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## Consultation Report

# Air Quality Action Plan, Temple Cloud and Farrington Gurney

June 2020

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# 1 Background

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The following Report provides the results, data analysis and discussion around the Air Quality Action Plan Consultation for Temple Cloud and Farrington Gurney by Bath and North East Somerset Council. The consultation with the community and other stakeholders was undertaken as a result of air quality indicators showing unacceptably poor air quality in the vicinity of key main road junctions.

The focus of the consultation was on residents living near to the affected roads, and to some extent the wider Temple Cloud and Farrington Gurney communities. Statutory consultees were also invited to comment on the Air Quality Action Plan.

The consultation commenced on 13th February 2020 and ran for 12 weeks. Information and views were gathered by means of an online/paper survey, and via stakeholder drop-in events, with some consultees choosing to write letters or emails.

The work was conducted in the following stages:

- Project inception / Confirmation of brief
- Information / evidence gathering
- Design stakeholder engagement
- Engagement
- Interim Reporting
- Options Analysis
- Final Report

## 2 Engagement Methods

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An Engagement Plan set out to describe how the Air Quality Action Plan Community Engagement relating to Temple Cloud and Farrington Gurney was carried out. Lemon Gazelle supported Bath and North East Somerset Council Officers in gathering views from the community and other stakeholders to inform the development of the Air Quality Action Plan over a 12-week period. Once information had been gathered, collated and analysed, this report now supports next steps by Bath and North East Somerset Council.

It is noted that Local authorities are required to consult the following organisations in relation to the Air Quality Action Plan:

- the Secretary of State
- the Environment Agency
- the highways authority
- all neighbouring local authorities
- other public authorities as appropriate, such as Public Health officials
- bodies representing local business interests and other organisations as appropriate

This element of the statutory consultation has been undertaken and responses received form part of the following report. The Engagement Plan identified key stakeholders and how and when they would be connected to, to provide information and gather their views.

In Temple Cloud there are estimated to be approximately 158 people living within the AQMA (in 63 properties); the figure for Farrington Gurney is approximately 44 (in 18 properties).

However, there are implications for individuals and organisations more widely than those living in the immediate Air Quality Management Area, including:

- Other residents of Temple Cloud and Farrington Gurney, whose populations number 2,683 and 901 respectively.
- The Parish Councils representing these locations
- People who travel through these villages
- Hauliers who use these routes

- Police
- Local businesses
- Schools

Stakeholders were made aware of the process of consultation and were being offered information and the opportunity to give their views. Stakeholders were alerted to the process via the following methods:

- Press releases
- B&NES website updates
- Social media sites/pages with a good local following
- Leaflets to all properties within the Air Quality Management Area (postcards were delivered to every address in the neighbourhood)

In terms of giving information, presentations and opportunities for questions were provided to the Parish Council meetings at Temple Cloud and Farrington Gurney. In addition, drop-in sessions were led by B&NES Officers in each parish, giving individuals the opportunity to understand the issues. These were interrupted by the Covid-19 lockdown, although this did not have a detrimental impact on the overall input to the surveys. The sessions themselves were for asking questions and receiving clarification rather than inputting data into the survey.

## 2.1 Stakeholder Engagement Survey

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A total of 210 individuals responded to the survey, of which 208 responses were provided via the online survey and 2 on paper. Respondents made over 140 long answer comments, as well as providing quantitative answers to indicate their preferences. The data from these answers has been analysed and is set out in the following sections.

## 2.2 Stakeholder Events

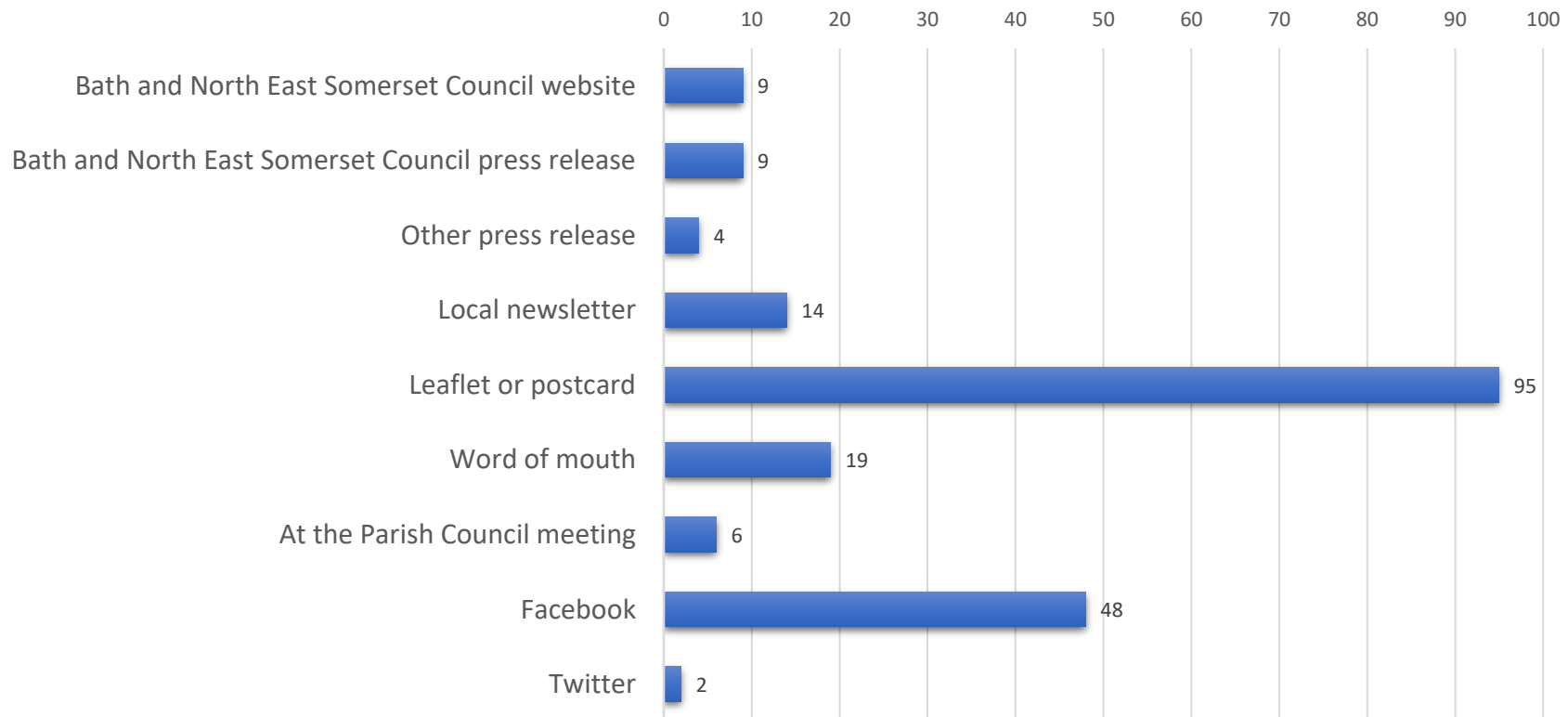
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Drop-in style events were held at Farrington Gurney (25<sup>th</sup> February) and Temple Cloud (26<sup>th</sup> February and 4<sup>th</sup> March) to enable stakeholders to come along and discuss air quality issues. Officers also attended Parish Council meetings at both parishes on 11<sup>th</sup> February (Temple Cloud) and 17<sup>th</sup> February (Farrington Gurney) to provide information and answer questions.

## 3 Engagement Results – Respondent Data

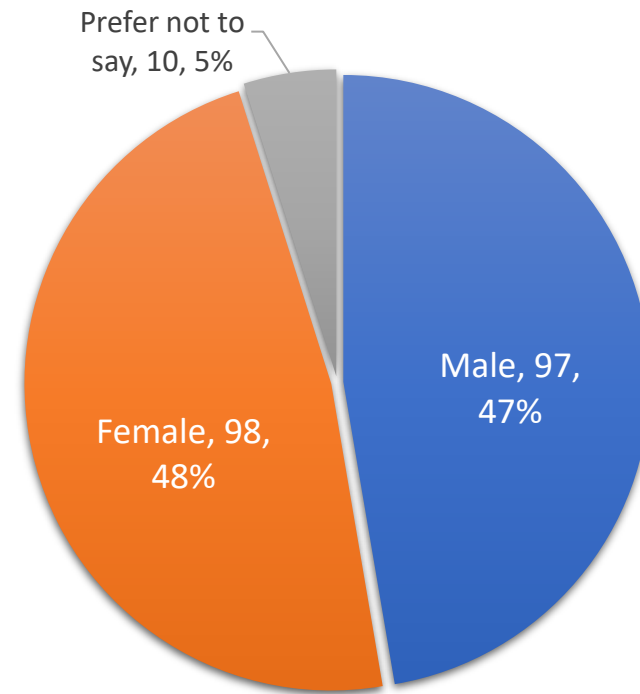
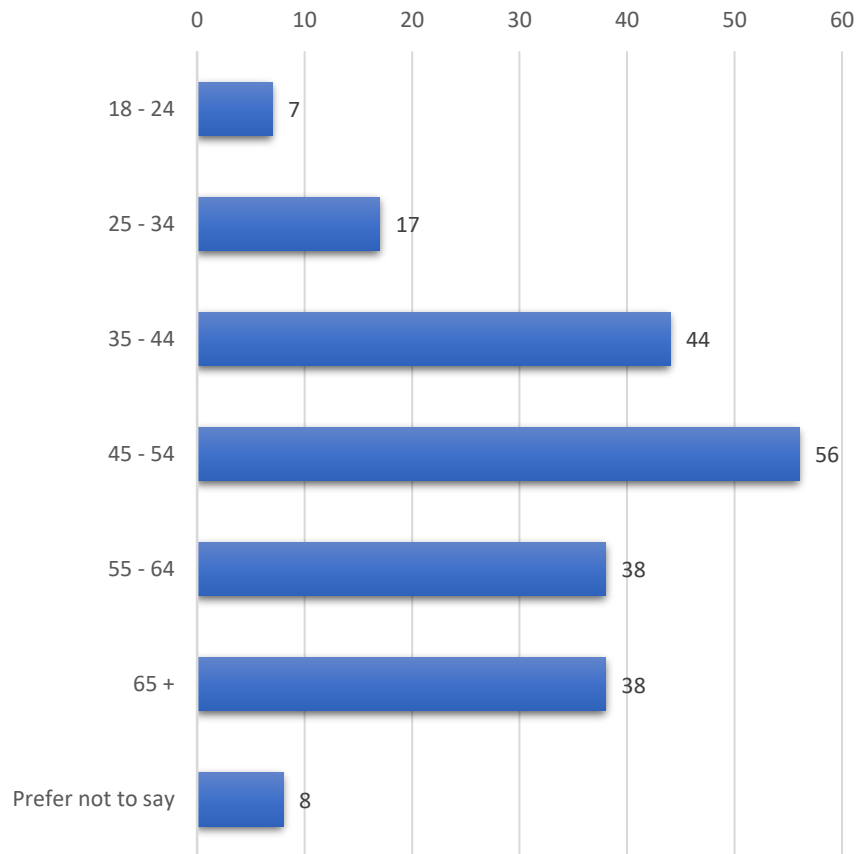
### 3.1 Where did you find out about the consultation?

This question was asked in order to reveal the most effective methods of communicating with local stakeholders in Temple Cloud and Farrington Gurney. 209 people responded to this question, showing that the postcard delivered to each house was the most common way of finding out about the consultation, followed by social media, in this case, Facebook. (“Other” Responses showing further details – [Appendix 1](#))



### 3.2 Age and gender

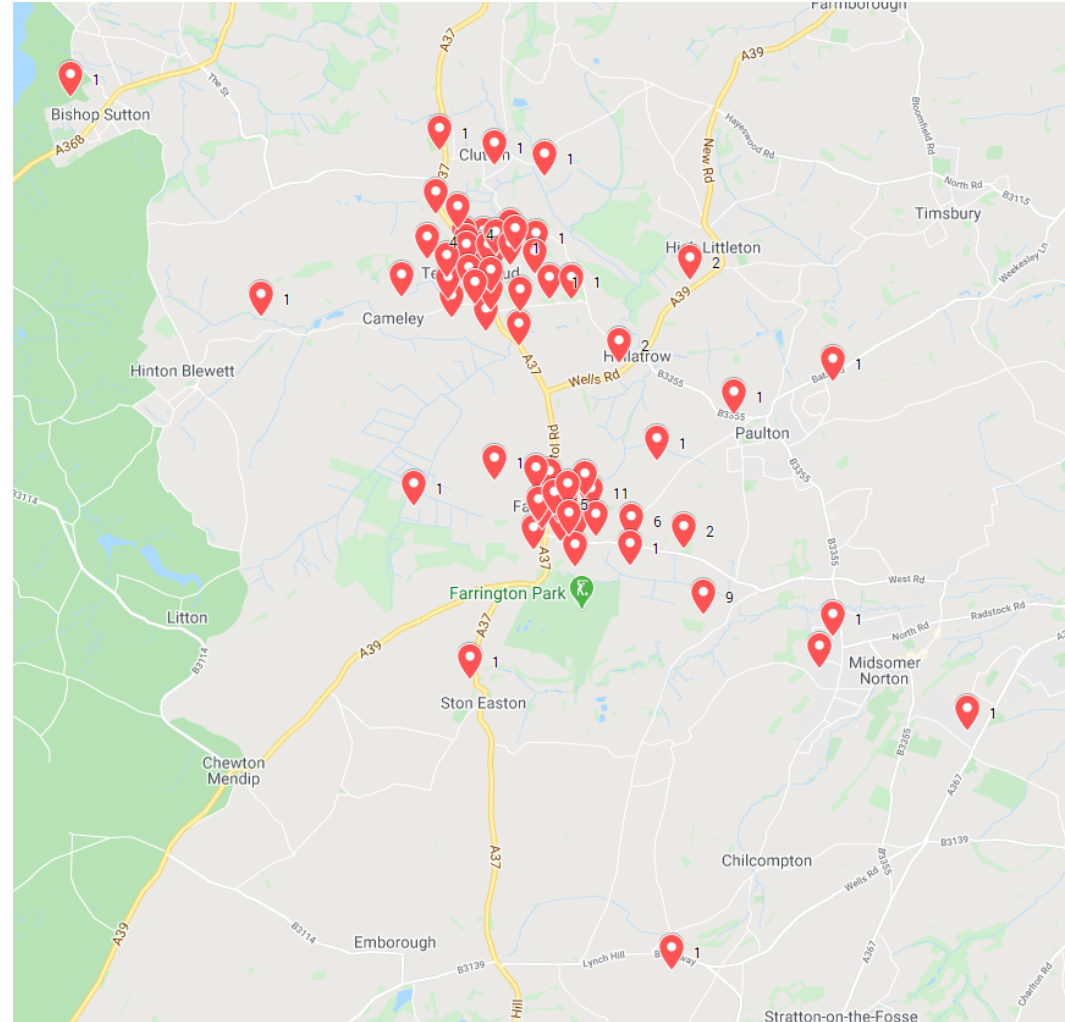
Questions on age and gender were asked to establish that a fair and representative sample of the population had been involved.

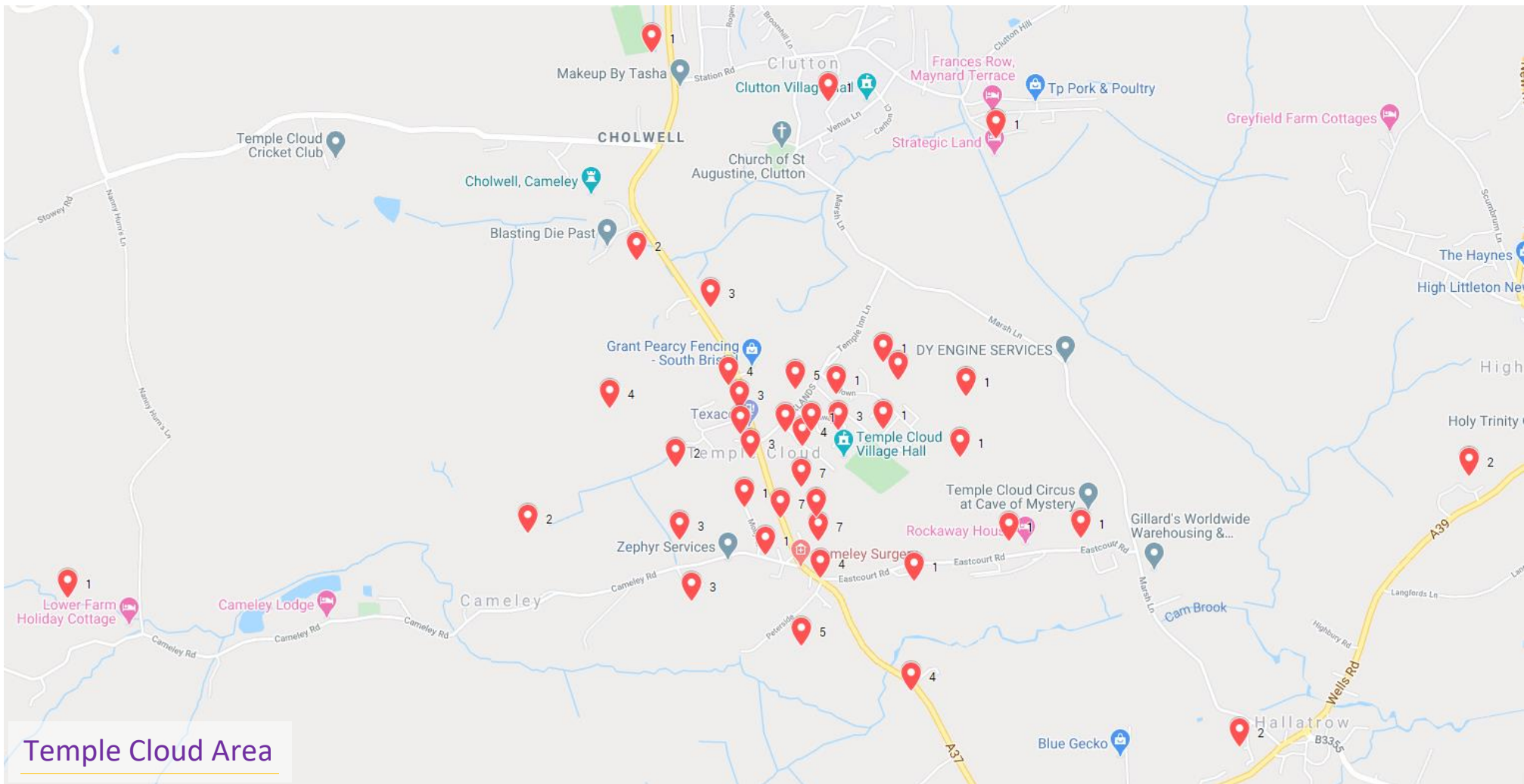




### 3.3 Geographic spread of survey respondents

Postcodes were collected to ensure that there was a wide spread of respondents including local people. There were 193 total usable postcodes, of which 80 were different. Postcodes cover a number of neighbouring properties, meaning that individuals are not identifiable from their postcodes.





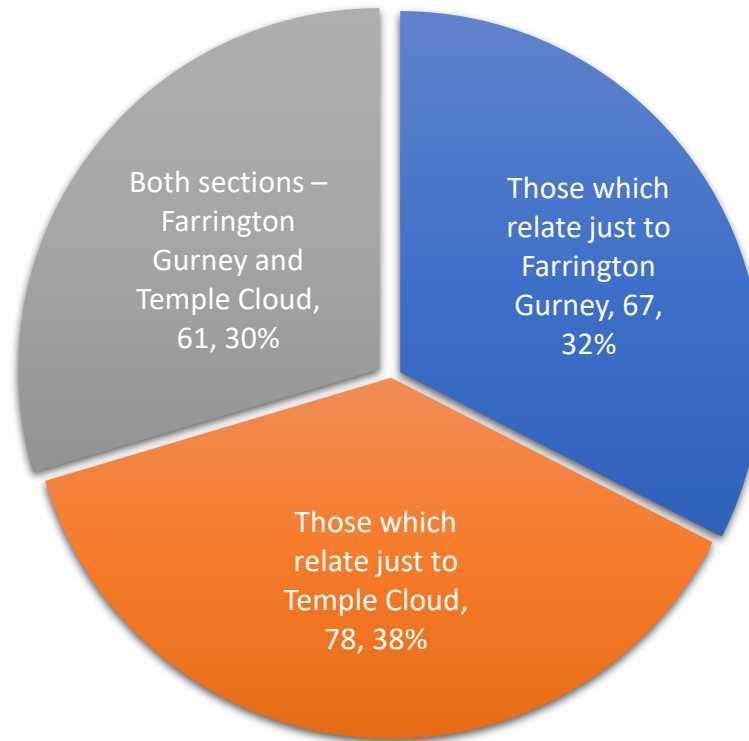


Farrington Gurney Area

## 4 Engagement Results

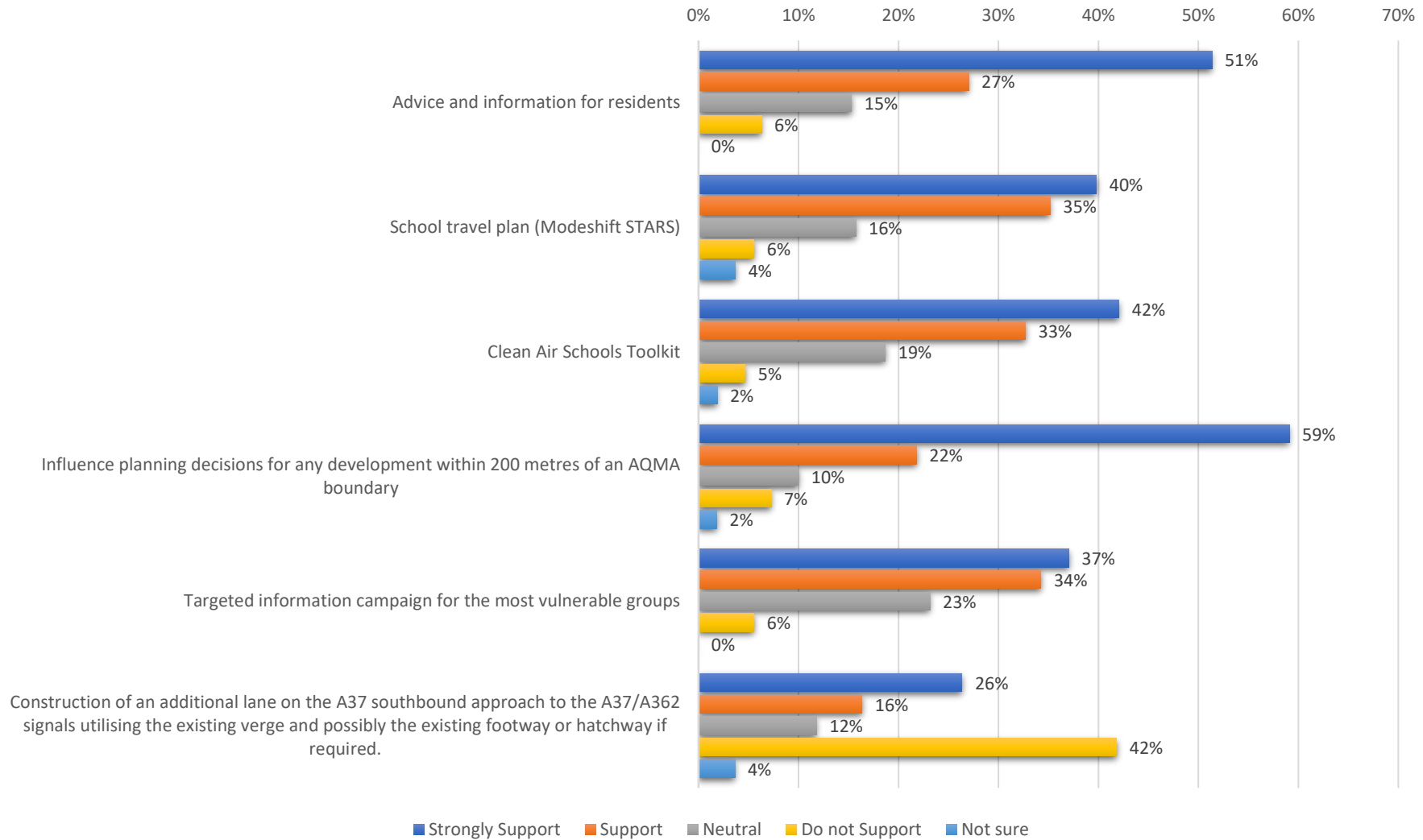
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Individuals were asked which questions they would like to answer; those relating to either Farrington Gurney or Temple Cloud, or questions on both, so that they could skip sections if necessary. However almost a third selected to answer questions on both locations, and slightly over a third were interested only in Temple Cloud, the larger settlement.



## 4.1 How much would you support the following measures regarding Air Quality in Farrington Gurney?

112 answered question



## 4.2 Narrative answers regarding measures at Farrington Gurney

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After indicating their support for the various measures, respondents were invited to provide further information to support their answers.

40 people chose to give additional information. The least supported of the measures, “Construction of an additional lane on the A37 southbound approach to the A37/A362 signals utilising the existing verge and possibly the existing footway or hatchway if required” attracted a large number of comments, expressing concern over the loss of pavement and a safe route for walking.

People were concerned that an additional lane would be disruptive, cause the route to be more unsafe and have limited benefits. Some commented that, although queuing may be reduced by an additional lane, the overall volume and environmental impact of traffic in the village remains a concern. Several individuals proposed roundabouts to replace traffic light-controlled junctions and queried the cost and likely impact of these compared with other traffic management solutions.

Full text answers are contained in [Appendix 2](#).

### 4.3 Please also add any other comments you have on the draft AQAP or any measures that you think have been overlooked (Relating to Farrington Gurney)

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The full text answers provided by survey respondents are in [Appendix 3](#).

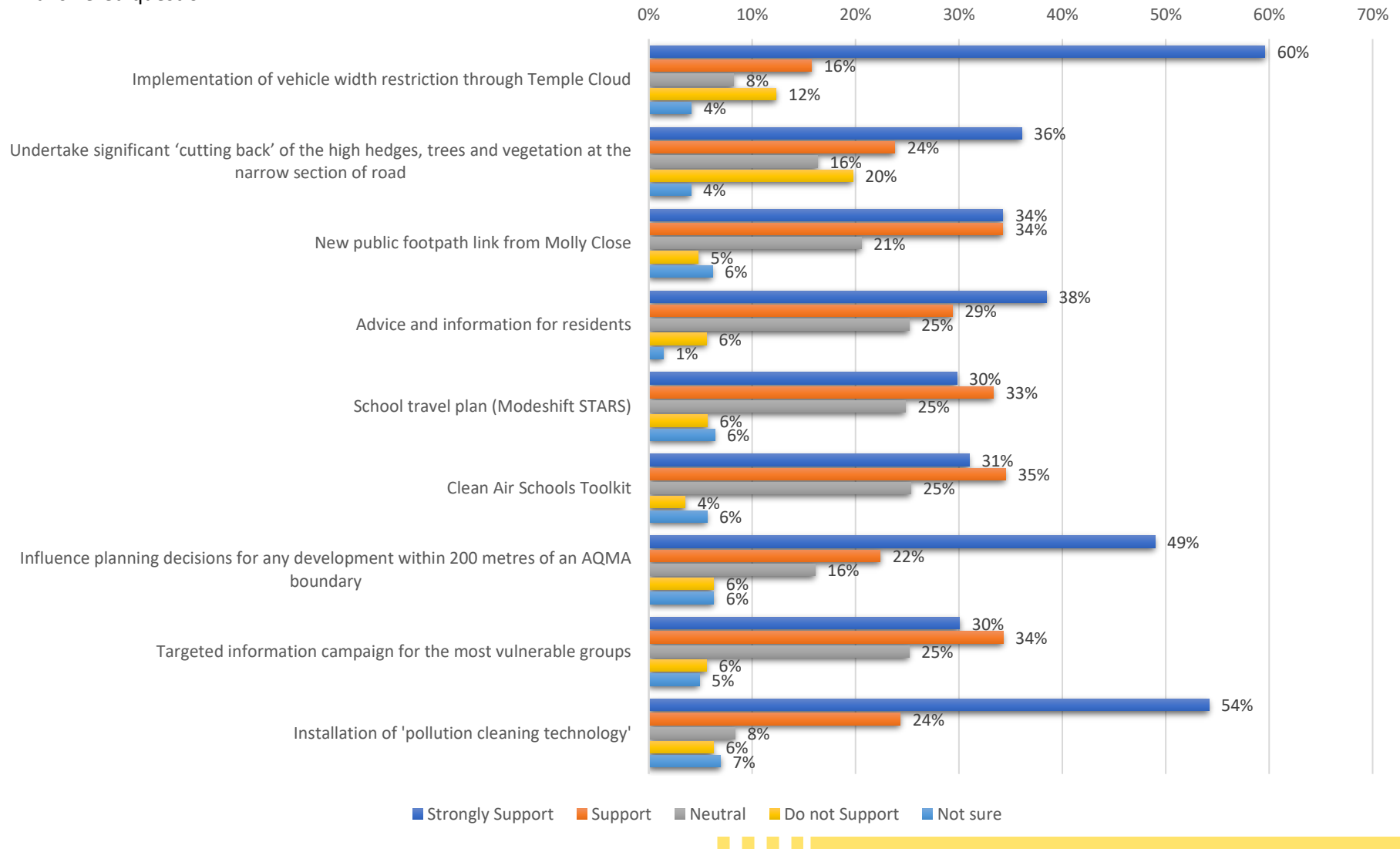
39 individuals added comments in response to this question. Farrington Gurney Parish Council suggested that keeping traffic moving freely rather than braking, stopping, moving off and accelerating would reduce emissions, and proposed a roundabout to facilitate this. 4 other respondents supported the idea of a roundabout instead of traffic lights.

Some residents proposed improved public transport links to reduce car dependency, and several raised concern over the increase in traffic which may result from the development at the Somer Valley Enterprise Zone.

The need for safe pedestrian routes was raised by many individuals, drawing attention to the need for some children to cross the A37 to access the school. The sequence of the traffic lights and location of the pedestrian crossing were felt to be issues that could be changed to improve the traffic flow. Speeding was believed to be a problem and reducing the speed limit and introducing speed cameras was proposed. Some residents favoured a bypass to resolve the issues of traffic volume and air quality.

## 4.4 How much would you support the following measures regarding Air Quality in Temple Cloud?

147 answered question





## 4.5 Narrative answers regarding measures at Temple Cloud

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Full text answers are contained in [Appendix 4](#).

22 people provided additional comments to support their answers.

The option which received the greatest support from those who responded to the survey was the installation of 'pollution cleaning technology, which was either strongly supported or supported by almost 79% of respondents. The implementation of a vehicle width restriction through Temple Cloud was also a popular option, though it was recognised in the narrative answers that this could “move the problem” elsewhere.

A bypass was again requested by some and several people were concerned about the cutting back of vegetation.

Safer crossing points were a priority for some residents. Several people made the point that whilst engaging with residents is important, the majority of the traffic passing through Temple Cloud is not residents' vehicles, and therefore any educational and mitigation measures need to be looked at more broadly.

## 4.6 Please also add any other comments you have on the draft AQAP or any measures that you think have been overlooked (relating to Temple Cloud)

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Full text answers are contained in [Appendix 5](#).

The key suggestions that were made by respondents were as follows:

- A one-way traffic flow for heavy goods vehicles through the village
- Improvements to public transport connections to Bristol and Bath, including cost, frequency, reliability and range of routes
- Proposal that if vegetation is cut back to make way for traffic, tree planting should be undertaken elsewhere
- Road sweeping and drain clearance improvements were proposed to reduce dust and debris thrown up by vehicles which is believed to make the air quality situation worse in Temple Cloud
- Reduced speed limits, and enforcement of those limits in place using cameras
- The highlighting of noise pollution as a major issue for residents in close proximity to the A37
- The proposal to widen the road to improve the flow of traffic, reduce the bottleneck and prevent stop/start problems
- Safer designated routes for cyclists
- Restriction on roadworks to night times so that congestion is not caused by temporary traffic lights which results in idling stationary vehicles
- Incentivising car sharing to reduce traffic
- “Congestion charge” style tax for heavy goods vehicles using congested routes
- Improvements to signage and enforcement of no right turn to Eastcourt Road by north bound traffic
- A bypass
- Time restriction for heavy goods vehicles to avoid the busiest parts of the day and reduce congestion and ease traffic flow

## 5 Statutory Consultee Responses

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[Appendix 6](#) (DEFRA) [Appendix 7](#) (Avon and Somerset Police), [Appendix 8](#) (Highways England) and [Appendix 9](#) (Bristol City Council) contain full statutory responses that were received from those consulted on the Farrington Gurney and Temple Cloud Draft Air Quality Action Plan. These letters and emails have been reported separately from the resident and wider public survey responses, since these organisations were not asked the same questions, but invited to comment on the whole AQAP. The comments are summarised below, but it is recommended that the responses are also read in full in the Appendices, given the technical nature of some of the information provided.

### 5.1 DEFRA Response: Summary of Key Points

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- Concern that the options proposed in the Temple Cloud AQMA will not meet air quality objectives, though the vehicle width restriction option seems most likely to be effective, if practical. Due to the uncertainties, it is recommended that further measures are considered for Temple Cloud AQMA and should be presented in the final AQAP.
- It is unclear how far the Council's Class C CAZ will impact on the A37 AQMAs, in terms of the possibility for the displacement of vehicles and this should be evaluated as a key consideration in the final AQAP.
- Some measures, such as targeting public information and awareness lack milestones or dates against which KPIs can be monitored, and it will therefore be difficult to measure their effectiveness.
- A list of stakeholders and consultees is recommended within the final AQAP.
- In Farrington Gurney, potential traffic generation created by the emerging Somer Valley Enterprise Zone (SVEZ) development could be significant. Therefore, it is recommended that further measures are considered for Farrington Gurney AQMA and should be presented in the final AQAP.
- The Farrington Gurney AQAP suggests that encouraging alternative modes of travel and reducing vehicle usage or measures that promote alternative fuels would be effective at reducing road NO<sub>2</sub> concentrations. There are limited examples of these types of measures proposed in Table 5.1 (AQAP document reference).
- Having highlighted diesel vehicles as significant polluters, working towards cleaner vehicles is encouraged to be added to the measures considered in the AQAP and would likely result in wider air quality benefits beyond the areas currently targeted by short-listed options.
- The number and range of actions to be implemented may not be appropriate to address the nature of the exceedances, particularly in Temple Cloud AQMA. Both AQMAs should be monitored closely in the short-term to determine if further measures need to be introduced.

- Suggestion that more information on the social and environmental impacts of the measures, and benefits across an area wider than the specific AQMAs would be positive in making the case for implementation and funding of measures.

## 5.2 Avon and Somerset Police Response: Summary of Key Points

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- Request formal consultation on the detail of the options throughout the process to make further response on the traffic management and road safety aspects. Without detail they were unable to make comment other than to note these options as potential measures.
- Concern over where freight traffic goes if it is unable to use the A37 via Temple Cloud, given the A37 is the recognised HGV route from North to South. Restricting the carriageway width could lead to increased non-compliance with existing Traffic Regulation Orders on alternative routes, the use of ‘rat runs’ through unsuitable routes as motorists seek alternatives, and increased traffic in surrounding villages, leading then to increased reporting of contravention from local communities. This has the potential to create an unsustainable demand on resources from our perspective in terms of requests for enforcement of reported contraventions.
- If the proposed width restriction were to be introduced, HGVs/Abnormal Loads etc. will still need to make the same journey. Experience gained during temporary restrictions for roadworks and other restrictive circumstances shows that such vehicles will, on the whole, use the most direct route, meaning they will revert to the smaller back roads which pass through villages. This will increase complaints from local residents at contravention of existing TROs, an increased congestion, potential blockages if drivers of Abnormal Loads try to re-route via these roads, and an associated increased air pollution in these areas, which relocates the issue of air quality elsewhere.
- Whilst the issues around air quality and the need for mitigation are understood, if A roads through villages are to be excluded to freight traffic as suggested by the proposal outlined in the draft Air Quality Plan, it raises the question ‘what are the contingency plans to deal with the ramifications of such a decision?’ as it is unlikely that we would be able to respond to reports of non-compliance with any priority for Police enforcement. It will fall to the Local Authority as Highway Authority to address any non-compliance with further physical traffic management measures on the routes carrying the “relocated” traffic, whether that be within Bath and North East Somerset Council or any of the adjacent Local Authority areas or Highways England.
- The A37 is a route which carries a significant amount of Abnormal Load and HGV traffic as well as smaller and more local vehicles. It is a route designated for such traffic, whereas potential alternative routes are not. If approached formally, we would be unsupportive of measures to restrict carriageway width on the A37 for the reasons stated above.

### 5.3 Highways England Response: Summary of Key Points

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The vehicle width restriction at Temple Cloud would mean affected HGVs would be required to re-route, which will have impacts on other roads through Hallatrow or High Littleton, Farmborough and Chelwood. Highways England requests to be kept informed on the impacts of traffic across the region when further work is carried out.

### 5.4 Bristol City Council: Points Raised

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With regard to introducing measures to reduce the use of the A37 through Temple Cloud by HGV classification vehicles believe it will have a detrimental impact on already congested and 'at capacity' roads on the strategic route network and also affect currently unclassified roads and small villages in the rural setting.

It is our assessment that HGV traffic would increase on the A4 that would then use the A39 to return to the A37 or use the A38 and A368 and smaller unclassified/restricted roads to return to the A37.

Both the A4 and A38 out of Bristol are already at capacity and adding more HGVs to this will affect not only air quality but also bus services into and out of the city from neighbouring Authorities such as B&NES. This will make public transport between Authorities less attractive and when considering the investment that has been placed on improving these links a measure such as that proposed at Temple Cloud could undo and reverse this investment.

Temple Cloud has steep hills leading to it from both sides which serve to slow HGV traffic, coupled with the A37/A39 traffic signal junction that also generates queues throughout the day Temple Cloud will always experience slow moving or stationary vehicles. Introducing these measures will increase demand from the A39 with the result of increased cycle times having to be introduced at this junction and longer wait times on the A37. Longer wait times on the A37 have the potential to increase queueing through Temple Cloud.

Given the above and the impact this will have on the wider strategic network Bristol City Council would not support this initiative and would instead suggest consideration is given to the remodelling the traffic signal junction to reduce queueing on the A37 southbound.



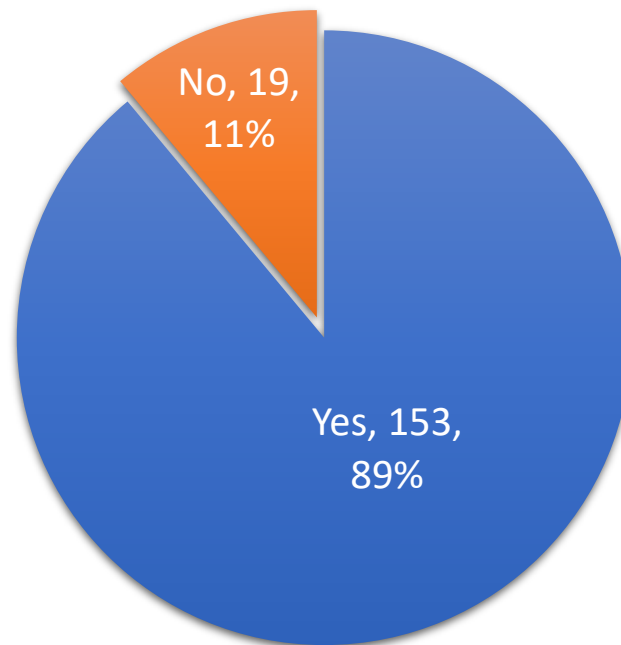
## 6 General Survey Questions

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### 6.1 Would you like to answer the following more general questions about Air Quality?

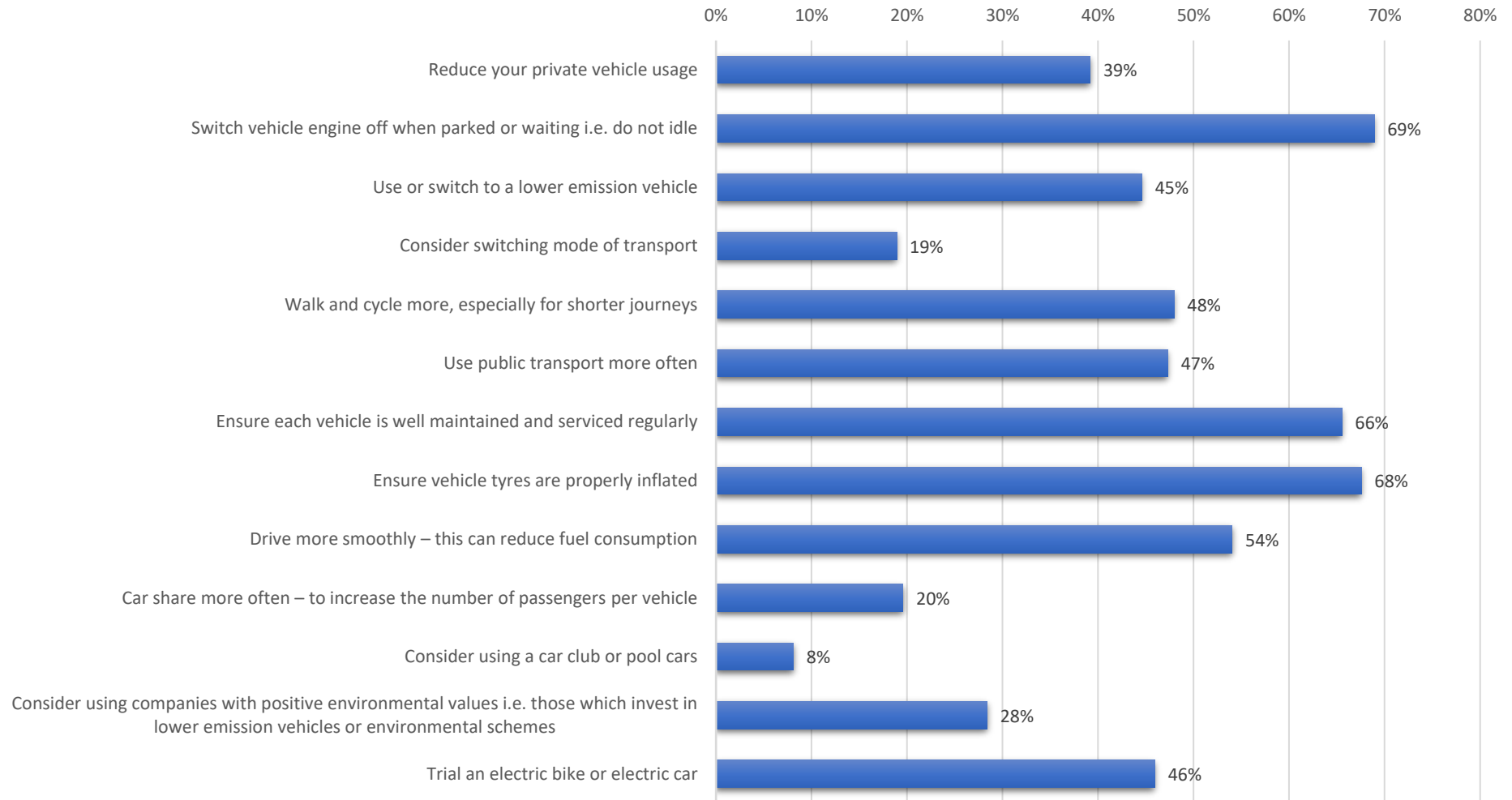
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Those who took part in the survey were invited to participate in some general transport “quiz questions” to examine their knowledge of transport air pollution issues. The majority of respondents took part, and the results are below, providing further insight into transport behaviour and mindset of individuals in their consideration of undertaking future measures for themselves.



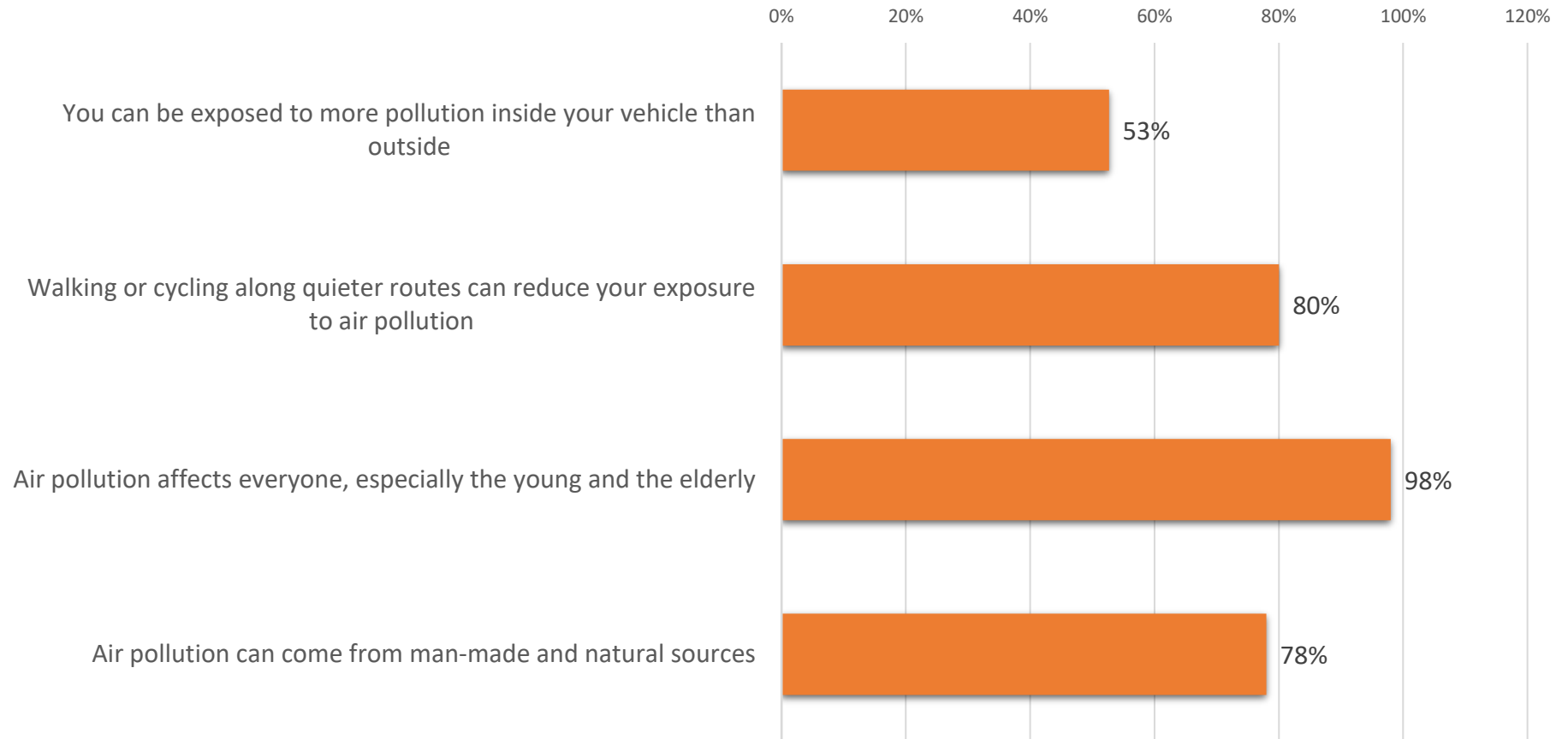
## 6.2 Which of these actions to reduce air pollution would you consider realistic options for yourself?

148 answered question



### 6.3 Which of the following statements do you think are true?

150 answered question





## 7 Conclusions

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A wide range of views and opinions have been expressed by local people in Farrington Gurney and Temple Cloud, as well as several statutory organisations. There are a number of potential conflicts and broader “knock on” effects to many of these air quality measures, where improvements in one location will have wider implications, or where a positive change for one cohort of individuals will negatively affect another. Some of the least “invasive” options with the fewest controversial and negative side effects also appear to be those which are least likely to solve the problem of exceedances and improved long-term compliance.

There have been calls by some of those who responded to the consultation to look more widely for other options and measures to improve air quality in the AQMAs at Farrington Gurney and Temple Cloud.

Given the complex and multi-faceted nature of the decisions needed in balancing out many different factors to achieve the best result in terms of air quality improvement, cost, public acceptability and compliance with the statutory bodies’ regulations, it is suggested that the multi criteria decision tool is used to support a facilitated discussion, creating clarity and accountable decision making.

## APPENDIX 1 – Question 1 – Text Answers – further detail – “Other” – Where did you hear about this consultation?

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Card through door

Temple cloud parish council

Right outside my house is a monitor

Temple Cloud Community

Facebook

Facebook

Banes Facebook page

Temple cloud group

Temple Cloud Community page

Notification of consultation card received by post

Temple Cloud Community Facebook page

Temple cloud community group

David Wood posted a message to the Temple Cloud group

Temple Cloud Community page

Temple Cloud Community

Temple Cloud Community

Village community page in Temple Cloud

Twitter

and the website

Local ward member

THROUGH MY LETTER BOX

Farrington Gurney Journal

BANES notification of consultation card sent to our address

Card through the letterbox

Notification of Consultation sent out by BathNES

Postcard through the door

Post

Post

Temple Cloud Community Group

Chew Valley Gazette

Royal Mail delivery

Through the letterbox

Farrington Gurney I love you

Notification of Consultation in post

Gurney journal

Posted to residents

postcard in post from BANES

Seen from a friend.

Farrington gurney we love you page

Received by post.

Council notification via postman delivery

Received in post

Postcard

Received leaflet by post

Post

By post

Received by post

BANES Leaflet

By post from BANES

Postcard

Through letterbox

Post

By post



Postcard through letterbox

via post

Notification card through the post.

Post card from council

Via mail.

postcard from B&NE Somerset consultation notification

By post

Postbox

Postcard received through door.

Post

Royal Mail addressed to The Occupier

Came in the Royal Mail Post addressed to The Occupier

Postcard

By post

From local councillor newsletter

Card from council in the post

Postcard through my door

Link shared on local Facebook group

RECEIVED IN POST

Farrington gurney we love you

Farrington Gurney We Love You

BY post

Through post

Facebook page 'Farrington Gurney We Love You'

Facebook page Farrington Gurney We Love You

RECEIVED IN THE POST

By post

POSTED

Postcard

Via the post

Notification of Consultation posted to home address

Postcard

and: letters from the council, and leaflet from local Cllr.

Via the press release about the air quality measurements.

And some letters from the council, and an update from the local Cllr

David wood

Various news items

by post

BANES mailing

Notification of consultation through letterbox

Farrington Gurney Facebook page

Farrington Gurney page, facebook

via post

Direct mailing

Farrington gurney page

Notification of consultation in post.

Local Facebook site Farrington Gurney we love you

Came in the post.

LibDem leaflet

Newsletter 'Temple Cloud Focus' from Councillor David Wood

Through letterbox

Farrington Gurney

Notification of Consultation received 15th February 2020

David Wood Flyer

Farringtongurneyweloveyou

Temple Cloud community Facebook page

Banes fb page

Facebook

Local group

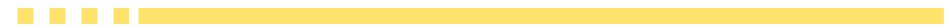
TC group

Temple Cloud community Facebook page

Temple Cloud residents Facebook group

Parish council Facebook page

That muppet David Wood's



## APPENDIX 2 – Question 6 - Text Answers – Please advise how much you would support the following measures regarding Air Quality in Farrington Gurney?

Not clear to me the benefit - less stationary traffic but more speed

It's nuclear to me the benefit of an extra lane and concentration

Loss of footpaths preventing safe walking is of concern

The lights let both directions through at the same time. What would be the benefit of adding a lane?

This will not reduce traffic. It will be to the detriment of pedestrians

Leafleting the local population about the risks of air pollution & measures they should take to reduce it would be preaching to the converted and an insult to the intelligence of most FG villagers. An additional lane on the A37 southbound at the traffic signalled junction of the A37/A362 would cause huge disruption to local residents during construction for little benefit & would lead to pedestrians being put at risk by their increased proximity to the flow of traffic and & thereby air pollution. The only solution is a larger 'normal' roundabout regardless of the cost as human health comes before cost.

I do not believe additional lanes on the A37 alone will improve the situation. A larger ICD roundabout with flaired two lane entries is required. Any other way ahead is a total waste of public money.with

If more vehicles are electric powered then problem will lessen.

I have concerns that an additional left filter lane may improve traffic flow but when the lights are red, there will be 2 lanes of polluting traffic rather than 1!

I would need more information as to how the additional lane would benefit the reduction in pollution and to what extent. Please could you post information regarding the rationale for this and previous evidence based examples which would justify the implementation of such a strategy.

Additional lane at the junction may ease queuing, but reduction in traffic volumes and speeds must be a priority. The number of new houses built in the Norton-Radstock area with little regard to how existing infrastructure will cope is a major problem. We have seen traffic volumes on the A362 increase steadily over the last 20 years - there is no real alternative route for anyone travelling to Bristol from Norton-Radstock, and whilst speed limits on the A37 have been reduced, the limit on the A362 through the village remains at 40mph, encouraging acceleration and deceleration, particularly on the stretch between the A362/Main Street junction and the A362/A37 junction. Knowing there is an air quality issue in the village, do you think the recent diversion of heavy vehicles through the village due to a bridge restriction in Bath was a good idea??? Isn't that just an example of moving a problem somewhere else?

A third lane will take up the pavement which is ridiculous. How on earth can people cross what is already an extremely busy road? Trying to put lorries side by side is not realistic. It will just also cause traffic to back up on the A 362. Roundabout is the way forward. Cost shouldn't come into it. A quick fix is not the answer.

Queuing for lights to change with engines running and braking

Current signals are not 'phased' correctly and need adjusting to allow A37 traffic to proceed when left filter is operative.

Makes a lovely village even more busy and polluted! The amount of lorry's that use the A37 is ridiculous.

The light controlled crossing would not be missed because it is seldom, if at all used, being in the wrong place for the village amenities. I would object to the loss of the pavement which I frequently use. At present it has a grass verge separating vehicles from pedestrians. To narrow the pavement would cause safety issues for pedestrians and would be an irresponsible action. The apparent obsession with an extra southbound lane on the A37 seems a rather blinkered approach. There just isn't sufficient space to provide such a lane whilst still allowing large vehicles to turn (their tails swing out and their centres cut the inside line) and in any case, three lanes of stationary traffic at a red light, as opposed to two, doubles the volume of stationary vehicles present in a given area, hence doubling the emissions in that area. This is blindingly obvious.

Although I support the provision of advice to schools and residents I also believe there are limitations i:e elderly residents cannot realistically move or be expected to keep windows closed to avoid exposure to emissions, and high traffic times generally co-inside with walking to school. Car sharing/public transport are not options if you work shifts. is not

I am not sure an extra lane is possible in that the space required for large lorries to turn left is significant posing a risk to pedestrians and/or property. In addition having two lanes of traffic waiting in that area is likely to double the emissions.

Taking away green spaces and trees by removing verges would need solid proof of reducing emissions before removing them, not just circumstantial evidence.

Replace traffic lights at Farrington Gurney and White Cross with roundabouts.

I feel there are other low cost solutions to this problem and would strongly disagree with losing our verges in this area. I feel it would be counter productive in through traffic treating the road as a fast road through our village. Others have suggested planting of trees alongside some verges but this has to be done in a sensible way considering individual properties . Occasionally the northbound traffic stops outside our property and this could be tackled at white cross but moving the island back towards Farrington may ease this? Could adjustments in the traffic light sequences assist at all. In 5 years time the amount of electric vehicles on the road may well have reduced the emissions and taken the village back into acceptable levels.

Don't see how this would help traffic flow, rarely backed up in that direction.

Adding an additional lane would reduce the pavement currently in situ which could have a detrimental effect on people wanting to walk along the road, and for residents whose gardens back onto the road already.

The existing walkway on the A37 connects the residents of the village together. I walk to the shop, pub, garage and adjacent fields with my dog and infant daughter. The local kids use the walkways to get around. Several disabled people, and parents with pushchairs, need that safe space on the busy road. Getting rid of it is just asking for more accidents, severe in nature, putting families at risk, and damaging the local economy in doing so (we would be less inclined to leave our row by foot to access local businesses)

Removal of the safer path will not encourage more village residents to leave their cars at home and walk.

Could there be an additional road around both; Temple Cloud, Farrington gurney & Clutton?



A lot of villagers use the pavements

None of the actions are a good solution.

Live in very close proximity. Would be detrimental to quality of life if road was closer to property along this stretch with the grass verge/footpath removed.

As the effect of the measures considered are stated as 'No reduction in concentrations' what is the advantage of any of them. With regard to any problem of pollution through 'idling' I have never noticed the problem as any cars associated with the school appear to use the carpark as parking near the school is not an option. Will the advent of electric vehicles be early enough to reduce pollution thereby avoiding unnecessary infrastructure costs. Perhaps introduce sufficient charging points instead. In the meantime perhaps use Air Cleaning Technology as suggested in the Temple Cloud options.

The problem lies with too much traffic. Anything that speeds up traffic simply adds to the volume. Within a short space of time traffic will build up just as much in a new lane. We do not want the existing A37 converted to a dual carriageway "by stealth".

Removing the verge and/or path is directly putting pedestrians in harms way of the already speeding traffic. This will lead to vulnerable groups, such as children and the elderly, being at more risk. Removing the pavements will further isolate the villagers as we currently can not walk out of the village to anywhere bar Hallotrow. This extra lane also puts the pollution even closer to my back garden where my children play. Putting their health at an even greater risk. This is not acceptable. IF a roundabout is the only other viable option then the cost (1.9 - 3 million) is irrelevant. Separately I should like to see the cost breakdown to those figures, as you claim it will be a third cheaper than building a roundabout. I can't see how that is true when you will have the extra cost of buying the land to build an extra lane ...

None of the above will achieve anything as shown by the AQAP. Build the roundabout as required

This approach has worked at Marksbury and 'man with two heads' to keep traffic moving

adding an extra lane will not reduce emissions, the same amount of traffic will still be passing through

Not sure if it will produce the reductions required. Believe other, more organic options may be considered

How will this ease congestion from the Great Mills re development. This will not improve the fumes that accumulate around the junction.

There must remain some foot way for pedestrians to use

More road capacity isn't the answer - there are bottlenecks all over the place and it just further encourages car use. Better is to have affordable and reliable bus connectivity to the main towns and cities, plus car share schemes (particularly for schools). It is incredible just how much the traffic dies down during school holidays and you have to wonder why so many students need to get lifts rather than taking buses. If building another lane, make it a cycle lane separated from the main road - it is extremely dangerous cycling to Bath. People drive like idiots (especially on the hill leading to the roundabout to the A387 - people will overtake going downhill while people are overtaking going uphill). I think if you had flattish/safer routes going to Bristol and Bath roughly following the A37 and A39 you'd get much more cyclists, and those cyclists wouldn't be holding up traffic.

Your options are limited to either nothing effectual or building another lane @ 900k (to contain more cars). Have you thought of anything else?

## APPENDIX 3 – Question 7 – Text Answers – Other comments you on the draft AQAP or any measures that you think have been overlooked

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The air pollution on A362 - heavy traffic and poor air quality - further concern re increased volumes re enterprise zone planning

It would be good to prevent regular standing traffic on approach to the traffic lights on the A362 to A37 as many back gardens back into this road,

Vehicles often queued up and stationary on A367 whilst traffic light priority given to A37

Farrington Gurney Parish Council have received numerous presentations from the Team and have facilitated consultation meetings; we have also listened closely to feed back from the local community.

The outcome of the foregoing is a very clear understanding that the solution to poor air quality is to keep an ever increasing traffic flow moving as freely as possible. The current lock down situation has proved this point if ever there was any doubt. It is our feeling that whatever measures are taken with the current layout, there can only be marginal improvements, short of the construction of a round about as opposed to traffic lights. This option is the 'elephant in the room' in any debate with BANES no doubt because of the costs. The reality is, however, that only a major improvement of this nature will hope to cope with the potential increase usage of the junction either through natural growth in traffic or as a result of the new development at the Somer Valley Enterprise zone.

Whilst there is room and safety at the junction for a new filter lane from the A362 onto the Southbound A37 onto Rush Hill, the proposal for a similar lane from the A37, East onto the A362 would not, in our view be feasible as it would either remove the verge and footpath or render the footpath so narrow as to be dangerous to pedestrians, particularly with prams and push chairs and it is a route that is in significant use.

Please consider our response as part of this consultation.

Farrington Gurney Parish Council

Public transport links need more emphasis

I think the AQAP is an attempted justification for doing nothing to improve the air quality in Farrington Gurney. Traffic levels will continue to increase especially if the Somer Valley Enterprise Zone goes ahead. There will be increased traffic congestion & air pollution & the health of residents including children & the most vulnerable will deteriorate. I am very disappointed with the conclusions reached.

It appears that Human Health is not the priority. From what I have read the AQAP is an exercise in analysis designed to justify doing nothing worth while.

I have concerns that an additional left filter lane may improve traffic flow but when the lights are red, there will be 2 lanes of polluting traffic rather than 1! The only real solution seems to be a roundabout but obviously implies a greater cost.

See comments to (6) above. BaNES must appreciate that many of their residents travel to and from Bristol regularly, but the A37 has been ignored in terms of alternative transport provision for too long. Where is the park and ride on the A37? Where is the traffic-free safe cycling route from Norton-Radstock to Bristol? Most of the old railway line route still exists and could be used. There appears to be little appetite for any of these measures as it would serve Bristol, not Bath and why would a Bath-based Council do that? We need a joined-up transport strategy and action plan that is not politically motivated or parochial.

None of the people we spoke to at the drop in session live in Farrington Gurney. Didn't even seem to know that children cross the A37 on a daily basis returning from Norton Hill School. All questions asked by us were answered by "don't know" or "not sure". So typical.

A large roundabout is the only way forward. Putting in a third lane is ridiculous as lots of lorries use the A 37 and trying to put two lorries side by side will not work. Taking the pavement away will be dangerous. Lots of children cross the A37 daily and it will speed up the traffic. Money shouldn't come into it for safety and health. It would simply cause traffic to back up on the A362, moving the problem from A to B.

Changing the lights to a roundabout would make pulling out on the the A37 from the side roads very difficult, with no breaks in the traffic (as created by the lights at the moment) also crossing the road to catch a bus, which we are being encouraged to do, would be dangerous.

Speeding in 40 mph limit between farrington way turning and farm shop turning and wheel spinning out of golf club entrance

Consistent speeding is worse for pollution and we constantly hear and see cars/bikes exceeding the speed limit on the A37. There have been numerous crashes and fatalities. Better traffic calming and possibly speed cameras on the rush hill segment need looked at.

The provision of an extended length filter lane on the A362 for traffic to turn left towards Wells could utilise a filter light system sequence concurrent with the present right hand filter light for turning eastwards onto the A362 from the A37. Whilst this may not seem to directly influence the static Southbound issue, it could release more traffic from the A362 from being needlessly held up and enable the lights sequence to be adjusted in favour of the southbound traffic, AT PEAK TIMES. Intelligent traffic lights with sensor control would be of huge benefit in reducing static vehicle pollution.

As a safety comment regarding these lights, not directly related to the southbound issue, but nevertheless of vital importance, the present sequencing allows a period where North and Southbound cars have a green light, allowing vehicles to turn right from the A37 onto the A362 across the path of Southbound vehicles. I personally have witnessed many close incidents where a driver approaching from the South has cut across, as if in the belief that they had a sole right of way. On one occasion I was riding a motorcycle southbound, wearing high visibility clothing, on the A37 travelling through the green light when Northbound a driver started to turn across into my path. I honestly thought that my life was going to end there. Fortunately she saw me at the last moment, swerved and her car brushed my right leg. This part of the sequence should be altered to prevent such confusion. Traffic approaching from the South gets a dedicated right turn (onto A362) phase anyway.

You have dismissed the possibility of altering the traffic light sequence, partly due to the pedestrian crossing. This crossing is not often used as it is in the wrong place - people cross the A37 near Church Lane to go to the school, Methodist Hall, Garage, Co-Op or pub.

An additional lane on the A362 (providing it is made long enough) that allowed traffic to turn left towards Wells whilst traffic from the south turns right

onto the A362 could facilitate a shorter green light time for turning right and north from the A362.

A second lane on the A37 to turn left onto the A362 would mean that there would be two rows of stationary traffic - surely that would increase the emissions levels? Also I am concerned that there is not enough room to accommodate another lane that ensures pedestrian safety whilst large lorries, in particular, attempt to make, what would be, the sharp left turn.

You mention the pedestrian crossing at the traffic lights as a reason for not altering the light sequence, however this crossing is rarely used as it is in the wrong place. In addition if there was an extra lane on the A362 to turn left (south) while northbound traffic was turning east, the sequence time could be altered for A362 traffic going North.

Using the A362 often it occurs to me a lot of the trouble could be alleviated by altering the traffic lights. Many a time I've waited in a queue to join the A37 with the cars spewing out bad air while those already on the A37 are travelling past at 50mph or more. Letting the A362 traffic have a shorter wait and help the safety in the village with lower speeds

I'd like to see planting of trees/bushes/ivy/rewilding on council grass verges around the village. Painted on pavements on school Lane would make it safer for parents to drop children off on foot and would disincentivise driving for local parents. A zebra crossing at the church lane A37 crossing would decrease the amount of time myself and my young children spend stuck breathing in exhaust fumes trying to cross the busy road. The traffic light crossing often takes a considerable amount of time to let pedestrians cross too. I'd like residents in very high risk areas to be provided with the information as to what to plant in their gardens to assist with reducing the pollution that inevitably will come into their houses. Improvement and subsidising of local buses would reduce the volume of cars considerably too

STOP CANCELLING RURAL BUS SERVICES!

Need to look at reducing the number of HGVs using the A37 along the stretch from FG to Pensford.

Would prefer a lower speed limit put in place and a roundabout to replace the traffic light junction. Nationally the rail network could be extended to take people off of the roads.

Measures do not seem to be focussed on the root cause of the pollution, which must be volume of traffic

Plant trees along A37 through Farrington Gurney

Enforce the 30mph speed limit

As the volume of traffic is the problem it is perhaps the out of date carriageway which needs rerouting as there is unlikely to be a reduction in the volume especially with new housing developments further to the east of FG. In which direction is the volume of traffic highest. If it is turning left at the junction of the A37/A362 southbound then perhaps an option could be to take it away eastwards from FG much earlier, possibly across the fields to join up with the A362 eastbound beyond the eastern FG boundary. When is the proposed By Pass for most of the villages running from Whitchurch west of and beyond FG likely to be started, if at all. The idea of creating an extra lane which would adversely impact on local people does not seem to have any net advantage.

Speeding up traffic in Farrington Gurney will simply increase the "hours drive" Bristol commuter belt further away from Bristol encouraging more commuter traffic. It is not a solution.

The A37 in FG is actually a combination of A37 and A39. How about relief roads to divert traffic away from FG by bypassing the village.

The sequence of the traffic lights had been altered in the year or so ... for the worse. It was never as bad as it is now. Revert to the original sequencing, plant trees and hedges to help absorb the pollution.

The roundabout which you have identified as a solution to actually offer an improvement and not just hoping it all gets better

A cycle path from FG to greenway MSN would be most welcome.

Seems to be more of a 'talking shop' of measures rather than any practical solutions to improve the air quality

If review of footpath and road layout in general is considered, review the footpath and crossing coming out Temple Cloud towards Hallatrow junction. This is incredibly unsafe and will cause injury in the future as it requires crossing on a blind bend!

The current sequence of traffic lights needs looking at. Northbound traffic is held unnecessarily creating pollution

Traffic is held stationary at the A37/A362 traffic lights for far too long.

Would support cycle link between Farrington gurney and cycle route 24 of the national network.

Tree planting along A37 should be considered.

Many years ago a by pass was discussed to bypass the villages along the A37. Surely this solution should be revisited as this would improve air quality from Whitchurch to Wells.

Is that it? Just should we send information that won't achieve anything? Or add another lane of traffic? Very disappointing

Work with businesses in the cities (Bristol/Bath/possibly Wells) to encourage working from home (not possible for all jobs, but a lot of them) and improving awareness of car share schemes.

Also, and this is key, improving bus infrastructure. There's lots of house building in TC, but buses are rubbish, and expensive - I do not understand why local authorities don't build in this sort of infrastructure along with new developments. This is true across the country, but the southwest is especially bad.

Furthermore, I'd go further and mandate that new builds are built more sustainably. Why aren't the David Wilson homes in TC built with integrated solar panels and the various other technologies available nowadays? This is not an issue of cost - numerous studies and projects in the UK have demonstrated that it is possible. (It would barely make a dent in house builders' profits.) I think authorities at every level need to become much more strict about this. Improving housing efficiency is essential to improving air quality as it reduces energy consumption, etc. British new build homes are notoriously bad quality compared our continental neighbours.

The measures listed above are pointless and I do not support them unless they actively reduce pollution levels. Influencing planning decisions is a good idea because this can prevent a further rise in pollution caused by vehicles associated with new housing.

It might be worth investigating the relationship between the lights at Farrington and those in Hallatrow. Cars sometimes wait for up to 5 minutes waiting to pull out of Church Lane, the garage, the Co-Op, pub and other side streets on to the A37 because either the Farrington lights or the Hallatrow lights have let a series of vehicles go on green. When vehicles are released at Hallatrow after a red light the stream of traffic coming through Farrington can be nearly endless.

If fossil fuel cars are only going to be around for 10-15yrs then it seems the problem will start to diminish naturally.

I think we need the visual prompts on the road side to reflect that drivers are driving through a rural Village. This village isn't respected (as a village) as it isn't acknowledged/visible to road users - how can road users appreciate its a village? By stopping the road from being primarily a simple thoroughfare and being creative about changing its appearance. 900k for another lane is missing the point.

It is also increasingly demonstrated that vegetation can trap fine particulate pollution. I am attaching a BBC programme link which might help

<https://www.bbc.co.uk/programmes/articles/1m0KyIS04ZqwcsWP5Q8MQQq/the-big-air-pollution-experiment>

I think this will make the village look more like a village - depending on how its done.

In addition to this we must surely look to try to stop people revving/accelerating away from lights etc. The WHOLE road network in Farrington Gurney should be 30mph. Currently there is a stupid little area of the A362 from the traffic lights to the entrance to the farm shop that is 40 - but people can easily get to 70. People accelerate in either direction here because people drive to the speed limit.

- There is a nice grass verge here that could accommodate trees that would benefit this section and help influence behaviour (to slow down and respect the people that live here) - Its kind of like a variant of the home zones they create on housing estates and city centre areas.

You need to empower the residents/pedestrians/bikes and de-power the cars/trucks - I'm sure you can work this out as professionals?

## APPENDIX 4 – Question 8 - Text Answers – Please advise how much you would support the following measures regarding Air Quality in Temple Cloud?

Lockdown has proven that lower traffic drives down the pollution, but less traffic simply increases speed.

Not sure what his means?

Unaware of school travel plan

I think your avoiding the inevitable a bypass is the investment for the future is be on the cards for to long stop messing around and put it through planning investment is needed to solve the problem stop bypassing the issue , temp measure would be traffic control by stopping oversized vehicles HGVs entering the village but this is a stop gap fast improvement before the bypass to solve all the issues

Re: cutting back of high hedges, the council initially approached residents with a very strong and demanding letter to cut back the hedges or risk a fine, thankfully with a letter, the council then undertook this work but have never answered our questions about concerns that the stone walls facing the A37 are now more exposed and at risk of being hit by passing traffic and the implications this would cause. Highways have been approached twice to answer this point. It was interesting to note that even though we were issued with a letter ordering us to cut back vegetation or risk a fine, when the council actually carried out the work, they didn't need to cut back anything bordering the edge of our property. We have also observed since the cutting back of vegetation, vehicles, mainly large lorries continue to struggle to pass and often cross the middle white line. The canopy of trees along the narrow strip of the A37 in Temple Cloud has not been removed and therefore left wondering what impact this will actually have. There have been some good, valid and relatively low cost options suggested, however a long term solution to solve the pollution levels for those living and moving around the most affected areas has not been considered.

A safer crossing at the South of the village, near the Doctors Surgery would make it safer to cross the road. Sometimes it can take 5 minutes or more for a break in the traffic flow, to enable a safe crossing.

A bypass is needed. It is impossible to widen the road to enable traffic to flow freely.

Surprised at HGV content at only 6%....confused as to where this info has come from as a resident I would put the figure much higher!

Would like to strrongly support the implimentation of a vehicle width restriction but I am aware this could potentially move the problem onto another village.

This land is privately owned so would have to be purchased?? At "hope" value for access to potential development site?? The use of this strip is mainly by door walkers@ max 6? Children leaving chew valley school bus.

Provide a segregated cycle path alongside the A37 so that people can use that option to travel. Painting a white line on the road and calling it a cycle path is not acceptable or safe.

Though you have not pushed the by-pass option, and have stated that this would be the most beneficial, it would be interested to see if possible where the by-pass would be situated? This would be the long term solution.

The A37 through Temple Cloud is in places far too narrow for the size of vehicles now using it and the speed limits are having little effect.

I imagine the majority of traffic through Temple Cloud is not residents, so whilst information to us is helpful, it is other drivers who need to be aware of the pollution they are causing. In order to encourage walking to school, the speed limit needs to be more forcefully implemented (more cameras?) as very little traffic adheres to the 30mph limit making it dangerous for the pedestrians.

It is vital to maintain the flow of traffic, especially heavy lorries.

A number of the measures seem to focus on temple cloud residents, has evidence been produced as to the source of the emissions? It is unclear to me whether residents, children or vulnerable groups create most of the emissions. It feels likely to me that most of the emissions are coming from vehicles coming through from other areas so I don't see how education of local people will change people outside of the regions behaviour. It is unclear to me why, as with many other Air Quality Management Managements, the options don't include a Automatic Licence Plate Recognition System effectively taxing high emission vehicles travelling through Temple Cloud. these systems are widely used across the UK and relatively cheap to install vs creating new roads/bypasses etc. Funds created from the ANPR clean air fees created could be deployed for air improvement such as subsidised public travel (ideally via hybrid or electric buses) or tree planting and paying for the retrofitting of buildings that front the road to limit air pollution.

HGVs seem to be the main cause of pollution on the uphill section of the A37 as the narrowing causes them to stop and start this labouring engines etc.

Although I support a vehicle width restriction through Temple Cloud, it would cause problems if HGV's were diverted through Hallatrow and High Littleton.

Many of these will have limited impact. In order to lower NO2 levels, HGV control measures must be implemented. There is worry as to how 'significant' the cutting back of vegetation will be as it acts as a sound and sight barrier to the road for many properties. (see next box).

clean air schools toolkit ,would be a waste of time as a lot of parents wait with there engines running outside school.

Same comments I posted on the previous page apply here. I would ask if the speed camera going into TC works? I don't think it does, but people frequently speed going into the village. I'd like to see it working. I'd support a width limit but I am aware that farm and industrial traffic needs to use the road.



## APPENDIX 5 – Question 9 – Text Answers – Other comments you on the draft AQAP or any measures that you think have been overlooked

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Need to consider both noise and air pollution. Revving engines or bouncing over speed bumps isn't helpful. Ultimately too much traffic for too narrow road. Traffic needs to be taken elsewhere away from residential areas

If cutting back vegetation, plants play a valuable role in filtering pollution so consider replacing lost vegetation with tree planting elsewhere

A long term solution for the air quality for those living and moving a round the worse affected area has not been suggested. The only proposals are a few low cost suggestions which are unlikely to make much impact.

The consideration of 1 way traffic flow for hgv through the village has not been fully considered. Also widening the road appears to have been dismissed without seemingly little consultations with local residents. The spotlight for air quality and pollution appears to be on Bath city centre, however the readings of air pollution are as bad if not worse in the narrow stretch of the A37 in Temple Cloud but it feels as it affects a fewer number of residents the amount of money and resources being allocated to the solution are disproportionate.

Please note that we felt that the timings of the recent drop in sessions were poorly scheduled, mainly daytime when the vast majority of residents would be at work.

The use of public transport is not necessarily a viable alternative option. It is extremely expensive to travel at peak times with very long journey times to Bristol city centre. There is not a direct service to Bath, this was cut a few years ago.

The cutting back of vegetation has taken place, and hasn't really made much difference to the ability of HGV's to pass in the same areas of the A37 in Temple Cloud. Whether there is an improvement to Air Pollution, would need measurements to be taken now the work has been done, and one assumes the full benefit would only been achieved, when the tree canopy is cut back. What is clear, especially since the lockdown restrictions, is that whatever solution(s) are chosen, it will be difficult to affect HGV traffic, as this has remained largely the same. However, the significant reduction in car useage, has made a difference, in both noise, and probably pollution levels.

In order to help HGV traffic flow, a one way system would be interesting to investigate. ie HGV's could only use the A37 either North or Southbound only. This would prevent pressure points where the HGV's cannot pass easily.

The public transport system through Temple Cloud, is only served regularly by the 376 to / from Bristol. This is an expensive service to use, especially at rush hour, and the bus often gets delayed in the Bristol area, leading to longer journeys than necessary, Improved bus lanes through to the city centre

may help. Also, there is no direct public transport to Bath.

Consideration needs to be given to the Diesel Vehicle Ban planned for Bristol, in terms of how this may affect vehicle flow along the A37.

I would be interested for Air Pollution monitoring to be taken at points further from the current locations on the A37 - ie alongside properties on the East side of the A37, to further understand how the local topography and air flows affect the pollution levels.

The widening of the A37 appears to have been discounted, without consultation with local residents. This maybe worth revisting with those living adjacent to the A37 who would be directly affected.

In addition, we did write to Mr Sperring in January, and didn't get a response to the following points;

1) The vegetation provides some protection to the retaining walls that are adjacent to the A37 Main Road. With the vegetation cut back, we believe there is an increased risk of vehicles striking these walls, causing further hazards, incidents and unnecessary costs to property owners.

2) During the time we have lived here, to the best of our knowledge, the Mechanical Road Sweeper has not swept down the southbound carriageway. There is a significant build up of debris between Temple Inn Lane and Gillets Hill Lane, so it would be extremely helpful if this could be arranged. We clear locally around our steps once or twice a year, but again this is extremely hazardous, both in terms of passing traffic, with dust and debris being thrown up. The lack of cleaning may also be contributing to Air Pollution, particularly in the drier summer months.

I would be happy to discuss any of the points in more detail with BANES representatives.

Where are Air Quality measurements available to view? Is there a web site showing Air Quality?

More emphasis on reducing traffic and increasing use of public transport

Nothing in the proposals are likely to make nay difference. No problem with public footpath from molly close, but don't see how this will benefit the houses facing Main Road. Restrictive vehicle widths would not solve the problem - just make the road more difficult to manage for residents. Suggest that traffic light sequencing at junction with A39 be looked at - too often vehicles are backing up from there into Temple Cloud itself. the only real solution is a bypass - which means that the previously proposed residential development to the west be reconsidered in the drawing up of a new Local Plan following the demise of the SPA.

speed limits - could the limit be reduced to 20mph through the narrowest section?

better monitoring of speed - people zoom through the village and some take little or no notice of speed limit signs

It appears that Human Health is not the priority. From what I have read the AQAP is an exercise in analysis designed to justify doing nothing worth while.

Traffic priority scheme similar to Pensford + by-pass

See comments at (6) and (7) above.

Speed averaging cameras at either end of Temple Cloud village would moderate the traffic flow and thereby pollution generated along the route.

Width restriction may result in remaining vehicles speeding through village even more than presently! Some form of speed control will also be required e.g average speed cameras set at each end of TC.

Volume of vehicles classified as HGV are 4 times national average!! This must contribute to a higher degree than is being recognised especially as BATH are going to charge HGVs to reduce their pollution.

A37 Southbound, from bustop at "The Green" to ?100yds up to eastcourt Rd. Along this stretch is a wall / bank covered in ivy and shrubs which hang out over the road. Also many overhanging trees: 2 years ago one fell across the entire width of the A37. we have seen lorries driving up Eastcourt Road actually run into overhanging trees.

Would managing these trees and cutting back the vegetation help towards improving traffic flows as well as making this stretch safer for pedestrians?

I live just opposite the houses built on Temple Inn Lane. Since the sound of the cars bounces off the tall houses opposite, I have had disturbed sleep, as cars drive past around 4.30 - 5 am in the morning (it used to be a field).

I hope sound 'pollution' will be considered in any future developments in Temple Cloud.

Removal of 40mph speed limit between Clutton and TC as the current 30 - 40 - 30 confuses some drivers. Addition of average speed cameras along A37 from Clutton to TC as current camera only effective for a small stretch of road.

I feel that the widening of the road for a short distance to prevent a "bottleneck" has been overlooked. Whilst I appreciate that this seriously impacts some home owners and residents the value of these properties and their ease of reselling would be improved if the air quality around them is also improved. The properties in question would be approximately seven and on the east side of the A37. All of the existing vegetation would be removed, hence no ongoing costs for future cutting back . New planting of appropriate vegetation to soak up Nitrous Oxide could be established.

I think the molly close pathway would be of great benefit plus active emission reduction

There has been a total lack of provision for cyclists throughout the BANES Area. Providing a few hundred metres of cycle path which goes from nowhere to nowhere achieves nothing. For Cycle Paths to be useful, safe and effective they have to go from where people live to where people work.

I live just outside of the air zone, on the A37, could it be possible to look at the 50 mph, far to fast and dangerous especially pulling out and in of my property, where every where else it's 30 - 40 mph.

Replace traffic lights at Farrington Gurney and White Cross with roundabouts. The feeble excuse over cost and land availability are irrelevant.

Would street cleaning/ pollution cleansing measures be suitable for Farrington gurney ????



Grants to those residents most affected within the AQMA, to allow them to purchase suitable air purifiers.

Provision of a by-pass route, whilst not a short term solution, should be in any long term plans for the area.

Place a ban on roadworks weekdays 0800 to 1800. These cause massive tailbacks and stationary vehicles

Outside of the suggestion of a fee structure policed by ANPR electronic system (effectively a tax of HGVs), the 376 should be an electric fleet and a trial conducted of reduced price for one month for temple cloud and Farrington gurney residents to see if that would increase take up and thus reduce car use. The pricing system of the 376 where you can only get a day rider for £7 rather than just a return from A to B is a limiter on demand. The idea to cut back trees to facilitate more HGVs is counter intuitive - facilitate more traffic through removing CO2 removing trees. The Council could trial hiring electric mini buses and a lift sharing app or just trial a lift sharing app for Temple Cloud that could have rewards (say collect points to get free stuff like swimming or travel or culture) if they offer up and successfully complete car sharing trips.

I am not a traffic scientist so I don't know if this would make a difference but it appears to me that cars accelerate into temple cloud in the 50 mph zone leading from Farrington to Temple Cloud to then brake heavily entering temple cloud to get down to 30mph - why can't this just be 30mph all the way through? This makes walking almost impossible from temple cloud to Farrington.

Eastcourt Road has no pavement and national speed limit - both huge deterrents from walking (in addition to no pavement on to A37) hence most residents on Eastcourt Road drive - the Eastcourt Road junction is a nightmare and effectively needs both directions of traffic to stop to let a car out of Eastcourt road.

Overall the clean air management proposal here for temple cloud falls far short of those proposed for urban areas in the UK and even within BNES - is urban health more important than rural? Are rural lives less valuable?

Finally the 200m consideration for new development is very arbitrary. This should be for any development within the boundary of the parish of cameley including temple cloud.

Bath is proposing a charging structure to protect urban residents, it should do the same to protect its rural residents who are bearing the cost of high HGV travel to benefit urban residents in Bristol and Bath with little local benefit as it is pass through traffic.

Perhaps a one-way option for HGVs, coming downhill only, on the A37.

One quick and cheap thing - for which I don't think you would even need planning permission - would cut back enormously on stopping/starting/revving etc at the junction of Eastcourt Road with the A37 and which has knock-on effect both ways on the A37. Simply improve the signage prohibiting right turns into Eastcourt Road by traffic travelling north and left turns out of that road by traffic wanting to go south. Living on that spot I can vouch that someone does that every few minutes which is disruptive and dangerous and has been prohibited for years if not decades.

AS FAR AS I CAN SEE THIS SURVEY SEEMS TO IGNORE THE RESIDENTS AT TEMPLE BRIDGE WHICH IS ALSO PART OF TEMPLE CLOUD AND SUFFERS FROM TRAFFIC BUILD-UPS AT CERTAIN TIMES OF THE DAY AND CERTAIN TIMES OF THE YEAR.

Stop cancelling rural buses!

Reduce HGVs between FG and Pensford

Banes should reconsider the bypass proposal. Yes it would effect those to the west of temple Cloud but how about considering residents who live on the main road. In our 20yrs traffic has increased to the detriment of locals. Surely farmers who own the land and fail to make a decent living would welcome alternative income. Finally no more development inTC!

Temple Cloud will continue to struggle with traffic due to the road width restrictions

Alternative footpath fails to recognise the people who need the main road as main access on foot

HGVs are not sole cause of the pollution levels, both pedestrians and cyclists are at risk. Speed of traffic is still significant, presenting danger to residents exiting their houses. The no of accidents on the road from temple cloud, clutton and to the roundabout demonstrates the dangerous way drivers approach this stretch

- Please consider all options to limit HGVs.

- Cutting back vegetation is necessary, so long as it is not 'overdone'. Much of it shields private gardens and provides privacy and air and noise pollution barriers to the many HGVs (and other loud vehicles that go past. Also, impetus should not be on residents to attend to some of this vegetation, as it is too dangerous to attempt (height of trees, and continued activity on-road) without temporary traffic measures, as well as some residents being elderly or otherwise physically unable to attempt this work. Will there be a commitment from BANES to carry this work out on behalf of residents in future?

- School measures will have a very limited impact in the AQAM zone as the school is not within it. Again, - more children may walk to school if the road was not so dangerous. 'Walking bus' initiative?

- Very few measures have been considered in relation to the most common vehicle in TC's AQAM: private cars travelling through the village.

- many of these feel like local options, without thinking about the A37 in a wider context, and the impact of M5 incidents on traffic flow.

- long-term, many residents feel if traffic patterns continue, there will need to be a bypass of some kind.

get lorries off the A37.this is used as a quick way to the south .rather than M5 then cut scross to there destinations.

Bypassing all HGVs altogether. There is a relentless number of very large trucks travelling through every day. They slow down as they struggle to pass each other on the narrow section, then chug through the low gears to then try and accelerate up the hill. The constant stop start and gear changing of these large engines can only be magnifying the air pollution tenfold!

Vehicle width restriction is a good start. I would also submit perhaps a time restriction for heavy vehicles e.g. no lorries at the busiest times of the day.

Safety seems to be ignored. We need speed cameras on the hill from Farringdon Gurney into Temple Cloud and a reduction of speed limits to 30mph from the car wash and past Camely

Same comments I posted on the previous page apply here.

Again unless actively reducing pollution the above measures seem pointless. Vehicle width seems to be the main contributor to congestion in Temple Cloud. Resident vegetation probably doesn't contribute to this as the volume of the large vehicles passing through help keep stray vegetation in check. It would also be virtually impossible to keep it in check unless the Council periodically did so.

The undeniable truth is that the narrow stretch of road between the garage and the doctors surgery was never designed to deal with the size of vehicles that pass through. There also doesn't appear to be any solution that would enable the road to be widened short of forcing resident's garden boundaries to be moved in by a metre or removing the pavement which as you pointed out would be dangerous.

I don't see an answer for this other than people using smaller vehicles.

## APPENDIX 6 - Consultation Response from DEFRA

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### **Air Quality Action Plan Appraisal**

The Action Plan sets out information on air quality obtained by the Council as part of the Local Air Quality Management process required under the Environment Act 1995 and subsequent Regulations.

This Appraisal Report covers the draft Air Quality Action Plan (2020) for Farrington Gurney and Temple Cloud Air Quality Management Areas, submitted by Bath and North East Somerset Council for the time period 2020-2025. This is the first action plan for Farrington Gurney and Temple Cloud following the declaration of Air Quality Management Areas in August 2018 for likely exceedances of the NO<sub>2</sub> objectives.

The AQAP highlights road traffic as the main source of emissions in both AQMAs, though the scale of the emissions reductions required in each AQMA varies quite considerably (30.7% in Farrington Gurney and 51.6% in Temple Cloud (both in 2017)). Through source apportionment it is shown that diesel cars, diesel LGVs and HGVs are the largest source contributors in Farrington Gurney and Temple Cloud AQMAs. Factors affecting vehicle flows through the AQMA are examined and actions are presented based on this information.

The AQAP is well presented and provides detailed options of measures specifically targeting the two AQMA areas. The 'long-list' of options has been reduced to 'short-list' options, which were considered in depth in a feasibility study, including detailed modelling of traffic and air quality. Uncertainties in the modelling have been considered, however it is noted that aside from exposure reduction measures, the AQAP lacks broader actions that may benefit air quality over a wider area.

Appendix C: A37 Options and Feasibility Study report presents dispersion modelling and estimated years of compliance within the AQMAs under various scenarios. The scale of the issue is not as great within Farrington Gurney, so both options considered here achieve compliance within the modelled parameters. However, within the Temple Cloud AQMA, there is a clear discrepancy in the impacts of the proposed Options 8 (vehicle width restrictions) and 9 (vegetation cut back). Whilst neither achieve concentrations which meet the objective,

Option 8 is far more effective at reducing concentrations. However, within the main document there is stated a hesitancy to move forward with this option as: ‘further assessment work is needed before establishing whether this can proceed’. Therefore, there is an apparent risk that the less effective measures may be taken forward, which do not have the most desirable impact on air quality. If Option 8 is not taken forward, strengthening of the replacement measures within the Temple Cloud AQMA will be required in order to bring about the necessary reductions in NO<sub>2</sub>.

Consultation with a wide range of stakeholders is underway and is anticipated to be presented in the final AQAP.

It is unclear how far, if at all, the impact of the Council's Class C CAZ will have on the A37 AQMAs. Appendix C states: “It is unknown from work undertaken to date what impact the implementation of the CAZ might have on the A37 and therefore the study area for this report and it has therefore not explicitly been taken into account.” There is the potential for vehicle displacement caused by the CAZ cordon to detrimentally impact on this area, which would ideally be accounted for in any intervention scenario modelling.

The Council is advised to take consideration of the following commentary which will help them to finalise their Air Quality Action Plan, monitor progress made with the Action Plan on an annual basis and to develop any further measures.

## **Commentary**

- The AQAP contains a high level of detail, including public health and planning policy context and detailed analysis of short-listed measures. Some of the measures suggest in Table 5.1 targeting public information and awareness lack milestones or dates against which KPIs can be monitored. It is recommended that further detail for how these measures will be tracked is included in the final AQAP.
- Chapter 4 of the AQAP lists a number of bodies that may have been consulted or are to be consulted as part of stakeholder engagement. However, it is not clear which or how many stakeholders have already been consulted in the development of the draft AQAP. A clear list of stakeholders in the final AQAP is recommended, and any consultation feedback should be presented.



- Regarding Temple Cloud AQMA, the two short-listed options for air quality modelling in the feasibility study still showed likely exceedances of the annual mean NO<sub>2</sub> objective at receptors. Introducing vehicle width restrictions is shown to potentially bring forward the year of compliance to 2023. **Due to the uncertainties, it is recommended that further measures are considered for Temple Cloud AQMA and should be presented in the final AQAP.** This is particularly relevant if Option 8, the more effective measure from an Air Quality perspective, cannot be taken forward.
- The impact of Bath's CAZ C should be a key consideration within the Final AQAP, as information emerges around the expected implementation. The Council will presumably have detailed traffic data from the Local NO<sub>2</sub> Plan, which should be used to account for any anticipated vehicle displacement onto the A37 in the AQAP intervention scenarios.
- Regarding Farrington Gurney AQMA, the A37 Options and Feasibility study submitted alongside the AQAP stated "Farrington Gurney is anticipated to have concentrations of nitrogen dioxide below the objective at all receptors in 2021, with or without the implementation of the proposed options. This is because the current exceedances are only slightly above the 40µg/m<sup>3</sup> objective." Both short-listed options for Farrington Gurney are considered expensive to implement and the presented plan is to monitor the on-going situation in the short-term. However, it is noted that potential traffic generation created by the emerging Somer Valley Enterprise Zone (SVEZ) development could be significant. **Therefore, it is recommended that further measures are considered for Farrington Gurney AQMA and should be presented in the final AQAP.**
- For Farrington Gurney AQMA, the source apportionment exercise concludes "that measures which focus on encouraging alternative modes of travel and reduce vehicle usage or measures that promote alternative fuels would be effective at reducing road NO<sub>2</sub> concentrations". There are limited examples of these types of measures proposed in Table 5.1.
- In both AQMAs diesel vehicles are highlighted as major contributors to emissions. Further measures such as working towards cleaner vehicles are strongly encouraged to be added to the measures considered in the AQAP and would likely result in wider air quality benefits beyond the areas currently targeted by short-listed options.

- The number and range of actions to be implemented may not be appropriate to address the nature of the exceedances, particularly in Temple Cloud AQMA. Both AQMAs should be monitored closely in the short-term to determine if further measures need to be introduced.
- Limited information is currently provided on the co-impacts of the measures presented, i.e. their impact on other environmental or social issues other than air quality. This could help make the case for implementation and funding of measures. These could be on a qualitative basis and demonstrate how the Plan contributes towards broader social and environmental goals for the area.

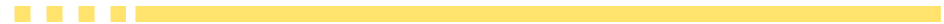
This commentary is not designed to deal with every aspect of the Action Plan. It highlights a number of issues that should help the local authority in maintaining the objectives of its Action Plan, namely the improvement of air quality within the AQMA.

**Issues specifically related to this appraisal can be followed up by returning the attached comment form to Defra, Welsh Government, Scottish Government or DOE, as appropriate**

For any other queries please contact the Local Air Quality Management Helpdesk:

Telephone: 0800 0327 953

Email: [LAQMHelpdesk@uk.bureauveritas.com](mailto:LAQMHelpdesk@uk.bureauveritas.com)



## APPENDIX 7 - Consultation Response from Avon and Somerset Police

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Thank you for your email and the links to online documentation regarding the attached Temple Cloud and Farrington Gurney Air Quality Action Plan.

I understand from the 'Farrington Gurney and Temple Cloud Air Quality Action Plan' that there are a number of proposals for consideration at both Temple Cloud and Farrington Gurney; ranging from cutting back vegetation to a potential bypass, in order to address the air quality issues being experienced.

You may be aware that we have had previous correspondence with Paul Garrod regarding this issue and I have copied Paul into this email for completeness.

As raised in the discussion with Paul Garrod, the UK Government road classification standard states 'A roads will generally be among the widest most direct routes in an area and will be of the greatest significance to through traffic' and from UK Guidance published in 2012 "All sections of the strategic road network and primary route network which are not classified as motorways are classified as A roads.", the A37 falls into this category.

As you are aware, the A37 is a main distributor route and carries HGV and Abnormal Load movements as well as the more usual mix of traffic.

Our Abnormal Load movement records for 2019 Jan-Dec show that c700 movements used the A37 through Temple Cloud, and notified either by ESDAL or Non-ESDAL formats. If you extrapolate that the same number again are likely to be moving under Dispensation ( i.e. not having to notify) then 1400 movements is probably a minimum figure using this route annually. Roger Joliffe, our Force Abnormal Loads Officer has suggested that the figure is likely to be higher than that.

It is noted from the draft Air Quality Action Plan that the potential measures under consideration included:

### Temple Cloud

"The main issue that leads to the concentrations of NO<sub>2</sub> in Temple Cloud is the start stopping of vehicles, particularly larger vehicles. The north bound vehicles then accelerate from a stopped position, causing increased emissions. Despite the fact that the large vehicle is the only vehicle that cannot 'fit', all vehicles behind are also forced to stop and accelerate also" with the following potential measures were under consideration;

Option 1: Reduction or removal of the footway on the western side of the A37 through the 'narrowing' to increase carriageway width;

Option 2: Replacement of the footway on the western side of the A37 with other suitable north- south pedestrian routes for the village away from the A37, which would facilitate the removal of the existing footway on the A37;

Option 3: More comprehensive widening including purchase of land to allow for road widening to take place whilst retaining the existing footway;

Option 4: Introducing a system of 'shuttle working' using traffic signals to allow larger vehicles to pass through unimpeded without 'passage conflict';

Option 5: The use of Vehicle Activated Signs (VAS) further out on the approach to the village to warn approaching HGV drivers that another HGV is currently in the narrowing;

Option 6: The introduction of priority workings;

Option 7: The implementation of a Clean Air Zone for this section of the A37;

Option 8: Implement a width restriction for larger vehicles.

Option 9: Undertake significant 'cutting back' of the high hedge/vegetation/trees on the eastern side of the narrow section to allow more effective use of the existing carriageway by HGVs; or

Option 10: Construction of a bypass to Temple Cloud.

#### Farrington Gurney

"The main issue that gives raise to the concentrations of NO2 in Farrington Gurney is the junction (with the A362) that breaks the flow of travel on the A37."

Option 1: Review the existing Method of Control at the A37/A362 traffic signals to increase junction capacity, including changes to the existing signal sequencing and/or the removal of the pedestrian stage;

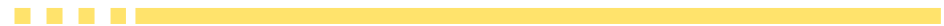
Option 2: Implement proposed junction improvements at the A362/A37 junction linked with the Somer Valley Enterprise Zone (SVEZ) development - Extended two lane entry on the A362 approach;

Option 3: Construction of an additional lane on the A37 southbound approach to the A37/A362 signals utilising the existing verge and possibly the existing footway or are of 'hatching' if required;

Option 4: Combination of Option 2 and Option 3 works to the A37/A362 junction;

Option 5: The construction of a small 'compact' type of 'Normal' Roundabout with single lane entries to replace the existing traffic signals;

Option 6: The construction of a larger 60m 'Normal' Roundabout allowing 'flared' two-lane entries roundabout to replace the existing traffic signals; and



Option 7: The implementation of a Clean Air Zone for this section of the A37.

I understand that the following options were then taken to a “shortlist”:

Temple Cloud

Option 4: Introducing a system of ‘shuttle working’ using traffic signals, using the shorter controlled section length of 117m. – I understand that this was not carried forward due to the negative impact on travel times and queues

Option 8: Introducing a vehicle width restriction. I note that the documentation states “However, this scenario has been modelled with little consideration as to where affected HGVs would re-route and what effect they may have on those other roads. This is included as an option in the plan, but further work is needed to establish whether it is possible to implement this without unacceptable impacts on surrounding villages, businesses and operators of HGVs. Further work is also needed on how the width restriction would be enforced.” I will cover our response to this element below.

Option 9: Cutting back of the high hedge/vegetation/trees on the east side of the narrow section to allow more effective use of the existing carriageway by HGVs, which I understand to have had a “minor positive effect on travel times and delay as it reduces the number of HGV conflicts occurring”, with caveats.

And

Farrington Gurney

Option 3: Additional lane on the A37 southbound approach to the junction; and,

Option 5: Compact roundabout to replace existing junction.

I understand that “Both options are predicted to result in improvements to journey times on all approaches during all periods of the day.”

For these options, I imagine that there will be more detailed proposals to enable us to make further response on the traffic management and road safety aspects, in due course. Without detail we are unable to make comment other than to note these options as potential measures.

Evident from the Plan’s response to Option 8 at Temple Cloud is the query of “where does this freight traffic go if it can’t use the A37 via Temple Cloud?” The A37 is a recognised HGV route from North to South, and vice versa. Any potential proposal to restrict the carriageway width could lead to increased non-compliance with existing Traffic Regulation Orders on alternative routes, the use of ‘rat runs’ through unsuitable routes as motorists seek alternatives, and increased traffic in surrounding villages, leading then to increased reporting of contravention from local communities. This has the potential to create an unsustainable demand on resources from our perspective in terms of requests for enforcement of reported contraventions.

If the proposed width restriction were to be introduced, HGVs/Abnormal Loads etc. will still need to make the same journey. Experience gained during temporary restrictions for roadworks and other restrictive circumstances shows that such vehicles will, on the whole, use the most direct route, meaning they will revert to the smaller back roads which pass through villages. This will increase complaints from local residents at contravention of existing TROs, an increased congestion, potential blockages if drivers of Abnormal Loads try to re-route via these roads, and an associated increased air pollution in these areas, which relocates the issue of air quality elsewhere.

Whilst the issues around air quality and the need for mitigation are understood, if A roads through villages are to be excluded to freight traffic as suggested by the proposal outlined in the draft Air Quality Plan, it raises the question 'what are the contingency plans to deal with the ramifications of such a decision?' as it is unlikely that we would be able to respond to reports of non-compliance with any priority for Police enforcement. It will fall to the Local Authority as Highway Authority to address any non-compliance with further physical traffic management measures on the routes carrying the "relocated" traffic, whether that be within Bath and North East Somerset Council or any of the adjacent Local Authority areas or Highways England.

Additionally, we would look to the Trading Standards Dept. of the Council to take an enforcement lead as they also have powers to prosecute weight restriction offences. I suggest that this could weigh heavily on their resource levels.

The A37 is a route which carries a significant amount of Abnormal Load and HGV traffic as well as smaller and more local vehicles. It is a route designated for such traffic, whereas potential alternative routes are not. If approached formally, we would be unsupportive of measures to restrict carriageway width on the A37 for the reasons stated above.

Best wishes

Wendy Linham

Traffic Management

Tel 07889657505

Email [wendy.linham@avonandsomerset.police.uk](mailto:wendy.linham@avonandsomerset.police.uk)

Avon and Somerset Police

Police & Fire HQ, Valley Road, Portishead, North Somerset, BS20 8QJ

## APPENDIX 8 - Consultation Response from Highways England

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Having reviewed BaNES' AQAP, the only measure being considered to take forward that could have an effect on traffic, and therefore air quality, on Highways England's network is Option 8 (TC1) for the Temple Cloud AQMA. This would involve introducing a vehicle width restriction through the AQMA and mean affected HGVs would be required to re-route. The AQAP notes that further work is required to determine where these affected HGVs would reroute and the effect on these roads but that HGV rerouting would likely occur locally through Hallatrow or High Littleton, Farmborough and Chelwood.

It would therefore be very much appreciated if BaNES could keep Highways England informed on the impacts on traffic across the region when further work is carried out on this option.

If there are any further queries please feel free to come back to me.

Regards,

Alexandra Spence

Highways England | Piccadilly Gate | Store Street | Manchester | M1 2WD |

M. +44 (0)78 250 16177

## APPENDIX 9 – Consultation Response from Bristol City Council

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Bristol City Council's Strategic City Transport team has considered the proposal to introduce measures to reduce the use of the A37 through Temple Cloud by HGV classification vehicles and believe it will have a detrimental impact on already congested and 'at capacity' roads on the strategic route network and also affect currently unclassified roads and small villages in the rural setting.

It is our assessment that HGV traffic would increase on the A4 that would then use the A39 to return to the A37 or use the A38 and A368 and smaller unclassified/restricted roads to return to the A37.

Both the A4 and A38 out of Bristol are already at capacity and adding more HGVs to this will affect not only air quality but also bus services into and out of the city from neighbouring Authorities such as B&NES. This will make public transport between Authorities less attractive and when considering the investment that has been placed on improving these links a measure such as that proposed at Temple Cloud could undo and reverse this investment.

Temple Cloud has steep hills leading to it from both sides which serve to slow HGV traffic, coupled with the A37/A39 traffic signal junction that also generates queues throughout the day Temple Cloud will always experience slow moving or stationary vehicles. Introducing these measures will increase demand from the A39 with the result of increased cycle times having to be introduced at this junction and longer wait times on the A37. Longer wait times on the A37 have the potential to increase queueing through Temple Cloud.

Given the above and the impact this will have on the wider strategic network Bristol City Council would not support this initiative and would instead suggest consideration is given to the remodelling the traffic signal junction to reduce queueing on the A37 southbound.