

Bath & North East Somerset Council

DECISION MAKER:	Cllr Caroline Roberts, Cabinet Member for Transport		
DECISION DATE:	On or after 8 th November 2014	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	2628
TITLE:	20mph Speed Limit Traffic Regulation Orders Area 10 – Batheaston/ Bathampton/ Bathford/ Beckford Gardens		
WARD:			
AN OPEN PUBLIC ITEM			
List of attachments to this report: Appendix A: Drawing No TC8115/10/100 - 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 Batheaston/ Bathampton/ Bathford and Beckford Gardens.

2. RECOMMENDATION

The Cabinet member is asked to agree that the speed limit order is approved, with the following amendments to the advertised scheme:-

- 2.1 Bathford Hill is omitted and left as 30mph at present;
- 2.2 Bathford High St is omitted and left at 30mph at present, although the advisory 20mph speed limit should become permanent;
- 2.3 Bannerdown Road, is omitted and left at 30mph apart from the section between Barnfield Way and London Road East, which should become 20mph;
- 2.4 London Road East between the start of the 20mph zone and its junction with Batheaston Bypass is omitted.

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 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 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 April 2013 with the residents of Batheston/ Bathampton/ Bathford and Beckford Gardens to get views about the Council's proposal to introduce a 20mph speed limit on the residential roads within the prescribed area. 1657 leaflets were distributed across all the above areas, with 761 replying to the questionnaire and adding comments. Figures for those in favour, against or had no opinion to the proposal are shown in the table below:-

	Yes	No	No Opinion
Batheaston	198 (67%)	95 (32%)	2 (1%)
Bathampton	38 (79%)	9 (19%)	1 (2%)
Bathford	171 (77%)	45 (20%)	5 (3%)
Beckford Gardens	159 (92%)	14 (8%)	0 (0%)

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 introduce 20mph speed limits on residential roads across the District. The Batheaston/ Bathampton/ Bathford/ Beckford Gardens scheme is the tenth one listed in a programme of fourteen.
- 5.4. The proposals were publically advertised from 6th May 2014 to 22nd 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. As part of the consultation comments were also received by Avon and Somerset Police, where it was felt that some roads were unlikely to gain compliance once a 20mph speed limit was introduced and they recommended inclusion of additional engineering measures to bring speeds down to an acceptable level.

The budget for the scheme is for sign and road markings only and cannot accommodate additional pressures. Based upon pre-implementation speed counts, a review of all roads within Area 10 was undertaken, to determine roads where compliance was unlikely and as a result, the Cabinet Member is asked to consider the following recommendations:-

Road name	Officer Recommendation
Bathford	
Bathford Hill (30.1mph)	Omit and leave at 30mph at present.
Bathford High St (29.2mph)	Omit and leave at 30mph at present, although the advisory 20mph speed limit should become permanent.
Batheaston	
Bannerdown Road (upper section) (32.8mph)	Omit and leave at 30mph at present. Provide 20mph speed limit between junction of London Road East and Barnfield Way
London Road East (no speed data)	Omit section between the start of the 20mph zone and its junction with the Batheaston Bypass and leave at 30mph.

- 5.6. It is recommended that the scheme is implemented as advertised, but with the above recommendations.

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.

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	