

Representations

in respect of

Highway Issues in the Parish of Compton Bishop

and

**Their Impact on Residents, Visitors, Pedestrians,
Cyclists and Horse Riders (Vulnerable Users)**

made by

Compton Bishop Parish Council

to

Somerset County Council

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Part 1 Interested Parties, Abbreviations and Definitions

Interested Parties

Compton Bishop Parish Council (hereinafter abbreviated to CBPC)

Somerset County Council (hereinafter referred to as SCC)

Sedgemoor District Council (hereinafter referred to as SDC)

North Somerset County Council (hereinafter referred to as NSCC)

Abbreviations

| | |
|------|---|
| PROW | Public Right of Way |
| OCR | Old Coach Road |
| WR | Webbington Road |
| HGV | Heavy Goods Vehicles up to 6 axle 44 tonnes |
| SID | Speed Indicator Device |

Definitions

| | |
|---------------------|--|
| Parish Council | The first tier of governance and are the first point of contact for anyone concerned with a community issue. It is democratically elected, inter alia, to represent the concerns of local residents. |
| Main Thoroughfare | The sections of highway, within the Parish of Compton Bishop highlighted on the Master Map shown on page |
| Vulnerable Users | Any person who resides near or uses the main thoroughfare through the Parish, including but not limited to, residents, visitors, pedestrians, cyclists and horse riders. |
| Rat Run | A minor unclassified road used by drivers during peak periods to avoid congestion on main roads. |
| Car Park | National Trust car park located on the WR and shown Master Map on page 13 hereof. |
| Cross Memorial Hall | Also called Cross Village Hall |

Part 2 Previous Representations

The inadequacy of Compton Bishop Parish's main thoroughfare, to cope with the size, volume, weight, speed, number of vehicles and the vulnerability of pedestrians and cyclists has been an on-going issue since the 1960's. There has been little or no action to remedy the ever increasing vulnerability of all road users, especially the pedestrians, cyclists, horse riders and the residents of the many dwellings that open directly onto the roads. These Representations, inter alia, focus on the plight of the Vulnerable Users.

Over the decades, CBPC has made written representations to SCC in relation to issues that are similar or the same as many of the issues raised in these current Representations. Documentation is extensive and can be made available.

This having been said, CBPC would prefer to focus on the issues current at the date when these Representations were published, rather than trawl through years of historical evidence and trusts that SCC concurs with this approach

Part 3_ CBPC's Request to SCC to Resolve Issues

CBPC hereby calls upon SCC to;

- Fully and thoroughly consider and investigate Issues identified herein, the effects of such Issues and to engage with CBPC throughout its investigations.
- Draw up a committed schedule of works that prioritises necessary improvements
- Carry out the said works and thereby enact appropriate safety measures.

Part 4 Overview of these Representations

Government, Statutory Authority, Interested Organisations and the public at large, all accept that the health of the Nation is critical and of paramount importance. All encourage or understand that physical and mental fitness are fundamental to maintaining good health.

Outdoor activities such as regular walking, running and cycling are three relatively cheap exercise regimes that can be undertaken by most individuals in pursuit of physical fitness.

Minimising noise, air and light pollution and construction of a safe living environment are priorities when it comes to reducing levels of stress and encouraging good levels of mental and physical fitness.

In Part 5, attention is drawn to Statutory Authorities Strategies and Policies committing them to provide a safe environment for all road users, especially Vulnerable Users. These commitments, when implemented, should give rise to effective measures to resolve the Issues and the effects thereof, identified by CBPC in Parts 6 and 7 hereof.

In Part 6 attention is drawn to the issues encountered by Compton Bishop Parish's residents and its visitors. These may be summarised as;

- inadequacy of our local roads to safely accommodate the size, weight, number and speed of vehicles
- unacceptable size and number of very large/wide tractors and heavily loaded trailers which fill both lanes of the narrow country roads.
- the fact that most of the thoroughfare through the parish is a single width road unsuitable for large heavy commercial vehicles, tractors and trailers.
- road and engine noise generated by vehicles
- impact of housing developments, advent of Satellite Navigation and closure of essential services.
- increase in numbers of walkers, runners and cyclists. (Vulnerable Users)
- on-road parking
- inconsiderate and anti-social behaviour of many road users.

In Part 7, the effects of the said Issues, identified in Part 5, are discussed in relation to particular sections of the thoroughfare. These may be summarised as;

- Unacceptably dangerous environment for all Vulnerable Users
- Unacceptably noisy environment for residents and visitors seeking peace and tranquillity in or next to The Mendip Hills AONB. Environmental Issues highlighted in this document adversely affect the wellbeing of residents.
- Unacceptable air and light pollution at key points.

In Part 8, CBPC suggests some reasonably economic ways of creating a safe and peaceful environment for all Vulnerable Users.

Part 5 Relevant Extracts from SCC and SDC's Strategies and Policies

Somerset County Council's Safe Roads in Somerset: Road Safety Strategy 2017 - 2026

Foreword

Travel is an essential part of life, however transport is a complex system in which both positive and negative effects on health can arise; one of these being serious injury or death as a result of an incident or collision.

Somerset County Council will adopt a Safe System approach to road safety, seeking to ensure that no human is killed or seriously injured as a result of a road crash.

Road Traffic Injury

Road collisions can have a devastating effect on the lives of those involved, their family and friends and the wider community. The fear of road collisions can make people reluctant to travel by modes, such as cycling and walking and this can affect freedom of movement, especially for young people and the elderly. In addition extended road closures can have serious consequences for road users and the local economy.

Somerset County Council has set out its policy and priorities for transport and communities within our Local Transport Plan called the 'Future Transport Plan' and within our 'County Plan'. This Road Safety Strategy, 'Safe Roads in Somerset' will support the overall vision of Somerset County Council to increase prosperity and ensure that we continue to care for and protect the people of Somerset and its visitors.

Safe System Approach

Almost all road deaths and injuries are preventable. However, for a continued decline in road traffic collisions and serious or fatal injury there needs to be a shift in the way that road safety is delivered in local areas. Somerset County Council aims to adopt a Safe System approach to road safety. The principal aim of this approach is that no human should be killed or seriously injured as a result of a road crash, and the traffic system should be designed to this end. In a Safe System there is a shared responsibility for preventing injury, not just between road users and enforcers but also those that design, build and manage roads or vehicles. It is also essential that good quality post-crash care is available should a serious collision occur.

A Safe System approach to road safety requires recognition that even with comprehensive road safety interventions, even the most conscientious people will always make mistakes on the road and that the human body has a known, physical limit to tolerate crash forces before harm occurs. Road infrastructure must be designed and engineered to minimise both the risk of mistakes by road users (by enabling them to behave with due care and respect), and serious injury should a collision occur. It is an inclusive approach that caters for all groups using the transport system, including drivers, motorcyclists, passengers, pedestrians, cyclists, and commercial and

heavy vehicle drivers. A safe systems approach also helps to align road safety management with other goals. By creating partnerships where government or transport agencies work closely with other groups, safe systems can help to tackle other problems associated with road traffic, such as congestion, noise, air pollution and lack of physical exercise.

Requirements of a Safe System

A Safe System approach does not disregard that all road users have a responsibility to act with care, but in a safe system the responsibility is proportional to the risk of causing serious injury. Drivers of motorised vehicles bear the greatest responsibility for safety, while cyclists and pedestrians less so because they rarely cause serious injury. All road users have a significant responsibility to share the road correctly, consider their actions and in accordance with the law, those who transgress, or make momentary errors, especially while driving cars and lorries, have the potential to cause more harm than vulnerable road users who do so.

In a Safe System, priority should therefore be given to the vulnerability of human beings, not to vehicle mobility at any cost. This can pose challenges in a rural county like Somerset where there are significant lengths of rural roads, some of which have historic and constrained layouts, in addition to lengthy commutes both within and across the county.

The use of a Safe System approach in Somerset will require identifying high risk locations, prioritising road treatments and balancing proactive assessments of highway improvements with the rural character of the County.

Safe Roads and Roadsides

The design of roads and roadsides often contribute to the outcome of collisions, as well as the causation. It is recognised that not all collisions can be prevented however when they do occur the road environment should be engineered to reduce the risk of serious injury. There are a wide variety of approaches to achieving this outcome including passive safety (where interventions such as crash barriers on central reservations and the avoidance of signs or fixed objects in likely crash paths are used to protect road users) and more extensive highways engineering. Techniques such as filtering out or directing motorised traffic (filtered permeability) can also be used to reduce speed and direct traffic away from residential or pedestrian areas.

Adapting roads and roadsides after they have been built can be expensive and challenging. An effective and safe road system for Somerset requires a pro-active approach, ensuring that safety is considered in the planning and building of all new developments, prioritising the needs of the most vulnerable road users. One of the key dangers on our roads is that different types of road user share the same space. As far as possible, a safe systems approach seeks to segregate different road users, developing and enhancing safer routes for vulnerable users, and ensuring junction design accommodates all classes of user enabling them to traverse the junction in safety.

As well as continuing to assess and engineer routes with higher rates of collisions, especially rural roads, causing injury, a proactive approach is required to identify and

adapt roads where the road design is likely to cause severe injury, should a collision occur in the future.

Safe Speed

To build a safe road system, speed limits should be set appropriately, guided by the knowledge of the human body's tolerance to external forces.

Studies show that reductions in average speed result in substantial casualty reductions. Just a 5% reduction in speed can result in a 30% reduction in the number of fatal crashes.

Vulnerable road users are at particular risk from higher traffic speeds. The risk of a pedestrian being killed if hit by a car increases from 10% at 30 mph to 70% at 50 mph⁵.

Speed can have wide impacts on communities. Real or perceived danger can deter people from walking and cycling but there are also environmental consequences. A doubling of speed from 30 mph to 60 mph will typically increase noise levels by about 10 dB (perceived as being about twice as loud)

How will Safe Roads in Somerset be Achieved?

Speed is an area of shared responsibility between those that design, use and enforce road traffic laws. Alongside ensuring that road users understand the significant benefits of speed reduction is a need to ensure that roads guide and enable road users to adopt the posted speed limit, this is termed as self-explaining and requires consistency across a wide area to be effective⁷.

Self-explaining roads are those on which the driver is encouraged to naturally adopt behaviour consistent with design and function. Drivers perceive the type of road and know how to behave, and this helps to make it obvious to drivers when and why a speed limit has changed. Such an approach uses simplicity and consistency of design to reduce road user error. It is generally accepted that human error is involved in the majority of road collisions. Although education, awareness and enforcement are important tools in reducing the number of collisions, it is important that the road environment and the vehicle be adapted to the limitations of human abilities.

There are also design solutions available to decrease speed, such as reducing access to cut-through roads in urban and rural areas. Reducing traffic speeds through 20 mile per hour schemes has shown to reduce collisions, encourage people to walk and cycle and do not significantly affect journey times.

Effective enforcement of speed limits is a crucial element of achieving a safe speed environment. Technological advances with average speed cameras, insurance company remote monitoring ('black boxes') and in the future potentially autonomous vehicles, can all assist with this objective. Somerset County Council, our partners and other major employers and fleet operators can also lead by example in setting expectations around speed limit compliance by their employees.

Somerset County Council's Responsibility

Under Section 39 of the Road Traffic Act 1988 highway authorities **are required** to prepare and carry out a programme of measures designed to promote road safety. This includes; investigating collisions arising from the use of vehicles on roads and highways within their administrative area, taking measures to prevent reoccurrence and the construction, improvement, maintenance and repair of such roads and paths in addition to road safety education to enable safe road users.

The Local Authority also has duties to ensure the efficient movement of traffic under the 2004 Traffic Management Act (traffic meaning all modes of transport). Section 16 (1) of the Act refers to the duty placed on a highway authority to manage the road network with a view to achieving efficient movement of traffic on the network, while having regard to other policy objectives.

Local Policy

At a local level road safety is a key consideration within a range of Somerset County Council policy including our 'Future Transport Plan (2011-2026) which highlights that "Transport is part of everything we do. It allows us to go to work or school, visit the people we care about and access the things we need. However, if not managed carefully the impacts transport has can also be bad for us, our economy and the environment". This, and other local policy, acknowledges that staying safe when travelling in our County is a key priority for residents, commuters and visitors alike.

Active travel

A quarter of Somerset's population is inactive. Incorporating physical activity into everyday routines is seen as a key method for building up fitness and confidence in physical activity and reducing risk of ill-health and premature death. However many people, perceive cycling (and sometimes walking) to be unsafe.

"... It is not appropriate to improve road safety by the discouragement of active travel modes as the health benefits of active travel significantly outweigh the risks by as much as 20:1..."

Transport and planning policy can help or hinder good health. Fear of traffic and a perceived lack of safety have a major impact on people's decisions on how to travel. This often results in the use of motorised vehicles for short journeys, commuting to work or taking children to school. Safer roads mean more people will be able to walk and cycle. This will improve health and also reduce the use of motorised vehicles and the associated air pollution and congestion this brings. Conditions will however need to be perceived as safe, as well as actually being safe in practice for travel behaviour to change.

Objectives

Safe Road Users.

Promote a sense of responsibility by road users, especially for the protection of more vulnerable road users;

Encourage compliance with traffic law and educate road users of the risks of excess speed, fatigue and being under the influence of drugs and/or alcohol while using the road;

Identify road users not compliant with traffic law;

Promote corporate responsibility for fleet vehicle behaviour and work driver training;

Ensure that evidence led road safety education, training and information is available and accessible to identified priority groups; and

Provide and promote road safety education and awareness raising material in a range of appropriate formats e.g. face to face training, virtual reality training and through social media.

Safe Road and Road-sides

Ensure that the needs of the most vulnerable road users (pedestrians, cyclists, horse-riders, children and the elderly) are prioritised in new and existing highways infrastructure, implementing passive safety and evidence based solutions;

Continue to review and adapt routes where there is an increased risk of serious injury to road users, implementing speed limits and engineering solutions to mitigate against this risk; and

Investigate serious and fatal collisions to assess the contribution of the road infrastructure on the outcome of a collision and identify any suitable engineering solution.

Safe speed

Ensure that speed limits are consistent and reflective of the road environment and use, taking into accounts the vulnerability and physical limitations of road users;

Ensure a consistent 'self-explaining' road design;

Protect vulnerable road users by separating them from fast moving traffic;

Continue to increase the use of 20mph limits and zones in areas where vulnerable road users will be mixing with motorised vehicles e.g. town centres, children's playgrounds and outside schools during pick-up times;

Work with communities and police to identify, assess and enforce areas where speed of motorised vehicles is a concern; and

Increase road users' understanding of the benefits of speed reduction, promoting an ethos of responsibility for other road users, especially for those using modes of transport that make them more vulnerable to injury in a collision.

Sedgemoor District Council's Local Plan 2011-2032 Adopted Version

Policy C5

Transport

The following specific schemes will be prioritised

Improvements to the junction of A38/371 and Cross Lane

Part 6 The Issues

General Observation

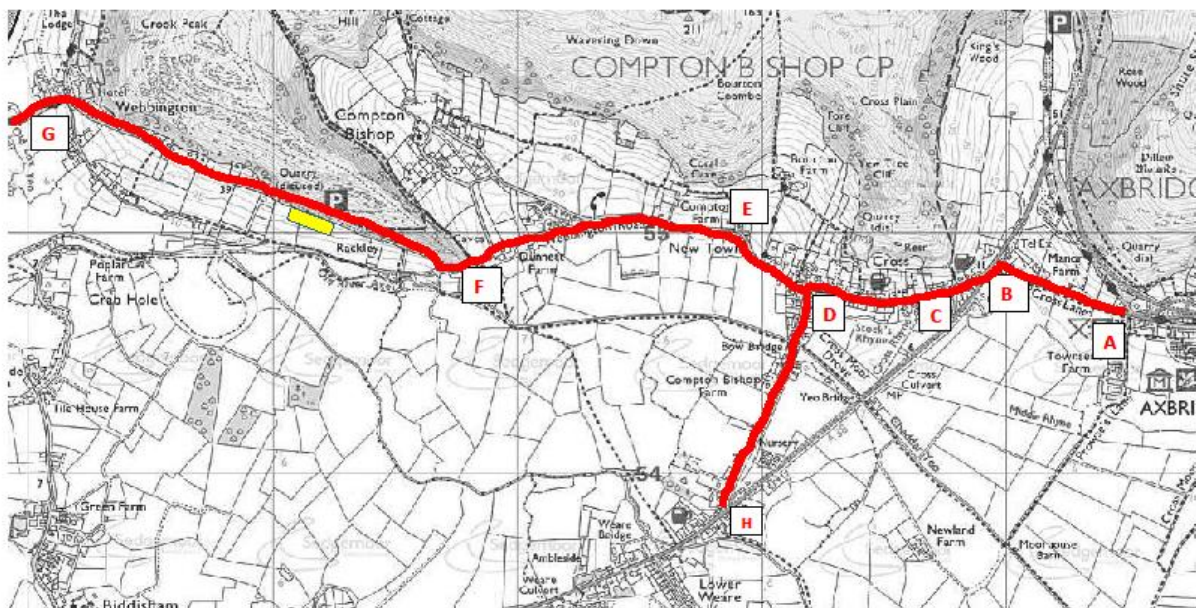
The Parish of Compton Bishop is located in the countryside and largely within the protected The Mendip Hills AONB. The land within the parish is hillside, heath, woodland and primarily fields and farmland.

CBPC fully appreciates and understands that all land requires maintaining from time to time and that much of the farmland requires regular maintenance and cultivation. The main use of open countryside is grass for both grazing and silage. The other main usage, which is relatively new, is for cider apple orchards. The crops require much attention for example, muck spreading and crop spraying with chemicals. The harvesting seasons bring large numbers of very large and heavy tractors and trailers onto the narrow country roads in the parish. These roads are used by Vulnerable Users and visitors walking the Mendip Hills

Roads

With the foregoing 'General Observation' in mind, the main thoroughfare through the parish is highlighted on the following Master Map.

Master Map of Main Thoroughfare through the Parish of Compton Bishop



Key:

| | | | |
|------|--|----------|--|
| Road | | Car Park | |
|------|--|----------|--|

This highway has remained unchanged for over 45 years. The current widths of OCR and WR do not comply with the Government guidelines. The roads are narrow and for the most part,

are not wide enough to allow two HGV's or modern farm tractors and trailers to pass each other.

They are not designed or constructed to accommodate vehicles described hereunder. Altogether, these factors represent a severe threat to the safety of Vulnerable Users.

Entrances and often the front doors of many properties in OCR and the WR open directly onto the highway. There are also many PROWS which join directly onto the highway. Entering and exiting these properties and PROW's has become extremely hazardous due to the number, size and speed of vehicles using the thoroughfare.

Vehicles

Weight, Size and Number of Commercial Vehicles on Local Roads

Weight and Size

In 1975 the 7.5-tonne HGV was the most popular truck in the UK. However the market for 7.5-tonne vehicles, particularly since the turn of the millennium has continued to fall. By 2014, vehicles above 41 tonnes gross vehicle weight (GVW), typically 44-tonne, were becoming the most popular HGV's.

Number of HGV's

45 years ago goods vehicles on local roads were mainly two axle 7.5 tonne and were relatively few in number

As the demand for stone from the local quarries has increased and industrial estates have been built along the route of the A371 in Cheddar, Wells and Shepton Mallet, the demand for larger HGV's has shifted to heavier and much longer vehicles. These vehicles use the A371, Cross Lane to access the M5 at junction 22 via the A38.

Demand for stone is key but other lorries have also increased in weight and size - quarry lorries are large, many and frequent but there are other very large lorries carrying other goods. The following is photograph of a typical HGV that uses the thoroughfare.



HGV in Lay-by on the WR at New Town at the Bourton Lane junction

Weight, Size and Number of Tractors and Trailers on Local Roads

45 years ago the tractors and trailers were small and few in number. A typical example is shown in the following photograph.



The current generation of tractors and trailers weigh 18.75 tonnes and often over 25 tonnes fully laden. Examples are shown in the following photographs.



Tractor and Trailer parked on pavement in Old Coach Road on 18 April 2021



Tractor and Trailer parked on pavement in Old Coach Road on 22 April 2021

The numbers of tractors and trailers on the parish's local roads in 2021 bears no relationship to the meagre numbers of 45 years ago. These huge vehicles regularly service the many agricultural fields and apple orchards along the southern slopes of the Mendip Hills to;

- Transport liquid manure slurry for muck spreading once a year from A38 at Redhill to Compton Bishop
- Transport baled hay for fodder up to 3 times a year
- Transport loose hay up the 3 times a year.
- Spray the fields for grazing and also the many apple orchards
- Transport thousands of tonnes of apples to Thatcher's Cider processing works at Sandford
- Transport large quantities of stone from the quarries in Cheddar
- Transport felled trees from Shiplate Road near Bleadon
- General construction and maintenance of gates and stone roads used to access the fields and orchards.
- Cut the many road and field side hedges.

Tractors and trailers usually operate in convoys of 6-8. These can be operating throughout daylight hours, during evening and during the night, 5-6 days a week during critical times such as the many weeks of apple harvesting and grass cutting and collection. The frequency of tractors/trailers is often unrelenting on the narrow roads and lanes.



Tractor and Trailer heading west on OCR. One of convoy on 1 July 2021



Tractor and Trailer heading east on OCR. One of a convoy on 1 July 2021



Tractor and trailer full of apples heading east on WR in October 2020. One of hundreds of similar loads

The speed of Tractors with and without trailers is a critical issue. They operate to a strict schedule which encourages the mainly young drivers to drive the machines along the roads at 30 mph or more. The drivers frequently appear to have little regard for the safety of other road users including cyclists and pedestrians. Their speed often does not consider residents, walkers, horse riders and verges

There are frequent spillages, especially from apple harvesting from the trailers due to security tarpaulin covers not being used. The following photograph shows a spillage of apples.



Typical apple spillage in OCR. October 2020

The perceived speed of the HGV's, tractors and trailer their huge size, weight and noise have, for many parish residents along the route, had a significant detrimental impact both on health and value of their properties.

Privately Owned Vehicles (The Motor Car)

45 years ago there were just under **10 Million** cars on the UK's roads.

In 2021 there are around 32 million cars on the UK's roads. That is to say 300% more cars on the roads compared with 1976. Moreover, the vehicles are much larger and more powerful than they were in 1970 with a preponderance of four wheel drives and SUV's.

Impact of Local Developments on the Number of Cars

Coupled with the 300% increase in number of cars on the UK roads, SDC promoted housing and tourist developments in Cheddar and Axbridge have already caused a large increase in the number of local cars on the roads. Over the last 10 years alone, almost 1000 new dwellings have been granted planning approval. Each dwelling generates up to 2 extra cars on the local roads, that is to say, 2000 additional cars arising out of SDC's approved developments. Over half the dwellings have already been constructed with the remainder to be completed within the next 3-4 years. The full impact of the SDC decisions on this parish's roads will therefore come to fruition by circa 2024/5.

Numbers of Vehicles, Direction of Travel, alternate route during M5 and /or A38 congestion and 'rat-runs'

General road congestion and Satellite Navigation has provided the public with opportunity to identify short cuts to and from local destinations and main roads. The route identified on the Master Map on Page has become a well established 'rat run' for commuters and an often followed route for HGV's.

There are often incidents on the M5 and/or A38 which cause congestion on the said highways. When these occur traffic is either formally diverted through the Parish or drivers

deduce by reference to satellite navigation that they can avoid delays by using the unclassified thoroughfares identified on the Master Map on Page 13.

The following are photographs of typical congestion in OCR.



Last two photographs. Congestion in OCR caused by diversion and tractor and trailer. Incident occurred on 16 August 2021

Impact of Closure of Shops, Post Offices and Reduction of Bus Service on Numbers of Cars

The number of vehicles on the parish's roads has also increased as a direct result of the closure of all of the parish's local shops/post offices. Parishioners have been forced to travel to nearby settlements for essential services or walk to Axbridge along the dangerous Cross Lane or, for the fit and able, along public rights of way through fields.

There is no longer a bus service through Cross and Compton Bishop which has again resulted in parishioners using their own transport or walking along routes that are dangerous or, for many, inappropriate.

Speed of Traffic

CBPC has, in conjunction with SCC, conducted several SID surveys within Cross and Compton Bishop between 2011 and 2018. The results are shown on the summary below.

Old Coach Road Cross

SID - Indicative Summary for 2011 - 2018

Historic Comparison - Average for each Recording Period

| Month/Year | Average Daily percentages of traffic speed | | | | Busiest Day | Vehicles per day |
|----------------|--|--------------|-------------|-------------|-------------|------------------|
| | < 30 mph | <40 mph | <50 mph | >50 mph | | |
| Sep-11 | 36.83 | 56.37 | 6.60 | 0.19 | Sat | 731 |
| Oct-11 | 37.83 | 56.00 | 6.15 | 0.22 | Wed | 702 |
| Nov-11 | 36.19 | 57.72 | 6.23 | 0.21 | Thur/Fri | 715 |
| Mar-12 | 19.64 | 67.49 | 12.42 | 0.45 | Sat | 364 |
| Apr-12 | 22.42 | 65.10 | 11.79 | 0.70 | Sat | 441 |
| Jul-12 | 33.28 | 58.72 | 7.69 | 0.31 | Tues | 646 |
| Nov-12 | 41.09 | 55.48 | 3.39 | 0.04 | Sun | 512 |
| Feb-13 | 26.59 | 65.23 | 8.03 | 0.15 | Wed | 525 |
| Oct-13 | 37.28 | 59.52 | 3.13 | 0.06 | Wed | 407 |
| Jan-14 | 31.75 | 62.74 | 5.47 | 0.05 | Wed | 554 |
| Feb-14 | 33.31 | 60.91 | 5.61 | 0.18 | Sun/Wed | 562 |
| Jun-14 | 30.26 | 63.28 | 6.27 | 0.18 | Fri | 544 |
| Jun-14 | 30.91 | 62.52 | 6.28 | 0.29 | Thurs | 574 |
| Jan-16 | 29.28 | 64.83 | 5.71 | 0.18 | Friday | 559 |
| May-17 | 39.49 | 55.44 | 4.92 | 0.15 | Thur/Fri | 600 |
| Jan-18 | 35.00 | 59.16 | 5.60 | 0.23 | Wed | 581 |
| Average | 32.57 | 60.66 | 6.58 | 0.22 | Wed | 564 |

| Rackley 2014 | | | | | |
|--------------|--|---------|---------|---------|----------------|
| Month/Year | Average Daily percentages of traffic speed | | | | Busiest Day |
| | < 30 mph | <40 mph | <50 mph | >50 mph | |
| Sep-14 | 13.55 | 69.55 | 16.69 | 0.21 | Sat (marginal) |

Note: SID results precede the current anti social behaviour phenomenon.

The surveys found that of traffic passing through Cross on OCR, a 30mph speed limit zone, 67.46% were exceeding the speed limit. On the WR in the 30mph zone, 85.45% were exceeding the speed limit.

These surveys were carried out before the more recent incidents of anti-social behaviour. (Refer to representations herein under the heading, Anti-Social Behaviour of Some Motor Car Drivers)

It is apparent that most traffic, including HGV's and Tractors exceeds the speed limit. Drivers seem to be aware of the absence of police controls/monitoring and consequently either

exceed the speed limits or drive at speeds that compromise the safety of pedestrians and cyclists.

Noise of traffic

Since the mid 1970's the number, size, weight and speed of vehicles of all types, together with the out of date and very poor road surfaces and the irresponsible behaviour of some motorists (described later in these Representations) have all combined to increase the noise at certain times to unacceptable levels.

The increased levels of noise cause residents sleep disturbance and heightened stress levels.

Many residents would comments that their enjoyment of living in the parish has been spoiled.

Erosion of Grass Verges

The size of the HGV's, Tractors and Trailers is such that, they frequently ride over the earth grass verges. This is especially an issue when encountering a vehicle travelling in the opposite direction. The roads are not wide enough to accommodate safe passing. Some of the larger vehicles such as HGV's, tractors and trailers take up 75% of the road width along some of the sections of the highway.

As a consequence, vehicles encroach onto the grass verges, eroding them.

The following are photographs showing an HGV taking up most of the road width on the WR and typical verge damage caused by such large vehicles.



Tractor and Trailer travelling west along the WR on 20 July 2021



Typical damage to grass verge. This incident occurred on the WR on 17 February 2019

It is relevant to observe that the grass verges which may be overgrown with brambles are often the only safe refuge for walkers and cyclists.

There is no apparent programme for the repair of damaged earth verges; hence the safe refuges for pedestrians are reduced.

On-road Parking in Narrow Sections of the Highway.

In the mid 1970's there was little or no parking whatsoever in Cross. Most of the inhabitants of the cottages within the village did not have cars and relied on public transport. In the late 1960's the railway line was closed. A decade later saw the abandonment of a convenient bus service.

Since the mid 1970'S, the UK populations' desire for independent mobility has given rise to a 300% increase in the number of cars on the UK roads.

All these factors have combined to result in on-road parking through the narrow sections of road in the village of Cross.

Road Construction and Damage to Services

Cross Lane, the unclassified OCR and WR are not constructed to a specification that is suitable for HGV'S Tractors and Trailers of up to 44 tonnes, especially the large number that frequent the roads every day. For example, the water main outside Cross Memorial Hall is approximately 300mm below the surface of the road. This is plainly inadequate considering the road is regularly used by heavy vehicles of up to 44 tonnes.

There are regular call out for services engineers to attend to broken water mains and damaged telephone cables.

It is highly likely that most of the damage is being caused by the excessive number of very heavy vehicles.

Vulnerable Users

On the southern slopes of the Mendip Hills AONB, the Parish of Compton Bishop has for many decades been a favourite destination for cyclists and pedestrians. The nearby Strawberry Line cycle way and Barton Road route are popular regular routes for cyclists from, for example, Bristol.

The thoroughfare identified on the Master Map on page 13 is sandwiched between Sustrans cycling routes 26 and 33. It has become the natural link between the two routes. As a result, there has been a substantial increase in the number of cyclists using the thoroughfare.

The Government is currently actively encouraging the public to improve their health by taking more exercise. It is emphasising the benefits of cycling and walking. Moreover, there is an increased usage of electric bicycles. These factors have resulted in an increase in the number of cyclists using the thoroughfare.

The recent Covid 19 pandemic has caused many to change their habits in favour of enjoying the benefits of cycling, walking and jogging in our beautiful AONB countryside.

Whether as part of a group/club, in pairs or individually, large numbers of cyclists and walkers visit or pass through the parish every day, especially at weekends. It is much favoured by cycling and running clubs as a venue for organised races or gatherings.



Cycling Event at the Webbington Hotel



Cycling Event at the Webbington Hotel



Cyclists in WR adjacent to Car Park



Runners/joggers on WR



Runners/joggers on WR

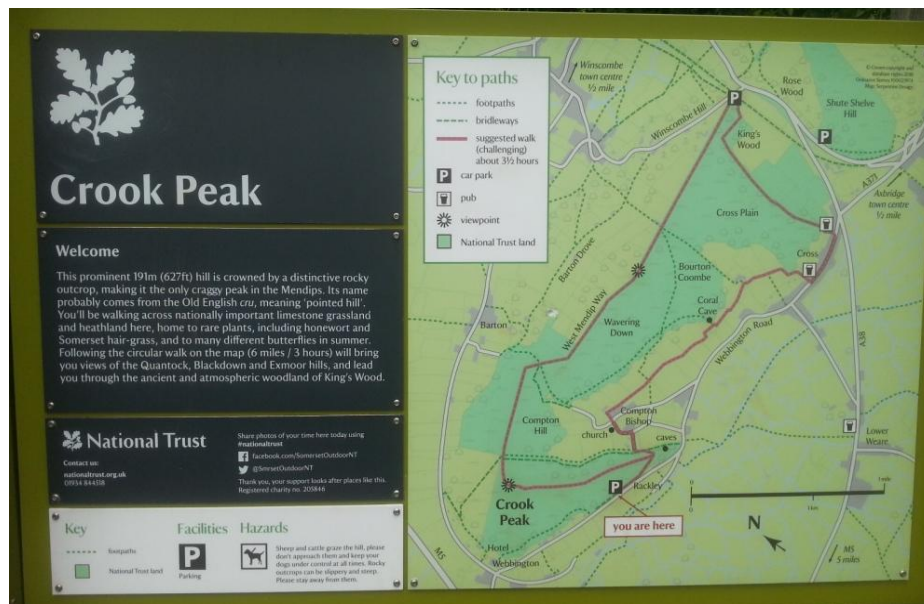
There are 24 public rights of way and 11 bridleways way in the parish. Several cross over the main unclassified road through the parish. It is often necessary to walk along the road between an exit from one PROW to the entrance to the next PROW.

All of which together has resulted in large numbers of cyclists, walkers and runners on the roads identified on the Master Map on page 13.

Anti-Social Behaviour of Some Motor Car Drivers

In recent years there have been serious problems with 'organised' meetings of motorists in Cheddar Gorge. Their anti-social behaviour, excessive speeds, dangerous driving manoeuvres and the noise generated from 'suped up' motors cars resulted in the Police, Councils and local bodies joining force to try to eradicate the problem.

This 'cracking down' on the problems has caused the anti-social drivers to find other locations to meet for their illegal and unacceptable behaviour. One site is the 'National Trust' Car Park on the WR half a mile west of Rackley Lane.



National Trust sign opposite WR Car Park

The route for these motorists is along Cross Lane, over the A38, along OCR and WR to the Car Park. The National Speed limit of 60mph applies along the latter section of this route.

The speed of these 'souped up' motor cars is a serious danger to cyclists and pedestrians. The noise generated by the vehicles is an unacceptable disturbance to the residents and the peace and tranquillity of the Mendip Hills AONB.

In addition to the excessive speed and noise, these anti-social drivers frequently use their vehicles to perform extremely dangerous manoeuvres on the public roads. One of their favourite manoeuvres is to perform 'donuts'. This entails the driver putting the vehicle into first gear, turning steering wheel into a tight circle and flooring the accelerator. The vehicle is sent into a spin within a cloud of burning rubber.

The manoeuvre is illegal, dangerous to other roads users especially Vulnerable Users. The noise generated is disturbing and stressful to all Vulnerable Users, particularly residents. .

The following are videos of such 'donut' manoeuvres and photographs of skid marks at road junctions and at the WR Car Park.



Video of Donuts at New Inn on 4 Aug 2021 at 23.46.mp4



Video of Donuts at New Inn on 12 Aug 2021.mp4



Video of donuts at New Inn at 03.34 on 15 Aug 2021.mp4



Video of dangerous incident at New Inn on 15 Aug 2021 at 21.21..mp4



Video of donuts at New Inn 22 Aug 2021 at 01.045.mp4



Tyre skid marks at New Inn following 'donut' incidents shown in video



Skid marks at WR Car Park



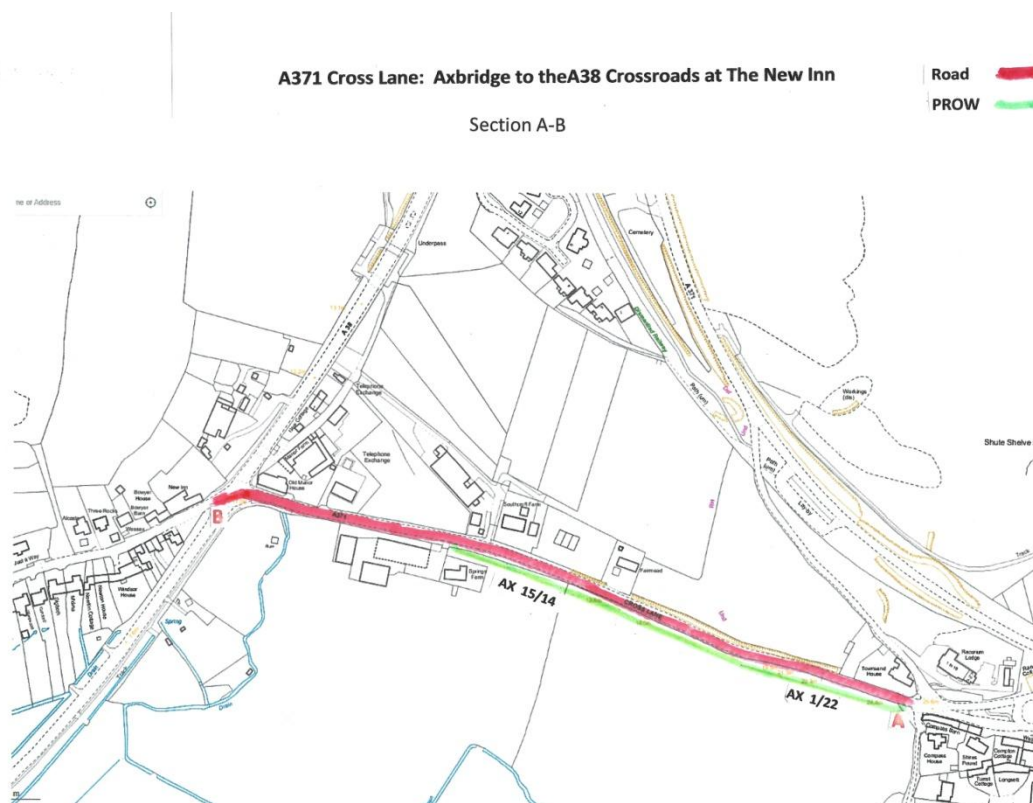
Skid marks at WR Car Park

Part 7 Effects of the Issues on Specific Sections of the Roads Identified on the Master Map printed on page 13 hereof.

Many of the Issues previously described apply to a greater or lesser extent to all of the roads highlighted on the Master Map 1 on page 13. This having been said, the highlighted roads have been sub-divided into Sections in order to assist with identifying the effects the issues have on specific sections of roadway.

Section A-B. Cross Lane A371 from Axbridge to the A38/A371 Junction at The New Inn

The following is a map of this section.



SCC has recently addressed some of the Issues, on the ground, as follows;

1. Construction of a pedestrian refuge on the A38 north of Old Coach Road.
2. Construction of a pavement between the A38 and Springs Farm on Cross Lane

Nevertheless, it is apparent that NSCC and SCC have partially acknowledged the need to go much further with improvements to Cross Lane and the Junction. They have prepared outline proposals to improve the A38/A371 junction and the western end of Cross Lane by reconfiguring the road layout. The reconfiguration was the subject of an initial Public Consultation in July 2021. It is noted that the reconfiguration will result in the alteration of some of recently completed work mentioned in item 2 above.

CBPC responded to the Public Consultation. The Response addresses the issues CBPC has with Cross Lane and the Junction provided always that work proceeds in accordance with the

reconfigured layout. The Response was posted on line and issued in letter form to SCC. The Response shall be read in conjunction with and form part of these Representations, as if the same was set out herein in full. We await the next phase of consultation with the Parish Council.

Therefore, PROVIDED ALWAYS that reconfiguration works are carried out in accordance with the reconfiguration/partial improvement plan, CBPC makes the following observations in respect of the effects of issues previously identified in these Representations.

1. Local Plan 2011-2032 Policy C5 will only be partially addressed. It is a requirement that the whole of Cross Lane shall be improved for all users, as a priority.
2. The remainder of Cross Lane from the entrance to the Telephone Exchange to Prowse Lane is 'not fit for purpose'. It is not wide enough to safely accommodate modern day HGV's and Tractors and Trailers and Vulnerable Users.



Quarry HGV's in Cross Lane 2 September 2021



Quarry HGV's in Cross Lane 2 September 2021



Tractor, Trailer and HGV in Cross Lane 2 September 2021



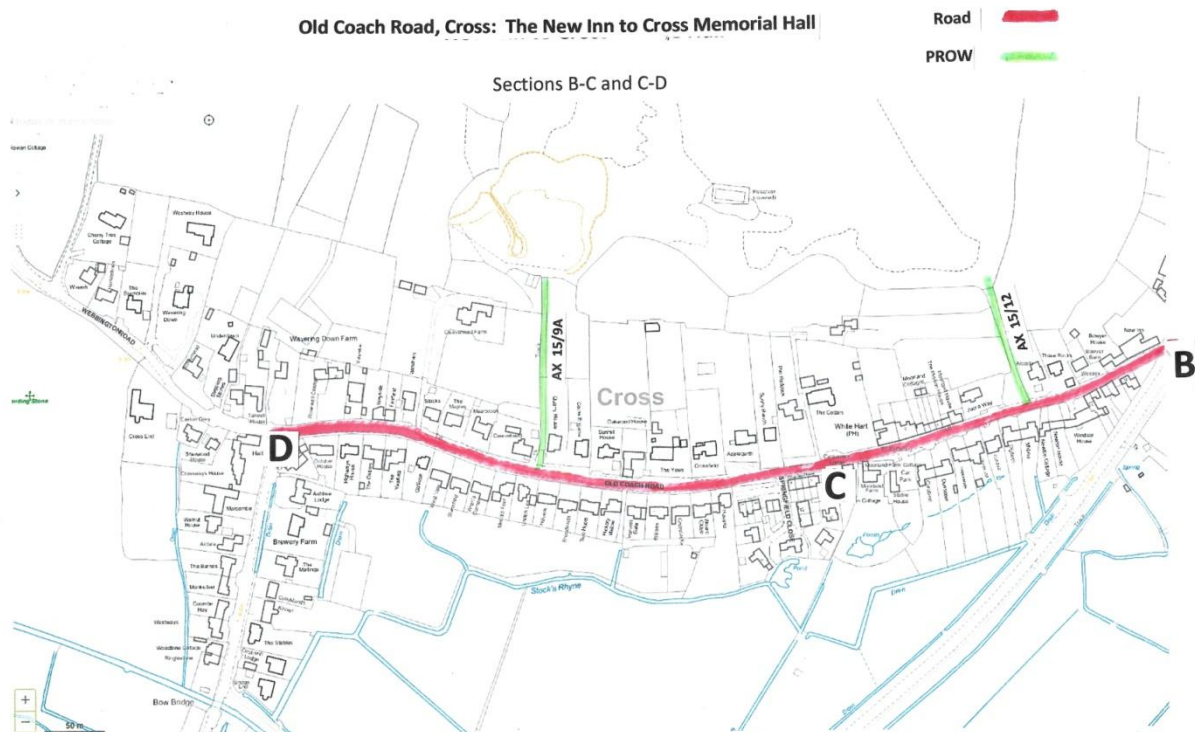
Quarry HGV's in Cross Lane 28 October 2020

3. The large developments, mainly in Cheddar and some in Axbridge have already and, for at least the next 5 years, will continue to give rise to a substantial increase in local traffic. The dangers to all users of Cross Lane are being/will be further, compounded
4. The eastern end of Cross Lane from Springs Farm to Prowse Lane does not have a pavement. This is dangerous to the health and safety of cyclists and pedestrians because of the size, frequency and speed of HGV's, Tractors and Trailers and speeding motor cars. (Refer to photographs under item 2 above). The speed limit is 40 mph which is excessive considering the dangerous conditions.
5. The lower western end of Cross Lane and especially the A38/371 junction are used by anti-social drivers to perform 'donuts'. Typical examples of these manoeuvres are recorded in video format and in photographs of the tyre marks, linked or printed on page 27 hereof.

6. Axbridge is the nearest settlement for Compton Bishop Parish's residents to access essential services and is the Key Rural Settlement for the Parish of Compton Bishop. It is vitally important that a safe route to Axbridge is established and maintained. Unfettered access for all is effectively being denied.
7. Cross Lane has subsided at several points presumably because of its location and ground structure and also the amount and size/weight of traffic. The structure is dangerous for motorcyclists and cyclists. The whole Lane requires immediate attention.
8. CBPC draws attention to its response to the aforementioned Consultation and the impact the proposed reconfiguration will have on other locations within the Parish. These impacts will require addressing as part of improvements to Cross Lane and the Junction.

Section B-C. Old Coach Road (OCR) from The New Inn to house named Carpenter's Lodge

The following is a map of this section.



The effects of Issues on this section of highway are as follows;

1. This section of OCR has changed little since it was a busy coaching route between Bristol and the South West. It has never been modified to accommodate motorised transport and large commercial vehicles and modern tractors.
2. Vehicle parking on both sides of the road, narrowing the width of OCR to single file traffic. This prevents flow of traffic and causes danger to safety of other road users. Refer to photograph under item 3 below.

3. Large numbers of huge Tractors and Trailers and goods delivery vehicles, significant numbers of HGV's and a very large number of motor cars cause significant danger to Vulnerable Users.



Cars parked, tractors and trailers meet at White Hart OCR causing traffic jam and danger for public seated on verge opposite the White Hart. 31 July 2021.



Seating area for customers of the White Hart



Typical large tractor and trailer in OCR occupying most of the road on 17 July 2021

4. The large developments referred to in Issues and under Section A-B, also impact on OCR. The road is used as a 'rat run' to and from Weston-super-Mare and is especially busy during the commuter rush hour periods.
5. There is no pavement/footway whatsoever. Pedestrians are forced to walk down the centre of the road and dodge back and forth between parked vehicles to avoid the various categories of traffic which is often travelling at over 30 mph.
6. The speed limit is 30mph. This is excessive considering the presence of parked vehicles, the volume of traffic and the size of vehicles.
7. The White Hart Public house is situated at the western end of this section of highway. It has seating on the opposite side of the road. It is a much used facility for local residents and tourists. Erection of 'please slow down' signs by the landlord are ignored by drivers.
8. Anti-social behaviour of motorists in their 'souped up' vehicles is causing nuisance and a danger to all other road users and unacceptable disturbance of residents, especially during evenings and at night.
9. The noise and vibration generated by Tractors and Trailers, HGVs and high speed 'souped-up' motor cars has destroyed the previous peace and tranquillity enjoyed by residents along this stretch of highway. **Properties vibrate when large vehicles pass by.**
10. PROW and bridle path AX.15/12 to/from The Mendip Hills AONB joins OCR immediately next to the dwelling called Alcasta. This frequently used PROW is especially steep and slippery where it meets OCR. The number, size and speed of vehicles that travel along OCR make it especially dangerous for walkers and horses/riders exiting the PROW onto the highway. As aforesaid, there is no safe refuge for pedestrians on this stretch of highway and on-road parking increases the level of danger.



AX15/12 joins OCR. Photograph taken 14 August 2021



Ax15/12 joins OCR opposite parked vehicle. Photo taken 14 August 2021

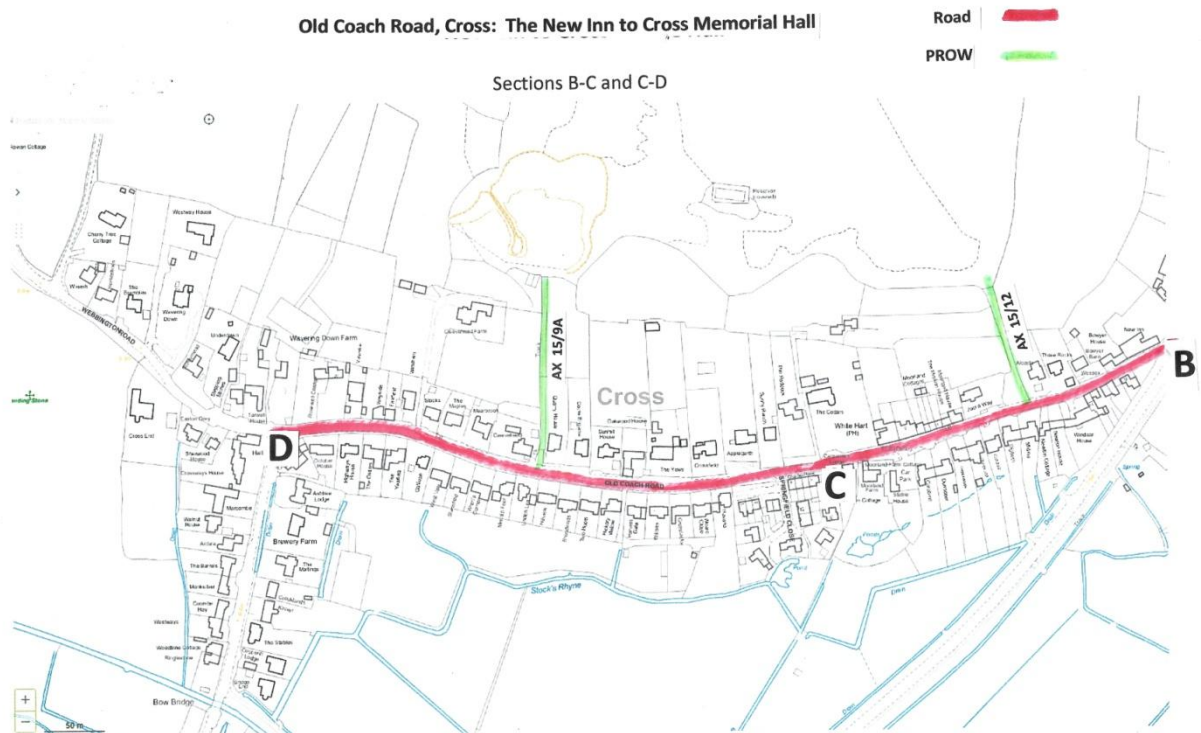
11. Similarly, the front entrances to many of the properties in OCR open directly onto the highway. For all the reasons given in item 10 above, exiting these dwelling houses is dangerous.



Typical dwelling in OCR where the front entrance opens onto the highway

Section C-D: Old Coach Road (OCR) from House named Carpenter's Lodge to Cross Memorial Hall

The following is a map of this section



The effects of issues on this section of highway are as follows;

1. Points 3,4,6, 8 and 9 under Section B-C also apply to this Section of road
2. There is a pavement along this Section of road; therefore the dangers to pedestrians are greatly reduced. However they are not reduced for cyclists.
3. Whilst there are no restrictions as to on street parking between Carpenter's Lodge and the property called Havara, the road is too narrow to allow parking in the road and clear access for HGV's and large tractors and trailers. Vehicles that park in the road are damaged. Alternatively, the large vehicles will run up over the grass verges to avoid hitting parked cars. Local residents living next to the road park off road or on the pavement when loading or offloading.



Tractor and Trailer heading east on OCR at the junction with Springfield Close, on 17 July 2021. It occupies approximately 70% of the full road width.



Tractor and Trailer parked on pavement in OCR



Tractor and Trailer parked on pavement in OCR outside Springfield Close on 22 April 2021

4. The road is slightly wider from dwelling named Havarria to the Memorial Hall. However, the lay-by to the left creates a perception that the road is much wider than it actually is. The majority of vehicles exceed to 30mph speed limit along this section. The 'anti-social drivers' tend to floor their vehicles' accelerators through this section.
5. PROW AX.15/9A to and from The Mendip Hills AONB joins OCR on a bend with impaired visibility between dwellings named Quarry House and Cleevehead. The number, size and speed of vehicles that travel along Old Coach Road means that it is especially dangerous for walkers exiting the PROW on this impaired visibility bend.



Tractors and trailers travelling east and west meet at entrance/exit to PROW AX 15/9A



Entrance to/Exit from AX 15/9A in OCR

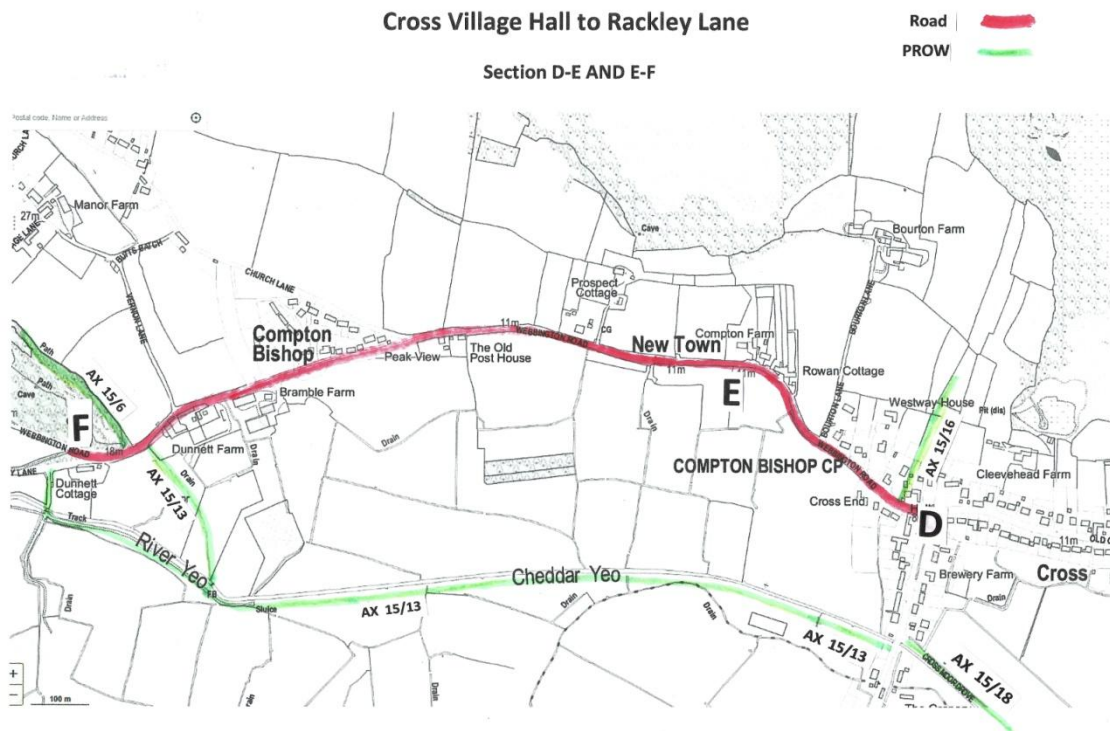
6. The wide 'T' junction of OCR with WR at Cross Memorial Hall is another location favoured by the anti-social drivers to carry out their 'donut' vehicle manoeuvres.



Tyre skid marks at the point D on the map. Roads junction outside Cross Memorial Hall. Incident occurred on 22 August 2021

Section D-E: Webbington Road (WR) from Cross Memorial Hall to Cumbtune Farm, New Town

The following is a map of this section



The effects of issues on this section of highway are as follows;

1. Points 3, 4, 5, 6, 8 and 9 under Section B-C also apply to this Section of road.
2. This Section of road has never been modified to accommodate motorised transport and large commercial vehicles and modern tractors
3. The WR is an unclassified, relatively narrow, country lane. Its grass verges are being eroded by the HGV's, Tractors and Trailers that are too large for the country lane.



Tractor and trailer heading west on WR at junction with Bourton Lane



HGV parked in lay-by on WR near the junction with Bourton Lane

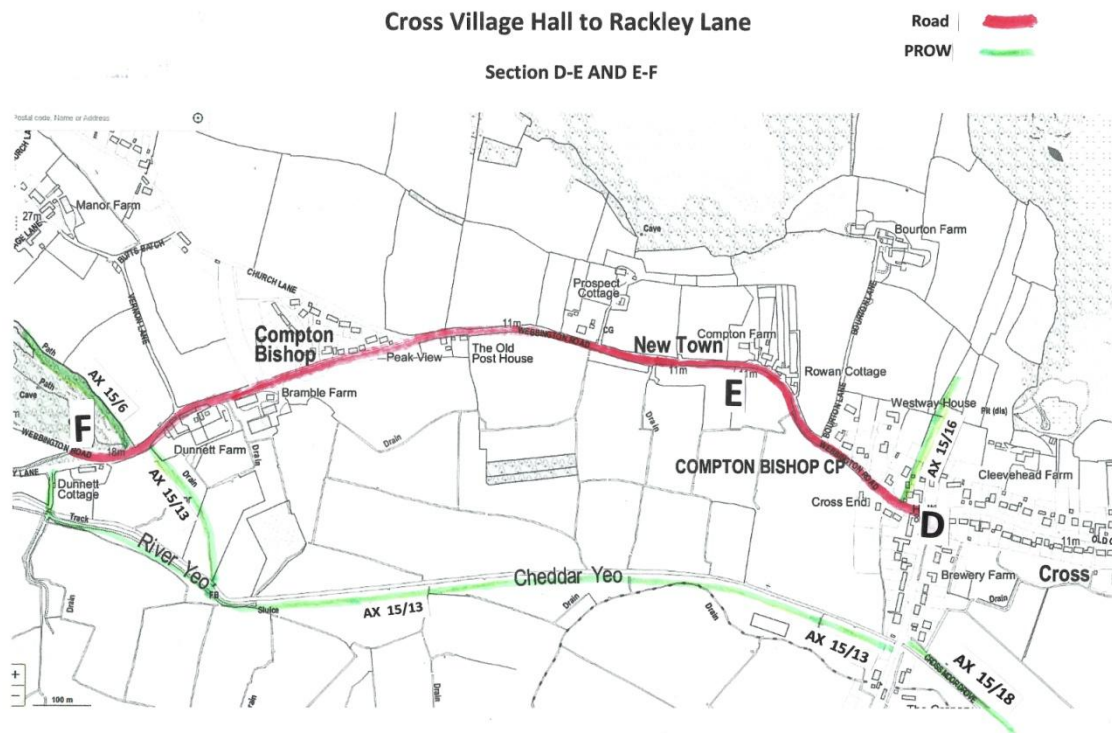


Erosion of grass verge in WR at junction with Bourton Lane

4. The speed limit is 30 mph along this Section. This is too excessive and is not observed by most vehicles.
5. There is no pavement. Pedestrians seek refuge from speeding large vehicles and cars on the grass verges. A village maintenance group and residents do their best to cut the grass verges otherwise there would be no safe refuge at all. This is not an ideal solution to a serious problem.
6. Where the road runs through New Town, there is no pavement or grass verge. But there is a dangerous blind bend. The size and speed of vehicles makes this location especially dangerous.
7. PROW AX.15/16 to and from The Mendip Hills AONB joins the WR on a blind bend next to dwelling named Stepping Stones. The number, size and speed of vehicles that travel along WR means that it is especially dangerous for walkers exiting the PROW on this blind bend.

Section E-F Webbington Road. (WR) Cumbtune Farm to Rackley Lane

The following is a map of this section



The effects of issues on this section of highway are as follows;

1. Points 3, 4, 5, 6, 8 and 9 under Section B-C also apply to this Section of road.
2. This Section of unclassified road has never been modified to accommodate motorised transport and large commercial vehicles and modern tractors
3. The speed limit is raised from 30 to 40 mph between Cumbtune Farm and the Church Lane road junction. There does not seem any logical reason for relaxing the 30mph speed limit along this stretch of highway. Drivers seldom keep within the 40mph limit.
4. Between Cumbtune Farm and Church Lane there are grass verges for pedestrians to use as a safe refuge from the frequent traffic, especially HGV's and Tractors and Trailers. However the verges are largely not well maintained and are uneven and not suitable for walking on.



Tractor and trailer heading west on WR and occupying most of the road. Grass verges do not provide safe refuge.



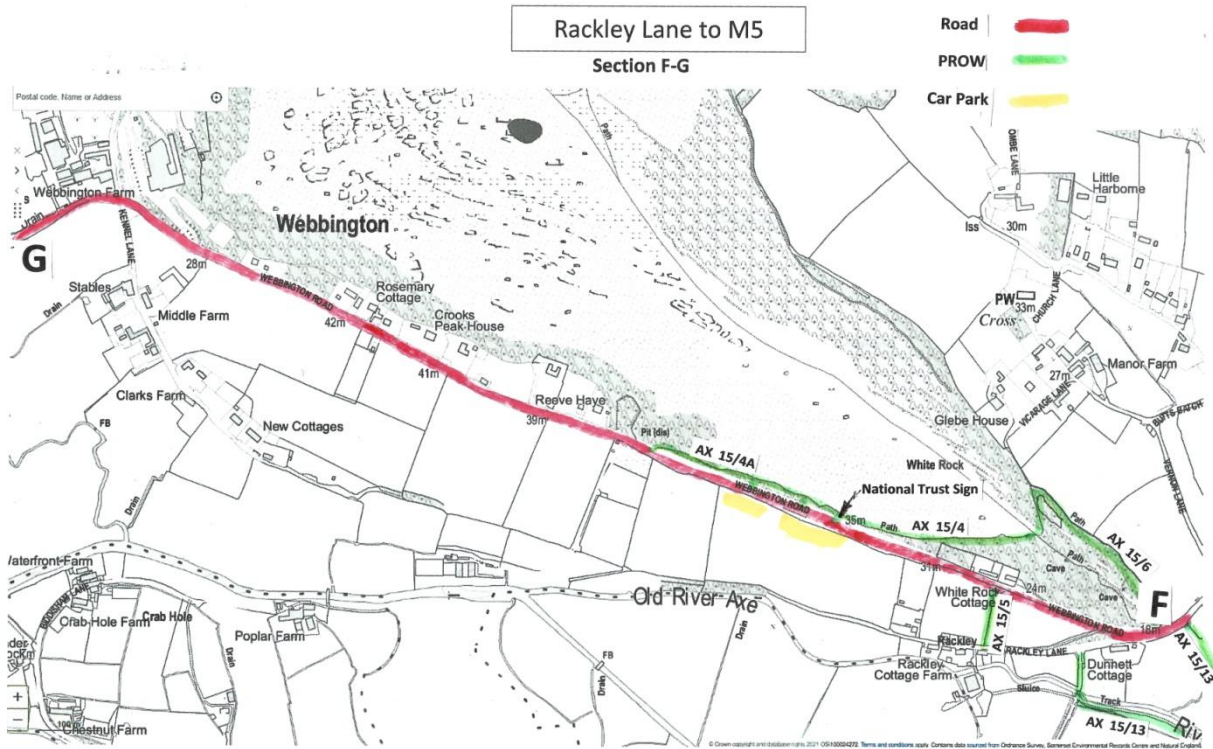
Tractor and trailer heading west on WR and occupying most of the road. Grass verges do not provide safe refuge.

5. The speed limit reduces to 30mph between Church Lane and a point 30m beyond Rackley Lane. The WR narrows along this stretch of highway. There are virtually no verges or safe refuges for pedestrians. Vulnerable Users are particularly at risk from HGV's, Tractors and Trailers and speeding motor cars.
6. AX15/6 to/from The Mendip Hills AONB and AX 15/13 to/from The Axe Yeo join the WR on the blind bend close to the Rackley Lane junction. Walkers are vulnerably exposed to large vehicles and speeding traffic.
7. Many walkers that join the highway from AX15/6 will walk up the WR to retrieve their vehicles parked in the Car Park further west on the WR. This point is addressed further in the Section F-G.
8. There is an unofficial lay-by where AX15/6 joins the highway. This is on a blind bend. Vehicles, cyclists and pedestrians are vulnerable to speeding traffic.

- Rackley Lane joins the highway on a blind bend. Vehicles, horse riders and Llama walkers exiting Rackley Lane are vulnerable to speeding traffic.

Section F – G: Webbington Road (WR): Rackley Lane to M5 Motorway Bridge

The following is a map of this section



The effects of issues on this section of highway are as follows;

- Points 3, 4, 5, 6, 8 and 9 under Section B-C also apply to this Section of road.
- This Section of unclassified road has never been modified to accommodate motorised transport and large commercial vehicles and modern tractors.



WR looking west near properties White Rock and Knoll View towards Car Park

3. This section of highway borders The Mendip Hills; an AONB that is visited by 1000's of people every year and is renowned for its peace, tranquillity, wildlife and beautiful scenery. Its qualities are being eroded by an excessive number of large, noisy vehicles and speeding traffic.
4. The National Speed Limit of 60 mph applies between 30m to the west of Rackley Lane and the entrance to The Webbington Hotel. Considering the number of hazards applicable to this section of the highway, this is far too excessive.
5. The road is narrow over its entire length. It is not wide enough to be safely traversed by huge Tractors and Trailers and goods delivery vehicles, a significant number of HGV's and large numbers of speeding motor cars.



Large HGV heading east on WR attempting to negotiate traffic heading west outside properties named White Rock and Knoll View.



Large HGV attempting heading east on WR attempting to negotiate traffic heading west outside properties named White Rock and Knoll View.

6. Large numbers of huge Tractors and Trailers and goods delivery vehicles, a significant number of HGV's and a very large number of motor cars cause significant danger to Vulnerable Users.
7. Anti-social drivers in their 'souped up' vehicles use the section of straight but narrow highway between Rackley Lane and the Car Park shown on the Map above and beyond to The Webbington Hotel, as a race track.
8. PROW AX15.5 joins the WR opposite the property known as Knoll View. This is especially hazardous to users as traffic can often be travelling in excess of 60mph at this point. Walkers from this PROW walk along WR to either AX15.4 or the Car Park.
9. There are insufficient safe refuges for walkers and very little in the way of grass verges to walk along. There are regular athletics or walking 'meets' that frequent this highway every year. People that run or walk along this stretch of highway are at severe risk of injury.



Walkers in WR near property named White Rock

10. Cyclists are also at risk of serious from the various categories, high speeds and numbers of vehicles that use the highway.



Cyclists heading west along WR just to the west of property named White Rock

11. A Car Park is situated on the south side of the WR. It is referred to by the National Trust as the public car park for those people wishing to enjoy The Mendip Hills AONB. It is also shown on Ordnance and Survey maps as a public car park. There are four entrances to PROW AX 15/4.4A that runs along the Mendip Hills AONB. They are situated on the north side of the WR. Therefore the road has to be crossed to gain access to the Mendip Hills or the Car Park. The Car Park is well used by visitors, walking and cycling groups, glider clubs, school visits and the like. The large numbers of vehicles of varying categories and often travelling at high speeds are a serious hazard for cyclists and pedestrians attempting to cross the road. Attention is drawn to the tyre marks shown on the photographs.



WR National Trust Car Park. Users have to cross WR to reach the Mendip Hills AONB, PROWS.



One of the access paths to AX15/4 across the WR from the Car Park

12. Meetings of anti-social drivers in their 'souped up' vehicles frequently take place every week at the Car Park. It is the base for irresponsible and noisy fast 'speed trials' to and from the A38. Attention is again drawn to tyre marks on the photographs [on page 47](#).
13. This section of highway borders The Mendip Hills, an AONB that is visited by 1000's of people every year and is renowned for its peace, tranquillity, wildlife and beautiful scenery. Its qualities are being eroded by an excessive number of large, noisy vehicles and speeding traffic.
14. There are a significant number of residential properties between Rackley Lane and the Webbington Hotel. As a result of traffic issues referred to herein access and egress to all the properties ranges from hazardous to extremely dangerous.



Access to property named White Rock is directly onto a narrow section of WR.

15. The speed limit at The Webbington Hotel reduces to 30mph. However the various categories, number and speed of vehicles makes the blind Barton Road/Kennel Lane crossroads very hazardous along with the narrow blind bend 20m beyond the crossroads.



Tractor and Trailer heading west on WR, negotiating narrow blind bend near Barton Road/Kennel Lane crossroads.

16. There are a number of hazards at OR NEAR the junction of Rackley Lane with the WR.

- The entrance to/exits from PROW's AX 15/6 and 15/13 are on blind bends.
- The entrance to/exit from Rackley Lane is on blind bends.



WR/Rackley Lane Junction. Looking in a westerly direction. Rackley Lane on left of photo, blind bend in centre and entrance to/exit from PROW AX15/6 on right



WR looking in an easterly direction from Rackley Lane. Entrance to/exit from PROW 15/6 is on the left and blind bend is on the right.



WR. Entrance to/exit from AX15/13



WR. Looking westward towards the blind bend from entrance to/exit from PROW AX15/13

The hazards referred to above and shown in the photographs hazards are made all the more hazardous by HGV's, Tractors and Trailers and speeding motor cars. With reference to SID results scheduled on page 20, over 85% of vehicles are exceeding the speed limit at or near the Rackley Lane junction.

Section H-D Old Coach Road (OCR) between the A38 at Lower Weare and the Village Hall at the junction with Old Coach Road/Webbington Road (WR) at Cross Memorial Hall

The following is a map of this section



The effects of issues on this section of highway are as follows;

1. The speed limit along this section of road is 30 mph. There are no pavements and the long straight road encourages most vehicles to exceed the speed limit. Therefore the road is often dangerous to Vulnerable Users.



Long straight section of OCR. Photograph also shows verge damage caused by HGV's, Tractors and trailers.

2. When OCR between previously identified points B and D becomes congested with HGV's, Tractors and Trailers, delivery vans and motor cars or there is heavy congestion on the A38, drivers tend to divert along this stretch of highway to save time. It then becomes hazardous.
3. The Consultation proposals referred to previously will cause traffic to be diverted along OCR between points H and D. The full implications are not known but are likely to be significant for residents, walkers and cyclists. The noise will adversely affect all who live along the route.
4. It is not known whether Bow Bridge is strong enough to withstand the consequences of diverting large numbers of 25-44 tonne HGV's, Tractors and Trailer, commercial vehicles and motor cars over it.



OCR over Bow Bridge



Bow Bridge over the Axe Yeo

5. PROW's AX15/13 and AX15/18 meet at Bow Bridge. This is a much used route for walkers and residents at all times of the day. AX 15/13 runs along the south bank of the river Axe/Yeo. AX 15/18 runs along the north bank. This means that Bow Bridge has to be crossed to access either PROW. Bow Bridge has one single carriageway over it and has no pavement. It is already a hazard point for pedestrians and cyclists. If the size, number and speed of vehicles continues to increase it is likely that someone will be seriously injured.



Gate to/from much used AX15/13 at Bow Bridge. Exit is directly onto OCR

6. The Parish has a village green 'Maggie's Corner' located on the north side of Bow Bridge. This is much used by local families. To make this section of highway a more frequently used route for traffic will seriously compromise the safety of families, especially children.



'Maggie's' Corner and entrance to AX15/18. Much used public area frequently used by families and children

7. Anti-social behaviour of motorists in their 'suped up' vehicles is causing nuisance and a danger to all other road users and unacceptable disturbance of residents, especially during evenings and at night.

Relevant Observation: Anti- Social Behaviour of some drivers, speeding and 'Donuts' outside the Parish of Compton Bishop

It is relevant to observe that the irresponsible drivers that are using the thoroughfare through the parish of Compton Bishop, continue to indulge in their anti-social behaviour in the adjoining parish of Loxton.

There is evidence of 'donuts' being performed at the road junction of Sevier Road and Shiplate Road and at the junction of White House Lane with Shiplate Road.

Part 8 CBPC'S Suggestions to Minimise the Impact of the Issues on Specific Sections of the Roads Identified on the said Map

CBPC's suggestions for dealing with the Issues and minimising the impact on Vulnerable Users are as follows.

Specific to the Thoroughfare A-G and H-D.

1. Complete the pavement/safe refuge for Vulnerable Users along the entire Section A-B between Axbridge and the A38.
2. The roads and more particularly the services under the roads were not constructed or installed to withstand loads in excess of 7.5 tonnes. The surface of the road is constantly subsiding and requires regular maintenance. A weight limit between Point B and G and H-D) ought to be imposed.
3. Speed is a serious danger to the safety of all Vulnerable Users. The speed limit in Cross to be reduced to 20mph and the remainder of the thoroughfare to be 30mph.
4. For continuity, the speed limit to be 20mph in built up locations and 30mph elsewhere.
5. With particular reference to Sections H-D and F-G of the thoroughfare;
 - a. the speed limit on Section H-D is 30mph. The limit on F-G is 60 mph, the National Speed Limit.
 - b. taking account of the width of the two sections of highway, the number of properties, entrances to/exits from PROW's the usage by HGV's, tractors and Trailers and anti social drivers and also the presence of the much used lay-by on Section F-G, it is apparent that Section F-G is far more hazardous than H-D. Consequently, a 30mph limit on F-G would be appropriate.
6. Safe pedestrian refuges are required along Section B-C.
7. A safe access and egress to/from PROW AX 15/12, 15/9A, 15/16, 15/6, 15/13, 15/4, 15/4A, 15/13 and 15/18 is necessary.
8. Consideration is required for permanent speed cameras.
9. County sponsored Speed watch groups working in conjunction with the Police are required.
10. Police should have a greater presence regarding anti-social behaviour, catch the culprits and the Courts must insure that severe penalties are imposed as a deterrent to all who practice such behaviour.
11. Traffic calming measures should be considered such as road narrowing, flower planters and speed humps.

General

12. The National Speed Limit for unclassified roads should be reduced from 60mph

General

13. The parishioners of Compton Bishop Parish contribute at least as much in council tax as those living in urban areas. However, currently expenditure appears to be directed more towards urban areas. There should be a fairer distribution of expenditure in order that the needs of the countryside are properly and fully addressed.

14. National or County led initiatives to educate the young as to the dangers of walking cycling or riding in the countryside ought to be a priority. For example video games to promote road safety.
15. The Department for Transport announced it would attempt to tackle the noise pollution that “makes the lives of people in communities across Britain an absolute misery.”

It is evident that many vehicles, especially those driven by anti social behaviour drivers, do not comply with noise limits. All vehicles must legally meet strict noise limits before they are allowed on the road. The current limit on exhaust noise in the **UK is 74 decibels**

Owners of cars with exhausts that are too loud, and those who rev their engines, must be identified and be fined.