

This response is in line with the request made following receipt by the Parish Council of the letter from Nigel Ashton, Leader of North Somerset Council (NSC) regarding parking and traffic flow in North Somerset dated 9th November 2018

The purpose of the review is to allow NSC to find a better balance between the needs of residents, guests, shoppers, workers and visitors, whilst coping with the increasing amount of traffic generally.

This includes but is not limited to

- Handling run-off from the M5 during congestion
- Creating more parking spaces where possible
- Enforcing restrictions where it's causing a problem

The response is asked to detail any specific or general matters of concern and the problems these cause. We are asked to identify key issues rather than suggesting solutions

For ease of reporting this response paper is divided into two distinct parts:

1. Parking
2. Traffic Flow

Parking

We are fully aware of parking issues such as outside local schools both in the morning and the evening and the fact that cars parked alongside a road curb for a considerable length causes traffic to slow down, which is also a positive effect, although probably not the intention.

During the day, staying with schools, Wraxall school specifically has parking issues because on more than one occasion workmen and/or school meal deliveries park with two wheels on the pavement and on the zig zags of the pedestrian crossing to access the school for work to be carried out or for the delivery of hot meals either because the nearby lay-by is full of cars or for ease of access.

Lodge Lane, located on the western edge of Wraxall has become an overflow car park for the workers at GE Oil & Gas UK, which is a company located nearby. The road is a main thoroughfare from the B3130 through to Nailsea & Backwell Railway Station and Backwell. As a driver leaves the B3130 and enters Lodge Lane they are presented with a number of cars parked on one side of the road, with the road rising onto the brow of a small incline and into a relatively sharp bend. All of which presents the driver with limited if any visibility of on-coming traffic and minimal road clearance for two opposing cars to pass safely.

The B3128 Clevedon Road has, what can only be described as, an intermittent traffic parking problem caused by Tyntesfield and the National Trust. When the National Trust holds events, which are viewed by the public as attractive and therefore generate large numbers of people, the current car park is unable to

cope with the demand. Therefore, cars park on the B3128 Clevedon Road, half on the verge and half off either side of the main entrance. The no-parking cones have now become a semi-permanent fixture and have been left in-situ to try to stop this practice. In addition to this, cars also park in the same way further along the road opposite the entrance to the Downs School, it is believed so they can use the access road to Sidelands Cottages and public footpath to access the National Trust on foot.

Even though the NSC letter doesn't ask for solutions, only observations, a lot of the issues observed are what could be described as "bad habits" on the part of the driver(s) and over capacity at specific times.

Traffic Flow

1. Volume of traffic through both Wraxall & Failand en-route to and from Bristol is not sustainable at its current and forecast volumes. Wraxall Hill itself is an accident hot spot at the top onto the B3128 Cleavedon Road, on the hill bends and at the bottom onto the B3130 Bristol Road. During peak hours entering the flowing traffic on the B3128 from Wraxall Hill is a dangerous exercise and not one taken lightly.

2. Due to its location, Wraxall has many large commercial vehicles using the B3130 Bristol Road (being extremely narrow adjacent to the Battleaxes public house), Wraxall Hill (in excess of the weight limit and what would be deemed appropriate in size) and the B3128 Cleavedon Road. Various commercial and food stuff deliveries plus public transport vehicles are regular visitors into Nailsea using Wraxall as a thoroughfare as they travel between Nailsea and Bristol and commute between Cleavedon and A370 and A38.

3. Quiet lanes have been mentioned in previous discussions on this subject. These were to be introduced throughout Wraxall and Failand to reduce the speed at which drivers use Wraxall and Failand during peak times as a short cut between major road networks surrounding the parish. It's tragic that these quiet lanes have not progressed and hopefully this study will further their application and need.

4. Speed of traffic through the villages is unacceptable. The dangerous bends and warning signs on Wraxall Hill do nothing to slow traffic. This is evidenced by the constant re-instating of the ever-damaged "sharp deviation of route to the right" signs half way down Wraxall Hill to warn drivers.

5. The above is only set to become worse should the current Joint Transport Study and Joint Spatial Plan proceed as currently drafted.

6. The current and forecast volume of traffic, which uses Bristol Airport has been the subject of much discussion and debate through Failand Residents Against Speed (FRAS), who on numerous occasions highlighted problems and concerns regarding traffic flow based on Bristol Airports current passenger volume of circa 8.5 million per annum. Taking into account Bristol Airport has planning permission for up to 12 million passengers per annum and is forecast to achieve

15 million by mid 2020's and 20 million by mid 2030's will only exacerbate the issue.

7. Bristol Airports own data, forecasts an increase in traffic emanating from Wales of which a substantial percentage will use Wraxall and Failand as a short cut. This increase in traffic flow is due to the additional flight times and destinations at Bristol Airport and in response to the removal of the pay booths on the old Severn crossing in December 2018.