



Report of the Director of Place to the meeting of the Shipley Area Committee to be held on 28th July 2021

A

Subject:

Consideration of one objection received from a local resident to proposed Traffic Calming on Moor Lane, Burley Wharfedale.

Summary statement:

This report deals with an objection received from a nearby resident to the locations of the proposed road humps on Moor Road, Burley In Wharfedale.

EQUALITY & DIVERSITY:

It is expected that there will be no disproportionate impact from the items recommended for implementation within this report; however, any elements where a potential disproportionate impact is identified, through more detailed investigation and design, will be subject to Equality Impact Assessments.

Jason Longhurst
Strategic Director of Place

Portfolio:
Housing, Planning and Transport
Overview & Scrutiny Area:
Environment and Waste Management

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1 Summary

- 1.1 This report deals with an objection received from a nearby resident to the locations of the proposed road humps on Moor Road, Burley In Wharfedale.

2 Background

- 2.1 In July 2019, this Committee approved a casualty reduction scheme on Moor Road in Burley Woodhead within its capital work programme. This section of Moor Road, which is between Ilkley and Burley had 1 fatal, 2 serious and 4 slight accidents over a 5-year period ending April 2019.
- 2.2 The proposals consist of a 30mph speed limit Order to replace the existing 50mph speed limit on this road, provision of a double white line system to stop overtaking, and construction of 4 sets of speed humps to discourage inappropriate speeding near the residential properties.
- 2.3 Details of the proposals on Moor Road are shown on drawing no.TDG/THN/104586/CON/1A which is attached as appendix 1.
- 2.4 The proposed traffic calming measures were advertised for a 3-week period (2nd July to 24th July 2020) on-site and within the local press, and resulted in one objection being received. The objector's and officer comments are shown within Appendix 2 of this report.
- 2.5 A survey (involving an electronic radar data logger) was undertaken on this road to determine traffic speeds and volumes to help decide on the most appropriate form of proposed traffic calming.

3 OTHER CONSIDERATIONS

- 3.1 Due to this section of Moor Lane being resurfaced in July 2019, there is a 3 year embargo period regarding undertaking works within the carriageway surface. This means that the proposed road humps could not be installed before the embargo period ends in July 2022.
- 3.2 This report has not been considered by the Overview and Scrutiny Committee.

4 FINANCIAL & RESOURCE APPRAISAL

4.1 Financial

The costs necessary to introduce the proposed scheme have been allocated from this Committee's capital allocation.

4.2 Resources

The proposed traffic calming works can be processed within existing staff resources.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1 There are no risk management and governance implications

6 LEGAL APPRAISAL

6.1 There are no legal implications at present

7 OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

7.1.1 There are no sustainability implications

7.2 GREENHOUSE GAS EMISSIONS IMPACTS

7.2.1 There are no implications regarding greenhouse gas emissions impacts

7.3 COMMUNITY SAFETY IMPLICATIONS

7.3.1 The proposed traffic calming measures are considered necessary:

- To modify vehicle speeds and reduce the potential for traffic collisions, and the number and severity of personal injuries;
- To preserve and improve the amenities of the area through which Moor Road runs.

7.4 HUMAN RIGHTS ACT

7.4.1 There are no implications for human rights

7.5 TRADE UNION

7.5.1 There are no trade union implications

7.6 WARD IMPLICATIONS

7.6.1 The proposed scheme is situated in the Bingley ward.

7.7 IMPLICATIONS FOR CORPORATE PARENTING

7.7.1 There are no issues arising from this report

7.8 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

7.8.1 There are no issues arising from this report

8. NOT FOR PUBLICATION DOCUMENTS

8.1 None

9. OPTIONS

9.1 Option 1 (RECOMMENDED)

- That the objection be overruled and the proposed traffic calming features be approved as advertised
- The proposed 30 mph speed limit and double white line system be implemented.
- The proposed road humps be installed after the embargo period of the road surface ends.
- That the objector be advised accordingly.

9.2 Option 2 (NOT RECOMMENDED)

- That the objection be upheld, and the proposals be altered or abandoned.
- That the objector be advised accordingly.

9.3 Option 3 (NOT RECOMMENDED)

- Members may prefer to take a course of action other than that indicated in the above options or recommendations

10. RECOMMENDATIONS

10.1 That the objection be overruled.

10.2 That the proposed speed limit order and double white line system be implemented.

10.3 That the proposed road humps as shown on the drawing no.TDG/THN/104586/CON-1A be constructed on this section of Moor after the end of the embargo period.

10.4 That the objector be advised accordingly.

11. APPENDICES

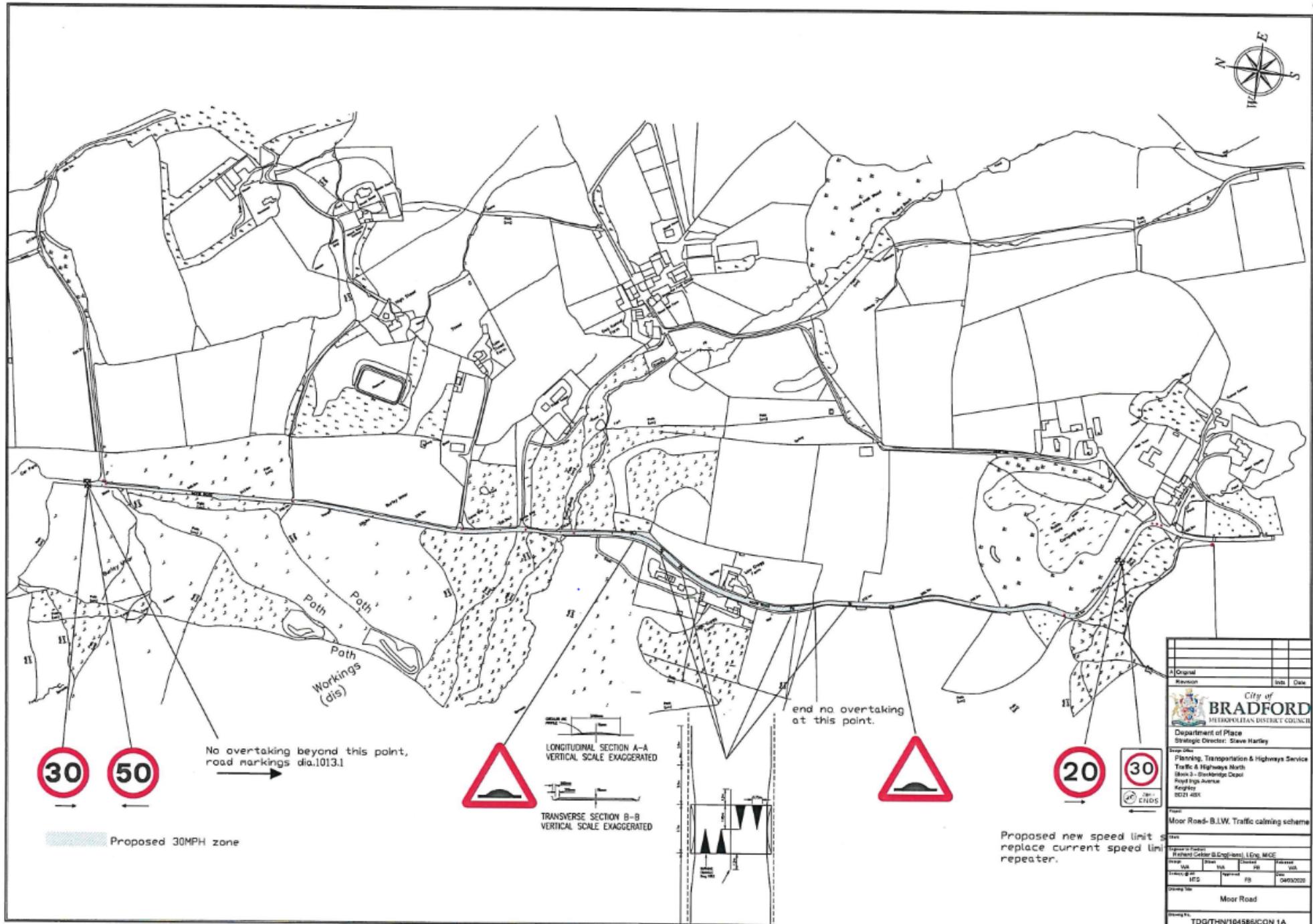
11.1 Appendix 1 - Drawing no.TDG /THN/104586/CON-1A (Scheme proposals as formally advertised)

11.2 Appendix 2 - Objector's and officer comments.

12. BACKGROUND DOCUMENTS

12.1 The Safer Road Development Budget Report to the Strategic Director (Planning) to the meeting of this Committee held on 31 July 2019

APPENDIX 1



APPENDIX 2

Objector's concerns	Officer Comments
<ul style="list-style-type: none">The objector who is a local resident has expressed concerns that the proposed road humps as planned would not address the traffic issues on this section of Moor Road.The proposed road humps need to be positioned further towards Ilkley before the bend approaching Cragg House and before the brow of the hill approaching the beck.The cars lose control after leaving the open, and the new 30mph speed limit order would not address the problems.	<ul style="list-style-type: none">The proposals have been carefully considered and the types of proposed traffic calming feature and their locations are deemed appropriate for this site.The existing bend is a natural speed reducing feature. The location of the proposed road humps are aimed at addressing speeding within the vicinity of residential properties.The proposed scheme, if implemented, will be monitored. If the scheme does not meet its intended objectives, there may be scope to consider further remedial treatments at a later stage.