



Agenda for a meeting of the Shipley Area Committee to be held on Wednesday, 24 January 2018 at 6.00 pm in the Council Chamber, Bingley Town Hall

Members of the Committee – Councillors

CONSERVATIVE	LABOUR	GREEN
Heseltine Shaw Barker Davies Riaz Townend	Greenwood	Love H Hussain

Alternates:

CONSERVATIVE	LABOUR	GREEN
Cooke Ellis Pennington M Pollard D Smith Whiteley	Hinchcliffe Ross-Shaw	Warnes

Notes:

- This agenda can be made available in Braille, large print or tape format on request by contacting the Agenda contact shown below.
- The taking of photographs, filming and sound recording of the meeting is allowed except if Councillors vote to exclude the public to discuss confidential matters covered by Schedule 12A of the Local Government Act 1972. Recording activity should be respectful to the conduct of the meeting and behaviour that disrupts the meeting (such as oral commentary) will not be permitted. Anyone attending the meeting who wishes to record or film the meeting's proceedings is advised to liaise with the Agenda Contact who will provide guidance and ensure that any necessary arrangements are in place. Those present who are invited to make spoken contributions to the meeting should be aware that they may be filmed or sound recorded.
- If any further information is required about any item on this agenda, please contact the officer named at the foot of that agenda item.

Decisions on items marked * are not Executive functions and may not be called in under Paragraph 8.7 of Part 3E of the Constitution.

From:

To:

Parveen Akhtar

City Solicitor

Agenda Contact: Palbinder Sandhu

Phone: 01274 432269

E-Mail: palbinder.sandhu@bradford.gov.uk

A. PROCEDURAL ITEMS

1. ALTERNATE MEMBERS (Standing Order 34)

The City Solicitor will report the names of alternate Members who are attending the meeting in place of appointed Members.

2. DISCLOSURES OF INTEREST

(Members Code of Conduct - Part 4A of the Constitution)

To receive disclosures of interests from members and co-opted members on matters to be considered at the meeting. The disclosure must include the nature of the interest.

An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.

Notes:

- (1) *Members may remain in the meeting and take part fully in discussion and voting unless the interest is a disclosable pecuniary interest or an interest which the Member feels would call into question their compliance with the wider principles set out in the Code of Conduct. Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.*
- (2) *Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations, and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.*
- (3) *Members are also welcome to disclose interests which are not disclosable pecuniary interests but which they consider should be made in the interest of clarity.*
- (4) *Officers must disclose interests in accordance with Council Standing Order 44.*

3. MINUTES

Recommended –

That the minutes of the meeting held on 13 December 2017 be signed as a correct record (previously circulated).

(Palbinder Sandhu – 01274 432269)



4. **INSPECTION OF REPORTS AND BACKGROUND PAPERS**

(Access to Information Procedure Rules – Part 3B of the Constitution)

Reports and background papers for agenda items may be inspected by contacting the person shown after each agenda item. Certain reports and background papers may be restricted.

Any request to remove the restriction on a report or background paper should be made to the relevant Strategic Director or Assistant Director whose name is shown on the front page of the report.

If that request is refused, there is a right of appeal to this meeting. Please contact the officer shown below in advance of the meeting if you wish to appeal.

(Palbinder Sandhu - 01274 432269)

5. **PUBLIC QUESTION TIME**

(Access to Information Procedure Rules – Part 3B of the Constitution)

To hear questions from electors within the District on any matter this is the responsibility of the Committee.

Questions must be received in writing by the City Solicitor in Room 112, City Hall, Bradford, BD1 1HY, by mid-day on Monday 22 January 2018.

(Palbinder Sandhu - 01274 432269)

B. BUSINESS ITEMS

6. **OBJECTIONS TO ADVERTISED PROPOSALS FOR SPEED CUSHIONS ON PARK ROAD, BINGLEY**

1 - 12

The Strategic Director, Place will submit **Document “U”** which considers five objections received to advertised proposals to install two sets of speed cushions (one set on each approach to a proposed pedestrian refuge) on a section of Park Road close to its junction with Lady Lane, Bingley.

Recommended –

- (1) That the objections be overruled and the proposed traffic management scheme as shown on drawing no. DG/THN/103505/CON-1A (attached to Document “U” as Appendix 1) be approved and implemented as formally advertised.**
- (2) That the objectors be informed accordingly.**

(Environment & Waste Management Overview & Scrutiny Committee)
(Simon D’Vali – 01535 618256)

THIS AGENDA AND ACCOMPANYING DOCUMENTS HAVE BEEN PRODUCED, WHEREVER POSSIBLE, ON RECYCLED PAPER

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Report of the Strategic Director (Place) to the meeting of the Shipley Area Committee to be held on 24th January 2018 at 6.00pm

U

Subject:

Five objections have been received to the advertised Road Hump Notice to install two sets of speed cushions on Park Road near its junction with Lady Lane, Bingley.

Summary statement:

This report considers five objections received to advertised proposals to install two sets of speed cushions (one set on each approach to a proposed pedestrian refuge) on that section of Park Road close to its junction with Lady Lane, Bingley.

It is recommended that:

- This Committee overrule the objections, and the proposed traffic management scheme as shown on drawing no. TDG/THN/103505/CON-1A (attached to this report as Appendix 1) be approved and implemented as formally advertised.

Ward 2 – Bingley

Stephen Hartley
Strategic Director
(Place)

Report Contact: Simon D'Vali
Phone: (01535 618256)

E-mail: simon.dvali@bradford.gov.uk

Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

Environment and Waste Management

1. Summary

Consideration of five objections to the proposed road humps notice to install two sets of speed cushions to compliment a proposed pedestrian refuge on Park Road near its junction with Lady Lane, Bingley.

2. Background

- 2.1 This section of Park Road is located approximately 1km north of Bingley Town Centre, and is residential in nature with a 30mph speed limit. It is the main road linking the north of Bingley and its town centre.
- 2.2 Concerns have been expressed regarding the difficulty in crossing this section of Park Road to access Prince of Wales Park and the school off Lady Lane. There is no footway on the southern side of Park Road immediately west of its junction with Villa Road, and therefore pedestrians need to cross Park Road east of this junction.
- 2.3 In July 2016, this Committee included Park Road within its programme of casualty reduction and locally determined schemes.
- 2.4 Studies of this section of Park Road suggest the provision of a pedestrian refuge and set of speed cushions on each approach to the refuge to be the most appropriate measures for addressing the speeding issues and difficulties experienced by pedestrians in crossing the road. Drawing No. TDG/THN/103505/CON-1A identifies the scheme proposals and is attached as Appendix 1 to this report.
- 2.5 A speed and volumetric survey was carried out on this section of Park Road on January 2017. During the 24 hour survey period, two-way traffic flow was 10,406 vehicles, with 4,931 vehicles (48%) exceeding the existing 30mph speed limit. 4 motorists drove between 51 – 56mph.
- 2.6 An officer will present additional volumetric and speed survey data relevant to this report at the meeting of the Shipley Area Committee meeting on 24 January 2018.
- 2.7 The two proposed sets of speed cushions were formally advertised on 20th October 2017 for three weeks, and resulted in five objections being received. The objectors' concerns and officer comments are tabulated in Appendix 2 of this report.

3. Other Considerations

- 3.1 It is also proposed to widen the footway on the southern side of Park Road at its junction with Villa Road in order to improve sightlines at the junction.
- 3.2 Members should be aware that although five objections have been received, four letters of support regarding the scheme proposals have also been received.

- 3.3 Only one of the five objections relates to the proposed pedestrian refuge (claiming the road works involved during its construction would be overly disruptive).
- 3.4 Local ward members, WYCA and the Emergency Services have been consulted on the scheme proposals and their views taken into consideration.
- 3.5 Local Ward Members are aware of the objections and letters of support received in response to the advertised proposals.

4. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

This report has not been considered by the Overview and Scrutiny Committee.

5. Options

- 5.1 **Option 1** – That this committee overrule the objections, and the proposed traffic management scheme as shown on drawing no. TDG/THN/103505/CON-1A (attached to this report as Appendix 1) be approved and implemented as formally advertised. (RECOMMENDED)
- 5.2 **Option 2** – That this committee uphold the objections and that the proposed traffic management scheme as shown on drawing no. TDG/THN/103505/CON-1A (attached to this report as Appendix 1) be abandoned. (NOT RECOMMENDED)
- 5.3 **Option 3** – Members may prefer to take a course of action other than that indicated in the above options or the recommendations, in which case they will receive appropriate guidance from others. (NOT RECOMMENDED)

6. FINANCIAL & RESOURCE APPRAISAL

6.1 Financial

The funding required to introduce the proposed traffic calming scheme as formerly advertised and shown within Appendix 1 of this report, has been allocated from this Committee's Capital Scheme's budget.

6.2. Resources

The proposed scheme and its associated works can be processed within existing staff resources.

7. RISK MANAGEMENT

There are no risk management implications.

8. LEGAL APPRAISAL

There are no legal implications at present.

9. OTHER IMPLICATIONS

9.1 EQUALITY AND DIVERSITY

In the event that the proposed scheme is developed further, due regard would be given to Section 149 of the Equality Act 2010.

9.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications.

9.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no implications regarding greenhouse gas emissions impacts.

9.4 COMMUNITY SAFETY IMPLICATIONS

The proposed traffic management measures shown within Appendix 1 of this report are intended to reduce the speed of traffic on a section of Park Road and assist pedestrians when crossing the road, thereby improving road safety (particularly for pedestrians) and helping reduce community severance.

9.5 HUMAN RIGHTS ACT

There are no implications for human rights.

9.6 TRADE UNION

There are no implications for the trade unions.

9.7 WARD IMPLICATIONS

None.

10. NOT FOR PUBLICATION DOCUMENTS

None.

11. RECOMMENDATIONS

- 11.1 Option 1 – That this Committee overrule the objections, and the proposed traffic management scheme as shown on drawing no. TDG/THN/103505/CON-1A (attached to this report as Appendix 1) be approved and implemented as formally advertised (RECOMMENDED).
- 11.2 That the objectors be informed accordingly.

12. APPENDICES

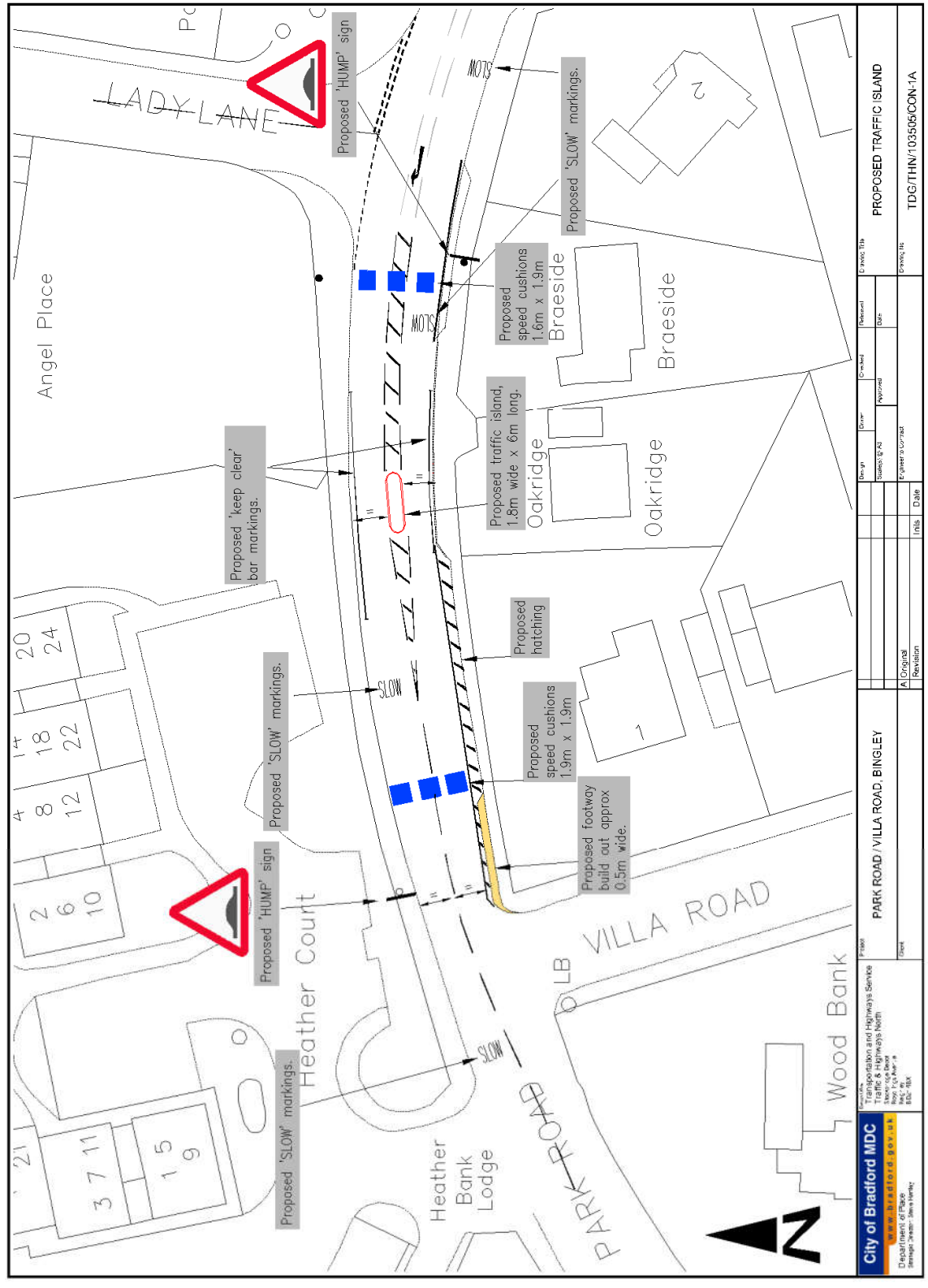
- 12.1 Appendix 1 Drawing No. TDG/THN/103505/CON-1A.
- 12.2 Objectors' and Officer comments (Appendix 2).

13. BACKGROUND DOCUMENTS

Report 'S' of the Strategic Director (Regeneration) to the meeting of Shipley Area Committee held on 26th July 2016.

Appendix 1

Proposed Traffic Management Scheme As Formally Advertised



Appendix 2

Objector's Concerns (1)	Officer Comments
<p><u>Objector #1</u></p> <ul style="list-style-type: none"> • Road humps affect everyone who drives over them and not only those motorists breaking the speed limit. They would cause discomfort to drivers and passengers and can cause spinal injuries. • Road humps have been proved to be bad for the environment, and cause noise and air pollution. • Road humps create problems for Emergency Services in achieving their response times. 	<ul style="list-style-type: none"> • The proposed speed cushions would be constructed in accordance with national Department for Transport design guidelines and specifications. The specifications seek to avoid user discomfort when the cushions are traversed at an appropriate speed, and the West Yorkshire Ambulance Service has been consulted on the proposal, with no adverse comments having being received. Road trials carried out by the Transport Research Laboratory ...<i>'have shown that speed cushions are suitable for use as speed control features'</i>. (<i>Traffic Advisory Leaflet 4/94 Speed Cushions</i>). • Research carried out by the Transport Research Laboratory (and commissioned by the DfT) shows that after the installation of road humps and speed cushions, the maximum noise levels from light vehicles (cars) are reduced. (<i>Traffic Advisory Leaflet 6/96 (Traffic Calming : Traffic and Vehicle Noise)</i> Department for Transport Circular 01/2013 'Setting Local Speed Limits' states (with regards to traffic calmed areas): <i>'There may be environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution, unless an unnecessarily low gear is used'</i>. • All three Emergency Services have been consulted on the proposals with no adverse comments being received. Speed cushions are designed so vehicles can straddle them, thereby helping to ensure that they do not hinder emergency service vehicles.

<ul style="list-style-type: none"> • Installing speed (safety) cameras would be the best measure here as it would create income and affect only speeding motorists. • The hump notices were small and poorly advertised and not many people have seen them to object to the scheme. 	<ul style="list-style-type: none"> • This section of Park Road would not meet the current criteria for installing safety cameras. Generating income from safety cameras is not an objective of West Yorkshire Casualty Reduction Partnership – the objective being to improve road safety. • The proposed speed cushions were advertised in the local press (ie. the Telegraph & Argus) on 20th October 2017 for a three week period. <p>There is no legal obligation to place notices on-site. However, in the case of the proposed speed cushions on Park Road, it was considered desirable to erect notices in the interests of giving adequate publicity to the proposed scheme. As such, legal notices were erected within the vicinity of the proposed measures. The notices were A4 size (as is common practice), and provided details of where scheme drawings could be viewed and where objection letters/emails could be submitted.</p>
<p><u>Objector #2</u></p> <ul style="list-style-type: none"> • Objects to proposed speed cushions, but supports the proposed pedestrian refuge on Park Road. 	<ul style="list-style-type: none"> • Road trials carried out by the Transport Research Laboratory ...'have shown that speed cushions are suitable for use as speed control features'. (Traffic Advisory Leaflet 4/94 Speed Cushions).
<p><u>Objector #3</u></p> <ul style="list-style-type: none"> • Objects to the proposed speed cushions on Park Road, and supports a crossing facility at this location. • Objector would not want more humps in Eldwick. Claims the road humps on Warren Lane are not working as they may slow considerate but not inconsiderate drivers. 	<ul style="list-style-type: none"> • Ditto • The Warren Lane Area is a 20mph zone and has been supported by numerous residents and the local school.

<ul style="list-style-type: none"> • Road humps in the past have damaged the objector's car despite him/her driving appropriately over them. Believes road humps damage cars even at low speeds. If the proposed road humps on Park Road were implemented, there would be no route without humps between Eldwick and Bingley town centre. • Has a mini roundabout, zebra crossing, pelican crossing, or scheme similar to the one on Otley Road, Eldwick, using horizontal features, being considered as alternatives to the proposed speed cushions and pedestrian refuge. 	<ul style="list-style-type: none"> • There are only two sets of proposed speed cushions, and these are designed to be straddled by vehicles approaching the proposed pedestrian refuge at an appropriate speed. Road humps of varying types have proven to be effective speed reducing vehicles on many of the District's roads. • All these suggested alternatives have been considered. <ul style="list-style-type: none"> - A mini roundabout would not help pedestrians crossing the road and the signing of a mini roundabout would be problematic at this site. Uphill-bound traffic would need to give way to vehicles turning right into Lady Lane which could prove problematic in icy conditions (in terms of being able to set-off again). - A zebra crossing would cost far in excess of the available scheme budget (largely due to the anti-skid surfacing required on both approach lanes) . The relatively steep gradient of Park Road could be problematic for uphill-bound vehicles which had to stop at the zebra crossing (in terms of being able to set-off again). - A pelican crossing would cost far in excess of the available scheme budget. The relatively steep gradient of Park Road could be problematic for uphill-bound vehicles which had to stop at the pelican crossing in icy conditions (in terms of being able to set-off again). - Horizontal features were installed along the entire length of Otley Road. Treatment on only a specific and relatively short section of Park Road is being proposed, and is therefore much less conducive to the installation of horizontal measures. In addition, the
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	<p>proposed features are considered more appropriate in meeting the needs of crossing pedestrians than would horizontal features.</p>
<p><u>Objector #4</u></p> <ul style="list-style-type: none"> • The proposed pedestrian refuge would only assist pedestrians to cross this section of Park Road to a limited extent, and potentially, would create road safety problems for pedestrians standing in the middle of the refuge with traffic passing by on both sides. • The proposed road humps (speed cushions) will influence responsible drivers, but will not slow down drivers who blatantly ignore speed limits. • Construction of the proposed traffic island would create disruptive and expensive road works. • A zebra crossing on this section of Park Road would be cheaper and safer. • I think the main reason for the proposals is to slow traffic on this section of Park Road. 	<ul style="list-style-type: none"> • The proposed pedestrian refuge is 1.8m wide, which is sufficiently wide to accommodate a pedestrian with a pushchair waiting on the centre of the refuge. • The proposed speed cushions are considered an appropriate method of slowing down those drivers whom, without the physical features, would tend to disregard the 30mph speed limit. • If installed, attempts would be made to keep any traffic disruption to a minimum. • A zebra crossing would cost far in excess of the available scheme budget (largely due to the anti-skid surfacing required on both approach lanes). The relatively steep gradient of Park Road could be problematic for uphill-bound vehicles which had to stop at the zebra crossing (in terms of being able to set-off again). • The main objective of these proposals is to help pedestrians cross the road safely. The two proposed sets of speed cushions are intended to encourage vehicles to approach the pedestrian refuge at 30mph or less, thereby reducing the potential for vehicular conflicts with pedestrians.

<p><u>Objector #5</u></p> <ul style="list-style-type: none">• The scheme proposals are not the best solution for addressing speeding along this section of Park Road. The proposed locations of the road humps (speed cushions) are not appropriate as motorists are driving fast further down Park Road. The proposed humps would create problems in winter for motorist going up Park Road.	<ul style="list-style-type: none">• The main objective of these proposals is to help pedestrians cross the road safely. The two proposed sets of speed cushions are intended to encourage vehicles to approach the pedestrian refuge at 30mph or less, thereby reducing the potential for vehicular conflicts with pedestrians. Although the speed cushions are intended to reduce vehicle speeds to 30mph or less, vehicles do not have to stop prior to traversing the cushions. As such, the proposed speed cushions will not create problems for vehicles travelling up Park Road.
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