

Report of the Strategic Director Place to the meeting of Shipley Area Committee to be held on 6th July 2022.

A

Subject:

A Petition Requesting Measures To Combat Speeding Traffic On Lee Lane/Moorview Drive, Cottingley.

Summary statement:

A Request By Petitioners To Have Measures Installed On Lee Lane/Moorview Drive, Cottingley, To Achieve Greater Speed Limit Compliance And Improve Road Safety.

EQUALITY & DIVERSITY:

The Shipley Traffic Team provides a diverse range of road safety schemes and activities that engage with individuals across the Shipley constituency.

In formulating the options proposed in this report, due regard has been given to the Council's duty under s149 of the Equality Act 2010.

Jason Longhurst
Director (Place)

Report Contact: Simon D'Vali
Phone: (01274) 434674
E-mail: simon.dvali@bradford.gov.uk

Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

Regeneration & Environment.

1. SUMMARY

- 1.1 This report relates to a petition requesting the provision of speed reducing measures on Lee Lane and Moorview Drive, Cottingley.

2. BACKGROUND

- 2.1 On 12 October 2021, The Council received a petition signed by 231 signatories, requesting the provision of speed reducing measures on Lee Lane and Moorview Drive, Cottingley. The Council subsequently referred the petition to the Strategic Director, Place for consideration at a future meeting of this Committee.
- 2.2 The petition's front page is attached to this report as Appendix 1.
- 2.3 The adopted length of Lee Lane is a semi-rural category C road linking Cross Lane and B6146 Cottingley Moor Road, and is 1900 metres long. At the approximate mid-point of Lee Lane is located Moorview Drive, which is a residential linear hamlet comprising approximately 40 properties (the majority of which are located on the southern side of Lee Lane).
- 2.4 The Locations of Lee Lane and Moorview Drive are identified within Appendix 2 of this report.
- 2.5 Lee Lane is subject to a 30mph speed limit (introduced by Speed Limit Order No.6 in 1997) and has a system of street lighting along its length (much of the lighting apparently being introduced after the Speed Limit Order was promoted). The carriageway width is approximately 5.2 metres, with no footway on either side. There are two Vehicle Activated Signs on Lee Lane - one located at each end of Moorview Drive.
- 2.6 A survey of traffic speeds involving the use of a data logger installed on Lee Lane from 24 June until 30 June 2022 (thereby including weekdays and the weekend) produced the following results:

East-bound (ie. travelling towards Cottingley):

Total volume = 2219 vehicles
Mean speed = 29mph

Of the 2219 vehicles recorded, 1223 (55%) were driving at or below the speed limit.

West-bound (ie. travelling towards Wilsden):

Total volume = 2062 vehicles
Mean speed = 29mph

Of the 2062 vehicles recorded, 1094 (53%) were driving at or below the speed limit.

- 2.7 A more detailed analysis of speeds recorded during the survey are shown within Appendix 3 of this report.
- 2.8 Council records show that two traffic collisions resulting in 2 personal injuries (both 'slight' in terms of severity) have occurred along Lee Lane (excluding its junction with B6146 Cottingley Moor Road) within the five-year period up to 12 May 2022 (the latest five-year period for which records are available).

3. OTHER CONSIDERATIONS

- 3.1 Lee Lane was resurfaced in August 2021, leading to some residents claiming that the improved road surface has resulted in an increase in traffic speeds.
- 3.2 On 13th February 2022, West Yorkshire Police carried out their own day-time speed survey on Lee Lane (the location of that speed check being identified within Appendix 2 of this report). The respective mean speed and 85th percentile speed of that survey (comprising a sample of 35 vehicles) was 33mph and 38mph.
- 3.3 The petition's front page makes reference to a traffic collision resulting in a fatality. That traffic collision occurred in December 2015 and involved a motorcycle and car. Speed was not a recorded contributory factor in that collision.
- 3.4 A Senior Traffic Engineer within the Shipley Traffic Team met the lead petitioner and a small number of signatories to the petition on-site in December 2021. At that meeting, the petitioners discussed their concerns as well as measures they would like to see introduced along Lee Lane. Those measures included speed tables, speed cushions, and signs to remind drivers of the existing speed limit.
- 3.5 Current regulations expressly forbid the provision of speed-limit repeater signs on roads where there is carriageway lighting not more than 183 meters apart and which are subject to a 30mph speed limit (irrespective of how the speed limit has been imposed). Lee Lane/Moorview Drive falls within this category, and as the Department for Transport will not make exceptions to this rule, 30mph speed limit repeater signs on Lee Lane/Moorview Drive cannot be considered.
- 3.6 Of the petition's 231 signatories, 97 were patrons of recreational facilities located on or close to Lee Lane.
- 3.7 Elected Members for Bingley Rural acknowledge the petitioners' concerns regarding traffic speeds, describing it as a cut-through from Cottingley/Bradford to Wilsden, and would support the introduction of safety (speed) cameras and/or physical speed reducing measures, as well as a review of the speed limit.
- 3.8 Lee Lane/Moorview Drive does not meet the criteria required for consideration of safety (speed) cameras. A significant reduction in those speeds referred to in Appendix 3 of this report would likely only be achieved through the introduction of traffic calming measures.

- 3.9 In recent months, the lead petitioner and other petition signatories have reported various alleged anti-social traffic incidents occurring on Lee Lane (some of which were investigated by West Yorkshire Police).

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 It is estimated that a series of strategically placed vertical traffic calming features of the type discussed with petitioners on-site in December 2021 would cost circa £12k.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 There are no significant risks arising out of the implementation of this report's proposed recommendations.

6. LEGAL APPRAISAL

- 6.1 The proposals in this report are within the Council's powers as Highway Authority under the terms of the Road Traffic Regulation Act 1984.

7. OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

None

7.2 GREENHOUSE GAS EMISSIONS IMPACTS

There are no greenhouse gas emissions impacts associated with this report.

7.3 COMMUNITY SAFETY IMPLICATIONS

Bradford Council delivers a wide-range of speed management projects including traffic calming and revised speed limits. Such measures, along with partnership activities, form part of improving safety in local communities.

7.4 HUMAN RIGHTS ACT

There are no implications for the Human Rights Act arising from this report.

7.5 TRADE UNION

None

7.6 WARD IMPLICATIONS

Lee Lane/Moorview Drive are located within the Bingley Rural Ward. Respective Ward Members would be involved in the development of any site specific projects arising from this report.

7.7 AREA COMMITTEE ACTION PLAN IMPLICATIONS

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 Option 1 – That:

- Lee Lane/Moorview Drive be included within the list of scheme candidates to be considered annually by this Committee for possible inclusion within its Safer Roads Programme.
- The lead petitioner be advised accordingly.

9.2 Option 2 – That:

- This Committee notes the petitioners' concerns and recommends no further action.
- The lead petitioner be advised accordingly.

9.3 Option 3 – That:

- Members may prefer to take a course of action other than that indicated in the above options or the recommendations, in which case they will receive appropriate guidance from officers.

10. RECOMMENDATIONS

10.1 Option 1 – That:

- Lee Lane/Moorview Drive be included within the list of scheme candidates to be considered annually by this Committee for possible inclusion within its Safer Roads Programme.
- The lead petitioner be advised accordingly.

11. APPENDICES

Appendix 1 - Petition's front page

Appendix 2 - Plan identifying location of Lee Lane/Moorview Drive

Appendix 3 - Data Logger Speed And Volumetric Results

12. BACKGROUND DOCUMENTS

None

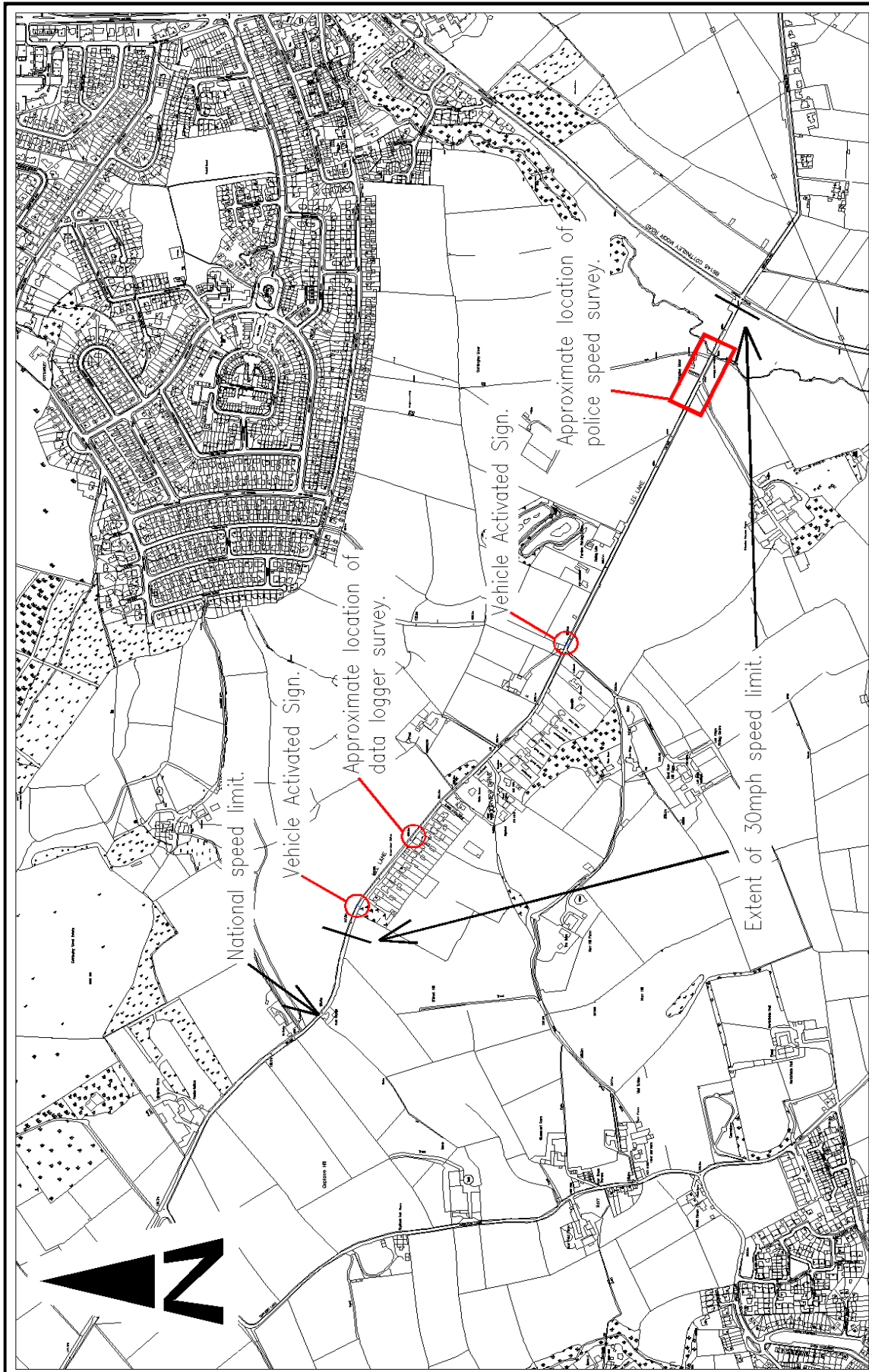
1/5

PETITION TO COMBAT SPEEDING TRAFFIC
LEE LANE / MOORVIEW DRIVE
BRADFORD BD16

For many years, the lane was subject only to the National Speed Limit (60 mph), which was far too fast given the narrowness and residential nature of much of it as well as its regular use by walkers (there are no pavements, so pedestrians must walk in the road), dog-walkers, children and horse riders from five local stables.

Having successfully petitioned Bradford Council for the introduction of a 30 mph speed limit some years ago, it is evident that, since its introduction, a significant proportion of through motorists continue to ignore the speed limit and present a clear danger to all road users. The incidence of speeding and anti-social and dangerous driving has increased alarmingly over the last few years and we have seen one fatality and several near misses.

Before the inevitable second fatality occurs, we, the undersigned, call on Bradford Council to install speed limit enforcement and/or traffic-calming measures – whatever is deemed appropriate for the circumstances – to make the irresponsible drivers slow down and to restore the safety of the road.



<p>City of Bradford METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: Adam Jones</p>		<p>Planning, Transportation & Highway Services Traffic & Highway Safety Road Safety - Speed Management 100% of Road # 985 & 9 5127-134</p>		<p>Project LEE LANE, COTTINGLEY</p>		<p>Drawn Title Revision A Original B Resubmit</p>		<p>Author JH</p>		<p>Checked JH</p>		<p>Drawn JH</p>		<p>Approved JUN 22</p>		<p>PETITION REQUESTING SPEED REDUCING MEASURES</p>	
								<p>Engineer in Charge Richard Golder (B Eng)(Hons), (Eng, NICE)</p>		<p>Scale No. P/HS/TH/</p>							

Data Logger Speed And Volumetric Results

Date of survey = 24 June until 30 June 2022

East-bound (ie travelling towards Cottingley):

Total volume = 2219 vehicles

Mean speed = 29mph

85th Percentile (ie. the speed at which 85% of traffic was travelling at, or below, along Lee Lane (under free flow conditions)) = 37mph

Speed Band	No. of recorded vehicles
1-15mph	140
16-30mph	1083
31-35mph	571
36-40mph	271
41-45mph	103
46-50mph	22
51-55mph	18
56-60mph	9
61+	2

Of the 2219 vehicles recorded, 1223 (55%) were driving at or below the speed limit.

West-bound (ie travelling towards Wilsden):

Total volume = 2062 vehicles

Mean speed = 29mph

85th Percentile (ie. the speed at which 85% of traffic was travelling at, or below, along Lee Lane (under free flow conditions)) = 37mph

Speed Band	No. of recorded vehicles
1-15mph	161
16-30mph	933
31-35mph	548
36-40mph	288
41-45mph	79
46-50mph	32
51-55mph	10
56-60mph	8
61+	3

Of the 2062 vehicles recorded, 1094 (53%) were driving at or below the speed limit.