

Appendix C:- Summary of Formal Objections and Officer Responses

Ref	Objection	Officer response
1	- Difficulty in obtaining background documents as part of TRO notice period.	Information relating to the scheme can be viewed at Council offices or on the Council's website. Information has also been provided, following request to Officers.
	- Does not comply with DfT guidance 01/2013 on setting local speed limits.	The scheme complies with DfT guidance on all levels, both with 01/2006 circular used to inform initial recommendations to Cabinet in 2012 and the updated 01/2013 as part of the design process for the scheme.
	- DfT 01/2013 should be used and not DfT 01/2006.	As above.
	- Local speed limits should not be set in isolation.	This is generic information for consideration depending upon the environment in which the limit is to be proposed. There are plenty of examples where speed limits are reduced that do not have corresponding speed reduction measures, but the merits of inclusion will have been considered following reviews of accident data and speed counts.
	- Speed limit would be ineffective if set unrealistically low.	Pre-implementation speed counts have been taken for both Areas 13 and 14 and where the existing mean speed is 24mph or below, the road has been considered for inclusion within the scheme. Those roads where speeds are unrealistically high, will require additional speed reduction measures to bring down to an acceptable level. The current scheme is for signs and lines only, so those roads that do not fit the criteria have not been considered at this point of time.
	- A study of accident data should be undertaken to determine appropriateness of the speed limit.	Accident data has been considered. Traffic authorities are asked by DfT to consider the introduction of more 20mph speed limits and zones in urban and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists.
	- No post-implementation monitoring has been completed to inform other areas.	Once undertaken, post implementation speeds will be used to compare vehicle speeds to determine whether the new speed limits have been a success on a particular street. It is felt that post monitoring would not inform other areas, as each road should be looked at in isolation in terms of its environment when considering the lowering of the speed limit.
	- Reduction in speed will increase pollution.	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.
	- Waste of public money.	There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds and where they do occur, there is a lower risk of fatal injury. The benefits of 20's schemes include quality of life and community benefits and encouragement of healthier and more sustainable transport modes such as walking and cycling.
2	Information request only.	Information provided, no further response requested.
3	Scheme support. Given the number of accidents and near misses on Lower Widcombe hill the proposal to reduce speeds could well prove a life saver.	No response required.
4	My first comment is that the information regarding which roads are scheduled for 20 mph limits should be available via the internet.	TRO drawings provided and added to the Council's website on request.
5	Scheme support. It will improve road safety; create a more harmonious community environment; reduce CO2 emissions and noise pollution	No response required.
6	Scheme support in respect of Widcombe Hill from Claverton Street to the limit of the built up area above the Tynings to Tynning End. Hatfield Buildings ought to be included.	Pre-implementation speed counts identify that the majority of Widcombe Hill would not be an appropriate road to provide a stand-alone 20mph speed limit, as the mean speed is considerably higher than the DfT recommended speed of 24mph before consideration. A 20mph speed limit could be provided, but would require physical measures, such as speed cushions and build-outs to bring the speed down to an acceptable level. The suggestion of extending the proposed limit to Tynings End could be considered. Hatfield Buildings is a Class 6 highway and as such isn't signed. Avon & Somerset Police fully support the introduction of 20mph speed around the Authority.

7	The lower part Widcombe Hill (up to Cambridge Terrace should be included.	The scheme includes Widcombe Hill from its junction with Pulteney Road upto its junction with Cambridge Terrace.
8	Concerned about the signage that might be associated with it would spoil the environment, including other roads in the area. 20mph zone be extended beyond the current proposed limit of Cambridge Terrace to include the junction at The Tynning, Tynning End and Church St. It would be unnecessary in that event to have signage in each side road.	20/ 30mph speed limit signs will be required for legality purposes, however taking account of the environment, only one sign will be provided on the LHS of the road as you turn into to Widcombe Crescent. No 20 roundel will be provided. Similar design considerations to be taken account on roads in the area.
9	I strongly object to the imposition of a 20 mph limit on the upper part of Widcombe Hill, to the east of Tynning End. It is unnecessary, likely to be disregarded by (possibly) the majority of motorists and will be unenforceable. The proposal to impose 20 mph limits on Prospect Road and Macaulay Buildings is ridiculous. These are narrow cul de sacs where speeding traffic never has been and never could be a problem. If a limit is imposed on these roads no signage should be erected as it would be an unsightly and totally unnecessary intrusion in this attractive conservation area.	Pre-implementation speed counts identify that the majority of Widcombe Hill would not be an appropriate road to provide a 20mph speed limit, as the mean speed is considerably higher than the DfT recommended speed of 24mph before considering a speed limit reduction. The provision of 20mph limit on shorter cul-de-sacs are required for legality purposes, as they have essentially been changed from 30 to 20mph and should be signed as such. Minimal signage will be used where possible to reduce street clutter as much as possible. The inclusion of 20mph speed limit in the area indentified ties in with lower speed limits around residential areas and recent and future traffic improvement proposals.
10	Do not think it is appropriate for through routes, such as Widcombe Hill and Bathwick Hill. Council need to respect the conservation area and world heritage status of the Widcombe and Bathwick wards and will keep signage to an absolute minimum.	20mph speed limit is proposed on Widcombe Hill from its junction with Pulteney Road upto its junction with Cambridge Terrace and much of Bathwick Hill has been omitted, as speeds are considered too excessive that drivers would not adhere to them without physical engineering measures. Minimal signage will be used where possible to reduce street clutter as much as possible.
11	- Does not comply with DfT guidance 01/2013 on setting local speed limits.	The scheme complies with DfT guidance on all levels, both with 01/2006 circular used to inform intial recommendations to Cabinet in 2012 and the updated 01/2013 as part of the design process for the scheme.
	- Money allocated for the scheme should be provided elsewhere.	The DfT encourage Local Authorities to introduce lower limits in their areas. Specific monies have been allocated to this project and cannot be spent elsewhere.
	- Will increase pollution levels.	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.
	- Parts of Widcombe Hill/ Oakley/ North Road and Claverton Down Road have been included, but they are arterial routes.	20mph speed limits have been proposed within these areas as pre-implementation speeds are below the recommended speed 24mph and coincide with recent and future traffic improvement schemes.
	- Lower North Road is currently subject to a advisory 20mph and taking it away along with the wig-wags would make it more dangerous.	The intention is to make the 20mph limit along this length permanent, with the wig-wags remaining in place to remind drivers there are school children in the vicinity when lights are flashing.
	- Minimum length of speed limits should be 600m.	DfT 01/2013 states that minimum lengths can be reduced to 400m for lower limits and 300m for areas such as schools.
12	Support the introduction of 20 mph speed limits in Widcombe, but strongly object to the exclusion of most of Widcombe Hill from this proposed restriction.	Pre-implementation speed counts identify that the majority of Widcombe Hill would not be an appropriate road to provide a stand-alone 20mph speed limit, as the mean speed is considerably higher than the DfT recommended speed of 24mph before consideration. A 20mph speed limit could be provided, but would require physical measures, such as speed cushions and build-outs to bring the speed down to an acceptable level.
13	Support the introduction of 20 mph speed limits in Widcombe, but strongly object to the exclusion of most of Widcombe Hill from this proposed restriction.	Pre-implementation speed counts identify that the majority of Widcombe Hill would not be an appropriate road to provide a stand-alone 20mph speed limit, as the mean speed is considerably higher than the DfT recommended speed of 24mph before consideration. A 20mph speed limit could be provided, but would require physical measures, such as speed cushions and build-outs to bring the speed down to an acceptable level.
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17	Scheme support. It will Improve road safety; create a more harmonious community environment; reduce CO2 emissions and noise pollution	No response required.
18	Support the introduction of 20 mph speed limits in Widcombe, but strongly object to the exclusion of most of Widcombe Hill from this proposed restriction.	Pre-implementation speed counts identify that the majority of Widcombe Hill would not be an appropriate road to provide a stand-alone 20mph speed limit, as the mean speed is considerably higher than the DfT recommended speed of 24mph before consideration. A 20mph speed limit could be provided, but would require physical measures, such as speed cushions and build-outs to bring the speed down to an acceptable level.
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24	Difficult to drive at 20mph requires a lower gear and therefore increases their noise traffic pollution.	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.
25	Strongly support this draft order particularly in respect of Widcombe Hill from Claverton Street to the limit of the built up area above the Tynings and below Prospect Road beyond Cambridge Terrace. Hatfield Buildings ought to be included as otherwise there will need to be unnecessary speed limit signs at the junction with Widcombe Hill. I see no need for a 20mph limit above the built up area beyond The Tynings.	Pre-implementation speed counts identify that the majority of Widcombe Hill would not be an appropriate road to provide a stand-alone 20mph speed limit, as the mean speed is considerably higher than the DfT recommended speed of 24mph before consideration. A 20mph speed limit could be provided, but would require physical measures, such as speed cushions and build-outs to bring the speed down to an acceptable level. Hatfield Buildings is a Class 6 highway and as such isn't signed.
26	Object to the exclusion of most of Widcombe Hill from the 20mph limit proposed in this Order.	Pre-implementation speed counts identify that the majority of Widcombe Hill would not be an appropriate road to provide a stand-alone 20mph speed limit, as the mean speed is considerably higher than the DfT recommended speed of 24mph before consideration. A 20mph speed limit could be provided, but would require physical measures, such as speed cushions and build-outs to bring the speed down to an acceptable level.

27	Fully supportive of the imposing of 20mph speed limits and that Widcombe Hill should be included, apart from the length in front of 1-6 Macaulay Buildings.	Pre-implementation speed counts identify that the majority of Widcombe Hill would not be an appropriate road to provide a stand-alone 20mph speed limit, as the mean speed is considerably higher than the DfT recommended speed of 24mph before consideration. A 20mph speed limit could be provided, but would require physical measures, such as speed cushions and build-outs to bring the speed down to an acceptable level.
28	Support the introduction of 20 mph speed limits in Widcombe, but strongly object to the exclusion of most of Widcombe Hill from this proposed restriction.	Pre-implementation speed counts identify that the majority of Widcombe Hill would not be an appropriate road to provide a stand-alone 20mph speed limit, as the mean speed is considerably higher than the DfT recommended speed of 24mph before consideration. A 20mph speed limit could be provided, but would require physical measures, such as speed cushions and build-outs to bring the speed down to an acceptable level.
29	General objection to the introduction of the 20mph speed limit in the form proposed, as it does not conform to the DfT circular.	There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds and where they do occur, there is a lower risk of fatal injury. The benefits of 20's schemes include quality of life and community benefits and encouragement of healthier and more sustainable transport modes such as walking and cycling.
30	Strongly object to the exclusion of most of Widcombe Hill from the 20mph limit proposed in this Order.	Pre-implementation speed counts identify that the majority of Widcombe Hill would not be an appropriate road to provide a stand-alone 20mph speed limit, as the mean speed is considerably higher than the DfT recommended speed of 24mph before consideration. A 20mph speed limit could be provided, but would require physical measures, such as speed cushions and build-outs to bring the speed down to an acceptable level.
31	Unhappy that speed limit on Bathwick Hill is not proposed.	Pre-implementation speed counts identify that the majority of Widcombe Hill would not be an appropriate road to provide a stand-alone 20mph speed limit, as the mean speed is considerably higher than the DfT recommended speed of 24mph before consideration. A 20mph speed limit could be provided, but would require physical measures, such as speed cushions and build-outs to bring the speed down to an acceptable level.
32	Opposition to creating 20 mph zones in Bathwick. It is public waste of money.	There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds and where they do occur, there is a lower risk of fatal injury. The benefits of 20's schemes include quality of life and community benefits and encouragement of healthier and more sustainable transport modes such as walking and cycling.
33	We largely support 20 mph zones in the residential roads in this area with the exception of the top parts of North Road and Bathwick Hill.	20mph speed limits have been proposed within these areas as pre-implementation speeds are below the recommended speed 24mph and coincide with recent and future traffic improvement schemes.
34	Objection to the exclusion of Widcombe Hill from this order. The imposition of a 20 mph limit on Widcombe Hill would reduce excessive speeds on Widcombe Hill and greatly alleviate the current problems.	Pre-implementation speed counts identify that the majority of Widcombe Hill would not be an appropriate road to provide a stand-alone 20mph speed limit, as the mean speed is considerably higher than the DfT recommended speed of 24mph before consideration. A 20mph speed limit could be provided, but would require physical measures, such as speed cushions and build-outs to bring the speed down to an acceptable level.
35	The 20mph on Oakley and the junction with Widcombe Hill (Claverton Down Rd) would seem beneficial as this has been the site of several accidents and near misses, there is no crossing for pedestrians.	20mph speed limits have been proposed within these areas as pre-implementation speeds are below the recommended speed 24mph and coincide with recent and future traffic improvement schemes.
36	Unnecessary, extravagant, contrary to the canvassed wishes of residents, and potentially dangerous. It is unnecessary because the design and layout of the roads concerned means that 30mph is rarely possible on them and even 20mph is often too fast.	There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is lower at lower speeds and where they do occur, there is a lower risk of fatal injury. The benefits of 20's schemes include quality of life and community benefits and encouragement of healthier and more sustainable transport modes such as walking and cycling.
37	Scheme support.	No response required.
38	Objections to the following - Pollution/ noise/ traffic & congestion	The 20mph speed limit is proposed for the short section between Pulteney Road and Cambridge Terrace along Widcombe Hill and Bathwick Hill remains largely unaffected as the speed limit remains at 30mph for most of the road.
39	Objections to the following - Pollution/ noise/ traffic & congestion	The 20mph speed limit is proposed for the short section between Pulteney Road and Cambridge Terrace along Widcombe Hill and Bathwick Hill remains largely unaffected as the speed limit remains at 30mph for most of the road.

40	Strongly object to the exclusion of most of Widcombe Hill from the 20mph limit proposed in this Order.	Pre-implementation speed counts identify that the majority of Widcombe Hill would not be an appropriate road to provide a stand-alone 20mph speed limit, as the mean speed is considerably higher than the DfT recommended speed of 24mph before consideration. A 20mph speed limit could be provided, but would require physical measures, such as speed cushions and build-outs to bring the speed down to an acceptable level.
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42	Wrong type of traffic management, i.e. the exclusion of most of Widcombe Hill from the 20mph limit proposed in this Order.	Pre-implementation speed counts identify that the majority of Widcombe Hill would not be an appropriate road to provide a stand-alone 20mph speed limit, as the mean speed is considerably higher than the DfT recommended speed of 24mph before consideration. A 20mph speed limit could be provided, but would require physical measures, such as speed cushions and build-outs to bring the speed down to an acceptable level.
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44	Scheme support.	No response required.
45	Inclusion of the main transport routes, particularly North Rd, Bathwick Hill, and Widcombe Hill. This will seriously slow down traffic, and so the journey times around Bath, with more emissions and more driver frustration.	The main transport route are largely not included as the mean speed is considerably higher than the DfT recommended speed of 24mph before consideration.
46	Strongly object to the exclusion of most of Widcombe Hill from the 20mph limit proposed in this Order.	Pre-implementation speed counts identify that the majority of Widcombe Hill would not be an appropriate road to provide a stand-alone 20mph speed limit, as the mean speed is considerably higher than the DfT recommended speed of 24mph before consideration. A 20mph speed limit could be provided, but would require physical measures, such as speed cushions and build-outs to bring the speed down to an acceptable level.
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49	Objection to proposed reduction from 30 to 20mph speed limit on Claverton Down Road/ Bathwick Hill and Widcombe Hill.	No proposal to make these 20mph speed limits.
50	- Too many signs, which will look unsightly.	The number of signs will be reduced to ensure that street clutter is kept to a minimum, but retain the legal requirement of the speed limit.
	- Will encourage drivers to tailgate.	Drivers must drive to the conditions of the road and adhere to legal speed limits at all times.
51	Support the proposed lowering of the speed limit in much of Widcombe and Lyncombe.	Noted. No response required.