

Appendix C:- Summary of Formal Objections and Officer Responses

Ref	Objection	Number of objectors	Officer response
1	Not justified Pointless No benefits	3	The Department for Transport DfT through its review of speed limits is encouraging local authorities to introduce a 20mph speed limit on roads in residential areas. There is clear evidence of the impact of reducing traffic speeds on reducing collisions and casualties, as accident frequency is lower at lower speeds, and where collisions do occur, there is a lower risk of fatal injury at lower speeds. Research shows that on urban roads with low average traffic speeds any 1mph reduction in average speed can reduce the accident frequency by around 6% (Taylor, Lynham and Baruya, 2000). There is also the greater chance of survival of pedestrians in collisions at lower speeds. There are also many other benefits including quality of life and community benefits, encouragement of healthier and more sustainable transport modes such as walking and cycling,
2	Not sufficient mandate for the 20mph speed limit	3	The Council Members carried out a comprehensive review of 20mph speed limits schemes which had already been introduced in other areas of the country.. The ruling Liberal Democratic Party made it their policy to introduce 20mph speed limits on roads in residential areas of Bath and North East Somerset.
3	The blanket coverage is not reasonable	7	The area wide coverage is to include all residential roads in a built up area. Drivers will therefore know that when they are driving in a residential area such as Keynsham or Bath City that all the roads have a 20mph speed limit. An area wide coverage requires less signing than installing signs on selected roads . It will also cause less confusion to drivers as they will know the speed limit on a particular road because it is within a defined residential area.
4	Waste of money	15	If the residents and local community benefit from the lower speed limit it will not be a waste of money. The benefits will be realized when the limit has been accepted.
5	No proven case for the need	3	The need is from the local community particularly vulnerable groups such as pedestrians, children, disabled and the aged for the streets to be safer and less intimidating.
6	The effects of a 20mph speed limit is not understood as it will result in congestion/frustrated drivers/road rage/pollution/increase in people being fined.	6	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. Traffic travelling at a slower speed will tend to move/flow more smoothly, than when at a higher speed which results in stopping and starting. It is unlikely that more people will be fined or penalised as other methods such as education, publicity, soft traffic management measures, Council and community support will be considered in the first instance.
7	Won't work	2	It will work with the support of the community and local authority. 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.
8	A 20mph speed limit is unnecessary. The wrong roads.	2	It is necessary to achieve the benefits of improving the environment and making the roads safer for all road users particularly for those in vulnerable road groups.
9	Impossible to police and enforce. Will result in disrespect for the law	9	The 20mph speed limit restrictions will be treated in the same way as any other speed limit in the Avon & 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. The scheme will be monitored by the Council. Initially where a problem exists the local community with the help of the Council may intervene to carry out publicity and education programmes. Alternative enforcement measures may be considered where necessary. Where there is local support, Community Speed Watch campaigns may be set up to raise awareness of excessive speeding.

10	People won't comply	6	The scheme is being introduced for the benefit of the local residents. With their support and backing from the Council, education and publicity campaigns may be undertaken to help change people's driving habits and attitude towards road safety and the road environment.
11	The 20mph speed limit won't improve road safety	2	Evidence shows that the severity of injury caused in a collision with a motor vehicle is reduced when speeds are lower.
12	Money could be better spent	5	Money has been specifically allocated to this scheme. It would not be available for other works. A large number of the BaNES population would benefit from this money, Whereas, if it was targeted at specific sites fewer people would benefit.
13	Won't achieve its objectives	3	It will achieve its objectives and work, with the support of the community and local authority and all road users. Successful schemes which have been introduced nationally generally show that once drivers become accustomed to travelling at 20mph they adapt their behaviour and routines to the limit as it becomes socially acceptable.
14	The extra signing will be an eyesore	3	The minimum number of signs will be installed to meet enforcement regulations and for motorists to know the operating speed limit. The siting of signs will be carefully considered to cause minimal intrusion and impact.
15	Consultation was inadequate/unrepresentative/flawed	2	The Council undertook an informal consultation to determine local residents views to the introduction of a 20mph speed limit on the roads in the community that the new limit is proposed. This was followed by a formal consultation for the legal notification and processing of the Traffic Regulation Order. Both consultations gave the opportunity for anybody to give their views about the proposal. The views and objections were duly noted and considered by Traffic Management and the Council Member for Transport. Additional roads were added and removed following comments received from the consultation. The informal consultation was carried out by:- mail drop to affected addresses within the Keynsham area, notification through a press publicity campaign, and by specific and general information was given on the Council's web site, This followed a press campaign which publicised the Council's proposals to introduce 20mph speed limits on residential roads in BaNES.
16	Unnecessary imposition	1	This may be considered as an imposition for individual drivers. This is a selfish attitude. Given time when the benefits of the scheme are realized it will not be considered an imposition but as an improvement to the community.
17	Pedestrians will become complacent and exercise less caution	1	There is no reason to believe that people will be less cautious on a road with a 20mph speed limit. Pedestrians may feel safer when traffic speeds are lower but that doesn't mean that they will be less cautious or become complacent .