

**Pedestrians  
in  
Cross  
2007**

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## 1 Background

Cross is an old coaching village located on the old main road from Bristol to Bridgwater before the now main road, A38 was constructed in the 1930s. Old Coach Road is the road which forms a cross road with Cross Lane located to the East of the A38. Old Coach Road has residential property on both sides of it and these are of a terrace character at its Eastern End. It contains two active public houses. On the Northern side there is a public right of way and bridle path, which gives access to Cross Plain. The road is narrow and the problem of car parking creates a restricted access at certain times. This matter has been raised with Mr C. Betty separately. These notes are concerned particularly with the situation for pedestrians along Old Coach Road and are intended to provide relevant information for improvement recommendations.

## 2 Problem

There are 3 particular aspects that need to be addressed.

- 2.1 Residential and visitor car parking along the road
- 2.2 The safety of pedestrians walking along the road particularly at night where they seek access locally or when returning from school having been dropped off the school bus.
- 2.3 The need for pedestrians to be able to reach Axbridge the nearest town easily and safely.

## 3 Situation

### 3.1

In this context the concern surrounding car parking is the hazard. It creates potential danger where pedestrians particularly school children who have alighted from the school bus have no other course than to walk along the road to reach their homes. There is no pavement. Addressing the car-parking problem where the road is narrow with residents parking their cars outside their properties and peaking overnight is one aspect and this has been put to your colleague Mr C. Betty. The car parks from the public houses overflow on to the roadside creating an access difficulty at peak times and should there be an emergency where a fire engine or ambulance requires a clear road there could be difficulty. This Council would welcome suggestions on what can be done to alleviate the situation.

### 3.2

There is a satisfactory pavement when walking East up to the end of the new development at Chardet Place. It then ceases. Our Council would like to see some work undertaken to establish a proper safe pedestrian route to link up with that beyond the New Inn on the North side.

### 3.3

We attach a marked plan, **Appendix No 1**, showing the proposed route for the path. It would have the benefit of providing a protected zone for the householders whose houses it passes and for customers exiting the New Inn. **Plate A** shows the view looking East from the point marked **A** on the plan. Similarly for **Plate B**, which is taken from opposite the unoccupied property again looking East.

### **3.4**

Having reached the A38 the next phase is to be able to cross the A38 safely and some sort of refuge or crossing assistance is necessary. This may well link in with the development of the junction at which our joint parishes group is looking and who will be submitting some observations shortly.

### **3.5**

Once across the A38 we wish to see a verge with a proper tarmac surface. There is already one outside the Old Manor House, but it is on the wrong side for pedestrian progress toward Axbridge.

### **3.6**

The verge on the South side needs to be upgraded and given a tarmac surface up to the footpath entrance gate, which is currently the second gate going East from the junction. It would be better if the entrance were through the first gate, but so long as there was a hard surface upon which to walk the former could be acceptable. A pedestrian can then join the footpath, which runs to Axbridge to the South of the hedge. Ownership of the fields over which the path needs to pass is understood to be a Mr P. Scott for the field opposite the old telephone exchange and to the East Mr Lukins both farmers are from Axbridge. It is understood that they could be persuaded and are not opposed totally to the provision of a path so long as it is properly done. The corner plot has recently been sold. It is preferable to get pedestrians away from the heavily trafficked Cross Lane. During inclement weather pedestrians are tempted to walk up Cross Lane itself, which is highly dangerous given the high banks and the level of traffic. The footpath traverses the North end of the field over grass and is very unsatisfactory in poor weather. The path would need protecting in that animals in the field would need to be secure and not be allowed to stray on to the footpath. The footpath then reaches Axbridge Town Council's area of responsibility and once through the stile the walk to Axbridge is straightforward.

## **4 Solution**

### **4.1**

The car parking matter is being considered, but if this included the provision of a "Priority" directional scheme there should be space for residents to park their cars and provide a suitable pavement.

### **4.2**

To achieve this we see the need for the adoption, if they are not already adopted the verges on the roadside of property boundary walls including Moorland Farm, Carabine, Durisdeer, Greenacres, and Wentwood and the construction of a proper tarmac pavement. At Condoric we propose that the pavement be transferred from the South to the North side of the road. The reason is the slight up hill gradient and bend that affect the sight line. There also would be fewer properties affected. There is a garage that forms part of Justaway's property and a pavement could be run alongside this close to. After this the entrance to the base of the foot and Bridle path to Cross Plain is found where there is space available although some rock would need removal. Then alongside Alcasta and a derelict property the path would lead down past Wessex, Bowyer House and the New Inn on to a pavement on the A38.

### **4.3**

To cross the A38 is a hazardous operation and in recent time a young boy has been injured at the scene when attempting to cross. A refuge, bridge, traffic light or a pedestrian crossing should be solutions that are considered.

### **4.4**

The remainder of the path is much more straightforward. A consideration though is that a pavement would be alongside a hedge and invisible from the road. This is not the most secure situation for a lady pedestrian and cyclist. Some time ago we were given to understand that beneath this hedge runs a major water main and that this is the reason that the hedge cannot be displaced for the path to run alongside the road. We are of the view that this situation should be re-visited.

### **4.5**

**Plate C** shows the location of a puddle which when it is wet extends into the carriageway of the A38. It sits over a blocked gully that requires cleaning.

### **4.6**

The carriageway width between Condoric and Justaway is just over 6 metres, at Newton House and between Alacasta it is 6m 60 and between No 12 The Court and Wessex, 6 metres. As 6 metres width is understood to be the minimum width required for 2-way traffic it might be necessary in order to accommodate a footpath, to install a "Priority over oncoming vehicles" scheme. At present the situation concerning the knowledge of residents' boundaries, as shown in their title deeds, is not known.

## **5 The Parish asks**

### **5.1**

That consideration be given to the feasibility of the proposal and that it forms a longer term development should it not be capable of being executed in one complete operation. It does fall naturally into a number of phases and may need to span different budgets.

### **5.2**

We shall welcome suggestions as to how the overall objective can be attained within the priorities and financial constraints that exist for the Highways budget in Somerset or through a series of grant applications.

### **5.3**

If a site meeting were helpful or there is other information that you require that we can produce please ask us.

### **5.4**

We are of the view that finding a solution to the problem outlined should be a high priority to protect youngsters and residents from Cross and to improve access to local facilities.

**6 Residents**

At this juncture no approach has been made to residents who may be affected by the development.

**7 Conclusion**

The footpath to Axbridge has been the subject of discussion within previous Councils for many years. The present Council considers that it is time for this identified need to be resolved and a solution implemented at the earliest opportunity given that there are an increasing number of youngsters in the village. This Council looks to the County Council Planners to produce a suitable response within the present timescale. This Council recognizes that it may be necessary to apply a "Traffic priority" scheme at the East end of Old Coach Road to accommodate that part of the improvement. At this juncture householders likely to be directly effected have not been approached.

**8 Finance**

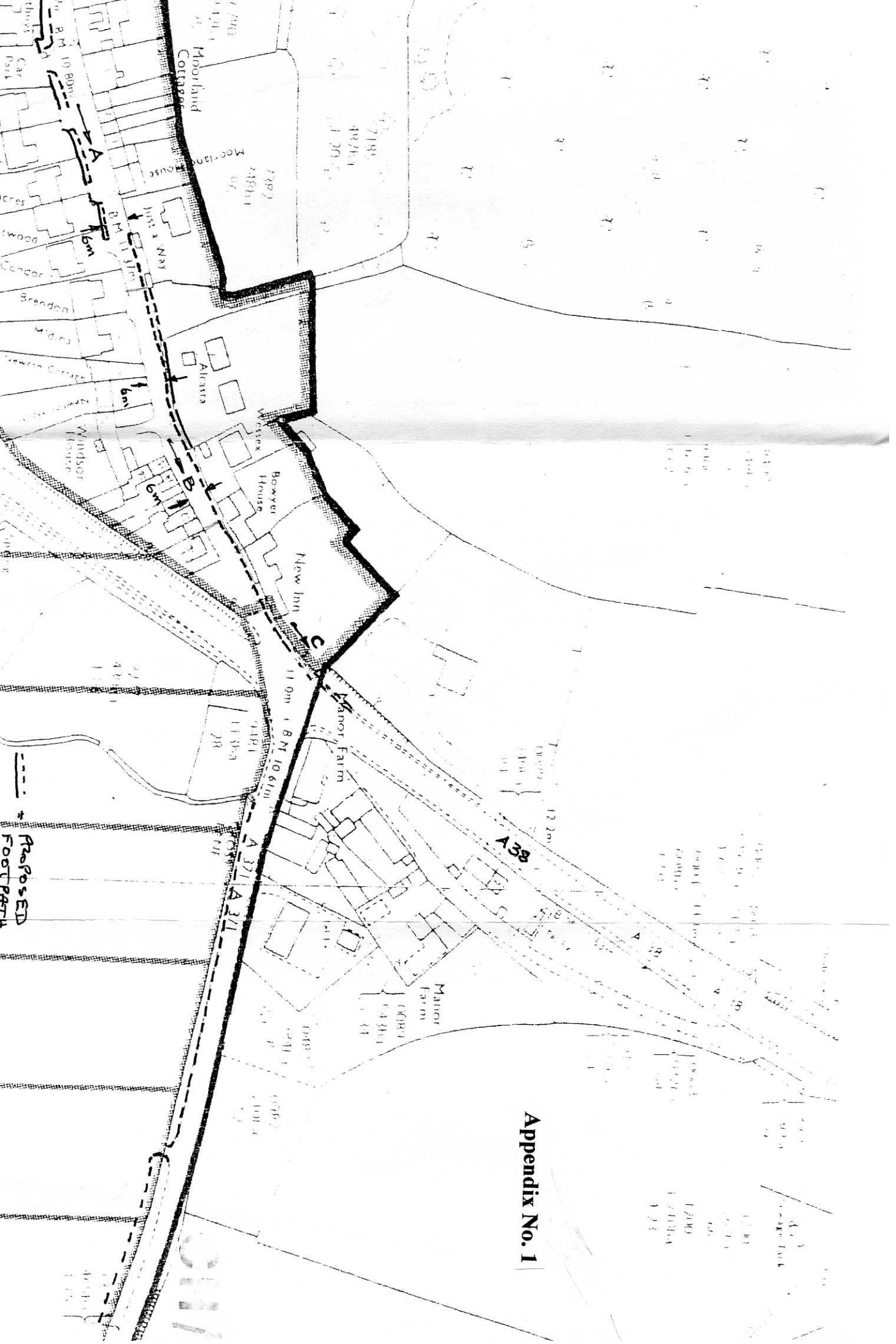
To be established

**9 Sources**

Ordnance Survey of Old Coach Road

**10 Distribution**

	<b>Copies</b>
Somerset County Council	2
Parish Clerk	1
Compton Bishop Highways Advisory Group	4



Appendix No. 1