

Report of the Strategic Director Place to the meeting of the Bradford South Area Committee to be held on 13 March 2024

AC

Subject:

PETITION – BACK LANE, QUEENSBURY

Summary statement:

This report considers a petition requesting traffic safety measures on Back Lane, Queensbury.

EQUALITY & DIVERSITY:

It is expected that there would be no disproportionate impact from recommendations within this report.

Ward: Queensbury

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Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

- 1.1 This report considers a petition requesting traffic safety measures on Back Lane, Queensbury.

2. BACKGROUND

- 2.1 Background information is provided in Appendix 1 to this report

3. OTHER CONSIDERATIONS

- 3.1 Local ward members have been consulted.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 There are no direct financial implications associated with the recommendations within this report.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 There are no significant risks arising out of the proposed recommendations.

6. LEGAL APPRAISAL

- 6.1 There are no specific issues arising from this report.

7. OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

- 7.1.1 None

7.2 TACKLING THE CLIMATE EMERGENCY IMPLICATIONS

- 7.2.1 None

7.3 COMMUNITY SAFETY IMPLICATIONS

- 7.3.1 Back Lane has had a good safety record (no collisions) since the implementation of traffic calming measures over 10 years ago. Vehicle speeds are low and well within the posted speed limit.

7.4 HUMAN RIGHTS ACT

- 7.4.1 There are no implications on the Human Rights Act

7.5 TRADE UNION

7.5.1 There are no implications for the Trade Unions.

7.6 WARD IMPLICATIONS

7.6.1 Ward members have been consulted on the petition and updated on the latest traffic survey outputs.

7.7 AREA COMMITTEE LOCALITY PLAN IMPLICATIONS

7.7.1 There are no relevant priorities within the Bradford South Locality Plan.

7.8 IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE

None.

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

None.

8. NOT FOR PUBLICATION DOCUMENTS

8.1 None.

9. OPTIONS

9.1 Members may propose alternative actions from those recommended on which they will receive appropriate officer advice.

10. RECOMMENDATIONS

10.1 That the Bradford South Area Committee notes the petition.

10.2 That based on the findings in Appendix 1, no further action be taken in respect of the request for additional safety measures on Back Lane.

10.2 That the petitioners be informed accordingly.

11. APPENDICES

11.1 Appendix 1 - Petition Back Lane, Queensbury

12. BACKGROUND DOCUMENTS

None

APPENDIX 1

Back Lane, Queensbury (172 signatures)

Background Information

The petition

'We the undersigned, request that Bradford South Area Committee support our request for traffic safety measures to be considered on Back Lane, Queensbury.'

The petition was originally presented to the meeting of the Bradford South Area Committee in March 2023 where it was resolved that a new traffic survey be undertaken and also that engagement with ward members and local residents should be undertaken with a view to an update report being brought to the Area Committee.

Officer comments

Back Lane is a residential distributor road that links Highgate Road with Baldwin Lane and is approximately ½ a mile long. The route becomes increasingly rural towards its western end.

There are existing road humps on Back Lane that have been in more for in excess of 10 years. Our records show no history of injury road collisions since the implementation of the traffic calming.

A traffic survey was undertaken in 2019. This showed average speeds of 20mph and 85%ile speeds of 24mph. Both are well within the posted 30mph speed limit.

In accordance with the previous committee resolution further surveys have been conducted on Back Lane. These were carried out from 9 – 15 January 2024 inclusive; the road was temporarily closed for roadworks on 15 January.

In comparison to the previous survey (2019) traffic levels are up slightly from 4100 vehicles a day (total for both directions) to 4600, which is to be expected with general traffic growth over the 5 years; however speeds are comparable if not slightly lower in the most recent survey. On the survey day that the road was closed for the full day, the volume dropped to 980 (to be expected) but the speeds were virtually the same (only 0.2mph lower).

A summary of the comparative results is shown in the table below.

BACK LANE - SURVEY DATA SUMMARY						
	2019 SURVEY (LC 10)		2024 SURVEY (LC 6)		2024 SURVEY (LC 9)	
	Eastbound	Westbound	Eastbound	Westbound	Eastbound	Westbound
Average Speed	20.3	18.7	20.1	19.6	19.6	19.6
85%ile speed	24.4	21.6	23	22.5	22.2	22.1

The latest results lead to the following conclusions:

1. The recent survey data validates the previous survey.
2. Speeds are generally low with only around 2% of vehicles reaching speeds of greater than 25mph and less than ½% exceeding the 30mph speed limit.
3. A road closure would significantly reduce the volume of traffic (by 75%) but wouldn't necessarily have an impact of vehicle speeds.

Ward members have been updated on the latest survey results and it is understood that they have in turn conveyed information to local residents.

Recommendations

Given the presence of existing traffic calming features and their apparent positive impact on managing vehicle speeds and preventing road traffic collisions this location would not be recommended as a priority for further interventions.

NO.	DATE	REVISION

NO.	DATE	REVISION

