



Report of the Director of City Development

To Executive Board

Date: 10th March 2010

Subject: DEPUTATION TO COUNCIL, 21 JANUARY 2010
MOORLAND ROAD, BRAMHOPE – SPEED LIMIT

Electoral Wards Affected: Adel & Wharfedale	Specific Implications For: Equality and Diversity <input type="checkbox"/> Community Cohesion <input type="checkbox"/> Narrowing the Gap <input type="checkbox"/>
Eligible for Call In <input type="checkbox"/>	Not Eligible for Call In (Details contained in the report) <input type="checkbox"/>

Executive Summary

This report informs the Executive Board in relation to the deputation received by Council on the 21 January 2010 concerning the speed limit on Moorland Road and Occupation Lane, Bramhope.

1.0 Purpose of this Report

- 1.1 This report provides information relating to the deputation received by Council at the January 2010 meeting in relation to concerns about the existing 60mph speed limit on Moorland Road and Occupation Lane, Bramhope.

2.0 Background Information

- 2.1 A deputation from local residents was heard by the 21 January 2010 meeting of Council. The subject of this was a request from residents for the existing speed limit of 60mph to be changed to 30mph.
- 2.2 The section of road concerned is illustrated on the attached plan. Currently a 60 mph speed limit extends along Moorland Road, westwards, from its junction with Moor Road up to the junction of Occupation Lane with its junction at Old Lane. The existing speed limit of 60mph for a single carriageway is a national speed limit and is consistent with many similar types of road in Leeds. Old Lane and Moor Lane, from Old Lane to a point just south of Moorland Road are covered by existing 30mph speed limits.

- 2.3 Records indicate that correspondence on traffic volume was received in the year 2000 and residents have been seeking a change in speed limit, according to press reports, for over 5 years. The campaigners have recently received greater publicity in local media and support from Greg Mulholland MP and a local ward member.

3.0 Main Issues

- 3.1 The roads in question, Moorland Road and Occupation Lane are narrow, unclassified country roads where on-coming vehicles have difficulty in passing and, as one resident wrote 'no less than 5 blind bends on this road within a stretch of 1.5 miles.' At the eastern end is a concentration of residential properties. The remaining length has numerous farms and access to the District Scout camp grounds.
- 3.2 In investigating the request for a change in speed limit, traffic surveys and an accident record search have been undertaken. The traffic surveys were undertaken between 7th and 17th December 2006

Moorland Road

	Two - Way
Average 24hr flow	125 vehicles
Average Mean Speed	26.3mph
% of Vehicles exceeding 30mph	45%

Occupation Lane (North of Moorlands Road)

	Two - Way
Average 24hr flow	119 vehicles
Average Mean Speed	26.6 mph
% of Vehicles exceeding 30mph	45%

Occupation Lane (South of Old Lane)

	Two - Way
Average 24hr flow	137 vehicles
Average Mean Speed	24.9 mph
% of Vehicles exceeding 30mph	34%

The accident records for both roads since 1999 have been accessed and there are no reported personal injury accidents.

- 3.3 An important factor when setting a speed limit is what the road looks like to the road user. This is influenced by the road geometry (road width, sightlines, bends, etc.) and the environment through which it passes (rural, residential, commercial, retail, school, etc.) Road users will expect lower limits where they can see there are more potential risks.
- 3.4 A low speed limit will not, necessarily, produce the lowest actual speeds. If the speed limit is unrealistically low, drivers may choose to ignore it whilst a higher, more realistic, limit could affect drivers' choice of speed.

- 3.5 The data in paragraph 3.2 shows that although the speed limit is un-restricted (60mph single carriageway), the road character and geometry limits the speed at which most drivers will travel. The average speeds and low usage suggest many of the motorists are regular travellers and are aware of the surrounding environment and nature of the road.
- 3.6 Funding for traffic engineering schemes, such as changes in speed limit, is restricted. It is therefore necessary to prioritise expenditure towards locations of greatest need. With no history of accidents or high levels of speeding traffic, the work at Moorland Road [can not be recommended for progression over sites where injury accidents are occurring](#).
- 3.7 With increasing pressure to introduce a change of speed limit, a local ward member indicated that MICE funding would be made available.
- 3.8 Estimates have therefore been provided for two options to introduce a 30mph speed limit:
- (i) The initial request for the whole length of Moorland Road and Occupation Lane from Moor Lane to Old Lane. The cost is estimated at £6500. Because the roads which Moorland Road and Occupation Lane connect to, Moor Lane and Old Lane respectively, are within existing 30mph speed limits there would be no terminal 30mph signs on Moorland Road or Occupation Lane. There would, however, be small repeater signs at 250metre intervals because it is being imposed by Order and not street lighting.
 - (ii) A further, subsequent, request for a short length of Moorland Road from Moor Lane to a point approximately 0.2Km westward. This covers the higher concentration of properties and would provide terminal 30mph signs prior to the residential properties for traffic heading eastwards. The estimated cost is £5800. If this option were to be advertised it may lead to objections from other residents of Moorland Road and Occupation Lane who consider a 30mph speed limit should apply along the full length of both roads.
- 3.9 A recent Ward member consultation with local residents has indicated that local preference is for both Moorland Road and Occupation Lane to be included within a 30mph speed limit.
- 3.10 The Police have indicated verbally that it is a difficult location to enforce but would, subject to their operational requirements, target appropriate enforcement. A written response has been requested and will be provided at the meeting of the Board.

4.0 Implications for Council Policy and Governance

- 4.1 This report does not raise any specific implications for Council policy and Governance.

5.0 Legal and Resource Implications

- 5.1 This report has no specific legal and resource implications. Detailed approval to advertise any required Speed Limit Traffic Regulation Order will be the subject of a separate report to the Chief Officer (Highways and Transportation).

6.0 Risk Assessments

- 6.1 No risks, other than those normally associated with introducing Traffic Regulation Orders and working on the public highway are associated with the scheme.

7.0 Conclusions

7.1 The position with regard to the prioritization of this issue has not changed over the years, in that there are many other locations where the evidence of need is greater. However, with the support of MICE funding, the Traffic Order can be progressed.

8.0 Recommendations

8.1 Members of the Executive Board are requested to note the contents of the report and agree in principle to a Traffic Regulation Order for a speed limit of 30mph with repeater signs being progressed on Moorland Road and Occupation Lane with MICE funding.

9.0 Background Papers

The following documents provide background information for this report:

- i) Deputation to Leeds City Council concerning the speed limit on Moorland Road and Occupation Lane, Bramhope.