

# Report of the Strategic Director Place, to the meeting of Bradford South Area Committee to be held on 13 March 2024

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## **Subject:**

**OBJECTIONS RECEIVED TO THE TRAFFIC REGULATION ORDER FOR A RIGHT-TURN BAN FROM HUTTON ROAD TO SOUTHFIELD ROAD.**

## **Summary statement:**

**This report considers objections to the proposed right-turn ban from Hutton Road to Southfield Road, Bradford.**

## **EQUALITY & DIVERSITY:**

The Council has considered its obligations under the Public Sector Equality Duty under the Equality Act 2010 and is satisfied that the proposals will have no material impact on those identified with protected characteristics.

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David Shepherd  
Strategic Director Place

## **Portfolio:**

**Regeneration, Planning & Transport**

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## **Overview & Scrutiny Area:**

**Regeneration & Environment**

**1.0 SUMMARY**

1.1. This report considers objections to the proposed right-turn ban from Hutton Road to Southfield Road, Bradford.

**2.0 BACKGROUND**

2.1. At its meeting on the 22 June 2023 this committee approved as part of its Safe Roads Programme, a scheme to introduce a right-turn ban from Hutton Road to Southfield Road. The scheme was prioritised on the basis of the poor casualty record at the junction.

2.2. The Traffic Regulation Order, as shown on the plan attached as Appendix 1, was formally advertised between the 1 February and 23 February 2024 and letters were sent to Hutton Road and surrounding streets.

2.3. A summary of the points of objection and corresponding officer comments is tabulated below: -

Objections	Officer's Comments
<p><b>Hutton Road/Southfield Raod (drawing No HS/TRSS/HUTTON ROAD/CON-1)</b> <b><u>First Objection</u></b></p> <p>I trust this correspondence finds you well. I am writing to express my concerns regarding the proposed alterations to traffic regulations on Hutton Road, specifically the suggested implementation of a right turn ban.</p> <p>Upon receiving the official notification outlining the proposed changes, I feel compelled to voice my objection, particularly in light of the information provided in the accompanying letter. The letter mentioned 10 reported incidents over the course of 10 years; however, local residents can attest to a significantly higher frequency of incidents at the junction in question.</p> <p>My apprehension lies in the belief that the introduction of a right turn ban may not address the underlying issues but, instead, could potentially exacerbate the current traffic problems. If the ban were to be</p>	<p>The 10 reported accidents is over 5 years and not 10 years. The council understand that for every reported accident recorded by the Police there could more unreported accidents, but the Council must rely on verified data from the Police.</p> <p>The existing island to the west of this junction will be extended to physically stop anyone attempting to chance a right turn and will physically stop anyone traveling straight over Southfield Road to the northern part of Hutton Road.</p> <p>The Council recognise that a 'U turn' manoeuvre maybe made and would monitor this after implementation, there could be number of measures the council could take in the future to prevent this.</p> <p>The over riding factor is to address the number of accidents at this junction in which the objector agrees has happened at this location.</p>

enforced, drivers would be presented with two primary options:

1. **Navigate across the**

**road:** Attempting a right turn during peak traffic conditions, merging into an already congested section of road leading to Smiddles Lane – often obstructed by parked vehicles, particularly in proximity to Awami Foods. Compounded by the presence of a nearby Primary school and the usual congestion on Hutton Road during peak hours, this option poses an increased risk of incidents, potentially causing traffic to back up onto Southfield Road.

**Take a left onto Southfield**

**Road:** This alternative would necessitate drivers, at some point, executing a 'U' turn.

In either scenario, the proposed ban introduces challenges that may not effectively address the concerns raised by residents. Additionally, crossing Southfield Road poses its own set of challenges, requiring drivers to assess distances and speeds of oncoming traffic, whether proceeding straight or making a right turn.

It is our hope that the council, in its pursuit of resolving the reported traffic problems, could explore alternative options that prioritise both safety and efficiency. The current proposal, in its simplicity, may inadvertently overlook more comprehensive and effective solutions. We seek clarification on whether the council has considered and can offer alternative measures to address the safety concerns at this junction.

Your attention to this matter is greatly appreciated, and I look forward to

<p>receiving further information on potential alternatives to the proposed right turn ban.</p> <p>Thank you for your understanding and consideration.</p> <p><b><u>Second Objection</u></b></p> <p>I am writing to object to the proposed banning of the right hand turn from Hutton Road into Southfield Lane.</p> <p>I use this manoeuvre on almost a daily basis whilst visiting my elderly father and cannot see what improvement in traffic flow or safety will be obtained by this ban as traffic will still be allowed to cross Southfield Lane from Hutton Road to Hutton Road before it becomes Thornton Lane.</p> <p>Can you please expand on the history considered in you making this proposal as there is no history according to the information on your consultation website.</p> <p>As I presume your team have observed the traffic flow around this area can you explain why a right turn ban is considered the best solution.</p> <p>I would also ask you to describe your advised route for traffic aiming to travel to Odsal Top from Hutton Road which will not add further congestion to already congested areas if this ban is carried through.</p>	<p>The existing island to the west of this junction will be extended to physically stop anyone attempting to chance a right turn and will physically stop anyone traveling straight over Southfield Road to the northern part of Hutton Road.</p> <p>There have been 10 reported accidents over 5 years at this location mostly from right turning vehicles and vehicles travelling over Southfield Road to the northern part of Hutton Road.</p> <p>The advised route if heading towards Odsal Top would be to travel on Hawes Road or Carrbottom Road which would lead onto Brownroyd Hill Road then St Enoch's, and onto Fair Road, Wibsey through to Odsal Top.</p>
<p><b><u>Third Objection</u></b></p> <p>Thank you for looking into Hutton Rd/Southfield road junction situation. I know a lot of people who have in an accident this junction so something has to be done for sure.</p> <p>However, I believe the proposal to not being able to turn right from Hutton Rd to</p>	<p>The existing island to the west of this junction will be extended to physically stop anyone attempting to chance a right turn and will physically stop anyone traveling straight over Southfield Road to the northern part of Hutton Road.</p>

<p>Southfield Road is not enough. The danger is equally bad when going straight, perhaps even worse. I believe, a different approach is needed such as additional traffic lights.</p>	
<p><b><u>Forth/fifth/sixth Objections</u></b>          The main points from the above objectors are the following:</p> <ul style="list-style-type: none"> <li>• That implementing a no right turn ban from Hutton Road to Southfield Road will push traffic down Northdale Mount making it more unsafe with speeding drivers.</li> <li>• The Council should implement Traffic Lights or a mini-roundabout.</li> </ul>	<p>Implementing the proposed right turn ban from Hutton Road to Southfield Road may push some traffic down Northdale Mount but the layout of this road should naturally restrict vehicle speeds (i.e. cars parked either side and the hairpin bend within the road). The 'T' junction with Northdale Mount/Southfield Road is a much safer junction to turn right than that of Hutton Road to Southfield Road with only two lanes of traffic to negotiate rather than three unlike that of the 4-way junction of Hutton Road/Southfield Road. The accidents data shows no recorded accidents over the last 5 years at the junction with Northdale Mount/Southfield Road. Double yellow lines are proposed at this junction 10m either side to protect it sight lines from parked cars.</p> <p>To introduce a traffic light system at the junction of Hutton Road/Huddersfield Road would cost considerably more than the proposed right turn ban. The right turn ban will eliminate right turn/straight forward collisions.</p> <p>The introduction of a mini-roundabout can cause congestion especially on the arms where there is less traffic volume with the arms with the majority volume of traffic taking precedence over the other arms, this then can lead to collisions such as rear end shunts. The Pedestrian crossing on the existing island could cause traffic to back up over the mini-roundabout making manoeuvres at the mini-roundabout problematic.</p>

### **3.0 OTHER CONSIDERATIONS**

- 3.1 Ward members and emergency services have been consulted and there have no adverse comments to the advertised proposals.
- 3.2 Ward members are supportive of the Council's proposals to introduce the waiting restrictions.

### **4.0 FINANCIAL & RESOURCE APPRAISAL**

- 4.1. A total budget of £20,000 has been allocated as part of the 2023/24 and 2024/25 Safe Roads programmes. The project can be delivered within budget.

### **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. The course of action proposed is in general 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. TACKLING THE CLIMATE EMERGENCY IMPLICATIONS**

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 restriction of some turning manoeuvres at the Southfield Road/Hutton Road junction is expected to have a positive impact on local and wider communities.

#### **7.4. HUMAN RIGHTS ACT**

None

#### **7.5. TRADE UNION**

None

#### **7.6. WARD IMPLICATIONS**

Ward members have been consulted on the advertised Traffic Regulation Order.

**7.7. AREA COMMITTEE LOCALITIES PLAN IMPLICATIONS**

None

**7.8. IMPLICATIONS FOR CHILDREN AND YOUNG PEOPLE**

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 after considering the objections and any material points raised therein that it be determined that the Order be sealed and implemented as advertised.

9.2. That the objections to the proposed right-turn ban from Hutton Road/Southfield Road be upheld.

9.3. Members may propose alternative courses of action on which they will receive appropriate officer advice.

**10.0 RECOMMENDATIONS**

10.1 That the objections to the proposed right-turn ban from Hutton Road to Southfield Road have been taken into account and determined not to outweigh the benefits of the proposed scheme and therefore that the Order be sealed and scheme implemented as advertised.

10.2 That the objectors be informed accordingly.

**11.0 APPENDICES**

11.1. Appendix 1 – Scheme plan

**12.0 BACKGROUND DOCUMENTS**

12.1. None.

