

Bath & North East Somerset Council

DECISION MAKER:	Cllr Roger Symonds, Cabinet Member for Transport		
DECISION DATE:	On or after 25 th June 2011	EXECUTIVE FORWARD PLAN REFERENCE:	
		E	2232
TITLE:	Hawthorn Grove 20mph Speed Limit Zone and Traffic Calming Consideration of responses to advertisement		
WARD:	Combe Down, Lyncombe		
AN OPEN PUBLIC ITEM			
List of attachments to this report: Appendix 1: Drawing Nos. TC8411/PR/01 and TC8411/PR/02 showing the traffic calming proposals as advertised Appendix 2: Drawing No. TC8411/PR/03 Rev A showing the extent of the 20mph Speed Limit Zone as advertised Appendix 3: Copies of letters of objection Appendix 4: Officer comments in response to objections Appendix 5: Equality Impact Assessment			

1 THE ISSUE

1.1 To consider letters of objection received by email to the extension of a 20mph Speed Limit Zone in the Foxhill area of Combe Down and the construction of traffic calming features.

2 RECOMMENDATION

The Cabinet member is asked to agree that:

2.1 the Order is made and the notice is published to that effect.

2.2 the objectors are informed accordingly that the proposals are to be implemented as advertised, under sections 84(1) and 84(2) of the Road Traffic Regulation Act 1984 (as amended) and under section 90A of the Highways Act 1980.

3 FINANCIAL IMPLICATIONS

- 3.1 This is a capital scheme which will cost £20,000 to implement and the works are planned for completion in this financial year. The Transport Improvement Programme for 2011/12 includes a budget allocation of £20,000 for this scheme.

4 CORPORATE PRIORITIES

- Sustainable growth

5 THE REPORT

- 5.1 A proposal to implement a 20mph speed limit zone in the Foxhill area of Combe Down, together with traffic calming measures, was included on the 2010/11 Capital Programme. This followed representations received from local residents, Ward Councillors and Combe Down Primary School to achieve lower speeds and to improve pedestrian safety in the area.
- 5.2 The proposals were advertised on 24th February 2011 and the objection period terminated on 17th March 2011. Appendices 1 and 2 show further details.
- 5.3 Two letters of objection were received by local residents during the advertising period and these are included in appendix 3.
- 5.4 The main reasons for objecting were increase in noise due to acceleration and deceleration of vehicles, damage and devaluation of private property, inappropriate use of public funds, the traffic order being invalid and in contrast with the principles of modern safety legislation, the highway authority being incompetent to plan and execute such schemes, the scheme being discriminatory and in contrast with the principles of the Equality Act 2010 and the scheme being unnecessary and having an adverse impact on the environment.
- 5.5 Appendix 4 outlines officer comments in response to these objections.

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 The risk assessment for this project has indicated that if the existing 20mph zone was not extended and the traffic calming measures were not implemented as proposed, and considering the annual growth in vehicular traffic as well as the likely redevelopment of the MOD site nearby, there is the potential for personal injury accidents occurring.

7 EQUALITIES

- 7.1 The imposition of the speed limit and traffic calming measures will not have any effect on equality for any groups within this community. A proportionate equalities impact assessment has been carried out and is included in Appendix 5.

8 RATIONALE

- 8.1 In 2006, a petition was presented to the Bath Area South Committee, calling for the imposition of a 20mph speed limit and traffic calming measures, to achieve lower speeds and to discourage drivers from rat running along inappropriate residential roads. Phase 1 of this scheme was completed in 2010 and this

included the introduction of a 20mph speed limit and traffic calming measures along a short section of Hawthorn Grove.

8.2 Phase 2 of this scheme proposes the inclusion of a number of adjacent roads in a 20mph speed limit zone, complemented by a combination of road humps and speed cushions. The introduction of traffic calming measures means that no unreasonable levels of enforcement would be required by the Police.

8.3 Existing traffic figures suggest that the proposals will be appropriate to the area and beneficial in road safety and environmental terms. They will improve accessibility for local residents, particularly the elderly and disabled, and could also encourage more cycling as this area lies between Fox Hill and Entry Hill, both of which are routes recommended by local cyclists. The proposal is therefore in line with the Council's priorities.

9 OTHER OPTIONS CONSIDERED

9.1 None.

10 CONSULTATION

10.1 *Ward Councillor; Cabinet members; Staff; Other B&NES Services; Local Residents; Section 151 Finance Officer; Monitoring Officer*

10.2 Consultation was initially carried out with Ward Councillors, the Police, the Emergency Services, Freight Transport Association, RAC Motoring Services, Road Haulage Association and local residents. Later, consultation was carried out through an advertisement in the local press and on street.

10.3 Further consultations were undertaken with one of the objectors following receipt of his objection.

11 ISSUES TO CONSIDER IN REACHING THE DECISION

11.1 Social Inclusion; Customer Focus; Sustainability

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.

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Background papers	<i>None</i>
Please contact the report author if you need to access this report in an alternative format	