

Appendix C:- Summary of Formal Objections and Officer Responses

Ref	Objection	Number of Objectors	Officer response
1	Longwood Lane requires a 20mph speed limit.	1	The introduction of 20mph speed limits is generally along roads through built up areas/ residential streets and around schools. Provision of a 20 along Longwood Lane is unlikely to gain compliance.
2	How will speeds be monitored post implementation?	1	Traffic monitoring is carried before and after the scheme is introduced.
3	Police unable to enforce with current resources.	3	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.
4	Will the speed limit increase if the scheme is not deemed successful?	1	Pre-implementation speeds have already been undertaken through the area and this exercise will be repeated once the scheme has been implemented, after which a report will be compiled to outline success of the scheme.
5	Money should be spent on road safety education instead	1	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.
6	B&NES have not proved that a reduced speed limit that a reduced speed limit will lead to fewer accidents.	4	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.
7	20mph scheme is anti-car.	4	The intention is to encourage healthier and more sustainable transport modes such as walking and cycling, with the aim to reduce accidents and the severity.
8	Most accidents at 20mph occur when drivers are distracted	4	Driver concentration and awareness should be maintained on all roads, irrespective of speed limits.
9	Reduced speed will cause frustration and impatience.	4	Drivers should driving to the conditions of the road and remember the aim and purpose of the speed limit imposed on that road.
10	Already difficult to drive at 20mph in most roads in Salford, as they are cul-de-sacs.	4	The cul-de-sacs are also to be signed as 20's to accord with the legal order.
11	Will increase pollution.	6	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.
12	Waste of money.	6	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	Maintenance cost to taxpayer.	4	Maintenance costs will be minimal and no greater than for signs already on the road.
14	Less than 8% of the villagers voted in favour of the 20 mph speed limit - approximately 92% of the people either voted against it or didn't vote at all - the vote is not Democratic, nor independently verified. This is born out by The Bristol Evening Post, that 75% of the people would not drive at 20 mph. The proposed new speed limit is unrealistically low and	4	Results from the Council's informal consultation suggested that 68% - Yes; 27% - No and 3% - No Opinion. The intention is to encourage healthier and more sustainable transport modes such as walking and cycling, with the aim to reduce accidents and the severity.
15	What is the justification for the reduced speed limit?	4	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,
16	Why is the speed limit proposed for 24 hours?	4	All mandatory speed limits are for 24 hours and cannot be time related.
17	The main A4 should be retained at 30mph.	4	The main A4 is to be maintained as 30mph.
18	Some streets already have a 20mph speed limit, but some drivers don't adhere to it.	1	Mean average speeds for those roads suggest that the 20mph speed limit is being adhered to.
20	Money better spent on road maintenance.	1	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.
21	Should have physical means instead.	1	The scheme budget is for signs and lines only. Physical engineering measures cannot be accommodated within the budget.