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Report of the Strategic Director Place to the meeting of Bradford South Area Committee to be held on 31 January 2019.

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Subject:

**NETHERLANDS AVENUE, BRADFORD
OBJECTIONS TO PROPOSED TRAFFIC CALMING MEASURES**

Summary statement:

This report considers objections received to recently advertised proposals for Traffic Calming Measures on Netherlands Avenue, Bradford.

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Portfolio:

Regeneration, Planning and Transport

Overview & Scrutiny Area:

Regeneration and Environment

Report to the Bradford South Area Committee

1. SUMMARY

- 1.1 This report considers objections to recently advertised proposals for Traffic Calming measures on Netherlands Avenue, Bradford.

2. BACKGROUND

- 2.1 The Council received a petition in 2016 from residents of Netherlands Avenue requesting control measures to reduce the amount of vehicles passing through Netherlands Avenue, deter vehicles abusing the Access Only Order and reduce vehicle speeds and noise levels.
- 2.2 Despite the existing Prohibition of Motor Vehicles (Except for Access) Order and 20 mph speed limit on Netherlands Avenue, there is evidence of significant levels of through traffic and vehicle travelling at speeds well in excess of the limit. As a result, at the meeting on 28 June 2018, the Bradford South Area Committee approved funding as part of its Safer Roads schemes programme to introduce traffic calming measures on Netherlands Avenue.
- 2.3 The location of the proposed traffic calming measures is shown on drawing no. HS/TRSS/104081/CON-1A attached as Appendix 1.
- 2.4 The proposals were advertised between 29 November and 20 December 2018. At the same time consultation letters and plans were delivered to residents affected by the proposals (approximately 400 letters were delivered). This resulted in 6 objections to the proposals and 4 comments supporting traffic calming measures but raising other issues.
- 2.5 A summary of the valid points of objections and corresponding officer comments is tabulated below:

Objectors Concerns	Officers Comments
<u>Objector No 1</u>	
Traffic calming measures will not reduce the amount of traffic using Netherlands Avenue as a shortcut and will not reduce the speeds of traffic as on a 20 mile an hour speed limit	Physical traffic calming measures are proven to a successful means of lowering vehicle speeds and delivering significant road safety benefits.
Measures would mean objector would drive over 7 humps both ways everytime they go out.	The road humps have been spaced in accordance with national Traffic Calming guidelines to maintain low speeds.
Only way to stop speeding and reduce the amount of traffic is to close Netherlands Avenue again	A temporary closure was trialled in 2004 but removed after majority of responses opposed the closure. Through more recent discussions at the Bradford South Area Committee it has

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	<p>been concluded that a closure would not be a widely accepted proposal.</p>
<p><u>Objector No 2</u></p> <p>Proposed traffic calming will cause damage to vehicles.</p> <p>Bradford Council strategy to cut air pollution - hard to do when you are changing speeds at every hump. Speed humps increase fuel consumption and vehicle emissions due to increased deceleration and acceleration. Speeds increase between speed humps as drivers attempt to make up time for slowing down over the speed humps. Increased noise from vehicles that transverse the speed humps day and night</p> <ul style="list-style-type: none"> - Traffic may divert to previously quiet parallel streets in neighbourhood to avoid the speed humps - Fire, Ambulance, and Police service response times increase with each speed hump - Speed humps interfere with street repaving, decreasing the effectiveness of both the speed hump and the new pavement - Speed humps can affect drainage, blocking the flow of water and can cause flooding problems - Speed humps require signing and striping which some residents consider unattractive. - Speed humps present a hazard to bicyclists and motorcyclists 	<p>Drivers travelling at an appropriate speed should not suffer any discomfort or damage to their vehicles.</p> <p>The scheme should have a neutral impact on noise and pollution. The road humps have been spaced in accordance with national Traffic Calming guidelines to maintain low speeds – in a 20 mph zone this spacing is 60-70 metres.</p> <p>A significant transfer of local vehicle journeys is not anticipated. Notwithstanding this officers will monitor the situation and propose any remedial works as appropriate.</p> <p>Emergency services have been consulted and no concerns have been raised about the proposals.</p> <p>Reinstatements are carried out in accordance with the Specification for Reinstatement of Openings in the Highway.</p> <p>Drainage unaffected - speed humps are not the full width of the carriageway.</p> <p>Signs would not be located directly in front of residential properties and existing sign locations to be utilised where possible.</p> <p>Traffic calming reduces vehicle speeds making road conditions safer for cyclists. The scheme specifications and layout is in accordance with agreed standards.</p>

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<p><u>Objector No 3</u></p> <p>Objector concerned how much the council has spent over the years on various safety measures which have done nothing to improve the situation as it is not policed. Council squandering money on this 'mad scheme - time to leave well alone.</p> <p>Traffic calming measures damage cars and are bad for the environment as the cars use more fuel when going over them. If advice is now to remove them why are Council proposing this now.</p> <p>People who live here have no choice but to drive over them day in and day out we can't take another route.</p> <p>An example of this not helping- I was driving down Netherlands doing 20 mile an hour, the car at the back of me would not wait and overtook me and went down the wrong side of the road, all the way down to the bottom, even the islands did not deter him he just went round them. So tell me what would the road humps have achieved in this situation absolutely NOTHING.</p>	<p>The Council received a petition from residents of Netherlands Avenue requesting measures to reduce vehicle speeds and the volume of through traffic.</p> <p>The police do not have sufficient resources to enforce traffic offences on all roads in the District. Self-enforcing schemes as proposed are therefore preferred.</p> <p>Drivers travelling at an appropriate speed should not suffer any discomfort or damage to their vehicles. Physical traffic calming measures are proven to be a successful means of lowering vehicle speeds and delivering significant road safety benefits.</p> <p>All traffic calming features are built to national guidelines. Road humps which are traversed within the speed limit do not affect vehicles or their occupants.</p> <p>The implementation of traffic calming measures is proven to significantly reduce vehicle speeds. Sadly there always remains a small proportion of motorists who choose to drive in an anti-social, and sometimes dangerous, manner regardless of the measures installed.</p>
<p><u>Objector No 4</u></p> <p>The road is a cut through, it will not minimise the traffic as suggested and it will not stop the idiots speeding.</p>	<p>The proposals may discourage the use of Netherlands Avenue by through traffic. The provision of more restrictive control, i.e. a closure, has been previously rejected locally. The implementation of traffic calming measures is proven to significantly reduce vehicle speeds. Sadly there always remains a small proportion of motorists who choose to drive in an anti-social, and sometimes dangerous, manner regardless of the measures installed.</p>

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<p>Objector suggests timed cameras at both ends to see who goes straight through therefore collecting revenue for the Council.</p> <p>A speed camera or two would collect revenue and stop people using it as a rat run, drug dealing at the top and also cutting the speeding down. .</p>	<p>Moving traffic offences are enforced by the Police rather than the Local Authority. The use of cameras to monitor such violations is not currently permitted.</p> <p>This road does not meet the strict criteria for the installation of safety cameras. (As determined by the West Yorkshire Casualty Reduction Partnership).</p>
<p><u>Objector No 5</u></p> <p>The installation of 7 road humps seems rather extreme. Current thinking on road humps is that they cause high levels of pollution and councils are considering removing them rather than installing them. They will cause harmful pollution and also damage to our cars. Many drivers will not be put off by the road humps.</p> <p>Objector has never witnessed an accident. High volume of traffic does not pose a problem and no physical measures are required. Drivers should be allowed to use the road to cut through from Huddersfield Road to Halifax Road and vice-versa.</p> <p>Objector agrees with a crossing point near the scout hut.</p>	<p>The road humps have been spaced in accordance with national Traffic Calming guidelines to maintain low speeds – in a 20 mph zone this spacing is 60-70 metres. Drivers travelling at an appropriate speed should not suffer any discomfort or damage to their vehicles. The scheme should have a neutral impact on noise and pollution. Current guidance is more applicable to more heavily trafficked routes and even then must be balanced with road safety considerations.</p> <p>Netherlands Avenue has recently been the subject of petitions to the Bradford South Area Committee whereby residents have requested measures to reduce vehicle speeds and the volume of through traffic. There have been 4 recorded collisions in the last 5 years.</p>
<p><u>Objector No 6</u></p> <p>Previous temporary closure was inconvenient for residents but does not agree that the only suitable alternative to a closure would be some form of traffic calming measures.</p> <p>Road humps will not discourage vehicles from using Netherlands</p>	<p>The proposed measures have been derived through lengthy discussions at the Bradford South Area Committee</p> <p>It is hoped that there will be a positive impact on through traffic volumes, however the main</p>

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<p>Avenue as a short cut.</p> <p>If the " No Entry for cars and motor cycles except for Access" was properly enforced, there would be no need for traffic calming measures.</p> <p>4. Enforcing the RTRO would put extra vehicle pressure on the Odsal Top roundabout, it is true. Is this why the Council declines to enforce the Netherlands Avenue RTRO? Yet what sort of outcry would be evoked from residents if the Council tried to revoke it? Either way, making provision for protection of residents but failing to enforce it is hardly good government.</p> <p>5. Enforce the RTRO, Bradford Council, as you must have originally intended to do.</p>	<p>purpose of the scheme is to reduce vehicle speeds and thereby improve road safety.</p> <p>The police do not have sufficient resources to currently make this a sustainable traffic management option</p> <p>Enforcement of the 'Access Only' order is a police matter.</p>
<p><u>Comment No 1</u></p> <p>Traffic calming measures would be effective but reduce number of features to reduce damage to vehicles.</p>	<p>The road humps have been spaced in accordance with national Traffic Calming guidelines to maintain low speeds. A reduction in the number of features would lead to an increase in road speeds</p>
<p><u>Comment No 2 & 3</u></p> <p>Traffic calming measures will slow down traffic but objects to proposed traffic island. Reduced parking would make it difficult and dangerous for children being picked up/dropped off at the scout hut. Install traffic calming without the refuge island.</p>	<p>The proposed refuge island will provide safe crossing opportunities and improve safety crossing between parked cars.</p> <p>The refuge island would result in a minimal loss of parking on Netherlands Avenue. (1-2 spaces either side)</p>
<p><u>Comment No 4</u></p> <p>Agrees with proposed traffic calming measures but not the location of the 'pedestrian crossing'. Too close to the junction and will cause problems for traffic leaving Beech Road.</p>	<p>The 'crossing' is proposed at the optimum location for pedestrian movement. It is not expected to cause issues for vehicle manoeuvres at the junction.</p>

2.7 Four letters of support for the proposals has also been received. One letter of support for the proposals also requested that traffic calming measures on Larch Hill and Larch Drive are included in the proposed scheme as they have noticed an increase in the number of vehicles using Larch Drive as a cut through since the alterations at Netherlands Avenue/Huddersfield Road junction.

2.8 Concerns were also raised regarding the level of street lighting on Netherlands Avenue. Funding has been made available to upgrade street lighting across the district.

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 £30,000.00. This can be met from the Safer Roads Budget approved by this committee. (As approved at the Area Committee meetings detailed in paragraph 2.1).

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 Netherlands Avenue.

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 Councils power as Highway Authority and Traffic Regulation Authority under the relevant legislation.

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 road 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/104081/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/104081/CON-1A

12. BACKGROUND DOCUMENTS

- 12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/104081

