

## Watkins, Emma (Agency)

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**From:** Cllr Ian Perry <[REDACTED]>  
**Sent:** 18 January 2021 23:37  
**To:** Clogg, Michael T  
**Cc:** Goldsworthy, Marcus J; Thomas, Peter DJ; Watkins, Emma (Agency); Bird, Jonathan (Cllr); Reed, Emma L  
**Subject:** Highway detail sought  
**Categories:** Matters Arising for 21.01.21

Dear Michael,

Highways engineers need to consider all users of our public highways. The small child, those providing services, making deliveries, and in minor rural settlements like St Nicholas, farmers and their 3m wide, articulated agricultural vehicles, like that pictured below in St Nicholas a few weeks ago.



Let's put turning radius' to one-side for now.

The proposed one-way system for St Nicholas will divert all traffic in front of the church.

Prior to the bollards being placed on the area directly in front of the church, cars parked on the grass. This enabled vehicles like the service vehicle pictured to squeeze past as shown in the picture below. It's no longer possible for larger vehicles to pass parked cars here.



Since the bollards were placed on the grass to the northern side of the road (left), cars can't pull so far off the road, and larger vehicles are unable to pass.

Both sides of the road are owned by the Community Council. The northern side of the road is adopted - the green and memorial are the property of the Community Council and not adopted by the Vale Council.

The area in front of the church is used for parking by parents before and after school, and by attendees at church services and events - as well as by official vehicles (hearse, wedding car).

The one-way system is apparently to allow parents to drive repeatedly around the church until a parking space, presumably in front of the church, becomes available.

As you know, this will require the width of this piece of road that sits between land owned by the Community Council to be widened to 5.5m. I think it highly unlikely that you will be able to move our Memorial. This means you'll have to battle the Community Council to widen the road towards the church. An extra 2m in width to accommodate parked vehicles and safe passage by larger vehicles. You need to also provide a footway of at least 2m. Let's have a look at the amount of space available.



Hey presto! There is 4.4m between the road and the wall of the churchyard. 2m roadway widening plus 2m footway is 4m, so this can be done! **But**, what about the benches? Let's ignore the fact that this is a Conservation Area for now.

Benches are a feature of Active Travel - particularly for people with disAbilities. These benches are a feature of the Village Green (Conservation Area), and they provide place for people to reflect on the Memorial and rest when walking the Millenium trail.

Benches are 0.7m deep, and space needs to be left for people's legs. The benches can't just sit on 2m of pavement that goes up to the churchyard wall, and the churchyard wall can't be altered.

Extending the paved highway up to the Churchyard wall would surely desecrate the Conservation Area?

I think we will need to prohibit parking. Ah, but this might make the church unviable, and the only given reason for the school being built on the present site is proximity to the closure threatened church. If we prohibit parking here, parents will be circulating the church endlessly! Isn't the over-riding issue a lack of

parking? The proposed solution of a one-way system actually may mean that a significant amount of parking space is lost?

I believe we need to see proper detail of the proposed one-way system and pedestrianisation for St Nicholas ahead of planning determination. If the Highways proposal isn't possible without significantly changing the Village Green in the Conservation Area, then surely Highways will need to withdraw their "conditions" and submit a strong objection to the planning proposal?

I look forward to your answer on this - then perhaps we'll talk vision splays and turning radius?

Regards,

*Ian*

Chair - St Nicholas with Bonvilston Community Council