

Compton Bishop Parish Council

Transport Priorities for the Parish

2010 to 2015

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Report 09.12.09 Transport vision for CB & C

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1 Introduction

1.1

This response is produced following a request from Somerset County Council for information about how the parish sees future requirements for roads, transport and users of the area. The Parish Council has asked its Highway Advisory Group to prepare this document. It should be read in conjunction with those reports previously submitted and identified as appendices. In addition there is the Village Design Statement and the Local Development Framework is an important consideration giving detail of the broader development plans by the District Council.

1.2

Local Development Framework calls for a 20-year vision with consideration of spatial strategy, housing, employment and other policy areas. It leaves aside development at Hinkley Point and also the Severn barrage proposals that are the responsibility of others. Bridgwater will take 75% of the 10,200 new dwelling demands much of which will be on the old cellophane factory site. 6,000 new jobs are required to be created.

1.3

The nominated local areas are Cheddar, Burnham and Highbridge with key rural settlements of: Axbridge, Cheddar village and Wedmore; other areas are not planned to see any development other than minor numbers of affordable housing for local people.

1.4

Tourism is to be encouraged. Public transport is important and countryside is to be protected with sustainable development adopted, incorporating climate change, building designs, affordable housing, transport and the environment. Property extensions are to be permitted and there will be affordable housing for the local elderly.

1.5

SCC advises that there will shortly be available a paper on minerals, which is expected to be available to parishes. The Batcombe quarry is expected to contribute 14,000 metric tonnes per year from an England total requirement of 216,000 m/t/year. This affects the Parish through the transportation of the product through it.

1.6

We are aware that in addition to those already mentioned the following major projects in the locality will have implications for our highways:

Bristol International Airport Development and expansion	Increase in new dwellings in the locality
The Axbridge Reservoir construction	Tourism development
The construction of Power distribution Pylons	Freight route to the East
Southern ring road around Cheddar	Commuter traffic increase
The impact of North Somerset's core strategy	Shopping and commercial vehicles increase
Construction of Hinkley C	Promotion of CROW and ANOB

1.7

From the National and Local issues outlined it is evident that unless careful attention is paid to planning the local infrastructure in a positive, but organised fashion our Area of Outstanding Natural Beauty with the Mendip Hills could be blighted and residents seriously affected.

2 The Locality

This rural Parish extends along the southern slopes of the Mendip Hills to the East of the M5 gap. It has one longitudinal East / West lane with offshoots and at its eastern end a north / south Principal road the A38, which is a major artery for the southwest providing access to the M5 motorway and traffic between Bristol and Bridgwater/Taunton the County town. It also acts as a relief road when and if the M5 motorway is restricted in anyway. A map of the parish is provided at **Appendix No. 1**.

3 Parish objectives

3.1

To have Somerset County Council recognise the requirements for future infrastructure and incorporate these developments within their plan for action in a phased manner.

3.2

To ensure that sufficient financial funds are allocated by Somerset County Council to their budget to enable the works identified to be carried out at the appropriate time.

3.3

To ensure residents safe passage in their travels and the maintenance of the rural aspects of the Parish, as far as this is practical.

4 Summary

The key requirement is for SCC to recognise the strategic worth of the Principal A38 route in meeting the traffic demands upon it and to prepare this artery for the levels of safe traffic flows that it and the Axbridge bypass will be required to carry in the future. Recognise that transport users of each mode need to be able to pursue their activity in a safe environment. To make financial provision for all necessary works and offer a coherent plan for their execution. Currently the Parish considers itself under attack from growing volumes of traffic and the lack of safe provision for the traversing of the A38. Schemes developed need to be practical and acceptable to residents with consultation playing an important role.

5 Political aspects

5.1

It is evident that the current policy the County is pursuing with roads, is that unless some fatalities have been incurred at a particular location, little remedial action will be taken other than maintenance issues of the existing infrastructure. Even then the action will be limited to minimal expenditure. It seems that money is the driving force as opposed to safety of the public.

