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Report of the Director of Regeneration and Culture to the meeting of Bradford South Area Committee to be held on the 27th June 2013

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Subject:

1 Objection has been received to changing the existing speed limits to 30 mph on Highgate Road, Clayton Heights, A6036 Rooley Lane between Odsal and Staygate roundabout and A6177 Rooley Avenue, near Staygate roundabout.

Summary statement:

This report requests the Area Committee to consider this objection and the options considered by the officer in 4.1, 4.2, 4.3 and 4.4 of the report.

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Portfolio:

Regeneration, Economy and Sustainability

Overview & Scrutiny Area:

Environment and Waste Management

Suzan Hemingway, City Solicitor

1 SUMMARY

1.1 This report consider the 1 objection received following the recently advertised proposal to reduce the 40 mph speed limits on Highgate Road, Clayton Heights and A6036 Rooley Avenue, Odsal to a 30 mph speed limit. Also to extend the existing 30 mph speed limit on the A6177 Rooley Lane, Odsal.

2 BACKGROUND

2.1 In 2009, the section of A6177 Rooley Lane was subjected to a 40 mph speed limit, the new Prologis Industrial Estate was being developed and a planning condition section 106 included the 30 mph speed limit be introduced extending it beyond the new junctions of this site.

2.2 During the first tier and 2nd tier consultation periods Metro were consulted and no objections were received, the signalised junctions for this development were designed to operate within a 30 mph speed limit.

2.3 Unfortunately when it was advertised, Legal Services failed to advertise the proposed 30 mph restricted road and only included the 40 mph revocation. This was sealed, as no objections were received and the appropriate 30 mph signs were erected. Therefore this section of highway is not subjected to any speed limi at present.

2.4 A study of types of crashes, their severity, causes and frequency, together with a survey of traffic speeds, should indicate whether an existing speed limit is appropriate for the type of road and mix of use by different groups of road users, including the presence or potential presence of vulnerable road users (including people walking, cycling or riding horses, or on motorbikes), or whether it needs to be changed.

2.5 A6177 Rooley Lane, A6036 Rooley Avenue and A647 Highgate Road were identified as part of the Governments initiative to review A & B roads speed limits in 2009 and to introduce lower speed limits subject to available finances these were started during 2012, before the new Circular Roads 1/2013 was introduced or considered for identifying new sites.

2.6 A copy of the review is attached as Appendix 4 for information these 3 roads are highlighted for information, showing the recommended speed limit following the review.

2.7 The new Speed Limit Appraisal Tool Kit was introduced in January this year these 3 sites were identified as sites for improvements based upon Circular Road 1/2006 for Local Speed Limits, prior to this new guidance.

2.8 Before introducing or changing a local speed limit, traffic authorities will wish to satisfy themselves that the expected benefits exceed the costs. Many of the costs and benefits do not have monetary values associated with them, but traffic authorities should include an assessment of the following factors: collision and

casualty savings; conditions and facilities for vulnerable road users; impacts on walking and cycling and other mode shift; congestion and journey time reliability; environmental, community and quality of life impact, such as emissions, severance of local communities, visual impact, noise and vibration; and costs, including of engineering and other physical measures including signing, maintenance and cost of enforcement. The speed limit appraisal toolkit will help assess the full costs and benefits of any proposed schemes.

2.9 Highgate Road has frontage development virtually along its full length. It already has 4 safety cameras strategically placed along its length. It has 10 bus stops along its 1.84km length and 5 in each direction.

2.10 Rooley Lane 2 lane dual carriageway has frontage development along 50% of its full length. It has 4 bus stops along its 1.49km length and 2 in each direction.

2.11 Rooley Avenue 3 lane dual carriageway has frontage development along 33% of its full length. It has 6 bus stops along its 0.9km length and 3 in each direction.

2.12 The objections/comments and officers comments are as follows:-

The Objector issues	Officers Comments
A647 Highgate Road these proposals impact upon the 576 Bradford to Halifax trunk & 508 Halifax to Leeds route for the A6036 Rooley Ave & A6177 Rooley Lane these are completely unacceptable. A6036 Rooley Ave & A6177 Rooley Lane these 2 bus routes get the highest punctuality complaint levels/PVR in the Area Delivery of first bus for Bradford, Halifax and Huddersfield. Any proposals to reduce the road capacity by a quarter, the only sections where buses are able to regain time, is unacceptable without corresponding action to increase the road capacity (for instance by remodelling junctions to improved capacity).	Highgate Road, Rooley Avenue and Rooley Lane all fall within the urban environment. The existing surrounding road network and continuous sections are all subjected to 30 mph speed limits. It will help ensure appropriate and consistent speeds on continuous roads, subjected to continuous speed limits, which will contribute to reducing the number of road deaths, as well as casualties overall; tackling pedestrian and cyclist casualties, improving safety and reducing variations in safety from area to area and road to road. Looking at Appendix 4, the recommendation for the 3 sites was to lower the speed limits to 30 mph. Setting speed limits at the appropriate level for these roads, and ensuring compliance with these limits, play a key part in ensuring greater safety for all road users. The relationship between speed and likelihood of collision as well as severity of injury is complex, but there is a strong correlation. As a general rule for every 1 mph reduction in average speed, collision frequency reduces by around 5%.

We also have a responsibility to the Traffic commissioner to run a punctual bus service this proposal removes my ability to keep bus services running without either dramatic increases in cost or reduction in frequency. These proposals postulate that collision reduction is more important than the basics of throughput, which in the case of the dual carriageway A6036 and A6177 is particularly ill-considered. These 2 roads were built as primary relief roads to keep the traffic moving and are therefore largely free of turning movements and pedestrian desire lines (many pedestrian flows are already grade-separated). The proposal also flies in the face of recent research which suggests constant speed limit reductions are counterproductive when applied in a simplistic and non-holistic way. Metro supports Firsts objections.	In 2011 at least one of these two factors was reported in 12 per cent of all accidents and these accidents accounted for 25 per cent of all fatalities. Other reported contributory factors such as loss of control or careless, reckless or in a hurry can often be related to excess or inappropriate speed, and even where the contributory factors are unrelated to the vehicle speed, higher speeds will often aggravate the outcome of the collision and injuries. A647 Highgate Road along this length has a 4 pedestrian islands, a formal puffing crossing and one signalised junction including crossing facilities. The A6036 Rooley Avenue was built as a principle route connecting to Halifax and A6177 Rooley Lane is part of the outer ring road both built during the 1970's. Both frontages continue to develop changing the needs of the communities along these roads, creating new pedestrian desire lines, need for additional crossing facilities and need for additional bus services. Rooley Avenue has 2 formal crossing facilities, one adjacent to the vehicular access to Richard Dunn Sports Centre and one near to the Little Chef. Rooley Lane has three signalised junction's one for Staygate roundabout and two for the new junctions for accessing the industrial Estate Prologis, both incorporate toucan crossing facilities. These 2 junctions were designed to operate within a 30 mph speed limit and have taken into consideration the capacities.

3. OTHER CONSIDERATIONS

3.1 The Wards Councillors were consulted and support these measures.

3.2 Emergency Services have been consulted, no comments have been received.

3.3 The West Yorkshire Passenger Transport Authority were consulted as part of the first tier consultation, no response was received, they support First Buses objection.

4. OPTIONS

4.1 That the existing proposals as shown in Appendix 1, 2 and 3, be implemented as advertised based upon the review carried out in 2009 shown in Appendix 4.

4.2 That the 3 sites be reviewed in accordance with the Circular Roads 1/2013.

4.3 Members may choose not to accept these proposals.

4.4 That the objectors are informed of the decision.

4. FINANCIAL & RESOURCE APPRAISAL

4.1 Funding has been allocated to the scheme.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1 There are no significant risks arising out of the implementation of the proposed recommendations.

6. LEGAL APPRAISAL

6.1 There are no specific legal issues arising from this report.

7. OTHER IMPLICATIONS

7.1 There are no other implications

8. EQUALITY & DIVERSITY

8.1 There are no equality and diversity implications.

8.2 SUSTAINABILITY IMPLICATIONS

8.2.1 There are no significant sustainability implications.

8.3 GREENHOUSE GAS EMISSIONS IMPACTS

8.3.1 The Circular Roads 1/2013 for Local Speed Limit reviews;- states that carbon dioxide (CO2) emissions are proportional to fuel consumption. At lower constant speeds total emissions of CO2 are relatively high. With increasing speed these emissions decrease until a threshold of about 30 mph (50 km/h). Above this any increase in speed leads to a steep increase in CO2 emissions. Driving style will also have an impact on this relationship. Hard acceleration increases emissions, and engine tuning is also a factor.

8.4 COMMUNITY SAFETY IMPLICATIONS

8.4.1 Speed limits in themselves are only one element of speed management and the aim is to achieve a safe distribution of speeds which reflect the function of the road and the impacts of the local community.

8.5 HUMAN RIGHTS ACT

8.5.1 There are no significant human rights implications arising from this matter.

8.6 TRADE UNION

8.6.1 There are no Trade Union implications arising from this matter.

8.7 WARD IMPLICATIONS

8.7.1 There are no Ward implications.

8.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

8.8.1 The proposed measures do not support priorities within the Bradford South Area Committee Action Plan 2011-14.

9. NOT FOR PUBLICATION DOCUMENTS

9.1 None.

10. RECOMMENDATIONS

11.1 The committee's instructions are requested please consider the options set out in 4.1, 4.2, 4.3 and 4.4.

11. APPENDICES

11.1 Appendix 1 – Proposal for 30 mph speed limit on Highgate Road, Clayton Heights.

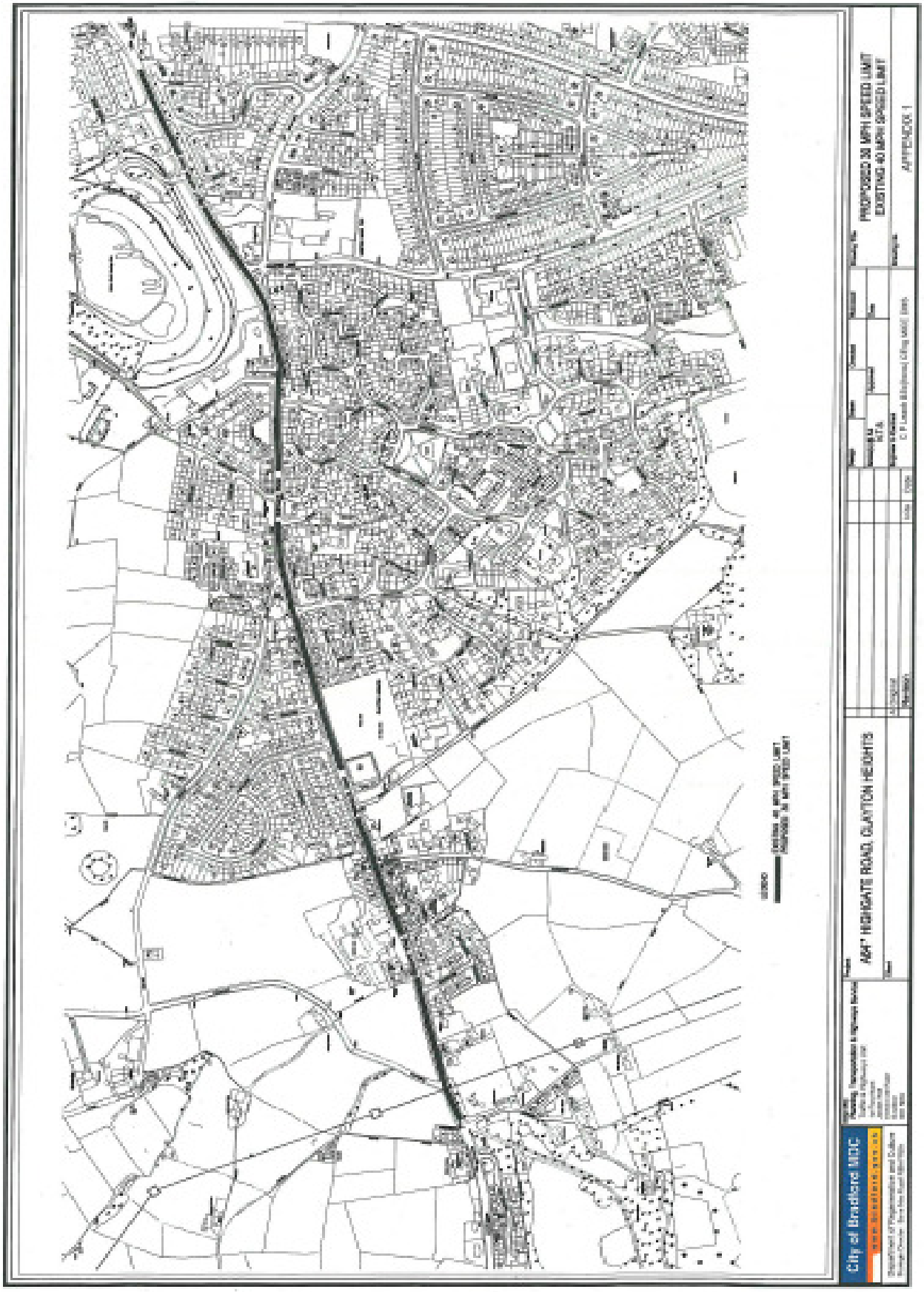
11.2 Appendix 2 – Proposal for 30 mph speed limit on A6177 Rooley Lane.

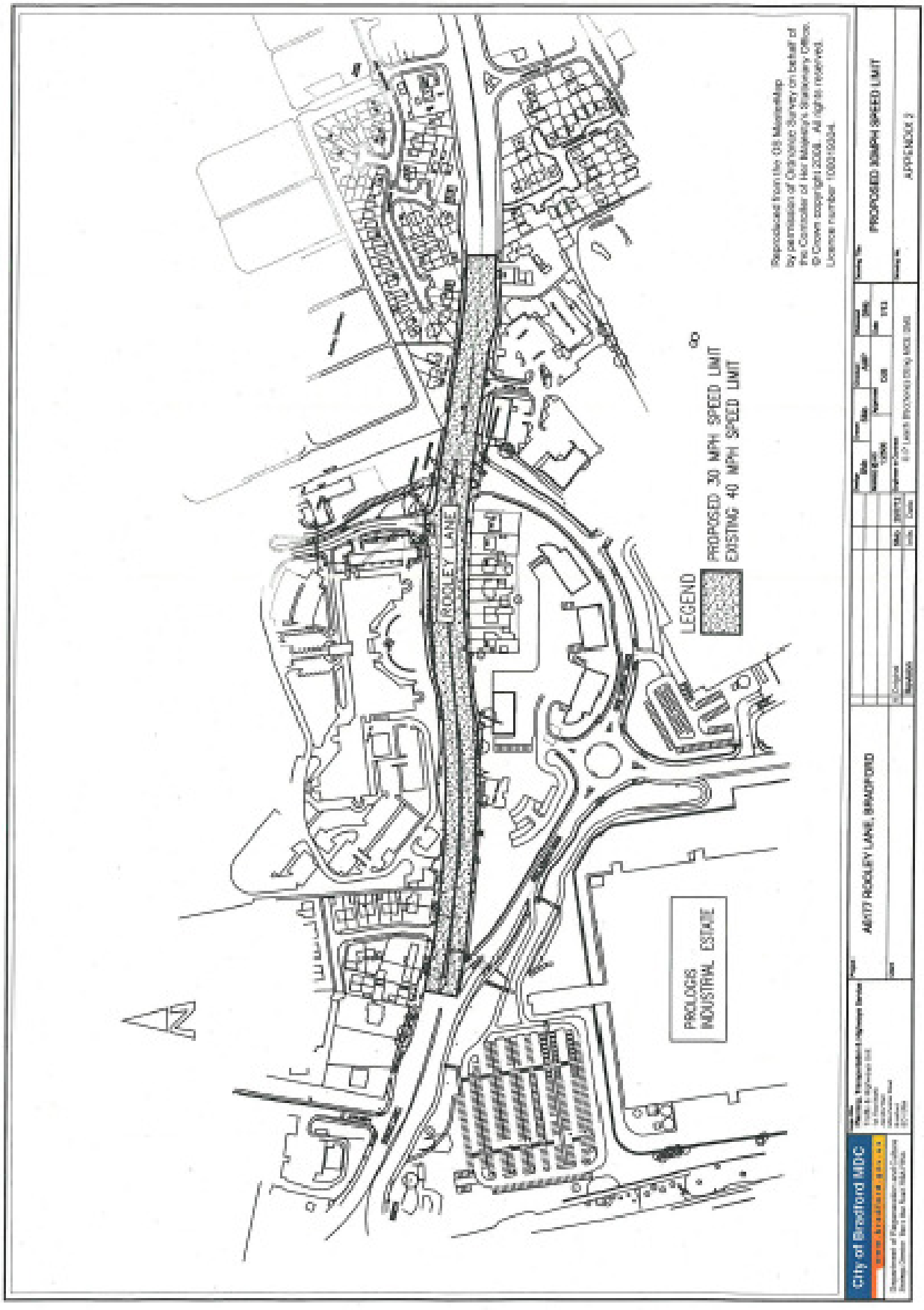
11.3 Appendix 3 – Proposal for 30 mph speed limit on A6036 Rooley Avenue.

11.4 Appendix 4 – Speed Limit review of A and B Classified Roads 2009.

12. BACKGROUND DOCUMENTS

12.1 Prologis Industrial Estate scheme R/THS/BS/100258.


A647 HIGHGATE ROAD, CLAYTON HEIGHTS
PROPOSED 30 MPH SPEED LIMIT
EXISTING 40 MPH SPEED LIMIT
APPENDIX 1
City of Bradford MDC


RIDDLEY LANE
PROLOGIS INDUSTRIAL ESTATE
LEGEND
PROPOSED 30 MPH SPEED LIMIT
EXISTING 40 MPH SPEED LIMIT
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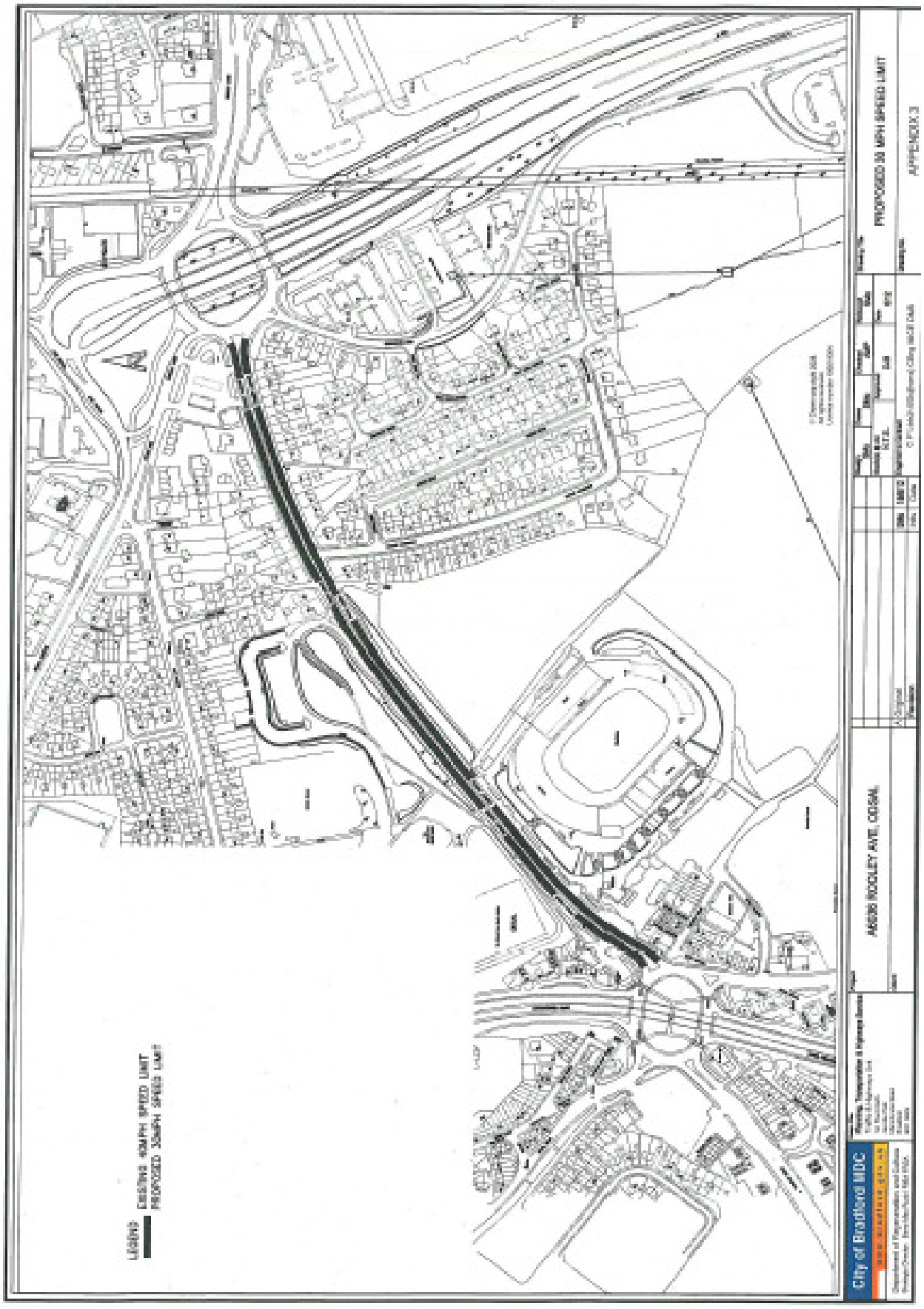
City of Bradford MDC
A6177 RIDDLEY LANE, BRADFORD
PROPOSED 30MPH SPEED LIMIT
APPENDIX 2


PROPOSED 30 MPH SPEED LIMIT
APPENDIX 3
A650 ROOLEY AVE, CLEAN
City of Bradford MDC
Legend
EXISTING 40MPH SPEED LIMIT
PROPOSED 30MPH SPEED LIMIT

Bradford South Area Speed limit Review A and B Classified Roads

ROAD	LENGTH	SPEED LIMIT	LENGTH km	ESTIMATE AADT (Date of Count)	PIA 5 yrs to 30/9/08	MEAN SPEED MPH	ACCIDENT RATE /100mvkm	ASSESSED SPEED LIMIT RECOMMENDATION
A58 Whitehall Rd	Kirklees Boundary to Calderdale Boundary	40	1.237	18,339 f	24	38	64	40 b
A641 Manchester Rd & Huddersfield Rd	Broadway Avenue to Odsal Fire Station	30	1.275	28,831 f	49	33.5	80	30 a
A641 Huddersfield Rd	Odsal Fire Station to Calderdale Boundary	40	3.357	14,429 (2008)	98	34	121	40/30 a
A647 Gt Horton Rd	A6177 Cross Lane to Hollingwood Lane	30	1.74	18,214 f	59	30.3	112	30 a
A647 Highgate Road.	Hollingwood Lane to Baldwin Lane	40	1.84	13,762 (2008)	32	34.9	68	30 a
A647 Halifax Road	Baldwin Lane to Swales Moor Road	30	3.37	15,731 (2008)	69	28.4	78	30 a
A6177 Mayo Ave & Rooley Lane	Cross Lane to Bude Road	30	3.111	26,669 (2008)	112	28.9	81	30 a
A6177 Rooley Lane	Bude Road to Dudley Hill	30/40	1.487	50,035 (2008)	51	37.7	41	30/40 a
A6177 Sticker Lane	Dudley Hill to Cutler Heights Lane	30	0.287	17,179 (2008)	31		377	30 a
A644 Brighouse 7 Denholme Road	Pit Lane to Meadway	30	3.4	11,858 f	19	30.5	28	30 a
A644 Brighouse Rd	Meadway to Hilcrest Drive	30/40		11,535 f	11	35	153	30 a
A644 Brighouse Rd	Hilcrest Drive to Calderdale Boundary	40/50		11,535 f				40
A650 Westgate Hill Street	Dudley Hill to Thorndene Way	30	2.8	27, 431 f	86		68	20/30 Var SL
A650 Westgate hill Street	Thorndene Way to Cross Lane	40	0.685	14,897 f	4	33.1	24	40/30
A650 Bypass	Cross Lane to Leeds Boundary	Der	0.445	16,000 f	3	46.5	26	30/Derestricted
A651Heckmondwike Road	A650 to Kirklees Boundary	30	0.2	DBD		29.1		30 a
A6036 Rooley Ave	Staygate roundabout to Odsal R/about	40	0.884	26,641 (2008)	38	36.3	86	30 a
A6036 Halifax Road	Odsal roundabout to Calderdale Boundary	40	2.78	19,599 (2008)	60	34.5	66	30 a
B6135 Westgate Hill Street	Westgate Hill Street to Leeds Boundary	Der	0.491	5082 (2009)	4	42.8	109	50/30
B6147 Cooper Lane	Highgate Road to Calderdale Boundary	30	1.301	7,612 f	8	28.2	49	30 a
B6379 Huddersfield Rd	A641 to Markfield Avenue	40	0.42	1,488 f	1	30.2	96	30 a

B6379 Huddersfield Rd & Towngate	Markfield Avenue to Kirklees Boundary	30	1.926	1,488 f	42	32.75	877	30	a
B6380 High Street & Beacon Road	Odsal Roundabout to B6147	30	3.406	11,138 (2008)	62	26.89	98	30	a

a - Urban, b - Casualty rates low, no justification for changing speed limit, lengths between existing 30 mph Speed Limits, c - Casualty rates low, if reducing speed limit from national, indication of reducing speed limit to that which most drivers travel, in line with mean speeds
f - Factored up traffic flows to 2008 flows.