

Report of the Director of Place to the meeting of the Shipley Area Committee to be held on 28 June 2017.

A

Subject:

Consideration of a single objection received from a local resident to a proposed local safety scheme on a section of A65 Bradford Road and Burley Road, Menston.

Summary statement:

This report considers one objection to a proposed local safety scheme to install a solid double white line system on a section of A65 Bradford Road and Burley Road, between Menston and Burley In Wharfedale.

It is recommended:

- That the objection be overruled and the proposed solid white line system as shown within Drawing No.TDG/THN/AS/103148/CON-2A (attached to this report as Appendix 1) be approved and implemented (unless police approval is forthcoming with regard to those proposals shown within Drawing No.TDG/THN/AS/103148/CON-2A1 (attached to this report as Appendix 3)), whereby the solid white line system shown within Appendix 3 be approved and implemented.
- That the objector be advised accordingly.

Ward 26 - Wharfedale

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(Place)

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Overview & Scrutiny Area:
Environment and Waste Management



1. SUMMARY

Consideration of one objection received to a local safety scheme to install a solid double white line system on a section of A65 Bradford Road and Burley Road, between Menston and Burley in Wharfedale..

2. BACKGROUND

- 2.1 At its meeting on 27 July 2016, this Committee allocated funding to reduce the number of casualties on a section of A65 Bradford Road and Burley Road, between Menston and Burley in Wharfedale.
- 2.2 The two sections of A65 Bradford Road and Burley Road on which the solid white line system is proposed is subject to a 40mph speed limit. Council records show that there have been 9 traffic collisions resulting in 10 casualties (2 fatal, 1 serious and 7 slight in terms of severity) on these sections of road over the five year period ending 9 April 2017. Details of the traffic collisions are shown in Appendix 2 of this report.
- 2.3 A speed and volumetric survey carried out on 16 November 2013 showed that during a 24 hour period, two-way traffic flow on that section of A65 Bradford Road near Endor Crescent, Menston was 10835 vehicles. Of these, 2123 vehicles exceeded the 40mph speed limit.
- 2.4 On the basis of the traffic collision record and speed and volumetric survey results, it was considered that provision of a double white line system would greatly improve road safety on these primary and heavily trafficked roads by discouraging overtaking.
- 2.5 Solid double white lines are intended to prohibit overtaking where driver forward visibility is restricted, and their introduction requires police authorisation, but not the processing of a Traffic Regulation Order. As contravention of the prohibitory lines is an endorsable offence, the police have been consulted on the proposed scheme and fully support the proposals.
- 2.6 An effect of the proposed solid double white line scheme is that residents living adjacent to the proposed road markings would not be able to park in the carriageway next to the white lines.
- 2.7 An information letter outlining the details of the proposed scheme was issued to local residents in May 2017. There was one response from a resident expressing concern over the proposed removal of on-street parking out his property.

3. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

This report has not been considered by the Overview and Scrutiny Committee.

4. OTHER CONSIDERATIONS

- 4.1 Ward Members have been consulted on the proposed solid double white line system (as shown within Appendix 1 of this report) and recently requested that the proposals be amended to that layout shown within Appendix 3 of this report (effectively involving a single length of solid double white lines as opposed to two separate shorter lengths). Highways officers have no objection to this request which has been forwarded to the police for their consideration. The scheme proposals within Appendix 4 of this report would (if approved by West Yorkshire Police) be no more restrictive to adjacent residents than those shown within Appendix 1 of this report).

5. OPTIONS

5.1 Option 1 (RECOMMENDED)

- That the objection be overruled and the proposed solid white line system as shown within Drawing No.TDG/THN/AS/103148/CON-2A (attached to this report as Appendix 1) be approved and implemented (unless police approval is forthcoming with regard to those proposals shown within Drawing No.TDG/THN/AS/103148/CON-2A1 (attached to this report as Appendix 3)), whereby the solid white line system shown within Appendix 3 be approved and implemented.
- That the objector be advised accordingly.

5.2 Option 2 (NOT RECOMMENDED)

- That the concerns of that resident to which this report relates be upheld and the proposed solid white line system as shown within Appendix 1 and 3 of this report be abandoned.
- That the objector be advised accordingly.

5.3 Option 3 (NOT RECOMMENDED)

- The Committee may prefer to take a course of action other than that indicated in the options or recommendations above, in which case it would receive appropriate guidance from officers.

6. FINANCIAL & RESOURCE APPRAISAL

The cost of introducing the proposed scheme will be met from this Committee's capital allocation.

7. RISK MANAGEMENT

There are no significant risks other than those stated above arising out of the implementation of the proposed recommendations.

8. LEGAL APPRAISAL

There are no legal issues arising from this matter.

9. OTHER IMPLICATIONS

None

9.1 EQUAL RIGHTS

None.

9.2 SUSTAINABILITY IMPLICATIONS

None.

9.3 GREENHOUSE GAS EMISSIONS IMPACTS

Minor.

9.4 COMMUNITY SAFETY IMPLICATIONS

The proposed double white lines system is intended to reduce the number and severity of road casualties and create a safe environment for all road user groups.

9.5 HUMAN RIGHTS ACT

There are no implications for the Human Rights Act.

9.6 TRADE UNION

There are no trade union implications.

9.7 WARD IMPLICATIONS

None

10. NOT FOR PUBLICATION DOCUMENTS

None

11. RECOMMENDATIONS

Option 1

- That the objection be overruled and the proposed solid white line system as shown within Drawing No.TDG/THN/AS/103148/CON-2A (attached to this report as Appendix 1) be approved and implemented (unless police approval is forthcoming with regard to those proposals shown within Drawing No.TDG/THN/AS/103148/CON-2A1 (attached to this report as Appendix 3), whereby the solid white line system shown within Appendix 3 be approved and implemented.
- That the objector be advised accordingly.

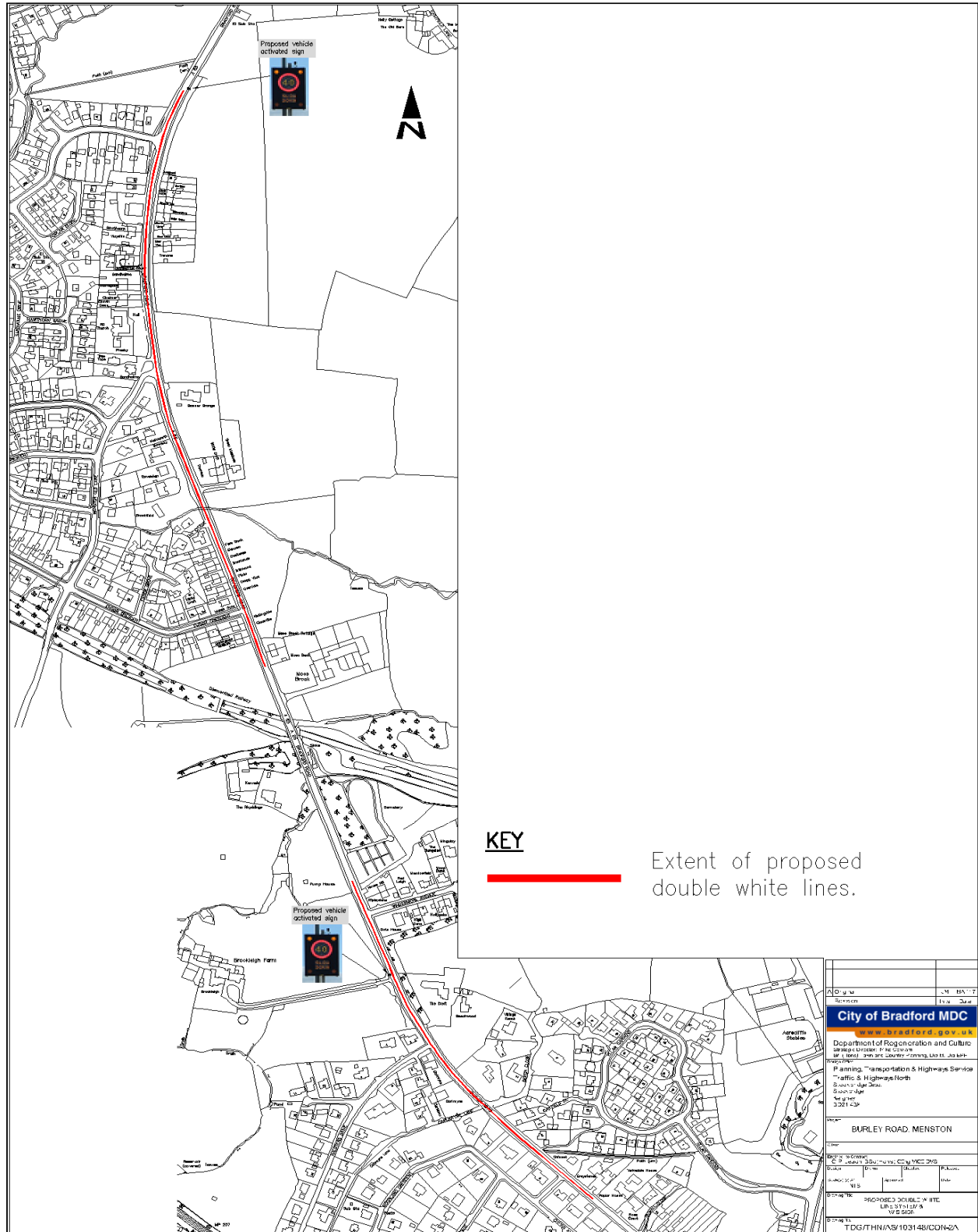
12. APPENDICES

- 12.1 Appendix 1 – Drawing No.TDG/THN/AS/103148/CON-2A (identifying two separate short lengths of solid double white lining).
- 12.2 Appendix2 – Details of traffic collisions on a section of A65 Bradford Road and Burley Road.
- 12.2 Appendix 3 – Drawing No.TDG/THN/AS/103148/CON-2A1 (identifying one single length of solid double white lining).
- 12.3 Appendix 4 – Objector's and officer comments.

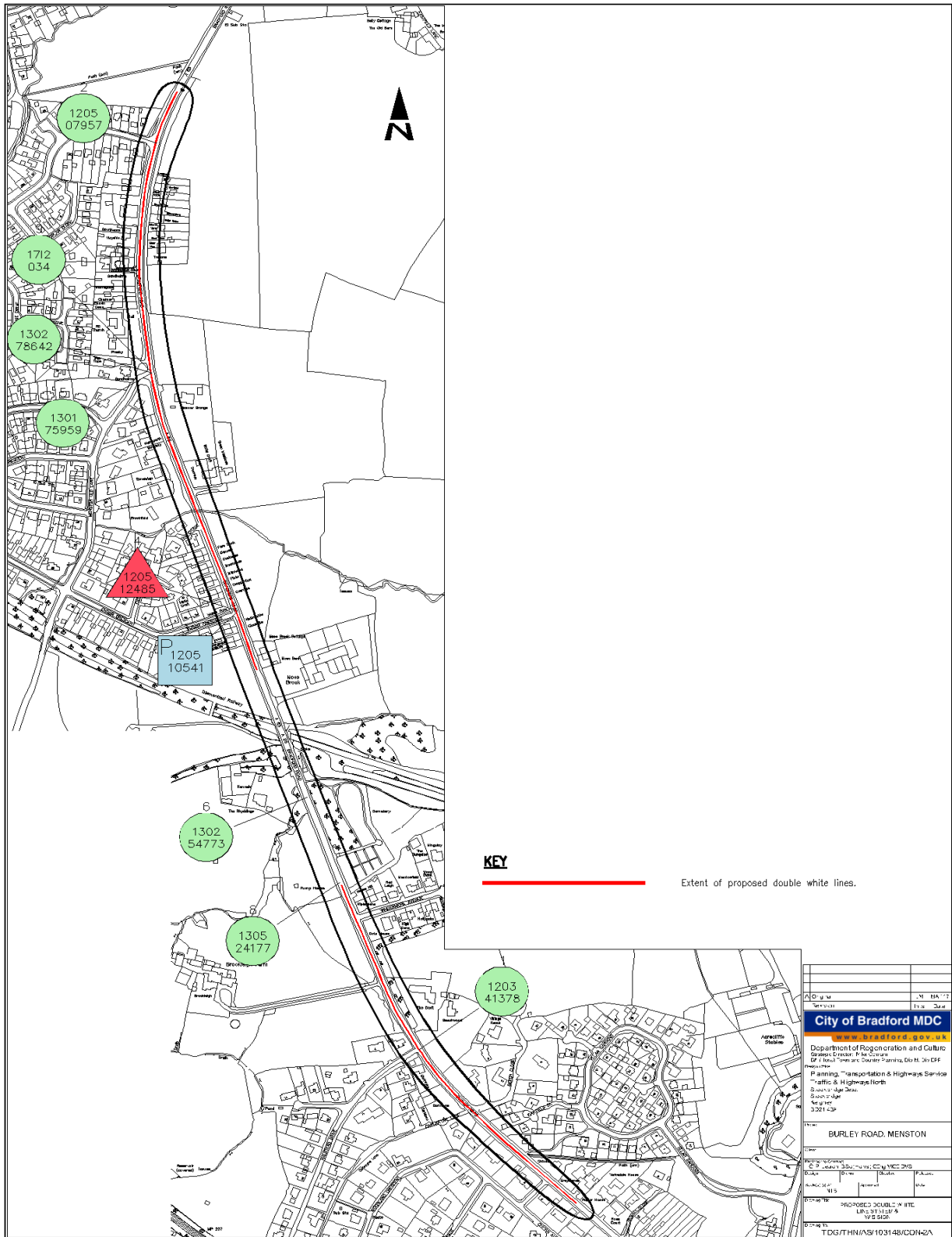
13. BACKGROUND DOCUMENTS

Scheme file R/TH/NS/103148/TF held by Shipley Area Team

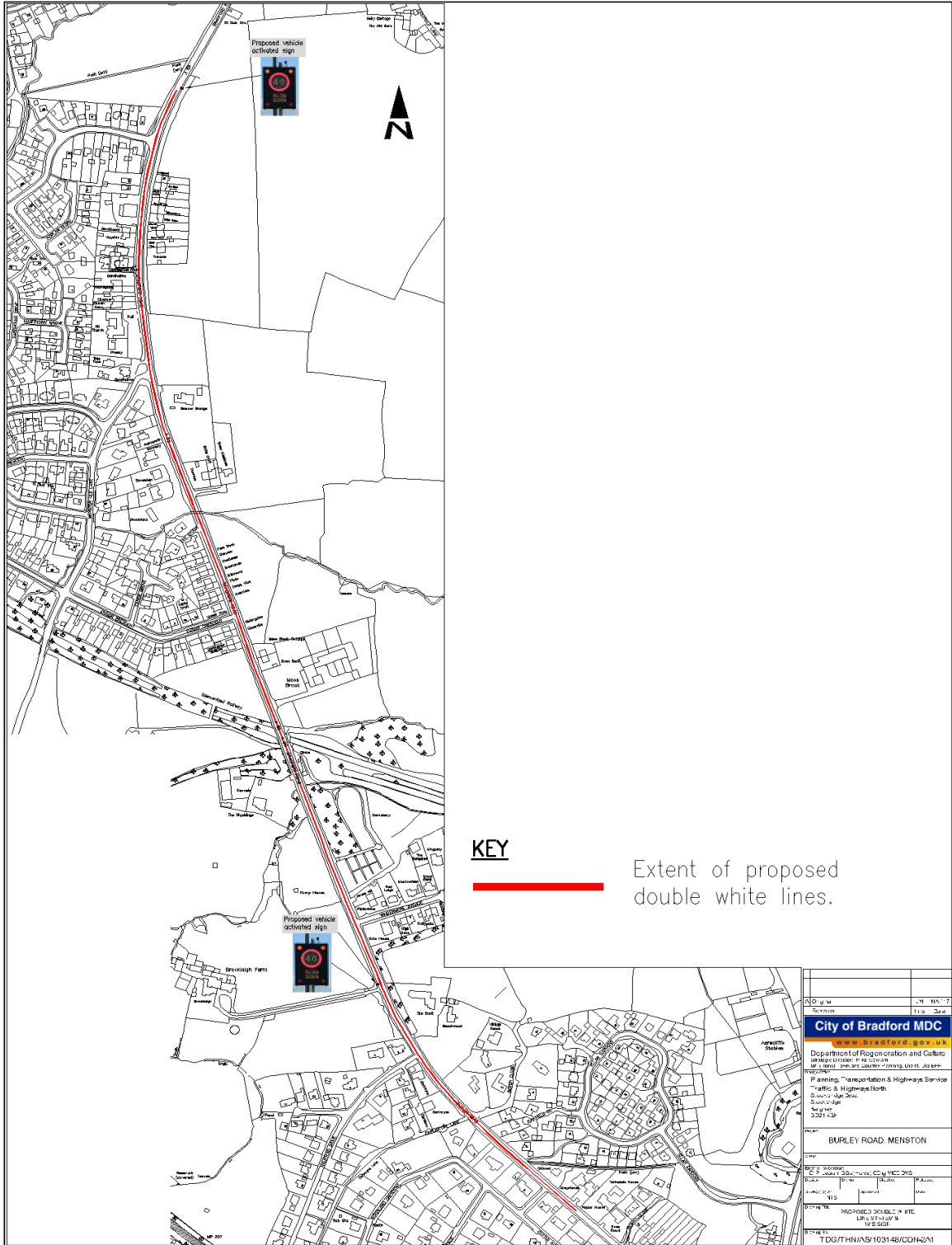
APPENDIX 1



APPENDIX 2



APPENDIX 3



APPENDIX 4

Objector's Comments	Officer Comments
<ul style="list-style-type: none">• Whilst we welcome the Council taking the initiative to improve road safety on our road, we are anxious to know how this will impact on the ability of visiting tradesmen and delivery vehicles to park outside our house whilst providing services such as building work etc. Your letter states “parking adjacent to your property would be prohibited”. Would this include the provision of the aforementioned services, or is there a common sense solution to this potentially inconvenient consequence of an otherwise sensible initiative?	<ul style="list-style-type: none">• The Highway Code states that: <i>you MUST NOT stop or park on a road marked with double white lines, even when a broken line is on your side of the road, except to pick up or set down passengers, or to load or unload goods.</i> <p>The term <i>MUST NOT</i> signifies a legal requirement.</p> <p>Although tradesmen would be unable to park adjacent to the proposed lines whilst carrying out work or services at the objector's residence, these tradesmen (or any driver making deliveries to/from the objector's house) would be able to stop adjacent to the proposed solid white lines to load and/or unload.</p> <p>The objector has a driveway and may wish to consider allowing tradesmen to use this off-street parking facility when carrying out works or services at his residence.</p>