

# 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:

**PETITIONS RELATING TO TRAFFIC MATTERS**

## Summary statement:

This report considers the following petitions relating to traffic matters:

- 1) Leeds Road, Bradford – Request for safety cameras
- 2) Sandford Road, Bradford – Request for additional traffic calming

**Ward:**            5            **Bowling and Barkerend**  
                                 6            **Bradford Moor**

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Strategic Director Regeneration

**Portfolio:**

**Housing, Planning and Transport**

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**Overview & Scrutiny Area:**

**Environment and Waste Management**



## **1.0 SUMMARY**

1.1 Two petitions relating to traffic matters. These are:

- a) Leeds Road, Bradford – Request for safety cameras
- b) Sandford Road, Bradford – Request for additional traffic calming

## **2.0 BACKGROUND**

2.1 Background information is given in Appendices 1 and 2.

Appendix 1 Leeds Road, Bradford (2178 signatures)

Appendix 2 Sandford Road, Bradford (28 signatures)

## **3.0 OTHER CONSIDERATIONS**

3.1 Local ward members have been consulted. No comments have been received.

## **4.0 FINANCIAL & RESOURCE APPRAISAL**

4.1 There are no financial or resource implications arising from this report.

## **5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES**

5.1 There are no risks arising from this report.

## **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 2010 when investigating these matters.

### **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 proposed measures highlighted in paragraphs 6 and 7 of Appendix 1 will be

beneficial to community safety.

**7.5 HUMAN RIGHTS ACT**

None

**7.6 TRADE UNION**

None

**7.7 WARD IMPLICATIONS**

Bowling and Barkerend and Bradford Moor ward members have been consulted on the petitions.

**7.8 AREA COMMITTEE WARD PLAN IMPLICATIONS**

None

**8.0 NOT FOR PUBLICATION DOCUMENTS**

None

**9.0 OPTIONS**

9.1 Members may propose alternative actions to the recommendations, on which they will receive appropriate officer advice.

**10.0 RECOMMENDATIONS**

10.1 That no further action be taken on the request for safety cameras on Leeds Road.

10.2 That members continue to support those highway safety improvement schemes already prioritised by this Area Committee.

10.3 That officers work with key Safer Roads partners to progress a multi-agency approach to address road safety issues on Leeds Road.

10.4 That no further action be taken on the request for an additional traffic calming feature or changes to existing features on Sandford Road.

10.5 That the petitioners are informed accordingly.

**11.0 APPENDICES**

11.1 Appendix 1 – Leeds Road, Bradford – Petition and location plan.

11.2 Appendix 2 – Sandford Road, Bradford – Petition and location plan.

**12.0 BACKGROUND DOCUMENTS**

12.1 None.

## **Petition – Leeds Road, Bradford (2178 signatures)**

### **Background information**

1. The petitioners are requesting safety cameras with photo evidence of drivers on Leeds Road starting from the junction of Shipley Airedale Road to Thornbury Roundabout.
2. The petition states that the majority of main roads in Bradford are covered by speed cameras but Leeds Road and Barkerend Road are not. Each night youths cause disorder and anti social behaviour on Leeds Road and every night cars are driven at excess speed on Leeds Road the consequences of which could be a fatality. Without safety cameras there is little chance of anything being done or anyone being caught.
3. The introduction of safety cameras is regulated by the West Yorkshire Casualty Reduction partnership. Criteria relating to the number and severity of recorded road collisions and the recorded speed of traffic have been agreed; this is to ensure that safety cameras are deployed where they will have an impact on reducing casualties and also to prioritise the limited available funding. Any new sites where cameras are installed have to meet the criteria. For fixed cameras there must have been at least 4 accidents causing death or serious injury (KSI) in the preceding 5 complete years per kilometre and a total score of at least 36 points where the speed limit is 30mph; where each KSI accident scores 5 points and a slight injury accident scores 1. Vehicles surveys must show 90%ile speeds of at least 36mph.
4. The Thornbury length of Leeds Road was assessed for speed cameras in 2009. The collision data met the criteria but the speed data did not. (90%ile speeds were 34mph). Recent interrogation of the casualty data here revealed that only a small number of KSI's was attributable to excessive vehicle speeds.
5. The length of Leeds Road from the city to Killinghall Road was also assessed in response to this petition. Speed was surveyed at two sites and the 90%ile speeds were 31 mph near Steadman Terrace and 33 mph at Seymour Street. As with the other section of Leeds Road, very few KSI's were associated with vehicles exceeding the speed limit.
6. Studies have highlighted specific issues on Leeds Road with pedestrian casualties and collisions involving vehicles emerging from side roads. As a result the current Safer Roads Programme for Bradford East includes a number of road safety improvement proposals on Leeds Road. Footway buildouts and informal parking bays are being created in the Steadman Street area and the puffin crossing at Upper Nidd Street is being refurbished. A refuge island is being introduced near Thornbury Drive and the zebra crossing at Upper Rushton Road is being converted to a toucan crossing. There is also a proposal to construct an additional refuge island near to Seymour Street. All of these improvements will have a beneficial effect on the casualty record for Leeds Road.

7. It is also acknowledged that there needs to be a multi-agency approach to improving road safety conditions on Leeds Road. In addition to highways improvements, enforcement and education have important roles to play in influencing driver behaviour and pedestrian movements.

### **Recommendations**

8. That no action be taken on the request for safety cameras on Leeds Road.
9. That members continue to support those highway safety improvement schemes already prioritised by this Area Committee.
10. That officers work with key Safer Roads partners to progress a multi-agency approach to address road safety issues on Leeds Road

petition **Kill Speed Save Lives**

2008 paper signatures

+170 e-signatures

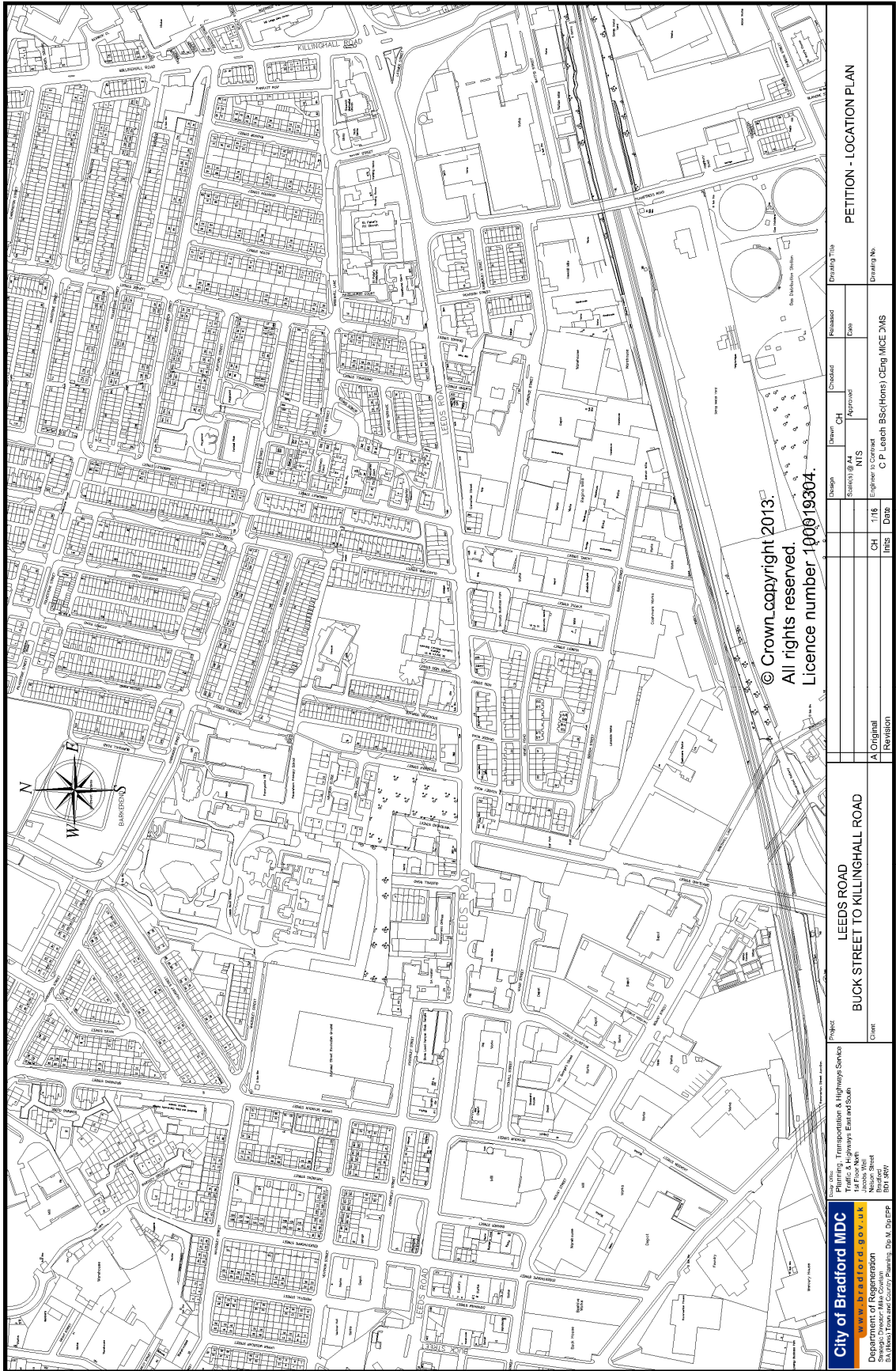
2178 TOTAL SIGNATURES

**Lead petitioner** Consequences of reckless driving

speed cameras with photo evidence of drivers needed on Leeds road Bradford BD3 starting from junction of Shipley Airedale road to Thornbury roundabout.

This system has worked in Nottingham from M1 junction to Nottingham town center

Name	Address	Postcode	Signature
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<p><b>City of Bradford MDC</b>  <a href="http://www.bradford.gov.uk">www.bradford.gov.uk</a>          Department of Regeneration          Strategic Director Mike Cowan          25, Mill Lane, City Centre, Bradford, DA M. 2DPE</p>		<p>Project: <b>LEEDS ROAD</b>  <b>BUCK STREET TO KILLINGHALL ROAD</b>          Client: <b>City of Bradford MDC</b></p>		<p>Drawn: CH          Checked: CH          Status: AS          NTS          Engineer's Contract          C P Leach BSc(Hons) CEng MICE CIMS</p>		<p>Revision:          A Original          CH 1/18          INIS DOB</p>		<p>Drawing Title: <b>PETITION - LOCATION PLAN</b>          Drawing No.:</p>	
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**Petition – Sandford Road, Bradford (28 signatures)**

**Background information**

1. The petitioners are requesting the reinstatement of the existing traffic calming and an additional road hump on Sandford Road, Bradford. The petitioners do not feel that the existing road humps are having any effect on the speed of traffic and they would also like an additional road hump. They have stated that there is a large population of children living on Sandford Road and that the measures requested could prevent a major accident occurring.
2. Sandford Road has a system of thermoplastic road humps in keeping with the other streets in Bradford Moor. Sandford Road is 170 metres long and there are 3 road humps. There is a distance of 88 metres between the first and second road hump therefore an additional road hump could be put in the vicinity of property number 142 Sandford Road. There is a high level of parking on Sandford Road and as a consequence of this observed traffic speeds were low.
3. There has been one recorded road injury on Sandford Road in the last 5 years.
4. To put in an additional road hump would require legal advertising. Therefore the estimated cost of an additional road hump would be £5,000; this cost would need to be found from the Bradford East Safer Roads Budget. Given that this location sits within an existing 20mph traffic calmed zone and the above comments about on-street parking and observed vehicle speeds, it is not expected that the provision of an additional traffic calming feature would have a material impact on road safety. The existing features are within acceptable dimension tolerances.

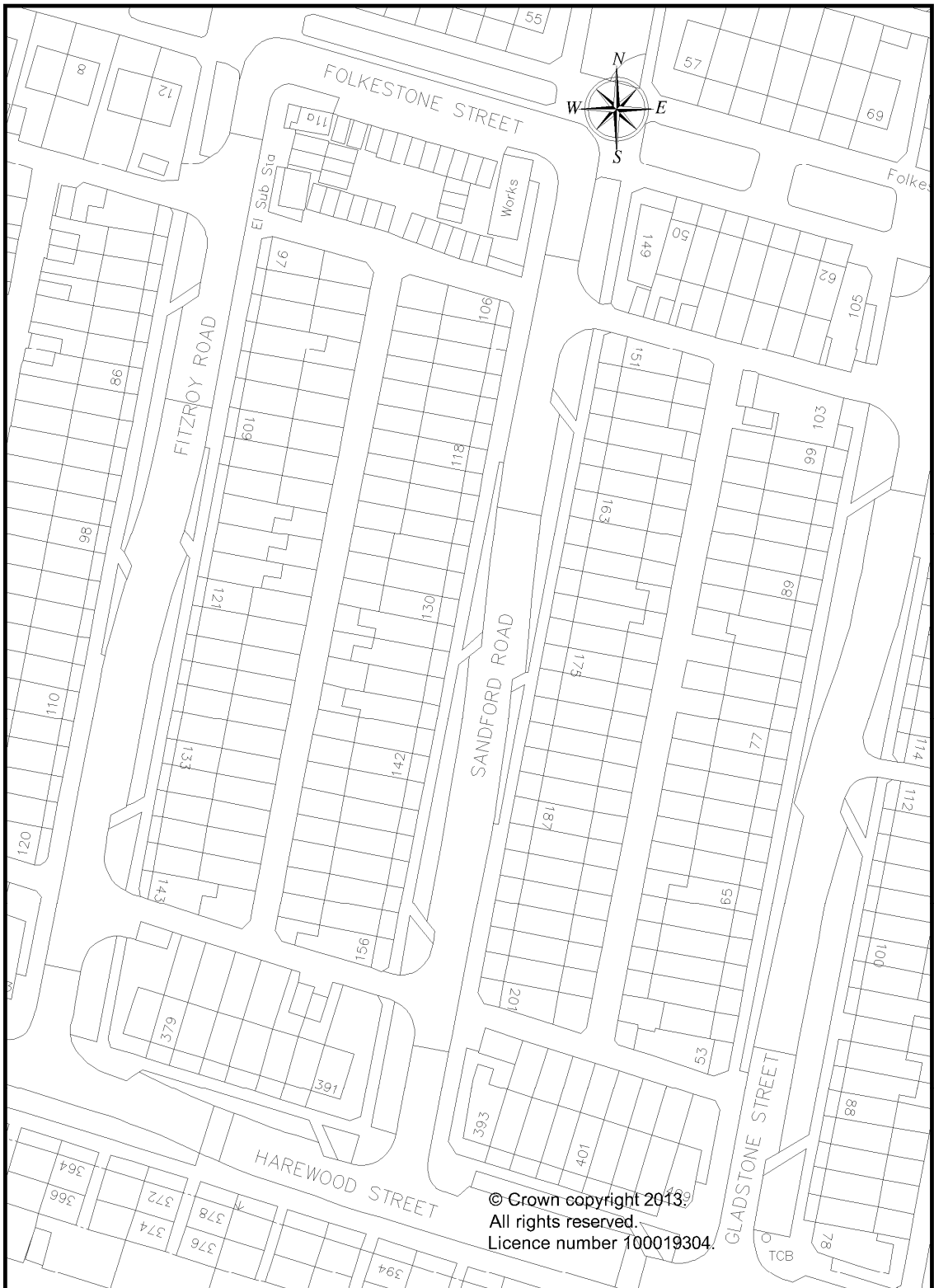
**Recommendations**

5. That no further action be taken on the request for an additional traffic calming feature or changes to existing features on Sandford Road.

**Petition:** The residents of Sandford road would like the speed bumps reinstated correctly and an additional speed bump to be placed.

**Background information:** Due to deterioration and previous road surfacing work carried out on Sandford road the speed bumps have worn down. After making several calls to the council the non existing speed bumps have been highlighted in yellow tarmac, however this is not having an effect on speed measures on the road. We therefore would like them reinstated correctly with an additional speed bump placed. As there is a large population of children in the residence, we believe this could prevent a major accident occurring.

Name:	Address:	Signature:



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<b>City of Bradford MDC</b> <a href="http://www.bradford.gov.uk">www.bradford.gov.uk</a> Department of Regeneration Strategic Director: Mike Cowton SA (Hons) Town and Country Planning, Dip M, Dip EPP Services: Planning, Transportation & Highways Service Traffic & Highways East and South 1st Floor North Jacobs Well Nelson Street Bradford BD1 3RW				Design	Drawn	Checked	Released	Project
					CH			SANDFORD ROAD, BRADFORD
				Scale(s) @ A4		Approved	Date	Drawing Title
		A	Original	CH	12/15	Engineer to Contract		PETITION - LOCATION PLAN
		Revision	Initia	Date	C P Leach BSc(Hons) CEng MICE DMS			Drawing No.
	Client							