

# **Consultation Response For Nailsea West End Building Proposals at Engine Lane.**

**Document:**           **Version: 2**

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**Copies to:**         **NAG Committee Members**

**Authority:**         **Matt Thomas (Committee Chairman)**

**Title:**               **Traffic Consultation Response for Nailsea West End.**

**Description:**       **Response to the proposals to build 185 houses at the Engine Lane site and 450 houses at the Youngwood Lane site with regard to traffic flow and road infrastructure implications.**

**Date:**               **27<sup>th</sup> April 2016**

# Consultation Response For Nailsea West End Building Proposals at Engine Lane.

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## **Consultation Response For Nailsea West End Building Proposals at Engine Lane.**

### **Introduction.**

The proposals to build 185 houses on the Engine Lane site and possibly 450 houses on the Youngwood Lane site is bound to have an effect on the infrastructure of Nailsea itself and the surrounding area.

There are further plans to increase this number to a total of 1080 around Nailsea in the coming decade with all the issues that will bring to the area. There appear to be no plans to improve the infrastructure, despite the obvious increase in traffic, in any of the literature that I have seen on the North Somerset web site. The sustainability documentation does not address any of the issues to any great degree.

This document will look at the present traffic flow and predict the issues that will inevitably come with the extra traffic generated by the new conurbations. The NAG group have carried out traffic counts at the main road junctions affected by the proposed housing and the findings of the counts are attached to the document in the Appendix A.

I have been in touch with members of the North Somerset Planning Development Team to ensure the methodology used is as close as possible to the official way of conducting these traffic counts. Figures used to calculate extra traffic trips from the new conurbations are nationally accepted peak time calculations.

This document is an attempt to bring to the attention of the Authority the implications to the infrastructure of Nailsea and surrounding area so that, with all the pressure from Government to build more houses, it does not forget that providing matching road improvements is a massively important part of the overall plan.

## Consultation Response For Nailsea West End Building Proposals at Engine Lane.

### 1. Existing Road Systems in the Nailsea Area

- a) The only A road in the Area is the A370 going through Backwell. This is problematic due to the railway bridge at Nailsea and Backwell Station which is too low for any HGV traffic. This means that any such traffic has to come via the B3130 and B3128 into Nailsea. These roads are far too narrow in places for this kind of traffic. With a larger population will come increased HGV and LGV traffic, impinging on the safety of both roads.
- b) The West End of Nailsea is only served by country roads, such as the Moors Road to Netherton Wood and Chelvey Batch. These are known locally as dangerous and narrow roads, wholly inappropriate for higher levels of traffic. This will inevitably happen as people use this route to cut through to Clevedon or the A370. Again safety will be compromised.
- c) The Causeway is the biggest concern though. An already very busy junction, as seen in the traffic count Figures in Appendix A, it will be even more so with the increased traffic. A narrow road with water courses either side it is used as a rat run to and from the Tickenham Road. Heavier and larger vehicles are already using this road causing accidents and near misses in increasing numbers.
- d) The bottom end of Engine Lane is served by North Street and the top end by St. Mary's Grove, both of these roads have narrow parts to them. See Figures 1 and 2. Again this is a safety issue.

**Fig1 St. Mary's Grove**



# Consultation Response For Nailsea West End Building Proposals at Engine Lane.

Figure 2 North Street



## 2. Current Traffic Levels

### Peak Hours Traffic Flow at Hannah More Road/Queens Road Junction

#### Traffic Flow From North Street End of Queens Road to Town Centre (All Vehicles)

	AM	PM
19/04/16	319	315
21/04/16	280	312

#### Traffic Flow Queens Road End of Hannah More Road to St. Mary's Grove End (All Vehicles)

	AM	PM
19/04/16	283	255
21/04/16	232	270

#### Traffic Flow From St. Mar'ys Grove End To Queens Road End of Hannah More Road (All Vehicles)

	AM	PM
19/04/16	311	252
21/04/16	242	246

#### Traffic Flow Queens Road to North Street at Hannah More Junction (All Vehicles)

	AM	PM
19/04/16	280	244
21/04/16	222	228

## Consultation Response For Nailsea West End Building Proposals at Engine Lane.

### Peak Hours Traffic Flow at St. Mary's/Hannah More Road Junction

#### Traffic Flow From Engine Lane End of St. Mary's Grove to Grove School End

	AM	PM
19/04/16	94	76
21/04/16	173	83

#### Traffic Flow Along Hannah More Road From Queens Road End

	AM	PM
19/04/16	131	84
21/04/16	143	93

#### Traffic Flow From Grove School End of St. Mary's Grove to Engine Lane End

	AM	PM
19/04/16	140	96
21/04/16	68	93

#### Traffic Flow Along Hannah More Road From St. Mary's Grove

	AM	PM
19/04/16	116	93
21/04/16	118	88

### Peak Hours Traffic Flow at St. Mary's/Engine Lane Junction

#### Traffic Flow From West End of St. Mary's Grove to Grove School End (All Vehicles)

	AM	PM
19/04/16	90	84
21/04/16	111	89

#### Traffic Flow Along Engine Lane From North Street End (All Vehicles)

	AM	PM
19/04/16	50	50
21/04/16	53	47

#### Traffic Flow Along St. Mary's Grove to West End (All Vehicles)

	AM	PM
19/04/16	95	99
21/04/16	84	101

#### Traffic Flow Along Engine Lane From St. Mary's Grove to North Street End (All Vehicles)

	AM	PM
19/04/16	53	44
21/04/16	38	36

## Consultation Response For Nailsea West End Building Proposals at Engine Lane.

### Peak Hours Traffic Flow at Engine Lane/Blackfriars Road Junction

#### Traffic Flow from Engine Lane/Blackfriars to North Lane (All Vehicles)

	AM	PM
19/04/16	51	34
21/04/16	39	44

#### Traffic Flow from Engine Lane end to Hannah More end of Blackfriars (All Vehicles)

	AM	PM
19/04/16	47	33
21/04/16	51	34

#### Traffic Flow from Hannah More end to Engine Lane end of Blackfriars (All Vehicles)

	AM	PM
19/04/16	30	46
21/04/16	28	47

#### Traffic Flow from North Lane/Blackfriars end to Engine Lane St. Mary's end (All Vehicles)

	AM	PM
19/04/16	57	61
21/04/16	54	77

### Peak Hours Traffic Flow at White Oak Way/The Perrings Junction

#### Traffic Flow Along The Perrings to Backwell End at White Oak Junction (All Vehicles)

	AM	PM
19/04/16	72	82
21/04/16	65	90

#### Traffic flow Along White Oak Way Towards Grove School From The Perrings (All Vehicles)

	AM	PM
19/04/16	119	118
21/04/16	134	118

#### Traffic Flow From White Oak Way Into The Perrings (All Vehicles)

	AM	PM
19/04/16	168	97
21/04/16	156	112

#### Traffic Flow Along The Perrings to Queens Road End at the Junction (All Vehicles)

	AM	PM
19/04/16	141	83
21/04/16	132	106

## **Consultation Response For Nailsea West End Building Proposals at Engine Lane.**

a) You will see from the counts that the busiest junctions, not surprisingly, are Queens Road with Hannah More Road and the latter with St Mary's Grove, with White Oak Way and The Perrings in close contention.

The PM figures do not show the School collection traffic that will affect all of these junctions.

b) Of most concern to many is the amount of traffic entering the Queens Road/North Street and Hanham Way junction from the Nailsea Town Centre direction. By far the most traffic entering this Junction from this flow is going across the Causeway via Hanham Way to Washing Pound Lane. This has been increasing recently and seems destined to be a problem going forward, with again a narrowing of the road at the bridge some half way along it toward Tickenham a safety issue.

c) The fact that the other junctions do not appear to be very busy is because of the very nature of the country type lanes the West End side of the Town. This will change considerably as the population rises with the new housing that is proposed.

d) The extra hazard on the roads this side of town are the many horses that take journeys along Engine Lane and St. Mary's Grove to the bridle paths that border the proposed Youngwood Lane and Engine Lane sites. Many of the horses are kept in stables and fields in this area.

### **3. Predicted Traffic Levels Post Build**

a) Using the nationally accepted figure of 6 to 6.5 journeys per household per day this would add, with a total of 635 houses, another 3810 vehicle trips at least emanating from the new housing. For the Engine Lane site alone that is 1110 trips of that total.

b) The counts carried out by NAG (see Appendix A figures 2 to 16) were done, as advised, at the peak times and therefore I have used the calculations that are also nationally accepted to predict the number of peak time trips from the new sites (see Appendix A figure 1).



## Consultation Response For Nailsea West End Building Proposals at Engine Lane.

Below are the total Peak Time trips generated by the calculations:

Total Peak Trips		
AM	PM	
333	251	Per Day

c) Revising the a.m. figure downwards and the p.m. upwards this means that, with a 50% each way split from the **Engine Lane** site to either St. Mary's Grove or North Street that means 100 trips go each way per day. Then 83% of those are likely to take the St. Mary's Grove route rather than out through West End. This is approximately 83 extra trips on St. Mary's Grove and 17 onto the Moors. Whilst the other way will mean a 53% to 47% split to North Street and Blackfriars Road in favour of the former that is 53 trips will go onto North Street and 47 into Blackfriars.

d) The proposed **Youngwood Lane site** has only one exit planned which leads out onto the Netherton Wood Lane road out of Nailsea. Currently there is a 30% to 70% split into Engine Lane or on through St. Mary's Grove in favour of the latter. Assuming the same kind of split exists from the new estate with 30% onto Netherton Wood Lane and 70% into Nailsea then this would mean that 115 trips would be on Netherton Wood Lane and 269 on St. Mary's Grove of which 90 would be in Engine Lane, thus increasing to 190 trips in total on Engine Lane during peak times.

This is rather a complex algorithm but you can see that this would easily triple and more the traffic in Engine Lane and St. Mary's Grove. With on street parking increasing the Road Safety is going to be significantly compromised by this amount of activity without significant mitigation regarding infrastructure improvements.

### 4. Conclusions

a) Whilst I agree that more research is needed to fully understand all of the implications of the counts, traffic flows and junction capacity it is clear that building more houses in Nailsea cannot be done in isolation. The road infrastructure must be improved significantly if there are to be a planned 1080 houses built in the Nailsea area within the next decade.

## **Consultation Response For Nailsea West End Building Proposals at Engine Lane.**

b) The Causeway and Tickenham Road are not fit for purpose now let alone with increased traffic from further sites. A previous count by Planning Development at North Somerset has shown over 200 cars turning left from North Street onto Hanham Way during a 4 hour period in addition to those from Queens Road as seen by ourselves. There are plans to build to the north of Causeway View one gathers and again this cannot be done without taking the road system into consideration. Road safety is a major issue here as only this last week a major crash, involving an LGV and a car, happened on the Tickenham Road out of Nailsea and this is not a rarity.

c) With St.Mary's Grove being used as a route out of Nailsea and also to the Station there are concerns that the children attending Hannah More and Grove Schools will be at more risk with the increased traffic.

d) Already it can be seen on a daily basis the traffic built up along Station Road at peak times, also watching pupils trying to negotiate their way along narrow pathways to Backwell School. Streets by the Station clogged with parked cars as drivers try to avoid paying car parking fees. An increased population will only make this traffic situation worse. Again there are major safety issues.

e) I have had conversations with Town Councillors that feel it much more appropriate to seek other building sites to the North of Nailsea rather than the West End side but Green Belt issues preclude this, so one cannot help but feel this is more about the wishes of Government to build more units than improving the stock of affordable housing and enhancing Nailsea itself.

## Consultation Response For Nailsea West End Building Proposals at Engine Lane.

### Appendix A

Figure 1 Peak Time Trip Calculation Sheet

Figure 2 -16 Traffic Counts

# Consultation Response For Nailsea West End Building Proposals at Engine Lane.

## Increase of Traffic trips in/out Nailsea Youngwood Lane

Figure 1 Appendix A

<b>450</b>	<b>Houses</b>		<b>National Peak Figures</b>			
<b>AM</b>	<b>PM</b>		<b>Private Trip Rates</b>			
<b>235</b>	<b>145</b>	<b>Per Day</b>	<b>Am Peak</b>			<b>PM Peak</b>
			<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>
			0.161	0.415	0.576	0.391
						0.230
						0.621
						70%

<b>Affordable Trip Rates</b>					
<b>Am Peak</b>			<b>PM Peak</b>		
<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
0.139	0.251	0.390	0.276	0.177	0.453
					30%

## Increase in Traffic trips in/out Nailsea Engine Lane

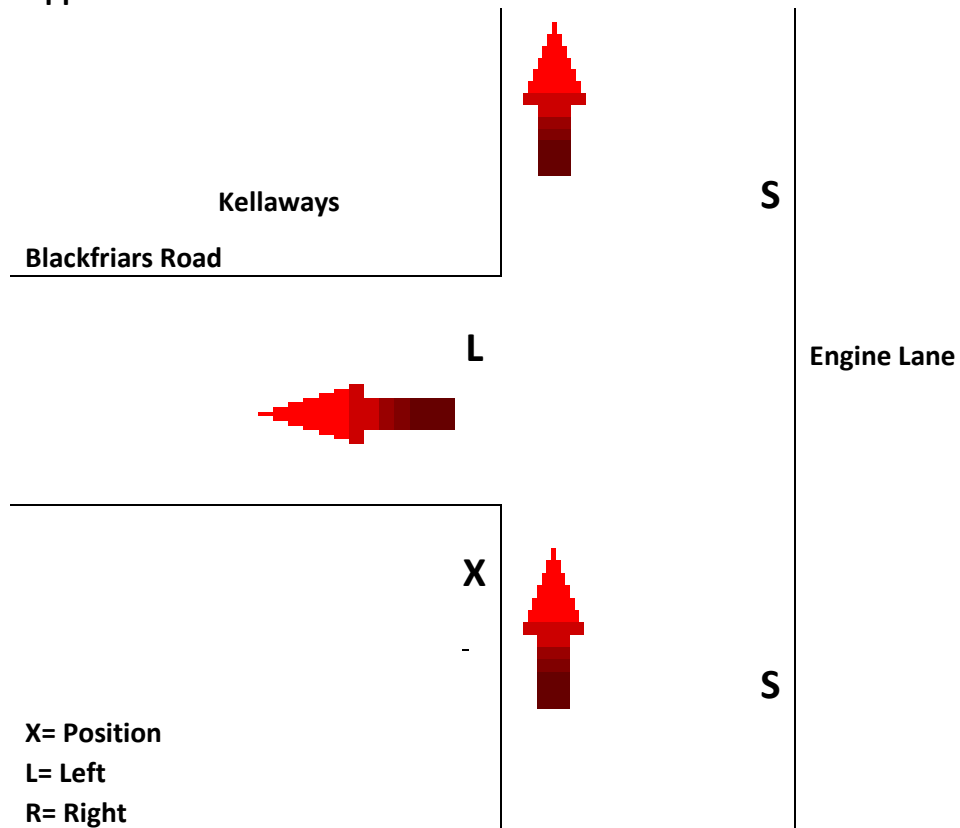
<b>185</b>	<b>Houses</b>	
<b>AM</b>	<b>PM</b>	
<b>98</b>	<b>106</b>	<b>Per Day</b>

<b>Total Trips</b>		
<b>AM</b>	<b>PM</b>	
<b>333</b>	<b>251</b>	<b>Per Day</b>

# Consultation Response For Nailsea West End Building Proposals at Engine Lane.

## Blackfriars Road opposite Kellaways Yard.

Figure 2  
Appendix A



19/04/2016

TIME	Left				Straight On			
	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	1	2	0	0	6	0	1	0
8:30	0	2	0	0	5	0	0	1
8:45	0	2	0	0	9	0	0	0
9:00	2	0	0	0	8	2	0	0
<b>Hr/Total</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>2</b>	<b>1</b>	<b>1</b>
17:15	3	0	0	0	9	0	0	0
17:30	0	0	0	0	3	0	0	0
17:45	1	0	0	0	1	0	0	0
18:00	1	0	0	0	8	0	0	0
<b>Hr/Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Consultation Response For Nailsea West End Building Proposals at Engine Lane.

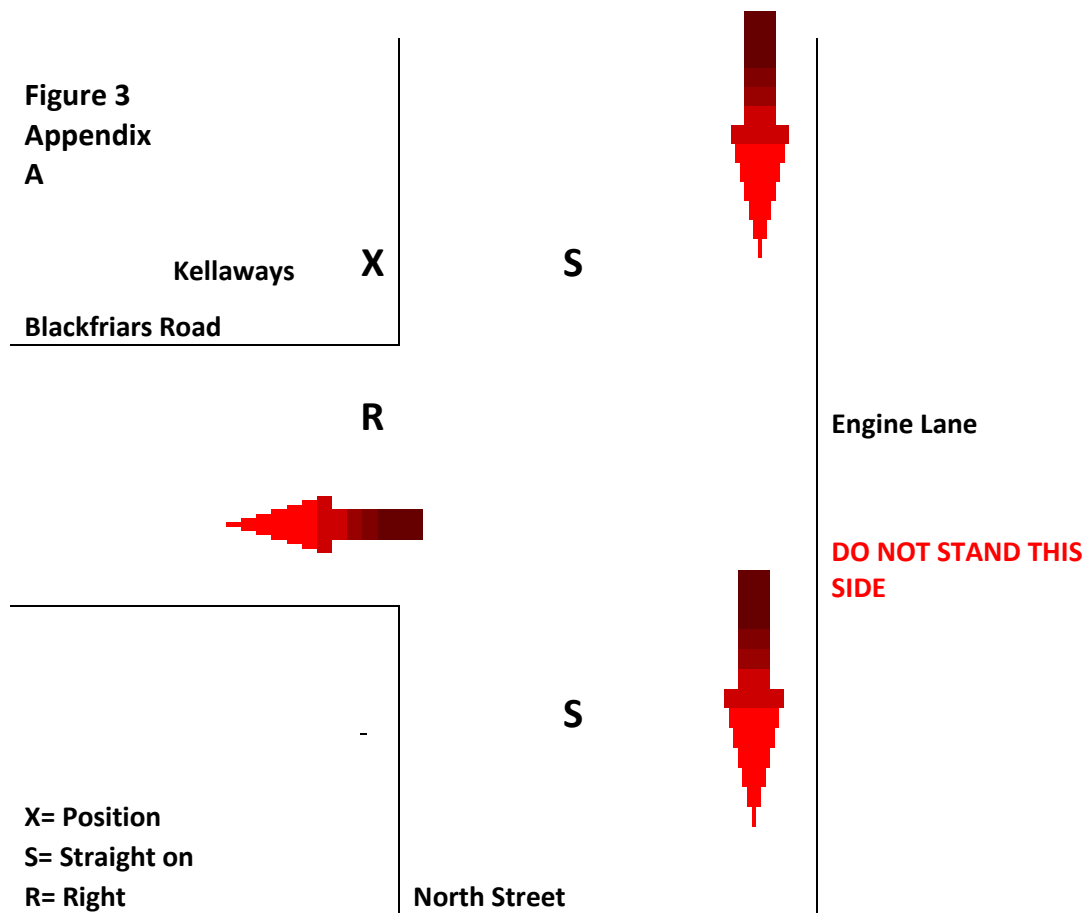
**21/04/2016**

	Left				Straight On			
TIME	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	5	0	0	0	8	0	0	0
8:30	0	0	0	0	8	0	1	0
8:45	1	1	1	0	10	0	0	0
9:00	1	0	0	0	4	0	1	0
<b>Hr/Total</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>2</b>	<b>0</b>
17:15	6	0	0	1	12	0	0	0
17:30	1	0	0	0	9	0	0	0
17:45	0	0	0	0	10	0	0	0
18:00	6	0	0	0	4	0	0	0
<b>Hr/Total</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Consultation Response For Nailsea West End Building Proposals at Engine Lane.

## Engine Lane alongside Kellaways Yard.

Figure 3  
Appendix  
A



19/04/2016

TIME	Right				Straight On			
	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	11	1	0	0	13	0	0	0
8:30	7	0	0	0	10	1	0	0
8:45	12	0	0	0	12	0	0	0
9:00	7	0	0	0	10	0	0	0
<b>Hr/Total</b>	<b>37</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>1</b>	<b>0</b>	<b>0</b>
17:15	7	0	0	0	11	1	0	0
17:30	6	0	0	0	8	0	0	0
17:45	12	0	0	0	2	0	0	0
18:00	3	0	0	0	6	0	0	0
<b>Hr/Total</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>1</b>	<b>0</b>	<b>0</b>

## Consultation Response For Nailsea West End Building Proposals at Engine Lane.

21/04/2016

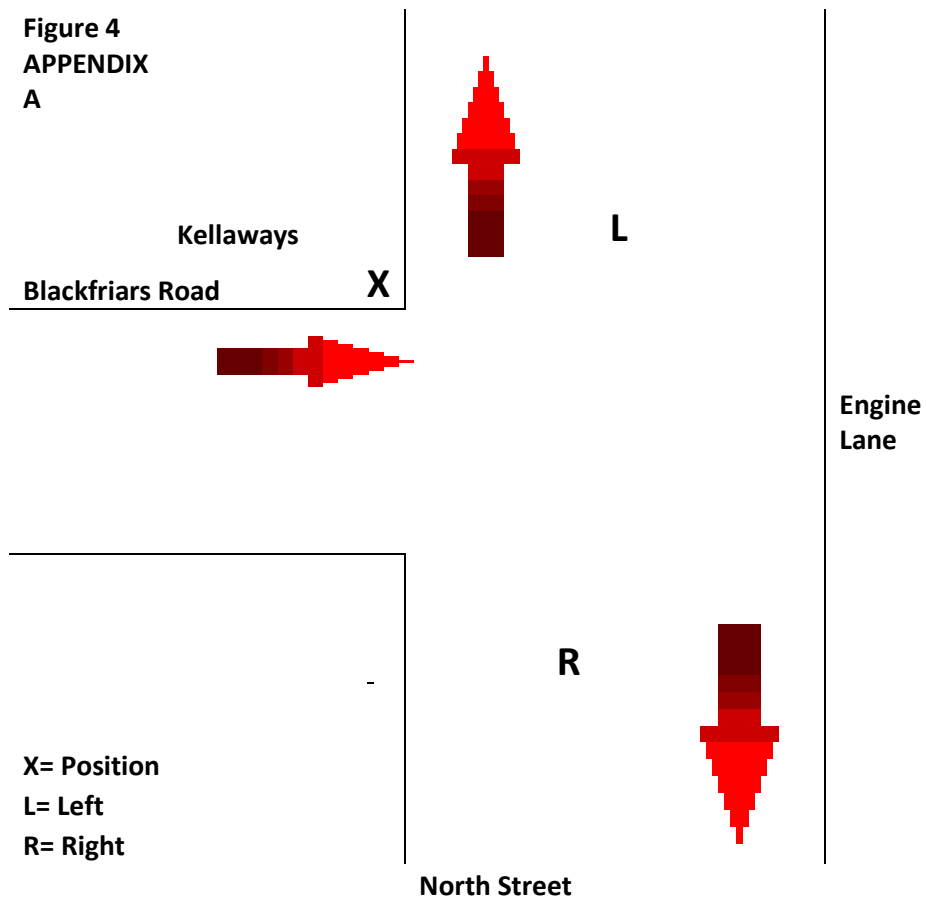
	Right				Straight On			
TIME	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	13	0	0	0	12	0	1	0
8:30	6	0	0	0	4	0	0	0
8:45	11	0	0	0	8	0	1	0
9:00	12	0	0	0	7	0	0	0
<b>Hr/Total</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>2</b>	<b>0</b>
17:15	5	0	0	0	11	0	0	1
17:30	3	0	0	0	9	0	0	0
17:45	5	0	0	0	5	0	0	0
18:00	7	0	0	0	13	0	0	0
<b>Hr/Total</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>1</b>



# Consultation Response For Nailsea West End Building Proposals at Engine Lane.

## Blackfriars Road outside Kellaways Yard.

Figure 4  
APPENDIX  
A



19/04/2016

TIME	Left				Right			
	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	6	2	0	0	1	0	0	0
8:30	4	3	0	0	0	1	1	0
8:45	4	2	0	0	2	0	0	0
9:00	4	0	0	0	0	0	0	0
<b>Hr/Total</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>
17:15	14	1	0	1	3	0	0	0
17:30	7	0	0	1	0	0	0	0
17:45	4	0	0	0	1	0	0	0
18:00	12	0	0	0	2	0	0	0
<b>Hr/Total</b>	<b>37</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>

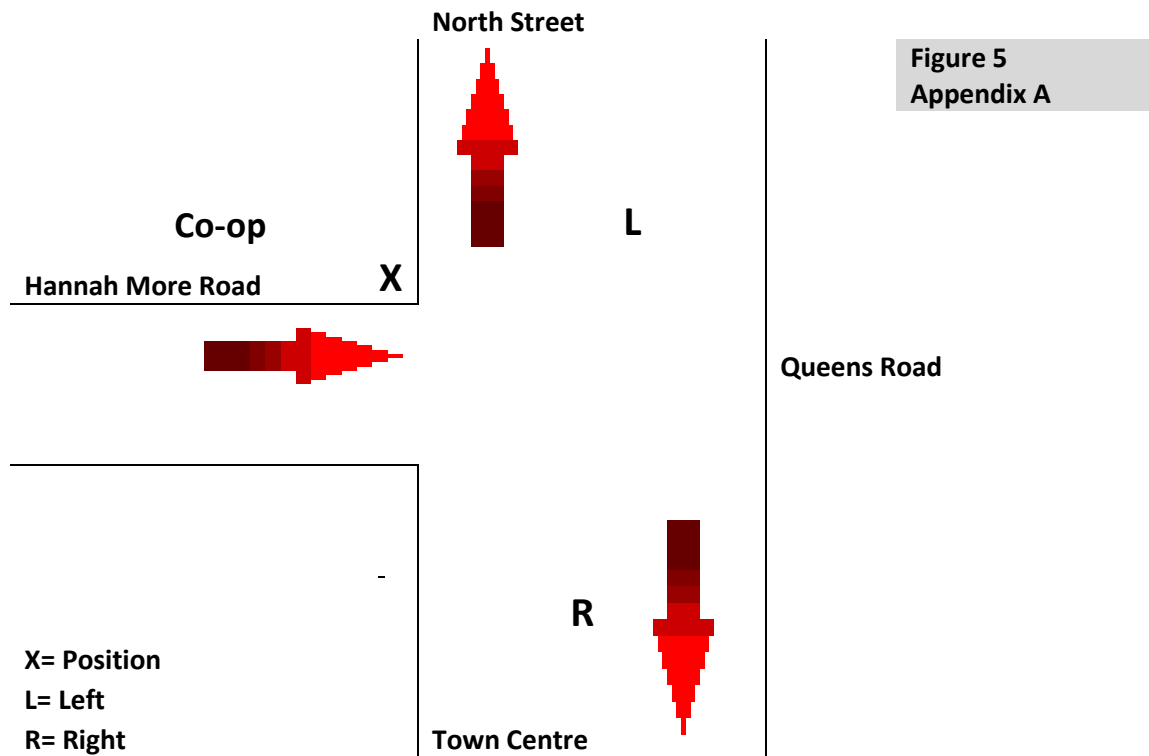
## Consultation Response For Nailsea West End Building Proposals at Engine Lane.

21/04/2016

	Left				Right			
TIME	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	9	0	0	0	2	0	0	0
8:30	7	0	0	0	1	0	1	0
8:45	2	0	0	0	1	0	0	0
9:00	4	0	0	0	1	0	0	0
<b>Hr/Total</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>
17:15	19	0	0	0	2	0	0	0
17:30	8	0	0	0	0	0	0	0
17:45	4	0	0	1	0	0	0	0
18:00	9	0	0	1	3	0	0	0
<b>Hr/Total</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Consultation Response For Nailsea West End Building Proposals at Engine Lane.

## Hannah More Road Co-op Side



19/04/2016

TIME	Right				Left			
	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	41	1	2	1	36	1	0	1
8:30	38	1	2	0	30	0	0	2
8:45	43	1	1	0	35	1	1	0
9:00	38	0	2	0	32	1	0	0
<b>Hr/Total</b>	<b>160</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>133</b>	<b>3</b>	<b>1</b>	<b>3</b>
17:15	58	1	2	3	30	1	0	1
17:30	26	0	1	0	24	1	0	0
17:45	28	0	0	1	21	0	0	0
18:00	35	2	1	1	13	1	0	1
<b>Hr/Total</b>	<b>147</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>88</b>	<b>3</b>	<b>0</b>	<b>2</b>

## Consultation Response For Nailsea West End Building Proposals at Engine Lane.

**21/04/2016**

	Right				Left			
TIME	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	34	0	0	0	15	0	0	0
8:30	27	2	1	0	16	2	2	0
8:45	33	0	3	0	28	0	0	0
9:00	49	1	1	0	28	0	0	0
<b>Hr/Total</b>	<b>143</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>87</b>	<b>2</b>	<b>2</b>	<b>0</b>
17:15	48	1	1	1	41	0	0	0
17:30	35	0	1	0	19	0	0	0
17:45	36	0	0	0	11	0	1	0
18:00	25	0	1	0	24	0	1	0
<b>Hr/Total</b>	<b>144</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>95</b>	<b>0</b>	<b>2</b>	<b>0</b>

Consultation Response For Nailsea West End Building Proposals at Engine Lane.

**Hannah More Road Opposite Co-op**

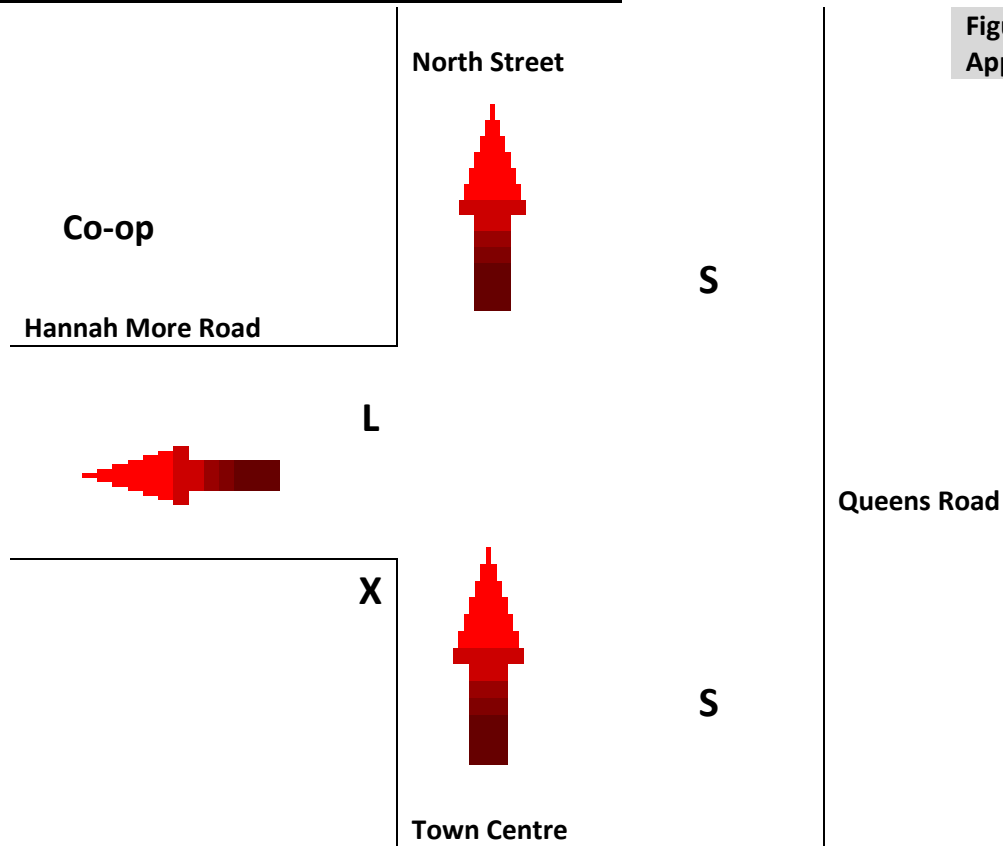


Figure 6  
Appendix A

19/04/2016

TIME	Left				Straight On			
	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	33	3	1	1	33	0	0	0
8:30	27	1	1	0	34	0	0	0
8:45	41	2	0	1	25	0	0	0
9:00	36	0	0	0	48	0	0	0
<b>Hr/Total</b>	<b>137</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>140</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:15	44	0	0	1	46	3	0	1
17:30	26	0	0	0	37	0	0	0
17:45	33	1	0	0	32	0	0	0
18:00	46	2	0	0	32	0	0	0
<b>Hr/Total</b>	<b>149</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>147</b>	<b>3</b>	<b>0</b>	<b>1</b>

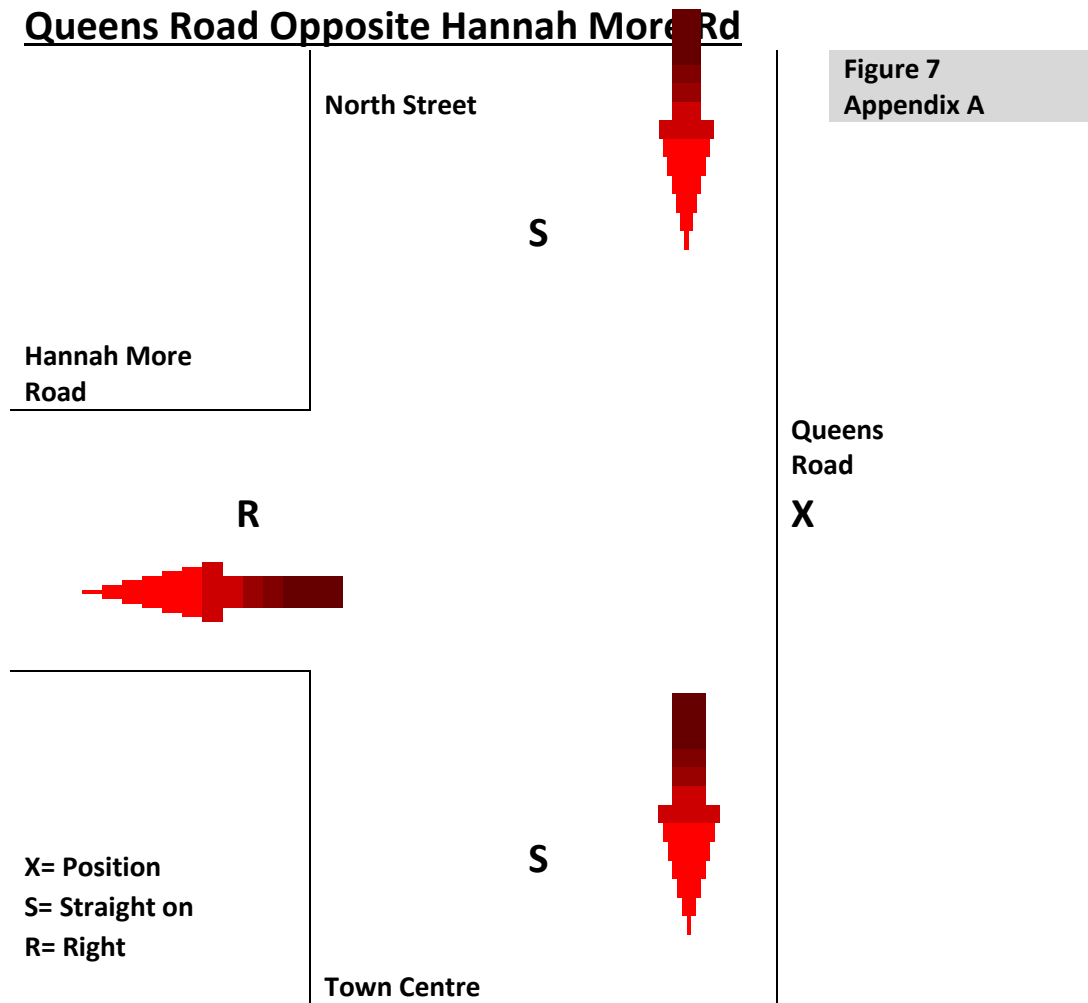
## Consultation Response For Nailsea West End Building Proposals at Engine Lane.

21/04/2016

TIME	Left				Straight On			
	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	29	0	0	0	28	0	0	0
8:30	23	0	3	0	40	1	0	1
8:45	29	2	1	0	29	0	0	0
9:00	39	3	0	1	32	0	0	0
<b>Hr/Total</b>	<b>120</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>129</b>	<b>1</b>	<b>0</b>	<b>1</b>
17:15	34	0	0	0	39	0	0	1
17:30	35	1	0	0	26	0	0	0
17:45	40	0	0	1	40	0	0	1
18:00	38	0	1	0	24	0	0	0
<b>Hr/Total</b>	<b>147</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>129</b>	<b>0</b>	<b>0</b>	<b>2</b>

Consultation Response For Nailsea West End Building Proposals at Engine Lane.

**Queens Road Opposite Hannah More Rd**



TIME	Right				Straight On			
	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	29	7	0	1	36	3	0	0
8:30	14	1	1	0	46	1	0	0
8:45	47	2	0	0	35	1	0	0
9:00	34	0	0	0	26	0	0	0
<b>Hr/Total</b>	<b>124</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>143</b>	<b>5</b>	<b>0</b>	<b>0</b>
17:15	19	0	0	0	43	0	0	2
17:30	28	1	0	0	35	1	0	1
17:45	30	0	0	0	40	0	0	0
18:00	24	0	0	0	41	0	0	0
<b>Hr/Total</b>	<b>101</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>159</b>	<b>1</b>	<b>0</b>	<b>3</b>

## Consultation Response For Nailsea West End Building Proposals at Engine Lane.

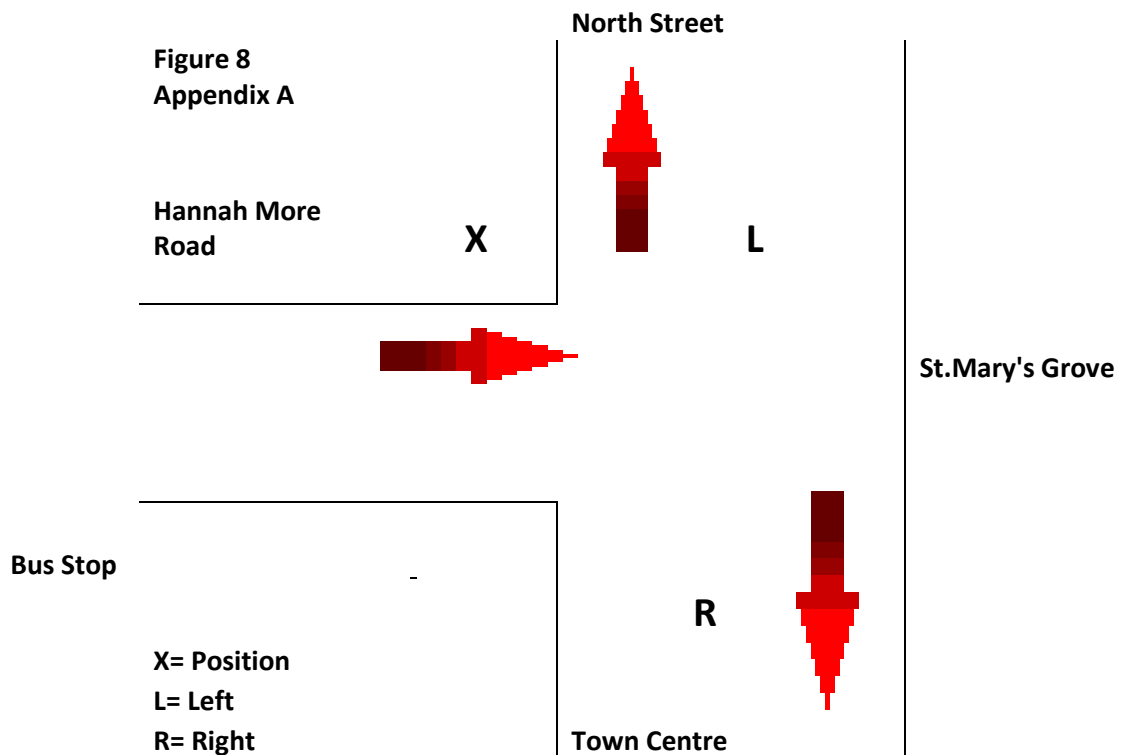
21/04/2016

	Right				Straight On			
TIME	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	13	0	0	0	33	0	0	0
8:30	13	2	1	0	35	0	0	1
8:45	40	0	0	0	34	0	0	2
9:00	32	0	1	0	22	2	0	0
<b>Hr/Total</b>	<b>98</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>124</b>	<b>2</b>	<b>0</b>	<b>3</b>
17:15	37	0	0	0	43	2	0	3
17:30	27	2	0	0	40	0	0	2
17:45	27	1	0	0	34	2	0	1
18:00	26	0	0	0	35	0	0	1
<b>Hr/Total</b>	<b>117</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>152</b>	<b>4</b>	<b>0</b>	<b>7</b>



# Consultation Response For Nailsea West End Building Proposals at Engine Lane.

## Hannah More Road Opposite Bus Stop



19/04/2016

	Right				Left			
TIME	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	8	0	0	1	6	0	0	0
8:30	8	0	0	0	7	0	1	0
8:45	34	0	0	0	12	0	0	0
9:00	46	1	0	0	7	0	0	0
<b>Hr/Total</b>	<b>96</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>0</b>	<b>1</b>	<b>0</b>
17:15	13	0	0	0	9	0	0	0
17:30	14	0	2	0	8	0	0	0
17:45	6	0	0	0	7	0	0	0
18:00	12	0	0	0	13	0	0	0
<b>Hr/Total</b>	<b>45</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Consultation Response For Nailsea West End Building Proposals at Engine Lane.

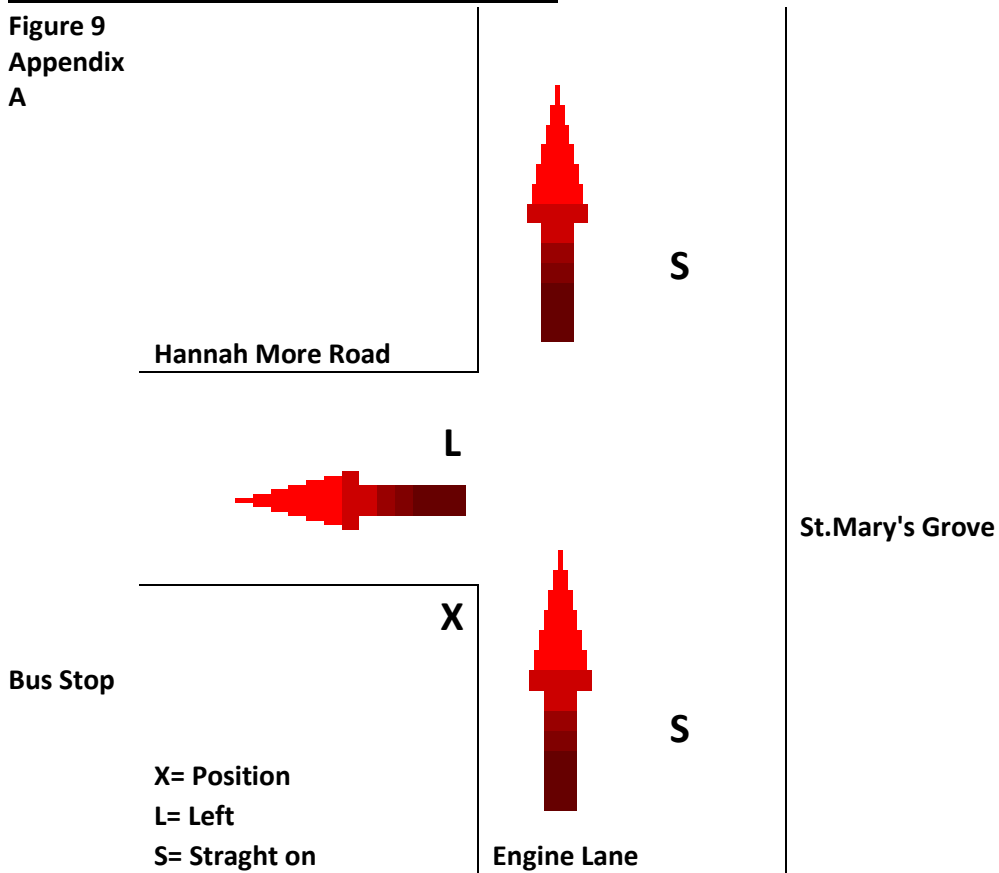
**21/04/2016**

	Right				Left			
TIME	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	8	1	0	0	6	0	0	0
8:30	8	0	0	0	6	1	0	0
8:45	11	0	0	0	44	0	1	0
9:00	10	0	0	0	45	1	1	0
<b>Hr/Total</b>	<b>37</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>101</b>	<b>2</b>	<b>2</b>	<b>0</b>
17:15	13	1	0	0	15	0	0	0
17:30	12	0	0	0	7	1	0	0
17:45	16	0	0	0	8	0	0	0
18:00	14	0	0	0	6	0	0	0
<b>Hr/Total</b>	<b>55</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>1</b>	<b>0</b>	<b>0</b>

# Consultation Response For Nailsea West End Building Proposals at Engine Lane.

## Hannah More Rd Bus Stop Side

Figure 9  
Appendix  
A



19/04/2016

TIME	Left				Straight On			
	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	12	0	0	0	12	0	0	0
8:30	7	0	0	0	14	0	0	0
8:45	16	1	0	0	14	0	0	0
9:00	18	0	1	0	21	0	0	0
<b>Hr/Total</b>	<b>53</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:15	10	0	0	0	11	1	0	0
17:30	16	0	0	0	7	0	0	0
17:45	10	0	0	0	7	0	0	0
18:00	8	0	0	1	13	0	0	0
<b>Hr/Total</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>1</b>	<b>0</b>	<b>0</b>

## Consultation Response For Nailsea West End Building Proposals at Engine Lane.

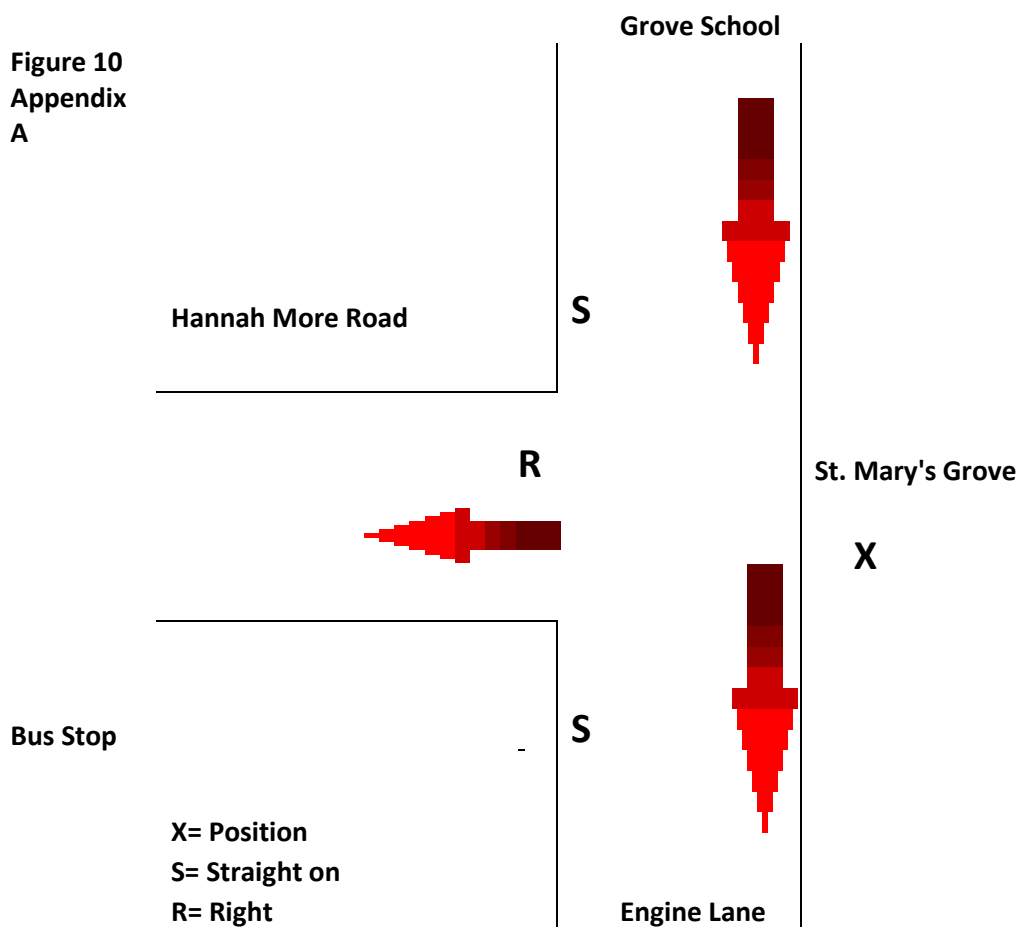
**21/04/2016**

	Left				Straight On			
TIME	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	6	1	0	0	16	1	0	0
8:30	12	0	1	0	10	1	0	0
8:45	17	0	0	0	24	0	0	0
9:00	17	0	1	0	15	0	0	1
<b>Hr/Total</b>	<b>52</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>2</b>	<b>0</b>	<b>1</b>
17:15	7	0	0	0	11	0	0	0
17:30	8	0	0	0	10	0	0	0
17:45	16	0	1	0	15	0	0	0
18:00	10	0	0	0	10	0	0	0
<b>Hr/Total</b>	<b>41</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>

Consultation Response For Nailsea West End Building Proposals at Engine Lane.

**St. Mary's Grove opposite Hannah More Rd**

Figure 10  
Appendix  
A



19/04/2016

TIME	Right				Straight On			
	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	7	0	0	0	8	2	1	0
8:30	6	1	1	0	11	0	0	0
8:45	12	1	1	0	5	0	0	0
9:00	32	0	0	0	15	0	0	0
<b>Hr/Total</b>	<b>57</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>2</b>	<b>1</b>	<b>0</b>
17:15	13	0	1	0	12	0	0	0
17:30	14	0	1	0	19	0	0	0
17:45	2	0	1	0	8	0	0	0
18:00	14	0	2	0	10	0	0	0
<b>Hr/Total</b>	<b>43</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Consultation Response For Nailsea West End Building Proposals at Engine Lane.

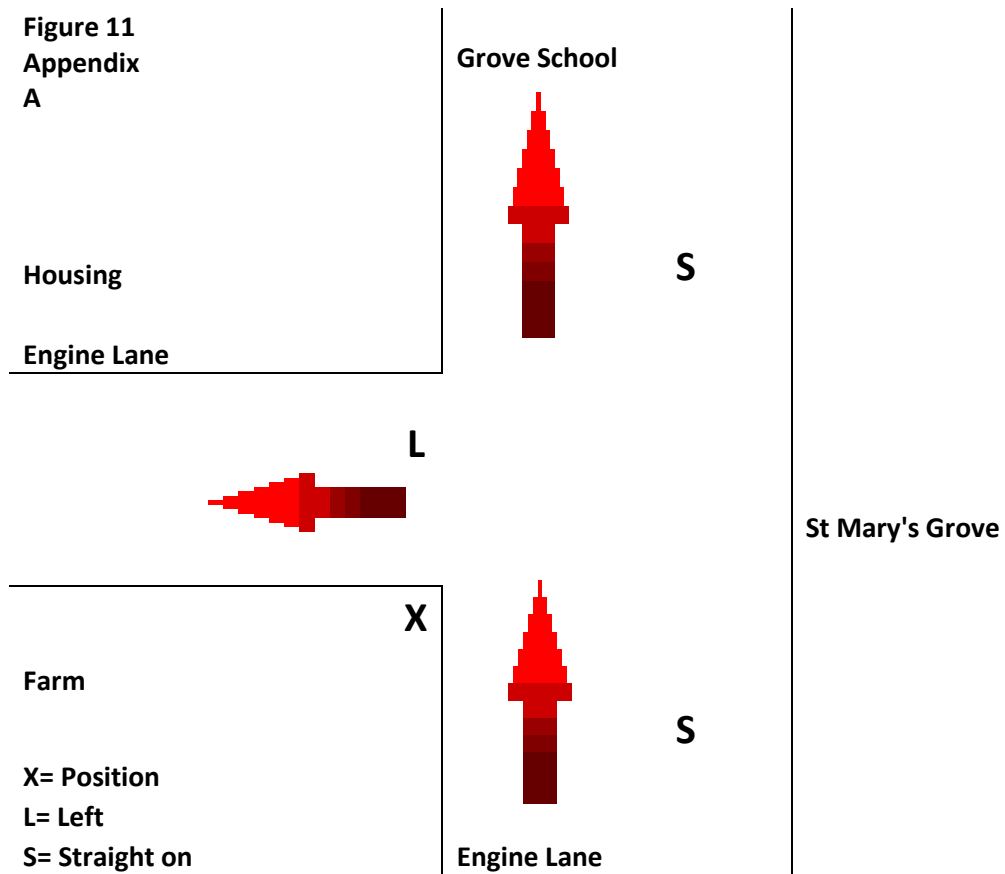
21/02/2016

	Right				Straight On			
TIME	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	7	0	1	0	6	0	0	0
8:30	3	0	1	0	3	0	0	0
8:45	13	0	1	0	9	0	0	0
9:00	36	0	1	0	11	0	1	0
<b>Hr/Total</b>	<b>59</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>1</b>	<b>0</b>
17:15	17	0	1	0	10	0	0	0
17:30	11	0	1	0	5	0	0	0
17:45	7	0	0	0	12	0	0	0
18:00	7	0	2	0	10	0	0	0
<b>Hr/Total</b>	<b>42</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Consultation Response For Nailsea West End Building Proposals at Engine Lane.

## Engine Lane Opposite Housing Side

Figure 11  
Appendix  
A



19/04/2016

TIME	Left				Straight On			
	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	7	0	0	0	11	0	0	0
8:30	7	1	0	0	12	1	0	1
8:45	15	1	0	0	16	1	0	1
9:00	7	0	0	0	18	1	0	0
<b>Hr/Total</b>	<b>36</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>3</b>	<b>0</b>	<b>2</b>
17:15	5	1	0	0	15	1	0	0
17:30	8	1	0	0	12	3	0	0
17:45	6	0	0	0	16	0	0	0
18:00	8	0	0	0	20	0	0	1
<b>Hr/Total</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>4</b>	<b>0</b>	<b>1</b>

**Consultation Response For Nailsea West End Building Proposals at Engine Lane.**

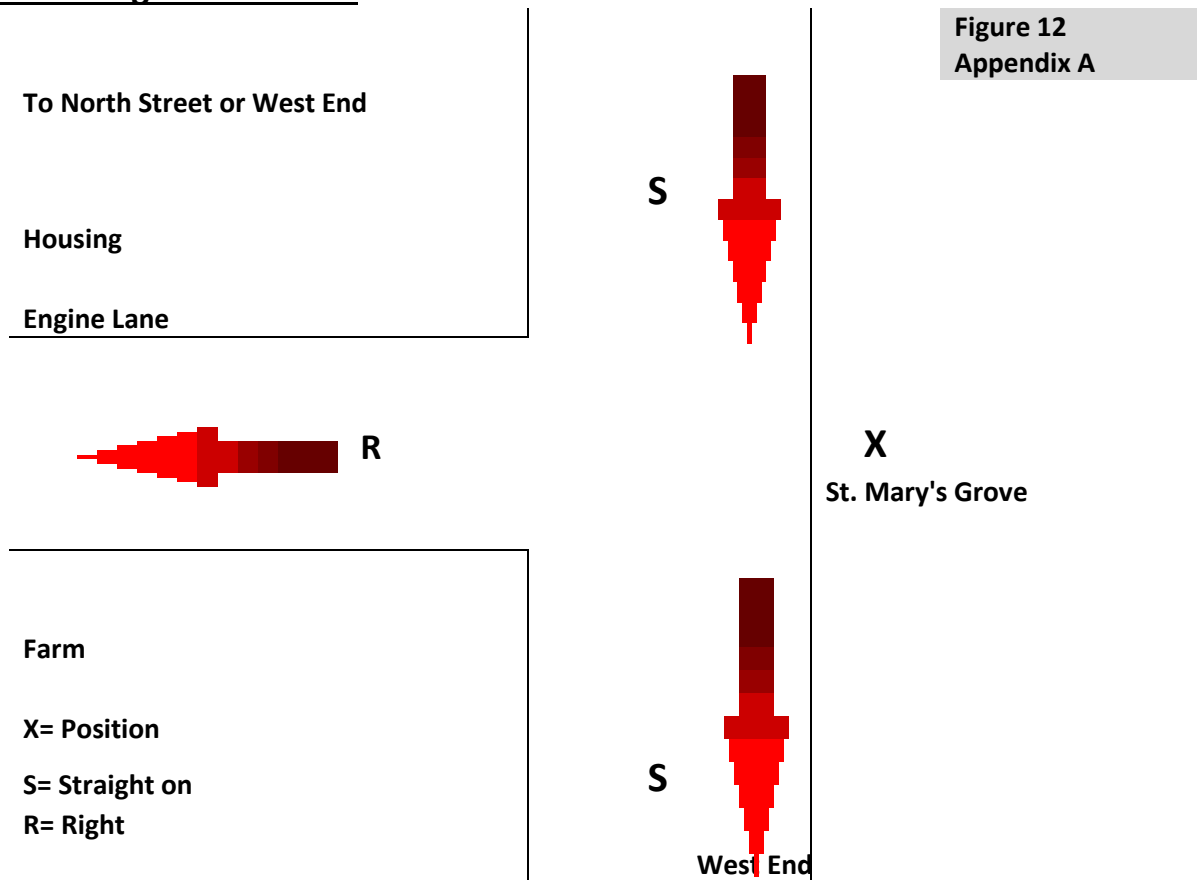
**21/04/2016**

	Left				Straight On			
TIME	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	2	1	0	0	18	0	2	1
8:30	4	0	0	0	9	1	1	0
8:45	10	1	0	0	23	2	0	1
9:00	8	1	0	0	18	0	1	0
<b>Hr/Total</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>3</b>	<b>4</b>	<b>2</b>
17:15	10	0	0	1	16	0	1	0
17:30	4	0	0	0	10	0	0	0
17:45	2	0	0	0	22	1	0	0
18:00	4	0	0	0	18	0	0	1
<b>Hr/Total</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>1</b>	<b>1</b>	<b>1</b>



# Consultation Response For Nailsea West End Building Proposals at Engine Lane.

## Percentage Traffic Flow



19/04/2016

TIME	Right				Straight On			
	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	3	0	0	0	24	1	0	0
8:30	5	1	0	0	12	2	0	0
8:45	5	0	0	0	16	2	0	0
9:00	1	0	0	0	16	0	0	0
<b>Hr/Total</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>5</b>	<b>0</b>	<b>0</b>
17:15	7	0	0	0	14	0	0	2
17:30	3	0	1	0	15	0	0	1
17:45	1	0	0	0	8	1	0	0
18:00	3	0	0	0	22	1	0	1
<b>Hr/Total</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>2</b>	<b>0</b>	<b>4</b>

## Consultation Response For Nailsea West End Building Proposals at Engine Lane.

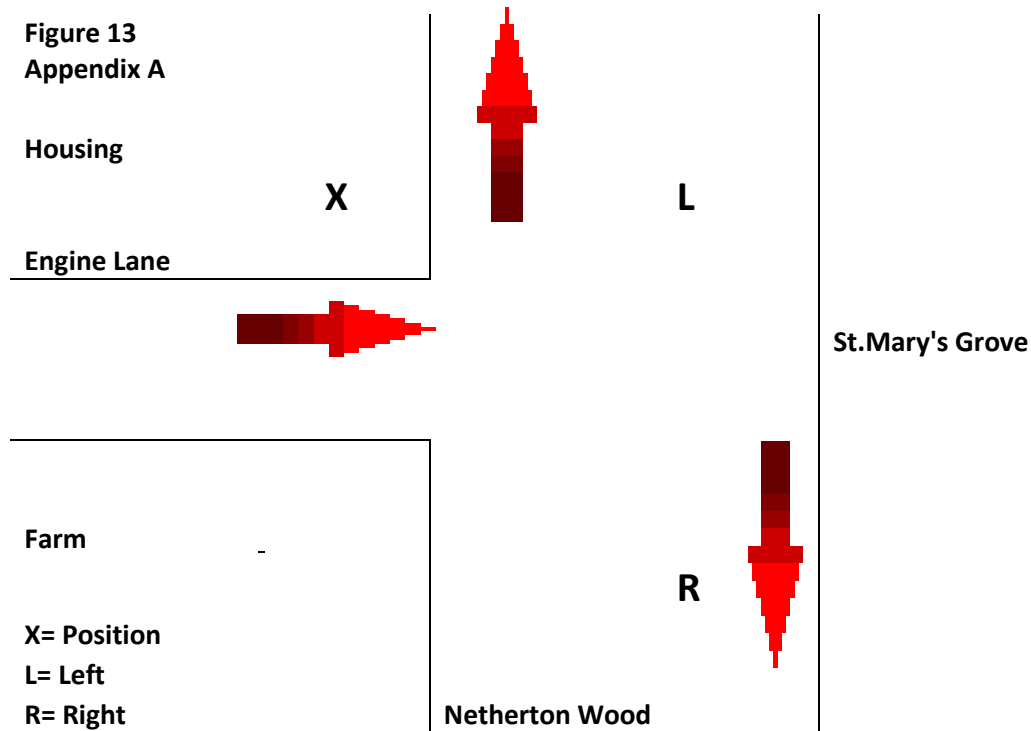
21/04/2016

TIME	Right				Straight On			
	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	4	0	0	0	20	0	0	1
8:30	2	0	0	0	8	0	0	0
8:45	3	0	0	0	17	0	0	0
9:00	2	0	0	0	18	0	1	0
<b>Hr/Total</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>1</b>	<b>1</b>
17:15	4	0	0	0	20	0	0	0
17:30	3	0	0	0	11	0	1	4
17:45	5	0	0	0	16	1	0	1
18:00	3	0	0	0	18	0	0	2
<b>Hr/Total</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>1</b>	<b>1</b>	<b>7</b>

# Consultation Response For Nailsea West End Building Proposals at Engine Lane.

## Engine Lane Housing Side

Figure 13  
Appendix A



19/04/2016

TIME	Left				Right			
	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	6	0	0	0	6	1	1	0
8:30	5	0	0	0	3	1	0	1
8:45	9	0	0	0	2	2	0	0
9:00	8	0	0	0	4	1	0	0
<b>Hr/Total</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>1</b>
17:15	4	0	0	0	14	0	0	1
17:30	4	0	0	0	6	2	0	0
17:45	4	0	0	0	4	0	0	0
18:00	4	0	0	0	7	0	0	0
<b>Hr/Total</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>1</b>

## Consultation Response For Nailsea West End Building Proposals at Engine Lane.

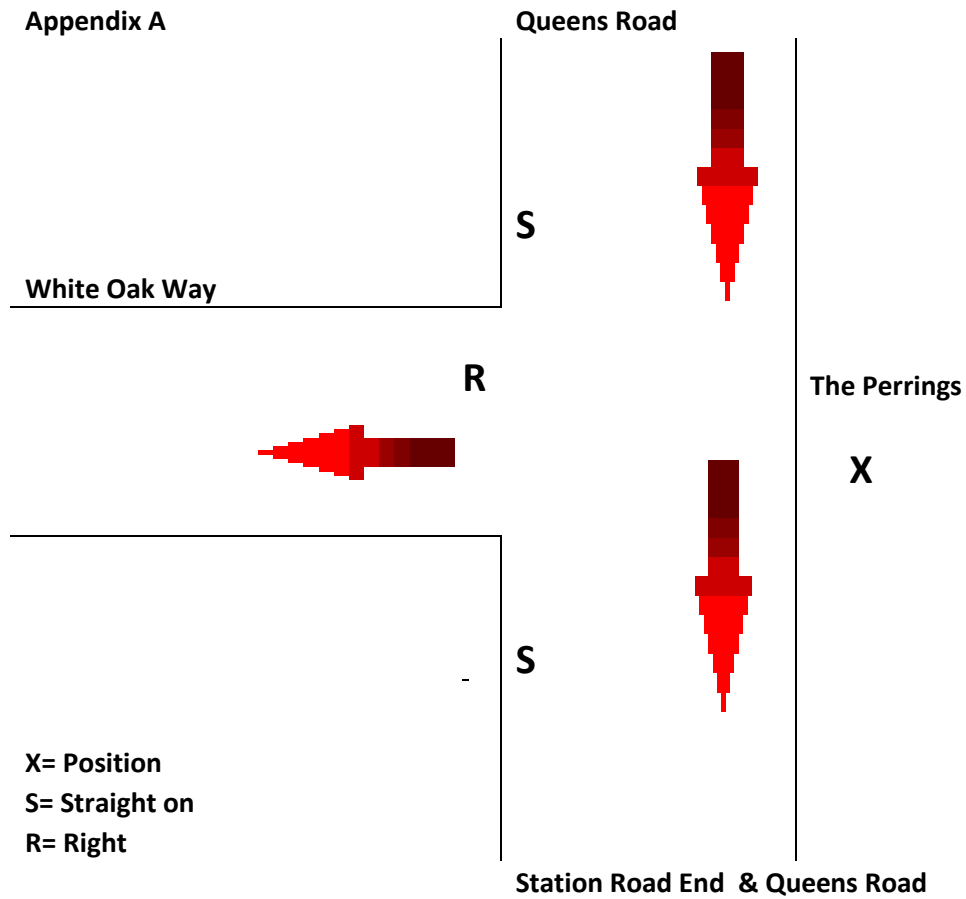
**21/04/2016**

	Left				Right			
TIME	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	6	0	0	0	7	0	0	0
8:30	6	0	0	0	7	1	0	0
8:45	15	0	0	0	3	0	0	0
9:00	7	0	0	0	1	0	0	0
<b>Hr/Total</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>
17:15	3	0	0	0	8	0	0	2
17:30	5	0	0	1	8	0	0	1
17:45	5	0	0	1	5	0	0	1
18:00	5	0	0	0	2	0	0	0
<b>Hr/Total</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>4</b>

# Consultation Response For Nailsea West End Building Proposals at Engine Lane.

## The Perrings opposite White Oak Way

Figure 14  
Appendix A



19/04/2016

TIME	Right				Straight On			
	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	11	1	1	0	7	1	0	0
8:30	8	1	0	0	3	1	0	0
8:45	21	1	1	0	3	2	0	0
9:00	24	3	0	0	4	0	0	0
<b>Hr/Total</b>	<b>64</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>
17:15	11	1	0	0	12	0	0	0
17:30	23	0	1	0	4	0	0	0
17:45	19	0	0	0	11	0	0	0
18:00	15	0	0	0	11	0	0	0
<b>Hr/Total</b>	<b>68</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Consultation Response For Nailsea West End Building Proposals at Engine Lane.

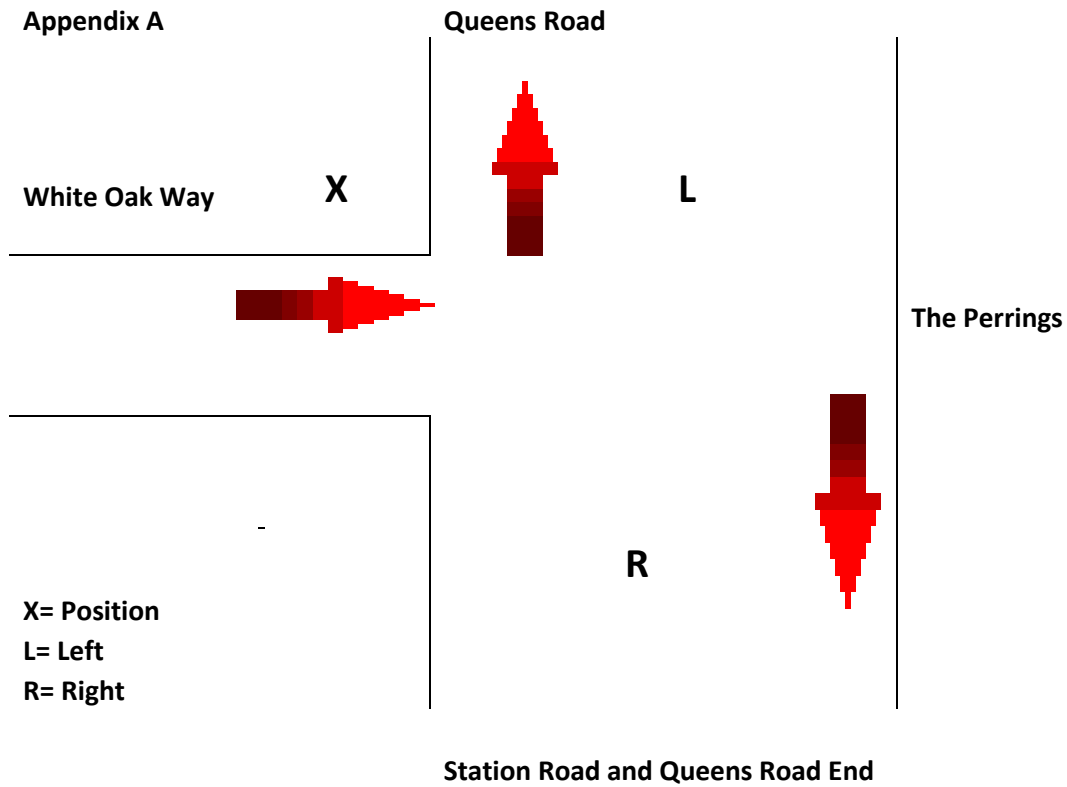
21/04/2016

TIME	Right				Straight On			
	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	10	1	0	0	3	0	0	0
8:30	16	0	0	0	1	1	0	0
8:45	34	1	1	0	3	0	0	0
9:00	23	0	1	0	2	0	0	0
<b>Hr/Total</b>	<b>83</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>
17:15	10	0	0	0	13	0	0	1
17:30	19	1	1	0	16	0	0	1
17:45	9	0	0	0	7	0	0	0
18:00	18	0	0	0	10	0	0	0
<b>Hr/Total</b>	<b>56</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>2</b>

# Consultation Response For Nailsea West End Building Proposals at Engine Lane.

## White Oak Way on Queens Road Side

Figure 15  
Appendix A



19/04/2016

TIME	Left				Right			
	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	24	0	0	0	19	0	0	0
8:30	15	0	1	0	6	0	0	0
8:45	22	1	0	0	7	0	0	0
9:00	54	0	0	0	19	0	0	0
<b>Hr/Total</b>	<b>115</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:15	20	0	1	0	10	0	0	0
17:30	11	0	0	0	8	0	0	0
17:45	8	0	0	0	15	0	0	0
18:00	13	0	0	0	11	0	0	0
<b>Hr/Total</b>	<b>52</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Consultation Response For Nailsea West End Building Proposals at Engine Lane.

21/04/2016

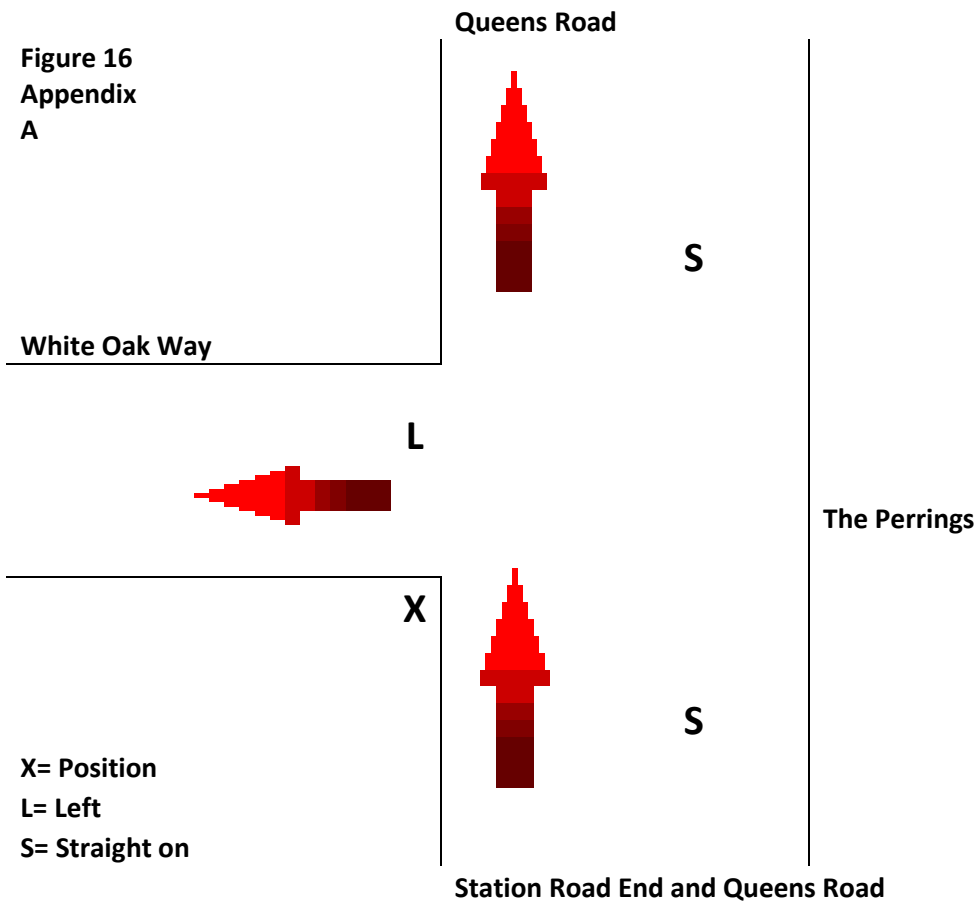
	Left				Right			
TIME	CAR/VAN	LGV	HGV	MCL	CAR/VAN	LGV	HGV	MCL
8:15	18	0	1	0	16	0	0	0
8:30	15	0	0	0	6	1	0	0
8:45	23	0	1	0	13	1	0	0
9:00	42	0	1	0	18	0	0	0
<b>Hr/Total</b>	<b>98</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>53</b>	<b>2</b>	<b>0</b>	<b>0</b>
17:15	15	0	0	0	11	0	0	0
17:30	27	0	0	0	8	0	0	0
17:45	11	0	0	0	12	0	0	0
18:00	17	0	0	0	11	0	0	0
<b>Hr/Total</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Consultation Response For Nailsea West End Building Proposals at Engine Lane.

## White Oak Way Station Road Side

Figure 16  
Appendix  
A



19/04/2016

TIME	Left				Straight On			
	CAR/VA N	LGV	HGV	MCL	CAR/VA N	LGV	HGV	MCL
8:15	6	0	0	0	2	0	0	0
8:30	13	0	1	0	13	0	0	0
8:45	9	0	0	0	3	1	0	0
9:00	17	1	0	0	5	0	0	0
<b>Hr/Tota</b>								
<b>I</b>	<b>45</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>
17:15	10	0	1	0	6	0	0	0
17:30	9	0	0	0	8	0	0	0
17:45	13	0	0	0	12	0	0	0
18:00	12	1	2	0	4	0	0	0
<b>Hr/Total</b>	<b>44</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Consultation Response For Nailsea West End Building Proposals at Engine Lane.

21/04/2016

	Left				Straight On			
	CAR/VA				CAR/VA			
TIME	N	LGV	HGV	MCL	N	LGV	HGV	MCL
8:15	11	0	1	0	5	0	0	1
8:30	7	0	1	0	6	0	0	0
8:45	12	0	1	0	12	0	0	0
9:00	13	0	1	0	7	0	0	0
<b>Hr/Tota</b>								
<b>I</b>	<b>43</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>1</b>
17:15	12	0	1	0	9	1	0	0
17:30	11	0	0	0	7	0	0	0
17:45	15	0	1	0	8	0	0	0
18:00	<b>19</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Hr/Total</b>	<b>57</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>0</b>