

JOINT LOCAL TRANSPORT PLAN 4 - CONSULTATION

RESPONSE OF TICKENHAM PARISH COUNCIL

Tickenham Parish Council supports the overall objectives of the Draft JLTP4 as set out on page 19 and requests that the final JLTP4 includes the promise on page 63 of the Draft to deliver a multi-modal corridor improvement (highway, metro bus, strategic cycling route) between Bristol and Nailsea, continuing to Clevedon/M5.

Tickenham Parish Council makes the following comments and proposals in support of this and other proposals directly relevant to Tickenham.

LINK FROM HANHAM WAY, NAILSEA, TO M5 J20 VIA B3130 THROUGH TICKENHAM.

The Council rejects unequivocally the option of constructing a highway from Hanham Way, Nailsea, to the Washing Pound Lane junction on the B3130, passing through the ribbon development of Tickenham to link ultimately to Junction 20 of the M5.

The consultants took into account only the effect of increased traffic arising from the Nailsea Strategic Development Location (2575 dwellings to 2036 and +725 afterwards); they did not consider existing conditions or other developments already approved for about a further 1000 homes in Nailsea, nor for the possibility, after 2036, of a westward extension of housing development.

It should be obvious to all that increasing traffic on the B3130 is out of the question. Peak hour movements are already uncomfortable for all: there are no continuous safe pavements for pedestrians; cyclists are at severe risk of injuries; school children have to navigate dangerous stretches (walking to school is not an option and there is no parking at the school for dropping off or picking up); many driveways open straight onto the carriageways; there are no lay-bys; there is noise and NOx pollution especially from the relatively large numbers of HGVs (often slow-moving due to traffic delays). This option shows a total lack of respect for the environment: the carriageway serves as a services route for a 100-year-old gas main, communication cables, water main and foul sewer and is a diversion route during M5 congestion and closure. A quoted target is to achieve green (0-5% increase) or amber (0-5% decrease) in average a.m. peak journey times on a percentage of identified key corridors. Would the B3130 through Tickenham be identified as a key corridor?

Table 12.2 on page 133 of the Joint Local Transport Plan 4 states that an OUTCOME is that NOx, particulates and carbon emissions are reduced. This is particularly pertinent to Tickenham School, where current base level readings of NOx, particulates and carbon emissions are required to ensure that this outcome is monitored and traffic not increased to enable monitoring of the OUTCOME.

ROAD IMPROVEMENTS

The JLTP 4 map of major schemes (pages 114/115) shows various "improved roads." These include the B3130 through Tickenham – a new proposal not contained in previous documents. The Council is at a loss to understand how any improvements could be made to this road. Furthermore, the condition of the underground utility services is very poor and the existing volume of HGV traffic causes extensive damage as evidenced by the constant repair works and the inevitable long queues through the village. It is not possible at this stage to identify what "improvements" are envisaged. Therefore the Parish Council reserves its position until the options in the emerging Local Plan are identified.

The above similarly applies to the B3128 and Portbury Lane with an "improved junction" at Stone Edge Batch to form routes to both J19 and J20 of the M5.

The Council suggests that the Causeway between Nailsea and Tickenham should be closed to vehicular traffic: this would be a major "improvement"! The road is built on faggots, is constantly moving causing undulations, is very narrow and totally unsuitable for modern day traffic.

THE ALTERNATIVE.

JLTP 4 shows a multi-modal "Eastern arm" new road (known as W1/W2 in the JSP report and would be the western section of the Junction 20 to south Bristol highway) from the M5 J20 to Nailsea & Backwell Station, together with a connective supported Metrobus facility from central Clevedon to either Bower Ashton or Bristol City Centre and a cycle route towards Bristol. That is good news! However the section from Clevedon to the Nailsea SLP (west of the station) is not included at this stage within the programme to 2036 which must be seen as a major mistake.

Provision was made in the construction of the Junction 20 roundabout to receive a strategic highway extending from the South Bristol Ring Road. The South Bristol Link Road (A38 to A370) was completed last year and the Long Ashton bypass (A370) long ago. The next section to the west of Nailsea & Backwell station is programmed in the JSP scheme, leaving the final section link to J20 (referred to as the “eastern arm”) as being after 2036. The Council would prefer this “*multi-modal connection from M5 J20 (via new eastern arm) to Nailsea*” to be referred to as the “*western arm of the highway from Bristol to Nailsea, continuing to Clevedon and the M5*”. The JLTP4 states that “congestion and capacity problems cause connectivity issues” – that would certainly be so on the B3130 through Tickenham but completion of the “eastern arm” would be real connectivity and completion before development takes place would be real forward planning and an example to all!

The Parish Council rejects the reasons for delaying the “Eastern Arm” scheme and pleads for its common-sense reinstatement. It is incredible that the JSP does not deal with the strategic issues and take a longer view than that in local plans, preferring to promote short-term, ill-thought-out tinkering schemes. To state that if North Somerset Council wants the link then it would have to arrange for it outside of the JSP remit is, at least, ingenuous and lacks vision.

IN SUMMARY

Tickenham Parish Council

- strongly rejects, for the reasons stated above, a link from Nailsea (Hanham Way) to the B3130 at Washing Pound Lane,
- requests that NO₂ levels outside Tickenham Primary School are monitored at peak arrival times, i.e. between 8.00 and 9.00 a.m., and that a projection of future levels is provided,
- does not understand the option of “road improvements” through Tickenham or how any improvements could be implemented,
- totally supports and pleads for the option of a direct link from Nailsea to the M5 J20 (W1 and W2 in the JSP)
- prefers this direct link to be referred to as the “western arm of the highway from Bristol to Nailsea, continuing to Clevedon and the M5”,
- strongly urges the W of E Joint Partnership to lead the way in infrastructure provision by constructing this direct link before any other development commences.

Tickenham Parish Council

14th March 2019