

Report of the Director, Regeneration and Culture to the meeting of Bradford South Area Committee to be held on 23 July 2015.

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Subject:

VARIOUS SITES, BRADFORD SOUTH - 20MPH SPEED LIMITS

Summary statement:

This report considers requests to modify a previously approved scheme for 20mph speed limits at various sites in Bradford South.

Wards: 11, 20, 21, 25

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Overview & Scrutiny Area:

Environment and Waste Management



1. SUMMARY

- 1.1 This report considers requests to modify a previously approved scheme for 20mph speed limits at various sites in Bradford South.

2. BACKGROUND

- 2.1 At the meeting of this Area Committee on 26 March 2015 approval was given for a programme of Traffic Management measures. The programme includes a scheme to introduce 20mph speed limits at 7 primary school sites in Bradford South; the sites are:

- i. Bartle Lane
- ii. Hollingwood Lane
- iii. Cooper Lane
- iv. Knowles Lane
- v. Shetcliffe Lane/Fenby Avenue/Dawson Lane
- vi. West End/Russell Hall Lane/Russell Road/West Park Road
- vii. Common Road/Abb Scott Lane/Royds Hall Lane

- 2.2 A Royds ward councillor has requested that the proposed zone for Common Road/AbbScott Lane/Royds Hall Lane be modified to include a wider area. The suggestion is for a two-phased approach as follows:

Phase 1 – As per the approved scheme (shown on the plan attached as Appendix 1), but with the inclusion of the residential area to the north of Common Road (bounded by Park Road and Huddersfield Road) and removal of Abb Scott Lane. This suggested revised proposal is shown on the plan attached as Appendix 2.

Phase 2 – The Woodside estate including Abb Scott Lane (shown on the plan attached as Appendix 3)

- 2.3 The suggestion is to promote Phase 1 as part of the approved scheme and also include the Traffic Regulation Order (Speed Limit Order) element for the area in Phase 2, with a view to implementing the site works for this 2nd phase when funding is available.
- 2.4 A Great Horton ward councillor has requested that the proposed zone for Bartle Lane be extended to include Hollybank Road. The original proposal and suggested modified scheme are shown on the plan attached as Appendix 4).
- 2.5 Following the initial ward member consultation, no adverse comments have been received in respect of the other sites that form part of the scheme.

2.6 The implications of amending the schemes as approved are:

a) Financial

2.6.1 Common Road/AbbScott Lane/Royds Hall Lane

Phase 1 – additional £1,500

Phase 2 - additional £3,000 (signing only) - £70,000 (including self-enforcing traffic measures).

2.6.2 Bartle Lane/Holly Bank Road – additional £2,000 (signing only) - £25,000 (including self-enforcing traffic measures).

b) Design considerations

2.6.3 Relevant guidance is contained in the Department for Transport (DfT) circular 01/2013 *Setting Local Speed Limits*. Within this one of the key points is that '*Speed limits...should encourage self-compliance*'. Where this is not applied there are a number of issues that can arise including, increased demands for enforcement, false perception of safety (non-vehicular road users are expectant of lower vehicle speeds), negative impact on adjacent or other speed limits (encouraged non-compliance).

2.6.4 The originally proposed zones have either existing traffic calming measures or layouts that naturally restrict speed. (With the exception of West End/Russell Hall Lane/Russell Road/West Park Road, which will be a limited hours system indicated by lit signs).

2.6.5 There are large areas of the Woodside estate that are that are not generally used by through traffic and have regular on-street parking and/or other features that act as traffic calming such as bends and junctions. Notwithstanding this it is evident that speeds are not naturally limited on the main routes through the estate and on the periphery, namely Meadway, Fenwick Drive and Royds Hall Lane.

2.6.6 Hollybank Road is some 600m in length and, other than one bend of note, is relatively straight. There are no traffic calming measures in place and observed speeds are generally around the 30mph limit.

2.6.7 It would be appropriate to undertake comprehensive traffic speed surveys on any lengths of roads where it is evident that existing speeds are generally significantly above a level that would be acceptable for a 20mph speed limit

c) Consultations

2.6.8 Proposals covering significantly larger geographical areas will inevitable require wider consultation exercises. In particular the full Woodside estate area contains in excess of 2000 properties. This would increase the required officer resource (which must be accounted for in the overall scheme budget) in undertaking the consultation, collating and responding to feedback, and organising any subsequent consideration of objections. Furthermore, whilst there may be minimal (local)

resistance to a 20mph speed limit, residents may be less amenable to the installation of further traffic calming measures. If speed survey data indicates that the installation of additional self-enforcing measures (i.e. vertical or horizontal deflections) would also be required, it would be appropriate to inform residents of the likelihood of such measures also being installed at some stage when consulting on a prospective 20mph zone.

d) Legal

- 2.6.9 Any amendments to the approved schemes will need a revised approval from the Area Committee before the proposals can be formally advertised.

3. OTHER CONSIDERATIONS

- 3.1 The casualty records for the sites and areas covered by the alternative options that have been suggested are detailed in the table below. Data is for the latest available 5 year period.

SITE	COLLISIONS	CASUALTIES
Common Road/AbbScott Lane/Royds Hall	6	6
Common Road/Union Road/Lower School Street/Manor Row/Brentford Road/Park Road,	2	2
Remaining full Woodside estate	3	3
Bartle Lane	2	2
Hollybank Road	2	2

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The original scheme budget, as approved on 26 March 2015, was £12,000. The current estimate to promote the scheme as approved is £19,000. Additional monies that would be required for the various different scheme amendment scenarios are detailed in paragraphs 2.6.1 and 2.6.2.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 The introduction of 20mph speed limits on roads where existing speeds are significantly higher than 20mph is unlikely to have any real impact on reducing vehicle speeds unless accompanied by physical speed reduction measures.
- 5.2 When a speed limit is reduced but vehicle speeds remain at a level unacceptably higher than the new limit, there are inevitable calls for continuing Police enforcement. Resource issues dictate that such enforcement is unlikely to take place at regular enough intervals to ensure a lasting impact on vehicle speeds.
- 5.2 The existence of 20mph speed limits which are regularly ignored by motorists undermines the overall presence of speed limits. Such scenarios can also create a false impression of safety.

6. LEGAL APPRAISAL

- 6.1 The promotion of any approved Speed Limit Orders will be in general accordance with the Council's powers as Highway Authority and Traffic Regulation Authority.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

Due regard will be given to Section 149 of the Equality Act 2010 when developing the proposals.

7.2 SUSTAINABILITY IMPLICATIONS

There are no significant sustainability implications.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no greenhouse gas implications to this report.

7.4 COMMUNITY SAFETY IMPLICATIONS

The proposed schemes have been put forward on the basis of improving community safety.

7.5 HUMAN RIGHTS ACT

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

7.6 TRADE UNION

There are no Trade Union implications arising from this matter.

7.7 WARD IMPLICATIONS

Ward members have been consulted. Comments received are detailed in paragraphs 2.2-2.5.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

The proposed measures included in this report support priorities within the Bradford South Area Committee Action Plan 2011-14.

8. NOT FOR PUBLICATION DOCUMENTS

- 8.1 None.

9. OPTIONS

- 9.1 That the proposed 20mph speed limits at various sites in Bradford South, as listed in paragraph 2.1 of this report, be promoted as approved by the Bradford South Area Committee on 26 March 2015.
- 9.2 That vehicle speed surveys be carried out on the major routes in the Woodside estate and on Hollybank Road to determine if additional traffic measures would be required before a 20mph scheme could be promoted at these locations, and that the results of these surveys be reported back to the Bradford South Area Committee in Autumn 2015 along with financial implications in the context of the overall Safer Roads budget position to determine scheme priorities.
- 9.2 That the proposed 20mph speed limits at various sites in Bradford South, as listed in paragraph 2.1 of this report, be promoted as approved by the Bradford South Area Committee on 26 March 2015, subject to (any combination of) amendments that have been suggested by ward members as detailed in paragraphs 2.2-2.4.

10. RECOMMENDATIONS

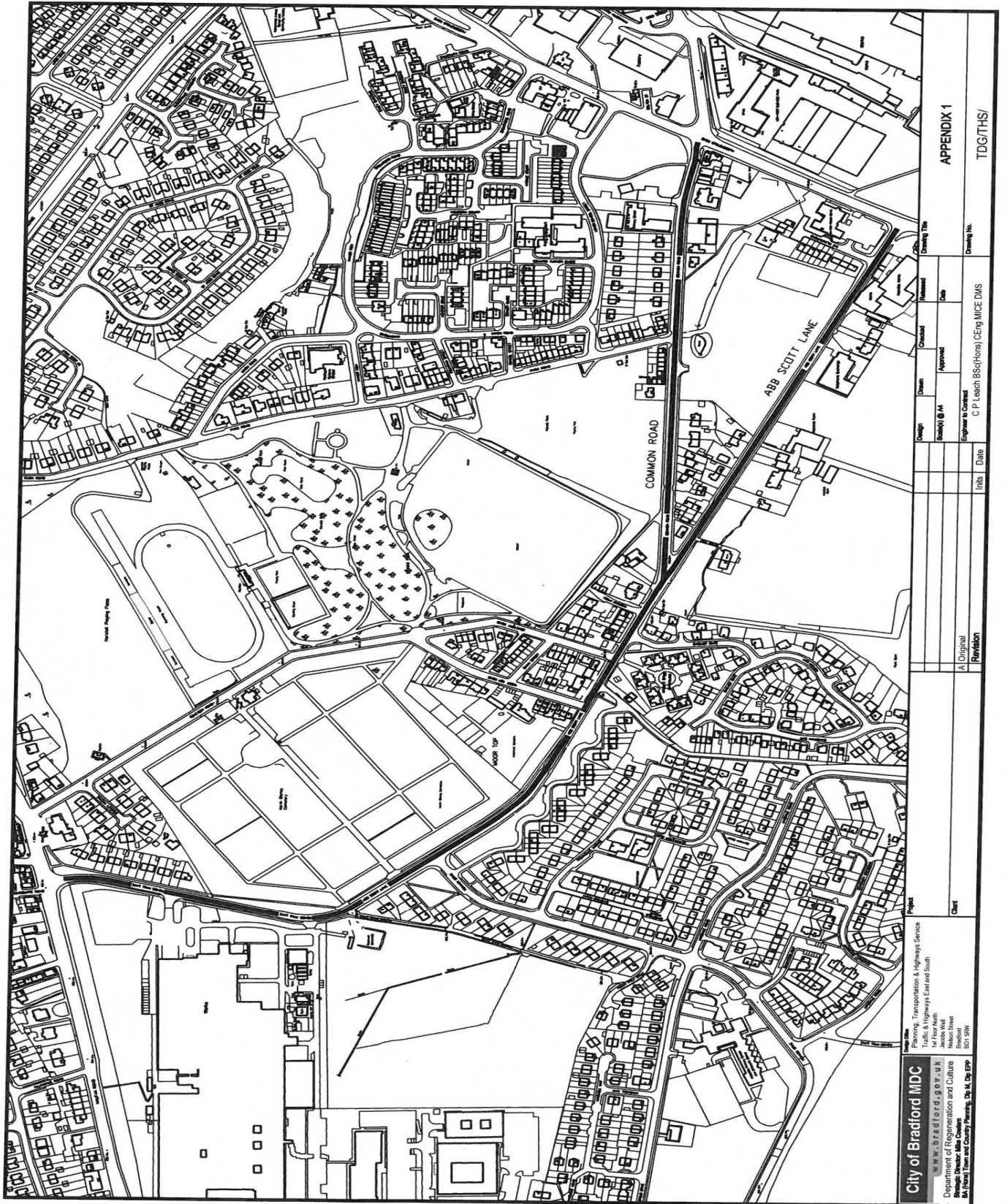
- 10.1 That members determine whether to proceed with the proposed 20mph speed limits at various sites in Bradford South, as listed in paragraph 2.1 of this report, as approved by the Bradford South Area Committee on 26 March 2015 or if the proposals are to be amended.
- 10.2 That any valid objections to the proposed Speed Limit Order(s) are reported to this Area Committee for consideration or, in the event of there being no valid objections, the schemes be implemented as advertised.

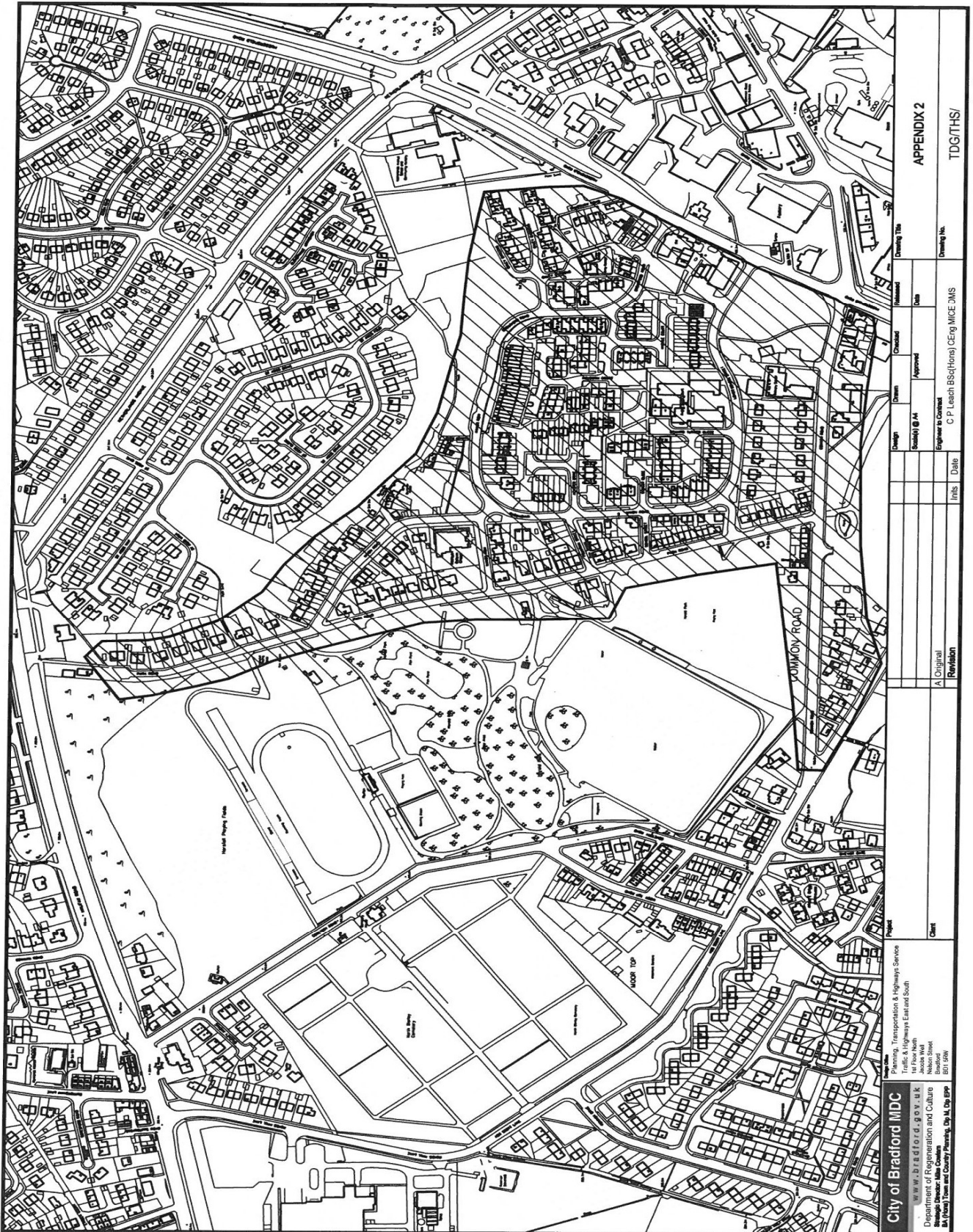
11. APPENDICES

- 11.1 Appendix 1 – . location plan, approved 20mph scheme for Common Road/AbbScott Lane/Royds Hall Lane
- 11.2 Appendix 2 - location plan, member suggested 'Phase 1' 20mph scheme for Common Road and residential area to the north of Common Road (bounded by Park Road and Huddersfield Road).
- 11.3 Appendix 3 - location plan, member suggested 'Phase 2' 20mph scheme for Woodside estate.
- 11.4 Appendix 4 - location plan, approved 20mph scheme for Bartle Lane and member suggested expanded 20mph scheme to include Hollybank Road.

12. BACKGROUND DOCUMENTS

- 12.1 None





<p>City of Bradford MDC Planning, Transportation & Highways Service 1st Floor North Jacobs Well Bradford BD1 1JW</p>		<p>Client A Original Revision</p>		<p>Project Planning, Transportation & Highways Service 1st Floor North Jacobs Well Bradford BD1 1JW</p>	
<p>Design (Scale) 1:1000</p>	<p>Drawn Approved</p>	<p>Checked Approved</p>	<p>Number Date</p>	<p>Drawing Title APPENDIX 2</p>	<p>Drawing No. TDGTHS/</p>
<p>Engineer in Charge C P Leach BSc(Hons) CEng MICE MMS</p>			<p>Issue Date</p>		

APPENDIX 3

