

Agenda for a meeting of the Shipley Area Committee to be held on Wednesday 16 March 2016 at 1800 in the Council Chamber at Bingley Town Hall

Members of the Committee – Councillors

CONSERVATIVE	LABOUR	GREEN
Heseltine	Ross-Shaw	H Hussain
Shaw		Love
Barker		
Davies		
Ellis		
Townend		

Alternates:

Conservative	Labour	Green
Cooke	Hinchcliffe	Warnes
Eaton	Greenwood	
Pennington		
M Pollard		
D Smith		
Whiteley		

Notes:

- This agenda can be made available in Braille, large print or tape format on request by contacting the Agenda contact shown below.
- If any further information is required about any item on this agenda, please contact the officer named at the foot of that agenda item.
- Light refreshments will be provided for Members of the Committee only.
- Decisions on items marked * are not Executive functions and may not be called in under paragraph 8.7 of Part 3E of the Constitution
- The taking of photographs, filming and sound recording of the meeting is allowed except if Councillors vote to exclude the public to discuss confidential matters covered by Schedule 12A of the Local Government Act 1972. Recording activity should be respectful to the conduct of the meeting and behaviour that disrupts the meeting (such as oral commentary) will not be permitted. Anyone attending the meeting who wishes to record or film the meeting's proceedings is advised to liaise with the Agenda Contact who will provide guidance and ensure that any necessary arrangements are in place. Those present who are invited to make spoken contributions to the meeting should be aware that they may be filmed or sound recorded.

From:

City Solicitor

Agenda Contact: Palbinder Sandhu

Phone: 01274 432269

E-Mail: palbinder.sandhu@bradford.gov.uk

To:



A. PROCEDURAL ITEMS

1. **ALTERNATE MEMBERS** (Standing Order 34)

The City Solicitor will report the names of alternate Members who are attending the meeting in place of appointed Members.

2. **DISCLOSURES OF INTEREST**

(Members Code of Conduct - Part 4A of the Constitution)

To receive disclosures of interests from members and co-opted members on matters to be considered at the meeting. The disclosure must include the nature of the interest.

An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.

Notes:

- (1) *Members may remain in the meeting and take part fully in discussion and voting unless the interest is a disclosable pecuniary interest or an interest which the Member feels would call into question their compliance with the wider principles set out in the Code of Conduct. Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.*
- (2) *Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations, and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.*
- (3) *Members are also welcome to disclose interests which are not disclosable pecuniary interests but which they consider should be made in the interest of clarity.*
- (4) *Officers must disclose interests in accordance with Council Standing Order 44.*

3. **MINUTES**

Recommended –

That the minutes of the meetings held on 27 January 2016 be signed as a correct record (previously circulated).

4. **INSPECTION OF REPORTS AND BACKGROUND PAPERS**

(Access to Information Procedure Rules – Part 3B of the Constitution)

Reports and background papers for agenda items may be inspected by contacting the person shown after each agenda item. Certain reports and background papers may be restricted.

Any request to remove the restriction on a report or background paper should be made to the relevant Director or Assistant Director whose name is shown on the front page of the report.

If that request is refused, there is a right of appeal to this meeting.

Please contact the officer shown below in advance of the meeting if you wish to appeal.

(Palbinder Sandhu - 01274 432269)

5. PUBLIC QUESTION TIME

(Access to Information Procedure Rules – Part 3B of the Constitution)

To hear questions from electors within the District on any matter this is the responsibility of the Committee.

Questions must be received in writing by the City Solicitor in Room 112, City Hall, Bradford, BD1 1HY, by mid-day on Monday 14 March 2016.

(Palbinder Sandhu - 01274 432269)

B. BUSINESS ITEMS

6. PETITION REQUESTING '20MPH ZONE' ON WELL HEADS AND A644 BRIGHOUSE ROAD ADJACENT TO KEELHAM PRIMARY SCHOOL, WELL HEADS

**Bingley Rural
Thornton & Allerton**

The Strategic Director of Regeneration will submit **Document "AH"** which considers an e-petition, the title of which requests the introduction of a '20mph zone' on that section of Well Heads and A644 Brighouse Road running adjacent to Keelham Primary School. The petition goes on to express concern regarding traffic speeds within the vicinity of the school, and makes specific request for the introduction of a Home Zone.

The petition was presented to Full Council on 19 January 2016, where it was resolved that the petition be referred to the Bradford West and Shipley Area Committees for their consideration.

On 24 February 2016, and in accordance with the Full Council resolution of 19 January 2016, a petitions report regarding the request for a 20mph zone on Well Heads was presented to the Bradford West Area Committee.

Recommended –

- (1) That the contents of Document "AH" be noted and that any action resolved be reported to a future meeting of the Bradford West Area Committee**
- (2) That the lead petitioner be informed accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee)

(Simon D'Vali – 01274 432100)

7. 26 OBJECTIONS TO PROPOSED TRAFFIC REGULATION ORDER FOR PARKING RESTRICTIONS WITHIN BAILDON VILLAGE AND ITS SURROUNDING AREAS

Baildon

The Strategic Director of Regeneration will submit **Document “AI”** which considers 26 objections received from local residents/businesses to a Traffic Regulation Order to introduce parking restrictions in and around Baildon village.

Recommended –

- (1) That the proposed Baildon TRO (as shown within Drawing No. TGD/THN/102329/TRO-1B (attached as Appendix 1 to Document “AI”) be approved, sealed and implemented as formally advertised subject to the following amendments:**
 - (a) The proposed single yellow line on Langley Lane be omitted or reduced in length;**
 - (b) The proposed 2 hours short-stay parking on Jenny Lane be omitted between Heather Road and Heygate Lane.**
- (2) That the objectors be advised accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee)

(Simon D’Vali – 01274 432100)

8. OBJECTIONS TO ADVERTISED 20MPH ZONE (COMPRISING TEN ROUND TOP ROAD HUMPS) ON THE EXISTING 20MPH LENGTH OF MOOR ROAD, BURLEY WOODHEAD

Wharfedale

The Strategic Director of Regeneration will submit **Document “AJ”** which seeks the decision of this Committee regarding objections received to the advertised 20mph zone (comprising ten round top road humps) on Moor Road, Burley Woodhead.

Recommended –

- (1) That the objections relating to the proposals as originally advertised and as shown within drawing No. TDG/THN/102345/CON-1B (attached as Appendix 2 of Document “AJ”) be overruled and the revised proposals as shown on drawing No. TGD/THN/102345/CON-1C (attached as Appendix 3 of Document “AJ”) be approved and;**
- (2) That the proposed traffic calming scheme as shown on drawing No. TGD/THN/102345/CON-1C (attached as Appendix 3 of Document “AJ”) becomes an extension of the existing adjoining 20mph zone on Moor Road, Burley Woodhead (as outlined in Appendix 1 of Document “AJ”).**
- (3) That the lead petitioner and objectors be advised accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee)

(Simon D’Vali – 01274 432100)

9. **PETITION REQUESTING REMOVAL OF EXISTING TWO HOUR SHORT-STAY ON-STREET PARKING ON CEDAR STREET, CROSSFLATTS**

Bingley

The Strategic Director of Regeneration will submit **Document “AK”** which considers the petitioners’ request to remove the existing two hours short- stay on-street parking facilities from the existing Resident Only Persons Parking (ROPP) scheme on Cedar Street, Crossflatts.

Recommended –

- (1) That the concerns of the petitioners be noted and no further action be recommended on this matter at this moment in time, although the petitioners' request be reconsidered when an appropriate parking review is being undertaken.**
- (2) That the lead petitioner and signatories be advised accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee)

(Simon D’Vali – 01274 432100)

10. **OBJECTION TO PROPOSED SPEED LIMIT ORDER TO INTRODUCE A 20MPH ZONE ON A SECTION OF SUN LANE, BURLEY IN WHARFEDALE**

Wharfedale

The Strategic Director of Regeneration will submit **Document “AL”** which considers one objection received to the advertised proposal to introduce a 20mph zone on the existing one-way section of Sun Lane (between its junctions with Main Street and West View Road) in Burley in Wharfedale.

Recommended –

- (1) That the proposals (as outlined in Appendix 1 of Document “AL”) be approved, sealed and implemented as formally advertised.**
- (2) That the objector be informed accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee)

(Simon D’Vali – 01274 432100)

11. **HIGHWAY MAINTENANCE NON-CLASSIFIED ROADS
AND SURFACE DRESSING ALLOCATION FOR SHIPLEY
CONSTITUENCY- 2016/17**

All Wards

The Strategic Director of Regeneration will submit **Document “AM”** which provides information on the Capital Highway Maintenance funding element of the Local Transport Plan for 2016/17 and makes recommendations on the allocation for Non-Classified road resurfacing schemes and Surface Dressing sites in the Shipley constituency.

Recommended –

That the proposed programme of works for 2016/17 as shown in Appendices 2 and 3 of Document “AM” be approved.

(Environment and Waste Management Overview and Scrutiny Committee)

(Andy Fisher – 01535 618297)

Report of the Director of Regeneration to the meeting of the Shipley Area Committee to be held on 16th March 2016.

Subject:

AH

Petition requesting the introduction of a '20mph zone' on that section of Well Heads and A644 Brighouse Road running adjacent to Keelham Primary School, Well Heads.

Summary statement:

This report considers an e-petition, the title of which requests the introduction of a '20mph zone' on that section of Well Heads and A644 Brighouse Road running adjacent to Keelham Primary School. The petition goes on to express concern regarding traffic speeds within the vicinity of the school, and makes specific request for the introduction of a Home Zone.

The petition was presented to Full Council on 19 January 2016, where it was resolved that the petition be referred to the Bradford West and Shipley Area Committees for their consideration.

On 24 February 2016, and in accordance with the Full Council resolution of 19 January 2016, a petitions report regarding the request for a 20mph zone on Well Heads was presented to the Bradford West Area Committee.

It is recommended that:

- This Committee notes the contents of this report and that any action resolved be reported to a future meeting of the Bradford West Area Committee.

Ward 23 – Thornton & Allerton
Ward 03 – Bingley Rural

Mike Cowlam
Strategic Director
(Regeneration)

Report Contact: **Simon D'Vali**
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Portfolio:
Housing, Planning and Transport

Overview & Scrutiny Area:

Environment & Waste Management



1. SUMMARY

- 1.1 A 348 signature e-petition has been received from people concerned with road safety within the immediate vicinity of Keelham Primary School, Keelham. The petitioners' request is attached to this as report Appendix 1.
- 1.2 The lead petitioner is a pupil of Keelham Primary School.
- 1.3 The petition was presented to Full Council on 19 January 2016, where it was resolved that the petition be referred to the Bradford West and Shipley Area Committees for their consideration.
- 1.4 On 24 February 2016, and in accordance with the Full Council resolution of 19 January 2016, a petitions report regarding the request for a 20mph zone on Well Heads was presented to the Bradford West Area Committee. That Committee resolved :
 - (1) That Shipley Area Committee be requested to look favourably upon this petition and act to address the concerns raised, which are shared by the Bradford West Area Committee, in particular, to have regard to the implementation of a '20mph zone'.
 - (2) That Officers continue to pursue all options with a view to improving road safety measures at that section of Well Heads and A644 Brighouse Road running adjacent to Keelham Primary School, Well Heads.
 - (3) That, in addition to the lead petitioner being informed accordingly, he also be formally praised for his community spirit and the arduous work undertaken to bring this subject matter to the attention of the Council.
- 1.5 This report seeks to fulfil the resolution of the Full Council meeting of 19 January 2016 referred to in section 1.3 of this report.

2. BACKGROUND

- 2.1 The petitioners have expressed concern with the junction of Well Heads with Brighouse Road, with the amount of parking on those roads fronting the school, and with traffic speeds within the immediate vicinity of the school. The petitioners have specifically requested the introduction of a 20mph zone on Well Heads and Brighouse Road, with the petition also requesting the provision of a Home Zone.
- 2.2 Local Members are aware of the petition.

- 2.3 Keelham Primary School is located within Thornton & Allerton ward in the Bradford West constituency. Those sections of Well Heads and Brighouse Road immediately fronting the school (and including their junction) are located within Bingley Rural ward within the Shipley constituency. The roads to which the petition relates and ward boundaries are identified within Appendix 2 of this report.
- 2.4 Both Well Heads and Brighouse Road form an important route for vehicles travelling from Halifax to Bingley/Shipley (and vice versa). Well Heads and Brighouse Road also provide an alternative route in those instances where A629 Halifax Road is closed to traffic.
- 2.5 The respective width of Well Heads and Brighouse Road adjacent to the school is 7.7 and 8.25 metres. Both roads are subject to a 30mph speed limit and are bus routes.
- 2.6 The school has no off-street parking facilities, and staff tend to park on the opposite side of Well Heads to the school playground. There are 'SCHOOL-KEEP-CLEAR' waiting restrictions on the other side of Well Heads to where this parking occurs.
- 2.7 The results of a speed and volumetric traffic survey carried out in January 2016 on that section of Well Heads approaching the school are tabulated below:

Direction of Travel - Towards A644 Brighouse Road			
Survey Date	Mean Average speed for the 24 hour period	85th percentile speed* for the 24 hour period	Total Volume for the 24 hour period
Tuesday 26 th January 2016	31.7mph	38.5mph	2153
Wednesday 27 th January 2016	31.0mph	38.0mph	2198
Thursday 28 th January 2016	31.2mph	37.5mph	2303

*The speed at or below which 85% of vehicles are travelling

Direction of Travel - Towards Thornton			
Survey Date	Mean Average speed for the 24 hour period	85th percentile speed* for the 24 hour period	Total Volume for the 24 hour period
Tuesday 26 th January 2016	34.3mph	40.4mph	2591
Wednesday 27 th January 2016	30.0mph	38.7mph	2761
Thursday 28 th January 2016	30.6mph	37.9mph	2179

*The speed at or below which 85% of vehicles are travelling

- 2.8 Analysis of the Council's traffic collision database shows that for the five year period ending 31st December 2015, no traffic collisions resulting in personal injury occurred on that section of Well Heads or Brighouse Road within the vicinity of the school.
- 2.9 The Council has liaised closely with Keelham Primary School in previous years regarding the school's traffic concerns. In 2011/12, Well Heads was included within this Committee's list of traffic calming/management scheme candidates considered annually for possible inclusion within its future programme of works. To date, the site has not been included within its Capital Works Programme, but remains on the list of scheme candidates for future consideration.

3.0 Previous Relevant Reports

- 3.1 At the Environment and Waste Management Overview and Scrutiny Committee on 12 February 2013, it was resolved:

That Bradford West and/or Shipley Area Committee be asked to look at safety issues of the use of HGV vehicles at the junction of Well Heads and Brighouse Road at Keelham Primary School and that a junction management action plan be developed.

As a result, officers carried out investigations into traffic conditions at this junction, in particular HGV turning manoeuvres. The following findings were reported back to the Environment and Waste Management Overview and Scrutiny Committee on 18 June 2013:

This junction [the junction of Well Heads with Brighouse Road] forms part of the Heavy Goods Vehicle (HGV) access route to Omega Proteins. The footway alongside Keelham Primary school, and particularly at the corner, is narrow.

The restricted width of the carriageway on Well Heads (some 7.7m) dictates that HGV 's encroach onto footway at the corner adjacent to the school when turning left into the A644 Brighouse Road. The carriageway on the latter is 8.25m wide.

There are some local parking restrictions, but parking is allowed on the frontage of residential properties on Brighouse Road opposite the school. Four out of six of these properties do not have alternative parking.

Evidence of HGV turning movements shows that it is likely that provision of a bell bollard on the corner (in a position that would leave sufficient width for pedestrians) or restoration of full kerb height here would create additional turning difficulties that may well result in damage to either of both or these along with parked vehicles in the locality. As such, officers would not support either of these measures without modifications to the school boundary.

One option previously discussed (between the Shipley Area team and the School) was to cut the corner off the school boundary wall to create a wider footway. This option was discounted by the School due to the impact that this would have on an historic well that is built into the wall. There are also land ownership issues [The land forming the school's curtilage belongs to Education and Schools].

The use of the existing pedestrian link between Well Heads and Brighouse Road (remaining within school ownership) for pupils and parents has been offered by the school as one potential alternative option. At a recent meeting with the school head it was concluded that this was the most practical solution. The school are to promote this amongst parents. Pedestrian movements at other times are minimal.

4. OTHER CONSIDERATIONS

- 4.1 In view of the physical constraints at the junction of Well Heads with Brighouse Road (section 3.1 of this report refers), it is the professional opinion of officers that there are no options for highway improvements to the junction that would not, themselves, lead to other issues. The use of the path within the school's grounds by pupils and parents is considered the most practical method of minimising the potential for conflict between HGVs and pedestrians at this location and hence improve the safety at the junction.

- 4.2 The e-petition makes specific reference to the introduction of a Home Zone. Home Zones are an attempt to strike a balance between vehicular traffic and everyone else who uses the street (eg. pedestrians, cyclists, business people and residents). Some see Home Zones as a way of "reclaiming" local streets from a traditional domination by cars. Others see it more modestly as a way of trying to restore the safety and peace in neighbourhoods that are becoming overwhelmed with speeding traffic. Home Zones work through the physical alteration of streets and roads in an area - these alterations forcing motorists to drive with greater care and at lower speeds.
- 4.3 Whilst the concept of home zones is an interesting one, such zones tend to be introduced within residential estates and cul-de-sacs, rather than roads such as Well Heads which forms an arterial route between Bingley/Shipley and Halifax. As such, officers do not consider the home zone concept to be an appropriate one with regards to Well Heads.
- 4.4 Having regard to the 85th percentile speeds recorded on Well Heads in January 2016 (section 2.7 of this report refers), Members may consider that the introduction of a 20mph zone on that section of Well Heads and Brighouse Road running adjacent to the school is appropriate, and officers would be supportive of this on the basis of the speed survey results. A 20mph zone would cost approximately £20k (this sum covering scheme design costs, consultation, legal fees, and physical construction).

5. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

- 5.1 This report has not been considered by the Overview and Scrutiny Committee.

6. OPTIONS

- 6.1 Option 1 – That this Committee notes the contents of this report and that any action resolved be reported to a future meeting of the Bradford West Area Committee (Recommended)
- 6.2 Option 2 – Members may prefer to take a course of action other than that indicated in the above option or the recommendation, in which case they will receive appropriate guidance from officers.

7. FINANCIAL & RESOURCE APPRAISAL

- 7.1 The promotion of a widening scheme at the junction of Well Heads with Brighouse Road would be reliant upon the acquisition of 3rd party land. Any such scheme would also require the appropriate diversion of statutory undertakers' equipment. The costs of such acquisition and equipment diversion works are unknown at this stage (and a budget to undertake any design work to ascertain these has not been identified). However, it is anticipated that the cumulative costs including design, processing and legal fees and works costs would be above the level of funding generally available to the Area Committee for traffic management measures. Furthermore, it has been acknowledged at a West Yorkshire level that there needs to be a re-focus on Casualty Reduction in order to meet the KSI reduction target within the Local Transport Plan. Therefore it has been determined (by the LTP Board and resolved by the Transport Committee) that the next 3 years Implementation Plan (2014-2017) will introduce an evidence-based approach to prioritise a significant proportion of the budget available for Traffic Management measures to address those sites where it is expected that highways improvements will improve safety and reduce casualties.
- 7.2 The funding split determined by WYCA is 70% for Casualty Reduction schemes and 30% for Locally Determined schemes, such as on-street parking management, speeding or other community priorities (where there are perhaps perceived safety issues rather than a history of recorded collisions).
- 7.3 Given that there has not been a history of recorded collisions resulting in injury at this site, neither junction improvement works nor a 20mph zone could be prioritised for an allocation of the 70% Casualty Reduction funding. Any of the works which the petitioners' have requested would therefore need to be funded by either:
- The 30% funding allocation designated for Locally Determined schemes;
 - The Council's own reserves; or
 - An external funding body.

However, the revised funding criteria which are being applied by external funding bodies (eg. Enhancement in GVA or carbon reduction) mean that it is unlikely that a scheme could be developed which demonstrates such benefits in the short to medium term.

8. RISK MANAGEMENT AND GOVERNANCE ISSUES

The implementation of low cost measures such as a bell bollard or re-kerbing could potentially lead to alternative safety issues arising. Such measures may also give pedestrians a false perception of safety.

9. LEGAL APPRAISAL

There are no specific issues arising from this report.

10. OTHER IMPLICATIONS

10.1 EQUALITY AND DIVERSITY

In the event that a scheme were developed, due regard would be given to Section 149 of the Equality Act 2010.

10.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications

10.3 GREENHOUSE GAS EMISSIONS IMPACTS

There is no impact on the Council's own and the wider District's carbon footprint and emissions from other greenhouse gases arising from this report.

10.4 COMMUNITY SAFETY IMPLICATIONS

There have been no recorded collisions resulting in injury on those sections of Well Heads and Brighthouse Road fronting Keelham Primary School in the five year period ending 31st December 2015.

10.5 HUMAN RIGHTS ACT

There are no human rights implications

10.6 TRADE UNION

There are no trade union implications

10.7 WARD IMPLICATIONS

Local Ward Members have not been consulted on this report.

10.8 NOT FOR PUBLICATION DOCUMENTS

None

11. RECOMMENDATIONS

- 11.1 Option1 – That this Committee notes the contents of this report and that any action resolved be reported to a future meeting of the Bradford West Area Committee
- 11.2 That the lead petitioner be informed accordingly.

12. APPENDICES

- 12.1 Appendix 1 – The petitioners request
- 12.2 Appendix 2 – Location Plan identifying those sections of Well Heads and Brighthouse Road running adjacent to Keelham Primary School, and ward boundaries at this site.

13. BACKGROUND DOCUMENTS

- 13.1 Reports to Environment and Waste Management Overview and Scrutiny Committee on 12 February 2013, 18 June 2014, and 3 December 2014.
- 13.2 Report to the meeting of Shipley Area Committee on 19 March 2014
- 13.3 Report to the meeting of the Bradford West Area Committee on 24 February 2016

Appendix 1

ePetition details

Keelham primary 20 mph zone

- [Browse all current ePetitions](#)

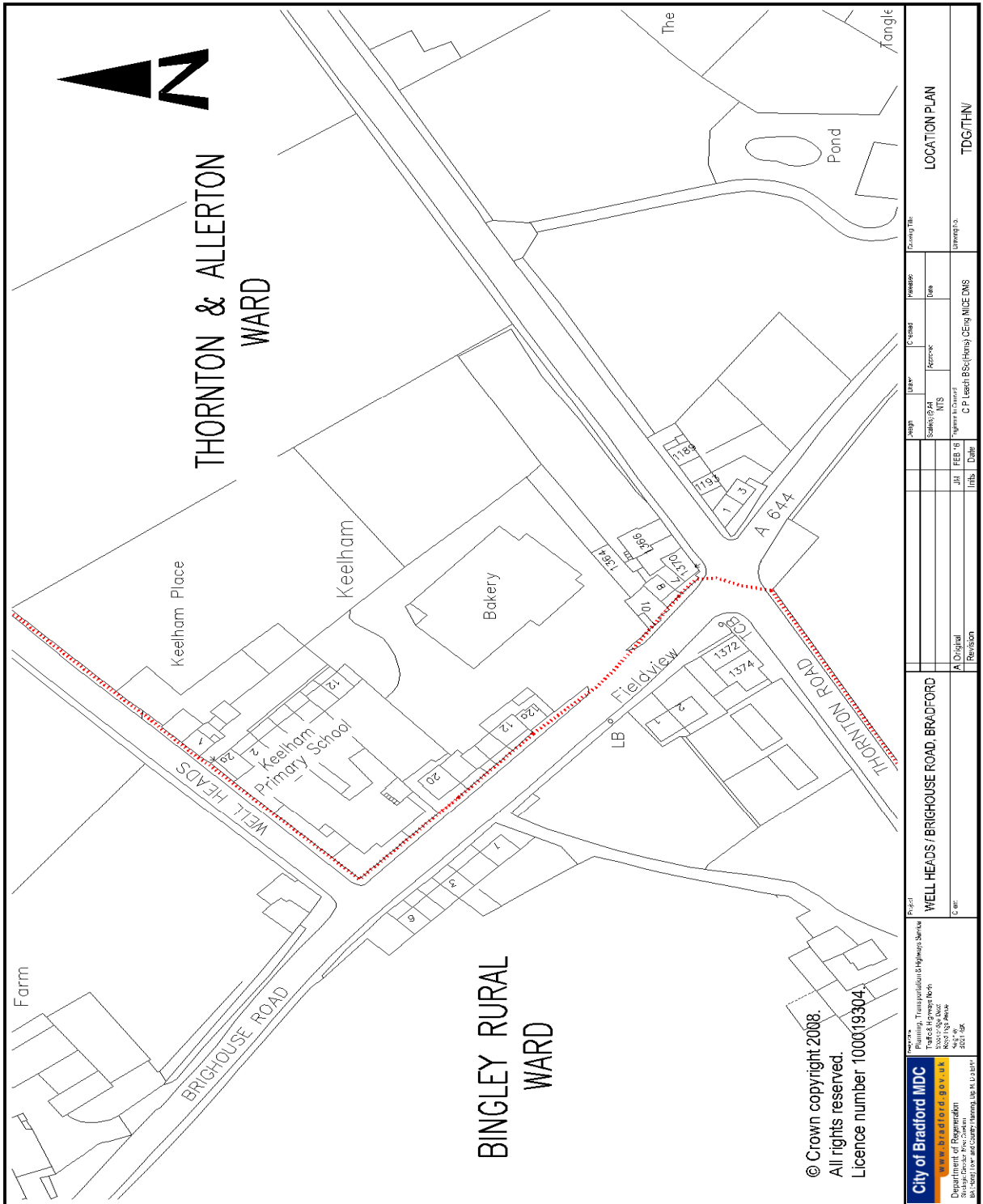
We the undersigned petition the council to Introduce a 20 mph zone along Well heads and Brighthouse road which both run pass Keelham Primary school.

Keelham Primary is a small school placed on a really bad corner. Access to school is limited. We have no car park and everyone has to park on the roadside. The volume of traffic that race by is now a worry. In the past the school had tried many different ways to engage with the council about road safety and has had little response. All these issues make it very dangerous for pupils, staff and parents going into and coming out of school. The introduction of a home zone will strike a balance between traffic and everyone who uses the street, pedestrians, cyclists and residents, restoring the safety and peace in our small neighbourhood. It's only a matter of time before someone is injured or loses their life innocently.

This ePetition ran from 26/11/2015 to 22/12/2015 and has now finished.

348 people signed this ePetition.

Report to the Shipley Area Committee
Appendix 2



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		Planning, Transportation & Highways Service Traffic & Highways Team Road Highways 2007-08		Project Planning/PA/1		Scheme NTS		Dates 11/01/08 - 11/01/08		Drawing Title LOCATION PLAN	
Department of Registration 1st Floor, 100, and County Buildings, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000		Drawing Title LOCATION PLAN									
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Revision 1		Date 11/01/08		Checked C/P Licent BSc/Hons CE/Eng MICE CIMS		Date 11/01/08		Drawing Title LOCATION PLAN			

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Report of the Strategic Director of Regeneration to the meeting of the Shipley Area Committee to be held on 16 March 2016.

Subject:

AI

26 objections have been received to a proposed Traffic Regulation Order to introduce parking restrictions within Baildon village and its surrounding areas.

Summary statement:

This report considers objections received from local residents/businesses to a Traffic Regulation Order to introduce parking restrictions in and around Baildon village.

It is recommended that:

- The proposed Baildon TRO (as shown within Drawing No. TGD/THN/102329/TRO-1B (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised subject to the following amendments:
 -
 - (a) - The proposed single yellow line on Langley Lane be omitted or reduced in length;
 - (b) - The proposed 2 hours short-stay parking on Jenny Lane be omitted between Heather Road and Heygate Lane.
- The objectors be advised accordingly.

Ward 1 (Baildon)

Mike Cowlam
Strategic Director (Regeneration)

Portfolio:

Housing, Planning and Transport

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Overview & Scrutiny Area:

Environmental and Waste Management



1. SUMMARY

- 1.1 Consideration of objections received from local residents and other interested road user groups regarding the proposed Traffic Regulation Order (TRO) to introduce parking restrictions in Baildon village and its surrounding areas.

2. BACKGROUND

- 2.1 The lack of sufficient on-street parking in Baildon village has been an issue for many years. Numerous concerns have been expressed by local businesses and residents regarding the problem of on-street parking facilities within the village for shoppers and residents alike.
- 2.2 The proposed short-stay parking restrictions in Baildon Village and its immediate surroundings have been introduced to address long-stay parking problems and meet the needs of shoppers and visitors (thereby contributing to the benefit of the local economy).
- 2.3 The proposed Residents Only Parking Place (ROPP) elements within the proposals are also intended to discourage long-stay commuter parking within the village and its surrounding residential streets. Drawing no. TGD/THN/102329/TRO-1B identifying the proposed parking restrictions in Baildon and surrounding area is attached as Appendix 1 of this report. A larger version of the drawing will be available at the Committee meeting on 16 March 2016.
- 2.4 The Shipley Area Committee at its meeting on 3 April 2013 allocated funding to address parking concerns in and around Baildon.
- 2.5 Following consultations with Local Members, the emergency services and West Yorkshire Combined Authority, the Baildon proposed TRO was formally advertised on 6 November 2015 for three weeks ending 27 November 2016. The formal advertisement resulted in 26 objections being received.
- 2.6 The objectors' concerns and officers' comments are tabulated in Appendix 2 of this report.

3. OTHER CONSIDERATIONS

- 3.1 Following concerns expressed by a local business on Westgate, a decision was made not to alter the existing double yellow lines within the vicinity of no.18 Westgate as that would allow disabled badge holders to park in this location.

4. FINANCIAL & RESOURCE APPRAISAL

4.1 Financial

The cost of introducing the proposed TRO will be met from this Committee's capital allocation.

4.2 Resources

The proposed scheme can be processed within existing staff resources.

5. OPTIONS

5.1 **Option 1** - The proposed Baildon TRO (as shown within Drawing No. TGD/THN/102329/TRO-1B (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised subject to the following amendments:

(a) - The proposed single yellow line on Langley Lane be omitted or reduced in length

(b) - The proposed 2 hours short-stay parking on Jenny Lane be omitted between Heather Road and Heygate Lane

(RECOMMENDED)

5.2 **Option 2** - The proposed Baildon TRO (as shown within Drawing No. TGD/THN/102329/TRO-1B (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised.

(NOT RECOMMENDED)

5.3 **Option 3** – The Committee may prefer to take a course of action other than that indicated in the above options or recommendations, in which case it would receive appropriate guidance from officers.

6. RISK MANAGEMENT AND GOVERNANCE ISSUES

6.1 There are no risk management implications.

7. LEGAL APPRAISAL

There are no legal implications at present.

8. OTHER IMPLICATIONS.

None

8.1 EQUALITY & DIVERSITY

In the event that the proposed TRO is developed further, due regard would be given to Section 149 of the Equality Act 2010.

8.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications.

8.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no implications regarding greenhouse gas emission impacts.

8.4 COMMUNITY SAFETY IMPLICATIONS

The proposed parking restrictions would help keep sightlines clear at junctions and are intended to discourage long-stay parking in residential streets and within the village.

8.5 HUMAN RIGHTS ACT

There are no implications for human rights.

8.6 TRADE UNION

There are no implications for the trade unions.

8.7 WARD IMPLICATIONS

None

8.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

The development and implementation of schemes included in this report support priorities within the Shipley Area Committee Ward Plans 2015-16.

9. NOT FOR PUBLICATION DOCUMENTS

None

10. RECOMMENDATIONS

10.1 **Option 1** - The proposed Baildon TRO (as shown within Drawing No. TGD/THN/102329/TRO-1B (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised subject to the following amendments:

(a) - The proposed single yellow line on Langley Lane be omitted or reduced in length;

(b) - The proposed 2 hours short-stay parking on Jenny Lane be omitted between Heather Road and Heygate Lane

10.2 That the objectors be advised accordingly.

11. APPENDICES

11.1 Appendix 1 - Drawing No. TGD/THN/102329/TRO-1B, showing the Baildon parking proposals as formally advertised.

11.2 Appendix 2 – Objectors’ and officer comments.

12. BACKGROUND DOCUMENTS

12.1 Shipley Area Committee Report 3 April 2013.

Appendix 2

Objections - Langley Lane	Officer comments
<ul style="list-style-type: none"> • Objecting to the introduction of parking restrictions on Langley Lane. I park my car in front of my house to see it as it has been repeatedly vandalised. The restrictions would force me to park away from my house. • My two children attend the school and I always support road safety measures around the school. The proposed parking restrictions on a section of Langley Lane would not address any road safety problems and would in fact displace the problems onto surrounding estate roads. Creating more on-street parking around the school would be beneficial to road users. Most of the residents in the area disagree with these ill thought proposals. • I disagree with the single yellow lines outside my house which would prevent residents from parking outside their own homes. The school should provide facilities within its curtilage for parents to park. Can the residents get permits parking to park on Langley Lane? • We accept there are road safety problems and congestion near the school during the start and end of the school day. Has any risk assessments been carried out regarding safety on this road? 	<ul style="list-style-type: none"> • The residents along the proposed section of Langley Lane were initially consulted over the draft parking proposals outside their homes prior to the legal Order being formally advertised. The majority of residents supported the proposed restrictions from 8 – 9.30am and 2.30 – 4pm Monday to Friday. • The single yellow lines on this section of Langley Lane are aimed at creating safe passage for all road user groups, particularly allowing the school bus better access to Coverdale Way when accessing the school. These proposals arose from requests from some local residents and interested road users. The proposals would benefit all road users. There is no proposal to introduce a ROPP scheme on Langley Lane. • The single yellow lines on this section of Langley Lane are intended to create safe passage for all road user groups, particularly allowing the school bus better access to Coverdale Way when accessing the school. The parking situation in the area would be monitored should the restrictions be implemented. • The main aim of introducing the single yellow line on this section of Langley Lane would be to stop on-street parking at the start and end of the school day and encourage residents to use their driveways. Obstruction and indiscriminate parking are common occurrences throughout the district. No formal risk assessment has been undertaken outside the school, although engineering analysis involving speed and volumetric

<ul style="list-style-type: none"> • Issues relating to the school should be addressed by the school and the Highways Authority and should not create any negative impact for the residents. The proposals will have a significant impact on the nearby residents and would displace the problems to other nearby roads. • The restrictions would de-value our properties. 	<p>surveys and traffic collision analysis has been carried out. A road safety campaign was also carried out within the vicinity of the school.</p> <ul style="list-style-type: none"> • The residents along the proposed section of Langley Lane were initially consulted over the draft proposals outside their homes prior to the proposed Legal Order being formally advertised. The majority of the residents supported the proposed restrictions from 8 – 9.30am and 2.30 – 4pm Monday to Friday. If implemented, the parking situation around the school will be monitored • Noted, However, the proposed single yellow line restricting parking at the start and end of the school day has been carefully considered with a view to the proposals having a minimal impact on these residential properties. The restrictions are intended to provide safe passage for all road user groups and particularly the school bus (which has recently been obstructed by parked vehicles when accessing the school). These restrictions are considered appropriate to keep traffic flowing at the start and end of the school day.
<p>Objectors – Springfield Road.</p>	<p>Officers’ comments</p>
<ul style="list-style-type: none"> • We are residents living on the upper section of Springfield Road objecting to the proposal to introduce permit parking on the lower section of Springfield Road as this would push parking onto the upper section of Springfield Road. We also want permit parking. 	<ul style="list-style-type: none"> • The current proposal is to issue permits to residents living on the lower section of Springfield Road that are very close to the village. The parking proposals are intended to improve the parking situation for local residents and businesses, and are supported by the majority of local residents and businesses. The upper section of Springfield Road (to which the objection relates) is not included in the proposed TRO. The parking situation on this road would be monitored should the proposed

<ul style="list-style-type: none"> • There are parking problems further up Springfield Road. There is currently long-stay parking outside our property and the proposed restrictions would displace vehicles further up the road. • Parking within the vicinity of driveways would create visibility problems. • I sometimes park on Springfield Road to attend Newton Way surgery as I can not park in the surgery because it is always full. • Parking on both sides of Springfield Road would create road safety problems for vehicles turning into Springfield Road from Newton Way. Some residents do not use their drive ways and park on the road and create problems for other road user groups. 	<p>ROPP scheme implemented here.</p> <ul style="list-style-type: none"> • This section of Springfield Road is not included in the proposed TRO. The parking situation on this road would be monitored to determine any potential parking issue. • The issue of any potential obstructive parking could be dealt with by West Yorkshire Police, or (in certain circumstances) Council wardens. • The proposed shared ROPP/short-stay parking scheme on Springfield Road is intended to address long-stay parking issues, whilst providing short-stay parking facilities to meet the needs of shoppers and visitors (including those going to the nearby medical centre). • It would be inappropriate to introduce double yellow lines outside these residential properties on this section of Springfield Road. The on-going parking situation will be monitored.
<p>Objectors – Newton Way</p>	<p>Officer comments</p>
<ul style="list-style-type: none"> • I would not object to the parking restrictions between 8am – 6pm Mon – Sat on Newton Way if a permit was issued to me to park on the road. My son and I are looking after my mother. There is space for one car in our small drive way and we have two cars and need immediate access to our cars. • I am looking after my 85 year old mother and the pubic wasn't given sufficient time to comment on the proposals. 	<ul style="list-style-type: none"> • The parking proposals are intended to improve the parking situation for local residents and businesses. There is no proposed ROPP scheme for the residents of Newton Way to park on Newton Way. The proposals however, would allow two hours short-stay parking 8am to 6pm Mon – Friday for Newton Way residents. • In accordance with normal practice, the Legal Notices regarding the proposed TRO were erected on-site for a three week period. The Legal Notices were also advertised in the local press.

<ul style="list-style-type: none"> I am self employed living on Newton Way and park my van on Newton Way. The proposed double yellow line would stop me parking outside my house. Your proposals should provide me with a safe place for me to park my van near my house. 	<ul style="list-style-type: none"> The parking proposals are intended to improve the parking situation for local residents and businesses. There is no proposed ROPP scheme for the residents of Newton Way to park on Newton Way. The proposals however, would allow two hours short stay parking 8am to 6pm Mon – Friday for Newton Way residents.
<p>Objector – Westgate</p>	<p>Officer comments</p>
<ul style="list-style-type: none"> Why are residents of nos. 35 – 43 not getting resident permits? The residents of this section would benefit from a ROPP scheme here. Parking above no. 32A Westgate (which is behind the existing double yellow lines) causes obstructions to other road users. Parking should not be allowed on Springfield Road near the junction with Newton Way Allowing short-stay parking within the proposed ROPP scheme would create parking problems for residents. 	<ul style="list-style-type: none"> These properties have off street parking at the rear side, and this section of Westgate does not meet the criteria for ROPP provision. Every effort however, has been made to minimise the impact of these parking restrictions on surrounding residential areas. This concern will be passed to the Council's wardens with a view to them monitoring the area and taking appropriate enforcement action. Double yellow lines have been proposed at the junction of Springfield Road with Newton Way to remove obstructive parking and enhance driver sightlines. The main objectives of the proposed TRO scheme is to remove the long-stay parking and allow short-stay parking facilities for shoppers and visitors.
<p>A road user – Baildon proposed parking</p>	<p>Officer comments</p>
<ul style="list-style-type: none"> Objecting to parking proposals in Baildon village. This would displace vehicles around the Hallcliffe area as there are no restrictions on this road. Displacing parking on this narrow, poorly lit road would create road safety hazards for pedestrians. 	<ul style="list-style-type: none"> The proposed short-stay parking restrictions are intended to address long-stay parking and meet the short-stay parking needs of shoppers and visitors (thereby contributing to the benefit of the local economy).

	Every effort has been made to minimise the impact of these parking restrictions on surrounding residential areas.
A resident – South View Terrace	Officer's comments
<ul style="list-style-type: none"> A resident is asking for a ROPP scheme to be introduced on South View Terrace. 	<ul style="list-style-type: none"> South View Terrace is an unadopted public highway and the Council is not responsible for maintaining this road as the responsibility rests with the frontages as street managers. It was not considered appropriate to include this unadopted road within the proposed TRO, and therefore there is no proposal to allocate permits to South View Terrace residents.
Objectors - Bank Walk/Bank Crest	Officer's comments
<ul style="list-style-type: none"> The proposed double yellow lines on Bank Walk would stop us from parking outside our property. Displaced vehicles would create problems for residents on this road. Parents with young children need to park near the existing Ofsted registered child minding business on this road. There have not been any accidents on this road since 2007. 	<ul style="list-style-type: none"> This section of Bank Walk is very narrow and has a foot path on one side. The double yellow lines are aimed at removing potential parking next to or on the footway, thereby protecting pedestrians. The proposed restrictions on this section of Bank Walk are considered appropriate to stop any potential footway parking. This would also encourage parents to walk to the area by parking in Westgate. The Baildon parking proposals scheme is not a casualty Reduction Scheme. The proposed short-stay parking restrictions in Baildon village and its immediate surroundings have been introduced to address long-stay parking problems and meet the short-stay parking needs of shoppers and visitors (thereby contributing to the benefit of the local economy). Every effort has been made to minimise the impact of the proposed parking

<ul style="list-style-type: none"> Introducing the double yellow lines on Bank Walk would encourage motorists to drive fast. We would like to see the proposals revised to address the above concerns. We made the highways department aware of parking problems on Bank Crest in 2012. Any parking restrictions in the village would make parking more difficult for the residents. 	<p>restrictions on surrounding residential areas.</p> <ul style="list-style-type: none"> The proposed restrictions on this section of Bank Walk are considered necessary to stop any potential footway parking, and would also encourage parents to walk to the area by parking in Westgate. The proposed short-stay parking restrictions in Baildon village and its immediate surroundings have been introduced to address long-stay parking problems and meet the short-stay parking needs of shoppers and visitors (thereby contributing to the benefit of the local economy). Every effort has been made to minimise the impact of these proposed parking restrictions on surrounding residential areas.
<p>A resident in Brook Hill, Baildon</p>	<p>Officer's comments</p>
<ul style="list-style-type: none"> Many old properties in Baildon do not have off street parking facilities and the residents and their visitors should be allowed to park near their homes for security reasons. Most of the roads in Baildon are wide enough to allow parking and traffic movement safely. Introducing parking on the narrow roads should operate like Otley Road in Eldwick and the resident permit schemes in Saltaire. I object to the all parking proposals in the village. The Council should provide off street parking facilities by converting all grass verges to parking areas which also saves the Council money by not having to maintain the grass verges. 	<ul style="list-style-type: none"> The proposed short-stay parking restrictions in Baildon village and its immediate surroundings have been introduced to address long-stay parking problems and meet the short-stay parking needs of shoppers and visitors (thereby contributing to the benefit of the local economy). Every effort has been made to minimise the impact of these parking restrictions on surrounding residential areas. The proposals are supported by Local Members and are aimed at encouraging short-stay parking. There is currently no specific budget to provide parking in residential areas and villages by converting grass verges into hard-standings. Such works would contradict the Council's sustainable travel policy that is aimed at encouraging walking

	and cycling.
A resident – Cornwall Crescent, Baildon	Officer's comments
<ul style="list-style-type: none"> All parking restrictions are within walking distance of the village. The car parks in Baildon are very expensive and these restrictions would create a lot of problems for people working in the village. 	<ul style="list-style-type: none"> The proposed short-stay parking restrictions in Baildon village and its immediate surroundings have been introduced to address long-stay parking problems and meet the short-stay parking needs of shoppers and visitors (thereby contributing to the benefit of the local economy). Every effort has been made to minimise the impact of the proposed parking restrictions on surrounding residential areas. Bradford has the cheapest parking of any Metropolitan District in the UK.
Objections – Jenny Lane	Officer's comments
<ul style="list-style-type: none"> These objectors are concerns over the proposed ROPP scheme on Jenny Lane. The objectors live on East Parade and park on Jenny Lane as they cannot park on Heather Road (as a ROPP scheme currently operates there). Some East Parade residents are elderly and would have problems walking longer distances to park. The surface of East Parade is very rough and has big pot holes that could damage your vehicle by driving on the road. Other roads in the area have permit parking restrictions. My parents are both severely ill and could not walk long distances. Issuing a permit to park on Heather Road would be appreciated. My husband and I are suffering from poor health. We could not park on East Parade due to its 	<ul style="list-style-type: none"> The proposed ROPP scheme on Jenny Lane would restrict long stay parking from 8am to 6pm from Mon – Sat. Short-stay on-street parking would be allowed on Jenny Lane to accommodate people visiting the village. East Parade residents are not included within the proposed ROPP scheme on Jenny Lane. East Parade is an un-adopted public highway and the Council is not responsible for maintaining this road as the responsibility rests with the frontages as street managers. Therefore there is no proposal to allocate permits to East Parade residents. The residents of East Parade are not included within the proposed ROPP scheme on Jenny Lane.

<p>uneven surface. We used to park on Heather Road but this road now has ROPP restrictions on it. We park on Jenny Lane at the moment.</p> <ul style="list-style-type: none"> • My elderly parents live on East Parade I live on East Parade and park in Jenny Lane. • We have repeatedly asked the Council to adopt the road 	<ul style="list-style-type: none"> • The residents of East Parade are not included within the proposed ROPP scheme on Jenny Lane. • There is currently no available Council budget to adopt un-adopted highways. However, the Council could potentially arrange for the road to be adopted at the residents' expense.
<p>Objector's points – Health clinic , Cliffe Ave, Baildon</p>	<p>Officer's comments</p>
<ul style="list-style-type: none"> • NHS community podiatrist visiting over 100 mainly elderly people in Baildon. Our staff who are visiting Heather Road and Laburnum Road do park in Jenny Lane as some of the residents on these roads do not have cars. Is it possible to have a few parking permits issued for the staff ? 	<ul style="list-style-type: none"> • All proposed ROPP schemes in the Baildon Area would provide up to 2 hours short-stay on-street parking for non-permit holders, and each house included with the ROPP Legal Order would be issued a 'visitors' permit. It is not considered necessary to issue any parking permits to NHS staff.

Report of the Strategic Director of Regeneration to the meeting of the Shipley Area Committee to be held on 16 March 2016.

Subject:

AJ

Objections to an advertised 20mph zone (comprising ten round top road humps) on the existing 20mph length of Moor Road, Burley Woodhead.

Summary statement:

This report seeks the decision of this Committee regarding objections received to the advertised 20mph zone (comprising ten round top road humps) on Moor Road, Burley Woodhead.

It is recommended that:

- **That this Committee overrules the objections relating to the proposals as originally advertised and as shown within drawing No. TDG/THN/102345/CON-1B (attached as Appendix 2 of this report) and approves the revised proposals as shown on drawing No.TGD/THN/102345/CON-1C (attached as Appendix 3 of this report), and**
- **That the proposed traffic calming scheme as shown on drawing No.TGD/THN/102345/CON-1C (attached as Appendix 3 of this report) becomes an extension of the existing adjoining 20mph zone on Moor Road, Burley Woodhead (Appendix 1 refers)**
- **That the lead petitioner and objectors be advised accordingly.**
-

Ward 26 – Wharfedale

Mike Cowlam
Strategic Director (Regeneration)

Portfolio:

Housing, Planning and Transport

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Overview & Scrutiny Area:

Environmental and Waste Management



City of Bradford
Metropolitan District Council



1. SUMMARY

- 1.1 This report seeks a decision of this Committee regarding objections received in response to an advertised traffic calming scheme to install ten round top road hump on the existing 20mph length of Moor Road, Burley Woodhead.

2. BACKGROUND

- 2.1 At its meeting on 11 November 2015, this Committee considered a 124 signature E-petition and three letters objecting to advertised proposals to install ten round top road humps on the existing 20mph section of Moor Road, Burley Woodhead.
- 2.2 Plan No. TDG/THN/102345/CON-1B (attached to this report as appendix 2) shows the location of the formally advertised existing ten road humps on Moor Road, Burley Woodhead.
- 2.3 A speed and volumetric survey was carried out on Thursday 11 February 2016 on that length of Moor Road identified within Appendix 1 of this report (ie. that length comprising an existing 20mph zone with road humps). The results showed that of the 4286 (24 hour) two-way traffic flow, 2769 vehicles (ie. 65 %) complied with the 20mph speed limit.
- 2.4 A speed and volumetric survey was carried out on Thursday 11 October 2012 on that length of Moor Road identified within Appendix 1 and 2 of this report (ie. that length subject to an existing 20mph speed limit but without humps). The results showed that of the 4477 (24 hour) two-way traffic flow, only 840 vehicles (ie. 19) comply with the 20mph speed limit. The highest recorded speed was between 46-51 mph.
- 2.5 Council records show that two Traffic collisions resulting in personal injury (both 'slight' in terms of severity) occurred during the five year period ending 31 December 2015. Speed was an indirect contributory factor in both traffic collisions.
- 2.6 On 11 November 2015, this Committee resolved to defer its decision regarding the advertised traffic calming scheme identified within Appendix 2 of this report to allow the Strategic Director, Regeneration to present a further report in response to this Committee's query regarding the following:
- The estimated cost of re-profiling the existing road humps on Moor Road, Burley Woodhead (Appendix 1 refers) to the same height as the humps in the proposed scheme (Appendix 2 refers), and
 - investigating potential savings which could be made by reducing the number of proposed road humps on Moor Road, whilst still achieving the criteria for a 20mph zone.

3. Reprofiling of Existing Road Humps

Plan No. TDG/THN/102345/APP-1A (attached to this report as appendix 1) shows the location of the existing eleven road humps on Moor Road, Burley Woodhead. Re-profiling the eleven road humps could damage them beyond repair, in which case the humps would need replacing. The estimated cost of remove the existing 11 road humps and rebuilding new ones would be approximately £29,000 which includes traffic management and diversion works. It is the professional opinion of officers that it is not practical to try and reshape the profile of the existing eleven road humps.

4. Reduction in number of proposed road humps

The proposed scheme as originally advertised and considered by this Committee on 11 November 2015 has now been revised with three sets of proposed road humps being replaced with 20mph carriageway roundels. The revised scheme to that originally advertised is shown within Drawing No.TGD/THN/102345/CON-1C (attached to this report as Appendix 3).Whilst it is considered that the three roundels will be less effective in reducing traffic speeds than would the 3 road humps they replace, roundels are classified as traffic calming features and would mean that the criteria for a 20mph zone (regarding the sequential placing traffic calming features within the zone) would be met.

The locations of the proposed three replacement roundels are all rural in nature.

5 OTHER CONSIDERATIONS

- 5.1 Local Members and the Emergency Services will have been consulted on the revised scheme proposals (Appendix 3 of this report refers) prior to the Committee meeting of 16 March 2016. Any comments received from them will be reported to the meeting.
- 5.2 On 25 July 2007, this Committee considered a report relating to the possible re-profiling of the existing road humps on Moor Road, Burley Woodhead, and resolved that the improved road safety in Burley Woodhead be acknowledged and the reduction in accidents since traffic calming has been introduced ne welcomed.
- 5.3 The speed survey results referred to in sections 2.3 and 2.4 of this report are evidence that driver compliance with the existing 20mph speed limits on Moor Road is much higher where road humps are in-situ.

6. FINANCIAL & RESOURCE APPRAISAL

- 6.1 The funding associated with the proposed traffic calming scheme has been allocated from this Committee's Capital budget allocation. However, there is no funding available to carry out any works on the existing road humps at this moment in time.

7. RESOURCE

The proposed traffic calming scheme can be processed within existing staff resources.

8. RISK MANAGEMENT AND GOVERNANCE ISSUES

There are no risk management implications

9. LEGAL APPRAISAL

There are no legal implications at present

10. AREA COMMITTEE WARD PLAN IMPLICATIONS

The development and implementation of schemes included in this report support priorities within the Shipley Area Committee Ward Plans 2015-16.

11. OTHER IMPLICATIONS

None

11.1 EQUALITY & DIVERSITY

In the event the proposed scheme is developed further, due regard would be given to Section 149 of the Equality Act 2010.

11.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications

11.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no implications regarding greenhouse gas emission impacts.

11.4 COMMUNITY SAFETY IMPLICATIONS

The proposed revised traffic calming features as shown on drawing No. TGD/THN/102345/CON-1C attached to this report as Appendix 3 are intended to reduce the speed of traffic on the existing 20mph section of Moor Road, thereby helping to reduce community severance and the potential for traffic collisions.

11.5 HUMAN RIGHTS ACT

There are no implications for human rights.

11.6 TRADE UNION

There are no implications for the trade unions

11.7 WARD IMPLICATIONS

None.

12. NOT FOR PUBLICATION DOCUMENTS

None.

14. OPTIONS

Option 1 – That this Committee overrules the objections relating to the proposals as originally advertised and as shown within drawing No. TDG/THN/102345/CON-1B (attached as Appendix 2 of this report) and approves the revised proposals as shown on drawing No.TGD/THN/102345/CON-1C (attached as Appendix 3 of this report), and

That the proposed traffic calming scheme as shown on drawing No.TGD/THN/102345/CON-1C (attached as Appendix 3 of this report) becomes an extension of the existing adjoining 20mph zone on Moor Road, Burley Woodhead (Appendix 1 refers)

(RECOMMENDED)

Option 2 – That the proposals as originally advertised and as shown within drawing No. TDG/THN/102345/CON-1B (attached as Appendix 2 of this report) be abandoned as a result of the objections received. (NOT RECOMMENDED)

Option 3 – That the revised proposals as shown within drawing No. TDG/THN/102345/CON-1C (attached as Appendix 3 of this report) be abandoned. (NOT RECOMMENDED)

Option 4 – That the request for the removal or re-profiling of the existing road humps on Moor Road be added to the list of candidates considered annually by this Committee for possible inclusion within its 2016/17 road safety programme. (NOT RECOMMENDED)

Option 5 - Members may prefer to take a course of action other than that indicated in the above options or the recommendations, in which case they will receive appropriate guidance from officers.

14. RECOMMENDATIONS

14.1 It is recommended that:

Option 1

- That this Committee overrules the objections relating to the proposals as originally advertised and as shown within drawing No. TDG/THN/102345/CON-1B (attached as Appendix 2 of this report) and approves the revised proposals as shown on drawing No. TDG/THN/102345/CON-1C (attached as Appendix 3 of this report), and
- That the proposed traffic calming scheme as shown on drawing No. TDG/THN/102345/CON-1C (attached as Appendix 3 of this report) becomes an extension of the existing adjoining 20mph zone on Moor Road, Burley Woodhead (Appendix 1 refers)
- That the lead petitioner and objectors be advised accordingly.

15. APPENDICES

15.1 **Appendix 1**– Location plan identifying existing eleven round-top road humps on Moor Road, Burley Woodhead - (Drawing No. TDG/THN/102345/APP-1A).

15.2 **Appendix 2** – Location plan identifying the proposed road hump scheme on Moor Road, Burley Woodhead as originally advertised and considered by this Committee on 11 November 2015 – (Drawing No. TDG/THN/102345/CON-1B)

15.3 **Appendix 3** – Location plan identifying revised proposed road humps scheme on Moor Road, Burley Woodhead (Drawing No. TDG/THN/102345/CON-1C)

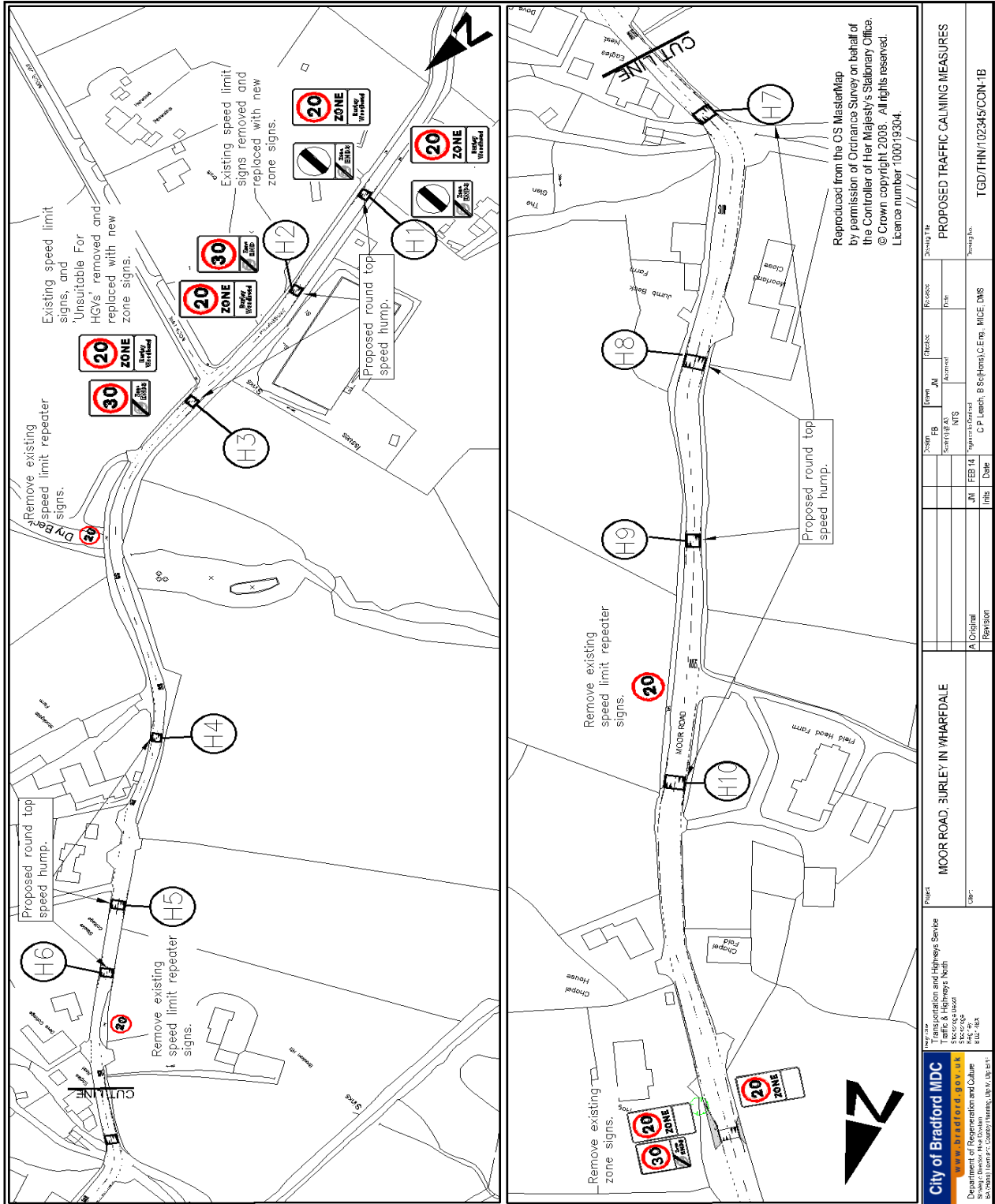
16. BACKGROUND DOCUMENTS

16.1 Report to the Shipley Area Committee on 25 July 2007

16.2 Report to the Shipley Area Committee report on 3 April 2014

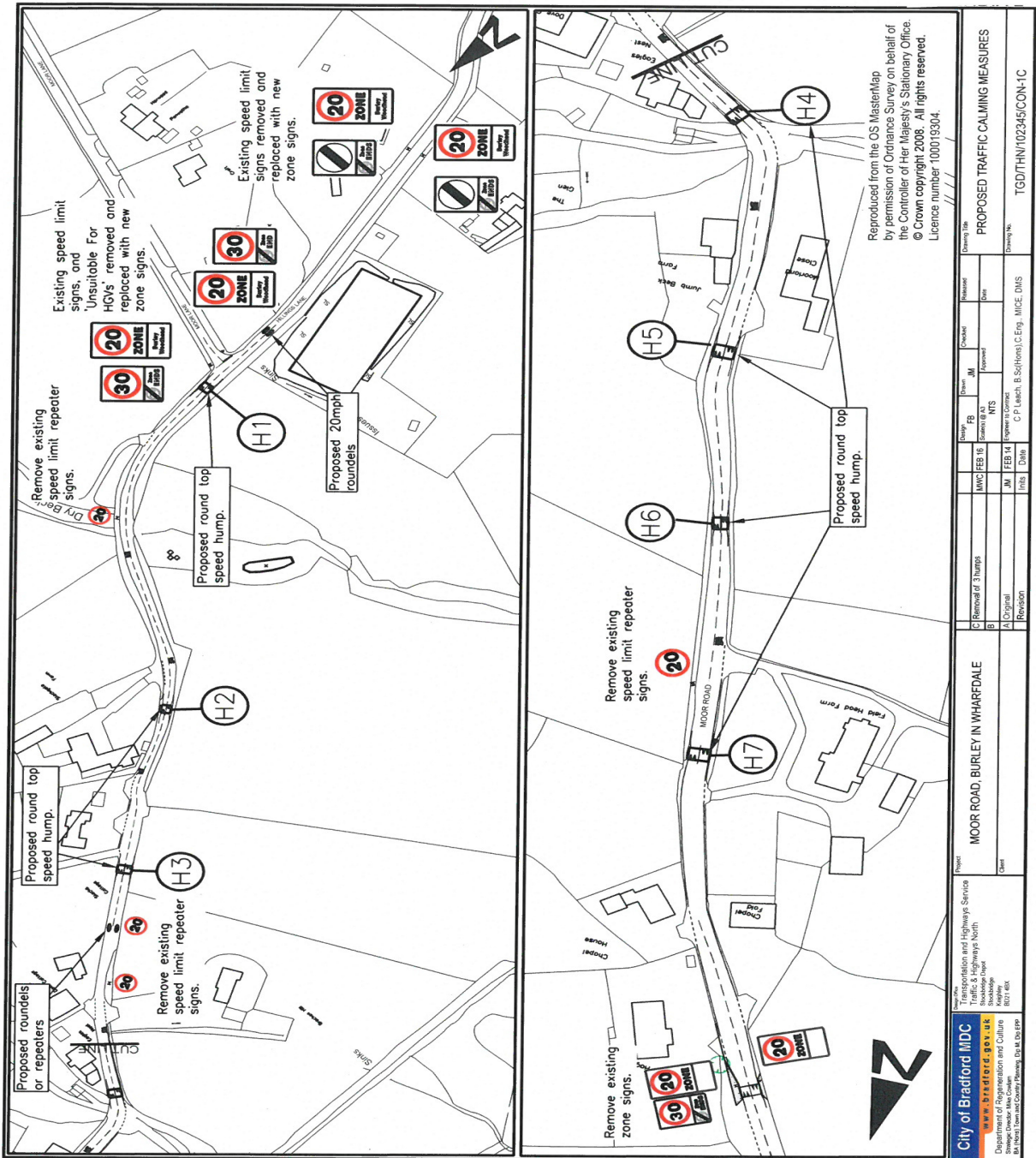
16.3 Report to the Shipley Area Committee on 1 July 2015

16.4 Report to the Shipley Area Committee on 11 November 2015



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<p>City of Bradford MDC www.bradford.gov.uk Department of Regeneration and Culture Planning and Transport Services, 10th Floor, 100 Park Road, Bradford, West Yorkshire, LS1 5PL</p>		<p>Project: MOOR ROAD, SURLLEY IN WHARFEDALE</p>		<p>Client: Transportation and Highway Service Traffic & Highways North</p>	
<p>Author: A</p>	<p>Checked: JM</p>	<p>Approved: C.P. Leach</p>	<p>Date: FEB 14</p>	<p>Revision: 1</p>	<p>Scale: 1:1000</p>
<p>PROPOSED TRAFFIC CALMING MEASURES</p>					
<p>TGD/THN/102345/CON-1B</p>					



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Report of the Strategic Director of Regeneration to the meeting of the Shipley Area Committee to be held on 16 March 2016.

Subject:

AK

A petition from the residents of Cedar Street, Crossflatts, requesting the removal of the existing two hour short-stay on-street parking facilities from the existing Residents Only Parking Places (ROPP) scheme on Cedar Street, Crossflatts.

Summary statement:

This report considers the petitioners' request to remove the existing two hours short-stay on-street parking facilities from the existing Resident Only Persons Parking (ROPP) scheme on Cedar Street, Crossflatts.

It is recommended that:

- This Committee notes the concerns of the petitioners and recommends no further action on this matter at this moment in time, although the petitioners' request be reconsidered when an appropriate parking review is being undertaken.
- The lead petitioner and signatories be advised accordingly.

Ward 2 – Bingley

Mike Cowlam
Strategic Director (Regeneration)

Portfolio:

Housing, Planning and Transport

Report Contact: Simon D'Vali
Phone: (01274) 432100
E-mail: simon.dvali@bradford.gov.uk

Overview & Scrutiny Area:

Environmental and Waste Management

1. SUMMARY

- 1.1 An 18 signature petition has been received from the residents of Cedar Street, Crossflatts, requesting the removal of the existing two hour short-stay on-street parking facilities on Cedar Street and that parking on the road be limited to resident permit holders and visitors of those permit holders. An extract from the petition is attached to this report as Appendix 1.
- 1.2 The lead petitioner stresses that most residents in this sheltered housing are elderly and disabled and all parking spaces are taken by visitors using the two hours limited parking facilities on the road.
- 1.3 The lead petitioner is a resident of Cedar Street, Crossflatts.

2. BACKGROUND

- 2.1 Cedar Street is a cul de sac off Canal Road and close to Crossflatts Railway Station. The road comprises predominately residential properties and is subject to a ROPP scheme that also allows two hours short-stay parking provision for non-permit holders. The properties on Cedar Street are sheltered residential accommodation.
- 2.2 A plan showing the existing parking arrangements in Cedar Street is attached to this report as appendix 2.
- 2.3 There are a number of businesses, including takeaways, a butcher, a news agent and a hairdresser on Canal Road. This area is also very close to Crossflatts railway station.
- 2.4 The existing ROPP / 2 hours limited waiting scheme in Cedar Street was implemented several years ago and financed by this Committee. The scheme sought to address the concerns of residents and business regarding the long-stay commuter parking in the area (much of which was associated with the nearby Crossflatts Railway Station). The 2 hour limited waiting provision for non-permit holders was intended to accommodate the short-stay parking needs of visitors to local shops and amenities (thereby contributing to the local economy).
- 2.5 The existing scheme involved promoting a Traffic Regulation Order (TRO) and involved comprehensive public consultation.
- 2.6 Any modifications to the existing parking arrangements in Cedar Street would require processing a further TRO (including the necessary mandatory public consultation) and would require the support of this Committee to finance it. Currently no funding has been allocated to explore the possibility of altering the existing parking arrangements on Cedar Street.
- 2.7 Local Members are aware of the petitioners' request.



3. OTHER CONSIDERATIONS

- 3.1 At its meeting of 1 July 2015, this Committee approved finance to promote a TRO relating to the Bingley Area (which includes Crossflatts) to address parking problems in Bingley. Scheme feasibility regarding the proposed TRO has not yet commenced.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The estimated cost of processing a freestanding TRO to modify the existing parking arrangements in Cedar Street would be £6,000.

5. RESOURCES

There are no staffing implications at present.

6. OPTIONS

- 6.1 Option 1 – That this Committee notes the concerns of the petitioners and recommends no further action on this matter at this moment in time, although the petitioners' request be reconsidered when an appropriate parking review is being undertaken. (Recommended).
- 6.2 Option 2 – That the petitioners' request be added to the list of scheme candidates considered annually by this Committee for possible inclusion within its future programme of locally determined works. (Not recommended)

7. RISK MANAGEMENT AND GOVERNANCE ISSUES

There are no risk management implications

8. LEGAL APPRAISAL

There are no legal implications at present

9. AREA COMMITTEE WARD PLAN IMPLICATIONS

There are no implications arising from this report regarding the Shipley Area Committee Ward Plans 2015-16.



10. OTHER IMPLICATIONS

None

10.1 EQUALITY & DIVERSITY

In the event that a scheme was developed, regard would be given to Section 149 of the Equality Act 2010.

10.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications.

10.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no implications regarding greenhouse gas emission impacts.

10.4 COMMUNITY SAFETY IMPLICATIONS

.There are no community safety implications.

10.5 HUMAN RIGHTS ACT

There are no implications for human rights.

10.6 TRADE UNION

There are no implications for the trade unions.

10.7 WARD IMPLICATIONS

None.

11. NOT FOR PUBLICATION DOCUMENTS

None.

12. RECOMMENDATIONS

12.1 Option 1 –

This Committee notes the concerns of the petitioners and recommends no further action on this matter at this moment in time, although the petitioners' request be reconsidered when an appropriate parking review is being undertaken.

12.2 That the lead petitioner and signatories be advised accordingly.



13. APPENDICES

13.1 Appendix 1– An extract of the petition.

13.2 Appendix 2 – A plan showing the existing parking restrictions on Cedar Street.

14. BACKGROUND DOCUMENTS

14.1 Report to the Shipley Area Committee on 1st July 2015



APPENDIX 1

THE MANAGER

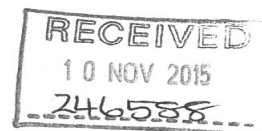
UNIT 3

ROYDINGS DEPOT

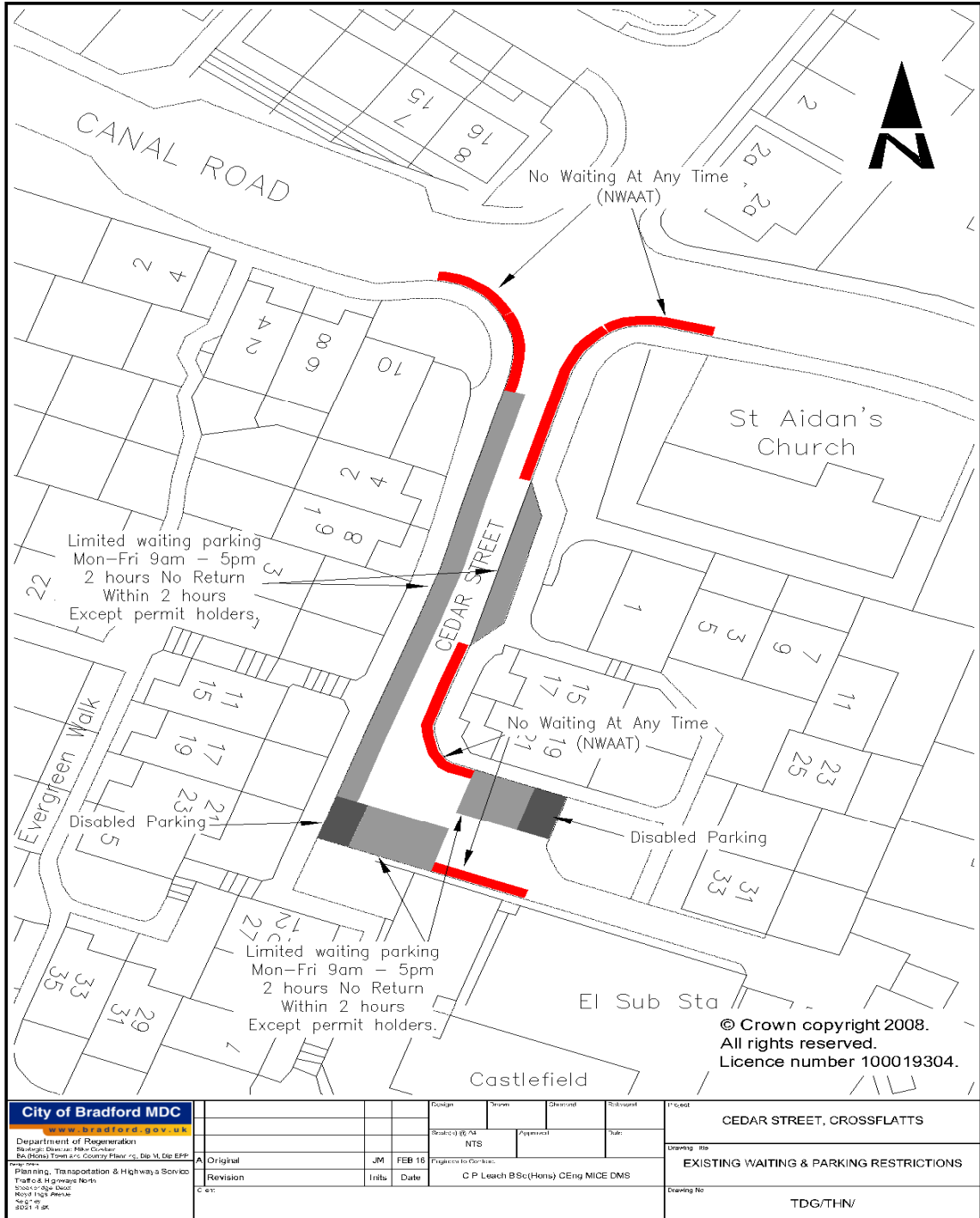
Residents of cedar street crossflatts.
keighley depot

date 5.11.2015

Dear sir,
I am writing to you on behalf of the residents of CEDAR STREET with a request to make our parking RESIDENTS ONLY.
due to the increase in traffic we as poorly elderly and dissabled CONNOT park for commuters and people with permits
for other areas, this has changed since the present restrictions where done. I recently spoke to you on the phone
and enclose a list siged and on behalf of the residents. After all this area is for shelted housing.



APPENDIX 2



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City of Bradford MDC www.bradford.gov.uk Department of Regeneration Building Design, Risk Control Buildings, Town and Country Planning, Highways, Design, Planning, Transport and Highways Services Planning, Transportation & Highways Services Traffic & Highways North 3rd Floor, 1st Floor North House 2021 3 dk		Budget Scheme Program Sub-program Project CEDAR STREET, CROSSFLATTS
A Original Revision	JM Date	FEB 18 Date C P Leach BSc(Hons) CEng MICE DMS
Drawing title EXISTING WAITING & PARKING RESTRICTIONS		Drawing No TDG/THN/



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Report of the Director of Regeneration to the meeting of the Shipley Area Committee to be held on 16 March 2016.

Subject:

AL

One objection received to the proposed Speed Limit Order to introduce a 20mph zone on a section of Sun Lane, Burley in Wharfedale.

Summary statement:

This report considers one objection received to the advertised proposal to introduce a 20mph zone on the existing one-way section of Sun Lane (between its junctions with Main Street and West View Road) in Burley In Wharfedale.

It is recommended that:

- This Committee overrule the objection and the proposed Speed Limit Order to introduce a 20mph zone on Sun lane be approved, sealed and implemented as formally advertised.
- The objector be informed of the decision.

Ward 26 – Wharfedale

Mike Cowlam
Strategic Director
(Regeneration)

Portfolio:

Environment and Sustainability

Report Contact: Simon D'Vali
Phone: 01535 61 8181

Overview & Scrutiny Area:

Environment and Waste Management

E-mail: simon.dvali@bradford.gov.uk



City of Bradford
Metropolitan District Council



1. Summary

Consideration of one objection received to the proposed Speed Limit Notice to introduce a 20mph zone on Sun Lane in Burley in Wharfedale.

2. Background

- 2.1 Sun Lane is subject to a 'one-way' traffic system (west-bound) and links Main Street and West View Road. Sun Lane is predominantly residential in nature with a 30mph speed limit and has a footway on only one side.
- 2.3 This Committee has received concerns from local residents regarding traffic speeds and driver behaviour on this narrow one-way road.
- 2.4 On 3rd April 2013, this Committee included Sun lane in its 2014/2015 Traffic Management Measures Programme. The scheme proposals were drafted as shown in Drawing No.TDG/THN/AS/102346/SLO-1A (attached as Appendix 1 to this report).
- 2.5 It is anticipated that the proposed 20mph zone measures would create a safer environment on Sun Lane.
- 2.6 A speed and volumetric survey carried out on Tuesday 27 January 2015 showed that during the morning period 9-10am, 75 vehicles used that section of Sun Lane to which the proposed 20mph zone relates. During the evening period between 5-6pm, 142 vehicles used Sun Lane. Of these, 85 vehicles drove between 16-21mph.
- 2.7 Council records show that for the five year period ending December 2014, no traffic collisions resulting in personal injury occurred on that length of Sun Lane between its junctions with Main Street and West View Road.
- 2.8 In November 2015, a consultation letter and plan showing the proposed 20mph zone scheme was delivered to all residents of Sun Lane and no adverse comments were received.
- 2.9 On the basis of this consultation with local residents (and with the agreement of Local Members) the proposed 20mph Speed Limit Order was formally advertised on 14 January 2016 for three weeks ending Friday 5 February 2016. This has resulted in one objection being received via an e mail. The objector has provided no residential address

3. Other Considerations

- 3.1 The receipt of only a single objection suggests most residents support the proposed scheme.

- 3.2 Local ward members and the emergency services have been consulted on the proposals and their views taken into consideration.
- 3.3 Local Ward Members are aware of the objection received.

4. Options

Option 1 – The proposals could be approved, sealed and implemented as formally advertised.

Option 2 – The proposals could be abandoned as a result of the objection.

Option 3 – Members may prefer to take a course of action other than that indicated in the above options or the recommendations, in which case they will receive appropriate guidance from others.

5. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

This report has not been considered by the Overview and Scrutiny Committee.

6. FINANCIAL & RESOURCE APPRAISAL

Financial

- 6.1. The costs necessary to introduce the proposed traffic management scheme (Including the processing of the associated Speed Limit Order) has been allocated from the Shipley Area Committee Capital allocation.

6.2. Resources

The proposed 20mph zone can be processed within existing staff resources.

7. RISK MANAGEMENT

There are no risk management implications

8. LEGAL APPRAISAL

There are no legal implications at present

9. OTHER IMPLICATIONS

9.1 EQUAL RIGHTS

There are no implications for equal rights.

9.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications

9.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no implications regarding greenhouse gas emissions impacts

9.4 COMMUNITY SAFETY IMPLICATIONS

The proposed 20mph zone is intended to reduce the speed of traffic on Sun Lane, thereby helping to reduce community severance and the potential for traffic collisions.

9.5 HUMAN RIGHTS ACT

There are no implications for human rights

9.6 TRADE UNION

There are no implications for the trade unions

9.7 WARD IMPLICATIONS

None

10. NOT FOR PUBLICATION DOCUMENTS

None

11. RECOMMENDATIONS

11.1 Option 1 - That the proposals be approved, sealed and implemented as formally advertised.

11.2 That the objector be informed accordingly.

12. APPENDICES

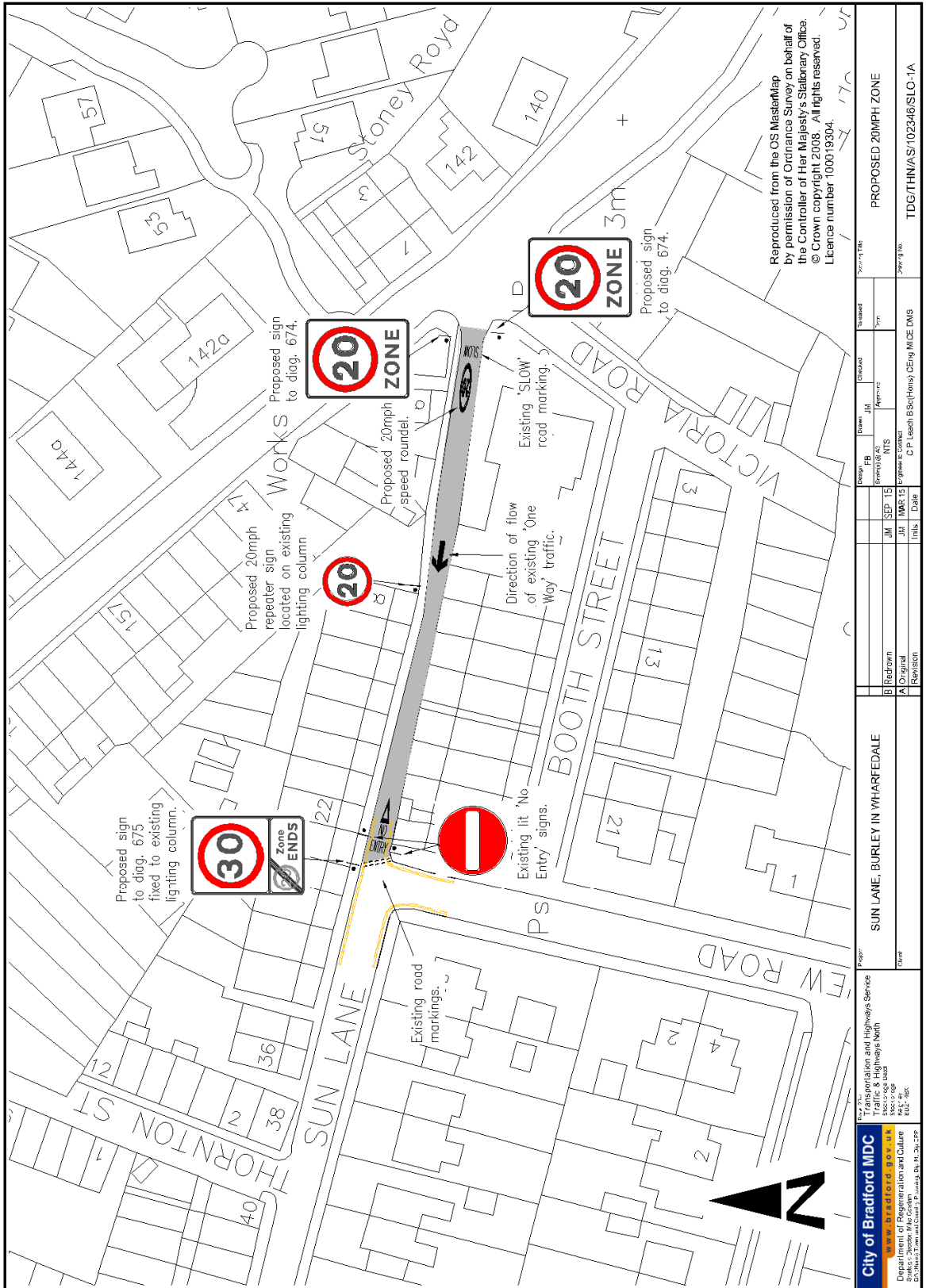
12.1 Appendix 1, Drawing no. TDG/THN/AS/102346/CON/-1B showing the proposals

Appendix 2, Objector's points and officers' comments

13. BACKGROUND DOCUMENTS

Report of the Shipley Area Committee on 3rd April 2013

Appendix 1



Appendix 2

Objector's Comments	Officer's Comments
<ul style="list-style-type: none"> • I object to the proposed 20mph zone on Sun Lane because I am unable to ascertain the reasons behind these proposals and what they are aiming to address. • I do not believe that the proposed 20 mph zone scheme would address the issues it aims to solve. • Have alternative traffic measures schemes been considered for Sun Lane? • When were the street notices placed on Sun Lane? • The proposed signage cannot be placed as described by the order as it would obstruct pedestrians and affect local aesthetic. 	<ul style="list-style-type: none"> • Over the last few this Committee has received concerns from local residents regarding traffic speeds and driver behaviour on this narrow one-way road. The receipt of only a single objection suggests the scheme proposals are supported by Sun Lane residents. • Although the site's road safety record presents limited potential for casualty reduction, the scheme's primary aim is to address local concerns causing residents anxiety. • During the feasibility stage, a number of other traffic management measures including installing vertical and horizontal features were explored but considered inappropriate. • The legal notices advising of the scheme proposals were erected on Sun Lane on Thursday 14 January 2016 for three weeks, ending on Friday 5 February 2016. The Notices were also published in the local press. • It is not considered that the proposed sign poles will obstruct pedestrians and every possible effort will be taken to minimise the impact of the proposed signs in the area.

Report of the Strategic Director, Regeneration, to the meeting of the Shipley Area Committee to be held on 16 March 2016.

AM

Subject:

HIGHWAY MAINTENANCE NON-CLASSIFIED ROADS AND SURFACE DRESSING ALLOCATION FOR SHIPLEY CONSTITUENCY- 2016/17

Summary statement:

This report provides information on the Capital Highway Maintenance funding element of the Local Transport Plan for 2016/17 and makes recommendations on the allocation for Non-Classified road resurfacing schemes and Surface Dressing sites in the Shipley constituency.

Wards: All Shipley

Mike Cowlam
Strategic Director Regeneration

Portfolio:

Housing, Planning & Transport

Report Contact: Andy Fisher
Principal Engineer, Highway
Maintenance North
Phone: 01535 618297
E-mail: andy.fisher@bradford.gov.uk

Overview & Scrutiny Area:

Environment and Waste Management



1.0. SUMMARY

- 1.1 This report provides information on the Capital Highway Maintenance element of the Local Transport Plan for 2016/17 and makes recommendations on the allocation for Non-classified road resurfacing schemes and Surface Dressing sites in the Shipley constituency.

2.0. BACKGROUND

- 2.1 The Capital Highway Maintenance element of the Local Transport Plan for Bradford in 2015/16 was £4,565,000. This covered all classification of road including A, B, C Classified roads and Non-Classified roads. For information purposes, Appendix 1 summarises the road resurfacing schemes completed in the Shipley constituency during the 2015/16 financial year.
- 2.2 The Capital Highway Maintenance element of the Local Transport Plan for all classifications of road in Bradford for 2016/17 is £4,438,000.
- 2.3 It is essential that local highway maintenance continues to be prioritised, reflecting the economic and social importance to communities and the need to safeguard the largest single local public asset. As such, the allocation is to be prioritised on those roads in most need of maintenance.
- 2.4 The varying types and classifications of roads are routinely monitored by standardised survey equipment. The sites chosen for inclusion are those that have been shown to be in the most need of repair on the most recent survey. This is supplemented by those roads that are known to have suffered increased deterioration due to the ageing process and recent winter weather.
- 2.5 An initial recommended selection of Non-Classified and Surface Dressing sites is included in Appendices 2 and 3 (respectively) attached.
- 2.6 The list of Non-Classified resurfacing sites (Appendix 2) shows an initially recommended programme, based on overall condition, to the value of £240,000. A reserve list is also presented within Appendix 2. Members may seek to substitute schemes from the recommended programme with those from the reserve list as is deemed necessary to meet local highway maintenance concerns. Also, if it transpires that it is not feasible to progress any of the originally selected schemes, these will be substituted with alternatives from the reserve lists.
- 2.7 The suggested programme of Surface Dressing sites, totalling 8,000m (approx. £185,000) is attached as Appendix 3.
- 2.8 In order that programme delivery can be achieved within the 2016/17 financial year it is imperative that the committee approves a works programme at this stage.

3.0 OTHER CONSIDERATIONS

3.1 There are no other considerations at this time.

4.0 FINANCIAL & RESOURCE APPRAISAL

4.1 The total value of schemes in Appendix 2 exceeds the allocated budget for Non-Classified roads for 2016/17. This is in the region of £1.2m for the whole of the Bradford Metropolitan District, which equates to around £240,000 for the Shipley constituency.

4.2 Indicative funding has been identified for each scheme but the actual cost will be determined through the scheme development process. The identification of a reserve list of works is necessary in order to offset schemes that inevitably will be delayed as a consequence of unforeseen circumstances such as work by statutory bodies and conflicts with other major schemes, etc. There may also need to be further adjustment to the programme following the more detailed costing process. Any sites that are deferred for whatever reason will roll over to the following year's list.

4.3 The total value of the schemes identified in Appendix 3 does not exceed the anticipated capital allocation for 2016/17 for Surface Dressing. This is in the region of £1.1m for the whole of the Bradford Metropolitan District and also includes A, B and C Classified roads. Consequently it is the intention that work will be completed on all of those sites listed. It is possible, however, that some of the schemes may need to be deferred, again likely due to conflicts with works by other bodies, statutory undertakers, etc. Any schemes that are deferred for whatever reason will roll over to the following year's programme.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1 A failure to prioritise highway maintenance schemes based upon condition and safety survey data will result in an increased requirement for reactive maintenance and lead to a reduction in road safety conditions and an associated increase in successful insurance claims against the Council.

6.0 LEGAL APPRAISAL

6.1 There are no specific issues arising from this report. The course of action proposed is in general accordance with the Council's power as Highway Authority.

6.2 All works undertaken will be carried out within the requirements of the Highways Act 1980.

7.0 OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

7.1.1 In writing this report, due regard has been given of the need to eliminate unlawful discrimination, harassment and victimisation, to advance quality of opportunity

Report to the Shipley Area Committee
between different groups and to foster good relations between different groups

under Section 149 of the Equality Act 2010.

7.2 SUSTAINABILITY IMPLICATIONS

7.2.1 Proactive repairs, such as surface dressing, serve to extend carriageway life.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

7.3.1 There are no greenhouse gas implications arising from this report

7.4 COMMUNITY SAFETY IMPLICATIONS

7.4.1 Maintenance of the local highway network is essential to ensure the safe passage of all road users.

7.5 HUMAN RIGHTS ACT

7.5.1 There are no human rights implications arising from this report.

7.6 TRADE UNION

7.6.1 There are no trade union implications arising from this report.

7.7 WARD IMPLICATIONS

7.7.1 The suggested programmes have been determined on the basis of condition surveys, hence the proposed level of funding may differ from ward to ward for the programme year. However it is considered that, over a number of years, monies expended on maintenance works within each Area Committee will even out (proportionate to the length, nature and condition of highways).

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

7.8.1 The development and implementation of schemes included in this report support priorities within the Shipley Area Committee Ward Plans 2015-16.

8.0 NOT FOR PUBLICATION DOCUMENTS

8.1 None.

9.0 OPTIONS

9.1 That the Shipley Area Committee adopts the recommended schemes detailed in Appendices 2 and 3.

9.2 That the Shipley Area Committee adopts the recommended schemes detailed in Appendices 2 and 3, with any substitutions (to a similar value) from the reserve list in Appendix 2.

10.0 RECOMMENDATIONS

- 10.1 That the Shipley Area Committee approves the proposed programme of works for 2016/17 as shown in Appendices 2 and 3.

11.0 APPENDICES

- 11.1 Appendix 1 – Highway Maintenance Capital Programme 2015/16 A, B, C Classified and Unclassified Roads Completed – Shipley Constituency.
- 11.2 Appendix 2 – Highway Maintenance Proposed Capital Programme for Non-PRN (Non-classified roads) 2016/17 – Shipley Constituency.
- 11.3 Appendix 3 – Proposed Programme for Surface Dressing 2016/17 – Shipley Constituency.

12.0 BACKGROUND DOCUMENTS

- 12.1 None.

**Appendix 1 - Highway Maintenance Capital Programme 2015/16
A, B, C Classified and Unclassified Roads Completed – Shipley Constituency**

Highway Maintenance Capital Programme 2015/2016 - A, B, C Classified and Unclassified Roads Completed, Shipley						
Road Name	Ward	From	To	Length (m)	Budget Estimate	Cost
<u>Road Resurfacing (A, B and C)</u>						
Main Street, Wilsden (C511)	03 – Bingley Rural	Tweedy Street	Florence Avenue	600	£75,000	£39,000
Lane Side, Wilsden (B6144)	03 – Bingley Rural	Old Allen Road	Lingbob Pub	300	£35,000	£88,000
Carr Lane, Windhill (C513)	28 – Windhill and Wrose	Leeds Road (A657)	Gaisby Lane	800	£120,000	£90,000
			Total (A, B and C)	1700m	£230,000	£217,000
<u>Resurfacing (Unclassified)</u>						
West Avenue, Baildon	01 - Baildon	Full Length		90	£18,000	£9,000
St James Road, Baildon	01 - Baildon	Full Length		190	£25,000	£18,000
West Lane, Baildon	01 - Baildon	Ferncliffe Drive	Highmoor Walk (Sections)	560	£72,000	£49,000
Valley View, Harden	03 – Bingley Rural	Full Length		130	£15,000	£7,000
Old Road/ Station Road/Knowles Street/ Albion Street, Denholme	03 – Bingley Rural	Main Road (A629)	50m	140	£20,000	£17,000
Albert Road, Saltaire	22 - Shipley	Full Length		340	£55,000	£25,000
Main Street, Menston	26 - Wharfedale	East Parade	Croft Park	210	£25,000	£18,000
Main Street, Burley in Wharfedale	26 - Wharfedale	Peel Place	Low Croft (Sections)	280	£40,000	£51,000
			Total (Unclassified)	1940m	£270,000	£194,000
			Total (Shipley Area)	3640m	£500,000	£411,000

**Appendix 2 - Highway Maintenance Proposed Capital Programme for
Non-PRN (Non-classified roads) 2016/17 – Shipley Constituency**

Road Name	Ward	From	To	Length (m)	Budget
Cliffe Lane, Baildon	01 – Baildon	Baildon Road	Old School Way	160	£16,000
Dorchester Crescent, Baildon	01 – Baildon	Full Length		160	£12,000
Hilton Crescent, Baildon	01 – Baildon	Full Length	(Micro)	50	£2,000
Kingsley Crescent, Baildon	01 – Baildon	Full Length	(Micro)	35	£2,000
Maple Grove, Baildon	01 – Baildon	Full Length	(Micro)	60	£6,000
Poplar Grove, Baildon	01 – Baildon	Full Length	(Micro)	55	£6,000
Valley View, Baildon	01 – Baildon	Full Length		350	£55,000
Carr Lane, Micklethwaite	02 – Bingley	100m Section	Carr House Farm	100	£11,000
Micklethwaite Lane, Crossflatts	02 – Bingley	Leeds + Liverpool Canal	Sty Lane	180	£12,000
Crooke Lane, Wilsden	03 – Bingley Rural	Lane Side	Farndale Road (Micro)	100	£6,000
Foster Park Road, Denholme	03 – Bingley Rural	Sections	(Micro)	150	£6,000
Lee Close, Wilsden	03 – Bingley Rural	Full Length	(Micro)	110	£6,000
Tweedy Street, Wilsden	03 – Bingley Rural	Full Length	(Micro)	170	£8,000
Park Street, Saltaire	03 – Bingley Rural	Full Length	(Micro)	200	£8,000
Buckle Lane, Menston	26 – Wharfedale	Traffic Lights	Bridge	230	£25,000
Douglas Crescent, Shipley	28 – Windhill & Wrose	Full Length	(Micro)	70	£4,000
Gaisby Lane, Shipley	28 – Windhill & Wrose	Thornhill Avenue	Festival Avenue	300	£42,000
St Lawrence Close, Bolton Woods	28 – Windhill & Wrose	Full Length	(Micro)	100	£4,000
Oakdale Grove, Wrose	28 – Windhill & Wrose	Wrose Road	New Housing Development	90	£9,000
			Total	2670m	£240,000
Reserve List					
Myrtle Grove, Bingley	02 – Bingley	Full Length		200	£20,000
Station Road, Burley	26 – Wharfedale	Roundabout	Grange Road	160	£20,000
Dockfield Road, Shipley	22 – Shipley	Eastern end	Aireside Road	200	£37,500
Hazebrouk Drive, Baildon (Re-Kerb Required)	01 – Baildon	Full Length		80	£18,000
Hollin Lane, Shipley	28 – Windhill & Wrose	Full Length		300	£30,000
Farnley Road, Menston	26 – Wharfedale	Full Length		275	£30,000
Wood Street, Baildon	01 – Baildon	Full Length		55	£25,000
Baker Street, Saltaire	22 – Shipley	Full Length		130	£16,000
Hazel Heads, Baildon	01 – Baildon	Full Length		300	£35,000
Gaisby Lane, Shipley	28 – Windhill & Wrose	Festival Avenue	Livingstone Road	130	£16,000
Ryecroft Road, Ryecroft	22 – Shipley	Quarry	Hainworth Shaw Lane	800	£140,000
Grange Road, Burley	26 – Wharfedale	Station Road	The Lawn	300	£34,000
Hill Crescent, Menston	26 – Wharfedale	Section of re-kerbing		250	£30,000
Heaton Drive, Baildon (Phase 2 Re-Kerb Required)	01 – Baildon			340	£40,000

Haslam Grove, Wrose	28 – Windhill & Wrose	Full Length	(Micro)	230	£8,000
George Street, Baildon	01 – Baildon	Full Length		40	£10,000
Roseberry Avenue, Shipley (Elevated Footway Section)	28 – Windhill & Wrose		(Micro)	280	£10,000
Lilac Grove, Shipley	28 – Windhill & Wrose	Full length plus joints		265	£28,000
Springhurst Road, Shipley	22 – Shipley	Full Length		160	£20,000
Temple Rhydding Drive, Baildon	01 – Baildon	Full Length		475	£55,000
Denby Drive, Baildon	01 – Baildon	Full Length plus joints		375	£45,000
West Lane, Baildon	01 – Baildon	Highmoor Walk	Lucy Hall Drive	550	£75,000
Gaisby Lane, Shipley	28 – Windhill & Wrose	Livingstone Road	Canal Road	280	£38,000
Brown Lee Lane, Harecroft	03 – Bingley Rural	Full adopted length		75	£10,000
Victoria Street, Shipley	22 – Shipley	Full Length	Inc j/o Saltaire Road	290	£40,000

Appendix 3 – Proposed Programme for Surface Dressing 2016/17 – Shipley Constituency

Road Name	Ward	Length (m)	From	To
Cliffe Lane West, Baildon	01 – Baildon	230	Green Road	Northern j/o The Crescent
Esholt Lane, Esholt	01 – Baildon	500	From j/o A6038 Otley Road	Golf Driving Range
Green Road, Baildon	01 – Baildon	430	Cricketers Arms	Cliffe Avenue
John Street, Baildon	01 – Baildon	80	Full Length	
Otley Road, Shipley (A6038)	01 – Baildon/22 – Shipley	815	J/o a657 Commercial Street	J/o Green Lane
Station Road, Esholt	01 – Baildon	160	30m below the viaduct	J/o Green Lane
Back Mitchell Terrace, Bingley	02 – Bingley	120	Full Length	
Back Oak Avenue, Bingley	02 – Bingley	120	Full Length	
Back Unity Street North, Bingley	02 – Bingley	70	Full Length	
Back Unity Street South, Bingley	02 – Bingley	100	Full Length	
Park Road, Bingley	02 – Bingley	90	Extended lay-by section	Between house nos 135 & 155
Brunswick Street, Bingley	03 – Bingley Rural	130	Full Length	
Crack Lane, Wilsden	03 – Bingley Rural	340	J/o Shay Lane	J/o Lingfield Road
Chadwell Springs, Cottingley	03 – Bingley Rural	60	Full Length	
Gatesway, Harden	03 – Bingley Rural	120	Full Length	
Keighley Road, Cullingworth	03 – Bingley Rural	105	15m North of j/o Weavers Lane	30mph Sign
Langlands Road, Cottingley	03 – Bingley Rural	310	Full Length	
Lingfield Road, Wilsden	03 – Bingley Rural	210	Lighting Column 9	J/o Main Street
Long Causeway, Denholme	03 – Bingley Rural	290	185m east of j/o Trough Lane	Entrance to Thornton Moor Reservoir
Main Street, Wilsden	03 – Bingley Rural	480	J/o Royd Street	20m South of j/o Chapel Row
Millbeck Drive, Harden	03 – Bingley Rural	225	Full Length	
Peel Street, Bingley	03 – Bingley Rural	120	Full Length	
Spring Farm Mews, Wilsden	03 – Bingley Rural	25	J/o Main Street	Sett paved speed cushion
Spring Park Road/Manor House Road, Wilsden	03 – Bingley Rural	370	Full Length	
Whalley Lane, Denholme	03 – Bingley Rural	320	Old Quarry Entrance	A Point 320m East of the entrance
Adelaide Rise, Baildon	22 – Shipley	50	Full Length	
Hill Foot, Nab Wood	22 – Shipley	180	Full Length	
Nab Wood Mount, Nab Wood	22 – Shipley	100	Full Length	
Nab Wood Road, Nab Wood	22 – Shipley	170	House No. 27	J/o Bankfield Road
Nab Wood Terrace, Nab Wood	22 – Shipley	180	Full Length	
Thompson Green, Baildon	22 – Shipley	100	Full Length	
Corn Mill, Menston	26 – Wharfedale	140	Full Length	
Wentworth Close, Menston	26 – Wharfedale	140	Full Length	
Briggate (B6149)/Crag Road, Shipley	28 – Windhill & Wrose	610	J/o Valley Road	J/o Carr Lane (Including Junction areas of Owlet Road and unclassified section of Crag Road)

Brookfield Avenue, Windhill	28 – Windhill & Wrose	115	Full Length	
Brookfield Road, Windhill	28 – Windhill & Wrose	80	Full Length	
Thackley Old Road, Windhill	28 – Windhill & Wrose	380	20m Wet of j/o Busy Lane	House No. 10
Total		8,065m		