

**TR040011: Portishead Branch Line – MetroWest Phase 1 Updates - ExA
Issue Specific Hearings, 11 and 12th January 2021**

Supplementary submission on behalf of Ham Green St Katherine's Park and Chapel Pill Lane Residents concerning Impacts on the Ham Green fishing lakes of the Pill Tunnel Construction and Maintenance Compound: extract of an email to Sustrans dated 11th January 2021

... wanted to make sure you are aware of the housing development at Chapel Pill Lane (on the Avon Trail) as things are now progressing quickly. Firstly, the site has been incorporated into the local "Neighbourhood Plan" which has been published for public comment. The site was subsequently included in the final plan, which has now been approved by North Somerset Council, and we expect that a formal planning application is now imminent.

... it might be useful to highlight a couple of extracts from the Neighbourhood plan (in blue font) with ... comments in black:

5.6 (p17&18) 'traffic on chapel pill lane amounts to **450** motor vehicles a day on a weekday (200 on weekends) Traffic serves the farm. The Lane is also well used by cyclists and walkers.

There is no mention that this is on the Avon trail, and is well used by families, dog walkers, ramblers and runners.

However, Background paper 2 (Transport & movement section 3 Table 10) say that the Avon Trail at Pill alongside disused railway has an average daily weekday flow of **279**

This is the highest footfall of all the local cycle tracks/routes (shown in table 9) . This was pre covid figures. During the height of the pandemic, the use of the cycle track hit the local news and local people were recording 1,000+ users a day. So Mix this with the current the **450** weekday average of motor vehicles, which will no doubt double with the proposed development, plus the heavy farm vehicles additional heavy duty railway traffic due to the Metrowest proposal, in the narrowest of bends, surely this is an accident waiting to happen? The footpath suggests access for pedestrians but what provisions are being made for cyclists.

See below they [the proposers of the Neighbourhood Plan] are also framing this cycle path as not being a popular one....

6.10 'National Cycle Route 41 (Avon Trail) was popular but it's condition has caused its use to decline and sections are so poor it needs rebuilding'.

Again the evidence doesn't support this. It seems strange to suggest it 'Was' popular when the numbers suggest it is The Most Popular route by far. The likelihood is that these numbers are coming up Chapel Pill Lane and will be going past the proposed development, creating an accident blackspot.

... the cycletrack is very busy now and ... hope this continues, but ... feel strongly that the site (which incidentally sits within the green belt) should be avoided due to the health and safety risk to the public.

Additional Note not part of the extract: The figures demonstrate that there is a very high risk to cyclists, walkers, joggers and families with young children, of mixing these recreational groups of Avon Cycleway users with the very high volume of traffic, including HGVs and low-loaders, that the combined impacts of the MetroWest Phase 1 project and the Neighbourhood Plan housing development will engender both during the construction phase and permanently thereafter if both projects proceed to completion. The applicant's (shared jointly with Network Rail) responses received to date do not adequately address these issues and if anything highlight that there is a serious conflict of interests between North Somerset Council as the Applicant and North Somerset Council as the Planning and Transport Authority that the Memorandum setting out how the separation of functions will be ensured does not adequately address or provide a sufficient level of assurance in which the public can have trust.

Stuart Tarr

On behalf of Ham Green St Katherine's Park and Chapel Pill Lane Residents

12th January 2021