

Report of the Strategic Director, Place to the meeting of Executive to be held on 8 January 2018

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Subject:

SAFER ROADS – STRATEGIC SCHEMES

Summary statement:

This report seeks to update the Executive on progress with schemes identified for inclusion in the Safer Roads strategic schemes programme.

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Strategic Director -Place

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Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

Regeneration & Environment

1. SUMMARY

- 1.1 This report seeks to update the Executive on progress with schemes identified for inclusion in the Safer Roads strategic schemes programme.

2. BACKGROUND

- 2.1 At the meeting on 12 June 2018 Executive approved a revision to the Safer Roads budget allocation from 2018/19 onwards whereby a strategic schemes budget is established to enable the promotion of strategic or district-wide projects.

- 2.2 Following discussions with the Strategic Director of Place and the Portfolio Holder for Regeneration, Planning & Transport the following programme of proposed schemes has been prioritised:

- i. Bradford City Centre – 20mph zone
- ii. Farnham Road area – schools 20mph zone
- iii. Park Lane area – school 20mph zone

- 2.3 All people have a right to safe roads, whether they are a pedestrian, cyclist or motorist; however, the biggest killer of children and young people between the ages of 5 and 25 in England is road traffic collisions. Between 2015 and 2017, over 500 people were killed or seriously injured on roads in our District.

- 2.4 Evidence shows that reducing the speed of cars will protect some of the most vulnerable people in our communities, and save lives. Introducing 20mph limits and 20mph zones can reduce vehicle speeds and, therefore, prevent injuries or reduce their severity. In collisions at 30mph, many small children are killed or seriously injured. However, when vehicles are travelling at 20 mph or below, most children and adults survive.

- 2.5 Traffic travelling at 30mph is too fast for many children's visual abilities. This means that the risk of accidents for children is higher in faster traffic environments because their eyes are not yet developed enough to be able to judge speeds over 20mph.

- 2.6 As one of the youngest cities, creating a safe environment for our children is important, however, it is not just children and young people who will benefit from the introduction of 20mph zones. Like many parts of the country we have an ageing population, with an increasing number of older people. Older people are particularly vulnerable as they are more likely to sustain serious injuries if hit by a vehicle than younger adults.

- 2.7 Many parts of the country have introduced 20mph speed limits and zones, however, one of the most comprehensive evaluations on the impact of 20mph zones was undertaken in Bristol and published this year (2018). The evaluation found that since the introduction of 20mph zones:

- The average road speed reduced on 94% of the roads surveyed;
- Each year an estimated 4 fatal injuries, 11 serious injuries and 159 slight injuries were avoided each year;

- The cost of injuries was significant. The reduction in injuries was estimated to generate cost savings of £15 million.
- 2.8 The benefits of implementing 20mph speed limits in areas where a 30mph one has usually been in place, goes beyond saving lives. 20mph zones have been shown to have a positive impact on people's physical and mental health, their quality of life, community cohesion, and are important in encouraging sustainable and healthy modes of transport. The benefits are numerous, including:
- 20mph is better for drivers. Drivers cut their spacing as braking distances contract. Shorter gaps mean more vehicles can use the available road space, reducing standing traffic.
 - Filtering at junctions becomes easier. It is easier for motorists to pull into traffic travelling at 20mph than at 30mph. It is also much easier for cyclists to avoid being cut up by cars and lorries when they are travelling more slowly and turning left less rapidly.
 - Motor traffic volumes can reduce as slower speeds encourage active and shared travel. In their recently published evaluation Bristol found that since the introduction of 20mph zones, the number of people walking and cycling increased, including children walking and cycling to school.
 - Buses operate more efficiently. The reduced length of traffic queues means that bus journey times can decrease and become more reliable.
 - Feelings of safety improve and more children are likely to walk or cycle to school.
 - Older people are less fearful of going out or crossing the road. This has the potential to reduce loneliness and social isolation if people are able to go out more.
 - Neighbourhoods are better connected.
- 2.9 The benefits of creating safer, more connected communities where active and sustainable travel becomes the easiest option for people cannot be underestimated in our District. The places in which we live, learn, work and socialise have an integral role to play in promoting good mental wellbeing and physical activity. 38% of children aged 10/11 years old in Bradford District are overweight or obese, a figure which has been rising for the last decade. Accordingly, creating active environments, and in particular supporting active travel, is key for physical activity becoming a part of people's everyday lives, and reducing the number of people who are overweight or obese.
- 2.10 We have some great assets in our District in terms of parks and green spaces, but people need a safe route to access them.
- 2.11 Introducing 20mph zones has the potential to bring about a range of health and wellbeing benefits at relatively low cost compared to other interventions, particularly for children and young people who are disproportionately affected.

Bradford City Centre – proposed 20mph zone

- 2.12 It is proposing to implement a 20mph zone in Bradford city centre to encourage vehicle speeds appropriate for the high levels of pedestrian movement. There have been a significant number of recorded collisions within the city centre resulting in personal injury. In the last 5 years there have been a total of 205 casualties of which 72 were pedestrians and 17 were cyclists.
- 2.13 The area making up the zone has been carefully selected to include only streets where there are either existing traffic calming measures in place, or the road layout and level of on-street parking and traffic and pedestrian movement already results in vehicle speeds generally around 20mph or below. The proposals would include the introduction of a significant level of signing and lining to highlight the new speed limit.
- 2.14 Some routes have been excluded from the zone that have a more dominant traffic movement function. These are the A6181 (Leeds Roads, Hall Ings, Princes Way, Godwin Street and Westgate) and the A641 (Manchester Road). We acknowledge that it would not be realistic to impose a 20mph speed limit on these routes at this time although longer term plans are being considered for these routes. Also excluded from the proposed zone are those streets which are in private ownership.
- 2.15 The proposals are shown on the location plan attached as Appendix 1.

Farnham Road area/Park Lane area – proposed schools 20mph zones

- 2.16 Funding for the progression of schools 20mph zones has been prioritised using the child ward casualty statistics. City ward has been identified as having the highest rates of child casualties. The schools sites within that ward have been selected based on the highest level of area coverage that could be achieved within the set budget.
- 2.17 As with the city centre zone, it is expected that the zones would be self-enforcing by virtue of existing road layouts and proposed signing and lining measures.
- 2.18 The proposed schools 20mph zones are as follows:

Farnham Road area - includes Farnham Primary and Horton Grange Primary schools, the Khidmat community centre and adjacent playing field, Farnham Road children's centre and Margaret McMillan children's centre. There are over 1100 properties (mainly residential) within the zone. The proposals are shown on the location plan attached as Appendix 2.

Park Lane area - includes St Joseph's primary school, the Park Lane centre (including nursery) and the southern boundary and accesses to St Luke's hospital. There are over 800 properties (mainly residential) within the zone. The proposals are shown on the location plan attached as Appendix 3.

3. OTHER CONSIDERATIONS

- 3.1 Initial consultations on the proposals have been undertaken. A list of consultees for the 3 schemes is attached as Appendix 4
- 3.2 Comments received in response to the initial consultation exercise are listed in Table 1 below.

PROPOSED SCHOOLS 20MPH ZONES		
Consultee	Comments	Officer comments
Ward member	Supports an increase in the presence of 20mph zones.	n/a
Children's centre	Welcomes the proposals but requests additional traffic management measures.	The 20mph zone extents have been selected to include only streets where there are existing traffic calming measures or road layout and/or on-street parking already restrict vehicle speeds to around 20mph. Speed surveys have been undertaken on key routes within the proposed zones. Recorded mean speeds are within the Department for Transport (DfT) tolerance level. There is a limited budget available for the project which determines the level of interventions that can be promoted.
Cycle user group	Welcomes the proposals but requests the scheme extends further	There is a limited budget available for the project which determines the extents of the proposed 20mph zones that can be promoted.
PROPOSED CITY CENTRE 20MPH ZONE		
Consultee	Comments	Officer comments
No specific comments received		

GENERAL		
Consultee	Comments	Officer comments
Police	Request confirmation that proposed zones conform to DfT guidance on existing means speeds. Request post-implementation to monitor impact on vehicle speeds	Speed surveys have been undertaken on key routes within the proposed zones. Recorded mean speeds are within the Department for Transport (DfT) tolerance level. Post-implementation surveys will be carried out.

Table 1 – consultation feedback and corresponding officer comments

- 3.3 It is now proposed to arrange formal advertisement of the proposals along with wider consultation. Any objections received as part of that process (along with supporting representations) will then be given consideration by the Strategic Director of Place and the Portfolio Holder for Regeneration, Planning & Transport.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 An allocation of £120,000, from the overall Safer Roads budget, has been approved for the promotion of the strategic schemes detailed within this report.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 There are no risks associated with the proposed re-profiling of Safer Roads funding.
- 5.1 Authority for the Strategic Director of Place and the Portfolio Holder for Regeneration, Planning & Transport. to prioritise Strategic Safer Roads projects and consideration of any resulting objections was approved by Executive on 12 June 2018.

6. LEGAL APPRAISAL

- 6.1 Article 12 of the Council's constitution deals with the delegation of function and budget from the Executive to the Area Committee but makes provision for any matter to be taken back to the Executive at any time.
- 6.2 The promotion of Safer Roads projects is in accordance with the Council's general powers as Highway Authority and Traffic Regulation Authority

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

Due consideration has been given to Section 149 of the Equality Act 2010 when developing the proposed 20mph zones.

7.2 SUSTAINABILITY IMPLICATIONS

Measures to reduce vehicle speeds and improve road safety encourage a shift to more sustainable transport modes.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

The proposals are not expected to have an adverse impact on emissions.

7.4 COMMUNITY SAFETY IMPLICATIONS

The 3 proposed schemes cover significant geographical areas. The anticipated community benefits are detailed in paragraphs 2.4-2.11.

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

Respective ward members have been consulted on the proposals.

7.8 IMPLICATIONS FOR CORPORATE PARENTING

None

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

- 9.1 Members may propose alternative recommendations from those detailed in section 10 of this report, on which they will receive appropriate officer advice.

10. RECOMMENDATIONS

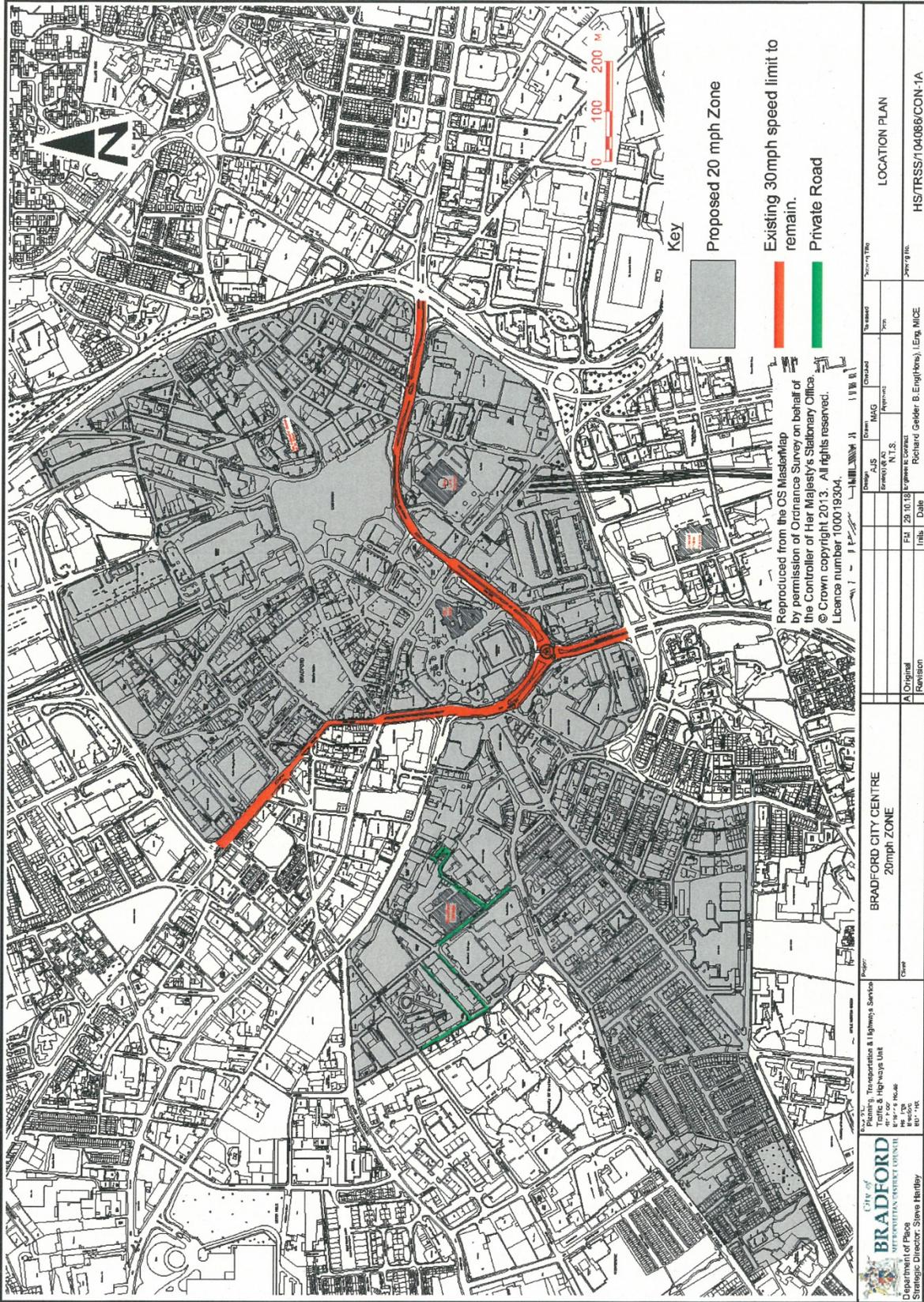
- 10.1 That Executive notes the proposed schemes prioritised for progression as part of the Safer Roads strategic schemes programmes and the associated initial consultation representations.
- 10.2 That approval be given to prepare and advertise Speed Limit Orders for:
- i. Bradford City Centre – 20mph zone
 - ii. Farnham Road area – schools 20mph zone
 - iii. Park Lane area – school 20mph zone
- 10.3 That the Strategic Director of Place and Portfolio Holder for Regeneration, Planning & Transport give consideration to any valid objections in accordance with their delegated authority or, in the event of there being no valid objections, the Orders be sealed and implemented as advertised.

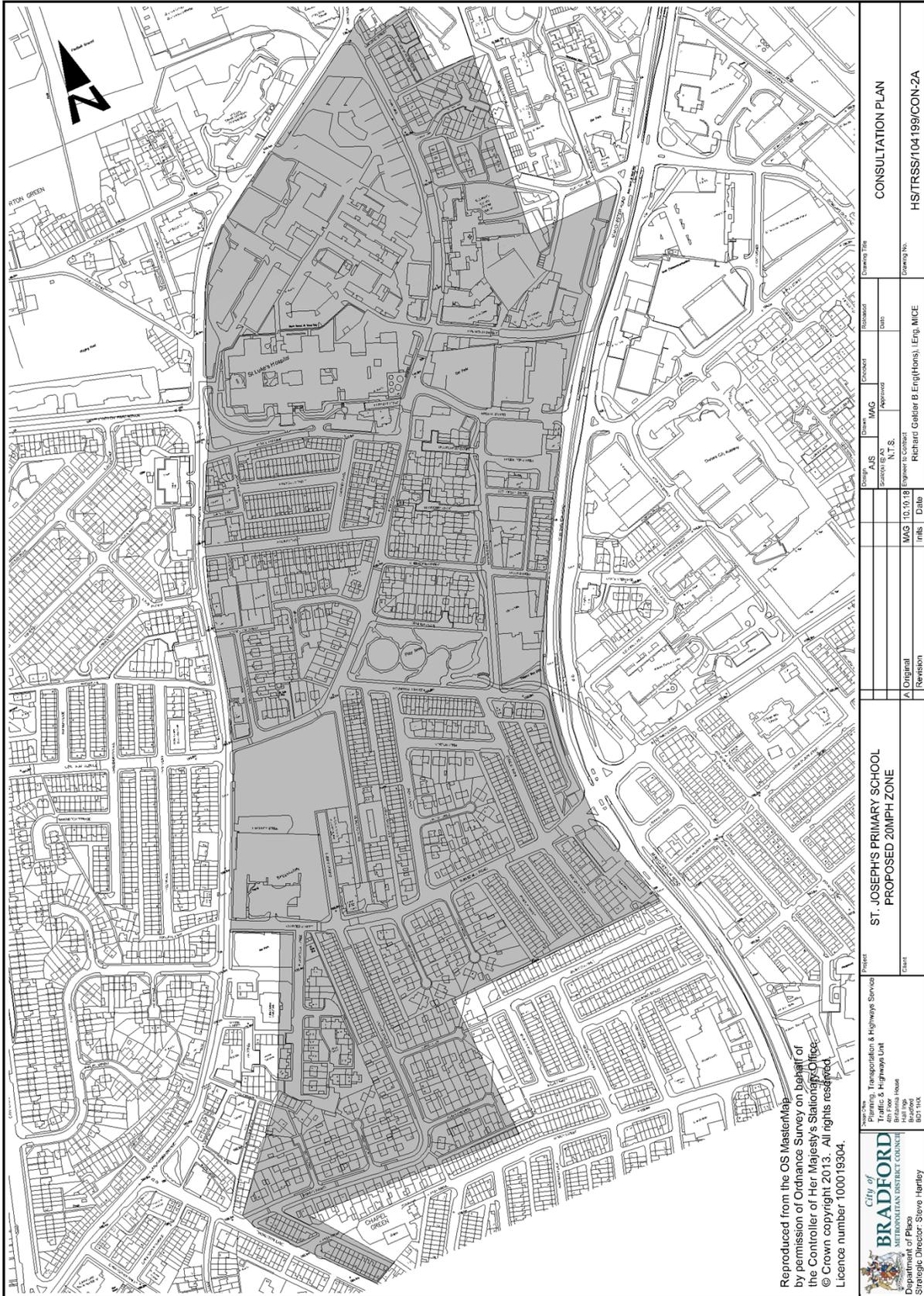
11. APPENDICES

- 11.1 Appendix 1 – Bradford City Centre proposed 20mph zone plan.
- 11.2 Appendix 2 – Farnham Road area proposed schools 20mph zone plan.
- 11.3 Appendix 3 – Park Lane area proposed school 20mph zone plan.
- 11.4 Appendix 4 – List of consultees

12. BACKGROUND DOCUMENTS

- 12.1 Report of the Strategic Director Place to the meeting of the Executive on 12 June 2018 – Proposed changes to the Safer Roads budget allocation





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<p>City of Bradford METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: Steve Hartley</p>		<p>Project: Planning, Transportation & Highway Services Traffic & Highway Unit Highways Strategic Issues EDT 100</p>		<p>Client: ST. JOSEPH'S PRIMARY SCHOOL PROPOSED 20MPH ZONE</p>		<p>Drawn: AUS Checked: MAG Approved: N.T.S. Engineer to Contract: Richard Gallier B.Eng(Phys), LEg, MICE</p>		<p>Consultant Title: CONSULTATION PLAN Drawing No.: HSTRSS/104/199/CON-2A</p>	
<p>Author: AUS</p>		<p>Checker: MAG</p>		<p>Approver: N.T.S.</p>		<p>Date: 10/10/18</p>		<p>Revision: A Original</p>	

APPENDIX 4 – LIST OF CONSULTEES

Ward members

Members of Parliament

Police

Fire & Rescue

West Yorkshire Ambulance Service

West Yorkshire Combined Authority

Bus Operators

Hackney Carriages/Taxis

Chambers of Trade and Commerce

Public Health

Cycling user groups

Schools, children's centres and other community organisations