

## Bath & North East Somerset Council

DECISION MAKER:	<b>Cllr Anthony Clarke, Cabinet Member for Transport</b>		
DECISION DATE:	<b>On or after 2<sup>nd</sup> July 2016</b>	EXECUTIVE FORWARD PLAN REFERENCE:	
		<b>E</b>	<b>2844</b>
TITLE:	<b>Proposed Speed Limit Changes – Rural Areas</b> <b>Various Roads, Compton Dando, Hinton Charterhouse, Pensford, Timsbury &amp; Whitchurch (20mph speed limit) (30mph speed limit) Order 201-</b>		
WARD:	Timsbury/ Farmborough (Compton Dando)/ Bathavon South (Hinton Charterhouse)/ Whitchurch & Publow (Whitchurch & Pensford)		
<b>AN OPEN PUBLIC ITEM</b>			
<p><b>List of attachments to this report:</b></p> <p><b>Appendix A: Informal Consultation Letter &amp; Drawings</b></p> <p><b>Appendix B: Traffic Regulation Order Drawings</b></p> <p><b>Appendix C: Summary of Formal Objections and Officer Responses</b></p> <p><b>Appendix D: Equalities Impact Assessment</b></p>			

### 1. THE ISSUE

1.1. This report considers the responses to the formal advertisement of the proposal to introduce sign-only permanent 20mph speed limits on residential roads within Timsbury, Compton Dando, Hinton Charterhouse, Whitchurch and Pensford.

### 2. RECOMMENDATION

2.1 The Cabinet Member is asked to agree that the speed limit order is approved as advertised.

### 3. FINANCIAL IMPLICATIONS

3.1. The budget for these works forms part of the 'Rural 20mph Speed Limits' scheme approved by Council as part of the 2015/16 budget report. This budget is funded partly by the Transport Improvement Programme and partly by corporately supported borrowing.

3.2. In addition to the capital costs there is a revenue maintenance cost associated with signage and road markings. This cost is expected to be minimal, with increase in signs and posts mitigated in some cases through installation on

existing street furniture. Revenue maintenance costs 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 Where lower speed limits have been introduced in residential urban areas in other cities, they have shown that they improve the environment for the residents and encourage walking and cycling as the roads are safer and more attractive. There may also be environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution.

5.2 Correspondence was sent out to parish councils in 2012/13 requesting expression of interest in lowering the speed limit in their respective villages.

5.3. Informal consultation was carried out between July 24<sup>th</sup> and 1<sup>st</sup> August 2015 in the form of a letter and drawing, sent to ward and parish councillors to get their views about the Council's proposal to introduce a 20mph speed limit and initially traffic calming. Appendix A gives details of the letter and drawing layouts sent out.

5.4. The consultation period was extended to account for respective parish council meetings and continued into autumn 2015. In November 2015, a directive was received from the Cabinet Member for Transport that the current administration would not support physical traffic calming measures being placed in rural communities, unless there is a proven accident history or road safety requirement at a given location. As this was not the case at these locations, drawings were amended to reflect this change in policy, in advance of statutory consultation of traffic regulation orders (see Appendix B for details of revised drawings).

5.5. The proposals for speed limit orders were publically advertised on street in the form of notices; in local papers and in Council offices and the Councils website between 12<sup>th</sup> April and 3<sup>rd</sup> May 2016. Three letters of objection and 10 letters of support were received, which are summarised and listed with officer comments in Appendix C of this report.

## **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 Equality Impact Assessment is attached to this report (Appendix D).

## **8. RATIONALE**

8.1 A 20mph speed limit is recommended. Other authorities who have introduced 20mph speed limits have evidence to show that they has beneficial effects on the environment, and can encourage more walking and cycling.

## **9. OTHER OPTIONS CONSIDERED**

9.1 The option of implementing 20mph Speed Limits using traffic calming measures was considered, but the current administration do not support physical traffic calming measures being placed in rural communities, unless there is a proven accident history or road safety requirement at a given location.

## **10. CONSULTATION**

10.1 Parish and 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 letter and drawings, formal consultation of the Statutory Consultees, by public advertisement of the proposals for 21 days on site; local Council offices and the Councils public website 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 (Head of Service – 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>	None
<b>Please contact the report author if you need to access this report in an alternative format</b>	