

Report of the Strategic Director Place, to the meeting of Bradford South Area Committee to be held on 1 December 2022

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Subject:

BEACON ROAD – REVIEW OF TRAFFIC CONDITIONS

Summary statement:

This report reviews current traffic conditions on Beacon Road including traffic collisions and survey data and consider potential options for interventions.

EQUALITY & DIVERSITY:

It is expected that there would be no disproportionate impact from the projects recommended for implementation within this report; furthermore, some of the schemes would advance equality of opportunity for people who share a protected characteristic. Any projects where a potential disproportionate impact is identified, through more detailed investigation and design, will be subject to Equality Impact Assessment.

Wards: Queensbury, Royds, Wibsey

Alan Lunt
Interim Strategic Director Place

Portfolio:

Regeneration, Planning & Transport

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Overview & Scrutiny Area:

Regeneration & Environment

1.0 SUMMARY

- 1.1. This report reviews current traffic conditions on Beacon Road including traffic collisions and survey data, and considers potential options for interventions.

2.0 BACKGROUND

- 2.1. Following the presentation of the 2022/23 Bradford South Safe Roads report to the Bradford South Area Committee on 7 July 2022 it was resolved:

That officers review traffic conditions on Beacon Road and present a future report to the Area Committee outlining the issues and options available for interventions.

- 2.2. Beacon Road (classified as the B6380) has a 30mph speed limit and is a mixed usage urban road comprising of a combination of residential/business properties.
- 2.3. The road is approximately 1.2 miles in length and runs from Wibsey roundabout to its junction Cooper Lane near the A647, spanning three wards (Wibsey, Royds and Queensbury). There are informal crossing facilities (in the form of pedestrian refuge islands) at several locations along the route and a zebra crossing in the vicinity of the roundabout at Wibsey.
- 2.4. The record of road injuries for this area has been reviewed and there have been 16 collisions in the last 5 years, of which 4 resulted in injuries to pedestrians.
- 2.5. A recent speed survey in June 2021 showed that the mean speeds were as follows: Eastbound 28mph, Westbound, 29.1mph; these are within the current speed limit.
- 2.6. A Casualty Reduction scheme on the section of Beacon Road between Beacon Place and Mill Street consisting of a pedestrian island, kerbing realignment and additional white lining was completed in 2017. This has resulted in an 18% reduction in the collision rate.
- 2.7. Additional measures subsequently requested through local ward members, ward partnership meetings and local residents include traffic calming, 20mph speed limit, safety cameras and enhanced crossing facilities.

OPTIONS

- 2.8. A reduction in the speed limit on Beacon Road to 20mph would necessitate the implementation of associated traffic calming measures to ensure 'self-enforcement'. This would be in accordance with current national guidance around setting speed limits. Any traffic calming measures would have to be appropriate for the road's status as a bus route.
- 2.9. The introduction of safety cameras across West Yorkshire (including the Bradford district) is regulated by the West Yorkshire Casualty Prevention Partnership. The deployment of such equipment is subject to strict set criteria which relate to recorded vehicle speeds and the rate, severity and contributory factors of collisions; this is to ensure that the use of cameras is the appropriate measure to address the prevailing issues, and also to prioritise funding to tackle the locations of most need. This location

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has been assessed and it does not meet the aforementioned current criteria for safety cameras

- 2.10. As stated earlier there are a number of existing informal pedestrian crossing facilities on Beacon Road. The introduction of additional facilities would be subject to constraints around vehicular access to properties and managing on-street parking demand. In addition, formal facilities such as zebra and puffin crossing come at a significant cost.

3.0 OTHER CONSIDERATIONS

- 3.1. The appropriate source of funding for traffic measures would be the Bradford South Area Committee's Safe Roads Budget. This budget is considered annually by the Committee and a decision is made on which schemes are to be included in the Programme. There are very many requests for various traffic measures including for example pedestrian crossings, permit parking schemes, yellow lines, road closures as well as traffic calming and the requests for action are far in excess of the resources available. Due to the limited resources available to the Area Committee there can only be a small number of new traffic measures provided each year. The funding for the current financial year has already been allocated. Priority is given to sites where there are significant numbers of road injuries and where specific engineering interventions are predicted to have casualty reduction benefits.

- 3.2. Beacon Road is not listed on the Council's current 'Lengths for Concern' document

4.0 FINANCIAL & RESOURCE APPRAISAL

- 4.1. The estimated costs of the options detailed are:
- i. Traffic calming & 20mph speed limit - £70,000
 - ii. Individual pedestrian refuge island - £7,000
 - iii. Zebra crossing - £40,000
 - iv. Puffin crossing - £55,000
- 4.2. Funding is fully allocated for the current financial year. Progression of any schemes would be subject to the prioritisation of funding by the Bradford South Area Committee as and when they consider future Safe Roads programmes.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1. There are no significant risks arising from this report.

6.0 LEGAL APPRAISAL

- 6.1. There are no specific issues arising from this report. Any future proposed schemes (as detailed within this report) would be in accordance with the Council's power as Highway Authority.

7.0 OTHER IMPLICATIONS

7.1. SUSTAINABILITY IMPLICATIONS

There are no significant Sustainability implications arising from this report.

7.2. 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.

7.3. COMMUNITY SAFETY IMPLICATIONS

Any future measures aimed at reducing vehicle speeds and/or providing additional pedestrian facilities would be beneficial to community safety.

7.4. HUMAN RIGHTS ACT

There are no implications on the Human Rights Act

7.5. TRADE UNION

None.

7.6. WARD IMPLICATIONS

Any schemes selected for inclusion in future schemes programmes would be developed in consultation with ward members as appropriate.

7.7. AREA COMMITTEE ACTION PLAN IMPLICATIONS

None

7.8. IMPLICATIONS FOR CORPORATE PARENTING

None

7.9. ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

None

8.0 NOT FOR PUBLICATION DOCUMENTS

8.1. None

9.0 OPTIONS

9.1. That the Area Committee resolves to add an item for Traffic Calming, a 20mph speed limit and/or additional pedestrian facilities to the waiting list for Safe Roads measures.

10.0 RECOMMENDATIONS

- 10.1. That the Bradford South Area Committee notes the content of this report.
- 10.2. That the Bradford South Area Committee gives consideration to the addition of items for Traffic Calming, a 20mph speed limit and/or additional pedestrian facilities to the waiting list for Safe Roads measures.

11.0 APPENDICES

- 11.1. Appendix 1 – Location Plan

12.0 BACKGROUND DOCUMENTS

- 12.1. None

APPENDIX 1
Location Plan



