

Report of the Strategic Director, Place, to the meeting of Bradford West Area Committee to be held on 25 March 2020.

Subject:

AF

**CLAYTON VILLAGE - OBJECTIONS TO PROPOSED TRAFFIC CALMING AND 20MPH
ZONE**

Summary statement:

**This report considers objections to recently advertised proposals for a 20mph zone
in Clayton Village (including traffic calming measures on Clayton Lane).**

Ward: 8 Clayton & Fairweather Green

Steve Hartley
Strategic Director Place

Portfolio:

Regeneration, Planning & Transport

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

Overview & Scrutiny Area:

Regeneration & Environment

1.0 SUMMARY

1.1. This report considers objections to recently advertised proposals for a 20mph zone in Clayton Village (including traffic calming measures on Clayton Lane).

2.0 BACKGROUND

2.1. At its meeting on the 19 June 2019 this committee approved as part of its Safer Roads Programme, a scheme to introduce traffic calming measures on Clayton Lane and a 20mph speed limit on various roads within Clayton Village. The proposals are detailed on drawing no.HS/TRSS/104496/COMMITTEE, attached as Appendix 1.

2.2. The scheme has been promoted following a number of complaints regarding speeding and inconsiderate driving around Clayton village. The proposals to reduce the current speed limit to 20mph on various roads and to introduce traffic calming on Clayton Lane will help encourage safe driver behaviour and protect vulnerable road users thus encouraging more physical activity such as walking and cycling.

2.3. The proposals were formally advertised from the 24 January to the 14 February 2020. At the same time approximately 1000 consultation letters and plans were posted to residents and business. This resulted in twelve communications supporting the proposals and five objections. Although not all of the objectors were against the proposals in principle, they have been reported for completeness.

2.4. A summary of the points of objection and corresponding officer comments is tabulated below: -

Objectors concerns	Officer comments
<p><u>First objector</u></p> <p>i. Objects to the blanket 20mph speed limit on the grounds that it won't work and it will cause more pollution as modern cars don't perform efficiently at this speed.</p> <p>ii. Endsleigh Place has been included in the scheme but it is a private road which the objector owns. The objector was not informed of the Council's plans to introduce the 20mph speed limit on Endsleigh Place without his knowledge or consent therefore he objects to this.</p>	<p>i. 20mph limits are most appropriate for roads where average speeds are already low, and the guidance suggests below 24mph. The layout and use of the road must also give the clear impression that a 20mph speed or below is the most appropriate. This helps to make the scheme self-enforcing and reduces the need for police interventions.</p> <p>Speed surveys were carried out on roads that were thought could be susceptible to speeds above the suggested 24mph. The results showed that in most cases the average speed was 20mph or below. On Clayton Lane however, the average speed was above 24mph and for that reason traffic calming has been proposed.</p> <p>With regard to increased pollution; it is agreed that engines are optimally</p>

	<p>efficient when driving at a constant ('cruising') speed, not when accelerating or decelerating. For most cars this is around 55-60mph. However, studies have shown that lower speeds encourage smoother driving particularly in built up areas and in 20mph zones vehicles move more smoothly with less accelerations and decelerations. This driving style produces fewer particulate emissions from tyre and brake wear. Studies also show that 20mph zones do not appear to worsen air quality whilst they dramatically reduce road danger. They also support a shift to walking and cycling, generate less traffic noise and reduce community severance.</p> <p>ii. With regard to Endsleigh Place; it is a short narrow un-made access road servicing 3 properties. The Council's highways record show that it does not form part of the adopted highways network. It is therefore recommended that this location is removed from the advertised scheme.</p>
<p><u>Second objector</u></p> <p>iii. The objector has lived in Clayton for 21 years and during this time has not experienced inconsiderate driving or speeding other than on The Avenue. In Clayton Lane the parked vehicles make it not possible to speed.</p> <p>iv. It is reported that speed humps increase pollution and some councils are considering removing them.</p> <p>v. Without enforcement the 20mph zone will be no better observed than the current 30mph by those few about whom the complaints have been made.</p>	<p>iii. The Avenue forms part of a bus route and would therefore need some substantial traffic calming to reduce traffic speeds and be "bus friendly". Such a scheme would take up most of the current Safer Roads Schemes budget. Notwithstanding this, The Avenue is on the list of schemes awaiting funding from the aforementioned budget.</p> <p>iv. The current evidence of possible air quality dis-benefits does not warrant the removal of existing traffic calming or stop the introduction of new speed humps. The distance between humps has a significant effect on driving styles and whether drivers speed up between the features. The traffic calming scheme has been designed to discourage</p>

	<p>drivers from speeding between the humps therefore reducing the amount of accelerating and braking. It will encourage drivers to drive along Clayton Lane at a constant speed. The proposed traffic calming will also reduce traffic speeds to 20 mph or below thus enabling the new speed limit to be self-enforcing. The traffic calming will also help to encourage more people to walk or cycle, and reduce community severance.</p> <p>v. The 20mph speed limit is being introduced on roads where average speeds are already low and the layout and use of the road gives a clear impression that a 20mph speed or below is the most appropriate. This helps to make the scheme self-enforcing and reduces the need for police interventions.</p>
<p><u>Third objector</u></p> <p>vi. The objector supports anything that would make the roads safer. However, the 20mph will cause frustration as only law abiding people will try to keep to this speed and not the speeding reckless drivers.</p> <p>vii. The objector would prefer traffic calming on Station Road</p>	<p>vi. The introduction of the 20mph speed limit will help to change driving style and behaviour. It will encourage smoother driving particularly in built up areas. In 20mph zones vehicles move more smoothly with less accelerations and decelerations which produces fewer particulate emissions from tyre and brake wear.</p> <p>vii. Station Road forms part of a bus route and would therefore need some substantial traffic calming to reduce traffic speeds and be “bus friendly”. Such a scheme would take up most of the current Safer Roads budget.</p>
<p><u>Fourth objector</u></p> <p>viii. The objector is generally in favour of the proposed traffic calming and 20mph zone. However, he does not want a speed hump outside his house as it will encourage noise from cars bumping over it all night, wagons delivering to the pub and wagons airbrakes. He has</p>	<p>viii. Clayton Lane is a residential road therefore it is not possible to locate the humps away from all such properties. Moving the hump to the suggested location would place it outside the living quarters of the public house which could bring about further objections and delay</p>

<p>requested that the hump is moved outside the public house.</p>	<p>the progress of the scheme. Relocating the hump would also increase the gap between this and the following hump resulting in a potential increase in traffic speed which could result in excessive acceleration and braking and be less successful at maintaining a constant 20mph.</p>
<p><u>Fifth objector</u> ix. The objector welcomes the speed bumps on Clayton Lane but the introduction of the 20mph zone without any other measures is pointless. x. The introduction of speed cameras around the whole course of the 20mph zone would make sense. If not more speed bumps are required on Park Lane, Station Road, The Avenue and Bradford Road.</p>	<p>ix. The 20mph speed limit will be introduced on roads where average speeds are already low and the layout and use of the road gives a clear impression that a 20mph speed or below is the most appropriate. This helps to make the scheme self-enforcing and reduces the need for police interventions. x. Speed cameras can only be installed if the location meets the selection criteria set out by the West Yorkshire Camera Partnership. One of the criteria that the sites must meet is based on collisions and for fixed cameras there should be at least 4 collisions resulting in the casualties being killed or seriously injured per km. Fortunately Clayton Village does not meet this criteria. The roads listed by the objector are all on bus routes and would therefore need some substantial traffic calming to reduce traffic speeds and be “bus friendly”. Such a scheme would take up most of the current safer roads budget. The Avenue and Bradford Road are on the list of schemes awaiting funding from the aforementioned budget.</p>

3.0 OTHER CONSIDERATIONS

3.1. The emergency services have been consulted on the proposals and the police reported *“they regularly receive complaints regarding speeding and reckless driving in Clayton village. Any steps that can be taken to address this can only be a positive thing”*.

4.0 FINANCIAL & RESOURCE APPRAISAL

- 4.1. A budget of £18,000 has been allocated from the Safer Roads Budget. The project can be delivered within budget.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1. There are no significant risks arising from this report.

6.0 LEGAL APPRAISAL

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

7.0 OTHER IMPLICATIONS

7.1. EQUALITY & DIVERSITY

There are no issues arising from the Council's Equality & Diversity Strategy.

7.2. SUSTAINABILITY IMPLICATIONS

There are no significant 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 20mph zone and traffic calming will be beneficial in terms of road safety and will encourage people to walk and cycle.

7.5. HUMAN RIGHTS ACT

There are no implications on the Human Rights Act.

7.6. TRADE UNION

None

7.7. WARD IMPLICATIONS

Ward members have been consulted on the advertised proposals.

7.8. AREA COMMITTEE ACTION PLAN IMPLICATIONS

None

8.0 NOT FOR PUBLICATION DOCUMENTS

None

9.0 OPTIONS

- 9.1. That the objections be overruled and the scheme be implemented as advertised.
- 9.2. That Endsleigh Place be removed from the 20mph zone and the remaining objections be overruled and the scheme be implemented.
- 9.3. That the request to relocate the proposed road hump from outside an individual property on Clayton Lane be upheld and the scheme amended subject to officers undertaking additional consultations with residents in the vicinity of the revised location and if any objections are received they be reported to this committee for further consideration
- 9.4. That the objections be upheld and the proposals be abandoned.
- 9.5. Members may propose an alternative course of action on which they will receive appropriate officer advice.

10.0 RECOMMENDATIONS

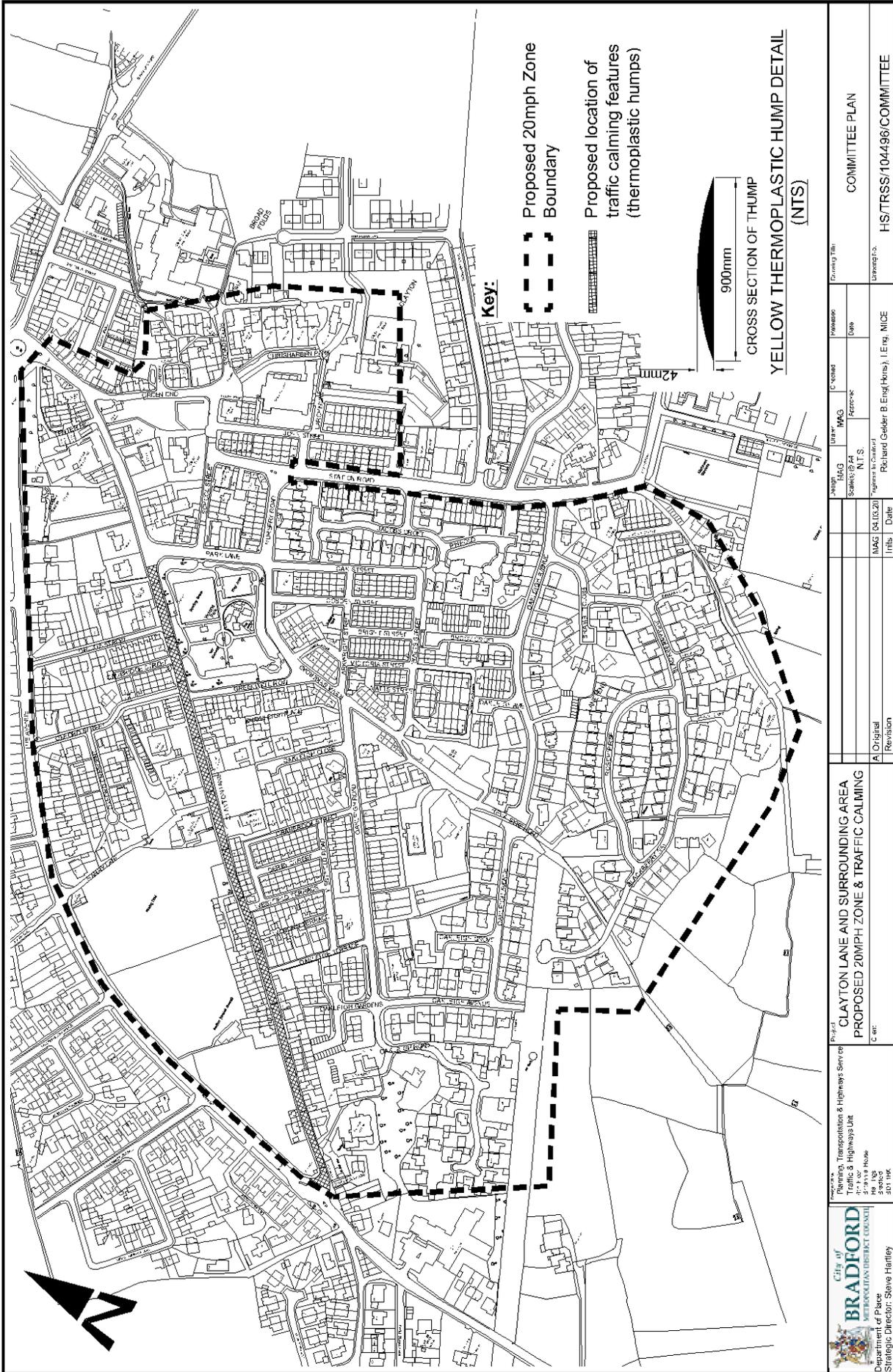
- 10.1. That Endsleigh Place be removed from the 20mph zone and the remaining objections be overruled and the modified Speed Limit Order be sealed and implemented.
- 10.2. That the objection to the traffic calming proposals on Clayton Lane be overruled and the scheme be implemented as advertised.
- 10.3. That the objectors be informed accordingly.

11.0 APPENDICES

Appendix 1 – drawing No. HS/TRSS/104496/COMMITTEE

12.0 BACKGROUND DOCUMENTS

- 12.1. None



<p>City of BRADFORD METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: Steve Hartley</p>	Planning, Transportation & Highways Service Traffic & Highways Unit 17th Floor 100, The Arcade Bradford, West Yorkshire BD1 1JQ	Project: CLAYTON LANE AND SURROUNDING AREA PROPOSED 20MPH ZONE & TRAFFIC CALMING C. no.	Drawing Title: COMMITTEE PLAN
	Approved by: Planning Committee Date:	Approved by: Planning Committee Date:	Drawing No.: HS/TRSS/104/496/COMMITTEE
Scale: 1:1000	Scale: 1:1000	Date: 04/03/20	Date: 04/03/20
Author: Richard Gelder	Author: Richard Gelder	Date: 04/03/20	Date: 04/03/20
Checked by: Richard Gelder	Checked by: Richard Gelder	Date: 04/03/20	Date: 04/03/20
Drawn by: Richard Gelder	Drawn by: Richard Gelder	Date: 04/03/20	Date: 04/03/20
Status: Original	Status: Original	Date: 04/03/20	Date: 04/03/20
Revision: None	Revision: None	Date: 04/03/20	Date: 04/03/20