

## Grange Avenue Statement 22<sup>nd</sup> May 2015

The CityConnect Programme Board met yesterday, the 21<sup>st</sup> May 2015.

Following the recent posts on social media sites and in the press concerning the junction of Grange Avenue and Dick Lane on the CityConnect Cycle superhighway, the Board was a good opportunity to have a frank exchange of views and ensure everyone has a common understanding. With respect to the Grange Avenue junction, we recognise that completing this junction first has given the wrong impression as it is not representative of the majority of side road junctions along the Superhighway.

Cycle Superhighway design has sought in the first instance to provide priority for cyclists at side roads. This has generally been achieved using the following standard designs:

- a) Set-back speed table with give-way markings to indicate that vehicles give-way to cyclists (fig A);
- b) Continuing the cycle track/footway across the mouth of the junction where the side road is a cul-de-sac with very low traffic levels. The kerb is taken across the side road in a similar way to a private drive, indicating that motorists give way to cyclists (fig B);
- c) Cycle lane across the mouth of the junction, indicating that motorists give way to cyclists (fig C);
- d) Speed table at the junction where the side road is one-way with no-entry from the main road. Give-way markings at the speed table indicate that motorists give-way to cyclists.



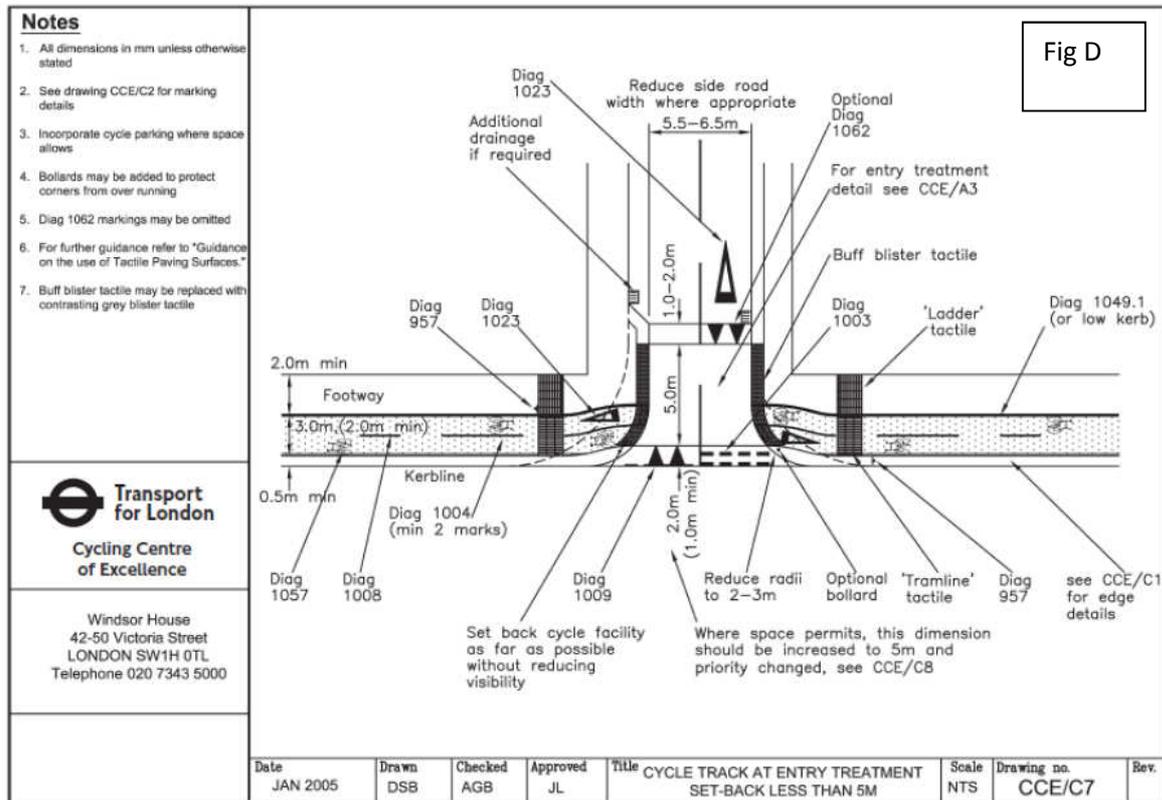
Fig B



Fig C



At two side roads, Grange Avenue (Bradford) and the current design at Wellington Road Industrial Estate (Leeds city centre), both of which are two way cycle routes, it has not been possible to achieve these design standards because of highway boundary constraints. In locations where it is necessary to continue a cycle route across a side road, where cyclists cannot be afforded priority, then in some instances it may be possible to implement the design adopted by the Cycle Superhighway which is a variant of a standard detail prepared by Transport for London (see fig D).



The standard detail for a speed table, where there is no priority for cyclists, includes a second give-way marking at the speed table for vehicles turning out of the side road. The detail adopted for the Cycle Superhighway is based on this TfL design standard.

Following requests for information from Programme Board concerning the junction of Grange Avenue and Dick Lane, the design team detailed the options already examined for this junction:

1. Making Grange Avenue one-way so that option d) could be adopted. However this would have meant residents having a long detour via Thornbury Barracks Roundabout which was not considered appropriate;
2. Creating a set-back speed table as option a). However this created a dog-leg for cyclists and necessitated using a narrow section of shared footway; and
3. Adopting option b). However the number of properties having access from Grange Avenue was considered to be too high.

In addition the design has sought to balance the competing requirements of safety and directness. The view of the design team was that a more direct route was favoured in this instance to a dog-legged, narrow, shared footway alternative, particularly given that cycle flows are two way and that traffic levels turning in to the side road are relatively low and involve only left turning vehicles.

The design sought to address some of the safety concerns of having such a side road treatment by;

- i) Introducing a speed table to reduce vehicle speeds;
- ii) Tightening corner radii to reduce vehicle speeds; and
- iii) Creating a kink in the cycle track to make cyclists aware of priority differences compared to other side road treatments.

The scheme has been through a safety audit process and no safety concerns were raised concerning the final design for this particular junction. As with any highway scheme, a Stage 3 Road Safety Audit will be undertaken when the scheme is substantially complete.

The construction of this junction has not differed from the original design consulted on in terms of priorities for cyclists. However, we recognise that there is not an obvious highlight on the drawings to show that cyclists do not get priority. Whilst it is appreciated that there were ambiguities on the plans as to the priorities that would be in place for the speed tables located at a junction, there has been no intention to misinform the public or groups that have been part of the consultation process.

We recognise that there also needs to be a public update on the remaining side road treatments to reassure that, for the most part, cyclists will retain priority. We have agreed to further discussion with the design team and Advisory Group on the parameters for side road junctions. When these parameters were originally sent in draft form to the Advisory Group in October the focus of work was primarily on major junctions and intersections. We will provide a schedule of side road treatments following this discussion but the below table shows the number of junctions in question.

**Table 1: Cycle Superhighway – junction treatment at side roads and accesses**

<b>Section</b>	<b>Speed table with priority for cyclists (No.)</b>	<b>Cycle lane with priority for cyclists (No.)</b>	<b>Cycle track and footway taken across side road/access with priority for cyclists (No.)</b>	<b>No priority for cyclists (No.)</b>
A	13	8	10+	1
B	5	4	1	0
C	1	17	40+	0
D			Cyclists on the carriageway	
E	2	3	25+	0
F			Design not confirmed	
G	12	5	20+	0
<b>Total</b>	<b>33</b>	<b>37</b>	<b>96+</b>	<b>1</b>

We also believe that a targeted campaign is needed to ensure that all users understand the priorities at junctions and visible (possibly temporary) signage will be included in this campaign.

CityConnect would like to apologise for the concern caused through ambiguities in the drawings and as a result of the twitter pictures posted. The input and advice of the users (You) and our stakeholders remains our greatest asset and we are keen that this continues. It is reassuring to us that these issues are picked up and referred to us in order that we can address them, and we remain committed to delivering an ambitious scheme that will encourage more people to cycle for years to come.