

# **Report of the Strategic Director Place to the meeting of Bradford South Area Committee to be held on 26<sup>th</sup> January 2023.**

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## **Subject:**

**MOORE AVENUE, BRADFORD, TRAFFIC CALMING MEASURES - OBJECTIONS**

## **Summary statement:**

**This report considers objections received to recently advertised proposals for traffic calming measures on Moore Avenue, 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.

Wards: Great Horton / Wibsey

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David Shepherd  
Strategic Director Place

## **Portfolio:**

**Regeneration, Planning and Transport**

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## **Overview & Scrutiny Area:**

**Regeneration and Environment**

## Report to the Bradford South Area Committee

### 1. SUMMARY

- 1.1 This report considers objections to recently advertised proposals for traffic calming measures on Moore Avenue, Bradford between the junctions with Great Horton Road and Mount Road.

### 2. BACKGROUND

- 2.1 Concerns have historically been raised by local residents about traffic speeds on Moore Avenue. Collisions records show that 8 injury/collisions have occurred in the previous 5 years and two of these resulted in serious injuries.
- 2.2 At the Bradford South Area Committee held on the 7<sup>th</sup> July 2022, funding was approved as part of the Safe Roads schemes programme to introduce traffic management measures on Moore Avenue, Bradford.
- 2.3 The location of the proposed traffic calming measures is shown on drawing nos. HS/TRSS/105400/CON-1A & CON-2A, attached as Appendix 1.
- 2.4 The proposals were advertised between 10 November 2022 and 2 December 2022. At the same time consultation letters and plans were delivered to residents fronting Moore Avenue (approximately 197 letters were delivered). This resulted in 6 objections and 2 responses showing support for the proposals.
- 2.5 A summary of the valid points of objection and corresponding officer comments is tabulated below:

<b>Objectors Concerns</b>	<b>Officers Comments</b>
<p><b><u>Objector No 1</u></b></p> <p>Concerned that proposal will conflict with a proposed vehicular access.</p>	<p>The traffic calming features located adjacent to the drive-way should not cause any difficulty or prevent the use of the proposed drive-way. There are many sites where there are traffic calming features located adjacent to drive-ways and have not caused any issues.</p>
<p><b><u>Objector No 2</u></b></p> <p>Although we do not object to the traffic calming measures proposed, we do object to the location of the speed bumps which are directly outside my premises. By adding speed bumps right outside my property you will cause disruption and inconvenience to me and my family.</p>	<p>Locations of the traffic calming features have been carefully chosen within the restraints on Moore Avenue. The design has also taken in to consideration the distances between each feature and moving the location of one the traffic calming features would possibly mean moving other features too and then having to fit them in within the given restraints of the road layout. Restraints could be such things like,</p>

Report to the Bradford South Area Committee

We have also noted the type of traffic measures you have proposed are similar to those on Cooper Lane which are of poor quality and more over damage vehicles.

Please can you move your speed humps suggestion further down the road.

driveways, utility covers, positioning of traffic calming in relation to other traffic calming features.

All traffic calming features are built to national guidelines and when vehicles are travelling over road humps at appropriate speeds, they should not suffer damage. The traffic calming features will be built as per Bradford Council's standard details which are in accordance with the Highways (Road Hump) Regulations, and will be inspected after construction. If a traffic calming feature fails through wear and tear then this will be subject to the Council's inspection and repair protocols.

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**Objector No 3**

I got your letter about the proposed traffic calming measures. Speed bumps are a horrendous idea. I hate driving down roads with them because they're unpleasant and bad for my car.

All traffic calming features are built to national guidelines. The aim is to reduce vehicle speeds to prevent collisions and reduce accident severity.

Vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to the Highways (Road Hump) Regulations.

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**Objector No 4**

I am in receipt of the Proposed Traffic Calming Measures for Moore Avenue. I am opposed to the use of the proposed measures for various reasons.

Firstly, speed humps increase wear on the suspension on vehicles that may drive over them. Moore Avenue is a busy main road with a great deal of traffic traveling on it daily. The proposed speed humps will have a detrimental effect on vehicular suspension, moreso on the residents' vehicles which will have to drive over

All traffic calming features are built to national guidelines. Vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to the Highways (Road Hump) Regulations. A study in to the effect of repeatedly traversing road humps on vehicles (Kennedy et al., 2004e) showed no damage to any of the vehicles was seen, despite repeated passes at speeds up to 40 mph. However, suspension geometry checks revealed some minor changes in the suspension systems tested. Further testing showed there was no continuing trend for the suspension to move

Report to the Bradford South Area Committee

the speed humps on a regular basis.

Furthermore, we are a caravan-owning household, and our caravan is used for holidays each year. Driving over speed humps with a caravan attached further increases the risk of potential damage to both the vehicle and the caravan.

Additionally, there is the issue of increased sound pollution caused by vehicles being forced to slow down for the many proposed speed humps, inconveniencing the residents living the road.

Winter is approaching, and with speed humps being implemented on Moore Avenue, snowploughs may find it difficult to traverse the road, especially if travelling up the hill. This is an area that receives snow every year and we rely on the use of snowploughs/gritters to help clear the snow from the road.

The proposal of traffic lights to help pedestrians cross the road is also a cause for concern. As previously stated, Moore Avenue is a busy main road, so the congestion caused by these traffic lights would be an inconvenience to both the traffic on the road and the residents of Moore Avenue who may find it more difficult to join the flow of traffic.

Finally, the roadworks required to install the proposed traffic calming measures would again inconvenience the residents of Moore Avenue. The roadworks would likely last for a considerable amount of time, forcing traffic to divert their usual routes on their commutes and go out of their way onto the quieter surrounding backstreets, causing more upset in the local community.

I do not believe that it is fair or just to

further out of specification; but stayed within the manufacturer's tolerances.

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 levels. The features have been designed and will be installed to nationally approved dimensions.

Traffic calming features should not affect the gritters. The purpose of the gritters is to remove/reduce the snow on the road which should hopefully not effect driving.

There is a proposed pedestrian refuge on Moore Avenue near the junction of Moore View, however this will not a signalised crossing point.

As with any roadworks there could be some inconvenience to drivers, however contractors will keep any traffic moving where possible. Moore Avenue is a wide road and it is anticipated that two way traffic should be maintained even during the construction phase.

The current accident survey showed that there have been 8 collisions on Moore

negatively impact the residents of Moore Avenue with these proposals. Why should we have to suffer for the actions of others?

It has been mutually agreed in my household that one or two permanently sited speed cameras placed on the road would achieve the same predicted outcome as these proposals without inconveniencing the residents.

Avenue. As part of its Safe Roads schemes programme, funding was approved for this project to be delivered to ensure the safety of all users.

Slowing vehicles down will reduce the potential for collisions and/or reduce their resulting severity.

This location does not meet the criteria for the installation of safety cameras set by The West Yorkshire Casualty Reduction Partnership (WYCRP)

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**Objector No 5**

I am opposed to the use of the proposed measures for various reasons, and I believe there are better ways of achieving what you want to do.

I oppose the measures because:

- Increased wear on our vehicles
- Increased noise pollution (Vehicles speeding up / Slowing down)
- Increased congestion with the installation of new crossings
- The extra crossings mentioned are pointless and a waste of money. Moore Avenue is not a difficult and unsafe road to cross with the crossings already in place.
- Our household owns a caravan and when routes are chosen when we tour we actively avoid routes with speed cushions to avoid breakages our of belongings. These measures make this impossible to avoid.
- The road works required to install the proposed traffic calming measures would again inconvenience the residents of Moore Avenue. The roadworks

All traffic calming features are built to national guidelines. Vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to the Highways (Road Hump) Regulations. A study in to the effect of repeatedly traversing road humps on vehicles (Kennedy et al., 2004e) showed no damage to any of the vehicles was seen, despite repeated passes at speeds up to 40 mph. However, suspension geometry checks revealed some minor changes in the suspension systems tested. Further testing showed there was no continuing trend for the suspension to move further out of specification; but stayed within the manufacturer's tolerances.

The existing crossing locations at the junction with Great Horton Road and then approximately 340m in a south easterly direction. The proposed pedestrian refuge is located approximately half way between these two points. The carriage way is 12m wide and the proposed pedestrian refuge will help pedestriains have a safe place to stand when crossing during busy periods.

Vehicles travelling over road humps at appropriate speeds should not suffer damage,

Report to the Bradford South Area Committee

<p>would likely last for a considerable amount of time, forcing traffic to divert their usual routes on their commutes and go out of their way onto the quieter surrounding backstreets, causing more upset in the local community.</p> <p>I do not believe that it is fair or just to negatively impact the residents of Moore Avenue with these proposals. Why should we have to suffer for the actions of others?</p> <p>It has been mutually agreed in my household that one or two permanently sited speed cameras placed on the road would achieve the same predicted outcome as these proposals without inconveniencing the residents. I hope you take my objection of your proposals into consideration.</p>	<p>provided the humps conform to the Highways (Road Hump) Regulations.</p> <p>As with any roadworks there could be some inconvenience to drivers, however contractors will keep any traffic moving where possible. Moore Avenue is a wide road and it is anticipated that two way traffic should be maintained even during the construction phase.</p> <p>The current accident survey showed that there were 8 collisions of which two were serious. As part of its Safe Roads schemes programme, funding was approved for this project to be delivered to ensure the safety of all users.</p> <p>Slowing vehicles down will reduce the potential for collisions and/or reduce their resulting severity.</p> <p>This location does not meet the criteria for the installation of safety cameras set by The West Yorkshire Casualty Reduction Partnership (WYCRP)</p>
<hr/> <p><b><u>Objector No 6</u></b></p> <p>We wish to object to the proposed traffic calming measure on Poplar Grove.</p> <p>These measures are punishing all road users for the behaviour of a minority of drivers who break the speed limit or drive in a dangerous manner. All road users will be subject to the jarring effects on their vehicles and their bodies which can be quite severe even</p>	<hr/> <p>There are no Traffic Calming measures proposed for Poplar Grove, the proposals are for the full length of Moore Avenue only.</p> <p>Vehicles travelling over traffic calming features at the appropriate speeds should not cause injury or damage to people or vehicles.</p> <p>All traffic calming features are built to national</p>

Report to the Bradford South Area Committee

when traversing these road humps at speeds below the speed limit. This can result in muscular-skeletal problems in later life and damage to motor vehicles.

Also this type of hump can cause vehicles to swerve into the middle of the road. When vehicles are parked at the roadside adjacent to the humps drivers will move into the middle of the road in order to straddle the inner hump. This can cause dangers when this manoeuvre happens at the last minute or when a vehicle coming in the opposite direction does the same there is a greatly increased risk of a collision.

The provision of this large number of humps will, in all likelihood, divert traffic onto adjacent roads such as Poplar Grove (eastward from Moore Avenue), Haycliffe Avenue and Poplar Road which have no traffic calming measures. These roads, especially that stretch of Poplar Grove, already suffer from heavy traffic at rush hours, much of it travelling at excessive speed for the nature of the road, heading towards the Co-op Academy Grange or St. Enochs Road. Would consideration be given to stopping through traffic on Poplar Grove between Haycliffe Avenue and Poplar Road to close this rat run.

We think that a far more effective means of reducing traffic speeds on Moore Avenue, without inflicting problems on all road users would be a combination of mini-roundabouts at

guidelines. Vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to the Highways (Road Hump) Regulations. A study in to the effect of repeatedly traversing road humps on vehicles (Kennedy et al., 2004e) showed no damage to any of the vehicles was seen, despite repeated passes at speeds up to 40 mph. However, suspension geometry checks revealed some minor changes in the suspension systems tested. Further testing showed there was no continuing trend for the suspension to move further out of specification; but stayed within the manufacturer's tolerances.

Moore Avenue is a wide road and vehicles do park on the carriageway. The traffic calming cushions have been designed so that vehicles traveling in each direction will be able to straddle the cushions, even if this means moving towards the central hatching area. Vehicles travelling at the appropriate speeds should not have any difficulty in driving over the traffic calming features.

It is not anticipated that there would be an increase of traffic diverted on to the narrower roads

Whilst having roundabouts can reduce speeds where they have been located, the overall speed reduction will not achieved taking in to

## Report to the Bradford South Area Committee

<p>various junctions along the Avenue coupled with speed cameras at two or three locations. This would also improve traffic flows for vehicles wanting to cross or turn right onto Moor Avenue which can be difficult and dangerous due to the volume of traffic</p>	<p>account the distances between where the roundabouts could be located. There would still be a need for some additional works traffic calming features to help reduce speeds, and this would require a much more substantial budget.</p> <p>This location does not meet the criteria for the installation of safety cameras set by The West Yorkshire Casualty Reduction Partnership (WYCRP)</p>
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### 2.6 OTHER

There have been two emails received supporting the proposals. These are listed below.

- *'I fully support the proposed traffic calming measures for Moore Avenue'*
- *'I am writing to support the traffic calming measures proposed for Moore Avenue. We have lived on Moore Avenue for 30 years and have had to suffer the speeding traffic at all times of the night and day. Hopefully this will improve safety for all residents young and old'.*

### 3. OTHER CONSIDERATIONS

- 3.1 Local ward members and the emergency services have been consulted on the proposals. Ward member comments were received and incorporated as part of the scheme. No adverse comments have been received from emergency services.

### 4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The estimated cost of the proposals is £45,000. This can be met from the Safe Roads Budget for 2022/23 previously approved by this committee.

### 5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 A failure to implement highway safety improvements would result in ongoing concerns about the speed of vehicles on Moore Avenue and likelihood of continued collisions/casualties.

### 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**

There are no Sustainability implications arising from this report.

**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 Moore Avenue.

**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 proposal 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**

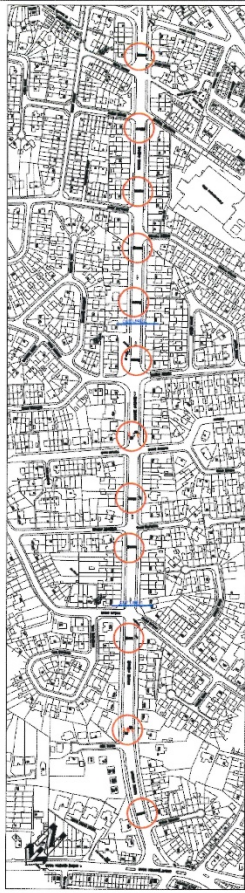
- 10.1 That the objections be overruled and the proposed traffic calming measures and pedestrian refuge island be implemented as advertised.
- 10.2 That the objectors be informed accordingly.

**11. APPENDICES**

Appendix 1 Drawing HS/TRSS/105400/CON-1A & CON-2A

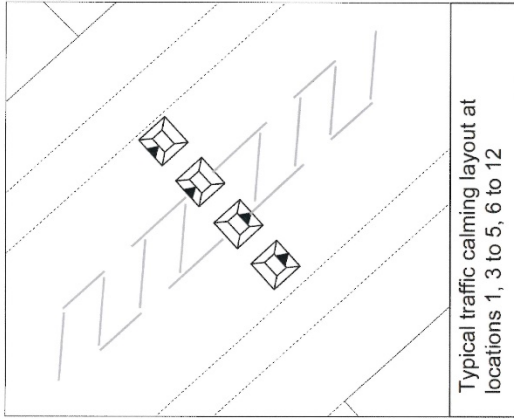
**12. BACKGROUND DOCUMENTS**

- 12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/105400

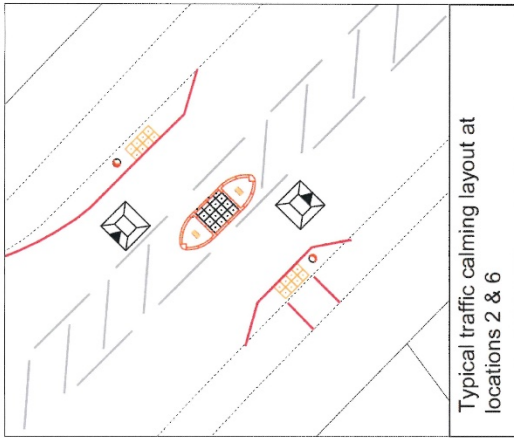


Proposals are being made to introduce traffic calming features along the full length of Moore Avenue in the form of 'cushions' which are 1.9 x 1.9 m in dimension. These locations are shown in the drawings HS/TRSS/105400/CON-1A and HS/TRSS/105400/CON-2A.

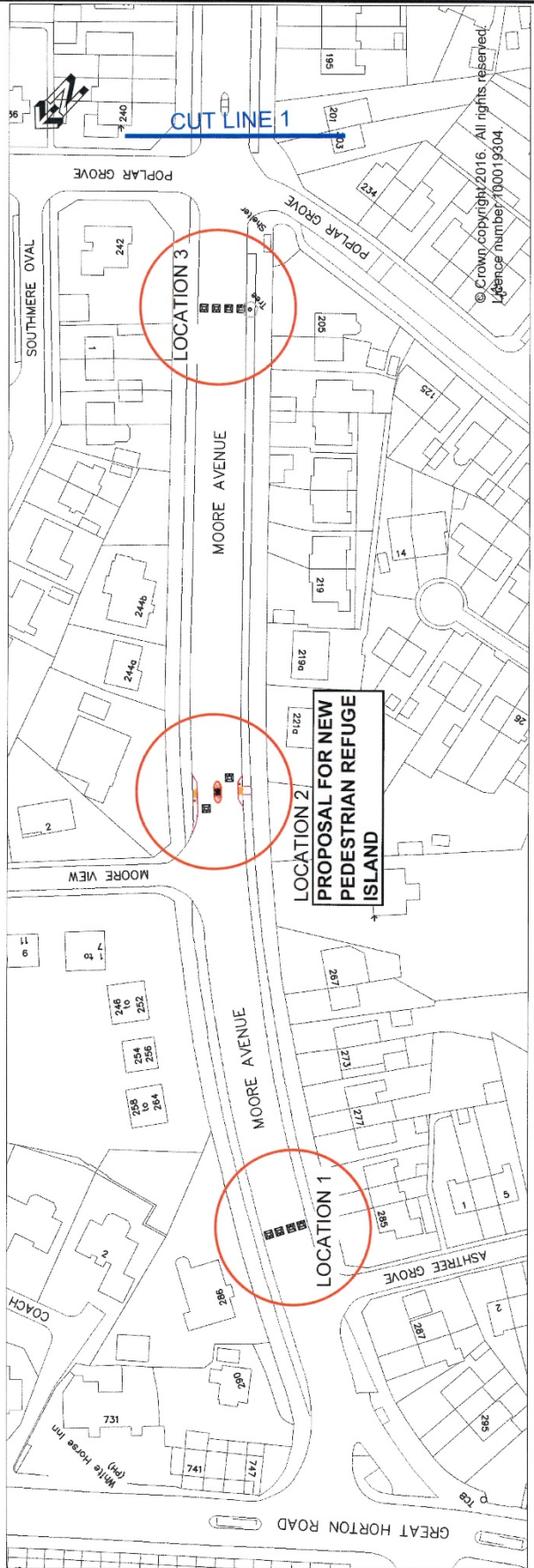
The proposal also includes the introduction of a pedestrian refuge island on Moore Avenue near its junction with Moore View.



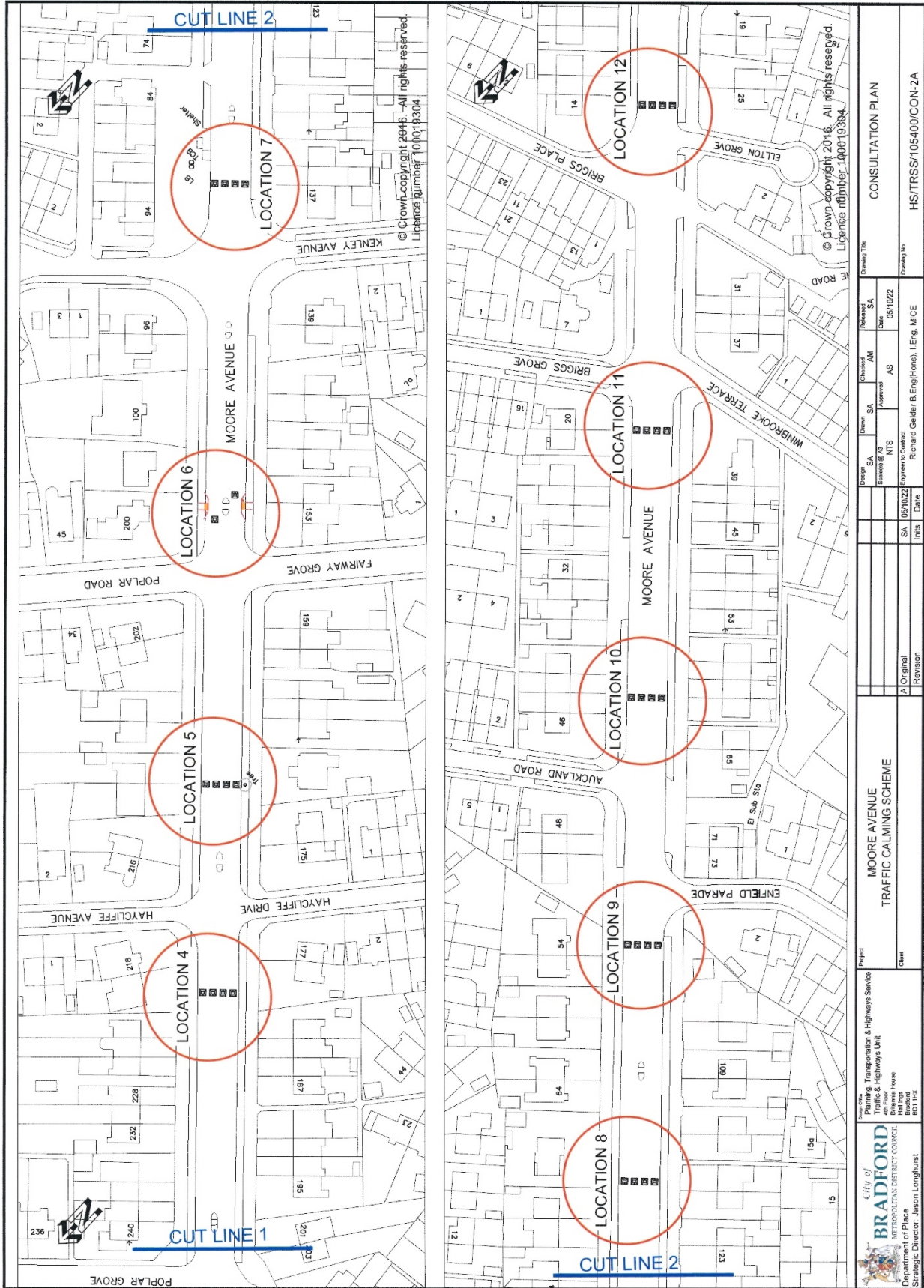
Typical traffic calming layout at locations 1, 3 to 5, 6 to 12



Typical traffic calming layout at locations 2 & 6



<p>City of Bradford METROGOLIAN DISTRICT COUNCIL Department of Place Strategic Director: Jason Longhurst</p>		<p>Project: MOORE AVENUE TRAFFIC CALMING SCHEME</p>		<p>Forming Title: CONSULTATION PLAN</p>	
<p>Client: Planning, Transportation &amp; Highways Service Traffic &amp; Highways Unit Strategic House 100, Mill Lane RDS 100</p>	<p>Design: SA (05/10/22) Checked: SA (05/10/22) Drawn: SA (05/10/22) Approved: AS (05/10/22)</p>	<p>Engineer in Contact: Richard Gaidar B.Eng(Hons), I.Eng. MICE</p>	<p>Revision: A Original</p>	<p>Initials: SA</p>	<p>Date: 05/10/22</p>
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<p>City of <b>BRADFORD</b> METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: Jason Longhurst</p>		<p>Project: Planning, Transportation &amp; Highways Service Traffic &amp; Highways Unit 1000 Bramwell House Hall Road Bradford BD1 1HK</p>		<p>Client:</p>	
<p>MOORE AVENUE TRAFFIC CALMING SCHEME</p>		<p>Project:</p>		<p>Client:</p>	
<p>Drawn: SA</p>	<p>Checked: JAM</p>	<p>Approved: AS</p>	<p>Drawn Title:</p>	<p>CONSULTATION PLAN</p>	
<p>Design: SA</p>	<p>Scale: 1:100</p>	<p>Engineer to Contract:</p>	<p>Revised: SA</p>	<p>Date:</p>	<p>05/10/22</p>
<p>SA 05/10/22</p>	<p>05/10/22</p>	<p>Richard Gelder B.Eng(InstE), I.Eng. MICE</p>	<p>05/10/22</p>	<p>05/10/22</p>	<p>05/10/22</p>
<p>Initials</p>	<p>Date</p>	<p>Date</p>	<p>Initials</p>	<p>Date</p>	<p>Date</p>
<p>A Original</p>	<p>Revision</p>	<p>Revision</p>	<p>Revision</p>	<p>Revision</p>	<p>Revision</p>
<p>HS/TRSS/105400/CON-2A</p>			<p>HS/TRSS/105400/CON-2A</p>		

