

Report of the Strategic Director Place to the meeting of Bradford East Area Committee to be held on 13th July 2023.

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Subject:

**WAKEFIELD ROAD NEAR RHINE STREET, BRADFORD
PROPOSED STAGGERED PUFFIN/CYCLE CROSSING FACILITY - OBJECTIONS**

Summary statement:

This report considers objections received in response to the formal advertisement of proposals to introduce a staggered Puffin Crossing alongside a signal controlled Cycle Crossing on Wakefield Road, Bradford.

EQUALITY & DIVERSITY:

It is expected that there will be no disproportionate impact on Equality & Diversity from the project recommended for implementation within this report.

Wards: Bowling & Barkerend

David Shepherd
Strategic Director Place

Portfolio:

Regeneration, Planning and Transport

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Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

1.1 This report considers objections received in response to the formal advertisement of proposals to introduce a staggered Puffin Crossing alongside a signal controlled Cycle Crossing on Wakefield Road, Bradford.

2. BACKGROUND

2.1 The subway on Wakefield Road near the junction with Rhine Street has a high ongoing maintenance cost due to constant vandalism, drainage issues, damage to the internal lights, graffiti and frequent cost of accident damage repairs to the walls adjacent to the main carriageway. Therefore, it is proposed to close and backfill the existing subway and introduce a new surface-level staggered Puffin Crossing alongside a signal controlled Cycle Crossing at the same location as the subway on Wakefield Road. The crossing will also include mast arm signal posts on both sides of the main carriageway and landscaping works on the existing footprint of the subway ramps and stairs.

2.2 A similar project, albeit on a larger scale, was successfully undertaken recently at the roundabout further outbound on Wakefield Road (Neville Road junction).

2.3 The location of the proposed measures is shown on drawing nos. HS/TRSS/105524/CON-1A, attached as Appendix 1.

2.4 The proposals were advertised between 18th May 2023 to 16th June 2023. This resulted in two objections and an email of support with further aspirational improvement suggestions for works on Wakefield Road.

2.5 A summary of the objections/representations and corresponding officer comments is tabulated below:

Objectors Concerns	Officers Comments
<p><u>Objector No 1</u></p> <p>The Replacement of a poorly maintained underpass with ramp access and existing lighting with a puffin crossing over one of the primary through traffic roads in Bradford is not only an obscene waste of public funds, but will result in increased congestion, air pollution, and would bring pedestrians and cyclists in to unnecessary potential conflict with traffic when there is already an existing segregated route available. Any argument for the crossing based on the perception of crime, antisocial</p>	<p>The improvements will be more cost effective in the long-term than the maintenance and upkeep of the subway which is in need of major refurbishment and repair.</p> <p>While the underground pedestrian subway may have served its purpose in the past, it's important to adapt our infrastructure to meet the evolving needs of our community. By transitioning to an at-grade pedestrian and cycle crossing, we can create a more accessible, vibrant, and safe space for all users including those with mobility challenges. The surrounding area around the subways will be refurbished and uplifted with new</p>

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<p>behaviour, or lack of maintenance is an admission of failure on behalf of the authorities. Bradford requires all the help it can get to get the city moving to encourage inward investment and attached highly skilled employment to the city, the repeated delays and constrains on transport improvements within the city must come to an end. The continued decline in the attractiveness of Bradford will continue until the like of the Tong Road duelling, Canal Road widening, Shipley Eastern relief road and a connection to the Aire valley by pass can be brought to fruition.</p>	<p>landscaping works transforming and enhancing the environment making it a more connected urban environment for all. The proposed crossing also aims to improve safety. Sensors fitted will detect pedestrian presence. The detectors on signal crossing also 'watch' the crossing and control the light signals so that pedestrians have enough time to cross in safety, but the crossing will be programmed to ensure it will have minimal impact on traffic. This proposal will help to encourage further cycle usage within the surrounding residential areas and link the existing cycle lanes.</p>
<p><u>Objector No 2</u></p> <p>Scheme proposal will slow and halt traffic flow further in and around the city and at greater expense. It would be safer and cheaper to adapt the steps to a ramp for wheelchair / motorised chair access/egress to the existing subway. Stopping traffic only increases vehicle pollution as vehicles stop and wait for the lights to change back to green, slow down and accelerate away from a crossing. Objected on these grounds, the extra expense and the disruption to free flowing traffic. Objector use this road to commute to and from his place of work. The narrowing of the road for the cycle lanes has caused more concession, especially city bound during peak traffic periods.</p>	<p>COMMENTS AS ABOVE</p>
<p><u>Summary of the support and made further improvement suggestions:</u></p> <p>Support the proposal to install a new crossing on Wakefield Road between Square Street and Hartley Street.</p> <p>Concerned that if the crossing is installed on existing subway location then pedestrians will have to walk a long distance from the bus stop to the</p>	<p>Noted</p> <p>The proposed crossing is located where there is an existing identified pedestrian desire line on Wakefield Road junction between Square Street and Hartley Street.</p>

<p>crossing. Preferred new crossing should be installed closer to the bus stop.</p> <p>Replace existing missing/damaged guardrails on length of Wakefield Road.</p> <p>Suggested to include further improvements work on Wakefield Road as part of this scheme proposal:</p> <ul style="list-style-type: none"> • Install a traffic light system at the end of Paley Road junction with Wakefield Road. • Remove and upgrade existing roundabout on Wakefield Road near the Usher Street junction with a new signal junction layout same as recently constructed on Wakefield Road junction with Neville Road. • Convert existing cycle lane to a 'Bus & Cycle Lane' as buses usually get stuck in heavy traffic during busy time. • Remove existing unused bridge located between Rutland Street and Usher Street. • Install CCTV, speed cameras and traffic calming measures on Wakefield Road. 	<p>Any missing or damaged guardrails close to proposed crossing will be replaced as part of this scheme.</p> <p>Further improvement suggestions are noted but Council have only limited funding approved to backfill existing subway and to install a new pedestrian signal crossing on Wakefield Road.</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.

4. FINANCIAL & RESOURCE APPRAISAL

4.1 The estimated cost of the proposals is £400,000. The scheme will be funded as part of the CRSTS (City Regional Sustainable Transport Settlement).

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 A failure to implement scheme proposal would result in ongoing maintenance issues specifically relating to maintenance of subways.

6. LEGAL APPRAISAL

- 6.1 There are no specific issues arising from this report. The course of action proposed is in accordance with the Council's powers as Highway Authority.

7. OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

There are no 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

The implementation of the proposed measures will help to improve overall road safety along this section of Wakefield Road.

7.4 HUMAN RIGHTS ACT

There are no implications on the Human Rights Act

7.5 TRADE UNION

None

7.6 WARD IMPLICATIONS

Ward members have been consulted on the proposals.

**7.7 AREA COMMITTEE ACTION PLAN IMPLICATIONS
(for reports to Area Committees only)**

None

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 That the objections be overruled and the proposal be implemented as advertised.

9.2 That the objections be upheld and the proposal be abandoned.

10. RECOMMENDATIONS

10.1 That the objections be overruled and the proposed crossing facilities be implemented as advertised.

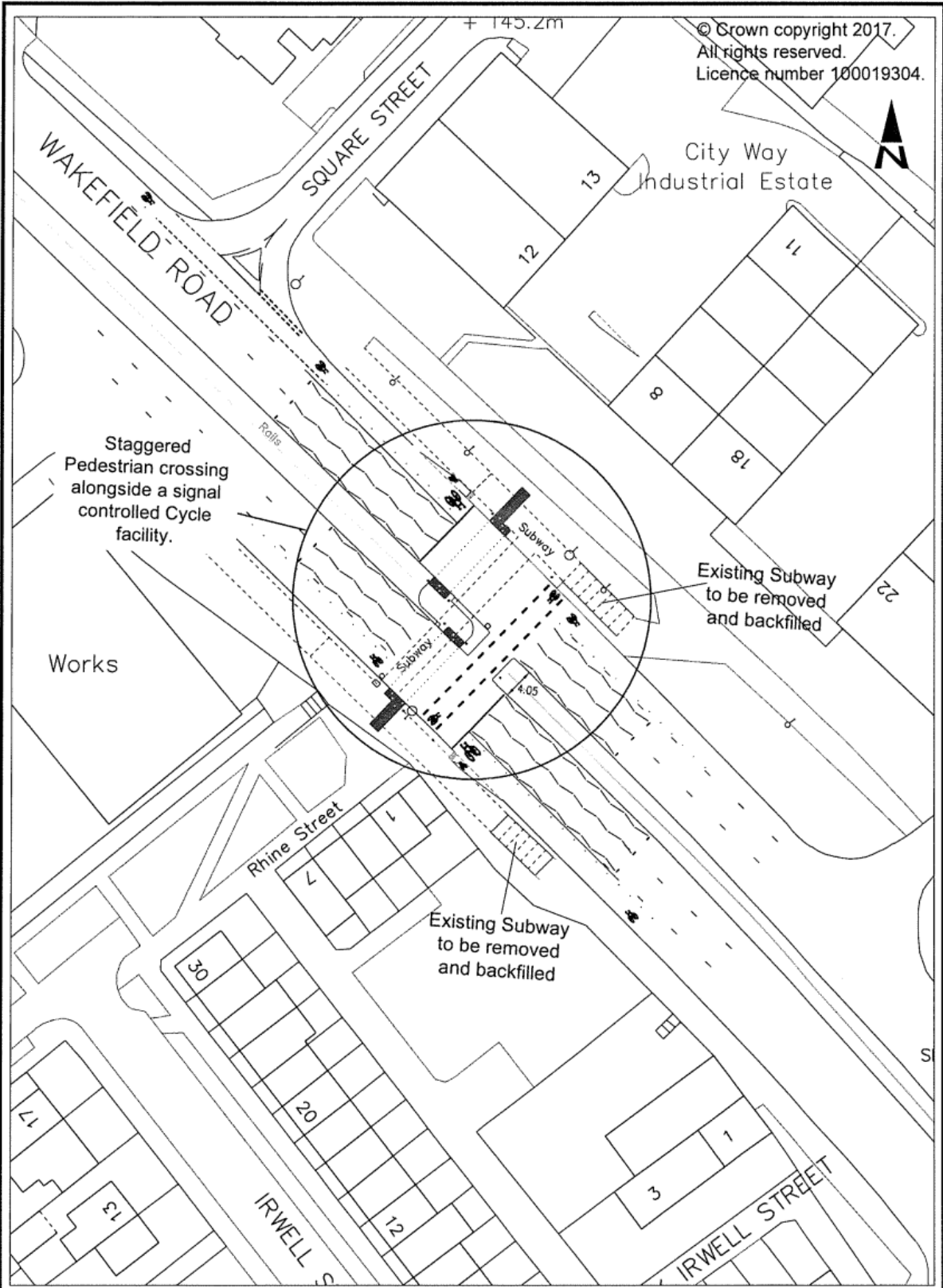
10.2 That the objectors be informed accordingly.

11. APPENDICES

Appendix 1 Drawing HS/TRSS/105524/CON-1A

12. BACKGROUND DOCUMENTS

12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/105424



<p>City of BRADFORD METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Place Strategic Director: David Shepherd</p> <p>Planning, Transportation & Highways Service Traffic & Highways Unit</p> <p>4th Floor Sibbalds House Hall Ings Bradford BD1 1HE</p>				Design AM	Drawn AM	Checked YM	Released AM	Project WAKEFIELD ROAD NEAR RHINE STREET, BRADFORD PROPOSED PUFFIN ALONGSIDE CYCLE CROSSING SIGNAL FACILITY
				Scale(s) @ AM NTS	Approved AS	Date April 23		Drawing Title
	A Original	AM	11.04.23	Engineer to Contract				CONSULTATION PLAN
	Revision	Initis	Date	Richard Gelder B.Eng(Hons), I.Eng, MICE				
	Client							Drawing No. HS/TRSS/105524/CON-1A