

Proposals for the Harrogate Road / New Line Junction Improvement Scheme

Statement of Community Involvement

Prepared by Counter Context Ltd

December 2016

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1 EXECUTIVE SUMMARY

This Statement of Community Involvement (SCI) has been prepared by Counter Context Ltd on behalf of the Applicant, the City of Bradford Metropolitan District Council (CBMDC) Highways Services. This SCI reports on the pre-application consultation undertaken with local communities relating to the proposed improvements to the Harrogate Road/ New Line junction, as shown on the accompanying 'Draft Proposals' plan – Drawing Number R/PTH/MH/103196/PL-1A, Revision A, dated September 2016.

This SCI gives detail of the engagement carried out as part of the pre-application consultation with key stakeholders and members of the public. The pre-application consultation strategy was designed to reflect guidance within the CBMDC's Statement of Community Involvement¹ and the National Planning Policy Framework (NPPF).

The pre-application consultation ran from 30 August 2016 until 23 September 2016. During the pre-application consultation, a range of communication methods were used to provide information about the proposals and ensure that people had the opportunity to offer their feedback on the proposals. These methods comprised of:

- A briefing pack sent to elected ward members and key stakeholders;
- A consultation leaflet sent to nearby residential and business properties;
- A press release issued at the start of the consultation;
- A half-page advert published in the Bradford Telegraph and Argus;
- A dedicated project website (www.harrogateroadnewline.com) with information about the proposals including electronic copies of the consultation materials. An electronic feedback form enabled people to have their say directly through the website's 'Have Your Say' page;
- A dedicated telephone information line, a Freepost address and email address were available for people to ask questions and provide their feedback;
- Community Access Points were set up to enable a wider area of interested parties to engage with the consultation; and
- A public drop-in session gave members of the public and stakeholders opportunity to view the plans and discuss the proposals with members of the project team. It was held at the Albion Mills Business Centre (Bizspace) on 15 September 2016.

148 people attended the public drop-in session on 15 September 2016 between 2pm – 8pm. 43 feedback forms were submitted at the consultation event.

Within the feedback received throughout the consultation process support was shown for the proposed junction improvement scheme. Positive comments were received regarding the plans to reduce congestion and the associated landscaping proposals. All feedback received during the consultation has been considered by the project team during the development proposals.

Section 6 of this SCI, Pre-Application Consultation Feedback, explains how all issues raised by consultation respondents have been comprehensively addressed. It also explains where detailed information about each of these issues are available within the planning application documentation.

¹ City of Bradford Metropolitan District Council, Statement of Community Involvement (July 2008).

2 INTRODUCTION

2.1 DEVELOPMENT OVERVIEW

The proposed junction improvement scheme will include the following elements of work as shown on the 'Draft Proposals' drawing – Drawing Number R/PTH/MH/103196/PL-1A, Revision A, dated September 2016:

- Road widening works on both Harrogate Road and New Line;
- Proposed cycle lanes;
- New link road between Harrogate Road and New Line – 'P-Loop Junction';
- New access road to Farmfoods; and
- Closure of existing vehicle access to New Line Retail Park.

As explained in the accompanying Planning Supporting Statement, the above mentioned works, that fall outside those authorised under Part 5 of the Highways Act 1980, are being applied for under various planning and Listed Building Consent (LBC) applications. However, this SCI isn't bespoke to a particular application but covers all five applications due to the interconnecting nature of the proposed elements of the overall junction improvement scheme.

2.2 PURPOSE OF STATEMENT OF COMMUNITY INVOLVEMENT

This SCI has been prepared by Counter Context Ltd on behalf of the Applicant to provide a comprehensive record of the pre-application consultation undertaken on the proposals.

Conducting an early and transparent pre-application consultation is consistent with the guidance within the National Planning Policy Framework (NPPF). Paragraph 188 of the NPPF states that:

*“Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and outcomes for the community”.*²

This SCI also fulfils a formal recommendation of the local planning authority to provide people with an opportunity to feed into the design process of a scheme at an early stage. CBMDC's adopted SCI sets out how consultation should take place on planning issues. In providing guidance to developers on how they should carry out pre-application consultation, the CBMDC's SCI states that:

² Department for communities and Local Government, National Planning Policy Framework, March 2012, paragraph 188.

“Potential developers will be expected to carry out a genuine consultation that is a tailored to reflect the impact and scale of the draft proposal. The following consultation methods should be undertaken for all major development proposals:

- *Sending a letter to local residents, businesses and people adjoining the proposed development site together with any other properties that could have a material interest in the development, informing them of the site of the proposed development and also stating where they can find out more information.*
- *Sending a letter to the Parish or Town Council, or Neighbourhood Forum network where relevant informing them of the site of the proposed development and also stating where they can find out more information”.*³

Consistent with the advice from the CBMDC’s SCI, this document fulfils the requirement for a consultation supporting statement that summarises the methods used, the representations received and the changes made to the proposals as a result of feedback received. It provides:

- An account of the pre-application consultation undertaken with the local community about the proposals;
- A summary of the feedback received from these consultees; and
- Evidence that this feedback has been considered in the development process.

In addition to the requirement for pre-application consultation set out by national and local authorities, the Applicant recognises the high level of public interest in this particular scheme and appetite of local people and organisations to contribute to the development of the proposals. Local people can make a valuable contribution to the proposals by offering their local knowledge and raising issues that may not have been considered by the Applicant or consultation team; in many cases resulting in a stronger set of proposals.

This SCI reports on the pre-application consultation undertaken with local communities as well as business, civic and local interest organisations. There has been extensive and detailed engagement with a range of statutory and other organisations relating to technical issues during the development of the scheme. This engagement is described within the relevant planning application documents and not in this SCI.

³ City of Bradford Metropolitan District Council. Statement of Community Involvement, p.27 (July 2008).

3 APPROACH TO PRE-APPLICATION CONSULTATION

The approach to community consultation reflects the CBMDC's policy and method of involving communities. Throughout the pre-application consultation, the Applicant has ensured that the identified communities and stakeholders:

- Have appropriate access to relevant information;
- Are given opportunities to actively participate by putting forward their own ideas and are reassured that there is a transparent process through which their feedback will be considered and will influence the proposals; and
- Can obtain feedback, be kept informed of the progress of the scheme and be updated on the outcomes of consultation.

The Applicant is committed to consulting openly with key stakeholders, local residents, businesses and road users. Throughout consultation, engagement activities have been guided by the following key principles:

- Being open and honest with stakeholders and members of the local community when presenting all information about the proposed scheme;
- Ensuring that all public engagement materials can be easily accessed by local stakeholders and the wider general public;
- Being clear and 'plain speaking', avoiding the use of jargon or technical terms where possible;
- Identifying different audiences and developing appropriate communication techniques that effectively engage with each one;
- Ensuring all communication materials are presented in formats easily accessible to the local community; and
- Responding quickly and effectively to enquiries received from stakeholders and members of the general public.

This SCI reports on the pre-application consultation undertaken with members of the local community as key local stakeholders. There has been extensive and detailed engagement with a range of statutory and other organisations relating to technical issues during the development of the scheme. This engagement is described within the relevant planning application documents and not in this SCI.

4 COMMUNITY AND STAKEHOLDER MAPPING

Detailed desk research has been undertaken to develop a comprehensive understanding of the key audiences that should be engaged with as part of the pre-application consultation. These audience groups were:

- Political stakeholders;
- Economic stakeholders;
- Statutory consultees;
- Civic groups;
- Community groups;
- Road users;
- Near neighbours; and
- Affected properties.

More detail as to how these groups were engaged is provided in Section 5.

4.1 POLITICAL STAKEHOLDERS

The site of the proposed improvement scheme falls within Eccleshill and Idle & Thackley authority areas. It is important to ensure political representatives for the area were aware that their constituents were being actively engaged and involved in the development of the proposals.

89 political representatives for CBMDC were sent briefing packs at the beginning of the consultation period to inform them of the consultation being undertaken and provide information about the proposals.

The Members of European Parliament (MEPs) for the Yorkshire and the Humber were also sent briefing packs.

In addition to the locally elected councillors, the locally elected MP's for the constituency's where the proposals are situated were also consulted.

The proposals are located near to the Leeds constituency of Calverley and Farsley, Judith Blake (Leader of Leeds City Council), and the ward councillors for Calverley and Farsley, were also consulted.

4.2 ECONOMIC AND EDUCATIONAL STAKEHOLDERS

Economic groups who may have an interest in the proposed development were engaged with during the pre-application consultation. These included

1. Leeds City Region LEP
2. West Yorkshire Combined Authority
3. Bradford Chamber of Commerce

4. Leeds Bradford International Airport

The Applicant engaged with the educational organisations, as individuals in full or part-time education can offer an important view of the proposals.

4.3 STATUTORY CONSULTEES

Alongside undertaking pre-application consultation, CBMDC has actively engaged with the following statutory consultees to gain opinions on the scope of the scheme:

1. Adjoining landowners;
2. Canal & River Trust;
3. Coal Authority;
4. Crown Estate Office;
5. Environment Agency;
6. Garden History Society;
7. Health and Safety Executive;
8. Highways Agency;
9. Natural England;
10. Network Rail;
11. Sport England; and
12. Yorkshire Water Services Ltd.

4.4 NON-STATUTORY CONSULTEES

Alongside undertaking pre-application consultation, CBMDC has actively engaged with the following non-statutory consultees to gain opinions on the scope of the scheme:

1. Age Concern;
2. Age UK;
3. Ancient Monuments Society;
4. Bradford District Chamber of Trade;
5. Bridgepoint Capital;
6. British Chemical Distributors and Traders Association;
7. British Geological Survey;
8. BT Network Alteration Projects;
9. BT Openreach;
10. Centre for Ecology and Hydrology;
11. Church Commissioners;
12. City of Bradford MDC Dept of Regeneration and Culture;
13. Civil Aviation Authority;
14. Commission for Architecture and the Built Environment (CABE);
15. Council for British Archaeology;
16. CPRE;
17. Disabled Persons Transport Advisory Committee;
18. Easynet;
19. Environmental Health, Bradford City Council;
20. Equality and Human Rights Commission;
21. Fields in Trust;
22. First Group Bradford;
23. Freight Transport Association;
24. Friends of the Earth;

- | | |
|--|---|
| <ul style="list-style-type: none"> 25. Friends, Families and Travellers; 26. Gypsy Council; 27. Health Protection Service; 28. Historic England; 29. Homes and Communities Agency; 30. Institute of Directors; 31. Keighley and District Travel; 32. Metro: Transport for West Yorkshire; 33. National Grid Company; 34. National Grid Plant Protection; 35. NATS Corporate & Technical Centre; 36. Northern Gas Networks; 37. Northern Powergrid; 38. Power Carz; 39. Ramblers Association; 40. Road Haulage Association; 41. Royal Mail; 42. Royal Mail Property Holdings; 43. Royal Society for the Protection of Birds; 44. Skills Funding Agency; | <ul style="list-style-type: none"> 45. Society for the Protection of Ancient Buildings; 46. The Diocese of West Yorkshire and The Dales; 47. The Forestry Commission; 48. The Home Builders Federation; 49. TLC Travel; 50. The Twentieth Century Society; 51. Traffic Commissioners; 52. Virgin Media; 53. West Yorkshire Combined Authority; 54. West Yorkshire Fire and Rescue Service; 55. West Yorkshire Police; 56. Western Area Roads Policing Unit; 57. Women's National Commission; 58. YEDL - Northern Power Grid; 59. Yorkshire Ambulance Service NHS Trust; 60. Yorkshire Tiger; and 61. Yorkshire Wildlife Trust. |
|--|---|

4.5 CIVIC GROUPS

The Applicant engaged extensively with the organisations below as they have a high degree of interest in the proposals. The groups engaged were:

1. Bradford Civic Society
2. National Media Museum
3. War Memorials Trust

4.6 COMMUNITY GROUPS

In addition to engaging directly with members of the local community, the Applicant recognised that local community groups can play an important role in representing community views. The following groups have been engaged with during pre-application consultation:

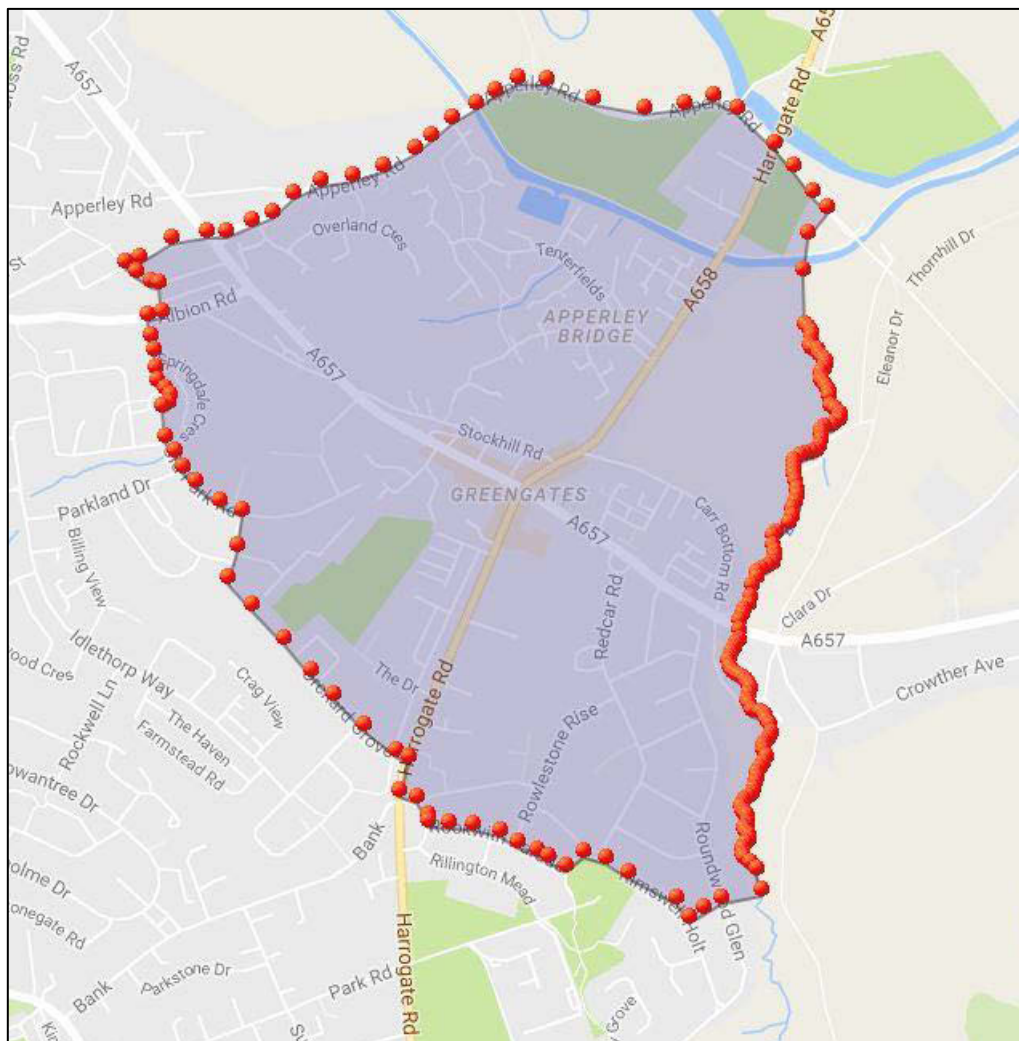
1. B-Spoke cyclist's forum
2. Bradford Environmental Action Trust
3. Greengates Community Garden Group
4. Apperley Bridge Marina
5. Newlands Community Association
6. Ravenscliffe Community Development Project

4.7 ADJACENT NEIGHBOURS AND AFFECTED PROPERTIES

A key priority of pre-application consultation was to actively engage with residents and businesses within close proximity to the proposed junction improvement scheme. A distribution area for consultation leaflets was therefore defined which included approximately 2,225 residential and business properties. The distribution area which was chosen included properties which would be directly affected by these proposals.

The leaflet distribution area is shown in Figure 1

Figure 1 – Leaflet distribution area. Site location is depicted by red markers (site location is approximate).



4.8 ROAD USERS AND WIDER AUDIENCE

Actions were taken to ensure everyone who wanted to input in to the proposals but lived outside the distribution area had the opportunity. A press release was issued and an advert was published in

the Bradford Telegraph and Argus to ensure increased visibility. Community Access Points (CAP Sites) were set up outside the distribution area to give a wider audience access to the consultation materials. More details of these can be found in Section 5 of this SCI.

5 PRE-APPLICATION CONSULTATION PROCESS

The pre-application consultation ran for four weeks from Tuesday 30 August 2016 until Friday 23 September 2016. Throughout the consultation, a range of communication methods were used to raise awareness of the proposals among members of the public. In addition, people were provided with accessible and convenient means by which to provide feedback.

5.1 PRE-APPLICATION CONSULTATION OVERVIEW

This section of the SCI details the comprehensive pre-application consultation. The pre-application consultation programme focussed on:

- Directly distributing information and consultation materials;
- Proactively providing information to local media outlets;
- Organising a consultation event to engage key audiences; and
- Making information convenient and accessible for key audiences.

5.2 DISTRIBUTION OF INFORMATION AND CONSULTATION MATERIALS

5.2.1 Briefing Pack

A briefing pack was produced to provide introductory information about the junction improvement proposals with an overview of the scheme design as well as the consultation programme. It was distributed electronically and by post on 25 August 2016 to elected members and stakeholders. Briefing packs were also available via electronic download from the website. A copy of the briefing pack is provided as Appendix 1.

5.2.2 Consultation Leaflet

The consultation leaflet provided information about the proposals and a general introduction to the scheme as well as information about how stakeholders and local communities could engage in the process. The leaflet included details about the consultation website, email, telephone information line and Freepost address. There was also information included regarding the consultation drop-in session, held on Thursday 15 September 2016. This information was provided to make it as easy as possible for people to provide feedback or ask questions. A copy of the consultation leaflet is provided as Appendix 2 to this SCI.

Distribution

Consultation leaflets were distributed on 30 August 2016 to all residential and business properties located within the distribution area set out in Section 4.8 and shown in Figure 2. This leaflet was also available to download through the Harrogate Road/ New Line website.

5.2.3 Website

5.2.3.1 Project website

A dedicated project website (www.harrogateroadnewline.com) was set up to include information about the pre-application consultation and the junction improvement scheme. It went live on 26 August 2016. Visitors to the website were presented with clear information about the proposals and were encouraged to complete an online feedback form. The website details were published on all of the consultation materials.

Figure 2 – A screenshot of the Harrogate Road / New Line 'About the Proposals' page on the dedicated project website: www.harrogateroadnewline.com



5.2.3.2 CBMDC website

A dedicated page on the CBMDC website was also created to include information about the pre-application consultation and the junction improvement scheme. This page included a link to the online feedback form and the contact details for the consultation team, along with electronic copies of the consultation leaflet and briefing pack.

5.2.4 Community Access Points

30 Community Access Points (CAP sites) were located to provide members of the public with locations to access the physical consultation leaflet. These were located both inside and outside the consultation leaflet distribution area in order to give as many interested parties as possible the opportunity to engage with the consultation process. The organisations that agreed to host the leaflets were also provided with an A4 poster to display.

Figure 3 – An image showing of the CAP site poster

City of Bradford MDC
www.bradford.gov.uk

Harrogate Road / New Line Junction Improvement Scheme

Proposals are currently being developed for changes to the junction of Harrogate Road (A658) and New Line (A657), Greengates.

Come along to our drop-in session:

- Albion Mills Business Centre (Bizspace),
Albion Road,
Bradford,
BD10 9TD
- 2pm – 8pm
- Thursday 15 September 2016

Contact details

To find out more please contact The Consultation Team using the following channels:

- ☎ 0800 028 8141
- ✉ info@harrogateroadnewline.com
- 🌐 www.harrogateroadnewline.com

The drop-in session is part of the extensive public consultation being held between 30 August - 23 September 2016. Your views / comments are important to us. To find out more or have your say, please get in touch using the details above.

Supported by:

Figure 4 – A map showing all the locations of the Community Access Points



5.2.5 Proactive Media Engagement

5.2.5.1 Press release

A press release was issued on the 30 August 2016 to the following news outlets:

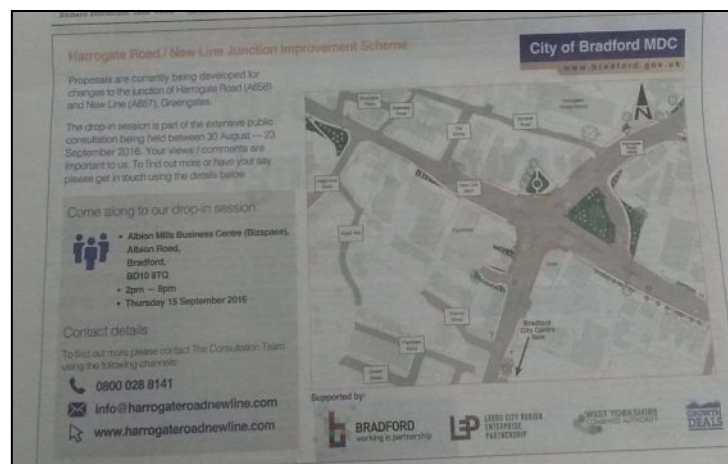
- Bradford Telegraph and Argus
- Keighley News
- Pulse Radio
- Yorkshire Post
- BBC Radio Leeds
- BCB Radio
- Sunrise Radio

It was published in the Telegraph and Argus and featured on Sunrise Radio on the 1 September 2016. Please see Appendix 6 for a copy of the press release.

5.2.5.2 Newspaper advert

A half page newspaper advert was placed on page 7 of the Telegraph and Argus on the 30 August 2016. This date was chosen to coincide with the beginning of the consultation event and allowed people sufficient notice in advance of the drop-in session.

Figure 5 – An image of the half page advert in the Telegraph and Argus



5.2.6 Consultation Drop-In Session

A public drop-in session was held so that members of the public could attend and find out more information about the proposals. This drop-in session was held at the Albion Mills Business Centre (Bizspace, Albion Road, Bradford, BD10 9TQ). The drop-in session was open on Thursday 15 September 2016 between 2pm-8pm.

At the drop-in session there were seven display boards that contained details about the proposals including plans and indicative images. The information boards are provided as Appendix 3.

Throughout the drop-in session, members of the project team were on hand to talk people through the proposals and answer questions.

A copy of the feedback forms available at the event for people to fill in are in Appendix 4. The table below details the number of visitors to the drop-in session.

Table 1 – A table indicating the number of attendees at the consultation drop-in event

Information	Total
Attendees	148

Figure 4 – Photos of the Consultation drop-in session





5.2.7 Freephone Telephone Information Line

A dedicated information line (0800 028 8141) was in operation from 9am to 5pm (Monday to Friday) with an answer phone facility to take calls outside these hours. Members of the consultation team managing the information line were able to answer questions about the scheme or the consultation. The information line number was included in all consultation materials and the website, briefing pack, consultation leaflet and email footers. The number was also included in the aforementioned press release and newspaper advert.

Table 2 – A table indicating the number of telephone enquiries received during the consultation

Telephone enquiries	Total
Information line calls	15

5.2.8 Freepost Address

A dedicated Freepost address (FREEPOST Bradford Highways Consultation) was made available for members of the public to submit their feedback form and any other questions to the consultation team. Details of the Freepost address was available on the website, email footer and letter to residents.

Table 3 – A table indicating the amount of freepost enquiries received during the consultation

Freepost enquiries	Total
Responses	58

5.2.9 Project Email Address

A dedicated email address (info@harrogateroadnewline.com) was in operation so that people could submit feedback and ask questions. The email address was on all consultation materials and the website.

Table 4 – A table indicating the amount of email inquiries received during the consultation

Email enquiries	Total
Emails	35

6 PRE-APPLICATION CONSULTATION FEEDBACK

All of the responses received during the pre-application consultation period were logged and considered by the project team in the preparation of the Planning and LBC applications. An extensive summary of the issues raised during the consultation, and how they have been considered and responded to, is provided in Section 6.5 below.

6.1 FEEDBACK FROM ALL CONSULTATION CHANNELS

Below is a table that shows the total number of responses received across the different channels.

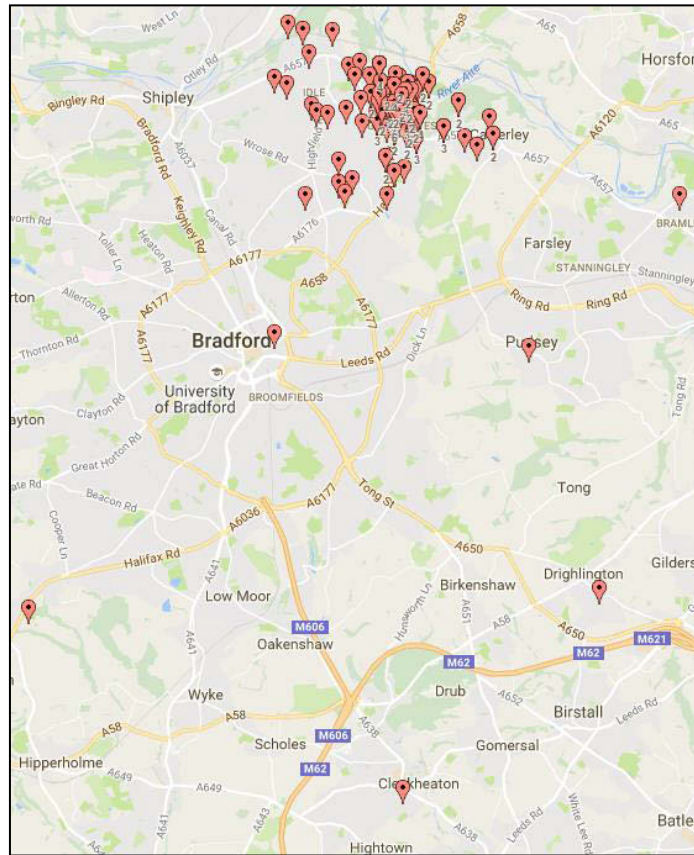
Table 5 – A table indicating the amount of feedback received during the consultation.

Responses	Number of responses (30 Aug – 23 Sept)
Feedback forms (submitted at the drop-in session)	43
Feedback forms (submitted online)	67
Feedback forms (submitted via the Freepost address)	58
Feedback submitted via email	35
Feedback submitted via the Freephone information line	15
Total	218

6.2 GEOGRAPHICAL AREA FROM WHICH RESPONSES WERE RECEIVED

The feedback forms asked people to include their postcode. Approximately 155 people submitted their postcode with their consultation feedback.

Figure 6 – A map representing the approximate locations from which the responses were received (Courtesy of Google Maps 2016).

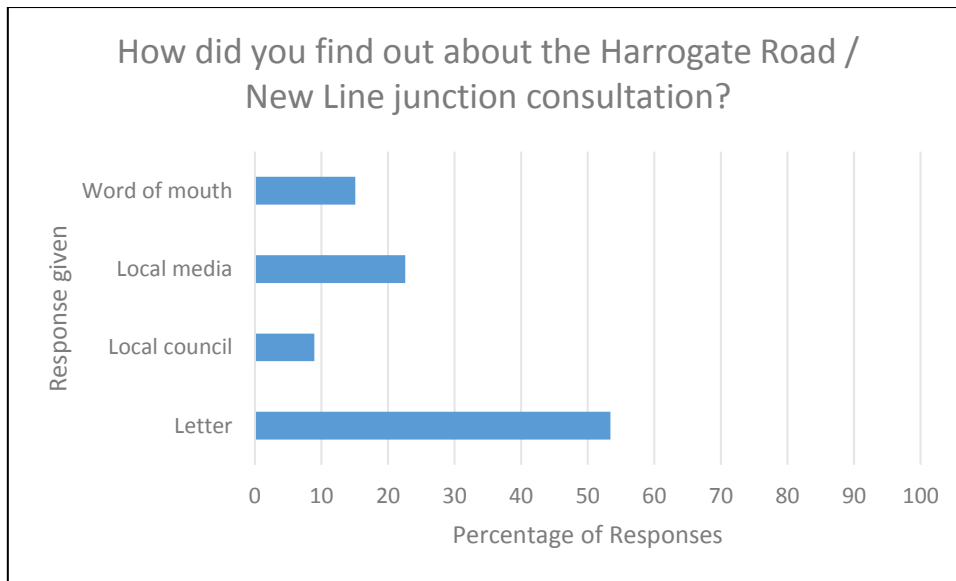


6.3 FEEDBACK ON CONSULTATION MATERIALS

6.3.1 How Stakeholders Found out About the Consultation

The feedback form that was made available asked people to tell us how they found out about the event. Out of the 168 people that filled in the feedback form, 146 people responded to this question. The results are in the table below.

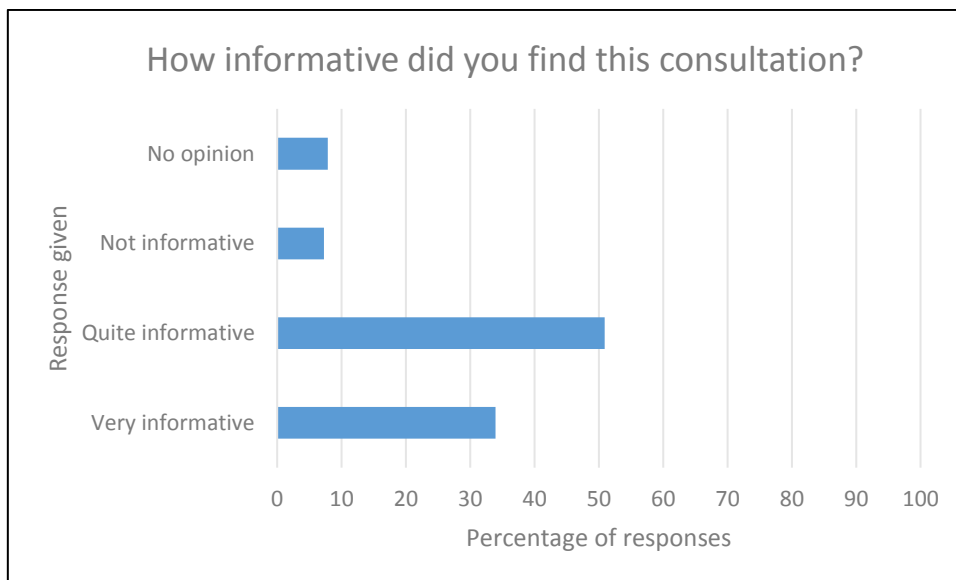
Figure 7 – A graph that indicates how people found out about the consultation drop-in session



6.3.2 How Stakeholders Responded to the Consultation

The feedback form distributed asked people to tell us how informative they had found the consultation materials. Out of the 168 people that filled in the feedback form, 165 people responded to this question. The results are in the table below.

Figure 8 – A graph indicating how informative people thought the consultation materials were

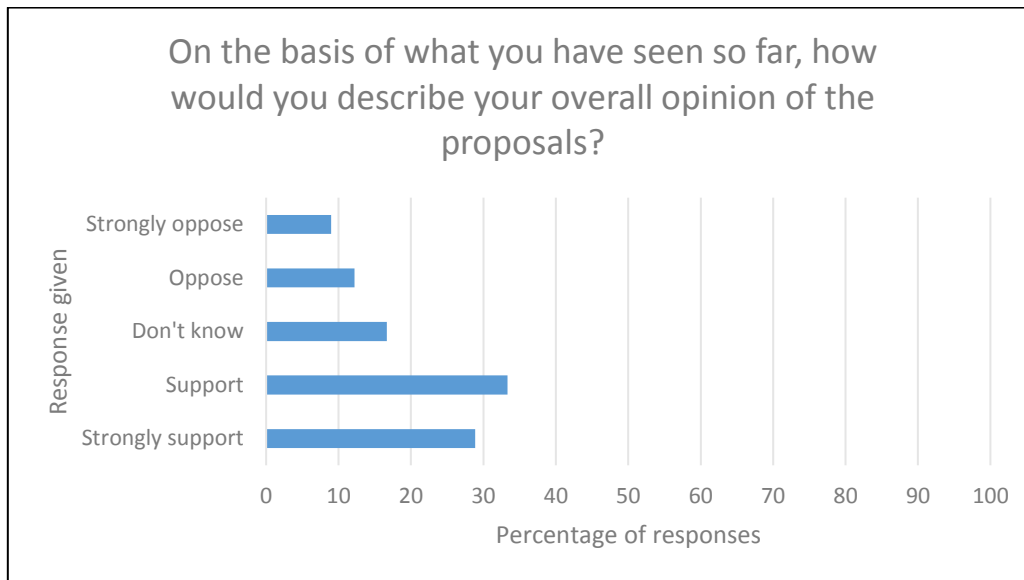


6.4 MAIN FINDINGS

6.4.1 Level of Support for the Proposals

The feedback form distributed at the consultation drop-in session and the online feedback form asked people what they thought about the proposal for the Harrogate Road / New Line junction scheme. Out of 168 feedback forms 156 people responded to this question. The results are below.

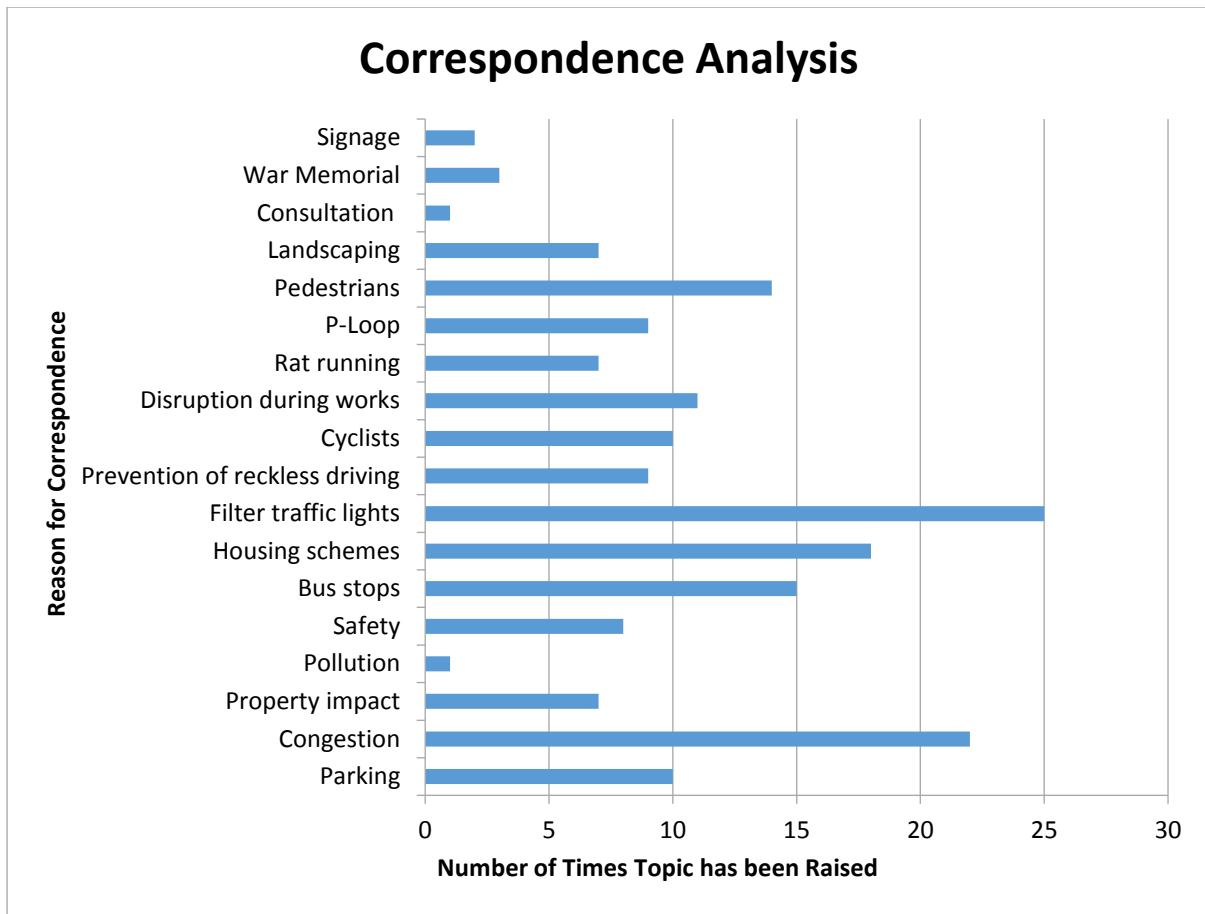
Figure 9 – Graph indicating people's opinion of the proposals



6.4.2 Specific Topics and Comments Raised Within the Feedback

The findings are grouped into topics. This is to ensure that all feedback is considered during the preparation of the proposals and planning application. Some comments received did not directly relate to this proposal but, instead, raised issues in relation the topics beyond the scope of this scheme so have not been included in the findings.

Figure 10 – Graph indicating the topics raised during the feedback



6.5 PRE-APPLICATION CONSULTATION ISSUE SUMMARY

[Insert response table]

6.6 EMAILS FROM KEY STAKEHOLDERS

Some key stakeholders responded in detail to the consultation. For ease of reference these organisations have been displayed in the table below. The responses are provided in full in Appendix 5.

Group
War Memorials Trust
Imran Hussain MP
Councillor Andrew Carter

7 INFLUENCE OF CONSULTATION ON PROPOSALS

Feedback from the pre-application consultation has been considered by the project team on an ongoing basis to ensure that the issues raised could be addressed during the development of the proposals.

Please see the information tables provided for all of the different topics and issues raised and how the project team have taken these into account.

The Applicant is grateful to members of the local community for contributing their views during the pre-application consultation and looks forward to further constructive dialogue throughout the development process.

Appendices

Appendix 1

Briefing Pack

Appendix 2

Consultation Leaflet

Appendix 3

Display Boards from the Consultation Drop-in Session

Appendix 4

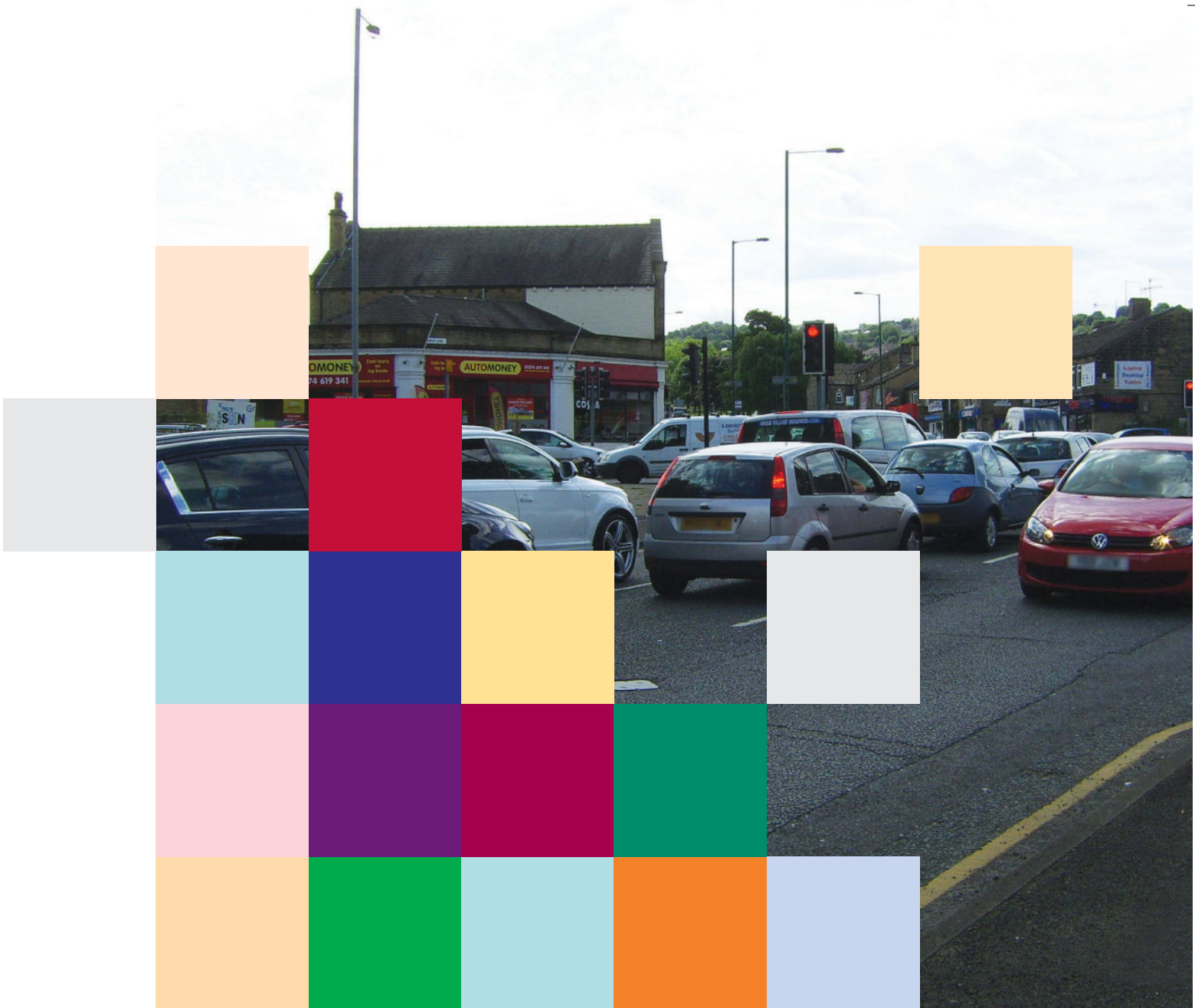
Feedback Form from the Consultation Drop-in Session

Appendix 5

Key Stakeholder Responses

Appendix 1

Briefing Pack



Proposals for the Harrogate Road / New Line Junction Improvement Scheme

August / September 2016

City of Bradford MDC

www.bradford.gov.uk

Supported by:



Introduction

Proposals are currently being developed for changes to the junction of Harrogate Road (A658) and New Line (A657), Greengates.

Both Harrogate Road and New Line are significant routes within Bradford's transport network. Harrogate Road is a key commuter route between Bradford, Rawdon and Harrogate, as well as being the primary access between Bradford and Leeds Bradford Airport. New Line is also a key route and provides access between Keighley, Shipley, Bingley and Leeds.

Where Harrogate Road and New Line meet is an important junction. Both routes carry substantial volumes of traffic and the Harrogate Road / New Line junction is currently over capacity at peak times. This junction is within Greengates, a busy local centre.

The scheme for the Harrogate Road / New Line junction has been brought forward by the City of Bradford Metropolitan District Council (CBMDC).

The Harrogate Road / New Line junction improvement scheme has received investment through the Leeds City Region Local Enterprise Partnership (LEP) Growth Deal – a £1 billion package of government investment to accelerate growth and create jobs across Leeds City Region. This scheme was awarded funding in 2015. Alongside the funding from the Leeds City Region LEP Growth Deal, the scheme has also been funded by developer contributions.

The improvement works being put forward are designed to reduce congestion and offer improved and safer provision for pedestrians and cyclists. To facilitate this, a number of changes to the road layout are proposed, including the widening of both Harrogate Road and New Line on all four sections of the crossroads. In addition, new cycling lanes and pedestrian islands with signal controlled crossings will be provided.

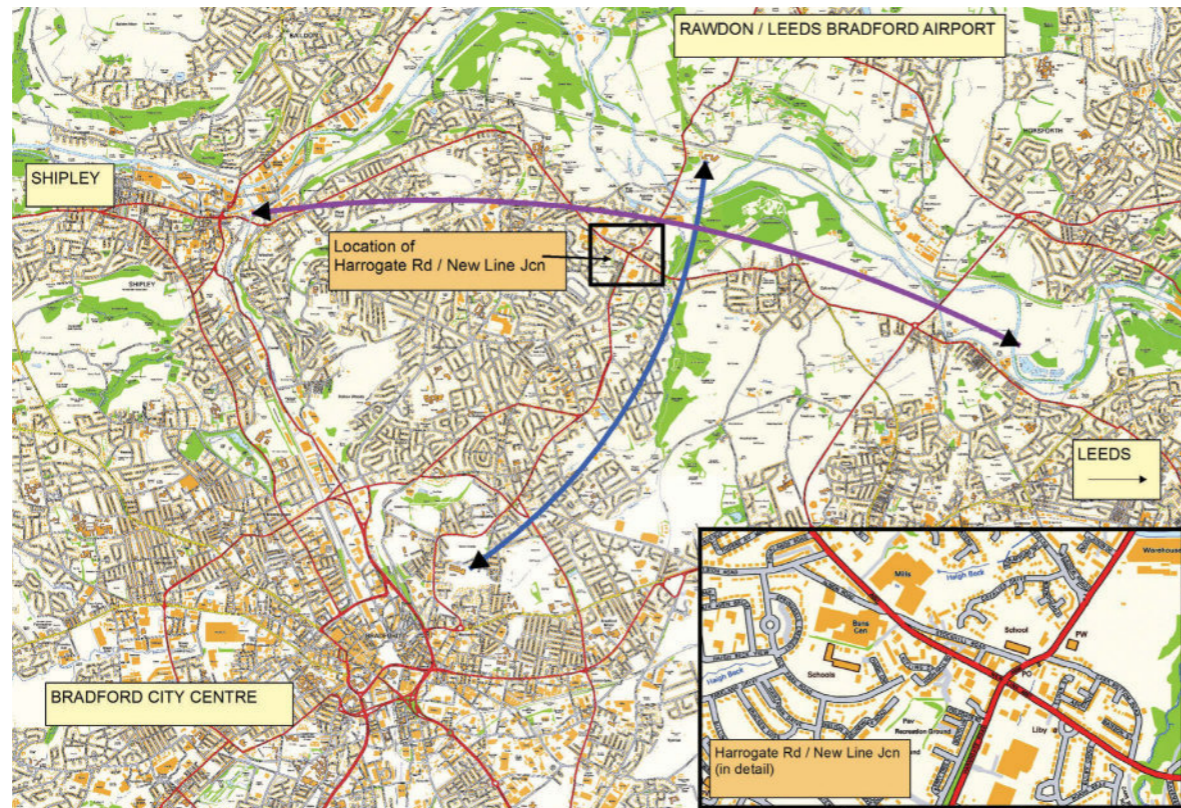


Figure 1: The principal traffic flows between Bradford and Leeds Bradford Airport are indicated by the blue arrow and those between Shipley and Leeds by the purple arrow.

Key Benefits

Reducing congestion

Increasing the capacity of the local road network.

It is well known that the Harrogate Road / New Line junction is currently a pinch point for vehicular traffic. On an average weekday, approximately 40,000 vehicles pass through this junction and road users often experience lengthy delays. This important highway scheme will improve the ability of the road network to accommodate higher volumes of traffic through this key strategic junction. With new housing development proposed in the vicinity, these changes are even more vital.



Encouraging sustainable modes of transport

Improving the experience for pedestrians and cyclists.

Providing better pedestrian facilities is essential. The close proximity of Greengates Primary School, and the Greengates local centre, means that pedestrians use this area on a regular basis. Improving pedestrian facilities at the junction will enable local people to walk around this area more easily and safely. Improving the provision for cyclists will also offer increased opportunity and safer use of the highway.



Improving access to nearby transport hubs

Bettering the connectivity, attracting investment and development in the local area.

Harrogate Road / New Line are important routes to Leeds Bradford Airport and Apperley Bridge railway station. These strategic transport hubs connect the wider area with the Leeds City Region economy and enable international travel, which will encourage inward investment. The proposals for the Harrogate Road / New Line junction will reduce congestion along key routes providing access to these important strategic locations. Improving road conditions for private vehicle, taxis and buses at this junction will enable faster journey times and reliability for all users.



In order to bring these improvements forward, a planning application will be submitted, along with the publication of Traffic Regulation Orders. The submission of these will trigger formal public consultations which will be carried out by the CBMDC. However, before these applications are submitted, the CBMDC wants to give local people and stakeholders the opportunity to have their say about these important proposals.



Introducing the Design

Improving the pedestrian experience

- Pedestrian islands, together with controlled (traffic signal) crossings, will be installed to make it easier and safer for pedestrians to cross these busy roads.
- Tactile pavement surfaces and lowered kerbs will enable the visually impaired to navigate the junction more easily.
- In addition to new crossings arrangements at the junction itself, a brand new puffin crossing is proposed on Harrogate Road near to Greengates Primary School. The existing zebra crossing on New Line will be improved with new lighting and tactile paving. These facilities will further assist pedestrians to safely cross the roads.
- Modern street lighting will be provided within the bounds of the scheme incorporating brighter and clearer LED units.

Reducing congestion

- The number of traffic lanes will be increased from one to two, for the ahead and left turn vehicle movements at the junction.
- Right turn lanes will be introduced on New Line to reduce the likelihood of right-turning traffic blocking other traffic movements.
- A new section of road will be constructed to form a P-Loop system which will cater for a left and a right turn from Harrogate Road onto New Line. The loop will improve efficiency of the junction, while minimising the amount of additional highway land required.
- It is proposed that waiting restrictions (double yellow lines) are installed as part of the Traffic Regulation Orders. This will reduce the likelihood of congestion caused by parked vehicles.
- Traffic signals will be designed to respond to changes in traffic flows, improving the efficiency of the junction.

Improving journeys for cyclists

- Cycle lanes and wide inside lanes will be provided to enable cyclists to better and more comfortably navigate the junction.
- The provision for cyclists at this junction anticipates future potential cycle route developments around the periphery of the junction and to the railway station.

Delivery

Subject to planning permission being granted and legal processes, it is anticipated that the project should be complete during 2019.

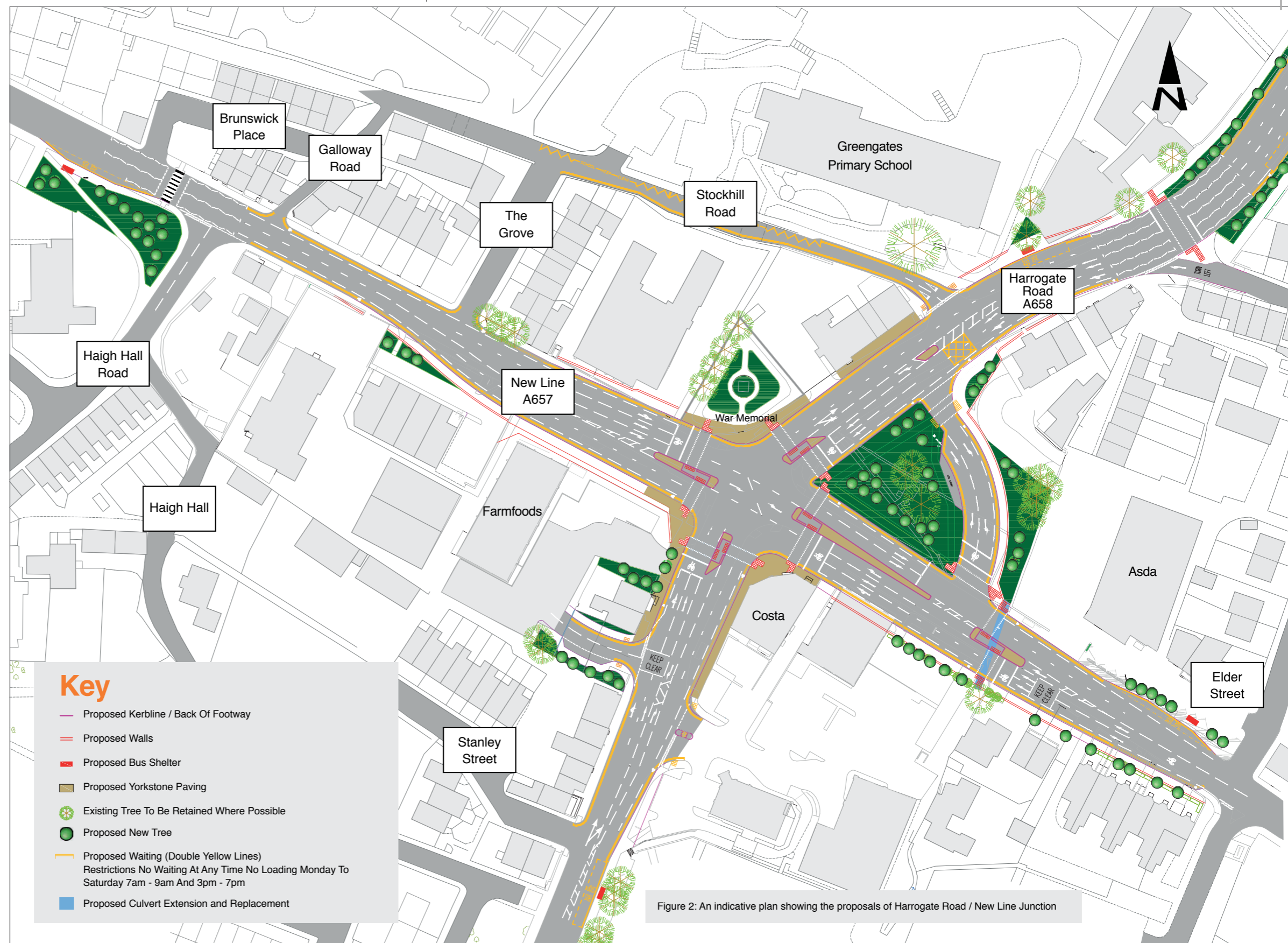


Figure 2: An indicative plan showing the proposals of Harrogate Road / New Line Junction

Public transport — bus stops

- Four bus stops will be relocated. They will have shelters, real time information, and raised kerbs for improved accessibility.
- Two existing stops on New Line will be amalgamated, providing a single high quality stop facility to improve journey times.
- Where space permits, dedicated lay-bys will be constructed, allowing general traffic to flow more readily through the junction.

Landscaping

- New trees will be planted in various locations across the scheme.
- New grass verges will be planted, increasing green space around the junction where possible.
- The CBMDC has endeavoured to retain as many trees as possible within these proposals. Where trees are proposed to be removed, other trees will be planted to replace them at other locations both within the scheme and nearby.
- To reflect the character of the area, Yorkstone paving will be installed at the four corners of the junction.

Key Considerations

Disruption during highway changes

In order to complete these much needed improvements, work within the live highway will have to be undertaken. As a result of this, there will be some disruption to users of the highway network while the new junction is constructed.

The CBMDC has and will continue to work hard to ensure that disruption to businesses, local people and road users alike is kept to an absolute minimum and through traffic will be maintained at all times. Regular communication in advance of and during construction will ensure that people are fully aware of the works being undertaken.

Protecting local heritage

Careful consideration has been given to the War Memorial at the Harrogate Road / New Line junction. In order to protect the War Memorial, while permitting the widening of the carriageway, the highway proposals provide for the setting back of the War Memorial's garden boundary wall, together with some associated landscaping work. Proposals have been developed in conjunction with landscape and heritage experts.

Local land owners

The CBMDC has been, and continues to, work closely with local land owners to assemble the land needed to ensure that these vital changes to the road network can be delivered. A separate consultation programme is being undertaken with those affected.

Helping local businesses

The lengthy journey times currently experienced by road users through this important crossroads have a direct impact on local businesses. These proposals are key to reducing the negative impact of delays at this junction.

Housing development

It is well known that new housing development is being undertaken near to the Harrogate Road / New Line junction. Therefore it has never been more important to improve the local road network to help accommodate traffic moving through the area.



Consultation Programme

On 30 August 2016, the CBMDC will launch the pre-application consultation programme for the Harrogate Road / New Line junction improvement works.

The consultation will run for approximately four weeks, until 23 September 2016. To engage with members of the public and key stakeholders, we will use a number of different techniques:



Briefing pack

Copies of this briefing pack will be distributed to stakeholders, including elected members, to make them aware of the proposals, the consultation programme and how people can submit feedback.



Consultation leaflet

Consultation leaflets will be distributed to all residential and business properties within the area shown in Figure 3. The leaflet will provide information about the proposals and detail opportunities for members of the public to provide feedback and will give information on where people can ask questions.

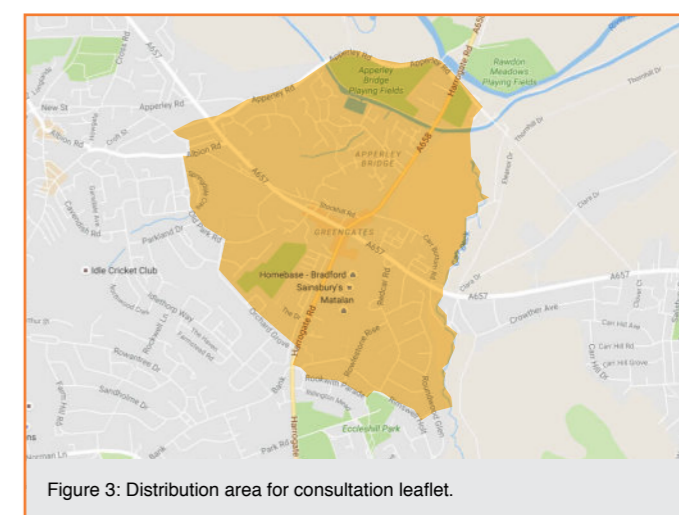


Figure 3: Distribution area for consultation leaflet.



Community Access Points

Community Access Points (CAP sites) are local shops, amenities and other key locations where the public can easily obtain copies of the consultation leaflet.



Consultation website

A dedicated website (www.harrogateroadnewline.com) will be launched on 30 August 2016. This website will provide information about the proposals for the Harrogate Road / New Line junction and associated consultation activities. Site users can also ask questions and submit their comments through the dedicated project email address (info@harrogateroadnewline.com).



Telephone information line

A dedicated information line (0800 028 8141) will be opened on 30 August 2016 to answer calls about the proposals for the Harrogate Road / New Line junction. The line will operate from 9am to 5pm (Monday to Friday) with an answer phone facility to take calls outside these hours.



Public drop-in session

A public exhibition will provide stakeholders and members of the public with the opportunity to discuss the proposals with key members of the project team. **The details of the drop-in session are as follows:**

- **Albion Mills Business Centre (Bizspace), Albion Road, BD10 9TQ**
- **2pm – 8pm**
- **Thursday 15 September 2016**

Seeking Feedback

The CBMDC is committed to engaging openly with members of the general public and key stakeholders.

At this stage, prior to the submission of a detailed planning application, we want to inform stakeholders and local people about the proposals. The CBMDC wants to give you the opportunity to contribute to the finalisation of these plans. This briefing pack has been produced and distributed at the start of the public consultation to inform key stakeholders about the consultation and give more details about the consultation programme.

Key principles

All of our engagement activities will be guided by the following key principles:

- We will be open and honest when presenting information.
- We will ensure that all public engagement materials can be easily accessed by local stakeholders and the wider general public.
- We will be clear and 'plain speaking', avoiding jargon or technical terms where possible.
- We will ensure all comments and feedback received during the consultation are considered before the proposals are finalised.

What Happens Next?

The consultation is scheduled to end on 23 September 2016.

All feedback received during the consultation will be considered on an ongoing basis by the project team and suggestions will be incorporated into the finalisation of the scheme where possible.

Contact details

To find out more about the Harrogate Road / New Line junction scheme please contact The Consultation Team using the following channels:



0800 028 8141



info@harrogateroadnewline.com



www.harrogateroadnewline.com

The wording in this publication can be made available in other formats such as large print and Braille.

Please call The Consultation Team on 0800 028 8141.



Appendix 2

Consultation Leaflet

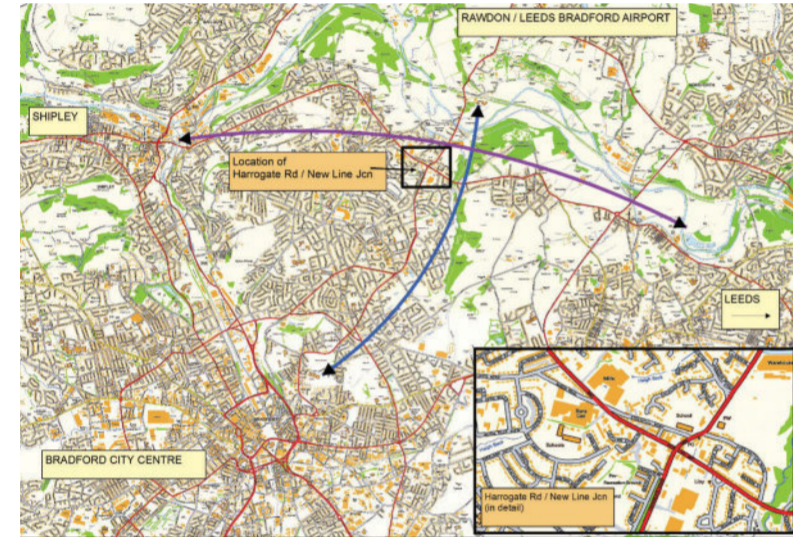
Introduction

Proposals are currently being developed for changes to the junction of Harrogate Road (A658) and New Line (A657), Greengates.

The improvement works being put forward are designed to reduce congestion and offer improved and safer provision for pedestrians and cyclists. To facilitate this, a number of changes to the road layout are proposed, including the widening of both Harrogate Road and New Line on all four sections of the crossroads. In addition, new cycling lanes and pedestrian islands with signal controlled crossings will be provided.

The scheme for the Harrogate Road / New Line junction has been brought forward by the City of Bradford Metropolitan District Council (CBMDC).

In order to bring these improvements forward, a planning application will be submitted, along with the publication of Traffic Regulation Orders. The submission of these will trigger formal public consultations which will be carried out by the CBMDC. However, before these applications are submitted, the CBMDC wants to give local people and stakeholders the opportunity to have their say about these important proposals.



Key Benefits



Reducing congestion

Increasing the capacity of the local road network.

It is well known that the Harrogate Road / New Line junction is currently a pinch point for vehicular traffic. On an average weekday, approximately 40,000 vehicles pass through this junction and road users often experience lengthy delays. This important highway scheme will improve the ability of the road network to accommodate higher volumes of traffic through this key strategic junction. With new housing development proposed in the vicinity, these changes are even more vital.



Encouraging sustainable modes of transport

Improving the experience for pedestrians and cyclists.

Providing better pedestrian facilities is essential. The close proximity of Greengates Primary School, and the Greengates local centre, means that pedestrians use this area on a regular basis. Improving pedestrian facilities at the junction will enable local people to walk around this area more easily and safely. Improving the provision for cyclists will also offer increased opportunity and safer use of the highway.

Background

Both Harrogate Road and New Line are significant routes within Bradford's transport network.

Harrogate Road is a key commuter route between Bradford, Rawdon and Harrogate, as well as being the primary access between Bradford and Leeds Bradford Airport. New Line is also a key route and provides access between Keighley, Shipley, Bingley and Leeds.

The Harrogate Road / New Line junction improvement scheme has received investment through the Leeds City Region Local Enterprise Partnership (LEP) Growth Deal – a £1 billion package of government investment to accelerate growth and create jobs across Leeds City Region. This scheme was awarded funding in 2015. Alongside the funding from the Leeds City Region LEP Growth Deal, the scheme has also been funded by developer contributions.

Key Considerations

Disruption during highway changes

In order to complete these much needed improvements, work within the live highway will have to be undertaken. As a result of this, there will be some disruption to users of the highway network while the new junction is constructed.

The CBMDC have and will continue to work hard to ensure that disruption to businesses, local people and road users alike is kept to an absolute minimum and through traffic will be maintained at all times. Regular communication in advance of and during construction will ensure that people are fully aware of the works being undertaken.

Key Benefits (Cont.)



Improving access to nearby transport hubs

Bettering the connectivity, attracting investment and development in the local area.

Harrogate Road / New Line are important routes to Leeds Bradford Airport and Apperley Bridge railway station. These strategic transport hubs connect the wider area with the Leeds City Region economy and enable international travel, which will encourage inward investment. The proposals for the Harrogate Road / New Line junction will reduce congestion along key routes providing access to these important strategic locations. Improving road conditions for private vehicle, taxis and buses at this junction will enable faster journey times and reliability for all users.



Key Considerations (Cont.)

Protecting local heritage

Careful consideration has been given to the War Memorial at the Harrogate Road / New Line junction. In order to protect the War Memorial, while permitting the widening of the carriageway, the highway proposals provide for the setting back of the War Memorial's garden boundary wall, together with some associated landscaping work. Proposals have been developed in conjunction with landscape and heritage experts.

Local land owners

The CBMDC has been, and continues to, work closely with local land owners to assemble the land needed to ensure that these vital changes to the road network can be delivered. A separate consultation programme is being undertaken with those affected.

Helping local businesses

The lengthy journey times currently experienced by road users through this important crossroads have a direct impact on local businesses. These proposals are key to reducing the negative impact of delays at this junction.

Housing development

It is well known that new housing development is being undertaken near to the Harrogate Road / New Line junction. Therefore it has never been more important to improve the local road network to help accommodate traffic moving through the area.

Your Views are Important

We would like to hear your views before these proposals are finalised. You can have your say on the proposals up until 23 September 2016 by getting in touch with us via any of the methods identified on the back of this leaflet.

Come and see us

We are hosting a consultation drop-in session where you will be able to view the proposals in more detail and speak to members of the team. The details of the drop-in session are as follows:

- **Albion Mills Business Centre (Bizspace), Albion Road, BD10 9TQ**
- **Thursday 15 September 2016**
- **2pm – 8pm**



Further Information

The consultation is scheduled to end on 23 September 2016.

All feedback received during the consultation will be considered on an ongoing basis by the project team and suggestions will be incorporated into the finalisation of the scheme where possible.

Contact details

To find out more about the Harrogate Road / New Line junction scheme please contact The Consultation Team using the following channels:

☎ 0800 028 8141

✉ info@harrogateroadnewline.com

🖱 www.harrogateroadnewline.com

The wording in this publication can be made available in other formats such as large print and Braille.

Please call The Consultation Team on 0800 028 8141.

Introducing the Design

Improving the pedestrian experience

- Pedestrian islands, together with controlled (traffic signal) crossings, will be installed to make it easier and safer for pedestrians to cross these busy roads.
- Tactile pavement surfaces and lowered kerbs will enable the visually impaired to navigate the junction more easily.
- In addition to new crossings arrangements at the junction itself, a brand new puffin crossing is proposed on Harrogate Road near to Greengates Primary School. The existing zebra crossing on New Line will be improved with new lighting and tactile paving. These facilities will further assist pedestrians to safely cross the roads.
- Modern street lighting will be provided within the bounds of the scheme incorporating brighter and clearer LED units.

Reducing congestion

- The number of traffic lanes will be increased from one to two, for the ahead and left turn vehicle movements at the junction.
- Right turn lanes will be introduced on New Line to reduce the likelihood of right-turning traffic blocking other traffic movements.
- A new section of road will be constructed to form a P-Loop system which will cater for a left and a right turn from Harrogate Road onto New Line. The loop will improve efficiency of the junction, while minimising the amount of additional highway land required.
- It is proposed that waiting restrictions (double yellow lines) are installed as part of the Traffic Regulation Orders. This will reduce the likelihood of congestion caused by parked vehicles.
- Traffic signals will be designed to respond to changes in traffic flows, improving the efficiency of the junction.

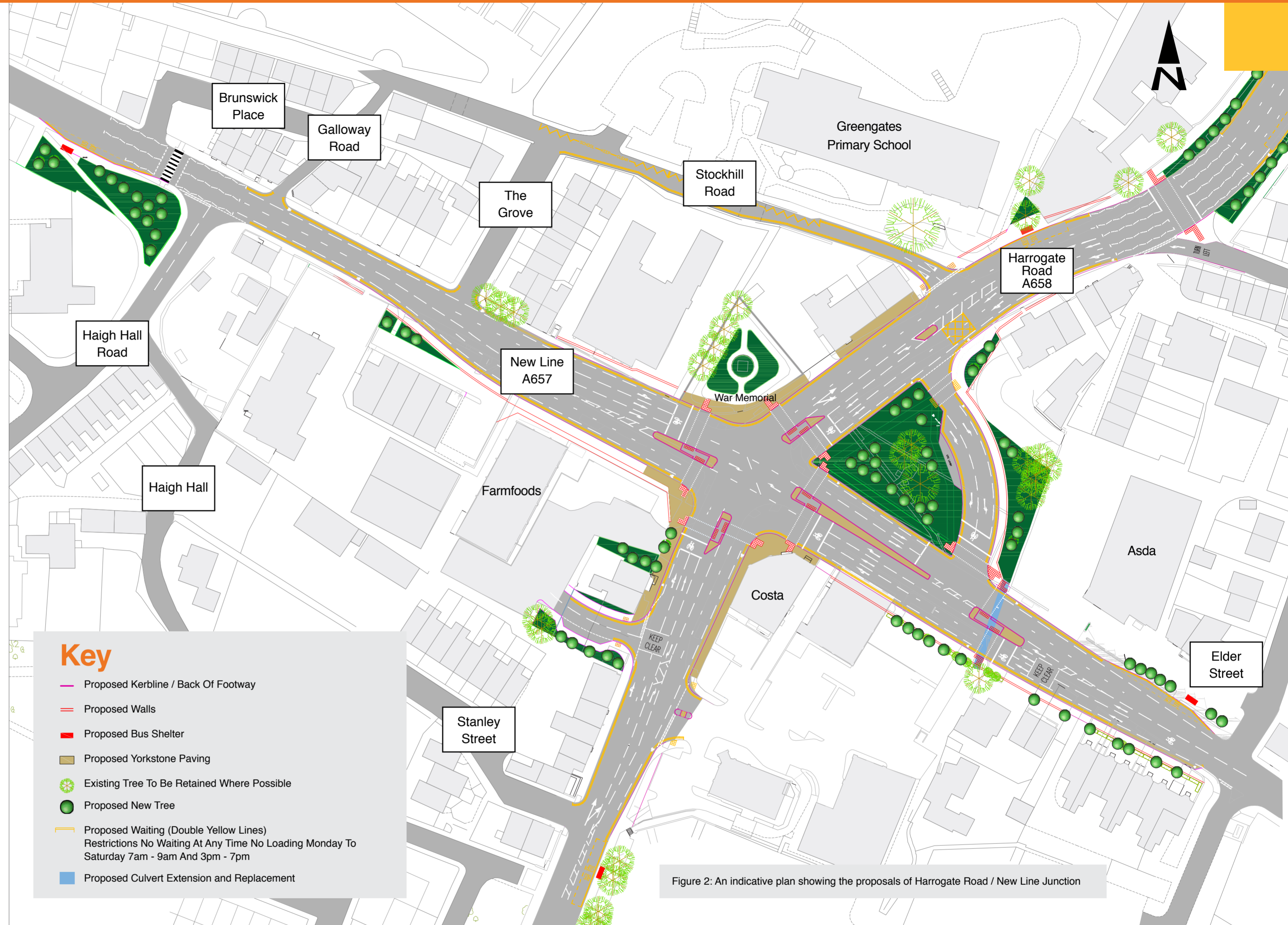


Improving journeys for cyclists

- Cycle lanes and wide inside lanes will be provided to enable cyclists to better and more comfortably navigate the junction.
- The provision for cyclists at this junction anticipates future potential cycle route developments around the periphery of the junction and to the railway station.

Delivery

Subject to planning permission being granted and legal processes, it is anticipated that the project should be complete during 2019.



Public transport — bus stops

- Four bus stops will be relocated. They will have shelters, real time information, and raised kerbs for improved accessibility.
- Two existing stops on New Line will be amalgamated, providing a single high quality stop facility to improve journey times.
- Where space permits, dedicated lay-bys will be constructed, allowing general traffic to flow more readily through the junction.

Landscaping

- New trees will be planted in various locations across the scheme.
- New grass verges will be planted, increasing green space around the junction where possible.
- The CBMDC have endeavoured to retain as many trees as possible within these proposals. Where trees are proposed to be removed, other trees will be planted to replace them at other locations both within the scheme and nearby.
- To reflect the character of the area, Yorkstone paving will be installed at the four corners of the junction.

Contact details

To find out more about the Harrogate Road / New Line junction scheme please contact The Consultation Team using the following channels:

0800 028 8141

info@harrogateroadnewline.com

www.harrogateroadnewline.com

Appendix 3

Display Boards from the Consultation Drop-in Session

Welcome

Proposals for the Harrogate Road / New Line Junction Improvement Scheme

The scheme for the Harrogate Road / New Line junction has been brought forward by the City of Bradford Metropolitan District Council (CBMDC).

The Harrogate Road / New Line junction improvement scheme has received investment through the Leeds City Region Enterprise Partnership (LEP) Growth Deal – a £1 billion package of government investment to accelerate growth and create jobs across Leeds City Region. This scheme was awarded funding in 2015.

Alongside the funding from the Leeds City Region LEP Growth Deal, the scheme has also been funded by developer contributions.



A photograph of the existing junction.

Supported by:

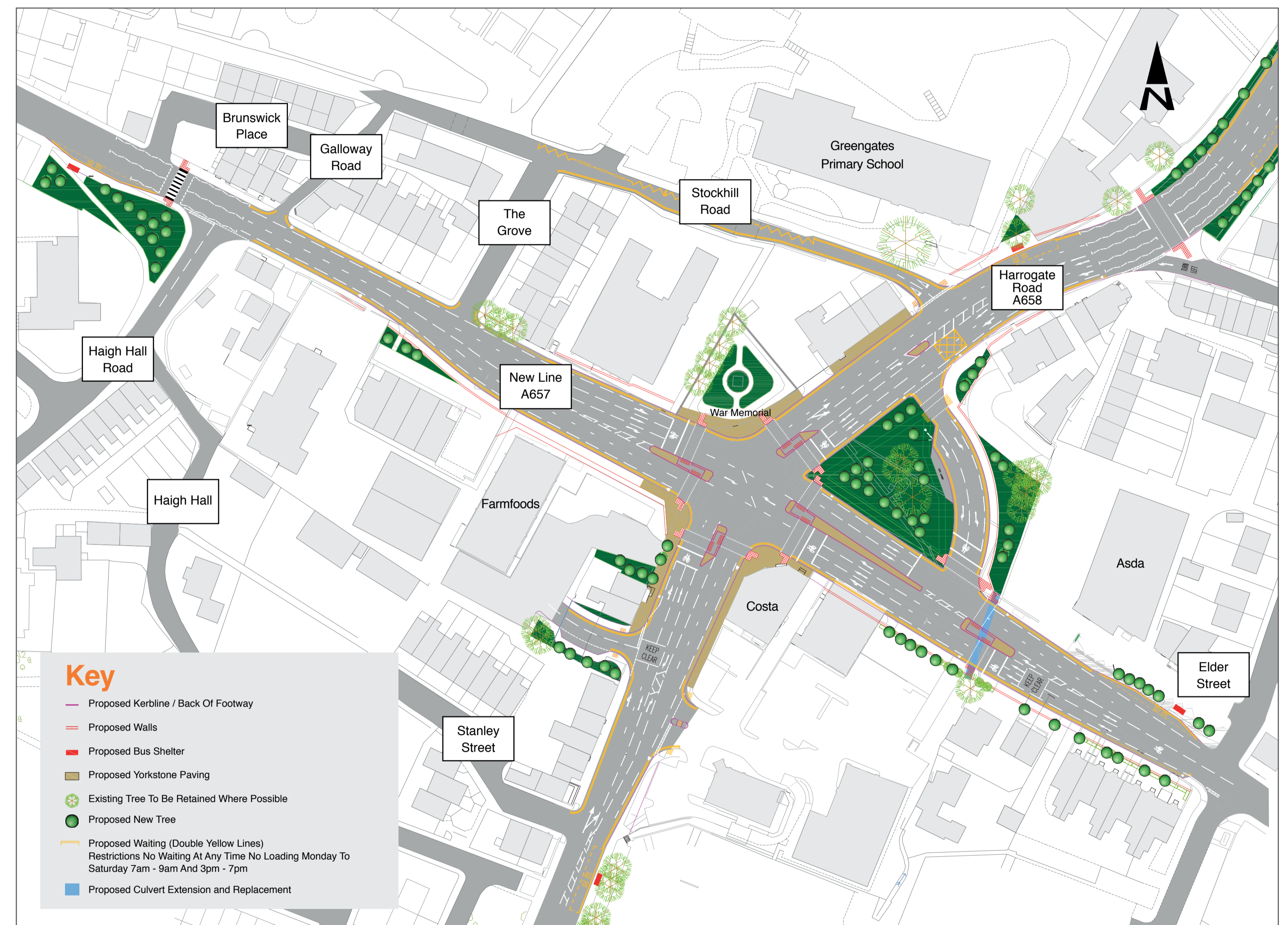


Introducing the Proposals

The proposed improvements to the Harrogate Road / New Line junction would improve traffic flow as well as assisting cyclists and pedestrians to navigate through the junction.

The scheme aims to:

- Improve the experience for pedestrians and cyclists.
- Cater for increased traffic forecasts and / or developments.
- Reduce congestion.
- Enhance landscaping both within the scheme and nearby.
- Enhance connectivity, attracting investment and development in the local area.



An indicative plan showing the proposals of Harrogate Road / New Line junction

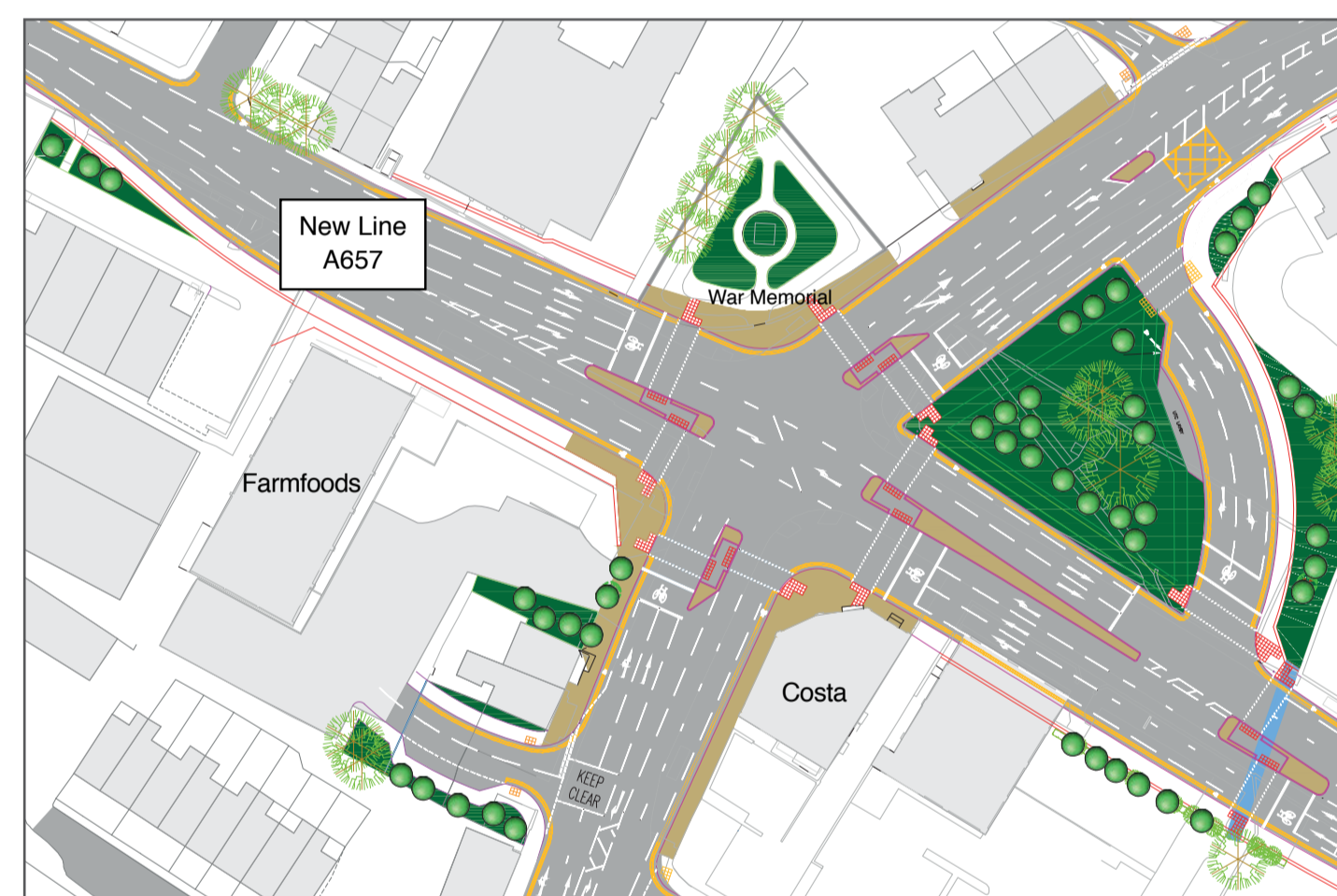
Supported by:



Improving the Pedestrian Experience

Pedestrian islands

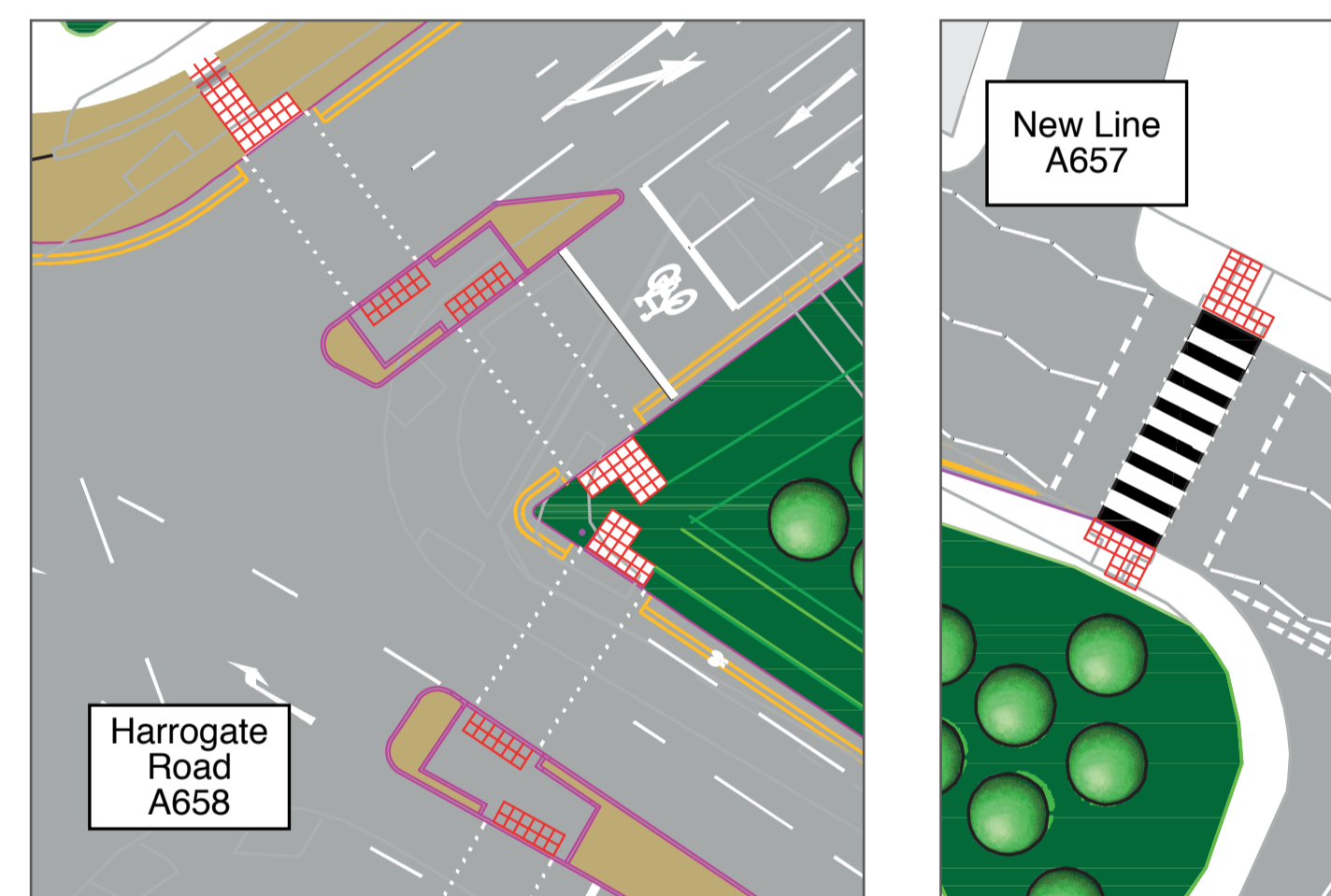
The roads on the approach to the Harrogate Road / New Line junction are going to be widened to include extra traffic lanes. Pedestrian islands will be installed with push button facilities which will allow pedestrians to cross under traffic signal control. This will improve safety for pedestrians when crossing these busy roads.



An indicative image showing the new road layout. Pedestrian islands will be installed at each section of the junction.

Improving accessibility

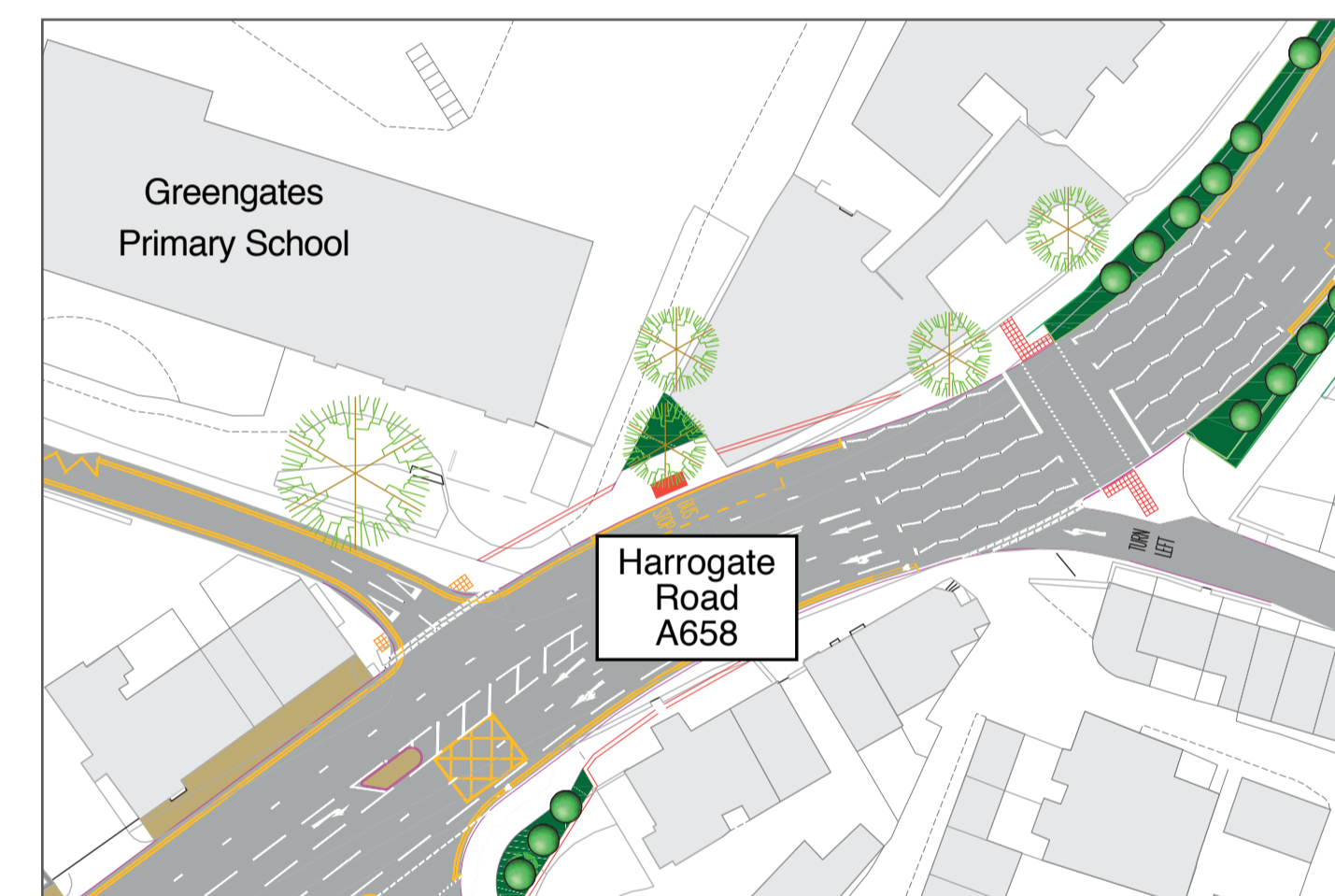
To improve accessibility at the junction, tactile pavement surfaces and lowered kerbs will be installed. The existing zebra crossing on New Line will be improved with new lighting and tactile paving. These facilities will further assist pedestrians to more easily and safely cross roads.



Indicative images depicting the typical arrangement of pedestrian crossings at the Harrogate / New Line junction and at the new zebra crossing on New Line.

Puffin crossing

In addition to new crossing arrangements at the junction itself, a brand new puffin crossing is proposed on Harrogate Road near to Greengates Primary School.



An example of the type of puffin crossing that will be installed near to Greengates Primary School.

New street lighting

Modern street lighting will be provided within the bounds of the scheme incorporating brighter and clearer LED units.



An indicative image showing the type of street lighting that will be installed as part of this improvement scheme.

Supported by:



Reducing Congestion

Increasing the number of lanes for vehicular traffic

On an average weekday, approximately 40,000 vehicles pass through this junction and road users often experience lengthy delays. The number of traffic lanes will be increased from one to two for the ahead and left turn vehicle movements at the junction. Right turn lanes will be introduced on New Line to improve traffic flow.

A new section of road

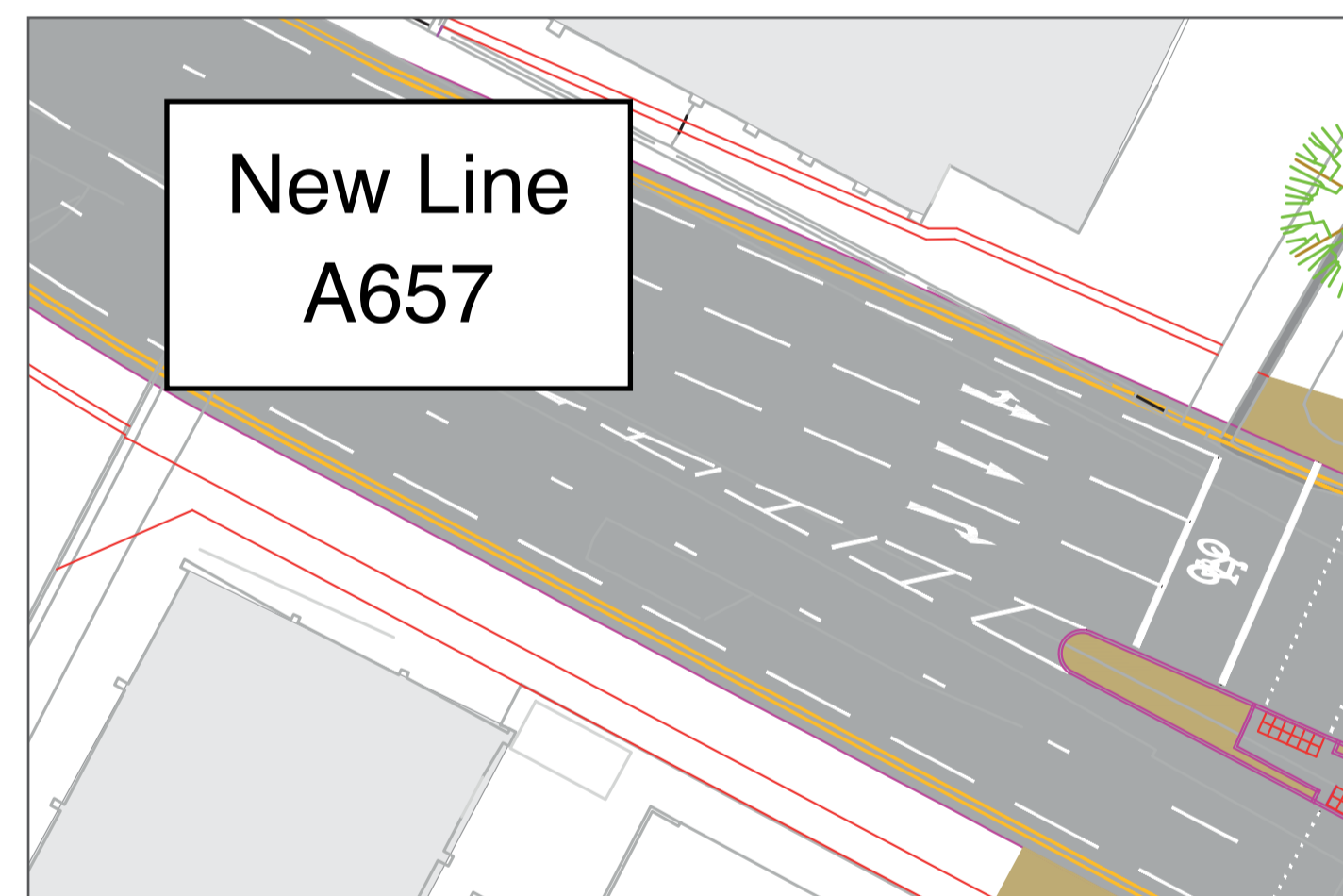
A new section of road will be constructed to form a P-Loop system which will cater for a left and a right turn from Harrogate Road onto New Line. The loop will improve the efficiency of the junction, while minimising the amount of additional highway land required.

Double yellow lines

To reduce the likelihood of congestion and improve the movement of vehicles, it is proposed that waiting restrictions (double yellow lines) are installed as part of the Traffic Regulation Orders.

Responsive traffic lights

The traffic signals installed as part of the proposals will be designed to respond to changes in traffic flows, improving the efficiency of the junction.



An indicative plan to show the proposed number of lanes on the approach to the Harrogate Road / New Line junction from the west.



An indicative plan showing the proposed section of road that will be installed allowing a left and a right turn from Harrogate Road onto New Line.



An indicative image of the waiting restrictions proposed.



An indicative image of the traffic signals proposed.

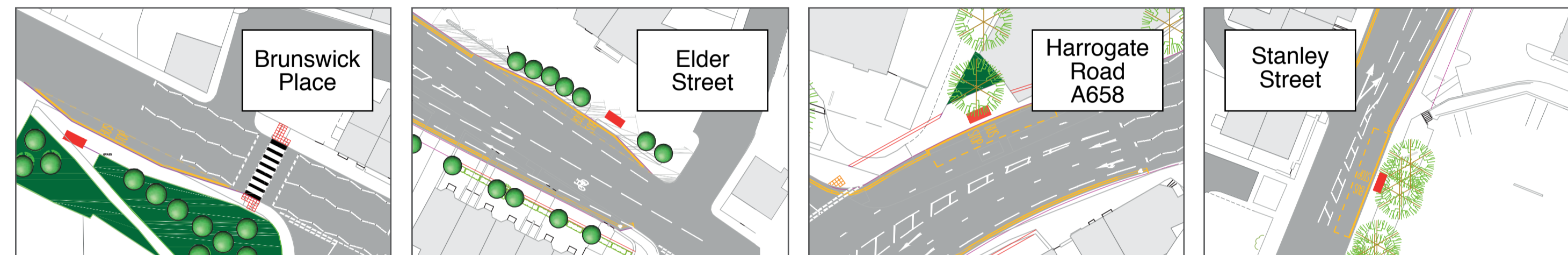
Supported by:



Encouraging Sustainable Transport

Public transport — bus stops

The brand new bus stops will have shelters, real time information and raised kerbs for improved accessibility. As part of these proposals, four bus stops will be relocated. The indicative images below show the proposed new locations of the bus stops. Two existing stops on New Line will be combined, providing a single, high quality stop facility to improve journey times.



The red boxes on the plan indicate where the new bus shelters will be located. New bus lay-bys are being proposed along New Line, opposite the junction with Brunswick Place, and next to the junction with Elder Street.

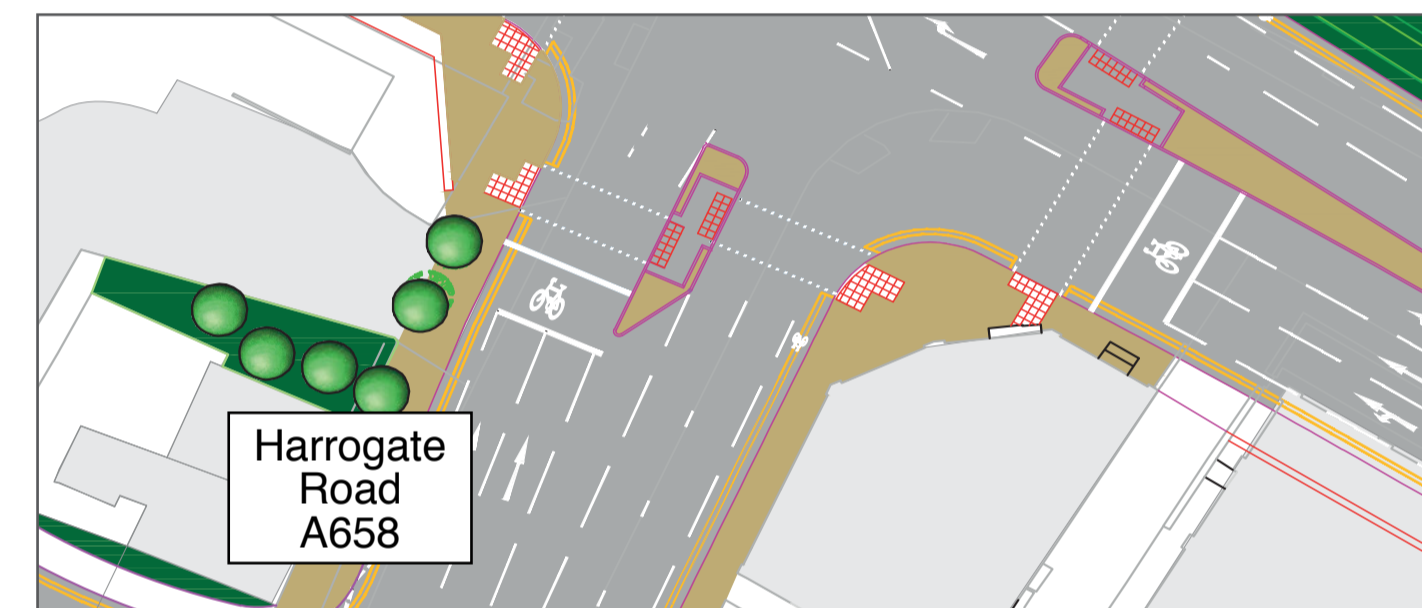
New bus stops are proposed on Harrogate Road near Stockhill Road and Stanley Street.



A precedent image showing the type of bus stop proposed along Harrogate Road, near to Stockhill Road and Stanley Street.

Improving journeys for cyclists

Improving the provision for cyclists will also offer increased opportunity and safer use of the highway. Advance stop lines, cycle lanes and wide inside lanes will be provided to enable cyclists to better and more comfortably navigate the junction. The provision for cyclists at this junction anticipates future potential cycle route developments around the periphery of the junction and to the railway station.



An indicative image of showing the advance stop lines that are proposed at the Harrogate Road / New Line junction.



A precedent image of the cycle lanes proposed.

Supported by:



Key Considerations

Disruption during highway changes

In order to complete these much needed improvements, work within the live highway will have to be undertaken. As a result of this, there will be some disruption to users of the highway network while the new junction is constructed.

The CBMDC has and will continue to work hard to ensure that disruption to businesses, local people and road users alike is kept to an absolute minimum and through traffic will be maintained at all times. Regular communication in advance of and during construction will ensure that people are fully aware of the works being undertaken.

Protecting local heritage

Careful consideration has been given to the War Memorial at the Harrogate Road / New Line junction. In order to protect the War Memorial, while permitting the widening of the carriageway, the highway proposals provide for the setting back of the War Memorial's garden boundary wall, together with some associated landscaping work. These proposals have been developed in conjunction with landscape and heritage experts.

Local land owners

The CBMDC has been, and continues to, work closely with local land owners to assemble the land needed to ensure that these vital changes to the road network can be delivered. A separate consultation programme is being undertaken with those affected.



Helping local businesses

The lengthy journey times currently experienced by road users through this important crossroads have a direct impact on local businesses. These proposals are key to reducing the negative impact of delays at this junction and improve reliability for all road users.



Supported by:



What Next?

You can submit your feedback to us by filling in a feedback form today and handing it to a member of the team.

The pre-application consultation is scheduled to end on 23 September 2016.

In order to bring these improvements forward, planning applications will be submitted, along with the publication of Traffic Regulation Orders. The submission of these will trigger formal public consultations which will be carried out by the CBMDC. However, before these applications are submitted, the CBMDC wants to give local people and stakeholders the opportunity to have their say about these important proposals.

Alternatively, you can submit your feedback about the proposals to us by contacting us through any of the following channels:

 **0800 028 8141**

 **info@harrogateroadnewline.com**

 **www.harrogateroadnewline.com**



Supported by:



Appendix 4

Feedback Form from the Consultation Drop-in Session

HAVE YOUR SAY

Please let us know your thoughts on the proposals for the Harrogate Road / New Line junction improvement scheme by filling out this form and handing it to a member of the project team. Alternatively, you can send it to:

FREEPOST Bradford Highways Consultation

1. How did you find out about the Harrogate Road / New Line junction consultation (please tick one)?

- Letter Local council Local media Word of mouth Other (please specify)

2. How informative did you find this drop-in session (please tick one)?

- Very informative Quite informative Not informative No opinion

3. What aspects of the scheme are you most interested in and why?

4. How do you typically use the Harrogate Road / New Line junction? Are you a:

- Vehicle driver Vehicle driver (commercial) Cyclist Pedestrian Bus user Other (please

specify)

5. When using the junction, what is the purpose of your journey (please tick one)?

- Commuting to work Leisure Visiting friends and family Travelling to the airport
 Other (please specify)

6. On average, how often do you travel through the junction (please tick one)?

- Multiple times a day Once a day Once or twice a week Once a week A few times a month
 Other (please specify)

7. These proposals aim to reduce congestion. What is your opinion of the proposals being made to reduce congestion?

- Strongly support Support Don't know Oppose Strongly oppose

8. Are you in support of the proposed improvements made for the pedestrian experience?

Strongly support Support Don't know Oppose Strongly oppose

9. Are you in support of the proposed improvements for cyclists?

Strongly support Support Don't know Oppose Strongly oppose

10. Are you in support of the proposed improvements to bus stops?

Strongly support Support Don't know Oppose Strongly oppose

11. In relation to questions 7-10, do you have any comments about how the scheme could be improved?

12. On the basis of what you have seen and read so far, how would you describe your overall opinion on the proposals?

Strongly support Support Don't know Oppose Strongly oppose

13. Do you have any further comments regarding the proposals for the improvement scheme?

14. Thank you for completing this feedback form.

Please let us know of your details so that we can get back to you with answers to any questions you've asked above. Your data will be stored in accordance with the Data Protection Act and not passed on to any third parties.

Name:

Email:

Postcode:

This consultation closes on 23 September 2016.

Appendix 5

Key Stakeholder Responses



Harrogate Road <info@harrogateroadnewline.com>

PROPOSALS FOR THE HARROGATE ROAD/NEW LINE JUNCTION IMPROVEMENT SCHEME

1 message

Carter, Cllr Andrew <Andrew.Carter@leeds.gov.uk>

Mon, Sep 26, 2016 at 2:32 PM

To: "info@harrogateroadnewline.com" <info@harrogateroadnewline.com>

Cc: "Carter, Cllr Amanda" <Amanda.Carter@leeds.gov.uk>, "Wood, Cllr Rod" <Rod.Wood@leeds.gov.uk>

Dear Officers,

First of all, thank you for staging the exhibition and consultation session on the 15th September, which we attended. Please note our comments:

1. We welcome the fact that the work is to be undertaken; the congestion caused by this outmoded and outdated junction is intolerable. The economic cost to both Bradford and Leeds must be hugely significant.
2. However, we would like to think that we could have reassurances about hours of working and plans to minimise disruption while the work is being carried out.
3. We would like to receive reassurances that the proposals do in fact cope not only with existing traffic, but the additional traffic likely to be generated by Bradford City Council's plans for significant further housing development in the area.
4. We have already contacted Leeds City Council's Highways Department, and asked that senior officers liaise closely with officers in Bradford, and bring forward proposals to protect the residents of Calverley from increased speeding and rat running through the residential area in the centre of Calverley. This is already at intolerable levels, and will get worse over the construction period, and steps must be taken to protect local residents in our ward.
5. Finally, can we say that added extras like cycle lanes should not be provided at the expense of reducing congestion and pollution caused by vehicular traffic.

I look forward to further consultation as the scheme progresses, and your comments.

Councillor Andrew Carter CBE,

Calverley and Farsley Ward

Please reply direct to Andrew.carter@leeds.gov.uk

-

Dictated by Councillor Andrew Carter CBE

And sent on his behalf by

Linda Adamson,

Senior Support Officer

Leeds City Council

Tel. 0113 3952802

The information in this email (and any attachment) may be for the intended recipient only. If you know you are not the intended recipient, please do not use or disclose the information in any way and please delete this email (and any attachment) from your system.

The Council does not accept service of legal documents by e-mail.



Harrogate Road <info@harrogateroadnewline.com>

Consultation

3 messages

HUSSAIN, Imran <imran.hussain.mp@parliament.uk>
To: "info@harrogateroadnewline.com" <info@harrogateroadnewline.com>

Fri, Sep 23, 2016 at 6:12 PM

To whom it may concern,

I wrote to my constituents potentially affected by these proposals and I have read my constituents feedback that I will be sending you hard copies of tonight. I would also like to raise the key concerns that are reflected within this feedback:

- There are many concerns regarding the creation of a loop road that will allow traffic to turn right onto Calverley Road. These concerns are about the design and its existence within the plans at all. Local residents believe people will use it to turn right instead of the traffic lights causing additional congestion.
- Residents with properties facing directly onto the road have concerns about parking should double yellow lines replace the existing parking bays that they are reliant on to have reasonable access to their property.
- There are worries that this layout will increase the amount of "rat-running" on the backstreets that surround the junction.
- Atleast one of the adjoined unadopted roads should be adopted as part of these proposals.

I would welcome the opportunity for the appropriate road engineer to meet with a member of my staff before this matter is taken to committee or any further decisions are taken.

I look forward to hearing from you.

Regards,

Imran Hussain MP

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Info <info@harrogateroadnewline.com>
To: Lucy Brown <lucy.brown@countercontext.com>

Mon, Sep 26, 2016 at 9:14 AM

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War Memorials Trust

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Team
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Our ref: WM1191

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28th September 2016

Dear Madam or Sir,

Harrogate Road/New Line Junction Improvement Scheme

Thank you for providing War Memorials Trust (WMT) with the opportunity to comment on the proposals for the Harrogate Road/New Line Junction Improvement Scheme. Please accept my apologies for the delay in responding to the consultation. We are currently receiving unprecedented numbers of enquiries as part of the First World War centenary so it is taking longer to respond to consultations.

I have set out WMT's thoughts on the proposals below and would be grateful if you could keep us updated with further developments and ensure we are consulted on any relevant planning applications.

Proposals

The current proposals seek to reduce the size of the war memorial garden around Greengates war memorial situated at the junction of Harrogate Road and New Line Road. As part of the project the setting of the Grade II listed Greengates war memorial will be reduced from 585m² to 498m². The existing wall and railings, which form an important part of the setting of the war memorial, will be demolished and potentially relocated on the site. Elements of the remembrance garden will be reduced or removed and paths within the setting of the war memorial re-laid. There are no proposed works to the war memorial itself.

Significance

Greengates war memorial is a Grade II listed war memorial designed by E Wright and L F Roslyn. The war memorial consists of a bronze victory sculpture surmounting an orb and tapering Portland stone column set on a sandstone base. The column records the names of those who lost their lives from the First World War and the base records those from the Second World War.

The war memorial is set in a landscaped memorial garden. This includes a path around the edge of the garden as well as a central route encircling the war memorial. The memorial is enclosed by two areas of soft landscaping and the boundary marked a set of trees and flowerbeds. This layout has significance as it is part of the original, purposeful, design which

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would have been chosen to enhance the war memorial. This provides an appropriate setting for the reflection and commemoration and would have been chosen by those who lost friends and family during the Great War. We believe their thoughts and wishes should be respected where possible.

The significance of the memorial garden as part of the setting of the war memorial is recognised in the list entry entitled 'Greengates War Memorial in Garden of Remembrance' and also in the entry itself which states:

'The memorial is set in a flower bed with various associated commemorative items around it, including two triangular stones with metal plaques commemorating royal visits in 1923 and 1928. The whole is in a small memorial garden on one corner of the crossroads.'

As the memorial gardens falls within the designation of the listed war memorial any proposals will need to consider the impact on the architectural, communal, evidential and historic significance of the war memorial.

Comments on proposals

Based on the information provided as part of the consultation it is clear that a significant area around the war memorial will be lost to the proposed road development. This will impact on the design significance of the garden of remembrance designated as part of the list description and also reduce space available to carry out Remembrance Day services. WMT is also aware that the war memorial is a focus for the local community who help to maintain the garden.

War Memorials Trust believe the setting of a war memorial plays an important, and occasionally dominant, role in determining its significance. This includes the immediate surroundings as well as its wider context and can be crucial to the way in which memorials are viewed and the atmosphere in which they are experienced. As a result it is important to identify the significance of these features when making changes to a memorial. This is outlined in Chapter 5 of our guide on The Conservation, Repair and Management of War Memorials, which I have enclosed and can also be found at www.historicengland.org.uk/images-books/publications/conservation-repair-management-war-memorials. Further information is also available in the guide on the Conservation and Management of War Memorial Landscapes which I have also enclosed and can be found at <https://historicengland.org.uk/images-books/publications/conservation-management-war-memorial-landscapes-updated>.

With a proposal of this type, WMT would expect to see a thorough evidenced based options appraisal which demonstrates the necessity of the project (in this instance, the reduction of the garden of remembrance achieved by the setting back of the boundary wall and associated landscaping), an exploration of all potential options, and an impact assessment of each those options on the designated asset.

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Any options appraisal should include the existing boundary wall and railings which form the setting of the war memorial and inform the design significance of the site. The (original?) railings and boundary wall should be retained unless compelling evidence can be produced that demonstrates that retention is untenable.

WMT would also advise producing a heritage statement on the war memorial and the garden of remembrance to establish the significance of specific elements such as the boundary wall and railings as well as the design layout of the garden. This will ensure that should proposals come forward to re-design the gardens they will be informed by an understanding of the original design intent. Through historic research there may also be an opportunity to restore some of the elements which have been lost.

As part of a Listed Building Consent application the above information should be provided as highlighted in paragraph 128 of the National Planning Policy Framework (NPPF). This stipulates that the significance of the asset should be described as well as the contribution made by its setting. WMT would be likely to oppose the current proposals under paragraph 133 of the NPPF if an evidenced based options appraisal were not provided because it will not have effectively been demonstrated that the substantial harm or loss is necessary to achieve the benefit which outweighs the harm or loss to the heritage asset.

Once again, thank you for taking the time to consult WMT on the proposals for the Harrogate Road/New Line Junction Improvement Scheme. WMT would be happy to work with Bradford Metropolitan District Council as part of the project and potentially carry out a site visit if this would be benefit. If you have any questions, please do not hesitate to get in contact.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Chris Reynolds', written in a cursive style.

Mr Chris Reynolds
Conservation Officer