

Strategic Director – (Place)

DECISION SHEET £100K and above

SUBJECT: SCHOOLS 20mph ZONES SCHEME – Objection to the traffic calming features proposed in the Keighley Constituency

APPENDICES:

Appendix 1 - DRAWING NO: HS/TRSS/105012/CON-14A

Appendix 2 – Objections

MATTER FOR CONSIDERATION:

1. At the meeting of Executive Committee on 12 June 2018 approval was given to establish a top-slice from the existing Safer Roads budget for strategic schemes. The resolution was for delegated authority be given to the Strategic Director of Place in consultation with the Portfolio Holder to approve and promote strategic or district wide projects from the Safer Roads budget allocation.
2. The Schools 20mph Zones Scheme was approved as part the Strategic Safer Roads programme 2020/21 via by decision sheet on 9 December 2020. The schemes covers the following schools/locations:

SCHOOLS 20-21 PROGRAMME	WARD
All Saints' CE Primary (Bfd)	City (with traffic calming)
Princeville Primary	City
St William's Catholic Primary	City (with traffic calming)
Carlton Bolling College (Secondary)	Bowling & Barkerend
Fearnville Primary	Bowling & Barkerend
Keighley St Andrew's CE Primary	Keighley Central
Our Lady of Roman Catholic Primary Victories School	Keighley West (with traffic calming)
Feversham College (Secondary)	Bolton & Undercliffe
Peel Park Primary	Bolton & Undercliffe
Westminster CE Primary Academy	Bolton & Undercliffe
Abbey Green Nursery	Manningham

Atlas Community Primary School	Manningham
Dixons Manningham Academy (Primary)	Manningham (with traffic calming)

Green Lane Primary School	Manningham
Iqra Academy (Primary)	Manningham
Miriam Lord Community Primary	Manningham
Oasis Academy Lister Park (Secondary)	Manningham
St Bede`s and St Joseph's Catholic College	Manningham
Westbourne Primary School	Manningham
Bankfoot Primary	Little Horton
Canterbury Children's Centre	Little Horton
Dixons City Academy (Secondary)	Little Horton (with traffic calming)
Horton Park Primary School	Little Horton
Newby Primary School	Little Horton (with traffic calming)

3. A variety of stakeholders have been consulted, either directly or via street notices and press publications. Over 300 residents/businesses were consulted in the areas that it is proposed to introduce traffic calming measures, engagement on the scheme overall has involved a much more significant area (approximately 7000 affected properties). There have been 9 representations received in respect of the formal advertisement of the Speed Limit Orders and traffic calming proposals. 1 objection has been received to the type of traffic calming feature being proposed in Keighley Constituency (Guard House Road) and is detailed in Appendix 2.
4. The Emergency Services have not expressed any concerns.

FINANCIAL & RESOURCE APPRAISAL

The estimated cost to process and implement the scheme is £240,000. This can be met from the approved allocation of £100,000 from the 2020/21 Safer Roads budget for strategic schemes and a £140,000 contribution from the Climate Emergency Fund.

RISK MANAGEMENT

There are no significant risk management implications.

LEGAL APPRAISAL

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.

OTHER IMPLICATIONS

EQUALITY & DIVERSITY

It is expected that there would be no disproportionate impact from the scheme recommended for promotion within this report. An Equality Impact Assessment has been completed.

SUSTAINABILITY IMPLICATIONS

The implementation of 20mph zones (and, where appropriate, associated traffic calming measures) in residential areas around schools would encourage an increased number of walking and cycling journeys by reducing vehicle speeds and, potentially, traffic volumes.

GREENHOUSE GAS EMISSIONS IMPACTS

The proposals would support a reduction in car-borne journeys and thus potentially have a positive impact on emissions.

COMMUNITY SAFETY IMPLICATIONS

The proposals will be beneficial to road safety by reducing the speed limit to 20mph in roads near to schools and the surrounding area where there is a great deal of pedestrian activity and school journeys will be made on foot.

HUMAN RIGHTS ACT

There are no implications for Human Rights.

TRADE UNION

There are no trade union implications.

WARD IMPLICATIONS

Ward members have been fully consulted on the proposals

AREA COMMITTEE ACTION PLAN IMPLICATIONS

None

RESOLUTION

I, Jason Longhurst. Strategic Director - Place to the City of Bradford Metropolitan District Council, pursuant to Article 14.20 of the Constitution hereby resolve: -

*That the objection to the type of traffic calming features proposed for Guard House Road, Keighley be overruled and the traffic calming be implemented as advertised. Or

~~*That the objection to the type of traffic calming features proposed for Guard House Road, Keighley be upheld and that element of the scheme be abandoned.~~

*(PLEASE DELETE AS APPROPRIATE)

Dated this: 21st day of June 2022



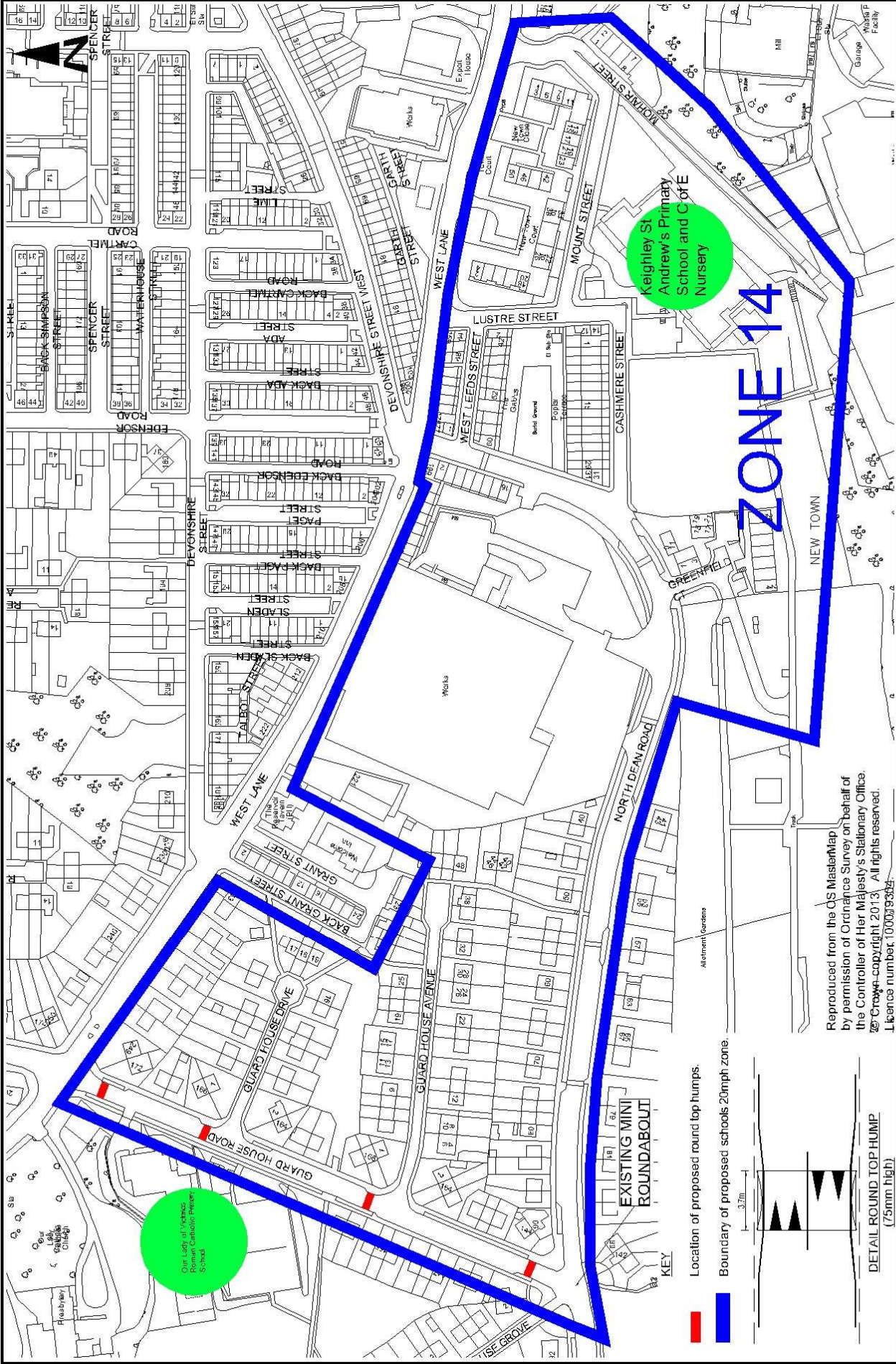
Signed

On behalf of Jason Longhurst, Strategic Director - Place

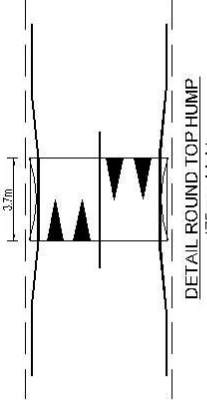


Signed

Councillor Ross-Shaw, Portfolio Holder - Regeneration, Planning and Transport



- Location of proposed round top humps.
- Boundary of proposed schools 20mph zone.



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<p>City of Bradford METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director, Jason Longhurst</p>		<p>Client KEIGHLEY CENTRAL CONSTITUENCY PROPOSED SCHOOLS 20mph ZONE</p>		<p>Project KEIGHLEY CENTRAL CONSTITUENCY PROPOSED SCHOOLS 20mph ZONE</p>		<p>Scale 1:1000</p>	
<p>Revision A Original</p>		<p>Date 10.05.21</p>		<p>Drawn MAG</p>		<p>Checked MAG</p>	
<p>Revision 1</p>		<p>Date 10.05.21</p>		<p>Drawn N.T.S.</p>		<p>Checked N.T.S.</p>	
<p>Revision 1</p>		<p>Date 10.05.21</p>		<p>Drawn Richard Gelder</p>		<p>Checked Richard Gelder</p>	
<p>Revision 1</p>		<p>Date 10.05.21</p>		<p>Drawn B.Eng(hons), LEg, MICE</p>		<p>Checked B.Eng(hons), LEg, MICE</p>	
<p>Revision 1</p>		<p>Date 10.05.21</p>		<p>Drawn HS/TR/S/105012/CON-14A</p>		<p>Checked HS/TR/S/105012/CON-14A</p>	
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REPRESENTATIONS

OBJECTIONS	OFFICER COMMENTS
<p>Residents are finding the great increase in speed bump annoying. Speed bumps I'm sure you will say slows drivers down. However, in reality it only slows the considerate law abiding drivers. Being a driving instructor I see firsthand the dangerous driving over speed bump. The best way to slow drivers down is by speed cameras that DO issue fines and the council ensures they collect these fines. That way the only drivers that need to pay are the speeders and innocent drivers could have a much smoother drive without this bumps. I for one have a spinal injury and bumps cause me great pain.</p> <p>Would this council look at alternatives to speed bumps, I would gladly take part in any meetings on this subject</p>	<p>Successful 20 mph zones and 20 mph speed limits are generally self-enforcing, i.e. the existing conditions of the road together with measures such as traffic calming or signing, publicity and information as part of the scheme, lead to a mean traffic speed compliant with the speed limit. To achieve compliance there should be no expectation on the police to provide additional enforcement beyond their routine activity, unless this has been explicitly agreed.</p> <p>It was considered that traffic speeds on Guard House Road, Keighley would be in excess of the speed deemed appropriate for a 20mph speed limit without calming works. In this instance it was considered that a series of round top humps would be the best form of traffic calming to reduce traffic speeds for the majority of drivers, although as stated by the objector there is always a minority who are not concerned for the safety of other more vulnerable road users.</p> <p>Other forms of traffic calming were considered such as chicanes but these generally are not recommended in areas where residents are reliant on on-street parking, as chicanes will remove convenient parking for the adjacent houses. This can result in objections from the residents and the build outs can be difficult to position. Chicanes are also at their most affective when there is an equal flow of traffic in both directions. This ensures that drivers have to slow down and give way. However, on quieter roads some drivers even speed up when negotiating the chicanes.</p> <p>Local Transport Note 1/07 considers the issue of 'Discomfort to vehicle occupants' resulting from road humps and concludes that 'It is important that humps are carefully designed and built to minimise discomfort for those travelling at appropriate speeds' and '....that humps are built to the local authority design specifications'. The proposals for this project accord with national regulations and Bradford Council's own established specifications for road hump dimensions and profiles.</p> <p>With regard to safety cameras, these are subject to strict selection criteria set out by the</p>

	West Yorkshire Casualty Prevention Partnership. Guard House Road does not meet the required criteria.
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