

## Appendix C:- Summary of Formal Objections and Officer Responses

Ref	Objection	Number of objectors	Officer response
1	The 20mph speed limit proposal will slow cars down unnecessarily, create more obstacles and cause more aggressive driving. Children should not be in the road. There are more deaths from coronary heart disease than road accidents, the money would be better spent.	1	Many people using these roads give very little or no consideration to the nearby residents whose houses front almost directly onto the road. The reduced speed limit is a means of improving the environment for those people who have to suffer the daily imposition of the transient motorist. It is expected that in time drivers will understand the reason for the 20mph speed limit and adapt their behaviour to be more considerate to other road users and residents.
2	It will not improve the local environment and it will not encourage people to walk or cycle. A "self-enforcing speed limit" which currently exists for the 30mph speed limit does not work. Stronger measures than signage and awareness campaigns are needed to change drivers behaviour.	1	Introducing a 20mph speed limit on roads in residential areas has undergone extensive research through academia, DfT, TRL and on-site trials (including Bristol, Portsmouth, Oxford, Norwich, Leicester, Newcastle Colchester, Hackney, York). The results generally show that once drivers become accustomed to travelling at the reduced speed they adapt their behaviour and routines to the limit and it becomes socially acceptable. People living in the affected areas have also noticed environmental improvements to air quality and noise. Road accident numbers have been reduced significantly in some trial areas.
3	The "blanket" nature of the scheme is not necessary. Roads such as Orchard way should not be included. It is a purpose designed/built feeder road serving the new and estate and for a 30mph speed limit. It is a wide road with good junctions from the estate cul-de-sacs.	1	The scheme is not considered to be of a "blanket" nature. Council Cabinet has made the decision that 20mph speed limit schemes should include residential roads which are within a built up area, but with the exception of crucial A and B class roads. The roads being included in this scheme are within a residential area. They have a community function and therefore must integrate motorized traffic and all other road users. This should help pedestrians and other vulnerable groups use the roads safely and effectively. Although Orchard Way is a wide open road it is still considered as a residential road and therefore an integral part of this scheme.