

Report of the Strategic Director of Regeneration to the meeting of Keighley Area Committee to be held on 22 October 2015.

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Subject:

GLEN LEE LANE, KEIGHLEY

Summary statement:

This report identifies possible potential traffic calming measures which, subject to approval, could be considered for introduction on Glen Lee Lane, Keighley.

Ward 16 Keighley East

Mike Cowlam
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Portfolio:

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**Overview & Scrutiny Area:
Environment and Waste Management**



1. SUMMARY

- 1.1 At its meeting on 23 July 2015, the Keighley Area Committee resolved the following:

That the Strategic Director of Regeneration and Culture be requested to provide a report for discussion at the Keighley Area Committee meeting scheduled for 22 October 2015 on potential traffic calming measures, including the cost implications of any such measures, which could be undertaken on Glen Lee Lane, Keighley.

2. BACKGROUND

- 2.1 Glen Lee Lane is a rural road subject to a 30mph speed limit. The lane is a bus route (Service 915) and has existing signs warning drivers of the lane's steep nature (14% (1:7)) and fact that the lane narrows at certain locations. The lane is frequently used by Heavy Goods Vehicles and a survey identifying vehicle types (including HGVs) was undertaken by the Highway Authority in August 2014.
- 2.2 Many of the properties fronting the lane are terraced cottages with no off-street parking facilities. As such, there is a relatively high degree of on-street parking on sections of Glen Lee Lane.
- 2.3 The following section of this report provides an update regarding investigations undertaken in response to the Keighley Area Committee's resolution of 23 July 2015.
- 2.4 These investigations were discussed at a special meeting held on Tuesday 6th October at Hainworth Wood Community Centre, which was attended by the three Ward Members for Keighley East and many local residents of Glen Lee Lane, Keighley.

3. OTHER CONSIDERATIONS

20mph Speed Limit without Traffic Calming

- 3.1 Research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed-only 20 mph speed limits are therefore most appropriate for areas where vehicle speeds are already low.....
- 3.2 *'If the mean speed is already at or below 24 mph on a road, introducing a 20 mph speed limit through signing alone is likely to lead to general compliance with the new speed limit'* (Department for Transport Circular 01/2013 SETTING LOCAL SPEED LIMITS)



3.3 As speed surveys carried out on Glen Lee Lane in August 2014 and September 2015 show that mean speeds are not at or below 24mph (see **Appendix 1**) a 20mph speed limit introduced without traffic calming features would not be appropriate.

4.0 Traffic Calming

5.0 Horizontal Features

5.1 Horizontal traffic calming features (such as chicanes or footway build-outs) are best suited to those roads which have relatively balanced two-way traffic flows (ie. where both opposing traffic flows are roughly equal in volume).

5.2 Horizontal traffic calming features also utilise much road space, thereby reducing the opportunity for on-street parking.

5.3 The volumetric data obtained on Glen Lee Lane shows that traffic flows are 'tidal' during the morning peak period with approximately twice as many vehicles travelling towards Long Lee as travelling in the opposite direction. This, combined with the fact much on-street parking currently occurs on Glen Lee Lane suggests that horizontal traffic calming features are not appropriate on this particular road.

6.0 Vertical Traffic Calming Features - Length 'A' (see Appendix 2 of this report)

6.1 Site characteristics (including the carriageway width and gradient) on that section of Glen Lee Lane from its junction with Park Lane to a point outside nos.20/22 Glen Lee Lane (referred to as Length 'A' within **Appendix 2**) are potentially conducive to the introduction of vertical traffic calming features such as round top road humps, yellow thermoplastic 'thumps' , speed tables and/or speed cushions. Photographs of these four types of features are shown within **Appendix 3** of this report.

6.2 A traffic calming scheme on this particular section of Glen Lee Lane could comprise all the same type of features, or a mixture. These features could be located within a 20mph zone which would extend the length of the traffic calmed stretch.

6.3 It should be noted that Glen Lee Lane is a bus route and the West Yorkshire Combined Authority (WYCA) - (formerly the West Yorkshire Passenger Transport Executive (METRO)) do not generally support the use of round top road humps on bus routes due to the claim that these particular features can cause driver and passenger discomfort. As 'midi-buses' service the route, WYCA may be more supportive of the use of round top road humps in this instance.



7.0 Vertical Traffic Calming Features - Length 'B' (see Appendix 3 of this report)

7.1 That section of Long Lee Lane from a point outside no.20 Long Lee Lane to its junction with Woodhouse Road (referred to as Length 'B' within Appendix 2 of this report) is less conducive to traffic calming features due to the narrow width and gradient. The width of its upper section is only 4.85m in places and insufficient to accommodate speed cushions, whilst the relatively steep gradient could result in HGV and buses having difficulty traversing road humps, 'thumps' and speed tables in inclement or adverse weather.

However, Glen Lee Lane is a designated gritting route and round top road humps, 'thumps' and/or speed tables could be considered on this particular length if the West Yorkshire Combined Authority (formerly METRO) were supportive.

8.0 Environmental Impact

9.0 Noise

9.1 The introduction of speed-controlling measures such as road humps or cushions can influence traffic noise levels in a number of ways. For example, lowering the speed of vehicles may mean that vehicle noise emission levels are reduced. In addition, after the measures are installed, traffic flows may be reduced, leading to further reductions in noise.

9.2 However, the use of road humps and cushions may give rise to vehicle body noise (e.g. body rattles, suspension noise etc), which may be a cause of noise disturbance. - (Local Transport Note 1/07, Dft, page 61).

10.0 Vehicle Emissions and Air Quality

10.1 Low speeds are generally associated with high rates of exhaust emission because they usually involve a high proportion of acceleration and deceleration. However, smooth, low speed driving, in as high a gear as possible, will result in relatively low emissions. The effect on emissions, therefore, of any traffic calming scheme will depend on how a scheme influences both the average speed of traffic and the amount of speed variation. - (Local Transport Note 1/07, Dft, page 64).

11.0 Committee Programme Inclusion

11.1 In the event that this Committee were to include Glen Lee Lane within its list of scheme candidates and that subsequently Glen Lee Lane were included within the Committee's approved programme of works, more detailed site assessments could be carried out with a view to determining the precise type and location of proposed features which would best comprise a traffic calming scheme.



12. FINANCIAL & RESOURCE APPRAISAL

If there are no financial issues arising this should be stated, but only on advice from the Finance Director.

13. RISK MANAGEMENT AND GOVERNANCE ISSUES

If there are no significant risks arising out of the implementation of the proposed recommendations should be stated but only on advice of the Finance Director and the City Solicitor.

14. LEGAL APPRAISAL

If there are no legal issues arising this should be stated, but only on advice from the City Solicitor.

15.0 OTHER IMPLICATIONS

15.1 EQUALITY & DIVERSITY

There are no issues arising from the Council's Equality & Diversity Strategy?

There are no issues arising from the Initial Equality Impact Assessment?

15.2 SUSTAINABILITY IMPLICATIONS

Improvements to road safety conditions often encourage a shift to sustainable transport modes.

15.3 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.

15.4 COMMUNITY SAFETY IMPLICATIONS

Effective prioritisation of resources to maximise casualty reduction will be beneficial to community safety.

15.5 HUMAN RIGHTS ACT

None.



15.6 TRADE UNION

None.

15.7 WARD IMPLICATIONS

Elected members will be fully consulted on the development of any scheme on Glen Lee Lane within their respective wards.

15.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

The development and implementation of schemes included in this report support priorities within the Keighley Area Committee Ward Plans 2015-16.

16. NOT FOR PUBLICATION DOCUMENTS

None

17. OPTIONS

- 17.1 Option 1 : That Glen Lee Lane be included on the list of traffic calming / management scheme candidates to be considered annually by this Committee for possible inclusion within it's future programme of works (RECOMMENDED).
- 17.2 Option 2 : That Glen Lee Lane NOT be included on the list of traffic calming / management scheme candidates to be considered annually by this committee for possible inclusion within it's future programme of works (NOT RECOMMENDED).
- 17.3 Option 3 : Members may prefer to take a course of action other that indicated in the above options or the recommendations, in which case they will receive appropriate guidance (NOT RECOMMENDED).

18. RECOMMENDATIONS

Option 1 - That Glen Lee Lane be included on the list of traffic calming/management scheme candidates to be considered annually by this Committee for possible inclusion within its future programme of works.



19. APPENDICES

Appendix 1 – Glen Lee Lane Speed Survey Results.

Appendix 2 – Plan of Glen Lee Lane showing Length 'A' and Length 'B'.

Appendix 3 – Photographs of various types of vertical traffic calming features.

20. BACKGROUND DOCUMENTS

Committee resolution arising from the Keighley Area Committee meeting of 23 July 2015.

Local Transport Note 1/07 Traffic Calming.

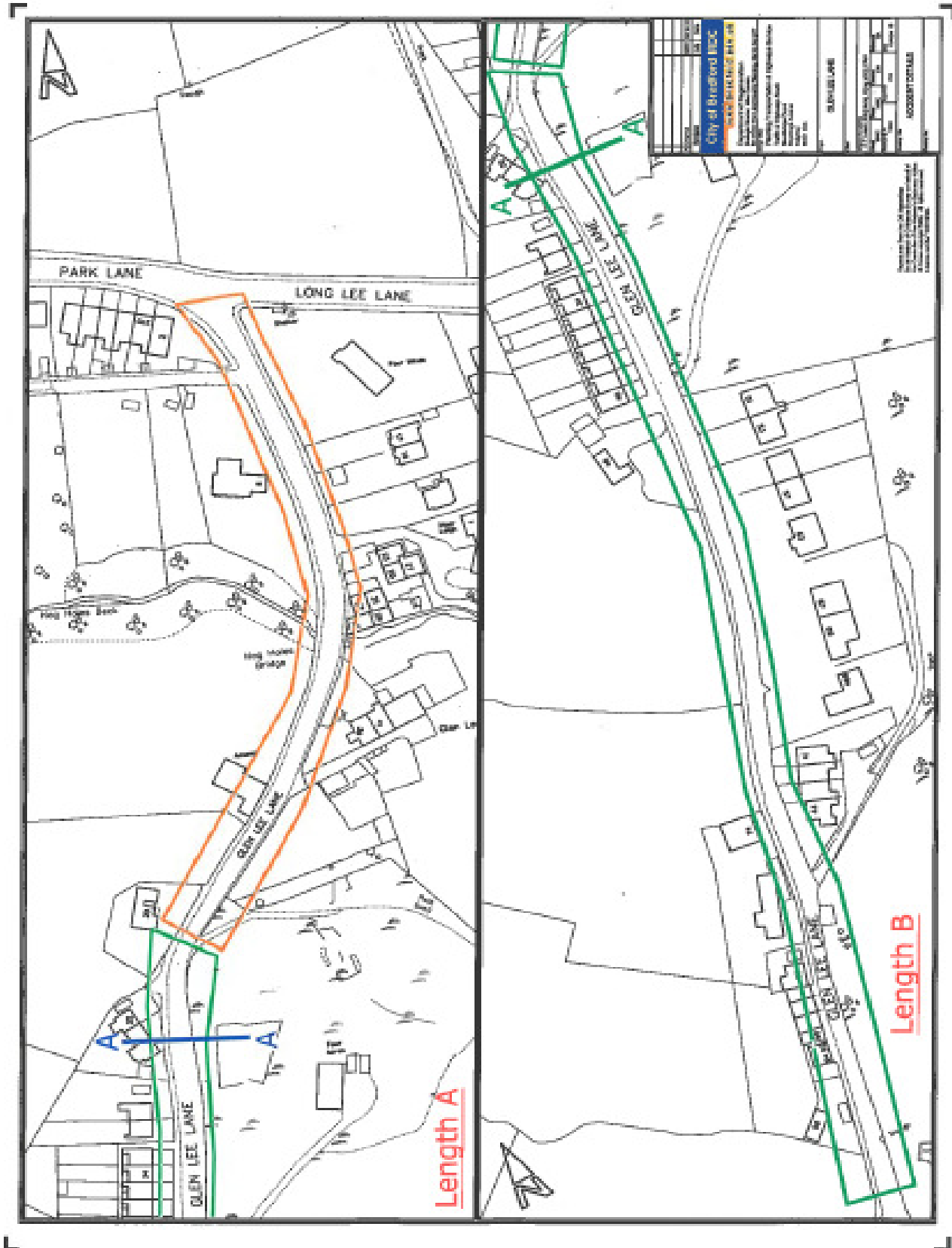


Appendix 1

Glen Lee Lane Speed Survey Results

Survey Date	Mean Speed (Towards Shaw Lane)	Mean Speed (Away from Shaw Lane)
Wed 20 August 2014	27.5 mph	28.5 mph
Thur 21 August 2014	26.7 mph	28.3 mph
Fri 22 August 2014	27.5 mph	28.4 mph
Sat 23 August 2014	27.0 mph	28.2 mph
Tuesday 8 September 2015	26.8 mph	29.3 mph
Wed 9 September 2015	27.1 mph	29.8 mph
Thur 10 September 2015	26.6 mph	29.4 mph





Various Types Of Vertical Traffic Calming Features



Round Top Road Hump Cost per feature = £1000 (approx)



Yellow Thermoplastic 'Thump' Cost per feature = £500 (approx)



A Speed Table Cost per feature = £2,400 (approx)



Speed Cushions Cost per feature = £500 per pair (approx)

