

Bath & North East Somerset Council

DECISION MAKER:	Cllr Caroline Roberts, Cabinet Member for Transport		
DECISION DATE:	On or after 15th March 2014	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	2626
TITLE:	20mph Speed Limit Area 5 - Westmoreland/ Oldfield/ Lyncombe (part)/ Widcombe (part)		
WARD:			
AN OPEN PUBLIC ITEM			
List of attachments to this report: Appendix A: Drawing No TC8115/05/100A - 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 Westmoreland/ Oldfield/ Lyncombe (part)/ Widcombe (part).

2. RECOMMENDATION

The Cabinet member is asked to agree speed limit order is approved as advertised.

3. FINANCIAL IMPLICATIONS

3.1. The budget for these works forms part of the '20mph schemes' approved by Council as part of the 2013/14 budget report.

3.2. In addition to the capital costs, the whole life cost associated with the project, consisting of additional signs and road markings will be included in the Transport Asset Management Plan and funded through the medium term financial plan.

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 which have been introduced on residential urban areas 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 has been 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 Westmoreland/ Oldfield/ Lyncombe (part)/ Widcombe (part) to get views about the Council's proposal to introduce a 20mph speed limit on the residential roads in the area. This included a publicity campaign and leaflet drop. 6235 leaflets were distributed in the areas covered by the scheme, with 1538 replying to the questionnaire and adding comments. Of these 961 (63%) were in favour, 480 (31%) against and 47 (3%) gave no opinion to the proposal. The comments have been summarised and listed in Appendix B. The numbers show the sum of comments made.
- 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 Westmoreland/ Oldfield/ Lyncombe (part)/ Widcombe (part) scheme is the fifth area listed in the programme.
- 5.4. The proposals were publically advertised from 24th October 2013 to 14th November 2013. Three letters of objection were received. The reasons given are summarised and listed with officer comments. These are shown in Appendix C of this report.
- 5.5. It is recommended that the scheme is implemented as advertised.

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

A 20mph speed limit is recommended as other authorities which have introduced 20mph speed limits have evidence to show that it has beneficial effects. They include benefits to the environment, and it can 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 as well as additional cost of implementing physical speed reduction measures.

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	Simon Thomas - 01225 395160
Background papers	Cabinet Resolution E2345 Implementation of 20mph Speed Limits in Bath & NE Somerset.
Please contact the report author if you need to access this report in an alternative format	