

Bath & North East Somerset Council

DECISION MAKER:	Cllr Anthony Clarke, Cabinet Member for Transport		
DECISION DATE:	On or after 14 th May 2016	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	2831
TITLE:	Adaptions to Roads with Existing 20mph Speed Limits		
WARD:	Bath		
AN OPEN PUBLIC ITEM			
List of attachments to this report: Appendix A: Drawing Nos TC8122-002 (shts 1-3); TC8122-003; TC8122-004 (shts 1-2); TC8122-005 (shts 1-2). Appendix B: Responses to Informal Consultation Appendix C: Summary of Formal Objections and Officer Responses Appendix D: Equalities Impact Assessment			

1. THE ISSUE

- 1.1. This report considers the responses to the formal advertisement of the proposal to introduce traffic calming measures in the form of road humps on roads where the speed limit had recently been changed from 30mph to 20mph, but has not met the Council's acceptance criteria of 26mph or less to enable continuation with a 'sign only' scheme.

2. RECOMMENDATION

- 2.1. The Cabinet Member is asked to either:

agree that raised tables are installed in Englishcombe Lane, Bath (4 No.); St Ladoc Road, Keynsham (2 No.) and Weston Road/ Weston Lane/ Weston Park, Bath (3 No.), but not in Orchard Way, Peasedown St John (4 No.), where there was only limited political and public support (which is the officer recommendation);

agree in part to the above proposals;

or

reject the scheme.

3. FINANCIAL IMPLICATIONS

- 3.1. The budget for these works forms part of the 'Adaptions to Roads with Existing 20mph Speed Limits' scheme fully approved by Council as part of the 2015/16 budget report and will be requested to be rephased into 16/17.
- 3.2. This budget is funded partly by grant, predominantly from the DfT, partly by corporately supported borrowing, and partially through s106.
- 3.3. In addition to the capital costs, the revenue maintenance costs associated with the project, consisting of additional signs and road markings, are very minimal and as such will be incorporated within the existing highways maintenance revenue budgets without significantly impacting overall maintenance delivery.

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. Following the implementation of the 20mph speed limit roll-out programme across the Authority over the past 3 years, it has become evident that vehicle speeds on a number of roads have not reduced to an acceptable level, such that a 'sign-only' scheme remains sufficient.
- 5.2. The Council with support from Avon & Somerset Police has determined that where post-implementation vehicle speeds are greater than 26mph, physical engineering measures are required to reduce speeds to an acceptable level. The table below shows the roads, where post implementation speeds are in excess of the acceptance criteria and have been proposed to receive physical measures:-

Road	Location	Mean Speed (mph)	
		Before	After
Englishcombe Lane	W of Englishcombe Way	29.50	28.60
Englishcombe Lane	E of Sladebrook Avenue	28.70	27.00
St Ladoc Road	Col 12	27.10	28.30
Orchard Way	W of Naishes Avenue	30.80	26.77
Weston Road	Col 15	28.80	29.40
Weston Lane	W of Gainsborough Gdn	29.50	No Survey

- 5.3. Physical measures for the roads highlighted within the table above comprise raised tables, details of which are outlined in Appendix A.
- 5.4. Informal consultation with key stakeholders was undertaken between July and November 2015 and where necessary designs were adjusted in line with appropriate comments. Appendix B provides a record of notes taken from all meetings, as part of the consultation exercise.
- 5.5. The proposals were publically advertised from 4th February 2016 to 25th February 2016. Thirty-four letters of objection were received. The reasons given are summarised and listed with officer comments in Appendix C of this report.
- 5.6. Following informal and formal consultations raised tables are recommended as follows:-

5.6.1. Englishcombe Lane, Bath

- west of Stirtingale Road;
- east of Oak Avenue;
- west of Englishcombe Way;
- west of Westfield Close.

Following an objection received from a bus company citing increased maintenance costs to its vehicles as a result of raised tables on its route, it is recommended the tables proposed north east of Mount Road and east of Southdown Road are not taken forward to delivery stage.

5.6.2. St Ladoc Road, Keynsham

- north of Culvers Road;
- south of St Annes Avenue.

5.6.3. Orchard Way, Peasdown St John

Following limited political and public support for raised tables, it is recommended that none of them are taken forward to delivery stage.

As mean vehicle speeds remain high, it is recommended that 20mph Vehicle Actuated Signs are provided on both east and western sides of Orchard Way to remind drivers of the speed limit.

5.6.4. Weston Lane/ Weston Park and Weston Road

- Weston Lane/ Weston Park and Weston Road junction;
- Weston Road outside Granville Lodge, in conjunction with recently proposed parking restriction (E2830);
- Weston Road outside Grafton Lodge.

Following discussion with local ward members, it is recommended that the proposed raised table north east of Gainsborough Gardens should be omitted on the grounds of budget constraint and that the three tables proposed above

provide a more appropriate layout of speed reduction measures along Weston Road.

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.

7. EQUALITIES

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

8. RATIONALE

- 8.1. As the majority of post-implementation speeds were above the Council's 26mph criteria figure, physical measures are required to reduce vehicle speeds to more acceptable level of 24mph and below.

9. OTHER OPTIONS CONSIDERED

- 9.1. A number of other options for reducing vehicle speeds have included build-outs/speed cushions and vehicle actuated signs.
- 9.2. Build-outs were dismissed, as they were considered to reduce traffic flow, leading to potential congestion. Speed cushions are felt not to be as effective as raised tables. Flashing 20mph vehicle actuated signs have also been considered, but are seen as less effective than vertical deflections, although have been recommended as an alternative to raised tables in Orchard Way.

10. CONSULTATION

- 10.1. Ward Councillors; Parish Councillors; Cabinet members; Staff; Other B&NES Services; Local Residents; Section 151 Finance Officer; Chief Executive; Monitoring Officer.
- 10.2. Consultation was carried out via informal meetings with key stakeholders and latterly formal consultation with Statutory Consultees, by public advertisement of the proposals for 21 days; and circulation of this report.

11. ISSUES TO CONSIDER IN REACHING THE DECISION

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

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	Simon Thomas – 01225 395160
Background papers	None
Please contact the report author if you need to access this report in an alternative format	