

FLAX BOURTON PARISH COUNCIL

JOINT LOCAL TRANSPORT PLAN 4

Response to Consultation March 2019 made by Flax Bourton Parish Council (FBPC)

Please note this response is made subject to the publication of the Bristol South West Economic Link document. We reserve the right to make a further submission.

Summary

JLTP4, though prepared in support of the JSP, reveals in its detail the practical difficulties with the current iteration of the JSP. A 25% projected increase in traffic on an already stressed A370, to enable connectivity between the currently designated SLDs and the identified areas of economic growth appears to be a very conservative estimate. The plans for traffic mitigation do not provide any practical solutions to ease this projected growth. FBPC rallies around the professed aims of the JLTP4, including the promotion of sustainable travel in support of economic growth and the tackling of congestion. The siting of SDLs at some geographical distance from the projected areas of economic growth, will inevitably lead to a worsening of an already dire commuting reality on the A370. FB occupies a geographical midpoint between the SDLs and Bristol, lying on a peculiarly narrow section of that stressed A370 road. FBPC simply do not understand how the goals professed by the JLTP can be advanced by the proposals made.

The A370 in Flax Bourton

Flax Bourton is a village of 300 households of Saxon origin in which period the listed Church which fronts the A370 was built. The village is cut in half by the A370 where the road has some of its narrowest points and several blind bends. The whole village has a 30mph speed limit to deal with the road's difficult conditions. There is a pavement along only one side of the road due to space constrictions and then in many places it has barely one person width.

There are 7 listed buildings fronting the A370 including the Church which has a large stone buttress wall built to protect it from the traffic which passes close by. There are numerous concealed driveways and 5 road junctions, access to a children's day nursery, a primary school and a working aggregates quarry and asphalt plant. There are two bus stops in each direction with no space to pass stopped buses.

Role of Joint Local Transport Plan4?

JLTP4 is unclear and contradictory whether it is the lead document for the JSP process or is a result of information contained in the JSP Technical Evidence Findings documents published in November 2018. JLTP4 cannot be a credible plan when; (1) the JSP is still subject to consultation and the independent Inspection process,(2) there is lack of clarity and potential lack of credibility of modelling results in the Technical Evidence Findings documents (see JSP submissions) and (3) the BSWEL has not been published and consulted upon. JLTP4 is clearly premature and aspirational without sufficient detail to allow proper consultation.

Forecasted Traffic Flows – Nailsea Multi-Modal Corridor Improvement

Against this background we are alarmed that the Joint Spatial Plan and in particular the Technical Evidence Work Topic Paper 8 (Serial No.007) forecasts an additional 300/600 vehicles in AM peak hours (PCUs) post mitigation passing through Flax Bourton on the A370. Fig 4-4 from the Topic Paper 007 is shown below. In fact, the map shows greater than 600 per hour between Backwell and Farleigh with no explanation why this should fall to 300/600 through Flax Bourton.

This forecast appears to contravene objectives set out in the JLTP4 in a number of sections, as set out below.

Figure 4-4 – Forecast traffic flow differences in south west area (AM Peak Hr, with mitigation)



SECTION 3, VISION

P.19 sets out objectives of “sustainable economic growth, improved accessibility, better air quality, health, well-being, safety and security”.

The traffic flows forecasted for Flax Bourton clearly fall outside this stated vision in the JLTP.

SECTION 5 IMPROVING CONNECTIVITY

P25 refers to “managing private car use and to reduce dependency on private car use”.

The proposed substantial increase in traffic flows through Flax Bourton does not reflect this objective.

SECTION 6, CONNECTIVITY

Pages 30/31 refer to the BSWEL document which has not been published yet. However, under the heading of “Early investment schemes under development” Ref E1, there is mention of “Package 8: A370-A38 Link”.

This is the first time this proposal has been published. What is this scheme and what is the likely impact for Flax Bourton?

SECTION 7 CONNECTIVITY WITHIN WEST OF ENGLAND

P.45 Metrobus scheme to include “Bower Aston to Nailsea and Clevedon”. The JSP Emerging Findings Technical Documents indicate that the route for this would pass through Flax Bourton. Whilst the Parish Council supports objectives for use of public transport, the summary of the A370 road through Flax Bourton set out above demonstrates that **a metrobus service would encounter significant congestion and “stop/start” through the village, particularly at peak travel times.**

Also, will the timing for the proposed Nailsea and Backwell corridor infrastructure numbered G4 in Table 2, Section 11 page 118 – in particular, the new link to the A370 at Backwell Farleigh – be available in time for the multi-modal Metrobus scheme shown as E11 in Table 11.4 on page 120? Both are listed as medium/long term with G4 incurring high cost

SECTION 8 LOCAL CONNECTIVITY

P71. The JLTP4 lists five A class roads within the four unitary authorities that have “heavy flows connecting towns” The A370 is one of these and yet **significant increases in traffic flows on the A370 are planned!** Also, the JSP Consolidated Sustainability Appraisal Document WED009 P.154 particularly refers to “**high traffic volumes on the A370 through villages including Congresbury and Brockley**” which would subsequently or previously pass through Backwell and Flax Bourton. The same document records that Congresbury was discounted as a potential Strategic Development Location because of “**a lack of capacity on the A370 and local network**”, **this lack of capacity equally applies to the A370 in Flax Bourton.**

SECTION 10 FUNDING

P.109/110 The document highlights that a major part of the required funding is unknown - £6bn out of £8.1bn and “does not include all the policies and plans in the JLTP”. Such a large gap significantly **questions the creditability of the JLTP and JSP process.** Also, with North Somerset not included in the West of England Combined Authority (P.5) must make funding for North Somerset infrastructure less certain.

Funding creditability is further questioned in the Business West Chambers of Commerce Initiative consultation response to the JSP Emerging Technical Findings documentation published in November 2018. This highlighted that a proposed Oxford/Cambridge corridor would incur infrastructure costs of £9.2bn to produce 148,000 new homes. This compares to the JLTP forecast of £8.1bn to produce 44,000 (as per JSP, in addition to existing commitments) new homes. How can funding for any of the necessary infrastructure be found when it represents such poor value for money?

APPENDIX 1, ENVIRONMENTAL REPORT

The Strategic Environmental Assessment Objectives include “SEAO2 Reduce transport related air pollution, SEAO3 Reduce transport related carbon emissions, SEAO6 Promote human health, SEAO7 Improve road safety, particularly for vulnerable users, and reduce road casualties”. **The forecasted substantial increase in traffic flows through Flax Bourton do not fit with these environmental objectives.**

Submitted to

JLTP.consultation@westofengland-ca.gov.uk