

Report of the Director of Regeneration and Culture to the meeting of Bradford South Area Committee to be held on the 27th June 2013

D

Subject:

The new ASDA Development has a planning condition associated with it to process a banned right turn Traffic Regulation Order from Cemetery Road into Clayton Road, Lidget Green, which includes an alternative route and a mini-roundabout. This is proposed to reduce the delays created by the pinch point on Cemetery Road, 30 metres back from the existing stop line, which then impedes through traffic to Legrams Lane and Beckside Road as a result of right turning traffic queue lengths. 12 Objections have been received.

Summary statement:

This report requests the Area Committee to consider these objections and the options considered by the officer in 4.1, 4.2, 4.3, 4.4 and 4.5 of the report.

Barra Mac Ruairi
Regeneration and Culture
Director

Portfolio:

Regeneration, Economy and Sustainability

Report Contact: Darren Badrock
Phone: (01274) 437420
E-mail: Darren.badrock@bradford.gov.uk

Overview & Scrutiny Area:

Environment and Waste Management



Suzan Hemingway, City Solicitor

1 SUMMARY

- 1.1 This report considers the 12 objections received following the recently advertised proposal for the banned right turn from Cemetery Road into Clayton Road, Lidget Green.

1 BACKGROUND

- 1.1 The new ASDA Development which opened in November 2012 included a planning condition to process a banned right turn Traffic Regulation Order from Cemetery Road into Clayton Road, Lidget Green.
- 1.2 The proposal will relieve the delays created by the existing pinch point on Cemetery Road, 30 metres prior the stop line which accumulates with the right turning queuing traffic at peak times. The alternative route for those who would have turned right would be via Becksides Road and Spencer Road, which would be aided with a mini-roundabout at the junction of Spencer Road/Clayton Road.
- 1.3 At Peak times the queue lengths on Cemetery Road for right turners, queue back to a pinch point and beyond where Cemetery Road is only wide enough to accommodate one lane for all traffic approaching the 2 lane junction which has a left/ahead lane and a right turning lane for approximately 30 metres. A full junction count was carried out in 2011.
- 1.4 Information received from the signals section shows that Cemetery Road only has a 16 second cycle time filter, this is preceded by Becksides Road and Cemetery Road traffic combined having a 40 seconds cycle time, whilst Clayton Road and Legrams Lane have 35 seconds and the all red for pedestrians is on demand for 7 seconds.
- 1.5 The traffic count showed for the morning peak period, of 7.30 to 9.30am on Becksides Road, 1,334 vehicles were counted proceeding into Clayton Road, Cemetery Road and Legrams Lane. But although Cemetery Road has 40% more time allocated it only achieves 1178 vehicles through to Legrams Lane, Becksides Road and Clayton Road. There are major delays for Cemetery Road traffic with is caused by the right turners queuing back to the pinch point and beyond, which was 273 vehicles 23% of the 1178 vehicles counted. At least 1,334 vehicles should be achieved when compared to Becksides Road flows and with an extra 40% more time it should achieve 1,867 vehicles, so 689 vehicles may have been delayed during these 2 hours. So those delayed may consider using alternative routes which are unsuitable and dangerous to the most vulnerable road users, through Scholemoor Cemetery, Scholemoor estate and Birks Fold.
- 1.6 The traffic count showed for the evening peak period, of 4.00 to 6.00pm on Becksides Road, 1,169 vehicles were counted proceeding into Clayton Road, Cemetery Road and Legrams Lane. But although Cemetery Road has 40% more time allocated it does achieve 1,380 vehicles proceeding through to Legrams Lane, Becksides Road and Clayton Road. There are major delays for Cemetery Road caused by the right turners queuing back to the pinch point and beyond, which was 553 vehicles 40% of the 1,380 vehicles counted. At least 1,169 vehicles should be

achieved when compared to Beckside Road flows and with an extra 40% more time it should achieve 1,636 vehicles, so 256 vehicles may have been delayed during these 2 hours. So those delayed may consider using the alternative routes which are unsuitable and dangerous to the most vulnerable road users, through Scholemoor Cemetery, Scholemoor Estate and Birks Fold.

- 1.7 This right turning problem from Cemetery Road into Clayton Road is exacerbated by the 60 metre section of Cemetery Road which is narrow within 30 metres of the stop line at the traffic signalled junction and not wide enough to accommodate the right turning queues which currently create delays for all other traffic movements proceeding onto Legrams Lane and Beckside Road.
- 1.8 Beckside Road is a continuation of Cemetery Road which runs parallel to the A6177 outer ring road and is a major distributor, an un-classified route. It is a combination of 64 residential properties and 24 businesses on the section between Clayton Road and Spencer Road. There is no off-street parking and on-street parking takes place on both sides of the road and partly on the footway. At peak times the road width is restricted, delays occur for all vehicles, especially large vehicles which find it difficult to pass each other and with current queuing in both directions this already is subjected to serious delays.
- 1.9 Pushing all traffic onto Beckside Road would further clog up the network, which is already subjected to delays and would result in further delays, with drivers probably abusing, the banned turn or a bus gate, looking for inappropriate alternative routes, resulting in additional conflicts and creating more problems for this area. The benefit would be that the pinch point would not be obstructed by vehicles queuing and waiting to turn right, but it would be transferring the problems further along Beckside Road.
- 1.10 Spencers Road is a link between Beckside Road and Clayton Road which is 60% residential and 40% industrial premises. It is wide enough to accommodate this additional traffic and there is some on-street parking adjacent to industrial premises.
- 1.11 The existing mini-roundabout at the junction of Beckside Road/Spencer Road, at peak times has traffic queuing through the junction, it makes this difficult for turning manoeuvres, although there is a short right turning lane of 20 metres, there is no room to accommodate all the extra vehicles who would be waiting to turn right into Spencer Road for the alternative (unable to turn right into Clayton Road from Cemetery Road) it would in turn create a new pinch point similar to what exists already on Cemetery Road, thus moving the problem into an area that is more restrictive because of the narrower road widths and the high demand for on-street parking.
- 1.12 Queue lengths on both Cemetery Road and Beckside Road are continuous along both lengths at peak times.
- 1.13 Funding for the processing of the proposed banned right turn, alternative route signing and the design/consultation for the proposed mini-roundabout have been provided in accordance with the section 106 agreements.

1.14 The objections/comments and officers comments are as follows:-

Objection	The Objectors issues	Officers Comments
1	<p>If vehicles are not allowed to turn right at the junction, it will then transfer and mean the rat run through the Scholemoor Cemetery will become even more popular. The section of Becksid Road is not built to take the extra traffic generated and is already subjected to standing traffic. The answer to the delay of traffic at the lights is the widening of the pinch point on Cemetery Road at Club Street allowing through traffic movements to be maintained and to accommodate all vehicles waiting to turn right and removing the bottle neck.</p>	<p>At peak times, the right turners queue back to the pinch point (which maintains a single lane for all manoeuvres) it creates delays for the traffic which have ahead and left manoeuvre at the signals onto Becksid Road and Legrams Lane. The proposed ban will eliminate these delays, but the pinch point creates the problems as a result of the high demand for right turning traffic at the junction.</p> <p>Widening Cemetery Road at the pinch point would eliminate the need for the proposed right turn ban, as there would be additional space for 2 lanes.</p> <p>This would require a compulsory purchase of properties to accommodate the improvement of this size.</p>
2	<p>This came from Metro's Education Transport Department. There are 9 dedicated school bus services which make this manoeuvre carry children home from 4 schools between 2.15 and 4.30pm. This impacts upon children alighting at 3 consecutive bus stops which would no longer be served and incur 0.2 additional miles and up to 5 minutes time along the diversionary route per journey. This was not accounted for when operators tendered for these routes.</p> <p>Becksid Road is already a congested area during the afternoon peak and they anticipate further delay to the services if they were not able to negotiate the existing mini-roundabout at the junction with</p>	<p>A bus gate could be introduced for the bus manoeuvres from Cemetery Road into Clayton Road, instead of the banned right turn. This would maintain bus service needs, which would be unchanged.</p> <p>Becksid Road is a combination of 64 residential properties and 24</p>

	<p>Spencer Road. Some of the school children currently alight at the first bus stop on Clayton Road after the right turn, would be able to alight at the first bus stop on Becks Road. This may be more or less convenient the greater impact would be those children who alight at Springfield Avenue and Spencer Road bus stops on Clayton Road.</p> <p>The estimated number of children affected by the proposal is to 38 pupils. There is also an added complication, that the services would continue to serve the existing school bound stops during the morning services, which creates un-necessary confusion.</p> <p>On the basis of the anticipated delays and concerns that children as young as 11 years old having to cross busy junctions every afternoon and due to the absence of bus stops on the diversionary route, suggest that the right turn be maintained as a bus gate to allow these buses to make this manoeuvre on weekday afternoons.</p>	<p>businesses on the section between Clayton Road and Spencer Road. There is no off-street parking provision and on-street parking takes place on both sides of the road and partly on the footway. At peak times the road width is restricted, delays occur for all vehicles and especially large vehicles which find it difficult to pass each other and with current queuing in both directions this already is subjected to serious delays and difficult for emergency services to gain access along this route.</p>
3	<p>This came from Metro's Highways Liaison Officer:- The proposal will effect 9 school bus services which terminates at the end of Clayton Road, it will cause hardship for over 150 school children, increase the road safety risks (the distance to travel from available bus stops on their homeward journeys). This would be particular pertinent during the winter period.</p> <p>On the basis of the anticipated delays and concerns that</p>	<p>A bus gate could be introduced for the bus manoeuvres from Cemetery Road into Clayton Road, instead of the banned right turn. This would maintain bus service needs, which would be unchanged.</p>

	<p>children as young as 11 years old having to cross busy junctions every afternoon and due to the absence of bus stops on the diversionary route, suggest that the right turn be maintained as a bus gate to allow these buses to make this manoeuvre on weekday afternoons.</p>	
4	<p>The proposal will mean that the existing mini-roundabout on Becksid road at the Spencer Road junction will become more chaotic than it already is and will greatly add to the queuing delays from the A6177 ring road junction of Cross Lane/Great Horton Road. Becksid Road is narrow, parking takes place on both sides, there is little room for vehicles to enter the mini-roundabout to turn right into Spencer Road and this will result in additional queuing back to the traffic lights, creating more delays. There are a lot of unsafe driving tactics used already to dodge queues at this roundabout. The proposal will create more problems and more chaos for this heavily traffic area.</p>	<p>The existing mini-roundabout at the junction of Becksid Road/Spencer Road, at peak times has traffic queuing through the junction, it makes this difficult for turning manoeuvres, although there is a short right turning lane of 20 metres, the is no room to accommodate all the extra vehicles who would be waiting to turn right into Spencer Road for the alternative (unable to turn right into Clayton Road from Cemetery Road) it would in turn create a new pinch point similar to what exists already on Cemetery Road, thus moving the problem into an area that is more restrictive because of the narrower road widths and the high demand for on-street parking.</p> <p>Becksid Road is a combination of 64 residential properties and 24 businesses on the section between Clayton Road and Spencer Road. There is no off-street parking provision and on-street parking takes place on both sides of the road and partly on the footway. At peak times the road width is restricted, delays occur for all vehicles and especially large vehicles which find it difficult to pass each other and with current queuing in both directions this already is subjected to serious delays and difficult for emergency services to gain access along this route.</p>
5	<p>Where is the traffic going to go? Becksid Road is already</p>	<p>The existing mini-roundabout at the junction of Becksid Road/Spencer</p>

	<p>overcrowded with cars, it is at full capacity and there are queues at all times of the day. Delays are going to get worse and journey times will increase and this will cost more when stuck in traffic. The proposal is totally unfair and unjust to the local community.</p>	<p>Road, at peak times has traffic queuing through the junction, it makes this difficult for turning manoeuvres, although there is a short right turning lane of 20 metres, the is no room to accommodate all the extra vehicles who would be waiting to turn right into Spencer Road for the alternative (unable to turn right into Clayton Road from Cemetery Road) it would in turn create a new pinch point similar to what exists already on Cemetery Road, thus moving the problem into an area that is more restrictive because of the narrower road widths and the high demand for on-street parking.</p> <p>Beckside Road is a combination of 64 residential properties and 24 businesses on the section between Clayton Road and Spencer Road. There is no off-street parking provision and on-street parking takes place on both sides of the road and partly on the footway. At peak times the road width is restricted, delays occur for all vehicles and especially large vehicles which find it difficult to pass each other and with current queuing in both directions this already is subjected to serious delays and difficult for emergency services to gain access along this route.</p>
6	<p>This will affect the whole community Beckside Road will not cope with extra traffic. Consideration should be made to reduce the delays in the area and make things better for all road users, as on a daily basis we face grid lock and the proposal will make things worse.</p>	<p>The existing mini-roundabout at the junction of Beckside Road/Spencer Road, at peak times has traffic queuing through the junction, it makes this difficult for turning manoeuvres, although there is a short right turning lane of 20 metres, the is no room to accommodate all the extra vehicles who would be waiting to turn right into Spencer Road for the alternative (unable to turn right into Clayton Road from Cemetery Road) it would in turn create a new pinch point similar to what exists already on Cemetery</p>

		<p>Road, thus moving the problem into an area that is more restrictive because of the narrower road widths and the high demand for on-street parking.</p> <p>Beckside Road is a combination of 64 residential properties and 24 businesses on the section between Clayton Road and Spencer Road. There is no off-street parking provision and on-street parking takes place on both sides of the road and partly on the footway. At peak times the road width is restricted delays occur for all vehicles and especially large vehicles which find it difficult to pass each other and with current queuing in both directions this already is subjected to serious delays and difficult for emergency services to gain access along this route.</p> <p>Widening Cemetery Road at the pinch point would eliminate the need for the proposed right turn ban, as there would be additional space for 2 lanes for, right turners and a lane for left and ahead manoeuvres. This would require a compulsory purchase of properties to accommodate an improvement of this size.</p>
7	This is a crazy idea the existing layout is not suitable in its present form.	<p>Widening Cemetery Road at the pinch point would eliminate the need for the proposed right turn ban, as there would be additional space for 2 lanes for, right turners and a lane for left and ahead manoeuvres.</p> <p>This would require a compulsory purchase of properties to accommodate an improvement of this size.</p>
8	<p>This proposal will transfer any problems at the junction on to Beckside Road and Spencer Road.</p> <p>The flow of traffic could be assisted by widening the section of Cemetery Road at</p>	<p>Widening Cemetery Road at the pinch point would eliminate the need for the proposed right turn ban, as there would be additional space for 2 lanes for, right turners and a lane for left and ahead manoeuvres.</p>

	<p>the junction of Club Street by removing the existing shop etc.</p>	<p>This would require a compulsory purchase of properties to accommodate an improvement of this size.</p>
<p>9</p>	<p>I live and work in BD7, use Becksid Road and Cemetery Road daily, at peak times they are difficult at the best of times. The parking on both sides of Becksid Road is necessary for the local households and businesses their, it means that vehicles of all classes have difficulties passing each other because of the restricted widths.</p> <p>To force all traffic from Cemetery Road onto Becksid Road will exacerbate these difficulties and result in queues stretching even further than they do at the moment.</p> <p>The perceived bottle neck caused by the traffic waiting to turn right is unlikely to be relieved by this measure because of the mini-roundabout on Becksid Road at Spencer Road which has its own bottle neck.</p> <p>A mini-roundabout at the junction of Spencer Road/Clayton Road will be very close to the extremely busy junction near to the junction of Hollingwood Lane/Clayton Road. Concerned that queuing traffic on Spencer Road will consider alternative routes to queuing and consider Binns Lane as an alternative route.</p> <p>This will put further pressure on the junction of Becksid Road/Great Horton Road (the A6177 outer ring road junction), impatient drivers will attempt to take the short cut through Artic Parade.</p>	<p>Becksid Road is a combination of 64 residential properties and 24 businesses on the section between Clayton Road and Spencer Road. There is no off-street parking provision and on-street parking takes place on both sides of the road and partly on the footway. At peak times the road width is restricted delays occur for all vehicles and especially large vehicles which find it difficult to pass each other and with current queuing in both directions this already is subjected to serious delays and difficult for emergency services to gain access along this route.</p> <p>There is a right turn filter which currently operates for this section of Cemetery Road, it as an early 16 seconds phase which runs separately to Becksid Road. It is followed by a 40 seconds phase for both Cemetery Road and Becksid Road, but because right turners during the pm peak period is 40% of the traffic the right lane soon blocks up. The right turning traffic where it queues more than 30 metres back from the stop line at the signals on Cemetery Road stops the ahead and left traffic from proceeding. It is high demand for the right turners and the restricted width pinch point on Cemetery Road at the top of Club Street which exacerbates this problem.</p> <p>Widening Cemetery Road at the pinch point would eliminate the need for the proposed right turn ban, as there would be additional space for 2 lanes for, right turners and a lane for left and ahead manoeuvres.</p> <p>This would require a compulsory purchase of properties to</p>

		accommodate an improvement of this size.
10	<p>The proposal will cause a significant increase in response times for the ambulances service located locally and other emergency services and will put lives at risk. Concerned that it will just create more problems for the existing road network which is already at capacity. Increased volumes may also contribute to an increased risk of road traffic accidents. Journey times will increase due to the delays and the alternative route which will be used. It will also affect a number of small businesses due to the loss of passing trade. It does not take in to consideration the effects upon the environment and the increase in the carbon emissions.</p>	<p>Ambulances and other emergency services have delegated powers to make turns they feel are appropriate during an emergency.</p> <p>During the 4 hours of the peak periods 7.30am to 9.30am and 4pm to 6pm, Beckside Road south bound would have to accommodate 826 additional vehicles who would have turned right from Cemetery Road into Clayton Road.</p> <p>The filtered right turn facility currently operates as a separate signal phase which operates without any other conflicts from either vehicle or pedestrian movements.</p> <p>Accident statistics for the last 5 years are attached as Appendix 5 for the junctions, Cemetery Road/Clayton Road, Beckside Road/Spencer Road and the length of Beckside Road.</p> <p>Existing queuing traffic already has an effect upon the environment.</p>
11	That increasing the traffic flows onto Beckside Road would severely affect the existing	Beckside Road is a combination of 64 residential properties and 24 businesses on the section between

<p>network, which currently has difficulties coping because of the parked vehicles legitimately parked and this already creates problems for emergency services. The congestion of traffic travelling north bound on Becksid Road is already significant vehicles can be seen queuing back to the Great Horton Road junction. This continues through the Spencer Road mini-roundabout to the Lidget Green traffic signalled junction. If this ban is introduced, the Becksid Road north bound queue would be extended because the additional south bound traffic directed onto Becksid Road and then turning right onto Spencer Road, would have right of way and frequently disrupting the north bound traffic flow. Whilst the right turn ban would benefit north bound traffic flows, traffic approaching the Spencer Road mini-roundabout would detract from the benefits.</p> <p>There is an existing pinch point on Becksid Road approaching the Spencer Road mini-roundabout this creates difficulties for south bound traffic to utilise the ahead/left lane and the right turning lane, because of on-street parking on both sides of the road only one lane of traffic is achievable. My knowledge of these problems is a regular occurrence as I daily take this route to my residence which is off Spencer Road. By directing additional traffic to this point, more traffic will be forming the right turning lane, which is a very similar situation to that at Club Street on Cemetery Road and presumably the reason for the</p>	<p>Clayton Road and Spencer Road. There is no off-street parking provision and on-street parking takes place on both sides of the road and partly on the footway. At peak times the road width is restricted delays occur for all vehicles and especially large vehicles which find it difficult to pass each other and with current queuing in both directions this already is subjected to serious delays and difficult for emergency services to gain access along this route.</p> <p>The existing mini-roundabout at the junction of Becksid Road/Spencer Road, at peak times has traffic queuing through the junction, it makes this difficult for turning manoeuvres, although there is a short right turning lane of 20 metres, the is no room to accommodate all the extra vehicles who would be waiting to turn right into Spencer Road for the alternative (unable to turn right into Clayton Road from Cemetery Road) it would in turn create a new pinch point similar to what exists already on Cemetery Road, thus moving the problem into an area that is more restrictive because of the narrower road widths and the high demand for on-street parking.</p>
--	--

	<p>proposed banned right turn planning condition.</p> <p>Consequently, the existing problem would be transferred from one location to another. Transferring traffic from Clayton Road to Spencer Road will have both benefits/dis-benefits, Spencer Road is relatively wide carriageway, there are existing speeding problems reported to the Council on a number of occasions by local residents. It could be argued that additional traffic will tend to reduce speeds.</p> <p>Concerned that Lidget Greens longest serving small florist would feel an economic repercussion from the reduced passing trade.</p> <p>Currently, during the afternoon peak period, traffic already avoids queuing on Spencer Road approaching the Clayton Road junction by using the very narrow Binns Lane. If the banned right turn is approved this would require traffic measures to prevent an increase in traffic.</p>	
12	<p>It is highly likely that if vehicles are prevented from making this right turn manoeuvre, traffic will not turn right at the Beckside Road/Spencer Road junction but will make the manoeuvre at the Great Horton Road/A6177 Cross Lane junction, which does not benefit from a right turn filter which exists for the current right turn from Cemetery Road in to Clayton Road, therefore this would create further congestion.</p> <p>Delays are caused by parked vehicles on both sides of Beckside Road, the bus stops, a pelican crossing and the mini-roundabout being blocked by</p>	<p>Beckside Road is a combination of 64 residential properties and 24 businesses on the section between Clayton Road and Spencer Road. There is no off-street parking provision and on-street parking takes place on both sides of the road and partly on the footway. At peak times the road width is restricted delays occur for all vehicles and especially large vehicles which find it difficult to pass each other and with current queuing in both directions this already is subjected to serious delays and difficult for emergency services to gain access along this route.</p> <p>The existing mini-roundabout at the junction of Beckside Road/Spencer</p>

	<p>queuing traffic. This would be exacerbated further by extra traffic being routed this way, especially as HGV's may have difficulties turning right at the Spencer Road mini-roundabout and may have to drive on the wrong side of the dome for the mini-roundabout in order to make a safe manoeuvre. Unless there is a physical measure to prevent right turners, it will be abused like Great Horton Road into Pickles Lane, Trinity Road into Easby Road and Upper Picadilly into Picadilly, Bradford. If implemented the banned right turn will create more traffic delays and impair road safety for the most vulnerable road users.</p>	<p>Road, at peak times has traffic queuing through the junction, it makes this difficult for turning manoeuvres, although there is a short right turning lane of 20 metres, there is no room to accommodate all the extra vehicles who would be waiting to turn right into Spencer Road for the alternative (unable to turn right into Clayton Road from Cemetery Road) it would in turn create a new pinch point similar to what exists already on Cemetery Road, thus moving the problem into an area that is more restrictive because of the narrower road widths and the high demand for on-street parking.</p>
--	--	---

- 1.15 At the time of writing this report a large number of objections to the proposal had been received, including a petition from residents and businesses.
- 1.16 It has not been possible to compile all of this information before the deadline date for report submissions to Committee Secretariat and as such further objections will be included in Appendix 5 as supplementary papers to be distributed on the day of the Committee.

3. OTHER CONSIDERATIONS

- 3.1 The 3 Ward Councillors have been consulted, they do not support this proposed banned right turn associated with this planning condition for the ASDA Development..
- 3.2 Emergency Services have been consulted, no comments have been received.
- 3.3 The West Yorkshire Passenger Transport Authority have been consulted, they have provided 2 objections.

4. OPTIONS

- 4.1 That the existing proposals as shown in Appendix 1 and 2 be abandoned.
- 4.2 That the existing proposal shown in Appendix 1 be modified to accommodate the proposals shown in Appendix 3, to replace the proposed banned right turn with a bus gate for right turns to be maintained for all bus services only. This will allow the

buses to access the right filter facility which occurs for all traffic at the moment. Cemetery Road and Beckside Road operate in stage 1 of the signal phasing for 40 seconds, it follows stage 4 which allows 16 seconds filter for Cemetery Road and buses. The only vehicles queuing and waiting to turn right would be buses, maintain the facility for existing bus services, maintaining access for all bus users from existing bus stop locations. All other traffic would follow the proposed alternative route shown in Appendix 2.

- 4.3 If the proposed banned right turn and all other options are abandoned, this matter should be referred back to the planning panel to make a variation to the existing planning conditions for the ASDA development. The planning panel needs to consider what causes the current problems for right turners and how this may be addressed. A suggested improvement is to look at the widening of Cemetery Road adjacent to Club Street, however this would need compulsory purchases of a number of properties and altering the road layout so that the right turning traffic does not restrict the left/ahead traffic flows and maintains the existing right turn facility onto Clayton Road. (See Appendix 4) This would address all the issues and not move the problem elsewhere along the network creating bigger problems for the whole area ~ although funding such a scheme may be outside the remit of the current S.106 agreement and need to be considered on a strategic level.
- 4.4 Members may choose not to accept these amendments and may choose their own, or a combination.

4.5 Inform the objectors of the decision.

5. FINANCIAL & RESOURCE APPRAISAL

5.1 The financial implications of this report are outlined in paragraph 2.10

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.

8. OTHER IMPLICATIONS

8.1 EQUALITY & DIVERSITY

8.1.1 There are no equality and diversity implications.

8.2 SUSTAINABILITY IMPLICATIONS

8.2.1 There are no significant sustainability implications.

8.3 GREENHOUSE GAS EMISSIONS IMPACTS

- 8.3.1 There are greenhouse gas implications to this as a result of re-routing traffic along the alternative route sending traffic a further 0.2 miles and expected difference in journey time is 3 to 5 minutes depending upon the existing delays on Becksid Road.

8.4 COMMUNITY SAFETY IMPLICATIONS

- 8.4.1 Concerns that those who are delayed may consider using the alternative routes which are unsuitable and dangerous to the most vulnerable road users, like through Scholemoor Cemetery, Scholemoor Estate and Birks Fold.

8.5 HUMAN RIGHTS ACT

- 8.5.1 There are no significant human rights implications arising from this matter.

8.6 TRADE UNION

- 8.6.1 There are no Trade Union implications arising from this matter.

8.7 WARD IMPLICATIONS

- 8.7.1 There are Ward implications. Becksid Road is a continuation of Cemetery Road which runs parallel to the A6177 outer ring road and is a major distributor, an unclassified route. It is a combination of 64 residential properties and 24 businesses on the section between Clayton Road and Spencer Road. There is no off-street parking and on-street parking takes place on both sides of the road and partly on the footway. At peak times the road width is restricted, delays occur for all vehicles, especially large vehicles which find it difficult to pass each other and with current queuing in both directions this already is subjected to serious delays.
- 8.7.2 Pushing all traffic onto Becksid Road would further clog up the network, which is already subjected to delays and would result in further delays, with drivers probably abusing, the banned turn or a bus gate, looking for inappropriate alternative routes, resulting in additional conflicts and creating more problems for this area. The benefit would be that the pinch point would not be obstructed by vehicles queuing and waiting to turn right, but it would be transferring the problems further along Becksid Road.

8.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

- 8.8.1 The proposed measures do not support priorities within the Bradford South Area Committee Action Plan 2011-14.

9. NOT FOR PUBLICATION DOCUMENTS

- 9.1 None.

10. RECOMMENDATIONS

- 11.1 The committee's instructions are requested please consider the options set out in 4.1, 4.2, 4.3, 4.4 and 4.5.

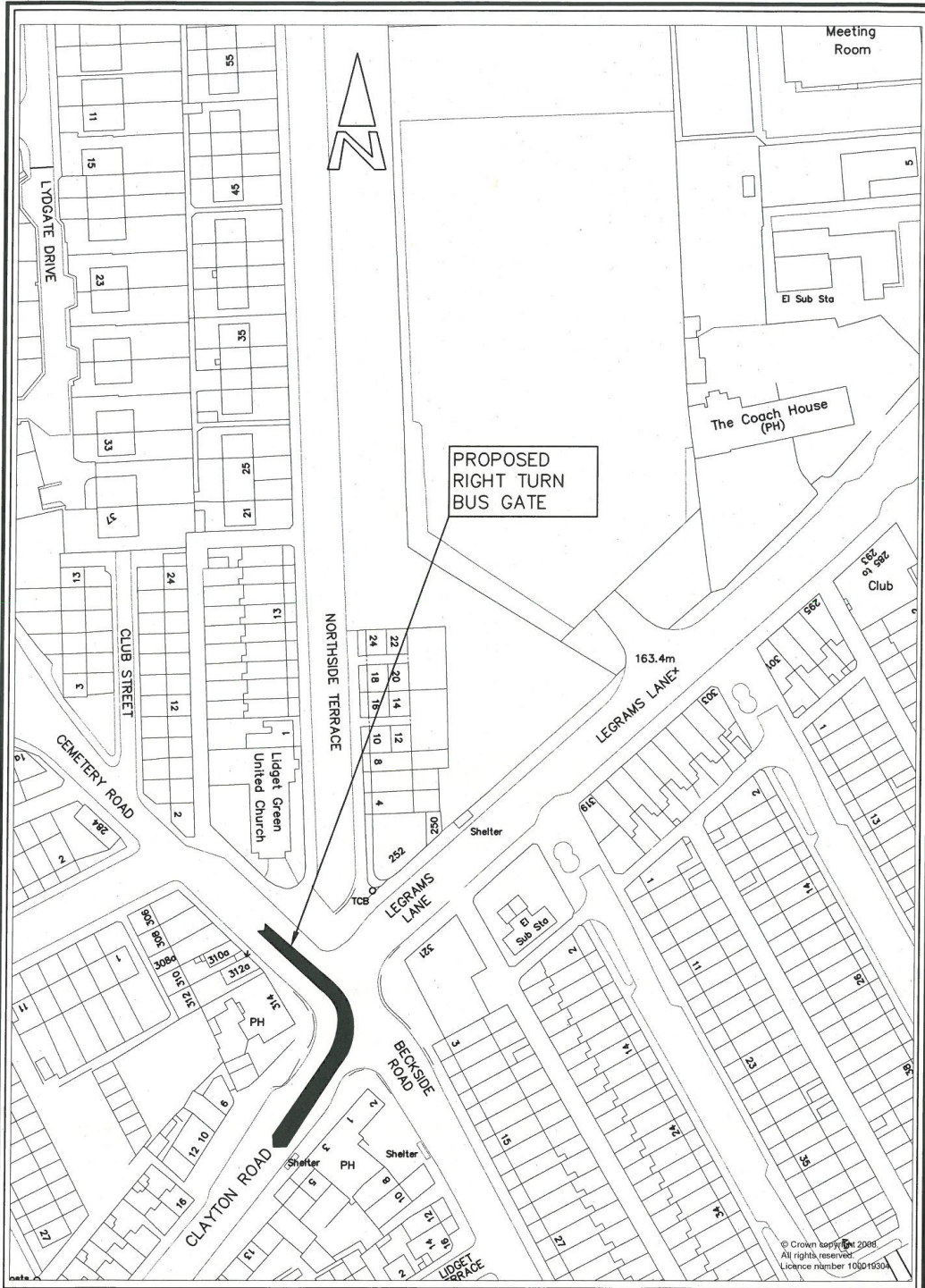
11. APPENDICES

- 11.1 Appendix 1 – Proposed right turn ban advertised.
- 11.2 Appendix 2 – Alternative route.
- 11.3 Appendix 3 – Proposed bus gate.
- 11.4 Appendix 4 – Proposed improvement option for the Planning Panel to consider.
- 11.5 Appendix 5 – Additional comments/objections

12. BACKGROUND DOCUMENTS

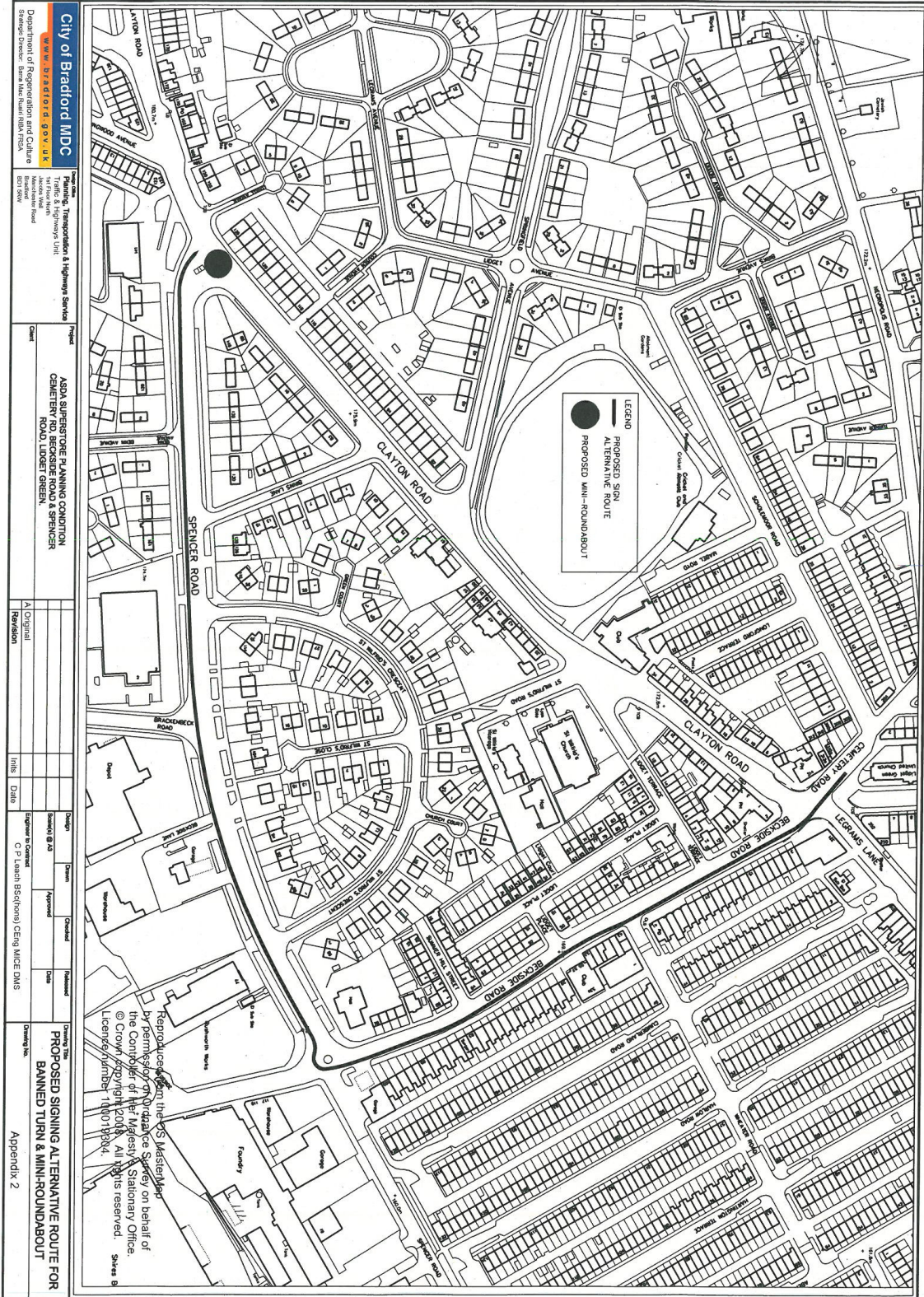
- 12.1 Bradford south Area Committee 26th July and 22nd November 2012.

APPENDIX 1

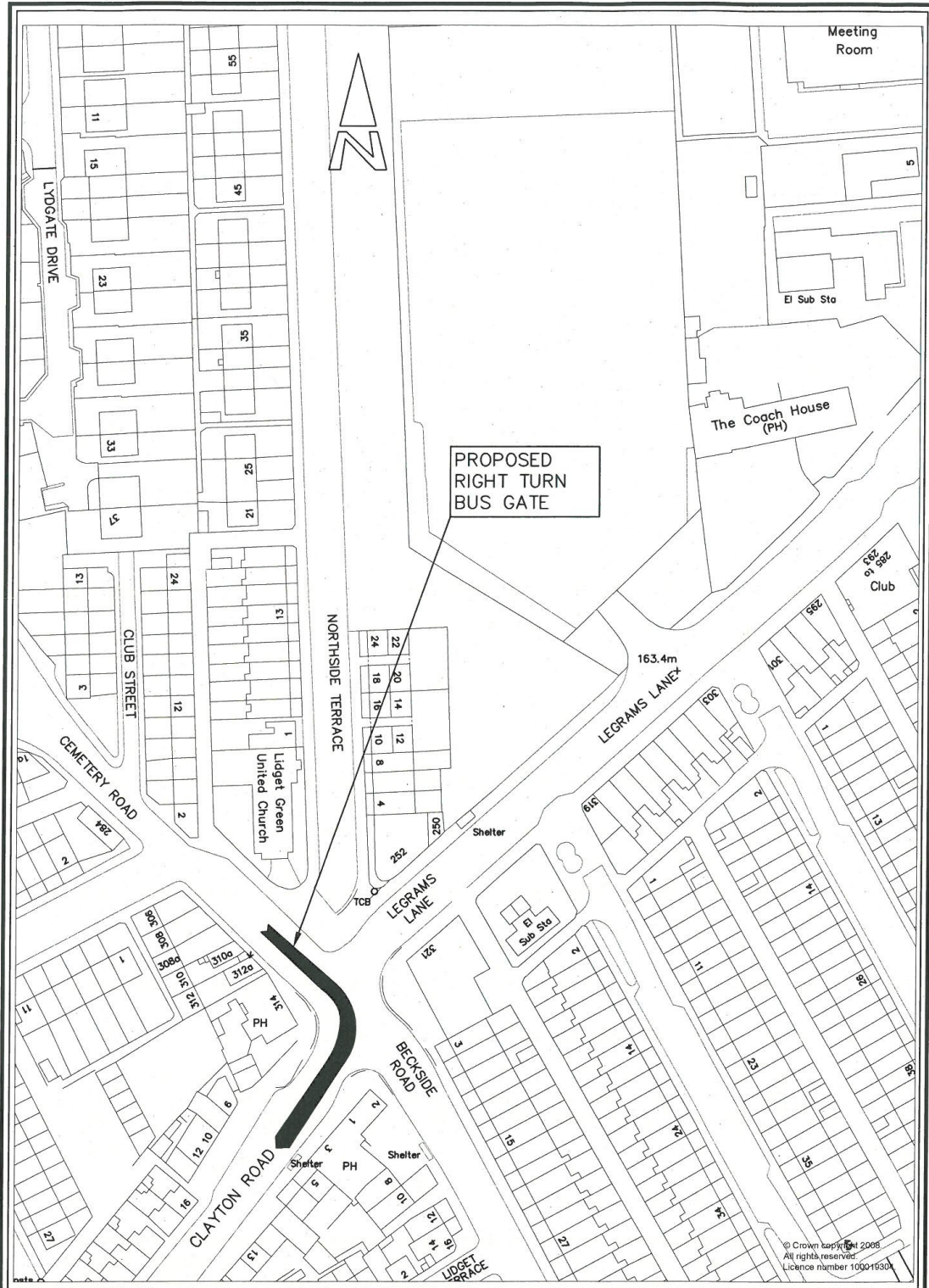


City of Bradford MDC www.bradford.gov.uk Department of Regeneration and Culture Strategic Director: Barra Mac Ruairi RIBA FRSA Date: 08/06 Planning, Transportation & Highways Service Traffic & Highways Unit 1st Floor North Jacobs Way Manchester Road Bradford BD1 5BW	Design	Drawn	Checked	Released	Project
	S.Mo	S.Mo	AMP	S.Mo	ASDA SUPERSTORE PLANNING CONDITION
	Scale(s) @ A4	Approved	Date		CEMETERY RD/CLAYTON RD, LIDGET GREEN
	1:1250	D.J.B	2/13		Drawing Title
Revision	SMo	7/2/13	Engineer to Contract		PROPOSED BANNED RIGHT TURN
Client	Ints	Date	C P Leach BS(s)(hons) CEng MICE DMS		Drawing No.
					APPENDIX 1

APPENDIX 2

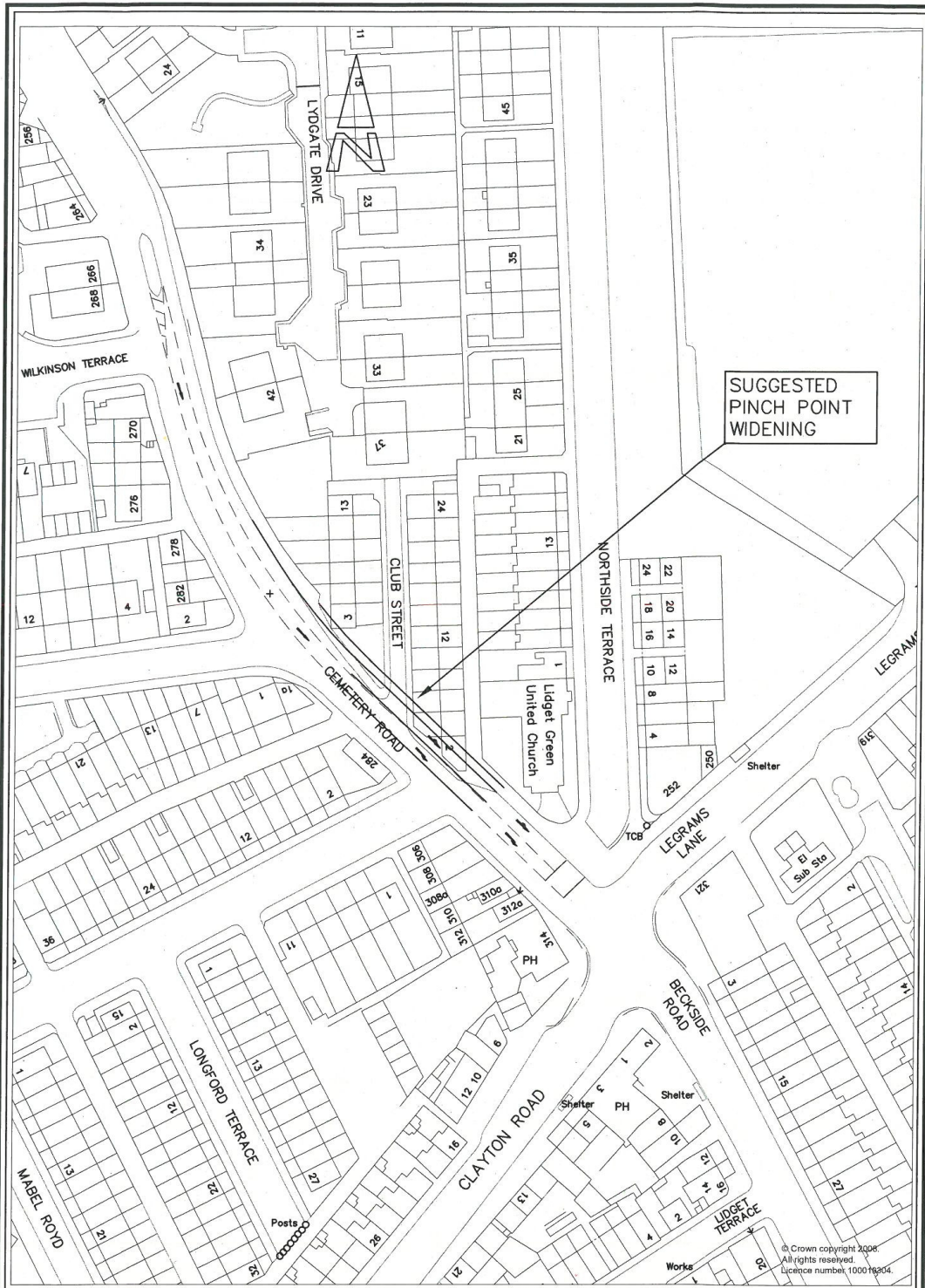


APPENDIX 3



City of Bradford MDC www.bradford.gov.uk Department of Regeneration and Culture Strategic Director: Barra Mac Ruairi RIBA FRSA		Design: SMO Drawn: SMO Checked: AMP Released: SMO Scale(s): @ A4 1:1250 Approved: DJB Date: 2/13	Project: ASDA SUPERSTORE PLANNING CONDITION CEMETERY RD/CLAYTON RD, LIDGET GREEN
Drawing Title: PROPOSED RIGHT TURN BUS GATE	Drawing No.: APPENDIX 3	A Original: SMO 7/2/13 Revision: Inits Date Engineer to Contract: C P Leach BS(hons) CEng MICE DMS	
Client:			

APPENDIX 4



© Crown copyright 2008.
All rights reserved.
Licence number, 100016304.

City of Bradford MDC www.bradford.gov.uk		Design: SMo Drawn: SMo Checked: AMP Released: SMo	Project: ASDA SUPERSTORE PLANNING CONDITION CEMETERY RD/CLAYTON RD, LIDGET GREEN
Department of Regeneration and Culture Strategic Director: Berni Mac Ruairi FRBA FRSA		Scale(s) @ A4: N.T.S. Approved: DJB Date: 2/13	Drawing Title: SUGGESTED PINCH POINT WIDENING
Design Unit: Planning, Transportation & Highways Service Traffic & Highways Unit 1st Floor North Jacobs Well Manchester Road Bradford BD1 3BW		Engineer in Contract: C P Leach BSc(hons) CEng MICE DMS	Drawing No.: APPENDIX 4
A Original Revision	SMo Inits Date	Client:	

APPENDIX 5

Additional comments/objections to be included as supplementary papers on the day of the Committee.