

## Bath & North East Somerset Council

DECISION MAKER:	Cllr Caroline Roberts, Cabinet Member for Transport		
DECISION DATE:	On or after 1st November 2014	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	2629
TITLE:	20mph Speed Limit Traffic Regulation Orders Area 11 – Odd Down/ Combe Down		
WARD:			
<b>AN OPEN PUBLIC ITEM</b>			
<b>List of attachments to this report:</b> <b>Appendix A: Drawing No TC8115/11/100 - Showing the proposed area</b> <b>Appendix B: Responses to Leaflet Drop Consultation</b> <b>Appendix C: Summary of Formal Objections and Officer Response</b> <b>Appendix D: Equalities Impact Assessment</b>			

### 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 Odd Down and Combe Down.

### 2. RECOMMENDATION

2.1 The Cabinet member is asked to agree that the speed limit order is approved in accordance with the advertised scheme.

### 3. FINANCIAL IMPLICATIONS

3.1. The budget for these works forms part of the '20mph schemes' approved by Council as part of the 2014/15 budget report. This budget is funded partly by the Integrated Transport Block Grant and partly by corporately supported borrowing. In addition some s106 amounts have been identified which will fund the completion of the programme.

3.2. In addition to the capital costs, the revenue maintenance costs associated with the project, consisting of additional signs and road markings will be incorporated within the existing highways maintenance revenue budget.

#### **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 monitoring figures that suggest implementation of the 20mph speed limit scheme has been associated with reductions in road casualty numbers, reduced average speeds and has been well supported.

This Council believes that Bath and North East Somerset Council residents, particularly the vulnerable non motor users would also benefit from the lower speed limit.

5.2. An informal consultation in the form of a leaflet drop was carried out in July/ August 2013 with the residents of Odd Down and Combe Down to get views about the Council's proposal to introduce a 20mph speed limit on the residential roads within the prescribed area. 2448 leaflets were distributed across all the above areas, with 551 replying to the questionnaire and adding comments. Of which 393 (74%) agreed with the proposal; 133 (25%) disagreed and 8 (1%) had no opinion.

The comments have been summarised and listed in Appendix B. The numbers show the sum of comments made.

5.3. On the 11<sup>th</sup> April 2012 Cabinet approved a programme to introduce 20mph speed limits on residential roads across the District. The Odd Down/ Combe Down scheme is the eleventh one listed in a programme of fourteen.

5.4. The proposals were publically advertised from 6<sup>th</sup> May 2014 to 22<sup>nd</sup> May 2014. Four 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 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.

<b>Contact person</b>	Simon Thomas – 01225 395160
<b>Background papers</b>	Cabinet Resolution E2345 Implementation of 20mph Speed Limits in Bath & NE Somerset
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