

# Report of the Strategic Director Place to the meeting of Bradford East Area Committee to be held on 4 February 2021.

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**Subject:**

**GREEN LANE AND CROFTLANDS, IDLE TRAFFIC CALMING – OBJECTIONS**

**Summary statement:**

This report considers objections received to the recently advertised traffic calming on Green Lane and Croftlands, Idle

**Wards:**

**13 Idle and Thackley**

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**Portfolio:**

**Regeneration, Planning and Transport**

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**Overview & Scrutiny Area:**

**Regeneration and Environment**

## 1.0 SUMMARY

1.1 This report considers objections received to the recently advertised traffic calming proposals on Green Lane and Croftlands, Idle.

## 2.0 BACKGROUND

2.1 A condition of the planning permission for the Avant Homes development off Sandhill Fold, Idle is a traffic works contribution for traffic calming on Green Lane. This is to address highway safety concerns resulting from the increase in traffic volume on the access roads to the new development.

2.2 A series of thermoplastic road humps has been proposed on Green Lane and Croftlands. There is sufficient contribution to install thermoplastic road humps on Croftlands in addition to Green Lane. Both these routes give access to Sandhill Fold and the omission of traffic calming from one route may encourage drivers to divert to the route without road humps.

2.3 The traffic calming was advertised between 8 and 30 October 2020. At the same time consultation letters and plans were delivered to all residents affected by the proposals; a total of 360 letters. This has resulted in 73 objections to the proposals, 6 letters of support and 2 other representations.

2.4 A summary of the valid points of objection, with numbers of objectors making the point and corresponding officer comments is tabulated below:

GROUNDS FOR OBJECTION	NUMBER OF OBJECTORS	OFFICER COMMENTS
Winter access – Difficulty navigating road humps in snow/ice particularly due to gradient of Green Lane will be unsafe – losing momentum uphill and traction downhill. No alternative access route exists. Abandoning of vehicles on Highfield Road in times of bad weather would be hazardous.	52	Low continuous speed most suitable for snow conditions is also the best approach to driving over road humps. Other streets with a gradient have road humps and these have not been proven to be any more problematical in winter weather. It is appreciated however in this case that there is only one access route to 360 households and that abandoning vehicles on Highfield Road would not be desirable.
Road humps are not needed – not witnessed speed or collisions	25	Some residents have concerns about the speed of vehicles. There have been no recorded road injuries in the estate in the last 5 years.

Report to the Bradford East Area Committee

Increased road noise	17	Thermoplastic road humps are a nationally approved traffic calming feature. National research has shown that despite the presence of road humps the general reduction in speed in traffic calmed areas results in lower noise levels.
Damage to vehicles driving over road humps and consequently leads to additional motoring costs.	15	Thermoplastic road humps are a nationally approved traffic calming measure which comply with government regulations. If they are negotiated at a low speed no damage should occur.
Increased vehicle emissions, environmental pollution, poor air quality.	14	The scheme should have a neutral impact on pollution.
Thermoplastic road humps deemed unsuitable for the area in dimension and colour – unsightly/ugly having a negative impact on the look of the area	13	Thermoplastic road humps are a cost effective traffic calming measure and only limited funding is available.
Emergency vehicle access issues	8	The emergency services have been consulted on the proposals and no objections have been received from them.
Too much development from a single access road. Stop further development unless a new access road is created.	8	Planning consideration not a highways matter.
Waste of money	6	The funding for the proposals has been secured from the housing developer.
Parking on the narrow roads already creates hazards and natural traffic calming	6	Some residents have concerns over the speed of vehicles
Increased maintenance cost. Road humps require regular servicing and therefore have an ongoing maintenance cost to the public purse. Road humps would increase need for resurfacing particularly Green Lane due to its steepness, increasing maintenance costs.	6	Regular roads maintenance is an ongoing cost to Council road humps would not affect this.
Humps do not work, especially drivers who ignore speed limits	5	There are always a minority of drivers that choose to drive at inappropriate speeds regardless of the conditions or what measures are in place.

Report to the Bradford East Area Committee

Discomfort for people with back/spinal problems	5	Thermoplastic road humps are a nationally approved traffic calming measure which comply with government regulations. If they are negotiated at a low speed problems will be minimal.
Negative effect on house prices	5	Many people, especially those with children, will consider that traffic calmed roads provide a better environment to live in.
Diversion of traffic. Increased traffic on Croftlands and parts of Sandhill Fold because there are less road humps. Proposals do not go far enough, needed on Sandhill Fold too.	4	There is insufficient funding available to propose more road humps. The routes into the estate have been covered as they carry the most traffic.
Road humps have potential to cause safety issues, especially to cyclists and motor cyclists	4	Thermoplastic road humps are a nationally approved traffic calming measure which comply with government regulations. If they are negotiated at a low speed no issues should arise and cyclists can bypass the road humps at the kerb edge.
Alternative options are available	3	Insufficient funding available for other types of traffic calming. 20mph speed limit zones have to be self-enforcing and are therefore generally only introduced with road humps.
Car style will scrap over road humps, problems for low suspension vehicles	2	Thermoplastic road humps are a nationally approved traffic calming measure which comply with government regulations.
Positioning of road humps in inappropriate locations due to gradient, breaking zones, junctions and bends where steering required.	2	Positioning of road humps complies with government guidelines.
Road humps reduce space available for parking	1	There will be no loss of parking space due to the proposals. Parking can take place over road humps.
Damage caused to gritters/snow ploughs by humps when not visible due to snow.	1	Winter maintenance crews will be familiar with precautions to be taken with traffic calmed streets.
Humps not as effective for larger 4x4s and have disproportionate detrimental impact on smaller less robust vehicles.	1	Thermoplastic road humps are a nationally approved traffic calming measure which comply with government regulations.
Road humps unsafe for	1	Road humps generally reduce the

pedestrians crossing the road		speed of traffic making it safer to cross the road.
Potential to create conflict in neighbourhood (opposing factions for and against traffic calming)	1	Traffic calming is not likely to be universally welcomed but is intended for the good of the whole.

2.5 There have been 6 letters of support for the traffic calming measures and a further two representations not objecting to the proposals but wanting an extension of the traffic calming.

2.6 Concerns have been raised over recent years regarding the volume and speed of traffic on Green Lane and other roads in this estate. 11 residents have raised concerns on 13 different occasions. Because the council was aware of the history of residents' concerns the development of further housing off Sandhill Fold was seen as an opportunity to try and acquire funding from the developer to address the issues. A contribution of traffic calming on Green Lane became a condition of the planning approval. However, in the light of the number of objections received it is suggested that the proposals are abandoned. Despite some residents' concerns there is no record of road injuries in the estate with which to justify the imposition of traffic measures on the grounds of road safety. The implementation of traffic calming will not reduce the volume of traffic within the estate because there are no alternative access routes.

### **3.0 OTHER CONSIDERATIONS**

3.1 Local ward members and the emergency services were consulted on the original proposals and no objections were received. Local ward members have been further consulted on the recommendation to abandon the proposals.

### **4.0 FINANCIAL AND RESOURCE APPRAISAL**

4.1 A budget of £10,000 was obtained from the developer. Approximately £5,000 of this has been spent to date on the processing of the proposed traffic calming scheme.

### **5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES**

5.1 There are no significant risks arising out of the implementation of the proposed recommendations.

### **6.0 LEGAL APPRAISAL**

6.1 The options contained in this report are within the Councils powers as Highway Authority and Traffic Regulation Authority under the relevant legislation.

**7.0 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 gasses arising from this report.

**7.4 COMMUNITY SAFETY IMPLICATIONS**

The introduction of the proposals may be beneficial in terms of road safety.

**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 proposed traffic calming.

**7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS**

None

**7.9 IMPLICATIONS FOR CORPORATE PARENTING**

None

**7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT**

None

**8.0 NOT FOR PUBLICATION DOCUMENTS**

8.1 None

## **9.0 OPTIONS**

- 9.1 That the objections be overruled and the traffic calming implemented as advertised.
- 9.2 That the objections be upheld and the proposals be abandoned.
- 9.3 Members may propose an alternative course of action; in which case they will receive appropriate guidance from officers.

## **10.0 RECOMMENDATIONS**

- 10.1 That the objections to the traffic calming on Green Lane and Croftlands be upheld and the proposals be abandoned.
- 10.2 That the objectors be informed accordingly.

## **11.0 APPENDICES**

- 11.1 Appendix 1 – Drawing No. HS/TRSS/104724/CON-1A Green Lane and Croftlands Traffic calming proposals

## **12.0 BACKGROUND DOCUMENTS**

- 12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/104724.

