

Report of the Strategic Director Place to the meeting of Bradford West Area Committee to be held on 4th August 2022.

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Subject:

LEYLANDS LANE, BRADFORD, TRAFFIC CALMING MEASURES - OBJECTIONS

Summary statement:

This report considers objections received to recently advertised proposals for traffic calming measures on Leylands 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: Heaton

Jason Longhurst
Strategic Director Place

Portfolio:

Regeneration, Planning & Transport

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Overview & Scrutiny Area:

Regeneration & Environment

1. SUMMARY

- 1.1 This report considers objections to recently advertised proposals for traffic calming measures on Leylands Lane, Bradford between the junctions with Toller Lane and Heaton Park Road.

2. BACKGROUND

- 2.1 Concerns have historically been raised by local residents regarding traffic speeds on Leylands Lane. Collisions records show that 11 casualties have occurred in the previous 5 years. More recently there has been another collision outside 57 Leylands Lane.
- 2.2 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 traffic management measures on Leylands Lane, Bradford.
- 2.3 The location of the proposed traffic calming measures is shown on drawing nos. HS/TRSS/BS/104772//CON-1A , attached as Appendix 1.
- 2.4 The proposals were advertised between 9th June 2022 and 1st July 2022 . At the same time consultation letters and plans were delivered to residents fronting Leylands Lane This resulted in 2 objections.
- 2.5 There have also been telephone calls and written support from residents.
- 2.6 A summary of the points of objection and corresponding officer comments is tabulated below:

Objectors Concerns	Officers Comments
<p><u>Objector No 1</u></p> <p>The objector has written four points for their reason for objecting. These are;</p> <ol style="list-style-type: none"> 1. Noise nuisance 2. Accelerating between speed bumps. 3. Will cause traffic build up and congestion. 4. Bumps can cause long term back pain. 5. Our recommendations are that to install speed camera on Leylands Lane. 	<ol style="list-style-type: none"> 1. Whilst traffic calming features can produce some noise when vehicles travel over them, the reduction in traffic speeds and a smoother driving style can result in a reduction in overall noise level. Leylands Lane benefits from properties that are set back from the road where traffic calming features are proposed. 2. All designs for traffic calming features are based on the guidance from the Local Transport Note 01/07 on traffic Claming in conjunction with the layout and constraints of the road itself. Therefore spacings between traffic calming features are set between 70 to 100 metres in most cases. 3. By generating a consistent flow of vehicles, traffic calming can result in lower and more consistent traffic speeds which in turn helps reduce congestion. Implementing traffic calming can also reduce the volume of traffic choosing to use that road. 4. All traffic calming features are built to national guidelines. Vehicles travelling over road humps at appropriate speeds should not be detrimental to people or vehicles, provided the humps conform to the Highways (Road Hump) Regulations and are driven over at appropriate speeds. 5. Speed cameras can only be installed if the location meets the selection criteria set out by the West Yorkshire Camera Partnership. One of the criteria that the sites must meet is based on collisions and for fixed cameras there should be at least 4 collisions resulting in the casualties being killed or seriously injured per km. Fortunately leylands Lane does not meet this criteria.

Objector No 2

The objector has made the following points of objections:

1. I don't think this is going to make a significant difference in nuisance drivers because there's always a gap enough for them to put they foot down and slow down on humps.
2. Also when ever the council has put humps on they are very badly designed for cars like the ones on lumb lane bd8 and Fairbank road bd8.. they are a awful design for normal and small Cars.
3. The decision then was made by someone sitting behind a desk who and never been in the area. The point is I would appreciate if the council would sit and have a meeting with the residents of the area and then make a decision rather than just thinking what would be better for the road.
4. On the other hand it is a main road and having speed humps just spoils the area especially being a Heaton Village. We will have more traffic on the road because everyone will be going very slow and it will be like a very busy road and that will start to affect the house prices in the area.
5. I have in the past asked them to put a speed camera up and that will sort the issue out once and for all. A camera would be much better if it was put on the right place and covered both sides up and down. Also it

1. All designs for traffic calming features are based on the guidance from the Local Transport Note 01/07 on traffic Claming in conjunction with the layout and contraits of the road itself. Therefore spacings between traffic calming features are set between 70 to 100 metres in most cases.
2. All traffic calming features are built to national guidelines.
3. Engineers have been on site and carefully considered the design for traffic calming and based on delivering a solution to the problems presented, within the given budgets. Consulation letters were sent out approximately 52 properties on Leylands Lane Lane notifying them of the proposals. In addition street notices were put up on lighting columns. In additional an online link where the proposals could be viewed and inviting the public to make comments regarding the scheme proposals.
4. The aim of the scheme is to reduce the likelihood of speeding vehicles. If this is achieved this will be a benefit to Heaton Village as reducing vehicle speeds is likely to reduce the severity of any injury resulting from a collision, particularly if the injury is to more vulnerable road user such as pedestrians or cyclists. 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.
5. Speed cameras can only be installed if the location meets the selection criteria set out by the West Yorkshire Camera Partnership. One of the criteria that the sites must meet is based on collisions

<p>would be much cheaper I guess than putting loads or humps going all the way up the street.</p>	<p>and for fixed cameras there should be at least 4 collisions resulting in the casualties being killed or seriously injured per km. Fortunately leylands Lane does not meet this criteria. The cost of installing Speed Cameras is much more costly than the traffic calming features being proposed.</p>
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3. OTHER CONSIDERATIONS

- 3.1 Local ward members and the emergency services have been consulted on the proposals. No adverse comments have been received from emergency services.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The estimated cost of the proposals is £30,000. 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 Leylands 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.

7. OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

The implementation of measures to reduce vehicle speeds and improve safety encourages more sustainable travel modes such as walking and cycling.

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 Leylands 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 proposed traffic calming measures on Leylands Lane 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 on Leylands Lane be implemented as advertised.

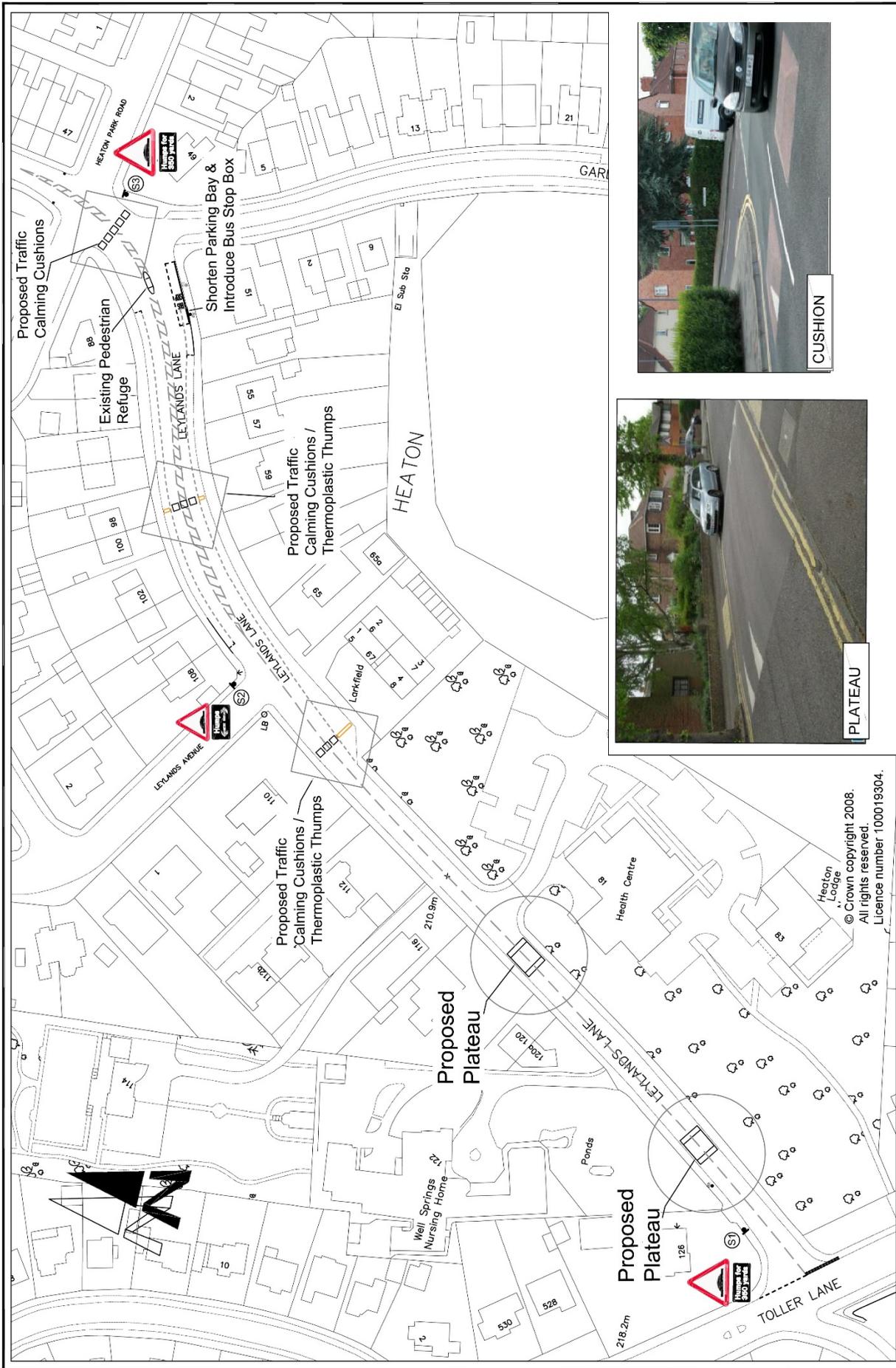
10.2 That the objectors be informed accordingly.

11. APPENDICES

Appendix 1 Drawing HS/TRSS/BS/104772//CON-1A

12. BACKGROUND DOCUMENTS

12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/104772



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<p>City of BRADFORD METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: Jason Longhurst</p>		<p>Project: LEYLANDS LANE TRAFFIC CALMING MEASURES</p>		<p>Drawing Title: CONSULTATION PLAN</p>	
<p>Drawn by: Transportation & Highways Service</p>		<p>Checked: AM</p>		<p>Released Date: 01/22</p>	
<p>Designed by: Traffic & Highways Unit</p>		<p>Drawn: SA</p>		<p>Engineer's Consent: Richard Galdier B Eng(Hons), I Eng, MICE</p>	
<p>Client: Brimma House Bradford BD1 1HX</p>		<p>SA: 25.01.22</p>		<p>Drawing No: HS/TRSS/BS/104772/CON-1A</p>	
<p>Revision:</p>		<p>Ints: Date</p>		<p>Revision:</p>	