

Report of the Strategic Director, Regeneration to the meeting of Bradford East Area Committee to be held on 11 February 2016.

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Subject:

AN OBJECTION TO A PROPOSED TRAFFIC REGULATION ORDER ON LEEDS ROAD NEAR SEYMOUR STREET, BRADFORD

Summary statement:

This report considers an objection to a recently advertised Traffic Regulation Order for No Waiting At Any Time restrictions on Leeds Road, Bradford at its junction with Seymour Street.

Ward: 5 Bowling and Barkerend

Mike Cowlam
Strategic Director Regeneration and Culture

Portfolio:
Housing, Planning and Transport

Report Contact: Andrew Smith
Principal Engineer
Phone: (01274) 434674
E-mail: andrew.smith@bradford.gov.uk

Overview & Scrutiny Area:
Environment and Waste Management



1.0 SUMMARY

- 1.1 This report considers an objection to a recently advertised Traffic Regulation Order for No Waiting At Any Time restrictions on Leeds Road, Bradford at its junction with Seymour Street.

2.0 BACKGROUND

- 2.1 At its meeting of 15 April 2014 this Area Committee approved as part of its Safer Roads Programme a scheme to provide a pedestrian facility on Leeds Road near Seymour Street, Bradford.

- 2.2 A pedestrian refuge island is proposed on Leeds Road to the east of Seymour Street to improve facilities for pedestrians and road safety. The proposed No Waiting At Any Time restrictions on both sides of Leeds Road at this location are considered the minimum necessary to maintain free flowing traffic past the refuge island and protect sight lines for drivers and pedestrians using the island. A footway build-out is proposed on the north side of Leeds Road at the refuge location to minimise the loss of parking space. The proposals are shown on drawing No. TDG/THS/102732/CON-1A shown in Appendix 1.

- 2.3 The Traffic Regulation Order was advertised between 9 October and 30 October 2015. One letter of objection has been received; the points of objection and corresponding officer comments are summarised as follows:

Objectors concerns	Officer comments
1. The loss of parking space on Leeds Road adjacent to properties numbered 311 and 321 which have no off street parking and which the owners would like to regenerate and bring back into use.	The double yellow lines would displace about 6 car lengths. 2 on the north side of Leeds Road and 4 on the south. The extension of the yellow lines has been minimised by the introduction of the footway buildout.
2. The Hindu Temple at 323 – 341 Leeds Road is regularly visited by people travelling by coaches who are dropped off on Leeds Road. Turning this area into a formal parking bay will prejudice this use and make it harder for coaches to drop off older and disabled people close to the main entrance.	There are no proposed waiting restrictions adjacent to the Temple. The intermittent white line will mark out an informal parking area and the carriageway running lane. This will have no effect on the current dropping off by coaches. This area will be available for use by any driver as it currently is. This white lining could be omitted.
3. They do not consider that this crossing point will be used and think that adding this feature will increase congestion on this already busy and congested road.	There are a disproportionate number of pedestrian casualties on Leeds Road and because it is busy and congested with traffic additional facilities are needed for pedestrian safety. In a snap shot 30 minute observation (14.40 – 15.10) 3 pedestrians crossed near the proposed refuge location and 38 vehicles turned right into Upper Seymour Street. The refuge island will also offer some protection for turning traffic.

	There have been 11 collisions at this junction in the last 5 years, 3 involving pedestrians.
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- 2.4 This matter was reported to the meeting of the Bradford East Area Committee on 14 January 2016. At the meeting members resolved:

“That the decision be deferred to the next meeting of the Committee following the Road Safety Forum on 21 January 2016”

- 2.5 The objectors were present at the forum on 21 January 2016 and tabled an alternative proposal to locate the pedestrian island on the opposite side of the junction, i.e. to the west of Seymour Street, adjacent to nos. 299/301 Leeds Road.
- 2.6 Whilst the proposed alternative, as described in paragraph 2.5 would work in principle, it would also require a Traffic Regulation Order to prevent parking adjacent to the island, and a build-out to provide a safe crossing point. As such it is anticipated that such a proposal would meet with objection from local businesses.

3.0 OTHER CONSIDERATIONS

- 3.1 Local ward members and the emergency services were consulted on the original proposal. No comments were received. Local ward members have also been informed of the alternative proposal. Any comments received will be reported verbally to this meeting.

4.0 FINANCIAL AND RESOURCE APPRAISAL

- 4.1 The cost of either proposal would be met from the Safer Roads Budget. The proposals form part of a series of measures for which a total budget of £35,000 has been previously approved by this committee. There would be an additional financial implication in promoting an alternative scheme at this location as that would necessitate a further Traffic Regulation Order.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 There is a proven history of pedestrian casualties at this location; it is likely that this will continue unless a facility for pedestrians is provided. If appropriate waiting restrictions are not introduced as part of the scheme, this would impact on safety and congestion.

6.0 LEGAL APPRAISAL

- 6.1 The options contained in this report are within the Councils powers as Highway Authority and Traffic Regulation Authority.

7.0 OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

Due regard has been given to Section 149 of the Equality Act 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 gasses arising from this report.

7.4 **COMMUNITY SAFETY IMPLICATIONS**

The provision of a pedestrian facility at this location would reduce the potential for pedestrian/vehicle conflict and thereby improve road safety.

7.5 **HUMAN RIGHTS ACT**

None

7.6 **TRADE UNION**

None

7.7 **WARD IMPLICATIONS**

Bowling and Barkerend Ward Members have been consulted on the proposals.

7.8 **AREA COMMITTEE WARD PLAN IMPLICATIONS**

The scheme would support priorities within the Bradford East Area Committee Ward Plan 2015-16.

8.0 **NOT FOR PUBLICATION DOCUMENTS**

8.1 None

9.0 **OPTIONS**

9.1 That the original scheme for the pedestrian refuge island and associated Traffic Regulation Order on Leeds Road at its junction with Seymour Street be implemented as advertised.

9.2 That the alternative scheme for the pedestrian refuge island and associated Traffic Regulation Order on Leeds Road at its junction with Seymour Street (as detailed in paragraph 2.5 of this report) be promoted.

9.3 That the scheme for the pedestrian refuge island and associated Traffic Regulation Order be abandoned.

9.4 Members may propose an alternative course of action; in which case they will receive appropriate guidance from officers.

10.0 RECOMMENDATIONS

- 10.1 That members consider the options outlined in section 9 of this report and determine a course of action in respect of the Leeds Road/Seymour Street/Upper Seymour Street junction.
- 10.2 That the objector be informed accordingly.

11.0 APPENDICES

- 11.1 Appendix 1 – Drawing No. TDG/THS/102732/CON-1A.

12.0 BACKGROUND DOCUMENTS

- 12.1 City of Bradford Metropolitan District Council File Ref: TDG/THS/102732.

