

Report of the Strategic Director Place to the meeting of Bradford West Area Committee to be held on 28 February 2024.

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Subject:

ALLERTON LANE, ALLERTON - TRAFFIC CALMING MEASURES - OBJECTION

Summary statement:

This report considers one objection received to recently advertised proposals for traffic calming measures on Allerton Lane between Cote Lane and Bracewell Avenue junctions.

EQUALITY & DIVERSITY:

The Council has considered its obligations under the Public Sector Equality Duty under the Equality Act 2010 and is satisfied that the proposals will have no material impact on those identified with protected characteristics.

Ward: Thornton and Allerton

David Shepherd
Strategic Director Place

Portfolio:

Regeneration, Planning and Transport

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Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

- 1.1 This report considers one objection to recently advertised proposals for traffic calming measures on Allerton Lane, Allerton.

2. BACKGROUND

- 2.1 Planning permission has been granted for a new residential development, which is currently being built on land adjacent to Allerton Lane. As part of the planning permission requires the promotion of Traffic Calming measures on Allerton Lane in the interest of road safety in the local area. The Section 278 Agreement for a housing development includes a 'Highway Works Contribution' for the provision of traffic calming measures on Allerton Lane.
- 2.2 Approval to prepare and advertise the scheme was given by the Strategic Director – Place on the 21 November 2023.
- 2.3 The location of the proposed traffic calming measures is shown on drawing no. HS/TRSS/105732/CON-1A, attached as Appendix 1.
- 2.4 The formal consultation for traffic calming measures was advertised between 8 December 2023 and 5 January 2024. Consultation letters and plans were also delivered to residents in the immediate vicinity of the proposals. This resulted in 1 objection.
- 2.5 A summary of the valid points of objection and corresponding officer comments is tabulated below:

Objectors Concerns	Officers Comments
<p>Object to the proposed traffic calming measures and raised following concerns.</p> <ul style="list-style-type: none">• The humps will cause noise and nuisance to residents.• The noise caused by the driving over the humps and accelerating afterwards will cause an additional noise nuisance to residents.• Increased pollution from vehicle exhausts due to decreasing/increasing speed.• Unnecessary wear and tear and damage to	<p>The aim of the scheme is to reduce vehicle speeds and thereby improve road safety. All traffic calming features are built to national guidelines and accepted method of reducing traffic speeds throughout the country. Vehicles travelling over road humps at appropriate speeds should not be detrimental to people or vehicles, provided the features conform to the Highways (Road Hump) Regulations.</p> <p>There have been conflicting studies as to whether traffic calming increases or decreases pollutants. Features are spaced at recommended intervals to encourage slower consistent speeds. The scheme should therefore have a neutral impact on pollution.</p> <p>Traffic calming features can produce some noise when vehicles travel over them, the reduction in traffic speeds and a smoother driving style can result in a reduction in overall noise levels. There is an argument to suggests that certainly in the settling in</p>

<p>vehicles due to constant negotiation of the humps. Speed humps are detrimental to cars and occupants.</p> <p>Objector also quoted the statement from the Chairman of the London Ambulance Service statement and the findings from The Transport Research Laboratory (TRL) report entitled "Traffic calming: Passenger and rider discomfort at sinusoidal, round-top and flat-top humps" (TRL Report 417). (See attached in Appendix 2)</p>	<p>period of the scheme there will be an increase in noise as driver get used to the new features. However, this can often be counterbalanced by the reduction of engine noise from speeding vehicles in the area. Ultimately, consideration has to be given to the fact that the increase in safety will outweigh any potential low-level increase in noise.</p> <p>Physical traffic calming measures are proven to be the most successful means of lowering vehicle speeds and delivering significant road safety benefits. Proposed traffic calming measures are necessary to reduce traffic speeds and increase safety for the benefit of all road users. All traffic calming features are built to national guidelines. The features proposed have been designed to minimise the effects while still achieving a traffic calming effect.</p> <p>The design is in accordance with standards accepted by ambulance authorities in other parts of the Country. Emergency services across the country have generally agreed that the benefits of traffic calming in reducing death and injury outweigh the dis-benefits of the minor delays that may be caused. The former Health Development Agency stated that the achievement of 20 mph on residential roads would lead to a 67% reduction in road injuries suffered by children as pedestrians. Road humps are designed to minimise discomfort whilst reducing speeds to an appropriate level in residential areas.</p> <p>The humps are designed to standards accepted by bus operators in the UK. Allerton Lane is not a bus route.</p> <p>Traffic calming measures should continue to be used as an effective method of reducing vehicle speeds, preventing injuries, and saving lives.</p>
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3. OTHER CONSIDERATIONS

- 3.1 Local ward members and Emergency Services have been consulted. No adverse comments have been received to the advertised proposals.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The works will be implemented by the developer, and they will cover the full installation costs. The estimated cost of the promotion of the scheme including design

checks, consultation & legal procedures work is £7,000; this is also being funded by the developer.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 A failure to implement highway safety improvements would be contrary to the Planning agreement and also result in ongoing concerns about the speed of vehicles on Allerton Lane and the implications for the safety of vulnerable road users.

6. LEGAL APPRAISAL

- 6.1 There are no specific issues arising from this report. The course of action proposed is in accordance with the Council's powers as Highway Authority.

7. OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

The reduction of vehicle speeds encourages sustainable transport modes.

7.2 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

There is no impact on the Council's own and the wider District's carbon footprint and emissions from other greenhouse gases arising from this report.

7.3 COMMUNITY SAFETY IMPLICATIONS

The introduction of traffic calming measures on this road should lead to a reduction in vehicle speeds and discourage a proportion of non-local through traffic. This should help to improve and enhance the amenity for residents within the scheme boundary.

7.4 HUMAN RIGHTS ACT

There are no implications on the Human Rights Act.

7.5 TRADE UNION

None

7.6 WARD IMPLICATIONS

Ward members have been consulted on the proposals.

7.7 AREA COMMITTEE LOCALITY PLAN IMPLICATIONS

None

7.8 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

None.

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

- 9.1 That the objection be considered but, on balance the proposal be implemented as advertised.
- 9.2 That the objections be upheld, and the proposal be abandoned.
- 9.3 Members may propose an alternative course of action from that recommended on which they will receive appropriate officer advice.

10. RECOMMENDATIONS

- 10.1 That the objection to the traffic calming measures on Allerton Lane has been taken into account and is determined not to outweigh the proposed benefits of the scheme and the scheme therefore be implemented as advertised
- 10.2 That the objectors be informed accordingly.

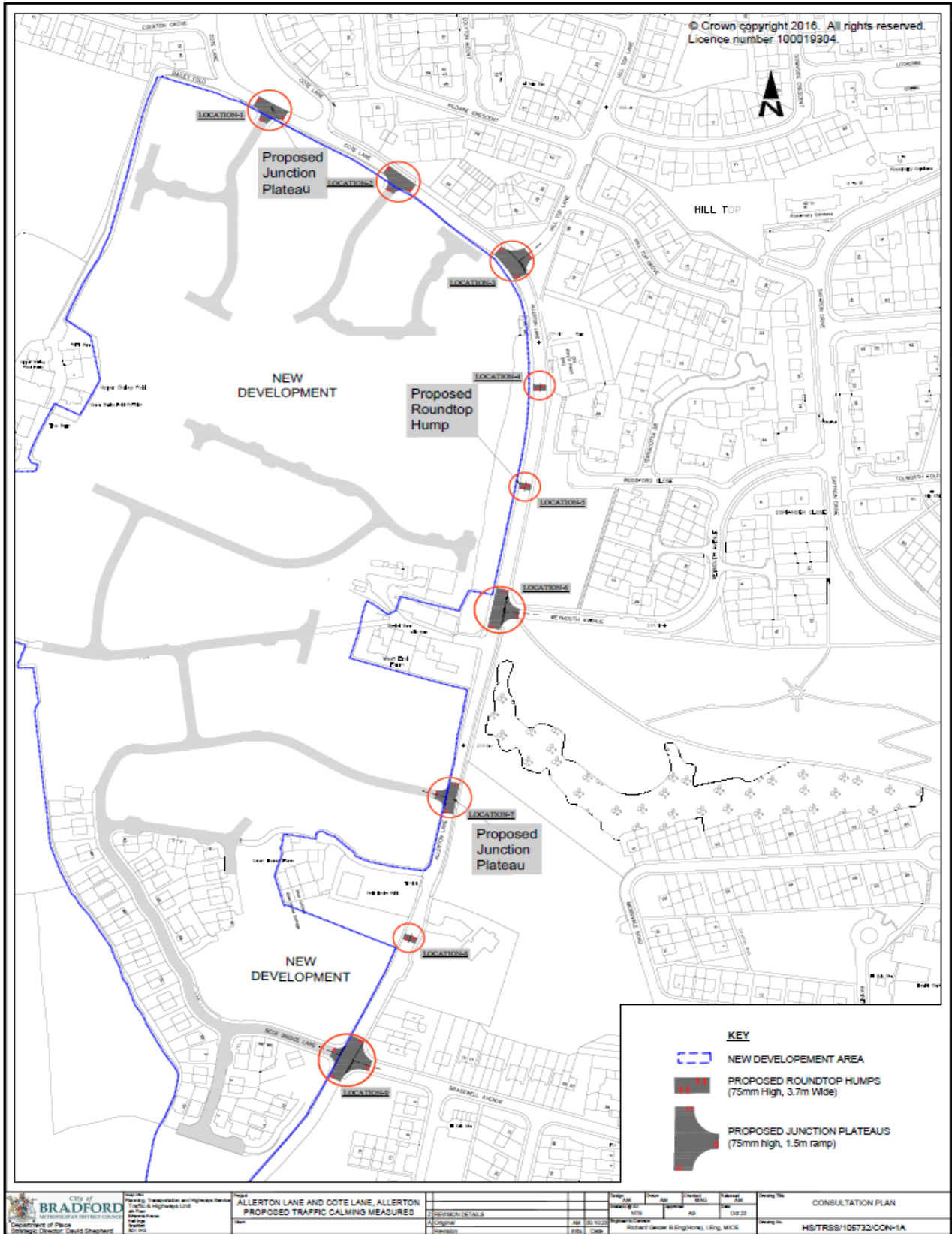
11. APPENDICES

- 11.1 Appendix 1- Drawing HS/TRSS/105732/CON-1A.
- 11.2 Appendix 2- Objection copy

12. BACKGROUND DOCUMENTS

- 12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/105732

APPENDIX 1



OBJECTION

APPENDIX 2

To whom it may concern ,

I would like to object to the proposed roundtop humps and proposed junction plateaus to be installed on Allerton Lane.

My reasons for objecting are that I believe they will increase noise as some people will still drive over them too fast, vans, flatbeds and trucks that have loose items on them will make a lot of noise as they go over them. I already find it difficult to sleep because of the road noise and this will only increase my problems. It will also affect my ability to enjoy peace and quiet within my home and garden, therefore it will have an impact on my life and that of my family. They will increase pollution as some vehicles will be slowing down and then accelerating away. This scheme would also cause damage to our vehicles. Me and my wife suffer from joint pains and this scheme will only make matters worse.

I would also like to quote and bring the following statements to your attention,

The Chairman of the London Ambulance Service, Sigurd Reinton, recently claimed that speed humps are killing hundreds of Londoners by delaying 999 crews. He said "For every life saved through traffic calming, more are lost because of ambulance delays." There are about 8,000 heart attack victims in London every year, and London has a particularly poor survival rate. One reason is no doubt because even a small delay increases the death rate enormously. For example 90% of victims survive if treated within 2 minutes, but it falls to 10% if treatment is delayed for 6 minutes. So for every additional minute of delay caused, up to an extra 800 victims of cardiac arrest could die. This compares with a total of 300 people who die from traffic accidents.

The Transport Research Laboratory (TRL) have published a report entitled "Traffic calming: Passenger and rider discomfort at sinusoidal, round-top and flat-top humps" (TRL Report 417). The TRL organisation is an independent research body who produce reports on traffic matters, usually as a result of commissions from the DfT. They are widely seen as being fair and non-judgemental. Report 417 describes the results of studies on various kinds of speed hump and their impact on road users of different types. It also compares the effect of different "hump profiles" on perceived discomfort.

Here are a few points of interest:

- There are some differences between the comfort of different hump profiles, ie. road users can go faster with the same "comfort level" over some humps, but as that would defeat the object of introducing the humps there seems little point in it.
- Hump profile affects different types of users (e.g cars, buses, HGVs, cyclists, motorcyclists) in different ways so there is no one ideal shape.
- The discomfort experienced by bus passengers substantially increased as speeds across the hump profiles increased from 15 to 20 mph. Driving at speeds over 15 mph is likely to cause unnecessary discomfort. In fact, from the statistics given for a "Midibus", even 10 mph can be uncomfortable over some humps.
- HGVs were also uncomfortable at any but very slow speeds.
- The degree of discomfort and subsequent speed reduction can be altered by using different hump heights and ramp gradients, but the report makes it very clear that the only way speed humps work is by actually causing discomfort. It is simply not possible to design a speed hump that is comfortable for all road users, and yet has a significant impact on traffic speeds. In fact, if there is to be any speed reduction, then a major proportion of road users are going to suffer some discomfort, if not pain.

Kindest regards