

KEELE PARISH NEWS

October 1989

Vol 2 no 14



They love the bypass scheme; they don't love the bypass scheme; they love the bypass scheme

School's back although the Parish Council felt that they hadn't been away this Summer. In fact, were they ever out of the Village Hall is a burning question? There were, in fact, 4 meetings between July and August, one of them public and two of them 'Specials'. All meetings had been arranged to discuss the bypass.

At a Parish Council meeting in May, the County Council had presented the Parish Council with its final and detailed version of the plan of the bypass. No prior consultation with the Parish Council had been sought regarding these details of the plan by the County Council. The Parish Council therefore objected to some of the details e.g. the Side Roads Order incorporating a vehicular bridge at Quarry Bank and the proposed 10ft embankment which had not been mentioned before. Several objections had also been received to the compulsory purchase orders. (CPOs)

However, when the County Council officers were invited to explain themselves at the Parish Council meeting in June, they informed the Parish Council that more objections to the scheme had been received and unless objections - especially the CPOs - were withdrawn, a Public Inquiry would be set in November to decide the matter. It was also put to the Parish Council that a Public Inquiry would delay the start of the bypass and if the Inspector agreed with the objectors, then it would be unlikely that Keele would ever get a bypass. Rumour was also rife that the County Council was "cooling" on the scheme and that they would like to use the money allocated to Keele, elsewhere. The County Council officers agreed that they would make every effort to accommodate the objections raised

by the Parish Council. The Parish Council decided therefore to withdraw its objections in an attempt to strengthen the case for a bypass, should a Public Inquiry be held.

In the meantime the 'Keele Protection Group' was set up by those opposed to the scheme. Meetings of those for and against the scheme were held, some in private, and written information was circulated.

The Parish Council decided then that a public meeting on the bypass should be held where pros. and cons. could be expressed and a final decision made, if possible, once the wishes of the majority were known.

On 13th September, County Council officers, objectors to and protagonists of the scheme met for definitive discussion.

The Chairman introduced the speakers and outlined the present situation explaining that the Parish Council had voted in favour of the bypass at its July meeting. At the August Parish Council meeting, the possibility of holding a parish survey had been discussed and it had been agreed to obtain costings. Such a postal ballot survey by the Electoral Reform Society in October would cost approximately £1,000 and a final decision would be taken at the Parish Council meeting on 20th September.

Statement by Mr. Pickles, Assistant County Surveyor

Mr. Pickles briefly described how the present scheme had arisen from earlier proposals in the late 1960s and early '70s for a Keele and Madeley bypass. The embankments had recently been altered following detailed engineering surveys and the revised planning application would be processed shortly. Prior to issuing the compulsory purchase and side roads orders, the Department of Transport had been consulted and they had advised that Quarry Bank Road was a byway open to all traffic and thus a vehicular bridge was necessary. The Department of Transport had decided that sufficient objections to the orders had been received to merit a Public Inquiry to be held on November 21st.

Statement by Mr. Farrington, Group Engineer - Roads

Mr. Farrington outlined details of the bypass by reference to a section drawn to scale:- design speed of 60 miles per hour, 580 metres forward visibility and the Quarry Bank cutting would be approximately 7 metres deep. Two factors needed to be borne in mind - reasonable economy and attempts to minimise disruption to the environment. The County Council were considering how to reduce the 10ft embankment at Pepper Street. As the Golf Driving Range had opened since the bypass scheme's planning approval had been granted, Newcastle Borough Council would be responsible for solving any potential problems. A 7/8ths usage of the bypass was anticipated. In 1989, 7,900 vehicles travelled through Keele in 24 hours. By the year 2,005, it was forecast that as many as 12,000 vehicles could travel through Keele.

Mr. Farrington pointed out that the 15% growth in vehicles had more than compensated for any decrease caused by the Barthomley link road. Any surplus soil cost £1 to £1.50 a cubic metre to dispose of on site and £5 to £6 off site. Maps showing each section of the bypass were displayed. Quarry Bank bridge would need to have a waterproof surface, but the remainder of the road would be dry stone and would rapidly deteriorate to its present condition. It would not be economic sense to put a footbridge by the Narley footpath and it was proposed that steps would be put at this site on each side of the bypass. There would be a 400ft ramp with a 1/40 gradient up to the 'stub end' of Pepper Street and in the County Council's view this was not a serious gradient. Two or three more counts would be undertaken before the Public Inquiry, but a recent count had shown 24 pedestrians in Pepper Street in the busiest hour between 6 and 7 pm. The Pepper Street/Station Road junction would be the same height as the proposed ramp and would have a 1/12 gradient down into old Pepper Street.

Statement of objection to the bypass proposals - Mr. P. Johnson, Chairman, Keele Protection Group

Mr. Johnson felt that the comments by Mr. Farrington regarding the possible reduction of the embankment at Pepper Street were heartening. He pointed out

that the scheme which received approval in 1987 differed from the present scheme and outlined the group's concerns:-

Embankments In 1987 the embankment was lower. Traffic on embankments created more noise, dirt, danger, was visually intrusive and more accidents would occur along an embankment. The residents of Chapel Cottage had been informed in 1986 that the bypass would be constructed at ground level, whereas now a 10ft embankment would pass close to their property. The disposal of surplus material ought to be weighed against building an embankment of this height. Crash barriers would also be an additional cost.

Quarry Bank If the County Council built the road it would become an adopted highway. The proposed unsurfaced road from the bridge to the Hawthorns formed a small proportion of the road and it had taken a long time for the present road to deteriorate into its present condition. The Group was concerned that with the alterations to the Pepper Street junction, Quarry Bank would become a short-cut to Silverdale. The restricted access indicated the County Council's intention to place metal bollards to restrict traffic across the bridge to car traffic only except when the farmer needed a wider road for farm vehicles etc. This method would place too much onus on the farmer. Opening up Quarry Bank could also lead to housing development.

Pedestrians The crossing arrangements at the Narley were not very appropriate. The major concern was pedestrians crossing the bypass at Pepper Street, for example to catch buses to Newcastle and Madeley. The bypass would be 30ft wide at that point with high speed traffic and would pose a danger to children. There were no forms of refuge to enable people to be safe when crossing the road.

Environment The latest scheme would be much more damaging to the environment with the embankment and the cutting in the ridge by Quarry Bank.

Accidents Three t-junctions would be created along the bypass which would prove extremely dangerous, especially with the anticipated increased traffic speed along the bypass. Traffic

turning right at the Gateside Corner junction would be vulnerable.

Existing route through Keele Not all traffic would be removed from the village. The traffic speed might be increased with less traffic and the alterations to Quarry Bank could increase traffic at the Yew Tree junction.

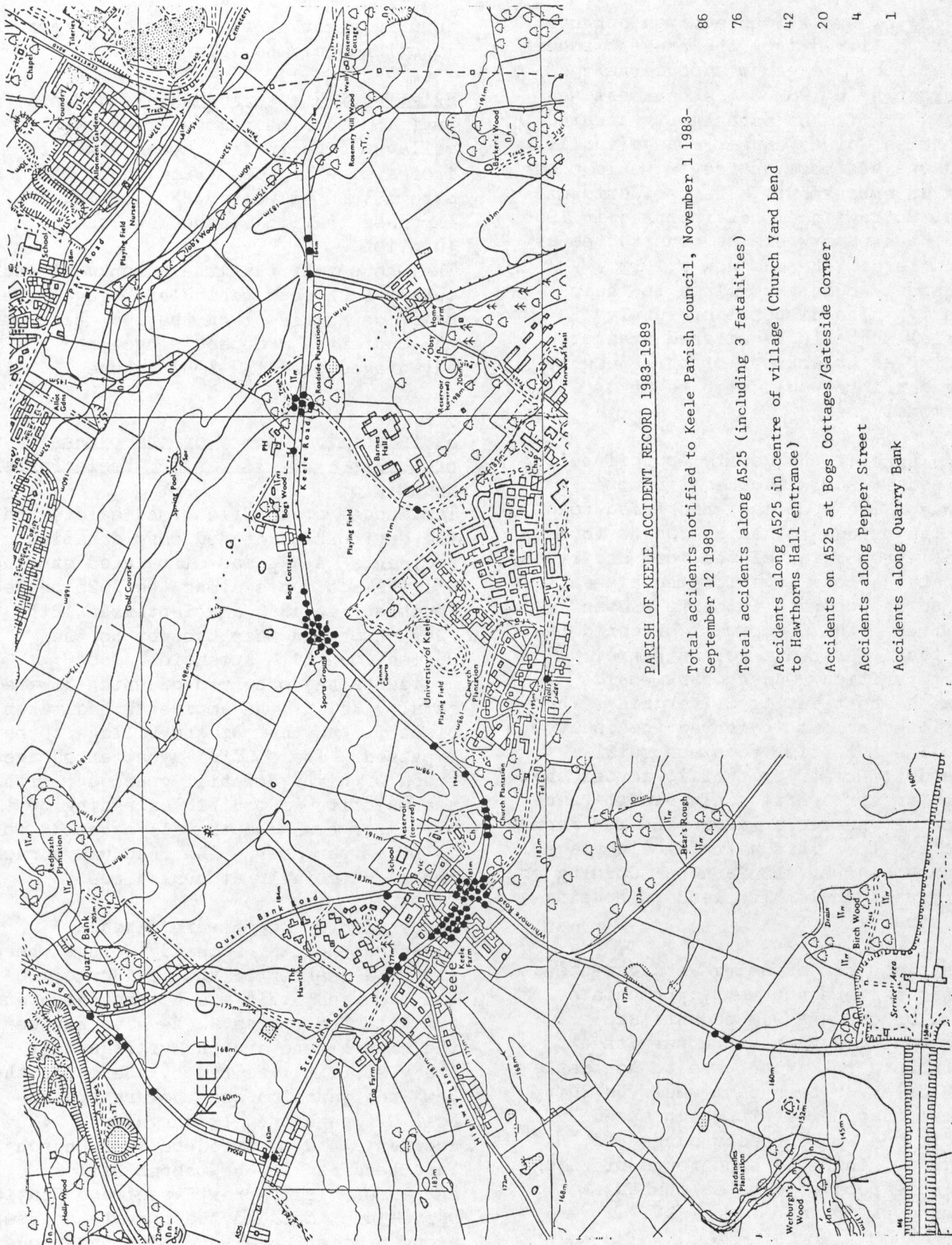
The Group felt that the embankment and Quarry Bank road vehicular bridge were major departures from the 1987 plan and the currently proposed scheme had no advantages over the 1987 scheme.

Statement in support of the bypass proposals - Dr. J. Naylor, Keele Parish Councillor

The issues of traffic, road safety and the environment needed consideration. Accidents A map was circulated showing all the accidents along the A525 between November 1st 1983 and September 12th 1989 which had been brought to the Parish Council's attention. 86 accidents had occurred of which 3 were fatal. 73% of the accidents had taken place in the part of the village to be bypassed. The A525's layout encouraged speed with its downhill gradient, with the majority of traffic exceeding 30 miles per hour and travelling at 40 to 50 miles per hour. The road was a race track, especially at peak times.

Danger Spots There were certain hazardous points: Gateside Corner where almost a quarter of the accidents (20) had occurred; this would be straightened out with the bypass. The area between the church bend and the village hall - The visibility was bad by the bend, the Yew Tree junction and the area by the Post Office extremely dangerous. 42 accidents had occurred between Church Yard bend and the Hawthorns Hall entrance. The Pepper Street and Station Drive junctions and the private drives along Station Road were also hazardous.

Volume and Weight of Traffic The proposed bypass would take a heavy and increasing volume of traffic away from the village centre. Most of the traffic was through traffic and nothing to do with the village. The A525 was a designated route for coal traffic and coal mining in the area would be increasing. Lorries weighing 40 tons,



PARISH OF KEELE ACCIDENT RECORD 1983-1989

Total accidents notified to Keele Parish Council, November 1 1983-
September 12 1989

86

Total accidents along A525 (including 3 fatalities)

76

Accidents along A525 in centre of village (Church Yard bend
to Hawthorns Hall entrance)

42

Accidents on A525 at Bogs Cottages/Gateside Corner

20

Accidents along Pepper Street

4

Accidents along Quarry Bank

1

sometimes in convoys, created terrible noise and danger. Traffic would be increasing with 600 homes planned to be built in Madeley and the A525 provided the route from the Midlands to the West and the North West.

Home Dimension Dr. Naylon stated that people in Keele deserved better. Many people were placed in danger by the road - children at St. John's School (the lollipop crossing patrol man had been narrowly missed), a large number of senior citizens, Hawthorns Hall of residence with 700 students crossing to lectures on the campus at least twice a day mainly at rush hours, persons attending numerous conferences at the Study Centre and SAGA holidays. It was estimated that there were 3,000 individual crossings a day mostly coinciding with the rush hours. Dr. Naylon asked why should people in Keele live like that any longer when a solution was on offer? The bypass would also create less maintenance for the planners and engineers.

Conservation

The centre of Keele had been designated a conservation area and yet the present traffic on the A525 caused damage to the environment and living conditions and was a constant source of danger to people's everyday lives. The churchyard wall had already been refurbished and further improvements to the village were proposed by the Parish Council and Borough Council e.g. tree planting schemes, upgrading certain green areas and improving other stone walls, but this was pointless if the centre of the village remained a racetrack.

Comment from Mr. G. Hobbs, County Surveyor

Mr. Hobbs pointed out that there were not enough funds to provide schemes around the county and that now was the time to have the bypass whilst it was on offer. There were winners and losers in every situation and the County Council was attempting to limit any adverse effects. A Public Inquiry would be held on 21st November and the Secretary of State for the Environment would appoint an independent Inspector. Having heard the evidence, the Inspector would make a recommendation to the Secretary of State as to whether the various orders should

be confirmed. Planning approval had presently expired and a planning application including the recent amendments would be resubmitted - Mr. Hobbs stated that this situation was not unusual, as the full engineering details emerged gradually. The County Council would try to ameliorate the effect of the scheme on objectors, but it could not remove all the obstacles. The County Council had tried hard to minimise the chances of Quarry Bank Road being used as a through route. The vehicular bridge could not be removed, as there was an obligation to maintain the road's status and other persons could object. The County Surveyor promised to see if they could safely and economically reduce the Pepper Street embankment, but he could not give an assurance. Large costs were involved - 1/4 million pounds to dispose of the surplus soil to 5ft and 1/2 million pounds to dispose of all the excess soil. Mr. Hobbs gave an undertaking to provide some safe means of intermediate point for pedestrians crossing the bypass at Pepper Street. The arrangements were however in accordance with national standards. He felt that the risk of accidents at the junctions would be less as there would be proper visibility standards.

Comments & Questions from the floor

It was wondered whether it would be possible to have a roundabout at the Station Road/Pepper Street end of the bypass, as this would be safer and slow down the traffic. It was also wondered whether any tree planting around the bypass was possible. The County Surveyor replied that the Pepper Street junction was within the prescribed standards, but he would investigate whether a roundabout would be a possibility. Trees were normally planted around areas surrounding new roads. Several parishioners voiced their concern regarding the possible speed of traffic using the bypass and the proposed t-junctions. The County Surveyor reiterated that the junctions were designed in accordance with proper standards and he was not convinced that excessive speeds would be a problem. Mr. Hobbs stated that the bypass would have lighting along its entire length. The comment was made that there were at least six other schemes which would like to use the £1.6 million if the Keele

bypass did not materialise. The Keele Protection Group said that they would look at the County Council's proposals and see if they met the Group's objectives.

There were at present 4 objections to the CPOs, 20 individual representations and 55 names on a petition to the Side Roads Order. A Public Inquiry was legally required to be held, if any objections to the CPOs remained. Some felt that a public survey would be money wasted, as local councillors had been elected on a platform of support for the bypass. Dr. Studd replied that he felt a parish survey would demonstrate the volume of support for the bypass to the Inspector at the Public Inquiry.

At its scheduled meeting on September 20th the Parish Council discussed whether or not a Parish Survey should take place. After lengthy discussion, it was agreed that if a Public Inquiry were to take place, a survey should be carried out by the Electoral Reform Society involving all parishioners including students. The cost would be approx. £1481. It was generally felt that this money could be better spent elsewhere, but as such a survey would be important at a Public Inquiry, it should therefore go ahead. The survey would be conducted at the end of October.

The County Council is also to undertake traffic surveys of the roads in question. The Parish Council is to ask the County Council if these surveys can be carried out during University term time and between the hours of 8 am and 8 pm when traffic flows are at their peak.

The County Council is to approach once again the 4 CPO objectors in the hope that their objections will be withdrawn. In the event of the scheme succeeding after a public inquiry, the Parish Council would seek to recoup the cost of the survey at least.

This is how the matter stands to date. If the Public Inquiry goes ahead and a Parish Survey is undertaken using a postal ballot, parishioners are urged to assist by using the S.A.E. to respond. The question - do Keele Parishioners want a bypass, may never be asked again!

PARISH COUNCIL NEWS

Resurfacing of Highway Lane



"And can I ask you, ladies, if you are prepared to pay £130 for the resurfacing of this lane?"

To date 2 questionnaires have been sent to all households whose properties abut Highway Lane. The questionnaires showed that out of 36 households 17 were in favour. The Parish Council felt that the response was insufficient for the project to go ahead. It was therefore decided not to go ahead with the project. The District Auditor also suggested that before the Parish Council agree to contribute any funds to the resurfacing of Highway Lane that he be contacted.

Road Signs

The Parish Council is to contact the Borough Council asking that as a matter of urgency a replacement weight restriction sign be positioned at the top of Pepper Street.

Coal Lorries

It was noted that coal lorries are still coming in convoys of between 3 and 5 through the village. The Parish Clerk is to write again to the Site Manager.

Noticeboards

A noticeboard is to be sited near the post box in Quarry Bank. The noticeboard outside the village hall is to be replaced and a suitable location is to be found. The total cost of the two boards will be approximately £368.

Seismic Survey



Come on let's get this seismic survey started.

The survey will be a mixture of road and cross country work. It has been commissioned by Hamilton Brothers Oil and Gas and will be carried out by Compagnie Generale de Geophysique. Lines will be marked out then cables and small microphones will be layed along the survey route. Vibrator vehicles will then operate in convoy along the route. The vehicles lower their pads to the ground and vibrate them for 30 seconds all along the route. The process involves 4 vibrator lorries. Wooden pegs may also be inserted. The data collected is then computer processed and analysed by geophysicists and geologists to decide whether or not oil or gas are to be found. If oil is discovered then the company may undertake exploratory drilling. Before any drilling can take place, planning consent and licence applications must be obtained.

Village Ventures

The presentation of awards for the Village Venture competition is to take place near Stafford on 29th October at 8 pm. The Parish News has been entered for the competition. Winners will be announced during the evening.

Bus Services

The Staffordshire bus service will run between Hanley-Whitchurch; Newcastle-Knighton; Woore-Market Drayton from the village. For further details of times, contact Margaret Capper or ring Stafford 223344.

Litter



"Of course that's what I said to the Borough Council when they said they couldn't afford an anti-litter campaign."

The Parish Council wrote to the Borough Council regarding the Borough Council initiating an anti-litter campaign. However, the response from the Borough Council stated that such a campaign "would have substantial financial implications & currently there is no finance available for this purpose." The letter went on to inform the Parish Council that the Borough Council operates a bulky refuse collection service, which has been well publicised and which should make general dumping unnecessary. "There is legislation planned which should make it easier to take legal action against anyone fly-tipping, it is hoped that this will prove effective." Regarding dog fouling, the Borough Council view is, that as there is only one dog warden, it is necessary to rely on members of the public giving evidence after witnessing dog fouling. "Where

this is possible," the Council says, it would be "quite willing to take the necessary legal action."

Keele Tourist Leaflet etc.

Please remember that the Keele Tourist leaflet, notelet and greeting cards - most suitable for Christmas and Christmas gifts for Granny are still available for sale, either at the Post Office or from the Chairman, Keele Parish Council.

PARISH NEWS

Garden Guild

The Garden Guild have had a busy summer. Their year's labours culminated in an Annual Show held on 14th August. Mr. & Mrs. David Butcher were the judges.

There were also talks to members on "preparing for shows" and "Garden Festivals".

The highlight of the year will be the annual Bring & Buy & Coffee Evening which will happen on 9th October, when the fruits of the Guild's labours will be on sale. Make a note in your diaries for this.

Village Hall Activities for the year
Dressmaking - Monday 2.00 - 4.00 pm

Flower arranging - Friday 2.00 - 4.00 pm

Best Kept Village Competition

Yes folks, we didn't win again, this year, although our near neighbours Betley/Wrinehill came third. The comments for Keele made by the judges are eagerly awaited.

The Parish Council would like to thank Mrs. Naylor for her stirring efforts and thanks to all those who actively participated.

Prizewinners in the competition at the school were:

Infants 1) Leo Townshend,
2) Bethan Parry, 3) Kate Summerfield

Juniors 1) Robert Hampton
2) Sara Idris, joint 3rd: Lucy Andrews and Rebecca Vincent

The prizes provided by the Parish Council and Bridgemere were distributed by Mrs. Locker.



"I say old man you'll have to control these wild flowers."

Although Keele may not have won any accolades, the competition did mean that some effort was expended to improve the look of the village. For example, the Guides planted tubs outside the village hall and sowed wild flower seeds on their 'conservation patch' at the side; Mrs. Abercrombie planted two large hanging baskets (financed from her winnings at last year's BKV best planted container competition) which were hung outside the Post Office and they still look magnificent; the Parks Department at Newcastle sprayed the wall footings along the A525 with long-term weedkiller, and Dr. Goodway gave talks at the school on the importance of trees in a village environment. During the winter the Guides will tidy the environment around the village hall and replant the tubs.

So, it is apparent that the Best Kept Village Competition is not just a week's wonder during the summer. It is an ongoing, and we hope, escalating activity that will engender pride in the Keele surroundings. Working to this end and with more involvement from more people, Keele could, one day display a BKV plaque.

Wenslie Naylon writes ...

Plea for an alternative churchyard

Only a few years ago the village churchyard was a refuge for wildlife; it is now the victim of the same environmental approach which reduces everything to controlled, close-mown, strimmed or sprayed-down conformity.

The ease with which close mowing by tractor mower, petrol-driven strimmer and knapsack weed-killing sprays can be deployed has meant the wholesale disappearance throughout villages and towns of most of the food plants for a wide range of insects and butterflies, and by implication the variety of birds and small mammals which eat them. We know only too well that the economic pressures on farmers have led to massive use of herbicides, pesticides and fertilizers in country areas.

As a consequence we are left with highly productive farm acreages but land that is suburbanized, 'tidy' and impoverished of diversity. Lichen, which takes a hundred years to grow and when left to flourish on stone surfaces can give the interested observer an accurate guide to air quality, can be killed off in an instant by weed killer - but one small aspect.

When churchyard tidiness depended on scythe and rake, cutting was infrequent. The cut grass and wild flowers could disperse seeds to ensure next year's crop of food plants, insects, birds and small mammals flourished.

What should a conservationist's churchyard be like? It should embody the maintenance of the varied habitats found naturally there, stone walls, hedgerows with food-providing berrying shrubs, a hay meadow in miniature. These need careful management if they are not to decline into overgrown, inaccessible wilderness. Is this costly or difficult? Are there precedents to follow?

The Community Council for Somerset has published a detailed guide to assist those responsible for maintaining churchyards. Amongst a wealth of information on all aspects of churchyard maintenance, the section on 'Wildlife Habitat' states the main aims to be:

- (1) Agreeable for burials and for those visiting graves;
- (2) A fitting setting for the church building;
- (3) A haven for grasses, wild flowers, insects, birds and other wild life.

How these aims may be achieved is described in some detail, but the most significant change in management is to leave some areas of grass to grow to maturity, cutting once in Autumn, no lower than three inches (to allow voles to survive) and raking up the grass, which prevents nitrogen enrichment, thus allowing more flowers than grass to establish with time.

The appeal in the last issue of the Parish News for financial help to keep the grass mown down in the churchyard could well be reviewed if the PCC could adopt a conservationist perspective in our village churchyard.

Look around Keele! How many 'scruffy' corners are there in the village, or on its margins, or in the fields around? Unfortunately, very few - so much the worse for our flora, fauna and for those people who remember and mourn the loss of diversity of the British countryside scene.

Scruffy areas are needed - not areas made foul by litter or man's debris or totally neglected, since there has to be occasional interventionist management. Expertise in this is widely available and free through such organizations as the BTVC (British Trust for Conservation Volunteers) or the Countryside Commission.

We must surely re-educate our eyes to see long grass, 'weeds' (i.e. wild flowers!) and native shrubs and trees as more desirable than 'town park' short uniform sward, garden flowers, shrubs and trees, in our village surrounds and especially in our churchyard.

SCHOOL NEWS , , , ,

All Change

At recent meetings, Governors and the P.T.A. Committee of St. John's were chosen.

School Governors are:-

Parent representatives:

Mr B Turton

Mrs J Ashton

Mrs A Greenhough

Teacher representatives:

Mrs J Lancaster

Mrs M Macloed

PCC representatives:

Mrs C Clitheroe

Mr M Tinker

Rev J Whitehead

Parish Council representative:

Mrs S Law

The Local Authority representative has not yet been decided.

P.T.A. Officers

Mr B Turton - Chair

Mrs A Greenhough - Secretary

Mrs K Kealing - Treasurer

The P.T.A. will be holding a Jumble Sale on Friday, 13th October at 6.30 pm at the school. 10p entrance. Jumble and any helpers welcomed.

The school will hold a Bazaar in aid of the school fund on Friday, 8th December at the school from 6.00 pm. There will be stalls, games and a book fair.

The School Harvest Festival will take place in the school on 5th October at 1.30 pm. All parishioners are welcome to attend.

CHURCH NEWS , , , ,

Church Concert

On October 12th the Tudor Consort of Nantwich will hold a concert in St. John's Church, Keele at 7.30 pm. Tickets will be £1.50 each and there will be refreshments in the interval. Tickets on sale from Mrs. Evans, Mrs. Springall or pay at the door.

Churchyard Appeal Fund

The 'Keep the Churchyard Tidy' campaign has met with general approval. To date, 61 pledges have been made and of these 56 have been kept.

A total of £800 has now been put in a Church of England Trust Fund - currently paying 13% interest - being a Charitable Trust no tax will be payable.

The grass was first mown in May, then monthly, and we expect the last cut this year at the end of October. Bearing in mind it has not been a grass growing year and hoping to start in April 1990, we feel funds will just about be adequate.

Mrs. Capper and Mrs. Locker would like to thank everyone who has contributed to the Appeal Fund.

UNIVERSITY NEWS , , , ,

Face Lift



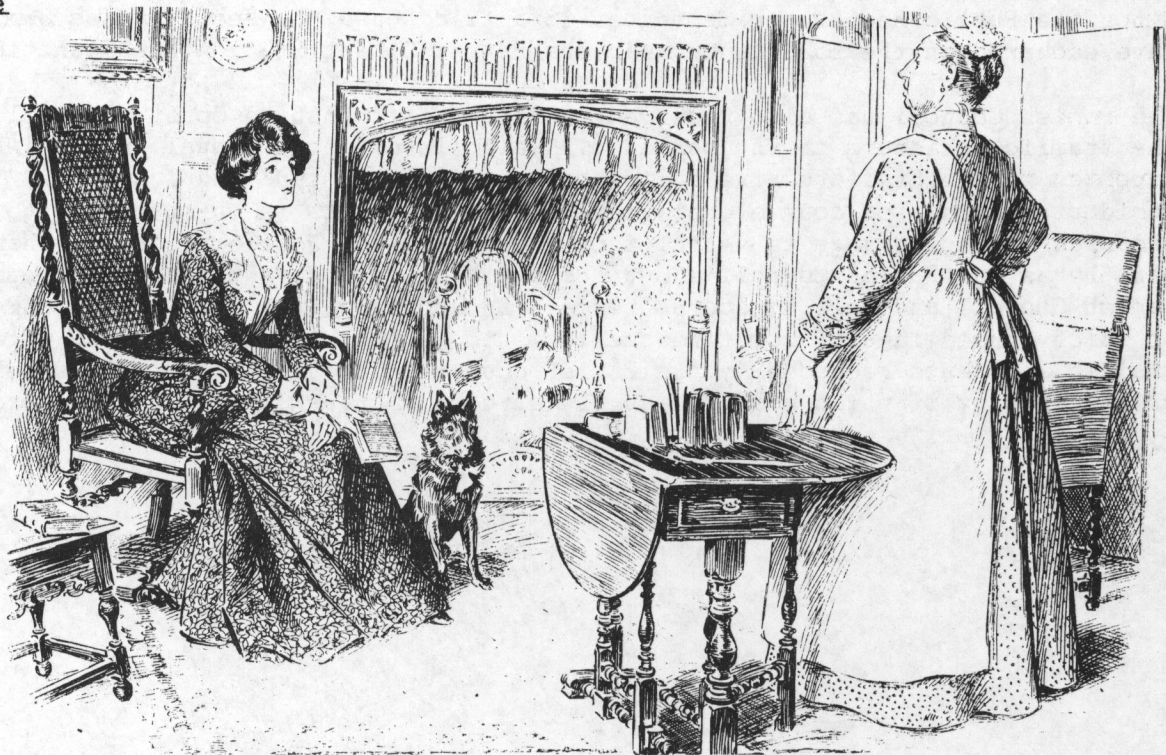
"And pray sir, what do you think of my facelift?"

Keele Hall has had a face lift over the Summer holidays.

The entrance hall now boasts a blue and pink colour scheme, whilst the Great Hall has been painted and carpeted. The

panelling along one wall has been revealed after being hidden for many years by display cases. The three heraldic shields are to be repainted and re-hung in the Great Hall. The old Library is next in line for refurbishment.

Arts at Keele



"I'd like the evening off mum, I'm going to sample the Arts at Keele."

"Hang on Daisy, I'm coming with you."

Meanwhile the season begins with an exhibition in the Chancellor's Building by Marjory Newlove and Lesley Smyth from 15th October - 11th November.

The Keele philharmonic Society's first concert will be held on 18th November at 8 pm in the University Chapel, entitled 'Stanford and his Friends' - which include Tchaikovsky, Bruch and Saint-Saens.

Adult Education have two new courses - one a sculpture class and apart from the regular Saturday monthly art classes, there will be one held on a Wednesday afternoon in the Chancellor's Building.

The Keele Drama Society will hold its first performance of the year from 5th to 18th November. This is a play by Harold Pinter; "One for the Road" and it will be in the Students' Union Quiet Room.

A programme listing all of the celebratory events will be issued before January. Some of the events are: an Open Day, a Victorian Garden Party, an Art Mart, an "All things Keele" exhibition and lots more.

Keele Parish News is published every two months. Editorial by Angela Drakakis-Smith and Margaret Capper with assistance from Christine Wilcox. Printed by Keele Students' Union. The views expressed are not necessarily those of the Parish Council or those of the Editor.

... STOP PRESS ... - The Accident Toll Rises

Since the Public Meeting on September 13th to discuss the Keele bypass 3 more accidents have occurred on the A525 at or near the Pepper Street/Station Road junction.

The Parish Council has also received from the Staffordshire County Council a print-out of the traffic accidents in the parish of Keele, involving personal injury, which were reported to the Staffordshire Police between November 1983 and June 1989. The Police accident records, of course, only cover those incidents in which injury to persons occurred and not damage to vehicles or property. The Police record is therefore not so lengthy as the Parish Council's own accident record. Nevertheless, a comparison of the Parish Council and Police records reveals an additional 25 accidents along the A525, all of which caused injury, sometimes serious, to people. This raises the total number of traffic accidents recorded by the Parish council since November 1983 to well over 100, the great majority of which occurred on the stretch of the A525 which it is proposed to bypass.