

Bath & North East Somerset Council

DECISION MAKER:	Cllr Roger Symonds, Cabinet Member for Transport		
DECISION DATE:	On or after 13 th April 2013	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	2536
TITLE:	Newbridge/Weston/Lansdown(part)/Kingsmead(part) area-wide 20mph Speed Limit TRO		
WARD:	Newbridge, Kingsmead, Weston, Lansdown, Abbey		
AN OPEN PUBLIC ITEM			
List of attachments to this report: Appendix A: Drawing No TC8115/03/100 - Showing the proposed area Appendix B: Responses to Leaflet Drop Consultation Appendix C: Summary of Formal Objections and Officer Response Appendix D: Equalities Impact Assessment			

1. THE ISSUE

1.1. This report considers the responses to the formal advertisement of the proposal to introduce a permanent 20mph speed limit on the residential roads of Newbridge/Weston/Lansdown(part)/Kingsmead(part) for this area-wide scheme.

2. RECOMMENDATION

The Cabinet member is asked to agree that the scheme is approved as advertised,

3. FINANCIAL IMPLICATIONS

3.1. The funding for these works was agreed by Cabinet and form part of the 2012/13 Capital programme for implementing 20mph speed limit schemes.

3.2. There are minimal after scheme completion costs for maintaining the terminal signs, repeater signs and speed repeater road markings. The whole life costs of the asset have been calculated to be considered as a growth item for revenue maintenance. These costs will be met from existing approved revenue budgets.

4. CORPORATE OBJECTIVES

- Promoting independence and positive lives for everyone.
- Creating neighbourhoods where people are proud to live and feel safer. The proposal will improve the environment by reducing the effect that the motor vehicle has on resident's physical and mental health.
- Improving transport and the public realm. The proposal will encourage people to walk and cycle more, and give more independent mobility for children and the elderly.
- It will be self-enforcing.

5. THE REPORT

5.1 Lower speed limits in urban areas of cities have shown that they improve the environment for the residents and encourage walking and cycling as the roads are safer and more attractive. Environmental improvements include less noise, reduced air pollution and the general outlook of the roads. Trials carried out in Portsmouth City have early monitoring figures that suggest implementation of the 20mph speed limit scheme has been associated with reductions in road casualty numbers.

Generally such limits are widely welcomed by residents and have been successful in Portsmouth and Bristol as they have been associated with the reduction of road casualty numbers. Bristol City Council is currently rolling out its central area 20mph speed limits to all areas of the city. The trials carried out in Bristol have shown that a 20mph speed limit on residential roads is beneficial to the community. This Council believes that BaNES residents, particularly the vulnerable non motor users would also benefit from the lower speed limit.

5.2. An informal consultation was carried out earlier this year with the residents of the affected areas of Newbridge, Weston, Lansdown(part) and Kingsmead(part). They were asked to give their views about the Council's proposal to reduce the speed limit to 20mph on the local residential roads. 10,101 leaflets were distributed in the areas covered by the scheme with 2213 replying to the questionnaire. Of these 1225 (54%) were in favour, 890 (39%) against and 98 (4%) gave no opinion to the proposal. Appendix B shows the details of these replies.

5.3. On the 11th April 2012 Cabinet approved a programme to propose the introduction of 20mph speed limits on residential roads across the District area in fourteen individual schemes. The Newbridge/Weston/Lansdown/Kingsmead scheme is the third one of this programme.

5.4. The proposals were publically advertised from 17th January 2013 to 7th February 2013. A number of people formally objected to the scheme and their reasons with officer comments are shown in Appendix C of this report.

5.5. It is recommended that the scheme is implemented as advertised, but that in such a case, a broad ranging information/publicity campaign is carried out to inform and educate people so that they would accept and understand the reasoning behind the scheme proposal.

6. RISK MANAGEMENT

The report author and Cabinet member have fully reviewed the risk assessment related to the issue and recommendations, in compliance with the Council's decision making risk management guidance.

7. EQUALITIES

The EqIA is attached to this report (Appendix D).

8. RATIONALE

Introduction of a 20mph speed limit is recommended as it will improve the environment, and it should encourage more walking and cycling.

9. OTHER OPTIONS CONSIDERED

The option of implementing 20mph Speed Limit Zones using traffic calming measures was considered. A scheme based on this option would be impractical and unsuitable because of the close proximity of buildings and the cost.

10. CONSULTATION

10.1 Ward Councillors; Cabinet members; Staff; Other B&NES Services; Local Residents; Section 151 Finance Officer; Chief Executive; Monitoring Officer.

10.2 Consultation was carried out by an informal leaflet letter drop; and a formal consultation of the Statutory Consultees, by public advertisement of the proposals for 21 days; and circulation of this report.

11. ISSUES TO CONSIDER IN REACHING THE DECISION

Social Inclusion; Customer Focus; Sustainability; Young People; Human Rights; Corporate; Health & Safety.

12. ADVICE SOUGHT

The Council's Monitoring Officer (Divisional Director – Legal and Democratic Services) and Section 151 Officer (Divisional Director - Finance) have had the opportunity to input to this report and have cleared it for publication.

Contact person	Tony Rutter 01225 394207
Background papers	Cabinet Resolution E2345 Implementation of 20mph Speed Limits in Bath & NE Somerset. E2345 Implementing 20mph Speed Limits E-mailed objections in response to public advertisement
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