

Ward: City



Report of the Strategic Director Place to the meeting of Bradford West Area Committee to be held on 25th March 2020.

Subject:

AE

**GREAT HORTON ROAD (LIME STREET), BRADFORD
OBJECTIONS TO PROPOSED REFUGE ISLAND**

Summary statement:

This report considers objections received to proposals for a pedestrian refuge island on Great Horton Road, Bradford

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Portfolio:

Regeneration, Planning and Transport

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Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

- 1.1 This report considers two objections received to proposals to introduce a pedestrian refuge island (and associated Traffic Regulation Order) on Great Horton Road, near to it's junction with Lime Street.

2. BACKGROUND

- 2.1 At its meeting on 19th June 2019 the Bradford West Area Committee approved funding as part of its Safer Roads schemes programme 2019/20 to introduce a pedestrian island and Traffic Regulation Order (TRO) for No Waiting at Any Time on Great Horton Road near to its junction with Lime Street.
- 2.2 Records show that 6 collisions, resulting in 5 pedestrian casualties, have occurred in the previous 5 years on Great Horton Road in the vicinity of the proposals. Great Horton Road was included in the 2019 'Lengths for Concern' report. (This report identifies lengths of road which have a higher than average level of recorded collisions).
- 2.3 The proposals are shown on drawing No. HS/TRSS/104494/CON-1B, attached as Appendix 1. They are designed to improve road safety for all road users at this location, particularly pedestrains.
- 2.4 Informal consultation with residents affected by the proposals was carried out between 22nd October and 15th November 2019. This resulted in 2 objections to the proposals.
- 2.5 In response to the objections, the scehme was re-designed and the proposed pedestrian island replaced with footway build-outs on both sides of the carriageway and the TRO removed from the proposals. This reduced the impact on on-street parking and resulted in the 2 objections being withdrawn.
- 2.6 The revised proposals are shown on drawing no. HS/TRSS/104494/CON-2A attached as Appendix 2. The re-design addresses the concerns raised by the objectors and still provided an improvement for pedestrians (the island remained the preferred solution from a road safety perspective).
- 2.7 Following discussions with ward members, it was concluded that they wished to proceed with the implementation of the pedestrian island and associated TRO.
- 2.8 A summary of the valid points of objections to the pedestrian island and TRO and corresponding officer comments is tabulated below:

Objectors Concerns	Officers Comments
<u>Objector No 1</u>	
We are a restaurant and rely on customers who travel to us by car. We	Vehicles parking in the vicinity of the proposed island prevent pedestrians crossing

<p>have put a considerable amount of investment in the premises and the business and employ 12 people from the local area. The proposed island and waiting restrictions will have a negative impact on the business We rely on these parking spaces outside the restaurant and across the road for our customers - parking is crucial to the restaurants survival.</p> <p>In 7 years we have been not witnessed any pedestrian accidents.</p> <p>We feel an alternative scheme further down the road would be more beneficial to pedestrians rather than seriously affecting our business which wholly and unequivocally relies on these spaces to run.</p>	<p>having a clear view and being seen by drivers. The proposed island and waiting restrictions are the best solution to address this problem</p> <p>Records show that 6 collisions, resulting in 5 pedestrian casualties, have occurred in the previous 5 years on Great Horton Road in the vicinity of Lime Street</p> <p>Between Derby Street and Frank Street there is an existing crossing facility and the carriageway has been narrowed to assist pedestrians. The funding has been allocated to address pedestrian issues in the proximity of the proposed island.</p>
<p><u>Objector No 2</u></p> <p>Due to traffic at peak times we find it difficult to enter/exit our car park at the back. Although double yellow lines have been placed across the entrance people often park partly on them causing visibility issues. The proposed island will make the situation even more dangerous.</p> <p>A yellow box junction marking across the entrance would help.</p> <p>We regularly have deliveries and clients at our offices and the adjacent garage business also often have vehicles delivered/collected on rescue vehicles. The loss of parking spaces will mean that vehicles collecting/unloading will have to double park and block the road adding to the danger.</p> <p>We have been in the premises since 1992 and are only aware of a</p>	<p>Vehicles parking in the vicinity of the proposed island prevent pedestrians crossing having a clear view and being seen by drivers. The proposed island and waiting restrictions are the best solution to address this problem</p> <p>Yellow box markings are not usually installed at a private access. A 'Keep Clear' marking would be appropriate and can be arranged</p> <p>Great Horton Road was included in the 2019 'Lengths for Concern' report which identifies</p>

<p>single accident involving a pedestrian - there have been a number of accidents involving cars. A traffic island will not stop such accidents which are due to speed or lack of judgement or careless driving. I agree with road safety but this seems to be disproportionate response to a single incident.</p>	<p>lengths of road which have a higher than average level of recorded collisions. Records show that 6 collisions, resulting in 5 pedestrian casualties, have occurred in the previous 5 years on Great Horton Road in the vicinity of Lime Street</p>
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3. OTHER CONSIDERATIONS

- 3.1 Local ward members and the emergency services have been consulted on the proposals. No adverse comments have been received from the emergency services; ward members support the original proposal.
- 3.2 Following the receipt of objections to the original informal consultation and subsequent amendments to the proposal the TRO has not yet been promoted. If the Area Committee resolves to overrule the objections to the proposed island, the TRO will be promoted as part of the 2020/21 Bradford West various sites TRO. There will be an opportunity to make further representations at that stage.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The estimated cost of the original proposals is £19,000. This can be met from the Safer Roads budget approved by this the Bradford West Are Committee.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 There are no significant risks arising out of the implementation of the proposed recommendations. A failure to implement highway safety improvements would result in ongoing concerns about the road collision rate on this section of Great Horton Road.

6. LEGAL APPRAISAL

- 6.1 There are no specific issues arising from this report. The course of action proposed is in accordance with the Councils power as Highway Authority and Traffic Regulation Authority under the relevant legislation.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

Due regard has been given to Section 149 of the Equality Act 2010 when determining the proposals in this report.

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 gases arising from this report.

7.4 COMMUNITY SAFETY IMPLICATIONS

The implementation of traffic measures should lead to a reduction in casualties and help to improve road safety on Great Horton Road.

7.5 HUMAN RIGHTS ACT

There are no implications on the Human Rights Act.

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

Ward members have been consulted on the proposals.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

None

7.9 IMPLICATIONS FOR CORPORATE PARENTING

None.

7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

9.1 That the objections to the pedestrian island be overruled and the pedestrian island be implemented and TRO formally advertised as part of the Bradford West various sites TRO 2020-21.

9.2 That the objections be upheld and the alternative proposal of footway build-outs be implemented.

9.3 That the objections be upheld and the proposals be abandoned.

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

10. RECOMMENDATIONS

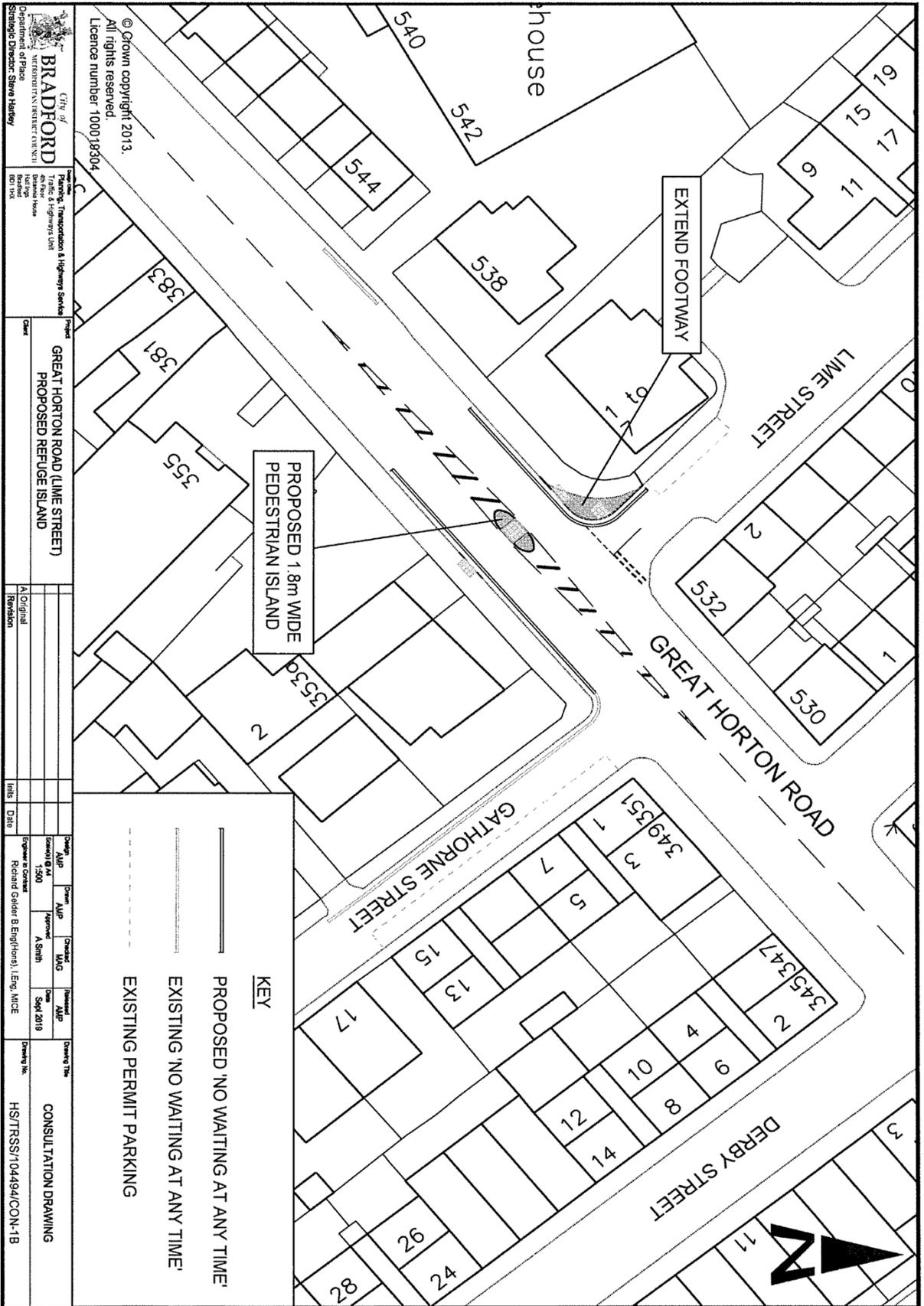
- 10.1 That the objections be overruled and the proposed pedestrian island be implemented and the associated TRO formally advertised as shown on Plan No. HS/TRSS/104494/CON-1B – attached as Appendix 1 to this report.
- 10.2 That the objectors be informed accordingly.

11. APPENDICES

- 11.1 Appendix 1 Drawing HS/TRSS/104494/CON-1B
- 11.2 Appendix 2 Drawing HS/TRSS/104494/CON-2A

12. BACKGROUND DOCUMENTS

- 12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/104494



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 Department of Place Strategic Director: Steve Hatley

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 Traffic & Highways Unit
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Project: GREAT HORTON ROAD (LIME STREET)
 PROPOSED REFUGE ISLAND

Rev	Description	Date
A	Original	

Prepared By	Checked By	Approved By	Date
Richard Golder & Partners	A. Smith		Sept 2018

Project No: HSR/TRSS/104494/CON-1B

