

Appendix C:- Summary of Formal Objections and Officer Responses

Ref	Objection	Number of Objectors	Officer response
1	Hantone Hill, Bathampton is a cul-de-sac loop with some dead end stretches. Combination of very low frequency of vehicle movements and parked cars make the road extremely safe and speed is self regulated.	1	Roads where a 20mph speed limit is proposed are mostly residential and therefore speeds should be reduced sufficiently to ensure that they are adhered to as much as possible. 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.
	Visual clutter caused by excessive signage and road marking.	3	The amount of signage is minimal, requiring 600mm diameter signs at the beginning of the street to denote the speed limit and smaller 300mm diameter signage approximately every 200m to remind drivers of the limit.
2	High Bannerdown, Batheaston is a quiet cul-de-sac used by cars/ cycles/ horses and pedestrians all unable to exceed 20mph.	1	Roads where a 20mph speed limit is proposed are mostly residential and therefore speeds should be reduced sufficiently to ensure that they are adhered to as much as possible. 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.
	Cost to Council during financially hard times.		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.
3	Does not support the reduction of speed limit to whole neighbourhood areas and major thoroughfares, where the nationally applied limit is considered sufficient.	2	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.
	Existing speed limits need to be properly enforced.	2	The Police have welcomed the concept of a 20 mph speed limit in built-up areas. They are working alongside the Council to raise awareness of the new limits and encouraging drivers to adhere to them. The 20mph speed limit will be treated in the same way any other speed limit in the Avon & Somerset Police area in that enforcement will not be routine but will be intelligence led and where is a case of clear and excessive offending, accompanied by an aggravating factor.