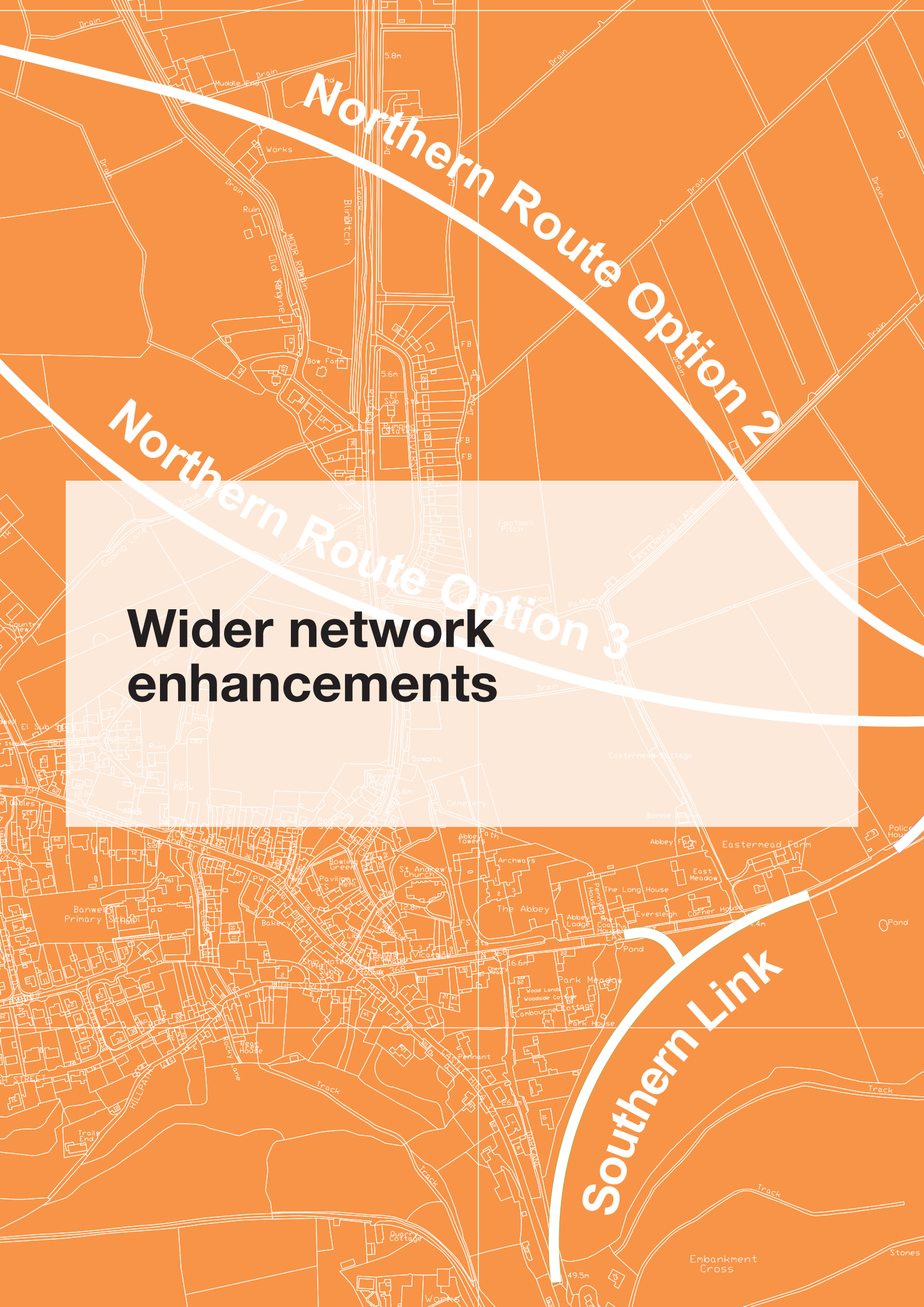


Northern Route Option 2

Northern Route Option 3

# Wider network enhancements

Southern Link



Meetings and workshops have been held with Banwell, Winscombe & Sandford and Churchill Parish councils. These meetings have allowed us to better understand the existing situation in each village and to listen to the concerns of the community.

### General concerns raised include:

1. The potential impact of additional traffic from a bypass on communities along the A371 and A368.
2. A bypass making congestion even worse than it is now in nearby areas and villages.
3. During quieter periods, traffic speeds could go above speed limits, causing safety concerns on the road.
4. Safety of local residents, particularly those that are vulnerable.

We are considering options to offset possible impacts in the surrounding villages and routes towards Weston-super-Mare, as well as the addition of enhancements as part of, or separate to, the bypass scheme.

The following list outlines the measures that will be considered. A range of measures will be selected and developed further based upon how well they positively impact the communities, value for money and your views through feedback from this consultation. Not all measures may be able to be delivered through the scheme, however NSC will look for other opportunities for delivery if required.

### The measures under consideration are:

1. Widening of narrow sections of carriageway along A368 where possible, which would smooth the flow of traffic.
2. Improvements to the Churchill A368/A38 junction, which would smooth the flow of traffic and provide active travel opportunities.
3. Side Road improvements to avoid “rat running” and improve active / sustainable travel routes.
4. Connectivity, replacement habitat and enhancement for protected species and habitats.
5. Biodiversity Net Gain.
6. Air quality and noise mitigation measures through planting and green barriers.
7. Native planting, rewilding and locally indigenous planting.
8. Consideration of improvements to the local footways (adjacent to carriageways).
9. Improvements to pedestrian road crossing facilities.
10. Consideration of speed limits.
11. Speed limit enforcement measures.
12. Traffic calming measures (both physical and white lining).
13. Public transport infrastructure provision- such as bus stop locations and facilities.