

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

Ref	Objection	Number of objectors	Officer response
1	<p>Aesthetics:- Buildings within the proposed area are part of the Bath World Heritage Site. The signs and road markings would add to the signing clutter and detract from the beauty and authenticity of the site.</p> <p>Cost:- The scheme is a waste of money when it is currently impossible to travel faster than 20mph. With serious reductions in LA expenditure, the whole idea of the scheme makes it very low priority.</p> <p>Enforcement:- If there is to be no enforcement of the scheme the whole exercise seems pointless.</p>	<p>3</p> <p>2</p> <p>1</p>	<p>The signing installed will be the minimum number needed to meet the legal requirements. Terminal signs will be placed at speed limit boundaries and small repeater signs along traffic routes. When all the schemes are completed the whole city will have a 20mph speed limit and therefore terminal signs will only be sited at 20mph speed limit boundaries which will be at the city boundaries and junctions with A class roads. Road markings will normally only be installed at the boundary edges to the 20mph speed limit area.</p> <p>The proposal aims to change people's driving habits and attitude towards roads and traffic.</p> <p>The 20mph speed limit restrictions will be treated in the same way as any other speed limit in the Avon &amp; Somerset Police area in that enforcement will not be routine but will be intelligence led and where there is evidence of clear and excessive offending, accompanied by an aggravating factor.</p>
2	<p>There have been no independent recordings or monitoring of the traffic speeds.</p> <p>There is no way to monitor or enforce the proposed new limit.</p> <p>The proposal means more signage and more road markings.</p> <p>Existing speed bumps effectively slows down traffic.</p> <p>Part of the area is a conservation area and should reflect this in its appearance.</p> <p>As this is not required, is unenforceable and generally detracts from the environment it is a complete abuse of public funds.</p>	<p>1</p> <p>2</p> <p>1</p> <p>2</p>	<p>Traffic monitoring is carried before and after the scheme is introduced.</p> <p>See above for enforcement by Avon &amp; Somerset Police. Where there is local support, Community Speed Watch campaigns may be set up to raise awareness of excessive speeding.</p> <p>The scheme needs the signing for it to operate and for enforcement to be carried out.</p> <p>Speed bumps are effective at specific sites where a speeding problem exists. They are not considered suitable in an extensive area wide use as they can have a negative effect on the environment and nearby residents and properties. More signs would also be required.</p> <p>If traffic is to use these streets, signing is the least intrusive method of carrying traffic management.</p> <p>The scheme is expected to improve the general road environment and make it more attractive to cyclists and pedestrians as slower moving traffic should be less intimidating.</p>
3	<p>The vast majority of road users drive safely and sensibly at a speed appropriate to the prevailing traffic and weather conditions and that the proposed change will make little or no improvement in road safety.</p> <p>The proposed change is unnecessary and disproportionate and a waste of public money.</p> <p>It will increase the journey time of commuters and delivery drivers</p>	<p>1</p>	<p>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.</p> <p>Road accident numbers have been reduced significantly in some trial areas.</p>
4	<p>Motorists will respect a low speed limit where they see a need for it such as for pedestrians but will not be so sympathetic to long stretches of road with few if any pedestrians, particularly at night.</p> <p>Pedestrians will become less cautious as to the dangers of traffic as they think they are in a 20mph speed limit.</p> <p>The extra cost will be borne by residents or parking charges. Additional costs will be incurred in future for police and traffic management enforcement.</p>	<p>1</p> <p>1</p> <p>1</p>	<p>The government is encouraging local authorities to introduce a 20mph speed limit on roads in residential areas. There is a need for it in these areas as pedestrians, cyclists and vulnerable road users could be using any of these roads at any time of the day.</p> <p>There is no evidence to show that people are less cautious when using a road with a 20mph speed limit.</p> <p>No extra costs to the existing budget are considered likely. In the case of unforeseen demands then any extra cost resulting from the 20mph speed limit schemes should be met from existing Council funds.</p>