

Report of the Strategic Director of Regeneration and Culture to the meeting of the Bradford South Area Committee to be held on 28th March 2013.

BC

Subject:

**A641 WOODSIDE ROAD & HIGH FERNLEY ROAD, WYKE.
FORMALISING THE CONVERSION OF THE FOOTWAYS TO A SEGREGATED USE
FOR PEDESTRIAN'S AND CYCLIST'S.**

Summary statement:

This report seeks approval to convert a number of footways in the vicinity of the Appleton Academy Site on Woodside Road, Wyke

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Regeneration and Culture
Director

Portfolio:
**Change Programme, Housing, Planning &
Transportation**

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Overview & Scrutiny Area:
Environment and Waste Management



1. SUMMARY

This report seeks approval to convert a number of footways on Woodside Road and High Fernley Road in the vicinity of the new Appleton Academy into a segregated shared use between pedestrians and cyclists.

2. BACKGROUND

2.1 The Appleton Academy is a new academy on Woodside Road, Wyke with an intake of 1354 pupils both primary and secondary school children. The Planning Approval included measures for a new toucan crossing facility and the provision of cycling facilities between the new and existing toucan crossing. It also includes 100 cycle parking spaces with the academy grounds.

2.2 To convert an existing footway into segregated 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

3. OTHER CONSIDERATIONS

Local ward members and emergency services have been consulted, there are no frontages affected by the segregated pedestrians and cycling facilities.

4. OPTIONS

Segregation or Un-segregated Shared use between pedestrians and cyclists facilities

5.1 Both types of facilities have been considered in line with Department for Transport guidance local transport note 2/2004. The Transport Assessment for this proposed Academy shows the estimated volumes of pupils walking to and from school. There is no mention of existing pedestrian and cycle flows, except the school will have 100 cycle stands within the school site.

5.2 Proposed generated trips expected on foot by pupils attending this Academy is 866 walking to school (64%) in the morning peak and 934 leaving the school (69%) during the afternoon/evening. This will generally be in a one hour period at the start and finish of the school day.

5.3.1 The local; transport note guidance states that shared use facilities have operated satisfactorily at 2 metre footway widths which is taken as the absolute minimum, which is adequate to accommodate pedestrian and cycle usage is up to 200 per hour.

5.3.2 As this site has a greater footway/verge width of between 2.5 and 4 metres a segregated use could be achieved. The pupil numbers of pedestrians in 1 hour will be between 866 going to school in the morning and 934 leaving school on an afternoon. This does not take into consideration the new library's pedestrian movements or existing pedestrian movements, therefore segregated facilities

should be introduced in line with the recommendations of the local transport note.

- 5.3.3 Where a segregated facility runs alongside a road, an additional allowance for width needs to be made to accommodate a safe margin strip and street furniture. There is not however sufficient width available along the full length to create a consistent segregated pedestrian and cycle facility.

6. FINANCIAL & RESOURCE APPRAISAL

The estimated cost for implementing the scheme will be met by the developers.

7. RISK MANAGEMENT

There are no significant risks arising out of the implementation of the proposed recommendation.

8. LEGAL APPRAISAL

There are no legal issues arising from this report. The course of action proposed is in general accordance with the Council's powers as Highway Authority.

9. OTHER IMPLICATIONS

9.1 EQUAL RIGHTS

There are no significant equal rights implications.

9.2 SUSTAINABILITY IMPLICATIONS

Walking and cycling are sustainable forms of travel. If attitudes to transport are to be changed and more sustainable choices encouraged, the provision of safe cycling routes will be a key factor, especially to the most vulnerable road users providing safe cycling routes to schools.

9.3.1 GREENHOUSE GAS EMISSIONS IMPACTS

- 9.3.1 There are no greenhouse gas implications to this report.

9.4 COMMUNITY SAFETY IMPLICATIONS

The conversion of the footways to shared use between pedestrians and cyclists aims to enhance safety for vulnerable highways users by improving the provision for pedestrians and cyclists, particularly child cyclists and hopefully encourage higher cyclist usage by reducing potential conflict with motorised traffic. The safety of local people and community safety issues are acknowledged as a key contributor to the quality of life in neighbourhoods.

9.5 HUMAN RIGHTS ACT

- 9.5.1 There are no implications on Human rights

9.6 TRADE UNION

There are no Trade Union implications.

9.7 WARD IMPLICATIONS

9.7.1 There are no Ward implications.

9.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

9.8.1 The proposed measures included in this report support priorities within the Bradford South Area Committee Action Plan 2011-14.

10. NOT FOR PUBLICATION DOCUMENTS

There are no Not for Publication Documents.

11. RECOMMENDATIONS

That approval is given to convert the following existing lengths of footway to a segregated cycle tracks and footways for segregated use between pedestrians and cyclists at the following locations:-

A641 Woodside Road, south east footway – from it's junction with Huddersfield Road to the new toucan crossing, south of the school access. This will continue on the western side of Woodside Road in a northerly direction into the school and continue in a northerly direction to the existing toucan crossing south of High Fernley Road. It will then continue to proceed in a northerly direction to High Fernley Road west and continue on to the southern footway and proceed in a westerly direction until it joins the existing Sustran's route. From the same existing toucan crossing on the east side of A641 Woodside Road, it will proceed in a northerly direction until it meets High Fernley Road east where it joins with the existing Sustrans link roads.

12. APPENDICES

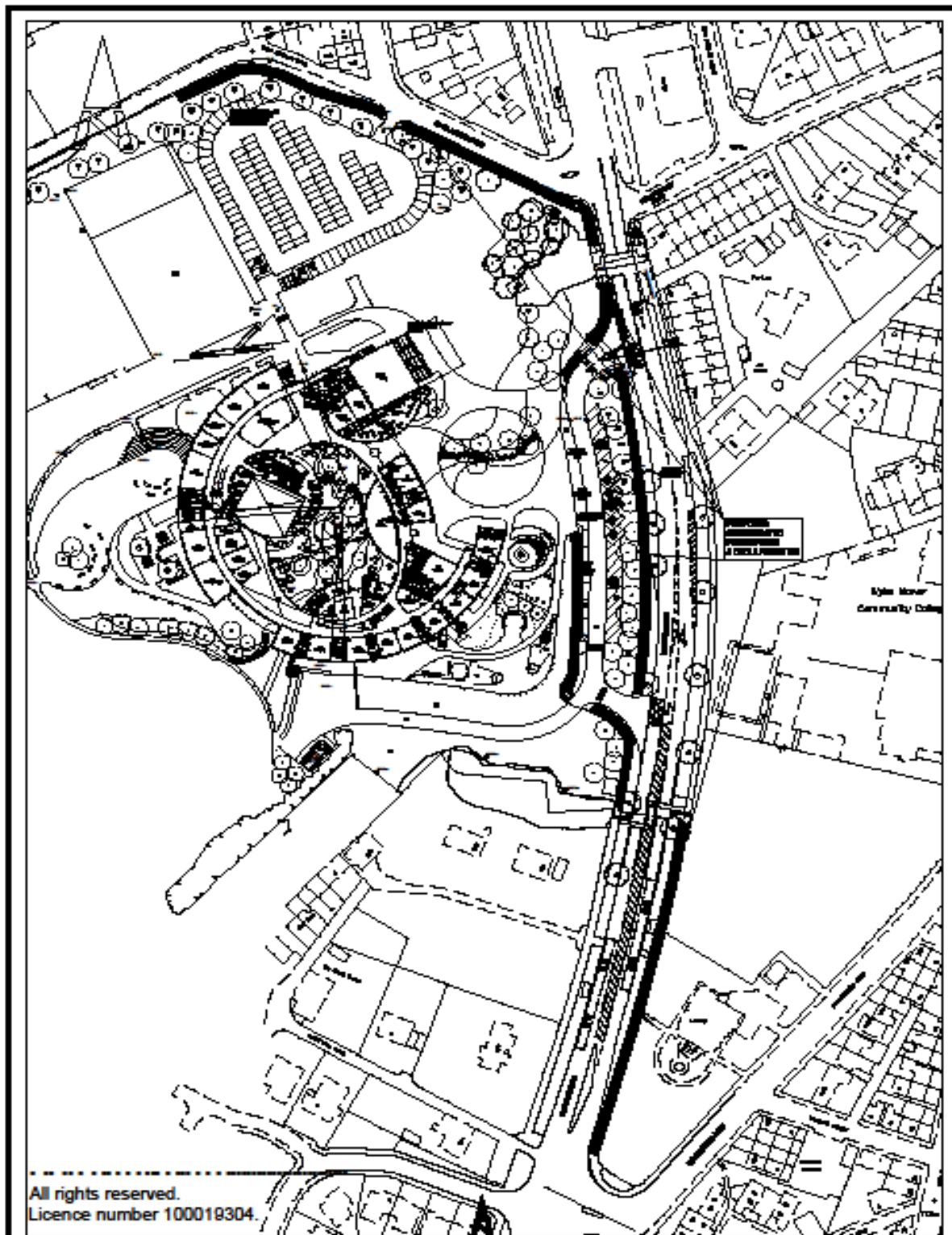
12.1 Appendix 1 – Drawing No. R/S/BS/101536/SEGCR/CON-1A.

13. BACKGROUND DOCUMENTS

13.1 Both types of shared or segregated pedestrian and cycling facilities, have been considered in line with Department for Transport's guidance local transport note 2/2004.

13.2 Bradford south scheme file R/THS/BS/101536.

APPENDIX 1



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	<p>Original</p> <p>Revision</p>	<p>Rev</p> <p>Date</p>	<p>1/1/12</p> <p>1/1/12</p>	<p>1/1/12</p> <p>1/1/12</p>	<p>1/1/12</p> <p>1/1/12</p>	<p>1/1/12</p> <p>1/1/12</p>
<p>CP Leach (Bishop) City MDC DMS</p>						<p>PROPOSED HIGHLIGHTED PEDESTRIAN AND CYCLING FACILITIES</p>
<p>R/THS/BS/101535/SEG CR/CON-1A</p>						