

OBJECTIONS

Ref	Comment Received	Officer Comment
1.	The original consultation stated a later poll of residents would include a 'yes' / 'No' vote on the retention of the 20 mph limit. Why didn't this happen?	<p>It is accepted that during initial discussions with Westwood Parish Council, the idea of a 'yes' / 'no' question as part of the post implementation survey was suggested. Prior to final publication it was agreed the survey should seek to gather the views of all residents rather than simply act as a referendum on the future of the 20 mph limit. As a result, the question was amended to read – <i>'How satisfied are you with the 20 mph limit?'</i> In the case of Westwood the results are as follows:</p> <p><i>Very Satisfied - 28%</i> <i>Fairly Satisfied - 28%</i> <i>Neither Satisfied or Dissatisfied - 15%</i> <i>Fairly Dissatisfied - 12%</i> <i>Very Dissatisfied - 16%</i> <i>No Response - 1%</i></p>
2.	The original speed surveys indicated average speeds of around 27 mph which showed the 30 mph limit was serving its purpose.	<p>It is accepted that pre-implementation driver compliance with the 30 mph limit in Westwood was generally good with average 'mean' speeds across the monitoring sites of 27.7 mph. Despite this, it was the opinion of the Parish Council that speeds were still too high in parts of the village and a reduction in speed associated with the 20 mph limit would not only improve road safety but bring about wider community benefits.</p> <p>Note: Post implementation the 'mean' average speed across the monitoring sites was 25.4 mph.</p>
3.	There were no accidents in the village to warrant the expense of the 20 mph limit.	<p>Across all five village trial sites the overall numbers of recorded collisions was extremely low. Whilst nationally it is considered that even small reductions in speed can have a positive effect on casualty reduction, the main objective of the 20 mph limit was to bring about wider community benefits, such as encouraging increasing numbers to walk and cycle.</p>
4	The original idea was muted on the basis it was dangerous for village children; however most are driven to school which is nowhere near the main village road. As a result school children are not required to cross the main road.	<p>It is accepted the majority of those attending Westwood and Iford primary school live predominantly north of Lower Westwood Road. However, the 20 mph limit is designed to encourage lower speeds and provide wider benefits for all village residents, not solely school children.</p>
5	Why was the speed limit sign on Lower Westwood moved during the trial period? This has made the new 50 mph limit more dangerous.	<p>As part of the overall design for the 20 mph restriction it was imperative that drivers were made aware of the new limit, particularly on the higher speed approaches such as Lower Westwood Road. To help achieve this larger more prominent signs were designed. Unfortunately, due to restricted verge width and hedges at the existing 30 mph terminal point it was necessary to extend the new limit eastwards to accommodate the signs.</p>
6	In a time of austerity the 20 mph is a waste of taxpayer money.	<p>The results of the 20 mph trial have proved useful in the formation of a new policy on 20 mph limits and zones in Wiltshire. We do accept that some Westwood residents remain unhappy with the introduction of a 20 mph limit; however the Parish Council are keen to see the restriction retained and overall satisfaction levels remain high.</p>