

# Report of the Strategic Director of Regeneration to the meeting of the Shipley Area Committee to be held on 16 March 2016.

---

**Subject:**

**AJ**

**Objections to an advertised 20mph zone (comprising ten round top road humps) on the existing 20mph length of Moor Road, Burley Woodhead.**

## **Summary statement:**

**This report seeks the decision of this Committee regarding objections received to the advertised 20mph zone (comprising ten round top road humps) on Moor Road, Burley Woodhead.**

**It is recommended that:**

- **That this Committee overrules the objections relating to the proposals as originally advertised and as shown within drawing No. TDG/THN/102345/CON-1B (attached as Appendix 2 of this report) and approves the revised proposals as shown on drawing No.TGD/THN/102345/CON-1C (attached as Appendix 3 of this report), and**
- **That the proposed traffic calming scheme as shown on drawing No.TGD/THN/102345/CON-1C (attached as Appendix 3 of this report) becomes an extension of the existing adjoining 20mph zone on Moor Road, Burley Woodhead (Appendix 1 refers)**
- **That the lead petitioner and objectors be advised accordingly.**
- 

**Ward 26 – Wharfedale**

---

Mike Cowlam  
Strategic Director (Regeneration)

**Portfolio:**

**Housing, Planning and Transport**

Report Contact: Simon D'Vali  
Phone: (01274) 432100  
E-mail: simon.dvali@bradford.gov.uk

**Overview & Scrutiny Area:**

**Environmental and Waste Management**



## **1. SUMMARY**

- 1.1 This report seeks a decision of this Committee regarding objections received in response to an advertised traffic calming scheme to install ten round top road hump on the existing 20mph length of Moor Road, Burley Woodhead.

## **2. BACKGROUND**

- 2.1 At its meeting on 11 November 2015, this Committee considered a 124 signature E-petition and three letters objecting to advertised proposals to install ten round top road humps on the existing 20mph section of Moor Road, Burley Woodhead.
- 2.2 Plan No. TDG/THN/102345/CON-1B (attached to this report as appendix 2) shows the location of the formally advertised existing ten road humps on Moor Road, Burley Woodhead.
- 2.3 A speed and volumetric survey was carried out on Thursday 11 February 2016 on that length of Moor Road identified within Appendix 1 of this report (ie. that length comprising an existing 20mph zone with road humps). The results showed that of the 4286 (24 hour) two-way traffic flow, 2769 vehicles (ie. 65 %) complied with the 20mph speed limit.
- 2.4 A speed and volumetric survey was carried out on Thursday 11 October 2012 on that length of Moor Road identified within Appendix 1 and 2 of this report (ie. that length subject to an existing 20mph speed limit but without humps). The results showed that of the 4477 (24 hour) two-way traffic flow, only 840 vehicles (ie. 19) comply with the 20mph speed limit. The highest recorded speed was between 46-51 mph.
- 2.5 Council records show that two Traffic collisions resulting in personal injury (both 'slight' in terms of severity) occurred during the five year period ending 31 December 2015. Speed was an indirect contributory factor in both traffic collisions.
- 2.6 On 11 November 2015, this Committee resolved to defer its decision regarding the advertised traffic calming scheme identified within Appendix 2 of this report to allow the Strategic Director, Regeneration to present a further report in response to this Committee's query regarding the following:
- The estimated cost of re-profiling the existing road humps on Moor Road, Burley Woodhead (Appendix 1 refers) to the same height as the humps in the proposed scheme (Appendix 2 refers), and
  - investigating potential savings which could be made by reducing the number of proposed road humps on Moor Road, whilst still achieving the criteria for a 20mph zone.

### **3. Reprofilng of Existing Road Humps**

Plan No. TDG/THN/102345/APP-1A (attached to this report as appendix 1) shows the location of the existing eleven road humps on Moor Road, Burley Woodhead. Re-profiling the eleven road humps could damage them beyond repair, in which case the humps would need replacing. The estimated cost of remove the existing 11 road humps and rebuilding new ones would be approximately £29,000 which includes traffic management and diversion works. It is the professional opinion of officers that it is not practical to try and reshape the profile of the existing eleven road humps.

### **4. Reduction in number of proposed road humps**

The proposed scheme as originally advertised and considered by this Committee on 11 November 2015 has now been revised with three sets of proposed road humps being replaced with 20mph carriageway roundels. The revised scheme to that originally advertised is shown within Drawing No.TGD/THN/102345/CON-1C (attached to this report as Appendix 3).Whilst it is considered that the three roundels will be less effective in reducing traffic speeds than would the 3 road humps they replace, roundels are classified as traffic calming features and would mean that the criteria for a 20mph zone (regarding the sequential placing traffic calming features within the zone) would be met.

The locations of the proposed three replacement roundels are all rural in nature.

## **5 OTHER CONSIDERATIONS**

- 5.1 Local Members and the Emergency Services will have been consulted on the revised scheme proposals (Appendix 3 of this report refers) prior to the Committee meeting of 16 March 2016. Any comments received from them will be reported to the meeting.
- 5.2 On 25 July 2007, this Committee considered a report relating to the possible re-profiling of the existing road humps on Moor Road, Burley Woodhead, and resolved that the improved road safety in Burley Woodhead be acknowledged and the reduction in accidents since traffic calming has been introduced ne welcomed.
- 5.3 The speed survey results referred to in sections 2.3 and 2.4 of this report are evidence that driver compliance with the existing 20mph speed limits on Moor Road is much higher where road humps are in-situ.

## **6. FINANCIAL & RESOURCE APPRAISAL**

- 6.1 The funding associated with the proposed traffic calming scheme has been allocated from this Committee's Capital budget allocation. However, there is no funding available to carry out any works on the existing road humps at this moment in time.

## **7. RESOURCE**

The proposed traffic calming scheme can be processed within existing staff resources.

## **8. RISK MANAGEMENT AND GOVERNANCE ISSUES**

There are no risk management implications

## **9. LEGAL APPRAISAL**

There are no legal implications at present

## **10. AREA COMMITTEE WARD PLAN IMPLICATIONS**

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

## **11. OTHER IMPLICATIONS**

None

### **11.1 EQUALITY & DIVERSITY**

In the event the proposed scheme is developed further, due regard would be given to Section 149 of the Equality Act 2010.

### **11.2 SUSTAINABILITY IMPLICATIONS**

There are no sustainability implications

### **11.3 GREENHOUSE GAS EMISSIONS IMPACTS**

There are no implications regarding greenhouse gas emission impacts.

### **11.4 COMMUNITY SAFETY IMPLICATIONS**

The proposed revised traffic calming features as shown on drawing No. TGD/THN/102345/CON-1C attached to this report as Appendix 3 are intended to reduce the speed of traffic on the existing 20mph section of Moor Road, thereby helping to reduce community severance and the potential for traffic collisions.

## 11.5 HUMAN RIGHTS ACT

There are no implications for human rights.

## 11.6 TRADE UNION

There are no implications for the trade unions

## 11.7 WARD IMPLICATIONS

None.

## 12. NOT FOR PUBLICATION DOCUMENTS

None.

## 14. OPTIONS

**Option 1** – That this Committee overrules the objections relating to the proposals as originally advertised and as shown within drawing No. TDG/THN/102345/CON-1B (attached as Appendix 2 of this report) and approves the revised proposals as shown on drawing No.TGD/THN/102345/CON-1C (attached as Appendix 3 of this report), and

That the proposed traffic calming scheme as shown on drawing No.TGD/THN/102345/CON-1C (attached as Appendix 3 of this report) becomes an extension of the existing adjoining 20mph zone on Moor Road, Burley Woodhead (Appendix 1 refers)

(RECOMMENDED)

**Option 2** – That the proposals as originally advertised and as shown within drawing No. TDG/THN/102345/CON-1B (attached as Appendix 2 of this report) be abandoned as a result of the objections received. (NOT RECOMMENDED)

**Option 3** – That the revised proposals as shown within drawing No. TDG/THN/102345/CON-1C (attached as Appendix 3 of this report) be abandoned. (NOT RECOMMENDED)

**Option 4** – That the request for the removal or re-profiling of the existing road humps on Moor Road be added to the list of candidates considered annually by this Committee for possible inclusion within its 2016/17 road safety programme. (NOT RECOMMENDED)

**Option 5** - Members may prefer to take a course of action other than that indicated in the above options or the recommendations, in which case they will receive appropriate guidance from officers.

## **14. RECOMMENDATIONS**

14.1 It is recommended that:

### **Option 1**

- **That this Committee overrules the objections relating to the proposals as originally advertised and as shown within drawing No. TDG/THN/102345/CON-1B (attached as Appendix 2 of this report) and approves the revised proposals as shown on drawing No. TGD/THN/102345/CON-1C (attached as Appendix 3 of this report), and**
- **That the proposed traffic calming scheme as shown on drawing No. TGD/THN/102345/CON-1C (attached as Appendix 3 of this report) becomes an extension of the existing adjoining 20mph zone on Moor Road, Burley Woodhead (Appendix 1 refers)**
- **That the lead petitioner and objectors be advised accordingly.**

## **15. APPENDICES**

15.1 **Appendix 1**– Location plan identifying existing eleven round-top road humps on Moor Road, Burley Woodhead - (Drawing No. TDG/THN/102345/APP-1A).

15.2 **Appendix 2** – Location plan identifying the proposed road hump scheme on Moor Road, Burley Woodhead as originally advertised and considered by this Committee on 11 November 2015 – (Drawing No. TDG/THN/102345/CON-1B)

15.3 **Appendix 3** – Location plan identifying revised proposed road humps scheme on Moor Road, Burley Woodhead (Drawing No. TDG/THN/102345/CON-1C)

## **16. BACKGROUND DOCUMENTS**

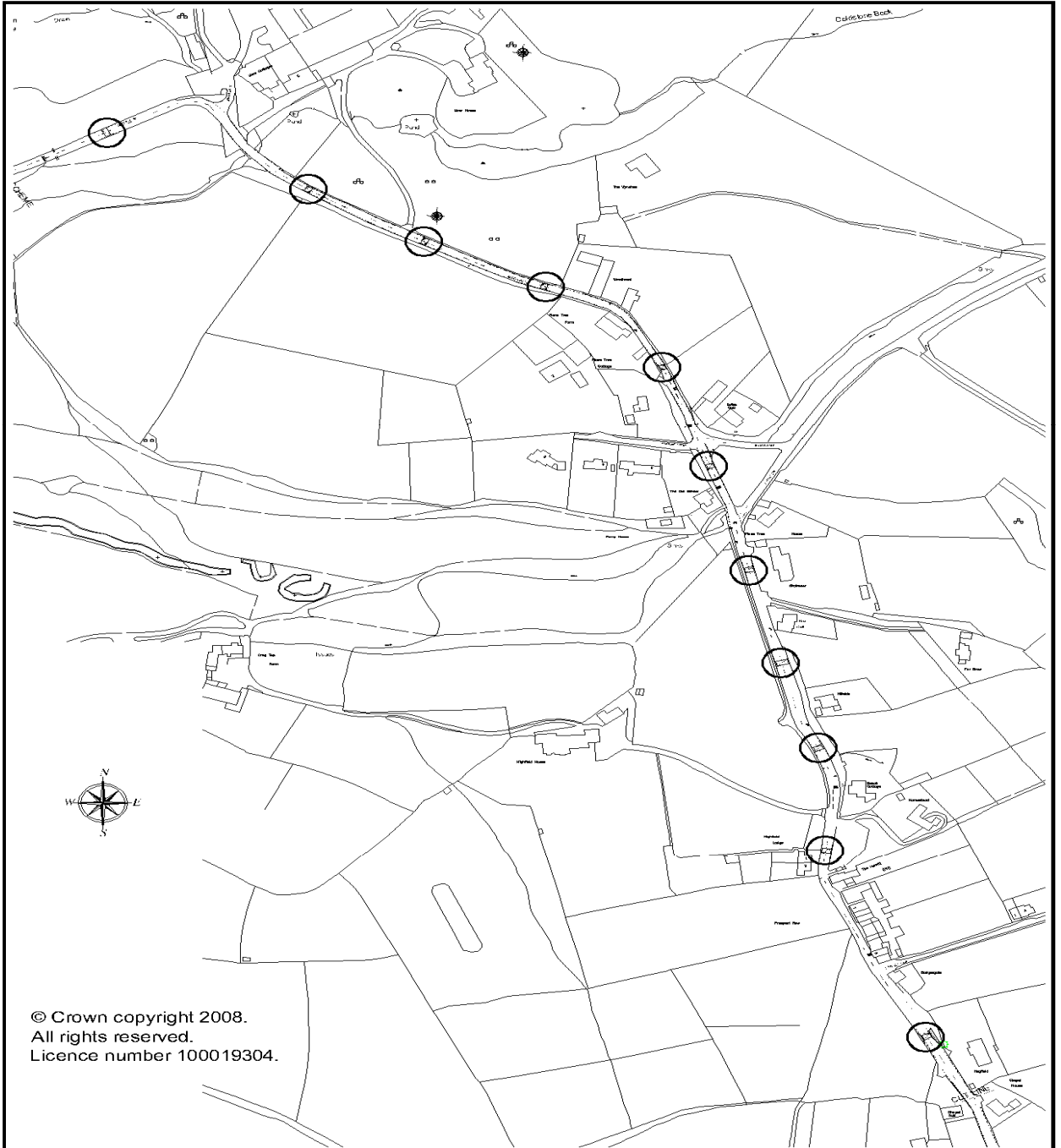
16.1 Report to the Shipley Area Committee on 25 July 2007

16.2 Report to the Shipley Area Committee report on 3 April 2014

16.3 Report to the Shipley Area Committee on 1 July 2015

16.4 Report to the Shipley Area Committee on 11 November 2015

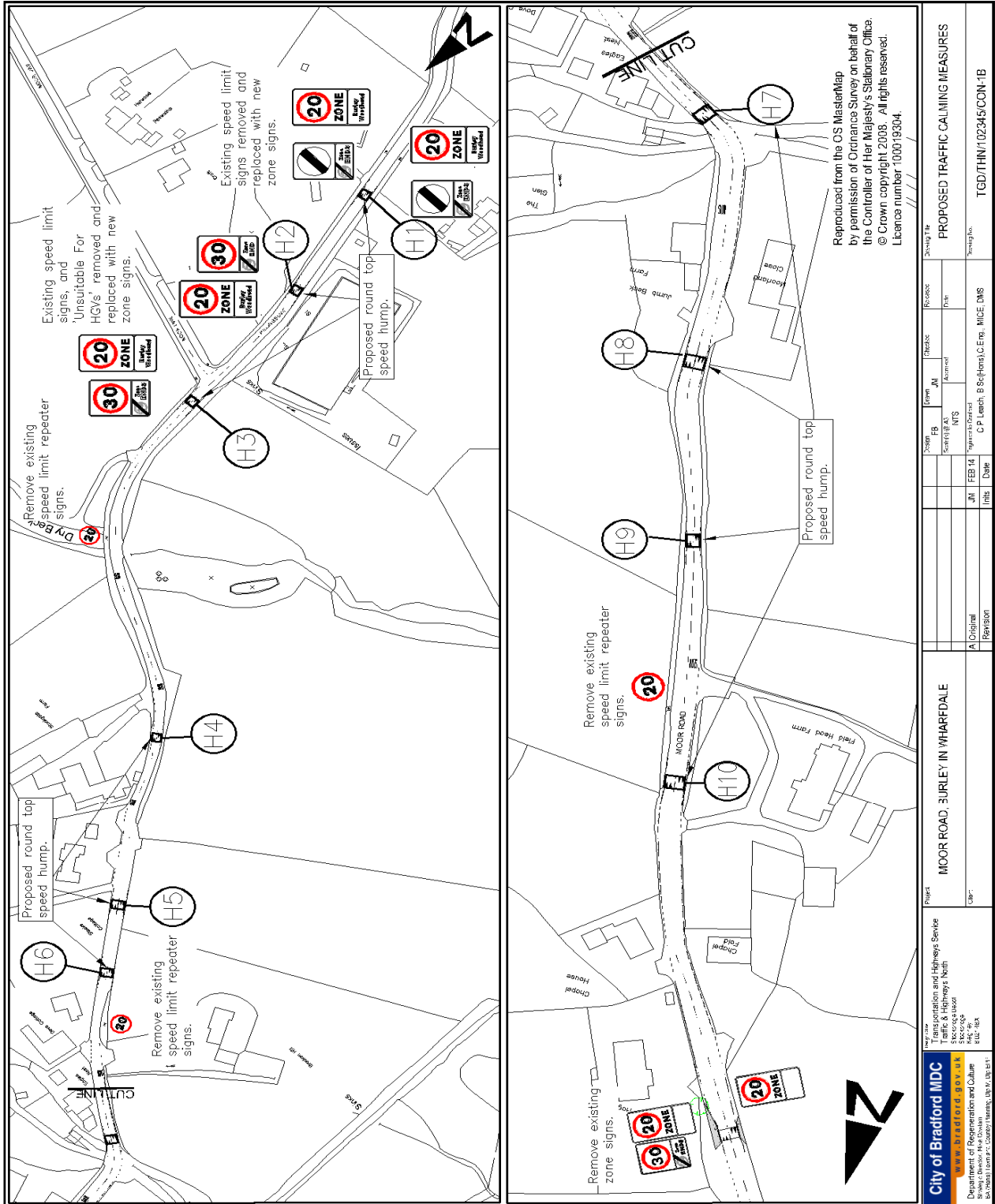
# APPENDIX 1



© Crown copyright 2008.  
 All rights reserved.  
 Licence number 100019304.

<b>City of Bradford MDC</b> <a href="http://www.bradford.gov.uk">www.bradford.gov.uk</a> Department of Regeneration Strategic Director: Mike Cowden Regeneration Director: Gillian M. Pugh FPP		Drawn: _____ Checked: _____ Approved: _____ Date: _____	Project: <b>MOOR ROAD, BURLEY-IN-WHARFEDALE</b> Drawing Title: <b>LOCATION OF EXISTING ROAD HUMPS</b> Drawing No.: <b>TDG/THN/102345/APP-1A</b>
Original: JM Date: OCT 15	Revision: _____ Initials: _____ Date: _____	Engineer in Charge: <b>C P Leach BSc(Hons) CEng MICE DMS</b>	Client: _____

APPENDIX 2



Reproduced from the OS MasterMap by permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. © Crown copyright 2008. All rights reserved. Licence number: 100019304.

<p>City of Bradford MDC  <a href="http://www.bradford.gov.uk">www.bradford.gov.uk</a>          Department of Regeneration and Culture          Planning and Transport Services, 10th Floor, 100          Exchange Street, Bradford, West Yorkshire, LS1 3PL</p>	<p>Project: MOOR ROAD, SURLLEY IN WHARFEDALE</p>	<p>Client: C.P. Leach, B.Sc(Hons), C.Eng., MICE, DMS</p>	<p>Author: C.P. Leach, B.Sc(Hons), C.Eng., MICE, DMS</p>	<p>Check: C.P. Leach, B.Sc(Hons), C.Eng., MICE, DMS</p>	<p>Drawn: C.P. Leach, B.Sc(Hons), C.Eng., MICE, DMS</p>	<p>Scale: 1:1000</p>	<p>Date: 14/02/2014</p>	<p>Revision: A</p>	<p>Drawn by: C.P. Leach, B.Sc(Hons), C.Eng., MICE, DMS</p>	<p>Checked by: C.P. Leach, B.Sc(Hons), C.Eng., MICE, DMS</p>	<p>Approved by: C.P. Leach, B.Sc(Hons), C.Eng., MICE, DMS</p>	<p>Project No: TGD/THN/102345/CON-1B</p>
	<p>City of Bradford MDC          Transportation and Highway Service          Traffic &amp; Highways North          100 Exchange Street          Bradford, West Yorkshire, LS1 3PL</p>	<p>Project: MOOR ROAD, SURLLEY IN WHARFEDALE</p>	<p>Client: C.P. Leach, B.Sc(Hons), C.Eng., MICE, DMS</p>	<p>Author: C.P. Leach, B.Sc(Hons), C.Eng., MICE, DMS</p>	<p>Check: C.P. Leach, B.Sc(Hons), C.Eng., MICE, DMS</p>	<p>Drawn: C.P. Leach, B.Sc(Hons), C.Eng., MICE, DMS</p>	<p>Scale: 1:1000</p>	<p>Date: 14/02/2014</p>	<p>Revision: A</p>	<p>Drawn by: C.P. Leach, B.Sc(Hons), C.Eng., MICE, DMS</p>	<p>Checked by: C.P. Leach, B.Sc(Hons), C.Eng., MICE, DMS</p>	<p>Approved by: C.P. Leach, B.Sc(Hons), C.Eng., MICE, DMS</p>



