

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

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Subject:

PARK LANE, QUEENSBURY - TRAFFIC CALMING MEASURES - OBJECTIONS

Summary statement:

This report considers objections received to recently advertised proposals for traffic calming measures on Park Lane, Queensbury

EQUALITY & DIVERSITY:

The Council has considered its obligations under the Public Sector Equality Duty under the Equality Act 2010 and is satisfied that the proposals will have no material impact on those identified with protected characteristics.

Ward: Queensbury

David Shepherd
Strategic Director Place

Portfolio:

Regeneration, Planning and Transport

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Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

- 1.1 This report considers objections to recently advertised proposals for traffic calming measures on Park Lane, Queensbury. These were advertised in conjunction with a 20mph Zone which requires speed controlling measures to ensure that speeds are at or below 20mph.

2. BACKGROUND

- 2.1 The Section 106 Agreement for a housing development on the former Harrowins Farm site includes a 'Highway Works Contribution' for the provision of traffic calming measures on Park Lane.
- 2.2 Initial consultations were carried out which included the 20mph speed limit and traffic calming measures along with the introduction of footpath along Park Lane which would need a one-way traffic flow. Feedback was received from some residents and although they were in favour of the footpath, they were opposed to the one-way system. In view of this the proposal was modified to include only a 20mph speed limit and traffic calming measures
- 2.3 Approval to prepare and advertise the scheme was given by the Strategic Director – Place on the 2 August 2023.
- 2.4 The location of the proposed traffic calming measures is shown on drawing no. HS/TRSS/105019/CON-2A, attached as Appendix 1.
- 2.5 The formal consultation for traffic calming measures and 20mph Speed Limit Order was advertised between 13th October and 10th November 2023. At the same time consultation letters and plans were delivered to Park Lane residents Avenue (16 letters were delivered). This resulted in 2 objections (not residents of Park Lane).
- 2.6 A summary of the valid points of objection and corresponding officer comments is tabulated below:

Objectors Concerns	Officers Comments
<p><u>Objector No. 1</u></p> <p>This will increase pollution in the area with cars slowing then speeding.</p> <p>There is greater potential for damage to vehicles.</p>	<p>There have been conflicting studies as to whether traffic calming increases or decreases pollutants. Features are spaced at recommended intervals to encourage slower consistent speeds. The scheme should therefore have a neutral impact on pollution.</p> <p>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</p>

APPENDIX 1

<p>There will be an increase in noise pollution to the residents.</p> <p>Potential damage arising from excessive vibrations to walls, buildings, and trees.</p> <p>These devices are usually poorly fit and never seem to be maintained.</p> <p>Traffic could be diverted to other areas moving on the problem.</p> <p>The construction bumps would be the usual tarmac ones and not the better liquid ones.</p>	<p>the features conform to the Highways (Road Hump) Regulations.</p> <p>The scheme should have a neutral impact on noise pollution. 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. Park Lane benefits from properties that are set back from the road.</p> <p>Studies show that little evidence that traffic calming features cause any actual damage to the structure of a well-maintained building.</p> <p>The features will be installed by Contractors from an approved list in accordance with standard construction drawings.</p> <p>Th alternative routes to Park Lane are more suitable for general traffic.</p> <p>All traffic calming features are built to national guidelines. The proposals include bituminous and thermoplastic traffic calming features.</p>
<p><u>Objector No. 2</u></p> <p>On the whole most drivers are courteous so is this the answer (traffic calming) I think not. Park Lane can be busy and is used as a “rat run” avoiding traffic lights this has been made worse since the “Clean Air” was implemented due to traffic avoid entering the zones.</p> <p>Park Lane is being neglected is not maintain the dry-stone walls are constantly under attack, no pavement on either side of Park Lane walking is difficult from falling leaves, branches, twigs from the trees and mud all add to the problem.</p> <p>So when the road humps and the 20mph are in force what can we</p>	<p>Physical traffic calming measures are proven to be one of the most successful means of lowering vehicle speeds and delivering significant road safety benefits. Park Lane is a narrow road with no footpath. Reducing through traffic volumes and reducing vehicle speeds will improve road safety for all road users.</p> <p>If there are specific concerns regarding maintenance of the walls and street cleansing, these should be logged with the relevant Council departments who have a separate budget to consider these issues.</p> <p>As with any traffic calming scheme to work effectively drivers need to take responsibility</p>

APPENDIX 1

<p>expect? I suspect more traffic noise from cars negotiating the humps and adding damage to their vehicles,</p> <p>Ambulances from Park House bouncing along with elderly patients.</p> <p>Implement the LAW catch the boy racers instead of punishing the general law abiding citizens of Bradford.</p>	<p>when driving, driving over the traffic calming features at the correct speeds will create a safer environment for all road users.</p> <p>Emergency services and Park House nursing home have been consulted and no concerns have been raised about the proposals.</p> <p>Unfortunately, traffic calming features will not completely eradicate bad driving behaviour, but it is envisaged that the proposals will make Park Lane a safer environment for pedestrians, cyclists, and all road users</p>
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2.6 There were no objections to the proposed 20mph speed limit.

3. OTHER CONSIDERATIONS

3.1 Local ward members and the emergency services have been consulted. No adverse comments have been received to the advertised proposals.

4. FINANCIAL & RESOURCE APPRAISAL

4.1 The estimated cost of the proposals is £57,000 and will be fully funded by the developer.

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 Park Lane and the implications for the safety of vulnerable road users.

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 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

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

With the lack of footways on Park Lane, the implementation of traffic calming measures, required in conjunction with the 20mph Zone to ensure that speeds are at or below 20mph, will be beneficial to road safety by reducing driver speed and providing a safer environment for vulnerable roads users.

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 considered but, on balance overruled and the proposal be implemented as advertised.

9.2 That the objections be upheld and the proposal be abandoned.

9.3 Members 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 to the traffic calming measures on Park Lane having been taken into account are determined not to outweigh the proposed benefits of the scheme and the scheme therefore be implemented as advertised.

- 10.2 That the Speed Limit Order for a 20mph speed limit on Park Lane be sealed and implemented as advertised.

- 10.3 That the objectors be informed accordingly.

11. APPENDICES

Appendix 1 Drawing HS/TRSS/105019/CON-2A.

12. BACKGROUND DOCUMENTS

- 12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/105019

