

# Report of the Strategic Director of Regeneration and Culture to the meeting of the Bradford South Area Committee to be held on 13<sup>th</sup> December 2012

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**Subject: Proposed Bus Corridor Improvement Measures  
A641 Woodside Road/Huddersfield Road**

**Summary statement:**

This report details objections to the proposed A641 Woodside Road/Huddersfield Road Bus improvement measures

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Barra Mac Ruairi  
Regeneration and Culture  
Director

**Portfolio:**

**Change Programme, Housing, Planning &  
Transport**

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**Overview & Scrutiny Area:**

**Environment and Waste Management**



Suzan Hemingway, City Solicitor

## **1. SUMMARY**

- 1.1 This report details objections to the proposed A641 Woodside Road/Huddersfield Road Bus improvement measures.
- 1.2 It makes recommendations to further progress the scheme.

## **2. BACKGROUND**

- 2.1 On the 26<sup>th</sup> July 2012 the Bradford South Area Committee gave approval to undertake detailed design and formally advertise proposals for implementing bus corridor improvement measures on the A641, in conjunction with proposed alterations at the A641 Huddersfield Road/Netherlands Avenue junction.
- 2.2 A full scheme has been developed, and details are included in Appendix 1
- 2.3 Details of the consultations undertaken are included in Appendix 2.
- 2.3 Formal consultation has been carried out on the implementation and extension of bus lanes on the A641, however the closing date for receiving objections to the bus lane proposals is set as Wednesday 5<sup>th</sup> December 2012 and as such a full summary of objections is unavailable at the time of writing due to the timescales involved in submitting the report into the committee agenda process. A summary of objections will be circulated to members as supplementary papers forming Appendix 3 prior to the Area Committee date of the 13<sup>th</sup> December 2012, and will also be available on the date of the committee.
- 2.5 Residents were also notified of proposals to undertake changes to the layout of the A641/Netherlands Avenue junction. Whilst no legal consultation is required for such alterations it is anticipated that comments will be received that the committee may wish to take note of. These will form the basis of Appendix 4, and will be circulated in the same manner as the formal bus lane objections outlined in 2.3 above.

## **3. OTHER CONSIDERATIONS**

- 3.1 The aim of the bus corridor improvements is to attempt to encourage modal shift away from private vehicles to public transport by ensuring better journey time reliability, making the services more attractive to potential users.
- 3.2 The A641 Woodside Road/Huddersfield Road corridor has a high frequency bus service during the day with an average of twelve services an hour operating into Bradford. First Bus - who operate these services - has been approached to see if the timetable can be amended to provide passengers with a more even distribution of services in the future.

- 3.3 An average of 1,217 passengers travel into Bradford by bus in the morning peak and 1,685 outbound along the A641 Corridor. In terms of bus passengers this corridor carries the greatest number of passengers when compared to all the other radial routes into Bradford.
- 3.4 Journey times between the A641/A58 junction (Hellfire Corner) and Odsal Roundabout have been measured. Inbound in the morning peak commuters on average take on average 6 minutes and 38 seconds to travel between Hellfire Crossroads (A641/A58) and Odsal Roundabout and experience 2 minute 10 seconds worth of delays. Outbound in the evening journeys between the 2 points take on average 6 minutes and 22 seconds with commuters experience delays of 2 minutes and 8 seconds.
- 3.5 The A641 Huddersfield Road/Netherlands Avenue junction has been highlighted as a site for concern for a number of years by the Accident Studies Unit.

#### **4. OPTIONS**

- 4.1 The committee may choose to uphold any or all of the objections raised and make recommendations with regard to the scheme.
- 4.2 The committee may choose to overrule the objections raised and allow the scheme to be completed as advertised.

#### **5. FINANCIAL & RESOURCE APPRAISAL**

- 5.1 Funding of £47,000 has been allocated from LTP3 monies by the ITA for bus corridor improvements on the A641.
- 5.2 £20,000 was allocated by the Bradford South Area Committee in March 2012 from the Area Traffic Measures budget for improvements at the A641 Huddersfield Road/Netherlands Avenue Junction.
- 5.3 The proposed measures can be completed with the combined budget of £67,000.

#### **6. RISK MANAGEMENT AND GOVERNANCE ISSUES**

- 6.1 There are no significant risks arising out of the implementation of the proposed recommendations.

#### **7. LEGAL APPRAISAL**

- 7.1 There are no specific legal issues arising from this report.
- 7.2 All works undertaken will be carried out within the requirements of the Highways Act 1980, Road Traffic Regulation Act 1984 and Traffic Management Act 2004

## **8. OTHER IMPLICATIONS**

### **8.1 EQUALITY & DIVERSITY**

8.1.1 There are no Equality & Diversity issues arising from this report.

### **8.2 SUSTAINABILITY IMPLICATIONS**

8.2.1 There are no significant sustainability implications to this report.

### **8.3 GREENHOUSE GAS EMISSIONS IMPACTS**

8.3.1 There is no greenhouse gas emission implication to this report.

### **8.4 COMMUNITY SAFETY IMPLICATIONS**

8.4.1 It is believed that, by carrying out the improvements at the Netherlands Avenue junction visibility will be improved and the number of potential vehicle conflicts will be reduced.

### **8.5 HUMAN RIGHTS ACT**

8.5.1 There are no human rights implications arising from this matter

### **8.6 TRADE UNION**

8.6.1 There are no trade union implications arising from this report

### **8.7 WARD IMPLICATIONS**

8.7.1 Improved public transport links benefit all affected wards along the A641 corridor.

8.7.2 The alterations to the Huddersfield Road/Netherlands Avenue Junction should reduce casualties in the area.

### **8.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS**

8.8.1 The development and implementation of schemes included in this report support priorities within the Bradford South Area Committee Action Plan 2011-14.

## **9. NOT FOR PUBLICATION DOCUMENTS**

9.1 None.

**10. RECOMMENDATIONS**

- 10.1 That the Bradford South Area Committee overrules objections to the proposed scheme.
- 10.2 That the proposed scheme is constructed as advertised.
- 10.3 That a further report monitoring the affects of the scheme be bought to Bradford South Area Committee in September 2013.

**11. APPENDICES**

- 11.1 Appendix 1 – Scheme Details and Proposals
- 11.2 Appendix 2 – Consultations Summary
- 11.3 Appendix 3 – Bus Lane Objections
- 11.4 Appendix 4 – Comments regarding Huddersfield Road/Netherlands Ave Junction
- 11.5 Appendix 5 – Scheme Plans.

**12. BACKGROUND DOCUMENTS**

- 12.1 Report of the Strategic Director of Regeneration and Culture to the meeting of the Bradford South Area Committee to be held on 26<sup>th</sup> July 2012.
- 12.2 West Yorkshire Local Transport Plan 3 – “My Journey “

## **Appendix 1 – Scheme Details and Proposals**

***Plans showing the extent of the proposals will be made available at the meeting of the Area Committee.***

### Inbound Bus Lane (Northbound) – A641 Woodside Road – Summer Hall Ing to Huddersfield Road

It is proposed to introduce a 24 hour bus lane of approximately 420m into this section of Woodside Road, with normal traffic flows moved further across the carriageway. This extra lane is facilitated by the removal of three traffic separator islands, which will be replaced by double white line markings on the carriageway.

Queue lengths on this section in the AM peak (7.30 - 9.30am) routinely extend back from the Woodside/Huddersfield Road junction to Summer Hall Ing.

Traffic will be controlled by a signalised bus gate on the A641 immediately prior to the Woodside/Huddersfield Road Junction.

The proposed signals will be activated by the approach of a bus along the lane, holding traffic to allow the bus to proceed.

Queue length detectors will also be installed on Huddersfield Road to attempt to balance flows of traffic coming through the junction, with traffic being held on the main A641 at times to allow queues to dissipate – this should have the effect of assisting bus services coming from Wyke Village

When not activated, the bus gate will give green priority to normal traffic flows along the A641.

***A 24hr Lane has been proposed at this location on the grounds of safety and reducing driver confusion. A lesser restriction may lead to this length of carriageway being incorrectly used as a dual carriageway and vehicles may come into conflict passing through the bus gate area, immediately prior to the traffic island at the Woodside/Huddersfield Road junction.***

***The Area Committee may choose to vary this restriction to peak times.***

### Inbound Bus Lane Extension (Northbound) – A641 Huddersfield Road – Netherlands Avenue Area

It is proposed to extend the existing bus lane that commences on the North side of Netherlands Avenue approximately 200m South to the point at which the A641 splits into a dual carriageway, and re-profile the existing white lining so that the dual carriageway split occurs to the North side of Netherlands Avenue.

## Report to the Bradford South Area Committee

This will remove the two lane conflict that exists in this area and afford a level of protection to the bus stop situated at the bottom of Netherlands Avenue that currently sits outside of a bus lane.

The reduction to one lane in this area with traffic closer to the central reservation will increase visibility for users of the junction. Furthermore it will reduce the approach to the pedestrian crossing on the North side of the junction to one lane.

This lane will be in enforceable operation between 7.30-9.30am Monday to Friday

### Outbound Bus Lane (Southbound) – A641 Huddersfield Road – Netherlands Avenue Area

It is proposed to introduce a new bus lane of approximately 360m length from 50m south of the pedestrian crossing adjacent to Larch Hill to the end of the dual carriageway section of the A641 adjacent to Salisbury Road.

The Lane is being introduced to smooth out flows on the A641 at a known choke point, allowing buses to proceed and merge into traffic at the end of the dual carriageway section.

This Lane will be in enforceable operation between 4.00-6.30pm Monday to Friday.

## **Appendix 2 – Consultations Summary**

### Tier 1 Consultations – 8<sup>th</sup> November 2012

West Yorkshire Passenger Transport Executive  
West Yorkshire Police  
Yorkshire Ambulance Service  
West Yorkshire Fire Service  
John Breen – Bradford South Area Coordinator  
Paul Ratcliffe – Parking Services  
Wyke Ward Councillors  
Royds Ward Councillors  
Wibsey Ward Councillors  
Steve Grisag – Planning and Highways Access Forum  
Joe Grint – Transport Planning  
Philip Joyce – West Yorkshire Metro

### Tier 2 Consultation – 14<sup>th</sup> November

Consultation letters regarding the proposals have been hand delivered to 780 properties in the immediate vicinity of the scheme.

Deliveries were carried out by a combination of the Neighbourhood Wardens and Traffic and Highways Staff.

A copy of the letter sent out to properties, and the boundaries of the consultation areas are shown on the next pages.

Additional consultation letters to properties to the South East of the Netherlands Avenue junction were delivered on 28<sup>th</sup> November.

Objectors to the scheme that have completed the formal objection process via Legal Services have been invited to the committee to make representations as appropriate.



**Consultation Letter**

**Department of Regeneration & Culture**

**Traffic and Highways South**

**The Occupier**  
**Re: Proposed Bus & Cycle Lanes**

1<sup>st</sup> Floor North, Jacobs Well  
Bradford, BD1 5RW

**A641 HUDDERSFIELD ROAD & WOODSIDE ROAD**  
**WYKE, BRADFORD**

Tel No: 01274 437406  
Email: james.marsh@bradford.gov.uk  
My Ref: R/S/BS/102043/CON-1A

14th November 2012

Dear Sir/ Madam,

**A641 HUDDERSFIELD ROAD & WOODSIDE ROAD, WYKE, BRADFORD**  
**PROPOSED BUS & CYCLE LANE**

The West Yorkshire Local Transport Plan (LTP3) 2011-2026 has a clear commitment to encourage modal shift away from the use of private vehicles to public transport, in order to reduce vehicular congestion on the network and overall carbon emissions. As part of this commitment, funding has been made available to introduce bus corridor improvement measures on the A641 WoodsideRoad/Huddersfield Road.

The A641 corridor is well served by the X6 (Express, limited stop, every 20 minutes) and X63/363 (local, every 20 minutes) services. The corridor is a key route between Huddersfield, Brighouse and Bradford and is congested at peak times between approximately 07.30 to 09.30 (inbound to Bradford) and 16.00 to 18.00 (outbound), with journey times considerably extended compared to off peak hours.

The majority of delays are caused by clearly identifiable points at the junction of the A641 Woodside Road and Huddersfield Road, Wyke (inbound) and also at the end of the dual carriageway section of the A641 (outbound). Improvement measures will be concentrated on these areas.

It is envisaged that improvements to journey times and reliability of service will lead to a reduced number of private vehicles using the corridor.

Please find attached two plans for the two different locations of the Bus & Cycle Lanes. Please also note the narrowing of the central reserve at the Netherlands Avenue Junction to improve safety.

A copy of the draft Order together with a map showing the affected roads and the Statement of Reasons for proposing to make the Order may be examined during normal office hours at the Customer Services Reception, Ground Floor, City Hall, Bradford.

Report to the Bradford South Area Committee

If you wish to object to the proposed Order (letters of support are also welcome) you should send the grounds for your objection in writing to reach the undersigned by no later than **12 noon on Wednesday 5th December 2012 quoting reference:- LEG/DEV/SPN/71986.**

Suzan Hemingway - City Solicitor  
Legal and Democratic Services  
City of Bradford Metropolitan District Council  
City Hall  
Bradford  
West Yorkshire  
BD1 1HY

If you require any further information about the scheme please contact me at the above address, email address or telephone number.

Yours faithfully

*James Marsh*

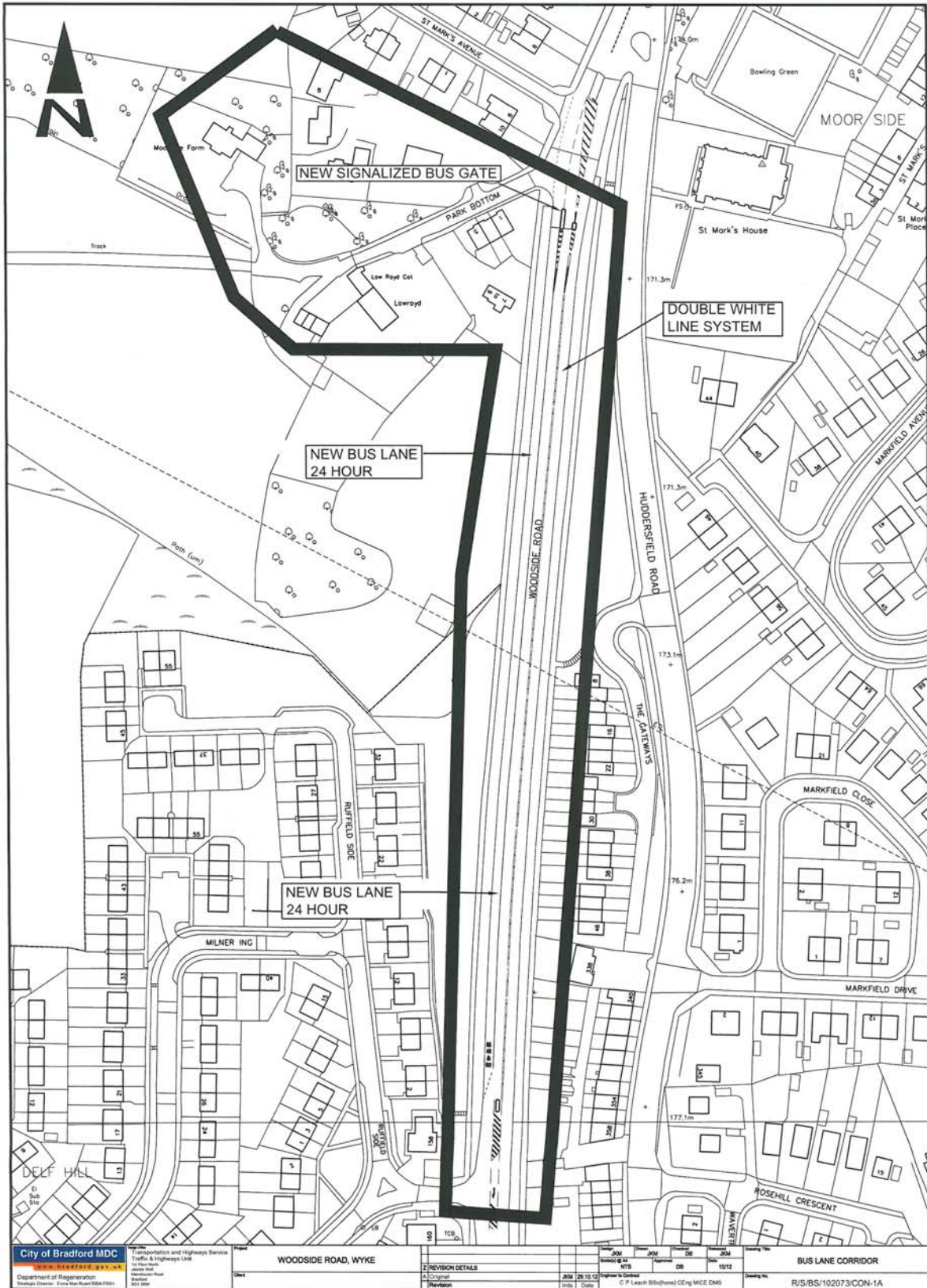
Senior Traffic Engineer

Netherlands Avenue Consultation Area



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| <b>City of Bradford MDC</b><br><small>www.bradford.gov.uk</small><br>Department of Regeneration<br>Strategic Director: Sarah Khan-Turner MBE FRSA | Transportation and Highways Services<br>Traffic & Highways Unit<br>Planning Street<br>Bradford<br>BD9 4JL | <b>NETHERLANDS AVENUE</b> |  | Drawing Title<br><b>CONSULTATION AREA</b> |
|   |   | Date:                     | Z REVISION DETAILS<br>A Original<br>B Revision | Drawing No.<br>R-S-BS-102046-CON-1A       |

**Woodside Consultation Area**



**Appendix 3 – Bus Lane Objections.**

*Unavailable at the time of writing – to be circulated to members as supplementary papers on 8<sup>th</sup> December 2012 prior to the Area Committee date of the 13<sup>th</sup> December 2012.*

*Copies will also be available on the date of the committee.*

**Appendix 4 – Comments regarding Huddersfield Road/Netherlands Avenue Junction**

*Unavailable at the time of writing – to be circulated to members as supplementary papers on 8<sup>th</sup> December 2012 prior to the Area Committee date of the 13<sup>th</sup> December 2012.*

*Copies will also be available on the date of the committee.*

**Appendix 5 – Scheme Plans**

*Supplementary large scale plans of the proposals will be presented on the date of the committee.*