

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

Ref	Objection	Number of Objectors	Officer response
1	Consultation process is flawed, as people driving through the area cannot be consulted and bias towards people who support the scheme	1	20mph speed limits are proposed principally on residential streets where people live, so a reduction in the speed limit is something that will affect their everyday living and therefore should be consulted upon as to whether they feel it is appropriate for them.
	Most of the traffic in Bath travels at speeds of <20mph, but when traffic conditions dictact, traffic should be able to drive faster.	1	Roads where a 20mph speed limit is proposed are 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.
2	Such spend is seen as frivolous in a period of austerity and should be spent on other roads of high risk or on highway maintenance.	3	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	20mph limit on all roads 24/7 is unrelaistic and unenforceable.	1	Roads where a 20mph speed limit is proposed are residential and therefore speeds should be reduced sufficiently to ensure that they are adhered to as often as possible. The speed limit would be implemented as any other speed limit and be in place at all times. The speed limits will be enforced by Avon and Somerset Police. 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.
4	Consultation results have not been published for informal consultation.	1	Informal consultation has now been completed for all areas within the 20mph speed limit programme and have been published on the 20mph webpage.
	The implementation will increase the perception that in residential areas, 20mph is always safe. This is untrue and many fatal collisions occur with impact speeds well below 20mph.	1	There is no evidence to suggest that people are less cautious when using a road with a 20mph speed limit. 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.
	Travelliing at 20mph will mean additional fuel usage/ pollution and noise.	1	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.
	The imposition of 20mph limits in these areas would have no positive impact on encouraging more residents to walk or cycle.	1	In Portsmouth, which implemented 20mph limits on 94% of its roads in 2008, over 40% of respondents stated that "there has been a safer environment for walking and cycling; and as a result, around a third of respondents felt that there had been an increase in pedestrian and cyclist activities in local areas. This improvement can only increase health benefits.
	The areas that have been proposed for coverage are not enforceable as they do not meet the Governments criteria for siting of speed cameras.	1	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.