

Report of the Strategic Director, Regeneration and Culture to the meeting of Bradford East Area Committee to be held on 15 October 2014

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Subject:

Objections to Traffic Regulation Orders for the CityConnect Cycle Superhighway

Summary statement:

This report details objections which have been received to the advertised Traffic Regulation Orders needed to enable construction of the Bradford to Leeds CityConnect Cycle Superhighway and seeks a decision on the objections.

Wards: 5, 6

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Overview & Scrutiny Area:
Environment and Waste Management



1. SUMMARY

This report details objections which have been received to the advertised Traffic Regulation Orders needed to enable construction of the Bradford to Leeds CityConnect Cycle Superhighway and seeks a decision on the objections.

2. BACKGROUND

- 2.1 In February 2013 the Department for Transport announced the Cycle City Ambition Grant, a new funding allocation for the two years 2013/14, 14/15. Bids were to be considered from Cities in the first and second wave of the City Deal process and National Parks, and be submitted by 30th April 2013.
- 2.2 The guidance emphasised the need to identify areas with poor health outcomes. It also stressed the need for any proposals to encourage economic growth, not merely to concentrate on areas where cycling was currently perceived to be strong.
- 2.3 An £18.052m bid was submitted by the Integrated Transport Authority (the West Yorkshire Combined Authority from 1st April 2014) on behalf of West Yorkshire under the heading 'Highway to Health' – now headed 'CityConnect'. The bid featured a continuous Cycle Super-Highway route between Seacroft, to the east of Leeds, and Bradford City Centre. In addition, the bid proposed; cycle parking, cycle friendly 20mph zones across adjacent residential areas, the improvement of the Leeds/ Liverpool Canal towpath, funding directed towards promoting the facilities created, and monitoring.
- 2.4 The bid was for an overall programme cost of £29.261 million, with match funding of £7.500 million from LTP, and £3.709 million of secured local match funding from complementary schemes delivered through established routes outside of the programme. The bid, supported by the West Yorkshire Local Transport Plan Partnership was approved by the Integrated Transport Board on 26 April 2013.
- 2.5 The overall objectives of the CityConnect programme are:-
- To increase walking and cycling so that it becomes part of peoples healthy life plans.
 - Make cycling a natural and popular choice for short journeys.
 - Make cycling accessible to all low income and vulnerable groups.
 - Improve access to employment, skills and education.
 - Reduce CO₂ emissions and improve local air quality.
 - Create a safe environment for active modes.
- 2.6 It is intended that the programme will accelerate delivery of the 2026 LTP target of 4.5% of journeys within West Yorkshire by cycle. It is anticipated that the LTP target will to be achieved by 2019 (7 years early) and by the end of the original timeframe of 2026, 7.5% of journeys should be by cycle. Within the CityConnect 'target geographical area' of approx 800,000 residents, the greater figure of 12% of journeys by cycle by 2026 is likely.



- 2.7 On 12 August 2013 the Prime Minister announced the eight winners of Cycle City Ambition funding, totalling £77m. West Yorkshire was successful in its submission and granted the whole amount of £18.052 million from the application. Also receiving funding were Greater Manchester (£20m), Birmingham (£17m), West of England (£7.8m), Newcastle (£5.7m), Cambridge (£4.1m), Norwich (£3.7m), and Oxford (£0.8m), with an additional £17m funding to boost cycling levels in National Parks and a feasibility study for a route following the line of HS2. Following the announcement, the Integrated Transport Board approved the entire funding package on 27 September 2013. The initial intention of the Dept for Transport was for the granted work to be completed by March 2015. However, due to the late announcement of the grant, and an expectation of better value for money on a more relaxed construction programme, the grant can now to be spent up to the end of Sept 2015. This later deadline also assists network planning, minimising disruption. Works outside of the grant will be funded until March 2016. Completions and openings of sections of the full cycle superhighway will take place to a managed programme.
- 2.8 The programme is being delivered across Bradford and Leeds by the West Yorkshire Combined Authority, City of Bradford MDC, and Leeds CC, working in a collaborative partnership. Technical services for the programme are being provided by Bradford MDC, Leeds CC and the Canal & River Trust. Construction of the Cycle Superhighway will be undertaken by a contractor appointed by Leeds CC through framework arrangements. Some of the minor activities will be undertaken by the Councils' direct labour or term contractors. The canal towpath construction will be assigned to the Canal & River Trust and their contractors.
- 2.9 Following the success of the Integrated Transport Authority's bid to the Department for Transport's Cycle City Ambition Grant for a Leeds/ Bradford cycle programme, the Strategic Director Regeneration and Culture submitted a report to the Executive held on 14 January 2014 which outlined how it was proposed the programme would be delivered in terms of its costs, design and Traffic Regulation Orders. The Executive approved the principles of the programme and the Leeds / Bradford Cycle Superhighway and associated 20mph Zones projects within that programme. Additionally, the Strategic Director (Regeneration & Culture), in consultation with the Portfolio Holder, was delegated authority to progress and approve the detailed design of the scheme, undertake appropriate consultation, advertise the necessary legal orders and approve implementation of the works. The objections received to the legal orders are now brought to this Committee for decision.
- 2.10 Due to the size of this combined Bradford and Leeds scheme and the timescales involved, staff from Mouchel Infrastructure Services, based in the Leeds Council design offices, undertook the feasibility and detailed design of the Cycle Superhighway in close collaboration with the design teams of both Councils. This has helped to ensure that users of the route will experience consistent standards of detailing, signing and construction of the route. The design team have been constantly aware that a scheme of this nature will be judged by its 'weakest link'. The limits of available space mean that it is not always possible to implement a route which will both encourage novice cyclists and still be used by experienced



cyclists perhaps commuting on the route daily. As a result in some locations compromises have had to be made, generally in favour of the novice cyclist. Frequent contact with cycling groups has helped develop the scheme at all stages.

- 2.11 The route of the proposed Cycle Superhighway within Bradford is shown in Appendix 1. It starts in Bradford city centre at the Westfield development, linking to national and local cycle routes. It passes up Church Bank, Barkerend Road, crossing the A650 Shipley Airedale Road (the boundary between Bradford West and Bradford East constituencies), Leeds Old Road, and Leeds Road at the Thornbury Gyratory from where it links to the Leeds section near Gain Lane. Spur routes include the whole length of Gain Lane and Dick Lane from Thornbury to New Lane. Cyclists wishing to avoid Church Bank will be able to use a route along Hall Ings / Leeds Road up to Shipley Airedale Road, then crossing to Harris Street where unfortunately a segregated route cannot be provided but traffic calming will help cyclists. A combination of 2 metre wide one-way or 2.5 metre wide two-way cycle tracks will be provided where possible, segregated from the carriageway and footway by kerbing as shown in Appendix 2. Footway widths will vary, but 2 metres will generally be available, with a 1.5 metre minimum. Note that these footway widths are adjacent to the cycle track rather than the carriageway, and will generally have a 75mm high kerb between them.
- 2.12 The CityConnect scheme has been developed in Bradford following consultations with Bradford cycle advisory group 'b-spoke' and public consultation exercises following delivery of 4,500 consultation packs to properties on the route of the Cycle Superhighway and 20mph zones in early March 2014. The packs included a letter outlining the proposals with an invitation to consultation events held in March at the Thornbury Centre, Karmand Centre, and at Bradford Cathedral; a CityConnect leaflet giving graphical details of the proposals; and (for those on the route) a detailed drawing of the cycle route near their properties. A number of drop-in events were held at public facilities (Bradford Interchange, Forster Square station, Thornbury Centre, Kirkgate Centre) and major businesses along the route (Morrison's HQ and Premier Foods on Gain Lane, Yorkshire Water at Mid Point). The CityConnect consultation team (who carried out publicity for the whole Bradford to Leeds route) engaged with 1,270 people in Bradford over the consultation period. 105 people agreed to complete a survey. 91% stated that they supported the CityConnect proposals, recognising that making it safer and more attractive to cycle (and walk) is a priority. Cycling received a lot of publicity in 2014 and much of this was positive publicity associated with the Tour de France Grand Depart. The CityConnect web page continues to provide a contact point for public comments.
- 2.13 In June 2012 this Committee approved funding of £20,000 to complete an ongoing scheme to reduce congestion and parking problems in the Gain Lane area. A large permit parking zone was proposed between Gain Lane and Silverhill Road. In October 2013 all residents received a questionnaire and invitation to an exhibition of the proposals at the Thornbury Centre. Feedback showed strong approval of the proposals except in the area between Upper Rushton Road and Silverhill Road, and with ward Councillors agreement this area was removed from the scheme. Only 4 residents on Upper Rushton Road had returned the questionnaire but all supported the permit parking scheme, and Upper Rushton Road was consequently



retained in the permit parking scheme. Appendix 3 shows the extent of the permit parking scheme. At that time the extent of the effect of the CityConnect Cycle Superhighway on Gain Lane became apparent, and it was decided that the Gain Lane scheme could not proceed independently of the CityConnect scheme. As a result both schemes are included in the same Traffic Regulation Order, and the permit parking will be implemented following construction of the Cycle Superhighway works on Gain Lane.

2.14 The advertised proposals were developed following discussions with ward Councillors (Bowling and Barkerend & Bradford Moor) in February 2014. A number of legal orders, detailed below, were advertised on 8th August 2014, with objections required by 1st September. Residents were again notified of the proposals being advertised (to include any changes introduced following the earlier consultations) by letters delivered by hand shortly before the advertisement or during the first week of the 3 week objection period. Residents on the route (in both Bradford East and the City Centre) received a plan showing the proposed route at their location, with contact details including the CityConnect web page where all the drawings are available. Residents affected by traffic calming, crossings, permit parking etc, were also written to separately. Ward Councillors were notified a couple of days before the TRO letters were delivered to residents, followed by the formal consultation with emergency services, Metro et al. In total, some 2050 residents / businesses received letters (1130 'frontage' letters & plans; 220 affected by No Entries, traffic calming, or TRO restrictions off the main route; 850 in the Gain Lane area permit parking scheme). Some residents will have received more than one letter.

2.15 In summary, the proposals advertised on 8th August 2014 were -

- Traffic Regulation Orders for waiting, loading and parking (including the Gain Lane area permit parking).
- 20mph zones. Area bounded by Silverhill Road, Gain Lane and Leeds Road / Leeds Old Road, area bounded by Leeds Old Road, Leeds Road, Killinghall Road, area bounded by Leeds Road, Dick Lane, New Lane, and extension of the existing zone to include Butler Street East and a small area at Byron Street.
- No Entry into Roydstone Road at its junction with Leeds Old Road. No Entry into Randolph Street at its junction with Leeds Old Road, and Left Turn only for vehicles leaving Randolph Street onto Leeds Old Road.
- Speed tables at the junctions of side roads crossed by the route. Speed tables on Gain Lane and Harris Street. Traffic calming cushions on Gain Lane. On New Lane, conversion of an existing speed hump to a speed table, and an additional set of traffic calming cushions.
- Zebra crossings on Gain Lane.
- New Toucan Crossings (with provision for cyclists to cross the road).
- Alteration of Puffin Crossings to Toucan Crossings.



Replacement of Zebra Crossing on Barkerend Road to east of Harris Street with a Toucan Crossing to the west of Harris Street.
Replacement of Puffin Crossing at Leeds Old Road / Gain Lane with a Toucan Crossing approx. 10 metres further from Gain Lane.

- Lengths of formal Cycle Lane across side road junctions at Leeds Old Road.

2.16 12 objections have been received to the advertised Traffic Regulation Order and other advertised proposals for the Bradford East constituency, but a comment from the Chamber of Trade has also commented on issues relating to future highway proposals around the Westfield site which are wider issues than this specific CityConnect project. Ward members for Bowling and Barkerend & Bradford Moor have received copies of all the objections and copies will be available at the meeting for other members wishing to see them. The objections included a petition against the CityConnect proposals signed by 161 residents in the Barkerend Road and Leeds Old Road area; a petition signed by 24 residents at Upper Rushton Road and a petition (sent in 2 parts) signed by a total of 23 residents in the Randolph Street area. The petitions are attached as Appendices 4, 5 and 6 respectively. A summary of the main points of objection from the letters and petitions and the corresponding officer comments is attached as Appendix 13 to this report.

3. OTHER CONSIDERATIONS

3.1 Revisions to the advertised Traffic Regulation Order

During the objection period for the advertised proposals two issues were raised and solutions agreed as described in Paragraphs 3.2 and 3.3 below which will need amendments to be made to the advertised Traffic Regulation Order. These amendments can be made without re-adverting the TRO but did need affected residents to be consulted. Residents were consulted and given 3 weeks in which to comment. No adverse comments were received and the amendments are recommended for approval

3.2 Mortimer House

An objection has been received from Mortimer House Children's Centre, on Mortimer Avenue. The Centre caters for children under the age of 5 years. Staff at the Centre see the proposed Gain Lane area permit parking zone and 20mph zone as being beneficial to the area but feel that the Children's Centre would be adversely affected by the permit parking zone limiting the Centre's attraction to families not in the immediate vicinity of Mortimer Avenue. They have agreed to the proposal to install laybys on two existing grass verges and a marked parking bay outside the adjacent shops with limited waiting restriction of 30 minutes with no return within 2 hours except permit holders, similar to proposed bays at Woodhall Road & Woodhall Avenue but allowing a shorter stay. Residents were consulted on the proposed amendment and no comments were received. The Children's Centre have agreed to withdraw their objection conditional on this proposal being approved, but have asked that their objection letter be forwarded to ward



Councillors to clarify their concerns. The recommended permit parking and limited waiting bays are shown in Appendix 7.

3.3 461 & 463 Dick Lane

The advertised Traffic Regulation Order includes a proposed layby outside 461 Dick Lane, which will probably be used by Nos 461 and 463. The properties were already eligible for parking permits at Dick Lane, Barberry Avenue and Linden Avenue. The existing bus stop on the other side of Dick Lane together with the proposed reduced carriageway width could result in vehicles parked on the carriageway here causing an obstruction, as a result of which waiting restrictions were included in the TRO. It is proposed to add an additional layby outside nos 457 & 459 Dick Lane and to add these properties to the permit parking area. This will add 2 properties but also increase the permit parking area by the equivalent of 2 vehicles. Resident consultation included the drawing shown in Appendix 8, and this additional layby is recommended.

3.4 Shared Space

The proposed cycle route will have kerbed segregation between the footway and cycle track. At the proposed signal controlled crossings on the route there will be small areas of 'shared space' signed for both pedestrians and cyclists. To convert a footway to shared use between pedestrians and cyclists the footway must be removed under the powers in section 66(4) of the Highways Act 1980 and be replaced with a cycle track under section 65(1). The process need not involve physical construction work, but there needs to be clear evidence that the local highway authority has exercised its powers. This can be provided by a resolution of this committee.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 Funding for the Bradford MDC element of the programme is being provided by the West Yorkshire Combined Authority in accordance with the principles established for the allocation of West Yorkshire Local Transport Plan funding.
- 4.2 The overall programme value, excluding an associated walking project, totals £29.261 million comprising the Department for Transport Cycle City Ambition Grant for £18.052 million, match funding from LTP of £7.500 million, and £3.709 million of secured local match funding from identified complementary schemes delivered through established routes outside of the programme. Those complementary schemes are funded from monies allocated to; health related transport activities, safe and sustainable transport modes, and organised cycle activities, maintenance and skills training, with Section 278 contributions from development within Leeds, 20 mph zones within Leeds and Metro staff time in kind. Of the £3,709k local match, £168k is Bradford specific with £2,176k from schemes linked across both the Bradford and Leeds districts. The walking project is separately costed at £560k, with local contributions of £310k comprising £40k from Bradford public health, £70k from Leeds public health, and an indicative £200k LTP contribution element.



4.3 City of Bradford MDC staff resources and specialist technical services required to develop and deliver the programme in accordance with this report are funded through the programme budget.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

The Council working with the West Yorkshire Combined Authority has developed robust performance management processes to manage risk in a timely and effective manner. This programme is subject to those processes.

6. LEGAL APPRAISAL

The scheme identified within this report can be implemented through the Council's role as Highway and Traffic Regulation Authority.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

The programme provides facilities for active travel, supporting equality and diversity.

7.2 SUSTAINABILITY IMPLICATIONS

This significant cycling and walking programme has multiple benefits in terms of sustainability, it offers positive contributions to environmental, personal and community wellbeing. Because this is a significant piece of capital infrastructure its benefits and values will continue to be generated over the long term.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

The programme focuses on accelerating the delivery of the LTP's target of increased journeys by cycle, reducing CO₂ and improving air quality. It should aid reduction of the Council's own and the wider District's carbon footprint and emissions from other greenhouse gasses.

7.4 COMMUNITY SAFETY IMPLICATIONS

The scheme will offer improved safety for cyclists and maintain facilities for pedestrians.

7.5 HUMAN RIGHTS ACT

There are no Human Rights implications.



7.6 TRADE UNION

There are no Trade Union implications.

7.7 WARD IMPLICATIONS

The scheme lies substantially within the Bowling and Barkerend & Bradford Moor wards where members were advised of the bid being submitted. The programme also extends to a lesser extent into the City Ward. All ward members and local communities have been consulted as the programme reached appropriate stages of development.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

The proposed scheme supports the priorities within the Bradford East Area Committee Action Plan 2011-14, and specifically in terms of health and wellbeing inequalities and provision for children and young people.

8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

- 9.1 Members may propose to follow a different course of action to that proposed in the recommendations and, in that case, will receive the appropriate guidance from officers. Any recommendation of this Committee which would have serious implications on the effectiveness of the proposed CityConnect Cycle Superhighway would be referred to the Executive for consideration.

10. RECOMMENDATIONS

- 10.1 That having considered the objections to the proposed legal orders associated with the CityConnect Cycle Superhighway the orders should be sealed and implemented as advertised with the amendments listed in Appendix 14 to this report.
- 10.2 That approval is given to convert lengths of footway adjacent to signal controlled crossings on the length of the CityConnect Cycle Superhighway, and indicated by signing, to shared use between pedestrians and cyclists.
- 10.3 That the lead petitioners and other individual objectors be informed accordingly.



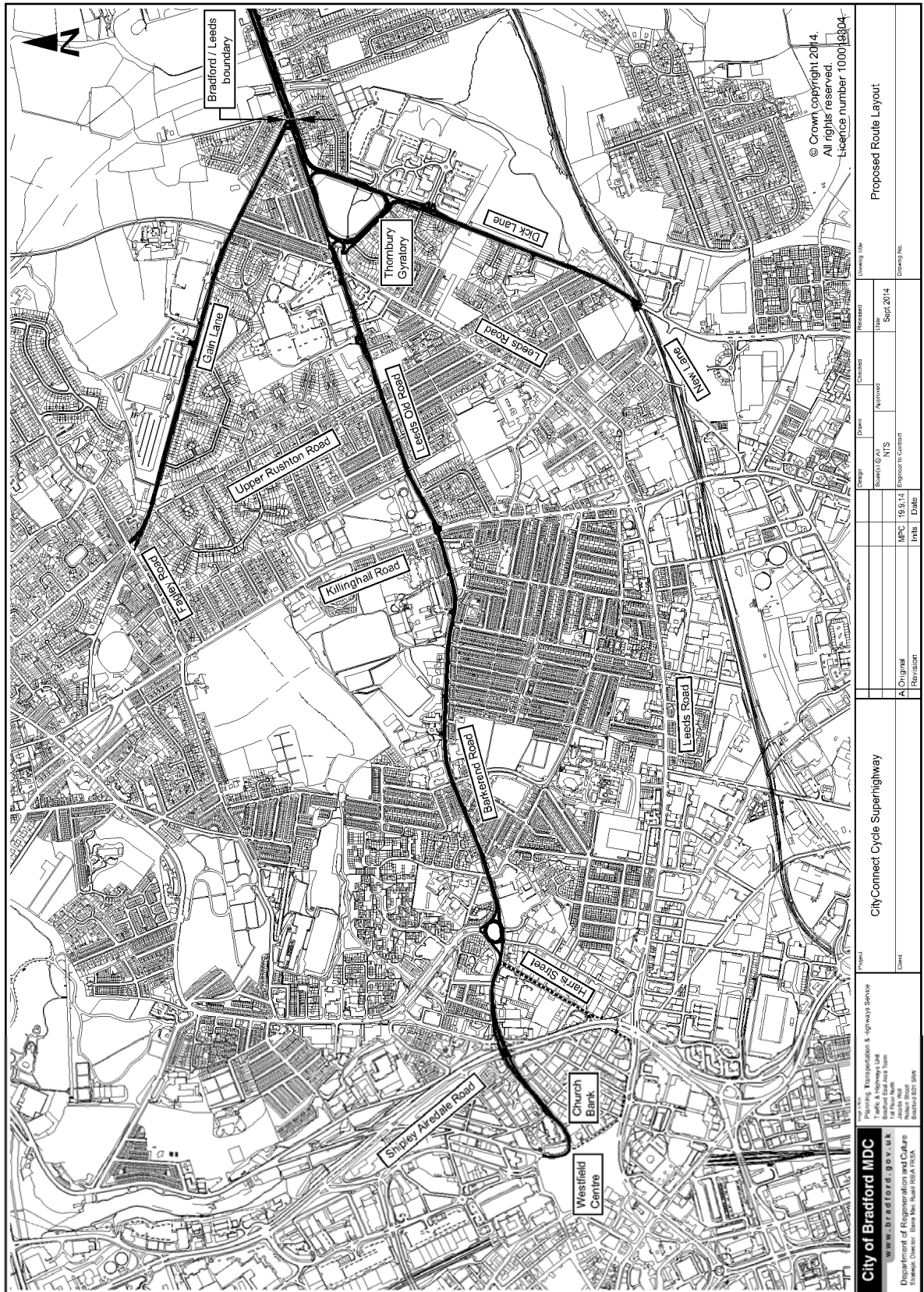
11. APPENDICES

- Appendix 1 Proposed Cycle Superhighway Route
- Appendix 2 Typical cross sections on the CityConnect Cycle Superhighway
- Appendix 3 Proposed Gain Lane area permit parking scheme
- Appendix 4 Petition from residents in Barkerend Road & Leeds Old Road area
- Appendix 5 Petition from residents at Upper Rushton Road
- Appendix 6 Petition from residents in the Randolph Street area
- Appendix 7 Proposed additional laybys and parking bay at Mortimer Avenue
- Appendix 8 Proposed additional layby at Dick Lane
- Appendix 9 Proposed amended waiting restrictions Barkerend Road
- Appendix 10 Proposed amended waiting restrictions Leeds Old Road
- Appendix 11 Proposed amended layout Leeds Old Road / Roydstone Terrace
- Appendix 12 Proposed amended restrictions at Randolph Street / Leeds Old Road
- Appendix 13 Objectors Grounds of Objection and Officer Comments
- Appendix 14 Summary of recommended alterations to the advertised proposals

12. BACKGROUND DOCUMENTS

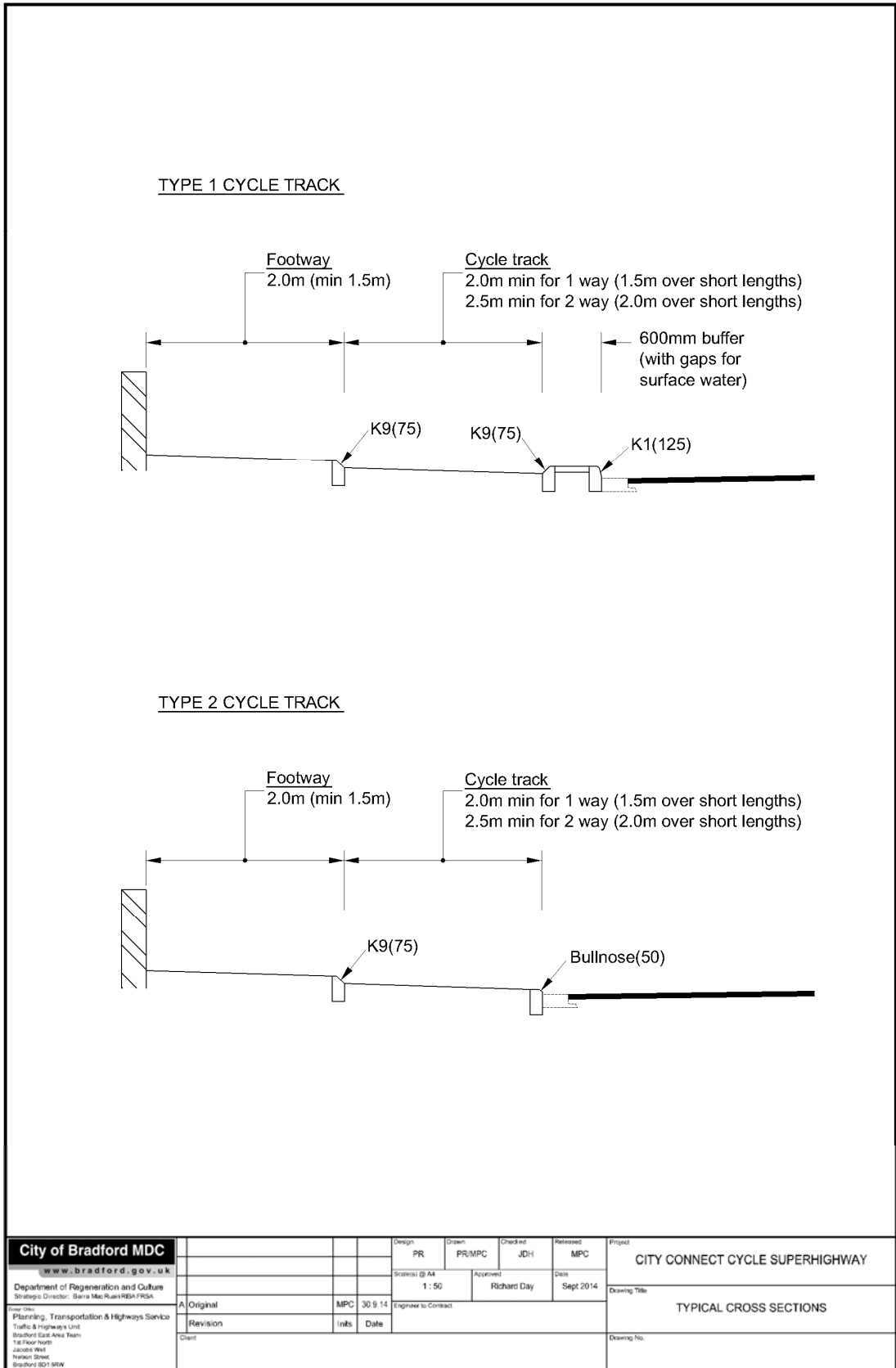
Documentation for the Cycle City Ambition Grant bid 'Highway to Health', submitted by the Integrated Transport Authority to the Department for Transport on behalf of West Yorkshire

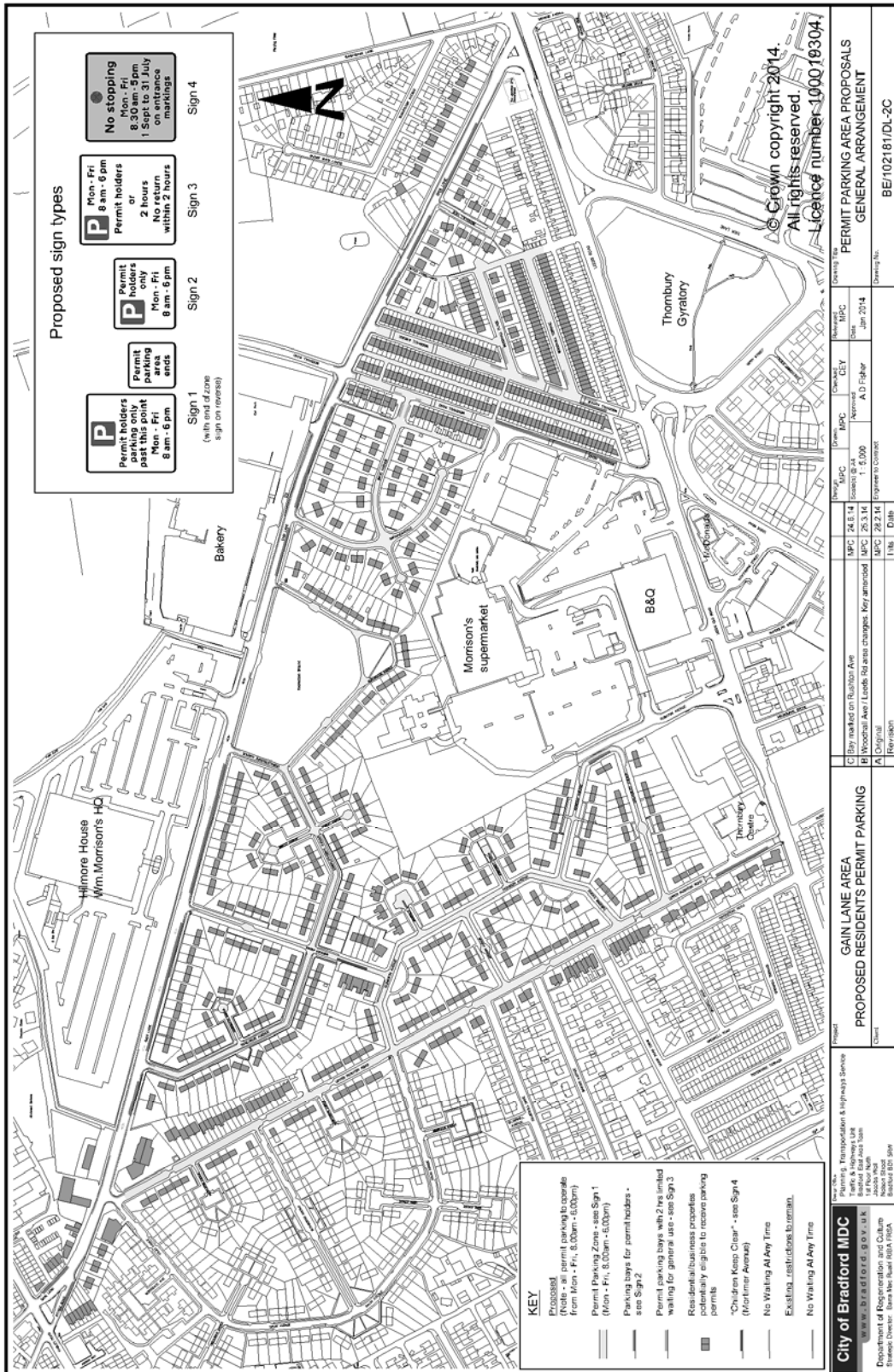




<p>City of Bradford MDC www.bradford.gov.uk Department of Regeneration and Culture Strategic Director: Emma Mee, Head: REBA FREDA</p>		<p>Project: Planning, Transportation & Highways Services Traffic & Highways Unit Bradford City Centre Team Jodie Bell Jodie Bell Bradford B20T 5PW</p>		<p>Client: City of Bradford Metropolitan District Council</p>	
<p>City Connect Cycle Superhighway</p>		<p>Revision:</p>		<p>Drawn: Sept 2014</p>	
<p>Original: MPC 19.9.14 Engineer to Contract</p>		<p>Approved: NTS</p>		<p>Revised: Sept 2014</p>	
<p>Initials: Date:</p>		<p>Design: Checked: Drawn: Approved:</p>		<p>University Title: Licence number: 100019304</p>	







Petition to stop the CityConnect scheme on Barkerend Road & Leeds Old Road

Petition summary and background	<p>This petition is to block the proposed CityConnect scheme. More specifically the [proposed cycle lane to be constructed on Barkerend Road and Leeds Old Road (BD3)]. As residents affected by this we would propose work not go ahead for the following reasons:</p> <p>We do not want to be restricted by the proposed Parking Permit scheme</p> <p>The moving of the bus stops</p> <p>In the time we have lived here we have very rarely if at all seen anybody using Barkerend Road and Leeds Old Road as a cycle way</p> <p>Traffic on Leeds Old Road in particular leading up to Thornbury roundabout is terrible at present. With all the construction work this will create huge traffic disturbances that will happen on my door step.</p> <p>Leeds Road is the main road which connects Leeds and Bradford why not make the cycle lane on Leeds Road</p> <p>The cost of constructing the cycle path could be better utilized being put into public services or any other service that benefit's the community</p>
Action petitioned for	<p>We, the undersigned, are concerned citizens who urge our leaders to act now to stop the proposed CityConnect route running through Barkerend Road and Leeds Old Road.</p>

Printed Name	Signature	Address	Comment	Date
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City Solicitor
City of Bradford Metropolitan District Council
City Hall
Bradford
West Yorkshire
BD1 1HY



Date: 21st August 2014

Ref: Permit Parking AND No Waiting Restrictions on Upper Rushton Rd and Baring Ave (Gain Lane, BD3)

Dear Sir/Madam,

We the undersigned residents of Upper Rushton Rd and Baring Ave would like to raise our concerns and objections to the proposed permit parking zone and no waiting restrictions in the above area.

We have had no problems whatsoever as regards parking on Upper Rushton Road and all the residents are very happy and satisfied with the current situation in relation to the parking on the road freely available to all drivers. Therefore, there is no issue at all for the vast majority of residents on the road.

We are aware of some possible parking problems experienced by residents opposite the Thornbury Centre on Upper Rushton Road due to some visitors to the centre and the church using the road for parking. However, this issue affects very few residents only just opposite the centre. For these few residents this issue can be simply addressed by providing a few permit parking bays only opposite the centre and just near it. Therefore, we don't see any reason at all why there needs to be a permit zone on the whole road. Furthermore, if these proposals are accepted then to avoid a parking charge notice (PCN), visitors to properties on Upper Rushton rd will have no choice but to park on the side streets where there will be no restrictions in place resulting in more issues/concerns for those residents concerned due to no fault of their own as well a risk to health and safety.

We are also aware of the well known parking problems and issues voiced by the residents on Gain Lane opposite Morrison's Head office due to its workers using a large number of spaces and leaving no spaces for residents to park. Therefore, we appreciate the council had to do something about this issue. However, this issue does not affect the residents on Upper Rushton Rd. There is simply no need to include this whole road in the proposed zone again.

The proposal for 'No Waiting At Any Time Restrictions' at the cul-de-sac of Baring Ave and Upper Rushton Rd is also unnecessary and counterproductive. Due to road markings and other restrictions already in place, the properties at no. 43, 45, 38, 40, 42 and 44 on the road have no sufficient parking as such in front. This further restriction will cause further problems for these residents particularly and other residents too. Therefore, we are concerned about this proposal and are opposed to this.

For the reasons above we strongly believe there is no justifiable reason for the above proposals on our road and street at all. We feel if there has to be any spaces specified for residents opposite the Thornbury Centre, the Council can and should just provide a few

permit parking bays or any other alternative. However, to include the whole road is not fair and rather unnecessary and problematic.

We would like to call upon concerned authorities to revisit these proposals and either abandon or amend in light of the above. Once again we would like to express our deep dissatisfaction and distrust on these proposals. We would kindly urge you to give full consideration to our request.

We hope you take into account our concerns when making a decision on these proposals. We look forward to hear from you soon.

Yours Faithfully,

Name

Address

Signature



Reference: - LEG/DEV/CEB/72532

To City Solicitor
City of Bradford Metropolitan District Council
City Hall
Bradford
West Yorkshire
BD1 1HY

Date: 26 August 2014

Re: Proposed 'No Entry and Left Turn Only' on Randolph Street/Leeds Old Road.

Dear Sir/Madam

We are writing in relation to the proposed 'No Entry and Left Turn Only' on Randolph Street/Leeds Old Road.

Residents of Randolph Street and Herbert place connecting onto Randolph Street have discussed this matter and after careful consideration of the impacts of the proposed changes on our daily journeys, we have decided to **object to the proposition.**

A number of proposition humps have been presented in the letter you have issued to the residents, and in this response, we aim to present some clauses which may have been overlooked by the council.

- 1] The proposition states that 'Banning of turning movements into Randolph Street is necessary to maximise safety of the cyclists crossing Randolph Street'

We understand that the aim of this proposition is to consider the safety of cyclists crossing the Randolph Street/Leeds Old Road junction however having a cyclist route close to so many junctions and major junction of Rushton Avenue does not appear to be safe in any aspect. This is a busy area and will continue to do so due it being within a built up heavily commercial area. Even if the Randolph Street junction with Leeds Old Road was made into a No Entry, the amount of traffic on Leeds Old road in this area is sufficient to be unsafe for cyclists to be on the road.

The cyclist route already exists on Leeds Old Road, running the entire length of Leeds Old Road. The cycle track between the Thornbury Roundabout to the Killinghall traffic lights crosses approximately 5 two-way junctions including Randolph Street therefore does this mean that the council proposes to change all of the junctions along the cycle route to No-Entry Zones? If not then simply changing the Randolph Street/Leeds Old Road junction does not appear to be the solution to ensuring the safety of the cyclists.

- 2] The second point the council has presented is that 'The proposed cycle route would reduce carriageway width on Leeds Old Road therefore if vehicles were allowed to manoeuvre onto Randolph Street this would cause congestion at the Rushton Avenue traffic lights'



Appendix 6 cont'd

It is quite perplexing as to how would having a mandatory left turn only at the Randolph Street/Leeds Old Road junction reduce congestion? This would not only increase congestion at the **Rushton Avenue lights**, it would also **compromise safety** of road traffic and pedestrians as drivers wanting to take a right turn from Randolph Street onto Leeds Old Road are more likely to attempt U-turns on the main Leeds Old Road Carriageway or at the Rushton Avenue traffic lights in order to avoid a long route to their destination.

If you have a look into the number of road traffic accident incidents at the Rushton Avenue junction you would realise how significant the proposed changes would be in terms of compromising safety.

The new proposition would not reduce congestion, instead it would **divert congestion from Randolph Street into other Streets**, which does not appear to a just and fair decision for any of the residents in any of the surrounding Streets. Also, the cycle route on Leeds Old Road currently crosses the Hawthorne Street/Leeds Old Road Junction before it reaches Randolph Street. If Randolph Street was made into a 'No-Entry Zone' it would mean that drivers wanting to get to Leeds Road from Leeds Old Road would use Hawthorne Street instead which would **increase traffic turning into Hawthorne Street**, therefore still impacting the cycle route.

Apart of increasing congestion in other streets and safety issues, the new proposition would also have an **impact on the journey timing for local residents of Randolph Street**. A simple example is the journey from our street to the local Morrison Supermarket on Rushton Avenue. If the Randolph Street/Leeds Old Road junction is made into a No Entry system it would mean we can only get back to our street by having to drive further down Leeds Old Road to take the Hawthorne Street turning (passing McDonalds), then a right onto Leeds Road, right again onto Randolph Street. What needs to be considered is that at peak times, both Leeds Old Road and Leeds Road are extremely busy carriageways to the point where traffic is at a standstill. Therefore a simple 5 minute journey via Randolph Street would now be a journey taking more than half an hour. This causes an **increase in congestion at Hawthorne Street, inconvenience to the residents at Herbert Place/Randolph Street, stress and increases fuel costs due the increased length of daily journeys**.

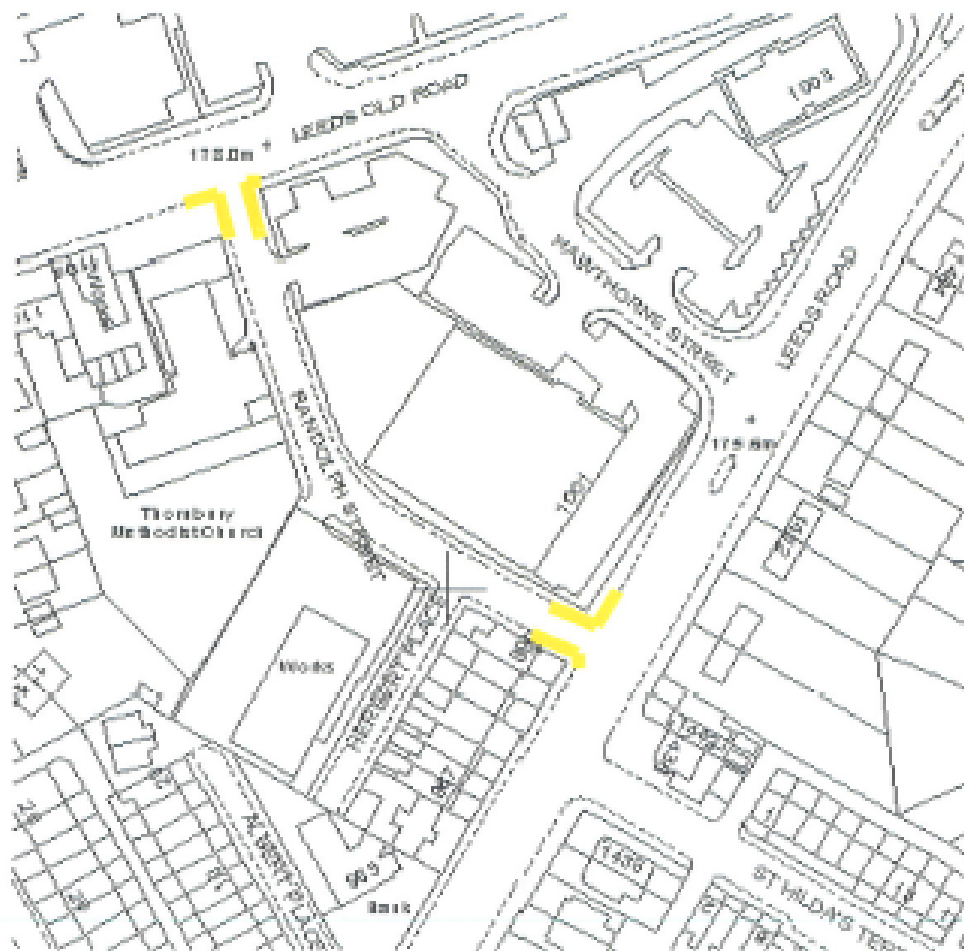
The residents concerned feel that **our street is being victimised** in a sense by all these changes which undermine the emotions and sense of value of the residents. Our Street has already suffered by the recent change to the roadside parking facilities on Leeds Road due to opening of Café Akbars. All the streets across the road from us (St Hilda's Terrace, Evelyn Avenue) and the street at the side (Albert Place) and parking on the Main Road was changed to 'residents only parking' without any consideration of the impacts on us or consultation with us. The only strip of road which was left out from this change is outside our row of houses on Leeds Road. We can no longer find parking at the front of our properties due to our parking spaces being taken by Café Akbars customers, customers using the Lloyds Bank, friends and family of residents from across the road who may be visiting and members of the community who park outside our homes and catch a bus from the bus stop outside MacDonald's to go into Leeds for the day.

The council propositions will also have an effect on the **running of Business on Randolph Street**. The local garage on Randolph Street will suffer as the no Entry into Randolph Street and Left Turn Only out of Randolph Street would inconvenience customers and Clients coming to and from the garage.

Resident Proposition:

We do however believe that inappropriate speed and unsafe parking on Randolph Street is a major concern. Therefore we do support Randolph Street being a **20MPH Zone**. In order to tackle these issues we would like to present a proposition to the council which we hope will be considered. We would like both ends of Randolph Street to be marked as double yellow to prevent motorists from parking on the corners and very close to the junction. Motorists are parking on both sides of the road near the junction which reduces the street width, making tight and extremely dangerous for cars wanting to turn in or out of Randolph Street. In particular, there have been a number of accidents at the Randolph Street/Leeds Road junction and by imposing double yellows; it would mean that there would be a clear vision of the road ahead for motorists manoeuvring into and out of Randolph Street, for pedestrians crossing the road and cyclists.

Below is a schematic highlighting where we would like the double yellows to be. The same would also apply to the Randolph Street/Leeds Old Road junction :



Appendix 6 cont'd

We hope that our concerns will be carefully considered and we look forward to your response. If you require any further information or a point of contact for the residents concerned, please feel free to contact myself [REDACTED] Leeds Road, Bradford, West Yorkshire, BD3 [REDACTED]

King Regards;

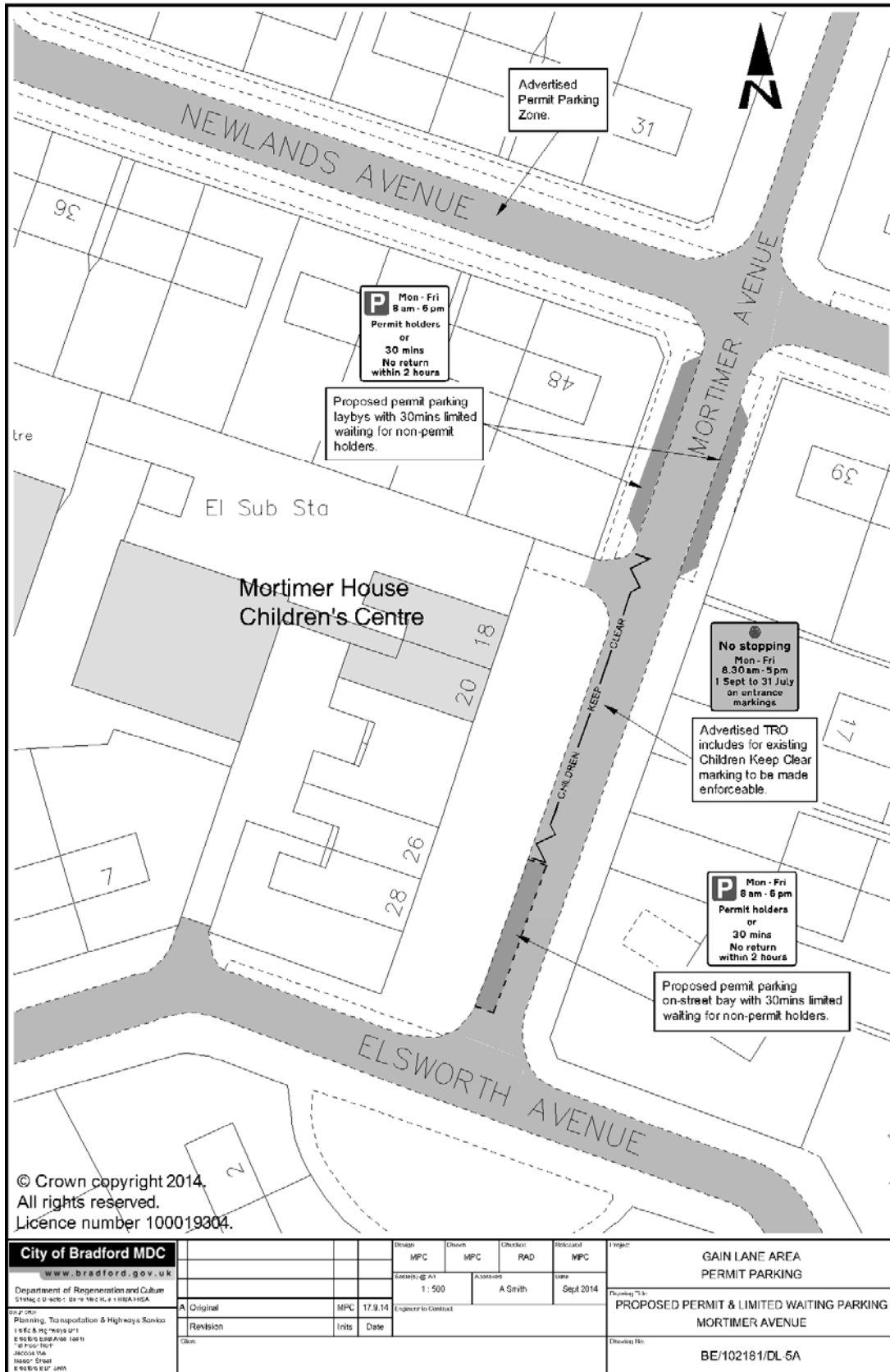
Name	Address	Signature
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The signatures on the attached document are from local residents from the neighbouring streets who will be affected by the proposed changes. A 'No Entry' into Randolph Street would result in increasing traffic having to find alternative routes therefore passing through other streets. The residents who have signed this would like to express that changes as such do not only effect the immediate residents of a particular street, instead have a knock on effect on the community therefore the council needs to consider the views of all those who will be effected as well as the views of the residents from Randolph Street who also reject the proposals.

Regards

Residents effected by proposed changes to Randolph Street/Leeds Old Road junction

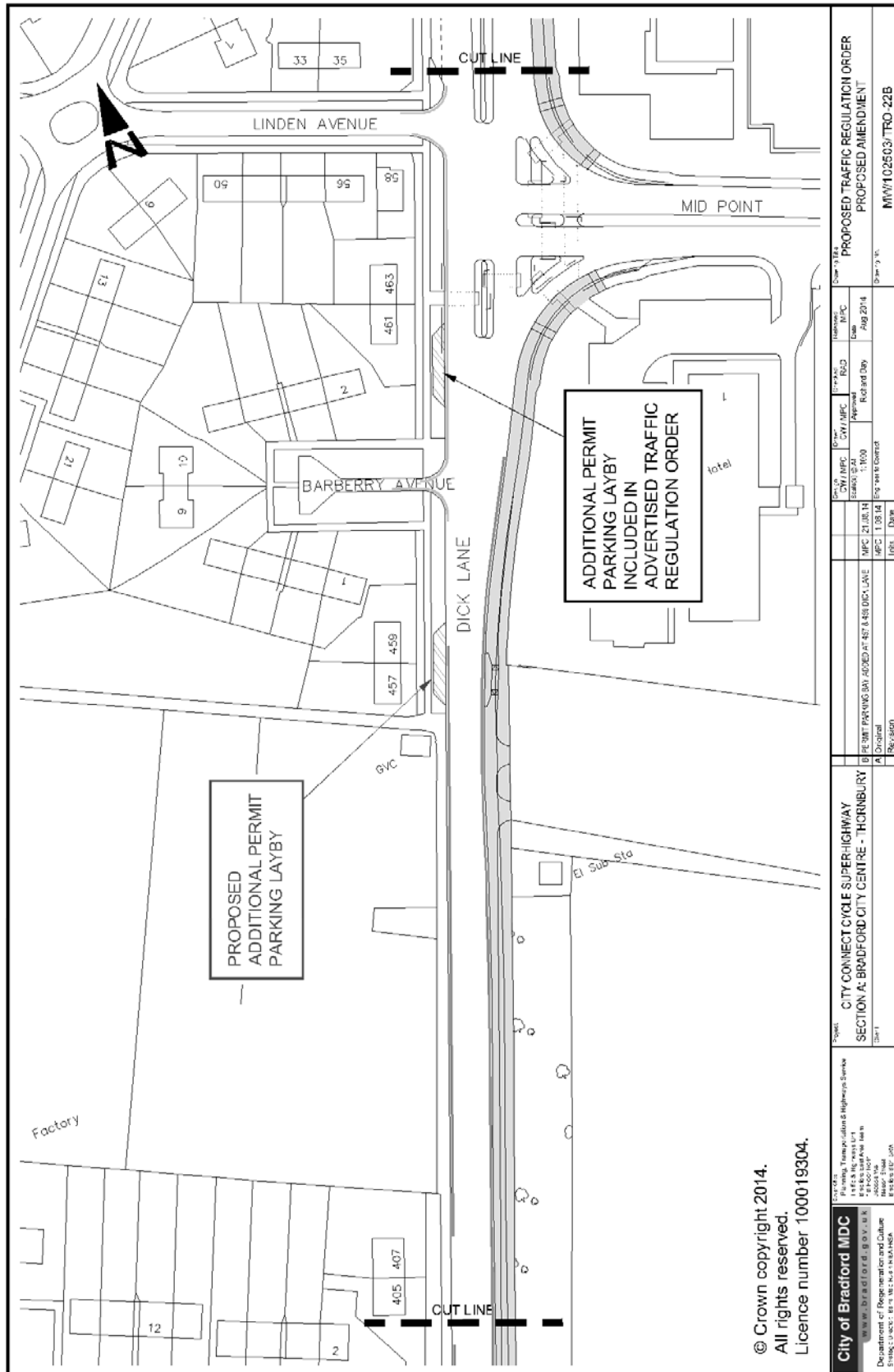




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City of Bradford MDC www.bradford.gov.uk		Design MPC	Drawn MPC	Checked RAD	Released MPC	Project GAIN LANE AREA PERMIT PARKING
Department of Regeneration and Culture STREETS & HIGHWAYS		Scale 1:500	Author A Smith	Date Sep 4 2014	Planning Title PROPOSED PERMIT & LIMITED WAITING PARKING MORTIMER AVENUE	
City of Bradford Planning, Transportation & Highways Services STREETS & HIGHWAYS REGISTRATION AND DESIGN 11 FLOOR, CITY COURT HOUSE HEAVER STREET BRADFORD BD1 1TA		Revision A Original	Initials MPC	Date 17.9.14	Drawing No. BE/102181/DL 5A	

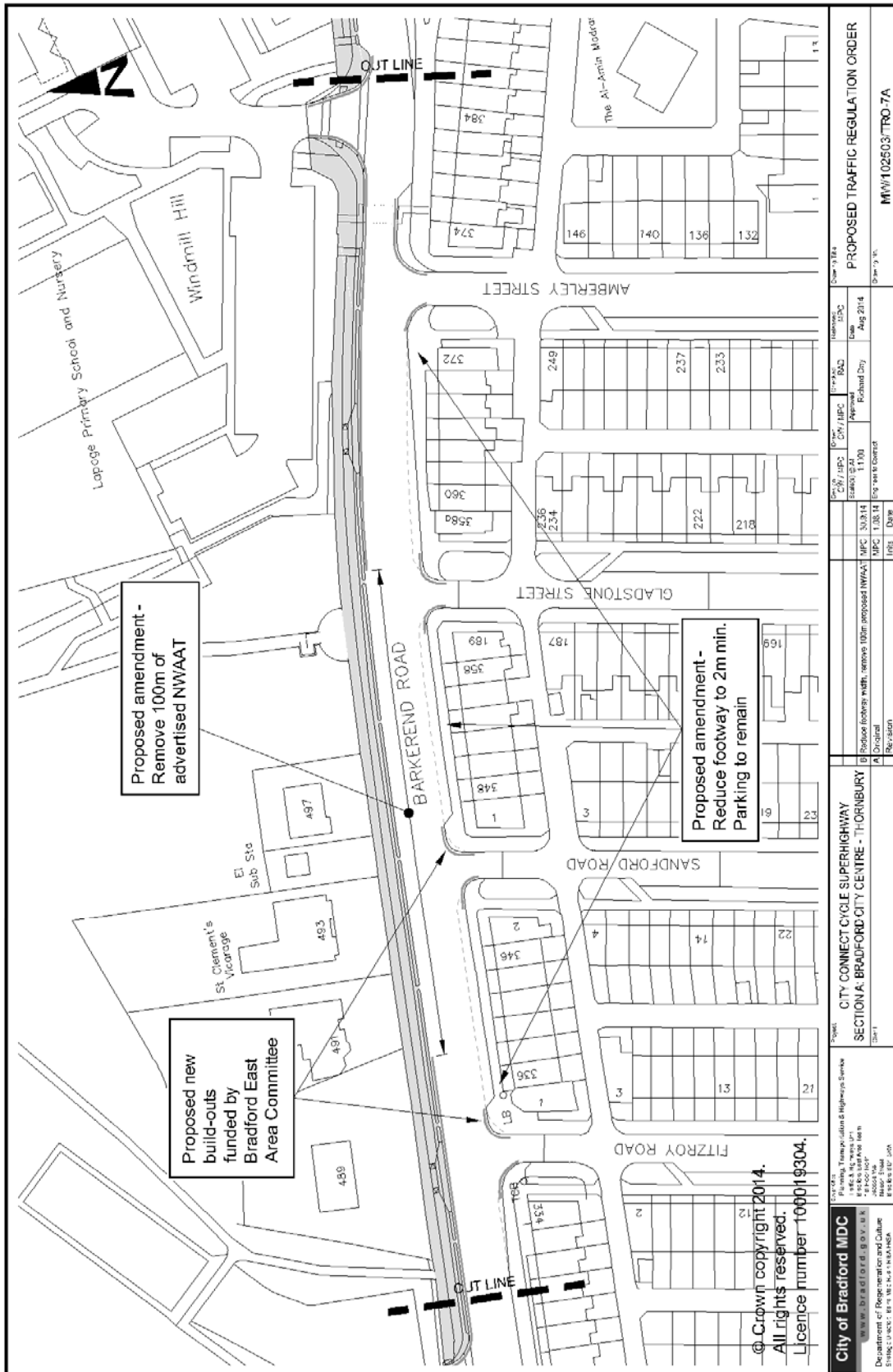




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City of Bradford MDC <small>METROPOLITAN DISTRICT OF BRADFORD</small> Department of Regeneration and Culture <small>STATION SQUARE, BRADFORD, WEST YORKSHIRE LS1 1HA</small>		Street: Transportation & Highways Service 101 & 102, Westgate Telephone: 01454 545454 Fax: 01454 545454 Email: info@bradford.gov.uk		PROJECT CITY CONNECT CYCLE SUPER-HIGHWAY SECTION A: BRADFORD CITY CENTRE - THORNBURY Sheet 1		REVISION A Original B PERMIT PARKING (BA7, 403&D) AT 457 & 459 DICK LANE MFC: 21 JUN 14 MFC: 1 08 14 1001 Date:		DATE 1001 Date:		City MFC: City MFC: City MFC: City MFC: City MFC: City MFC: City MFC: City MFC: City MFC:		Date: 1001 Date: Date: 1001 Date: Date: 1001 Date:		Date: 1001 Date: Date: 1001 Date: Date: 1001 Date:		Date: 1001 Date: Date: 1001 Date: Date: 1001 Date:		Date: 1001 Date: Date: 1001 Date: Date: 1001 Date:	
City of Bradford MDC Department of Regeneration and Culture STATION SQUARE, BRADFORD, WEST YORKSHIRE LS1 1HA		Street: Transportation & Highways Service 101 & 102, Westgate Telephone: 01454 545454 Fax: 01454 545454 Email: info@bradford.gov.uk		PROJECT CITY CONNECT CYCLE SUPER-HIGHWAY SECTION A: BRADFORD CITY CENTRE - THORNBURY Sheet 1		REVISION A Original B PERMIT PARKING (BA7, 403&D) AT 457 & 459 DICK LANE MFC: 21 JUN 14 MFC: 1 08 14 1001 Date:		City MFC: City MFC: City MFC: City MFC: City MFC: City MFC:		Date: 1001 Date: Date: 1001 Date: Date: 1001 Date:		Date: 1001 Date: Date: 1001 Date: Date: 1001 Date:		Date: 1001 Date: Date: 1001 Date: Date: 1001 Date:		Date: 1001 Date: Date: 1001 Date: Date: 1001 Date:			
City of Bradford MDC Department of Regeneration and Culture STATION SQUARE, BRADFORD, WEST YORKSHIRE LS1 1HA		Street: Transportation & Highways Service 101 & 102, Westgate Telephone: 01454 545454 Fax: 01454 545454 Email: info@bradford.gov.uk		PROJECT CITY CONNECT CYCLE SUPER-HIGHWAY SECTION A: BRADFORD CITY CENTRE - THORNBURY Sheet 1		REVISION A Original B PERMIT PARKING (BA7, 403&D) AT 457 & 459 DICK LANE MFC: 21 JUN 14 MFC: 1 08 14 1001 Date:		City MFC: City MFC: City MFC: City MFC: City MFC: City MFC:		Date: 1001 Date: Date: 1001 Date: Date: 1001 Date:		Date: 1001 Date: Date: 1001 Date: Date: 1001 Date:		Date: 1001 Date: Date: 1001 Date: Date: 1001 Date:		Date: 1001 Date: Date: 1001 Date: Date: 1001 Date:			

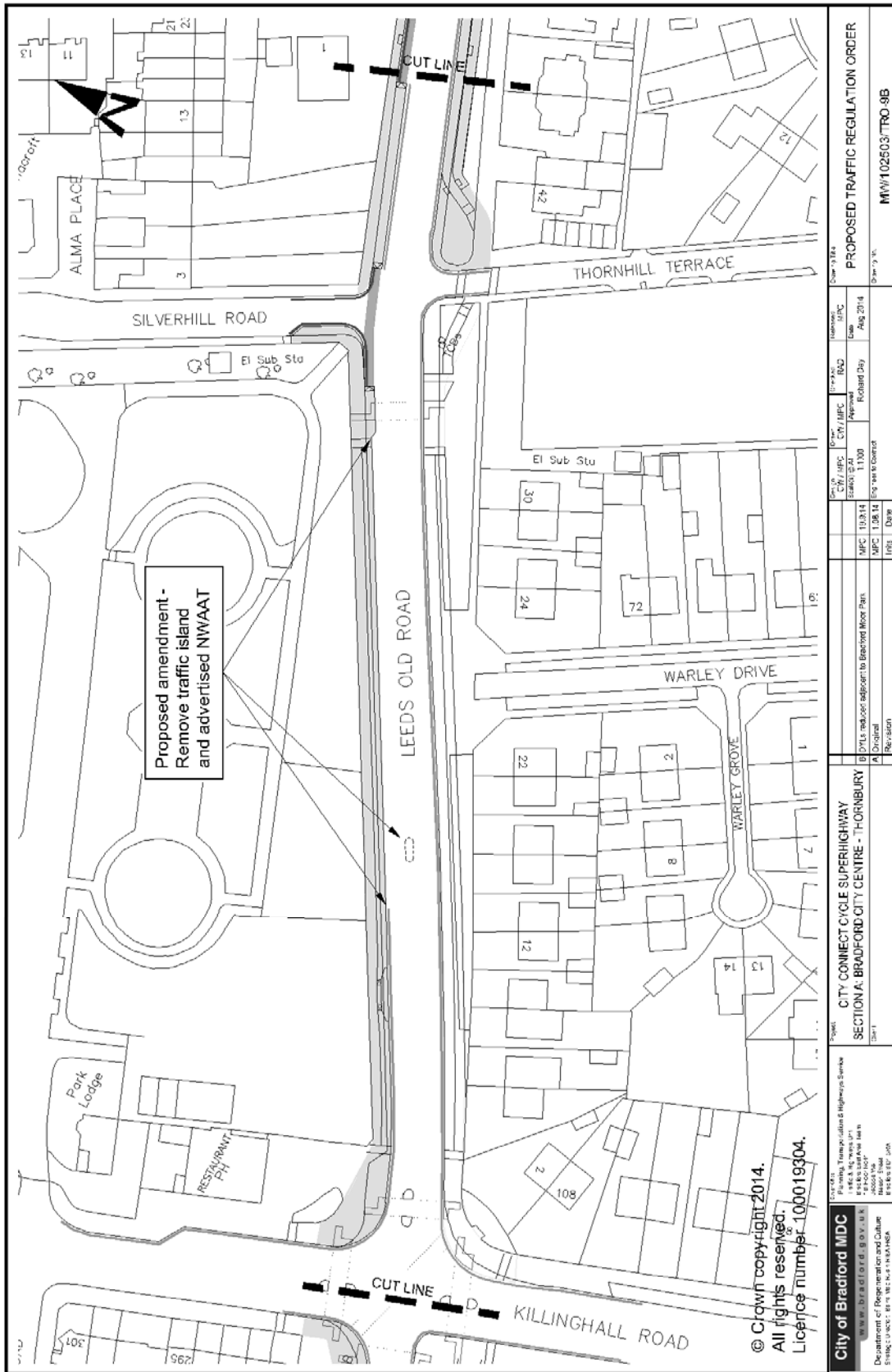




City of Bradford MDC <small>M. U. N. C. I. O. T. E. D. O. V. S. K.</small> Department of Regeneration and Culture <small>5, THE SQUARE, BRADFORD, WEST YORKSHIRE, WF1 1RS</small>		City of Bradford MDC <small>M. U. N. C. I. O. T. E. D. O. V. S. K.</small> Department of Regeneration and Culture <small>5, THE SQUARE, BRADFORD, WEST YORKSHIRE, WF1 1RS</small>	
Project: CITY CONNECT CYCLE SUPERHIGHWAY SECTION A: BRADFORD CITY CENTRE - THORBURY Sheet 1		Drawn: J. B. K. Checked: J. B. K. Date: Aug 2014	
Scale: 1:1000 Date: 1.08.14 Drawn: J. B. K.		Scale: 1:1000 Date: 1.08.14 Drawn: J. B. K.	
Revisions: A Original B Reduce footway width, remove 100m proposed NWAAT C Reduce footway width, remove 100m proposed NWAAT D Reduce footway width, remove 100m proposed NWAAT		Revisions: A Original B Reduce footway width, remove 100m proposed NWAAT C Reduce footway width, remove 100m proposed NWAAT D Reduce footway width, remove 100m proposed NWAAT	
City of Bradford MDC <small>M. U. N. C. I. O. T. E. D. O. V. S. K.</small> Department of Regeneration and Culture <small>5, THE SQUARE, BRADFORD, WEST YORKSHIRE, WF1 1RS</small>		City of Bradford MDC <small>M. U. N. C. I. O. T. E. D. O. V. S. K.</small> Department of Regeneration and Culture <small>5, THE SQUARE, BRADFORD, WEST YORKSHIRE, WF1 1RS</small>	

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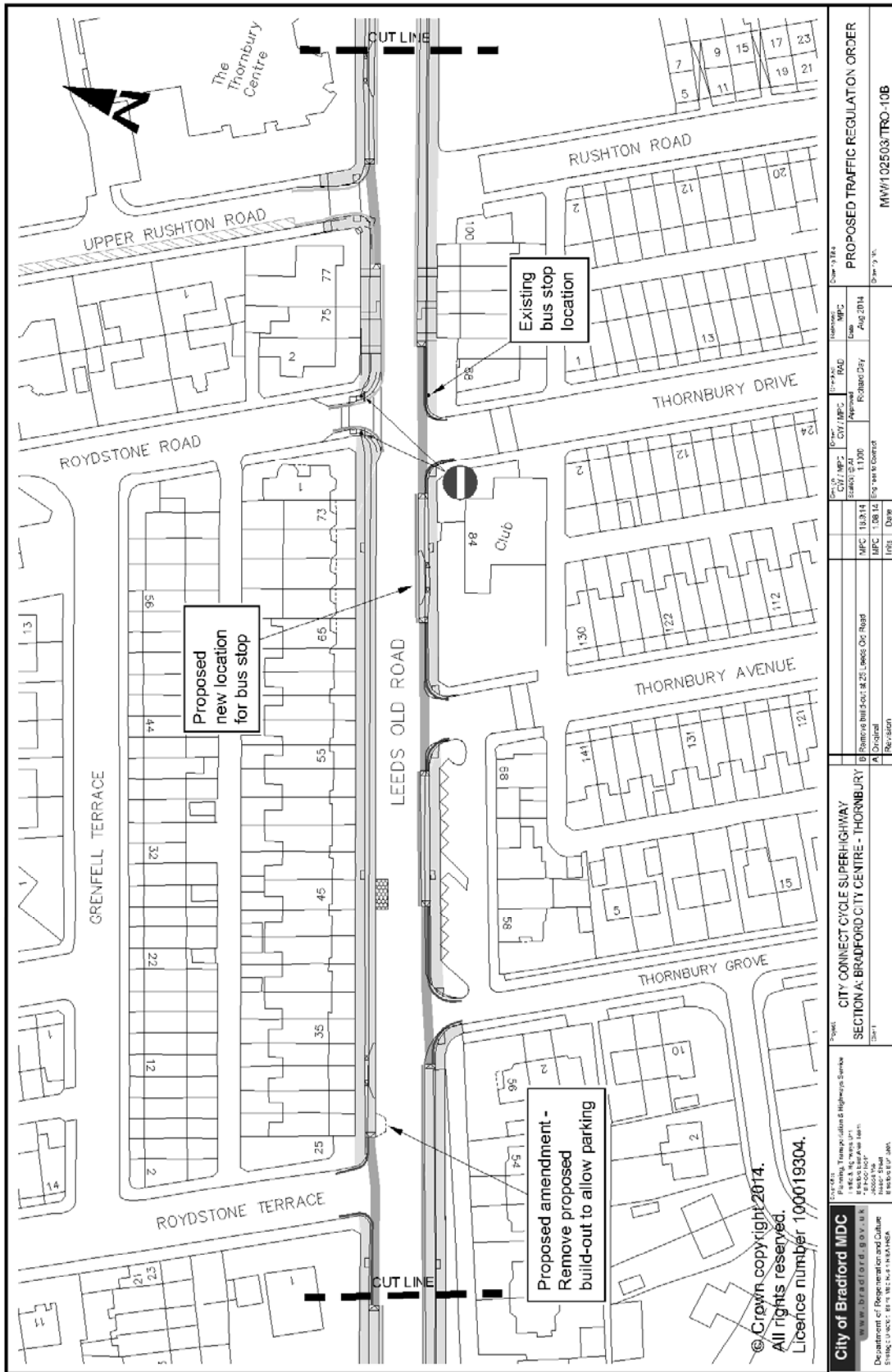




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City of Bradford MDC <small>Metropolitan District Council</small> <small>Department of Regeneration and Culture</small> <small>City of Bradford, West Yorkshire</small>		<small>City of Bradford MDC</small> <small>Transportation & Highways Service</small> <small>100019304</small> <small>100019304</small> <small>100019304</small> <small>100019304</small>		<small>City of Bradford MDC</small> <small>100019304</small> <small>100019304</small> <small>100019304</small> <small>100019304</small>		<small>City of Bradford MDC</small> <small>100019304</small> <small>100019304</small> <small>100019304</small> <small>100019304</small>		<small>City of Bradford MDC</small> <small>100019304</small> <small>100019304</small> <small>100019304</small> <small>100019304</small>		<small>City of Bradford MDC</small> <small>100019304</small> <small>100019304</small> <small>100019304</small> <small>100019304</small>		PROPOSED TRAFFIC REGULATION ORDER <small>100019304</small> <small>100019304</small> <small>100019304</small> <small>100019304</small>	
City of Bradford MDC <small>Metropolitan District Council</small> <small>Department of Regeneration and Culture</small> <small>City of Bradford, West Yorkshire</small>		<small>City of Bradford MDC</small> <small>Transportation & Highways Service</small> <small>100019304</small> <small>100019304</small> <small>100019304</small> <small>100019304</small>		<small>City of Bradford MDC</small> <small>100019304</small> <small>100019304</small> <small>100019304</small> <small>100019304</small>		<small>City of Bradford MDC</small> <small>100019304</small> <small>100019304</small> <small>100019304</small> <small>100019304</small>		<small>City of Bradford MDC</small> <small>100019304</small> <small>100019304</small> <small>100019304</small> <small>100019304</small>		<small>City of Bradford MDC</small> <small>100019304</small> <small>100019304</small> <small>100019304</small> <small>100019304</small>		PROPOSED TRAFFIC REGULATION ORDER <small>100019304</small> <small>100019304</small> <small>100019304</small> <small>100019304</small>	

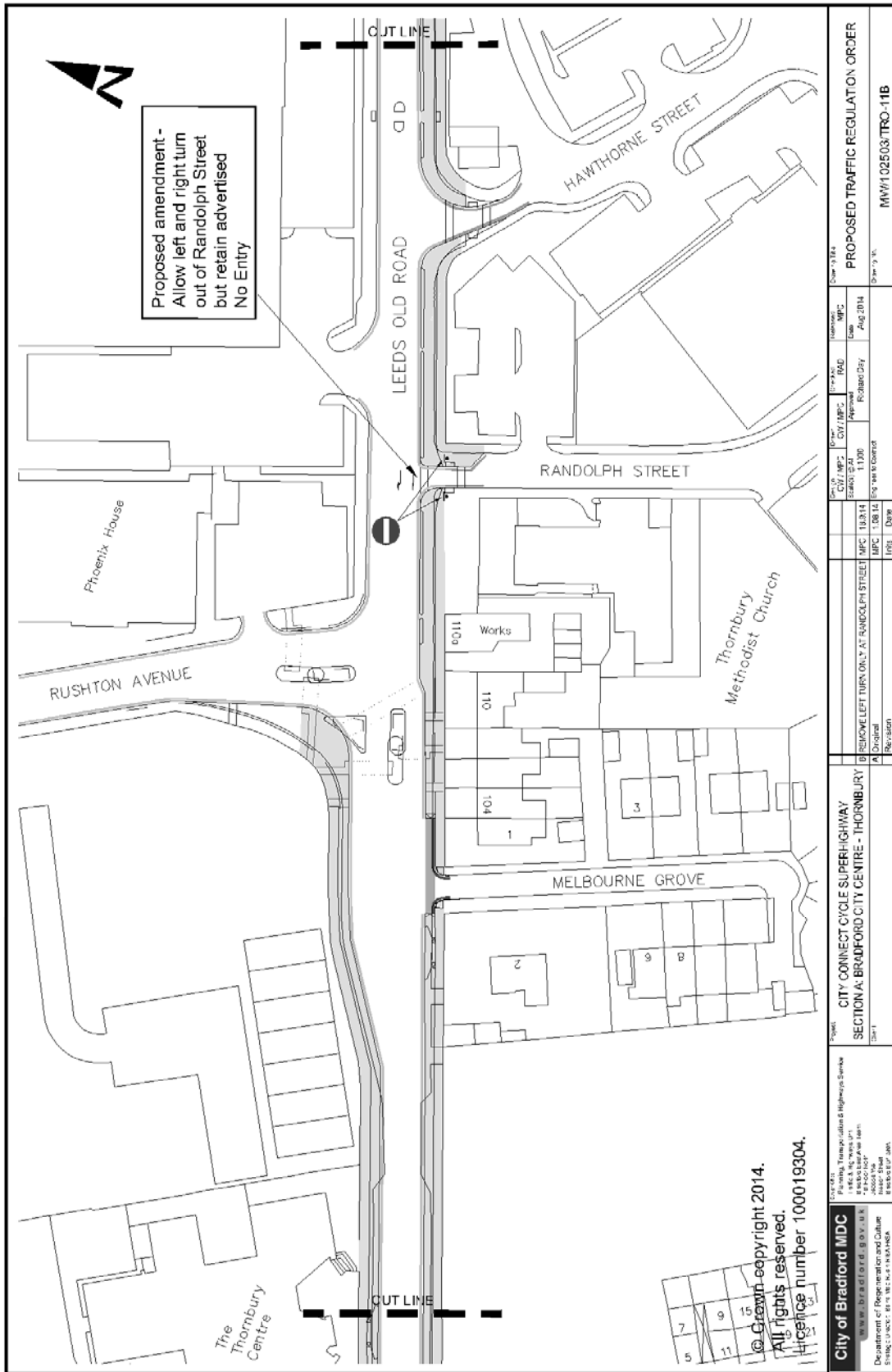




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City of Bradford MDC <small>Metropolitan District Council</small> Department of Regeneration and Culture Planning and Development		Project: CITY CONNECT CYCLE SUPER-HIGHWAY SECTION A - BRADFORD CITY CENTRE - THORNBURY Sheet: 1		Date: 10/09/14 Author: Richard Day Date: 10/09/14 Date: 10/09/14		Drawn: 10/09/14 Date: 10/09/14	
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Grounds for Objection	Officer Comment
Objection No. 1 Petition signed by 161 residents (representing 58 properties) in the Barkerend Road & Leeds Old Road areas (see Appendix 4)	
<p>This petition is to block the proposed CityConnect scheme. More specifically the proposed cycle lane to be constructed on Barkerend Road and Leeds Old Road for the following 6 reasons.</p>	<p>The CityConnect scheme proposes major changes to the highway environment in order to achieve the objectives described in Para 2.5. While the majority of residents will appreciate the better highway environment outside their houses, some will be adversely affected by the various changes needed in order to implement the scheme. A major concern of many families will be on-street parking. Much of the route passes terraced houses with a frontage barely wide enough to park a single car on the road. Despite this many families will have more than one car. In designing the CityConnect proposals the team has retained parking space outside houses without off-street parking or alternative on-street parking close by. However, on the south side of Barkerend Road between Curzon Road and Amberley Street the residents have on-street parking bays but use the opposite side of Barkerend Road for 'over-spill' parking, often partially or sometimes wholly on the footway. Houses and the pharmacy on the other side of Barkerend Road each have off-street parking for several cars. In consideration of this objection the design has been amended and it is now recommended that the existing footway width on the south side of Barkerend Road from 25m below Fitzroy Road to Amberley Street should be reduced to a minimum of 2 metres. This will allow 100m of the advertised NWAAT restriction on the north side to be removed, allowing parking on the carriageway - see Appendix 9. Parking on the south side will not be affected.</p>
<p>i) We do not want to be restricted by the proposed Parking Permit scheme</p>	<p>The nearest proposed permit parking will be on Upper Rushton Road, quite a distance from properties affected by proposed restrictions on Leeds Old Road, and should not have any undue impact on the property frontages of the petitioners.</p>
<p>ii) The moving of the bus stops</p>	<p>No new bus stops are proposed. Bus stops to be moved are – at Barkerend Road inbound near Harris Street; at Leeds Old Road opposite Upper Rushton Road; and at Gain Lane to the west of Woodhall Road. None of these directly affect the petitioners, and are within lengths of the advertised NWAAT restrictions which are necessary regardless of the bus stops.</p>



iii) ... very rarely if at all seen anyone using Barkerend Road or Leeds Old Road as a cycle way.	Recent 7.00am to 7.00pm surveys on the CityConnect route counted a total of 32 cyclists near Upper Rushton Road, and 11 near Chelmsford Road. This is considerably lower than surveys on other radial routes into Bradford, even assuming that some cyclists will currently prefer to cycle on Leeds Road because they feel safer there. The aim of the CityConnect scheme is to address the difficulties and under-use of this corridor by providing a safe cycle route segregated from other traffic in an improved street environment to enable both experienced and novice cyclists to use this healthy, cheap, environmentally friendly form of transport, at a time to suit them rather than avoiding rush hours.
iv) Traffic on Leeds Old Road ... is terrible at present. With all the construction work this will create huge traffic disturbances that will happen on my door step.	The contract for the CityConnect route includes conditions to limit the length of time works can take place on any length of road so addressing disruption to residents. At highway works sites it is observed that regular drivers will divert and redistribute around the network where possible to minimise delays.
v) Make Leeds Road the cycle route.	Barkerend Road and Leeds Old Road (the CityConnect route) have a much higher proportion of residential properties than Leeds Road and there are 5 schools on the route. The aim of the CityConnect scheme is to encourage residents, and particularly children, to use it for short journeys; its not about inter-city cyclists.
vi) The cost could be better spent on other public services.	The major part of the funding is from a specific DfT grant for cycling provision, and most of the other funding is dedicated to associated schemes. The objectives of the scheme are shown in Para 2.5
Objection No. 2 Objection from a resident on Leeds Old Road near Killinghall Road	
...no objections to the cycle lane already in existence outside our houses, at 2 to 30 Leeds Old Road ...	The existing red cycle lane is only advisory, and cars regularly park on it obstructing the cycle lane, or park partially on the footway; both forcing cyclists to pull out into sometimes fast flowing traffic to pass them. Cars are also permitted to drive in the existing advisory lane, which can intimidate cyclists.
Where do we and our visitors park?	The houses here all have off-street parking, with sufficient room for at least one car on the drive in front of the houses, and a shared access to garages at the rear
Suggests replacing NWAAT with peak time restrictions	In consideration of this objection the design has been amended and it is now recommended that the existing traffic island near nos 16 & 18 Leeds Old Road be removed and the proposed length of DYs should be reduced on the opposite side of Leeds Old Road. The



	length that will then be available for parking is greater than currently exists on the residents' side because of drives and it can also be used by the restaurant customers without parking outside the houses. The alternative option of off-peak parking outside the houses would narrow the road too much and is not recommended. See Appendix 10
Objection No. 3 Objection from owner of business at 25 Leeds Old Road	
I object to the cycle lane as in the 25 years I have lived in the Thornbury area, I have not seen anyone cycle on this road	See response to Objection 1 - Officer Comment
Objection to proposed waiting restrictions outside shop which would greatly affect his business.	In consideration of this objection the design has been amended and it is now recommended that the proposed build-out outside No. 25 should be removed as shown in Appendix 11. Parking space available at this location would then be equivalent to the currently marked bay.
I object on all grounds especially as it will devalue mine and others properties.	One of the aims of the CityConnect Cycle Superhighway is to improve the local environment for pedestrians as well as for cyclists. This should lead to greater accessibility to local shops by residents who currently use their cars to travel a short distance to them (and so need parking space) or to a supermarket. Residents will find that they can make the cycle journey safely. Pedestrians will have the cycle track between them and live traffic, making journeys to local shops more pleasant, particularly with children.
Objection No. 4 Objection from a resident on Leeds Old Road	
The resident writes that parking space is used by other drivers accessing Thornbury Centre, dentist, shops etc. Back streets also get blocked making dustbin collections difficult. The scheme does not address the current issue of parking and likely to make it worse.	This objection centres around issues that could be addressed by parking permits. When consulting on the Gain Lane Permit Parking scheme in October 2013 the length of Leeds Old Road from Silverhill Road to Roydstone Road was proposed to be included for permit parking. 85% of the residents in the area to the west of Upper Rushton Road who returned the questionnaire rejected the proposal. The CityConnect scheme will not affect parking at this location.
Objection No. 5 Petition signed by 24 residents opposing permit parking on Upper Rushton Road (see Appendix 5)	
We have had no problems whatsoever as regards parking on Upper Rushton Road and all the residents are very happy and satisfied with the	This petition concerns the proposed permit parking proposals. The petition has been signed by approx. 16% of residents on Upper Rushton Road. During the permit parking consultation only 4



current situation in relation to the parking on the road freely available to all drivers. Therefore, there is no issue at all for the vast majority of residents on the road.	questionnaires were returned from residents on Upper Rushton Road, and all reported difficulty parking and supported the permit parking scheme.
... this issue (parking problems on Gain Lane) does not affect the residents on Upper Rushton Road. There is simply no need to include this whole road in the proposed zone again.	The proposed Gain Lane permit parking scheme, together with CityConnect parking restrictions, will reduce the parking space available for, mainly, staff and visitors to Morrison's on Gain Lane. Although Morrison's have parking provision for HQ parking at the supermarket some will still want to park on the street. It is considered that parking could be displaced as far as Upper Rushton Road, and particularly at the Gain Lane end which is close to where they park now.
The proposed NWAAT at Baring Avenue & Upper Rushton Road is also unnecessary and counterproductive.	The proposed NWAAT lines are 2.7 metres long to protect existing dropped kerbs giving cyclists access over the point closure. Cars can already receive a Penalty Charge Notice if they block this crossing. The NWAAT lines are needed to protect access to the crossings, and will have a negligible effect on parking.
Objection No. 6 Objection from Mortimer House Children's Centre	
The proposed restrictions will seriously affect our centre and nursery which is located on Mortimer Avenue in the heart of Bradford Moor to serve the local community especially those who are hard to reach in an area of the highest deprivation in the country.	This objection concerns the proposed permit parking proposals. Following discussions with the Children's Centre the proposal has been amended and two laybys and an on-street bay are recommended on Mortimer Avenue which allow for limited waiting of 30mins with no return within 2hrs for non-permit holders (see Appendix 7). The Centre have agreed to this recommendation but asked for the limited waiting to exclude permit parking (ie permit holders would also be time-limited) but this cannot be done without re-advertisement or a new TRO. It is proposed that this request be reviewed in conjunction with the Centre after a settling in period.
Objection No. 7 Objection from a resident on Woodhall Road	
I will not pay for a parking zone outside my house when other cars park there	This objection concerns the proposed permit parking proposals. Currently the Council's policy is not to charge for parking permits. Permits will need renewing after 2 years. We cannot guarantee that no charge will be made in future. The parking permit will allow residents to park anywhere in the permit zone or in the permit bays but will have no effect overnight or at weekends.



<p>Why can't they put a pelican crossing at the top of Woodhall Road. At peak times people just can't cross the road.</p>	<p>A zebra crossing is proposed on a speed table across Gain Lane on the Fagley Road side of Woodhall Road, and a speed table to include the junction with Woodhall Avenue, which can also be used to access the nearby bus stop.</p>
<p>Objection No. 8 Petition from 23 residents / businesses opposed to No Entry and Turn Left at Leeds Old Road / Randolph Street (see Appendix 6)</p>	
<p>... having a cyclist route close to so many junctions and major junction of Rushton Avenue does not appear to be safe in any aspect. ... the amount of traffic on Leeds Old Road in this area is sufficient to be unsafe for cyclists to be on the road.</p>	<p>It is agreed that the current situation of heavy traffic, junction arrangements and permitted movements in this locality is not safe for cyclists and it helps to explain the current low numbers of cyclists. The scheme addresses the problems by giving cyclists a cycle track in the most part physically segregated from other traffic and from pedestrians.</p>
<p>... does this mean that the council proposes to change all of the junctions along the cycle route to No-Entry Zones?</p>	<p>On any cycle route the junctions are the danger points. Each junction is different in terms of geometry and visibility but through careful design throughout the whole route within Bradford it is only considered necessary to make Randolph Street and Roydstone Road No Entry off the main road.</p>
<p>... drivers wanting to take a right turn from Randolph Street onto Leeds Old Road are more likely to attempt U-turns on Leeds Old Road or Rushton Avenue traffic lights ...</p>	<p>The original design has been reviewed in light of this objection and now it is recommended that drivers should be allowed to turn right out of Randolph Street, but that the proposed No Entry into Randolph Street at this location should remain. See Appendix 12.</p>
<p>... it would mean that drivers wanting to get to Leeds Road from Leeds Old Road would use Hawthorne Street instead which would increase traffic turning into Hawthorne Street, therefore still impacting the cycle route.</p>	<p>Hawthorne Street is already One Way from Leeds Old Road towards Leeds Road. The layout of the existing junction at Leeds Old Road / Hawthorne Street makes cyclists more visible to drivers entering Hawthorne Street than they would be for drivers entering Randolph Street, particularly if they were turning right into Randolph Street where cyclists could be masked by vehicles queuing at the traffic lights.</p>
<p>... would also have an impact on the journey timing for local residents of Randolph Street.</p>	<p>At off-peak times using Hawthorne Street would have negligible effect on journey distance or times. At peak times residents may choose to divert to a slightly longer route without uncontrolled right turns (which are a problem at those times). The length of the diversion will depend upon where they start the journey. The worst case could add about 750 metres to the journey.</p>
<p>Instead, residents would like both ends of Randolph Street to be marked as double yellow</p>	<p>It is agreed that this would improve highway safety in the current layout at Randolph Street, but it would do little to improve safety for cyclists on the proposed 2-</p>



<p>lines to prevent parking on the corners or close to the junction to improve safety at the junctions. (See drawing)</p>	<p>way cycle route. In order to improve visibility for drivers leaving Randolph Street onto Leeds Road it would be necessary to restrict parking outside some of the properties adjacent to Randolph Street.</p> <p>In accordance with this comment it is recommended that proposed waiting restrictions at the Leeds Road / Randolph Street junction are drawn up to address poor sight lines, and that consultations be carried out on the proposal with ward members and residents and a Traffic Regulation Order, funded by CityConnect, be advertised and implemented, subject to objections to the advertised proposals being submitted to this Committee for consideration.</p>
<p>... changes such as these do not only affect the immediate residents but also have a knock on effect on the community ...</p>	<p>The effect on the highway network was a part of the feasibility study for the Highway to Health (now CityConnect) bid. Any TRO can have an impact on the public from far afield. Road Traffic regulations define minimum standards relating to the advertising of TROs, which we exceed. The regulations require advertising in the local newspaper (T&A in Bradford) and on-street notices, which frequent visitors to the area can read.</p>
<p>Objection No. 9 Objection from resident on Leeds Road opposed to No Entry and Turn Left at Leeds Old Road / Randolph Street. The resident also signed the petition (Objection No. 8)</p>	
<p>Has any consideration been given to the Thornbury Church members? What about funerals?</p>	<p>As described in relation to Objection No 8 the current situation of junction arrangements and permitted movements in this locality is not safe for cyclists The access requirements of the church has been discussed with the church minister, and in particular in relation to funeral services. The church is adjacent to the Rushton Avenue traffic signals, and prevented from parking on Leeds Old Road by existing DYs. Members access a car park fronting, Leeds Old Road, off Randolph Street. This access will still be available, but members will have to approach the entrance from the Leeds Road end of Randolph Street. The majority of church services will be held at off-peak times, making access easier if diverting via Hawthorne Street. It would be difficult for hearses to turn around at the top of Randolph Street and the recommendation to allow right turn out of Randolph Street (see Objection No 8) should be of benefit to the church.</p>
<p>... there are very few cyclists seen in the neighbourhood and then only on the pavements.</p>	<p>See Objection 1 - Officer Comment</p>



Objection No. 10 Objection from resident on New Lane opposed to proposed traffic calming cushions	
... the build-out will be two houses down from us. This will affect the number of parking spaces available for us to park our car.	A set of 3 traffic calming cushions was advertised with a small kerbed 'build-out' to achieve a satisfactory cushion spacing and help to prevent HGVs mounting the footway on the bend, an existing problem raised by residents. The objector lives on the other side of the road from the 'build-out' and will be able to park on the cushions on his side of the road. The 'build-out' will remove 3m of parking space on the other side of the road, but there is ample space for parking on either side of the road.
Objection No. 11 Objection from resident on Killinghall Road to proposed DYLS to protect existing dropped kerbs installed to give cycle access from Maidstone Street to the Toucan crossing on Killinghall Road	
The proposal will reduce the car park space from 2 to 1 car spaces. I would ask you to adjust the kerb radius.	The resident lives on Killinghall Road adjacent to Maidstone Street. Access to Maidstone Street was closed many years ago. When the Toucan crossing was built on Killinghall Road a cycle route was marked linking to Maidstone Street with dropped kerbs in the 'turning-head' next to the closure. The dropped kerbs were located to suit cyclists and minimise the effect on parking, but the 'turning-head' is not wide enough for cyclists to cycle between two parked cars to reach the dropped crossing. The original proposal has now has now been reviewed and it is recommended that the footway build-out should be cut back by approx. 2m to allow parking to not obstruct the cycle route and maintain the number of car parking spaces.
Objection No. 12 Objection from Bradford Chamber of Trade	
"We totally object to a proposal to totally ban waiting, loading or unloading purely on the basis that it is deemed necessary to deliver this scheme. We cannot sanction something which has not allowed for individual service needs required by the business – or the current parking facilities – and or any changes in the future, - and more importantly our opportunity to consult on any changes."	Officers have met the Secretary of the Chamber of Trade, and explained in detail on the plans how the proposals were developed to avoid adversely affecting all businesses on the whole route within Bradford A phrase in the objection 'we cannot sanction something which has not allowed for ... our opportunity to consult on any changes' resulted from a misunderstanding of the effect of the advertised footway and cycle track Clearway. The proposals under CityConnect do not remove any rights regarding consultation on any future proposals. Following discussions with the DfT during the design process for the CityConnect project, we were advised that an alternative to a waiting and loading restrictions order (a



	<p>footway and cycle track Clearway) cannot be implemented and this will now be removed from the TRO; the control will be implemented through waiting and loading restrictions which were also advertised as a contingency.</p> <p>A specific comment raised by the Chamber of Trade related to proposals on Church Bank in the City Centre ward and particularly how they would impact on future decisions around the Westfield site. This is unrelated to CityConnect and is being dealt with through another process.</p>



Summary of recommended alterations to the advertised proposals		
Item no.	Objection no.	Recommendation
Resulting from objections received (see Appendix 13 for detail of recommendations)		
1.	1, 2	Barkerend Road - reduce footway width on south side & remove 100m proposed NWAAT (see App. 9) Leeds Old Road - remove existing traffic island and reduce proposed NWAAT on north side between Killinghall Road and Silverhill Road (see App. 10)
2.	3	Remove proposed build-out at junction of Leeds Old Road and Roydstone Terrace (see App. 11)
3.	4	
4.	5	
5.	6	Install laybys and an on-street parking bay with restriction of Mon – Fri, 8.00am – 6.00pm, Permit holders, or 30mins No return within 2hours at Mortimer Avenue (see App. 7)
6.	7	
7.	8	Remove the proposed Turn Left only out of Randolph Street onto Leeds Old Road (see App. 12) That subject to scheme details being agreed with ward members a TRO for waiting restrictions at the Leeds Road / Randolph Street junction be processed, advertised, and implemented subject to objections being submitted to this Committee for consideration
8.	9	Remove the proposed Turn Left only out of Randolph Street onto Leeds Old Road (see App. 12)
9.	10	
10.	11	Cut back footway build-out to allow parking space
11.	12	



Appendix 14 cont'd

Resulting from contact with residents during objection period		
12.		Install additional parking bay at 457 & 459 Dick Lane and include the layby and residents in existing permit parking scheme (see App. 8)
13.		Lengthen layby at 12 Gipsy Street to enable resident to build and access off-street parking
14.		Amend TRO at Karmand Centre and St Clement's Church to correct the position of the change from single to double yellow lines in the advertised TRO to match the existing TRO and lining.

Additional officer recommendation		
		Remove advertised Clearways on proposed cycle tracks & footways. These were advertised, together with no waiting & loading, due to a delay in clarifying DfT requirements. DfT are currently considering changes to the Traffic Signs Regulations and General Directions Order 2002 which will introduce restrictions enforceable by Parking Services rather than the Police. However, there were issues regarding the signing needed for the waiting & loading footway restriction.

