

The Tickenham Road Action Group (TRAG) has reviewed the draft Preferred Options Local Plan and has the following comments to make.

1. The Local Plan whilst considering traffic impacts of additional housing (c.20K) does not address traffic growth over the 15 year period nor provide a strategic view of how traffic will be routed through key transport routes in North Somerset.
 - 1.1. This is important because the proposed housing developments may restrict options to provide adequate transport routes for traffic growth within and through North Somerset
 - 1.2. Without key strategic routes being identified and allocated within the plan increasing traffic volumes will be routed through rural areas and villages using existing roads that are unfit for current traffic volumes/types and not able to support increased traffic volumes.
 - 1.3. The planned location of new dwellings in Nailsea and Backwell will increase traffic volumes from Nailsea/Backwell to and from M5 J20. Serious consideration should be given to improving the Nailsea Wall route to address this traffic growth for the following reasons:
 - 1.3.1. Nailsea Wall will be the route of choice to Clevedon/M5 J20 from south and western Nailsea and Backwell as it is the most direct and shortest/quickest route
 - 1.3.2. Without route improvements serious congestion can be anticipated with the increase in dwellings in Nailsea and Backwell
 - 1.3.3. Improving the Nailsea Wall route will provide the least impact to residents of NS as the route is largely through farmland with a comparatively small number of dwellings facing the route.
 - 1.3.4. The Nailsea Wall route is a lower carbon option to alternative routes as it would generate the least vehicle miles for access to/from M5 J20.
 - 1.3.5. Alternative routes via The Causeway and Tickenham will lengthen journeys and impact a much larger number of residents.
 - 1.3.6. Significant constraints (road widths, junctions, road capacity) on the alternative routes through Tickenham will be more difficult (if at all possible) and more expensive to provide mitigations to traffic congestion.
2. The Local Plan does not address existing traffic issues in impacted villages and rural lanes/roads which will be subject to a 20% proportional increase in traffic through the increased number of homes alone.
 - 2.1. There are approximately 100,000 dwellings in North Somerset. Adding 20,000 dwellings will therefore increase traffic volumes by approximately 20% and on key routes this increase will be much higher.
 - 2.2. The roads in Tickenham are severely constrained and are not suitable for such growth:
 - 2.2.1. Stone-Edge Batch (B3130) has a minimum road width of 4.50m (measured by TRAG) and is used by HGV traffic effectively making this road single lane. HGVs from opposite directions arriving at the same time cause considerable congestion as they edge past each other. The road has no pavements or verge for pedestrians.
 - 2.2.2. The Causeway has a minimum road width of 3.57m (measured by TRAG). Washingpound Lane has a minimum road width of 3.70m (measured by TRAG). Church Lane has a minimum road width of 4.00m (measured by TRAG) and is

single lane without designated passing places. The route across the Causeway and Washingpound Lane has 90 degree bends in 3 places. None of these roads have pavements or verges for pedestrians.

2.2.3. Clevedon Road (B3130) through Tickenham has a minimum road width of 5.4m and average road width of 6.3m (topographical road survey commissioned by Tickenham Parish Council). Traffic throughput is constrained by:

- Mix of traffic type (HGV, buses, light vehicles, cars, bicycles, pedestrians)
- A school without local parking requiring guardians and children to walk on narrow and dangerous footpaths from the Village Hall or Garden Park garden centre
- A large number of residences with direct access to the road (in excess of 100)
- Service and delivery vehicles blocking the road
- High incidence of road/utility repairs due to traffic volumes
- Lack of continuous footpaths causing pedestrians to use the road
- Lack of bus laybys which means buses halt traffic flow when at bus stops
- Used as an alternative route when M5 motorway is congested/blocked

2.3. Road junctions at Tickenham Hill (B3128/B3130) Stone Edge Batch, Church Lane (B3130) and Washingpound Lane (B3130) are difficult with obscured views and fast-moving traffic.

2.4. Traffic volumes across the Causeway and through Tickenham are projected to increase substantially based on North Somerset Council projections

2.4.1. The new Local plan that is being proposed by NSC will add 1,781 homes in Nailsea and another 1,120 homes in Backwell.

2.4.2. Using traffic estimates agreed by NSC for the Youngwood Lane development (Mactaggart and Mickel - Agreed Statement on Transport Issues between North Somerset Council and Vectos (on behalf of Appellants) September 2019) as a basis for calculation:

- Total House development 450 dwellings
- Vehicle Journeys peak times from development 277
- Vehicle Journeys via Causeway at peak AM hour (31%) is 85
- Ratio of journeys across Causeway to homes $85/450 = 0.189$

2.4.3. Extrapolating these agreed traffic estimates for an additional 1781 homes (Nailsea only):

- Nailsea House development in Local Plan 1781 Houses
- Vehicle journeys via Causeway in peak AM hour = $1781 \times 0.189 = 336$
- Total additional traffic across the Causeway during peak AM hour is therefore 336.

2.4.4. This figure does not include traffic volumes from:

- Existing traffic volume.
- Additional 1,120 homes in Backwell (if we include the Backwell homes on the same basis there would be 548 (2901×0.189) journeys across the Causeway in peak hour.
- Additional through traffic from other housing developments in the Local Plan including Yanley Lane (2,500) Western-super-mare (6,980) and other locations.
- Additional traffic due to Bristol Airport expansion.

- 2.4.5. From our observations (manual survey on traffic across the Causeway/Washing Pound Lane 0745 to 0845 Jan 2022) we recorded 120 vehicles travelling in each direction between the times 0745 to 0845. 95 % of the vehicles from Nailsea turned left at Washing Pound Lane heading to Clevedon/M5 J20. Therefore we estimate that there would be in excess of 300 additional vehicle journeys (from the estimates above in point 5) on the B3130 through Tickenham. This additional traffic would certainly exceed the practical capacity of the road.
- 2.4.6. The traffic models should consider other factors such as:
- The acceptable wait time for residents to exit their properties. When the road is busy residents can have significant delays in being able to exit properties.
 - Traffic flow interruptions from bus stops, pedestrian crossings, delivery vehicles, cyclists etc.
3. The Local Plan does not address the additional HGV and other commercial traffic on rural roads and villages that will be necessary to support the increased population size and improved/expanded town centres.
- 3.1. Increasing the number of dwellings will increase the volume of HGV traffic to support the shopping centres and homes supporting the increased number of dwellings.
4. The Local Plan does not address growth in traffic through the planned expansion of Bristol Airport.
- 4.1. It can be expected that expansion of Bristol Airport will increase traffic volumes from the M5 J20 through Tickenham to Bristol Airport
5. Without significant mitigations, Active Travel policies will decrease road capacity in the villages of North Somerset due to lack of adequate cycle and pedestrian paths.
- 5.1. Residents of Tickenham are highly favourable to Active Travel policies and wish to participate in walking and cycling to local destinations avoiding unnecessary car use, however without adequate infrastructure (pavements and cycle lanes) this policy will reduce road capacity on Tickenham roads by slowing traffic.
6. The residents of Tickenham want a Local Plan that will manage the traffic growth through Tickenham and also provide a safer, cleaner, environment in which to live and go about their daily activities. The residents supporting the TRAG would like to see the following improvements made:
- 6.1. An alternative route to Nailsea/Backwell for HGV and general vehicle traffic and weight limit imposed for Tickenham through traffic
- 6.2. Additional pedestrian crossings on Clevedon Road (B3130) particularly near bus stops
- 6.3. Traffic calming measures to provide breaks in the traffic flow for resident access. It can be a real challenge entering or exiting Tickenham properties by vehicle due to high traffic volumes. A mechanism to break the traffic up would provide a safer means for residents to enter/exit.
- 6.4. Pedestrian/cycle access between Tickenham, Nailsea and Clevedon. A sensible route to link Nailsea and Tickenham would be via the Causeway and Church Lane/Washingpound Lane. Cycle lanes could be designated through road markings and traffic warning signage.
7. The Tickenham Road Action Group would welcome discussion on any of the points made in this document. The TRAG can be contacted at info@trag.org.uk