

Questionnaire:

1. Do you agree that an increase in active travel (for example walking, cycling, jogging, wheeling, scooting) is needed to help North Somerset reduce its carbon emissions from transport?							
Yes ✓				No *			
2. Studies have shown that those arriving on foot or by bike to town centres spent 40-65% more than those who travelled there by car. To what extent would you agree that we need to do more to give priority to pedestrians and cyclists over private motor vehicles wherever possible? This could include improved crossing points, reducing road space to widen footways and cycle lanes to improve the facilities for active travel and exercise.							
Strongly agree *		Agree ✓		Disagree *		Strongly Disagree *	
3. How would you best describe North Somerset's current transport network for walking, cycling and other forms of active travel?							
Very good *		Good *		Some good areas, others poor *		Poor ✓	
Very poor *							
4. To what extent do you agree with the below vision statement for the Active Travel Strategy? 'Making walking and cycling the natural choice for a cleaner, healthier and more active North Somerset.'							
Strongly agree ✓		Agree *		Disagree *		Strongly Disagree *	
5. What do you think about the Active Travel Strategy's key target to increase walking and cycling trips by at least 300% by 2030?							
Strongly agree ✓		Agree *		Disagree *		Strongly Disagree *	
Using up to 200 characters, please tell us why.							
1. Better health for individuals with reduced load on our NHS and, a more enjoyable and longer active life.							
2. Reduced carbon emissions from not using vehicles for journeys that can be relatively easily accomplished on foot and bicycle.							
6. What is the biggest challenge in getting people to walk or cycle for short and medium journeys instead of using the car? And have we missed any other challenges in our list of challenges in Section 3 of the strategy? Use up to 500 characters to respond.							
1. Biggest challenge is the changing of attitudes, the cultural shift, to question whether it is necessary to take the car for short journeys, particularly on a cold, wet and windy day when taking a car is so much easier and more comfortable. This is the challenge at the top of the list of Challenges in Section 3 of the North Somerset Council Active Travel Strategy 2020 - 2030							
2. We believe the list of Challenges as stated on page 15 of the above mentioned document is comprehensive and complete.							
3. A review of the effectiveness and safety issues affecting existing pedestrian routes is essential.							
7. The Draft Active Travel Strategy has four key aims for North Somerset:							
• Deliver safe and frequent active travel							
• Tackle the Climate Emergency							
• Drive local economic development							
• Shape active travel neighbourhoods through an enabling planning system							
To what extent do you agree with each of the four key aims?							
Strongly agree ✓		Agree *		Disagree *		Strongly Disagree *	
8. If we have missed something from the four key aims above, what is it? Respond in less than 201 characters.							
Tickenham Parish Council believe the 4 key objectives (this is what they are called in the North Somerset Council's Active Travel Strategy 2020 - 2030) are comprehensive and complete. The objectives are listed in the Contents (page 6) with a complete section of several pages for each objective:							
• OBJECTIVE 1: DELIVER SAFE AND FREQUENT ACTIVE TRAVEL - page 17 (15 pages)							
• OBJECTIVE 2: TACKLE THE CLIMATE EMERGENCY - page 32 (3 pages)							
• OBJECTIVE 3: DRIVE LOCAL ECONOMIC DEVELOPMENT - page 35 (10 pages)							
• OBJECTIVE 4: SHAPE ACTIVE TRAVEL NEIGHBOURHOODS THROUGH AN ENABLING PLANNING SYSTEM - page 45 (5 pages)							
9. In Appendix 2 of the strategy we outline the types of interventions we will make to improve walking and cycling facilities across North Somerset. The types of 'improvement schemes' we will undertake are:							
1. High Street or district centre active travel improvement schemes							
2. Active and Green Neighbourhoods							
3. 20mph Zones							
4. School pedestrian and cycle zones and priority walking schemes							
5. Strategic urban cycle routes							
6. Strategic inter-urban/rural cycle routes							
7. Segregated cycle lanes							
To what extent do you agree with each of the types of improvement schemes above?							
Strongly agree *		Agree ✓		Disagree *		Strongly Disagree *	

10. In your local area what is the top action that you think would help improve active travel?

Tickenham has several pressing needs relating to pedestrian/cycle use due to the unique layout and position of Tickenham. Unfortunately, Tickenham is not named/identified in any of the B9 pages of text that comprise the Active Travel Strategy:

- 20 mph zones – Tickenham is not on any programme for the design/delivery of a much discussed mandatory 20mph speed zone to protect the school children in the centre of our village. We believe the B3130 between Clevedon and Nailsea is the only local 'B' road designated as a Freight Route.
- School pedestrian and cycle zones and priority walking schemes -
 - we have a major new development of 30 odd houses on the site of the old Tickenham Garden Centre on the eastern side of our village, and, despite our requests at the outline planning stage for a pedestrian connection to the generally metalled footpaths alongside the B3130 connecting to the School, Village Hall and Village Field, it would appear the development will proceed in its road locked form forcing parents to take their children to Tickenham School by car as there is no sensible alternative.
 - The lack of footpaths and the sub-standard width of the B3130 through Tickenham are dangerous and intimidating to pedestrians and cyclists.
- Strategic inter-urban/rural cycle routes – a scheme closing The Causeway to vehicular traffic (the southern end of The Causeway is a 10minute cycle away from Nailsea and Backwell Railway Station [see the map on page 20 of the Active Travel document]) would significantly improve active travel to and from Tickenham.
- Roads for cycling must be in good repair (i.e. the B3130): Page 17 states – "Delivery and design standards" section "... existing infrastructure needs to be reviewed and upgraded to ensure that it remains fit for purpose and of a condition which provides safe and comfortable access for all users" ...Page 42 states – "As the Highway is an essential element of the cycle route network we need to be mindful that it needs to be properly maintained for both the safety and comfort of the cyclists..... Potholes need to be addressed promptly." This continues to confirm maintenance benefits all road users.

We apologise that we have not limited our response above to the requested 200 words but believe our response is a good example of brevity whilst getting our points across.