

## Report of the Director of Place to the meeting of Keighley Area Committee to be held on 23<sup>rd</sup> June 2022

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### **Subject:**

Consideration of 1 objection received from a local resident to a proposed speed limit reduction on Otley Rd/Carr Lane, East Morton.

### **Summary statement:**

This report deals with an objection received from a resident to the reduction in speed limit proposed for Otley Road/Carr Lane, East Morton.

### **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.

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Strategic Director of Place

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### **Portfolio:**

**Regeneration, Planning & Transport**

### **Overview & Scrutiny Area:**

**Regeneration & Environment**

## **1. SUMMARY**

- 1.1. This report deals with an objection from a nearby resident to the reduction in speed limit on Otley Rd/Carr Lane, East Morton. They are objecting to the multiple changes in speed limit over a relatively short length on this stretch of road.

## **2. BACKGROUND**

- 1.2. In July 2021, this Committee approved a casualty reduction scheme on Otley Road/Carr Lane, East Morton within its capital work programme. This section of road, on the outskirts of East Morton, had a 50mph speed limit leading into a 20mph zone and was situated on a steep decline (17%).
- 1.3. The proposals consist of a 30mph speed limit Order to replace the existing 50mph speed limit on a 600m stretch of Otley Road and a 590m section of Carr Lane, East Morton. There is also a separate stretch of existing 40mph speed limit on Carr Lane at the opposite end of East Morton that will be replaced with a 30mph speed limit in the same Order, however this is not subject to any objections.
- 1.4. Details of the proposals on Otley Road/Carr Lane subject to the objection are shown on drawing no. P/HS/THN/104846/CON-1A (1 of 2) which is attached as Appendix 1.
- 1.5. The proposed Speed Limit Order was advertised for a 3-week period (10<sup>th</sup> March to 1<sup>st</sup> April 2022) on-site and within the local press, resulting in one objection being received. The objectors and officer comments are shown in Appendix 2 of this report.

## **3. OTHER CONSIDERATIONS**

- 3.1 This report has not been considered by the Overview and Scrutiny Committee.

## **4. FINANCIAL & RESOURCE APPRAISAL**

- 1.6. The costs necessary to introduce the proposed scheme have been allocated from this Committees capital allocation.

## **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**

1.1.1. There are no sustainability implications.

### **7.2 GREENHOUSE GAS EMISSIONS IMPACTS**

1.1.1. There are no implications regarding greenhouse gas emissions impacts.

### **7.3 COMMUNITY SAFETY IMPLICATIONS**

1.1.1. The proposed reduction in speed limit is considered necessary:

- To modify vehicle speeds and reduce the potential for traffic collisions, and the number and severity of personal injuries.

### **7.4 HUMAN RIGHTS ACT**

1.1.2. There are no implications for human rights.

### **7.5 TRADE UNION**

1.1.1. There are no trade union implications.

### **7.6 WARD IMPLICATIONS**

1.1.1. The proposed scheme is situated in the Keighley East and Bingley Rural wards.

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

1.1.2. In July 2021, this Committee approved this casualty reduction scheme on Otley Road/Carr Lane, East Morton within its capital work programme.

### **7.8 IMPLICATIONS FOR CORPORATE PARENTING**

1.1.2. There are no issues arising from this report

### **7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT**

1.1.3. There are no issues arising from this report

## **8. NOT FOR PUBLICATION DOCUMENTS**

1.2. None

## **9. OPTIONS**

### 1.2. Option 1 (Recommended)

- That the objection be overruled and the proposed reduction in speed limit be approved as advertised
- The proposed 30mph speed limit be implemented
- That the objector be advised accordingly.

### 1.3. Option 2 (Not recommended)

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

### 1.4. 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**

1.1. That the objection be overruled

1.2. That the proposed speed limit order be implemented

1.3. That the objector be advised accordingly.

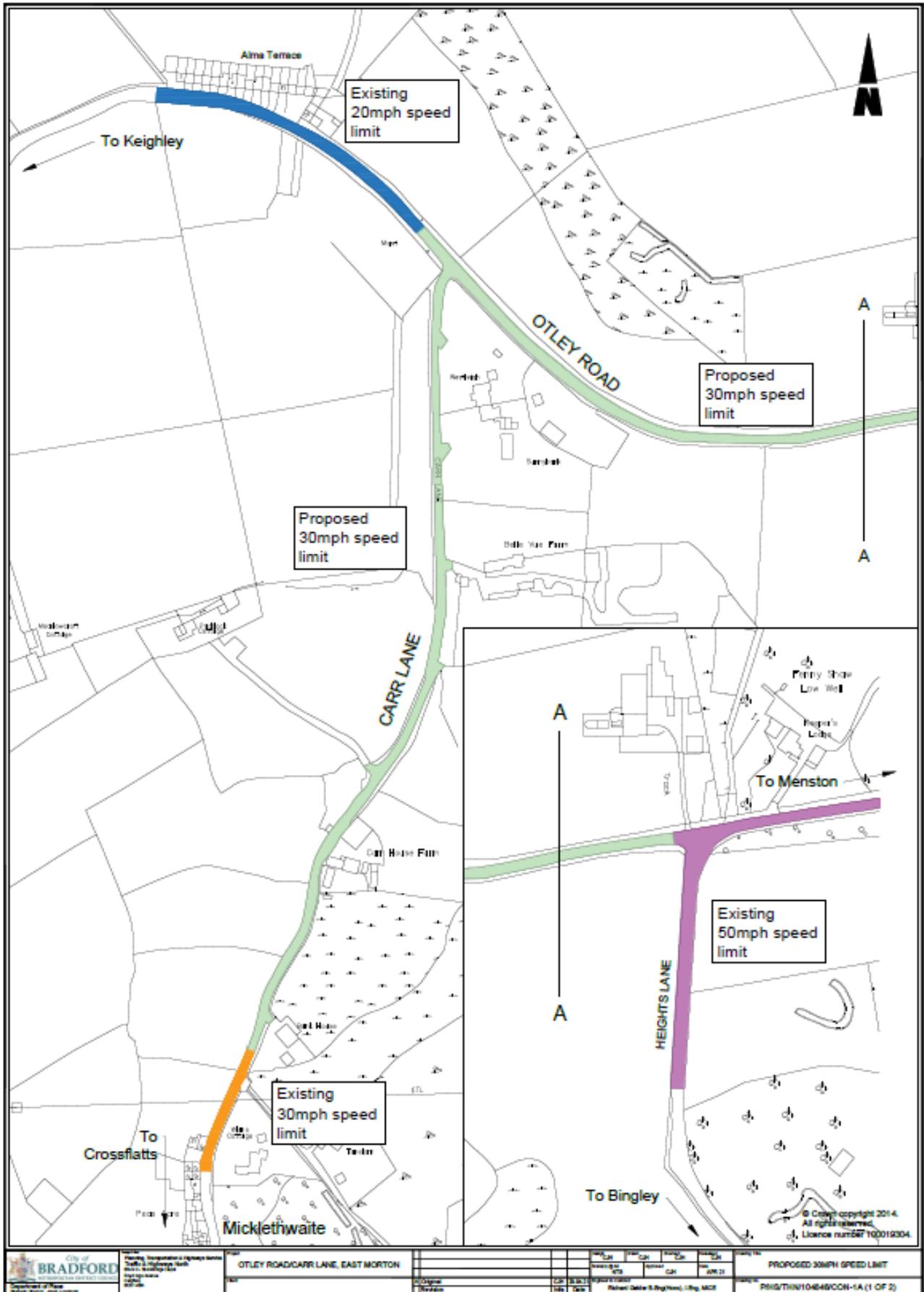
## **11. APPENDICES**

1.1. Appendix 1 – Drawing no. P/HS/THN/104846/CON-1A (1 of 2) (Scheme proposals as formally advertised)

1.2. Appendix 2 – Objector's and officer comments.

## **12. BACKGROUND DOCUMENTS**

1.1. None



<p>City of <b>BRADFORD</b> METROPOLITAN DISTRICT COUNCIL</p>	<p>Planning, Transportation &amp; Highway Services Traffic &amp; Highway Services Roads &amp; Highways 2014</p>	<p>OTLEY ROAD/CARR LANE, EAST MORTON</p>		<p>Scale</p>	<p>Author</p>	<p>Check</p>	<p>Date</p>	<p>Version</p>
		<p>Original</p>	<p>CA</p>	<p>CA</p>	<p>CA</p>	<p>CA</p>	<p>CA</p>	<p>CA</p>
<p>© Crown copyright 2014. All rights reserved. Licence number 10019304.</p>		<p>PROPOSED 30MPH SPEED LIMIT</p>		<p>PHG/TH/104849/00N-1A (1 OF 2)</p>				

## Appendix 2

<b>Objector's comments</b>	<b>Officer comments</b>
<p>I am a resident of East Morton and regularly use both of the roads highlighted in the proposal.</p> <p>I hold an advanced qualification with the Institute of Advanced Motoring.</p> <p>I believe one of the challenges drivers face in adhering to the speed limit is when travelling along roads where the limit regularly changes.</p> <p>With regard to the proposal for Otley Road, I object. I can see no good reason for it, the road has no habitation and there are ample warning signs of the change to 20 mph. All it would do would be to compound the problem I identify above with multiple changing speed limits.</p>	<p>This proposed reduction in the speed limit to 30mph is intended as a buffer zone between the existing 50mph speed limit and the 20mph speed limit. Drivers are then encouraged to slow down from the higher speeds well in advance of the 20mph zone and before they start to descend the steep decline.</p> <p>This scenario is used to great effect in rural areas.</p> <p>At present the countdown markers do warn drivers of an upcoming reduction in speed but they are still travelling at higher speeds when they hit the 20mph zone, therefore making it harder to reach the required speed limit before arriving in the built up areas.</p>