

# **Report of the Strategic Director Place to the meeting of Bradford South Area Committee to be held on 22nd June 2023.**

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## **Subject:**

**WIBSEY PARK AVENUE & FARFIELD AVENUE, BRADFORD, TRAFFIC CALMING  
MEASURES - OBJECTIONS**

## **Summary statement:**

**This report considers objections received to recently advertised proposals for traffic calming measures on Wibsey Park Avenue & Farfield 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: Royds

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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 Wibsey Park Avenue and Farfield Avenue, Bradford between the junctions with Reevylands Drive and Carr House Lane.

### 2. BACKGROUND

- 2.1 Concerns have historically been raised by local residents about traffic speeds on Wibsey Park Avenue and Farfield Avenue. Collisions records show that 12 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 Wibsey Park Avenue and Farfield Avenue, Bradford.
- 2.3 The location of the proposed traffic calming measures is shown on drawing nos. HS/TRSS/105399/CON-1B & CON-2B, attached as Appendix 1.
- 2.4 An initial consultation was carried out and feedback was received from some residents, the formal consultation was then advertised between 26 January 2023 and 17<sup>th</sup> February 2023. At the same time consultation letters and plans were delivered to residents fronting Wibsey Park Avenue and Farfield Avenue (approximately 336 letters were delivered). This resulted in 12 objections (2 from the same household) and 11 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> The objector has shown support for the scheme but has also stated the following:</p> <p>“We have asked in the past for speed cameras to be installed and perhaps these, in conjunction with the ramps, would be more of a deterrent</p> <p>The downside of the cushions for “normal” drivers is the adverse affects and damage to our cars. The speed plateaus are a far better option with less scope for accidental car damage”</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> <p>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.</p>

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<p><b><u>Objector No. 2</u></b></p> <p>I feel speed bumps will be more detrimental to local residents as they result in cars slowing down on approach and then speeding back up once over. This causes a lot more air pollution which Bradford already has a massive problem with, it can be seen in areas closer to the centre.</p> <p>Furthermore, the main problem of speeding is caused by a select few from the Buttershaw estate who drive unroadworthy quad bikes around the area, these bikes along with larger vehicles often aren't affected by speed bumps.</p> <p>Myself and family would much rather have a speed camera.</p>	<p>With regards to the air quality, there have been conflicting studies as to whether traffic calming increases or decreases pollutants. However, it is advised that particular attention would need to be given to the balance between reductions in injury accidents and increases in vehicle emissions. In the previous 5 years the accident records show that there have been 12 accidents of which 2 have been serious, along Wibsey Park Avenue and Farfield Avenue. 4 of these accidents are recorded at the Reevy Road junction.</p> <p>As with any traffic calming scheme to work effectively drivers need to take responsibility when driving, driving over the traffic calming features at the correct speeds will create a safer environment for all road users. Unfortunately, traffic calming features will not completely eradicate bad driving behaviour, and the traffic calming cushions would most probably not be effective against motorbikes or quad bikes, but the case to try to achieve an overall safer driving environment is required to be undertaken.</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>
<p><b><u>Objector No. 3</u></b></p> <p>The objector states that the plans provided by you show speed humps directly outside their driveway and they oppose the location of the humps as they will impinge on access and egress to the driveway of their property. It is proposed the location of these humps be moved eastwards towards the junction at Reevy Avenue, in a location that does not affect driveway access to the properties on this section of road. There are ample locations available in</p>	<p>Following the initial consultation, a review of the location for the traffic calming feature was undertaken and was moved slightly eastwards which would avoid being directly in front of any driveways. This change is reflected in the latest drawing HS/TRSS/105399/CON-2B</p>

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<p>this area to facilitate this.</p> <p>It is felt the location of the humps directly outside their driveway will have a detrimental effect on theirs and other road users' safety which is inconsistent with the intended purpose of the speed calming measures.</p>	
<p><b><u>Objector No. 4</u></b></p> <p>I have some concerns regarding the proposals.</p> <ol style="list-style-type: none"> <li>1. Increased pollution from vehicle exhausts due to decreasing/increasing speed.</li> <li>2. Increased pollution from vehicle tyres due to increased breaking.</li> <li>3. Increased noise pollution due to increase in breaking, acceleration, and driving across the speed bumps.</li> <li>4. Increased wear and tear on the vehicles used and owned by the local residents.</li> </ol> <p>Has a survey been done in regards to the above and other factors that will have an impact on the environment, animal and fauna, and local residents?</p> <p>As it stands I object to the proposals until I see a survey which highlights the negative impact the bumps may have and how that negative impact may be mitigated.</p> <p>I am also concerned with how this may impact my ability to obtain planning</p>	<p>With regards to the air quality, there have been conflicting studies as to whether traffic calming increases or decreases pollutants. However, it is advised that particular attention would need to be given to the balance between reductions in injury accidents and increases in vehicle emissions. In the previous 5 years the accident records show that there have been 12 accidents of which 2 have been serious, along Wibsey Park Avenue and Farfield Avenue. 4 of these accidents are recorded at the Reevy Road junction.</p> <p>The scheme should have a neutral impact on noise pollution.</p> <p>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.</p> <p>Officers have obtained the objectors address and there are no traffic calming features within</p>

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<p>permission for a dropped kerb and driveway leading to my front yard.</p>	<p>30 metres from the property and therefore do not see that the traffic calming will impact a driveway, if permission to install one is approved.</p>
<p><b><u>Objector No. 5</u></b></p> <p>I live at [REDACTED] which is directly at the proposed speed humps.</p> <p>We feel that this speed bump is in the wrong place and would cause a danger due to the Reevy Road crossing and the number of cars that park on the street. Wibsey Park Avenue is noisy at most time with buses thundering past all hours and a steady stream of traffic. To have the bump outside our house would make the noise much worse and I believe the potential for accidents due to accelerating and breaking right before the junction, making it harder for drivers to judge the crossing. Cars have to slow down and speed up and hit the humps which has been proven to increase noise, pollution and damage to cars.</p> <p>I believe that Wibsey Park Avenue has a much greater risk due to parked cars than it has from speeding cars. Please can you give the statistical information as to the number of cars and amount of speeding cars in this area. Especially as in the 3 years that we have lived here I have never seen any police speed check vans or cameras on Wibsey Park Avenue.</p> <p>We feel this will greatly impact our lives and cannot understand the excessive amount of ramps being put in and why are they not near the park entrance where they are needed, there are no crossing of any sort at the entrance to the park. Traffic in the local area that has bumps is also poor due to cars driving in the middle of the road and swerving to missing the bumps, this includes the busses that constantly driving down the centre of the road.</p>	<p>The traffic calming features would not cause a danger due to its location. It is placed at least 20 metres away from the junction of Reevy Road and approximately 45 metres from the pedestrian refuge.</p> <p>The scheme should have a neutral impact on noise pollution. It should be noted that the objector's property is located approximately 24 metres back from the footway.</p> <p>With regards to the air quality, there have been conflicting studies as to whether traffic calming increases or decreases pollutants. However, it is advised that particular attention would need to be given to the balance between reductions in injury accidents and increases in vehicle emissions. In the previous 5 years the accident records show that there have been 12 accidents of which 2 have been serious, along Wibsey Park Avenue and Farfield Avenue. 4 of these accidents are recorded at the Reevy Road junction.</p> <p>Buses should be able to staddle the traffic calming cushions and therefore these should not impact on noise pollution.</p> <p>There is only a limited amount of works which can be undertaken within the funding that is allocated to traffic calming schemes. The accident records show that there have been 12 collisions over the last 5 years along Wibsey park Avenue and Farfield Avenue. We have prioritised the lengths of road to be traffic calmed, where accidents are comparably the worst.</p>

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<p>We just feel that we have many buses going past, nearly every eight minutes, the noise is going to be horrendous. We have tried using secondary glazing on windows to reduce the noise we get now, so putting a speed bump outside our house will be detrimental to our lives.</p>	
<p><b><u>Objector No. 8</u></b></p> <p>I live at [REDACTED]</p> <p>We feel that the humps would be in the wrong place and need to be further towards the park. Wibsey park avenue is noisy at most time with buses thundering past all hours and a steady stream of traffic. To have the humps outside our house would make the noise much more worse. Cars have to slow down and speed up and hit the humps which will increase the volume of noise. Cars that are accelerating are going to cause an increase in pollution and smells. We feel this will greatly impact our lives and can not understand the excessive amount of ramps being put in and why are they not near the park entrance where they are needed, these not crossing of any sort at the entrance to the park nearest to us and that is the hazard. Reevy Road just across from us has the biggest traffic and thought that would get traffic humps.</p> <p>We just feel that we have many buses going past, nearly every eight minutes, the noise is going to be horrendous. We have tried using secondary glazing on windows to reduce the noise we get now, so putting speed bump outside our house will be detrimental to our lives.</p>	<p>The traffic calming feature would not cause a danger due to its location. It is place at least 20 meters way from the junction of Reevy Road and approximately 45 meters from the pedestrian refuge.</p> <p>The scheme should have a neutral impact on noise pollution. It should be noted that the objectors property is located approximately 24 meters back from the footway.</p> <p>With regards to the air quality, there have been conflicting studies as to whether traffic calming increases or decreases pollutants. However, it is advised that particular attention would need to be given to the balance between reductions in injury accidents and increases in vehicle emissions. In the previous 5 years the accident records show that there have been 12 accidents of which 2 have been serious, along Wibsey Park Avenue and Farfield Avenue. 4 of these accidents are recorded at the Reevy Road junction.</p> <p>Buses should be able to staddle the traffic calming cushions which should have a neutral impact on noise pollution.</p>

<p><b><u>Objector No. 9</u></b></p> <p>I would like to express my strongest objections to the speed bumps being put in on my road. In particular the one directly outside my house on [REDACTED].</p> <p>I understand the concern for the speed of traffic on this road having lived here for 60+ years, however the likelihood is that it is not the residents causing this but others using this road as a cut through. Yet I feel us as the residents are paying the consequences.</p> <p>I have a low rise car which I know does not go over speed bumps, therefore by putting these in you're obstructing me being able to drive up to my property and park on my driveway. I find this completely unreasonable. I feel a better way to combat this would be to put in speed cameras. I'd like to understand if this has been considered, and if it hasn't why not?</p> <p>If these plans go ahead I'd like to understand what the Traffic and Road Safety department have in mind for the damage this will do to my vehicle, and how they intend to compensate me for this?</p>	<p>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.</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>
<p><b><u>Objector No. 10</u></b></p> <ol style="list-style-type: none"><li>1. The long stretch of road you are proposing to put speed humps on is a main route for drivers including public transport (buses) – having humps on this stretch of road will slow traffic down – do we really need slow traffic down on this road and</li></ol>	<p>Slowing traffic down will reduce the potential for collisions and their severity.</p>

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<p>cause potential queues and tailbacks?</p> <ol style="list-style-type: none"><li>2. Speed humps don't prevent speeding – I refer to previous history of fatal crashes which have occurred due to people driving fast over speed humps.</li><li>3. humps are not a great deterrent to any speeding drivers whereas speed cameras (where required) are – drivers are usually more inclined to slow down/ reduce their speed where cameras are present.</li><li>4. I would prefer either radar speed signs (which are both informative and preventive. Studies conducted both in the UK and in the US have found radar speed signs to effectively slow traffic down. In one of the studies, the city taking part considers the signs to be successful because they have resulted in a dramatic reduction in the speed of those vehicles that were traveling in excess of the limit, while not interfering with the progress of the majority of traffic that is already traveling at or below the speed limit), or if the problem is as bad as it is being made out to be, then speed cameras which as I have stated above, are a better deterrent than speed humps.</li><li>5. Speed humps are not a long-term solution especially as they will affect the residents living in the area more than anyone else</li><li>6. You are proposing having the speed humps along the whole</li></ol>	<p>Traffic calming features do slow down vehicles and hence reduce the potential of any collisions. It is recognised that there are some drivers who are intent on driving at high speeds and will not slow down regardless of what measures are implemented. This location does not meet the criteria for the installation of safety cameras set by The West Yorkshire Casualty Reduction Partnership (WYCRP)</p> <p>Funding for this scheme has been allocated for the implementation of traffic calming features. Radar speed signs are beneficial in helping reduce speeds, however once drivers become used to the sign then vehicular speeds may begin to increase again. With a vertical deflection/ traffic calming feature, drivers are forced to reduce speeds.</p> <p>Generally traffic calming features which are built to the national guidelines and driven over at the correct speeds should not have a detrimental effect on residents.</p> <p>The accident records show that there have been 12 collisions over the last 5 years along</p>
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<p>stretch of the beginning of Wibsey Park Avenue right up to and past Fairfield Avenue - it doesn't make sense to have across the whole stretch of road</p> <p>7. Speeding isn't really an issue on this road – it's actually fairly quiet during the day and during the night. You should properly monitor the situation first. Have you actually seen/ recorded a large number of speeding offences here? Can you provide evidence of this if you have <i>before</i> you go ahead as i am strictly against this proposal? I would suggest that the situation is properly monitored first rather than acting upon a couple of complaints if this is what has brought this idea/ proposal about.</p> <p>8. The speed humps, especially the routes and lengths you are proposing, are going to cause massive inconvenience to residents living here.</p> <p>9. I also feel that the proposed speed humps will have a negative affect on the value of properties in the area. This is highly unfair on the residents – why should we have to bear the consequences of a decision which seems to have been made without proper planning, reasoning and thought?!</p>	<p>the stretch mentioned and therefore it is considered that traffic calming is required to help reduce the number of collisions occurring.</p> <p>Speed surveys have shown varying speeds along Wibsey Park Avenue and Farfield Avenue, from the 85<sup>th</sup> percentile ranging from 30mph to 37mph.</p> <p>Traffic calming features which are built to the national guidelines and driven over at the correct speeds should not have a detrimental effect on residents.</p> <p>There is no evidence to show that property values are affected by the introduction of traffic calming features. Some may argue that residential areas become more desirable as traffic calming features promote road safety.</p>
<p><b><u>Objector No. 11</u></b></p> <p>We have concerns with the cushions at location No.4 The concerns are as</p>	

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<p>below.</p> <ol style="list-style-type: none"><li>1. At the moment we have problems with people parking and blocking our drive and feel that with the position of cushions at no 4 may cause people to park further down and cause further problems for us to get into and out of our drive.</li><li>2. The position of no 4 may cause noise as it is quite near to where our bedroom is.</li><li>3. When people go over the cushions they slow down and then pick up speed when they have gone over the cushion and concerned this may also impact on use getting in and out of our drive.</li></ol> <p>Not sure if the plateau would be a better alternative.</p>	<p>Traffic calming features do not hamper the parking of vehicles. Therefore parking arrangements should not change where they have been proposed.</p> <p>The scheme should have a neutral impact on noise pollution.</p> <p>With vehicles slowing down approaching the traffic calming feature, we would regard the access in to and out of the drive would become easier, in comparison to if there were no traffic calming features close to the driveway.</p>
<p><b><u>Objector No. 12</u></b></p> <p>I am writing to you again to express my disappointment in the plans for speed restrictions on Wibsey park Avenue. I see the plans to put them further along near Reevy Road was passed, again our section by the park itself is ignored and pushed to the side. I cannot understand the mentality of placing them where you are, as I previously stated the worst section is from the roundabout at Wibsey top along Wibsey park Avenue past the park. It has become noticeably worse over last few weeks now the weather is improving and will become worse once spring and summer comes.</p>	<p>There is only a limited amount of works which can be undertaken within the funding that is allocated to traffic calming schemes. The accident records show that there have been 12 collisions over the last 5 years along Wibsey park Avenue and Farfield Avenue. We have prioritised the lengths of road to be traffic calmed, where accidents are comparably the worst.</p> <p>Officer recommends that if further works are decided to be carried out, then additional funding would need to be approved and allocated for the consideration of any future traffic calming works.</p>

You haven't taken this section into any consideration yet again, I only hope nothing happens to anyone along this stretch as it would be yourselves held accountable as this has been an ongoing issue since I have lived here (22 years).

I don't know who makes these decisions but obviously no one who actually lives on here or cares.

The parking is worse than when I last messaged you and is causing traffic and pedestrian issues (see photo).

Again it seems that our stretch of Wibsey isn't bothered about, we don't get councillors visiting or any consideration for anything, which is a disgrace as we have 2 park entrances that can be dangerous to get to.

## 2.6 OTHER COMMENTS

There have been two emails received supporting the proposals. The responses have been shortened to show an extract of the response and are listed below.

- Many thanks for your recent letter and I am emailing to express my support for the proposals.  
The reason for this is the volume of speeding traffic along this road is increasing, including several cars effectively using it as a drag strip. One thing that I will ask is if you would consider painting a right turn arrow on the chevrons into Clydesdale Drive (between locations 4&5)
- I thank you for your information on the above subject, you have our families full backing, it is a long time coming, we have witnessed many accidents. Several life threatening, [REDACTED]  
I have gained great experience of average speeds, I am sick of cars passing me at twice the speed limit and higher [REDACTED]
- I think the measures are a brilliant idea, only one concern is the top of Clydesdale Drive never seems to get gritted and is extremely difficult to go up and down especially in winter, If the humps are placed at the top [REDACTED] it will cause problems
- Excellent news about Wibsey park avenue and not before time
- With reference to the Traffic Calming on Wibsey Park Avenue I totally

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agree and is much needed. Some of the speeds on this road are a joke Upton 80/90 mph The quicker the measures are implemented the safer we will all be.

- Thank you for sending out information re the above. Which I personally feel is a great move forward. I would also like you to consider placing a stop sign at the junction of Boltby Lane, leading on to Farfield Avenue. The reason for this is the fact, that drivers leaving Boltby Lane, just look to the right and fly straight out, without any consideration of what's happening to the left. On a number of occasions, we have seen where pedestrians crossing the road, have nearly been hit. Also cars leaving driveways on the left, have nearly been hit.

- I was actually over the moon when your letter came through the post today regarding the proposed traffic calming measures on Wibsey Park Ave and Farfield Ave.

I live off Wibsey Park Ave. In the 5 years I've lived here I have witnessed so many accidents on this road; one of the more serious ones included a car being overturned onto its rooftop requiring emergency fire services as well as the paramedics and police, and on another occasion police were chasing a car and the car tried to come up through my cul-de-sac as there is a snicket at the end but the car went through the metal railings at the end of the street where kids play on the grass verges.

I see cars flying down the road at various times of the day, usually evenings leading into the nights that are the worst times, but this is an area where there are lots of children playing and walking along the road, there are two parks at opposite ends of Wibsey Park Ave (Boltby Park and Wibsey Park) which in summer is just a nightmare as there aren't any double yellow lines so people park on pavements at either side of road and then cars still come speeding down the road where there is now only room for one car to pass and its a game of chicken for who is stopping, then to make matters worse you have people trying to cross the roads from in-between parked cars as there aren't even any crossing islands near the park which is just crazy if you ask me.

There are also so many dog walkers between these parks and residential areas and as a dog owner its not nice when a car flies past you at 50mph at 8pm or you have to cars racing, anything could happen, the cars could crash and mount pavements and run into people, its so dangerous

I literally said to my mate that it wont be long before speed bumps are on this road as the police were parked up there yet again. Then today this letter comes through.

I am all for the proposed traffic calming measures, as annoying as bumps are as a driver, which lets face it they are, but as a resident of this area its gotten to the point that the bumps are required for everyones safety.

I look forward to hearing more in regards to this positive step towards keeping the community safer.

- Regards to the proposal of traffic calming on Wibsey Park ave/Farfield ave this is not before time as traffic come either way at ridiculous speeds

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especially with Buttershaw school at one end and Farfield school at the other end one day some one will be killed if something is not done, So the sooner we have something done the better thank you for notifying us

- I just received a copy of the plans for traffic calming measures on Wibsey Park Avenue/ Farfield Avenue.  
We agree wholeheartedly with the need for some form of traffic calming on this road but have some reservations regarding the method.  
Living at [REDACTED] we see every day how the traffic speeds up on this long stretch of reasonably straight road, especially after about 4.00pm. I have seen our local “boy racers” treating these speed cushions almost as take off ramps on Reevy Avenue, beside the park and fear that this will be the case in this area. We have asked in the past for speed cameras to be installed and perhaps these, in conjunction with the ramps, would be more of a deterrent ?  
The downside of the cushions for “normal” drivers is the adverse affects and damage to our cars. The speed plateaus are a far better option with less scope for accidental car damage.
- I’m contacting you in relation to the proposed traffic calming measures on part lengths of Wibsey Park Avenue and Farfield Avenue.  
These measures have been long overdue; in recent years there has been a worrying increase of vehicles speeding on these roads and too many drivers treating them as a racetrack.  
There’s also been a huge increase in vehicles using Farfield Avenue as a shortcut to avoid the heavy congestion on neighbouring Halifax Road.  
I’ve previously raised these issues with local ward councillors and pushed for these issues to be addressed to improve road safety for local residents. I appreciate that it’s an on-going issue across the Bradford district.
- Firstly both [REDACTED] welcome the introduction of speed calming measures on this stretch of road and consider them long overdue. The plans provided by you show speed humps directly outside their driveway I refer to location 5 on the plan provided. [REDACTED] oppose the location of the humps as they will impinge on access and egress to the driveway of their property. It is proposed the location of these humps be moved eastwards towards the junction at Reevy Avenue, in a location that does not affect driveway access to the properties on this section of road. There are ample locations available in this area to facilitate this.

### **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.
- 3.2 There have been requests to extend the scheme to include the section of Wibsey Park Avenue between Reevy Road and the St Enoch’s roundabout. Due to the limited

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funding available, works have been targeted to the length of the route where recorded collisions have occurred consistently (and are thereby more likely to continue occurring without an intervention). Measures to address parking issues around Wibsey park have also been requested; any such works would require a Traffic Regulation Order that would be beyond the remit/budget of this current proposal as it entails a legal process independent of the one for traffic calming measures. There is an item in the future schemes waiting list for on-street parking restrictions at the location.

### **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 Wibsey Park Avenue and Farfield Avenue and there would be a 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**

The reduction of vehicle speeds encourages sustainable transport modes.

#### **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 Wibsey Park Avenue and Farfield 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 LOCALITY PLAN IMPLICATIONS**

None

**7.8 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE**

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 implemented as advertised.

10.2 That the objectors be informed accordingly.

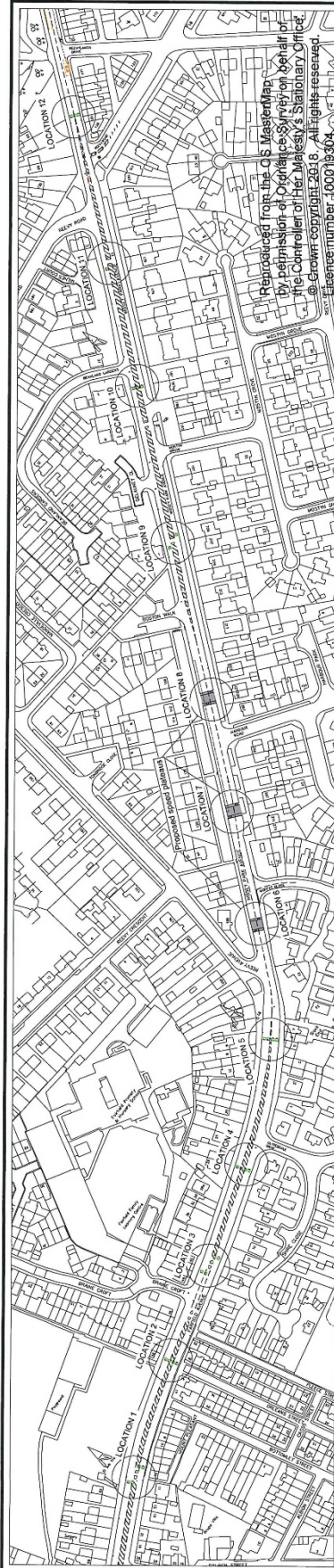
**11. APPENDICES**

Appendix 1 Drawing HS/TRSS/105399/CON-1B & CON-2B

**12. BACKGROUND DOCUMENTS**

12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/105399





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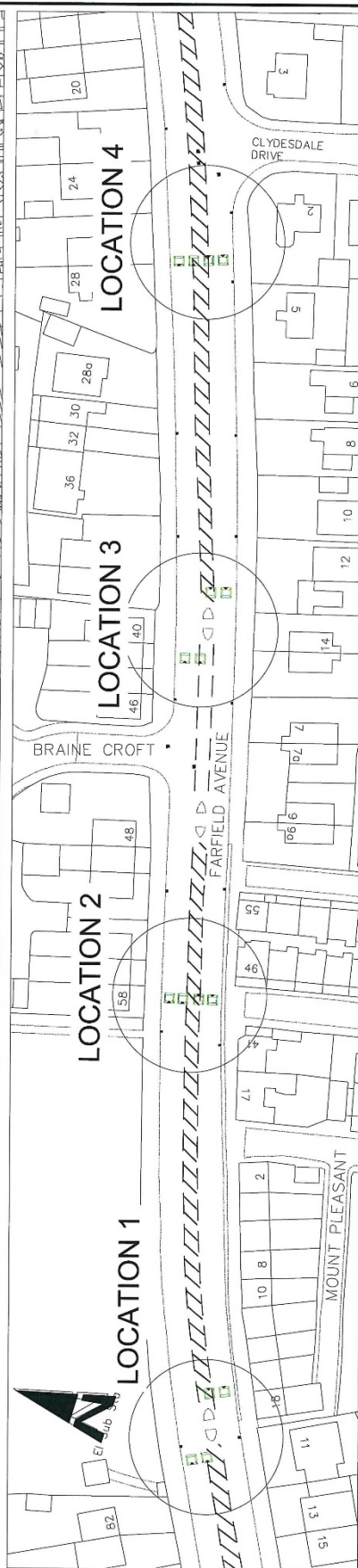


Image of a Traffic Calming Plateau



Image of Traffic Calming Cushions

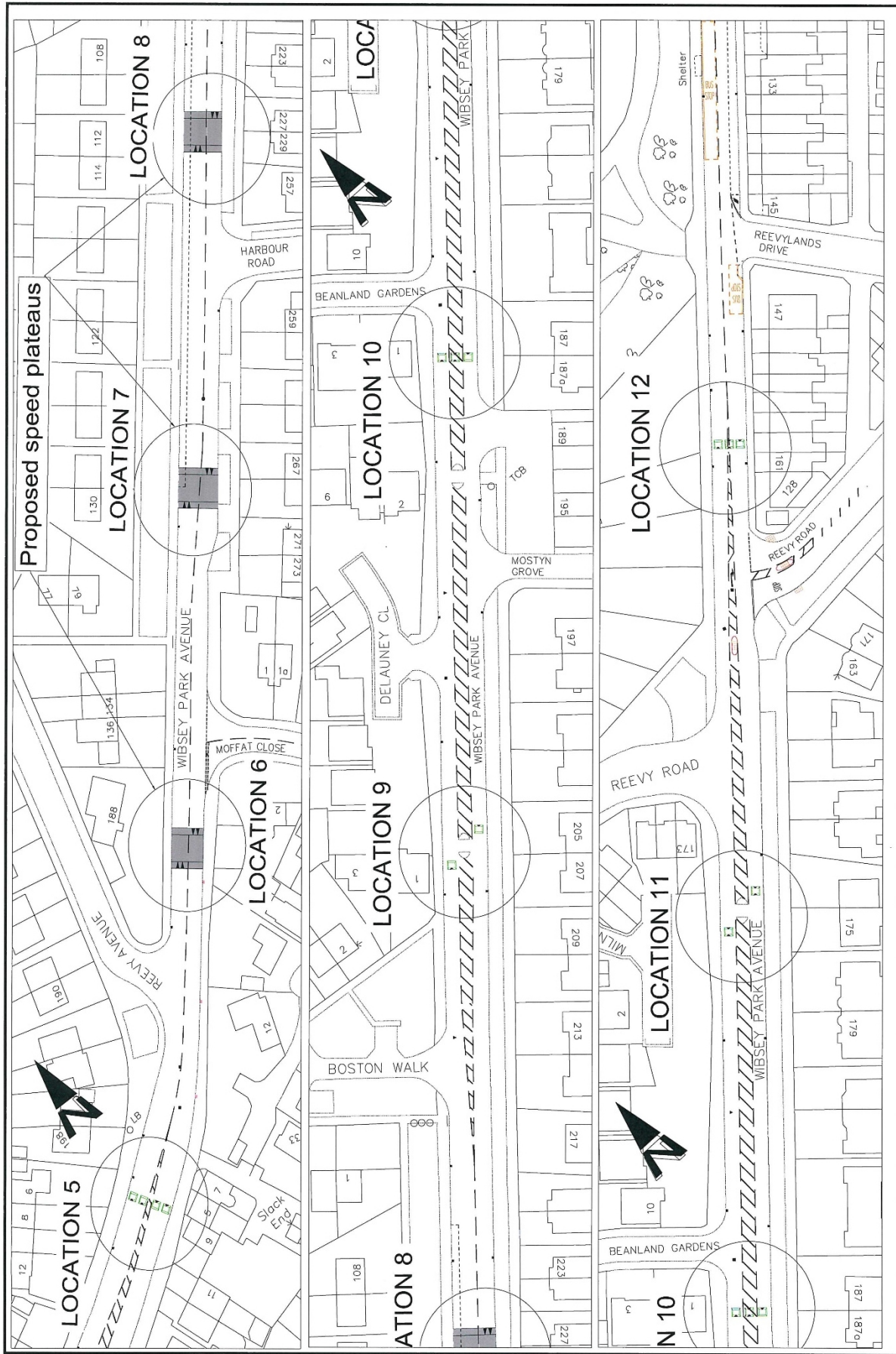
Bradford Council are proposing to introduce traffic calming measures along a length of Wibsey Park Avenue and Farfield Avenue.

These measures are a mix of speed plateaus and 1.9 x 1.9m speed cushions.

Details of the proposed measures are shown on drawings No. HS/TRSS/105399/CON-1B and HS/TRSS/105399/CON-2B

<p>City of <b>BRADFORD</b> METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: Jason Longhurst</p>		<p>Project <b>WIBSEY PARK AVENUE / FARFIELD AVENUE TRAFFIC CALMING SCHEME</b></p>		<p>Drawing Title <b>CONSULTATION PLAN</b></p>	
<p>Client Planning, Transportation &amp; Highways Service 4th Floor Bratcliffe House Bradford BD1 1XK</p>		<p>Drawn AJ</p>		<p>Checked AS</p>	
<p>Scale 1:1250</p>		<p>Approved 1:1250</p>		<p>Released Date 11/22</p>	
<p>Initials SA</p>		<p>Engineer in Charge Richard Gadder B.Eng(Thors), I.Eng., MICE</p>		<p>Drawing No. HS/TRSS/105399/CON-1B</p>	
<p>Revision A Original</p>		<p>Revision</p>			





Proposed speed plateaus

<p>City of <b>BRADFORD</b> METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director - Jason Longhurst</p>		<p>Project <b>WIBSEY PARK AVENUE / FARFIELD AVENUE TRAFFIC CALMING SCHEME</b></p> <p>Client</p>		<p>Project Planning, Transportation &amp; Highways Service Highways Unit 4th Floor Bramwell House Bradford BD1 1HX</p>		<p>Revision</p> <table border="1"> <tr> <td>SA</td> <td>23.01.23</td> <td>SA</td> <td>29.11.22</td> </tr> <tr> <td>SA</td> <td>29.11.22</td> <td>SA</td> <td>29.11.22</td> </tr> </table>		SA	23.01.23	SA	29.11.22	SA	29.11.22	SA	29.11.22	<p>Revised Date</p> <table border="1"> <tr> <td>SA</td> <td>11.22</td> </tr> </table>		SA	11.22	<p>Checked</p> <table border="1"> <tr> <td>SA</td> <td>AS</td> </tr> </table>		SA	AS	<p>Drawn</p> <table border="1"> <tr> <td>USA</td> <td>AS</td> </tr> </table>		USA	AS	<p>Design</p> <table border="1"> <tr> <td>IA</td> <td>AS</td> </tr> </table>		IA	AS	<p>Scale(s) @ A3</p> <table border="1"> <tr> <td>1:1250</td> <td>1:1250</td> </tr> </table>		1:1250	1:1250	<p>Engineer in Charge</p> <table border="1"> <tr> <td>Richard Gelder B.Eng(InstE), I.Eng., MICE</td> <td>Richard Gelder B.Eng(InstE), I.Eng., MICE</td> </tr> </table>		Richard Gelder B.Eng(InstE), I.Eng., MICE	Richard Gelder B.Eng(InstE), I.Eng., MICE	<p>Released</p> <table border="1"> <tr> <td>AS</td> <td>AS</td> </tr> </table>		AS	AS	<p>Drawing Title</p> <table border="1"> <tr> <td>CONSULTATION PLAN</td> <td>CONSULTATION PLAN</td> </tr> </table>		CONSULTATION PLAN	CONSULTATION PLAN
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