour services
- Network Rail repairs to Yate Station access road
- Failure of PA system
- Abandoned vehicle

Item 6. Update from West of England Combined Authority

A verbal update from WECA was received.

- Currently tenders are available across the region followed by the Network Review.
 - WECA are looking for services which they would like to run for the next few years.
 - Tender prices are going to be higher than previously which will lead to difficult decisions as to which services can be supported.
 - Tender responses are due back in the next few weeks ready for when the committee meets on 16th December to discuss responses received.
 - Contract awards to hopefully be sent out by first week of January 2023 with a view that they will be running by April 2023.
 - Services which have recently been lost have been put up for tender and WECA are awaiting to see if the market will respond.
- The Transport Levy Fund has been passed to WECA to continue the work and contracts that council's had before WECA took over.
- Funding already secured needs to be spent by 2025.
 - WECA cannot issue funding for contracts which will run past this date as there will be no funding afterwards.
 - This funding is also available to invest in promotion and fare incentives.

Peter Mann and Councillor Paul Hulbert left the meeting.

Item 7. Update from First Bus

No update received.

Item 8. Update from Stagecoach

A verbal update from Stagecoach was received.

- Stagecoach are submitting tenders to WECA and will await the outcome.
- Staffing has improved

- Have run recruitment days and have had a lot of local support.
 - There has also been a pay increase of 11.2%
 - The current biggest challenge is to get prospective candidates to commit to an interview.
- Lost mileage figures have been decreasing.
 - Have seen a slow rise in the number of passengers
 - Complaints are low
 - Complaints received normally relate to the bus being late or not arriving.

Joe Beckley, Jenny Bright, Councillor Tony Davis, Lee Stockford and Dave Winter left the meeting.

Item 9. Update from Great Western Railway

No update received.

Item 10. Date of Next Meeting

Date of next meeting to be confirmed by the circulation of a doodle with dates in January / February 2023.