

Report to Chief Officer (Highways and Transportation)

Date: 05 July 2016

**Subject: Leeds Bradford Cycle Superhighway Residual Matters
- Objections to advertised Traffic Regulation Orders**

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|--|---|--|
| Are specific electoral Wards affected? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| If relevant, name(s) of Ward(s): Armley; Bramley & Stanningley; Burmantofts & Richmond Hill; Calverley & Farsley; Gipton & Harehills; Killingbeck & Seacroft | | |
| Are there implications for equality and diversity and cohesion and integration? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Is the decision eligible for Call-In? | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No |
| Does the report contain confidential or exempt information? | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No |
| If relevant, Access to Information Procedure Rule number: | | |

Summary of main issues

- 1 Following approval of a report to the Chief Officer (Highways and Transportation) in September 2015, a package of Traffic Regulation Orders associated with the Leeds Bradford Cycle Superhighway was advertised on site, attracting a written objection.
- 2 This report details this objection.
- 3 This report asks the Chief Officer (Highways and Transportation) to consider and over-rule this objection.

Recommendations

The Chief Officer (Highways and Transportation) is requested to:

- i) Consider the objection to the advertised Traffic Regulation Orders detailed in this report; and
- ii) Over-rule the objection; and
- iii) Instruct the City Solicitor to make and seal the Orders and to inform the objector accordingly.

1. Purpose of this report

- 1.1 This report details an objection received to the advertised Traffic Regulation Orders associated with the Leeds Bradford Cycle Superhighway. The report makes a recommendation for the Chief Officer that this objection be over-ruled and asks that this recommendation be approved.

2 Background information

- 2.1 In April 2014 the Chief Officer (Highways and Transportation) approved a report seeking authority to advertise a package of Traffic Regulation Orders associated with the CityConnect Cycle Superhighway, a scheme implementing a fully segregated cycle track between Bradford city centre and Seacroft, via Leeds City Centre.
- 2.2 Subsequent to these Orders being advertised evolution of the design required that some additional restrictions be advertised to facilitate the scheme – these additional restrictions are collectively known as the Residual Matters.
- 2.3 A report approved by the Chief Officer (Highways and Transportation) in September 2015 sought approval to advertise those Residual Matters restrictions which briefly comprise:
- i) A contra-flow cycle lane on Owlcotes Lane to link the cycle superhighway to New Pudsey station
 - ii) Time limited parking on parts of Stanningley Road
 - iii) A reduction in speed limit from 40mph to 30mph on Armley Road
 - iv) Prohibited left turns at the junction of Stanningley Road and Armley Ridge Road and at the junction of York Road and Rookwood Avenue
- 2.4 Subsequent to the approval of this second report the design team determined that the prohibited left turn at the junction of Stanningley Road and Armley Ridge Road was unnecessary and this was accordingly removed from the proposed Orders.
- 2.5 The above restrictions (with the exception of the prohibited left turn at Stanningley Road/Armley Ridge Road) were advertised on site and in the local press on 2nd December 2015. One objection was received to item i) of the advertised Orders. No objections were received to items ii) iii) or iv).
- 2.6 A combined Stage 1/2 Safety Audit has been undertaken on the contra-flow cycle lane (item i listed in 2.3 above). The Audit recommended minor amendments to the detailed design, but did not consider the proposal inherently unsafe.

3 Main issues

- 3.1 Appendix A summarises the one written objection received and an accompanying recommendation from the Cycle Superhighway Design Team for the consideration of the Chief Officer.
- 3.2 The Chief Officer is asked to consider the objection to the contra-flow cycle lane contained in Appendix A and the accompanying recommendation.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 As detailed above a notice was posted at appropriate locations on the 2nd December 2015. Simultaneously the notice was published in the local press.
- 4.1.2 The advertisement period closed on 30th December 2015.
- 4.1.3 A meeting was held with the objector on 26th January 2016 to discuss the objection and any potential mitigation. The objector maintained that their objection should stand.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 No Equality Diversity Cohesion and Integration issues further to the preceding report are noted.

4.3 Council policies and City Priorities

- 4.3.1 Best Council Plan: implementation of the Cycle City Ambition Grant scheme is highlighted in the Best Council Objective: promote Sustainable and Inclusive Economic Growth. The proposed Orders facilitate the introduction of the cycle superhighway which forms a key part of this scheme.

4.4 Resources and value for money

- 4.4.1 All costs associated with the proposals contained in this report are identified in the funding for the cycle superhighway within the CCAG scheme.

4.5 Legal Implications, Access to Information and Call In

- 4.5.1 The proposals contained in this report are eligible for call in.

4.6 Risk Management

- 4.6.1 Approval of the recommendation in Appendix A allows a simple and direct route to be created between the cycle superhighway and a major local rail station. Rejection of the recommendation will deny the creation of this link and has the potential to cause adverse publicity to the scheme and its partners.

5 Conclusions

- 5.1 Approval of the recommendations of this report addresses the objection received to the advertised Orders.
- 5.2 The recommendation is to over-rule the objection such that a suitable link can be created between the cycle superhighway and a major local rail station.

6 Recommendations

- 6.1 The Chief Officer (Highways and Transportation) is requested to:
- i) Consider the objection to the advertised Traffic Regulation Orders detailed in this report; and
 - ii) Over-rule the objection; and
 - iii) Instruct the City Solicitor to make and seal the Orders and to inform the objectors accordingly.

7 Background documents¹

None.

¹ The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

Appendix A: Objection to the advertised Traffic Regulation Orders

| Objection no. | Residual Matters element | Objector comments | Highways comments | Highways recommendation |
|---------------|---|--|--|--|
| 1 | Contra-flow cycle lane, Owlcoates Lane southbound | The objector considers the contra flow cycle lane unsafe for cyclists and motorists. The objector considers that the current design of the Owlcoates Lane/Bradford Road junction causes traffic congestion. The objector believes that the advertised contra flow cycle lane is unnecessary and a waste of public money. | <p>Introduction of the contra-flow cycle lane creates a clear and direct route from the main cycle superhighway to New Pudsey Station, a major local rail station. Whilst this requires removal of approximately 12 on street parking spaces the rail station car park has recently been expanded by approximately 176 spaces. The adjacent residential streets are subject to a permit parking scheme and in the opinion of the Highway Authority the 12 on street spaces are not used for residential parking but rather for convenient commuter parking instead of the station car park.</p> <p>The Highway Authority maintains that the proposed contra flow cycle lane is a necessary facility to maximise the use of the cycle superhighway as part of a wider public transport network linking major transportation hubs with the wider network and encouraging travel to these hubs via sustainable transport.</p> <p>As discussed in the main body of this report an independent Safety Audit was undertaken on the Owlcoates Lane proposal. The Audit did recommend minor amendments to the detailed design, but did not consider the proposal inherently unsafe .</p> <p>The remaining issues around the existing Dawson's Corner junction are outside the scope of the advertised Order, and the proposed contra-flow cycle lane is an independent element with no impact on the existing or proposed junction design.</p> | Request that the objection is over-ruled |