

APPENDIX B

Object to all of the Proposals

43 responses have been received.

Object to some of the Proposals

32 responses have been received.

Other

5 responses have been received which did not specifically indicate support or objection.

The following are summaries of the concerns which have been submitted in the 75 responses indicating objection to some or all of the proposals:

1. The proposals will encourage impatient motorists to overtake law abiding motorists, with more aggressive and erratic driving.

Officer response:

We believe the majority of motorists will accept that the new speed limit is appropriate for the road layout and will not attempt to overtake. If the speed limit proposals are implemented and we receive feedback that such behaviour is occurring, we shall review this with the police.

2. The proposals are a waste of tax-payers money and could be spent better elsewhere.

Officer response:

There are numerous competing priorities placed on the limited funds which are available to the Council for improvements, highways or otherwise. A speed limit review along the A368 has been a high priority for some time, and it is considered that a review along the entire route is an efficient and appropriate use the Councils limited resources. Previous experience of route reviews would also suggest that this is an effective approach to the management of vehicle speeds on roads of this nature and will help contribute to reducing the number of people injured in collisions.

3. Accidents occur due to driver or pedestrian error, not speeds.

Officer response:

Since 2014, there have been 53 collisions along the A368 within Bath & North-East Somerset which resulted in injuries, including 14 people who were killed or seriously injured. Most collisions on our roads are caused by driver

error, but a lower and more appropriate speed limit for this road will reduce the likelihood of someone losing their life or suffering serious injuries as a result of a collision.

Unlike many 'modern' roads built from mid last century onwards, the A368 is not designed for higher speeds which means the consequences of a collision occurring at speed are likely to be severe. The proposed speed limits reflect what are safe speeds to travel along this road.

4. The reduction in speed limits will increase congestion along the route and cause delays.

Officer response:

It is recognised that it will take longer for motorists to drive along the entire length of the A368 if the proposed speed limits area introduced, but it is considered that the anticipated benefits will outweigh any potential inconvenience.

There is no evidence to suggest that the proposals will result in increased congestion.

It is difficult to accurately gauge how much longer it would take to drive along the A368 though B&NES if these speed limit proposals are introduced but, assuming that motorists comply with the proposed speed limits, it is anticipated that it will take around 4 minutes longer to drive along the entire length. However, it is understood that the majority of traffic only uses sections of the road rather than using it from one end to the other.

5. No speed reduction required.

Officer response:

The main objective of the proposals is to improve road safety along the whole of the A368 within B&NES. It is considered that the proposed speed limits are appropriate, having due regard for the characteristics and topography of each section. It is also considered that the proposed reduced speed limits will establish a more proactive approach to road safety.

Since 2014, there have been 53 collisions along the A368 within Bath & North-East Somerset which resulted in injuries, including 14 people who were killed or seriously injured. Most collisions on our roads are caused by driver error, but a lower and more appropriate speed limit for this road will reduce the likelihood of someone losing their life or suffering serious injuries as a result of a collision.

The proposals within village and residential environments might also encourage greater walking, wheeling, and cycling activity, which would

provide a number of benefits, including for road safety. They will also increase accessibility, particularly for people with restricted mobility.

6. Further traffic calming measures and formal crossings, and better signage required.

Officer response:

Physical modifications, including pedestrian crossings, are beyond the scope of these speed limit proposals, but it might be feasible to improve the signage and road markings in some locations. This will be investigated further and incorporated into the proposals as necessary.

In addition, if the speed limit proposals are introduced, their impact will be monitored and, if necessary, the possibility of introducing further traffic management measures will be investigated.

7. The constant change in speed limits will confuse motorists.

Officer response:

The speed limit already varies along the length of the A368 within B&NES, and this will not change significantly. The use of 'buffer' speed limits is also considered appropriate in order to increase compliance with the proposed lower speed limits, particularly on the approaches to villages and residential areas.

8. This is a political decision to restrict movement, and BANES has not followed guidance in the proposals.

Officer response:

A speed limit review along the A368 has been a high priority for some time, and it is considered that a review along the entire route is an efficient and appropriate use of the Council's limited resources. Previous experience of route reviews would also suggest that this is an effective approach to the management of vehicle speeds on roads of this nature.

Relevant guidance has been followed in the development of this proposals, but the approach which has been followed also takes account of the concerns which have been expressed by local residents and their elected representatives in relation to vehicle speeds, particularly though the villages and residential areas.

In addition, the main objective of the proposals is to improve road safety along the whole of the A368 within B&NES. It is considered that the proposed speed limits are appropriate, having due regard for the characteristics and topography of each section. It is also considered that the proposed reduced speed limits will establish a more proactive approach to road safety.

9. Lack of footways and or poor footway widths.

Officer response:

New or improved footways are beyond the scope of this speed limit review, although it is recognised that there are lengths of the A368 where the footway provision is either inadequate or missing, and that this can influence pedestrian activity.

The funding which is available to introduce new and/or improved footways is very limited, and there are many competing demands placed on this limited funding. Footway schemes are, however, progressed as often as possible through the Council's annual Local Active Travel and Safety Programme, and other opportunities are taken, such as through development and larger transport initiatives.

10. Redlands Lane, request to reduce speed limits further and make amendments to the junction.

Officer response:

The proposed reduction of the existing derestricted speed limit (60mph) to 40mph at the junction with Redlands Lane is a significant and appropriate reduction in the speed limit along this section of the A368. It is also considered that a further reduction in the speed limit in this particular location is likely to reduce compliance, as the characteristics of the road in that particular location do not lend themselves to a lower speed limit.

Physical modifications to the Redlands Lane junction are beyond the scope of these speed limit proposals. This has also been investigated previously, with no appropriate solution being identified.

A feasibility study has recently been undertaken into the possibility of introducing a footway between Redlands Lane and the tennis club, the results of which will be published in due course. Any footway works are beyond the scope of this speed limit review.

11. Object to the 20mph proposal in Bishop Sutton, the village is a long wide and straight road.

Officer response:

If the speed limit proposals are introduced, their impact will be monitored and, if necessary, the possibility of introducing further traffic management measures will be investigated.

Relevant guidance has been followed in the development of this proposals, but the approach which has been followed also takes account of the concerns which have been expressed by local residents and their elected representatives in relation to vehicle speeds, particularly though the villages and residential areas.

The proposals within village and residential environments might also encourage greater walking, wheeling, and cycling activity, which would provide a number of benefits, including for road safety. They will also increase accessibility, particularly for people with restricted mobility.

12. The A368 does not need a change in speed limits where it is currently national speed limit or 50mph.

Officer response:

The main objective of the proposals is to improve road safety along the whole of the A368 within B&NES. It is considered that the proposed speed limits are appropriate, having due regard for the characteristics and topography of each section. It is also considered that the proposed reduced speed limits will establish a more proactive approach to road safety.

Since 2014, there have been 53 collisions along the A368 within Bath & North-East Somerset which resulted in injuries, including 14 people who were killed or seriously injured. Most collisions on our roads are caused by driver error, but a lower and more appropriate speed limit for this road will reduce the likelihood of someone losing their life or suffering serious injuries as a result of a collision.

Unlike many 'modern' roads built from mid last century onwards, the A368 is not a purpose-built road designed for higher speeds which means the consequences of a collision occurring at speed are likely to be severe. The proposed speed limits reflect what are safe speeds to travel along this road.

13. Signage included with the proposal will spoil the countryside more and or reduce the footway widths further.

Officer response:

It is recognised that speed limit signing can be unsightly, but speed limits must be signed in accordance with relevant legislation and regulations. Every effort will be made to reduce the negative impact of any new signing.

14. Sat Navigation will send motorists on the fastest route away from the main A368 if the speeds are reduced and onto the country lanes making it less safe for other residents and homeowners.

Officer response:

It is recognised that it will take longer for motorists to drive along the entire length of the A368 if the proposed speed limits area introduced, but this is unlikely to result in motorists diverting to less suitable alternative routes, particularly as many will only use the A368 for part of their journey. The A368 will also remain the most appropriate route for through traffic in this part of

B&NES and it is unlikely there will be any time advantage in using narrower country lanes.

It is anticipated that the proposed speed limits will add between 4 and 5 minutes to the journey if a motorist drives along the entire length of the A368 through B&NES, whilst complying with the proposed new speed limits.