

Bath & North East Somerset Council

DECISION MAKER:	Cllr Charles Gerrish, Cabinet Member for Customer Services		
DECISION DATE:	On or after 29th January 2011	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	2210
TITLE:	Greenway Lane / Lyncombe Hill Area, Traffic Calming and 20mph Zone		
WARD:	Widcombe, Lyncombe		
AN OPEN PUBLIC ITEM			
List of attachments to this report: Location plan Drawing No. TC8412/TRO/01A			

1 THE ISSUE

- 1.1 To consider objections received to the implementation of a 20mph zone and the installation of speed tables in Greenway Lane, Bath. The 20mph zone would extend throughout the network of streets and culs de sac linking with Greenway Lane and Lyncombe Hill.

2 RECOMMENDATION

The Cabinet member is asked to agree that:

- 2.1 The objections are noted.
- 2.2 In the light of the support for the scheme and the safety benefits arising from reduced traffic speeds, the proposals for the 20mph zone and speed humps should be implemented.

3 FINANCIAL IMPLICATIONS

3.1 There is sufficient finance to build this scheme included in the 2010/2011 capital budget. The estimated Works cost is £9,235.

3.2 The scheme would add to future highway maintenance costs.

4 CORPORATE PRIORITIES

- Building communities where people feel safe and secure
- Promoting the independence of older people
- Improving transport and the public realm

5 THE REPORT

5.1 A feasibility study was carried out in 2009-2010 and funding secured to implement the 20mph zone and traffic calming scheme.

5.2 The proposals were advertised on 9th December 2010 and the objection period terminated on 6th January 2011.

5.3 No objections were received from the Fire or Ambulance services; the Police support the introduction of a 20mph zone on the advertised roads.

5.4 Post advertisement, two residents of Lyncombe Vale expressed support for the scheme and two objections were received.

5.5 Qualified public approval was given to the proposals following a public consultation letter delivered by Royal Mail in August 2010 to all addresses within the proposed 20mph Zone.

5.6 Objections:

1. 85th percentile vehicle speeds were in the region of 31 to 33mph. Traffic in Greenway Lane is not moving very fast. This should not be a cause for concern, particularly when cognisance is taken of the 10% accuracy of speed measurements.
2. Where do you expect it (*traffic*) to go? This traffic consists of people trying to get to work in Bath and make the city function. It is not efficient for all traffic to enter the city via one route.
3. There are few pedestrian/vehicle conflicts. There are few pedestrians on Lyncombe Hill and they stay on the side of the road where there is a pavement, unless and until they need to cross the road to get to their houses.

No data has been given on the ratio of pedestrian/vehicle conflicts to total vehicle-miles per annum. There is an adequate pedestrian pavement provision for the full length of Greenway Lane and Lyncombe Hill.

4. "Reduction in vehicle speeds" cannot logically be quoted as a benefit. The reduction itself needs to bring some other demonstrable benefit.
5. I have lived in Lyncombe Hill for eight years and have not been aware of any accidents in the vicinity.
6. The speed on these roads is already limited because most of them are narrow and obstructed by parked cars.
7. A new speed limit would bring with it yet more road signs to clutter up the streets. This is a conservation area and it has already recently been defaced by the addition of build-outs and new road signs in Lyncombe Hill.
8. The proposal is not good value for money; you have shown no clear benefits and it is not clear that it has any return at all and in these difficult times it cannot be right for you to be spending scarce resource on such schemes.
9. In summary, the proposals are largely deficient of quantitative data that would justify the financial commitment for the associated work and that there is no evidence that the proposed work will lead to the desired outcomes as stated in the Statement of Reasons document.
10. The proposals include a set of three speed cushions. These devices increase atmospheric pollution and damage tyre sidewalls. A further speed table would be just as effective, (*and*) presumably of lesser cost.
11. Clearly the imposition of a 20mph speed limit would reduce vehicle speeds but it is not clear how this would discourage drivers from using this road which is one of the expected outcomes.
12. It is alleged that Greenway Lane carries a significant volume of commuter traffic. No quantitative evidence has been given for this assertion (*which*) represents a major justification for the work.
13. It is alleged that the road is used as a short cut. This term is explained that journey times are shorter than when using the Wellsway/Wells Road route. The length of both routes is the same and during periods of dense traffic the journey time is found to be similar on both routes and would thus not be a shorter journey time even if a 20mph restriction were to be imposed.

5.7 Response

1. One of the aims of the scheme is to reduce the number of vehicles that choose to divert off Wellsway en route to the city centre. The scheme with its reduced speed limit and speed tables should make Greenway Lane/ Lyncombe Hill a less desirable through route with the advantage of making the road easier and safer for those residents who need to use it. Eastbound, peak hour traffic flow on Greenway Lane is approximately five times the daytime, average hourly flow indicating a significant commuter surge that should abate. The Police were fully consulted in the design of the scheme and support the introduction of speed tables on Greenway Lane to reduce traffic speeds.

2. If vehicles are driven over speed cushions at 20mph then there will be minimal additional wear on tyres that is likely to be of little significance compared with the tread loss imposed by cornering and braking. The calming measures are to smooth profiles that were tested by The Department for Transport who have not published any warnings on their use. The use of a group of speed cushions in the calming set eases the severity of the arrangement for passengers whilst providing unimpeded movement for cyclists. The Council installed speed cushions in Staunton Lane in 2000 and has gained knowledge through their use there and elsewhere.
3. On Greenway Lane most vehicles are travelling within or slightly above the current speed limit. These vehicle speeds are inappropriate on sections of this road with constant parking. A 20mph zone will reduce the hazard rendering a safer neighbourhood for all.
4. A comprehensive traffic survey was conducted in March 2010 and is the source from which the quoted statistics have been derived.
5. It would be valid to propose an objective of no pedestrian/ vehicle conflicts on the roads in question; some of which have no footway in places. Bath has traditionally benefited from a very high proportion of journeys made on foot in relation to other travel modes that is worth preserving. Council policies accord.

6 RISK MANAGEMENT

- 6.1 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.
- 6.2 Road safety is the objective of this scheme and there are not considered to be additional risks associated with 20mph zones or with conspicuous traffic calming. Displacing traffic onto main roads is also likely to reduce risk.

7 EQUALITIES

- 7.1 A proportionate equalities impact assessment has been carried out using corporate guidelines.

8 RATIONALE

- 8.1 The proposed 20mph zone and traffic calming measures will reduce traffic speeds and should reduce traffic volume. Pedestrian and cyclist safety are the most direct benefits but the neighbourhood, within which approximately 450 dwellings are situated, will be improved in a less quantifiable way.

9 OTHER OPTIONS CONSIDERED

9.1 A large number of options have been considered to address residents' concerns over the years but following meetings with the residents' association a number of specific issues were highlighted and which are addressed in the proposals.

9.2 A closure of Greenway Lane or selective access would be unlikely to gain popular support but these are options promoted by some.

10 CONSULTATION

10.1 The following have been consulted: Ward Councillors; Cabinet member; Other B&NES Services; Local Residents; Community Interest Groups; Other Public Sector Bodies.

10.2 The scheme proposals followed extensive consultation with the Residents' Association, Councillors and the Police. In August 2010 a letter and plan were sent to all 424 addresses within the 20mph zone. The majority of replies are in favour of the scheme. An additional letter was later sent to residents in Greenway Lane. The proposals were advertised on 9th December 2010 in the Press and on street.

11 ISSUES TO CONSIDER IN REACHING THE DECISION

11.1 Customer Focus is to be considered in reaching the decision.

12 ADVICE SOUGHT

12.1 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	Ian Southwell Tel. 01225 394429
Background papers	None
Please contact the report author if you need to access this report in an alternative format	