

Report of the Strategic Director Place to the meeting of Bradford East Area Committee to be held on 22 November 2018.

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Subject:

PETITION – MILMAN SWING BRIDGE, APPERLEY ROAD, BRADFORD

Summary statement:

This report considers a petition requesting a traffic light system at Milman Swing Bridge on Apperley Road, Bradford.

Ward: 13 Idle and Thackley

Steve Hartley
Strategic Director Place

Portfolio:

Regeneration, Planning and Transport

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Overview & Scrutiny Area:

Regeneration and Environment

1.0 SUMMARY

- 1.1 This report considers a petition requesting a traffic light system at Milman Swing Bridge on Apperley Road, Bradford.

2.0 BACKGROUND

Petition : Milman Swing Bridge, Apperley Road (58 signatures)

- 2.1 The petitioners are requesting the Council install a 'lights system' at Milman Swing Bridge, Apperley Road, Apperley Bridge so that pedestrians can press a button to stop the traffic so that they can cross the bridge safely. The petition states that there are two 50cm pavements on either side of the bridge; these are inadequate for pedestrians especially those walking with children, pushchairs, dogs or luggage. They have to walk on the road section of the bridge. Apperley Road is a busy alternative route for motorists avoiding the Greengates traffic signal junction and there is no clarity as to who has priority crossing the bridge. Legally pedestrians have priority but drivers think they do; this leads to conflict which could be addressed by introducing a 'pedestrian crossing' lights system. A copy of the full wording of the petition is shown in Appendix 1 and a location plan is attached as Appendix 2.
- 2.2 The Council can only provide traffic signs on the highway authorised for use in the Traffic Signs Regulations. There are prescribed signs to warn motorists of pedestrians in the road ahead. These are provided on both approaches to the bridge in association with road narrows signs. On the approach from Apperley Bridge this sign has recently been upgraded on a high visibility yellow backing board and an additional sign provided warning of ridden horses as well as pedestrians in the road also on a high visibility yellow backing board. A slow carriageway marking has also been provided.
- 2.3 Consideration has been given to the suggestion of having a single wider footway on one side of the bridge to improve pedestrian provision however this has raised additional safety concerns. The existing layout with a 500mm strip on either side of the bridge ties-in with the footways on the approach road and the tow path. The provision of a single footway would necessitate pedestrians having to cross Apperley Road to the side with the footway which would increase the potential for conflict with motorists. A second consideration is that whilst there is a 7.5T weight limit on this route, this still allows its use for access by some large vehicles. It is therefore anticipated that the absence of a buffer on one side of the bridge could lead to damage to the bridge structure and adjacent signs from larger vehicles which have an overhang beyond their wheelbase. This concern also applies to cars and light vans. In view of these points it is not considered feasible to pursue this suggestion.

- 2.4 There have been no recorded road incidents involving pedestrians using the bridge in the last five years. Information on the volume of traffic using Apperley Road in the vicinity of the bridge was gathered using an automatic data logger in July 2018. The average daily traffic volume was 5344 (Eastbound 2917 and Westbound 2427). The degree of community severance evaluates the difficulty encountered by pedestrians when crossing roads and although it is more usually used for the assessment of pedestrian crossings it could be used for guidance in this situation. The degree of severance is considered to be slight with traffic volumes of less than 8,000 vehicles per day.
- 2.5 It would be possible to provide traffic signals at the swing bridge however this would require a means of establishing equipment communications between the 2 sides of the canal. With existing technology that would require either the use of a catenary system or under-canal ducting. There would also be a requirement to link the signals with the swing bridge operational warning lights. It is estimated that the total cost of the installation of traffic signals would be in excess of £60,000.
- 2.6 The cost of installing a designated footbridge would be significantly higher.
- 2.7 The Bradford East Area Committee only has a limited amount of funding to address traffic related concerns raised by residents. Priority is currently given to sites where there are significant numbers of road injuries and where specific engineering interventions are predicted to have casualty reduction benefits. There is an even lesser budget for traffic management measures where there are community safety concerns that have not necessarily materialised into a significant collisions record. The cost of a signals scheme on Milman Bridge or a footbridge is beyond the scope of this part of the Committees budget.

3.0 OTHER CONSIDERATIONS

- 3.1 Local ward members have been consulted and one supports the request for a traffic light system or the installation of a footbridge to segregate pedestrians from vehicles.
- 3.2 The swing bridge is in the ownership of the Canals and Rivers Trust. Officers have approached the trust previously to enquire about the potential for improvements but have been informed that they do not hold a suitable budget. The Council only has responsibility for the maintenance of the (highway) surface and thus does not have a duty or jurisdiction to modify the bridge structure.
- 3.3 A planned major improvement scheme at the Harrogate Road/New Line junction should ultimately result in reduced traffic volumes on Apperley Road.

4.0 FINANCIAL AND RESOURCE APPRAISAL

- 4.1 There are no financial or resource implications arising from this report.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 There are no risks arising from this report.

6.0 LEGAL APPRAISAL

6.1 There are no legal issues arising from this report.

7.0 OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

Due regard has been given to Section 149 of the Equality Act 2010 when investigating this matter.

7.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications arising from this report.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

There is no impact on the Council's own and the wider District's carbon footprint and emissions from other greenhouse gasses arising from this report.

7.4 COMMUNITY SAFETY IMPLICATIONS

There have been no recorded collisions involving pedestrians on or near the swing bridge in the last 5 years.

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

Ward Members have been consulted on the petition.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

None

7.9 IMPLICATIONS FOR CORPORATE PARENTING

None

7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

None

8.0 NOT FOR PUBLICATION DOCUMENTS

8.1 None

9.0 OPTIONS

9.1 Members may propose alternative recommendations on which they will receive appropriate officer advice.

10.0 RECOMMENDATIONS

10.1 That no action be taken on the request for a traffic signal system on Milman Swing Bridge, Apperley Road, Bradford.

10.2 That the petitioner be informed accordingly.

11.0 APPENDICES

11.1 Appendix 1 – Milman Swing Bridge - Petition.

11.2 Appendix 2 – Milman Swing Bridge, Apperley Road – Location Plan.

12.0 BACKGROUND DOCUMENTS

12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/48233.

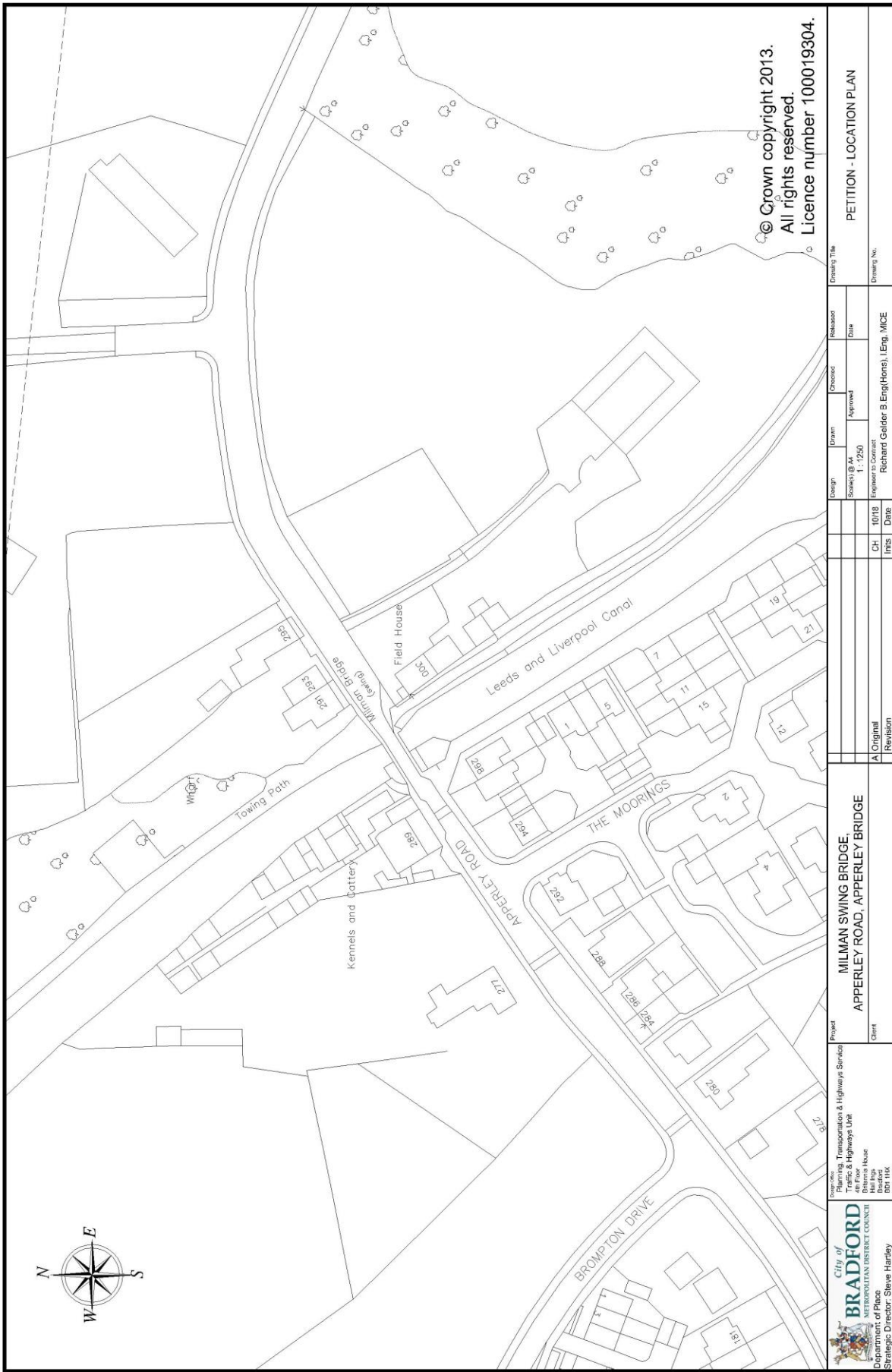
Title: Crossing Milman Bridge**Statement:**

We the undersigned petition the council to Install a ' lights system' at Milman Swing Bridge, Apperley Bridge Rd. so that pedestrians can press a button to stop the traffic so that they can cross the bridge safely.

Justification:

At present there are two 50 cm pavements on either side of the road on the bridge. These are totally inadequate for pedestrians especially if they have children, pushchairs, dogs or luggage. They have to walk on the road section. Apperley Bridge Rd is a busy 'rat run' for motorists to avoid the Green gates lights and there is no clarity as to who has priority for crossing. There are no signs available that the Highways department can use other than the triangular sign which makes drivers aware that there are people and children in the area. The suggestion of replacing the pavements with a one 100cm pavement has been rejected by the Highways Department.

Legally pedestrians have priority crossing the Milman Bridge on the road. As it stands drivers think they have priority and there are unpleasant and unnecessary conflicts between pedestrians and drivers. A ' pedestrian crossing' will stop this and people walking the tow path can have a pleasant walk.



<p>City of Bradford METROPOLITAN DISTRICT COUNCIL Department of Planning, Transport & Highways Strategic Director: Steve Hardley</p>	<p>Client: MILMAN SWING BRIDGE, APPERLEY ROAD, APPERLEY BRIDGE</p>		<p>Project: Planning, Transportation & Highways Services</p>		<p>Scale: 1: 250</p>		<p>Design: Richard Gelder B.Eng(Hons), I.Eng, MICE</p>		<p>Released: Richard Gelder B.Eng(Hons), I.Eng, MICE</p>		<p>Drawing Title: PETITION - LOCATION PLAN</p>	
	<p>Revision: A Original</p>		<p>Date: 10/18</p>		<p>Drawn: CH</p>		<p>Checked: 10/18</p>		<p>Date: 10/18</p>		<p>Drawn No: 100019304</p>	