



## PLANNING COMMITTEE

A meeting of the Planning Committee will be held on  
Wednesday 19 April 2023 at 7:30pm at  
Tithe Barn, Church Lane, Nailsea, BS48 4NG

Dear Councillor,

You are invited to a meeting of the Planning Committee. The meeting will be held on **Wednesday 19 April 2023 at 7:30pm** at Tithe Barn, Church Lane, Nailsea, BS48 4NG

❖ Please do not attend if you feel unwell

### **AGENDA**

**Please turn off mobile phones before the meeting**

1. Apologies
2. Declarations of Interest
3. Public Participation

The public may ask a question or make a statement relating to the business to be transacted at this meeting.

4. Confirmation of minutes of the Planning Committee meetings held on 8 March and 29 March 2023 – **encl**
5. **Planning**
  - a) Consideration of plans received from North Somerset Council – **encl**
  - b) Decisions made by Planning Officers, February 2023, see Clerk's report
  - c) Nailsea licensing applications – Review of Premises Licence – Posh Spice - **encl**
  - d) Draft copy of the Highways Infrastructure report produced by PEP -
6. **Financial Matters**
  - a) Statement of Income and Expenditure to 31 March 2023 - **encl**
7. Trees and Tree Preservation Orders, see Clerk's report
8. Matters for information



Jo Duffy – Town Clerk  
The Tithe Barn, Church Lane, Nailsea, BS48 4NG

12 April 2023





**NAILSEA TOWN COUNCIL**  
**PLANNING COMMITTEE**

Minutes of the Planning Committee held on Wednesday 8 March 2023 at 7.30pm  
at The Tithe Barn, Church Lane, Nailsea.

**PRESENT:** Cllr Argles, Cllr Barber, Cllr Bird (in the Chair), M Blatchford, Cllr Ellis, Cllr Frappell, Cllr Hobbs, Cllr Hunt, Cllr Middleton, Cllr Packham, Cllr Watts, the Town Clerk and Assistant Clerk, and a member of the public.

**P15/23**     **APOLOGIES**

Apologies were received and accepted from Cllr Lees, Cllr Smith and Cllr Tonkin.

**P16/23**     **DECLARATIONS OF INTERESTS**

Cllr M Blatchford declared a personal interest in 0347/23 – 37 Hazelbury Road.  
Cllr Ellis declared a personal interest in 0381/23 – 10 Worcester Gardens.

**P17/23**     **PUBLIC PARTICIPTION**

The member of the public did not wish to speak.

**P18/23**     **CONFIRMATON OF MINUTES OF THE PLANNING COMMITTEE MEETINGS HELD ON 25 JANUARY 2023 & 15 FEBRUARY 2023**

The minutes from 25 January 2023 were confirmed as an accurate representation of the meeting and were approved by the Committee.

The minutes from 15 February 2023 were confirmed as an accurate representation of the meeting and were approved by the Committee.

**P19/23**     **PLANNING APPLICATIONS**

a)     **Consideration of plans received from North Somerset Council;**  
**0252/23 – 115 Station Road**

Cllr Middleton proposed and Cllr Frappell seconded that the application be recommended for approval.

The vote was passed unanimously.

**0042/23 – 6 - 8 Colliers Walk**

Cllr Middleton proposed and Cllr Barber seconded that the application be recommended for approval.

The vote was passed unanimously.

**0257/23 – 17 Helston Road**

Cllr Middleton proposed and Cllr Hunt seconded that the application be recommended for approval.

The vote was passed unanimously.

**0347/23 – 37 Hazelbury Road**

Cllr Middleton proposed and Cllr Packham seconded that the application be recommended for approval.

The vote was passed with a majority in favour and 2 abstentions.

**0332/23 – 6 – 8 Colliers Walk**

Cllr Frappell proposed and Cllr Watts seconded that the application be recommended for approval.

The vote was passed unanimously.

**0377/23 – Tesco Stores, High Street**

Cllr Bird proposed and Cllr Frappell seconded that the application be recommended for approval subject to approval being received from Historic England in relation to the cabling not affecting the historic monument beneath.

The vote was passed unanimously.

**0378/23 – Tesco Stores, High Street**

Cllr Bird proposed and Cllr Frappell seconded that the application be recommended for approval subject to approval being received from Historic England in relation to the cabling not affecting the historic monument beneath.

The vote was passed unanimously.

**2977/23 – 14 Heath Road**

Cllr Packham proposed and Cllr Watts seconded that the application be recommended for approval subject to the air source heat pumps being retained, as referenced in Condition 2

The vote was passed with a majority in favour and 3 abstentions.

**b) Decisions made by Planning Officers, January 2023**

The meeting noted the decisions.

**c) Nailsea Licensing applications**

No applications were received for review.

**d) Draft copies of the Highways Infrastructure report produced by PEP**

The meeting was advised that this document has not yet been received. A Planning Sub-Committee will be arranged to review the document prior to discussing at a full Planning Committee meeting.

**P20/23 FINANCIAL MATTERS**

**a) Statement of Income & Expenditure to 28<sup>th</sup> February 2023**

The meeting noted the statement.

**b) Specified Reserves**

It was requested that the Specified Reserves be updated to include reference to the Coronation with the Consultancy Fee reserve.

The meeting noted the Specified Reserves.

**P21/23 CONSULTATIONS**

**North Somerset Electric Vehicle Strategy**

The meeting discussed the document and felt that the report lacked technical information and was very poor in general, with a lack of strategy for rural areas.

The Clerk will produce a response to the questionnaire on behalf of Nailsea Town Council which will include reference to the points raised by the Committee, and express disappointment at the lack of information contained within the strategy.

**P22/23 Trees and Tree Preservation Orders**

The meeting noted the report.

**P23/23 Matters for information**

There were no matters for information.

Meeting closed at: 8:12pm

Chair's signature: \_\_\_\_\_ Date: \_\_\_\_\_





## **NAILSEA TOWN COUNCIL - PLANNING COMMITTEE MEETING 8 MARCH 2023**

A list of planning applications received from North Somerset Council with comments from the above committee.

<b>NTC REF #</b>	<b>APPLICATION #</b>	<b>CAT</b>	<b>LOCATION ROAD</b>	<b>LOCATION #</b>	<b>PROPOSAL</b>	<b>NTC RECOMMENDATION</b>
6259	0252/23	FUH	Station Road	115	Proposed erection of a single storey rear extension, garage conversion and internal alterations	Recommended for approval.
6258	0042/23	ADV	Colliers Walk	6 to 8	Display of non-illuminated fascia sign to front of property	Recommended for approval.
6260	0257/23	FUH	Helston Road	17	Proposed erection of a single storey rear extension and first floor front extension with gabled roof above	Recommended for approval.
6261	0347/23	FUH	Hazelbury Road	37	Proposed erection first floor extension to the south west elevation. Proposed dormer extension, installation of 1 no. new roof light and internal structural alternations.	Recommended for approval.
6262	0332/23	MMA	Colliers Walk	6 - 8	Minor material amendment to planning permission 22/P/2530/FUL (change of use from class E(c) (the site was previously a HSBC bank before closing) to class F1(d) (a public library). Insertion of a new window at the rear of the property onto the carpark) to allow for alteration to the main entrance door (front elevation) to replace the existing central section of glazed shopfront and inwards opening door with a new replacement section with a sliding door	Recommended for approval.
6263	0377/23	ADV	High Street	Tesco Stores	Display of 3 NO. illuminated fascia and 4No. Non-illuminated graphic signs on the new Timpson Pod to be installed in existing car park	Recommended for approval subject to approval from Historic England in relation to cabling not affecting the historic monument beneath.

6264	0378/23	FUL	High Street	Tesco Stores	Proposed installation of a Timpson Pod and 10 x ramraid bollards in existing car park	Recommended for approval subject to approval from Historic England in relation to cabling not affecting the historic monument beneath.
6266	2977/22	MMA	Heath Road	14	Application to vary condition 2 (approved plans and documents) and vary condition 13 (compliance with Code for Sustainable Homes Level 4) attached to planning permission 22/P/0109/FUL (demolition of the existing bungalow and proposed construction of a terrace of 3 No. four bedroom dwellings, including alteration to the site access and other associated works) to allow for raising of ridge heights, slight increase in overall footprint of the three dwellings, alteration to window and door arrangements to rear elevations, removal of the air source height pumps (Condition 2), and variation of wording to Condition 13 to confirm compliance with Code for Sustainable Homes Level 4 as per new Energy Statement submitted.	Recommended for approval subject to the air source heat pumps being retained, as referenced in Condition 2.

Applications received from North Somerset Council but consideration not requested by Nailsea Town Council

NTC REF #	APPLICATION #	CAT	LOCATION ROAD	LOCATION #	PROPOSAL	NTC RECOMMENDATION
6265	0381/23	LDP	Worcester Gardens	10	Certificate of lawful development to demolish the existing conservatory and erect a new single storey rear extension	Nailsea Town Council are not requested to comment on this application.





**NAILSEA TOWN COUNCIL**  
**PLANNING COMMITTEE**

Minutes of the Planning Committee held on Wednesday 29th March 2023 at 7.30pm  
at The Tithe Barn, Church Lane, Nailsea.

**PRESENT:** Cllr Argles, M Blatchford, Cllr Frappell, Cllr Hobbs, Cllr Hunt, Cllr Lees (in the Chair), Cllr Miller, Cllr Packham, Cllr Smith, Cllr Watts, the Town Clerk and 65 High Street Manager. Also in attendance Cllr Kushner and Cllr Hopkinson.

**P24/23**      **APOLOGIES**

Apologies were received and accepted from Cllr Barber, Cllr Ellis, Cllr Middleton and Cllr Tonkin

**P25/23**      **DECLARATIONS OF INTERESTS**

Cllr Hobbs declared a personal interest in application 6271 - 35 Ash Hayes Road as the applicant is known to him.

**P26/23**      **PUBLIC PARTICIPTION**

There were no members of the public present.

**P27/23**      **PLANNING APPLICATIONS**

a) **Consideration of plans received from North Somerset Council;**

**0434/23 – Pavement adjacent to Engine Lane Near #34**

Cllr Packham proposed and Cllr Hunt seconded that the application be recommended for approval.

The vote was passed with a majority in favour and one abstention.

**0488/23 – 33 Ash Hayes Drive**

Cllr Packham proposed and Cllr Watts seconded that the application be recommended for approval.

The vote was passed with a majority in favour and one abstention.

**0347/23 – 50 Engine Lane**

Cllr Packham proposed and Cllr Blatchford seconded that the application be recommended for refused on the basis that the proposed two storey extension to the side elevation would have a detrimental effect on the street scene in terms of its prominence on the street corner. The Town Council does not want a precedent set to allow for developments to be built up to the pavement.

A vote was taken with a majority in favour with two abstentions.

**P28/23**      **Nailsea Licensing applications**

**062098/9 Street trading application as part of Nailsea Fun Fair**

The seven day deadline for comment has expired however permission has been granted for this trader for a previous event, with no objections. It was discussed if the time for licensing consultations could be extended for future applications. The Clerk advised, if there is not time to discuss at a Council meeting, any issues concerning an application are flagged immediately with North Somerset Council.

Meeting closed at: 7.45pm

Chair's signature: \_\_\_\_\_ Date: \_\_\_\_\_



## **NAILSEA TOWN COUNCIL - PLANNING COMMITTEE MEETING 29 MARCH 2023**

A list of planning applications received from North Somerset Council with comments from the above committee.

<b>NTC REF #</b>	<b>APPLICATION #</b>	<b>CAT</b>	<b>LOCATION ROAD</b>	<b>LOCATION #</b>	<b>PROPOSAL</b>	<b>NTC RECOMMENDATION</b>
6268	0434	FUL	Pavement Adjacent to Engine Lane	34	(Barratt Homes) Installation of a feeder pillar (cabinet used to house electrical equipment)	Recommended for approval
6270	0488	FUH	Ash Hayes drive	33	(Mrs Gale) Proposed erection of single storey side extension and part single- storey part two storey rear extension. New pitch roof to existing garage. Removal of existing porch and erection of new porch.	Recommended for approval
6273	2744	FUH	Engine Lane	50	(Mr K & Mrs S Daniells) Proposed erection of an extension to the rear and a first-floor extension over the existing side store/play room	Recommended for refusal on the basis that the proposed two storey extension to the side elevation would have a detrimental effect on the street scene in terms of its prominence on the street corner. The town council does not want a precedent set to allow for developments to be built up to the pavement.

Applications received from North Somerset Council but consideration not requested by Nailsea Town Council

<b>NTC REF #</b>	<b>APPLICATION #</b>	<b>CAT</b>	<b>LOCATION ROAD</b>	<b>LOCATION #</b>	<b>PROPOSAL</b>	<b>NTC RECOMMENDATION</b>
6269	0470	LDP	Tetbury Gardens	16	(Mr Liam McFarlane) Certification of lawful Development for the proposed relocation of existing access door with the installation of new glazed windows. Alteration to existing front conservatory including the replacement of existing glazed roof panels with tiles to match existing and new external brick walls	

6271	0476	AOC	Ash Hayes Road	35	(Mr Antony Boylen) Request to discharge conditions 4, (Hard and soft landscape scheme), 5 (Finished floor, ground and ridge height levels), 6 (Vehicular access) 9 (Fitted glazing) and 11, (Details of walls, gates and fences) on application 20/P/2680/FUL	
6272	0550	LDP	Trendlewood Way	55	(Mr Nick Austin) Certificate of lawful development for the proposed erection of a single storey side extension	

**NAILSEA TOWN COUNCIL - PLANNING COMMITTEE MEETING 19 APRIL 2023**

A list of planning applications received from North Somerset Council.

TC REF NO	APPL NO	CAT	LOCATION ROAD	LOCATION NO	PROPOSAL
6274	0435	FUH	Station Road	93	<b>MARSHALL</b> Proposed demolition of existing rear porch. Proposed erection of a single storey rear extension and first floor side extension. Creation of a canopy porch and subsequent new access door to the West elevation, Removal of 2 no. windows and 1 no. external door, installation of 3 no. new windows and 4 no. Roof lights. Internal structural alterations.
6275	0436	LBC	Station Road	93	<b>MARSHALL</b> Proposed demolition of existing rear porch. Proposed erection of a single storey rear extension and first floor side extension. Creation of a canopy porch and subsequent new access door to the West elevation, Removal of 2 no. windows and 1 no. external door, installation of 3 no. new windows and 4 no. Roof lights. Internal structural alterations.
6276	0503	FUH	Netherton wood lane	south common farm	<b>MR CHRIS ELLIOTT</b> Proposed erection of a wooden pergola to the east elevation
6277	0594	FUH	Fosse Lane	10	<b>MR &amp; MRS UNDERWOOD</b> Proposed erection of a new first floor level following removal of the existing roof, works to include; erection of an extension to the north east corner of the plot, and erection of a glazed two storey porch to the south west internal corner. Erection of a detached garage to the east of the site with permeable driveway together with an 1800mm height screen fence behind a 2m high rear boundary wall. Changes to internal driveway in permeable material
6278	0637	R3	Nailsea Park	Golden Valley Primary	<b>MR STEPHEN MATTHEWS</b> Construction of a single storey extension to provide an accessible WC and SEND intervention space
6279	0676	FUH	North Street	59B	<b>MRS A MBAEKUBE</b> Proposed erection of a two-storey extension to the side and rear

Applications received from North Somerset Council but consideration not requested by Nailsea Town Council

TC REF NO	APPL NO	CAT	LOCATION ROAD	LOCATION NO	PROPOSAL
none	none		None	none	none



## **Licensing Act 2003**

# **Notice of application for the REVIEW of a PREMISES LICENCE**

**Under Section 51(3)**

**Address of Premises: Posh Spice, 86 High Street,  
Nailsea, Somerset, BS48 1AS**

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**Date by which Interested Parties and Responsible  
Authorities may make representations by:**

**5 April 2023**

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**Grounds for application for review:**

**Immigration offences in direct contradiction to the law  
around licensable activities**

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**The grounds of the application for review and the  
licensing register may be viewed at:**

**North Somerset Council  
Licensing Team,  
Town Hall,  
Walliscote Grove Road,  
Weston-super-Mare,  
BS23 1UJ**

<b>Date Notice first displayed: 9 March 2023</b>
--

**Email: [licensing@n-somerset.gov.uk](mailto:licensing@n-somerset.gov.uk)**

**It is an offence knowingly or recklessly to make a false  
statement in connection with an application and is subject to a  
maximum fine of £5000 on summary conviction for the offence.**







Peter Evans Partnership  
**Transport Planning  
& Highway Consultants**

# Land South of Nailsea

Nailsea Town Council

Transport Review of Proposed Site Allocation

**DRAFT**

March 2023

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## APPENDICES

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Appendix 2	Emerging Masterplan
Appendix 3	Safety Records
Appendix 4	Local Area
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## 1.0 INTRODUCTION

### 1.1 Aim of Assessment

1.1.1 Peter Evans Partnership (PEP) has been appointed by Nailsea Town Council to undertake an independent review of a proposed Local Plan allocation site on land to the south of Nailsea from a highways and transportation perspective. The site is considered for allocation for development in the upcoming North Somerset Council (NSC) Local Plan 2038. The Town Council has also requested PEP assess the emerging development proposals from Gleasons on part of the allocation site.

### 1.2 Background

#### Local Plan Proposed Allocation

1.2.1 The site is identified as 'Land South of Nailsea' in Schedule 1 of the latest North Somerset Local Plan Preferred Options draft (March 2022). In summary, and relevant to this review, Schedule 1 and Policy LP3 and accompanying text identifies the capacity and requirements for:

- 600 homes;
- an additional primary school, possibly provided on site;
- strategic measures to alleviate traffic impacts on Station Road and congestion at the Backwell crossroads;
- improvements to active travel routes within and between Nailsea and Backwell;
- improvements to public transport;
- measures to reduce car dependency;
- additional cycle infrastructure; and
- an extension of the Festival Way route to better serve Nailsea and Backwell.

1.2.2 We have reviewed the Transport Assessments (TAs) Stage 3 dated April 2021 and Stages 4 & 5 dated January 2022 prepared by AECOM, to inform the local plan allocation proposals for the site.

1.2.3 The Local Plan Draft Infrastructure Delivery Plan (March 2022) (IDP) and WECA Joint Local Transport Plan 4 (JLTP) have also been considered and referred to in this review where appropriate.

### **Emerging Development Proposals – Pre Application**

- 1.2.4 A request for an Environmental Scoping Opinion was made to NSC in November 2022 on behalf of Gleeson Strategic Land, for the development of up to 500 dwellings, access road, public open space, landscaping and infrastructure on a large proportion of land within the proposed Land South of Nailsea allocation. NSC confirmed its requirements for an Environmental Statement in December 2022.
- 1.2.5 Gleeson Strategic Land set up a website with an outline of its proposals along with further information in order to obtain public feedback by December 2022 - <http://www.southnailsea.co.uk>. This website appears to be no longer available.
- 1.2.6 A site visit was undertaken on 1<sup>st</sup> February 2023 as part of the review and the available documents on the Gleeson Strategic Land website have been assessed.

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## **2.0 TRANSPORT CONTEXT**

### **2.1 Allocation Site Location**

- 2.1.1 The allocation site is on land south of Nailsea, north of the Bristol to Exeter railway line and east of Station Road and Backwell Lake. Youngwood Lane passes broadly to the east and the south of the allocation site.
- 2.1.2 As the crow flies, the centre of the allocation site is some 1.5km south of Nailsea town centre and, some 1km north west of Backwell. From the centre of the site, Clevedon is some 9km to the west, Portishead some 9.5km to the north, Weston-super-Mare some 13km to the south west and central Bristol some 14km to the east.
- 2.1.3 The A370 through Backwell is some 1.2km south of the site and provides a route to Bristol and the M5 at junction 21 at Weston-super-Mare.
- 2.1.4 The allocation site area is shown at Appendix 1.

### **2.2 Emerging Development Proposals**

- 2.2.1 The emerging development proposals from Gleasons do not include the western end of the allocation site and they include additional land to the south and south east of Youngwood Lane to the boundary with Station Road and the railway line. These proposals show residential development on the northern half of the site, and agricultural / ecological areas separating this from the railway line. An access would connect the residential element through the agricultural / ecological areas to a new junction with Station Road.
- 2.2.2 The emerging development site layout could consist of up to 500 homes to the west of the site with vehicle access provided at a new roundabout on Station Road. The development would be set back from the road with a landscape buffer between the development and the railway line and also Station Road. The access road would be some 600m long through the buffer and continue to the western end of the site. The masterplan suggests there is land safeguarded for future extensions to the west provide a southern link road.
- 2.2.3 The emerging proposals show a hierarchy of roads including major access roads with limited residential frontage with footways on both sides, often separated by verges; residential streets and cul-de-sacs, often with a footway provided on one side only; and shared surface streets. Raised pedestrian crossings are proposed along the spine road and at junctions.
- 2.2.4 As part of the emerging proposal there would be two pedestrian / cycle access points to the north of the site to connect with the PRow. There is a proposed link to Station Close at the southern edge of the site.

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2.2.5 The emerging masterplan downloaded from Gleasons South Nailsea website is included at Appendix 2.

### **2.3 Local Highway Network**

2.3.1 Station Road is the direct road link between Nailsea and Backwell. It continues south to a traffic signal controlled cross roads with the A370 in Backwell. There is a signal controlled one way working arrangement under the railway line adjacent to Nailsea and Backwell Railway Station.

2.3.2 There is a shared footway / cycleway along the western side of Station Road between Nailsea and the railway bridge. There is a footway along the western side of Station Road between the railway line and the A370. The footway is intermittent on the eastern side of Station Road.

2.3.3 Youngwood Lane is a narrow rural lane measuring some 3m wide subject to the national speed limit. It connects The Perrings at a bellmouth priority junction to the north of the site boundary and Netherton Wood Lane at a junction some 750m west of the site boundary. It runs broadly along the southern boundary of the allocation site.

### **2.4 Safety Record**

2.4.1 Accident data from Crash Map identifies 11 'slight' personal injury accidents on Station Road between the Backwell Lake car park access to the A370 crossroad within the latest five year period. The collision records are included at Appendix 3.

2.4.2 Two collisions were reported to the north of the railway line and 9 to the south of the railway line.

2.4.3 To the north of the railway line one collision occurred on Station Road near to Backwell Lake involving a car and a bicycle. This resulted in a slight injury to the pedal cyclists. A collision also occurred between a car and a pedestrian near to the railway station entrance, resulting in a slight injury to the pedestrian.

2.4.4 The records show a high proportion of the collisions to the south of the railway line also involved non motorised road users, including four pedestrians being struck by a vehicle whilst attempting to cross the road and two cyclists being struck by a turning or manoeuvring vehicle. One bus passenger was injured as the bus they were travelling on hit a tree.

2.4.5 One of the collisions on Station Road south of the railway line involved a motorcycle being struck by a car turning out of a junction. There was also a shunt type collision involving four cars resulting in one slight injury.

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## **2.5 Public Rights of Way**

- 2.5.1 To the north of the allocation site, a Public Bridleway (NSC reference LA13/4/80), is to the rear of residential properties on Sedgemoor Close running on an approximate east-west alignment between the junction of The Perrings and Youngwood Lane, to St Mary's Lane opposite Engine Lane.
- 2.5.2 Two Public Footpaths on approximate north-south alignments are between the bridleway and Whiteoak Way to the north, one west of Hannah More Infants and Grove Junior Schools (NSC reference LA13/27/20) and one west of the Grove Sports Centre (NSC reference LA13/26/10).
- 2.5.3 Two Public Footpaths (NSC reference LA13/28/10 and LA13/27/30) are on an approximate north-south alignment through the allocation site between Bridleway LA13/4/80 and Youngwood Lane.
- 2.5.4 Public Footpath LA13/26/40 runs on an approximate north-south alignment on the western boundary of the main body of the allocation site from Public Footpath LA13/26/10 to Youngwood Lane.
- 2.5.5 Public Footpath LA13/24/20 is on a north – south alignment through the north west parcel of the allocation site, between Public Bridleway LA13/4/80 and Youngwood Lane.
- 2.5.6 Public Footpath LA2/35/20 is between Youngwood Lane and Station Close to the south east and Public Footpath LA13/26/40 is south of Youngwood Lane and underneath the railway line.
- 2.5.7 Backwell Bow to the east of Nailsea provides a link to the Festival Way active travel route to Bristol.

## **2.6 Public Transport**

- 2.6.1 The nearest bus stops to the proposed allocation site are on The Perrings, Whiteoak Road and Hannah More Road. These stops are served by the X9 route with generally twice hourly buses to Nailsea town centre and Bristol from 06:05 to 22:01. There are bus stops adjacent to Nailsea and Backwell railway station. These stops are served by the X7 route with hourly services to Clevedon and Bristol from 06:35 to 22:45.
- 2.6.2 Bus service X1 operates along the A370 between Bristol and Weston-super-Mare generally every 20 minutes through the day. The bus stops on the A370 are some 2km from the centre of the allocation site via Station Road.
- 2.6.3 Nailsea & Backwell railway station serves trains to Bristol, Cardiff, Severn Beach and Weston Super Mare every 20-30 minutes.

## 2.7 Local Facilities and Amenities

2.7.1 The approximate walking distances to local facilities and amenities including bus stops and the railway station are summarised below. Distances are measured from the approximate centre of the proposed allocation site and follow footways or PRow beyond the allocation boundary:

Destination	Approximate Distance
Bus Stops (The Perrings)	625m
Hannah More and Grove School (Reception & Primary)	700m
The Grove Sports Centre (and children's nursery and social club)	750m
Ring O' Bells (Public House)	900m
Nailsea and Backwell Railway Station and bus stops	1.0km
Convenience Store (Premier Store), Old Church Road	1.0km
Harvest Energy Petrol Filling Station and Shop, Station Road	1.0km
St Francis' Catholic School (Primary)	1.7km
Nailsea School (Secondary)	1.7km
West End Trading Estate	1.7km
Backwell School (Secondary)	1.8km
Town Centre	1.8km
Post Office	1.8km
GP	1.8km
Dentist	1.8km
A370 Bus Stops	2.0km
Backwell Leisure Centre	2.3km
Waitrose	2.4km
Tesco Superstore	2.4km
Southfield Road Trading Estate	2.8km

2.7.2 The local area to the allocation site and the facilities and amenities are shown at Appendix 4.



## **2.8 Committed Development**

- 2.8.1 There is extant planning permission for some 450 homes on land to the west of the proposed allocation site, north of Youngwood Lane and east of Netherton Wood Lane. This has a vehicular access at the Netherwood Lane / Engine Lane junction and the Netherwood Lane / Youngwood Lane junction on the western side of the site. There will ultimately be a new road through the site between these two access points.

### 3.0 RELEVANT TRANSPORT POLICY AND GUIDANCE

#### 3.1 National Planning Policy

3.1.1 The latest update of the National Planning Policy Framework (NPPF) was published in June 2019, with the removal of paragraph 209a.

3.1.2 NPPF 2019 retains 'at the heart of the Framework is a presumption in favour of sustainable development' (para 10 and 11).

3.1.3 In terms of transport it states that planning should actively manage patterns of growth in support of the opportunities to promote walking, cycling and public transport use. (paras 104 and 105). In assessing sites that may be allocated for development in plans, or specific applications for development, paragraph 110 notes assessments should ensure:

- *'appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

#### 3.2 Local Planning Policy and Evidence Base

3.2.1 North Somerset Local Plan Preferred Options draft (March 2022). The draft Local Plan Policy LP3 for Nailsea and Backwell has relevant highway and transport related aspirations as follows:

- Strategic measures designed to alleviate traffic impacts on Station Road, and traffic congestion at the Backwell crossroads. This is likely to include a strategic rail crossing providing an alternative multimodal route between Nailsea and the A370, and associated measures to discourage traffic from using Station Road, subject to further feasibility review and environmental assessment;
- Improvements to active travel routes within and between Nailsea and Backwell, including use of Youngwood Lane as a north-south connection, links to the town centre and Local Cycling and Walking Infrastructure Schemes;
- Improvements to bus priority, service frequency, and interchange infrastructure on the A370 High Frequency Bus Corridor;
- Improved public transport connections between Nailsea and the A370, enabling interchange;
- Access improvements for Nailsea and Backwell Station, to include increased provision for cycle parking, bus interchange, and car parking, and consideration of possible future station expansion or relocation;

- A package of measures to improve sustainable travel opportunities and reduce car dependency in the area, to alleviate congestion through mode shift;
- A cycle link on spine/distributor road; and
- A high quality extension of Festival Way active travel route along an east-west alignment via existing lanes or off-road facilities from Nailsea to west of Backwell.

### AECOM Transport Assessment

3.2.2 The AECOM Stage 4 and 5 Transport Assessment references the need for similar active travel and public transport measures to those above, but also states:

- Creation of, or improvement to existing, railway crossing points which prioritise Active Travel modes and reduce severance between Nailsea and Backwell.
- Walking improvements planned for Station Road, Clevedon Road and the B3130 as part of LCWIP (Routes W18 & W19).
- Cycling improvements planned for Station Road, Festival Way and the B3130 as part of LCWIP (Routes C13 & C14).

3.2.3 Festival Way would be accessed via Backwell Common off Station Road some 650m south of the proposed site access. The potential for improving accessibility to Festival Way from south Nailsea and Station Road in conjunction with a possible new rail crossing is identified in AECOM's TA's, however Local Plan policy is to extend the route along the south of the railway line.

3.2.4 The AECOM TA Stages 4 and 5 appraises the potential allocation site at Nailsea against four objectives using a Red, Amber, Green (RAG) scoring system. The methodology and relevant extracts from this appraisal are included at Appendix 5. The objectives are summarised as:

Objective 1	Proportion of total development within 800m of an existing primary school.
	Proportion of total development within 2km of an existing secondary school.
	Potential for on-site education provision.
	Accessibility to on-site employment.
	Distance by walking or cycling to a town centre / significant centre.
	Distance by walking or cycling to a local centre (this may include a town centre, or a smaller-scale shopping parade).
	Accessibility to on-site retail.
Objective 2	Accessibility to designated active travel routes.
	otential benefit from planned active travel routes - LCWIP / Coastal Cycle Network.
	Potential for creation of new active travel routes / new connections between existing

	routes for contribution to the wider network.
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Objective 3	Distance by walking or cycling to an existing rail station.
	Walking accessibility to existing bus routes.
	Opportunity to benefit from or support public transport improvements, in relation to existing or planned schemes.
Objective 4	Proximity to, and potential impacts (capacity and safety) upon, congestion hotspots
	Potential for mitigation measures to address any congestion hotspots.
	Potential to deliver strategic benefits.

3.2.5 The issues and opportunities and RAG scoring for the Nailsea proposed allocation site is included at Appendix 5.

#### **Draft Infrastructure Delivery Plan (March 2022)**

3.2.6 The draft IDP states that there is a package of transport mitigation measures to be confirmed through the ongoing Local Plan work for the proposed allocation at Nailsea. Further detail is in the AECOM TA. It does state that the total costs, funding gap and timescales are to be confirmed. The funding sources could be development contributions, grant funding and other sources. Land within the allocation and outside the allocation would be required for the infrastructure.

#### **Joint Local Transport Plan (JLTP) 4 2020 – 2036 (March 2020)**

3.2.7 The JLTP has the following relevant broad aspirations for walking, cycling and public transport in relation to the proposed allocation site:

- Strategic cycle routes via Festival Way, to South Nailsea and to Clevedon;
- Metrobus extension between Bristol City Centre, Clevedon and Nailsea;
- Railway station improvements; and
- New road link from Nailsea to A370 including crossing the railway.

### **3.3 CIHT Guidance**

3.3.1 The Chartered Institute of Highways and Transportation (CIHT) published 'Guidelines for Providing for Journeys on Foot' in 2000. This document indicates that the average length of a walking journey is 1 km. The report also provides advice on acceptable walking distances to various facilities.

3.3.2 The suggested distances are provided in Table 3.2 of the document as set out below:

	<b>Suggested Acceptable Walking Distance (metres)</b>		
	<b>Town centres</b>	<b>Commuting/School</b>	<b>Elsewhere</b>
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

3.3.3 The CIHT guidance 'Planning for Walking' 2015, suggests that people will walk up to 800m to get to a railway station.

3.3.4 The CIHT guidance 'Buses in Urban Developments' 2018, sets out the following recommended maximum walk distances to bus stops:

- Core bus corridors with two or more high frequency services – 500m;
- Single high-frequency routes (every 12 minutes or better) – 400m;
- Less frequent routes – 300m.

### **3.4 DfT Guidance**

3.4.1 The Department for Transport suggest in Local Transport Note (LTN) 1/20: Cycle Infrastructure Design '*Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.*' (para 2.2.2).

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## 4.0 TRANSPORT REVIEW

### 4.1 Summary

4.1.1 The transport review considers the suitability of the allocation site and emerging development proposal against the following key tests of the National Planning Policy Framework (July 2021):

- appropriate opportunities to promote sustainable transport modes can be taken up, given the type of development and its location;
- safe and suitable access can be achieved for all users; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

4.1.2 In particular, this note looks to answer the following questions:

1. Is the site located where it is accessible to local facilities and amenities by walking, cycling and public transport and whether the pedestrian and cyclist access to the site is suitable for all;
2. What is the suitability of the proposed development layout in highway and transport terms;
3. What is the potential traffic generation from the site and its impact on highway safety and operation; and
4. Whether the suggested highway and transport improvements proposals in the Local Plan are suitable and achievable to mitigate the potential impact from the proposed allocation site.

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## 4.2 1) Accessibility to Local Facilities and Amenities by Walking and Cycling

### Considerations

4.2.1 To assess the accessibility to local facilities by non-car means for a residential development a number of matters have been considered. This includes:

- the distance to the town centre, local facilities and public transport;
- the availability and quality of footpaths/footways and cycleways;
- the directness and attractiveness of the routes;
- the safety concerns from lack of natural surveillance; and
- street lighting.

4.2.2 Reference have been made to the emerging proposals for walking and cycling within the Local Plan, IDP or JLTP which are relevant to the allocation site.

### Review

#### *NSC Assessments*

4.2.3 The AECOM TA Stages 4 and 5, states that there are issues with the presence of the railway line causing severance between Nailsea and Backwell and there are poor walking facilities on Station Road. The opportunities to mitigate this rely on new crossing points of the railway line. This would be challenging to deliver as set out further in Paragraph 3.6.

4.2.4 The TA RAG scoring shows the allocation site to be positive for distance to education but negative for distance by walking and cycling to the town centre. It is neutral for opportunities to improve travel by walking and cycling, largely reliant on the extension to Festival Way and LCWIP proposals in Nailsea.

4.2.5 It states that strategic improvements in the form of a new transport corridor across the railway line is necessary to improve the pedestrian and cyclist routes along Station Road.

#### *Walking and Cycling Distances*

4.2.6 The site is within the CIHT guidance's preferred maximum walking distances to local facilities and amenities including a primary and secondary school within 2km, a convenience store within 800m and the Grove Sports Centre, and a local public house within 1.2km. However, the town centre and other local facilities and amenities such as a doctors surgery, dentist and food supermarkets are beyond the recommended maximum walking distances from the site, 800m for town centres, and 1.2km for other destinations excluding commuting or school journeys.

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- 4.2.7 The majority of Nailsea and Backwell is within 5km cycle of the site which LTN1/20 suggests is an achievable distance for most people.
  - 4.2.8 The bus stops at The Perrings, Whiteoak, Hannah More Road, at Nailsea and Backwell railway station and on the A370 are beyond the CIHT recommended maximum 300m walking distance to bus stops from the site.
  - 4.2.9 Based on the emerging development proposal, the nearest residential properties to the railway station would be at least 600m away and the properties at the northern edge of the site some 1.4km from the railway station. Without a connection to Station Road the route between the site and the railway station would be significantly greater via PRowS or via The Perrings to the north. CIHT guidance recommends a maximum 800m walking distance to a railway station, therefore parts of the site would be beyond this distance.

#### *Quality of Walking and Cycling Routes*

- 4.2.10 There is no detail in the draft Local Plan on how or where pedestrians and cyclists would be able to connect between the allocation site and Station Road, or the residential streets at the southern edge of Nailsea.
- 4.2.11 The allocation site is not connected to the existing roads or footways at the southern side of Nailsea, except by Youngwood Lane. It is connected to Youngwood Lane / The Perrings and Whiteoack Way by unsurfaced and unlit PRow only. These routes are also generally not overlooked and have limited natural surveillance. There is no surfaced, overlooked or lit footway connection to the residential streets of Sedgemoor Close or Ilminster Close to the north of the site. There is also an uphill gradient between the site and the residential roads on the edge of Nailsea.
- 4.2.12 Youngwood Lane is narrow with no lighting, poor visibility around bends and no footway provision. It is subject to the national speed limit. It is used by large vehicles to access farms, equestrian centres and agricultural land outside of the allocation site boundary.
- 4.2.13 A footway / cycleway connection between the edge of the residential element of the site and Station Road would be some 600m long through agricultural / ecological areas, with no natural surveillance from active frontages or properties. It is alongside the primary vehicular access into the site. South of the railway bridge on Station Road, the footway provision is generally limited to the western side only with only intermittent footway provision on the eastern side.
- 4.2.14 Any pedestrian link to Station Close would also cross agricultural / ecological areas with no natural surveillance.



4.2.15 The draft allocation is to the east of land which has extant planning permission for 450 houses, but there is no detail on how the two are proposed to be connected. In any event, any pedestrian links to the site with extant consent to the west would not be on the desire line for pedestrian or cyclist journeys to the town centre or many of the facilities and amenities in Nailsea.

#### *Summary*

4.2.16 The site may be within walking and cycling distance of some local facilities and amenities, but it is beyond the recommended walking distance from facilities such as the town centre, bus stops and doctors surgery. The railway station would be beyond the recommended walking distance from parts of the allocation site. The AECOM TA highlights the long distance to the town centre.

4.2.17 The site access for pedestrians and cyclists, particularly to the north, are not suitable for use by all and at all times. Any links provided to the west would not be on the typical desire line for pedestrians and cyclists. The AECOM TA highlights the poor walking facilities on Station Road, the limited benefit of general footway / cycleway improvements in the area, and reliance on the strategic transport corridor across the railway line to improve pedestrian and cycle amenity on Station Road.

### **4.3 2) Suitability of Access and Layout**

#### **Considerations**

4.3.1 To review the suitability of the emerging proposals for the site access and layout, the matters that have been considered are:

- Overall site layout;
- Ease of access by foot and cycle; and
- Ease of access by car.

#### **Review**

##### *Site Allocation*

4.3.2 There is limited guidance within the draft Local Plan on the expectations for the internal layout of the development or the access points to the site.

4.3.3 The allocation site does not include land to deliver access to Station Road for vehicles, pedestrians or cyclists. It would connect to Youngwood Lane, but there are no other connections to the public highway or to the nearest bus stops. There is no detail on how the site may connect to the residential land to the west.

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4.3.4 The allocation site does not integrate with or relate to, the existing built up area in the southern edge of Nailsea.

4.3.5 The short northern boundary of the site and its detachment from the existing built up area, means there are limited opportunities for north south connections.

*Gleeson Emerging Development Proposals*

4.3.6 The short northern boundary of the site and its detachment from the existing built up area, means there are limited opportunities for north south connections. The likely developable area of the site is elongated along a north-south axis, with the distance between the northern and southern edges of the site some 650m. Any east – west connections would not be on the typical desire line for pedestrians and cyclists from the allocation site.

4.3.7 The development on the site would rely on major road infrastructure to access the site from Station Road and the emerging proposal is dominated by roads for car access. A long and indirect access road and cul-de-sac arrangement would discourage journeys on foot and long straight roads internally would encourage higher vehicle speeds. Additionally, the long distance to the housing would make it difficult to run a bus service into the site due to the long deviation from Station Road and time required to enter and leave the site.

4.3.8 Typically, there would be a requirement to provide two points of access for safety or capacity reasons based on the number of houses proposed. Youngwood Lane would not be suitable to accommodate additional traffic and it is not clear or certain if a road can be delivered through to nearby development to the west. However, a consequence of any through route to the west is generating additional traffic through the site and making it easier for residents to choose to use a car instead of walking and cycling to local facilities and amenities.

4.3.9 From the emerging masterplan, the distance and detachment of houses to the access points from Station Road and the poor pedestrian linkages to the southern edge of Nailsea, would discourage active travel which is more likely to be taken up when destinations are perceived as within a reasonable walking or cycling distance. Furthermore, no facilities such as a shop that could be required on a regular basis, are proposed on the site, meaning people will have to travel longer distances to access goods and services and are likely to do so mainly by car.

*Summary*

4.3.10 The proposed allocation site and emerging development layout does not integrate with the existing residential area on the southern edge of Nailsea and there is poor pedestrian and cycling linkage with the surrounding area. This would discourage active travel and require residents to rely on using their cars.

**4.4 3) Traffic Generation and Potential Impact on Highway**

**Considerations**

4.4.1 To review the potential traffic impact arising from the development of the proposed allocation site, the matters that have been considered are:

- Potential peak traffic generation;
- Where residents travel to/from and by what modes;
- Existing traffic on Station Road;
- Road safety; and
- Impact on traffic flow and road safety.

**Traffic Generation and Distribution**

4.4.2 The TRICS national traffic generation database has been reviewed to assess the likely level of traffic associated with the residential development. Based on the proposed allocation of 600 homes, it is estimated there could be the following vehicle trips:

TRICS Trip Rates Private Residential Houses (600 units)	Arrivals		Departures		Two-way
	Trip Rate	Trips (vehs)	Trip Rate	Trips (vehs)	Trips (vehs)
Morning Peak Hour (08:00-09:00)	0.150	90	0.378	227	317
Evening Peak Hour (17:00-18:00)	0.352	211	0.174	104	315

4.4.3 As reported in the AECOM TA Stage 3, the majority of people in Nailsea commute to work in Bristol and those working in Nailsea arrive mainly from south West Bristol, with some commuters from Weston-Super-Mare, Portishead and Clevedon.

4.4.4 The AECOM TA Stage 3 also reports on the Journey to Work Mode Share from the 2011 census and shows the following for Nailsea.

Travel to Work Method	Walk	Cycle	Bus, minibus or coach	Train	Car (Driving or Passenger)	Motorcycle, scooter or moped	Other
Nailsea	11%	3%	3%	4%	77%	1%	1%
North Somerset	13%	4%	3%	2%	77%	1%	0%
England (excluding London)	12%	3%	7%	4%	71%	1%	2%

4.4.5 The 2021 census was carried out during the Covid pandemic and travel patterns were reflective of the working arrangements and government restrictions at that time. There were an average of 37% of the working population working from home. This is compared to some 11% in 2011. However, as an indication, the travel to work modes in 2021 for Nailsea were approximately:

Travel to Work Method	Walk	Cycle	Bus, minibus or coach	Train	Car (Driving or Passenger)	Motorcycle, scooter or moped	Other
Nailsea	12%	3%	2%	2%	79%	1%	1%

4.4.6 Traffic flow data for 2022 from publicly available information shows the traffic flows on Station Road north of the railway line during the morning and evening peak hours to be:

Direction of Traffic Flow on Station Road	AM peak hour	%	PM peak hour	%
<b>Northbound</b>	387	53%	388	49%
<b>Southbound</b>	348	47%	398	51%
<b>Two Way</b>	735	100%	786	100%

4.4.7 Using the base traffic flow, an indication of the level of development traffic traveling north and south on Station Road can be estimated:

Direction of Traffic Flow To/From Site	AM peak hour		PM peak hour	
	Arrivals	Departures	Arrivals	Departures
<b>Northbound (53%)</b>	48	120	112	55
<b>Southbound (47%)</b>	42	107	99	49
<b>Total</b>	90	227	211	104

4.4.8 From these figures, the increase in traffic on Station Road south of the site that could be associated with the development is set out below:

Traffic Flow on Station Road South of Site	AM peak hour			PM peak hour		
	Base	Dev	% Increase	Base	Dev	% Increase
<b>Total Two Way</b>	735	155	21%	786	161	20%

4.4.9 The development of the allocation site to provide 600 homes could potentially increase two way traffic flow on Station Road south of the site by some 20-21% during peak times.

### Review

4.4.10 The allocation site would require a vehicle access via Station Road. The Local Plan and AECOM TAs state that strategic measures designed to alleviate traffic impacts on Station Road, and traffic congestion at the Backwell crossroads would be required. This is likely to include a strategic rail crossing providing an alternative multi-modal route between Nailsea and the A370, and associated measures to discourage traffic from using Station Road. These would be subject to further feasibility review and environmental assessment for instance.

4.4.11 The emerging masterplan indicates that there could be a vehicular connection through the site between Station Road and the permitted development to the west. However, there is no indication in the Gleeson material or in the Local Plan material how this would be delivered or what implications this would have on traffic flows on Station Road.

4.4.12 The AECOM TA also identifies that the one way working under the railway bridge is prone to congestion and is a constraint on buses due to the height restriction preventing double decker buses.

4.4.13 As shown by the RAG scoring in the AECOM TA, the allocation site scores poorly in terms of its traffic impact and the ability to mitigate the traffic at congestion hotspots. The TA states that the traffic impact of the allocation site can only be mitigated by the strategic measure of a new road to the A370 to provide relief to Station Road and that active travel route measures alone would not be sufficient to mitigate the impact on the road network.

4.4.14 The AECOM TA states that there are congestion issues on the A370 that impacts on safety and bus journey times and recognises that the planned transport schemes would mitigate only a low proportion of the highway issues arising from development of the allocated site.

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- 4.4.15 The level of traffic forecast to be associated with the development of the proposed allocation site would therefore create further queuing and delay at the traffic signals at the railway bridge and at the A370 junction, that is identified as a congestion hotspot in the AECOM TA. There would be additional traffic along Station Road which has insufficient pedestrian facilities and is used by school children travelling to Backwell School.
- 4.4.16 The journey to work mode share set out in the AECOM TA shows that car travel in Nailsea is similar to the rest of North Somerset but higher than national percentage. Walking and cycling in Nailsea are less than the North Somerset and England average. Travel by train in Nailsea is slightly higher than North Somerset average but the same as the England average. In 2021 the census showed that those travelling to work were broadly using the same split of modes as in 2011, although there were slightly more car drivers and walkers and fewer train passengers.
- 4.4.17 Accident data from Crash Map identifies 12 'slight' personal injury accidents on Station Road between the Backwell Lake car park access to the A370 crossroad within the latest five year period. The records show a high proportion of these collisions involving non motorised road users, including five pedestrians being struck by a vehicle whilst attempting to cross the road and two cyclists being struck by a turning or manoeuvring vehicle. Due to the increase in traffic, pedestrians and cyclists on Station Road associated with the development of the proposed allocation site and without suitable mitigation, there would be the potential for an increased number of conflicts between pedestrians, cyclists and vehicles.

#### *Summary*

- 4.4.18 There is no clear detail in the Local Plan how the allocation site would be accessed, but the AECOM TA and emerging proposal indicate an access from Station Road.
- 4.4.19 The level of traffic forecast to be associated with the development of the proposed allocation site would therefore create further queuing and delay at the traffic signals at the railway bridge and at the A370 junction, that is identified as a congestion hotspot with the AECOM TA in any event.
- 4.4.20 For commuting purposes, Nailsea residents are more reliant on their cars, with fewer people walking and cycling than in the wide North Somerset area. The use of the train is not significantly higher than North Somerset average and is the same as the England average. In 2021 the use of the train as a method of travel to work had reduced in percentage terms whilst walking and car use increased.
- 4.4.21 There is reference to a southern link road being provided through the allocation site, but no detail is provided. Any through route would only increase the level of traffic and impact on Station Road.

4.4.22 The road safety record has indicated that over half the personal injury accidents on Station Road involve pedestrians or cyclists. The additional traffic, pedestrians and cyclists on Station Road could worsen the highway safety situation for pedestrians and cyclists.

#### **4.5 4) Suitability of Identified Mitigation Measures**

##### **Consideration**

4.5.1 Previous sections of this note have identified the following concerns with the proposed allocation site and emerging development proposals:

- Connectivity with Nailsea and local facilities and amenities for pedestrians and cyclists is poor;
- Station Road is unsuitable for a material increase in traffic, pedestrians and cyclists;
- The A370 crossroads a congestion hotspot which would be made worse with additional development traffic; and
- The emerging layout would discourage walking and cycling with residents more likely to rely on using a car.

4.5.2 We have reviewed the potential mitigation measures and off site infrastructure requirements that are identified within the draft Local Plan, the AECOM TA and illustrated on the emerging masterplan, to assess whether these would be sufficient to make development on the allocation site acceptable. The relevant measures can be summarised as:

- Youngwood Lane active travel route;
- Proposed new multi modal or active travel route across the railway between Station Road and the A370; and
- Potential footpath links and upgrade bridleway to the north of the site.

4.5.3 Policy LP3 of the draft Local Plan aims to provide improvements to Nailsea & Backwell Station to include increased provision for cycle parking and a bus interchange.

##### **Review**

4.5.4 The RAG assessment within the AECOM TA shows that the mitigation measures proposed in the Local Plan score a neutral impact on active travel and reducing the need to travel, but scores poorly for reducing impact on highway capacity and safety, unless strategic mitigation is provided. The strategic measures include a new crossing of the railway line between Nailsea and the A370 and downgrading or closing Station Road for through traffic.

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- 4.5.5 The AECOM TA suggests that the only options that could successfully mitigate the traffic impact on Station Road involve a new road and bridge crossing of the railway line to the east or west of Backwell. A crossing to the east of Backwell would be more beneficial, but there are substantial engineering challenges, costs, visual impact, noise, air quality and ecological impacts. All the options would be challenging.
  - 4.5.6 There are significant challenges in getting the funding for the major elements of the schemes, the planning process would not be straightforward and there are clearly technical challenges to overcome and the agreement of numerous third parties to secure including Network Rail.
  - 4.5.7 There is not enough certainty at this stage that a highway mitigation scheme crossing the railway can be delivered and the proposed allocation site is reliant on this large and challenging infrastructure scheme.
  - 4.5.8 Based on the site location, emerging site layout, inadequate footway and cycleway links to the north of the site, there is no certainty of achieving adequate modal shift and public transport use, to otherwise achieve an acceptable level of traffic mitigation on Station Road.
  - 4.5.9 There is no continuous dedicated cycle route proposed from the site to the town centre and no definitive plan to provide one in the LWCIP. No details on how pedestrians and cyclists could safely share Youngwood Lane with farm and other agricultural vehicles has been provided.
  - 4.5.10 The railway station upgrades to include transport hub and bus interchange could have mitigating effects on traffic generation, but its effectiveness would be limited to those living at the southern edge of the site as it is beyond recommended walking distance for the remainder of the site.

#### *Summary*

- 4.5.11 There is insufficient evidence presented to date that demonstrates that the mitigation measures can be delivered therefore no certainty that the traffic impact from the site allocation can be effectively accommodated. The new bridge crossing of the railway line between Station Road and A370 identified in the draft IDP and AECOM TA, would be challenging in engineering terms, expensive, potentially visually intrusive and would have impacts on ecology, noise and air quality.



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## **5.0 SUMMARY AND CONCLUSION**

### **5.1 Summary**

5.1.1 The proposed allocation site and the emerging development proposals have been assessed against the following NPPF criteria:

- appropriate opportunities to promote sustainable transport modes can be taken up, given the type of development and its location;
- safe and suitable access can be achieved for all users; and
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

### **5.2 Site Accessibility**

5.2.1 The allocation site is not well related to the southern edge of Nailsea to provide accessibility by active travel modes or connecting with bus stops, for day to day journeys within Nailsea or further afield.

5.2.2 Whilst the site is located close to the railway station, some parts of the site would still be beyond the recommended walking distance and based on the available evidence within the AECOM TA for the Draft Local Plan, the use of the train would only be suitable for a limited number of commuting journeys and limited other day to day journeys.

5.2.3 There is currently no certainty from the draft Local Plan, IDP and emerging development proposals, that the appropriate level of measures to promote sustainable transport modes can be provided.

### **5.3 Safe and Suitable Access**

5.3.1 The existing and potential access routes and facilities at the site for pedestrians and cyclists are not suitable and off site accessibility for pedestrians and cyclists to local facilities is poor.

5.3.2 Whilst it would appear at this stage that a suitable vehicular access could be provided in principle, there is no evidence that suitable access for pedestrians and cyclists can be provided.

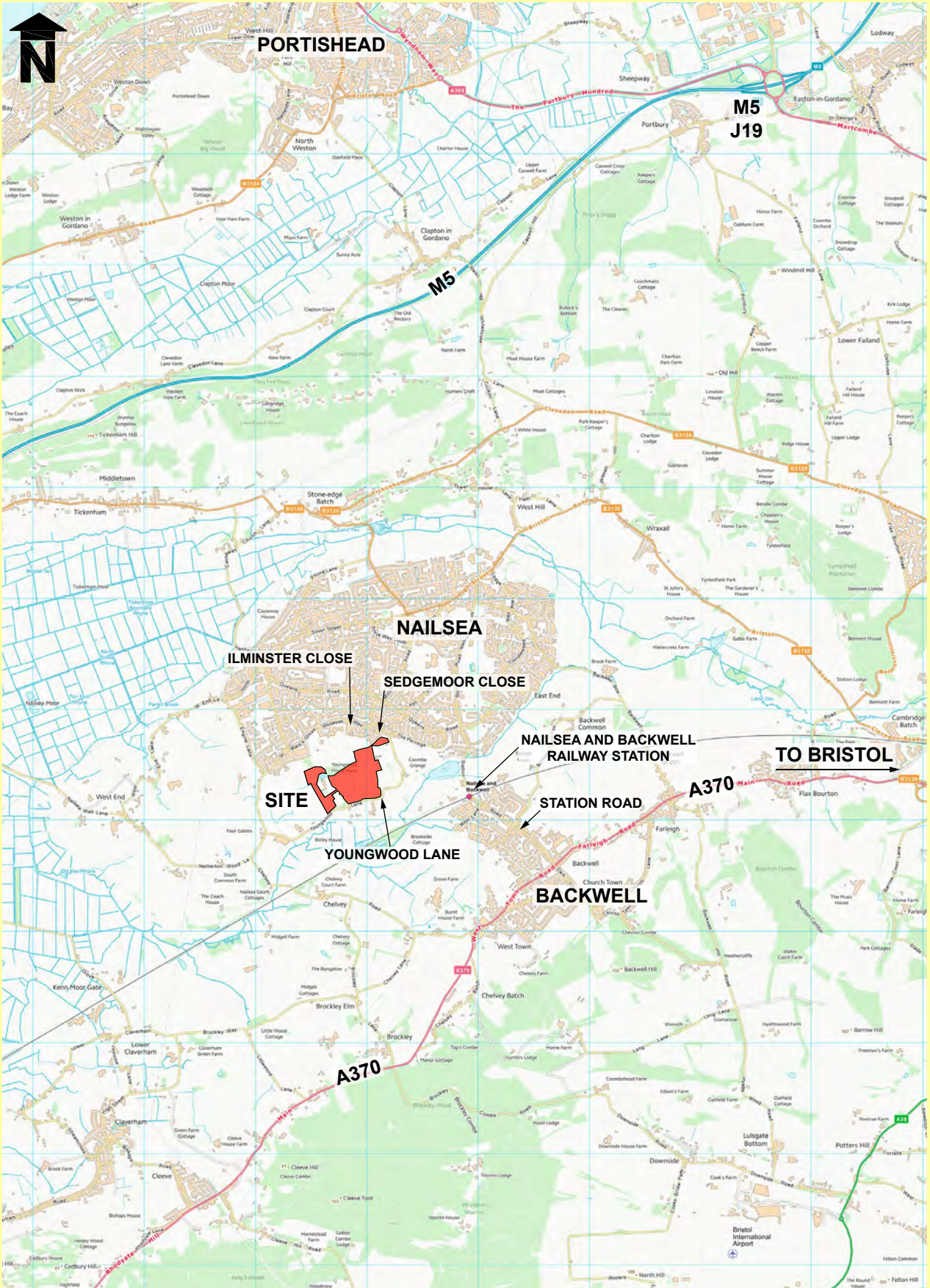
### **5.4 Transport Impacts and Mitigation**

5.4.1 The development on the allocation side would create additional congestion on Station Road and at the A370 cross roads, and would create additional safety concerns for pedestrians and cyclists on Station Road because of the potential for increase in conflicts.

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- 5.4.2 It is not certain that a new road link between Nailsea and the A370 to relieve the impact on Station Road can be delivered.
  - 5.4.3 The potential sustainable transport programme in the Local Plan, IDP and JLTP for Nailsea and Backwell are generally not directly related to the allocation site, and therefore there is no certainty that the traffic impact from the allocation site can be minimised.
  - 5.4.4 The development would have a significant impact on traffic conditions and road safety and there is no certainty the current measures to mitigate this would be sufficient or affordable.

## **5.5 Overall Conclusions**

- 5.5.1 The allocation site would not integrate well with Nailsea for pedestrians and cyclists and the potential connections to Nailsea would not be suitable to encourage walking and cycling. It is not certain the site can be appropriately served by buses.
- 5.5.2 The strategic transport measures in the form of a new railway crossing is required to mitigate the traffic increase associated with the site, but this is technically challenging, with other non-transport related negative impacts and there is no certainty this can be delivered or made affordable.
- 5.5.3 There is therefore no certainty that development on the proposed allocation site would meet the accessibility, access and traffic impact tests within NPPF.



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N.T.S @ A3



- KEY**
- Site boundary
  - Additional land identified for residential development in emerging Local Plan
  - Land with planning consent for residential development

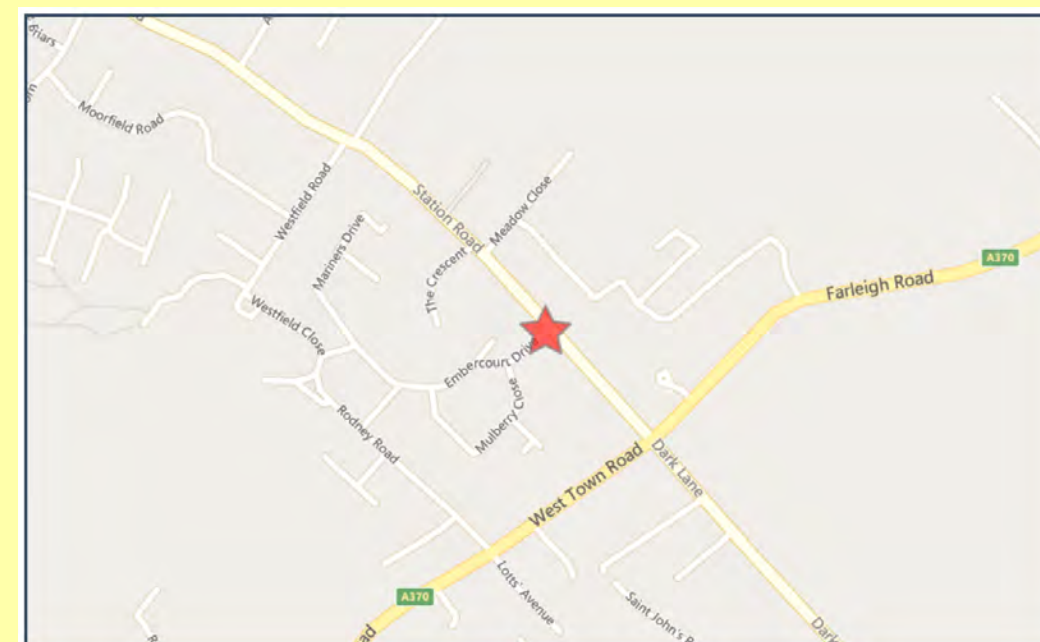
BASE DRAWING OBTAINED FROM WWW.SOUTHMAILSEA.CO.UK, DRAWING NO. 1223.02 ILLUSTRATIVE MASTERPLAN, DATED 17.10.22.  
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Validated Data

**Crash Date:** Monday, January 02, 2017      **Time of Crash:** 12:00:00 PM      **Crash Reference:** 2017521700274

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	North Somerset	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	348565 168723
<b>Local Authority:</b>	North Somerset				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



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Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	13	Female	Over 75	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Pedal cycle	-1	Female	36 - 45	Vehicle is slowing down or stopping	Front	Unknown	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

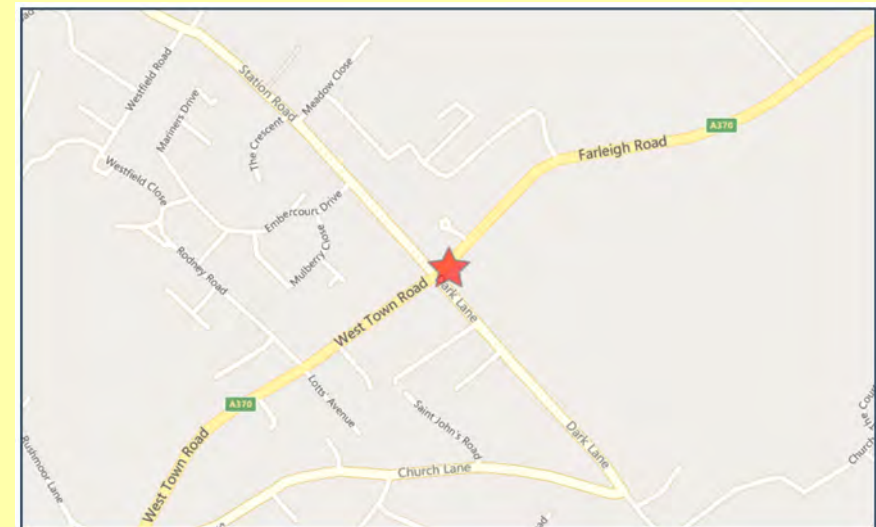
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**Crash Date:** Tuesday, January 10, 2017      **Time of Crash:** 11:17:00 AM      **Crash Reference:** 2017521700370

**Highest Injury Severity:** Slight      **Road Number:** A370      **Number of Casualties:** 1  
**Highway Authority:** North Somerset      **Number of Vehicles:** 1  
**Local Authority:** North Somerset      **OS Grid Reference:** 348713 168603  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Crossroads  
**Junction Pedestrian Crossing:** Pedestrian phase at traffic signal junction  
**Road Type:** Single carriageway  
**Junction Control:** Give way or uncontrolled



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Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	36 - 45	In carriageway, not crossing	Walking along in carriageway - back to traffic

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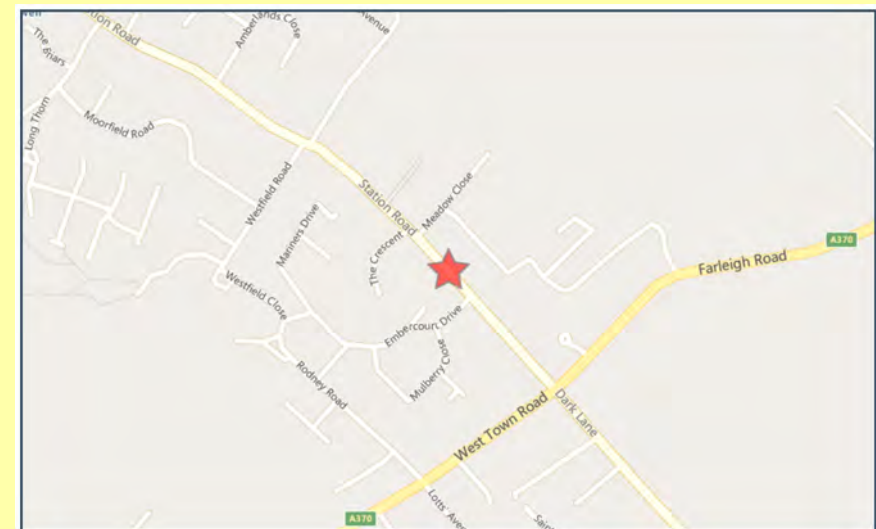




Validated Data

**Crash Date:** Tuesday, February 28, 2017      **Time of Crash:** 8:45:00 AM      **Crash Reference:** 2017521701517

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	North Somerset	<b>Number of Vehicles:</b>	1	<b>OS Grid Reference:</b>	348536 168770
<b>Local Authority:</b>	North Somerset				
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



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Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Bus or coach (17+ passenger seats)	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Taking pupil to/from school	None	Tree

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	2	Slight	Vehicle or pillion passenger	Female	11 - 15	Unknown or other	Unknown or other

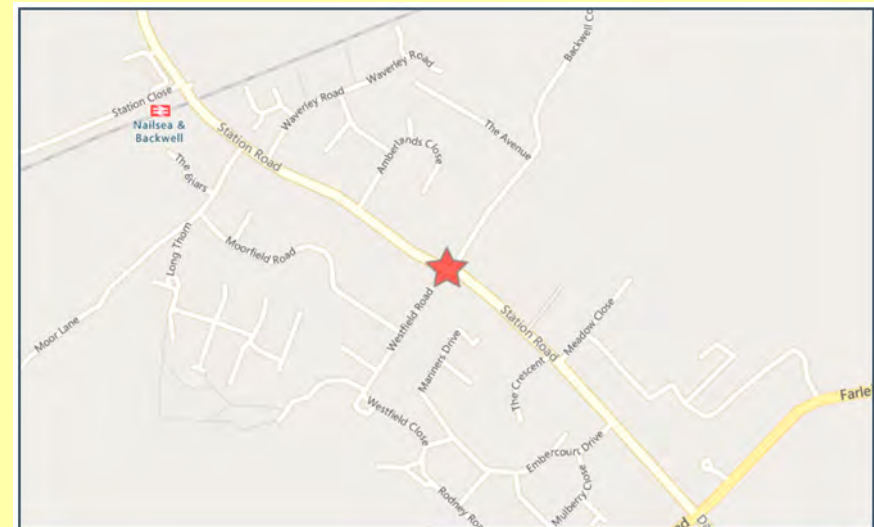
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**Crash Date:** Monday, March 05, 2018      **Time of Crash:** 11:20:00 AM      **Crash Reference:** 2018521802588

**Highest Injury Severity:** Slight      **Road Number:** U0      **Number of Casualties:** 1  
**Highway Authority:** North Somerset      **Number of Vehicles:** 4  
**Local Authority:** North Somerset      **OS Grid Reference:** 348325 168960  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Crossroads  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Single carriageway  
**Junction Control:** Give way or uncontrolled



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Bus or coach (17+ passenger seats)	14	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
4	Car (excluding private hire)	-1	Female	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
3	Car (excluding private hire)	5	Male	26 - 35	Vehicle is slowing down or stopping	Back	Unknown	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

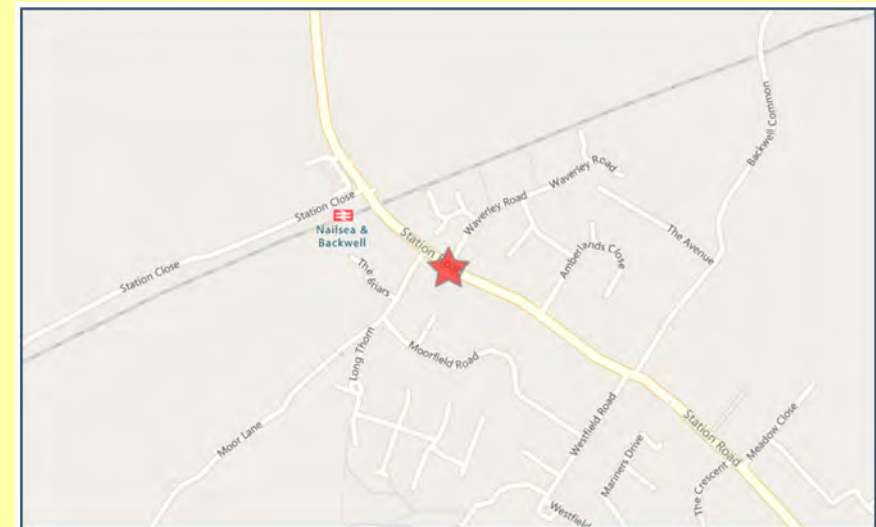
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Validated Data

**Crash Date:** Wednesday, August 08, 2018      **Time of Crash:** 8:10:00 AM      **Crash Reference:** 2018521805480

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	North Somerset			<b>Number of Vehicles:</b>	2
<b>Local Authority:</b>	North Somerset			<b>OS Grid Reference:</b>	348056 169121
<b>Weather Description:</b>	Raining without high winds				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	-1	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None
2	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is in the act of turning right	Did not impact	Unknown	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other

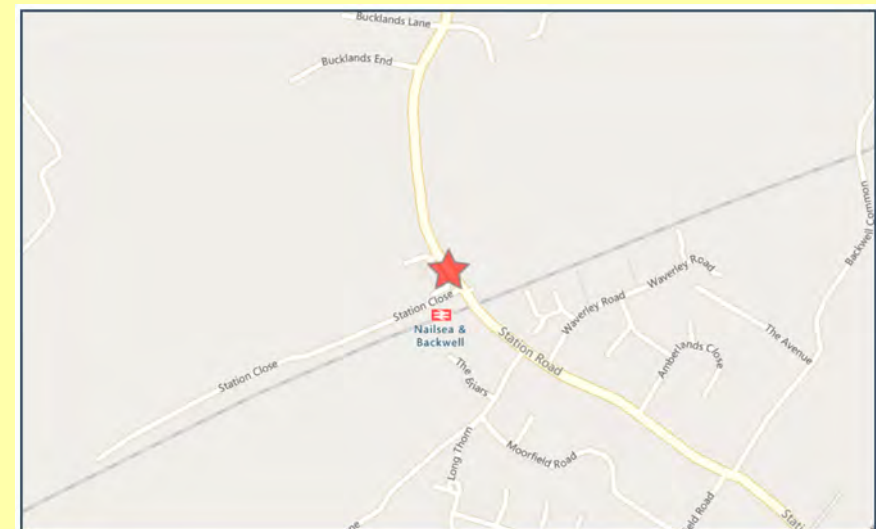
For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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Validated Data

<b>Crash Date:</b>	Wednesday, December 19, 2018	<b>Time of Crash:</b>	3:44:00 PM	<b>Crash Reference:</b>	2018521902606
<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	North Somerset			<b>Number of Vehicles:</b>	1
<b>Local Authority:</b>	North Somerset			<b>OS Grid Reference:</b>	347912 169265
<b>Weather Description:</b>	Unknown				
<b>Road Surface Description:</b>	Wet or Damp				
<b>Speed Limit:</b>	20				
<b>Light Conditions:</b>	Darkness: street lighting unknown				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	16 - 20	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

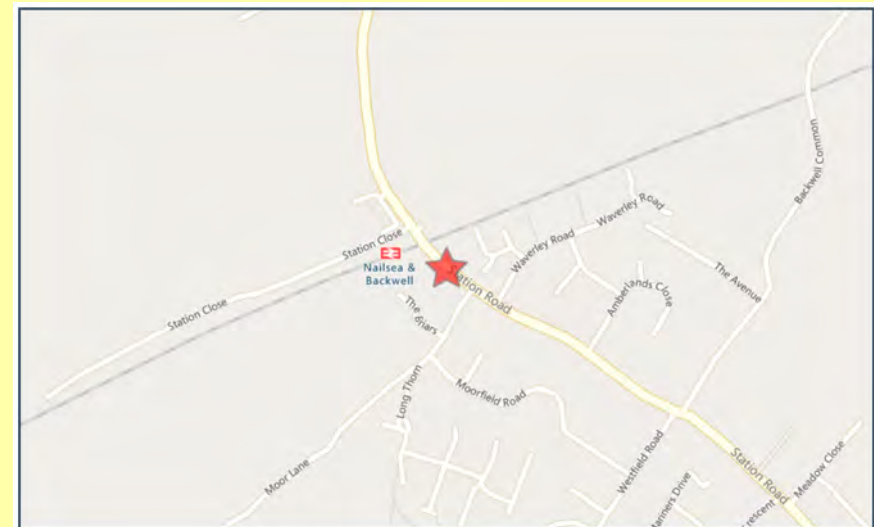
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**Crash Date:** Monday, January 20, 2020      **Time of Crash:** 8:55:00 AM      **Crash Reference:** 2020522000288

**Highest Injury Severity:** Slight      **Road Number:** U0      **Number of Casualties:** 1  
**Highway Authority:** North Somerset      **Number of Vehicles:** 1  
**Local Authority:** North Somerset      **OS Grid Reference:** 347984 169176  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 20  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Other junction  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Single carriageway  
**Junction Control:** Auto traffic signal



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		4 Female	46 - 55	Vehicle is waiting to proceed normally but is held up	Front	Unknown	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	16 - 20	In carriageway, crossing elsewhere	Crossing from driver's nearside

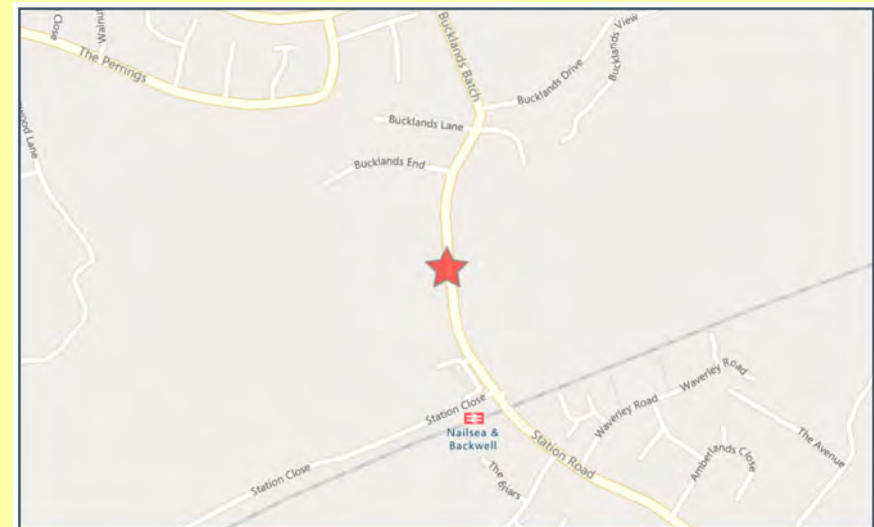
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**Crash Date:** Friday, October 09, 2020      **Time of Crash:** 6:45:00 PM      **Crash Reference:** 2020522003966

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	North Somerset	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	347863 169424
<b>Local Authority:</b>	North Somerset				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	40				
<b>Light Conditions:</b>	Darkness: street lighting unknown				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Not at or within 20 metres of junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Unknown				
<b>Junction Control:</b>	Not Applicable				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None
2	Car (excluding private hire)	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

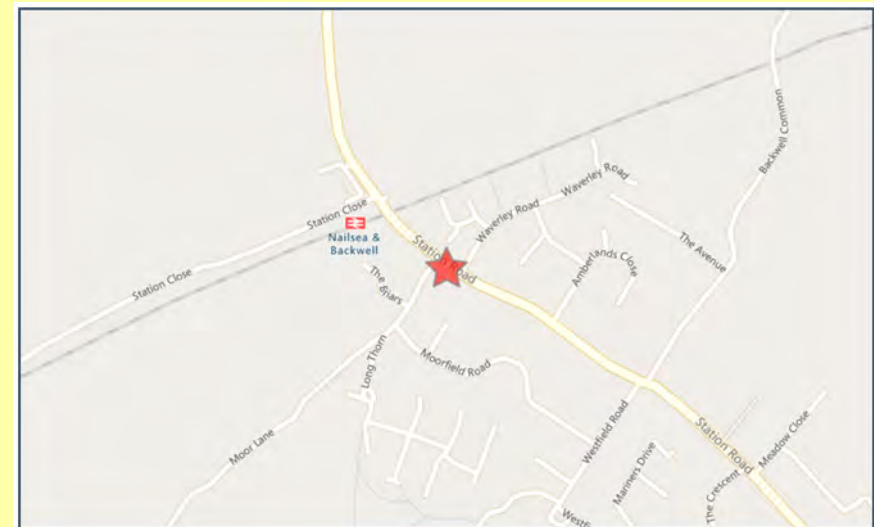
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Validated Data

**Crash Date:** Thursday, November 26, 2020    **Time of Crash:** 3:25:00 PM    **Crash Reference:** 2020522004800

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	U0	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	North Somerset			<b>Number of Vehicles:</b>	1
<b>Local Authority:</b>	North Somerset			<b>OS Grid Reference:</b>	348036 169134
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	30				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	21 - 25	Vehicle is slowing down or stopping	Nearside	Unknown	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	21 - 25	On footway or verge	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

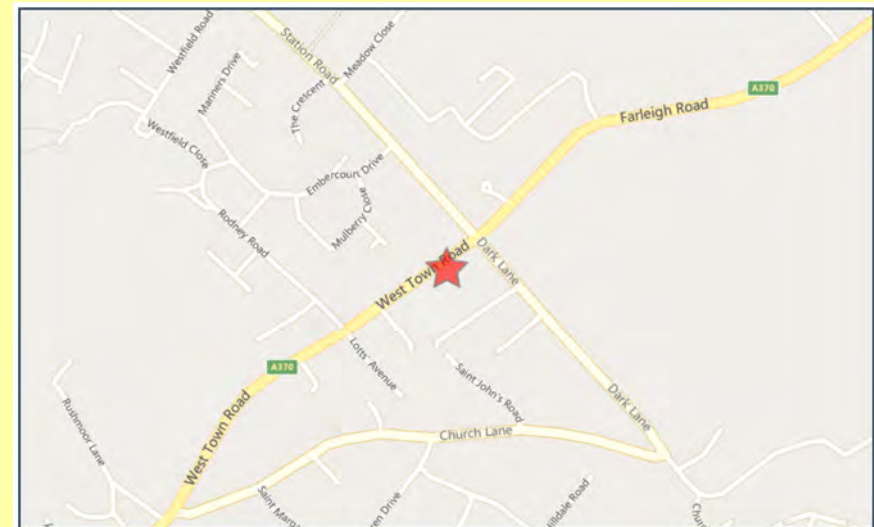
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**Crash Date:** Friday, October 09, 2020      **Time of Crash:** 10:30:00 AM      **Crash Reference:** 2020522100900

**Highest Injury Severity:** Slight      **Road Number:** A370      **Number of Casualties:** 1  
**Highway Authority:** North Somerset      **Number of Vehicles:** 2  
**Local Authority:** North Somerset      **OS Grid Reference:** 348648 168550

**Weather Description:** Raining with high winds  
**Road Surface Description:** Wet or Damp  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Not at or within 20 metres of junction  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Single carriageway  
**Junction Control:** Not Applicable



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
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Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	20	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	10	Male	66 - 75	Vehicle is moving off	Offside	Unknown	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

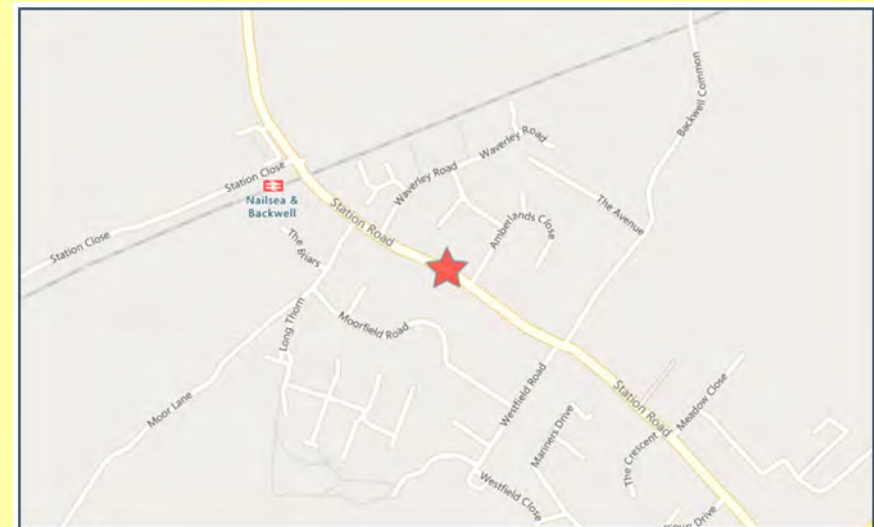
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**Crash Date:** Wednesday, October 14, 2020    **Time of Crash:** 10:15:00 AM    **Crash Reference:** 2020522100940

**Highest Injury Severity:** Slight    **Road Number:** U0    **Number of Casualties:** 1  
**Highway Authority:** North Somerset    **Number of Vehicles:** 2  
**Local Authority:** North Somerset    **OS Grid Reference:** 348158 169070  
**Weather Description:** Fine without high winds  
**Road Surface Description:** Dry  
**Speed Limit:** 30  
**Light Conditions:** Daylight: regardless of presence of streetlights  
**Carriageway Hazards:** None  
**Junction Detail:** Not at or within 20 metres of junction  
**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres  
**Road Type:** Single carriageway  
**Junction Control:** Not Applicable



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Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None

### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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**Crash Date:** Monday, December 13, 2021      **Time of Crash:** 5:00:00 PM      **Crash Reference:** 2021522201275

**Highest Injury Severity:** Slight      **Road Number:** U0      **Number of Casualties:** 1

**Highway Authority:** North Somerset      **Number of Vehicles:** 1

**Local Authority:** North Somerset      **OS Grid Reference:** 348450 168864

**Weather Description:** Other

**Road Surface Description:** Dry

**Speed Limit:** 30

**Light Conditions:** Darkness: street lights present and lit

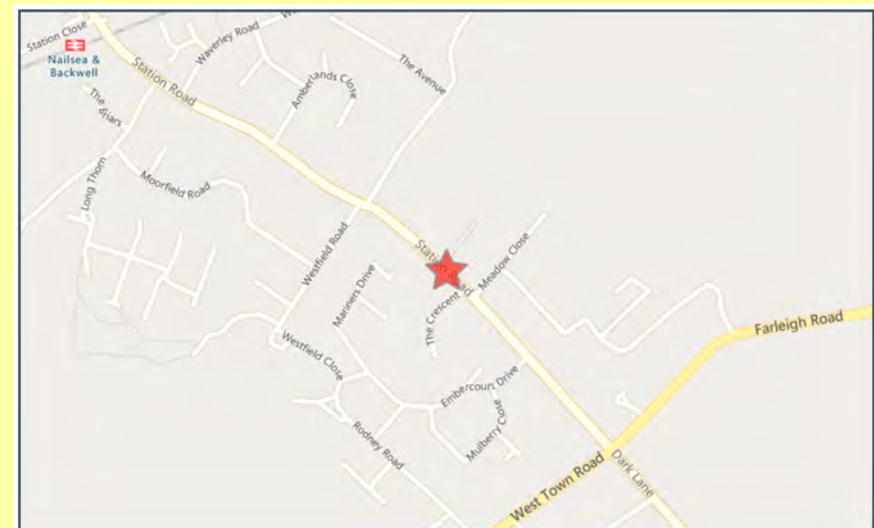
**Carriageway Hazards:** None

**Junction Detail:** Not at or within 20 metres of junction

**Junction Pedestrian Crossing:** No physical crossing facility within 50 metres

**Road Type:** Slip Road

**Junction Control:** Not Applicable



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



Validated Data

### Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Unknown	None	None

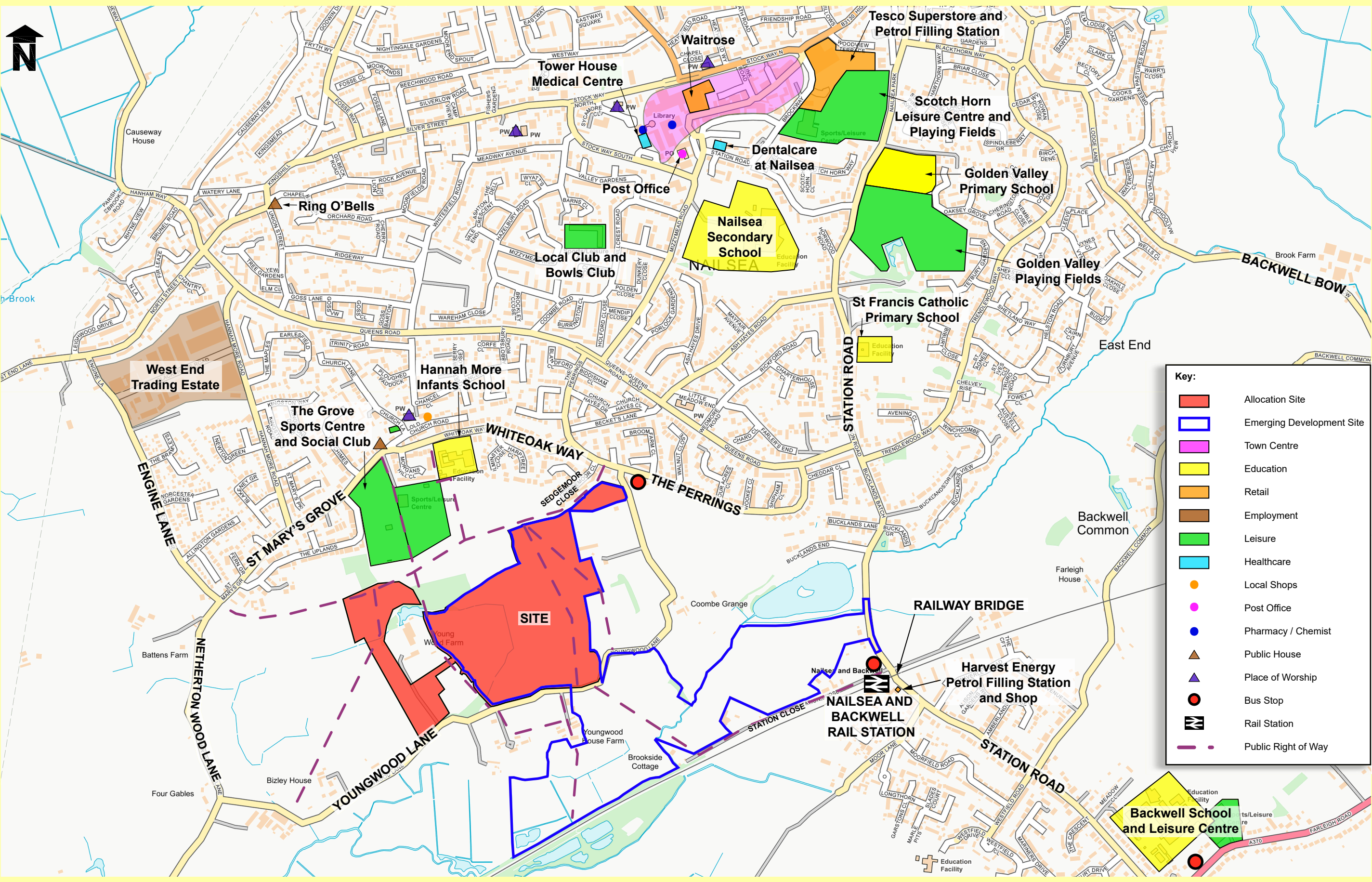
### Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	26 - 35	On footway or verge	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

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1 : 10,000 @ A3



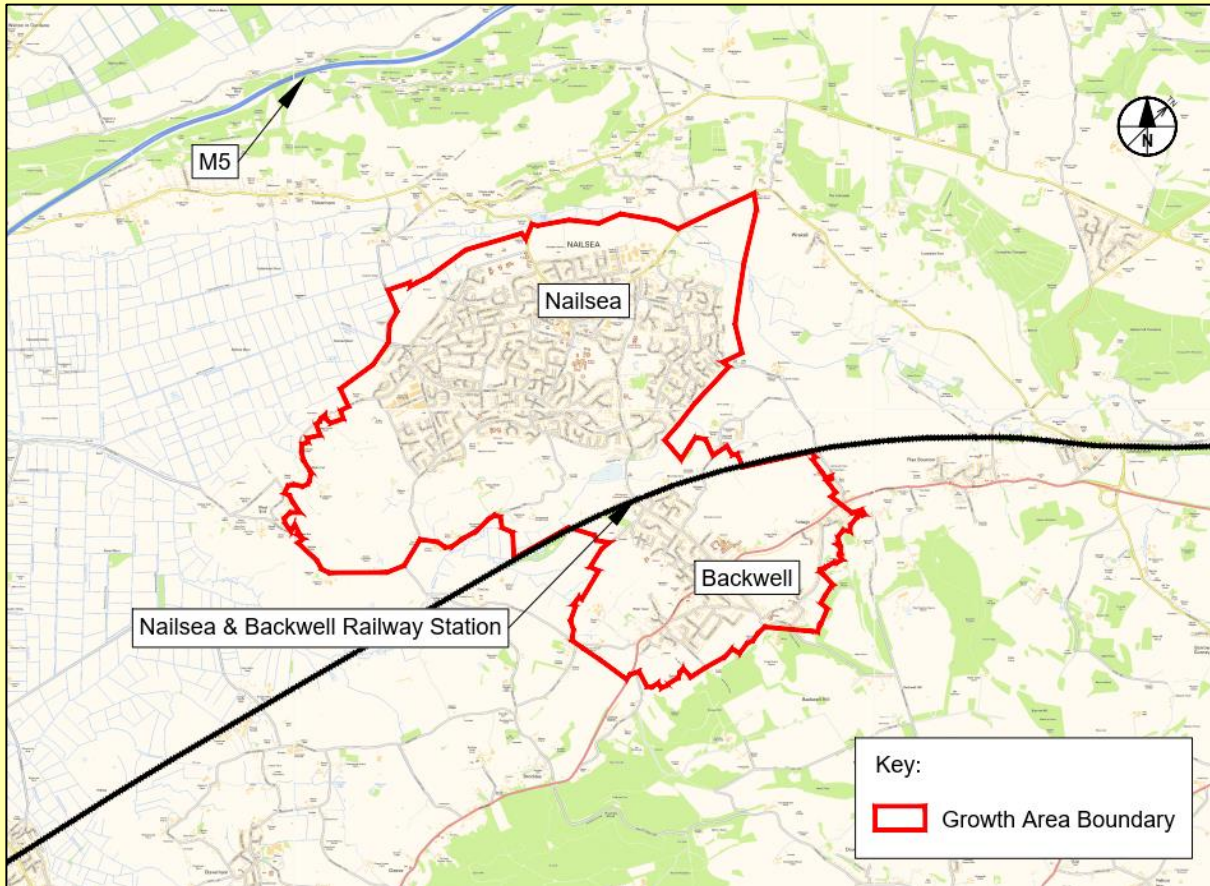
**Key:**

<span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span>	Allocation Site
<span style="display:inline-block; width:15px; height:15px; border:2px solid blue;"></span>	Emerging Development Site
<span style="display:inline-block; width:15px; height:15px; background-color:lightcoral;"></span>	Town Centre
<span style="display:inline-block; width:15px; height:15px; background-color:yellow;"></span>	Education
<span style="display:inline-block; width:15px; height:15px; background-color:orange;"></span>	Retail
<span style="display:inline-block; width:15px; height:15px; background-color:brown;"></span>	Employment
<span style="display:inline-block; width:15px; height:15px; background-color:green;"></span>	Leisure
<span style="display:inline-block; width:15px; height:15px; background-color:cyan;"></span>	Healthcare
<span style="display:inline-block; width:10px; height:10px; background-color:orange; border-radius:50%;"></span>	Local Shops
<span style="display:inline-block; width:10px; height:10px; background-color:lightcoral; border-radius:50%;"></span>	Post Office
<span style="display:inline-block; width:10px; height:10px; background-color:blue; border-radius:50%;"></span>	Pharmacy / Chemist
<span style="display:inline-block; width:10px; height:10px; background-color:brown; border-radius:50%;"></span>	Public House
<span style="display:inline-block; width:10px; height:10px; background-color:purple; border-radius:50%;"></span>	Place of Worship
<span style="display:inline-block; width:10px; height:10px; background-color:red; border-radius:50%;"></span>	Bus Stop
<span style="display:inline-block; width:15px; height:15px; background-color:black; border:1px solid black;"></span>	Rail Station
<span style="display:inline-block; width:15px; border-bottom:1px dashed purple;"></span>	Public Right of Way

## Nailsea and Backwell

3.22 The boundary for the ‘Nailsea and Backwell’ Growth Area is shown below on **Figure 3-6**.

**Figure 3-6: Growth Area – Nailsea and Backwell Area of Search**

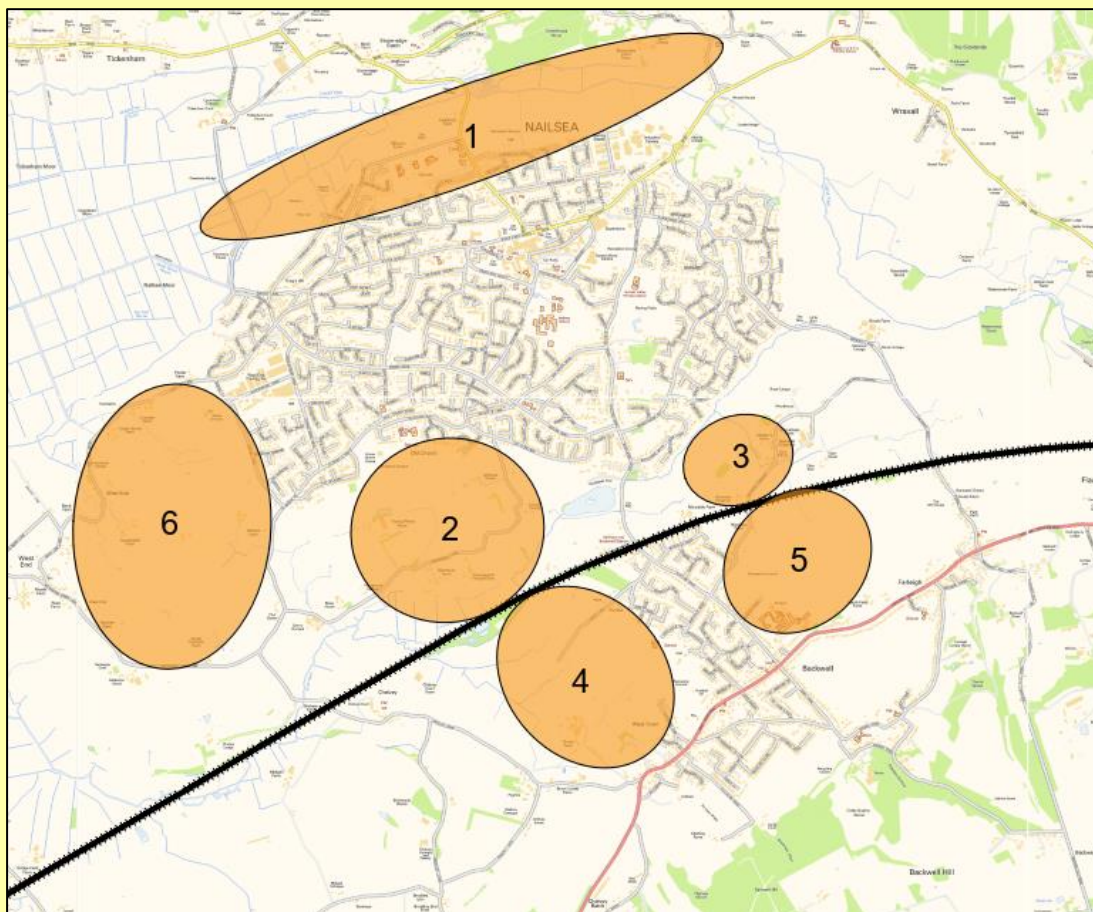


### Summary of Opportunity Areas

3.23 The Opportunity Areas for assessment within the Nailsea and Backwell Growth Area are shown below on **Figure 3-7**. For the purpose of the appraisal exercise, the areas are referred to as follows:

1. Nailsea Northern Extension;
2. West of Station Road / North of Railway Line;
3. East of Station Road / North of Railway Line;
4. West of Station Road / South of Railway Line;
5. East of Station Road / South of Railway Line; and
6. Nailsea Western Extension.

**Figure 3-7: Opportunity Areas – Nailsea and Backwell**



**Issues and Opportunities for Transport Network**

3.24 The issues and opportunities in relation to the transport network surrounding the Growth Area and respective Opportunity Areas are summarised in **Table 3-9**.

**Table 3-9: Issues and Opportunities – Nailsea and Backwell**

Issues	Opportunities
<ul style="list-style-type: none"> <li>• Backwell Crossroads is a heavily congested, physically constrained junction.</li> <li>• Presence of railway line causes severance between Nailsea and Backwell, and currently has a limited number of vehicular and Active Travel crossing points.</li> <li>• Poor walking facilities on Station Road.</li> <li>• Station Road Rail Bridge can cause congestion due to one-way working, and is a constraint on the bus network due to height restriction precluding double-decker buses.</li> </ul>	<ul style="list-style-type: none"> <li>• A370 public transport corridor.</li> <li>• Rail Station provides access to train services to Bristol, Weston-super-Mare, and further afield.</li> <li>• Potential to improve Active Travel connections to Festival Way cycle route, providing access into Bristol.</li> <li>• Improvement of accessibility to bus services operating between Nailsea and Backwell.</li> <li>• Creation of, or improvement to existing, railway crossing points which prioritise Active Travel modes and reduce severance between Nailsea and Backwell.</li> <li>• Walking improvements planned for Station Road, Clevedon Road and the B3130 as part of LCWIP (Routes W18 &amp; W19).</li> <li>• Cycling improvements planned for Station Road, Festival Way and the B3130 as part of LCWIP (Routes C13 &amp; C14).</li> </ul>

## Issues

## Opportunities

- 
- Potential to improve facilities at Nailsea and Backwell Railway Station, particularly catered towards Active Travel users.

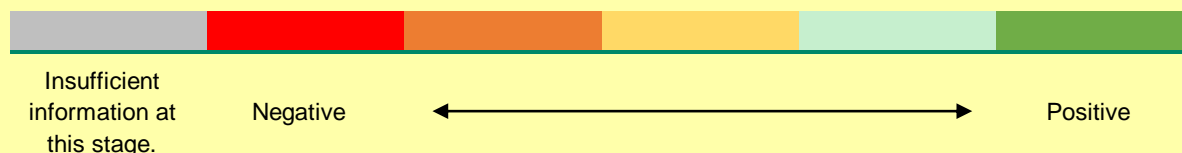
## Appraisal Framework

**3.25** This section sets out outcomes of the appraisal framework for each of the candidate sites, based on the methodology detailed in Section 2. For each objective, the RAG score has been presented along with highlighting any key findings from the appraisal framework process. Further details and commentary for each scoring question can be seen in the full Appraisal Framework at **Appendix A**. A copy of the RAG scoring for the Appraisal Framework is shown at



3.26 Figure 3-9.

Figure 3-8: Appraisal Framework RAG Scoring



**Objective 1: To reduce the need to travel, and the distances that people will need to travel, to access key opportunities, facilities and services including employment, leisure and retail.**

		Education			Employment	Local Centre / Retail		
		Proportion of total development within 800m of an existing	Proportion of total development within 2km of an existing secondary	Potential for on-site education provision	Accessibility to on-site employment	Distance by walking or cycling to a town centre / significant centre.	Distance by walking or cycling to a local centre.	Accessibility to on-site retail.
Nailsea & Backwell	1 - Nailsea Northern Extension	Green	Green	Grey	Grey	Light Green	Light Green	Grey
	2 - West of Station Road / North of Railway Line	Yellow	Green	Grey	Grey	Yellow	Yellow	Grey
	3 - East of Station Road / North of Railway Line	Light Blue	Green	Grey	Grey	Yellow	Yellow	Grey
	4 - West of Station Road / South of Railway Line	Green	Green	Grey	Grey	Orange	Light Green	Grey
	5 - East of Station Road / South of Railway Line	Green	Green	Grey	Grey	Orange	Light Green	Grey
	6 - Nailsea Western Extension	Red	Yellow	Grey	Grey	Yellow	Orange	Grey

3.27 Some key points from the Appraisal Framework are set out in **Table 3-10**:

**Table 3-10: Appraisal Framework Summary – Objective 1, Nailsea and Backwell**

All Nailsea & Backwell Sites:

- All sites within proximity of Nailsea School (secondary) and / or Backwell School (secondary)
- Insufficient information available at this stage to inform provision of on-site educational, employment and retail facilities.

1 - Nailsea Northern Extension	2 - West of Station Road / North of Railway Line	3 - East of Station Road / North of Railway Line	4 - West of Station Road / South of Railway Line	5 - East of Station Road / South of Railway Line	6 - Nailsea Western Extension
• Proximity to Kingshill Church	• Proximity to Hannah More	• Proximity to St Francis Catholic Primary	• Proximity to West Leigh Infants School as	• Proximity to Backwell School as well as	• Not within 800m of primary school.

School (primary) <ul style="list-style-type: none"> <li>• Good proximity to Nailsea town centre.</li> </ul>	Infants School. <ul style="list-style-type: none"> <li>• Reasonable proximity to Nailsea town centre.</li> </ul>	School, Backwell School and West Leigh Infants School. <ul style="list-style-type: none"> <li>• Reasonable proximity to Nailsea town centre.</li> </ul>	well as Backwell School. <ul style="list-style-type: none"> <li>• Poor proximity to Nailsea town centre, good proximity to Backwell centre.</li> </ul>	West Leigh Infants School. <ul style="list-style-type: none"> <li>• Poor proximity to Nailsea town centre, good proximity to Backwell centre.</li> </ul>	<ul style="list-style-type: none"> <li>• Reasonable proximity to Nailsea town centre, reasonable proximity to Backwell centre.</li> </ul>
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**Objective 2. To maximise opportunities to facilitate travel by walking, cycling and e-bikes or emerging personal transport modes.**

		Existing	Future Potential	
		Accessibility to designated active travel routes.	Potential benefit from planned active travel routes.	Potential for creation of new active travel routes.
Nailsea & Backwell	1 - Nailsea Northern Extension			
	2 - West of Station Road / North of Railway Line			
	3 - East of Station Road / North of Railway Line			
	4 - West of Station Road / South of Railway Line			
	5 - East of Station Road / South of Railway Line			
	6 - Nailsea Western Extension			

3.28 Some key points from the Appraisal Framework are set out in **Table 3-11**:

**Table 3-11: Appraisal Framework Summary – Objective 2, Nailsea and Backwell**

1 - Nailsea Northern Extension	2 - West of Station Road / North of Railway Line	3 - East of Station Road / North of Railway Line	4 - West of Station Road / South of Railway Line	5 - East of Station Road / South of Railway Line	6 - Nailsea Western Extension
<ul style="list-style-type: none"> <li>• No planned benefits from LCWIP, Coastal Cycle Network.</li> <li>• Some potential for E-W movements.</li> <li>• Potential for development to make improvements to routes to</li> </ul>	<ul style="list-style-type: none"> <li>• Missing links to Festival Way and Avon Cycleway.</li> <li>• LCWIP ambitions to provide improved walking / cycling link between Nailsea and</li> </ul>	<ul style="list-style-type: none"> <li>• Proximity to Festival Way.</li> <li>• LCWIP ambitions to provide improved walking / cycling link between Nailsea and Backwell centres.</li> <li>• Planned links Avon</li> </ul>	<ul style="list-style-type: none"> <li>• Missing links to Festival Way and Avon Cycleway</li> <li>• LCWIP ambitions to provide improved walking / cycling link between Nailsea and</li> </ul>	<ul style="list-style-type: none"> <li>• Proximity to Festival Way</li> <li>• LCWIP ambitions to provide improved walking / cycling link between Nailsea and Backwell centres.</li> </ul>	<ul style="list-style-type: none"> <li>• Limited accessibility to active travel routes</li> <li>• Existing Avon Cycleway runs adjacent to south of site, but no links to</li> </ul>

the town centre from North Nailsea area.	<ul style="list-style-type: none"> <li>Backwell centres. Planned links Avon Cycleway to Festival Way (Route 33).</li> <li>Potential N-S link in conjunction with site 4.</li> <li>Link via Youngwood Lane to town centre. Potential to provide link to the railway station</li> </ul>	<ul style="list-style-type: none"> <li>Cycleway to Festival Way (Route 33).</li> <li>Link to Nailsea town centre via existing cycle infrastructure on Station Road. Potential to provide link to railway station.</li> </ul>	<ul style="list-style-type: none"> <li>Backwell centres. Planned links Avon Cycleway to Festival Way (Route 33).</li> <li>Potential N-S link in conjunction with site 2.</li> </ul>	<ul style="list-style-type: none"> <li>Planned links Avon Cycleway to Festival Way (Route 33).</li> <li>Potential to provide link along south of railway line.</li> </ul>	Festival Way.
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**Objective 3. To deliver access to high quality public transport services, supporting mobility across North Somerset and further afield, which is available to all.**

		Existing		Future Potential
		Proximity to existing rail station	Proximity to existing bus routes	Opportunity to benefit from or support public transport improvements
Nailsea & Backwell	1 - Nailsea Northern Extension			
	2 - West of Station Road / North of Railway Line			
	3 - East of Station Road / North of Railway Line			
	4 - West of Station Road / South of Railway Line			
	5 - East of Station Road / South of Railway Line			
	6 - Nailsea Western Extension			

3.29 Some key points from the Appraisal Framework are set out in **Table 3-12:**

**Table 3-12: Appraisal Framework Summary – Objective 3, Nailsea and Backwell**

<b>1 - Nailsea Northern Extension</b>	<b>2 - West of Station Road / North of Railway Line</b>	<b>3 - East of Station Road / North of Railway Line</b>	<b>4 - West of Station Road / South of Railway Line</b>	<b>5 - East of Station Road / South of Railway Line</b>	<b>6 - Nailsea Western Extension</b>
---------------------------------------	---	---	---	---	--------------------------------------

<ul style="list-style-type: none"> <li>Reasonably poor accessibility to existing rail facilities.</li> <li>Some potential to access existing bus routes</li> <li>Limited potential for public transport improvements.</li> </ul>	<ul style="list-style-type: none"> <li>Excellent accessibility to existing rail station</li> <li>Limited accessibility to bus routes.</li> <li>Excellent potential for public transport improvements including benefit from the BSIP A370 route.</li> </ul>	<ul style="list-style-type: none"> <li>Good accessibility to existing rail facilities.</li> <li>Limited accessibility to bus routes</li> <li>Excellent potential for public transport improvements including benefit from A370 BSIP route</li> </ul>	<ul style="list-style-type: none"> <li>Good accessibility to existing bus and rail facilities.</li> <li>Excellent potential for public transport improvements including benefit from A370 BSIP route</li> </ul>	<ul style="list-style-type: none"> <li>Good accessibility to existing bus and rail facilities.</li> <li>Excellent potential for public transport improvements including benefit from A370 BSIP route</li> </ul>	<ul style="list-style-type: none"> <li>Poor accessibility to existing bus and rail facilities.</li> <li>Poor potential for public transport improvements including benefit from A370 BSIP route</li> </ul>
--	---	--	---	---	--

**Objective 4. To reduce the impact of vehicle travel on the highway network, including in terms of congestion, safety and the quality of our natural and built environment.**

		Existing	Future Potential	
		Proximity to, and potential impacts (capacity and safety) upon, congestion hotspots	Potential for mitigation measures to address congestion hotspots	Potential to deliver strategic benefits
Nailsea & Backwell	1 - Nailsea Northern Extension			
	2 - West of Station Road / North of Railway Line			
	3 - East of Station Road / North of Railway Line	<i>Not Modelled</i>		
	4 - West of Station Road / South of Railway Line			
	5 - East of Station Road / South of Railway Line			
	6 - Nailsea Western Extension			

3.30 Some key points from the Appraisal Framework are set out in **Table 3-13:**

**Table 3-13: Appraisal Framework Summary – Objective 4, Nailsea and Backwell**

All Nailsea & Backwell Sites:

- Very limited options for changes to Station Road itself, would require significant infrastructure.
- Excellent potential for strategic benefits, particularly a combination of sites 2 to 5.

1 - Nailsea Northern Extension	2 - West of Station Road / North of Railway Line	3 - East of Station Road / North of Railway Line	4 - West of Station Road / South of Railway Line	5 - East of Station Road / South of Railway Line	6 - Nailsea Western Extension
Minimal increase at	Significant impact at	Not modelled as	Significant impact on	Slight increase on	Significant impact on

All Nailsea & Backwell Sites:

- Very limited options for changes to Station Road itself, would require significant infrastructure.
- Excellent potential for strategic benefits, particularly a combination of sites 2 to 5.

1 - Nailsea Northern Extension	2 - West of Station Road / North of Railway Line	3 - East of Station Road / North of Railway Line	4 - West of Station Road / South of Railway Line	5 - East of Station Road / South of Railway Line	6 - Nailsea Western Extension
<p>key points including Station Road / Backwell Crossroads, Wraxall Hill, Portbury Lane. Emerging congestion on Brockley Lane in PM peak.</p> <ul style="list-style-type: none"> <li>• Unlikely that walking and cycling provisions will have much benefit</li> <li>• Minor junction capacity improvements.</li> <li>• A highway link between the B3130 Clevedon Road to the west of the site and the B3130 Clevedon Road to the east of the site would be provide some strategic benefit to allow carriage space reallocation on High Street and Stockway North to active travel</li> </ul>	<p>Station Road / Backwell Crossroads AM.</p> <ul style="list-style-type: none"> <li>• Moderate impact on Station Road / Backwell Crossroads, and A370 between Brockley Lane and Chelvey Road.</li> <li>• Slight increase on Wraxall Hill and Portbury Lane in PM peak.</li> </ul>	<p>does not form part of proposed allocation in draft local plan. Area is mostly within the flood zone. Reasonable to conclude that impacts would be comparable with Site 2.</p> <ul style="list-style-type: none"> <li>• Excellent potential for strategic benefits, particularly a combination of sites 3, 4 and 5.</li> </ul>	<p>A370 AM and PM.</p> <ul style="list-style-type: none"> <li>• Slight increase on Station Road / Backwell Crossroads, Wraxhall Lane and Brockley Combe Road in AM peak.</li> <li>• Slight increase on Brockley Combe Road, Portbury Lane. and A370 east of Brockley Lane in PM peak.</li> </ul>	<p>A370 west in AM and PM peaks.</p> <ul style="list-style-type: none"> <li>• Slight increase on Brockley Combe Road and emerging congestion on A370 east of Station Road in PM peak.</li> </ul>	<p>A370 west of Station Road in AM peak.</p> <ul style="list-style-type: none"> <li>• Emerging congestion on A370 east of Station Road and Brockley Lane in PM peak.</li> </ul>

### Appraisal Framework Summary

3.31 A summary of the Appraisal Framework outcomes is shown below. **Table 3-14** identifies key areas where the Opportunity Areas differ in scoring, and what could be needed to improve performance.

			Nailsea and Backwell Opportunity Areas					
			1 - Nailsea Northern Extension	2 - West of Station Road / North of Railway Line	3 - East of Station Road / North of Railway Line	4 - West of Station Road / South of Railway Line	5 - East of Station Road / South of Railway Line	6 - Nailsea Western Extension
Objective 1. To reduce the need to travel, and the distances that people will need to travel, to access key opportunities, facilities and services including employment, leisure and retail.	Education	Proximity to existing primary school	Green	Yellow	Light Green	Green	Green	Red
		Proximity to existing secondary school	Green	Green	Green	Green	Green	Yellow
		Potential for on-site education provision	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue
	Employment	Accessibility to on-site employment	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue
	Local Centre / Retail	Proximity to town / significant centre	Light Green	Yellow	Yellow	Orange	Orange	Yellow
		Proximity to local centre	Light Green	Yellow	Light Green	Light Green	Light Green	Orange
Accessibility to on-site retail		Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	Light Blue	
Objective 2. To maximise opportunities to facilitate travel by walking, cycling and e-bikes or emerging personal transport modes.	Existing	Accessibility to designated active travel routes	Light Green	Yellow	Green	Yellow	Green	Orange
	Future Potential	Potential benefit from planned active travel routes	Yellow	Yellow	Yellow	Yellow	Yellow	Red
		Potential for creation of new active travel routes	Yellow	Light Green	Green	Light Green	Green	Orange
Objective 3. To deliver access to high quality public transport services, supporting mobility across North Somerset and further afield, which is available to all.	Existing	Proximity to existing rail station	Orange	Green	Light Green	Light Green	Light Green	Orange
		Proximity to existing bus routes	Light Green	Orange	Orange	Green	Green	Red
	Future Potential	Opportunity to benefit from or support public transport improvements	Yellow	Green	Green	Green	Green	Red

			Nailsea and Backwell Opportunity Areas					
			1 - Nailsea Northern Extension	2 - West of Station Road / North of Railway Line	3 - East of Station Road / North of Railway Line	4 - West of Station Road / South of Railway Line	5 - East of Station Road / South of Railway Line	6 - Nailsea Western Extension
Objective 4. To reduce the impact of vehicle travel on the highway network, including in terms of congestion, safety and the quality of our natural and built environment.	Existing	Proximity to, and potential impacts upon congestion hotspots						
	Future Potential	Potential for mitigation measures to address congestion hotspots						
		Potential to deliver strategic benefits						

**Table 3-14: Opportunity Area Key Performance Differences and Improvements – Nailsea and Backwell**

Key Difference in Appraisal Framework Score	Opportunity Comments	Area Potential Options for Improvement
Proximity to existing education	Site 6 scores very poorly compared to other sites.	<ul style="list-style-type: none"> <li>Provision of additional education facilities as part of the Opportunity Area</li> <li>Ensure active travel and public transport links to any existing facilities are enhanced to increase potential accessibility by sustainable modes</li> </ul>
Proximity to Active Travel routes	Sites 3 and 5 (east of Station Road) score higher than sites 2 and 4 (west of Station Road), but with good potential for improvements.	<ul style="list-style-type: none"> <li>Provide additional links to connect to Festival Way, as well as good connectivity to local facilities.</li> </ul>
Opportunity to benefit from or support public transport improvements	Sites 1 and 6 score lower than sites 2-5	<ul style="list-style-type: none"> <li>Sites 2-5 have potential to benefit from BSIP improvements. Site 1 could benefit from enhanced services between Clevedon and Bristol, but would need greater investment and may not be able to achieve comparable service frequency. Site 6 would be significantly more challenging to deliver improvements.</li> </ul>
Potential to deliver strategic benefits	Sites 1 and 6 score lower than sites 2-5	<ul style="list-style-type: none"> <li>A route across Site 1 connecting the B3130 Clevedon Road could be investigate, but “strategic” benefits are likely to be lower in scale than for Sites 2-5.</li> <li>None identified for Site 6 – limited scope for strategic benefits, given accessibility and proximity to other sites and active / public transport routes</li> </ul>

## Access and Movement Parameters

### Rail Crossing

3.32 A key determinant towards the Access and Movement Framework will be the location of a proposed railway crossing between Nailsea and Backwell. There is a requirement for the consideration of a new crossing, for the following reasons:

- Limited existing crossing points of the railway line between Nailsea and Backwell.
- Opportunity to reduce walking / cycling distances between residences and facilities in Nailsea and Backwell.
- Opportunity to improve bus services to Nailsea, including facilitating double decker buses.
- Opportunity to improve HGV access and network resilience to Nailsea.



- Potential to reduce traffic flows in sensitive areas such as Station Road and Backwell Crossroads and encourage mode shift. This could enable improvements to Station Road to improve the environment, including for walking and cycling. This is particularly pertinent as a route to the station and bus routes, and heavy usage by school children.
- Opportunity to create new links between development sites to the north and south of the railway line.

3.33 Thus, the potential to provide an additional rail crossing point is being considered as a strategic measure to address the issues above. The following options are under consideration:

- **Do Nothing** – Existing highway network retained, with all development land available.
- **Do Something 1:** East Multi-Modal – Creation of new multi-modal crossing as part of development east of Backwell, forming a north-south link between Station Road and the A370. This is likely to be in the form of an overline bridge, albeit an alternative of an underline bridge is being investigated.
- **Do Something 2:** East Active Travel – Utilises existing crossing at Backwell Common and existing agricultural crossings for Active Travel. No new crossing infrastructure. Development east of Backwell would be vehicular cul-de-sac access from the A370, with through-routes for Active Travel.
- **Do Something 3:** West Multi-Modal – Creation of new multi-modal crossing (underline bridge) as part of development west of Backwell, forming a north-south link between A370 and Nailsea, likely at Station Road north of the Rail Line.
- **Do Something 4:** West Active Travel – Creation of new Active Travel crossing as part of development west of Backwell, forming a north-south link between A370 and Youngwood Lane / The Perrings.
- **Do Something 5:** Widen existing rail crossing bridge on Station Road.

**What is meant by Multi-Modal and Active Travel?**

Multi-Modal: A route designed to accommodate all modes of travel, including bus, car, freight, and active travel.

Active Travel: A route designed to accommodate walkers, cyclists, horse riders and micro-mobility such as e-scooters.

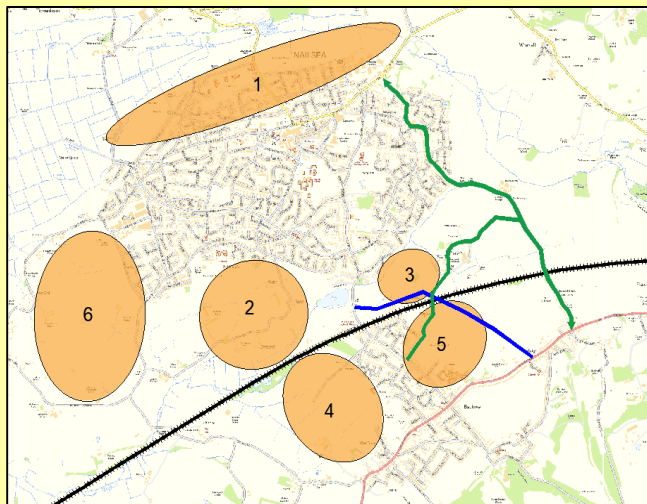
3.34 AECOM has carried out a high-level review of the potential engineering requirements and the transport case. Environmental considerations have been advised by NSC Environmental colleagues, through discussion with AECOM. The engineering feasibility, as well as the transport and environmental case for each option has been reviewed, and is provided as a summary in **Table 3-15**. Options ‘Do Something 1’ to ‘Do Something 4’ are shown on

**3.35 Figure 3-9.**

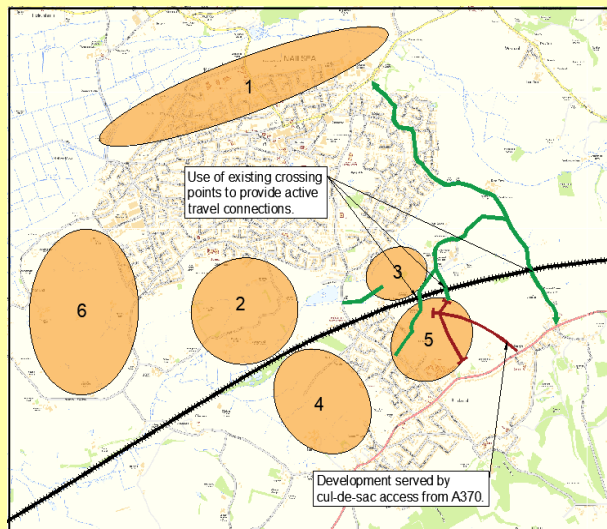
### Figure 3-9: Rail Crossing Options

Key: — MultiModal Link; — Active Travel Link; — Cul-de-sac; — Railway Line

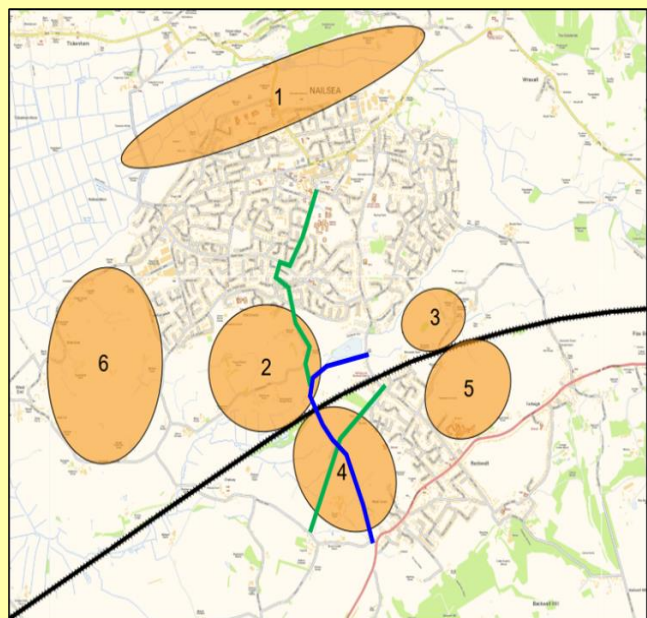
Do Something 1: East Multi-Modal



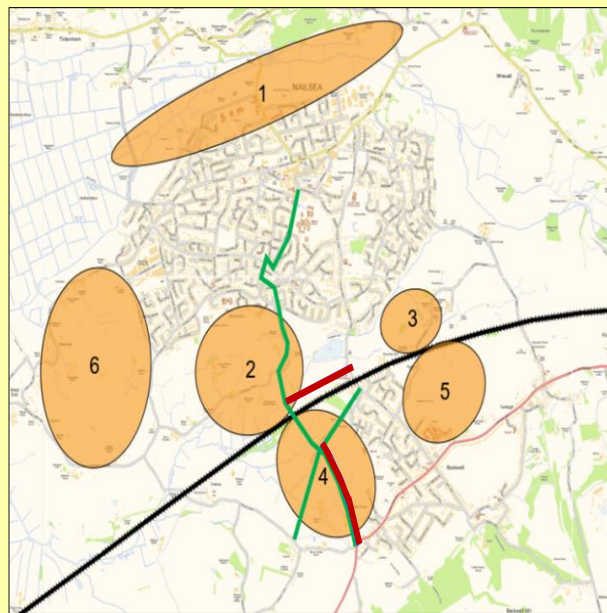
Do Something 2: East Active Travel



Do Something 3: West Multi-Modal



Do Something 4: West Active Travel



**Table 3-15: Review of Rail Crossing Options**

**Do Nothing**



**Engineering Case**

- No new infrastructure required.



**Transport Case**

- Increased traffic flows on constrained network with planned growth, with significant impacts.
- No new infrastructure for bus service routeing.
- No new infrastructure targeted towards active travel.



**Environmental Case**

- No environmental impact.

**Do Something 1: East Multi-Modal**



**Engineering Case**

- Eastern crossing would either require a c. 12m high structure over the rail line, or a road under which would require a road height of minus 2.5-3m, with substantial drainage issues.
- Principle of overline bridge construction likely to be more favourable to NR than underline (east or west)
- Challenges with height of embankment / substantial ramp structure.
- NSC would need to deliver and maintain,



**Transport Case**

- Provides alternative route to reduce flows at Station Road / Backwell Crossroads. Best of all options for diverting traffic from Backwell Crossroads.
- Some bus services likely to divert onto new link, bypassing Station Road and Backwell Crossroads, improving journey times. Provides bus linkage between Nailsea and A370
- Development site opportunity to enhance accessibility to Festival Way cycle route.
- Will improve active travel conditions, but not prioritise over car trips.



**Environmental Case**

- Most visually intrusive option in terms of visual impact.
- Some potential for adverse impact on ecology.
- Located in Green Belt.

- Likely highest carbon construction.
- Outside of flood plain.
- Potential for noise, air quality impacts and contamination.

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### Do Something 2: East Active Travel

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#### Engineering Case

- Existing crossing points, no new infrastructure required.



#### Transport Case

- Unlikely to result in significant reductions in traffic flow on Station Road / Backwell crossroads to facilitate the delivery of housing development.
- Potential for mode shift as a result of prioritising north-south active travel connections over vehicles.



#### Environmental Case

- No new structure, therefore very little environmental impact.

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### Do Something 3: West Multi-Modal

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#### Engineering Case

- Underline bridge less favourable to NR than overline options
- Engineering likely to be feasible
- Slight lowering of adjacent ground required for road profile – drainage issues and potential effects on the flow of the River Kenn would need further investigation.
- NR to deliver and maintain.
- Likely to require third party land.



#### Transport Case

- Provides alternative route to Station Road, with reduced flows, albeit less benefit for Backwell Crossroads than DS1
  - Opportunity to divert bus services onto new link, with some congestion improvements and journey time benefits, albeit less so than the option to the east. Less of a network improvement than to the east.
- New crossing on west side of Backwell would provide significant active travel benefit over existing situation, suited to north-south desire lines.



### Environmental Case

- Located in existing flood zone, with highway drainage unlikely to gravitate to nearest watercourse. Most complex option in terms of drainage and flood risk.
- Some visual impact, as it is likely that a structure will be required alongside the rails.
- Potential for greatest impact in terms of ecology, with proximity to sensitive areas.
- Potential for noise, air quality impacts and contamination.
- Carbon implications, but lower than eastern option.

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### Do Something 4: West Active Travel

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### Engineering Case

- As per Do Something 3, with a reduced height & width requirement.
- Likely accommodated within the existing height of the embankment. As a box culvert is unlikely to require structure above the rails.
- Would be built slightly raised to overcome drainage and floor issues, which becomes possible over Do Something 3 due to reduced height requirement.



### Transport Case

- Unlikely to provide sufficient congestion relief at Station Road and Backwell Crossroads to facilitate delivery of housing development.
- Potential for mode shift as a result of enhanced north-south active travel connections, albeit unlikely to result in significant reductions in traffic flow.
- New crossing on west side of Backwell would provide significant active travel benefit over existing situation, suited to north-south desire lines.



### Environmental Case

- North side of railway in flood zone; second most complex in terms of drainage and flood risk.
- Least visual impact of all structure options.
- Proximity to sensitive species and habitats.

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### Do Something 5: Widen Existing Rail Crossing

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### Engineering Case

- NSC has advised land to the south is in their control.
- Engineering feasibility not investigated at this stage.
- Widening may be possible, but providing additional height clearance for double-decker buses is unlikely.



### Transport Case

- Would not provide sufficient congestion relief at Station Road and Backwell Crossroads to facilitate delivery of housing development.
- Potential to improve active travel route between Backwell and Nailsea, which is currently served by narrow footway and cycling with traffic.
- Main traffic congestion point is Backwell Cross-roads, so additional capacity at this point may not affect vehicle flow patterns, or result in additional vehicles using Station Road and increasing congestion at Backwell Cross-roads.
- Additional traffic on Station Road would be detrimental to the active travel environment.
- Could improve bus journey times and reliability, but not enable use of double decker buses.



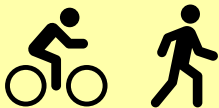


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### Environmental Case

- Environmental considerations not reviewed at this stage.

3.36 The emerging Access and Movement Framework for the Nailsea and Backwell Growth Area is discussed in **Table 3-16**, and summarised by transport mode. At this stage, the elements listed in the table are set out as strategic transport requirements for Nailsea and Backwell, in order to mitigate the impact of housing development. The intention is that all development sites which come forwards within the growth area will be expected to contribute towards the strategic transport requirements, either through direct delivery or S.106 contributions.

**Table 3-16: Access and Movement Parameters – Nailsea and Backwell**

Theme	Detail
	<ul style="list-style-type: none"> <li>• Significant Improvements to active travel routes within and between Nailsea and Backwell, including access to the railway station, use of Youngwood Lane as a north-south connection, and LCWIP schemes.</li> <li>• Management of country lanes to encourage walking, cycling and horse riding, facilitating travel in particular between existing towns and education establishments.</li> <li>• High quality extension of Festival Way active travel route along an east-west alignment between Chapel Hill and Chelvey Road, to serve new development in Backwell and better connect rural lanes to the west of Backwell with the off-road alignment along the railway towards Flax Bourton, without use of the A370 or significant diversion from desire lines.</li> </ul>
	<ul style="list-style-type: none"> <li>• Improvements to bus priority, service frequency, and interchange infrastructure on the A370 High Frequency Bus Corridor.</li> <li>• Improved public transport connections between Nailsea and the A370, enabling interchange.</li> <li>• Access improvements for Nailsea and Backwell Station, and increased provision for cycle parking, bus interchange, and car parking.</li> </ul>
	<ul style="list-style-type: none"> <li>• Package of demand management measures to improve sustainable travel opportunities and reduce car dependency in the area, to alleviate congestion through mode shift. Could include improvements to public transport, personalised travel planning, and investigating car clubs.</li> <li>• Strategic measures designed to alleviate traffic impacts on Station Road, and traffic congestion at the Backwell Cross-Roads. This is likely to include a strategic rail crossing providing an alternative multi-modal route between Nailsea and the A370, and associated measures to discourage traffic from using Station Road, subject to further feasibility review and environmental assessment.</li> </ul>

### Active Travel

3.37 As outlined in **Table 3-9**, there are opportunities within the Nailsea and Backwell area to improve active travel routes, including access to the town and village centres, access to the secondary schools, connections to the Festival Way cycle route, and consideration of routes C13 and C14 outlined in the West of England LCWIP. **This work is ongoing and will be reported in the Consultation programmed for March 2022.** **Figure 3-10** will present the proposed routes for active travel, alongside the existing alignment of the Festival Way cycle route, and planned LCWIP cycle improvement routes.

**Figure 3-10: Nailsea and Backwell – Proposed Cycling Plan**

**To be included with the material prepared for the public consultation in March 2022.**



## 2. Methodology

2.1 This section sets at the methodology used to take the Local Plan Process from Stage 3 to Stage 4 and 5, notable the transport evaluation of Opportunity Areas through use of an Appraisal Framework, development of Access and Movement framework, transport modelling, and identification of potential mitigation measures required to deliver Local Plan Growth.

### Appraisal of Opportunity Areas

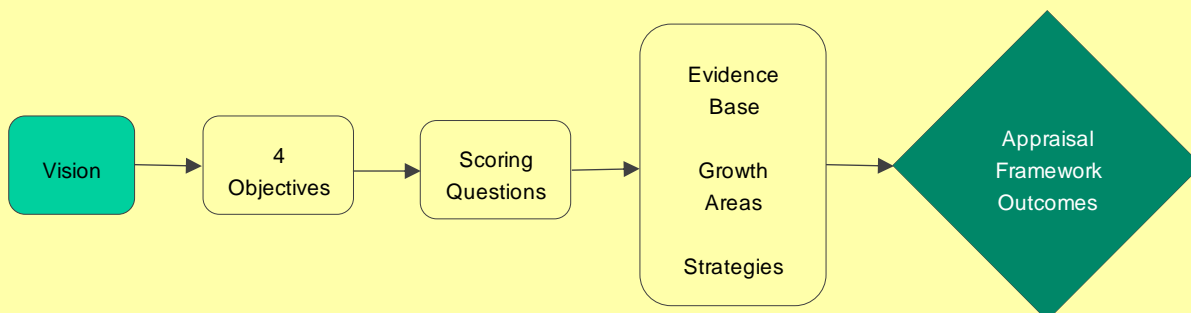
2.2 An initial appraisal framework was developed as part of the earlier stages of the Local Plan process. Four key Transport Objectives were established:

1. To reduce the need to travel, and the distances that people will need to travel, to access key opportunities, facilities and services including employment, leisure and retail.
2. To maximise opportunities to facilitate travel by walking, cycling and e-bikes or emerging personal transport modes.
3. To deliver access to high quality public transport services, supporting mobility across North Somerset and further afield, which is available to all.
4. To reduce the impact of vehicle travel on the highway network, including in terms of congestion, safety and the quality of our natural and built environment.

2.3 A key focus is to facilitate active travel, which will improve opportunities for travelling by more sustainable modes, as well as encouraging people to travel by active modes which provide health, wellbeing and environmental benefits. Objective 1 seeks to assess distance to local facilities which will help inform what can be accessed by active travel over a reasonable distance, whilst objective 2 assesses the availability of and potential for active travel routes to accommodate these journeys. The outcome of these objectives will help shape emerging active travel plans for the future.

2.4 This appraisal has been completed in stages. This is summarised in **Figure 2-1**.

**Figure 2-1: Appraisal Framework Process Summary**



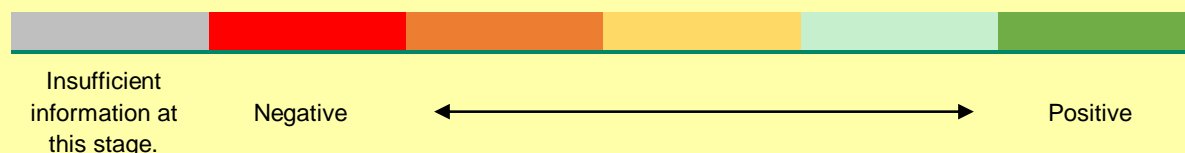
2.5 The Appraisal Framework used to assess Spatial Strategies against the Transport Objectives in Stage 3 has been refined to be better suited to assess Opportunity Areas within Growth Areas in Stage 4 and 5. Key scoring questions were identified to help provide a more targeted appraisal of candidate sites in transport terms. These are shown in **Table 4-4** below.

**Table 2-1: Appraisal Framework Scoring Questions**

<b>Objective 1</b>	<ul style="list-style-type: none"> <li>• Proportion of total development within 800m of an existing primary school.</li> <li>• Proportion of total development within 2km of an existing secondary school.</li> <li>• Potential for on-site education provision.</li> <li>• Accessibility to on-site employment.</li> <li>• Distance by walking or cycling to a town centre / significant centre.</li> <li>• Distance by walking or cycling to a local centre (this may include a town centre, or a smaller-scale shopping parade).</li> <li>• Accessibility to on-site retail.</li> </ul>
<b>Objective 2</b>	<ul style="list-style-type: none"> <li>• Accessibility to designated active travel routes.</li> <li>• Potential benefit from planned active travel routes - LCWIP / Coastal Cycle Network.</li> <li>• Potential for creation of new active travel routes / new connections between existing routes for contribution to the wider network.</li> </ul>
<b>Objective 3</b>	<ul style="list-style-type: none"> <li>• Distance by walking or cycling to an existing rail station.</li> <li>• Walking accessibility to existing bus routes.</li> <li>• Opportunity to benefit from or support public transport improvements, in relation to existing or planned schemes.</li> </ul>
<b>Objective 4</b>	<ul style="list-style-type: none"> <li>• Proximity to, and potential impacts (capacity and safety) upon, congestion hotspots.</li> <li>• Potential for mitigation measures to address any congestion hotspots.</li> <li>• Potential to deliver strategic benefits.</li> </ul>

2.6 Each Opportunity Area has been appraised in relation to set criteria for each of scoring questions. Details of the criteria for each question are shown in the full appraisal framework at **Appendix A**. Overall, the questions are scored using a RAG system, with red indicating a negative impact from the candidate site in relation to the question, and green indicating a positive impact as show in **Figure 2-2**. Given the early stage of the process, it is recognised that there are some areas of the Appraisal Framework where it is not possible to make an assessment, such as the provision of on-site education. If necessary, through the next stages of the Local Plan process, the Appraisal Framework will be updated with relevant information and regularly reviewed in the preparation of the Plan.

**Figure 2-2: Appraisal Framework RAG Scoring**



2.7 It is recognised that performance against objectives and scoring questions will vary by relative importance, and be weighted differently by decision-makers. We have therefore sought to present a comprehensive picture of the transport characteristics of each Opportunity Area. This allows comparison, but ranking of sites is deliberately not presented to avoid the inherent bias that this could introduce.

2.8 The Appraisal Framework also seeks to consider both existing and future conditions. This includes consideration of planned schemes, and opportunities afforded by the development of the Opportunity Areas themselves. Where there are clear weaknesses to an Opportunity Area against one or more objectives,

commentary is provided as to what measures may be needed to improve performance, and whether they are likely to be feasible.

- 2.9 In addition to informing the selection of Opportunity Areas to be taken forward for allocation in future stages, which naturally also accounts for a wide range of non-transport factors, the appraisal of the Opportunity Areas highlights the strengths and weaknesses of each area. This has informed the development of access and movement frameworks, and will continue to inform the development of site masterplans and mitigation strategies to capitalise on strengths and address weaknesses in terms of the sustainability of the site.

## Access and Movement Frameworks

- 2.10 The previous stage of work, Stage 3, included an appraisal of four spatial strategies against transport objectives. The outcomes of this appraisal informed NSC in its development of a logical and sequential approach to determine likely areas for growth within the district for the 'Preferred spatial Strategy'. Broad locations of development for each Growth Area were provided by NSC, and used to form the basis of initial optioneering of Access and Movement parameters within each location.

- 2.11 Initial optioneering was informed by transport workshops undertaken with officers from the local planning / highway authority, held on Monday 21<sup>st</sup> June 2021 and Wednesday 23<sup>rd</sup> June 2021. The workshops facilitated discussion with regards to the potential transport issues and opportunities associated with the identified areas of growth, and allowed AECOM to collate a substantial level of NSC Officer knowledge gained over many years of experience. These were investigated further during a site visits on Monday 5<sup>th</sup> July, attended by representatives of both AECOM and NSC.

- 2.12 A further Officer workshop was held on Thursday 5<sup>th</sup> August, with the purpose of discussing and presenting the emerging Access and Movement Framework options. Discussion arising during and after the workshop was then fed back into the development of the Access and Movement plans for each growth area location. Additionally, further transport analysis and review was undertaken where necessary in the development of access and movement parameter options.

- 2.13 The development of the Access and Movement Framework is strongly influenced by the contents of:

- LTN 1/20 Cycle Infrastructure Design which sets out the Department for Transport's guidance on delivering high quality cycle infrastructure;
- WECA's Joint Local Transport Plan 4 which sets out the area's transport vision and objectives to 2036;
- The North Somerset Council Active Travel Strategy, and WECA's Local Cycling and Walking Infrastructure Plan (LCWIP) which identifies over £400 million of required investment into the active travel network, to be delivered through the West of England Combined Authority (WECA); and
- North Somerset's Bus Service Improvement Plan (BSIP), informed by the West of England Bus Strategy, which covers the period up to 2030, and brings together evidence in order to set ambitions for patronage growth,



## Detailed Income &amp; Expenditure by Budget Heading 31/03/2023

Month No: 12

Committee Report

	Actual Last Year	Actual Year To Date	Current Annual Bud	Variance Annual Total	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
<b>PLANNING</b>								
<b>600 BUS SHELTERS</b>								
5000 REPAIRS	0	0	400	400		400	0.0%	
5180 CLEANING	1,242	2,134	2,200	66		66	97.0%	
BUS SHELTERS :- Indirect Expenditure	<b>1,242</b>	<b>2,134</b>	<b>2,600</b>	<b>466</b>	<b>0</b>	<b>466</b>	<b>82.1%</b>	<b>0</b>
<b>Net Expenditure</b>	<b>(1,242)</b>	<b>(2,134)</b>	<b>(2,600)</b>	<b>(466)</b>				
<b>620 MARKETS</b>								
1401 FARMERS MARKET INCOME	100	0	0	0			0.0%	
1410 CANOPY HIRE (OTHER MARKETS)	380	0	200	200			0.0%	
MARKETS :- Income	<b>480</b>	<b>0</b>	<b>200</b>	<b>200</b>			<b>0.0%</b>	<b>0</b>
5210 CANOPY CONTRACTOR	935	0	890	890		890	0.0%	
5225 FARMERS MARKET	4,850	4,850	5,000	150		150	97.0%	
MARKETS :- Indirect Expenditure	<b>5,785</b>	<b>4,850</b>	<b>5,890</b>	<b>1,040</b>	<b>0</b>	<b>1,040</b>	<b>82.3%</b>	<b>0</b>
<b>Net Income over Expenditure</b>	<b>(5,305)</b>	<b>(4,850)</b>	<b>(5,690)</b>	<b>(840)</b>				
<b>630 PLANNING SERVICES</b>								
4300 PROFESSIONAL FEES	2,683	6	5,000	4,994		4,994	0.1%	
PLANNING SERVICES :- Indirect Expenditure	<b>2,683</b>	<b>6</b>	<b>5,000</b>	<b>4,994</b>	<b>0</b>	<b>4,994</b>	<b>0.1%</b>	<b>0</b>
<b>Net Expenditure</b>	<b>(2,683)</b>	<b>(6)</b>	<b>(5,000)</b>	<b>(4,994)</b>				
<b>640 STREET LIGHTING</b>								
4210 ELECTRICITY	2,322	3,719	2,500	(1,219)		(1,219)	148.7%	
4220 MAINTENANCE	0	0	250	250		250	0.0%	
STREET LIGHTING :- Indirect Expenditure	<b>2,322</b>	<b>3,719</b>	<b>2,750</b>	<b>(969)</b>	<b>0</b>	<b>(969)</b>	<b>135.2%</b>	<b>0</b>
<b>Net Expenditure</b>	<b>(2,322)</b>	<b>(3,719)</b>	<b>(2,750)</b>	<b>969</b>				
<b>650 TOWN CENTRE IMPROVEMENTS</b>								
1360 GRANTS AND SPONSORSHIP	188	0	0	0			0.0%	
TOWN CENTRE IMPROVEMENTS :- Income	<b>188</b>	<b>0</b>	<b>0</b>	<b>0</b>				<b>0</b>
4220 MAINTENANCE	859	522	500	(22)		(22)	104.4%	
5280 NOTICE BOARD ELEC	(446)	929	250	(679)		(679)	371.4%	
5285 SIGNAGE	0	0	250	250		250	0.0%	
5290 STREET FURNITURE	8,201	1,107	2,000	893		893	55.4%	
5291 MILLENNIUM TOWN CLOCK	1,026	745	0	(745)		(745)	0.0%	
TOWN CENTRE IMPROVEMENTS :- Indirect Expenditure	<b>9,639</b>	<b>3,303</b>	<b>3,000</b>	<b>(303)</b>	<b>0</b>	<b>(303)</b>	<b>110.1%</b>	<b>0</b>
<b>Net Income over Expenditure</b>	<b>(9,452)</b>	<b>(3,303)</b>	<b>(3,000)</b>	<b>303</b>				

## Detailed Income &amp; Expenditure by Budget Heading 31/03/2023

Month No: 12

## Committee Report

	Actual Last Year	Actual Year To Date	Current Annual Bud	Variance Annual Total	Committed Expenditure	Funds Available	% Spent	Transfer to/from EMR
PLANNING :- Income	668	0	200	200			0.0%	
Expenditure	21,671	14,011	19,240	5,229	0	5,229	72.8%	
<b>Movement to/(from) Gen Reserve</b>	<b><u>(21,003)</u></b>	<b><u>(14,011)</u></b>						
Grand Totals:- Income	668	0	200	200			0.0%	
Expenditure	21,671	14,011	19,240	5,229	0	5,229	72.8%	
<b>Net Income over Expenditure</b>	<b><u>(21,003)</u></b>	<b><u>(14,011)</u></b>	<b><u>(19,040)</u></b>	<b><u>(5,029)</u></b>				
<b>Movement to/(from) Gen Reserve</b>	<b><u>(21,003)</u></b>	<b><u>(14,011)</u></b>						



**NAILSEA TOWN COUNCIL**  
**PLANNING COMMITTEE 19<sup>th</sup> APRIL 2023**

**CLERK'S REPORT**

**5b Planning Decisions**

There were no conflicts between the Town Council's and North Somerset Council's decisions.

**Agenda item 7 - Trees and Tree Orders**

**Application for tree works**

None

**Approval for tree works**

**22/P/2253/TPO Sapphire Lodge, Christchurch Close.**

London Plane - Crown Raise to 5.5m, removing sub laterals and cut back from building by 2m and remove large deadwood. Cedar X2 - Remove Large deadwood.

North Somerset District Council in pursuance of powers under the above-mentioned Act hereby GRANTS CONSENT for the above proposal

**23/P/0226/TPO**

**496/T1-Dawyck Beech – reduce to previous pruning points.**

North Somerset District Council in pursuance of powers under the above-mentioned Act hereby GRANTS CONSENT for the above proposal

**Refusal for Tree Works**

**22/P/2833/TPO – St Francis Catholic Primary School, Station Road**

T1 -Pine-Fell

North Somerset District Council in pursuance of powers under the above-mentioned Act hereby REFUSE PERMISSION for the above proposal for the following reasons:

- 1 The proposed felling would have a detrimental effect on the visual amenity value of the group;
- 2 The reasons given for the proposed specification do not justify the works and no supporting evidence has been submitted to justify the felling.

**22/P/2944/TPO -Trinity Court, Church Lane**

Oak - Crown Raise to 5m

North Somerset District Council in pursuance of powers under the above-mentioned Act hereby REFUSE consent for the entire proposal described above for the following reasons: -

1. The proposed crown lift would have a detrimental effect on the health of the tree;
2. The proposed crown lift, particularly on the eastern side of the Oak, would have a detrimental effect on the visual amenity value of the tree.

However, permission for part of the proposal or for a lesser proposal is hereby GRANTED by North Somerset District Council. The tree work specification permitted is:

Oak (T1) - crown lift to 5m on the car park side only, removing sub-laterals, cutting to branch collar; create a 2m clearance with the hall, cutting to suitable growth points.  
subject to

**23/P/0099/TPO – 37 White Oak Way**

Ash – Coppice to approx. 1m – Multi stem ash with ash die back – overhanging public footpath and several properties.

North Somerset District Council in pursuance of powers under the above-mentioned Act hereby REFUSE consent for the entire proposal described above for the following reasons: -

The application has not demonstrated that ash dieback is sufficiently present in the tree to justify its removal.

**Jo Duffy – Town Clerk**

**12 April 2023**