

APPENDIX A

OBJECTIONS

We have received five letters supporting the scheme as proposed.

Eight letters have been received which are regarded as being direct or indirect objections to the proposed scheme. The following list summarises the reasons for the objections:-

1. The 30mph limit should be extended further to include the crossing point of the Skyline Walk. The road is fast and busy making crossing difficult. Reducing the speed limit would also make this walk more attractive, accessible and safe to walkers.
2. A large number of pedestrians including school children, students from the university, local dog walkers, joggers and local residents regularly use the road. The road is also used by dog walkers from the nearby Cats and Dogs home.
3. There are houses beyond the proposed 30 limit extension which are part of the Claverton Down community.
4. There is a footway on one side of the road only. It is narrow making it difficult for pedestrians to pass and for wheelchair users.
5. There is a high level of traffic movement along the road which includes tour buses university buses, local buses, school buses which “fly along the road”, HGVs and motor cyclists.
6. The proposal won't address the safety problems outside Claverton Down Community Hall, “traffic will still speed”.
7. Visibility along the road is poor due to the tree canopy.
8. The whole length of Claverton Down Road should have a 30mph speed limit. By having different speed limits in short sections drivers are unclear what the speed limit is and traffic flow is not constant. One speed limit along the length of the road would clarify the situation.
9. Local residents encounter abusive behaviour from drivers when they enter and leave their properties.
10. The road is heavily used by cyclists and they sometimes cause overtaking difficulties because of the bend of the road and their slow speed up the road gradient.
11. The risk to road users from badgers and deer.
12. The history of road traffic incidents near Lime Kiln Lane where walls and fences have been damaged by speeding vehicles.
13. Speeding traffic doesn't encourage local residents to use buses or leave cars at home.

14. Lowering the speed limit to 30mph along the full length of Claverton Down Road would improve traffic flow and safety.
15. Cars will be accelerating and decelerating into and out of the 30/40 limits as they pass residential homes and the Sky Line walk path.

RESPONSE;

30mph speed limits are generally set for built up roads where lengths of residential properties front the road on both sides. It is acceptable to adjust speed limit extents in urban areas where a lower speed limit would benefit road safety, the local environment and or vulnerable road users. In this case, a 30mph limit is considered appropriate to improve road safety at the Norwood Avenue junction and is necessary for the introduction of a roundabout.

There have been three recorded road traffic accidents in the last five years between Norwood Avenue and Brassknocker Hill. This is not considered to be significant for this type of road and could not be used to justify a reduction of the 40mph speed limit.

Traffic will travel at a speed they feel is appropriate to the road. Lowering the speed limit won't by itself reduce traffic speed.

It is believed that the number of walkers using the Skyline walk as it crosses Claverton Down Road is minimal. Without further assessment it is difficult to know that the benefits to these walkers would justify a reduction of the speed limit.

The police support the proposed extension of the 30mph limit, but would not support a greater extension than this.

Additional traffic management measures could be introduced to address the traffic speeding and road safety issues raised.

Many of the points raised to this scheme will need further investigation and assessment. A new TRO procedure and advert would have to be followed in order to extend the 30mph speed limit further. That is from that proposed or from the existing 30/40 limit, either further or to Brassknocker Hill.

Trees could be cut back to improve visibility but drivers may travel faster.

Lowering the speed limit will not necessarily affect or improve the flow of the traffic.

COMMENT

The government sets national speed limits and the local highway authority is responsible for introducing local speed limits where the national limits are not appropriate. The Highway Code gives comprehensive information on the speed limits you would expect to

find on different categories of road. This shows that a 30mph speed limit is applied to roads in a built-up area.

However, local highway authorities are permitted to make changes to a speed limit after an assessment has been carried out. This is based on a large number of factors but will include all characters of the road, such as its alignment, the level and type of activity along the road, the accident record, a survey of traffic speeds, the affect on the local community, environmental impact. The assessment must consider all relevant factors including accident and casualty savings, improvement to the environment, improvements in conditions and facilities for vulnerable road users, reduction in public anxiety, increased journey times for motorised traffic, costs of implementation, costs of engineering measures and their maintenance, negative environmental impact, costs of enforcement.

If the decision is made not to approve this TRO then the 30mph speed limit extension as proposed to Rainbow Wood Farm will not be implemented. The TRO (Traffic Regulation Order) can only be implemented as advertised and as shown in its Schedules. This means that the length of the 30mph can not therefore be increased and it would have to comply with this Order (ref PEV 7105). The 30/40 limit will remain at its current location near the Widcombe Hill junction. The 30mph speed limit can only be extended by re-advertising and processing a new Traffic Regulation Order.

Failure to approve this proposed TRO is considered to be detrimental to traffic movement and road safety on Claverton Down Road, particularly to vulnerable road groups at Norwood Avenue junction.