

West Yorkshire Police recommend speed calming measures – Sept 2023

Further to the Parish Council investing in the SafeScheme with WY Police, the various speed monitoring and enforcement exercises have produced alarming results.

- **Traffic speed** passing the School is much **higher** than other parts of the village
- **Speeding** rate of vehicles was far **higher** when Police were **unmarked** than when they were visible
- Percentage of vehicles **above** the legal **speed limit** was as high as **72%**



WEST YORKSHIRE
POLICE



Exercise Summary	Method	Duration	Location	No. of Vehicles travelling at 30mph or less		No. of Vehicles travelling at 31–35 mph		No. of Vehicles travelling at 36–39 mph		No. of Vehicles travelling at 40 mph and over		TOTAL No. of Vehicles observed
				No.	%	No.	%	No.	%	No.	%	
Traffic observed over the weekend in Both Directions at points before and after the Village Primary School	Marked	1 hour	Outside the School	584	95.8%	24	3.94%	0	0	1	0.1%	609
	Unmarked	45 mins	Next to the School	115	28.1%	185	45.2%	88	21.5%	21	5.1%	409

Proportion of vehicles exceeding the speed limit, but not receiving a speeding offence

In total, some 109 speeding tickets would have been issued in just a 45 min period on a Sunday afternoon

Recommendation of the West Yorkshire Police:

1. **A reduction to the speed limit near the School** would help (**20mph**), especially due to the school – (however, it will not fully deter drivers from exceeding the speed limit)
2. **Further traffic calming measures** need serious consideration for the area, such as **speed cameras**, before the S bend in both directions (this will purposefully slow drivers down for the S-bend, along with slowing them down for the School and the junction of Bretton Lane).

West Bretton, a village in desperate need of traffic calming measures

West Bretton is a village that lies close to junction 38 of the M1 motorway at Haigh and has a population of c. 460. The village is officially classed as a Conservation Area – “an area of special architectural or historic interest, as it has a character which is considered worthy of preservation or enhancement”. The village has many buildings that are Grade Listed as well as a Junior and Infant School, a Church and is home to the Yorkshire Sculpture Park – the leading international centre for modern and contemporary sculpture that welcomes some 400,000 visitors each year.

But still, the village has yet to receive the necessary measures to make it a safe and environmentally protected place to live and welcome tourists.

Bretton has a very dangerous T-junction right in front of the school and only a 30mph speed limit

Bretton has cars entering the village having come straight from the M1 at the national speed limit – and only has minimal and unlit traffic speed signage

There are no safe places for the villagers and tourists to cross the major A road in Bretton – despite there being many young families and elderly residents

Bretton is a major A road with No speed cameras – despite the volume, speed and weight of vehicles

The Yorkshire Sculpture Park is on an A road that exits the M1, with a national speed limit in place & no speed cameras past this major tourist attraction



Netherton has a **20 mph zone** in front of the village **school**

Notton has **enhanced speeding signage** on entry into the village, that is also **illuminated** – showing the speed of the vehicle and warning them to Slow Down!

Flockton (a Kirklees Council village) has **2 pedestrian crossings** – one placed directly in front of the school, providing a **safe children crossing** across the busy A 637
Middlestown is also on a major A road (A642) and has **traffic speed cameras** in place

The National Mining Museum has both a **30 mph speed limit** AND **speed cameras** in place, in its rural location

The village is looking for dialogue to table these issues and inconsistencies in how safety and protection practice has disadvantaged Bretton and its residents

West Bretton Village Traffic Challenge

For a number of years, the Bretton villagers have been raising their **concerns** about the **safety** and **pollution** impacts of the increasing traffic volumes. In that time, they have seen **no material improvements** in traffic management of pedestrian safety, in what is a **Conservation Area** of environmental or historical interest or importance to the region.

This documents sets out the strong case for improved resident and tourist safety in the village.

Road Traffic Collision Data

June 1st 2018 and June 1st 2023 –

There have been 93 calls for service relating to vehicle RTC.

37% taking place on the A637 Huddersfield Road (**26%** occurring on the entrance to the village from Denby Dale Road alone)

52% involved 2 vehicles or more
Additional 30% were vehicles losing control prior to collision

* Data provided by West Yorkshire Police

Traffic Calming Solutions in other WMDC Village

Entrance to Notton Village



Pedestrian Crossings in Flockton



Pedestrian Crossing on the A637 in Flockton

Speed Limits Past Schools in Netherton



.....and Flockton

20mph speed limit past Netherton Primary School

Key Requests for Safety Improvements

The following lists the minimum safety measures that the village requires:

1. A **safe pedestrian crossing** on Huddersfield Road for school children, villagers and Sculpture Park tourists to cross the major A road safely
2. A safe pedestrian crossing on Bretton Lane between the Village Hall car park and the Village Primary School – a **safe school crossing**
3. A **20mph speed limit past the School** to protect the safety of children and families
4. **Speed enforceable cameras** at the 3 entry points to the village
5. **Illuminated Speed Awareness and Prevention signage** – that flashes when cars are speeding and shows the speed of the vehicle
6. **50 mph speed limit** for the A637 section from the Yorkshire Sculpture Park roundabout down to the Haig M1 junction

All of the above becomes even more necessary when the village is used as a Motorway Diversion route – which is happening on an increasing basis diverting major traffic through the heart of Bretton.

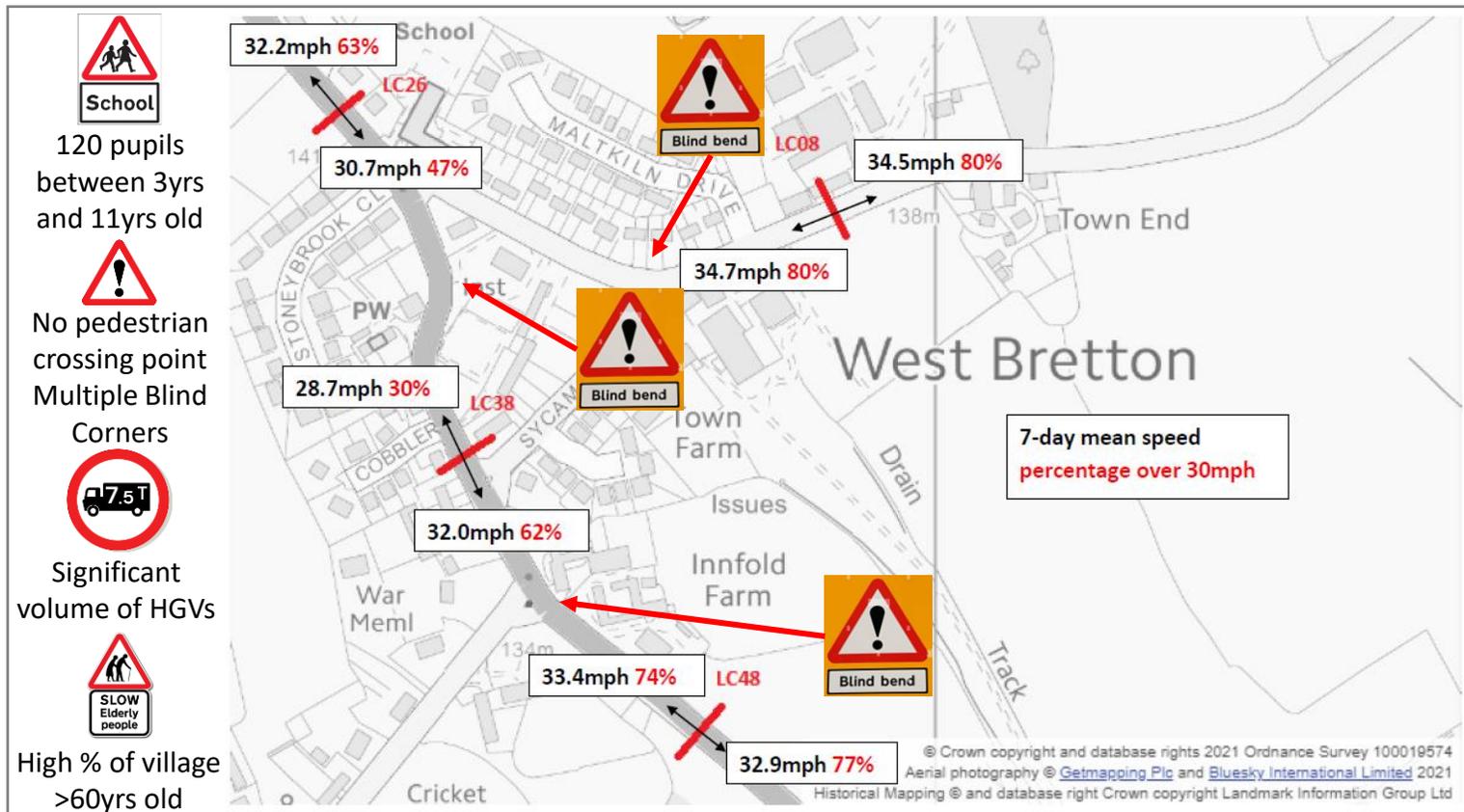
2022 Bretton Lane Traffic Counter Data

“traffic on Bretton Lane has increased by **30%** since 2006”

Observations on the traffic counter data conclusions

Focusing on the overall average speed fails to tell the full traffic story in Bretton

The overriding conclusion provided by the Council was that the **average speed** observed of the vehicles throughout the whole village was **34.5 mph** and within 'accepted tolerance levels' to warrant taken no further action (i.e. the overall average was less than 35mph). However, this masks some **major findings** that **change significantly the level of risk** for the villagers.



Key Observations

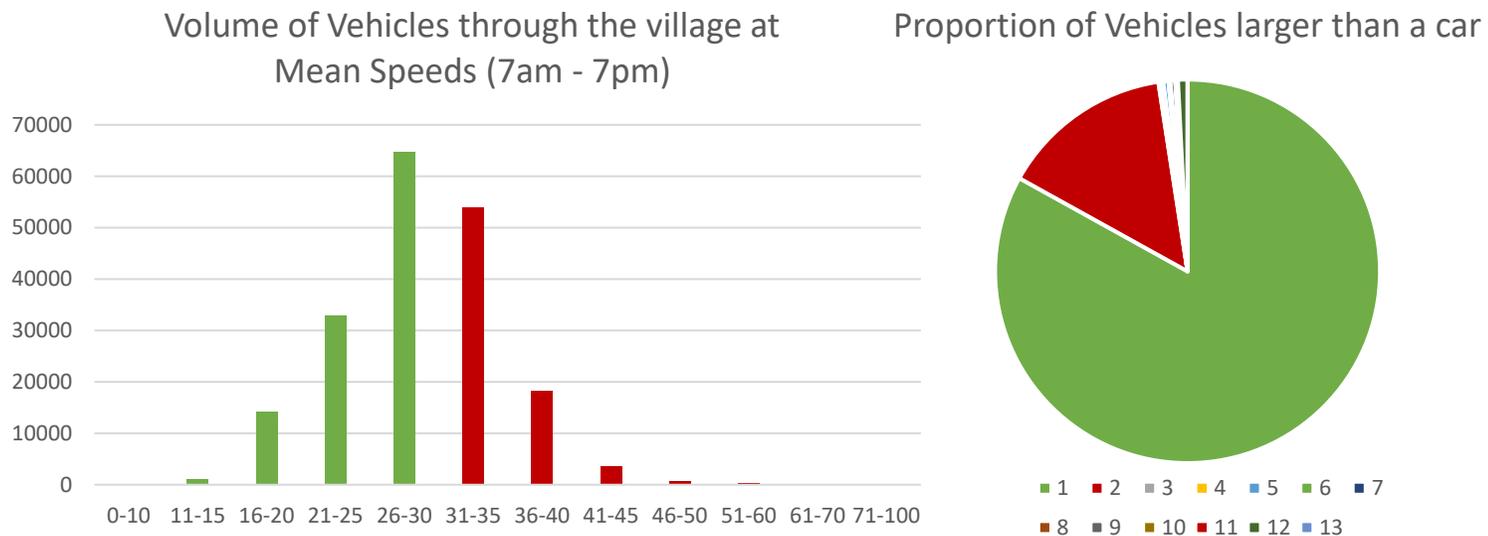
- At the point closest to the **village school**;
 - Every 2nd** vehicle enters the village above the speed limit
 - 2 out of every 3** vehicles leave the village above the speed limit
- At other points of entry / exit to the village:
 - 4 out of 5** vehicles are above the speed limit (eastern end of village)
 - A **min 3 out of 4** vehicles are above the speed limit (southern end)
- The Overall Mean Speed does not truly take into account the fact that a proportion of vehicles are slowing anyway to turn on & off the main routes – thereby reducing the Mean Speed
 - The real problem is the vehicles that travel straight through the village at **excessive speeds**
- There is no indication of the **Speeds by Vehicle type**
 - A **HGV at 40mph** is a far greater risk than a small car at 40mph
 - 1 in 4** vehicles are **NOT** Cars (LC38 South)
- The Mean Speed observed of **34.5 mph** **increases** the risk of a **fatality by 65%** to **1 in 3**, versus a 1 in 5 risk at 30 mph

Further considerations that should be considered by the traffic review

Should a 'conservation area' really be subjected to so much heavy traffic?

West Bretton is by definition “an area of notable environmental or historical interest”, “an area of special architectural or historic interest, the character of which is considered worthy of preservation or enhancement”. The excessive volume of traffic passing through the village, at speed puts at risk the preservation of the village and endangers the lives of the inhabitants.

The shared data limits the ability to do further analysis to highlight the major issues caused by the traffic volume, speed and type within the village



Showing the vehicle speed by vehicle type, and excluding those vehicles that slow down to turn off the main routes, will provide a true picture of the driving behaviour of vehicles passing through the village

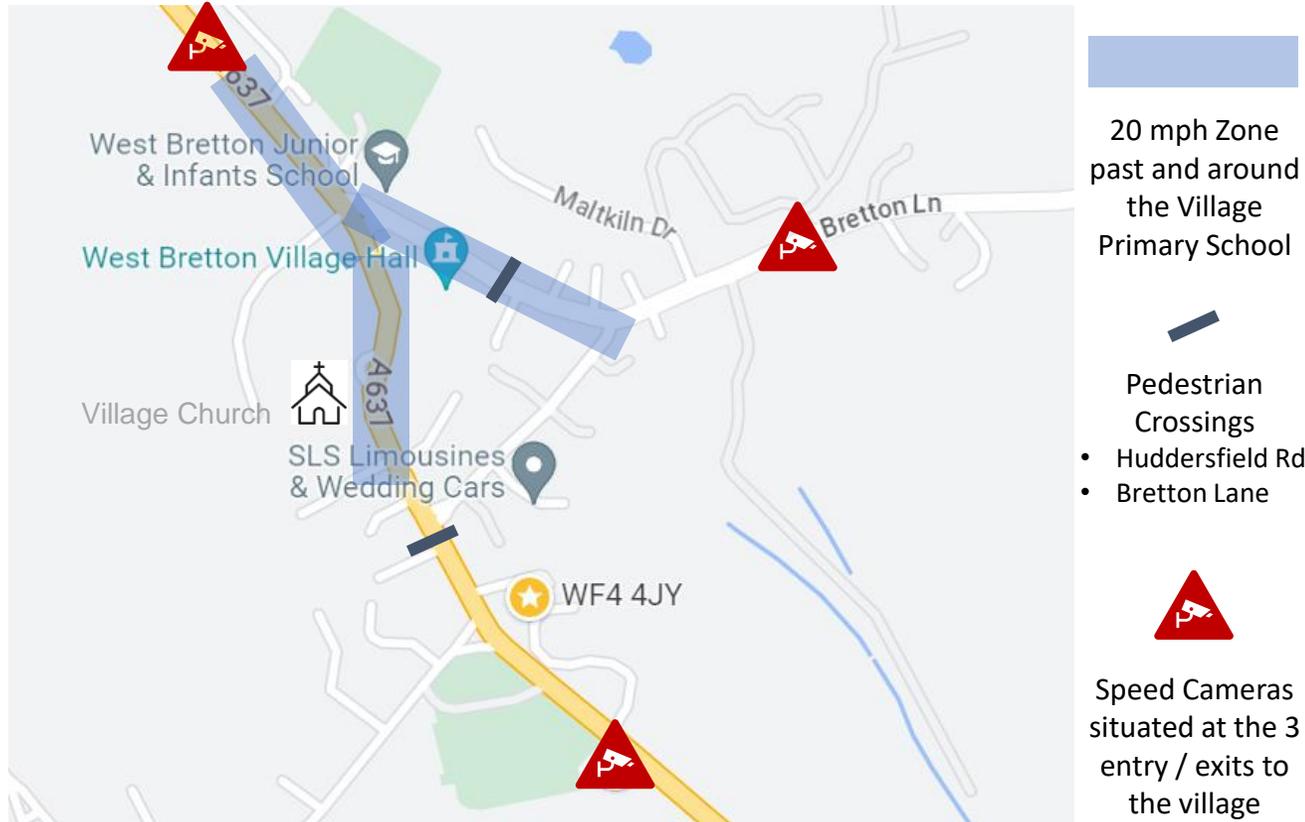
Key Messages

- There are many entry and exit points onto the main routes within the village – vehicles that turn on / off the main routes will naturally slow both themselves and others down as they turn
 - Based on a crude recalculation, removing vehicles that turn on & off the main routes, can **increase** the average speed by **up to 3%**;
 - So, the mean speed of vehicles passing straight through the village is **35.5mph - above the threshold** for intervention
 - Bretton is a **Conservation Area** with many **Listed Buildings** – damage will be caused to these protected buildings from the high vehicle volume through;
 - Weight (24 Huddersfield Road physically shakes as HGV pass by)
 - Noise (impact on sleep deprivation etc)
 - Pollution (corrosion of building fabric)
- Additional Data Analysis required;**
- Request the raw data to allow for analysis of the true impact of vehicles turning on / off the main routes
 - Request for the data that shows the speeds by vehicle types to fully understand the potential increased risk of the high HGV vehicle numbers

Making West Bretton a safe place for residents and tourists.....

The **current levels** and **speed** of traffic through the village puts villagers and primary school pupils at **major risk** every time they attempt to cross the West Bretton roads. **Slowing the traffic** to more appropriate levels for a school location, providing **safe places** to cross the busy roads and forcing the traffic to **slow down**, would be a **life-changing improvement** for all who live and visit this conservation, countryside village.

What do we need to make West Bretton a safe place to live, visit and attend school?



Key Requirements

- **Reduced Speed Zone**
 - On the 2 main roads passing the School, a 20 mph speed limit to be introduced and enforced
 - This would bring West Bretton in line with the vast majority of School's within Wakefield District, with a 20 mph zone
- **Pedestrian Crossings**
 - Safe Crossings to be implemented across both of the main roads passing through the village
 - Bretton Lane Crossing – this would provide safe passage for the parents and Children of the school who park at the Village Hall before crossing over to the School
 - Huddersfield Road Crossing – this would allow villagers and tourists to cross from one side of the village to the other, safely
- **Speed Enforcement Cameras**
 - Positioned at the 3 main entries / exits of the village, monitoring the 20mph zone to the North on Hudds Road, and the 30mph on the Bretton Lane and Hudds Rd entries/exists of the village