

LIST OF OBJECTORS AND SUPPORTERS AND REFERENCE NUMBER

OBJECTOR	COMMENT REF No.	OBJECTOR	COMMENT REF No.
Mr & Mrs Brailey 12 Southbroom Road	15	WJ Rendell 10 Orchard Close, Wick	7, 22
Mrs S.J. Forder 26 Hare & Hound Street	2,4	P. Robinson Curator, Devizes Museum	2, 14
Friends of The Earth Devizes	19, 20, 21, 25, 28, 29	AC Sheppard 86 Avon Road	2, 4, 5, 9, 32
Mr PJ Hutchings Wick Lane	22,30,31	Mr R Stratton Wick Lane	1, 10
PG Lacey 150 St Ediths Marsh	4, 5, 6, 8, 17	Mr D Tucker Devizes	1, 3, 5
TE Lake 27 Bridewell Street	16,22	Withheld Name Resident of Hartmoor Road	1, 2, 5
Mr J Lawrence 3 Broadleas Park	1, 2, 3, 4, 5, 14	Withheld Name Resident of Market Place	3, 11
Ouvry Creed & Co on behalf of Mrs E. Paddon 12 Long Street	3,14	Withheld Name Resident of Queens Road	18, 22
FG Portch 130 High Street, Worton	2, 7, 22, 32	Withheld Name Resident of Wick Lane	1, 3, 4, 5, 12, 13

SUPPORTER	REF No.		REF No.
Mr S & Mrs P Brazier 34 Long Street	25, 26, 27	JB Selwyn 2 Great Western Close	21
Mr D Lancaster-Gaye 36 Long Street	22, 23	Mr R Simpson South Royd, Station Road	24

OBJECTION REFERENCE NUMBER AND OBJECTIONS

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1	Initial work has been successful in reducing the current speed to below 20mph along with reducing traffic flows and accidents. Vehicle speeds are already low due to volume of traffic and parked vehicles. The traffic calming is therefore unnecessary.	5	The scheme is intended to formalise the benefits already apparent from the existing 20mph zone and provide them to a wider area. It is accepted that vehicle speeds for the majority of vehicles is already close to 20mph for the majority of the working day but the 20mph zone should ensure that all vehicles travel at this speed at all times.
2	Proposed speed reduction features will cause an increase in the level of air and noise pollution.	6	It is accepted that any physical feature in the highway intended to slow vehicle movement has the potential to cause an increase in noise and pollution. However this needs to be balanced against the potential benefits and lower vehicle speeds that a 20 mph zone is intended to provide. The flat top ramps are proposed to be 50mm high with shallow approach and exit ramps. They are much less severe than those provided elsewhere in Devizes Town Centre.
14	Concerned that the installation of features will cause an increase in vibration levels from large vehicles.	3	
3	Proposed features will be visually intrusive and unsympathetic to the surrounding environment.	5	The overall scheme and the form of the features within the zone have been subject to extensive consultation with elected members, interest groups, residents and businesses in the Town Centre. The final form of the features is the minimum that can be used for a 20mph zone. Material has been chosen to ensure that the features fit in with the environment where they are located as sympathetically as possible.
4	The implementation of the proposed features will reduce the response times of the Emergency Services.	5	The Emergency Services have been consulted throughout the design phase of the proposals and have not raised any adverse comments.
5	Allocation of funds to other areas, such as maintenance would be more efficient use of public money.	6	The funding for the proposals come from an allocation within the County Council's Local Transport Plan funding from central Government. This must be used for integrated transport schemes and cannot simply be transferred for maintenance works. This is subject to separate funding.
6	Deterring traffic from using The Market Place as a through route will cause increased congestion to other roads in Devizes.	1	It is accepted that there may be some diversion onto other routes within Devizes as traffic seeks an alternative to driving through the zone. However the proposed features have been designed to be the minimum required for a 20mph zone and are not as severe as other features provided in the town centre area.
15	Proposals will cause an increase in the traffic levels in Southbroom Road and present a greater safety risk to children and pedestrians.	1	
7	Proposed features are uncomfortable for passengers to negotiate.	2	It is accepted that some discomfort for passengers will occur. However the flat top ramps have been designed to be a maximum of 50mm in height above the existing carriageway surface with shallow approach and exit ramps. They are much less severe than those provided elsewhere in Devizes Town Centre.

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8	Proposals will incur a loss of on-street parking	1	It is accepted that some loss of parking opportunity will occur in Station Road and Hillworth Road. However this is required to accommodate the traffic calming features proposed for these locations
9	Vehicles exceeding the speed limit are a matter for police enforcement	1	Whilst it is true that enforcement of speed limits is a matter for the Police the reality is that they cannot enforce all speed limits at all times. The regulations governing 20mph zones means that sufficient features must be provided within the zone to ensure compliance with the 20mph limit.
10	Inappropriate to pursue a scheme whilst Kennet District Council are employing consultants to undertake a report over the future of The Market Place.	1	It is understood that the work that Kennet District Council have commissioned relates to land and building re-use rather than changes to the highway network. Given that the advertised proposals in the Market Place are minimal it is considered that there is no conflict with the Kennet District Council commissioned work.
11	The proposals will lower the profile of the businesses in the town centre.	1	The reduction in vehicle speed will provide a safer and more enjoyable environment to pedestrians.
12	Installation of features will cause additional costs and problems with future maintenance.	1	It is accepted that any installed feature in the highway has an ongoing maintenance implication which the County Council as highway authority has a duty to deal with.
13	Believes measures to be anti-motor vehicle and likely to cause damage to passengers and contents	1	The proposals are not intended to be anti-motorist and are the minimum that would be accepted for a 20mph zone. They are not as severe as other features provided in the town centre area.
16	Considers that the proposals are the incorrect form of traffic calming, and better alternatives are available such as horizontal deflections	1	It is considered that horizontal deflections on their own are unlikely to provide the level of speed control necessary for a 20mph zone. Further horizontal deflections take up a greater amount of kerbside space and would have a greater impact in terms of loss of on-street parking.
17	Considers that the installation of a Zebra Crossing close to the junction of Brewery Corner will cause increased congestion at this junction.	1	It is not considered that a Zebra Crossing at this location would cause any substantial traffic queuing to occur.
18	Considers that the installation of measures in Hillworth Road will cause traffic to displace onto Queens Road	1	It is accepted that some parking displacement from Hillworth Road may occur. However it is considered that this is likely to relocate further into Hillworth Road rather than onto Queens Road
19	Considers that the proposed measure in Hare and Hounds Street should be a raised platform and not cushions as proposed	1	This road is a significant route for emergency service vehicles to the A360. The installation of a full width flat top ramp would provide speed reduction to all vehicles using this route. Cushions are proven to provide a significant improvement in maintaining the speed of larger vehicles such as those used by the emergency services whilst maintaining effective speed reduction to car traffic.
20	Considers that the measures are not extensive enough and should include New Park Street as well.	1	The regulations governing 20mph zones state that the driver should be provided with an alternative route avoiding the 20mph zone wherever possible. In this case it is New Park Street that provides this option and therefore it would be inappropriate to include this within the proposals.

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21	Supports the scheme but considers that additional measures are required within The Market Place.	2	The Market Place area has been subject to recent enhancement work and it is considered that this area does not require further changes at this time over and above those currently proposed.
22	Support the installation of 20mph speed restriction. Support the installation of 20mph speed restriction but without any features.	7	The regulations governing 20mph zones means that sufficient features must be provided within the zone to ensure compliance with the 20mph limit. However the proposed features have been designed to be the minimum required for a 20mph zone and are not as severe as other features provided in the town centre area. It is not possible to introduce a 20mph zone without any speed reducing features.
23	Considers the installation of a pedestrian crossing in Long Street to be of assistance to the scheme.	1	A formal crossing facility has been considered in Long Street but was abandoned due to concerns about the environmental impact of the Belisha beacons. It is considered that if the 20mph zone is introduced then this will assist in enabling pedestrians to cross the road without a formal facility.
24	Considers that the speed limit should be extended further along Station Road, past the junction with Moyne Close.	1	The part of Station Road from Northgate Street to the proposed commencement point of the 20mph zone is the main access to the off-street car parks in Station Road. It is considered inappropriate to introduce traffic calming features in this area at this time as this may encourage motorists to seek other areas in the town centre in which to park.
25	Considers that a weight limit should be introduced to remove the noise and vibration caused by lorries negotiating the road humps.	2	Whilst a weight limit may help to remove through HGV traffic there will be an exemption for access so legitimate HGV movements would continue. The volume of through HGV movements as a proportion of all HGV movements is unknown at this time and would require further study. Further a weight limit would require Police support, as the enforcement authority, and is likely to be a high priority for action. It is therefore considered inappropriate to pursue a weight limit at this time.
26	Concerned that a zone has to be self-enforcing and what action will be taken if the anticipated speed reduction is not achieved.	1	If vehicle speeds are not at an appropriate level for a 20mph zone consideration will have to be given to introducing further speed reducing features or to making the existing installed features more severe.
27	Asks about the introduction of residents parking schemes in Devizes.	1	Kennet District Council has no current plans to introduce residents parking schemes.
28	Concerned that the proposed flat top ramps in Long Street will discourage cycling.	1	The proposed flat top ramps are 50mm high with 1 in 12 approach and exit ramps. It is considered that these will be easily negotiated by cyclists. The material choice is an imprinted asphalt rather than granite setts used elsewhere in the town centre and as such is more cycle friendly.
29	Considers that insufficient consultation has taken place and suggests further public exhibitions are necessary.	1	The overall scheme and the form of the features within the zone have been subject to extensive consultation with elected members, interest groups, residents and businesses in the Town Centre. The final form of the features is the minimum that can be used for a 20mph zone. Material has been chosen to ensure that the features fit in with the environment where they are located as sympathetically as possible. Further public exhibitions are considered unnecessary.
30	Comments that the existing tables in Wine Street, Sidmouth Street and Maryport Street are now illegal as they are over 100mm high.	1	Since the introduction of the ramps in the streets mentioned the national regulations governing the maximum height of vertical features has changed. However there is no requirement on highway authorities to revisit previously installed features and amend them to the current regulations.

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31	Suggests the use of psychological traffic calming to control vehicle speeds rather than physical features.	1	Psychological traffic calming is currently being trialled by the TRL in conjunction with a number of local highway authorities as pilot projects. No formal guidance or regulations are yet available for the use of this form of traffic calming. Further it is not yet clear that this type of traffic calming can or will be used for 20mph zones.
32	Considers that all traffic humps in this country should be removed. Comments that in other locations authorities are removing road humps not introducing them.	2	It is accepted that a number of local highway authorities are removing traffic calming features and that there has been a change of public opinion to the use of traffic calming, particularly in residential areas in some parts of the country. However the regulations governing 20mph zones mean that sufficient features must be provided within the zone to ensure compliance with the 20mph limit. Without the features the 20mph zone would have to be abandoned.