

	Current issues
B Road	The main road through Tickenham is a B road. It is appreciated that there is no max or min traffic movements specified for a B road but nevertheless it has been classified as a B road for a reason. The road width, the narrow or non existent pavements, the village school (with no parking so everyone has to walk from designated parking and drop off spaces some 100m plus from both sides).
Road Capacity	Clevedon Road is nearing full capacity at peak hours with current traffic volumes.
Unplanned traffic	It was never envisaged that Clevedon Road could accommodate current levels of traffic, not just cars but the increasing numbers of freight and commercial vehicles particularly associated with the retail developments in Nailsea
No A Road at J20	All the other Motorway junctions within North Somerset are served with a suitably sized A road. Clevedon still has its B road connection Junction 19 - Portishead has the A369 Junction 21 - Weston the A370 Junction 22 - Burnham the A38. Either side of this the Bridgewater Junction 23 has the A39 and Junction 8 at Avonmouth has the A4.
Width of road	Through the built up village, with only very few exceptions does it widen beyond 6.1m (kerb to kerb). In some sections one side reduces to less than 3m. This is relevant as UK government road advice states that roads receiving occasional bus and HGV need carriageway of 6m width and regular bus and HGV 6.8m+. In rush-hours, and to extent at other times of day, it only takes for a bus to stop, an HGV or trailer to unload, a hay-baler or agricultural vehicle to wait for a turn, a vehicle to breakdown - or even worse for the NSC rubbish/recycle collection to slowly pass through - for temporary gridlock in one direction (and occasionally in both directions) to happen.
Bus By lays	No bus lay-bys exist - in fact NSC filled in, for disabled access reasons, the few there previously were (with exception of just one). There is no space to construct a quantity of bus lay-bys.
Emergency vehicles	The Fire & Rescue base and regional ambulance is in Nailsea. But blue lights in general are frequently needing to pass through the village - they are very often held stuck in traffic.
Village School	The village primary school (with no carpark); already an accident in waiting in terms of heavy traffic passing within an elbow of children and parents walking to/from the drop-off car parks at village hall and garden centre

Alternative Routes	There are no local alternative routes to use when the B3130 is blocked. This becomes particularly significant when repairs by Statutory Undertakers are necessary, or maintenance is required, which would be more of an issue were traffic volumes much higher on this freight route, and must also be a concern for access by emergency vehicles.
Pavement	Sections of the B3130 do not have a pavement; some sections are little more than a metre wide, and it does not follow one side of the road consistently, so for pedestrians, it is currently neither safe nor pleasant, especially for children. Additional traffic will further impact on pedestrian safety and air quality particularly of relevance to near the Primary School
Pedestrian Crossings	There is only one pedestrian crossing in the village which is of concern on such a busy road without continuous pavements on either side.
Dangerous for cycling	Due to the traffic mix (HGVs, Buses, etc) and narrow width of Clevedon Road it is regarded by residents as dangerous to cycle along. This conflicts with JLTP4 objectives of increased and safer use of cycling – it would not be possible to run a cycle path or provide safe width on the B3130 through Tickenham village.
Dog walking/ pedestrian use	Residents do not feel safe when using the pavements and have commented on occasions where they have been 'brushed' by a passing vehicle
No Alternative routes	There are no local alternative routes to use. This becomes particularly significant when repairs by Statutory Undertakers are necessary, or maintenance is required, which would be more of an issue were traffic volumes much higher on this freight route, and must also be a concern for access by emergency vehicles
Vibration	Residents are reporting that vibration is being felt within their homes when heavy loads transit Clevedon Road
Interruptions to Traffic Flow	Clevedon Road serves residents, businesses, a village hall and a school. To service the village there are many traffic interruptions during the day causing congestion: Refuse collections, Delivery vehicles, residents parking, school parking and road/utility installations and repairs

	Problems with proposed routes
Strategic goals	The proposed routes via Tickenham do not meet the following strategic objectives of the JLTP: Address poor air quality Contribute to better health, wellbeing, safety and security Create better places
Tactical only	Routes W4/W5 can only be tactical options for routing traffic from the SDLs to the M5 as Clevedon Road through Tickenham Village is a minor B road that is at capacity. To meet future growth a more strategic link to the M5 will be needed
Nailsea & Backwell users	Nailsea (and Backwell) residents will not want a 'sticky plaster' route between their town and the M5 J20 e.g. those who make that trip regularly will endure a circuitous and congested route of c.4 miles (between Hannah More Rd and J20) taking 15-20 mins on a clear run.
Clevedon Users	Clevedon residents will not want the same in reverse (to the point above) for their trips in the direction of Nailsea, Backwell, Bristol airport etc, when they could also have the bypass route.
M5 Closure/Congestion	Tickenham becomes the default route from M5 J20 to Gordano junction 19 when either direction of the M5 is closed between Clevedon and Portishead. Congestion due to this is particularly noticeable on Friday afternoons during the summer months
Bristol route	Tickenham becomes a preferred route for traffic to/from Bristol and the M5 J20
HGV route	For HGVs and industrial traffic heading to/from M5 J20 to south and south-west Bristol will become the nearest motorway exit which is what haulage satnavs look for.
Bristol Airport	Bristol airport - doubling in passenger numbers over the next 10 years will increase traffic significantly from the M5 J20 through Tickenham. J20 will become the default signposted route for travellers coming from the M5
View of Tickenham Church	Constructing a new road across Tickenham Moor would destroy the dramatic visual impact of Tickenham Church (St Quiricus and Julietta – a grade 1 listed building) as seen from Nailsea.
Tickenham Court Farm	W4 will effectively bisect Tickenham Court Farm and reverse many of the positive environmental works undertaken by the landowner. A recently planted traditional orchard is likely to be destroyed as a result of the proposed route of the road.
Roman Villa	Route W4 will cut straight through an archaeological site – a Roman Villa
Land Yeo	W4 will pass very close to the Land Yeo (river) The Land Yeo is ducted as a leat, raising the level of the river well above the adjoining fields. The embankments for this were probably constructed in the 14th Century by the Augustinian Monks for their mill at Middleton in Tickenham. (Reference B).

Greater Horseshoe Bat	<p>The proposed route would appear go along the Parish Brook – used as a commuting route by the endangered Greater Horseshoe Bat from the Brockley Hall Stables Site of Special Scientific Interest (Reference D).</p> <p>This area also forms part of the wider commuting and foraging area for bats Lesser and greater horseshoe bats (both listed as Annex II species under the European Habitats Directive) designated under European Wildlife Law as a Special Area of Conservation (SAC)</p>
Impact to protected species	Protected species that would be affected include European Otter (Annex II species European Habitats Directive) and Kingfisher which use Land Yeo (river).
Impact to SSSI	<p>Any routes across Tickenham, Nailsea and Kenn Moors are likely to have a significant impact on the designated Site of Special Scientific Interest (Reference E). This would include damage during the construction phase and future damage as a result of run-off from the road(s) in the future. Tickenham Court Farm is currently funded to raise water levels to attract birds and other wildlife to the area. A new road will bisect this important area of raised water levels – the only area of the moors where this management successfully is taking place.</p> <p>Further details on the potential impacts on ‘developments’ (including roads) can be found in the North Somerset and Mendips Bat Special Area of Conservation (SAC) Guidance on Development: Supplementary Planning Document – adopted by North Somerset Council in January 2018 (Reference F).</p>
Impact to Constructed wetland	Natural England is working in partnership with North Somerset Council, Avon Wildlife Trust, The Environment Agency and the Internal Drainage board in developing a constructed wetland adjacent to the Causeway to mitigate for the nutrient and pollutant rich run off from the existing housing in Nailsea. It is envisaged that much of the funding for the building of this wetland would be from developer contributions. It seems very strange for North Somerset to be a partner who is currently helping fund this project only to be planning a road across the same location.

	Benefits of Strategic link
Benefits	<p>A new Link Road would provide the all-important missing route from the end of the Long Ashton bypass (A370) via Nailsea and direct on from there to Junction 20, M5. This would:</p> <ul style="list-style-type: none"> • Support the growth of Metro Bus; improve links to the rail stations and new safe cycle routes. • Alleviate existing congestion on B roads in local towns and villages that were never designed to accommodate current volumes of traffic. • Deliver the much-needed infrastructure that links Bristol and the area in the northern part of North Somerset with the M5. • Promote inward investment to sustain and encourage economic growth, particularly new homes and jobs. <p>A more joined up approach takes the opportunity to secure the infrastructure that the Backwell, Nailsea and Clevedon area need to support and sustain the level of development proposed in the NSC Local Plan 2036 and beyond</p>
Multi modal	The route would be 'fit for purpose' and designed for HGV/multi-modal use.
Public Transport	The route would link up directly with public transport access points (Train, Metrobus, local bus)
Alternative route for Emergency vehicles	Emergency vehicles would have direct access to the M5 with viable alternative routes in the event of blockage.
Direct access to Nailsea/Backwell	Traffic (including HGVs) will have direct access from the M5 to Nailsea/Backwell/ surrounding areas
Airport growth	Airport and future traffic growth is better served
Tickenham Relief	Impacts on Tickenham are reduced providing a safer, healthier environment allowing traffic calming measures and multi modal transport to be implemented
	Issues with reports
Understated volumes	Traffic flow forecasts are understated as they only address the traffic arising from the additional homes and not from the conurbation as a whole. Current traffic volumes on Clevedon Road indicate that the road is currently at capacity during peak hours
Impacts to Tickenham	The impacts to Tickenham village and its inhabitants are not considered.