

# Report of the Strategic Director of Regeneration and Culture to the meeting of Bradford South Area Committee to be held on 25<sup>th</sup> September 2014.

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## Subject:

**OBJECTIONS TO PROPOSED TRAFFIC CALMING MEASURES  
WIBSEY BANK, BRADFORD**

## Summary statement:

This report considers objections to the recently advertised proposals for traffic calming measures on Wibsey Bank, Bradford.

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## Portfolio:

**Housing, Planning and Transport.  
Overview & Scrutiny Area:**

**Environment and Waste Management**



## 1. SUMMARY

- 1.1 This report considers objections to the recently advertised proposals for traffic calming measures on Wibsey Bank, Bradford.

## 2. BACKGROUND

- 2.1 Concerns have been raised previously with regards to vehicles travelling at high speeds on Wibsey Bank. A speed survey was carried out in September 2012 and the 85<sup>th</sup>ile speed of vehicles travelling on this road was in excess of 35mph. The speed limit is 30mph.
- 2.2 Approval for a traffic calming scheme was given by the Bradford South Area Committee at their meeting on 27 March 2014, as part of the Bradford South Traffic Management Measures programme.
- 2.3 A traffic calming scheme, featuring thermoplastic road humps is being promoted. The proposals are shown on drawing number R/THS/BS/102768/1A, attached as Appendix 1.
- 2.3 Local residents and business have been consulted on the scheme. The proposals were formally advertised for a three week period from Friday 1<sup>st</sup> August 2014 until Friday 22<sup>nd</sup> August 2014. As part of the consultation exercise, 214 letters were hand delivered to affected addresses; street notices have also been posted on site.
- 2.4 As a result of the consultation process, 3 objections to the proposals have been received. A summary of the valid points of objection and corresponding officer comments is tabulated below:-

<b>Objectors concerns</b>	<b>Officer comments</b>
<u>First Objector</u>  A Thermoplastic speed hump is located adjacent to their property; the objector has concerns regarding noise and vibrations caused by traffic travelling over the humps.  The objector is concerned about vehicles travelling up and down the road safely when snow and ice have settled.  The objector has proposed either a speed	  Thermoplastic humps have been utilised at a number of locations across the Bradford district, many of which will be similar in nature to this site; noise and vibration has not been a reported issue.  Whilst the height of the proposed features is sufficient to have a traffic calming effect, there is no evidence to suggest that such measures have a material impact on vehicles movements during wintry conditions. Snow ploughs and gritters can continue to operate on traffic calmed roads.  There are specific criteria for the



<p>camera and 20mph speed limit on Wibsey Bank, implementation of an access only road, installation of just one hump located near the bottom of the road, Closure of the road at either the top or bottom but leave open for residents, part closure of the top of Wibsey Bank to prevent vehicles entering Wibsey Bank from Holroyd Hill whilst allowing vehicles to exit Wibsey Bank onto Holroyd Hill.</p>	<p>deployment of safety cameras; Wibsey Bank does not meet those requirements. Access only roads are very hard to enforce and would require constant policing to ensure effectiveness. A single speed hump would not reduce speeds on the road. A part or full closure would reduce the volume of traffic on the road but, possibly, not vehicle speeds. More fundamentally, this would have a detrimental impact on residents' access arrangements.</p>
<p><u>Second Objector</u></p> <p>A thermoplastic speed hump is located close to the objectors property, the objector has concerns regarding noise caused by traffic travelling over the humps.</p> <p>The road has been newly resurfaced and now has to be dug up at the tax payers expense.</p> <p>Having lived on Wibsey Bank for a number of years the objector is not aware of any road traffic accidents that have occurred.</p> <p>The objector is concerned about how humps will affect snow ploughs during winter months.</p>	<p>The Thermoplastic speed humps are 42mm high. This will not cause high volumes of noise.</p> <p>Thermoplastic speed humps are applied on top of the existing carriageway surface. As such the proposals would not entail any excavation work.</p> <p>There have been no recorded collisions in recent years. The proposals are being promoted to address concerns about safety associated with inappropriate vehicle speeds.</p> <p>Snow ploughs and gritters can continue to operate on traffic calmed roads.</p>



<p><u>Third Objector</u></p> <p>A thermoplastic speed hump is located close to the objectors property, the objector has concerns regarding noise caused by traffic travelling over the humps.</p> <p>The objector is concerned about how humps will affect gritting during winter months.</p> <p>The objector is concerned about during snow and icy periods it could be dangerous slowing down for humps.</p> <p>The objector has proposed an access only road or one way road.</p>	<p>The Thermoplastic speed humps are 42mm high. This will not cause high volumes of noise.</p> <p>Snow ploughs and gritters can continue to operate on traffic calmed roads.</p> <p>Whilst the height of the proposed features is sufficient to have a traffic calming effect, there is no evidence to suggest that such measures have a material impact on vehicles movements during wintry conditions.</p> <p>Access only roads are very hard to enforce and would require constant policing to ensure effectiveness. A one-way system would not reduce vehicle speeds and may even lead to an increase in speeds; it would also have a detrimental impact on residents' access arrangements.</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
- 3.2 One objector has alleged that they did not receive a letter; however these were hand delivered to all affected properties.

### 4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The estimated cost of the scheme is £6000. Funding has been allocated from the Bradford South Area Committee Traffic Measures budget for 2014/15

### 5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 Any significant modifications to the current proposal would necessitate further consultations and legal work adding to the overall scheme cost.
- 5.2 A failure to install appropriate traffic calming measures would not address the issue of vehicle speeds exceeding the speed limit on this largely residential street.



## **6. LEGAL APPRAISAL**

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

## **7. OTHER IMPLICATIONS**

### **7.1 EQUALITY & DIVERSITY**

The project consultation process has been undertaken, and recommended scheme determined, with due regard to Section 149 of the Equality Act 2010.

### **7.2 SUSTAINABILITY IMPLICATIONS**

There are no sustainability implications arising from this report.

### **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

There is no impact on the Councils own and wider Districts carbon footprint and emissions from other greenhouse gases arising from this report.

### **7.4 COMMUNITY SAFETY IMPLICATIONS**

The introduction of the proposals will be beneficial in terms of road safety as it will reduce the speeds of vehicles on Wibsey Bank and may also deter an element of through traffic..

### **7.5 HUMAN RIGHTS ACT**

There are no human rights implications arising from this report.

### **7.6 TRADE UNION**

There are no trade union implications arising from this report.

### **7.7 WARD IMPLICATIONS**

Ward members have been consulted on the proposals.

### **7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS**

The proposals support themes within the Action Plan.

## **8. NOT FOR PUBLICATION DOCUMENTS**

None.



## **9. OPTIONS**

- 9.1 That the proposals to introduce traffic calming measures on Wibsey Bank be abandoned and the consultees be informed accordingly.
- 9.2 Councillors may propose an alternative course of action, on which they will receive appropriate officer advice.

## **10. RECOMMENDATIONS**

- 10.1 That the objections are overruled and the proposed traffic calming measures on Wibsey Bank be implemented as advertised.
- 10.2 That the objectors are informed accordingly.

## **11. APPENDICES**

- 11.1 Appendix 1 – Scheme Plan R/THS/BS/102768/1A

## **12. BACKGROUND DOCUMENTS**

- 12.1 None.



