

Report of the Strategic Director Place to the meeting of Bradford West Area Committee to be held on 24 October 2018

P

Subject:

**AVENEL ROAD AREA
OBJECTIONS TO PROPOSED TRAFFIC CALMING MEASURES**

Summary statement:

This report considers objections received to recently advertised proposals for traffic calming measures on Avenel Road, Whitburn Way, Ley Top Lane, Grange Road, Saffron Drive (part), Allerton Grange Drive, Brocklesby Drive, Upper Grange Avenue, Thurston Gardens and Sonning Road, Allerton.

Wards: Thornton and Allerton & Clayton and Fairweather Green

Steve Hartley
Strategic Director Place

Report Contact: Andrew Smith
Phone: (01274) 434674
E-mail: andrew.smith@bradford.gov.uk

Portfolio:

Regeneration, Planning and Transport

Overview & Scrutiny Area:

**Environment & Waste Management &
Regeneration and Environment**

Report to the Bradford West Area Committee

1. SUMMARY

- 1.1 This report considers objections to recently advertised proposals for a Traffic Calming measures on Avenel Road, Whitburn Way, Ley Top Lane, Grange Road, Saffron Drive (part), Allerton Grange Drive, Brocklesby Drive, Upper Grange Avenue, Thurston Gardens and Sonning Road, Allerton.

2. BACKGROUND

- 2.1 The Bradford West Area Committee considered a petition signed by 201 residents requesting traffic calming measures on Allerton Grange Drive and Avenel Road at their meeting on 25 January 2017. The petitioners were concerned about the safety and the speed of traffic using Avenel Road and adjacents streets. The petitioners requested that some sort of traffic calming measures should be installed. Ward Councillors had also had representations from local residents regarding traffic speed in the area.
- 2.2 At the meeting on 28 March 2018 the Bradford West Area Committee approved funding as part of its 2017/18 Safer Roads schemes programme to introduce traffic calming measures on Allerton Grange Drive, Avenel Road and adjacent streets in Allerton. Further funding (from the 2018/19 Safer Roads budget) was allocated by the Area Committee at the meeting on 25 July 2018.
- 2.3 Accidents records show that 5 collisions have occurred in the previous 5 years along these proposed traffic calming measures location.
- 2.4 The location of the proposed calming measures is shown on drawing no. HS/TRSS/104002/CON-1A attached as Appendix 1.
- 2.5 The proposed traffic calming measures were advertised between 22nd August and 13th September 2018. At the same time consultation letters and plans were delivered to residents affected by the proposals (approximately 350 letters were delivered). This resulted in 2 objections and one support letter regarding the proposals.
- 2.6 A summary of the valid points of objections and corresponding officer comments is tabulated below: (Full objections wording is attached in Appendix 2)

Objectors Concerns	Officers Comments
<u>Objector No 1</u> The objectors claim that access to their driveway blocked by parked cars on road often by residents/visitors. They required access to their drive way at all times and to have clear space directly opposite their driveway due to the narrowness of the road.	The proposed measures would not impact on parking or access arrangements. If residents have issues with driveway access becoming blocked by parked vehicles, then they can apply for keep clear bar markings.

Report to the Bradford West Area Committee

<p>Claims about the loss of on-street parking by the introduction of the traffic calming measures outside their home. This will create more parking problems as it is already difficult to find space due to increase in cars parked on the road. Objectors wants to relocate a specific proposed speed thump on Thurston Gardens to a new location where there are less parked cars or alternatively to close Thurston Garden at one end to make it a cul-de-sac.</p> <p>Increase in noise level as a result of vehicles slowing and acceleration.</p>	<p>The location of all the road humps has been carefully considered to make sure they do not obstruct driveways or make it unduly difficult for residents to enter their premises. The hump in question will be placed away from the driveway access and should not make entering the driveway any more hazardous than it is at present.</p> <p>The scheme should have a neutral impact on noise and pollution.</p>
<p><u>Objector No 2</u></p> <p>The objector has lived on in the area for 30 years and has not been aware of any collisions or incidents. So, there is no justification of traffic calming measures.</p> <p>The objectors would support traffic calming measures on length of Avenel Road outside primary school but not on full length of Avenel Road and adjacent roads.</p> <p>He has to drive over 13 humps from main road to his house. These measures are excessive in numbers and a complete 'over-kill'.</p> <p>The visual impact of bright yellow stripes on Avenel Road and surrounding roads are unacceptable.</p> <p>The objector states that due to various bends and curves, plus the narrowing effect of parked vehicles the lanes already slows traffic. Therefore, any traffic calming measures would be a waste of money.</p>	<p>The residents of Avenel Road and from other side roads are concerned about the speed of traffic and felt strongly enough that they sent a petition (201 signatures) to the Council requesting traffic calming measures. The request is supported by the local Ward Members. The measures proposed are commensurate with the need to reduce traffic speeds and increase safety for local people and for all road users.</p> <p>There have been 5 recorded collisions.</p> <p>The optimum distance between Thumps to maintain consistent low speeds is 40 metres. A reduction in the number of features would lead to an increase in road speeds. All traffic calming features are built to national guidelines. The use of yellow thermoplastic paint highlghs the presence of a vertical deflection and is in accordance with the regulations.</p> <p>Physical traffic calming measures are proven to be the most successful means of lowering vehicle speeds and delivering significant road safety benefits.</p>

- 2.7 A letter of support for the proposals has also been received.

3. OTHER CONSIDERATIONS

- 3.1 Local ward members and the emergency services have been consulted on the proposals. No adverse comments have been received.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The estimated cost of the proposals is £11,000.00. This can be met from the Safer Roads Budget approved by this committee. (As approved at the Area Committee meetings detailed in paragraph 2.2).

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 A failure to implement highway safety improvements would result in ongoing concerns about the traffic speed on these roads.

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

Due regard has been given to Section 149 of the Equality Act 2010 when determining the proposals in this report.

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 Council's own and the wider District's carbon footprint and emissions from other greenhouse gases arising from this report.

7.4 COMMUNITY SAFETY IMPLICATIONS

The introduction of the traffic calming will provide a safer roads where vehicles will travel at a slower speed. Local residents and school children using the local amenities will find the road easier to cross with vehicles travelling slower, therefore making the area safer for pedestrians.

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

Ward members have been consulted on the proposals.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

None

7.9 IMPLICATIONS FOR CORPORATE PARENTING

None.

7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

9.1 That the objections be overruled and the proposal be implemented as advertised.

9.2 That the objections be upheld and the proposal be abandoned.

9.3 Councillors may propose an alternative course of action from that recommended on which they will receive appropriate officer advice.

10. RECOMMENDATIONS

- 10.1 That the objections be overruled and the proposed traffic calming measures as shown on Plan no.HS/TRSS/104002/CON-1A –attached as Appendix 1 to this report, be implemented as advertised.
- 10.2 That the objectors be informed accordingly.

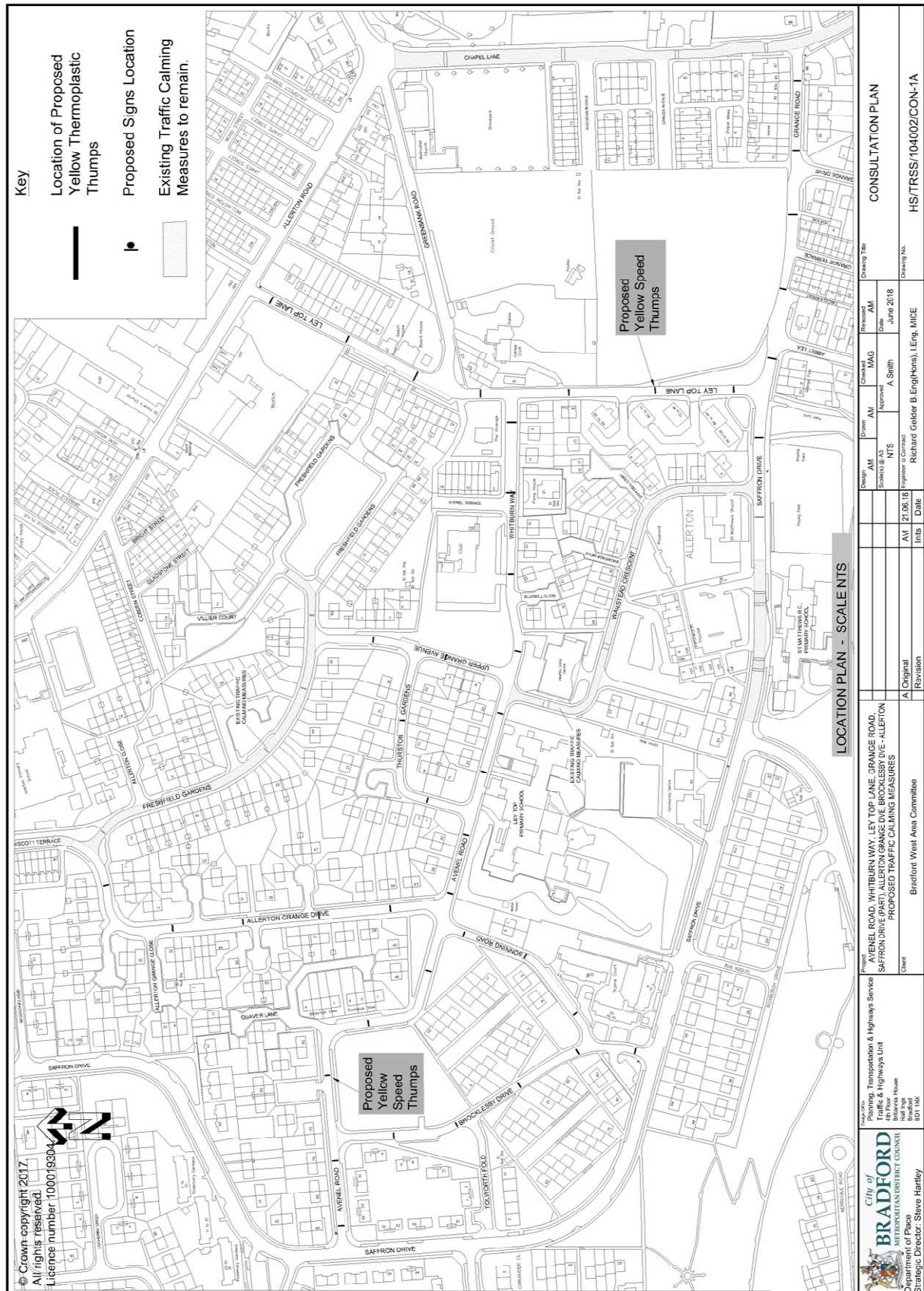
11. APPENDICES

Appendix 1 Drawing HS/TRSS/104002/CON-1A

Appendix 2 Objectors' comments

12. BACKGROUND DOCUMENTS

- 12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/104002



Objector No 1

I am writing to put forward mine and my husbands objections to the road calming measures proposed to be sited by our home. We are both disabled and require access to our car 24hrs. I have mobility problems and use a wheelchair/mobility scooter or crutches and have a blue badge. My husband has psychiatric problems and stress can trigger significant behaviours for him. We have tried putting signs up provided by the police and traffic cones to prevent cars being parked and blocking access to our drive but the signs were torn down and the cones were frequently moved. To get in or out of our drive I need to have clear space directly opposite our drive due to the narrowness of the road. Most of our neighbours are aware that we need space to get in and out of our drive, which means that parking directly opposite our drive blocks in, so they leave that space for us. Unfortunately as more families move into the street we are seeing an increase in cars parked on the road as parking spaces are limited to 1 for most homes and some do not have driveways to park in. With additional regular visitors to each home, parking has become more problematic so the introduction of traffic humps, especially the one proposed ***** Thurston Gardens is going to cause us even more worry and stress as parking gets displaced.

As it stands currently in our small part of the road there are 14 cars regularly parked either in drives or parked outside on the road (homes no *****)

If this has to go ahead then we would ask that that particular hump be moved down the road where there are less cars or alternatively look at closing off the top of Thurston Gardens making it a cul-de-sac. The top end of the road is where most of the traffic issues occur with parents dropping off and picking up children parking in the junction and on both sides of the already narrow road, and since the white lines were painted outside several houses on Avenel Road some of that parking has moved onto Thurston Gardens. Despite requests to both the school and police to come and see how parent parking is impacting on the wider community it continues to focus just on the area directly outside the school.

The other worry we have is increased noise on the street once the traffic humps are installed. Thurston Gardens is relatively quiet, especially at night, so any car passing over these humps will generate more noise than they currently do. Both of us have sleep problems and as I sleep in the front bedroom it is likely that this additional noise will become yet another nuisance that I have to deal with.

Whatever is decided in this consultation we would ask if it is possible to either have a disabled bay marked outside our home or the white lines in front and opposite our home to enable us to have free access to our home and car at all times. We look forward to hearing your response to our request and objection.

Objector No 2

Dear Sir,

Having received your letter of 17.08.18 requesting any correspondence with regards to the proposed traffic calming measures referenced above.

May I place on record my objection to the proposal on the following grounds:

1. There have not been any serious accidents (to my knowledge) on [REDACTED] in the 30 years I have lived here, so what is the justification for the overzealous traffic calming measures?
2. In order for me to drive from my address to the main road, I would have to cross thirteen (13) road humps. This is an incredible waste of money and resources by Bradford Council.

These measures are excessive in their number and a complete over-kill.

3. The visual impact of bright yellow stripes the length of [REDACTED] Road and surrounding roads is unacceptable, this is a residential area and we should not be subjected to such measures.
4. I recognise that there is a primary school on Avenel Road and would support traffic calming measures close to the school but not the full length of [REDACTED]. Perhaps a more robust parking restriction outside the school would greatly reduce the risk to school children and be a more cost-effective way for Bradford Council to utilise the City's funds.
5. Signage will again have a visual impact and cannot be seriously justified.
6. [REDACTED] Road is already designed with natural traffic calming measures, the road already bends through two ninety-degree angles, at what excessive speed do you consider drivers travel through these bends? I can assure you that drivers negotiate these bends at a minimal speed, I live on one of the bends and see drivers negotiate the bends every day and can assure you that no one uses excessive speed. To traverse the bend, drivers must reduce their speed.
7. I can guarantee that within one month of installing, the humps will have been destroyed by vandals, leaving the local residents with the aftermath of broken humps and the visual impact of their destruction. The area is already run down and neglected by Bradford Council, I have in my time living here, seen the area fall further and further into dilapidation. Perhaps, the money could be spent more wisely in cleaning the streets and repairing the vandalised areas.