

Deputation to Leeds City Council
Grove Lane Residents
Sept 2014

Grove Lane is a busy residential road passing between Headingley and Meanwood. Local residents, pedestrians and cyclists are very concerned about the speed of cars travelling on the road, the driving behaviour, the frequency of accidents, the difficulty crossing the road and the hazard posed to cyclists using the road.

The road is long, wide and unrestricted in any way. Drivers appear to find it very easy to get up to speeds of 40mph or more. Monkbridge Road and Shaw Lane also appear to be suffering with the same issues and we are requesting solutions to be area wide, not pushing the problem from one place to another.

The road crosses through the meanwood valley trail and at that point there is no safe or supported crossing, leaving pedestrians, wheel chair users and cyclists waiting long periods of time to cross.

Due to the parking restrictions around Shire oak school, many parents park in the streets around Grove Lane and Grove Road and have to cross Grove Lane on the school runs. There are a number of families and residents who walk and cycle to the local schools and they wish to do this safely.

Drivers often fail to stop at the only pedestrian crossing and there was a recent incident where a car mounted the pavement close to a family walking to school, narrowly missing them.

We are requesting action to be taken to reduce the incidence of speeding traffic, dangerous driving and accidents on Grove Lane and surrounding roads.

Recent accidents:-

In a period of 8 week there were several accidents along the road:-

1. At the junction with Shaw Lane, where a car hit the wall and telecoms box dragging the telecoms box down Grove Lane. It was due to a car speeding through the lights from Becketts Park, unable to stop at the road bifurcation.
2. Outside no 24/22 a car ran into another car reversing out of one of the drive ways on Grove Lane, the car hit had two small children in the back. The driver had been unable or unwilling to slow and tried to overtake causing a collision.
3. At the crossroads junction of Grove Road/Grove Lane two cars collided, cause unknown.
4. At the crossroads junction of Grove Road/Grove Lane a car has crashed into the garden wall of one of the houses. Cause unknown. Today.
5. A car crashed into the road sign and fencing of a garden at the junction of Woodland Park Road and Grove Lane.

The police may not have attended any of these accidents and there are likely

to be more accidents we are unaware of. The accidents are a considerable worry and may indicate that speeding, dangerous driving and the need for improved road safety is required.

The police have been carrying out speed operations over the last few years in response to residents complaints and have always found a large proportion of motorists driving over 30mph. The most recent speed operation carried out by police resulted in 20 motorists being stopped for going over speeds of 30mph, 2 were issued with tickets for doing over 40mph, many of the drivers believed the road to be a 40mph road.

In January this year, 42 vehicles were recorded doing speeds of over 35mph in one hour using the Speed Indication Device owned by Weetwood Ward, the police officer using the SID observed higher speeds on the opposite side of the road and one car being so impatient that he overtook another on the bend to get past.

Cars are frequently observed overtaking at speed on this single lane road, sometimes overtaking close to the zebra crossing, again a considerable worry for pedestrians and road users.

The risk of death is approximately four times higher when a pedestrian is hit at 40mph than at 30mph. The difference of a few miles per hour can mean the difference between life and death (THINK, 2014)

The vast proportion of police-reported pedestrian, cyclist and motorcyclist fatal and serious injuries occur on 30mph roads and these roads should be targeted for reducing road fatalities in younger people (Public Health England, 2014). The higher the speed the higher the injury rate and mortality. We urge you to consider our requests for action and the following suggested solutions.

Suggested solutions:-

Implement and enforce 20mph speed limit for the part of the road closest to Shire Oak School. In order to protect families crossing and walking on this road to and from school. In line with the Safe System approach to road safety (Public health England, 2014)

Well marked and raised pedestrian crossings at Meanwood Valley Trail, Grove Road intersection and at or close to the junction with Shaw lane.

Road markings and/or signs encouraging motorists to slow when coming into the area.

Cycle paths and road markings to safely allow cycling down the road and in particular to encourage cyclist to the Meanwood Valley Trail. A suitably segregated infrastructure, as part of a convenient walking and cycling network, can prevent road user error from resulting in fatal injuries.

Safety measures put in place at the iunction of Grove Lane/Grove Road as this appears to have a high incidence of accidents.

Speed cameras or speed indication devices to raise drivers awareness of the speeds they are doing, to permanently deter speeding and monitor the situation.

The road is split across two council wards Weetwood ad Headingley. We ask that the boundary of this road does not interfere with decisions made and the management of the situation.

We want to walk, cycle and drive safely in our local community and we ask that you address this issue as a matter of priority.

References:-

<http://think.direct.gov.uk/speed.html>

Reducing unintentional injuries on the roads among children and young people under 25 years. Public Health England. 2014.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/322212/Reducing_unintentional_injuries_on_the_roads_among_children_and_young_people_under_25_years.pdf