

# APPENDIX 3

## Consultation Responses

### Summary of Consultation Responses

Five representations were received from the public and one objection from the police. A summary of the representations and the Councils response to each of these is set out in the table below.

Representation	Council response
<p>The 20mph speed restrictions should be extended to include Church Hill and Hollow Lane and Church Hollow (5)</p>	<p>The 20 mph speed limit is proposed to include Church Hill from its junction with High Street to a point 10 metres south thereof, Hollow Lane from its junction with High Street to a point 10 metres south-west thereof and Church Hollow from its junction with High Street to a point 22 metres west thereof.</p> <p>The full extents of Church Hill, Hollow Lane and Church Hollow were not included in the draft notice dated 21 April 2017.</p> <p>It was not considered that the full extents of Church Hill, Hollow Lane and Church Hollow merited inclusion within the 20mph speed limit given the nature and usage of these roads.</p>
<p>Speeding is an issue in Church Hill, Hollow Lane and Church Hollow with pedestrians, including children going to and from the school, using these roads with little or no pavement and should also be a 20mph speed limit (3)</p>	<p>The 20 mph speed limit is proposed to include Church Hill from its junction with High Street to a point 10 metres south thereof, Hollow Lane from its junction with High Street to a point 10 metres south-west thereof and Church Hollow from its junction with High Street to a point 22 metres west thereof.</p> <p>The full extents of Church Hill, Hollow Lane and Church Hollow were not included in the draft notice dated 21 April 2017.</p> <p>It was not considered that the full extents of Church Hill, Hollow Lane and Church Hollow merited inclusion within the 20mph speed limit given the nature and usage of these roads.</p>
<p>The whole of the School Crescent estate should have been included, to reduce signage. The signs will now go from 20mph from the High Street speeding up to a 30mph as you enter the estate in a very busy area (1)</p>	<p>The 20 mph speed limit is proposed to include School Crescent from its junction with High Street to a point 25 metres north thereof.</p>

	<p>The full extent of School Crescent was not included in the scope of the draft notice dated 21 April 2017.</p> <p>It was not considered that the full extent of School Crescent merited inclusion within the 20mph speed limit given the nature and usage of this road.</p>
<p>Church Hill is often busy with parked vehicles especially on a church service day an pedestrians are also in the road, speeding is an issues especially on these busy days (1)</p>	<p>The 20 mph speed limit is proposed to include Church Hill from its junction with High Street to a point 10 metres south thereof.</p> <p>The full extent of Church Hill was not included in the scope of the draft notice dated 21 April 2017.</p> <p>It was not considered that the full extent of Church Hill merited inclusion within the 20mph speed limit given the nature and usage of this road.</p>
<p>Vehicles are often heard screeching at the junction of Church Hollow and Church Hill due to vehicle / pedestrian conflict (1)</p>	<p>The 20 mph speed limit is proposed to include Church Hill from its junction with High Street to a point 10 metres south thereof and Church Hollow from its junction with High Street to a point 22 metres west thereof.</p> <p>The junction of Church Hollow and Church Hill were not included in the draft notice dated 21 April 2017.</p> <p>It is not however considered that this would meet the criteria for the introduction of a 20 mph speed limit.</p>
<p>Church Hill, Church Hollow and popular with horse riders and these roads should be reduced to a 20mph limit to improve safety (1)</p>	<p>The 20 mph speed limit is proposed to include Church Hill from its junction with High Street to a point 10 metres south thereof and Church Hollow from its junction with High Street to a point 22 metres west thereof.</p> <p>The full extents of Church Hill and Church Hollow were not included in the draft notice dated 21 April 2017.</p> <p>It was not considered that the full extent of Church Hill and Church Hollow merited inclusion within the 20mph speed limit given the nature and usage of these roads.</p>

<p>I fully support the proposed restrictions, access for local residents to their premises if often and issue (1)</p>	<p>Noted.</p>
<p>Studies show that on 20mph roads without physical traffic calming features can increase casualties by as much as 14% (a figure quoted to me by the All-party parliamentary group on cycling when referring to my concern over Portsmouth's blanket 20mph limit and an overall 45% increase in casualty figures in the city).</p>	<p>In respect of Godshill it is the case that there can be large number of visitors within the location especially during the summer months and weekends. With the lack of available footway and also as persons visiting the Island may be unfamiliar with the geography of the village there are particular circumstances here which we consider lend themselves to recommending a 20 mph speed limit. The Council's Speed Limit policy states that where the speed of cars is within 20 to 24 mph with some virtual calming measures such as parked cars and narrow roads introducing a 20 mph speed limit is deemed acceptable. This is also considered alongside other safety measures, road designation, accident history, local infrastructure for amenities. A copy of the Council's Speed Limit Policy is included as an appendix to this report.</p>
<p>Looking at Godshill in particular I have examined all recorded accidents from 30/11/12 to June 2016.</p> <p>There have been four injury accidents in the lengths of road covered by the proposal.</p> <p>Two occurred at the junction of Newport Road and West Street and were turning manoeuvres,.</p> <p>One occurred outside the school in School Road and was a distraction tail end collision with no speed allegations.</p> <p>The final accident was in Hollow Lane with two vehicles colliding in the narrow part of the lane.</p> <p>There have been no recorded accidents in the High Street.</p> <p>Therefore the reason for the limit, "to reduce danger" seems to be irrelevant.</p>	<p>In considering the merits of a 20 mph speed limit we considered the geography and usage of the location i.e. virtual calming measures such as parked cars, the narrow roads and the village scene/conservation setting.</p> <p>We note the accident statistics but there is also we feel a perception that the current speed limit within the village coupled with the lack of available off road space for pedestrians to use creates the potential for vehicle/pedestrian conflict. Therefore the introduction of the 20 mph speed limit we consider will at least help to minimise speeds.</p>
<p>The speed data I have for School Road has been supplied from a radar data recorder as is the normal practise but the flaw in obtaining data in this way is that any vehicles following a slow moving vehicle or being held up due to parked vehicles, heavy traffic at school arrival and exit times etc. cannot be removed.</p>	<p>Noted. There are also other considerations are safety measures, road designation, accident history and local infrastructure. An assessment using all of these measures makes for a compelling case to install the 20 mph speed limit.</p>

<p>It is recommended that 'free flow' mean traffic speeds are used to assist in decision making and without this data I have reverted to the 85% ile speed data as is used in all other countries as a benchmark.</p> <p>This would show speeds in excess of 24mph in School Road which would be more accurate given the regular complaints now of excessive speed past the school.</p> <p>The initial proposal was explained to me to be an attempt to slow traffic in the High Street because of the number of pedestrians who use the road, a large part only having one footpath and no formal crossing points.</p>	
<p>This abundance of pedestrians occurs during limited times of the day and at limited times of the year. Given the lack of accidents it appears that any concerns are unnecessary and therefore no changes are required.</p> <p>Generally traffic is slow in the High Street at busy pedestrian times, it being obvious that there is a safety concern, but at quiet pedestrian times speeds increase and any attempt to reduce this speed will cause frustration to motorists and not fit the guidelines in DfT Circular 01/2013 Setting Local Speed Limits.</p> <p>It could be argued that some drivers do drive at an inappropriate speed at busy times along the High Street but a speed limit on its own will not stop this</p>	<p>It is the case that there can be high volumes of pedestrians at certain peak times. Although predominately we would consider this to be during the summer period and at weekends it is not exclusively so. We note the view that the speed limit may not on its own stop drivers driving at an inappropriate speed but we do consider that it should assist in reducing this.</p>
<p>Finally, there must be no expectation that the police will enforce this speed limit.</p> <p>If the speed limit is introduced using the mean speeds provided by the data counter as evidence that the half of vehicles are not exceeding 24mph and the standard deviation is not of concern then there would be no need for enforcement.</p>	<p>Noted.</p>

DfT Circular 01/2013 has a lot to say about setting speed limits but little about enforcement by the police.

Experience shows that as soon as the limit is introduced there will be complaints of speeding vehicles and an expectation by the public, parishes and councillors for the police to do something about it. Apart from during routine patrol this will not happen and the police have been supported by the police and crime Commissioner on this stance in other areas.