

## Report from Trevor Eakin, Highways Engineer, Bradford Council given by Mr Bruce Andrews at the meeting.

Mr. Andrews gave the following report regarding a site visit made by Trevor Eakin, Highways Department, Bradford Council:

It should be made clear that the comments below have been made on the basis of sketch drawings supplied by Airedale Tree Surgeon's architects who have provided them as a basis for discussion and NOT as detailed designs.

Any detailed design will have to be considered by the Council's Development Control Section as part of the Planning process.

### Option 1

1. Taxi access under the road bridge to the drop-off point must be wide enough to accommodate a one-way road of 3.6m width PLUS a lit, pedestrian route 1.8m wide. This pedestrian route will take the peak flows to/from the the Eastbound platform. It was noted that this route will be tight up against the railway track.

2. Access and egress to/from Station Road should be via a carriageway that can accommodate

2 x outbound lanes + 1 x inbound lane. This is to ensure the car park clears within a reasonable time.

The existing access road is 5 metre wide with steel safety barriers adjacent to the kerbs and these constraints, together with steep embankments will increase costs significantly.

3. Inbound to the car park from the roundabout should have a central right-turning lane to eliminate traffic stacking down to the AVTR.

The width of Station Road is 7.3m. A central right turning lane will increase this by a further 2.75m. This additional width cannot be obtained due to the constraints of the bridge parapets.

4. How many additional spaces are envisaged? A reply of 200 was given.

### Option 2.

1. Vehicular route to the new car park under the bridge.  
Comments as in 1 above.

2. Access to the site via the proposed ramp.

## Appendix 3

This would appear to be very close to the roundabout, and whilst traffic speed will be low, the exit slip should be designed to remove vehicles from the roundabout and Station Road quickly, to remove risk of rear-end collisions. This constraint in itself causes problems in that the exit ramp gradient increases as Station Road climbs to the South.

3. Right turning from Station Road may require a dedicated lane, dependant on the carriageway widths on the detailed design.

4. Are the buildings on the sketch proposed Residential or Commercial or existing ?

If they are proposed, what is their likely traffic generation?

5. How many spaces are envisaged? A reply of 200 was given.

Are any measures being incorporated to improve the pedestrian route from the east bound platform to the existing car park? The existing steps or lengthy route with its at-grade crossing of station Road is hardly attractive.