

# ***Bishop's Hull Parish Council***

TDBC Planning Application 05/2007/057  
Proposed Development at Bishops Hull Road

The following is suggested as a realistic approach to the traffic aspects of the above application, which the Parish Council has objected to. Planning aspects are considered separately.

## Traffic

1) It is essential that the traffic statement submitted with the application should be corrected to be accurate and based on reasonable assumptions. The present document contains many basic errors, is based on traffic data lower than actual flow, and unrealistically assumes that no traffic from the development will travel to or from the village.

2) It is important to remember that the centre of the village is a conservation area where there are several early 18<sup>th</sup> century properties near to the narrow roads. In fact in some are adjacent to it.

3) There are mixed views about the proposal to modify the Bishops Hull Road/Wellington Road junction by introducing traffic signals and not permitting traffic from Wellington Road to enter B H Road:

- a) Even though there is not a particularly bad accident record it has to be acknowledged that the proposed junction would be safer than the existing.
- b) Concerns about the use of B H Road as a rat-run have been raised over many years and that is one of the reasons traffic calming measures were introduced when the Silk Mills scheme went ahead. Although the proposed junction would completely eliminate this problem in one direction it will probably encourage it the other way (Staplegrave area to Wellington Road). Banning right turns from Silk Mills into Netherclay would go some way to correcting this.
- c) The proposals would have unfortunate social consequences. The residents of part of the village would have to travel further to access the village shops, school, church and other community facilities. In fact it would be the third such division of the community.

4) Based on previous discussions the Parish Council has concerns about the following:

- a) Increased traffic through the village (Bishops Hull Road, Netherclay and Bishops Hull Hill). All these roads are narrow and unsuitable for large traffic flows. In fact the Local Action Team have been addressing the situation by carrying out 'Speedwatch' checks. The suggestion to check Netherclay is not proceeding on the advice of the police who state that there is no suitable safe place to conduct the survey.
- b) Increased traffic flow passing the local primary school - at peak times queues already extend past the school from Silk Mills Road.
- c) Similarly problems arise about the use of Shutewater Hill, another narrow road with two-way flow not possible over part of its length. This is already used as a rat-run from Cotford Saint Luke, Bradford on Tone and Rumwell. This use would inevitably increase if the revised junction proposed was implemented and the rat-run traffic then has to travel through the village.
- d) The safety of pedestrians along those sections of Bishops Hull Road where there is not a footway. Concern about the lack of a footway has been expressed many times. Although all sections need attention this would be a particular problem between Waterfield Drive and the access to the development if it were to proceed.
- e) The increase in traffic using Waterfield Drive (a virtual doubling) would exacerbate the existing problems at the junction with Silk Mills Road. That junction should be improved by the introduction of traffic signals. The existing pedestrian crossing being incorporated in the new layout.

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