

# Report of the Strategic Director, Regeneration to the meeting of Bradford South Area Committee to be held on 24th November 2016.

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## Subject:

**A641 HUDDERSFIELD ROAD/NETHERLANDS AVE JUNCTION IMPROVEMENT – TRO OBJECTIONS**

## Summary statement:

This report considers objections to a recently advertised Traffic Regulation Order for improvements to the junction of A641 Huddersfield Road/Netherlands Avenue.

**Ward: 27 & 30 Wibsey and Wyke**

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## Portfolio:

**Regeneration, Planning and Transport**

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## Overview & Scrutiny Area:

**Environment and Waste Management**



## 1.0 SUMMARY

1.1 This report considers objections to a recently advertised Traffic Regulation Order for proposed improvements to the junction of A641 Huddersfield Road/Netherlands Avenue.

## 2.0 BACKGROUND

2.1 The A641 Huddersfield Road/Netherlands Avenue junction was identified on the 2015 Bradford district 'Sites for Concern' list. The present layout creates difficult turning manoeuvres and there is no stacking space for right turning traffic. There is queuing traffic waiting to turn right in the existing running lanes, sight lines are obstructed, there are too many conflicts.

2.2 During the 5 year period up to March 2016 (used to prioritise the Safer Roads programme) there were 2 serious and 11 slight casualties at this junction.

2.3 Traffic signals have been considered, however these would not only create delays on A641 Huddersfield Road, there would be a need for a bus gate in both directions and it would provide a way out of Netherlands Avenue for the non-residents abusing the existing "Access Only" Order and encourage more through traffic. The cost of such a scheme would also prove prohibitive.

2.4 The proposed layout reduces the potential conflicts so drivers have a safe place to make manoeuvres, there will be stacking room for those wishing to turn right.

2.5 This proposal was approved by the Bradford South Area Committee on 26 March 2016 as part of the 2016/17 Safer Roads schemes programme. The proposal is detailed on the plan attached as Appendix A.

2.6 The proposal was formally advertised between 2 August and 23 September 2016. A total of 11 objections have been received. The points of objection and corresponding officer comments are detailed in the table below:-

No.	Objectors Concerns	Officer Comments
1	The reason why this junction is so heavily used is that the existing access only TRO on Netherlands Avenue is not enforced.	This is a police matter as they have the powers to enforce the moving TRO. Council officers continue to encourage enforcement through ward partnership meetings.
2	Enforcement of the "access only" would negate the need for a prohibited right turn out of Netherlands Avenue into Huddersfield Road.	The proposed scheme does not include a prohibited right turn out of Netherlands Avenue.
3	The Council have not given consideration to other options to try to reduce congestion.	The proposals have been developed to reduce the number of conflicts at this junction as the site was identified in the sites for concern list in 2015. Traffic signals have been considered as detailed in para.



		2.4.
4	Reduce the volumes of traffic entering Netherlands Avenue by closing it at Halifax Road.	This has been tried previously as an experimental TRO, but it was reverted back as the residents of the area were against a permanent closure.
5	This proposal has no merits and adversely affects residents without alleviating the true issue of traffic congestion and dangerous driving.	The existing layout provides no protection for traffic movements, there is no stacking provision for right turners, sight line visibilities are restricted because of queuing traffic on Huddersfield Road, vehicles which pull out are unsighted. The proposals should address these issues and provide a safer arrangement for all motorists including local residents.
6	The existing central reserve on Huddersfield Road causes problems for all turning manoeuvres.	The proposals will provide the facilities for turning and queuing without affecting traffic on Huddersfield Road.
7	Current Pedestrian crossing on Huddersfield Road near to the junction with Netherlands Avenue, traffic queuing though the junction restricts entry to Huddersfield Road at peak times from Netherlands Avenue.	A yellow box marking could be introduced, subject o modifications to the zig-zag markings. There is an embargo on the road surface at present, which prohibits any such changes.
8	Banning the direct right turn from Huddersfield Road (outbound) into Netherlands Avenue will encourage traffic to use Larch Hill.	A "P" loop has been provided with a stacking lane so right turners will still have the facility and room to queue in. This measure removes the conflicts.
9	Tesco deliveries need access to unload.	Access to Tesco's is via the lower section of Netherlands Avenue and they operate a one way system out onto Huddersfield Road.
10	Residents of the area will be penalised by having to travel further to get home.	The proposals will provide more stacking space at the junction, it will reduce the number of conflicts for those residents accessing both sections of Netherlands Avenue. The additional travel distance will be minimal.
11	Traffic lights at this junction would benefit the area and could include pedestrian facilities especially at peak times.	Traffic lights would make it easier to leave and enter Netherlands Avenue and thus may encourage more through traffic. The cost of a signals scheme would also prove prohibitive.
12	What consideration has been given to the residents who live on Larch Hill, Willow Drive, Willow Close, Beech Road, Beech Ave, St Abbs Avenue and St Abbs Close.	The proposals will provide safer access for local residents.



13	Every alteration to this junction only tends to move the problems about. This proposal will cause problems when the bus lanes are in operation.	Queuing traffic on Huddersfield Road currently has no where to go when the bus lanes are in operation. Stacking facilities are included within these proposals, there will be fewer conflicts at the junction, there will be less opposing movements.
14	Under these proposals traffic coming down Netherlands Avenue from Halifax Road will not be able to go forwards or turn right.	The proposed scheme does not include a prohibited right turn out of Netherlands Avenue or a prohibited entry to the lower section of Netherlands Avenue.
15	At present traffic coming up the lower section of Netherlands Avenue is able to make left, right and ahead manoeuvres. There are articulated vehicles making this manoeuvre.	At present the central reserve at this junction is only wide enough for one vehicle a car, it is unsuitable and dangerous for articulated vehicles to consider a right turn manoeuvre. The proposed layout will provide more space for all vehicle manoeuvres.
16	When the bus lane is in use it is very likely that traffic wanting to do a u-turn on Huddersfield Road, will cause problems for traffic proceeding ahead outbound.	At present the central reserve at this junction is only wide enough to accommodate one vehicle a car, so vehicles will have to queue and continue to impede outbound traffic. The proposed "P" facility will allow traffic to make that manoeuvre and there will be adequate stacking space so outbound traffic is not impeded.
17	These proposals are beyond belief the traffic at peak times is unbelievable. A roundabout with traffic lights will resolve all the problems and make this junction safer.	A roundabout with traffic lights would make it easier to leave and enter Netherlands Avenue and thus may encourage more through traffic. The cost of such a scheme would also prove prohibitive.
18	For vehicles and pedestrians safety I hope a new decision can be made.	The proposals have been developed to reduce the number of conflicts at this junction as the site was identified in the sites for concern list in 2015. They consider all road users and include measures to help pedestrian movements too.
19	The u-turn facility will make things worse this feature would be better lower down or higher up.	The U-turn facility is 60 metres lower down from the existing junction.
20	Traffic coming up the lower section of Netherlands Avenue to go through or turn right have better awareness of vehicles coming down Huddersfield Road going ahead and turning right and those coming through the central reserve from the upper section of	The proposals have been developed to reduce the number of conflicts at this junction as the site was identified in the sites for concern list in 2015.  There are less conflicts and there are less manoeuvres to be considered by drivers.



	Netherlands Avenue during off peak period. The proposals will greatly reduce the driver's situational awareness of oncoming traffic.	<p>The proposed measures are for all times of the day.</p> <p>The proposed scheme will include yellow box markings so at peak times when there is queuing traffic does not obstruct access to the new facilities.</p>
21	<p>At peak times south on the A641 is generally heavier traffic, the proposals will cause Netherlands Avenue upper bound traffic using the u-turn to push through stationary traffic with traffic queuing across the stationary traffic on Huddersfield Road.</p> <p>The only real option is to introduce a safety camera, and traffic lights to manage the flow of traffic across this junction.</p>	<p>The U-turn facility is 60 metres lower down from the existing junction.</p> <p>To maintain access through traffic on the A641 Huddersfield Road, yellow box markings will be introduced.</p> <p>The proposed measures are for all times of the day.</p> <p>A safety camera is not justified at this site. Traffic lights would make it easier to leave and enter Netherlands Avenue and thus may encourage more through traffic. The cost of a signals scheme would also prove prohibitive.</p>

2.7 Other comments received are as follows:-

1	<p>The proposed improvement will encourage more vehicles through the upper section of Netherlands Avenue.</p> <p>The existing central reserve on Huddersfield Road is harder to access/exit through this junction, because of the last improvement and the bus lanes.</p>	<p>The proposals have been developed to reduce the number of conflicts at this junction as the site was identified in the sites for concern list in 2015.</p> <p>It is harder to access and manoeuvre, there are too many manoeuvres to consider and queuing traffic which obstructs sight lines.</p>
2	<p>Traffic will avoid this junction by using Larch Hill and Beech Road sending further traffic through the residential area, abusing the "access only".</p> <p>This in turn will result in more collisions at the junction of</p>	<p>The proposals will eliminate conflicts, provide safer manoeuvres at the junction and provide adequate stacking space.</p> <p>A junction count has been carried at this junction it shows that during 7am and 7pm traffic volumes increased by 110% when compared to traffic flows in 2004 in/out of</p>



	Huddersfield Road with Larch Hill.	Larch Hill. Huddersfield Road at the junction with Larch Hill already has some stacking space. Traffic will be provided with a stacking lane at the proposed junction and drivers will consider and utilise any additional facility.

### **3.0 OTHER CONSIDERATIONS**

- 3.1 Local ward members and Emergency Services have been consulted. The proposal is supported by ward members and Emergency Services.
- 3.2 The exact location of the closure has been determined in conjunction with adjacent businesses.

### **4.0 FINANCIAL AND RESOURCE APPRAISAL**

- 4.1 The estimated scheme cost is £48,000. This can be met from the budget allocation as part of the 2016/17 Safer Roads schemes programme.

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

- 5.1 It is likely that a high rate of injury collisions will continue to occur at this junction if improvement measures are not installed.

### **6.0 LEGAL APPRAISAL**

- 6.1 The options contained in this report are within the Council's powers as Highway Authority and Traffic Regulation Authority.

### **7.0 OTHER IMPLICATIONS**

#### **7.1 EQUALITY & DIVERSITY**

Due regard has been given to Section 149 of the Equality Act when determining the proposals in this report.

#### **7.2 SUSTAINABILITY IMPLICATIONS**

There are no sustainability implications arising from this report.

#### **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

There is no impact on the Council's own and the wider District's carbon footprint and emissions from other greenhouse gasses arising from this report.

#### **7.4 COMMUNITY SAFETY IMPLICATIONS**

The recommended measures would improve road safety.



## **7.5 HUMAN RIGHTS ACT**

None

## **7.6 TRADE UNION**

None

## **7.7 WARD IMPLICATIONS**

All ward members have been consulted on the proposals.

## **7.8 AREA COMMITTEE WARD PLAN IMPLICATIONS**

7.8.1 None.

## **8.0 NOT FOR PUBLICATION DOCUMENTS**

8.1 None.

## **9.0 OPTIONS**

9.1 Members may propose an alternative course of action; in which case they will receive appropriate guidance from officers.

## **10.0 RECOMMENDATIONS**

10.1 That the objections are overruled and the Traffic Regulation Order for various mandatory and prohibited movements at the A641 Huddersfield Road/Netherlands Aveune junction be sealed and implemented as advertised and in conjunction with the layout modifications detailed on Plan No. TDG/THS/103352/TRO-1A attached as Appendix A.

10.2 That the objectors be informed accordingly.

## **11.0 APPENDICES**

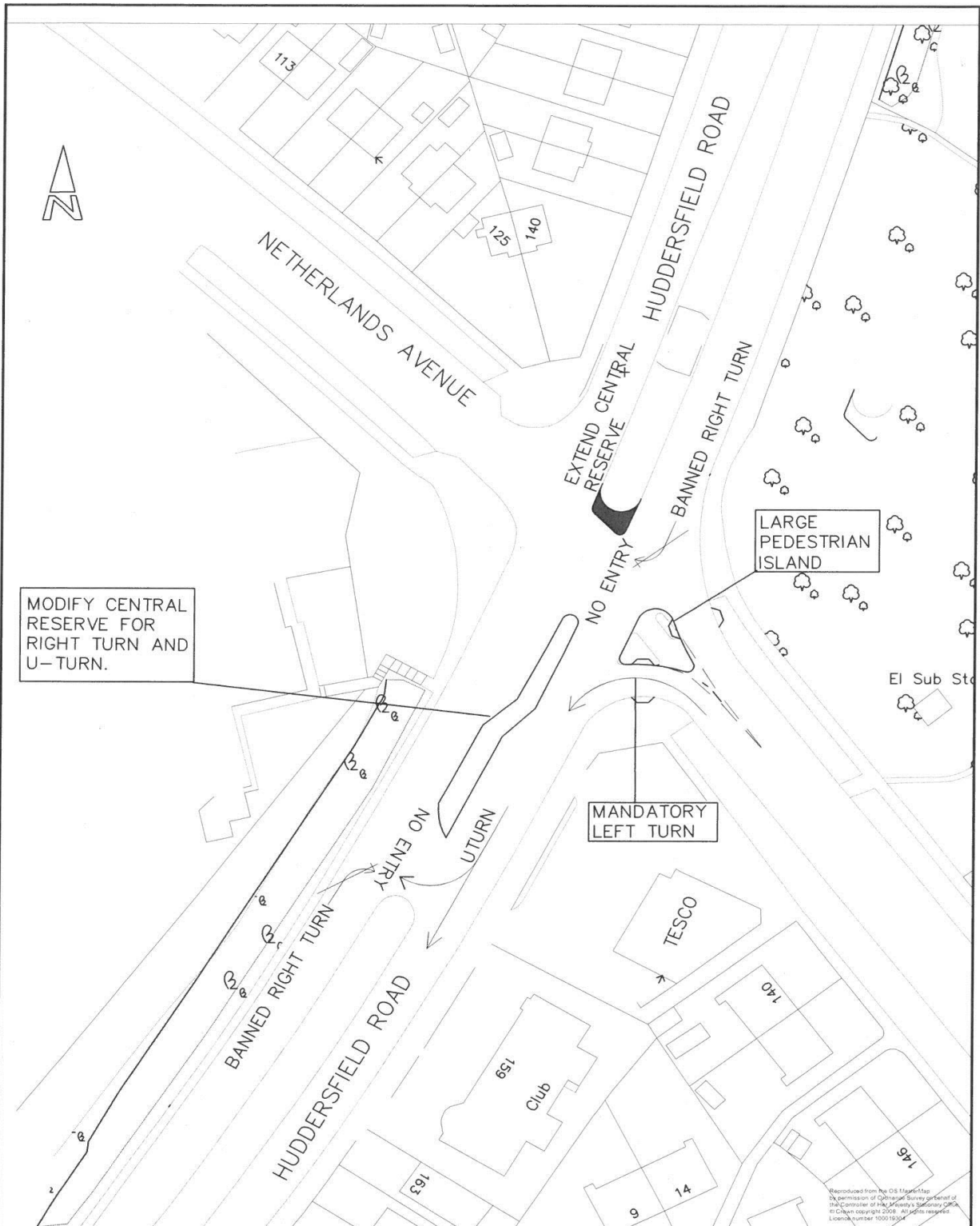
11.1 Appendix A – Plan No. TDG/THS/103352/TRO-1A

## **12.0 BACKGROUND DOCUMENTS**

12.1 City of Bradford Metropolitan District Council File Ref:HS/TRSS/BS/103352







<p>City of Bradford MDC  <a href="http://www.bradford.gov.uk">www.bradford.gov.uk</a>          Transportation and Highways Service          Traffic &amp; Highways East and South          Borough Chamber Mills Centre          Mill Fields Lane and Quarry Farming, City Mill, City Centre          BD1 1JH</p>	<p>Project  <b>A611 HUDDERSFIELD ROAD/NETHERLANDS AVENUE, WIBSEYWYKE.</b></p>	<p>Client          City of Bradford MDC</p>	<p>Design          City of Bradford MDC</p>	<p>Drawn          City of Bradford MDC</p>	<p>Checked          City of Bradford MDC</p> <p>Approved          City of Bradford MDC</p> <p>Project No.          C/P 14448 (BS/Hons) CE/Eng MCE 0415</p> <p>Country No.          TDG/THS/103352/TRO-1A</p>
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