

Road / Street	Object	Support	Support In part	Neither	Comments
London road, Bathwick Hill, North Road and Widcombe Hill	*				I am just writing to say I am not in favour of your proposals to reduce the speed-limits on the London road, Bathwick Hill, North Road and Widcombe Hill. I do not think that doing so will encourage more people to walk and cycle and by making the main roads no quicker than the side roads, you will be encouraging traffic back into the rat runs (in the case of the London Road, anyway). Cycling towards the university is hindered by the hill and the narrowness of parts of the roads, and in the case of Bathwick, the unpleasantness of cycling behind or in front of buses. Slowing the traffic down will not help in the slightest. And bikes will not be keeping to the speed limit on the way down! Other options that might work better are to shut one entirely in the middle so it effectively becomes access for residents...or to improve the surface, signage and knowledge of the footpath that goes up from the canal and meets Bathwick hill at the top (or could it be extended?) That is (and could be even more so) the most pleasant way to go up and down the hill for pedestrians, or if upgraded, even for cyclists.
Bathwick Hill	*				I am writing to object to the above proposal. As a resident who lives near the University of Bath these proposals will ensure that the traffic bunching on Bathwick Hill, for example, will worsen causing more pollution. These plans are unworkable in a city with steep hills and increasingly heavy traffic particularly to and from the University with the increased number of buses. I hope my objection and those of my many neighbours will be noted for the record.
Bathwick Hill		*			I am in full support of reducing the speed limit to 20mph along Bathwick Hill. But as people don't currently adhere to the 30mph speed limit I don't think this will make a difference unless you change the road layout and widen pavements/ cycle paths.
Bathwick Hill		*			As a resident on Bathwick Hill, it is essential for this proposal to be implemented asap . This will reduce the horrendous noise levels and dangers caused by not only speeding cars, but the ridiculous number of buses serving the University, many of which are very underused . Drivers coming downhill out of the existing 20mph zone, immediately accelerate to dangerous speeds , making crossing the road a very dangerous prospect. Speed cameras should also be installed in this area.
Bathwick Hill		*			We would like to support the proposal for a 20mph limit on the whole of Bathwick Hill. As residents at the top of Bathwick Hill, where the present 20 mph speed restriction ends, we witness speeding vehicles, including both private and commercial vehicles, travelling past on a daily basis. The majority of vehicles are already exceeding the 20 mph speed limit before they reach the bus stop at the junction of North Road and then continue to travel down Bathwick Hill at a greater speed than the mandatory 30 mph. It is exceedingly dangerous trying to exit our driveway in both directions.
Bathwick Hill		*			Where as previously I had been against a lowering of the speed limit on Bathwick Hill, Now I have an electric vehicle I believe a 20 mile and hour limit along the length of the hill is appropriate, and extending down Cleveland walk too I am for the proposal
Bathwick Hill		*			Could I register my strong approval for the proposal to implement a 20mph limit on Bathwick Hill which I think would be a very good idea and would add greatly both to the safety and enjoyment of pedestrian access to the road. Thank you very much.
Bathwick Hill		*			I fully support the proposed 20 mph restriction on Bathwick Hill. The speeding motorists past the small shops on the hill is particularly dangerous. Not many motorists adhere to the current 20 mph restrictions - for example around Sydney Gardens where earlier there was an automatic electronic camera (mysteriously removed) - but this would be an important aspect of the very welcome restriction. Imposing the restriction also on the speeding cyclists on the hill would help to ensure there are no further deaths of pedestrians (as has happened before). Please bring this welcome restriction as soon as possible.

Bathwick Hill		*			We would like to lend our support for the imposition of a 20mph limit over the whole hill. We have lived on the hill for years and have noticed a significant increase in traffic over that time. We live on the widest part of the hill and it is here that overt-taking takes place, particularly of (the many) buses by cars, but also of other vehicles. Inevitably this is at markedly increased speeds, mostly above even the 30mph limit. A reduction to 20mph would encourage the overtakers to desist. In addition there are car drivers who take advantage of this straight bit of the hill to indulge in a bit of speeding for it's own sake. Even "racing" cyclists on the way down. The area outside Tesco is a particularly dangerous pinch point with a great deal of vehicle movement (parking and manoeuvring etc) as well as a lot of pedestrian movement in this area. There are also a number of entry and exit roads onto the lower-middle section of Bathwick Hill, and a lower speed limit would improve safety at these points, without any adverse impact on vehicle flow. A lower speed limit is a win-win really.
Bathwick Hill	*				One has only to start driving down Bathwick Hill at 20mph to realise that that speed is too slow and the limit will be ignored. The existing 20 limit at the top is recognisably reasonable because it is a narrow and tricky piece of road. 20mph on the Hill itself will not be credible and will be ignored. Any measures taken to reduce speed should focus on drivers travelling at 30-50 (there are plenty of them) not drivers travelling at 20-30 (there are far fewer of them). What is needed is at least one speed camera just above Claverton Lodge and, possibly, a digital speed read-out below Claverton Lodge just before the road narrows.
Bathwick Hill		*			I understand that consideration is being given to introducing a 20mph speed limit on Bathwick Hill. As a recent arrival to the area, living in Darlington Place, with young children who need to cross Bathwick Hill every day to get to school, as well as a general interest in schemes that will help to encourage active means of local travel, reduce air pollution and lower CO2 emissions, I am firmly in favour of the idea.
Bathwick Hill		*			I write in response to information from the Bathwick Hill Residents' Association concerning the proposed introduction of a 20mph speed limit on Bathwick Hill. This would be entirely in keeping with increased concerns over pollution, with desired improved safety for all road users and importantly for pedestrians as well as cyclists, though the latter are amongst the worst offenders when coming down Bathwick Hill at speed from the university. As for cars, motor cycles, buses and heavy goods vehicles, there is often scant regard for the existing 30mph limit as any survey at various points on the Hill would confirm. There appears to be little enforcement and some drivers speed with impunity. Given that there are few crossing places for pedestrians, the exception being adjacent to the shops by the canal, one of the narrowest points, even the current speed limit increases risk and it is incumbent on traffic management organisations to improve safety, reduce pollution and see that appropriate measures are in place to ensure that there is not a major traffic incident in which excessive speed is involved. For all these reasons I strongly support the introduction of a 20mph speed restriction from top to bottom of Bathwick Hill and enforcement measures to match.
Bathwick Hill		*			I strongly support a 20 mph zone being introduced for the whole of Bathwick Hill. Many vehicles exceed the current 30mph limit and travel far too fast on narrow stretches.
Bathwick Hill		*			I have completed the survey sent from the Bathwick Hill Residents Association and just want to emphasise how vital our opinion is as we live with the speeding, congestion and safety concerns, on a daily basis. I would also say that whatever measures are introduced, they need to be monitored or it simply isn't worth the efforts,(and monies) put into said measures.
Bathwick Hill			*		I do not support a 20mph limit on all of the Hill but agree to keep it at the top of the hill and introduce from the shops down to bottom of hill. It's a long hill and if 20 limit was on all hill I feel would cause frustration and anger adding to the problem and not helping.

Bathwick Hill			*		I would like to register an objection to the change of speed limit on Bathwick Hill to 20mph. I do, however, support the 20mph limit at the top of the Hill because that is where a lot of students get on and off the bus, pedestrians are crossing to/from Copseland, and the road is too narrow for cars to try to overtake a stationary bus. However we live on the steep and narrow part of the Hill (up from Cleveland Walk) where pollution is a serious concern - particularly now, when some of the old buses which were due to be retired have been brought back into service. A lot of vehicles would struggle when going up the Hill at the reduced speed of 20mph, and this would aggravate the pollution. An alternative would be to enforce the existing limit of 30mph, by fixed and mobile cameras, to which a substantial number of vehicles pay little regard. Similarly the problem at the bottom part of the Hill, around the parade of shops, is not the speed of the traffic but the cavalier parking on the double yellow lines and on the zigzag markings for the pedestrian crossing.
Bathwick Hill	*				20 mph is a poor idea. 1. In practical terms, it is difficult to make the car go at 20 mph for this long stretch given the gradient of the hill 2. cars and buses (the latter in particular) will be polluting the hillside if they are constantly relying on brakes and acceleration - the slow speed will create more congestion in the narrow parts of the hill 3. The real issue is the very high speeds of cyclists going down the hill causing hazards to drivers and pedestrians alike. Consider a cycle lane or impose a speed going down the hill for them.
Bathwick Hill	*				I wish to submit my views on the proposed 20 mph limit on Bathwick Hill, where I live. In my view the proposal is a poor idea and I believe it should stay at 30mph: - Moderns cars are challenging to keep to very slow speeds for a long duration on steep gradients. The proposal is not practical - The university buses already pollute the hillside negotiating the steep climb. At 20mph there will be additional revving and halting. - The slow speed will create more congestion as opposed to easing traffic flow. I believe that the real issue is the very high speeds of cyclists, causing hazards to drivers and pedestrians alike.
Bathwick Hill				*	Living at the top of Bathwick Hill, where the speed limit 20 mph changes to 30 mph, I witness every day non-compliance with both speed limits. In order for the present or reduced speed limits to be complied with, there needs to be strict control of adherence to any speed limits introduced.
Bathwick Hill	*				I do not think a 20mph limit is the right way to go. The existing 20mph limit at the top of the hill is reasonable (although often ignored) because that piece of road is evidently tricky considering the bend at the end and the density of the buses. However, once one starts to descend the hill it is immediately obvious that a 20mph Limit is too slow and will be ignored. 30mph is the appropriate limit. The problem is the motorists who are descending the hill at more than 30mph. They represent the majority and include buses, some of whose drivers drive like lunatics. I suggest that the proposals for Bathwick Hill concentrate on reducing the speed of those who drive at more than 30mph not those who drive at more than 20mph. Specifically, the worries of the residents focus on the narrowing of the road below Claverton Lodge, particularly adjacent to No 18. The danger, such as there is, is hugely increased by the number of buses. A camera sited between Claverton Lodge and No 20, say, would go a long way to solving the problem. A digital readout of the speed of drivers might also be a good idea just above the Cleveland Walk junction. I have heard that some people think the answer is to narrow the road to one lane so that motorists would take it in turns to pass through. I think this would be extremely dangerous and would be like taking a sledgehammer to crack a nut. Similarly I think the idea of speed bumps is thoroughly undesirable. It is important that the measures taken are proportionate or they will be ignored.
Bathwick Hill				*	The area around tescos store and the retirement block the Moorings is dangerous, speeding cyclists coming down the hill put people in danger, a ramp above the tesco store would help.
Bathwick Hill	*				On many occasions I have been stuck behind slow moving traffic crawling up Bathwick Hill. There are often bottlenecks with parked cars and large buses going by. Queues form. Cars stall when having to break for a bus during a particularly steep and slow section. The whole thing is very dangerous when the flow is interrupted and traffic slows. When spending time on the hill, there should be less traffic, not more. Traffic on Bathwick Hill is at its least obtrusive when there is a good flow. Can't do that at 20mph. You'll get queues, more noise, more stop starting, much more danger. It's essential that one can go a sensible speed when one can and that's 30mph. Also, cars are incredibly inefficient at such low speeds and when stopping and starting. Not a good environmental position to make cars crawl up a steep hill so slowly.

Bathwick Hill	*				We believe a 20 mph speed limit on the whole of Bathwick Hill would increase dangerous driving and pollution. Currently cars overtake sometimes on the wide stretch between Sydney buildings and Cleveland walk, we think reducing the speed limit will increase this behaviour. Also cyclist already overtake the traffic going down the hill, this will happen more often. The buses often struggle to get up the hill when they are fully loaded (currently they are not due to social distancing measures) In normal conditions the traffic builds up and there is congestion on the Hill above Cleveland walk where the road narrows. The pollution will increase if traffic is forced to travel at 20 mph for the whole length of the Hill. Currently if the traffic is light and at night the traffic often exceeds the 30 speed limit, particularly on the stretch past Smallcombe Lodge and the Cedar home. Surely it would be better to enforce the current limits rather than force a 20 mph limit which will quite possibly increase pollution, and increase overtaking by cyclists and some drivers. Have you considered an average speed check for the whole hill to enforce the 30 mph speed limit? Also putting speed bumps on the Hill to enforce speed reduction with so much heavy traffic would not be practical and would have a detrimental effect. They'd be dangerous for cyclists, and the households living near the speed bumps would have their quiet enjoyment of their homes affected. There was a pot hole outside our house until the road was resurfaced; our house would vibrate every time a heavy vehicle went past. The persistent vibration could cause damage to the structure of our homes, will the council indemnify us against that? So in summary, we believe a 20mph speed limit on the whole hill would increase pollution, and make the hill more dangerous.
Bathwick Hill		*			I approve of the suggestion that Bathwick Hill should have a 20mph speed limit. However, I would stress that it should be made clear that this limit also applies to cyclists.
Bathwick Hill		*			I am writing to add my support for the call to introduce a 20mph speed limit on Bathwick Hill. I have to take a lot of care as it can be quite dangerous given the amount of traffic, including buses, which comes down the hill at quite a speed. I believe having the lower limit would also provide more protection to people crossing the road at the traffic crossing by Tesco.
Bathwick Hill		*			As a Bathwick resident, we are fully in support of the introduction of a 20mph speed limit in the entirety of Bathwick Hill. I believe this will lead in improved air quality for the whole area, as well as reduce the risk of road accidents for all road users.
Bathwick Hill		*			As a resident on Bathwick Hill I would like to add my voice and name to the consultation for a 20 mile limit on Bathwick Hill. Having the experience of nearly being run over as I was crossing at the traffic lights at the bottom of Bathwick Hill, the lights indicated to cross, when a car drove at speed round the corner at the bottom of Bathwick Hill. It was a near miss! Cyclists are just as bad as cars coming down at speed. The Moorings is a complex of flats for the over 60s. A lot of the residents are not as agile as they used to be. The road appears clear then out of nowhere comes a car, motorbike or cycle. Buses usually drive more carefully and slowly. Please can you introduce a 20 mile limit which will save lives and injuries.
Bathwick Hill			*		I am writing on behalf of Bathwick Hill Residents Association with our response to this consultation We have polled the residents of Bathwick Hill and have not had a conclusive reply either in favour or against 20 mph for the whole hill. However there is good support for an additional 20 mph limit by the shopping area, which would increase road safety there. We have concerns about a 20mph limit on the whole hill as in normal traffic conditions it will increase congestion and pollution, without bringing in safety benefits. Maintaining a speed of 20mph down Bathwick Hill would mean constant limit breaking, increasing pollution. There is also evidence that vehicle emissions are increased at low speeds. This is particularly noticeable on steep hills, With Bathwick Hill carrying much bus traffic and construction HGV traffic to and from the university, together with LGV and HGV delivery vehicles, excess emissions from these vehicles would be impacting on poorer air quality. There are regular incidents observed of cyclists overtaking cars going down the hill and cars overtaking slower vehicles going up. We would expect this behaviour to increase. Many drivers appear to exceed the current speed limit when the traffic is lighter. Speeding during lock down was common and obvious as the hill was so quiet. The residents have repeatedly expressed concerns about the pollution and congestion caused by slow moving buses going up hill. Even Euro 6 engine buses must produce particulate pollution when breaking. Over the years the number of buses and the pollution caused by them have been a constant concern to resident. The top concern in our survey is speeding traffic. Our view is that it would be better to enforce the current speed limits rather than force a 20 mph limit on the hill which will quite possibly increase pollution, and increase overtaking by cyclists and some drivers. We urge the council to consider installing average speed check cameras for the hill to enforce the 30 mph speed limit. Other methods to slow the speed might include more police presence, clear electronic speed signs that are regularly maintained and more road markings.

Bathwick Hill		*			We fully support the implementation of a 20mph traffic speed limit on the whole of Bathwick Hill - it will make the hill safer for everyone and the noise level and pollution should be reduced by slower traffic. We sincerely hope that this speed limit is adhered to by cyclists on the hill - they certainly exceed 20mph whenever and wherever they can and pose a danger to motorists and pedestrians alike.
Bathwick Hill, North Road			*		We would like to comment on the proposed 20mph speed limit. Having looked at the map, the 20mph limit appears to be planned to start from further down the A36 nearer the bottom of North Road. Our children attend Bathwick St Mary primary school and the back gate is accessed from the main road. The traffic is already dangerous and travels too fast along this stretch, even with a 30 restriction in place. The council have declined a proper crossing because there is an island. This actually narrows the road and makes it more dangerous to cross. When waiting on the island or at the side of the road on the narrow pavement, large lorries and buses come past very close to the kerb and the traffic is flowing constantly. The 20mph limit needs to start before the entrance to Minster Way to protect local families and residents in this area when crossing the road for the school and when using the pavements to access the city centre.
Bathwick Hill, North Road	*				I have cycled the North Road (up) and Bathwick Hill (down) most weekdays for 11 years. I don't see cyclist safety as being a reason to reduce the speed limit from 30mph to 20mph. A greater threat to cyclist safety is the poor street lighting in areas e.g Bathwick Hill and the fact cyclist do not have to wear helmets
Bathwick Hill, North Road		*			We think a 20 mph speed limit on North Road has now become essential given the number of cars now parked on the hill for most of the day. In order to overtake them, this necessitates traffic meeting head on on blind corners. Due to the University what was once a quiet residential road is now becoming a real traffic hazard.
Bathwick Hill, Widcombe Hill and North Road	*				I wish to object to the proposals on the following grounds: The stated aim of these proposals is to encourage modal shift from cars to walking, cycling and scootering. However the statement of reasons accepts that speed limit reduction alone will not lead to a significant increase in local journeys by these means. Nevertheless the proposals make the assertion that combined with other measures these speed limits will be an important step towards this aim. There is no evidence presented in the proposals that support this assertion. Indeed from practical experience it seems extremely unlikely that any such encouragement would be successful, particularly given the steep nature of all these three roads, which is a major deterrent to non motorised travel. Avon and Somerset Police in their initial response to the proposals say that they support speed reductions when the mean speeds are already close to the 20 mph limit (for example 24 mph in a 20 mph proposed section). Speed measurements on the middle section of Bathwick Hill indicate average vehicle speeds both uphill and down hill in the region of 32-35 mph. The police also state that 20 mph should be on appropriate roads, and that the limit should in effect be self-enforcing by the presence of speed reducing features. Where 20 mph has been introduced in Bath is in residential areas, but these proposals are for three main through routes and there appears to be no intention to build traffic calming measures on these major thoroughfares. Data on air quality analysed recently in Bath has shown that in some places there is an increase in vehicle emissions at low speeds. This is particularly noticeable on steep hills. With Bathwick Hill carrying much bus traffic and construction HGV traffic to and from the university, together with LGV and HGV delivery vehicles, excess emissions from these vehicles would be impacting on poorer air quality. Similar considerations would apply to Widcombe Hill and North Road. Reducing car use would have little impact on reducing overall air pollution, so there is a danger that these proposals will try to solve one traffic problem whilst creating a worse one. The only aspect of the proposals which I would support is that of improved road safety. I would accept that lower speeds are preferable, and this has been a useful means of improving road safety in residential areas. Fortunately, there have been very few serious accidents on Bathwick Hill, although the most recent accident involved a collision between a cyclist and a pedestrian, which sadly resulted in the death of the pedestrian. However, as is known to the Council, other areas of Bathwick are badly in need of road safety improvements, such as the Oakley/Claverton Down Road junction, the Bathwick Hill/Copseland junction and the junction of North Road with Warminster Road. I believe these problem junctions should be dealt with as a priority rather than imposing 20 mph on the hills in this area of Bath.

Bathwick Street	*				I object to the proposal to restrict speeds to 20mph (reference 20-005) on the grounds of safety. I believe the scheme could be redesigned to improve child safety but at the moment it appears to not take account of the rear gate of Bathwick St. Mary's Primary School. The rear gate of the school is used by many school children many of whom will be crossing the road a little before the 20mph zone starts. I am worried that the cognitive load of drivers driving along the A36 towards the zone will be overwhelmed by the combination of low-lighting caused by the trees, the 20mph zone and the complex junction at the bottom of North Road/ top of Sydney gardens. This will distract them from the school gate and make them less likely to notice a child crossing the road. In my opinion, the 20mph zone needs to be extended up to Trossachs drive so that drivers have plenty of distance to reduce their speed and to become alert to the risks associated with the school gate. Given the extent of the scheme, this seems like a small change that will greatly improve the safety of the children attending Bathwick St. Mary's.
Bathwick Street		*			We're very keen to support this initiative and, as I said, extend it.
Bathwick Street			*		We understand that there is a proposal to extend the 20 mph limit up the Warminster. Road as far as the crossing point between St Mary's Primary School and the footpath through to St Christopher's Close (or possibly higher up near the turning into Minster Way). Whilst we would support these measures, we feel they do not go far enough and that 20 mph signs would be far more effective if they were positioned just above the Trossachs Road bus stop near the brow of the hill. In this position they would be highly visible & would alert incoming traffic to the need to slow down so they can approach the downward slope towards the city with caution. At present many large lorries come thundering down that hill unaware of the school crossing and the residential vehicles that frequently pull out of Trossachs, Minster Way and Holburne Park. We think a 30mph speed limit is too fast down that hill and it is only a matter of time before there is a serious and tragic accident. Prevention is so much better than cure.
Bathwick Street			*		I write to say that whilst I support having a 20mph zone in Bath I have concerns about where it starts on the Warminster Road. I feel it should start at the entrance to Bath near the Trossachs. With the Holburne Park development, the area is now increasingly residential and the crossings of Warminster Road in the area are heavily used by school children and their families. The pedestrian crossings of Warminster Road near Minster Way do not have great visibility, and the crossing near the end of St Christopher's Close is often quite frightening to use with cars parked outside the school gate (despite double yellow lines) and a very narrow pavement. All these crossings are heavily used by children getting to the school. The Warminster Road gate to the school is just outside the proposed limit of the 20mph zone and I fear that drivers would be encouraged to accelerate just at the point they reach the school gate and crossing points on the way out of town; and would be distracted by the speed limit change on their way towards town at the same point.
Warminster Road			*		I write concerning the consultation on reducing the speed limit on Warminster Road to request an extension to the speed limit. Living near the road and regularly walking and cycling on it, alone and with my children, I find the speed on it remarkably and unpleasantly high. It allows lorries to thunder oppressively into Bath and ensures that even cars feel a danger to pedestrians and cyclists. The experience of lockdown has shown this unpleasantness is about the use of the road and offered a vision of a vastly improved local quality of life if it could be tamed. I request that the proposed 20mph speed limit is extended to the turning to Trossachs Drive. I do this for the following reasons: 1. Improvement to the environment - improve air quality in Bath and for those who live close to the road, allow smoother driving so reducing carbon emissions in line with council pledge on climate emergency. 2. Improvement in conditions and facilities for vulnerable road users - anyone not in a vehicle is vulnerable cross or walking down most of this section of Warminster Road. In particular the road is a route to school for many children both on foot and on bike. The current speed of vehicles discourages active travel from this area of Bathwick and Bathampton.* 3. Reduction in incentive to drive - the unpleasantness of the road means that more people in this area of Bathwick and Bathampton resort to driving to places that are accessible by active travel. The current speed limit means more cars on the roads. 4. Reducing public anxiety - those of us with children locally, or who know elderly or infirm and disabled people who struggle to cross the road quickly, see the road as a barrier to going out and very real danger. 5. Capitalising on a change in public attitudes due to lockdown - an awareness of the local, neighbourhoods, and the importance of active travel for exercise. 6. This section of Warminster Road is becoming increasingly built up with the development of Holbourne Park. 7. Recent changes to road layout with additional pedestrian crossings (islands). This creates the sense of a residential road and natural slowing points. However, at 30mph these make the road more dangerous when cycling and with cars and lorries approaching fast and wanting to overtake despite the road narrowing. Many of these arguments could also be applied to extending the 20mph limit through the built up area of Bathampton but I am less familiar with the road there so am limiting my comments.

Warminster Road			*		I understand that it is proposed to introduce a 20 mph speed limit on the Warminster Road at its lower level - near the junction with North Road and beyond in a westerly direction. I would like to comment as follows: I believe the extent of the 20 mph limit should extend from Warminster Road/North Road junction, east, to above the final crossing bollard near to The Trossachs, for the following reasons: Since the construction of the Holbourne Park development, the amount of traffic turning out onto the Warminster Road has increased dramatically. As the site continues to grow this situation will inevitably escalate. Not only has this increased the traffic along an already major road but, together with the amount of lorries which thunder at speed down the road - far in excess of the designated 30 mph and often late at night / early morning - this is a fatal accident waiting to happen (and I understand that there have already been several minor collisions along this stretch of the road). Further, the presence of the school adjacent to Holbourne Park means that every pupil (and parent/grandparent) attempting to cross the road at the various crossing points, is very vulnerable in an extremely dangerous situation. The Covid situation has encouraged the amount of delivery lorries on the road as well as cyclists and walkers - again, the latter are very vulnerable due to the speed and increased numbers of traffic along .There are also the issues of pollution, noise etc. I personally would like to see proper traffic calming measures in association with the crossing sites which extend up towards The Trossachs, and a 20mph limit from The Trossachs to below the North Road junction. I trust that you will give these comments serious consideration - we cannot afford to make the wrong decision here.
Bathwick Street, Beckford Road		*			It has always been a challenge to drive out of the Bathwick Estate onto Beckford Road. I have long thought there should be a 10mph limit from Bathwick Street traffic lights onto Beckford Road as some drivers seem to think the green light indicates they can blister along the road towards the Warminster Road. By all means introduce 20mph speed limit in this area but it must be monitored with speed cameras otherwise it will not be observed.
Bathwick Street, Beckford Road		*			I am responding to this proposal on behalf of the Bathwick Estate Residents' Association. We believe that limiting speed to 20 mph on Bathwick St and Beckford Rd is a good idea in principle as it will make exiting Forester Rd onto Beckford Rd, and crossing both roads, less dangerous. This is important as the Forester Rd exit is the main vehicle route (for cars and bikes) into or out of our Estate for its (approx 1000) residents and their visitors. It should also reduce or remove the excuse some cyclists claim for cycling illegally on the pavement on these roads. But will the new 20 mph limit be enforced? The existing 30 mph limit is frequently ignored on Beckford Road when traffic flow allows. The Police response to the draft TRO makes it seem unlikely that they will do so. Does the Council have another plan? And how does this initiative fit in to the other CAZ and LTN plans? Please take these concerns into account when this scheme is implemented.
Warminster Road			*		I understand it is proposed to introduce a 20 mph speed limit on the Warminster Road at its lower level, near the junction with North Road and beyond in a westerly direction. Whilst I welcome this, as a resident of Minster Way I strongly believe the 20 mph speed limit should be extended from Warminster Road/North Road junction, east up the hill, to above the final crossing bollard near to The Trossachs for a number of reasons: If you walk along the pavement the speed of many lorries that use the A36 coming down the hill from the Trossachs down is frightening, I am amazed there hasn't been some serious accidents, the road is extremely dangerous. Given there are crossing points near the school and the new Holborne development has increased traffic turning out of the development the traffic needs to be "calmed" much further up the road. Furthermore the noise of particularly heavy goods lorries is deafening throughout the day and night. So I would hope you will consider extending the 20 mph limit to address serious safety and noise concerns.
Beckford Road			*		TRAFFIC MANAGEMENT ON BECKFORD ROAD The Bathwick Estate is a residential area with a mixed community of age groups. On the opposite side of Beckford Rd. is Sydney Gdns. with a children's playground siding onto Beckford Rd. Traffic going towards Warminster Rd. and in the opposite direction, exceed the current speed limit of 30mph. and use the road as a motorway. 30% being HGVs.This creates a very dangerous area for residents trying to access Beckford Rd. we only have 2 roads in which to leave and access the estate, both of which go directly onto Beckford Rd. BACKING UP OF TRAFFIC. A fairly recent issue is the backing up of traffic coming from the direction of Warminster Road. This can now block the road up as far as the railway bridge which then leads to blocking traffic on the the estate, trying to access Beckford Rd. all of this increases air pollution, something we should be working to avoid not increase. All of this needs to be addressed and therefore, by reducing the speed limit to 20mph. May go towards this. The speed limit should be clear to see (perhaps more often than just 1 sign and a clear sign indicating this is a residential area.

Copseland, North Road, Bathwick Hill, and Widcombe Hill		*			As a pedestrian, cyclist and car driver in the area of Copseland, North Road, Bathwick Hill, and Widcombe Hill I fully support the proposal for permanent 20pmh speed limits in the area.
London Road	*				I strongly object to reducing the speed limit to just 20 mph along the London Road. Whilst the issue of traffic pollution does bother me I think reducing the speed creates more problems, and would not work as an alleviation measure.
London Road		*			I'm in overall support of the 20mph speed limits for London Road, I just wonder if it'll have any effect on emissions, especially as traffic is always crawling up the road anyway, rarely exceeding 20mph and often a lot slower in stop-start. But anything that discourages drivers is good in my book, we've not had a car in Bath for a decade now!
London Road	*				It's a silly idea because the London road during the hours of 7-7 you are traveling less than 20miles an hour anyway- it doesn't stop people traveling. In regards to uni - a slower limit won't make more people cycle/walk due to the hill. I think charging money is the only way to reduce Travel across Bath! People are used to and don't care about the speed. Enforcing the speed limit 24hours a day is ridiculous and won't help Bath traffic and just frustrate it's residence.
London Road	*				The evidence to support the reasons for introducing the speed limit in the documents provided does not appear to be compelling. RoSPA suggests that such limits are successful when the average speed limit is marginally above the 20mph proposed and that it is enforced as echoed in the Chief Constables report. Speed at rush hour, 20mph if you are lucky, later and in the night 30mph plus and consistent enforcement seems unlikely to be a priority. It might be interesting to see what if any data has to say about incident rates on roads already restricted to 20mph of comparable nature. The benefits in terms of air pollution indicated in your report also seem to be ambiguous. I therefore feel that the implementation of this scheme in an unnecessary expense. My main concern is safety particularly in pedestrian, cyclist shared spaces and also where cyclists should not be given the stated aim of the proposals is to encourage cycling and walking. Where there are shared spaces on the A4 there are pinch points where pedestrians and cyclists might come into conflict, Walcot Terrace is a good example of this. Also cyclists do not necessarily rejoin the road when the shared space ends. Common practice seems to be to stay on the pavement at the junction with Cleveland Place (the pavement engineering appears to indicate that cyclists should re-join the roadway and obey the traffic signals) weaving through pedestrians waiting to cross, filtering into often flowing traffic heading along Bathwick Street or staying on the pavement. This situation is likely to be compounded by developments in cycle technology. E-bikes might assist the less fit to get on their bikes but may increase the speed in such areas (they can be easily delimited). Cargo bikes, those with trailers require considerable room and some custom bikes seem to be considerable chunks of metal. E-scooters, although only supposed to be available through rental schemes (?) to people with provisional licenses and confined to the roadway.... are already with us and in areas where they should not be (check the cctv for 22/10/20, 10:30ish Abbey Church yard outside the Pump Room). I walk along the London Road regularly and sometimes feel intimidated when a cyclist comes bowling towards me with the apparent expectation that I will get out of the way which I do, they have more metal. Of course if all behaved with consideration for others, both pedestrians and cyclist, and the rules were enforced, unlikely, it would not be a problem. However there are some that do not and someone might or rather will get hurt the likelihood of this increasing should this or other schemes be successful in its aim to encourage walking and cycling. Pedestrians and cyclists should be kept separate.
London Road, Bathwick Hill	*				As a resident of London road I regards these changes as a bad idea. London road is used for exiting Bath or returning to Bath. As such there is no replacement for car travel - I cannot cycle to work as I work 20 miles from Bath. Therefore this speed limit will not encourage me to cycle. Also during peak travel times you cannot go at 30 anyway so this will hardly reduce air pollution. The reasoning of pedestrian safety should be proven rather than just stated. For Bathwick Hill I also do not think this will improve anything. The hill is too large for the majority of people to cycle or walk up on a regular basis so all this will do is slow traffic. Which doesn't seem to have any benefit other than the pedestrian safety aspect. All roads closer to the center of Bath than Bathwick Street make sense as they are flat and will encourage people to cycle or walk for shorter, easier journeys.

London Road, The Paragon		*			The Vineyards Residents' Association very strongly supports the proposed 20 mph limit on London Street and Paragon/Vineyards. We see this as a very welcome extension of the city centre 20 mph scheme to include this densely residential street. Lansdown Road from Paragon up to St Stephen's Church should also be included in the 20 mph zone. This would, incidentally, enable the removal of the numerous unsightly 20 mph signs on the side roads off Lansdown Road. We already requested these changes as part of our response to the Liveable Neighbourhoods consultation. We want to be a Liveable Neighbourhood.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			I would like to voice my support for the proposals outlined in TRO reference 20-005. I feel that a reduction in the speed limit from 30mph to 20mph will allow for a more accessible and safer city for cyclists and pedestrians. This will also ultimately lead to environmental improvements for all residents and visitors.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			I am writing on behalf of Lansdown Crescent Association (which represents 168 members) to support the proposed introduction of 20mph speed limits on many of Bath's roads especially those which have many residences and few safe crossings. However I note with disappointment that Lansdown Road has not been included in this proposal . I would like to see a 20mph limit from Kingswood school all the way to the Paragon . The speeds which I observe are excessive and represent a real hazard to residents, cyclists, school children (4 schools have to use this road if you expect them to walk or cycle to school as part of the liveable neighbourhoods plan) . The junction at st Stephens church is particularly dangerous and hard for children to cross. Indeed it is hard for able bodied adults to cross at certain times of the day. Please can you consider the inclusion of this road within your proposal?
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			Walk Ride Bath fully supports this TRO. Well done. This is an extremely positive and brave step in the right direction. We hope this is just the beginning and will see the rest of Bath's roads treated the same. We recognise that this should simplify some of the required infrastructure necessary to conform to LTN 1/20 but would still like to see, long term, the light segregation as recently installed on Upper Bristol Road. You, as a council, are doing amazing things and should be extremely proud. You are a leading light in the UK. Keep it up!
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive	*				I use a car to transport my goods purchased from the city centre to my home. I cycle for pleasure. I walk an assistance dog for his owner who is wheelchair-bound. 20mph in the city centre and around schools makes complete sense. 20mph on the proposed roads is a nonsense. I will avoid shopping in Bath and shop online. You will never cure the pollution until all transport is electric. The surcharge for vehicles entering the city will cause damage to the Bath economy. The residents will also pay. My butcher, for instance , on the London Road will put his prices up to cover those costs for his deliveries. 30mph was chosen as a sensible speed limit, and still is. 20mph is a difficult speed to maintain on slightly longer journeys and given the terrain of that journey. Be honest to yourselves and reject the proposal. The proposal is a solution to nothing.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive				*	We have had the 20mph limit on the High Street in Weston for several years. It is a complete farce! Since the terrible accident on Lansdown Lane and the installation of a speed camera it has resulted in a significant increase in the speed of vehicles when they turn into the High Street. Why has nobody been prosecuted? Is the speed limit mandatory or advisory? If it is only advisory then does it mean that all the prosecution's for people caught and fined for speeding in Lansdown Lane were illegal? Four people lost their lives and many others received life changing physical and psychological injuries on Lansdown Lane, how many more will suffer in the High Street if you don't address the present unacceptable situation? If the police have not got the resources then install a speed camera!
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			I'd like to support the 20mph limit, and as well request speed cameras / average speed check along this road & Gloucester Road, as people like to drive in the 40-50mph range here quite often. I live in the area and walk my children to school & nursery.

<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>	*				<p>I am opposed to the proposal to introduce 20mph speed limits on motor vehicles on major routes into Bath. Firstly I am extremely concerned about the impact on pollution of introducing blanket 20mph speed limits for motor vehicles on major routes into Bath. Cars running at such sub optimum levels will only increase emissions and congestion. Secondly it will bring the system of 20mph speed limits into disrepute. I am not against 20mph speed limits on narrow roads in residential areas. I was involved in lobbying the council over a number of years for the introduction of a 20mph speed limit along Oakley at the top of Bathwick Hill. The road there is very narrow and the turning out of Woodland Grove is hazardous. But introducing 20mph limits wholesale will be seen as unreasonable by many motorists and is likely to reduce their effectiveness. Thirdly the best way to reduce the use and speed of cars is the provision of an effective alternative. The numerous hills in Bath make cycling and walking a non starter for a majority of residents travelling into and out of Bath City Centre. Since the start of the pandemic many residents feel unable to make use of public transport. The rate of COVID-19 is high among students who are major bus users and Bus drivers have been infected in the past. Post-pandemic public transport is very limited in most areas of Bath. Fourthly speeding cyclists cause accidents and are unregulated. I regularly drive along Bathwick and Widcombe Hills. I often see cyclists speeding down both these Hills and there have been a number of serious accidents involving cyclists unable to stop safely. A few years ago a sign was installed on Widcombe Hill asking cyclists to curb their speed. A similar sign on Bathwick Hill would be welcome. All road users should be educated to drive at a safe speed regardless of the speed limit.</p>
<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>	*				<p>I object most strongly to the proposal to increase the number of 20 mph zones in Bath. Getting around Bath is slow enough as it is. Any break in the traffic when we can reach the heady heights of 30 mph is most welcome. To drive at the slower speed requires even more time reading the speedo to ensure we are not breaking the law. This attention to the speedo rather than the road ahead is dangerous. Driving up the many hills around Bath at 20mph requires a much lower gear to be selected. This uses more fuel and causes more pollution. The roads suggested all have good pavements so the road safety argument is fairly irrelevant. This is simply a ploy to reduce car usage in Bath. It will not encourage bike use (think hills) it will just bring the law into disrepute as it will be wildly flouted. A good law works because the majority agree with it. This is just the views of a car hating minority.</p>
<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>			*		<p>Firstly, it sounds like a good idea to restrict speeds, but enforcement is needed if the benefits are to be gained. Existing 20mph limits are not enforced, so they are universally ignored. How will you ensure compliance with these new limits? You probably need to back up the signage with measures to physically slow traffic such as speed bumps (as has been done on Lower Oldfield Park). Related to the first point is the problem of speeding cyclists. Speed limits apply to all road users, including cyclists, and it is easy for cyclists to exceed 20mph especially on the hills which is dangerous for them and for other road users. How will this be controlled? Finally, why isn't the section of A367 Wellsway between the junction with Bloomfield Road and Hayes Place (ie through Bear Flat) included? This is a missing link for cyclists from the Two Tunnels path towards the city centre; there is 20mph limit on Bloomfield Road, then a 30mph limit on the busy A367, then back to 20mph on Hayes Place and onwards down Holloway. Making the section through Bear Flat 20mph would encourage cyclists to use this route (and to cycle on the road, NOT on the narrow pavements).</p>
<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>		*			<p>Welcome more Bath roads changing to 20mph. Doesn't go far enough – ALL roads within Bath should be made 20mph</p>
<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>		*			<p>I am a local resident, and parent who walk/scoot/cycle to school, and regular cyclist (including daily cycle commuting from Widcome/Bathwick to the RUH). I fully support the 20mph proposals and would like to see much more activity by the council to increase cycle safety, and reduce car driving within Bath. A reduction in on road parking between the city centre to the RUH would be a great step, and would allow dedicated cycle lanes to be installed.</p>

London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive	*				I don't need lifestyle guidance to be tied into 20mph limits. This is patronising nonsense, I've survived a hospital stay during Covid and can quite happily take lifestyle responsibility - which recently amounts to wearing out the wheels of my older bicycle and getting a measured (lower than actual) 875 miles of walking with just one pair of boots this year. I have other walking boots and another bicycle, too. Vehicle speeds don't affect my confidence walking or cycling the roads. Idiomatic road layouts like the barriers to various streets which force me to cycle on the pavement to circumvent (thanks a bunch) are more of a concern. Badly maintained, dirty pavements likewise affect my confidence when walking. If you want to improve infrastructure for cycling, shiny new 20mph signs aren't going to cut it. Get some secure bike storage in the City Centre, and get some for electric scooters too while you are at it. Assume that decent bikes and scooters are highly theft prone - and in a City with no Police Station that's a concern. Fix and clean the pavements. In summary, you are setting out to waste money in making things worse.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			Just saw an update on this. How do we go about getting the whole of Bath at 20mph? The Upper Bristol road is getting horrendous.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			I fully support the wider introduction of the 20mph limit in and around the city. Bloomfield Road has been a 20mph zone for some years now and has become a popular cycle and pedestrian route for access to Odddown and Coombe Down while avoiding the very busy Wellsway. However, without exception practically every vehicle (buses, lorries, cars, vans) are travelling in excess of 20mph at speeds of 35 to 40mph and often much higher speeds. Motorist are aware that there is very little enforcement and hence do not respect the speed limit. What compounds the problem more is that vehicles have to park over the pavement to allow room for buses and larger vehicles to pass. We only have one pavement for the majority of the road and often the amount of pedestrian space is only 1m. With the advent of Covid many people are walking in the road and having to deal with speeding traffic. I would suggest that Bloomfield Road requires immediate attention and the issue of enforcement and slowing the traffic should be addressed for health, wellbeing and safety reasons.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive			*		Although I have no objection to 20mph speed limits in Bath City Centre, as a resident who lives at the top of Bathwick Hill, I feel that to impose this speed limit on the roads leading to the city centre, namely Bathwick Hill itself, Widcome Hill, North Road and Prior Park Road would be excessive. During rush hours in particular, and for much of the working day, it is in fact impractical to drive on Bathwick Hill at an average speed of above 20mph because of the volume of buses and narrow points where cars are parked on the road, and on sections of Widcome Hill and North Road because of the narrowness of the road and large volume of parked cars. At other times, when these roads are much less congested, to drive carefully at up to 30mph seems perfectly reasonable. I agree that there is a problem with cyclists shooting down these hills often at considerably higher speeds than 20mph and suppose that the reduced speed limit would apply to them as well, which would be the only good outcome of an otherwise irritating constraint. To make it illegal for someone to drive up or down carefully at speeds of 21-30 mph when this is feasible seems unnecessary and draconian. There is so much that needs to be done in the City as regards management of traffic and parking that to focus on this one measure seems a disappointing waste of staff effort.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive	*				I thoroughly agree with the introduction of 20mph restrictions on residential roads or district centres as the road width, coupled with parked cars, often means that there is a significant chance of accidents with cyclists and pedestrians. However, the majority of the through routes in Bath are built to a much higher specification to reflect their intended use as arterial corridors. Many major Georgian streets, such as the Paragon, have raised pavements separating passengers on one or both sides of the road from traffic. Treating these roads in the same way as residential roads is an unnecessary proposal. I have to travel across town in a South to North direction to drive to work and other destinations. This restriction would have a significant increase on journey time, consequently leading to more congestion and hence more pollution from vehicle exhaust. The corresponding improvement to pedestrian safety would be negligible. I appreciate that Bath roads outside of the city centre are not cyclist-friendly but I feel that a more constructive approach would be to create cycle routes away from the main roads to separate the two forms of transport. This could take the form of a combination of new cycle routes, shared use of wide pavements and use of existing residential roads. Where this is not possible consideration should be given to where on-road car parking is allowed as, in my experience as a cyclist across the region, pinch points caused by parking is one of the biggest dangers to cyclists.

London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			As a resident of central Bath, I fully support this proposal. However, it will be of little use unless it is enforced, and if the enforcement is as non-existent as it is of the 20 mph limit in Great Pulteney Street, then it will be ineffective and of no benefit (except to the highway signwriting contractors). As the Police are so hopelessly under-resourced in Bath, this would mean the installation of enforcement cameras.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive	*				The Council has made the following statement in its introduction to this TRO proposal:- "It is recognised that reduced vehicle speeds can be an influential factor in encouraging people to walk and cycle more often and can give them greater confidence to do so". No evidence has been provided to back this statement up. There is absolutely no evidence that reducing speed limits by just 10mph, from 30 to 20mph, on any of the roads referred to in the Order will make any material difference to the amount of walking or cycling done on these routes. 30mph is recognised in law as a safe and effective speed limit for keeping traffic flowing along arterial routes in urban areas. There is however plenty of evidence that shows a 20mph limit will not just increase travelling time to destinations and cause unnecessary frustration among motorists, it will also increase fuel consumption and air pollution. Motor vehicles are much less fuel efficient when being driven at 20 rather than 30mph. So this proposal if implemented will worsen the impact of motor vehicles on Bath's environment and undermine the Council's attempts to address its declaration of a climate emergency.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			I'd like to comment on the proposed scheme. Firstly we think it's an excellent idea as local residents, anything which improves the safety of that main road is a good thing. More specifically I believe the 20mph speed restriction should be extended to the roundabout intersecting the A46. The reason for this is the proximity to Alice Park. There is a main entrance/exit to the park here. Several times I've seen near misses where young children nearly run into the main road. One very recently involving a young girl on a bike, the gate was left open and she went into the road but luckily there were no cars at that moment. I've raised this issue with the council before, but no action was taken. I said the day someone gets seriously hurt, I will produce these emails. As a minimum there should be a safety barrier preventing pedestrians from running/falling into the road. The average speed on this road doesn't help. If the council ran a covert survey, they would find many people exit London road at speeds in excess of 50mph (definitely significantly over the 30 speed limit!). People try and rush the lights as they're changing, it's ridiculous. As a local resident, anything to make this road safer is good. Particularly when it is so close to an amenity aimed at families with young children, unaware of the dangers of a main road.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			This is a fantastic plan, please don't let anything stop you going ahead with it! I'm writing in wholehearted support, as I know that objectors tend to write in rather than supporters - so perhaps you don't know how much public support there is for this. My only question is re: enforcement. As you probably know, traffic tends to speed at night when there is no-one around - this is a particular problem with goods vehicles here on Bathwick Street, and I'm sure elsewhere (e.g. London Road). Would you be able to install some speed cameras? This would particularly help on Cleveland Bridge where 20mph traffic has a reduced (weight) impact compared to 30mph (as evidenced in TRRL Lab Report 722).

<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>	*	*			<p>I wish to register my strong objection and call on B&NES to abandon TRO 20-005 for the following reasons (each explained below): Trunk Road Network: Government guidance states that DfT Circular 01/2013 'Setting Local Speed Limits' is to be used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas. This document (at Section 3) states that the Highways Agency is responsible for determining speed limits on the trunk road network and that Local traffic authorities are responsible for determining speed limits on the local road network. The subject TRO proposes to introduce a 20mph limit on 3 miles of the trunk road network (A4 and A36) and therefore appears to be outside the Local Authority's jurisdiction. Local Road Network Notwithstanding the above and turning to local roads, the same Government guidance clearly states [para.90 and Table following para.110] that a 20mph speed limit could be appropriate in areas where pedestrian movements are high such as in the vicinity of schools, shops, markets and playgrounds 'but not on roads where motor vehicle movement is the primary function' – with a strong emphasis on road safety and the environment, not lifestyle. It is proposed to limit stretches of the following local roads to 20mph: Bathwick Hill, Widcombe Hill, North Road, Prior Park Road, Ralph Allen Drive and Copseland. With the exception of Copseland, I suggest that the primary function of all of these routes is most certainly motor vehicle movement - excessively so, particularly to & from the University with its 18,500 students, and therefore imposition of a blanket 20mph speed limit would again contravene Government guidance. However, there is an area near the bottom of Bathwick Hill where it may be appropriate to restrict traffic to 20mph – in the vicinity of the parade of shops near the canal. Similarly, on Widcombe Hill near its junction with Macaulay Buildings where there is a dangerous bend that has been the subject of a fatal accident involving a cyclist. Please note that I would be in favour of these limited exceptions on safety grounds, not on the grounds of the stated aim of your initiative, i.e. to encourage more people to walk, cycle or scooter. Lifestyle and Environmental Issues: I object most strongly to such patronising lifestyle advice. For most residents of Claverton Down, abandoning their car in favour of walking, cycling or scooting up and down the steep hills into town is simply not a practical option and a 20mph limit would go no way towards this stated aim. Neither is public transport an acceptable option for many for the foreseeable future. I suggest that a blanket 20mph limit as proposed on the steep hills of busy Bathwick Hill, Widcombe Hill and North Road would result in bunching of numerous vehicles (including the 250 bus movements per day that have been measured on Bathwick Hill), with frustrated drivers burning brakes & emitting harmful dust particulates on the downward journey, being overtaken by speeding cyclists hurtling down at 40 mph (as they habitually do), then crawling back up the hill in first or second gear causing unnecessary extra pollution – ironically just outside the 'Clean Air Zone'. By what means will such speeding cyclists be prosecuted, particularly noting that the fatal collisions that have occurred on these steep hills involved cyclists? There is no mention of this in the TRO documentation. If a blind eye continues to be turned to speeding cyclists, more serious accidents are likely to result, particularly if pedestrians crossing expect all traffic to be restricted to 20mph. Motorists are unlikely to observe a 20mph limit if they are overtaken by speeding cyclists.</p>
<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>	*	*			<p>I agree with 20 mph zones in built up areas around schools etc but not on busy through routes. Reducing speed on these routes will only increase traffic congestion with the resulting increase in pollution levels which will be detrimental to everyone's health, drivers, cyclists walkers and will be totally counter productive to what you are trying to achieve. Also unless you have the resources to enforce these speed limits on these through routes you will get some people who will drive at 20mph with other drivers not complying resulting in tailgating and attempts of overtaking and other dangerous manoeuvres. I have personally experienced this whilst driving in Keynsham and Bristol. So no keep through routes at their present 30mph and save yourself a lot of time and resources.</p>
<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>		*			<p>My wife and I warmly support the proposed 20 mph limit. Speeds along this road are often excessive and, because the roadway curves and has limited sight lines, cause much danger to pedestrians, as there is no safe place to cross. A pedestrian crossing from Hay Hill to Walcot Steps (a busy crossing point with limited possibility of seeing approaching traffic) would be an additional excellent idea, as would better access from the top of Hay Hill onto another pedestrian crossing over Lansdown Road. This would create a safe, controlled way in this part of the city. I have limited mobility, and live on Vineyards. Getting off this high pavement and across either of these roads is becoming increasingly perilous. The suggested improvements would make life a lot easier and safer. Perhaps you would pass these views to those concerned.</p>
<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>		*			<p>I would like to record my full support of this scheme, and hope that it can be implemented quickly. I think it will greatly improve quality of life for many Bath residents. I congratulate you on this initiative</p>

London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive	*				As a london road A4 pedestrian : I think that slowing the traffic down will only mean that the traffic will be taking longer to travel along the London Road from Alice Park. And so engines will be idleing. The traffic travelling on the A4 area of Grosvenor Place, does travel fairly slowly at the present, , but I am still unable to cross the road safely from St. Saviours way to Grosvenor Place Surgery. I think a curtesy pedestrian crossing (ie a flashing beacon type) from St. Saviours way to Grosvenor Place, would be beneficial, and this would SLOW the traffic between the two existing pedestrian crossings (Grosvenor Bridge Road and The Ballustrade
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			In response to you traffic notice 20-005, I would like to confirm my support for this. 1) This is in the basis that cities should support safe active travel first and foremost. 2) We live between bear flat and Widcombe - the satnav still tries to take is through central bath as the quickest route to the M4 (rather than the a36) and although we always go round I'm sure a lot of traffic passes through Bath just for this reason. Slowing speeds in Bath should hopefully change this.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive	*				If the concil has money to waste on this can they clean out all the blocked drains & cut back all over grown trees & hedges .all the 20mph limits are doing is creating more pollution & congestion but this a waste of time as the council will put this into practice what every the results are and if you could drive at over 20mph from Alice park to the end of the paragon you are not in bath as all you will be doing is set in traffic jams caused by very poor traffic management by a very poor council that want to ban all vehicles from bath
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive	*				I am absolutely against this new 20mph limit. Why can't we first make a reliable public transport system and then move to limiting speed for cars. You have sometimes three number 5 buses riding at the same time and then no bus for 30 minutes and we want to tell people not to use cars. Sometimes it is not possible to walk/cycle. On top of that, I feel this limit discriminates against people who work on the other side of town and have to drive a car to work. Slowing down traffic for people going to work at 6am and 4pm during rush hours is not the best idea. Wasting their time in traffic instead of spending time with their families/getting extra sleep is quite cruel. They can't walk/cycle, so they will be hit the hardest. One last point, you already have the elderly driving at 15mph blocking traffic you want everyone to go to this ridiculous speed. Cars have a far better breaking system than we are taught at driving school, because they use data from the 1960s, so driving at 30mph is far safer than claimed for the pedestrian. So, do not play the safety card here. (Covid distancing is just completely incomprehensible to me, if you are in the car you won't have to see anyone, unlike walking where you are face to face with a lot of people??). To conclude, I am completely against these precautions and will not vote for this council again in the local elections in May 2021, if this goes through (including my parents who are equally against this measure). I am very tired of the 20mph limits all around town and it is ridiculous to tell people to slow down and build loads of park n rides to then make traffic flow better. How about we keep to 30mph and not waste our money on another park n ride.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			As a resident, I definitely support this proposal to limit speed, but would point out there needs to be proper enforcement (Walcott Street is already 20mph but there is no adequate enforcement such as speed bumps so most traffic speeds along this road regardless. I have pointed this out to your department already as a risk to the many pedestrians who use this street, but with no satisfactory response).
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive				*	<ol style="list-style-type: none"> 1.Similar to the speed limit enforced on Weston Lane when these limits are setup on hills they are often ignored, especially with the Police being "half-hearted" in any statements about enforcement which can lead to confusion with pedestrians and cyclists assuming 20 mph when this is not the case. 2.From what I remember last time this was done it was an expensive exercise, with the Council already warning of tough times ahead with the reduction in tourism, is this the best use of money? 3.What is the evidence that the previous applied 20mp zones have had an impact in reducing either average speeds or accidents?

London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive	*				20 mph speed limits are fine where there is a hospital, school, care home, etc. However, trying to maintain 20mph going down Entry Hill, the hill from Lansdown into Weston, and the proposed limits on Ralph Allen Drive and Bathwick Hill, is extremely difficult. In fact, even in 2nd gear, it is difficult to adhere to the 20 mph speed limit. Travelling in the lower gear causes the engine to work that much harder which means that more pollution is created. The same is true if the 20mph speed limit causes queues of traffic, either moving more slowly or stationary which, again, will cause more pollution. It would be good to be able to do 20mh along the London Road! Not everyone has the ability to walk or cycle and, for such people, use of a car is essential.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			I would support. I would further say that the whole of Bath should be 20 mph while children are going to school
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			Please include Rush Hill in these measures, the 30mph limit is not observed or enforced. Crossing the road as a pedestrian is dangerous, cycling on it is dangerous, walking on the pavement is dangerous and pulling onto it from residential driveways is dangerous.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive	*				The proposal to reduce speeds on what are classed as main roads is totally without merit. Its one thing setting them up outside schools and built up areas where cars parked on either side can hide children running out into traffic. However to have 20mph speeds everywhere is too much . No cyclist or walker will be further encouraged onto these roads than already use them and if you use your spurious justification on accidents you may as well ban all cars and then you can claim to have properly cut accidents. The way things are going once you start having 100% enforcement of these speeds nearly all car drivers will lose their licenses as its just too low in these areas. Plus imagine you are out at 8pm and there are no cars on the road yet you have to crawl along at 20 in case some zealous officer catches you with his speed camera. Unneeded unwanted except by wokes and people who hate cars. Just another step to finally getting rid of cars
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive	*				As a resident of Claverton Down I have to question how many people you think travel to the university from the direction of the city centre in the first place and then how many you seriously think you can entice to get off the bus going up the hill and get them cycling up Bathwick Hill or North Rd. They are very steep roads and that is the reason people do not cycle, not the road traffic speed. However there are a great deal of people who approach the university from the Combe Down side either via the path AQ78 or Brassknocker Hill direction. The same direction as all the school children attending Ralph Allen who yet again you have failed to consider as warranting slower speed limits. Bath does not end at the University and I urge you to consider the bigger picture here. Our school children are attending school everyday and have to negotiate busy roads with inadequate bus services. Yet students who have buses going up and down Bathwick Hill at all hours of the day are having online lessons and if they are here at all it is only for about 7 months of the year. I say again look beyond the university site and assess the traffic along Claverton Down Rd/ North Rd towards Odd Down, that is where you should be directing your attention. This all seems rather pointless and is not addressing the real traffic issues in Bath and lays the framework for more enforcement of rules rather than changing the infrastructure by which we travel.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			We are in favour of the application to limit the speed limit and to encourage active commuting. However, we feel it would be of added benefit to extend the 20mph further along the Warminster Road, starting at the pedestrian crossing past the Minster Way turning. By extending the 20mph this would create a safer active commute towards the University, for pupils of the Bathwick St Mary's School and King Edward's School and for residents in Holburne Park, St. Christopher's Close and Minster Way. We are sure you are aware of the dangers of the Warminster Road and North Road junction, but we would like to reiterate this. One of our family fell in the road at this location due to the speed and proximity of large articulated lorries, and the difficulties pertaining to viewing all directions. As such, we feel any speed calming measures in this area could help to reduce any future accidents.

London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive	*				Reference the proposed changes to speed limits, in my opinion they will only increase pollution on the hills and cause more congestion/ tailbacks. One only has to follow a bus up Bloomfield Road to see the fumes being pumped out because of it having to be in a lower gear and over revving the engine, the same goes for cars. Or is the 20mph limit just another cash cow to catch the motorist out with speed traps. Having driven all types of vehicles in my 40yrs of driving. I find trying to go up Bathwick Hill at 20mph is completely and utterly daft. Well cyclists wouldn't stick to 20mph going down the hill, they are the ones more likely have an accident. So see some common sense please and leave it as it is.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive			*		I understand why a widespread 20mph limit is being proposed for several parts of Bath, but would urge caution on imposing it uniformly on North Road, Bathwick Hill, Widcombe Hill, Ralph Allen's Drive and other steep hills. Whilst it makes every sense to restrict traffic going down steep hills to 20mph, on these hills it makes little sense for it to apply to traffic going up them for two reasons: 1. Pedestrian and cyclist safety - the steeper the hill, the shorter the stopping distance for vehicles going at any speed - it's much less than on the flat, so vehicles travelling at 20mph a steep hill might even have shorter stopping distances than ones going at 30mph on the flat. 2. Environmental - the power needed to drive up the hill, whether using electric power or petrol/diesel is greater for speeds below 30mph. In internal combustion small city cars, this creates more noise for local residents, greater fuel consumption and a larger volume of damaging exhaust gases. (On my car, the existing 20mph limit at the bottom of Widcombe Hill requires me to change into first gear and the car uses 10mpg, compared to 60mpg on the flat, and about 20mpg when I stay in second gear.) I understand that existing legislation might not permit a 20mph limit to be introduced for downward traffic on steep hills whilst a 30mph limit is retained for traffic going up them. If this is the case, I suggest that the Council seeks ways for this legislation to be relaxed before introducing a one-size-fits-all ban that is inappropriate for some roads.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			I am very supportive of this proposal but I can not understand why the new 20mph limit will end just to the east of the Gloucester Road junction. There are several elderly residents and parents with small children who live along London Road West. They have to negotiate very narrow footpaths when trying to get to the bus stop whilst traffic passes at speeds often in excess of 30mph at a very close distance. I have mentioned the narrow pavements outside Lambridge House in previous correspondence but was informed that nothing could be done. Now, something can be done - please extend the proposed 20mph speed restriction all the way up to the A4/A46 roundabout. A few more metres of this restriction will have an insignificant impact on journey times.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive			*		While I thoroughly endorse the extension of the 20mph zone, I live in Marlborough Buildings which , in theory, is also a 20 mph zone. In reality, the speed limit is very poorly sign posted and the road marking has worn off the road. The road has become a rat run with complete disregard for any speed limit. If 20mph zones are to work they must be enforced by better signage and speed cameras. Apart from making life better for residents it would also be a very easy way for the council to raise much needed income from speeding fines!
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			I have seen the plans for the proposed 20mph speed limit on various roads around Bath, and whilst I support the proposals, would like to see the 20mph zone on Warminster Road extended to Trossachs Drive (approximately 575m further east). There is a secondary entrance to Bathwick St Mary Primary School and also a pedestrian refuge on Warminster Road and from Plan 2, the proposed zone appears to end approximately 75m west of the school gate and pedestrian crossing. The gate is open every weekday in the morning and afternoon for school drop off and pick up, and is well used by parents and children who live in Minster Way, St Christopher's Close, Holburne Park and further afield. The pedestrian refuge which is in front of the school gate is also well used by those who live in Minster Way and St Christopher's Close. Ending the zone as currently proposed would see eastbound drivers accelerating out of the zone very close to the pedestrian crossing and school gate. Further east there are another 3 pedestrian refuges and 2 bus stops before Trossachs Drive. Extending the zone to Trossachs Drive would increase the safety of all pedestrians using these facilities.

London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			I'm writing to add my support to the proposal to reduce the speed limit to 20mph on certain roads. This will decrease pollution and mean that accidents are more likely to be non-fatal. I would like to see the scheme go further to encompass any residential and through roads in the BaNES area. However I would like to see more policing of the speed limits to ensure this change actually changes motorist behaviour in these areas. I live on a busy road in Paulton and while the speed limit is theoretically 20mph, many drivers believe it doesn't apply to them and have endangered the lives of my children as they speed past. So in addition to the speed limit change I'd propose adding speed bumps/tables and speed cameras where possible to these roads.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive	*				I do not support the proposals to reduce the speed limit from 30mph to 20mph on the streets mentioned in the article in Somerset. The reasons for my objection are as follows: 1. It will increase congestion and pollution. It is exactly what you/we are trying to avoid. When the volume of traffic allows, let it flow. 2. It will increase everyone's journey times, especially on buses which is not an objective. 3. It will make cycling less safe. Cycling speed varies between 12 to 15mph on average. So even with a 20mph speed limit, vehicles will still try to pass them. The slower the passing speed the longer it takes and the more dangerous it is for the cyclist. I know I feel safer as a cyclist if I am passed quickly. 4. The consequence of vehicles not being able to pass cyclists is again slower traffic which will lead to more congestion and more pollution. 5. The considerable cost of making all the changes to the speed limits I think could be better spent. For example, promoting cycling safety, improving bus lanes and cycle paths. 6. Reducing street clutter is an irrelevant point to use as a rationale. To summarise: the proposals will; increase congestion and pollution and make cycling less safe. Thank you for reading my note and I hope the proposals will be dropped
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive			*		I am commenting on the proposals to include 20mph zones in areas of Bath to encourage cycling and walking. I note that the London Road is included in the proposals but the A36 is not. This is a road which is particularly scary to cycle on. BANES have jurisdiction for the A36 from Sydney Gardens to the Bathampton sign. This area should be considered for inclusion in the 20mph zone. In addition BANES should work with HE to look into including the section of the A36 which is through the residential area of Bathampton as well.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			As someone who nearly every day either walks or cycles along one of these routes (mostly Warminster Rd. - Bathwick St. - Cleveland Pl. - London Rd. /or/ city), I am frequently aware of incidents caused or exacerbated by vehicles at speed, whether these are fast cars that open up the throttle the moment they see a clear patch of road, or heavy vehicles building momentum that reduces their controllability. I've had a couple of 'close shaves' on foot and on bicycle, and somebody who responded less quickly would not necessarily have been as unscathed as I still am. Some more pedestrian infrastructure would be useful too, but a reduced speed limit would do a great deal towards making these roads - largely, let me remind you, residential - safer and indeed a little less polluting. Cities are about the people who live and work in them, not those whose only wish is to speed themselves or their goods through them as quickly as possible. I applaud this suggestion
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive	*				I am totally against the 20mph limit. There is absolutely no evidence that it improves road safety. It's a fact that the slower you drive Concentration Dramatically reduces and it's obvious driving around Bath those who religiously follow the speed limits (watching the speedo) are NOT concentrating on the road. I have recently followed two drivers religiously following the speed limit at exactly 20 mph, both drove straight through red lights that had been red for several seconds and neither noticed, too busy watching their speedometers! It's pathetic in 2020 to be slowing everything down to these ridiculous almost walking pace speeds, what's next, Bath Council insisting on someone with a red flag walking in front of every car? With Covid 19 problems there are plenty of unemployed to carry the flags I guess. It's about time Bath Council used some common sense and stopped their pathetic scheming and used the cash to fill in the pot holes. We need to get the country moving forward not slowing it down. Some of us have things to do and need to get places.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			First, I do support all proposed 20mph limits, and I will even support a blanket 20mph limit covering the entire city. That said, how do you plan to enforce the new limits? Will there be any average speed cameras, lane narrowing, or other road layout changes? For example, on multiple occasions I have been overtaken while I was doing exactly 20mph on Coronation Avenue - an existing 20mph street. The same goes for Englishcombe Lane, which is similarly straight and very wide, despite the speed limit being 20mph. I have to agree with the Chief Constable's statement that just putting up speed limit signs is not likely to reduce the actual speeds. Either the road layout has to be modified, so that 20mph is the highest comfortable speed, or average speed cameras must be installed as part of this scheme.

London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive			*		I do understand and applaud the motivation of this initiative. However, IF this is going to have the desired effect, the use of buses MUST be included. Consequently, buses must be allowed to run efficiently and as part of this, you should not expect them to be restricted to the 20 mph speed limits. It is extremely unfortunate that this has already been allowed to occur on some routes. This part of the policy MUST be revisited.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive			*		I fully support this proposal both as a local resident. The new speed limit would need to be enforced though for it to have the desired effect, preferably through average speed cameras. Without enforcement, I don't believe the speed limit will have much (if any) effect and might actually provide a false sense of safety for vulnerable road users. I would have liked to see this proposal to include the section of London Road between Gloucester Road and the A4 roundabout, for various reasons: - the side entrance to Alice Park is on this section of London Road. - with the 20pmh speed limit stopping at the Gloucester Road junction, this will cause drives to accelerate on the section between Lambride Road and Gloucester Road, which is a highly dangerous section for both those cycling on the road and those walking on the pavement. This section is used by a lot of school-aged children, because of the bus stop, and by younger children because of the proximity to Alice Park, including the nursery - this section also has some footpaths coming off it on the South Side, to lead to the paths which go along the river to Batheaston.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive			*		As a local resident and commuter (cycling; running) I support the proposal. I also support measures that are put in place to reinforce the proposal to ensure it is effective (e.g. the use of average speed cameras). We need a broader cultural change to transport and traffic in this City. It should not be an inalienable right of car drivers to travel at 30mph as default, nor to assume their predominance as road/transport link users. I therefore support any joined-up measures which seek to challenge the dominance of cars as a primary means of transport, and which provide effective, sustainable, and accessible alternatives for people of all ages.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive			*		I fully support the proposal as a local resident and commuter. However, I believe enforcement is needed for it be effective, preferably through average speed cameras.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive			*		I am in favour of the proposals & support them as a B&NES resident, as commuter by private car (as a driver) and as a commuter on a bicycle. Evidence from across the country following the implementation of 20 mph zones suggests that unless 20 mph zones are enforced, they can be ineffective - as such, will the council also consider enforcement being implemented if the proposals are approved, e.g. speed cameras?
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive			*		Just a quick email in support of the proposed 20mph speed limit for Bath. I live in Upper Weston, Bath and commute to the University of Bath by cycle. The lowering of local speed limits on my route to work has made me feel safer and I am sure saved needless accidents and injuries to pedestrians and cyclists. The lowering of speed limits will go a long way to encourage more people to cycle. My cycle route to the University usually goes up North Road (as opposed to Bathwick Hill and Widcombe Hill), this route is the accepted "easy" route to get to the University by staff and students who cycle. Could you make a dedicated cycle lane for North Road please?
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive			*		I am writing to express my strong support of this proposal. I am a regular cycling commuter to the University and believe that the proposal would enhance my own personal safety considerably. I also believe it would encourage others (including school children, students and those working at the university) to cycle to work, reducing traffic and pollution overall. For this proposal to be effective, enforcement is crucial, so I hope that average speed cameras will also be introduced.

London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			I cycle commute daily to the University of Bath (or at least, when everything is operating normally I do!). I'm writing to express my enthusiastic support for making 20mph limits permanent on many of the roads around the Bath campus (and elsewhere in the city). In my view, this is an important step towards making our streets safe and pleasant places for people to travel by all modes of transport, though it's particularly important to people who cycle. Experience elsewhere suggests that such speed limits are far more effective when enforced, and so I would also strongly support enforcement measures such as temporary or permanent speed cameras – particularly on Widcombe Hill which I have found to be a problematic route.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			Please could I add my support to the above proposal. I wonder how enforcement will work, perhaps speed cameras could be considered?
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			I'm writing to express my support for the proposed 20 mph speed limits in Bath, especially close to the university. However, it will need hard measures to enforce: cameras, speed bumps and chicanes...
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive	*				I refer to the above proposal and write to object to it. There appears to be little detailed analysis of the actual benefits of the proposals beyond generalised hopes. Whilst recognising that at parts of the day volume of traffic is such that speeds may not exceed 20mph over the length of the proposals, for much of the day it is possible and safe to drive at 30mph. To reduce the speed will increase time and cost for all drivers for no real benefit. The practicalities of keeping to a 20mph limit when coming down the hills are such that virtually every driver is going to be in breach of it – it is really sensible to have a policy which produces this outcome or is the Council hoping to be able to impose large numbers of speeding fines? If the Council decides to implement these proposals can you please advise details of the baseline study against which the scheme will be monitored and arrangements for determining the meeting of the stated objectives.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			I'm supportive of the reduction of speed limits across the area. However, I would like to hear how this will be enforced, and note the Chief Constable's comment that police enforcement is not likely to take place unless the character of the road reflects the speed limit. In my opinion, these roads do not, and although supportive of the change, I don't see how this TRO will achieve the aims stated. My main mode of transport is cycling, and I use North Road to get to work at the University. My experience is that the existing sections of 20 limit in the area make little difference to traffic speeds. Even as an experienced cyclist the speed traffic passes along these roads can be scary, and needs to be reduced considerably if the aim is to encourage more people to cycle. More consideration needs to be given to how an actual reduction in traffic speed will be achieved.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive				*	Whilst the environmental and community benefits of additional 20 mph speed limit zones are compelling, the effectiveness of such a plan would surely depend entirely on police enforcement. Public compliance with existing 20 mph zones in Bath are minimal, with those drivers who do adhere finding themselves subject to dangerous and stressful tailgating and aggression from other drivers on a regular basis. Arguably these situations, which are witnessed on a daily basis in Bath, are far more dangerous than those experienced on 30 mph roads. As part of the consultation it would be appreciated if the Council could comment on their proposals for enforcement of the planned speed limits. Without this being central to the plan, I fear residents and drivers will simply experience the same levels of minimal compliance, tailgating and dangerous driving which plague other 20mph roads in the area, for little or no added benefit to the community.

London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			I am writing as a resident of Bath and commuter to the University of Bath, who cycles to voice my support for the above proposal. However, I note that in other locations its been shown that enforcement is necessary to ensure that such a change is effective and so suggest that average speed cameras or other enforcement tools be deployed.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			I'm just emailing to say that I wholeheartedly support the Council's proposed changes to speed limits outlined on your website. I don't own a car, and so I walk and cycle everywhere in Bath, and believe these changes could make a real difference, particularly to cyclists' experiences. Personally I really welcome the changes on Widcombe Hill, part of my daily cycle commute (well, up until lockdown, but I've started to do it again recently). Thank you for thinking of the pedestrians and cyclists of Bath
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			I'm emailing in support of TRO 20-005 to introduce additional 20 mph speed limits in Bath. I live just off London Road and I use London Road and North Road to commute to the University of Bath by bike, so my support for this TRO is both as a resident and as a cycle commuter. I believe that, if enforced, the reduced speed limits would make the roads affected significantly safer for cyclists and pedestrians. In that context I would encourage the Council to put enforcement measures in place to encourage motorists (a group of which I am also a member) to adhere to the new speed limits.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			Ainslie's Belvedere and Caroline Place Residents' Association strongly supports the proposed 20 mph limit on various roads in Bath, especially on London Street and Paragon/Vineyards. We see this as a very welcome extension of the city centre 20 mph scheme to include these densely populated residential streets. Surprisingly, however, we note that the Council has not proposed including Lansdown Road from Paragon up to St Stephen's Church in the 20 mph zone. This omission would seem illogical. If inter alia London Street, Paragon and Vineyards are to have a 20mph speed limit, why not this part of Lansdown Road? While not nearly as busy as some of the the former streets, Lansdown Road has a very high volume of traffic which more often than not exceeds the current 30mph speed limit, especially through the choke points where the Road is barely wide enough to manage two way traffic. This is dangerous. Incidentally, this would enable the removal of a high number of unsightly 20 mph signs on the side roads off Lansdown Road. We would be most grateful, therefore, if you would consider extending the proposed 20 mph limits to include the identified stretch of Lansdown Road.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			I would like to express my support for this scheme for following reasons: 1. It will improve the local environment for pedestrians and local residents and make the roads safer for all users 2. It will encourage cycling. I have given up cycling in Bath, where I live, because excessive traffic speed has made me feel unsafe and I now drive into the center of Bath instead. I feel much safer cycling in areas where the speed limit is 20 mph and will resume cycling when the new restrictions are in place. 3. The frequent changes in speed limit which currently exist are difficult for drivers to follow. I suspect that many drivers are simply unaware when speeding in the existing 20 mph zones.and the proposed changes will improve adherence to the speed limit,
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive	*				Please find attached comments from Beech Avenue Residents' Association (BARA), Claverton Down, Bath regarding the subject TRO. In summary, we consider that: •The 1.5 mile stretch of the UK's Primary Route Network from Alice Park (A4) to Warminster Road (A36) is unsuitable for a 20mph limit due to its strategic role in providing continuity to the UK Strategic Road Network, its primary function being motor vehicle movement. •The primary function of the three steep hills leading to/from the University of Bath is again motor vehicle movement, rendering them unsuitable for 20mph blanket coverage. Exceptions are suggested where road safety dictates. Use of low gears and heavy braking would cause increased pollution. TRO 20-005 would not achieve the stated aim of encouraging more walking, cycling or scooting due to steep inclines. •TRO 20-005 should be withdrawn since, as drafted, it contravenes Government guidance on setting speed limits and does not take account of local traffic conditions. In any event, Copseland, which is already subject to a 20mph speed limit, should be deleted. Each bullet point is discussed in detail in the attached representation.

London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive	*				I object to any extension of the 20 mph speed limit. Do not do it.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive	*				I object to the proposal to bring in 20mph speed limits on the roads specified. This proposal is not primarily intended to benefit residents, and the roads involved are not primarily residential ones. As it says here, the primary objective is to fight climate change: "To tackle the climate and ecological emergency and improve health across the area the Council is increasing its efforts to introduce traffic management measures which encourage greater walking and cycling for some journeys, particularly the commute to work." Although the main aim of the proposals is to "encourage greater walking and cycling for some journeys, particularly the commute to work" (in particular, to the university), the council admits that these proposals will not cause a significant increase in walking and cycling journeys. Further, the council management admits that the proposals may increase rather than reduce emissions of pollutants, stating: "University of Bath academics analysed the ANPR traffic data for speed and overlaid our continuous analyser data to identify an increase in emissions once traffic slowed below a certain speed." For these reasons I object to these proposals
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive		*			I understand that BATHNES has put forward a proposal for permanent 20pmh speed limits on several main roads in Bath, including most roads leading to the University of Bath campus: Copseland, North Road, Bathwick Hill, and Widcombe Hill. I am emailing you, as a local resident and commuter, to express my support of the proposal. But I believe that enforcement is needed (without which 20m.p.h speed limits have been proven to be ineffective), preferably through average speed cameras.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive				*	The major local issue for Bathwick Estate residents is the safety of access in and out of the Estate via the Forester Road/Beckford Road junction. Opportunities to leave Forester Road and join Beckford Road are limited during busy times (much of the day) due to the lack of space to move into/speeding traffic. Description of issue 1) Traffic from the Bathwick Street/Beckford Road junction (on the Beckford Road A36, going in the Warminster direction) tends to accelerate strongly up the hill past Forester Road. I have had many close shaves (when driving and cycling) sometimes accompanied by driver aggression. 2) Traffic coming down Beckford Road A36 into Bath can offer limited access opportunities to the traffic flow due to the number of vehicles. The net is that to get into traffic flowing in either direction is difficult. If there is no enforcement it is unlikely that the 20mph limit will be observed, and in my opinion this needs to be addressed.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive	*				In am writing to respond to the proposal that a 20mph limit is imposed on certain roads leading out of the City. Whilst the slowing of traffic may well be a safety benefit, I am questioning the rationale that you put forward that this is a climate change issue that will decrease pollution and encourage the use of cycles, scooters and walking .This proposal is not primarily intended to be a benefit to residents as the roads included are not mainly residential although they are lined with residential homes. I believe that a case has been made by Bath University academics that rather than decrease pollution, slower traffic can in fact increase emissions from traffic at certain lower speeds.
London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive	*				I am writing to register an objection to the proposals above. If the intention of these proposals is to reduce pollution, whilst it is acknowledged that it may have the opposite effect, it seems nonsensical. Even more so when the impact of Covid 19 is already threatening the wellbeing of the High Street, already suffering from the impact of the first Lockdown and facing further stress from the imminent second Lockdown.The emphasis should instead be focused on facilitating access to the City Centre shops by reducing or omitting car parking charges.

<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>	*	*			<p>I am writing to express my opposition to the proposed 20 mph Speed Limits, various roads in Bath, Traffic Regulation Order 20-005 (TRO 20-005). I object for the following reasons: 1. This measure does not support the Government's Gear Change plan as stated by Councillor Joanna Wright, as that plan makes no mention of using reduced speed limits as a means to encourage more cycling and walking. That plan's focus is on creating dedicated and separate routes for cyclists, pedestrians and motorised vehicles. 2. The council provides no evidence that reduced speed limits on these roads will increase cycling and walking. The council merely refers to a general statement "that reduced vehicle speeds can be an influential factor in encouraging people to walk and cycle more often", but provides no evidence that the current 30 mph speed limits on these roads is an impediment to people cycling and walking. 3. Imposing 20 mph speed limits on what are clearly major through traffic routes and acknowledged as such by the Council in their newsroom announcement, goes against Department for Transport (DfT) Circular 01/2013, Setting Local Speed Limits. 4. It is unlikely that these speed limits will be self-enforcing, as required by DfT Circular 01/2013, because the Council is proposing no changes to the look of the road to make a reduced speed limit seem appropriate to motorists. 5. The Council provides no evidence that reduced speed limits on North Road, Bathwick Hill and Widcombe Hill will encourage more students and staff to cycle or walk to the University of Bath. As a former student of the University who has lived at Claverton Down for all but 6 of the last 43 years, I would say the steepness and length of the hills is the main impediment to both cycling and walking.</p>
<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>	*	*			<p>I would like to express my support for a proposal by BATHNES for permanent 20mph speed limits on several main roads in Bath, including most roads leading to the University of Bath campus: Copseland, North Road, Bathwick Hill, and Widcombe Hill. I live in Bath and my main means of transport is my bicycle. I would like to see 20 mph speed limits on more roads including main roads. But for them to be effective I think some sort of enforcement is vital e.g. through speed cameras.</p>
<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>	*				<p>I am a Bathwick resident and consider the proposed speed restriction unnecessary. Pollution will anyway increase with engines working at a less efficient speed.</p>

<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>	*				<p>I respectfully offer the following representations. 1. I understand that prior to the informal consultation recorded in the report and the decision to commence the formal procedures for making the Order, there was no consultation with the residents and businesses in the streets affected. Neither, I understand, was there prior discussion in open Cabinet or the relevant Policy Development & Scrutiny Panel. The 8 ward members and 2 cabinet members who were informally consulted are all members of the same political party; so presumably no other political groups had notice of the proposal or opportunity to contribute to the decision. That was intensely undemocratic and at odds with the Administration’s professed commitment to maximum public engagement. 2. Although high among the objectives of the proposed Order is the encouragement of walking and cycling by staff and students at Bath University, I understand that there was no informal consultation with the University or the Students Union. That is extraordinary. 3. What evidence is there of a pent-up desire on the part of the students or staff to walk or cycle if only the traffic on the roads leading to the University could be slowed down? Intuitively, it seems very unlikely that there is such a pent-up desire. The roads have footways throughout their length on at least one side. The footways are only lightly used at present. Surely, common sense and observation show that the long steep hills are a huge and inescapable discouragement to cycling. The vast majority of students will continue to use the frequent and convenient bus service and University staff will continue to use their cars. 4. The report considered by the former Communities, Transport & Environment Policy Development & Scrutiny Panel in July 2017 on the previous wave (2011 – 2016) of signing 20 mph limits showed that, overall, there had been only a marginal reduction of 1.3 mph on previous slow average speeds. The effect on accidents was also inconclusive, as accidents tend to be the consequence of a wide range of random circumstances, of which the speed of the vehicle involved is often not the dominant cause. The Panel resolved to await further data and the results of a Department of Transport study (the Atkins 20 mph Research Study of November 2018). 5. The Atkins Study was considered by the Panel at their final meeting in March 2019. The researchers found that introducing 20 mph speed limits on roads with already low speeds achieved only a tiny further reduction in average speeds. The researchers concluded that the character of the road has a bigger influence on driver speed than the speed limit itself, and that changing the look and feel of a street may therefore result in higher levels of compliance. The study found no statistically significant effect on the incidence of collisions or casualties. Although pedestrians and cyclists tend to favour 20 mph speed limits, their perception of their effectiveness is very mixed. The Panel were reminded that there was no additional funding available for further 20 mph speed limits. 6. There was only a passing reference to 20 mph speed limits in the Jacobs draft report on low traffic neighbourhoods considered by the Climate Emergency & Sustainability Policy Development & Scrutiny Panel in July 2020. It noted that hillier areas (eg Claverton) are less likely to have large numbers of ordinary pedal cyclists. Even in manifestly residential areas 20 mph speed limits would need to be supplemented by other traffic calming measures.</p>
<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>	*		*		<p>There should be a green line along Walcot Street as it is 20 mph which often gets ignored by drivers! The Paragon would become consistent with Walcot Street. Residents and travellers on the wide and imperious Bathwick Hill are getting 20 mph limit. How about Lansdown Road – that would be good? It’s narrow on the steepest bits and cycling can get very wobbly going uphill. As for Camden, it does make Camden Road more attractive to drivers as the 20:30mph differential with London Road will disappear. Beautiful Cleveland Place and Sydney Place also come inside the 20mph zone which is marginally nicer for visitors to ‘the Holburne’ crossing over to and from Great Pulteney Street, as well as walkers and cyclists going up to the University, I guess. Soon after that on the A36 it’s back up to 30mph. We thought the Council’s vision was broader than this – to make all the inner city streets 20mph so that there was a general awareness that getting through Bath has ALL to be done at 20mph? Maybe that is to come?</p>
<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>	*				<p>I understand there is a consultation on the proposal to impose a major extension of 20 mph speed limits around Bath University. I am a resident of Bath. I wish to record my objection to the proposal for the following reason; 1. This is the first time the Council has introduced these limits on busier roads outside the centre of Bath. 2. The proposal is not intended to be for the benefit of residents. 3. The roads involved are not primarily residential ones. 4. The primary objective is to fight climate change to encourage greater walking and cycling but the council admits that these proposals will not cause any significant increase in walking or cycling journeys. 5. Many of the roads affected by these proposals are on (steep) hills which are unsuited to increasing walking or cycling. 6. The effect is discriminatory and will be to penalise the elderly and those in unable, or only with great difficulty, to walk and cycle on steep hills. 7. I understand the council management admits that the proposals may increase emissions of pollutants as traffic slows and is slowed and journey times are extended. Slower traffic and longer journey times will tend to increase emissions. 8. There are other policy initiatives such as improving the level of emissions from vehicles that should be pursued in priority to this misguided proposal.</p>

<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>		*			<p>We are writing to support of the introduction of 20 mph speed limits on Bathwick Hill and other major roads across the city of Bath. We are long term Bathwick Hill residents, who do not have car. We have a strong interest in creating a more liveable and pleasant city for all. We have children in secondary school, who have to negotiate the traffic on their own on a daily basis. As a result, we are acutely conscious of the dangers that pedestrians face on these roads. In terms of Bathwick Hill, which we know well, we constantly see dangerous driving behaviours. Cars as well heavier vehicles drive at a high speed, well above the 30 miles per hour existing limits. Enforcement of the current speed limits is sporadic and does not deter speeding. It is also not uncommon to see cars overtake other vehicles (especially buses) on the Hill by driving on the other side of the road. This is especially dangerous for pedestrians seeking to cross, because of the limited visibility of multiple lines of traffic. Currently, there is only one safe pedestrian crossing along the entirety of Bathwick Hill. As a result, it is extremely hazardous for pedestrians to cross the Hill, especially from the intersection with Cleveland Walk, where the road opens up and cars increase their speed. Every day we see people making this treacherous crossing, including young people walking to school and tourists using the Bath Skyline. It is also difficult to cross the road all the way up to the university, which deters students and staff from walking to campus. The intersecting crossings of Copseland, Woodland Place and the North Road are particularly fraught. More generally, crossing at the intersections between Bathwick Hill and its secondary roads are an hazard because of the limited visibility for pedestrians, especially at night. It is common to be cut off by cars speeding up from the side roads to preparing to enter Bathwick Hill and also from cars exiting at speed. For example, cars often drive across the sidewalk to enter the Tesco Express parking lot with little care or regard for pedestrians. Even though we operate under extreme caution, we often feel unsafe on these roads. To transform our city into a place where walking and cycling are the dominant modes of travel and to lower pollution, we need to take bold action. In this respect, these charges are necessary and due. They have our full support.</p>
<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>		*			<p>Not only do I support this scheme, I think the limit should be extended eastwards to just past Trossachs Drive, where there is a crest of a hill. My reasons for supporting the scheme and requesting an extension are as follows: 1.Clean air. Many people walk along the pavements as far as Bathampton yet they are constantly exposed to lorries thundering past or queueing traffic at the lights. Cars and lorries feel impelled to speed away from the lights when heading east. Slowing the traffic would reduce emissions. The proposed 20 mph zone does even go as far as Bathwick St Mary's Junior school, leaving parents and children having to cross in the 30 mph zone. 2.Speeding is a constant problem on this stretch of road in both directions, despite the police occasionally putting a camera van on the road. There have been a number of accidents where cars have come off the road completely, and there are frequently tyre tracks on the grass verges showing that vehicles have come off and crossed over the pavement before returning to the road. A flashing speed light was installed but has not worked for some time. Yet these pavements are well used – pedestrians need more protection and slowing down the traffic is essential. 3.In normal times, I use the bus back from town frequently. Like others on Minster Way, I use the Trossachs Drive bus stop as this takes me further up the hill and I cut up through the drugway. This is a well-used stop for many residents in Trossachs, Minster Way and houses along the road. However, crossing here is very dangerous because of speeding cars coming over the crest of the hill. When extra traffic islands were added last year, although two were welcome – the replacement at Minster Way and one near the exit to Holburne Park - one was inexplicably placed further up the hill which was not and never will be on anyone's desire line. All it did was nearly cause accidents due to a combination of parked cars and speeding cars. It should have been placed near the bus stop. This omission could now be corrected by putting the 20mph signs at the crest of the hill. 4.With increasing traffic coming out of Holburne Park as well as more families moving into Minster Way, replacing the older residents, extending the 20 mph zone will reduce the risk of an accident. For anyone waiting to turn right into either of these residential areas, sitting in the middle of the road is not, at present, a pleasant experience, especially turning into Minster Way where the traffic is coming downhill towards the driver, often quite fast. If North Road is 20 mph, with a school and residential turnings, I can see no logical reason for not putting this section of the Warminster Road under the same restriction.</p>
<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>		*			<p>We live at the top of Bathwick Hill and we are constantly surprised and frightened by the speed of the traffic going past the house. This is in spite of the 20mph limit along Oakley. We urgently believe that the Council has an obligation and responsibility to improve road safety in this area. A more extensive 20mph zone would be a start providing there is some reinforcement of the rule. At present the Oakley zone is ignored by the vast majority of drivers. However we believe that a more thorough review of traffic density, flows and calming measures should be undertaken before someone is killed on this dangerous stretch of road, particularly Oakley. The constant stream of buses to the University is a physical and environmental hazard which also needs to be addressed. So whilst we support the extension of the 20mph zone, it is just a sticking plaster on the much more serious issue of traffic management in the area.</p>

<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>		*			<p>We strongly support measures to address main road traffic, and we therefore welcome Council initiatives to improve main road safety for those walking and cycling, and specifically on the main roads in our area. Our points are set out below 1. The main roads in our area (Bathwick Street, Sydney Place, Darlington Street, and the bottom of Beckford Road) all lack cycle lanes and yet the roadspace is dominated by large amounts of traffic including many large vehicles which pose a particular danger to cyclists and pedestrians. The explosion of use of these roads by cyclists, including families, during lockdown was very welcome, and the oppressive impact of returning traffic at the end of lockdown was obvious, with an almost instant disappearance of most of the new cycling traffic from these roads – they are a no-go area for most families cycling with children and walking along them is unpleasant because of the noise and traffic fumes. We are therefore supportive of the initiative to reduce the speed limit on these roads. Naturally the impacts of such changes are not all readily foreseeable. As always, therefore, we would expect that the impact of these changes will be monitored and, if necessary, adaptations made to address problems that arise in practice.2. We are mystified that the proposals exclude Pulteney Road (in the northern part of which we have a number of member households), particularly as further to the south the road includes a primary school fronting onto the road. If it is thought that alternative routes along the canal or river are adequate walking routes to the school, we suggest that the obstacles of the uphill climb to the canal and the access to the river on these more circuitous routes has been underestimated. The canal in particular is often avoided by parents on many days in Autumn/Winter/Spring because of surface water that lingers after rain. As a general point, maintaining the 30mph limit between Bathwick Church and Widcombe would seem at odds with campaigns to promote walking to school.3. We understand that some will feel that speed is not a problem on these roads where traffic flow can often be slow due to congestion. However, where people drive mainly during congested periods, they may well not appreciate the position outside those times. On Bathwick Street, for example, congested periods are interspersed with periods of lower traffic when traffic flows at maximum permitted speed or even higher – this applies not only at times of lighter traffic during weekends and less busy times of day, but also at night when commercial through traffic and other lone drivers sweep through at excessive speed generating extra noise and vibration in main road homes. 4.The change from 30 to 20 mph could have the added benefit of improving the flow of traffic that, already confronted by changing traffic lights or pedestrian crossings, would be less likely to rush and then queue, with engines idling, and more likely to travel at a slower and more even pace. The positive impact of ‘slowing down’ across the board would make walking and crossing less of a physical and emotional challenge. The change in movement behaviours of vehicles and people within and around the city would be more complementary and less conflicting with the proposals for Liveable Neighbourhoods. 5. There is widespread feeling there has been no real enforcement of speed limits on Bath roads which already have 20mph limits with the result many drivers ignore the limits. We believe better enforcement is necessary if the initiative is to be successful. 7. Whilst we understand that you are not consulting on wider measures, we would also like to make the point that the roads mentioned above are particularly bad with regard to cycling and walking infrastructure – we believe that the only current provision for cyclists is a few feet of white lines on Sydney Place approaching the junction with Bathwick Street. In our opinion the proposed measures should, when possible, be complemented by better provision for cyclists and pedestrians. In this respect we would hope that inexpensive changes beneficial to those walking could be made by adjusting the timings and priorities of the traffic lights at Sydney</p>
<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>	*				<p>I wish to object to the proposed 20MPH order Ref 20-005. London Road is the main way in and out of the city. It is a key arterial route and should not be slowed down, reducing capacity and further extending the duration of traffic congestion in the city and trying to get in to the city. London Road is wide (especially by Bath standards) and bears no resemblance to typical residential 20mph areas. Per the Chief Constable’s comment, it is not sufficient to install a few 20mph signs; a full package is needed. Installing visible interventions will increase clutter. It is not appropriate to put speed bumps, one-way-at-a-time bollards etc on the main route in and out of the city. Should Camden become an LTN and have a bus gate diving the suburb, residents at the Western end heading East will be forced to endure the (additional) misery of London Road in its entirety. Ditto residents in the eastern part heading west. Per the Officer Decision Report, it is not a given that the slow speed necessarily improves air quality as claimed. The implication from the Bath Hacked competition implies that outside of peak times, reducing the limit to 20mph may in fact cause an increase in emissions. During busy periods, the 20mph limit will do little to improve traffic flow and will likely make it worse. Traffic usually eases travelling east beyond St Saviours Road as it is able to speed up to 30mph and get out of the city. 20mph is likely to worsen congestion down this stretch. Other measures would achieve greater use of sustainable travel, such as a bicycle route through Bathampton Meadows. It would be very useful to upgrade the path from the East end of Holburne Park down to and over the canal to meet the canal footpath. Building the A46/36 connection beyond Bathampton would completely remove the HGV traffic heading to and from Salisbury and the coast. On the hills (North Road, Bathwick Hill, Widcombe Hill, Ralph Allen Drive), slowing motor traffic to 20mph will create a dangerous situation where bicycles riding downhill will be tailgating motor vehicles or even overtaking them. Bicycles travelling downhill are much less likely to observe the 20mph limit, and it is far more difficult to police speeding cyclists compared to motor vehicles. The major barrier to walking and cycling on the hills is that they are steep, irrespective of the speed limit. The gradient is sadly fixed by Nature! “it is accepted that speed limit reduction alone will not lead to the significant increase in local journeys taken by walking and cycling that the council wants to achieve, it is one of a number of measures that, when combined with others, will be an important step towards this.” Therefore, this proposal should not even be put forward until the other necessary steps to make a real difference are ready for proposal and have funding assigned. Only at that time can it be determined whether the speed reduction is an important component in the whole plan.</p>

<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>	*			<p>1. This proposal is not primarily intended to benefit residents, and the roads involved are not primarily residential ones. No evidence is given that the proposals will, overall, materially improve the experience of non-motorist road users, or improve road safety. 2. The biggest transport problem in Bath by far is that the roads are snarled up by a combination of more traffic (due to inappropriate large scale residential development in Bath and expansion of Bath University) and measures taken by the council that worsen the flow of traffic. If the traffic is made even less free flowing, as can be expected to result from the proposals, that will increase pollution in Bath as well as making motorists waste more life-years stuck in traffic queues. Both these side effects will reduce the overall welfare of Bath residents and other road users. 3. There is no evidence that these proposals will reduce pollution; lower speeds means vehicles will be emitting pollutants for longer. Indeed, it appears that Bath University modelling does not indicate that any overall reduction in pollution will be achieved by the proposals, and that it may be worsened. As the proposal says: "University of Bath academics analysed the ANPR traffic data for speed and overlaid our continuous analyser data to identify an increase in emissions once traffic slowed below a certain speed." 4. The stated main aim of the proposals is to "encourage greater walking and cycling for some journeys, particularly the commute to work" (in particular, to the university). It is not obvious that increasing walking, cycling and scooting journeys is a legitimate objective for B&NES council. In any event, the proposal document admits that the proposals will not have any significant impact on the proportion of journeys by walking, cycling and scooting. Moreover, why shouldn't Bath residents be free to choose whatever mode of transport works best for them, rather than having a nanny council trying to make them do things that it thinks will improve their health? 5. It says here that the primary objective of the proposals is actually to fight climate change: "To tackle the climate and ecological emergency and improve health across the area the Council is increasing its efforts to introduce traffic management measures which encourage greater walking and cycling for some journeys, particularly the commute to work." Since the proposals are not expected to have any significant impact on walking and cycling journeys, the proposals will do nothing to reduce climate change. In any event, tackling climate change is properly achieved by national policy, such as a carbon tax, not by piecemeal local measures. (Moreover, it is not true that there is a climate "emergency"; that is a political slogan. An emergency is "a situation which poses an immediate risk". Climate change does not present any immediate risk; it is serious problem that needs tackling, but it is a slow burning problem. Calling it an emergency is a falsehood.) 6. As regards Widcombe Hill itself, there are very few people residing along the stretch of road affected by the proposal (and thus potentially benefitted by it). Hence the original decision not to reduce the speed limit to 20 mph along that stretch. Moreover, I don't think that reducing the speed limit to 20 mph will improve road safety. Bicyclists regularly go at least 30 mph down Widcombe Hill. If cars are only going 20 mph cyclists are very likely to overtake them, producing a much more dangerous situation than at present, when motorists and cyclists generally go at similar speeds downhill, with neither trying to overtake the other. I also wish to register a complaint that this proposal has not been put out to a formal consultation, and that the residents of sections of roads to which the proposed order applies have not been individually notified of the proposals. In my opinion this represents poor governance.</p>
<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>	*			<p>I am writing to oppose the above proposed permanent traffic order. My opposition to the proposal is because it will be of no benefit to cyclists or pedestrians and is likely to lead to an increase in accidents and pollution. I am, however, concerned that the decision has already been made despite this consultation because the council has published this statement. Whilst much of the city is already covered by 20mph limits, this will be the first time the council has introduced these limits on busier roads which predominantly carry through traffic. (1) Reasons In section 2 of The Informal Consultation Document (2) two reasons are given for the proposal. Reason (A) 'for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising'. • There is no evidence of current or anticipated danger. B&NES review of previous installations of 20mph schemes in 2017 (3), gives no evidence that these have improved safety. In the areas where 20mph limits had been implemented the average (mean) annual accident reduction and annual casualty reduction were both less than the reduction in the 'control' area which had no 20mph limits. The annual KSI average actually increased in the areas with 20mph limits. • The executive summary of The Government 20mph Research Study (5) states that 'The evidence available to date shows no significant change in the short term in collisions and casualties, in the majority of the case studies (including the aggregated set of residential case studies)'. The only exception was in Brighton. I believe that reducing the speed limit to 20mph on these particular roads is likely to lead to more accidents and near misses. On the stretch of 20mph limit outside the city centre at the top of Bathwick Hill I have witnessed numerous instances of dangerous driving. If a driver is maintaining a speed of around 20mph there is often tailgating by the driver behind. I have also seen drivers executing overtaking manoeuvres on the short length of Oakley (travelling away from the centre of town) with a tight blind bend a few metres ahead. I can foresee more dangerous overtaking occurring especially on the hills out of the city. Reason (C) for 'facilitating the passage on the road or any other road of any class of traffic (including pedestrians)'. • The Government 20mph Research Study (5) found that there was little difference in the amount of walking or cycling with 2% cycling more and 5% walking more than before the 20mph limits were put in place. 1% cycled less and 1% walked less. • The council itself acknowledges in its Informal Consultation Document (2) that 'that speed limit reduction alone will not lead to (the) significant increase in local journeys taken by walking and cycling'. • The B&NES 2017 review of previous installations (3), reveals that the average speed reduction in the 20mph limits was just 1.3 mph. • The Government 20mph Research Study (5) Executive Summary states that where 20mph limits have been introduced 'The journey speed analysis shows that the median speed has fallen by 0.7mph in residential areas and 0.9mph in city centre areas.' • Section 6.1 Paragraph 95 of the government guidelines (4) on 20mph limits states, 'Research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. • The Government 20mph Research Study (5) also states that 'The results suggest that road characteristics have a much larger impact on the speeds that drivers choose to adopt than whether the road has a 30mph or 20mph limit. It gives a list of characteristics which lead to poor compliance with 20mph limits. These are:- <input checked="" type="checkbox"/> Open road environment (wide roads, and moderate-high distances from the middle of the road to the adjacent houses), with low levels of on-street parking. <input checked="" type="checkbox"/> Often contain long sections of straight or slightly curved road. <input checked="" type="checkbox"/> Typically, at least 500m long, allowing drivers to progressively build up speed. <input checked="" type="checkbox"/></p>

<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>			*		<p>Could I ask that you consider including Green Park Road/Seymour Street and Charles Street in the 20 mph zone? When these limits were first introduced in 2013 I and another resident, lobbied various officers and councillors to include Charles Street in the restrictions, particularly as it is a major crossing point for pedestrians. This was agreed at the time by Roger Symonds, the Cabinet Member for Transport, and it was to be added to the schedule. The officer in charge, confirmed this in an email "Charles St, Monmouth Place, Midland Bridge and Green Pk Rd were not included in the original 20mph speed limit proposal. The Member for Transport has agreed to amend this and these roads should now be included in the Abbey scheme." Unfortunately soon after Caroline Roberts replaced Roger Symonds. For whatever reason this agreed proposal was never implemented and the roads remain 30 mph. I believe the case for including these roads in the 20 mph zone remains and is, if anything, stronger. They pass through a residential area, crossing over the National Cycle Route 4 and a main pedestrian route which also links to facilities such as the Percy Centre and Herschel Museum (both of which regularly attract numbers of schoolchildren on foot). As such they fall within the criteria in section 6 of the Department for Transport Circular 01/2013, "Setting Local Speed Limits": Traffic authorities can, over time, introduce 20 mph speed limits or zones on: • Major streets where there are – or could be – significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic. In addition it would provide greater clarity to the zoning of the 20 mph area if the gateways are Churchill Bridge, Midland Bridge and the Monmouth Place/Upper Bristol Road junction (where the Charlotte Street 20 mph limit begins). And it would greatly reduce clutter, allowing the removal of up to 28 terminal signs. Furthermore, the existing limits are sometimes unclear and can vary depending on from which direction you approach. What is the limit in Monmouth Place, for example? If you enter from Charles Street or Chapel Row it is 30 mph but if you enter from Monmouth Street it is, apparently, still 20 mph (as is the Upper Bristol Road, as you'll pass no 30 mph sign when coming along that route). I therefore ask that you extend the 20 mph zone to include this route, thereby enhancing both safety for pedestrians and cyclists and clarity for drivers.</p>
<p>London Road, the Paragon, Cleveland Place, Bathwick Street, Sydney Place, Darlington Street, Beckford Road, North Road, Bathwick Hill, Widcombe Hill, Copseland, Prior Park Road and Ralph Allen Drive</p>	*				<p>I'm concerned that the proposed increase in 20mph speed limits is ill-concieved. I have a number of points to make: Please refer to letter saved in 20-005 file.</p>
<p>North Road</p>	*				<p>I wish to object to this order as a private citizen. I live on North Road and would be affected by the speed reduction. I feel journey times are slow enough around Bath already, and it would not have the effect of increasing road safety. The idiots who at present race up our road at about 50mph would ignore it as they ignore the present limit, while those of us who obey the law would have our lives made more frustrating.</p>
<p>North Road</p>		*			<p>I write to support the proposed 20 mph restriction to North Road. But I would add that where North Road becomes Calverton Down Road, towards the University, there are closely parked cars throughout the day on the left hand side (presumably visitors to the woods). They entirely block one lane of this busy road/bus route making it very dangerous to overtake in the face of oncoming traffic, and certainly hazardous for cyclists. Please could parking be prevented here?</p>
<p>Prior Park Road</p>		*			<p>This is an excellent initiative and much welcomed by this Prior Park Resident. In addition to the clear environmental value I would suggest that this will also bring an improvement to road safety. Traffic speed on a number of these roads is sadly far in excess of the permitted 30mph limit. Reducing the limit to 20mph will surely help lower average speed. I hope that effective traffic calming measures will be introduced to Ralph Allen Drive. The steepness of the hill 'induces' speeding in both directions... acceleration to climb, runaway speed on decent.</p>

Ralph Allen Drive				*	Regarding the proposed 20mph in bath. How do you plan to enforce 20mph? On Ralph Allens drive the only time drivers stick to 30mph is during the school run because there is no choice. The rest of the time they drive at 40mph during the day and sometimes over 50mph at night. If you can't enforce 30mph on this and other roads how are you going to enforce 20mph? Also driving up RA drive at 20mph i wouldn't be surprised seeing some older cars stalling! The proposed plans is to encourage walkers and cyclists. For walkers if you cut back the foliage on the path by the wall and keep it trimmed it will provide more space for walking and to social distance from others. There are points on RA drive where there's only a gap of about 2ft on the path to use. As winter approaches less people will choose to walk because the leaves are wet and don't get cleared up, the path is uneven and there isn't enough lighting especially for when you walk in the road to socially distance. At certain points I've needed to use the torch on phone.
Sydney Place, North Road, Bathwick Hill, Widcombe Hill, and Prior Park Road		*			I regularly walk on Sydney Place, North Road, Bathwick Hill, Widcombe Hill, and Prior Park Road. I think that a 20mph speed limit on these roads is a good idea, not only because of reduced danger to pedestrian traffic and the concomitant increase in sustainable use, but also from the resultant decrease in pollution.
The Paragon, London Road			*		I am concerned that the proposal for the London Road to become a 20mph restricted area, runs only from the Paragon to just east of Gloucester Road. It needs to run for another few hundred yards to the A46 roundabout, to prevent dangerous speeding up the hill towards the roundabout on the way out of Bath, and down the hill towards the traffic lights at the Gloucester Road junction, on the way in. The stretch which is not covered has narrow pavements on both sides. The Alice Park side is narrow all the way. There is a pedestrian entrance to Alice Park half way up, but no room for people with prams, buggies or children on bikes to pass each other safely. Also, there is no provision for cyclists on that stretch until immediately before the roundabout. There is only one lane for traffic going east, and little room for cyclists to be passed safely. If the speed limit were to be higher on that stretch, motorists' frustration would increase. On the other side of the road, the pavement between the Lambridge House drive and the horse trough layby is extremely narrow and slopes towards the road. With the road sign planted in the middle of the narrow pavement it is already impossible for anyone pushing a pram or wheelchair to use it without going into the road. The bus and cycle lane poses a bit of a buffer, but double decker buses come along there right next to the pavement causing considerable danger to unwary pedestrians. Having that stretch with a higher speed limit than the rest of the London Road would hugely increase the chances of accidents occurring.
Widcombe Hill		*			I would like to confirm that I fully support the proposal to make Widcombe Hill 20 mph limit.
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Widcombe Hill, Prior Park Road and Ralph Allen Drive		*			The Widcombe Association supports both of these measures. At the time of the Rossiter Road contract the Widcombe Association asked for longer sections on both roads to be designated with 20MPH speed limits. The proposal to have the whole of Widcombe Hill as 20MPH goes beyond what the Widcombe Association was suggesting, but is consistent with the Council's emerging Liveable Neighbourhoods policy. The 20MPH limit is compatible with the need to introduce greater control in the vicinity of Macaulay Buildings, though insufficient to totally address the problems at this point in the road. There is an opportunity to consider additional measures as part of the Low Traffic Neighbourhoods initiative. The proposal for Prior Park Road / Ralph Allen Drive is consistent with the Widcombe Association's views expressed at the time of the Rossiter Road project. In supporting these two proposals we would add that they will only be effective if there are regular speed checks. This is apparent from experience on Lyncombe Hill in Widcombe which has a 20MPH limit but is rarely monitored and the speed limit is exceeded on a daily basis.

Widcombe Hill, Prior Park, Bathwick, Copseland and North Road		*			<p>I would like to strongly support your proposal for a 20 mph speed limit (scheme 20-005) covering Widcombe Hill, Prior Park, Bathwick, Copseland and North Roads. This is an excellent idea because it will (a) Create a more welcoming environment for walking and cycling. This will benefits us all: Improve local air quality (which is surprisingly low on these steep built-up roads), reduce road congestion for drivers, and encourage the many people who want to become a little more active to cycle but who are worried by the fast-moving car traffic. (b) Reset acceptable driving behaviour in built-up areas. The majority of drivers on these roads drive responsibly Unfortunately, there is a small minority who don't - who break the current speed limits, accelerate up these steep and narrow roads, and overtake on blind bends endangering themselves and other road users. The pandemic seems to have encouraged a few to believe they can get away with excessive speeding. Living in this area I see this behaviour regularly although fortunately relatively rarely. However it has definitely led to some serious collisions on these roads in the past. Reducing the speed limit permanently to 20 mph will reset what is acceptable driving behaviour. On its own it will not, of course, stop the small numbers of drivers who speed but it will apply group pressure on them to conform, and make it much easier for the police to identify miscreants. (c) Make the speed limit simpler and easier to follow. At the moment, there are often frequent changes in the speed limit. For instance, driving up Widcombe Hill from the city the speed limit increases from 20 mph to 30 mph and then drops back down to 20 mph in less than a mile. This is confusing and difficult for drivers to adapt to. If we had a single speed limit then there would be no doubt. It would also encourage drivers to go at a more regular sustainable pace, reducing air pollution and CO2 generation, as well as making it safer for other road users.</p>
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