

Tickenham Parish Council

Further submission

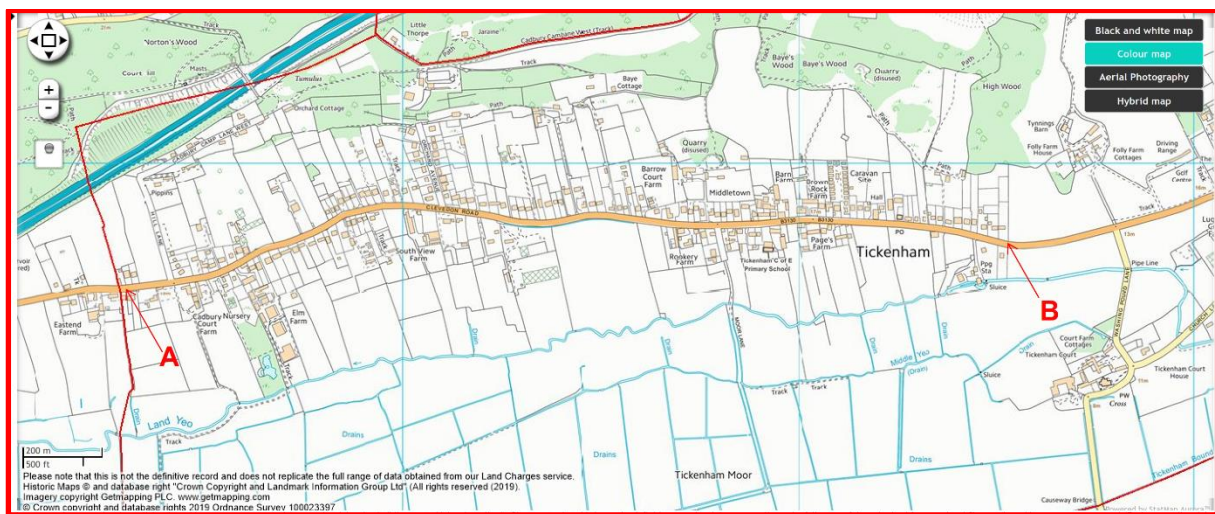
WEST of ENGLAND JOINT SPATIAL PLAN (JSP) EXAMINATION

MATTERS AND QUESTIONS

Matter 6 – Place Shaping Principles and Strategic Infrastructure Requirements (Policies 5 and 6)

6.3 Is there robust evidence to demonstrate that, having regard to mitigation measures, the development envisaged in the JSP would not give rise to severe transport-related problems?

Tickenham Parish Council arranged for a topographic survey of the B3130 through the village of Tickenham to be undertaken. The 2.3km survey was undertaken between points A and B as indicated on the map that follows, by SouthWestSurveys of Bristol during June 2019.



In essence, the response to all of the Matters below is the same. Tickenham Parish Council consider the B3130 is not of suitable standard to accept current traffic, let alone accept further traffic from the traffic generated as a result of the proposals in the Joint Spatial Plan.

The survey received from SouthWestSurveys has been analysed by assessing, at 20 metre intervals, the width of the carriageway and the presence of footpaths on either side of the road and, if present, their widths. This assessment was undertaken on the entire length of the survey, some 2.3km, giving 117 points where the above mentioned data was collected and collated.

The survey drawing, in .dwg format, complete with measurements at 20metre intervals, is attached as a digital file only to the electronic submission (Appendix A) due to its size when printed.

The measurements taken have been collated into an EXCEL spreadsheet which has been converted to Adobe Acrobat format as Appendix B attached. The entire spreadsheet is also contained in the electronic submission as this contains calculations for the various analyses undertaken. It was not considered appropriate to print out the full spreadsheet.

The data in the spreadsheet has been analysed against the requirements from the North Somerset Council in their document Highways Development Design Guide dated February 2015. This document sets out standards for highways within North Somerset. The B3130 through Tickenham fits the criteria for a Link Road (code 4a) due to:

- Maximum design speed 30mph (for most of its length – 95%). 5% of the B3130 surveyed [Survey chainage 0 metres (western limit of the survey – Clevedon end) to survey chainage 110 metres] is in a 40 mph zone.
- Buses regularly use the road

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Having established that the B3130 through Tickenham is predominately a Link Road, then the following standards are applicable to the highway:

- Road width 6.7metres
- Footways on either side of the road. Paragraph 2.8.4 of the North Somerset Council document states that footways should be 2 metres wide.

Using the requirements above, an analysis has been undertaken of the existing B3130 through Tickenham against these criteria. The following has been ascertained:

1. Overall assessment

- a. Average road width is 6.258 metres compared with the requirement of 6.7 metres.
- b. Average width of the Northern footpaths is 0.787 metres, compared with the sensible requirement of 2 metres.
- c. Average width of the Southern footpath is 1.305 metres, compared with the sensible requirement of 2 metres.

2. Detailed assessment of the road width of the B3130 through the village of Tickenham

- a. 16% of the road is compliant with the required width of 6.7 metres
- b. 62% has a road width less than 6.7metres but greater than 6 metres
- c. 21% has a road width less than 6 metres.
- d. The minimum road width is 5.251 metres which is below that required for a bus route
- e. In essence, 84% of the 2.3km length of road through Tickenham is below the standards set by North Somerset Council for this type of highway.

3. Detailed assessment of the Northern footpath of the B3130 through the village of Tickenham

- a. 60% has no northern footpath
- b. 1% has a footway of less than 1 metre wide
- c. 27% has a footway of between 1 metre and 2 metres wide
- d. 12% has a footway of acceptable standard being either 2 metres wide or greater
- e. In essence, 88% of the northern footway either does not exist or is below the required 2 metre standard.

4. Detailed assessment of the Southern footpath of the B3130 through the village of Tickenham

- a. 19% has no southern footpath
- b. 10% has a footway of less than 1 metre wide
- c. 62% has a footway greater than 1 metre wide but less than 2 metres wide
- d. 9% has a footway of acceptable standard being either 2 metres wide or greater
- e. In essence, 91% of the southern footway either does not exist or is below the required 2 metre standard.

Given that the current requirements of the West of England Joint Spatial Plan is to substantially increase the traffic on the B3130 through Tickenham, and that, the assessment above shows the road is woefully inadequate in terms of current use, we ask that traffic from proposed development, identified in the Joint Spatial Plan, and traffic outside of that considered in the Joint Spatial Plan, is removed from this area of the highway network by a direct link between the M5 at junction 20 and Nailsea.

APPENDIX B

	CHAINAGE (metres)	NORTHERN FOOTPATH (metres)	B3130 CARRIAGEWAY WIDTH (metres)	SOUTHERN FOOTPATH (metres)	COMMENTS	ROAD SPEED
1	0	0.000	6.777	0.000	Western Tickenham Parish boundary	40mph
2	20	2.577	6.781	4.075	Driveway south	
3	40	1.602	6.729	0.896		
4	60	1.819	6.724	1.862		
5	80	1.775	6.718	3.015	Driveway visibility splay south	
6	100	1.811	6.740	3.727	Driveway visibility splay south	
7	120	1.779	6.651	1.881		
8	140	0.000	6.900	1.441	Hill Lane junction north	30mph
9	160	1.831	6.750	1.200		
10	180	2.067	6.690	0.911		
11	200	1.775	6.729	0.648		
12	220	1.849	6.737	0.000		
13	240	1.813	6.717	0.874		
14	260	1.843	6.703	1.320		
15	280	1.762	6.701	2.522		
16	300	1.690	6.699	2.435		
17	320	1.704	6.687	1.261		
18	340	1.947	6.700	1.174		
19	360	2.087	6.744	4.164		
20	380	0.000	6.472	0.860		
21	400	0.000	5.562	1.103		
22	420	0.000	5.597	1.565	Driveway south	
23	440	0.000	5.825	3.397	Driveway south	
24	460	0.000	5.875	1.494		
25	480	0.000	5.615	1.463		
26	500	0.000	6.057	1.344		
27	520	0.000	6.036	1.266		
28	540	0.000	5.875	1.246		
29	560	0.000	5.789	1.004		
30	580	0.000	6.386	1.368	Driveway north	
31	600	0.000	6.221	1.452		
32	620	0.000	6.035	3.461		
33	640	0.000	6.279	0.711	Driveway north	
34	660	0.000	6.568	1.194		
35	680	2.868	6.517	1.611		
36	700	2.984	6.368	2.110		
37	720	0.000	5.804	1.638		
38	740	0.000	5.955	1.656	Driveway north	
39	760	0.000	5.397	1.610		
40	780	0.000	5.251	0.858		
41	800	0.000	5.493	0.924		
42	820	0.000	6.598	1.359	Bus stop south	
43	840	0.000	6.472	1.262	Bus stop south	
44	860	0.000	6.173	1.217	Orchard Avenue junction north	
45	880	0.000	6.384	1.435		
46	900	0.000	6.511	1.319		
47	920	0.000	6.350	1.109		
48	940	0.000	6.320	0.758		

	CHAINAGE (metres)	NORTHERN FOOTPATH (metres)	B3130 CARRIAGEWAY WIDTH (metres)	SOUTHERN FOOTPATH (metres)	COMMENTS	ROAD SPEED
49	960	0.000	5.974	0.935		30mph
50	980	0.000	6.169	0.000	Driveway north	
51	1000	0.000	6.033	1.639		
52	1020	0.000	6.217	1.676		
53	1040	0.000	6.095	1.650		
54	1060	0.000	6.117	1.731	Layby north	
55	1080	0.000	6.171	1.884	Layby north	
56	1100	0.000	5.996	1.839		
57	1120	0.000	5.875	1.800		
58	1140	0.000	6.060	1.801		
59	1160	0.000	6.238	1.804		
60	1180	0.000	6.733	1.795		
61	1200	1.395	6.911	1.800		
62	1220	0.000	6.776	1.800		
63	1240	0.000	6.407	1.800		
64	1260	0.000	6.491	1.800		
65	1280	0.000	6.569	1.800		
66	1300	0.000	6.207	1.812		
67	1320	0.000	6.017	1.800		
68	1340	0.000	5.786	1.798		
69	1360	0.000	5.874	1.205		
70	1380	0.000	6.559	0.868	Bus stop north	
71	1400	0.000	6.357	0.994		
72	1420	0.000	6.455	1.051		
73	1440	0.000	5.922	1.462		
74	1460	0.000	5.615	1.479		
75	1480	0.000	5.511	1.429		
76	1500	0.000	6.415	2.099		
77	1520	0.000	6.295	1.534		
78	1540	0.000	5.887	1.609	Barrow Court junction north	
79	1560	0.000	5.597	1.499	Moor Lane junction south	
80	1580	0.000	5.940	1.527		
81	1600	0.000	6.042	1.301		
82	1620	0.000	6.079	1.486		
83	1640	0.000	6.357	1.500		
84	1660	0.000	6.067	1.194		
85	1680	0.000	6.725	1.525		
86	1700	0.000	6.382	1.016		
87	1720	0.000	6.142	1.532		
88	1740	0.000	6.549	1.739		
89	1760	0.000	6.227	1.575		
90	1780	0.000	6.022	1.995		
91	1800	1.973	6.185	1.129		
92	1820	1.557	6.120	1.338	Bus stop north	
93	1840	1.727	6.174	2.422		
94	1860	1.761	6.056	1.601		
95	1880	1.605	6.173	1.389		
96	1900	2.367	6.192	1.996	Traffic lights	
97	1920	2.504	6.018	1.518		

	CHAINAGE (metres)	NORTHERN FOOTPATH (metres)	B3130 CARRIAGEWAY WIDTH (metres)	SOUTHERN FOOTPATH (metres)	COMMENTS	ROAD SPEED
98	1940	3.922	6.147	1.565		30mph
99	1960	1.745	6.109	0.000		
100	1980	1.688	6.164	0.000	Garage forecourt	
101	2000	1.774	6.358	0.000	Village Hall	
102	2020	1.814	6.351	0.000		
103	2040	1.770	6.504	0.000		
104	2060	2.238	6.503	0.000		
105	2080	1.832	6.530	0.000		
106	2100	1.770	6.466	0.000		
107	2120	1.956	6.377	0.000		
108	2140	2.052	6.159	0.000		
109	2160	2.234	5.849	0.000	Bus stop north	
110	2180	2.188	5.864	0.000		
111	2200	1.902	6.057	0.000		
112	2220	1.983	6.527	0.000		
113	2240	1.949	6.411	0.000		
114	2260	1.954	6.234	0.000		
115	2280	2.110	6.318	0.000		
116	2300	2.194	6.466	0.000		
117	2319.5	0.480	6.373	0.000	Eastern end of survey.	
		AVERAGE FOOTPATH WIDTH	AVERAGE ROAD WIDTH	AVERAGE FOOTPATH WIDTH		
		0.787	6.258	1.305		