The Tickenham Road Action Group wishes to raise serious concerns about the soundness of the North Somerset Council Pre-Submission Local Plan 2041. Although we welcome the Local Plan as it will identify locations for housing development, we believe there are shortcomings in the analysis of traffic impacts and plans to support the increased housing numbers.

1. The Local Plan whilst considering the traffic impacts of the isolated additional housing developments mentioned in the Local Plan does not address overall traffic growth over the 15-year period of the Local Plan, 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 key arterial routes to Nailsea are based on country lanes that have not been upgraded over the last 60 years despite considerable growth in the size and commercial use of Nailsea. This presents severe bottlenecks and capacity constraints in meeting current traffic demand.

    1.4. The traffic growth assessment needs to consider the following in the context of the roads serving North Somerset:

        1.4.1. Impact of adding 24,010 new dwellings in North Somerset

        1.4.2. Impact of 25% expansion of Bristol Airport. Bristol Airport is planning to expand its capacity from 12 million passengers per annum (mppa) to 15 mppa by 2030. This will involve terminal expansion, improved public transport options, road infrastructure, and enhanced environmental projects. Ref: BristolAirport.co.uk

        1.4.3. Impact of adding over 34,000 dwellings by 2040 in the Bristol Local Authority. Ref Bristol Pre-submission Local Plan 2023.

        1.4.4. Impact of increased number of dwellings in other surrounding Local Authorities.

        1.4.5. Impact in growth of traffic using the South Bristol ring road including the new Epic pharmaceutical headquarters (Colliters Way joining A370)

        1.4.6. Impact of strategic modelling factors including: Population growth, Trip rates, GDP & Income, Costs of driving, Demand for Goods and Technology.

2. The Local Plan does not address existing traffic issues in impacted villages and rural lanes/roads which will be subject to a 25% proportional increase in traffic through the increased number of homes alone.

    2.1. There are approximately 97,000 dwellings in North Somerset. Adding 24,010 dwellings will therefore increase traffic volumes by approximately 25% and on key routes this increase will be much higher.

    2.2. Current road activity puts the Tickenham roads and lanes at or near capacity without the ability to absorb additional traffic.

2.2.1. The village of Tickenham is situated between Clevedon and Nailsea in North Somerset. The map below illustrates the position of Tickenham in context with the M5 J20, Clevedon and Nailsea.

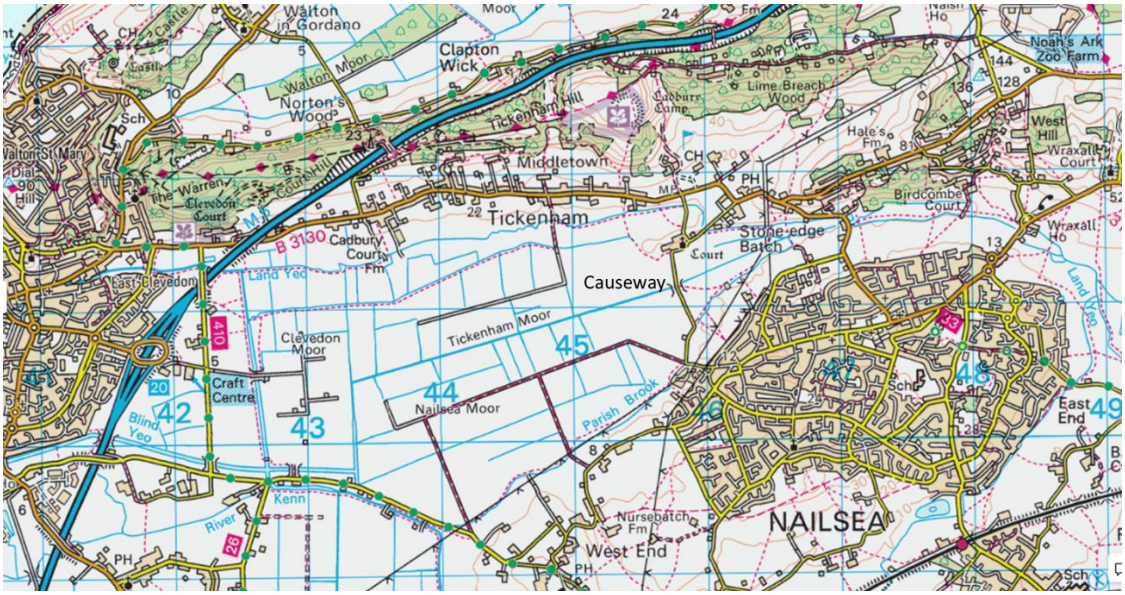

Figure 1 – Map showing the position of Tickenham and supporting road structure

2.2.2. The roads through Tickenham are heavily used by cars and Heavy Goods Vehicles accessing Nailsea, Clevedon, the M5 J20 in Clevedon, the M5 J19 in Portbury, Bristol centre and Bristol Airport. These roads are in a poor state of repair caused by heavy traffic volumes.

2.2.3. Tickenham links Bristol via the B3128 and Nailsea via both Stone-Edge-Batch and The Causeway with Clevedon and the M5 J20.

2.2.4. High level capacity modelling has been undertaken by the TRAG to assess current and projected road capacity. The modelling is based on the Department for Transport TAG UNIT M3.1 Highway Assignment Modelling. This modelling methodology determines the capacity of a given road based on road width and the mix of HGV to non-HGV traffic. When a road is assessed to exceed 100% in projected capacity this would suggest that the traffic using the road would be severely impacted by traffic congestion.

2.2.5. The table below provides the current assessed capacity and projections for 2 scenarios: 1) Impact of 24,00 new homes in North Somerset with a 25% traffic volume uplift (24,000 new/97,000 existing homes) 2) Impact of 3728 new homes in Nailsea and Backwell with a 42% traffic volume uplift (3728 new/8700 existing homes). Please see appendix B for source data. Current traffic data is from a TRAG traffic survey conducted in October 2023.

		Current		24,000 new homes in N Somerset		3,728 new homes in Nailsea/Backwell	
Road	Modelled capacity (vehicles per hour)	Current volume	% capacity	Projected volume	Projected % capacity	Projected volume	Projected % capacity
Clevedon Road (B3130)	865.27778	691	80%	864	100%	988.13	114%
Tickenham Hill (B3128)	1085	529	49%	661	61%	756.47	70%
The Causeway	240	191	80%	239	99%	273.13	114%
Stone Edge Batch (B3130)	504.33333	435	86%	544	108%	622.05	123%

Figure 2 – Chart illustrating road capacity against multiple scenarios

2.2.6. The roads through Tickenham can be seen to be significantly below the national standard for B roads (5.4 metres minimum in Tickenham Clevedon Road versus 7.3 metres standard road width). The other factor affecting capacity is the HGV traffic through Tickenham (3% of overall traffic).

2.2.7. Current capacity indicates that Clevedon Road (80%) and Stone-Edge-Batch (86%) is heavily used with little free capacity available.

2.2.8. The road width of The Causeway is too small to be used in the DfT model. The Causeway is in effect a single-track road due to a bridge halfway across which restricts traffic to one lane only. As a rough estimate of road capacity the following approach is used: If it takes 15 seconds to brake, wait and then proceed when the opposing vehicle has crossed the bridge, the maximum number of vehicles that can traverse the road are 60 secs/15 secs delay = 4 vehicles per minute or 240 vehicles per hour. Otherwise, traffic arrivals would be higher than the ability for the traffic to be cleared across the bridge resulting in congestion. Current traffic volumes indicate a capacity usage of 86% during peak hour.

2.2.9. Increasing traffic by 25% indicates that Clevedon Road, the Causeway and Stone-Edge-Batch will reach full capacity and will therefore experience severe congestion.

2.2.10. 3728 new homes in Nailsea and Backwell equates to a 42% increase in the total number of homes. This is a more likely scenario due the proximity of the new homes to Tickenham. Therefore a 42% uplift in traffic can be expected on key routes linking Nailsea and Backwell with Tickenham and also through Tickenham. This uplift will significantly exceed road capacity on Clevedon Road, the Causeway and Stone-Edge-Batch.

2.3. Key pinch points and junctions need assessment and are highly unlikely to be able to accommodate additional traffic. The locations of the key pinch points are shown in the map below:

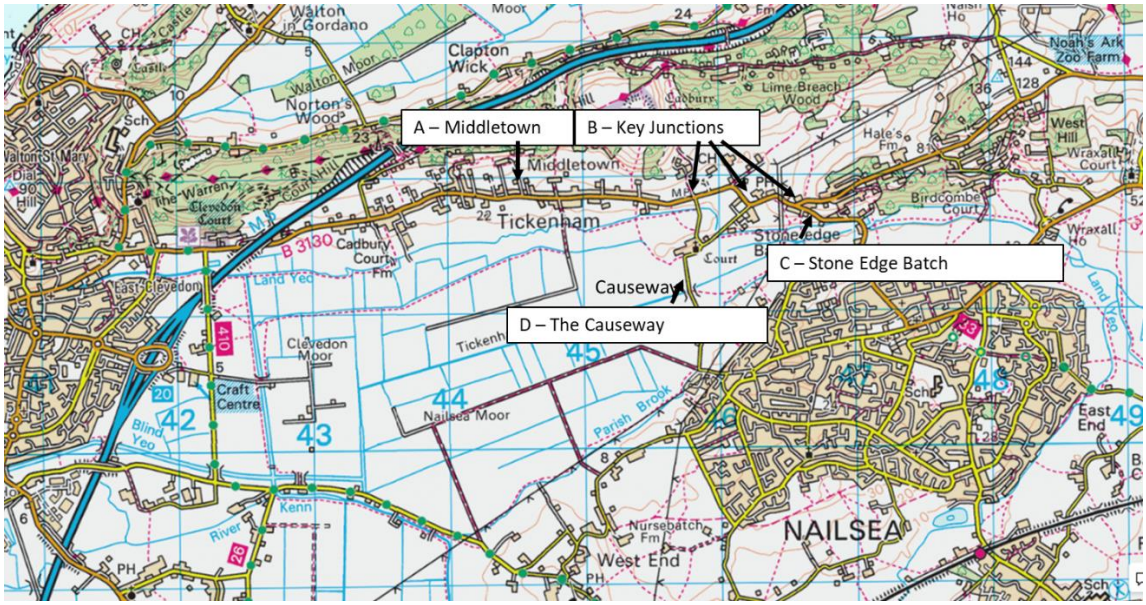

Figure 3 – Tickenham pinch points

2.3.1.Pinch point 'A' Middletown (Clevedon Road)

This is a residential area with houses having direct access to Clevedon Road (B3130). Traffic flow is restricted by:

2.3.1.1. Road width – the road width is severely constrained with a minimum width of 5.4 metres (refer to Appendix A for survey of Clevedon Road) making it difficult for:

- HGVs to pass in opposite directions
- Cars/HGVs to pass cyclists
- Cars/HGVs to pass a bus at a bus stop (full lane is blocked)
- Cars/HGVs to pass delivery/rubbish collection vehicles (full lane is blocked)
- Emergency vehicles accessing the M5 from Nailsea stations

Figure 4 – Vehicles passing through Middletown

Figure 5 - The image taken outside 58 Clevedon Road (a narrow point in the road) shows 2 HGV's unable to pass each other resulting in one driver having to mount the pavement to progress. This is not an uncommon incident with HGVs and Buses struggling to pass at this point.

2.3.1.2. There are a large number of vehicle entrances (in excess of 145 over a distance of 1.33 miles) directly accessing the road with vehicles entering and exiting properties.

2.3.1.3. The lack of adequate pavements presents a safety issue for cars entering Clevedon Road from driveways. Cars must blindly encroach on to the road in order to gain visibility of approaching traffic.

2.3.1.4. Pavements are narrow and incomplete requiring pedestrians to cross the busy road multiple times to traverse the village without the support of pedestrian crossings. There is a single traffic light-controlled pedestrian crossing along the 1.5-mile length of Clevedon Road.

Figure 6 – Narrow and incomplete pavements in Middletown

2.3.1.5. Children and guardians must use the narrow pavements to access Tickenham Village school from parking areas at Tickenham Village Hall (300m walk) and Garden Park Garden centre (630m)

2.3.1.6. There is an ongoing safety risk in the school being adjacent to the Clevedon Road on which HGV traffic is flowing in both directions.

Figure 7 – Children and guardians walking to school from Village Hall car park

2.3.2.Pinch Point B – Key Junctions

There are three key junctions in Tickenham that restrict traffic flow through Tickenham:

2.3.2.1. Clevedon Road and Washing Pound Lane

Figure 8 – Eastbound Vehicles turning right from Clevedon Road on to Washing Pound Lane

This is a 'T' junction in a 40mph zone on Clevedon Road. Traffic flow on Clevedon Road is often impacted by east bound traffic turning right from Clevedon Road to Washing Pound Lane.

Traffic flowing from Washing Pound Lane to Clevedon Road is often queued during peak hours due to the volume of traffic on Clevedon Road.

2.3.2.2. Clevedon Road and Church Lane

Figure 9 – Church Lane/ Clevedon Road junction

This is a 'T' junction located on a 90 degree bend on Clevedon Road. Traffic flowing from Church Lane to Clevedon Road is often queued during peak hours due to the volume of traffic on Clevedon Road.

2.3.2.3. Clevedon Road and Tickenham Hill

This is a busy 'T' junction with eastbound traffic from Nailsea turning right to access Bristol or M5 J19 and westbound traffic from Bristol turning right to access Clevedon and M5 J20.

Figure 10 – Tickenham Hill/Clevedon Road junction

2.3.3.Pinch Point C – Stone Edge Batch

Figure 11 – Stone Edge Batch pinch point

2.3.3.1. This section of road is the main route used by HGVs from the M5 J20 and Bristol. The road width of 4.5m (measured width) does not allow two HGVs to pass – the HGVs must pass at a wider section of road either to the west or east of this narrow road section. When HGVs use this road, the road is effectively single lane halting opposing traffic.

2.3.3.2. This section of road is also used by emergency vehicles and buses. The constraints of the road at Stone-Edge-Batch have led to these vehicles being stuck behind HGVs that are blocking the roadway when the HGVs meet at this point.

2.3.3.3. Pedestrian or Active travel is extremely dangerous through this narrow winding section of roadway with poor visibility and no pavement or road shoulder between stone walls.

Figure 12. Lorry obstructing opposing traffic travelling east to west at Stone-Edge-Batch

2.3.4. Pinch point D – The Causeway, Church Lane and Washing Pound Lane

2.3.4.1. The Causeway links West Nailsea with Tickenham and is used by vehicles to/from Nailsea to/from M5 Junctions 19 and 20 (predominately J20).

2.3.4.2. The Causeway is a raised road on a Moor with a severe camber and 3t weight limit (except for access). A bridge halfway across the Causeway restricts traffic to single lane only (width 3.57m – actual measurement).

2.3.4.3. Although frequently used by pedestrians and cyclists, The Causeway is not suitable for Active travel due to the narrow width of the road and lack of road shoulder. The speed limit is 60mph.

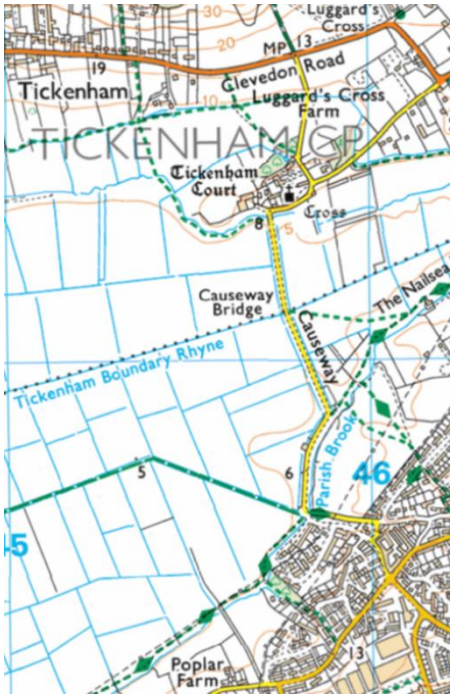

Figure 13 – The Causeway

Figure 14 – Vehicles crossing the Causeway bridge North to South

Figure 15 – Causeway/Church Lane/Washingpound Lane

2.3.4.4. The Church Lane section from The Causeway to Washing Pound Lane has two 90-degree corners and a junction (on one of the corners) for a continuation of Church Lane. Road width on Church Lane section to Clevedon Road is 2.9m outside the Ryves Vale development play area.

Figure 16 – Church Lane looking east to west. Road width narrowing to 2.9m

2.3.4.5. The residents of Church Lane and Ryves Vale are technically 'land locked' as there are no safe routes to walk or cycle via roadway to Tickenham or Nailsea. This is impacted further by the speed and size of vehicles using Church Lane. Newland Homes provided a play area for the Ryves Vale development that leads straight on to Church Lane which is designated as a 60mph single track lane.

2.3.4.6. There are no designated passing places in Church Lane creating environmental and material damage caused by vehicles using verges and private property trying to pass each other.

2.3.4.7. Although there is Weight Limit signage at the Junctions with Church Lane /Tickenham Road and Church Lane/ Washing Pound Lane, there is a flagrant disregard for these with LGV's regularly using it as a short cut. This continued misuse is resulting in the delamination of the road surface.

2.3.4.8. The Washing Pound Lane road section between Tickenham Court and Tickenham Court House has width of 4.2m.

2.3.4.9. The Washing Pound Lane section has a narrow bridge on a corner and the junction with Clevedon Road (mentioned above). Road width at the bridge is 3.70m (actual measurement).

2.3.4.10. Although frequently used by pedestrians and cyclists, Washing Pound Lane is not suitable for Active travel due to the narrow width of the road and lack of road shoulder. The speed limit is 60mph.

Figure 17 – Washingpound Lane to Clevedon Road

Figure 18 – Vehicles crossing Washing Pound Lane bridge (measured width 3.7m) from North to South

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 1817 homes in Nailsea and another 1683 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 homes
- 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 1817 homes (Nailsea only):

- Nailsea House development in Local Plan 1817 Homes
- Vehicle journeys via Causeway in peak AM hour = 1817 x 0.189 = 175
- Total additional traffic across the Causeway during peak AM hour is therefore 343.

2.4.4. This figure does not include traffic volumes from:

- Existing traffic volume.
- Additional 1683 homes in Backwell.
- Additional through traffic from other housing developments in the Local Plan.
- Additional traffic due to Bristol Airport expansion.

2.4.5. From our observations (manual survey on traffic across the Causeway/ Washing Pound Lane 0800 to 0900 October 18th 2023) we recorded 108 vehicles travelling south from Tickenham to Nailsea and 191 travelling north.

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.
3.2. The HGV route through Tickenham and Stone-Edge-Batch is the only HGV route from the M5 to Nailsea. There is no route via the A370 to Nailsea. The current roads are not suitable for this traffic and do not have any capacity for any increase in HGV traffic volume.

4. 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.

4.1. 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.
4.2. Tickenham residents do not feel safe walking or cycling through the village due to the high traffic volumes. There are no suitable Active travel routes from Tickenham to the surrounding towns of Nailsea/Backwell and Clevedon or to the Nailsea and Backwell railway station. This lack of suitable routes is forcing residents to use their vehicles even when they wish to use Active travel means.

5. If public transport usage is not increased in line with the increase in homes (42% for Nailsea and Backwell), this will force more use of private vehicles to fill the public transport gap.

6. The Local Plan does not consider any mitigations to traffic issues on the roads and lanes of Tickenham, in particular the viability of a route from Nailsea directly to the M5 J20.

6.1. The route for traffic between Nailsea/Backwell and the M5 would be via an improved Nailsea Wall route, considerably alleviating traffic issues on the roads and lanes through Tickenham. The route (shown in Red dashes in the figure below) would start at the new M5 J20 exit and proceed down Court Lane and Nailsea Wall to Nailsea, ending near the Nailsea Commercial Area. It is appreciated that improvements would need to be made to the existing roads, but this route would provide a direct connection between the M5 and Nailsea/Backwell to support existing and future traffic needs.

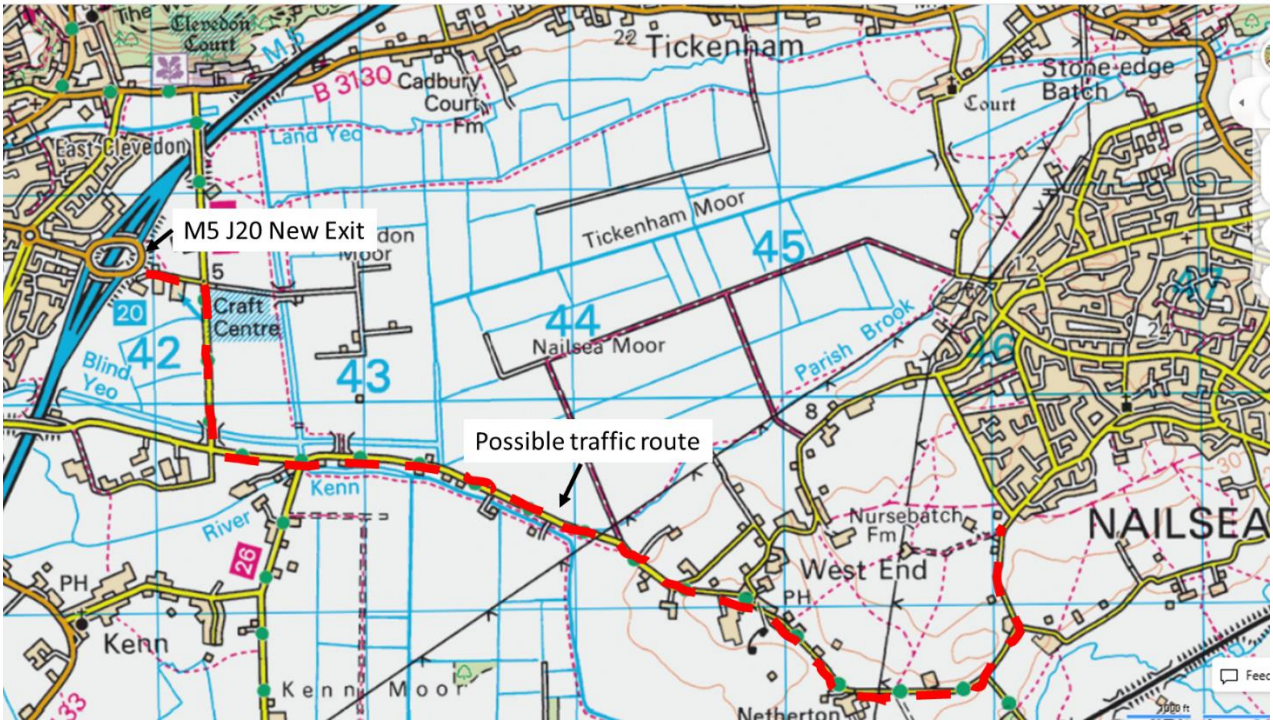

Figure 19 – Possible traffic route from M5 J20 to Nailsea shown in Red dashes

7. There is no local traffic mitigation included in the Local Plan for Clevedon Road (B3130) in Tickenham and Stone-Edge-Batch to enable safer pedestrian, wheeling and cycling use.

8. The Local Plan does not assess the volume of additional traffic on Tickenham roads/lanes from the introduction of the proposed Strategic Rail Crossing from East of Backwell to Station Road Nailsea. The review looked only at displacement of existing traffic. Introducing the Strategic Rail Crossing will encourage additional traffic from Bristol and the southern ring road (Colliters Way) to use this route for access to the M5 and vice-versa.

9. We do not agree with the assumption that the Strategic Rail Crossing will reduce traffic volumes on the Causeway or Stone-Edge-Batch. We agree that traffic using the route to/from Nailsea on Station Road will be attracted to use the Strategic Rail Crossing, but we fail to see how North-bound traffic to Clevedon/M5 from Nailsea or Backwell would use this new route.

10. The Local Plan proposes the introduction of Quiet Lanes for the Causeway, Church Lane and Washing Pound Lane which would make these routes more attractive for pedestrians, cyclists and horse riders, but does not assess the traffic impacts on the congested route (Stone-Edge-Batch) which would carry the displaced vehicle traffic.

11. The assumptions made for Active travel used to mitigate traffic volumes are without any evidence to support the offsets stated particularly in a semi-rural environment with dangerous roads such as Tickenham. Therefore, use of these assumptions is highly risky.

Appendix A Clevedon Road widths

TPC Report, at 10m intervals Eastward.xl

Appendix B – Traffic modelling parameters

Tickenham Village capacity calculation using TAG Unit M3.1 Modelling.

Calculations veh/hr capacity= Average capacity (2400)* width factor*HGV Factor

Site	Capacity 1	CWID Road Width	Width factor	(PHV) HGV %	HGV factor	Capacity 2
B 3130 Clevedon Rd	865.27778	5.40	0.32	3	1.1125	865
B3128 Tickenham Hill	1085	6.15	0.41	3	1.1125	1085
Causeway (Non classified road)	-38	3.60	0.17	0	1.15	240
B 3130 Stone Edge Batch	504.33333	4.50	0.19	3	1.1125	504

Appendix C – Housing statistics and increases

1) Breakdown of Housing in North Somerset

Existing stock: Approximately 97,000 dwellings are already built and occupied across the county. North Somerset Local Housing Need Assessment Report of Findings September 2025

2) Current Housing in Nailsea

Households: Approximately 6,910 households are recorded in Nailsea. Censusdata.uk 2021 Census

Population: Around 15,500 residents, meaning an average household size of just over 2 people. Censusdata.uk 2021 Census

3) Current housing in Backwell

Households: Approximately 1,829 households are recorded in Backwell. Censusdata.uk 2021 Census

Population: Around 4,686 residents, meaning an average household size of just over 2 people. Censusdata.uk 2021 Census

4) New homes in NSC

North Somerset Council's Local Plan 2026–2041 proposes around 24,010 new homes across the district. This figure reflects the government's increased housing targets and the council's allocation of strategic sites to meet demand. North Somerset Council.

5) New homes in Nailsea and Backwell

The figure quoted in North Somerset Council's Local Plan https://n-somerset.inconsult.uk/PubVers/consultationHome for Nailsea is 1,817. With a further 1,683 for Backwell. The total combined number of houses for Nailsea & Backwell is 3,500. North Somerset Council have added a further 228 "windfall" developments in the Nailsea & Backwell strategic growth area, taking the total to 3,728. Jo Duffy Clerk, Nailsea Town Council

6) Traffic volumes and mix in Tickenham

From: Customer Services <customer.services@n-somerset.gov.uk>

To: bobbeale01@sky.com <bobbeale01@sky.com>; Sadik.alhassan.mp@parliament.uk <sadik.alhassan.mp@parliament.uk>

Sent: Monday 16 December 2024 at 13:14:17 GMT

Subject: FW: B3130 classification (Case Ref: SA03142) - NSC557153

Dear Sadik and Mr Beale

Thank you for your enquiry titled Designation of B3130 through Tickenham. We apologise for the delay in responding to you, it has been a particularly busy period and the enquiry only made its way to the Transport Policy team on 03 December.

Infrastructure

It is not accurate to claim that North Somerset Council believe in planning and building the significant additional development asks from central government without a strategic approach to transport infrastructure (noting the number of homes to be delivered is now up to nearly 24,000 homes in the 2025-2040 emerging Local Plan period from the previous approximately 15,000 homes identified in the Council's Pre-submission Local Plan in November 2023). Work is ongoing to review and enhance the Infrastructure Delivery Plan, a key plan that supports the emerging Local Plan's proposed development allocations. While the additional 9,000 homes are still being identified - and a proposed schedule of allocations will be consulted on with our stakeholders and communities in February/March 2025 - the transport infrastructure to support this scale of development is of course not finalised either.

It will certainly be challenging to fund and deliver the significant infrastructure that will be required to deliver the Local Plan, in light of the financial challenges of Councils across the country, as well as no currently identified central government housing infrastructure funding to follow up the Housing Infrastructure Fund (HIF) that has been secured by the Council to deliver the Banwell Bypass, for example.

The Pre-submission version of the emerging Local Plan (November 2023) did not identify strategic transport enhancements for or around Tickenham and it is unlikely this would be required even with an additional 9,000 homes across the district (totalling approximately 24,000 over the Local Plan period). We also note that a recently proposed 20mph traffic calming scheme was not supported by the local community.

The Council continues to prioritise investment into providing alternative options for people to travel around, to try to reduce the ever-growing car dependency that we see on our transport network. This includes reducing the need to travel where possible, and delivering active travel and public transport alternatives for those trips that can be made that way, noting that some journeys will always need to be made by car. Decades of focusing on highway capacity enhancements has proven that this only buys a relatively small window of time before capacity fills up again - because driving private vehicles has been made attractive again by capacity enhancements. This negative spiral is known as the fundamental law of road congestion and there is a lot of information about this on the internet.

B3130 Tickenham Road/Clevedon Rd

The B3130 Tickenham Road/Clevedon Rd is classified by the NSC Place and Movement Framework as a Primary Route ('Movement' classification) and predominantly Urban (as its 'Place' classification) with some sections classified as 'Rural' (public-facing map is available here). These classifications were adopted by the Council in March 2023, following consultation and engagement with Town and Parish Councils, and will be reviewed periodically. We believe that the classifications are appropriate and that the route is operating in line with expectations of both our Place and Movement Framework and functions as per its formal B Road classification status.

The B3130 serves the purpose of connecting Clevedon with Nailsea (two of North Somerset's four towns) and onwards to Bristol (via B3128 at Tickenham Hill). Additionally, it provides access to/from M5 mostly for southbound origin/destinations. The route has no HGV restrictions and as such provides a vital economic link to Nailsea and surrounding areas for businesses requiring access from the M5. Speed limits are set within DfT guidance with Rural sections predominantly being 30mph (where there is significant development on both sides of the road), with some small lengths of 40 mph where development is less dense. Outside of the Urban sections, Rural sections are restricted to 40 mph. Road widths are sufficient to allow 2 way HGVs to pass for the vast majority of its length although there are some short sections where, in common with many A and B roads, width is restricted and vehicles may have to give way to allow oncoming vehicles to pass.

Taking the section of the B3130 Clevedon Road west of Washing Pound Lane as a proxy, our origin and destination data demonstrates the largely local nature of trips through Tickenham with the majority of trips having Origin and Destinations within Nailsea or Clevedon. 27% trips access the M5 southbound with only 2% accessing the M5 northbound. Approximately 28% of trips are generated from Bristol via the B3128.

Traffic volumes & vehicle classification

Vehicle flows on B3130, as recorded by our permanent Automatic Traffic Counter located to the west of the urban settlement of Tickenham, have seen a gradual decline over the past 20 years despite considerable housing development and general traffic growth observed on the local highway network in general. Average annual daily traffic (AADT) has declined by approximately 10% whilst peak period traffic has reduced by 17% over the 20 year period.

Daily variations are observed with Fridays being generally the busiest especially during the summer months when M5 southbound flows are typically congested in the PM. The below data are for 2024 Term-6 (June-July).

Vehicle classifications are in line with expected flows for a B Class Road servicing mainly local connectivity between towns. Cars (84%) and Light Goods (12%) make up the majority of flows with HGV’s (over 3.5T) accounting for just 3%.

The Causeway

Looking in more detail at trips originating from the Nailsea area reveals that approximately one third of trips generated from Nailsea use The Causeway (via Washing Pound Lane) to access B3130 through Tickenham while two thirds access via Stone Edge Batch. We can see that 17% of trips through Tickenham in total are using The Causeway.

Using our Place & Movement Framework, the lanes network of Church Lane, Washing Pound Lane and The Causeway, are all designated as 'Rural Local Accesses' (Rural is the 'place' function, and 'Local Access' is the 'movement' function). As per page 24 of the Place & Movement Framework (see link above):

'There is a strong desire to reduce inappropriate use of Rural Local Access roads and to improve safety and attractiveness of the network of Rural lanes for active travel users and equestrians. Interventions will be targeted to reduce vehicle speeds and inappropriate/undesirable through traffic

movements in areas of high active travel demand, intersections with strategic off-road cycle routes, bridleways and PROWs.'

'There is a requirement to minimise impact on local environment and highway interventions should seek to both respect and improve the local character.'

Using our Integrated Transport Scheme Pipeline - a new prioritisation process to help record, review and prioritise the very many requests we receive for changes to the highways/transport network - we are aware that the Parish Council have submitted a request to the Council (scheme reference number IT1317) and this has been identified as a high priority, given the current inappropriately high levels of traffic using this sensitive rural local access as a through-route between Nailsea and Tickenham. With the additional context of considerable consented and live planning applications for the Nailsea and Backwell area. The Council's Transport, Climate & Communities Scrutiny Panel have agreed that this is a high priority scheme and as a result, funding has been allocated to review what is possible with regards to traffic calming on these lanes, from the funding we will receive from central government, from the new financial year (i.e. from April 2025). This will work alongside funding being requested from nearby planning applications to help tackle this issue.

The Council will be in contact with the Parish Council over the Causeway/Washing Pound Lane/Church Lane scheme (IT1317) from April 2025 onwards, and any further requests for enhancements to the highway/transport network will need to be directed to the appropriate town or parish council, or elected ward member for North Somerset Council, to complete a highways improvement request form (a.k.a. One Front Door to the Scheme Pipeline).

With regards,

Transport Policy

Place Directorate