

Report of the Strategic Director Place to the meeting of Bradford South Area Committee to be held on 25th February 2021.

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Subject:

HOLLINGWOOD LANE, BRADFORD, TRAFFIC CALMING MEASURES - OBJECTIONS

Summary statement:

This report considers objections received to recently advertised proposals for traffic calming measures on Hollingwood Lane, Bradford.

EQUALITY & DIVERSITY:

It is expected that there will be no disproportionate impact on Equality & Diversity from the project recommended for implementation within this report.

Ward: Great Horton

Jason Longhurst
Interim Strategic Director Place

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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 Hollingwood Lane, Bradford between the junctions with Clayton Road and Great Horton Road.

2. BACKGROUND

- 2.1 Concerns have historically been raised by local residents about traffic speeds on Hollingwood Lane. Collisions records show that 7 injury/collisions have occurred in the previous 5 years and (in a traffic survey) that 32% of vehicles exceeded the speed limit daily.
- 2.2 At the Bradford South Area Committee held on the 27 February 2020, funding was approved as part of the Safer Roads schemes programme to introduce traffic management measures on Hollingwood Lane, Bradford between the junctions with Clayton Road and Great Horton Road.
- 2.3 The location of the proposed traffic calming measures is shown on drawing nos. HS/TRSS/104704/CON-1C and 2C, attached as Appendix 1.
- 2.4 The proposals were advertised between 15 January 2021 and 5 February 2021. At the same time consultation letters and plans were delivered to residents fronting Hollingwoods Lane (approximately 170 letters were delivered). This resulted in 7 objections, one of which is in the form of a petition with 24 signatures.
- 2.5 There have also been telephone calls and written support from residents.
- 2.6 A summary of the valid points of objection and corresponding officer comments is tabulated below: (Full objections wording is attached in Appendix 2)

Objectors Concerns	Officers Comments
<p><u>Objector No 1</u></p> <p>Traffic calming will be a hinderance. Vehicles will force drivers to slow down adding to on going disruption, and increase traffic at peak times due to slow moving vehicles.</p> <p>There will be increased pollution. Carbon emissions from vehicles due to slow moving traffic will be detrimental to the park and other vegetation. There should be a reduction of Carbon footprin</p>	<p>All traffic calming features are built to national guidelines. The aim is to reduce vehicle speeds to prevent collisions and reduce their severity. Traffic calimg schemes often lead to decreases in traffic volumes.</p> <p>We do not anticipate a net gain in carbon emissions.</p>

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<p>Speed humps will cause negative impact on vehicles over time causing additional repair costs</p>	<p>All traffic calming features are built to national guidelines. Vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to the Highways (Road Hump) Regulations. A study in to the effect of repeatedly traversing road humps on vehicles (Kennedy et al., 2004e) showed no damage to any of the vehicles was seen, despite repeated passes at speeds up to 40 mph. However, suspension geometry checks revealed some minor changes in the suspension systems tested. Further testing showed there was no continuing trend for the suspension to move further out of specification; but stayed within the manufacturer's tolerances.</p>
<p>Better installing speed cameras which would be a more direct approach to vehicles travelling at high speeds.</p>	<p>This location does not meet the criteria for the installation of safety cameras set by The West Yorkshire Casualty Reduction Partnership (WYCRP)</p>
<p>Local residents have not been considered when making proposals. Residents would not appreciate the extra 5 minutes to daily journey times and commuting in slow moving traffic.</p>	<p>Consulation letters were sent to approximately 170 properties on Hollingwood Lane in October 2020 and a subsequent formal consultation was conducted in January 2021, again by sending letters to residents on Hollingwood Lane, advising them of the proposals. In addition street notices were put up on lighting columns and both of these showed an online link where the proposals could be viewed and inviting the public to make comments regarding the scheme proposals, if they wished do to so.</p> <p>In regards to increased journey times, there should not be a significant difference.</p>
<p>Hatching in the middle of the road does not take in to account for the right turns in to Chelsea Road or Croydon Road</p>	<p>Removal of the hatched markings within this right turn area has been undertaken so that it can be identified as a right turnign area.</p>

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<p><u>Objector No 2</u></p>	
<p>What evidence is there of speeding vehicles.</p>	<p>Residents living on Hollingwood Lane have made statements regarding vehicles speeding on Hollingwood Lane. This prompted a survey to be undertaken on Hollingwood Lane which concluded 32% of vehicles (928 vehicles) exceed the speed limit daily.</p>
<p>There was no community consultation</p>	<p>Consulation letters were sent to approximately 170 properties on Hollingwood Lane in October 2020 and a subsequent formal consultation was conducted in January 2021, again by sending letters to residents on Hollingwood Lane, advising them of the proposals. In addition street notices were put up on lighting columns and both of these showed an online link where the proposals could be viewed and inviting the public to make comments regarding the scheme proposals, if they wished do to so.</p>
<p>Image of the area will be affected in a negative way</p>	<p>It is not considered that traffic calming schemes will have a negative image in areas where they are implemented. Many residents welcome a safer highway environment.</p>
<p>House values will decrease</p>	<p>It cannot be demonstrated that installing speed humps will affect property value. Many opionions regard traffic calming features are a visible feature that correlates to safety in the area.</p>
<p>Cars will have suspension damamge and costs of repairs will increase.</p>	<p>All traffic calming features are built to national guidelines. Vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to the Highways (Road Hump) Regulations. A study in to the effect of repeatedly traversing road humps on vehicles (Kennedy et al., 2004e) showed no damage to any of the vehicles was seen, despite repeated passes at speeds up to 40 mph. However, suspension geometry checks revealed some minor changes in the suspension systems</p>

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<p>Humps are a danger to the safety of pregnant women and unborn babies as they may casue a miscarriage.</p> <p>The retail park has increased HGV traffic which in will create more noise when using the raod with traffic calming features.</p> <p>Due to the Covid19 lockdown, residents are disadvantaged and have not been given a fair opportunity to make objections and can not create petitions against the scheme.</p>	<p>tested. Further testing showed there was no continuing trend for the suspension to move further out of specification; but stayed within the manufacturer's tolerances.</p> <p>Vehicles travelling over traffic calming features at the appropriate speeds should not cause injury or damage to people or vehicles.</p> <p>The scheme should have a neutral impact on noise pollution.</p> <p>Consulation letters were sent to approximately 170 properties on Hollingwood Lane in October 2020 and a subsequent formal consultation was conducted in January 2021, again by sending letters to residents on Hollingwood Lane, advising them of the proposals. In addition street notices were put up on lighting columns and both of these showed an online link where the proposals could be viewed and inviting the public to make comments regarding the scheme proposals, if they wished do to so. It is not a reqirement for an objection to be received in the form of a petition.</p>
<p><u>Objector No 3</u></p> <p>Local residents did not wish to be penalised for the actions of others, nor pay the price for such actions by installation of tarmac / and hard material humps.</p> <p>The road is narrow, and humps naturally tend to make drivers straddle the hump , drivers then drive in the middle of the carriageway to avoid them which is a potential for accidents.</p>	<p>A survey showed that 32% of vehicles (928 vehicles) exceed the speed limit daily. As part of its Safer Roads schemes programme, funding was approved for this project to be delivered to ensure the safety of all users.</p> <p>Slowing vehicles down will reduce the potential for collisions and/or reduce their resulting severity.</p> <p>Carriageway widths are taken into consideration when designing and considering which traffic calming features are best to be used at each location.</p> <p>Speed cushions only span part of the</p>

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<p>Houses, especially the cottages close to the carriageway would potentially suffer weakening of foundations due to the heavy lorries then driving up and down over traffic calming features.</p> <p>If a roundabout was installed at the Hollybank Road / Hollingwood Lane junction traffic calming would not be needed. Buses turning left from Hollybank Road into Hollingwood Lane, have to virtually go into the opposite carriageway due to the above restrictions. This is an unsafe practice.</p> <p>Hollingwood Lane was a designated Ambulance route, so , no severe restrictions should be placed, nor hazards nor hinderance to smooth transition of emergency vehicles should be in place. It would not have been deemed then and now an option to potentially face a charge of Corporate liability by placing in the way street furniture detrimental to potential patient safety.</p>	<p>carriageway width and are designed to reduce light vehicle speeds but allow larger vehicles with wider wheel tracks to straddle all or most of the raised area.</p> <p>All traffic calming features are built to national guidelines and should not have a detrimental effect to building foundations.</p> <p>Due to the complexity and costs associated with diverting underground utilites at this location the options to improve the junction is limited. However, the site is being considered for increasing visibility for vehicles on Hollybank Road.</p> <p>All emergency services are consulted on the proposals. All traffic calming features installed within government guidelines should not be detrimental to any emergency service. Speed cushions only span part of the carriageway width and are designed to reduce light vehicle speeds but allow larger vehicles with wider wheel tracks to straddle all or most of the raised area. This reduces passenger discomfort in buses and allows large emergency vehicles to use routes where cushions have been installed with relatively little restriction.</p>
<p><u>Objector No 4</u></p> <p>The proposed cushions are located outside objectors gate and is not happy about it.</p>	<p>The traffic calming features have been designed and proposed for the safety of all users. Consideration has been given to each location and in this case the cushions have been slightly adjusted so that they are not directly in the path of the said driveway.</p>
<p><u>Objector No 5</u></p> <p>I have a very serious back condition having had three operations over the</p>	<p>All traffic calming features are built to national guidelines. Vehicles travelling over road</p>

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<p>years and the last thing I need is shaking up, even at low speeds.</p> <p><i>All other points raised by the objector have been addressed in previous officers comments</i></p>	<p>humps at appropriate speeds should not be detrimental to people or vehicles, provided the humps conform to the Highways (Road Hump) Regulations.</p>
<p><u>Objector No 6</u></p> <p>A 75mm high traffic calming feature would not deter reckless driving. A further two traffic islands between the first set of proposed cushions and the existing traffic islands at the top of Hollingwood Lane would work better to stop overtaking on the wrong side of the road.</p>	<p>All traffic calming features are built to national guidelines. Construction of a further two traffic islands in this location would not stop or deter dangerous driver behaviour and would potentially make the length of 'over taking' longer and hence more dangerous.</p>
<p><u>Objector No 7</u></p> <p>This objection was in the form of a petition with 24 signatures. Point 6 in the petition asks on alternative methods of traffic calming i.e rubberised plateaus.</p> <p><i>All of the valid points of objection raised in the petition have also been raised by other objectors and subsequently have been addressed in the officer comments table.</i></p>	<p>Pre-formed traffic calming cushions have been used by the council in past years and have led to ongoing maintenance issues.</p>

- 2.7 Other emails and letters have been received in the informal consultation, they had no concerns about the traffic calming proposals but made further suggestions. In one email received was asking if anything would be proposed at the Hollingwood Lane and Hollybank Road junction. It was advised that a scheme would be considered to improve visibility at this junction and the traffic calming proposals would compliment this.
- 2.8 Another email was received in the informal consultation period that stated they would prefer to see speed cameras even if these were 'dummy ones' instead of having humps in the road. Unfortunately the council will not be authorising the installation of dummy speed cameras on the highway. This would soon be apparent

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to local users who use the route daily and eventually would have no effect on travelling speeds. All other points raised in this email have been addressed in the table above.

3. OTHER CONSIDERATIONS

- 3.1 Local ward members and the emergency services have been consulted on the proposals. Ward member comments were received and incorporated as part of the scheme. No adverse comments have been received from emergency services.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The estimated cost of the proposals is £40,000. This can be met from the Safer Roads Budget approved by this committee.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 A failure to implement highway safety improvements would result in ongoing concern about the speed of vehicles on Hollingwood Lane and likelihood of a continuing poor casualty rate .

6. 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 powers as Highway Authority and Traffic Regulation Authority.

7. OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

There are no Sustainability implications arising from this report.

7.2 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.

7.3 COMMUNITY SAFETY IMPLICATIONS

The implementation of traffic calming measures should lead to a reduction in vehicle speeds and help to improve road safety and reduce casualty levels on Hollingwood Lane.

7.4 HUMAN RIGHTS ACT

There are no implications on the Human Rights Act

7.5 TRADE UNION

None

7.6 WARD IMPLICATIONS

Ward members have been consulted on the proposals.

**7.7 AREA COMMITTEE ACTION PLAN IMPLICATIONS
(for reports to Area Committees only)**

None

7.8 IMPLICATIONS FOR CORPORATE PARENTING

None.

7.9 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 and traffic island be constructed and implemented as advertised.

10.2 That the objectors be informed accordingly.

11. APPENDICES

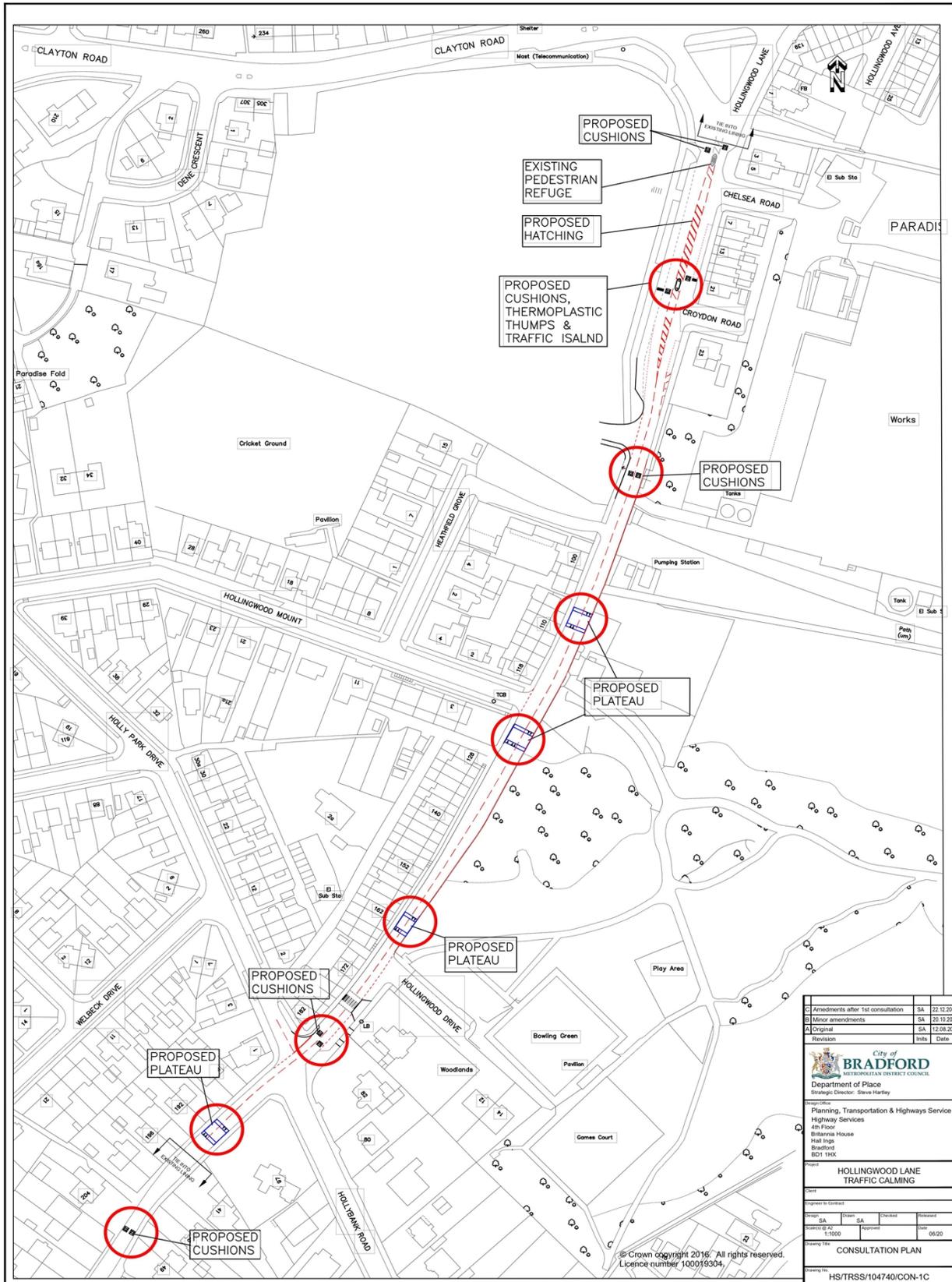
Appendix 1 Drawing HS/TRSS/104740/CON-1C and 2C

Appendix 2 Objectors comments

12. BACKGROUND DOCUMENTS

12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/104740

APPENDIX 1



C	Amendments after 1st consultation	SA	22.12.20
D	Minor amendments	SA	20.10.20
A	Original	SA	12.09.20
	Revision	SA	Date

City of Bradford
 METROPOLITAN DISTRICT COUNCIL
 Department of Place
 Strategic Director: Steve Hartley

Project: Planning, Transportation & Highways Services
 Highway Services
 4th Floor
 Brimmo House
 Hall Ings
 Bradford
 BD1 1HX

Project: **HOLLINGWOOD LANE TRAFFIC CALMING**

Client:

Engineer to Contract:

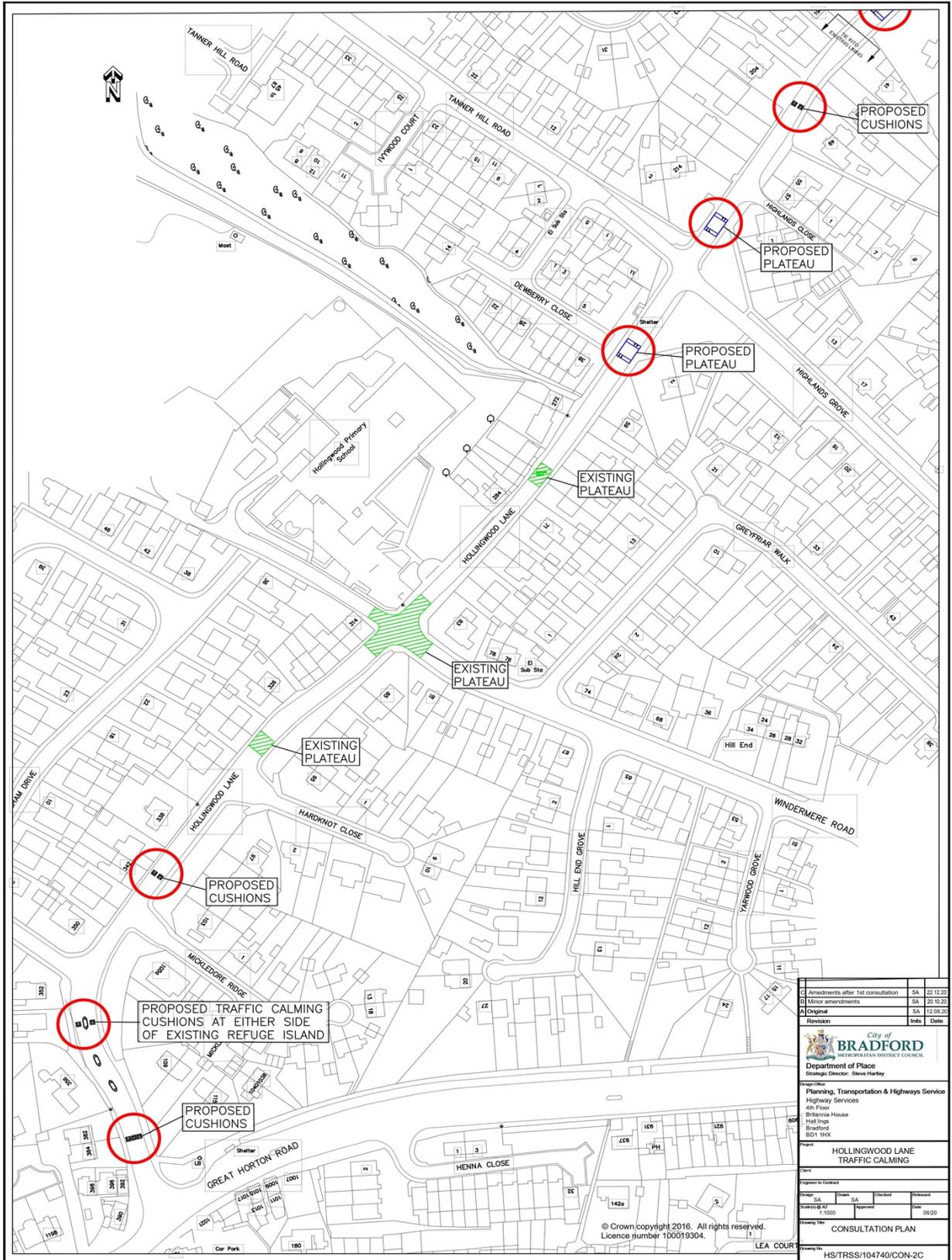
Design	SA	Drawn	SA	Checked	Revised
Scale: 1:5000					06/20

Drawing Title: **CONSULTATION PLAN**

Drawing No: **HS/TRSS/104740/CON-1C**

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APPENDIX 1



Amendments after 1st consultation	SA	22.12.20
Minor amendments	SA	20.10.20
Original	SA	12.08.20
Revision	trks	Date

City of BRADFORD
 METROPOLITAN DISTRICT COUNCIL
 Department of Place
 Strategic Director: Steve Hartley

Design Office:
 Planning, Transportation & Highways Services
 Highway Services
 4th Floor
 Brimley House
 Hall Ings
 Bradford
 BD1 1HX

Project: HOLLINGWOOD LANE
 TRAFFIC CALMING

Prepared by:	SA	SA	Checked:	SA
Drawn by:	SA	SA	Approved:	SA
Scale:	1:1000	Project No:	Date: 06/20	

Drawing Title: CONSULTATION PLAN
 Drawing No: HS/TRSS/104740/CON-2C

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Objector No 1

To whom it may concern

I have recently received your letter detailing the proposed installation of Traffic Calming Cushions/Plateaus on Hollingwood Lane.

I am writing to oppose these plans as I feel they would cause more hindrance than a solution. Considering the already increased volume of traffic since the opening of the shopping plaza at the bottom of Hollingwood Lane and the installation of a pedestrian crossing on Clayton Road, I believe the introducing of the councils proposed traffic calming measures will force drivers to slow down at intervals along Hollingwood Lane adding to the ongoing disruption. Furthermore this will increase traffic at peak times due to the slow moving of vehicles. A current example of this is nearby Spencer Road which has seen an increase in slow moving traffic since the introduction of speed humps.

There is also the issue of increased pollution.

Carbon emissions from vehicles being held up due to slow moving traffic will no doubt have a detrimental effect to the park and other vegetation situated nearby Hollingwood Lane. It is key to note that we live in a time where we should be looking to reduce our carbon footprint and saving nature is as important as the well being of citizens, something of which im sure you will agree. Then there is the negative impact speed humps will cause on vehicles over time. As you are not doubt aware how busy a road Hollingwood Lane can be, drivers who regularly use the road would be at risk of damage resulting in unwanted repair costs due to the effect of speed humps causing unnecessary strain on their vehicles.

Having said that I agree to the need for traffic calming measures having previously witnessed the dangers of excessive speeding on Hollingwood Lane in the past. I'd rather recommend installing speed cameras, which would be a more direct approach to tackle those who do drive at high speeds. This will also improve road safety without the added disadvantages I have pointed out above.

I also feel the council has not considered the local residents when deciding these plans. As much as there is a need to tackle the issue of irresponsible driving, I'm sure residents would not appreciate an extra 5 minutes being added to their daily commute due to slow moving traffic. Surely, punishing the majority for the actions of a few cannot be considered fair?

I hope you will take on board my objections and reconsider your proposed plans to avoid drawbacks the current plans will most certainly cause.

Lastly, if the proposed scheme has come down to a question of cost saving, then may I remind you that the safety of citizens should take precedent over funding.

Objector No 2

I am writing this email as I am concerned about Bradford Council's plans for Hollingwood Lane. You say you are doing this to combat speeding on this road. What evidence do you have that you can share with all the residents to justify?

There was no community consultation.

I am objecting to having these new humps and bumps on our road.

The image of the area will be affected in a negative way.

The house demand and value of the properties will decrease.

Our cars will have more suspension damage due to the bumps. This will cost us more for repairs and decrease the value of our cars. We use the road many times on a daily basis.

The humps are a danger to health and safety of any pregnant woman and her unborn baby. They can cause miscarriage.

Due to the new retail park at the bottom of the road there is more flow of heavy goods vehicles which will mean more noise if the humps and bumps were fitted on the road.

There is already some plateau's outside the school which I agree with as it's safer for school children. Also there is speed limit of 20mph around the school which again is fine for safety.

I strongly object to the plans. Specially with no evidence to support your speeding claims.

Do u have any evidence of speeding?

Do u have any evidence of any fatal accidents?

I have spoken to a number of residents on the road and they feel same as me about the proposal.

I also feel that all the residents are at a disadvantage due to the timing of this proposal as we are in middle of a pandemic. It does not give us the fair opportunity to gather and put a case forward or even create a petition.

I feel you need to look at alternative options and discuss with all residents on the road.

Objector No 3

I refer to the proposed traffic calming measures for Hollingwood Lane, Bradford 7.

As a local resident who lives nearby on Hollybank Grove, and regular user of this road for over 38 years, I wish to formally place on record my objection to these proposals.

I have some background knowledge on previous proposals on this road as follows.

I had attended for many years the local neighbourhood forums, then represented Bradford South on the local area Panels at City Hall. At such meetings the previous works were discussed.

Many issues then concerned parking by Hollingwood First School, speed of vehicles at times, and parking issues. I would say the same is applicable at this time.

So, to resolutions. It was made clear to the highways representative at the time, **we the local residents did not wish to be penalised for the actions of others, nor pay the price for such actions** by installation of tarmac/ and hard material humps.

The road is narrow, and humps naturally tend to make drivers straddle the hump, seemingly tending to then drive in the middle of the carriageway to avoid them. Potential for accidents.

~~As a result of the installation of humps, the road has become a narrow, winding, and dangerous road. The humps have caused a significant increase in the number of accidents on the road, and have also caused a significant increase in the cost of insurance for drivers who use the road.~~

Key issues made by residents at the time, the local houses, especially the cottages close to the carriageway would potentially suffer weakening of foundations due to the heavy lorries then driving up and down to Field Printers, now the Quora Retail Park, same situation applies now.

Going over the humps. No difference. So no tarmac./hard material

Agreement that the rubberised plateaus would be used entirely, also adequate signing was requested. Improved signage is now also required I believe this is imperative.

I made the point that in order to alleviate the ongoing problem by the school and local houses. That the grass verges above the school on Hollingwood Lane be partly utilised into a layby for drop off/collection.

Also below the school on Highlands Grove, part use of the grassed area to be utilised for resident parking, and drop off/collection area. This would ease the pressure on the carriageway and reduce potential vehicular hazards.

As you will note, unfortunately this was never taken further to my knowledge.

The issue of speed is common on many hilly roads, as it was then and also now.

THIS IS THE PRIORITY ISSUE NOW:

It was proposed that at the junction of Hollybank Road and Hollingwood Lane, the property at the situated at the end of Hollingwood Lane that had erected a fence on land that has seemingly been left unused over many years be approached by Bradford Council to 1) purchase the land, 2) reduce the height of the fence, 3) alter the corner angle of the fence. As it is this that is a hazard and prevents clear sight for drivers egressing Hollybank Road onto Hollingwood Lane, at the same time obstructing a clearer view for drivers coming down Hollingwood Lane. In addition the removal of the pavement build out on the corner of Hollingwood Lane, turning left onto Hollybank Road. This was a gentle sweeping curve previously, now it forces vehicles closer together at a tight right angle corner, totally unnecessary and unjustified.

Buses turning left from Hollybank Road into Hollingwood Lane, have to virtually go into the opposite carriageway due to the above restrictions. This is an unsafe practice.

A mini roundabout was proposed by myself with adequate signing which would slow traffic down on approach. This would negate many of the proposed need for humps.

I recall, in the presence of then Councillor John Godward (deceased) that it was stated I forget by whom, Hollingwood Lane was a designated Ambulance route, so, no severe restrictions should be placed, nor hazards nor hinderance to smooth transition of emergency vehicles should be in place. It would not have been deemed then and now an option to potentially face a charge of Corporate liability by placing in the way street furniture detrimental to potential patient safety.

By the Council proposing measures, I assume that approaches have been made to local Councillors and the Council, and I think I would be correct in saying they are of a similar nature to what I have stated in my statement above, some if not all.. Clarification and contact has been made by myself with current local Councillors beforehand. I am not against measures per se, However, they need to be pertinent to the local conditions, relevant, and not justification for spending tax payers money.

Roads are not chemistry sets for planners to play with, and neither emergency services nor motorists should be treated like lab mice. Authorities, Councillors should face tough questions about how they treat drivers they are elected to represent.

I submit my statement for your consideration and background information to assist your deliberations.

Objector No 4

I have received the proposals about the above calming measures in Hollingwood Lane, Bradford BD7.

I live at *****. Unfortunately, my property falls on the junction of Hollingwood Lane and Hollybank Road.

I have got 2 openings gates, one at Hollybank Road and other one at Hollingwood Lane.

The proposed cushion falls just outside my gate, which is not acceptable. I wish to discuss with you or you may visit my house to talk to me.

Myself and my family are not happy about it.

Please contact me to discuss the proposal urgently.

Objector No 5

I am writing to object to the above proposals and my reasons are as follows.

- I have been a regular user of Hollingwood Lane for the past 49 years and I expect the road surface to be fit for purpose. Installing speed humps makes it unfit for purpose and results in premature wear and tear on my car, especially tyres, suspension and exhaust systems.
- We are forever being told to reduce our carbon footprint but these proposals will enlarge it as speed humps mean constantly braking and accelerating. To reduce fumes a constant speed should be maintained. It can't be right that we are being forced to contribute to pollution by our local council.
- I have a very serious back condition having had three operations over the years and the last thing I need is shaking up, even at low speeds.
- This road experiences many ambulance journeys when going to the BRI from places like Horton Bank Top, Horton Bank bottom, Wibsey, Queensbury and many other districts. Installing speed humps will slow ambulances down and could even lead to loss of life. I'm not sure of the legal position but the highways department could be liable in such cases. In any case would they want this on their conscience?
- Installing speed humps will not deter the fast drivers who it seems like to test their cars against them.

I am not against traffic calming measures but there must surely be a better and user friendly way. I would suggest creating a mini roundabout at the junction of Hollybank Road and Hollingwood Lane. There is a property at the end of Hollybank Road with an apparently unused piece of land. this could be purchased to improve the view up Hollingwood Lane when pulling out of Hollybank Road. A speed limit of 20 mph could be imposed with the use of speed cameras. In this way you would only punish the offending drivers

Finally, I would hardly call an article in the Telegraph and Argus and a few emails a public consultation. Where are the meetings being and when? Why not wait until everything returns to normal and have proper consultation then?

Objection 6

City Solicitor
Legal & Democratic Services
City of Bradford Metropolitan District Council
City Hall
Bradford BD1 1HY

Re HOLLINGWOOD LANE, BRADFORD
PROPOSED TRAFFIC MANAGEMENT MEASURES
REF CORP/PCD/AK/408506

Dear Sir/Madam

I am writing re the above proposal which I have grave concerns with. I wrote a letter on 28th October 2020 regarding the matter (Copy Enclosed). I have now received a second letter and the only amendment suggested to my previous letter is a proposed cushion on either side of the existing island. The cushion proposed is 75mm either side of the existing island which is 2.95276 inches

The distance from the top of the road to the first island is 30 metres and this is where the problem exists. The few irresponsible drivers that race down Hollingwood Lane turn left at the top and because of the 30 metre gap they go down the wrong side of the islands generating speed and re-emerge on the correct side of the road after the third island. These drivers that do this go at great speed as they either race someone going down the correct side or they do it for fun. I realise this is not a regular occurrence but it does happen and

many other people have witnessed this, I must point out ² that anyone driving up the hill would not be able to avoid the vehicle racing down the hill on the wrong side. The reason for this is due to the contour of the land the road is on they would be unsighted (see enclosed map which the council have provided yourselves.) It would be even better if you could actually go in person and see this problem for yourself. If this incident was to occur then it would completely wipe out the vehicle going up the hill as they would not be able to avoid an accident.

With regard to a proposed cushion of 15mm (2.95276 inches) this would not deter these reckless drivers. I stated in my previous letter an island or two islands near the top would avoid the above happening as this would be inbetween the 30 metre gap which they use to gain momentum. In my previous letter I requested an acknowledgement of my letter but this has been ignored. I would presume for a reason

- i) Cost
- ii) If they unfortunately the above happened they would deny all knowledge of this.

I must point out I have kept a copy of the letters and proposed maps and if an accident was to happen I would pass this information to the relevant people concerned.

I trust you will give this matter your depest consideration and I await your response in due course.

Your sincerely

P.S 2.95276 inches will NOT deter these irresponsible people

28th October 2020

Traffic & Road Safety South
Hollingwood Lane, Bradford
Proposed Traffic Management Measures

Dear Sir/Madam

I am writing with regard to the letter received from your engineer Shahid Aziz. I must admit the proposals you have made to slow down traffic are necessary and will indeed slow traffic starting from the proposed cushion from below mickledore ridge. I must point out that the most dangerous part of Hollingwood Lane is at the top of the road. The proposed cushion at the top of Hollingwood Lane will do little to slow traffic at the top. At present certain drivers race down on the wrong side of the three islands on the bend at the top sometimes racing other drivers going down on the correct side. If someone was going up the road they would not be able to avoid what would probably end in a tragic accident.

I would strongly suggest that two islands be built between the cushion at the top and the first of the 3 islands in existence at present. The distance from the top of the road is 30 metres to the islands currently in situ and from the third island to the cushion proposed below mickledore ridge is 36 metres. Bradford have unfortunately

some very irresponsible drivers and the recommended proposals 4
you have currently planned will not deter these people
from doing the above. These drivers think it is a challenge
and fun. I live at 111 Hollingwood Lane and my wall at the
top of my garden has been hit twice due to this act of
stupidity costing me £3225 in insurance claims to repair the
damage

I ask you to acknowledge receipt of this letter so that
I know you have considered what I have said. If you
decide not to input any calming measures at the top and
a tragic accident happens then the blame would rest with
yourselves.

I agree that the measures further down will slow traffic
and I consider the input of the proposed measures should
be very effective.

I will await your response to my letter in due course.

Yours sincerely

Objection 7 - (Petition with 24 signatures)

**Bradford Council reference; HS/TRSS/104740/SA
Residents petition.**

We, the undersigned residents wish to formally record our objection to the proposed installation of Traffic calming measures on Hollingwood Lane, Bradford 7. We outline our reasons below;

- 1) An excessive number of humps.**
- 2) Delays to safe operation of traffic, having to constantly slow down, stop and accelerate again.**
- 3) Hence creating a negative carbon footprint**
- 4) Those who speed, are unlikely to live in the area, and will likely disregard any humps in any case.**
- 5) We will not be penalised for the selfish actions of others, nor pay the price. If they move on, we are left with this not fit for purpose street furniture.**
- 6) We would like consulting on alternatives, ie. Rubberised plateaus.**
- 7) Spend the funding wisely and install a mini roundabout at the junction of Hollingwood Lane and Hollybank Road. Improve this junction, FIRST.**
- 8) Likely impact of lorries increasing noise levels going over these proposed hump due to their composition.**
- 9) With traffic already building up trying to get onto Hollingwood Lane from Hollybank Road, at peak times any further delayed traffic. Is going to lead to increased carbon levels**
- 10) We regularly see and hear ambulances going up and down Hollingwood lane. Nothing should impair their progress nor cause unnecessary uncomfortable patient transport.**
- 11) How will the road be cleared of snow and ice?**
- 12) We do not feel enough notice has been given about these proposals.**
- 13) Funds should be spent wisely and objectively.**

Signed as lead person.