

Report of the Strategic Director Place to the meeting of Bradford West Area Committee to be held on 24th June 2021.

Subject:

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**GREAT HORTON ROAD(PART), SHEARBRIDGE ROAD AND WOODHEAD ROAD
AREA
PROPOSED 20mph ZONE AND TRAFFIC CALMING MEASURES - OBJECTIONS**

Summary statement:

This report considers objections received to recently advertised proposals for traffic calming measures and a 20mph zone in the Great Horton Area, 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: City

Jason Longhurst
Strategic Director Place

Portfolio:

Regeneration, Planning and Transport

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Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

- 1.1 This report considers objections to recently advertised proposals for 20mph speed limit and calming measures on Great Horton Road(part), Shearbridge Road, Summerville Road, Woodhead Road and a number of adjacent streets in the immediate locality as detailed on drawing no. HS/TRSS/104747/CON-1A.

2. BACKGROUND

- 2.1 There have been a significant number of recorded collisions on Great Horton Road, Shearbridge Road and on adjacent streets in the immediate locality resulting in personal injury. In the last 5 years there have been a total of 33 casualties; 7 serious and 26 slight of which 12 were pedestrians. Furthermore 9 of these casualties were aged 16 year old or under. Therefore, it is proposed to implement a 20mph zone and traffic calming measures on Great Horton Road(part), Shearbridge Road and Summerville Road and on adjacent streets to encourage vehicle speeds appropriate for the high levels of pedestrian movement. Evidence shows that reducing the speed of cars will protect some of the most vulnerable people in our communities, and save lives. Introducing 20mph limits and 20mph zones can reduce vehicle speeds and, therefore, prevent injuries or reduce their severity. In collisions at 30mph, many small children are killed or seriously injured. However, when vehicles are travelling at 20 mph or below, most children and adults survive.
- 2.2 The start of the 20mph zone on Great Horton Road corresponds with the Summerville road junction which has been a site for concern for a number of years. Extending the scheme further along Great Horton Road would require substantial traffic calming measures which the current budget could not sustain. The section of Summerville Road is within the scheme boundary which starts at Legrams Lane, therefore it was considered that it should be included in the 20mph zone. Shearbridge Road has been included to manage traffic speeds on roads around the university and college and because of the collision record on this road. The benefits of implementing 20mph speed limits in areas where a 30mph one has usually been in place, goes beyond saving lives. 20mph zones have been shown to have a positive impact on people's physical and mental health, their quality of life, community cohesion, and are important in encouraging sustainable and healthy modes of transport. The proposals would include the introduction of a significant level of signing and lining to highlight the new speed limit.
- 2.3 At the Bradford West Area Committee held on the 26 February 2020, funding was approved as part of the Safer Roads schemes programme to introduce 20mph speed limit and traffic calming measures on Great Horton Road(part), Shearbridge Road, Woodhead Road and a number of adjacent streets in the immediate locality as detailed on drawing no. HS/TRSS/104747/CON-1A.
- 2.4 The location of the proposed 20mph speed limit and traffic calming measures is shown on drawing no. HS/TRSS/104747/CON-1A, attached as Appendix 1.

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- 2.5 The proposals were advertised between 05 February 2021 and 01st March 2021. At the same time consultation letters and plans were delivered to residents and businesses (approximately 916 letters were delivered). This resulted in 12 objections and 2 support letters 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>Objector agree with the speed reduction traffic measures but oppose to the extra humps on Great Horton as this will make area more unattractive.</p> <p>Image of the area will be affected in a negative way.</p> <p>Objectors claims that vehicles are travelling at high speed on other traffic calmed areas.</p> <p>Other methods of traffic control should be installed. The problems would be solved by better enforcement rather than physical measures. Speed cameras would be a better alternative.</p>	<p>The measures proposed are commensurate with the need to reduce traffic speeds and increase safety for local people and for all road users. The proposed road humps are considered an appropriate method of slowing down those drivers whom, without the physical features, would tend to disregard the 20mph speed limit.</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> <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>This location does not meet the criteria for the installation of safety cameras set by The West Yorkshire Casualty Reduction Partnership (WYCRP).</p>
<p><u>Objector No 2</u></p> <p>Objector claims that road humps make no effect on speeding.</p> <p>Proposed 20mph zone will create more traffic congestion.</p> <p>Cars will have suspension damage and costs of repairs will increase due to humps.</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> <p>The proposed road humps are considered an appropriate method of slowing down those drivers whom, without the physical features, would tend to disregard the 20mph speed limit.</p>

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	<p>The proposed traffic calming will not increase congestion or create bottlenecks.</p> <p>Vehicles travelling over road humps at appropriate speeds will not suffer damage.</p>
<p><u>Objector No 3</u></p> <p>Objectors is not happy with the calming measures as this will cause a detrimental impact on residents those who live between Woodhead Road and Legrams Lane area. The residents of that side have to face further hinder due to proposed humps as there is no vehicle access from Legrams Lane. Objector wants Council to remove existing road closure from one of the side street at its junction with Legrams Lane for vehicle access.</p> <p>Cars will have suspension damage and costs of repairs will increase.</p> <p>Objector claim that potholes haven't been fixed around Great Horton area and there is no need for more humps if they can't be maintained.</p>	<p>There is a vehicle access for the residents who live between Woodhead Road and Legrams Lane from Horton Grange Road junction with Staveley Road and Woodhead Road. Existing road closures at junctions with Legrams Lane are there to stop vehicles taking a through route on residential streets for safety reason.</p> <p>The road humps have been spaced in accordance with national Traffic Calming guidelines to maintain low speeds. 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 highway is checked regulary by highway inspectors and all defects are reported and then in turn are maintained in accordance with a priority system.</p>
<p><u>Objector No 4</u></p> <p>Objector claims that existing footpath around Great Horton area which are in poor state should be repaired first instead of installing new humps.Clean gullies and drains on these roads.</p> <p>Fix lighting close to Shimla's restaurant.</p> <p>Remove the large metal container boxes at the junction of Summerville Road and Woodhead Road.</p> <p>The objector is concerned that vehicles will struggle going uphill on Great Horton Road during snow.</p>	<p>The highway is checked regulary by highway inspectors and all defects are reported and then in turn are maintained. The traffic calming measures have been designed and proposed for the safety of all road users. The aim is to reduce vehicle speeds to prevent collisions and reduce their severity.</p> <p>Will report to Street lighting maintenance team to check lighting columns.</p> <p>The land where metal container is on Summerville Road near to Wodhead Road junction is owned by the premises according to Land registry documents.</p>

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<p>No known cases of speeding on Summerville Road or Shearbridge Road.</p>	<p>Traffic calming has been used for many years and there is no evidence that it is hazardous in winter conditions.</p> <p>A number of injury incidents have occurred on these length of roads. There are 7 accidents reported on Shearbridge Road and 5 on Summerville Road in last 5 years. 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><u>Objector No 5</u></p> <p>Speed reduction measures will cause frustration as only law abiding people will try to keep to this speed and not the speeding reckless drivers.</p>	<p>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. Physical traffic calming measures are proven to be the most successful means of lowering vehicle speeds and delivering significant road safety benefits.</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 6</u></p> <p>Objector supports the scheme proposal but raised concerns that due to humps installation on Great Horton, traffic will divert to Dirkhill Road to avoid humps. Want to include Dirkhill Road as part of this scheme.</p>	<p>Traffic calming measures on Great Horton Road are unlikely to cause a significant diversion of traffic onto Dirkhill Road. There is a proposal to traffic calm the Dirkhill Road as part of new link road between All Saints Road and Horton Park Avenue with a new roundabout at the Horton Park Avenue major junction improvement scheme.</p>
<p><u>Objector No 7</u></p> <p>Objector claims that existing humps on surrounding streets make no effect on speeding. If there is no enforcement then drivers will not obey the new speed limits.</p>	<p>Physical traffic calming measures are proven to be the most successful means of lowering vehicle speeds and delivering significant road safety benefits. The proposed road humps are considered an appropriate method of slowing down those drivers whom, without the physical</p>

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	<p>features, would tend to disregard the 20mph speed limit.</p> <p>The police do not have sufficient resources to enforce speed limits on all roads in the District. Self enforcing schemes as proposed are therefore preferred.</p>
<p><u>Objector No 8</u></p> <p>Object to the road humps on Great Horton that there are already too many humps in the area. Claims that speed humps are detrimental to cars. Unnecessary wear and tear on vehicle due to constant negotiation of the humps.</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> <p>Vehicles travelling over road humps at appropriate speeds will not suffer damage.</p>
<p><u>Objector No 9</u></p> <p>Object to the 20mph and humps. As these measures will create more traffic congestion on main road and also to surrounding area.</p> <p>Claims that speed humps are detrimental to cars. Unnecessary wear and tear on vehicle due to constant negotiation of the humps.</p>	<p>The extents of the 20mph zone have been carefully selected to only include those streets where it is expected that current average traffic speeds will be in the low 20's or below; i.e. the streets within the proposed zone have layouts (or other factors such as on-street parking) that already naturally restricts vehicle speeds. This approach has been taken to accord with the DfT guidance on setting new speed limits. The proposed traffic calming will not increase congestion or create bottlenecks.</p> <p>The proposed road humps would be installed in accordance with statutory design specifications, and if driven over appropriately, should not cause driver comfort or vehicular damage.</p>
<p><u>Objector No 10</u></p> <p>Object to the humps as these measures cause damage to the vehicles.</p>	<p>Point raised by the objector has been addressed in previous officers comments</p>
<p><u>Objector No 11</u></p> <p>Object to 20mph speed limit. There are over 10 schools nearby. These measures will create more traffic</p>	<p>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</p>

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<p>congestion and will gridlocked the already congested main road.</p>	<p>is the most appropriate. This helps to make the scheme self-enforcing and reduces the need for police interventions. The proposed traffic measures will not increase congestion or create bottlenecks. Many residents especially those with children consider that traffic calmed roads improve road safety and provide a better environment to live in.</p>
<p><u>Objector No 12</u></p> <p>Objector claims that 20mph speed limit makes no sense. Proposed measures will create more congestion. There are already road humps on Great Horton Road near University/College and on the surrounding streets. This area is already congested due to a number of takeways opened approved by Council on Great Horton Road. Traffic congestion is the main problem and anything that causes further driving hazards is to be avoided. These will only increase daily journey times and community in slow moving traffic.</p> <p>Image of the area will be affected in a negative way.</p>	<p>The road injury record indicates that significant measures are required for the safety of people in the local community. There is case study evidence to show that the implementation of 20mph zones has led to a reduction in vehicle speeds and recorded collisions. The proposals will not add to congestion, but will serve to reduce vehicle speeds, particularly in off-peak periods. This should reduce the collision rate on this length of road. The traffic measures have been promoted primarily to provide community benefit. Traffic calming measures are a self-enforcing process that has been seen to alter the road environment so that local people are not at risk from or intimidated by high levels of traffic and inappropriate speeds.</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>In regards to increased journey times, there should not be a significant difference.</p>

- 2.7 Two emails in support 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 proposed to repair existing yellow thumps which are in poor condition on Woodehead Road area or replaced them with tarmac roundtop humps. Also suggested to construct 2no. mini roundabout on Woodhead Road, and existing roads around this area need to be upgraded as they are all in desrepair. Resident also requested to check the road access at Spencer Road junction with Horton Grange Road.

Officer comment: The Council don't have enough funding to replace existing yellow thumps with tarmac roundtop humps, or to construct mini-roundabout or carriageway surfacing works or any other improvement from the allocated funding for this scheme.

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However, the Council will include as part of this scheme proposal to rebuild/refurbish existing yellow thumps on the Woodhead Road which are damaged and are in bad condition.

- 2.8 Another support email was received in the informal consultation period that stated would prefer to see speed cameras as they are effective elsewhere and also use the data from the ANPR cameras to check uninsured and untaxed cars.

3. OTHER CONSIDERATIONS

- 3.1 Local ward members and the emergency services have been consulted on the proposals. Ward member comments were received and, where feasible, have been 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 £50,000. This can be met from the 2020/21 & 2021/22 Safer Roads Budget approved by this committee in February 2020.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 A failure to implement highway safety improvements would result in ongoing concerns about the speed of vehicles on Great Horton area 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 20mph zone and traffic calming measures should lead to a

reduction in vehicle speeds and help to improve road safety and reduce casualty levels in Great Horton area.

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 20mph speed limit and traffic calming measures be constructed and implemented as advertised.

10.2 That the objectors be informed accordingly.

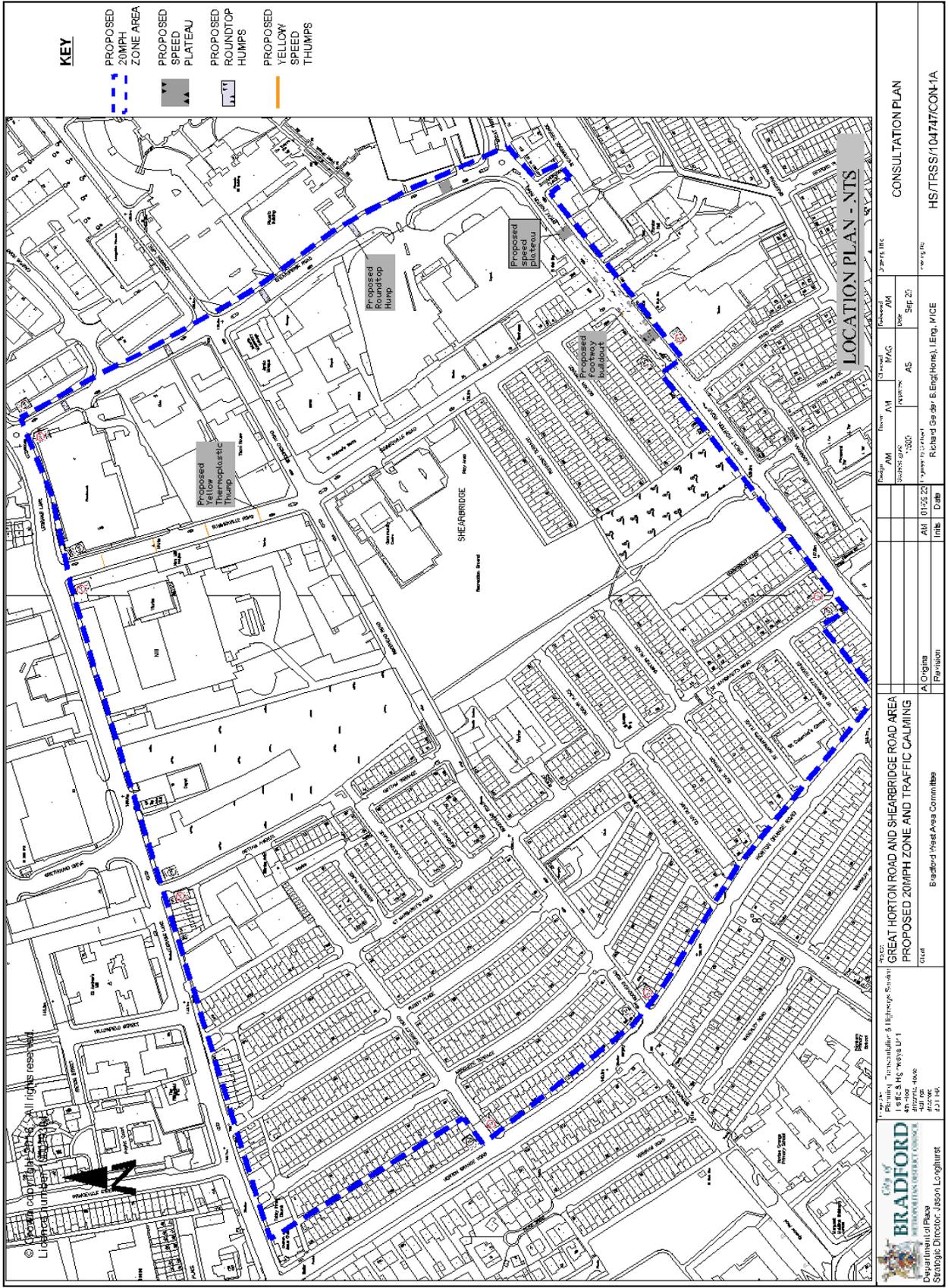
11. APPENDICES

Appendix 1 Drawing HS/TRSS/104747/CON-1A

Appendix 2 Objectors comments

12. BACKGROUND DOCUMENTS

12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/104747



Objector No 1

To whom it may concern

I have come across the news article regards to road humps on great Horton and shearbridge road. I agree and totally understand the decision to calm the traffic and speeding down but I disagree with having humps on great Horton.

Bradford sadly is getting ugly , dirty and unattractive. Having extra humps will make it more unattractive. Why can't we have speed cameras on those roads. I have seen people still speeding on humps too. The only thing that will help to reduce speeding is the cameras. Believe me it ll help. We do want to live and support bradford but council looks like has a mission to make it more ugly. I request and would appreciate to do think about cameras.

There is speeding issue in my area too but I am so worried that you Bradford Council will ruin my area too by putting ugly speed bumps.

Objector No 2

I wish to raise my objection to the above proposal as road humps do not necessarily slow down traffic and in fact cause more harm to vehicles' suspension systems. As regards to the 20mph zone it will lead to much slower moving traffic leading to congestion on what is a very congested road already

Objector No 3

I believe this very loose "plan" to place "traffic calming" measures in these areas will cause a detrimental impact to this who live between summerhead road and legrams lane. There is no access from legrams lane already and you as a council fail to maintain them, EVERY YEAR costing motorist more in suspension damage that live in the area. You provide no clear access to our area yet you wish to further hinder our access. We struggle to enter and park in our areas as it stands. The potholes haven't been fixed. Don't propose something you can't maintain. You already have decade old speed bumps to fix on shearbridge road, why hasn't that been actioned? This entire plan is a nuisance to those living in this area. If you plan to go ahead at least grant us an exit onto legrams lane. All the traffic being kettled in from one side is ridiculous.

Objector No 4

This email is to object to the proposed construction of road humps at Shearbridge road, Summerville road and Great Horton road.

Bradford council seem to have surplus tarmac lying around as they are proposing speed humps for these roads, before you decide to do that may I ask you kindly repair the poor state of the pavements which have crumbling tarmac on those walkways.(Next to Raja's).

Clear the blocked gullies and drains on those roads as they simply can't handle the flow of water as it remains stagnant over some drains rather than being taken in to be treated.

Remove the eyesore large metal container boxes at the junction of Summerville road and Woodhead road.

It's not easy with speed humps to go up Great Horton road whilst snow is lying around and cars will struggle going uphill.

Fix the lighting close to Shimla's restaurant on the mini roundabout and many other lamp posts on that road.

No known cases of speeding on Summerville road or Shearbridge road.

I do however believe some sort of traffic calming measure should be introduced at the lower end close to Shimla's restaurant and where the student accommodation is. Albeit by cars generally from out of the area.

Objector No 5

Can't fix reckless driver behaviour by imposing limits that are only followed by lawful drivers in the first place.

Objection 6

I'd like to voice my concerns about the prospective road humps being installed on various roads in the Bradford 7 area namely Great Horton Road.

Whilst I am happy that these works are due to occur I would ask that you consider the implications this would have on adjoining roads namely Dirkhill Road.

As Dirkhill Road is an A road traffic does tend to come down this route although it is minimal when Great Horton Road is used. My concerns are that should these bumps be installed traffic would be diverted to Dirkhill Road therefore making this into the new 'rat run' of the BD7. The thoughts behind this is Dirkhill Road is a direct route to avoid Great Horton Road and I feel this will make the road unbearable.

I'd therefore ask that should this work be pushed for completion that you consider Dirkhill Road and the residents who also live here. By installing humps in one location to push the issue elsewhere is clearly not acceptable. Should this mean you wish to install the same on Dirkhill Road then I would happily support this idea.

Objection 7

I wish to object on the grounds that the existing surrounding linked streets have speed bumps yet make no difference, it will not improve anything unless is enforced. As evident across Bradford where there is no enforcement residents will not bide by the new speed limits in the masses.

Objection 8

I think we have too many road humps as it is. They damage vehicles springs etc and are the cause of numerous garage repairs linked to this stupidity.

We do not want them there is no need for them we have enough on our streets as it is and I object to these being introduced here.

Please desist from this!

Objection 9

I wish to object to the planned 20mph zone and speed humps. This is a main road with a traffic problem as it is, this will cause more traffic not only on the road itself but to surrounding areas too.

Also the speed humps will cause more damage to road cars on roads which are already filled with potholes. I drive alot and having to slow down for speed humps to avoid damage to my car which then causes more traffic behind is not something you need on this road Thanks

Objection 10

I wish to object to the proposal to have road humps. I am really fed up with road humps as they cause damage to my car.

Objection 11

I object to the 20mph system on great horton road, this will have mass burden on the road due to busy road over 10 schools near by the road etc will gridlock the area it will effect where we live with mass pile up of car's.

I object to 20 mph

Objection 12

I am a local resident in the BD7 area i would like to object to this 20zone that you are saying as this is more the stupid makes no sense what so ever you have massively impacted our area in a negative way already putting pumps in the roads futher to college and the laisteridge lane and then making permit zones to all you are doing is creating more congestion from where it took me 20mins home now takes an hour due to traffic then ontop you fail to maintain the road surfaces anyway so many pot holes causing damage to car suspensions, dont you think bradford council should use this magic money tree thats appeared all of a sudden into educating our youth or putting these speeding messures in more important areas or atleast maintaining the existing roads near to public schools etc.. you let takeaways open up everywhere and anywhere on great horton road so we have 5 x times amount traffic reduce the speed guess what we will have tail backs as far as town and as far up as more avenue, this will cause greater problems on horton grange road. I know you wont take any notice of my objection as the pannel could not care less as they are underhanded taking bribes corrupt and just making this as it goes free handed have you ever thought of improving the city ward ? Such as go check some of the back streets which are ruined yet you wont repair and just easy way out unadopted road however if this was councilour Nazam azaams street this would of been fresh cleaned and tarmacked every year plus CCTV

We have drug users in our back streets and we call this city ward more like shitty ward.

How are we suppose to attract new students or prospective families in our area if one filthy with dirt and second so unmanned by council its unreal

The police ignore our voices as council dont care and dont support them so they cannot do everything on there own.

So sad to say around the city ward houses around here range from £140,000 to £340,000 and yet the roads and streets are disgusting dont even get a road sweeper or bin men attending on time.

Support Letter 1

Thank you for the consultation letter. We welcome the initiative. It has been a long time coming. We, through local Neighbourhood Forums had raised the issue some fifteen years earlier. Better late than never.

In Fact we would like to see it taken a step further and have this area declared a Home Zone.

Furthermore we believe local roads need to be upgraded as they are all in desrep[airs].

Woodhead Road is one of the maid roads in the middle of the area. It is also used to take traffic off the ring road whenever there are some incidents. The current speed bumps are crumbling and need replacing.

Wew suggest two mini roundabouts on Woodhead Road. One at its junction with Summerville Road and the other at its junction with St Margaret's Road.

The disused bus stop at Mangla Jewellers on Horton Grange Road has become an obstruction for traffic joining from Spencer Road. Could you please have a look at that also.

We believe all the yellow thermoplastic speed buymbs should be replaced by Roundtop Humps or Speed Plateau as these are more lasting and more of a deterrent than the normal yellow thermoplastic ones.

Support Letter 2

I fully support the 20mph speed limit. I do not object to the speed bumps and sleeping policemen.. Yellow ramps, but if you do consider the objections then why not replace them with 20mph speed cameras. They are effective elsewhere eg mixenden.

Also use the data you get from the ANPR cameras. Too many uninsured and untaxed cars about.