

Report of the Strategic Director of Regeneration and Culture to the meeting of Bradford South Area Committee to be held on 25 June 2015.

B

Subject:

**SOUTHFIELD LANE, BRADFORD
OBJECTIONS TO A PROPOSED RAISED ZEBRA CROSSING AND ROAD HUMPS**

Summary statement:

This report considers objections to recently advertised proposals for a raised zebra crossing and road humps on Southfield Lane, Bradford.

Mike Cowlam
Strategic Director
Regeneration and Culture
Report Contact: Andrew Smith
Phone: (01274) 434647
E-mail: Andrew.smith@bradford.gov.uk

Portfolio:
Housing, Planning and Transport.
Overview & Scrutiny Area:
Environment and Waste Management



1. SUMMARY

- 1.1 This report considers objections to a recently advertised proposal for a raised zebra crossing and humps on Southfield Lane, Bradford.

2. BACKGROUND

- 2.1 Southfield Lane is a busy connection route between Hudson Avenue and Great Horton Road, and serves a significant residential area, several businesses and a primary school.
- 2.2 Recorded traffic collisions had led to 23 casualties in a 5 year assessment period. As a result the Bradford South Area Committee, at the meeting on 27 March 2014, allocated funding for traffic calming and a zebra crossing on Southfield Lane
- 2.3 Local residents were consulted on the scheme and the proposal was formally advertised for a three week period from 17th April 2015 until 11th May 2015. A total of 125 properties were sent consultation documents.
- 2.3 As a result of the consultation process, 2 letters of objection have been received. A summary of the points of objection and corresponding officer comments is tabulated below:-

Ref	Grounds for objection	Officer comments
1	Removal of on-street parking on Southfield Lane and the potential resulting parking issues at the end of Peel Row and Bartle Square.	The proposed zig-zag markings are the minimum required to ensure safe inter-visibility at the crossing. The net impact on parking is minimal and there would be safe alternative parking opportunities within a short distance on Southfield Lane either side of the proposed facility. Due to the limited carriageway widths, parking on either Bartle Square or Peel Row would constitute an obstruction and would not be enforceable as such. The provision of the zig-zags would further discourage any parking across the ends of these roads.
2	The zebra crossing will lead to more pedestrians using Peel Row – concerns about property security	Peel Row is a legitimate pedestrian thoroughfare. Notwithstanding this, the



		proposed location of the zebra crossing is not expected to have a significant impact on overall pedestrian routes.
3	Littering	It is not expected that the proposed measures would have any impact of littering
4	Bin collection arrangements	Alterations have been made to reduce the number of zig-zags on the zebra crossing which should result in minimal disruption to bin collections.
5	Concerns for safety of home, business and pedestrians as drivers will avoid the humps by mounting the pavement.	This is not expected to be an issue at the particular location that has been highlighted as there is an existing kerb that would make traversing a speed cushion no less attractive. Despite this, all traffic calming feature locations would be vetted prior to scheme implementation and any additional kerbing works or bollards installed as appropriate.
6	Noise	The proposed features are designed and spaced to minimise impact noise by encouraging overall slower speeds. Such features are commonplace within the district and noise has not been particularly highlighted as an issue.
7	Loss of control	The proposed features are designed and spaced to provide safe self-enforcing vehicle speeds. The installation of these measures would reduce overall vehicle speeds along with the probability of any loss of control incidents.

2.4 In view of the objectors' concerns about the potential impact of the scheme on bin collections and access, the proposal has been modified to reduce the length of zig-



zags. The revised proposal is shown on Drawing No R/PTH/TH/S/102662/GA-1B, attached as Appendix 2.

3. OTHER CONSIDERATIONS

- 3.1 Local Ward Members and emergency services have been consulted. No adverse comments have been received.
- 3.2 Site visits with the objectors were carried out on 19 and 22 May 2015. The first meeting was also attended by a resident who had concerns but had not formally objected to the proposals. The discussions addressed the concerns of this resident, but did not resolve the objectors' concerns.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The estimated cost of the scheme is £38,000. Funding has been allocated from the Bradford South Area Committee Safer Roads budget for 2014/15. The scheme forms part of the Casualty Reduction element of the programme.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 Any significant modifications to the current proposal would necessitate further consultations and legal work, adding to the overall scheme cost.
- 5.2 A failure to install appropriate measures at this location would result in the continuing potential for pedestrian/vehicle conflict and associated safety issues.

6. LEGAL APPRAISAL

- 6.1 There are no specific issues arising from this report. The course of action proposed is in general accordance with the Council's power as Highway Authority and Traffic Regulation Authority.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

- 7.1.1 The project consultation process has been undertaken, and recommended scheme determined, with due regard to Section 149 of the Equality Act 2010.

7.2 SUSTAINABILITY IMPLICATIONS

- 7.2.1 Measures to reduce vehicle speeds and the provision of improved pedestrian facilities encourage a shift to more sustainable transport modes.



7.3 GREENHOUSE GAS EMISSIONS IMPACTS

7.3.1 There is no impact on the Councils own and wider Districts carbon footprint and emissions from other greenhouse gases arising from this report.

7.4 COMMUNITY SAFETY IMPLICATIONS

7.4.1 The introduction of the proposal would be beneficial in terms of road safety as it would provide a safe crossing facility for pedestrians and would also reduce traffic speeds on Southfield Lane.

7.5 HUMAN RIGHTS ACT

7.5.1 There are no human rights implications arising from this report.

7.6 TRADE UNION

7.6.1 There are no trade union implications arising from this report.

7.7 WARD IMPLICATIONS

7.7.1 Ward members have been consulted on the proposals.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

7.8.1 The proposals support themes within the Action Plan.

8. NOT FOR PUBLICATION DOCUMENTS

8.1 None.

9. OPTIONS

9.1 That the proposal to introduce a raised zebra crossing and/or traffic calming measures on Southfield Lane be abandoned and the consultees be informed accordingly.

9.2 Councillors may propose an alternative course of action from that recommended, on which they will receive appropriate officer advice.

10. RECOMMENDATIONS

10.1 That the objections are overruled and the proposed raised zebra crossing and traffic calming measures on Southfield Lane be implemented subject to the modifications detailed on Drawing No. R/PTH/TH/S/102662/GA-1B attached as Appendix 2 to this report.

10.2 That the objectors are informed accordingly.



11. APPENDICES

11.1 Appendix 1 – Original proposal - Drawing No. R/PTH/TH/S/102662/GA-1A

11.2 Appendix 2 – Revised proposal - Drawing No. R/PTH/TH/S/102662/GA-1B

12. BACKGROUND DOCUMENTS

12.1 None.





