

Parking	
<p>Many people have raised concerns about removing parking provisions on New Line, west of the junction. In particular, respondents have mentioned parking in front of 75-91 New Line, between The Grove and Galloway Road.</p>	<p>One cause of congestion is vehicles parked on main distributor roads and near major junctions. Keeping the parking bays outside 75-91 New Line would directly reduce the capacity of the proposed junction (i.e. the number of vehicles which can get through the junction on each green signal).</p> <p>The proposals remove approximately nine spaces from the existing bays that are part of (The Grove) permit parking scheme. However, alternative parking spaces are available within that parking permit scheme.</p> <p>Mitigating measures are possible such as creating on/off-street parking and this could be considered/offered to homeowners.</p> <p>Consideration is being given to provide some additional parking on Brunswick Place.</p>
<p>A number of people have raised concerns regarding removing parking provisions on Harrogate Road, south of the junction. In particular, respondents mentioned the impact that removing parking could have on businesses on the western side of Harrogate Road. Respondents were also concerned that removing parking on Harrogate Road would cause people to park on Stanley Street.</p>	<p>One cause of congestion is vehicles parked on major distributor roads and near major junctions. Keeping the unrestricted parking outside 899-909 Harrogate Road would directly reduce the capacity of the proposed junction.</p> <p>The proposals remove approximately seven on-street spaces. However, these properties have unrestricted parking at the rear this is accessed by Stanley Street.</p> <p>The current proposals include the provision of a parking lay-by near 909 Harrogate Road which is accessed off the new access road to Farmfoods and details are shown on accompanying drawing R/PTH/MH/103196/PL-4B.</p>
<p>A few people have raised concerns about removing parking provisions on Harrogate</p>	<p>One cause of congestion is vehicles parked on major distributor roads and near major junctions.</p>

**Harrogate Road / New Line
Feedback Response Table**

<p>Road, north of the junction, in particular by Greengates Primary School and St. John's Church.</p>	<p>There are no changes proposed to parking restrictions on Stockhill Road or outside Greengates Primary School.</p> <p>Currently parking on this length of Harrogate Road is physically restricted due to existing cycle lanes, two bus stop clearways and an existing central pedestrian refuge.</p> <p>To the north of the church a housing developer is due to commence construction imminently. The highway/junction works associated with that development will remove some twenty on-street parking spaces from Harrogate Road.</p> <p>On the west of Harrogate Road opposite the church these proposals remove approximately four on-street parking spaces between the new housing development and the existing refuge. On the east side of Harrogate Road outside the church approximately four parking spaces would be lost between the new housing development and the existing bus stop.</p> <p>To mitigate the on-street parking loss one solution that is being considered is the introduction of a short length of a new parking lay-by.</p>
Congestion	
<p>Many people have shared concerns that the widening of the road will merely move the bottleneck further down the respective roads, due to the three lanes merging back into one.</p>	<p>Modelling/analysis of the operation of the new junction proposals as presented indicate that in the design year of 2029 the junction operates satisfactorily and safely dissipating the queues within an acceptable timeframe.</p>
<p>A number of people have suggested including another yellow box near the turnings on the junction to alleviate congestion.</p>	<p>It is not anticipated that any further yellow boxes would be required however, should there be any 'teething' issues following completion of the scheme, yellow boxes can be considered as one of the options to address these concerns.</p>

**Harrogate Road / New Line
Feedback Response Table**

Impact on property	
<p>A number of people have expressed concern about how these proposals will affect the value of the nearby homes due to physical factors such as increased noise of traffic near to their properties. <i>(see also Disruption During Construction and Construction)</i></p>	<p>Under Part 1 of the Land Compensation Act 1973 compensation can be claimed by people who own/occupy property that has been reduced in value by physical factors caused by the use of a new or altered road.</p>
Air Quality	
<p>A worry was raised regarding the amount of pollution the 'increased' traffic will cause.</p>	<p>The monitoring of existing air quality in the junction vicinity is ongoing. In the future local as well as national traffic volumes are predicted to rise however, the proposals would reduce congestion, ease flow of traffic through the junction and hence reduce the amount of stationary/slow moving traffic and associated exhaust emissions.</p> <p>Currently the nature of traffic flow especially at peak times is of stationary and queuing traffic with frequent stop/starts which produces more emissions. The proposals will result in more free flowing traffic and therefore reduce the level of air pollution.</p> <p>An air quality assessment will form part of the planning application.</p>
Pedestrian safety	
<p>Many people expressed support for the proposed pedestrian crossings and would like more information about how they will assist pedestrians to cross. A number of people have also raised their support for safer pedestrian crossings.</p>	<p>Currently at the junction pedestrians cross the roads under uncontrolled conditions.</p> <p>New pedestrian islands together with controlled (traffic signal) crossings incorporating push button red/green man facilities will assist pedestrians to cross. At each road approach to the junction and at the end of the 'P-Loop Junction' traffic will be stopped in a sequence that will allow pedestrians to move.</p>

**Harrogate Road / New Line
Feedback Response Table**

	<p>There will be a standalone puffin crossing across Harrogate Road to the north of Carr Bottom Road. The proposals cater for pedestrian desire lines.</p>
Bus stops	
<p>A number of people have expressed concern about the lack of bus stops within the proposals – especially on New Line. Many have said that the two bus stops on New Line are very far apart and could be difficult to walk between. A few people expressed their support for the inclusion of bus shelters as part of the new bus stops.</p>	<p>The proposals will retain the existing four bus stops in the vicinity of the junction.</p> <p>A survey of the users of the bus stop on New Line adjacent to Farmfoods (for buses travelling towards Shipley) has been carried out to assess the impact of relocating the stop some 135 metres to the other side of Haigh Hall Road. The survey found that the existing stop is not well used. 2% of respondents said they would be greatly inconvenienced if the stop was relocated with 58% stating it would be easier/make no difference.</p> <p>The new bus stops will incorporate a bus shelter and where possible <i>real-time</i> information.</p>
<p>A number of people would like provision to ensure stopping buses would not hold up traffic.</p>	<p>The traffic modelling of the proposals which includes input of peak time bus frequencies indicates that stopping buses do not hold up traffic.</p> <p>The proposals for the two new bus stops on New Line will include new bus lay-bys allowing buses to stop outside of the free flowing traffic lane.</p> <p>The widening of Harrogate Road creates room to allow general traffic to overtake stationary buses.</p>
<p>It was noted that traffic could be reduced by increasing the amount of provisions of public transport. This could be through more bus stops or improved nearby rail services.</p>	<p>The number of bus stops in the vicinity is agreed between the West Yorkshire Combined Authority (WYCA) and bus operators and is generally based around a commercial viability assessment of any new/existing route. WYCA and the bus operators review provision regularly and it is considered that provision in the area is currently sufficient.</p>

**Harrogate Road / New Line
Feedback Response Table**

	<p>The new Apperley Bridge railway station was opened in December 2015 and indications are that this is a very popular and valuable public transport asset.</p>
Housing schemes	
<p>Many people questioned whether the new housing schemes in the area have been taken into account. Respondents thought this would increase the amount of traffic passing through the junction.</p>	<p>The traffic that is generated by the housing developments has been factored into the traffic modelling data.</p> <p>A proportion of the funding for this scheme has come from contributions by housing developers.</p>
Rat running	
<p>A few people suggested that, as part of the proposals, Hemingway Road and Stockhill Road should be access only. There was a concern amongst respondents that these routes will be used for rat running. Some suggested that The Grove should be accessible by Stockhill Road only to prevent rat running.</p>	<p>Access only roads are difficult to enforce; they can only be enforced by the police and would need an officer to be present. For this reason they are rarely introduced. The length and nature of Hemingway Road (and Apperley Road) giving access to many properties would make it unsuitable for an access only order. Stockhill Road would be more suitable but from an enforcement point of view cannot be recommended. The improvements to the junction when completed should make rat running less attractive.</p> <p>The operation of all roads will be monitored by Bradford Council (the Council) and if a problem presents itself with increased use of any roads then further remedial works could be implemented including the introduction of Traffic Regulation Orders.</p> <p>The closure of The Grove could be considered but this will directly affect the access for 21-27 Stockhill Road as well as the residents of The Grove and will indirectly affect others including the school. A closure would need a Traffic Regulation Order to be processed.</p>

**Harrogate Road / New Line
Feedback Response Table**

	<p>The Grove residents have petitioned the Council for a road closure to be implemented. This will be considered as part of the scheme proposals by a further consultation with residents in that local area.</p>
Right turn filter lights	
<p>A large number of people would like to see right turn filter lights on all sides of the junction.</p>	<p>If right turns filter lights with necessary timings were to be introduced on all four arms of the existing junction the capacity (i.e. the number of vehicles which can get through the junction on each green light) would be severely reduced.</p> <p>Another problem being the existing narrow road widths which limits space to allow traffic wishing to turn right to wait out of the flow of through traffic.</p> <p>The proposed junction design allows pedestrians to cross safely whilst traffic is moving (known as walk with traffic). To signalise all approaches with a right turn arrow would mean introducing a lengthy all red period to allow pedestrians to cross on a green man.</p> <p>Road widening, the 'P-Loop Junction' and the introduction of MOVA (Microprocessor Optimised Vehicle Actuation) signal control will assist the operation of the junction. The additional carriageway space and the provision of pedestrian controlled crossing facilities will complement the introduction of MOVA and assist traffic flow.</p>
<p>Some suggested that there should be right turn filter lights on Harrogate Road going North instead of having the P-Loop.</p>	<p>As above and see below</p> <p>The provision of a right turn arrow for one particular movement leads to even greater difficulty for vehicles turning right from the opposite arm of the junction. Another problem is that it also leads to confusion for pedestrians</p>

**Harrogate Road / New Line
Feedback Response Table**

	<p>crossing the opposite arm of the junction as they have to rely on secondary signals to indicate to them what is happening.</p> <p>The 'P-Loop Junction' arrangement provides additional capacity for the junction.</p>
<p>Some people suggested that right turn filter lights on all sides of the junction could be used. Respondents suggested that this would solve all the problems of the junction, without the other parts of the scheme.</p>	<p>As above</p> <p>The two proposed right turns from New Line will have an indicative right turn arrow. They will appear at different times, right turning traffic from New Line to Harrogate Road (inbound to Bradford), will operate before traffic starts moving on New Line from Calverley and the other right turn to Apperley Bridge will operate after the full green for New Line towards Calverley (an early start and an early cut off). Right turning traffic will also be able to turn in gaps of traffic whilst New Line is running the full green signal.</p>
<p>Dangerous drivers</p>	
<p>A few respondents expressed a desire to see speed cameras along Harrogate Road, alongside other provisions to prevent 'reckless' driving.</p>	<p>The introduction of speed cameras is regulated by the West Yorkshire Casualty Reduction Partnership using strict criteria relating to the number and severity of recorded road casualties and the recorded speed of traffic. Any new sites have to meet the very stringent criteria.</p> <p>Current collision/casualty statistics indicate that Harrogate Road would not meet the criteria for a fixed speed camera.</p>
<p>Cyclist provisions</p>	
<p>A few people complained that too much money is being spent on cyclists who do not use the junction.</p>	<p>The value of cycling as a mode of transport is recognised by the WYCA in the City Region's Strategic Economic Plan and the draft Transport Strategy. In accordance with WYCA and the Council policies one of the aims of the scheme is to encourage sustainable modes of transport. Part</p>

**Harrogate Road / New Line
Feedback Response Table**

	<p>of the budget is allocated to comply with these aims and policies.</p> <p>Improving cycle facilities enables cyclists to better and more comfortably navigate the junction.</p>
<p>One person requested that the cycle lanes be painted red to increase visibility.</p>	<p>It is Council policy to introduce cycle facilities where possible. The markings used for cycle lanes are regulated by the Traffic Signs Regulations and General Directions (2016) and use of red markings is not permitted. Any proposal to incorporate this would need specific approval from the Department for Transport.</p>
<p>Disruption During Construction</p>	
<p>Many people have enquired about the amount of disruption which will be caused by the construction of the new scheme and how it will affect businesses and homeowners.</p>	<p>As this consultation has been carried out early in the development of the proposals it is not possible to provide a detailed response as to how the scheme would be constructed, as such information would be developed in conjunction with the Council's appointed contractor. However, most of the work will more than likely be constructed Monday - Saturday during the day.</p> <p>As with all highway improvements which have been undertaken by the Council we would generally ensure that all contractors working on site are aware of the local neighbourhood and will be instructed to work as sensitively as possible during the whole construction period.</p> <p>Arrangements will be made for businesses, homeowners and local residents to be given reasonable advanced notice of periods when work will be undertaken directly in front of their properties. Pedestrian access would be maintained to frontages at all times. Restrictions to vehicular accesses would be agreed and only occur for very short periods when these are re-</p>

**Harrogate Road / New Line
Feedback Response Table**

	sited/reconstructed.
A few people expressed concern regarding potential rat running in Calverley during the construction works.	The situation will be monitored and together with Leeds City Council colleagues, the Council would explore potential short-term measures to address any issues which arise.
P-Loop	
A few people have raised concerns about the capacity of the P-Loop, in particular, how it may not be able to cope with the volume of traffic resulting from the closure of Apperley Road. <i>(see also Rat running)</i>	The 'P-Loop Junction' arrangement provides additional capacity for the junction and has been designed to cater for the traffic demands with room for traffic growth to 2029. There are no plans to close Apperley Road. The housing developer has made a financial contribution for a traffic survey/consultation to be carried out and consider options that could be implemented on Apperley Road/the local area. This exercise is separate to the junction proposals and would commence once a large proportion of the new houses have been built.
Some raised concern about the P-Loop, specifically how it may cause confusion among many drivers.	Similar 'P-Loop Junction' arrangements at other junctions across the district and further afield operate satisfactorily. The entry/exit to/from the 'P-Loop Junction' will be signed and the exit will be signalised for traffic turning left or right onto New Line.
Some respondents suggested the P-Loop could be difficult to navigate in a large vehicle.	Swept path footprints for 'design' Heavy Goods Vehicles indicate that large vehicles can satisfactorily navigate the proposed 'P-Loop Junction' arrangement.
A query has been raised regarding the buffer space created around the exit of the P-Loop, and what affect this could have on traffic.	On each green light phase of the traffic signals all traffic will clear the length of the 'P-Loop' carriageway. During the next red light phase cyclists can move into the cycle reservoir and pedestrians will cross the road.
Landscaping	

**Harrogate Road / New Line
Feedback Response Table**

<p>A number of people were supportive of the tree planting proposed as part of the scheme. Some were not supportive, suggesting that they could restrict vision for vehicles and pedestrians.</p>	<p>As shown on the accompanying drawing - reference: R/PTH/MH/103196/PL-5B, new tree planting will form part of the overall Junction Improvement Scheme. However, it is important to clarify that the proposed new 'P-Loop Junction' and new access to Farmfoods has been designed to the appropriate highway standards and would incorporate visibility splays to that standard. Trees will be planted in suitable locations where visibility is not obstructed.</p>
<p>It was noted that indigenous trees should be used, e.g. oak or ash.</p>	<p>The accompanying Arboricultural Survey (December 2015), which accompanies this application explains that within the context of the application sites, many of the trees identified consist of a mixture of species. The design of all soft landscaping will reflect the character of the area and include indigenous species.</p>
<p>Macro traffic strategy</p>	
<p>It was asked whether there would be a consultation regarding the macro traffic strategy of CBMDC and Leeds City Region.</p>	<p>There are no proposals to hold further consultations in relation to the macro traffic strategy of Leeds City Region and the Council.</p>
<p>War Memorial</p>	
<p>Many people have been supportive of the plans to protect the War Memorial, while some have expressed concern that some of the surrounding garden will be reduced. Some respondents asked if the cenotaph could be removed to make the junction wider.</p>	<p>There are no plans to relocate the War Memorial. A Listed Building Consent application is being submitted as part of the planning process. The proposals would reduce the size of the garden area and the proposals are being developed with heritage experts.</p> <p>The accompanying Heritage Statement (December 2016) to the application for Listed Building Consent for the realignment of the War Memorial boundary wall and the associated paths and grass beds explains that the Grade II Listed War Memorial in the Garden of Remembrance will be</p>

**Harrogate Road / New Line
Feedback Response Table**

	<p>impacted upon by the development proposals through the realignment of its boundary wall and some associated landscaping. However, as confirmed in the Heritage Statement, <i>“the development proposals include the rebuilding of the boundary wall from the original stone and the utilisation of the original railings. Although part of the core setting of the War Memorial will be reduced in size, this loss will be mitigated through the sensitive rebuild of the original boundary wall and railings. It is therefore considered that there will be a minor/negligible adverse impact on the contribution that the core setting provides to the significance of the War Memorial”</i>.</p> <p>The current proposals would reduce the size of the surrounding garden area by some 74 square metres (which is about 12% of the original area).</p>
<p>The War Memorials Trust has asked for an options appraisal to be carried out, which demonstrates the necessity of the project, an exploration of all potential options and an impact assessment of each of these options on the designated asset.</p> <p>The War Memorials Trust has also advised on the production of a heritage statement of the War Memorial and the surrounding gardens. This is to ensure that if the gardens have to be re-designed, they will be informed by an understanding of the original design intent.</p>	<p>The Gateway 1 Review submission Report (November 2014) provides an options appraisal and demonstrates the need of the project. As explained in the report, measures were taken to protect the war memorial in consultation and with the agreement of Friends of the War Memorial and English Heritage.</p> <p>As stated above, the accompanying Heritage Statement (December 2016) explains that <i>“Although part of the core setting of the War Memorial will be reduced in size, this loss will be mitigated through the sensitive rebuild of the original boundary wall and railings. It is therefore considered that there will be a minor/negligible adverse impact on the contribution that the core setting provides to the significance of the War</i></p>

**Harrogate Road / New Line
Feedback Response Table**

	<i>Memorial”.</i>
Signage	
A few people suggested that signage could be improved across the junction.	A comprehensive signing strategy will be designed as part of the detailed design.
Roundabout	
It was suggested that the scheme could be replaced by a traffic light controlled roundabout, similar to the one at Dawsons Corner at the entrance to the Owlcotes Centre.	A traffic light controlled roundabout to an acceptable highway standard would require a larger land footprint and therefore would be extremely expensive to provide. Roundabouts are notoriously bad for cyclists (and we are encouraging cycling) and would not allow provision for formalised pedestrian crossing facilities.
Construction	
Some people raised concern about the noise and dust levels associated with construction.	Noise and dust levels during construction would be monitored to ensure that these remain within acceptable limits and the Council would encourage any contractor tendering for this work to be part of the Considerate Contractor scheme which places enhanced obligations on contractors related to how they deal with these types of issues.

Consultation Feedback

Pre-Application Consultation [30 August 2016 – 23 September 2016]

All parties involved in the development of the proposals empathise with the concerns of the neighbouring community. All the comments that have been received are being given serious consideration and, where possible, adjustments to the design proposals have already been made. In addition, meetings are taking place between the residents, WYCA and Bradford Council in order to discuss some of the issues in more detail. It must be recognised that the proposed highway improvement is being provided for the benefit of the whole community and so some compromises will be a necessity.