

Report to the Chief Officer (Highways and Transportation)

Date: 09 December 2014

Subject: Brownberrie Lane Traffic Management Scheme - Objection

Capital Scheme number: 32101

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): HORSFORTH	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

- 1 Elected Ward Members have over the last few years requested traffic management intervention along various routes within their ward to resolve local issues. To address these concerns a safety scheme was developed which included the reduction of speed limits along several roads and traffic calming measures along Brownberrie Lane.
- 2 Following advertisement of the traffic calming element of the scheme, the proposal has generated four objections. It is considered that the traffic calming along Brownberrie Lane is an integral part of the proposal.
- 3 This report details the objections and asks the Chief Officer (Highways and Transportation) to consider these objections and to approve the author's recommendation.

Recommendations

- 4 The Chief Officer (Highways and Transportation) is requested to:
 - i) Consider and overrule the objections to the scheme;
 - ii) give authority to implement the scheme as shown on the attached plan TMW.18.2.1964c

- iii) request the City Solicitor to make, seal and implement Leeds City Council (Speed Limit) Order 21 2014 as advertised and inform the objectors accordingly of the Chief Officer (Highways and Transportation's) decision.

1 Purpose of this report

- 1.1 To obtain authority to overrule the objections received to the scheme proposal which specifically relate to the traffic calming element of the scheme.

2 Background information

- 2.1 Concerns have been raised by Ward Members and residents regarding road safety along several roads within Horsforth.
- 2.2 Following these concerns, a traffic management scheme was developed which took into account the nature of the concerns, collision history and vehicle speeds in the area. There have been 15 recorded injury accidents along the length of Brownberrie Lane within the 5 year study period. Two of the accidents were classified as serious with remainder being slight.
- 2.3 The roads included within the scheme are Brownberrie Lane, Bayton Lane and Scotland Lane. The scheme proposals are for a reduction in speed limit from 40mph to 30mph on Brownberrie lane and reductions in speed limits on Bayton Lane and Scotland Lane from the national speed limit to 40mph.
- 2.4 To assist with ensuring compliance with the 30mph speed limit along Brownberrie Lane, traffic calming in the form of speed cushions are proposed. A raised junction plateau is also proposed at the junction of Brownberrie Lane and Bayton Lane. Vertical traffic calming features cannot be introduced on roads with a speed limit greater than 30mph.
- 2.5 The accident studies section carried out an assessment of the accidents that have occurred at the Brownberrie Lane / Bayton Lane junction in March 2014. This was a review of the sites for concern that have had a statistically significant increase in accidents during 2013 when compared to the previous 4 years. As part of that review it was recommended that the speed limit on Brownberrie Lane is reduced from 40mph to 30mph and that speed cushions should be provided on either side of the junction to reduce the speed of traffic approaching along the main road.
- 2.6 Consultation was carried out with Ward Members, emergency services, Metro and all properties along Brownberrie Lane. No objections were received to the proposals and from the replies that were received from residents along Brownberrie Lane, the scheme was well received.

3 Main issues

- 3.1.1 The speed limits and traffic calming features were formally advertised and 4 objections have been received that specifically relate to the traffic calming element. None of the objectors front the proposals and two are from the same address.

3.1.2 The objections are listed in Appendix 1, showing the nature of the objection and officer's comments.

3.1.3 The proposals are shown on drawing number TMW.18.2.1964c

3.1.4 The objective of this proposal is to improve the local environment by addressing concerns raised by ward members and residents, taking into consideration collision history and traffic speeds.

3.2 Programme

3.2.1 It is anticipated that the proposal will be implemented in the financial year 2014/2015.

4 Corporate Considerations

4.1 Consultation and Engagement

4.1.1 Ward Members: Ward Members were consulted on the 21 March 2014. Ward members have expressed support for the scheme.

4.1.2 Emergency Services and Metro (WYPTE): The Emergency Services and Metro were consulted on the 21 March 2014. No objections were been received.

4.1.3 Residents / Businesses: All properties that front the proposals along Brownberrie Lane were consulted by letter on the 5 September. No objections were received and from the replies, support was expressed.

4.2 Council policies and City Priorities

4.3.1 The proposal contributes to the policies in the West Yorkshire Local Transport Plan 2011-26 as follows:

Proposal 18 – Improve safety and security, seeking to minimise transport casualties.

4.2.1 Safety Audit: Full Safety Audits will be carried out on this proposal and any recommendations received will be given full consideration.

4.3 Resources and value for money

4.3.1 The cost of the scheme implementation is £55,000 and will be made up of £30,000 Area Management contribution and £25,000 Traffic Management Capital funding.

4.4 Legal Implications, Access to Information and Call In

4.4.1 The report is not eligible for call in as the proposal falls below the relevant threshold.

4.5 Risk Management

4.5.1 There are no risk issues, over and above those expected when working in the public highway, generated by the proposals contained within this report.

5 Conclusions

5.1 The scheme has support from Ward Members and the consultation with properties fronting Brownberrie Lane did not result in any objections being received. The traffic calming along Brownberrie Lane is an integral part of the scheme and will assist in ensuring that the reduction in speed limit is adhered to. An assessment carried out by the Accidents Studies section recommended that the speed limit along Brownberrie Lane is reduced to 30mph with speed cushions being introduced on the Brownberrie Lane on approach either side of the Bayton Lane junction.

6 Recommendations

6.1 The Chief Officer (Highways and Transportation is requested to:

- i) Consider and over-rule objections to the traffic calming aspect of the scheme;
- ii) give authority to implement the scheme as shown on the attached drawing TMW.18.2.1964c
- iii) request the City Solicitor to make, seal and implement Leeds City Council (Speed Limit) Order 21 2014 as advertised and inform the objectors accordingly of the Chief Officer (Highways and Transportation's) decision.

7 Background documents

7.1 None.

Appendix 1
Summary of objections

	Nature of objection	Officer's comments
1	Does not think the roads are particularly dangerous and that the amount of features is excessive. Will have the effect of drivers using the A65 instead which is already overused. Agrees with the reduction in speed limits.	These comments are to address all four objections.
2	Objects to the implementation of road humps as there are some already on Layton Road and with the new features it will be excessive. The objector thinks that flashing signs would be more effective and that they haven't seen much speed reduction where road humps have already been installed. Finds it incredible that the Council can find more for such schemes rather than keeping open libraries, care homes, tourist's information centre etc. Agrees that something needs doing at the Brownberrie Lane / Bayton Lane junction.	<p>Elected ward members have over the last few years requested traffic management intervention along various routes, including Brownberrie Lane, within their ward to resolve local concerns raised by residents along these routes. These concerns include the speed of drivers along this road where the footway widths are in places relatively narrow, damage to properties from drivers leaving the carriageway and the use of this road by children and parents.</p> <p>There have been 15 recorded injury accidents along Brownberrie Lane within the 5 year study period of which two were recorded as serious with the remainder being slight.</p>
3	Objects to the installation of the road humps as they are not necessary and a waste of money. Would prefer to see flashing lights as they would be more effective. Does not believe there is a major problem on this road apart from the Brownberrie Lane / Bayton Lane junction. Money should be invested in the area and not wasted on humps and cushions which only cause additional injuries in ambulances, cause problems for police cars and damage to suspension and tyres of everyone's cars.	An assessment of the accidents that have occurred at the Brownberrie Lane / Bayton Lane junction was carried out in March 2014. This was a review of the sites for concern that have had a statistically significant increase in accidents during 2013 when compared to the previous 4 years. As part of that review it was recommended that the speed limit on Brownberrie Lane is reduced from 40mph to 30mph and that speed cushions should be provided on either side of the junction to reduce the speed of traffic approaching along the main road. A raised table is also proposed at this junction to address the accident history which will complement the recommendation. It should be noted that the Highway Authority cannot introduce vertical features on road with a speed limit of more than 30mph.
4	Objects to the number of proposed speed cushions.	

The reduction of the speed limit to 30mph along Brownberrie Lane forms part of the package of measures in the area. The speed cushions that are proposed will assist in ensuring that the 30mph speed limit is adhered to.

Traffic calming is a proven method of reducing the instances of personal injury accidents. Road humps are the most widely used form of traffic calming feature as they are generally applicable to most road layouts and have proved to be effective at controlling speeds which in turn plays an important role in helping to reduce injury accidents. The speed cushion type of road hump has been designed so that larger vehicles such as emergency service vehicles and buses can straddle them thus minimising delay and occupants discomfort whilst still providing an effective speed control device.

The amount of features is not considered excessive due to the length of road being addressed. They are on average being introduced every 100m. Drivers travelling over speed cushions at appropriate speeds should not suffer from vehicle damage.

The use of vehicle activated signs are not appropriate in this instance as this is a long section of carriageway being addressed and this type of sign is predominantly used to warn of an upcoming hazard.

Funding for highway schemes and other Council services such as libraries are financed separately.

It is not considered that a large displacement of traffic will occur due to this scheme.