

STATEMENT OF REASONS

The proposal is designed to prevent drivers of motor vehicles exiting from Butterfield Street onto Chapel Street. Historically there have been collisions resulting in injury to cyclists at the junction where the city centre cycle lane crosses the exit. The council introduced additional signs several years ago which has improved safety however near miss reports are still reported due to the junction layout and the proximity of adjacent buildings which result in reduced visibility. Access restrictions have previously been considered but due to the existing highway widths it was not deemed feasible as vehicular access is still required for servicing to adjacent property in the roads of Dye House Lane and Butterfield Street. The development of the old supermarket site to student accommodation will provide additional highway space to enable turning by service vehicles and remove the risk of vehicles reversing from Dye House Lane into Damside Street which serves as main bus route and pedestrian link. Butterfield Street and Dye House Lane are also used as a rat run to bypass sections of the city centre traffic systems and shortcut through roads that are currently restricted and this proposal will support self-enforcement in these adjacent roads.

These proposals are being funded by Section 278 monies deposited by developer and linked to the adjacent development site as part of a planning condition/ requirement. And it is now a requirement that this proposal is advertised in line with planning consents and conditions.

The Prohibition of Driving from Butterfield Street and associated measures are proposed on road safety grounds and to facilitate safety improvements for vulnerable road users.

REASONS UNDER Section 1 of the RTRA

(a) for avoiding danger to persons or other traffic using the cycle lane on Chapel Street or any other road or for preventing the likelihood of any such danger arising

(b) for preventing the likelihood of any such danger arising

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