

MINUTES OF FULL EXTRA ORDINARY PARISH COUNCIL MEETING
Monday April 20th 2022 Coalpit Heath Village Hall (Miners Club)

Present:

Cllr R McCullough (Chairman) Cllr J Lean (Vice Chairman) Cllr T Clark Cllr K Kelliher Cllr C Goddard Cllr A Hill Cllr B Taylor
Deputy Clerk R Davis
District Cllr S Reade

3167. Welcome & Introduction
Cllr R McCullough welcomed everyone to the extra ordinary April Parish Council meeting.
3168. Apologies for absence
Received and accepted from Cllr A DiDuca.
District Cllr C Young also sent apologies.
3169. Declarations of Interest under the Localism Act 2011 relating to this meeting
No interests were declared.
3170. Pre-arranged items from members of Public
None.
3171. CONSULTATIONS
(a) Yate, Chipping Sodbury, A432 and A4174 improvements
<https://consultations.southglos.gov.uk/YCSWW/consultationHome>
Councillors discussed the consultation at length and Cllr S Reade answered questions and provided clarification on a number of points. Council RESDOLVED to submit the comments attached at Appendix 1. (PMN Comments submitted to SGC and received 21/04/22).
3147. Items considered urgent or exempt by the Chairman
None.
3148. Dates of future Full Parish council meetings

Monday May 9th Annual Parish Council meeting Westerleigh Village Hall 7pm
Monday May 23rd Environment & Leisure Committee Meeting Red Brick Annexe Manor Hall 7pm
Monday June 13th Full Parish Council meeting HENFIELD Hall 7pm

Appendix 1

Westerleigh Parish Council – consultation response to A432 Yate to Wick Wick Roundabout Improvements

The first part of the response deals with the proposals for the A432 Coalpit Heath to Nibley Lane improvements.

Westerleigh Parish Council fully supports the proposals under the current scheme for improved bus facilities and a pedestrian refuge point.

The Parish Council has previously recognised the need for segregated cycle tracks along this section of the A432 and is supportive of the work that is being carried out there. Some concerns are emerging about the execution of the project however, which may impact its future effectiveness. In particular, the remaining carriageway is very narrow, which is already leading to problems with vehicles encroaching upon the raised cycle tracks, especially when lorries and other large vehicles are passing one another. Also, this is a route often used by emergency vehicles and traffic previously was able to pull over and allow them to pass - this now won't be possible to do in a safe manner. The Council has taken this into account when considering proposals for the rest of the route.



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The second part of the response deals with the proposals for the A432 Coalpit Heath (including the 'online' and 'offline' proposals).

Westerleigh Parish Council fully supports proposals for improved bus facilities along the A432 through Coalpit Heath. The Council welcomes these improvements which will directly benefit residents of Coalpit Heath and Frampton Cotterell accessing the bus network, as well as contributing to the success of wider strategic improvements. The Council remains deeply concerned however about the proposed reductions in bus services using this route and the negative impact that this will have on local residents and the wider strategic network.

The Parish Council is in support of pedestrian and cycling improvements through the area. However, it has concerns about the detail of the proposals.

The Council is not in favour of an 'on-line' (on the A432) with-flow cycle track. The village of Coalpit Heath is bisected by the A432 Badminton Road which experiences high volumes of traffic. The village is already divided by a busy road that is difficult to cross. As noted in the consultation document there is a high density of side road junctions and accesses to businesses and services along this stretch of the Badminton Road. There are also numerous residential driveways accessing onto the Badminton Road, a point which is not noted in the consultation document. There are a number of dedicated right turn lanes which help to maintain traffic flow, including at the busy junctions for Church Road and Beesmoor Road. Badminton Road provides on-street parking (for example outside the busy Miners Club) and delivery drivers visiting properties on the Badminton Road often stop briefly on the side of the road. There are a number of pedestrian refuges/ crossing points and extensive street furniture e.g. bins and post boxes.

Given this context the Parish Council has the following objections to the 'on-line' option.

- A dedicated cycle route is simply not feasible given the high density of side road junctions, business accesses and residential driveways that will require access across it. It would be unsafe for cyclists and could lead to conflict between cyclists using the route and local vehicles forced to cross it.

- A dedicated cycle route would negatively impact pedestrians in the village by making it less desirable and less safe to walk to local services. It would effectively further divide the village by making it even more difficult to cross the Badminton Road. Existing pedestrian refuges would potentially be lost. There is also potential for conflict between cyclists and local pedestrians trying to cross a dedicated cycle track and the Badminton Road to reach their homes and local services. Some cyclists using local dedicated routes behave dangerously and it can be expected that this type of behaviour will occur along the proposed track. This could make it unsafe for pedestrians to cross the track.

- The proposals suggest that the dedicated right turn lanes on the Badminton Road, which help to manage queuing right turn traffic and keep traffic flowing, would be removed. This is unacceptable as it would lead to increased local traffic congestion. It would also delay buses, thereby undermining the proposed improvements to bus infrastructure.

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- If it is decided to pursue the 'on-line' option further, the provision of safe lit pedestrian crossing points along the Badminton Road must form part of the proposals. Any crossing points that are removed to accommodate the cycle tracks, must be compensated for. The Parish Council stresses again that this is not the preferred option

The Parish Council's preference is for an 'off-line' option, which has the potential to benefit the residents of Coalpit Heath and Frampton Cotterell. The caveat to the Council's support is that an 'off-line' option must follow a route closer to Roundways and the edge of Coalpit Heath village to make sense as a commuter route. There should be intermittent links to Coalpit Heath village to ensure easy access for local residents, and to maximise usage by them.

The Council recognises that there is currently very little detail available about the route of the track and how it will connect to the cycle tracks being built to the north of Coalpit Heath, and at the southern end with the Badminton Road. The future support of the Council depends upon these details.

Furthermore, the Council insists that the details of an 'off-line' option, should it be pursued, are subject to proper consultation specifically targeted at Coalpit Heath and Frampton Cotterell residents. The Parish Council was disappointed by the lack of direct engagement with Coalpit Heath residents at the start of this consultation, although this was addressed once it was raised with South Gloucestershire Council officers and members. The consultation questionnaire was not inclusive of Coalpit Heath residents and any future questionnaires should be inclusive of this group.

The third part of the response deals with the proposals for Coalpit Heath to the Wick Wick roundabout.

The Parish Council is broadly supportive of proposals for this stretch of road, although it has severe reservations about the plans for the Kendleshire junction.

The Kendleshire junction is a recognised pinch-point along this section of the route and the Council is greatly concerned that simply pushing segregated cycle paths through the junction will only make things worse.

Given the severity of our concerns the Council must insist that a specific proposal for dealing with this junction is brought forward (even if it is longer term in nature) and that the proposal is the subject of its own consultation with all stakeholders. The proposal must include Damsons Bridge on the Down Road, a vital route for traffic from/to Winterbourne.

Finally, the section of the shared use pathway between the Wick Wick roundabout and the Hambrook Lights isn't currently lit and especially during winter months feels unsafe. A safe, lit route is essential.

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