

The Tickenham Road Action Group (TRAG) have reviewed the revised Joint Local Transport Plan 4 (dated January 2020) and strongly recommend to the North Somerset Council that the Plan is rejected in its current form.

Our recommendation to **NOT APPROVE** is due to the following:

- 1) The JLTP4 has not undergone sufficient consultation. The JLTP4 is linked to the Joint Spatial Plan (JSP) and provided transport relief in the form of new roads and improvements to meet the additional traffic driven by the JSP Strategic Development Locations (SDL). The JSP and JLTP were due to be reviewed by the Examiners in 2019, however this review was withdrawn. New roads and improvements to support the JSP remain in JLTP4 without sufficient justification or review. It is also questionable if these new roads and improvements are required without the JSP requirements. The TRAG submission to the JSP and JLTP4 are included in Appendix 3.
- 2) Two new roads linking Nailsea to the M5 Junction 20 remain in the JLTP 4 as shown in Figure 11.1: JLTP4 major schemes (page 129 included as Appendix 1). These roads will route additional traffic through the village of Tickenham. The TRAG has provided traffic analysis evidence to the JSP and NSC that demonstrates that the B3130 through Tickenham is currently near capacity at peak hours and will exceed capacity if these new routes are introduced. There is little, if any, scope to improve the B3130 through Tickenham due to narrow size of the road which is boarded on both sides with residential properties and access driveways.
- 3) The two new roads above would need to meet Transport regulations for a Link road. The B3130 through Tickenham which would form part of this Link road does not meet the requirements (road width, pavements) of these regulations.
- 4) Routing more traffic through Tickenham will contradict the stated vision and objectives of the JLTP (Appendix 2). The road will be more dangerous for pedestrians and cyclists and have significant negative environmental impacts on the village of Tickenham.
- 5) It is apparent that Nailsea requires an improved road network. This needs to be planned on a strategic basis that will serve the objectives of the JLTP for many years to come. There is no strategic solution in the proposed JLTP4.
- 6) Based on the above points the JLTP4 can not be seen to be a robust strategic plan that will guide the transport development for the NSC. The plan is short term, tactical and if approved would lead to a needless waste of Council and Government funds.

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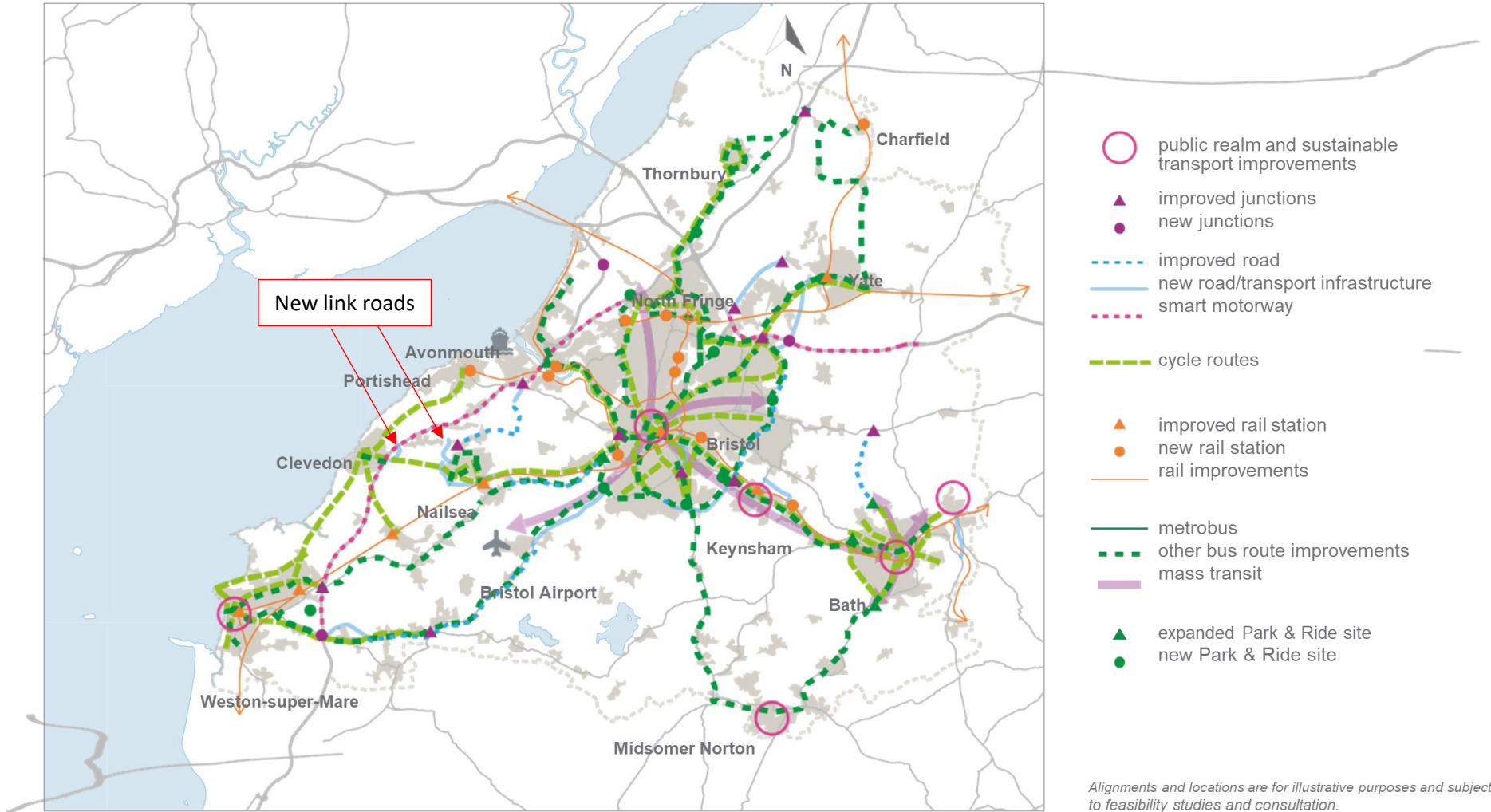
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Appendix 1: Figure 11.1 from JLTP4 (page 129) showing new link roads from Nailsea to M5 J20

Section 11:
Major schemes and summary of interventions continued



Figure 11.1: JLTP4 major schemes



Appendix 2: Fit with Local connectivity objectives (JLTP Section 8: Local connectivity page 82)

Routing additional traffic through Tickenham Village will have an adverse impact on the policies that the JLTP is targeting. These policies are from the JLTP4 Section 8: Local Connectivity.

Local policies and interventions

Local connectivity in the West of England will support delivery of the JLTP4 objectives, by focussing on these policies:

JLTP Local Connectivity Policy:	Impacts of JLTP4 on Tickenham Village	Policy met?
L1: Enable walking and cycling, 'active modes of travel', to be the preferred choice for shorter journeys	Higher traffic volumes will discourage 'active modes of transport'	No
L2: Reduce the number and severity of casualties for all road users	Higher traffic volumes will increase risk of casualties	No
L3: Encourage residents and employees to make more sustainable and healthier travel choices	Higher traffic volumes will discourage healthier travel choices	No
L4: Support opportunities for all sectors of the population to access the services they require, wherever they live	Higher traffic volumes will reduce access for non-car users	No
L5: Support the identification and implementation of measures that will improve air quality	Higher traffic volumes will degrade air quality	No

Appendix 3 – TRAG Submission to JSP/JLTP4

The TRAG submitted a summary document and a detailed traffic analysis to the JSP and JLTP4 consultation. As the JSP was terminated the submissions were not heard.

The documents can be found at:

<https://trag.org.uk/trag-response-to-jsp-examination>