

Report of the Director of Regeneration and Culture to the meeting of the Bradford South Area Committee to be held on 27th June 2013

F

Subject:

Bradford South Area 2013/14 – Traffic Measures Works Programme - Update

Summary statement:

This report details proposed additions to the Works Programme for Traffic Measures to be undertaken in the Bradford South Constituency Area the 2013/14 financial year following an increase in funding.

Barra Mac Ruairi
Regeneration and Culture
Director

Report Contact: Darren Badrock
Phone: (01274) 437430
E-mail: darren.badrock@bradford.gov.uk

Portfolio:

Regeneration, Economy and Sustainability

Overview & Scrutiny Area:

Environment and Waste Management



1 SUMMARY

- 1.1 This report details proposed additions to the Works Programme for Traffic Measures to be undertaken in the Bradford South Constituency Area the 2013/14 financial year following an increase in funding.

2 BACKGROUND

- 2.1 At the meeting of the Bradford South Area Committee on 28th March 2013 a programme of works based on a provisional budget of **£135,203** was approved for completion in the 2013/14 financial year
- 2.2 Subsequent to the meeting final confirmation of funding via the Integrated Transport Block of the LTP for 2013/14 was received. The final figure now stands at **£164,900** an increase of **£29,697**
- 2.3 In order to accommodate this funding additional works are proposed across the district and these are covered in Appendix 1.

3 OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

- 3.1 No Considerations.

4 OTHER CONSIDERATIONS

- 4.1 The 2013/14 year is the last year of Implementation Plan 1 from the West Yorkshire Local Transport Plan. As such it is imperative that the Area Traffic and Highways Budget is balanced at the end of the financial year. In order to ensure this is the case the works programme is deliberately set so that no extensive schemes or major Traffic Regulation Orders are programmed to be capital funded within the financial year.

5 OPTIONS

- 5.1 That the Bradford South Area Committee accepts the proposed additional traffic measures programme of works for 2013/14 as shown in Appendix 1
- 5.3 That the Bradford South Area Committee decides not to accept the recommendations outlined in this report.

6 FINANCIAL & RESOURCE APPRAISAL

- 6.1 The proposed works can be funded from the available budgets.
- 6.2 No additional schemes outside of the proposed programme can be funded from the available budget in the 2013/14 financial year.

7 RISK MANAGEMENT

7.1 There are no significant risks arising out of the implementation of the proposed recommendations.

8 LEGAL APPRAISAL

8.1 There are no specific legal issues arising from this report. .

9 OTHER IMPLICATIONS

9.1 EQUAL RIGHTS

9.1.1 There are no significant Equal Rights implications.

9.2 SUSTAINABILITY IMPLICATIONS

9.2.1 There are no significant sustainability implications

9.3 GREENHOUSE GAS EMISSIONS IMPACTS

9.3.1 There are no significant greenhouse gas emission implications

9.4 COMMUNITY SAFETY IMPLICATIONS

9.4.1 Works carried out are designed to improved safety according to the adopted road user hierarchy.

9.5 HUMAN RIGHTS ACT

9.5.1 There are no significant human rights implications arising from this matter.

9.6 TRADE UNION

9.6.1 There are no Trade Union implications arising from this matter.

9.7 WARD IMPLICATIONS

9.7.1 Scheme delivery in all wards will be affected by the budget reductions.

10 NOT FOR PUBLICATION DOCUMENTS

10.1 None

11 RECOMMENDATIONS

11.1 That the Bradford South Area Committee accepts the proposed additional programme of works for 2013/14 as shown in Appendix 1

- 11.2 That the Bradford South Area Committee authorises the advertisement of schemes, any relevant formal consultations and the design and construction of the schemes included within the 2013/14 programme.

12 APPENDICES

- 12.1 Appendix 1 - Proposed Additional Programme for 2013/14
- 12.2 Appendix 2 – Mandale Road Traffic Calming proposals.

13 BACKGROUND DOCUMENTS

- 13.1 Report of the Director of Regeneration and Culture to the meeting of the Bradford South Area Committee to be held on 28th March 2013 – Bradford South Area 2013/14 Traffic Measures Works Programme – Document AZ

Appendix 1 – Proposed Additional Programme for 2013/14

Bradford South – Additional Traffic Measures 2013/14

Scheme Items

Scheme	Scheme/Rationale		
Wyke Lane Wyke Road Hump Renewal	Speed Cushion renewal - <i>Initial investigations have revealed that carriageway strengthening is required to accommodate this scheme, as such the estimate cost has been re-profiled and increased by £5000</i>	Additional allocation	£5,000
Mandale Road Queensbury/Royds Traffic Calming	Excessive recorded speeds (See Appendix 2 for further details) Scheme to be additionally funded from ward contributions from Royds and Queensbury (Additional £10,000 – see separate report from the Director for Environment and Sport to this area Committee) Overall scheme cost £30,000	New scheme allocation	£20,697
Disabled Bays	Provision of on-street disabled parking facilities for qualifying constituents <i>Budget allocation re-profiled and increased from £6,000 to £8,000 to cover TRO costs.</i>	Additional allocation	£2,000
Mobility	Provision of drop crossings and tactile paving to aid mobility across the constituency. <i>Budget allocation re-profiled and increased from £6,000 to £8,000 to allow for additional works.</i>	Additional allocation	£2,000
Total			£29,697

Appendix 2 – Mandale Road Traffic Calming Proposals

Scheme background.

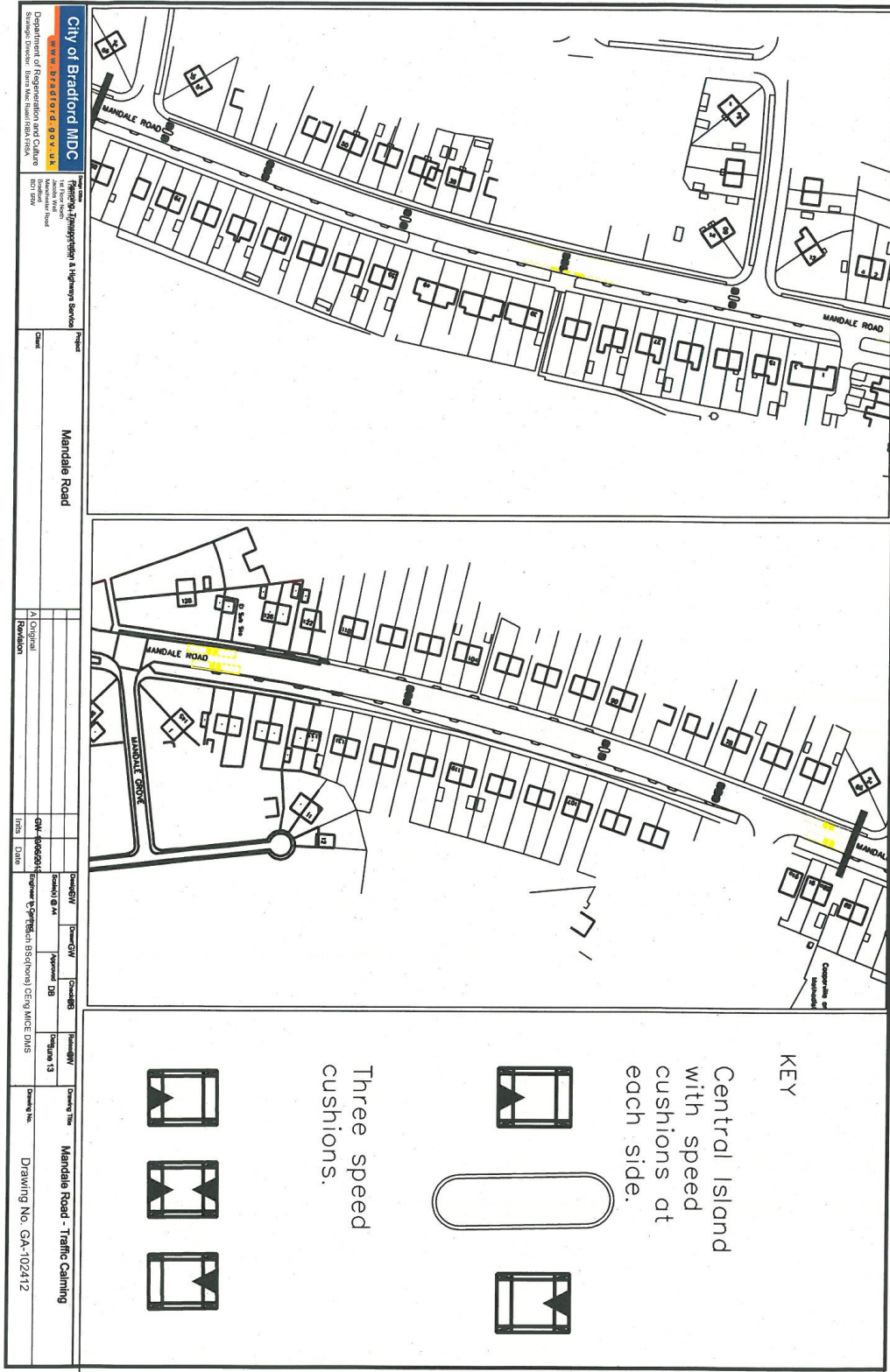
- Concerns have been raised by local residents, parents and the staff of St. John the Evangelist Primary School for a number of years regarding the increasing speed of traffic on Beacon Road and Mandale Road.
- Previous site investigations in 2007 and 2009 had indicated unacceptable speeds in the area, and these had initially been mitigated by lining measures and a casualty reduction scheme at the Mandale Road/Beacon Road/Speeton Avenue Junction.
- Schemes were also developed in 2007 and 2009 to install traffic calming on Mandale Road, however the existing carriageway construction did not lend itself to traffic management measures – the carriageway is made up of concrete slabs, overlaid with a 40-60mm bituminous layer that would not allow the construction of speed humps as the bituminous layer would likely delaminate under the stress of vehicle movements.
- This meant that costs for implementation were excessively high (£70-80,000+) as considerable work would have needed to be carried out to remove and replace the underlying concrete construction to allow sufficient depth of bituminous material – this was not within the scope of the Area Traffic Measures budget at the time when taken into consideration with other necessary Bradford South area priorities.
- Over the past two years the Bradford South Area Traffic team has experimented with the use of new technologies to reduce costs and is now in a position - utilising mechanically fixed bolt down speed cushions, centre islands and solar bollards - to be able to introduce a traffic calming scheme on Mandale Road at approximately half of the previously estimated traditional construction cost.

Additional Information

- In March 2013 the Bradford South Area Committee approved works to a cost of £5,000 carry out visual improvement measures on Beacon Road to improve driver awareness of the school premises.
- A further meeting to discuss the problems being experienced with regard to speeds and parking enforcement was called by the school in April 2013; however this meeting was overshadowed by a fatal accident on Mandale Road itself the preceding weekend.
- The tragic circumstances surrounding the fatality appear to be unique. There is no guarantee that the event would have been prevented by traffic calming measures.

Appendix 2 – Mandale Road Traffic Calming Proposals

Proposed Scheme Layout



Appendix 2 – Mandale Road Traffic Calming Proposals

2013 Radar Survey results

Mandale Road From 03/05/2013 To 09/05/2013																
Time Begin	Total Vol.	85th %ile	Mean Ave.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
09:30	48	35.9	30.8	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	49	35.8	30.6	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	49	37.5	31.6	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	47	35.3	29.9	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	54	35.8	30.5	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	59	35.8	30.7	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	57	35.8	30.6	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	56	36	30.5	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	56	37.2	31.3	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	68	35.9	31.6	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	69	35.9	30.6	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	65	36.7	31.1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	64	35.9	31.2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	63	36.5	31.3	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	65	35.7	30.5	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	60	37.4	31.8	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	64	35.6	30.9	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	62	35.7	30.8	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	64	36.1	30.9	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	73	36.6	30.7	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	74	35.8	30.7	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	71	35.3	29.6	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	79	34.8	28.5	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	108	33.9	26.5	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	70	37	31.2	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	71	38.1	31.6	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	76	36.7	30.3	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	88	35.6	28.3	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	94	35.8	28.6	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	77	37.7	31.5	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	77	38.2	32	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	78	38.1	32	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	72	37.9	31.4	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	74	38.4	32.3	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	76	36.7	31.6	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	70	37.1	31.5	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	69	37.1	31.9	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	68	36.1	31.1	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	64	37.1	32.2	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	66	37.2	31.7	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	61	37.6	32.3	0	0	0	0	0	0	0	0	0	0	0	0	0

Report to the Bradford South Area Committee

MILWAUKEE TUNNEL
From 03/05/2013 To 09/05/2013

Time Begin	Total Vol.	85th %ile	Mean Ave.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
00:00	13	37.8	32.4	0	0	0	0	1	3	5	2	1	0	0	0	0
00:15	10	40	33.1	0	0	0	0	1	3	2	3	2	0	0	0	0
00:30	12	40.9	36.1	0	0	0	0	1	2	4	3	2	0	0	0	0
00:45	7		32.3	0	0	0	0	1	2	3	2	1	0	0	0	0
01:00	8		34.2	0	0	0	0	0	2	2	2	1	0	0	0	0
01:15	6		35.4	0	0	0	0	0	2	2	2	1	0	0	0	0
01:30	6		32.9	0	0	0	0	0	2	2	1	0	0	0	0	0
01:45	5		32.4	0	0	0	0	1	1	1	1	1	0	0	0	0
02:00	4		32.4	0	0	0	0	0	1	1	1	0	0	0	0	0
02:15	5		37.1	0	0	0	0	0	1	2	2	1	0	0	0	0
02:30	5		37.4	0	0	0	0	0	1	1	2	0	0	0	0	0
02:45	3		35.7	0	0	0	0	0	1	1	1	1	0	0	0	0
03:00	3		33.5	0	0	0	0	0	0	0	1	0	0	0	0	0
03:15	2		33.5	0	0	0	0	0	1	1	1	0	0	0	0	0
03:30	3		37.3	0	0	0	0	0	0	0	1	1	0	0	0	0
03:45	5		34.8	0	0	0	0	0	1	1	1	0	0	0	0	0
04:00	2		37	0	0	0	0	0	0	0	1	0	0	0	0	0
04:15	3		35.3	0	0	0	0	0	0	1	1	0	0	0	0	0
04:30	2		37.8	0	0	0	0	0	0	1	1	1	0	0	0	0
04:45	2		36.4	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00	3		35.9	0	0	0	0	0	0	1	1	0	0	0	0	0
05:15	4		33.7	0	0	0	0	1	1	1	1	1	0	0	0	0
05:30	5		35.4	0	0	0	0	0	0	2	1	2	0	0	0	0
05:45	7		34.8	0	0	0	0	1	0	3	1	2	0	0	0	0
06:00	10		34.6	0	0	0	0	1	2	3	2	0	0	0	0	0
06:15	8		34	0	0	0	0	1	2	3	2	1	0	0	0	0
06:30	16	39.8	32.9	0	0	0	0	0	3	3	4	1	1	0	0	0
06:45	20	38.4	32.7	0	0	0	0	2	3	7	3	2	1	0	0	0
07:00	21	36.4	32.7	0	0	0	0	2	6	10	3	2	0	0	0	0
07:15	28	38.4	32.8	0	0	0	0	1	6	10	5	2	0	0	0	0
07:30	35	38.3	32.9	0	0	0	0	2	9	10	6	2	0	0	0	0
07:45	41	38.3	32.5	0	0	0	0	4	8	13	8	2	0	0	0	0
08:00	44	37.5	30.8	0	0	0	0	2	13	13	12	2	0	0	0	0
08:15	57	35	28.9	0	0	0	0	3	20	17	17	5	0	0	0	0
08:30	53	35.7	30.9	0	0	0	0	3	21	17	16	2	0	0	0	0
08:45	60	36.3	30.2	0	0	0	0	1	21	16	8	2	0	0	0	0
09:00	66	33.6	27.5	0	0	1	2	5	25	13	4	0	0	0	0	0
09:15	52	35.6	30	0	0	1	2	9	19	14	6	1	0	0	0	0
09:30	42	37	31.2	0	0	0	1	6	14	13	6	2	0	0	0	0

Report to the Bradford South Area Committee

Mandale Road
From 03/05/2013 To 09/05/2013

Time	Total Vol.	85th %ile	Mean Ave.	Bin 1 <6Mph	Bin 2 6-<11	Bin 3 11-<16	Bin 4 16-<21	Bin 5 21-<26	Bin 6 26-<31	Bin 7 31-<36	Bin 8 36-<41	Bin 9 41-<46	Bin 10 46-<51	Bin 11 51-<56	Bin 12 56-<61	Bin 13 =>61
19:45	52	36.8	31.4	0	0	0	2	6	16	18	6	2	0	0	0	0
20:00	50	37.4	31.9	0	0	0	1	5	18	16	7	1	1	0	0	0
20:15	50	37.9	32	0	0	0	1	6	15	17	7	2	1	0	0	1
20:30	46	37.4	32.2	0	0	0	0	4	15	17	7	1	1	0	0	0
20:45	50	37.3	32.1	0	0	0	0	5	17	18	7	2	1	0	0	0
21:00	43	38.4	32.3	0	0	0	1	5	13	14	6	3	1	0	0	0
21:15	43	38.6	32	0	0	0	1	6	15	15	6	2	2	0	0	0
21:30	32	38.5	32.4	0	0	0	0	3	10	10	4	4	1	0	0	0
21:45	31	36.4	31	0	0	1	1	4	11	9	4	4	1	0	0	0
22:00	37	38.1	32.3	0	0	0	1	3	11	11	5	2	1	0	0	0
22:15	30	38.4	32	0	0	0	1	3	10	11	5	1	1	0	0	0
22:30	23	37.4	31.7	0	0	0	1	3	6	8	4	0	0	0	0	0
22:45	19	39.2	32.3	0	0	0	1	2	7	4	3	4	1	0	0	0
23:00	22	38.9	32.6	0	0	0	1	2	5	4	4	2	2	0	0	0
23:15	20	39.2	33.5	0	0	0	0	2	4	8	4	4	2	0	0	0
23:30	17	38.9	32.6	0	0	0	0	2	5	5	3	2	0	0	0	0
23:45	17	38.5	33.5	0	0	0	0	0	6	6	4	1	0	0	0	0
Totals	0			0	11	64	124	492	1282	1303	532	141	32	4	0	2014
Summary				Lower than 31mph												
Summary				Greater than 31mph												

	No. of Vehicles	85th %ile (mph)	Mean Ave (mph)
12H,7-19	3057	36.4	30.5
16H,6-22	3711	36.7	30.8
18H,6-24	3896	36.8	30.8
24H,0-24	4027	37.1	31