

## Agenda for a meeting of the Executive to be held on Tuesday 8 March 2016 at 1030 in Committee Room 1, City Hall, Bradford

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### Members of the Executive – Councillors

<b>LABOUR</b>
Green (Chair)
Berry
Hinchcliffe
A Hussain
I Khan
V Slater

### Notes:

- This agenda can be made available in Braille, large print or tape format on request by contacting the Agenda contact shown below.
  - 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.
  - If any further information is required about any item on this agenda, please contact the officer named at the foot of that agenda item.
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**From:**

Dermot Pearson  
Interim City Solicitor  
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**To:**



## A. PROCEDURAL ITEMS

### 1. **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.*

### 2. **MINUTES**

**Recommended –**

**That the minutes of the meeting held on 9 February 2016 be signed as a correct record (previously circulated).**

### 3. **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.

(Jill Bell / Yusuf Patel - 01274 434580 434579)

#### 4. **APPOINTMENTS TO COMMITTEES AND JOINT COMMITTEES**

(Part 2 of the Constitution – Paragraph 7.11 of Article 7)

To consider any recommendations to appoint Members to Committees of the Executive or Joint Committees.

(Jill Bell / Yusuf Patel - 01274 434580 434579)

#### 5. **RECOMMENDATIONS TO THE EXECUTIVE**

To note any recommendations to the Executive that may be the subject of report to a future meeting. (Schedule to be tabled at the meeting).

(Jill Bell / Yusuf Patel - 01274 434580 434579)

### B. PORTFOLIO ITEMS

<p style="text-align: center;"><b>HOUSING, PLANNING &amp; TRANSPORT PORTFOLIO</b> <i>(Councillor V Slater)</i></p>
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#### 6. **PROPERTY PROGRAMME PROGRESS REPORT AND INVESTMENT PLAN FOR 2016/2017**

The Strategic Director Regeneration will submit a report (**Document “BD”**) which sets out the progress made by the Property Programme incorporating New Ways of Working to the end of 2015/2016. It also outlines the work plan and investment requirement for 2016/2017 and seeks Executive approval to commence with those plans.

#### **Recommended –**

**It is recommended that the Executive:**

- (1) Note the progress of the Property Programme.**
- (2) Approve the release of £4.0m of funds to allow the following schemes to commence as detailed in section 5 to Document “BD”:**



- (i) The remaining £2m of the £2.75m scheme to refurbish Britannia House and Argus Chambers to enable the vacation of Jacobs Well.
  - (ii) Essential Works to the Council's estate - £2m.
- (3) That in order to build flexibility into the scheme, the Executive continue to grant the Strategic Director Regeneration, in consultation with the Portfolio Holder and the Director of Finance, powers to make alterations to the programme on the basis that the total spend is below the amount authorised and the work is in line with the objectives of the programme.

(Corporate Overview & Scrutiny Committee) (Stephanie Moore - 01274 432256)

## 7. KEIGHLEY TOWN CENTRE TRAFFIC MANAGEMENT MEASURES

The Strategic Director Regeneration will submit a report (**Document "BE"**) which sets out development and public consultation on proposals for a one-way gyratory in Keighley town centre which was considered by the Keighley Area Committee on 3 December 2015. The report raised concerns about both the long-term benefits of the scheme and general level of public support for the proposal. Based on the findings presented in this report the matter was referred back to Executive with a recommendation that further consideration of the potential options for improvements offering higher benefits and value for money within the town centre be undertaken.

The report describes the high-level assessment of potential options with associated funding requirements for delivery of a strategy of improvements which will assist traffic flow around the town centre and complement regeneration opportunities of key development sites.

### Recommended –

- (1) That Executive recognises the need to carry out congestion improvement works in Keighley town centre urgently.
- (2) That Executive approves, subject to full financial appraisal, confirmation of viability and funding from WYCA , the delivery of the following measures as the preferred immediate, medium and longer term interventions:
  - a) Introduction of the 13 elements of Option 2 of the proposals as described in Appendix B to Document "BE" as the short-term intervention package.
  - b) Introduction of the alterations to the operation of the bus station including the widening of North Street and reallocation of road space between the junctions of Cavendish Street and High Street as the medium-term intervention package.
  - c) The introduction of a one-way gyratory scheme on Gresley Road together with changing the operation of East Parade to one-way operation be adopted as the long-term intervention package.



- (3) That a Mandate to the West Yorkshire Combined Authority's Transport Fund to secure funding for delivery of the medium and long term interventions be promoted by Council Officers within the current financial year.
- (4) That synergies in delivery of aspects of Option 8 (rail bridge widening) through the West Yorkshire+ Transport Fund's station improvement works be explored in order to assist in the delivery of the overall package of measures described in 1.2 above.
- (5) That the opportunities for contributions to the delivery strategy through third-party funding secured via the planning process for developments within Keighley town centre be prioritised by the Assistant Director, Planning, Transportation and Highways.

(Environment & Waste Management Overview & Scrutiny Committee)

(Richard Gelder – 01274 437603)

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THIS AGENDA AND ACCOMPANYING DOCUMENTS HAVE BEEN PRODUCED, WHEREVER POSSIBLE, ON RECYCLED PAPER



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## **Report of the Strategic Director of Regeneration to the meeting of Executive to be held on 8<sup>th</sup> March 2016**

**BD**

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### **Subject:**

**Property Programme progress report and investment plan for 2016/2017**

### **Summary statement:**

**This report sets out the progress made by the Property Programme incorporating New Ways of Working to the end of 2015/2016. It also outlines the work plan and investment requirement for 2016/2017 and seeks Executive approval to commence with those plans.**

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Mike Cowlam  
Strategic Director Regeneration

### **Portfolio:**

**Regeneration and Economy**

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Programme Manager  
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### **Overview & Scrutiny Area:**

**Corporate**



## 1. SUMMARY

This report sets out the progress and savings made by the Property Programme (formally b-works). It also outlines the work plan for 2016/2017 and seeks approval to commence with 2 new capital schemes costing £4m. Funding for the schemes has been included in the Council's Capital Investment Plan approved in February 2016.

The work plan for 2015/16 seeks approval for:

- a. Scheme 1: A £2m scheme to refurbish part of the Ground floor of Britannia House. The scheme is linked to a £0.75m scheme approved in 2015/16 to refurbish Argus Chambers.

Both schemes will enable the Council to vacate Jacobs Well saving approximately £0.7m per year and enabling a Private Sector developer to create a new One Public Sector Hub.

- b. Scheme 2: £2.0m for essential building works on Council properties

## 2. BACKGROUND

2.1 The Property Programme is a ten year 'invest to save' strategy to deliver a well-managed and fit for purpose estate that enables staff to work in a more agile way through New Ways of Working (NWoW). The programme was based on a financial model that generated revenue savings and capital receipts from reducing the Council's operational estate, and then used those savings and capital receipts to improve the Council's retained estate (and the management of it). The programme was agreed by Executive in October 2009.

2.2 The programme has two key areas of activity:

- 1) Undertaking 'Spend to Save' projects that result in revenue savings and capital receipts by vacating surplus properties. This is principally undertaken by two project teams:
  - The Property Realignment team identifies properties that can be vacated; undertakes the work necessary to vacate/relocate, and then disposes of the surplus properties.
  - The New Ways of Working (NWoW) team are providing the infrastructure to support the delivery of services in a more agile way, to reduce the amount of office space required by enabling staff to work flexibly (on a 7 workstation to 10 employees ratio) and access documents remotely.
- 2) Improving the quality and management of the retained estate by re-investing the revenue savings and capital receipts generated by the invest to save elements.



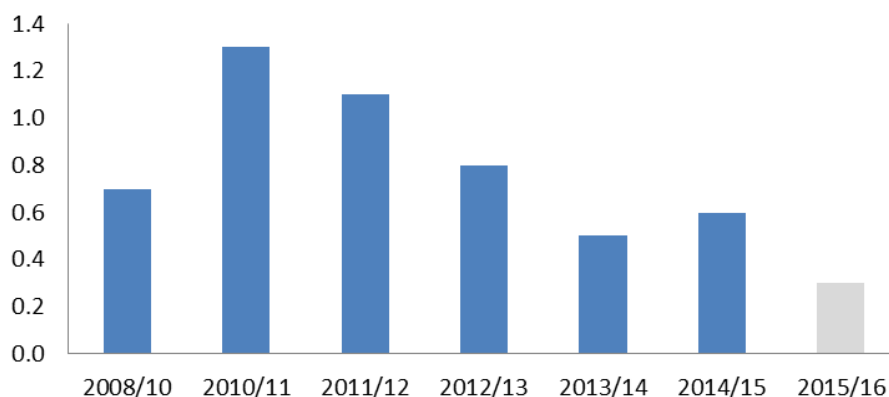
### 3. OTHER CONSIDERATIONS

- 3.1 The Programme's outcomes and property sales/reinvestment will enable Council resources to work in an agile way through the implementation of NWoW which enables the rationalisation of accommodation and the introduction of mobile and non-territorial working arrangements.
- 3.2 A prosperous city centre is recognised as key to the regeneration of the district. One of the prime objectives of the Estate Strategy is to increase the Council workforce presence in the city and town centres. To date some 1,000 staff have been relocated to the city centre boosting the local economy.
- 3.3 The Council must continue to address backlog maintenance in its retained estate to minimise any risk to the health and safety of its customers and staff.
- 3.4 In addition there is a further contribution to regeneration benefits as the surplus properties disposed of by the Council are put to alternative uses such as new housing and business creation/ expansion.

#### **Progress to Date – Achieved and Planned to end of 2015-16**

- 4.1 By the end of 2015/16 it is projected that the Programme will have achieved:
  - 1. Vacating over 65 properties/ 53,000m<sup>2</sup> of space (equivalent to over 5 Jacobs Wells). The savings from the start of the programme to the end of 2015/16 totals £21.6m and will be equivalent to £37.5m by the end of the Programme in 2018/19 with £5.2m per year gross revenue enabling funding to deliver front line services..

**Full year gross savings from buildings vacated in year £ms**

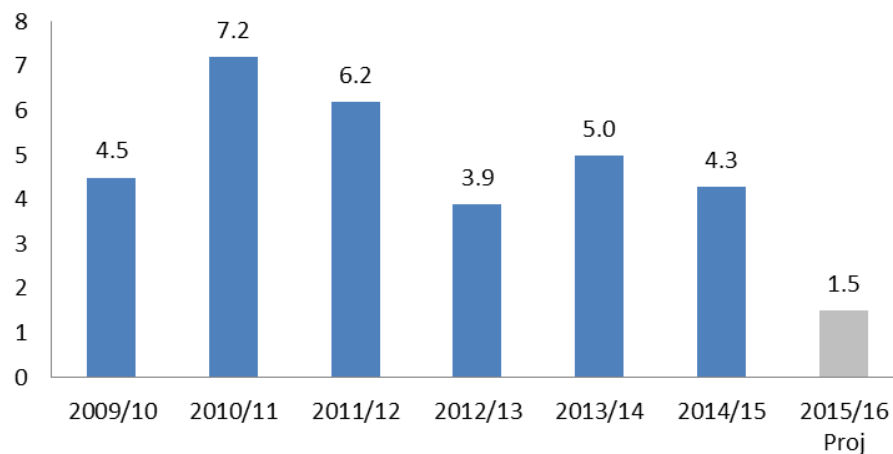


Additionally, the Programme has recently completed a scheme to relocate staff based at Future House (12,000m<sup>2</sup> leased accommodation) to the refurbished Margaret McMillan Tower (former Central Library building) on time and on budget. The scheme has brought a major city centre building back into use and increased the number of city centre employees by approximately 550 aiding city centre regeneration and saving an additional £1.2m per year from the comparable running costs of the leased office.

The Programme has also recently started work on a £2.75m scheme to refurbish Argus Chambers and part of Britannia House. The scheme will enable the vacation of Jacobs Well office accommodation (10,000m<sup>2</sup> freehold accommodation) saving the Council approximately £0.7m per annum in running costs, and enabling private developers to redevelop the site.

2. £33m of capital receipts from disposing of surplus properties.

### Capital Receipts £ms



The level of capital receipts generated in 2015/16 is projected to be £1.5m which is less than the target of £3m. This is due to:

- A consequence of the success of the rationalisation programme has resulted in fewer former operational properties coming forward for disposal with the value of those that do being of relatively low value.
- The disposal of properties forming part of the ‘investment estate’ has been decelerated whilst the non-operational estate strategy is reviewed and updated. This links to ongoing work around the identification of land suitable for development for housing and employment uses and the consideration of wider benefits than solely capital receipts that may be realised from sales.
- Delayed sales due to various factors such as;
  - Three properties are subject to Asset of Community Value applications.

- The sale of the former Silsden Library building and Wesley Place has been delayed due to the consideration of a proposal for community use. Because of the length of time that the properties have stood empty some preparatory works are required to the buildings prior to marketing.
- The marketing of the site of the former Flockton House and car park failed to elicit a suitable offer. The marketing plan for the property is being reviewed prior to remarketing.
- When selling property Estate Management seeks to maximise capital receipts by for example obtaining planning permission and/or negotiating joint sale agreements with adjoining land owners which takes additional time.

In addition to the capital receipts generated, disposing of properties also results in regeneration benefits as the properties are put to alternative uses such as housing provision or business expansion examples are:

- Olicana House – sale and conversion to residential
- Bowling Area Office – sale to Yorkshire Buildings Society for expansion of HQ.
- Neal Street – Sale to Unison for new office
- Errington House – sale and residential redevelopment.

3. Over £50m of backlog maintenance reductions from investing in retained premises and disposing of surplus properties, halving the Councils backlog maintenance.

Other benefits that the Programme has delivered include:

- Centralisation of the Facilities Management function; implementation of a unified Facilities Management system and investment into a rolling programme of building condition surveys to improve the strategic management of the Council's estate.
- Creating the infrastructure necessary to enable flexible and mobile working which adds to resilience making the organisation more easily adaptable to future change. This has involved:
  - Rolling out a Corporate Electronic Document management system to services across the Council. The system now has approximately 3,600 users.
  - Providing IT equipment to enable Flexible Working. Approximately 2,900 staff are equipped and trained to be flexible workers enabling service improvement and reductions in the requirement for office accommodation.
  - The creation of a corporate mail, print, scanning and archives service to improve the management and security of information whilst also delivering print and mail efficiencies and reducing the requirement for storage space in other properties.
  - A corporate managed print service to enable users to print securely from any location and improve the quality of the printer estate.

To deliver the above benefits the Programme will have incurred approximately £15.4m of revenue expenditure and £50.1m of capital expenditure from the start of the Programme in 2008/9 to the end of 2015/16.

The capital works have been overseen by Facilities Management who have continued to offer much needed apprenticeships. The development saw Chris Richards the Mixed Trades Operative working on Margaret McMillan Towers awarded the Employee of the Year at the Service Excellence Award. The benefits of the property programme also cascades down to the local economy through the supply chain with goods and services bought locally wherever possible.

## 5.0 PLANS FOR 2016/2017 AND BEYOND

1) In 2016/2017 the Programme will continue work to complete the approved City Centre Property Utilisation scheme. To date the project has delivered the new City Library in City Park, the purchase and refurbishment of Sir Henry Mitchell House and the major refurbishment of Margaret Macmillan Tower (the former Central Library building) on time and on budget.

To complete the project, the Programme will seek to dispose of Flockton House land for housing, and further reduce the number of leasehold properties.

2) The Programme will continue to progress the proposed £19m Keighley Hub scheme which aims to consolidate a number of public sector services onto the North Street site of the former Keighley College. In principle approval has been agreed by the Council and construction will only occur if suitable agreement can be reached with public sector partners

3) Work will continue on the £3m Depots strategy which seeks to consolidate the Council's depots onto existing space at Bowling Back Lane enabling the vacation and disposal of Shearbridge and Harris Street Depots and the Wakefield Road Depot Tramshed

4) The Programme will also complete works approved in prior years in 2015/2016 and 2016/2017 including £1m of improvements to St George's Hall<sup>1</sup>, City Hall Roof and Structures and the Shipley Library refurbishment amongst others.

In addition to completing work on approved schemes outlined above, the Programme is also seeking approval to commence work on 2 new schemes.

### 5.1 **Scheme 1 - £2m project to refurbish part of the Ground Floor of Britannia House to enable the vacation and disposal of Jacobs Well. The scheme is closely linked to the previously approved £0.75m refurbishment of Argus Chambers. The combined scheme consists of :**

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<sup>1</sup> The work to replace roof, windows, electrics and heating system was approved in 13/14 but was put on hold pending a match funding bid to the Heritage Lottery fund.

**1) £750k for the refurbishment of the 5 upper floors of Argus Chambers**

Argus Chamber was vacated by West Yorkshire Pension Fund in June 2015. The ground floor space has been leased to the Citizens Advice Bureau, who will take occupation in 2016/17 following refurbishment of the space.

The upper floor of Argus Chambers will be refurbished to corporate standard to maximise capacity. The project will be completed in April 2016 for occupation by the Council. This will contribute towards enabling the vacation of Jacobs Well.

The £750k of expenditure to enable work to commence so that the scheme could complete in line with the programme plan was approved in the mid year 2015/16 Finance report.

**2) £2m for the refurbishment of the ground floor space and reconfigured upper floor space in Britannia House.**

Britannia House is currently utilised with staff working on a one desk per person ratio. The majority of staff occupying the building have previously been through the New Ways of Working training and been provided with technology to support flexible working. The increased utilisation of Britannia House and the refurbishment of Argus Chambers will facilitate the vacation of Jacobs Well.

Phase 1 of the project will complete in 2016

The ground Visitor Information Centre will remain but will be reconfigured to incorporate a reception function for the services occupying the upper floors of Britannia House.

Phase 2 of the project will complete 2017

The well area in the middle of the Britannia House building will be closed and covered to provide breakout space, conferencing, meeting rooms and catering facility for staff and visitors.

The above works will enable the relocation of staff from Jacobs Well to Argus Chambers/Britannia House, and the subsequent vacation of Jacobs Well generating £0.7m of property savings per year as a direct result of this closure.

Other benefits include:

- Reduction in Co2 emissions
- Avoidance of £2.46 million of backlog maintenance
- Creation of a business hub with central access point to front-line services

The disposal of the Jacobs Well site will then enable a Private Sector Developer to create a £20 million office development (fully funded by the private sector) for this site. This will provide shared space and facilities to bring more employment opportunities, greater footfall in to the city centre and a net increase in business rates as the new building will be substantially larger than Jacobs Well

## 5.2 Scheme 2 - Essential repairs to the Council's estate - £2.0m

The work includes 4 major schemes.

- 1) £0.7m for Phase 5 of City Hall essential roof replacement and external works. The scheme will complete the overall £4.5m phased project that started in 2010-11.
- 2) £0.5m to renew stone work on St Georges Hall. The scheme will be undertaken at the same time as other building work (roof, windows, fire safety upgrades) previously approved.  
Additionally plans for a further £4m of works to modernise the auditorium are currently being assessed. A bid for £1.7m of funding to contribute to the works has been submitted by the Theatres Service to the Arts Council and Heritage Lottery and a decision is expected imminently.
- 3) £0.2m re-wire of Eccleshill Pool to replace dated wiring.
- 4) £0.1m replacement of Keighley Library Roof to improve insulation and stop water ingress.

A full list of the schemes can be found in Appendix 1.

## 6.0 FUTURE DIRECTION OF THE PROGRAMME

This successful cost saving programme is nearing its original end date and many of the properties that could be vacated and disposed of now have been. The £5.2m savings it has made will continue beyond the end of the programme. The Council's administrative estate is in a more sustainable position than it was prior to the programme's establishment. Additionally the transition to New Ways of Working is also nearing completion with almost 3,000 employees being equipped to work flexibly.

Although work will continue to identify building related savings and investments, this is now deemed to be 'business as usual' for the Estate Management Service. The programme has been successful in achieving strategic involvement, the commitment for which will continue with the inclusion of the New Deal property related schemes being reported through the current governance arrangements.

The Council continues to participate in the 'One Public Sector Estate' programme which is an initiative designed to expand asset management and estate rationalisation across the public sector. This forms part of the Property Programmes remit .

The Programme will also expand its remit and focus on achieving the best returns from the Council's Investment Estate including disposing of poor performing assets and investing in others where appropriate.

## 6. OPTIONS

1. Note the progress of the Property Programme and approve the release of funds for the schemes listed in section 5 of this report. The funding of Capital Expenditure for these schemes has been approved as part of the 2016/2017 budget setting process.

2. Reject the recommendations, however, the Council needs to continue to secure greater efficiency in the use, planning and retention/ownership of its property to enable maximisation of its city centre accommodation with a flexible and agile workforce.

## **7. FINANCIAL & RESOURCE APPRAISAL**

Please refer to sections 4 and 5

## **8. RISK MANAGEMENT AND GOVERNANCE ISSUES**

Risk management is managed at a programme and project level. This is part of the programme governance and subject to regular review by the programme and projects.

## **9. LEGAL APPRAISAL**

- 9.1 Legal issues emerging from the programme will be identified and procedures put in place to ensure that all legal and statutory requirements are complied with.
- 9.2 Council assets are disposed of in accordance with the Council's approved Property Disposal Protocol. Disposal of Council property assets must comply with statutory requirements which provide that they cannot be disposed of at less than best consideration reasonably obtainable without ministerial consent. Section 123 of the Local Government Act 1972. Ministerial consent can be either specific or general. The terms of the General Disposal Consent 2003 means that specific consent is not required for the disposal of an interest in land which the authority considers will help it to secure the promotion or improvement of the economic, social or environmental well-being of its area, so long as the undervalue does not exceed £2m.
- 9.3 If any of the Council property assets to be disposed of includes land that consists or forms part of an open space, the Council prior to the disposal will be required to advertise a notice of its intention of the disposal in two consecutive weeks in a newspaper circulating in the area in which the land is situated, and consider any objections to the proposed disposal which may be made to them. There is no prescribed statutory objection period but in practice 14 usual days as an objection period would suffice (28 days in total). "Open Space" means any land laid out as a public garden, or used for the purposes of public recreation, or land which is a disused burial ground," (section 336 of the Town and Country Planning Act 1990). However, the grant or an assignment of a lease for a term of less than 7 years in duration would not be a disposal for the purposes of section 123 of the Local Government Act 1972.
- 9.4 The Council recognises that the proposed movement and relocation of staff and the change to NWoW, may impact on existing terms and conditions of employment. The Council will ensure that it meets its obligations in law in managing this process. In particular, it will consult as necessary with recognised Trade Unions (and individual staff members where that is necessary) about any such proposals with a view to

eradicating or minimising the adverse impact of any proposal on existing terms and conditions of employment. Please also see Section 10.6 below.

## **10. OTHER IMPLICATIONS**

### **10.1 EQUALITY & DIVERSITY**

The Property Programme aims to improve the access and use of Council buildings and services for all.

In planning and implementing this programme attention has been paid to the requirements of the Public Equality Duty set out in Section 149 Equality Act 2010 (the Act). This requires public bodies such as the Council to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people when carrying out their activities.

Where appropriate Equality Impact Assessments (EIA) have been undertaken to assess the likely or actual adverse impact of any of the proposed schemes of work on people sharing one or more of the protected characteristics set out in the Act (whether these individuals are to be found within the staff employed by the Council or public using the properties in question). This information will be used to eradicate or minimise any potential adverse impact of the proposals on members of one or more groups sharing one or more of the protected characteristics laid down by the Act, who are identified as being at risk through this process.

### **10.2 SUSTAINABILITY IMPLICATIONS**

The increased use/reuse of existing buildings is the most sustainable option for creating an effective property portfolio.

Additionally the maximisation of staff in the city centre provides staff with an existing transport hub and is a more sustainable and accessible location which allows the increased use of public transport.

### **10.3 GREENHOUSE GAS EMISSIONS IMPACTS**

It is an aim of the Strategy to reduce CO<sub>2</sub> emissions from the Council's buildings by at least 25%. This will be achieved by reducing the total amount of space required and ensuring that new and retained buildings are both energy and water efficient. Making maximum use of existing buildings in town centre locations has the potential to reduce greenhouse gases arising from commuter transport by improving proximity to public transport facilities.

The reduction in travel and working from home including the ability to work in a mobile way is reducing unnecessary travel and time. This is also contributing to a reduction of CO<sub>2</sub> emissions



#### **10.4 COMMUNITY SAFETY IMPLICATIONS**

Well maintained and accessible Council buildings will help in creating pride in localities and community wellbeing.

#### **10.5 HUMAN RIGHTS ACT**

Accessible buildings by all members of the community has formed part of the assessment of the suitability of existing buildings and the development of property strategies. The refurbishment and re-provision of buildings will have regard to Community needs and appropriate consultations will take place to ensure that we are aware these and wherever possible adopt good practice.

#### **10.6 TRADE UNION**

The Trade Unions are represented on the Property Programme Board and the subsidiary project boards and will continue to be involved and consulted with as the projects and programmes progress.

The Trade Unions will continue to be consulted about the implications of such proposals for employees where appropriate (particularly where staff are to be re-located as a result of the plans outlined in this report or other changes to working conditions are planned).

#### **10.7 WARD IMPLICATIONS**

Members are consulted on the sale of property in their wards. Where City Centre buildings, being accessed by the public are likely to be disposed of, all Members of Council will be consulted. In addition where buildings in significant District Centres, accessed by the public, are likely to be disposed of, then all Members of Council in Wards that form part of that parliamentary constituency will be consulted.

#### **10.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS (for reports to Area Committees only)**

None

#### **11. NOT FOR PUBLICATION DOCUMENTS**

None.

#### **12. RECOMMENDATIONS**

It is recommended that the Executive:

1. Note the progress of the Property Programme.
2. Approve the release of £4.0m of funds to allow the following schemes to commence as detailed in section 5 of this report:

- I. The remaining £2m of the £2.75m scheme to refurbish Britannia House and Argus Chambers to enable the vacation of Jacobs Well.
  - II. Essential Works to the Council's estate - £2m.
3. That in order to build flexibility into the scheme, the Executive continue to grant the Strategic Director of Regeneration, in consultation with the Portfolio Holder and the Director of Finance, powers to make alterations to the programme on the basis that the total spend is below the amount authorised and the work is in line with the objectives of the programme.

### **13. APPENDICES**

Appendix 1 – Essential Works to the Council's Estate

### **14. BACKGROUND DOCUMENTS**

- Property Programme Progress and Investment Plan for 2015/2016 Executive Report 8<sup>th</sup> April 2015
- Property Programme Progress Report – Corporate Overview and Scrutiny 18<sup>th</sup> December 2014
- Property Programme Progress and Investment Plan for 2014/2015 Executive Report 8<sup>th</sup> April 2014
- Property Programme Progress and Investment Plan for 2013/2014 Executive Report 5 November 2013 (additional capital requirement for the Homelessness Service)
- Property Programme Progress Report and Investment Plan 2013/2014 Executive Report 7 May 2013
- Land and Property Disposal Policy including Community Asset Transfer Policy Executive Report 4 December 2012
- Changing our Council Property Enabler (formally b-works) progress report and investment plan for 2012/2013 Executive Report 16 March 2012
- b-works – Current progress and future investment requirement Executive Report 15 April 2011
- The Council's Capital Programme for 2010/2011 – 2014/2015 Executive Report 18 and 22 February 2011
- Estate Strategy First Phase Property Review Executive Report 11 February 2011

## APPENDIX 1

Prop Name	Element	Estimate	Brief Description of Works	Justification
City Hall	Building	£ 700,000	Phase 5 external works	Works to the main entrance to complete the scheme
St Georges Hall	Building	£ 500,000	Stonework repairs	Structural repairs required
Ecclehill Pool	Electrical	£ 223,977	Re-wire of the complete building and plant	Requires re-wiring due to its age and as part of a major re-fit programme
Keighley Library	Pitched Roofs	£ 101,242	Remove ex. Slate roof and rotten roof timbers, replace including felt and insulation replace approx 15% slates	Water penetration present in the building and increase energy efficiency
Argus Chambers	Lift	£ 85,000	Replace platform lift including enabling works	Replacement due to age and condition
Burnett Fields Children & Family Centre	Electrical	£ 80,524	Re-wire of the complete building and plant	Re-wire due to age and condition of the existing
Argus Chambers	Building	£ 80,000	Replace windows to well	Replace ex. failed, thermally inefficient metal windows
Kirklands Community Centre	Compliance	£ 50,000	Install new fire alarm and emergency lighting system	Compliance
Margaret MacMillan Tower	Lift	£ 45,000	Replace goods lift	
Ecclehill Library	Mechanical	£ 40,000	New boilers following phase 1 from 2014/15	In need of replacement due to age and condition.
Rainbow Children`s Centre	Mechanical	£ 39,598	Replacement boiler plant and energy efficient controls	In need of replacement due to age and condition.
The Hollies	Building	£ 30,000	Renew windows and doors	Replace ex. failed, thermally inefficient metal windows
Owthorpe House	Building	£ 30,000	Renew windows and doors	Replace ex. failed, thermally inefficient metal windows
Keighley Library	Flat Roofs	£ 13,148	Remove the flat roof forming the parapet gutter, replace with a sarnafel rubberoid single ply composite material.	Water penetration present in the building and increase energy efficiency

## ESSENTIAL WORKS PROGRAMME

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**£2,018,490**

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## Report of the Strategic Director (Regeneration) to the meeting of Executive to be held on Tuesday 8<sup>th</sup> March 2016

**BE**

### Subject:

Keighley Town Centre Traffic Management Measures

### Summary Statement:

A report on the development and public consultation on proposals for a one-way gyratory in Keighley town centre was considered by the Keighley Area Committee on 3 December 2015. This report raised concerns about both the long-term benefits of the scheme and general level of public support for the proposal. Based on the findings presented in this report the matter was referred back to Executive with a recommendation that further consideration of the potential options for improvements offering higher benefits and value for money within the town centre be undertaken.

This report describes the high-level assessment of potential options with associated funding requirements for delivery of a strategy of improvements which will assist traffic flow around the town centre and complement regeneration opportunities of key development sites.

Mike Cowlam  
Strategic Director, Regeneration

### Portfolio:

Deputy Leader, Housing, Planning & Transport

Report Contact: Richard Gelder  
Transportation Development Manager  
Phone (01274) 437603  
Email: Richard.Gelder@bradford.gov.uk

### Overview & Scrutiny Area:

Environment & Waste



## 1. SUMMARY

- 1.1 A report on the development and public consultation on proposals for a one-way gyratory in Keighley town centre was considered by the Keighley Area Committee on 3 December 2015. This report raised concerns about both the long-term benefits of the scheme and general level of public support for the proposal. Based on the findings presented in this report the matter was referred back to Executive with a recommendation that further consideration of the potential options for improvements offering higher benefits and value for money within the town centre be undertaken.
- 1.2 This report describes the high-level assessment of potential options with associated funding requirements for delivery of a strategy of improvements which will assist traffic flow around the town centre and complement regeneration opportunities of key development sites.

## 2. BACKGROUND

- 2.1 Keighley Town Centre experiences high levels of congestion in the morning and evening peak periods and often at other times of the day. The local highway network is constrained by physical features such as bridges and buildings and consequently there is limited scope to provide major highway improvements without significant cost and potential damage to the fabric of the town.
- 2.2 An allocation of £1.168m was approved by Executive at its meeting of 12 March 2013 towards a scheme for Keighley Town Centre from the former Regional Transport Board. Initial studies into potential solutions to the congestion issues in the town centre proposed a one-way clockwise gyratory scheme using East Parade, Hanover Street and Cavendish Street. These proposals were further developed and taken to public consultation in June 2015. The results of both the consultation, and the assessment of journey time benefits were presented to the Keighley Area Committee for consideration on 3 December 2015. The findings of this exercise are shown in Appendix A of this report.
- 2.3 After considering the findings of the consultation exercise together with the outcomes of the development work Keighley Area committee resolved as follows:

### **Resolved:-**

- (1) In the light of divided public support and current traffic growth trends the scheme be referred back to the Executive and that the Executive be requested to ask for further work to be carried out to identify options that achieve a longer term solution to traffic problems, higher benefits and value for money and that reflect forthcoming planning and development initiatives in Keighley.**

**(2) That the Strategic Director (Regeneration), be requested to provide a progress report in 12 months' time.**

- 2.4 Following referral of this matter to Executive and discussions at the Keighley Regeneration Forum officers undertook a high level assessment of potential options in order to allow Executive to urgently consider strategies for dealing comprehensively with the congestion issues of the town centre whilst being cognisant of the necessity to demonstrate immediate action. A delivery plan proposing immediate, medium and long term solutions to traffic problems in Keighley town centre was therefore developed. Details of emerging developments were obtained from the Planning Service and consideration of the opportunities which these afforded were incorporated into the option assessment matrix shown in Appendix B.
- 2.5 The findings of this review identified that to effectively deal with traffic issues in the town centre in both the immediate and longer-term would require more interventions than the one-way gyratory alone and therefore a series of several options were developed and assessed in terms of their journey time benefits and their value for money as described below:
- a) **Option 1 – Do nothing:** This assessment looked at the impact of continued traffic growth on the operation of the town centre alone.
  - b) **Option 2 - Do minimum:** This option looked at a series of 13 individual low cost interventions which could be delivered in the next 12 months to assist general traffic flows.
  - c) **Option 3 – North Street widening and re-allocation of road space between junctions of Cavendish Street and High Street.** This scheme demonstrated a very high level of journey time savings and value for money but would require acquiring land from the development of the former Keighley College site.
  - d) **Option 4 – One way gyratory on Cavendish Street, East Parade & Hanover Street:** This is the previously assessed proposal which continued to demonstrate poor journey time savings in 2026 and low value for money.
  - e) **Option 5 – Alterations to the operation of the bus station:** When introduced in conjunction with Option 3 described above this proposal demonstrated good journey time savings with a high value for money being demonstrated.
  - f) **Option 6 – One way gyratory on Cavendish Street, East Parade, Hanover Street including widening of Bradford road rail bridge to improve capacity:** This scheme demonstrated positive journey time savings and a medium value for money return as it addressed the main issue in relation to the failure of Option 4 through widening of Bradford Road (i.e. the lack of capacity on the left-turn out of Cavendish Street onto Bradford Road).

- g) **Option 7 – Widening of East Parade and Bradford Road railway bridge:** This option demonstrated very high levels of journey time savings however due to its significant capital costs returned a low/medium value for money assessment.
- h) **Option 8 – Gresley Road one-way gyratory (including East Parade one-way and Bradford Road railway bridge):** This option demonstrated the highest level of journey time savings of any option which was assessed. Again due to the significant capital investment costs this option only achieved a low/medium value for money assessment. However, discussions with Planning have identified the potential for an alternative gyratory alignment through the Stainsby Grange development site which could be discussed with the developer that could allow either a contribution to the capital costs or a reduction in land costs thereby strengthening the value for money case.

A detailed description of each option together with its respective benefits/dis-benefits is included in Appendix B of this report.

- 2.6 Having identified a range of potential options officers then considered an appropriate delivery strategy given the immediate need for improvements in the town centre. The options were therefore categorised as immediate/urgent, medium and long term interventions based on their anticipated development timescales in order that a potential strategy could be developed. Based on this assessment and their overall Value for Money and Journey Time performances the following potential strategy was identified:

<b>Immediate/Urgent Intervention (&lt;12 months)</b>	<b>Medium Term Intervention (1-3 years)</b>	<b>Long Term Intervention (3-5 years)</b>
Delivery of <b>Option 2</b> including all 13 identified interventions within the current 2016 calendar year.	Delivery of <b>Option 3</b> (subject to negotiations in relation to land requirements on the former Keighley College site.) within the next 12 – 18 months.	Delivery of <b>Option 8</b> in discussion with the developer of the Stainsby Grange site.
£448,000	£2,500,000	£7,000,000

- 2.7 Details of this strategy were presented to the meeting of the Keighley Business Improvement District (BID) committee to obtain comments on the proposed strategy on 23 February. Whilst the committee welcomed the overall proposed strategy their principle concern was that something must be delivered by the Council urgently. To this end the committee welcomed the proposed immediate/urgent intervention model. However, they expressed reservations that whilst these interventions dealt with wider congestion issues the strategy may see 'too little and few' physical changes to the road network to effectively demonstrate the Council's commitment to solving problems in



Keighley. The committee therefore encouraged considering the possibility of delivering the gyratory simultaneously with the urgent measures.

- 2.8 Similarly, copies of this report were circulated to Ward Members and members of the Keighley Area committee to obtain their comments. A verbal feedback of these will be given during the meeting.

### **3. OTHER CONSIDERATIONS**

- 3.1 The Transport Committee at West Yorkshire Combined Authority have approved preparation of rail station development plans for a number of stations across West Yorkshire. Keighley has been identified as a priority and work will commence shortly to identify how to improve the customer experience at the station and access between the station and town centre. This work may allow consideration of contributions to the improvement and widening of the Bradford Road rail bridge as part of the Transport Fund station improvements programme.

- 3.2 At its meeting of 21<sup>st</sup> July 2015 Executive were advised of the funding requirements for the West Yorkshire+ Transport Fund's Hard Ings Road Improvement scheme where it was noted that the current scheme estimated costs was £7.144m including appropriate allowances for land costs and the recommended 44% optimism bias which was below the £10.3m allocation within the Fund's programme.

- 3.3 The potential to seek allocation from the Combined Authority for the residual allowance of £3.156m from the original budget to fund improvements in Keighley Town Centre as Phase 2 of the Hard Ings Road proposal was incorporated in the funding strategy submitted to the Combined Authority which was approved as part of the Gateway process. The principle justification for this approach being the need to undertake works on Network Rail infrastructure and the potential programme implications of delivering improvements to rail assets jeopardising delivery of an 'early win' project.

- 3.4 The delivery of the proposed strategy of urgent, medium and long term interventions affords the best possible opportunity for the Council to deliver a solution to the traffic issues in Keighley based on the findings of the appraisal work done by officers.

### **4. FINANCE & RESOURCE APPRAISAL**

- 4.1 An allocation of £1.168m has previously been allocated by Executive to works in Keighley town centre. This would be sufficient to deliver the short-term intervention proposals listed in this report, together with an element of Option 3 in the medium-term strategy.
- 4.2 The residual budget from the WY+TF Hard Ings Road project could, subject to appropriate approvals being obtained from WYCA, contribute sufficient funds to allow delivery of the residual of the medium term strategy.

- 4.3 The potential to demonstrate third-party contributions to both the medium and long term proposals, together with linking the GVA benefits of the road improvements to developments in the town centre allied with the potential overlap of projects associated with Keighley rail station could, subject to further development and discussions, demonstrate a positive GVA improvement to attract additional investment from the Transport Fund to allow delivery of the long-term strategy within the proposed timescale.
- 4.4 The staff resources and specialist technical services required to develop the scheme referred to this report are funded through the scheme budget and exist within the Council's current establishment.

## **5. RISK MANAGEMENT AND GOVERNANCE ISSUES**

- 5.1 Implementation of any of the proposals which would require use of the West Yorkshire+ Transport Fund would require compliance with the governance arrangements of the West Yorkshire Combined Authority (WYCA) which is defined in its Assurance Framework. A rigorous project management system is in place for all West Yorkshire+ Transport Fund projects based around the Office of Government Commerce (OGC) PRINCE2 (Projects in Controlled Environments) and MSP (Managing Successful Programmes) methodologies.
- 5.2 A detailed risk log will be developed as part of the initial project development and will continue to be updated as the project proceeds through its various stages of delivery.

## **6. LEGAL APPRAISAL**

- 6.1 The schemes identified in this report can be implemented through the Council's inherent powers as Highway and Traffic Regulation Authority. Any land required in order to implement the scheme which could not be acquired by negotiation with land owners may require the use of compulsory purchase powers under the Highways Act 1980.

## **7. OTHER IMPLICATIONS**

### **7.1 Equality & Diversity**

The proposals identified in this report take into account the needs of people with specific access needs and vulnerable road users. The project consultation process discussed in this report was undertaken, and the recommended scheme packages determined, with due regard to Section 149 of the Equalities Act 2010.

### **7.2 Sustainability Implications**

The delivery of the options described in this report will assist in the regeneration and sustainability of Keighley by reducing the overall level of traffic congestion in the town centre from that which would have occurred without the scheme and the one-way gyratory scheme post 2020.

### 7.3 **Greenhouse Gas Emissions Impacts**

A detailed assessment has not been made on the impacts of the proposals on CO<sub>2</sub> emissions.

### 7.4 **Community Safety Implications**

The safety of all road users will be considered during the detailed design of the proposals. The provision of safe pedestrian crossing points and cycling facilities (where possible) in the town centre has been a priority in the development of the proposals. As the scheme develops it will be subject to Road Safety Audits at appropriate stages in line with national guidance and the Council's Road Safety Audit policy.

### 7.5 **Human Rights Act**

There are no implications on the Human Rights Act associated with this report.

### 7.6 **Trade Union**

There are no trade union implications associated with this report.

### 7.7 **Ward Implications**

The scheme lies within the Keighley Central, Keighley East and Keighley West wards. The proposals for the one-way gyratory scheme were consulted upon with Ward Members and the local community and the outcome of Executive's recommendation will similarly be consulted upon as the scheme reaches appropriate stages of development.

## 7. **NOT FOR PUBLICATION DOCUMENTS**

7.1 None

## 8. **OPTIONS**

8.1 Adoption of the proposed delivery strategy described in paragraph 2.6 of this report by Executive will allow some immediate congestion relief to traffic in the town centre to be delivered by the Council whilst work on the medium term proposals is progressed. This strategy and its component parts demonstrate that Executive are seeking the best solution to the real congestion issues of Keighley residents which give longer-term benefits to the vitality of the town centre and its on-going economic regeneration than the one-way gyratory proposal alone could deliver.

8.2 Having considered the potential options of a longer-term delivery strategy Executive may decide to proceed with the previously approved gyratory scheme on the basis of the available funding already having being allocated.

8.3 Alternatively, Executive may wish to recommend an alternative strategy based on the options described in this report in which case appropriate officer advice will be provided on the proposed solution.

## **9. RECOMMENDATIONS**

- 9.1 That Executive recognises the need to carry out congestion improvement works in Keighley town centre urgently.
- 9.2 That Executive approves, subject to full financial appraisal, confirmation of viability and funding from WYCA , the delivery of the following measures as the preferred immediate, medium and longer term interventions:
- a) Introduction of the 13 elements of Option 2 of the proposals as described in Appendix B of this report as the short-term intervention package.
  - b) Introduction of the alterations to the operation of the bus station including the widening of North Street and reallocation of road space between the junctions of Cavendish Street and High Street as the medium-term intervention package.
  - c) The introduction of a one-way gyratory scheme on Gresley Road together with changing the operation of East Parade to one-way operation be adopted as the long-term intervention package.
- 9.3 That a Mandate to the West Yorkshire Combined Authority's Transport Fund to secure funding for delivery of the medium and long term interventions be promoted by Council Officers within the current financial year.
- 9.4 That synergies in delivery of aspects of Option 8 (rail bridge widening) through the West Yorkshire+ Transport Fund's station improvement works be explored in order to assist in the delivery of the overall package of measures described in 9.2 above.
- 9.5 That the opportunities for contributions to the delivery strategy through third-party funding secured via the planning process for developments within Keighley town centre be prioritised by the Assistant Director, Planning, Transportation and Highways.

## **10. APPENDICES**

- 10.1 Appendix A – Consultation Response Analysis
- 10.2 Appendix B – Option Appraisal Matrix

## **11. BACKGROUND DOCUMENTS**

- 11.1 Report of the Strategic Director (Regeneration) to Keighley Area Committee, 3 December 2015, Keighley Town Centre Traffic Management Measures.
- 11.2 Report of the Strategic Director (Regeneration) to Keighley Area Committee, 22<sup>nd</sup> January 2015, Keighley Town Centre Traffic Management Measures
- 11.3 Report of the Strategic Director (Regeneration and Culture) to Keighley Area Committee, 11 April 2013, Keighley Transport Improvements.

## APPENDIX A – PUBLIC CONSULTATION FEEDBACK REPORT

### Keighley Gyratory proposals - Consultation Response

#### **Background:**

A report on Keighley town centre traffic management presented to Keighley Area Committee on 22<sup>nd</sup> January 2015 recommended that consultation was undertaken on a gyratory scheme and the outcome of the consultation be reported back to the Area Committee. This report details the outcome of that consultation.

#### **Response overview:**

Overall feedback from the consultation was mixed with a wide variety of views expressed.

- 81% of respondents believe that Keighley has a problem with congestion
- 46% support the proposals, 43% are against and 11% don't know.
- Respondents are not convinced that the current proposals offer the right solution.

#### **Detailed feedback:**

Consultation on the gyratory proposals was undertaken in two phases.

The first phase involved consulting those businesses and residents directly impacted by the scheme. Letters providing details of the proposed gyratory were distributed to businesses and retailers located on Cavendish Street, East Parade, Hanover Street and surrounding streets. Retailers in the Airedale shopping centre, Sainsburys, Metro, bus operators and statutory consultees (such as the emergency services) were also contacted as part of the first phase of the consultation.

The second phase included a public consultation which was held on the 11<sup>th</sup> and 13<sup>th</sup> June 2015. Posters advertising the consultation were displayed in the Airedale shopping centre, bus station and library. Publicity about the proposals was provided in the Keighley News and also on the Councils website. In the week prior to the consultation leaflets were also distributed to both shoppers and businesses in the town centre.

Additional consultation was also undertaken with B-Spoke, which is a group which represents cyclists across the Bradford district, and information provided to the Mobility Planning Group whose members are drawn exclusively from the disabled population.

Response to the first phase was disappointing with only nine responses provided despite contacting two hundred and eighty two residents / businesses. A summary of the written responses is included later in the report.

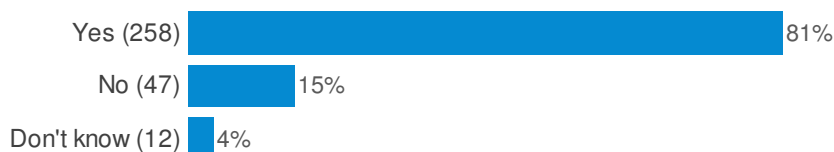
The second phase of the consultation held in the Airedale Shopping Centre elicited a far greater response from the public. The consultation included an exhibition consisting of a series of information panels highlighting the impacts of the scheme including visuals indicating how Hanover and Cavendish Street would look if the Gyratory was implemented. Council officers were present to answer questions and to encourage those attending to complete a short questionnaire which they could complete straight away or return either on-line or by freepost.

In total at least 450 people attended the public consultation over the two days with around a third of the total attending the Thursday session and two thirds on the Saturday. A total of 323 consultees completed the questionnaire of which 136 completed on-line and 187 either returned by freepost or returned on the day of the consultation.

## APPENDIX A – PUBLIC CONSULTATION FEEDBACK REPORT

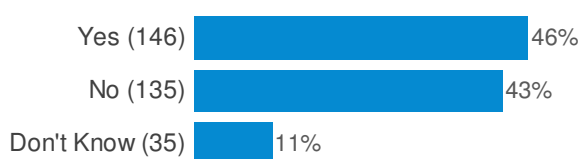
The responses to each individual question are provided below –

### Question 1 – Do you think there is a problem with congestion in Keighley town centre?



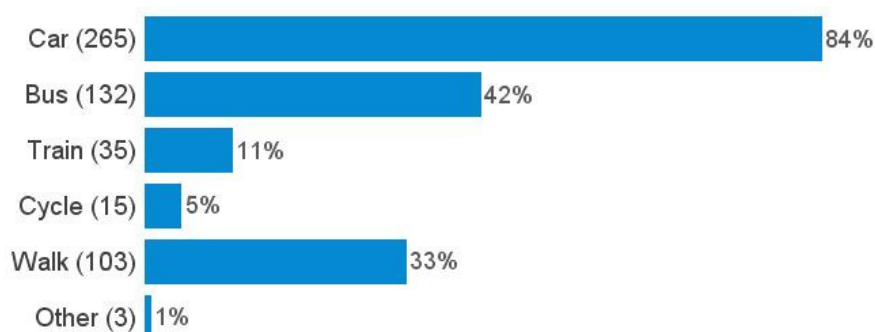
It is clear from the response that congestion is a problem for residents and businesses.

### Question 2 – Do you think the Keighley one-way system is a good idea?



A mixed response which does not provide overwhelming support for the scheme as proposed. The reasons why the public are not in favour of the proposals are provided later in the report.

### Question 3 – How do you usually travel into Keighley town centre?



Multiple responses were allowed to this question as it was felt the majority of people would use more than one mode of transport. The overwhelming majority of people travelled by car into Keighley but also quite a large proportion used the bus or walked. The table below compares the travel mode by the response to the question Do you think the Keighley one-way system is a good idea?

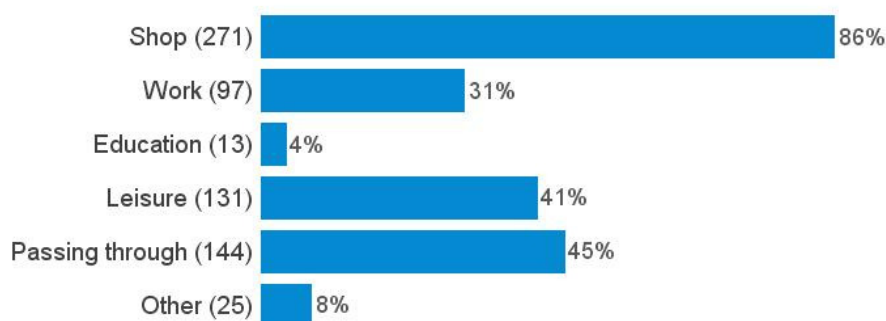
Mode	For	Against	Don't Know
Car	46%	43%	11%
Bus	48%	38%	14%
Train	43%	43%	14%
Cycle	27%	60%	13%
Walk	41%	45%	15%

## APPENDIX A – PUBLIC CONSULTATION FEEDBACK REPORT

It appears from the data that Bus users are in favour and cyclists are against the proposals but there is no clear evidence that other users are either in favour or against the gyratory.

158 responses to question 3 only ever used one mode of transport. Of these 85% only used their car and 46% of people who only ever travelled by car were in favour and 47% were against the scheme with 7% saying they didn't know.

### Question 4 – Why do you usually travel into Keighley town centre?



Multiple responses were allowed to this question as it was felt the majority of people would have various reasons for travelling into the town centre. The majority of respondents travelled into Keighley to shop. A high proportion also passed through or came for work or leisure purposes. The table below compares the reason for travelling with the response to the question Do you think the Keighley one-way system is a good idea?

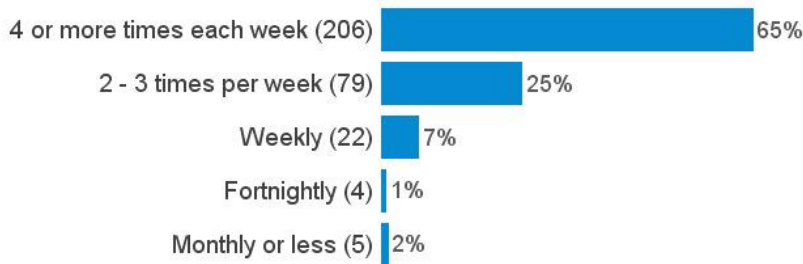
Reason	For	Against	Don't Know
Shop	50%	38%	11%
Work	41%	49%	9%
Education	15%	85%	0%
Leisure	44%	44%	11%
Passing through	52%	35%	13%
Other	40%	40%	20%

From the information presented above it appears that those who shop and pass through Keighley are slightly in favour of the scheme whilst those who work or travel for education reasons are against the proposals.

A total of 96 respondents only came into Keighley for one reason. Of these 59% only came to shop and 54% oppose the gyratory. 28% only came to work and of these 70% were in favour of the scheme. These results are the opposite of those who come into Keighley for multiple reasons. The sample sizes for sole responses other than Shop and Work were too small to analyse.

**APPENDIX A – PUBLIC CONSULTATION FEEDBACK REPORT**

**Question 5 – How often do you travel into or through Keighley town centre?**

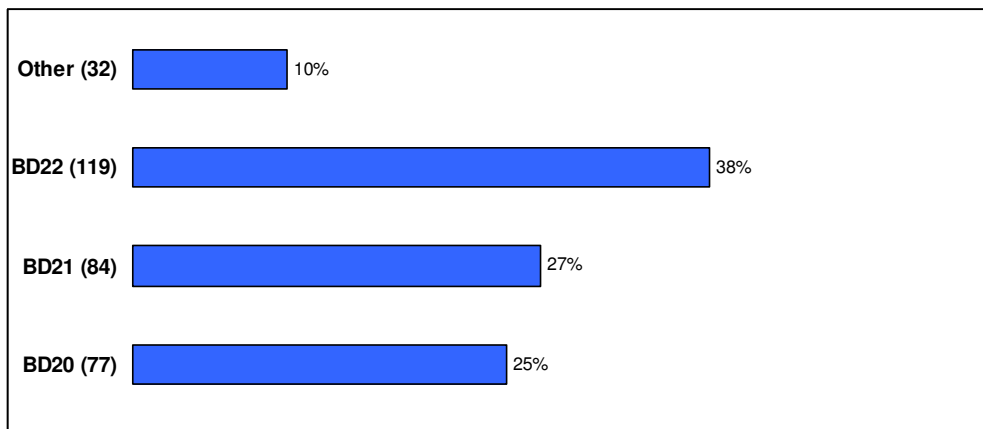


The majority of people who responded travel into Keighley at least 4 times a week and 97% travel into the town at least weekly. The table below compares the response above with the question Do you think the Keighley one-way system is a good idea?

Mode	For	Against	Don't Know
4 or more times each week	45%	44%	11%
2 – times per week	49%	37%	13%
Weekly	36%	55%	9%
Fortnightly	100%	0%	0%
Monthly or less	41%	45%	15%

The results from the data do not give a clear indication if the number of times the respondents visit has any impact on how they feel about the scheme.

**Question 6 – What is the first part of your postcode?**



The majority of respondents lived in the following postcode districts BD20, BD21 or BD22. The table below compares the response above with the question Do you think the Keighley one-way system is a good idea?

Postcode	For	Against	Don't Know
BD20	45%	43%	12%



**APPENDIX A – PUBLIC CONSULTATION FEEDBACK REPORT**

BD21	36%	54%	11%
BD22	50%	36%	13%
Other	56%	38%	6%

From the above data it is clear that BD21 residents tend to oppose the gyratory, BD22 and Other postcodes are in favour and BD20 are split in their opinions. The geographical distribution is indicated on the diagram at the end of this report.

**Question 7 – Do you have any comments regarding the proposed Keighley Town Centre on-way system?**

Out of the 323 who responded to the questionnaire, 221 provided detailed comments which included diagrams and maps. It was possible from the comments to group concerns about the scheme together under various issues / concerns and these are detailed in the table below.

Number of Comments	Issue / Concern
23	It does nothing to solve the problems on North Street
23	Access to Sainsbury's Supermarket (including Petrol Station located off East Parade) and Aldi / Iceland (Gresley Road) is severely restricted by the proposed scheme
22	Access to Low Mill Lane (only access to railway station car park). If right turn off Bradford Road into Low Mill Lane is banned, this will lead to an increase in traffic accessing the railway station car park from the Parkwood Street area.
20	The scheme is a waste of money and the funds should be spent elsewhere
15	Scheme does not go far enough and should include a wider area - gyratory including Hard Ings Road, Bradford Road, Worth Way, South Street and North Street
13	Too many sets of traffic signals
8	There is not an existing congestion problem in the town centre
7	East Parade is too narrow. Remove on-street parking
7	Scheme will make town centre more difficult for pedestrians and there is no consideration for cyclists
6	Undertake a trial of the scheme before implementing fully
6	Keighley needs a bypass
5	It will negatively affect bus journey times
3	It will put people off coming into Keighley Town Centre
2	It will worsen air quality in Keighley
2	The 20 mph zone will not work and needs to be enforced to work.
2	East Parade needs resurfacing.

## APPENDIX A – PUBLIC CONSULTATION FEEDBACK REPORT

Council officers also recorded feedback from the public at the consultation event. Many of these responses are reflected in the table above but additional comments included concerns about Heavy Goods Vehicle (HGV) manoeuvrability, congestion caused by bus movements as they exit the bus station, abuse of Lawkholme Lane, the right turn ban out of West Lane, and incorrect road signage.

There were also many positive comments about the proposals and these are grouped below -

Number of Comments	Supportive
28	It's a good idea
24	It needs building as soon as possible
4	Get on with Hard lngs road at the same time

As mentioned earlier in the report written responses from businesses directly impacted by the Gyrotory was requested as part of phase 1. These are summarised as follows:

Sainsbury's supermarket – they are against the scheme as it would impact on the vitality and viability of their store and the town centre. Sainsbury's is an anchor store for Keighley with many people linking their trips with a visit to the supermarket and one into the town centre. The current proposals will deter shopping in Sainsbury's as the majority of shoppers will see their journey times increased by five minutes. This will adversely impact linked trips into the town centre.

Sainsbury's Petrol Station – Against the scheme as the petrol station is reliant on passing trade which will be restricted by the proposals. 50% of their potential users will have their journey times increased by five minutes.

Transdev (Keighley & District buses) – Feel it will have a negative impact on their bus services. The scheme does nothing to address the congestion issues on North Street or Oakworth Road / South Street. A contra flow bus lane northbound on Cavendish Street should be included in the gyrotory proposals.

The Toy Shop – Concerned that the proposals could drive trade to out of town shopping centres.

Councillor Mallinson – The scheme is a quick fix, dangerous for pedestrians, provide poor access to the train station and will lead to increased rat-running.

Watch & Transport Committee of Keighley Town Council – In favour of the proposed scheme.

Airedale Shopping Centre – In favour but raised an issue with how they manage Waste bins. which requires fork lift trucks to travel between the Towngate service area and the 1<sup>st</sup> floor service area (via ramp) in both directions on East Parade, around 5 times a day.

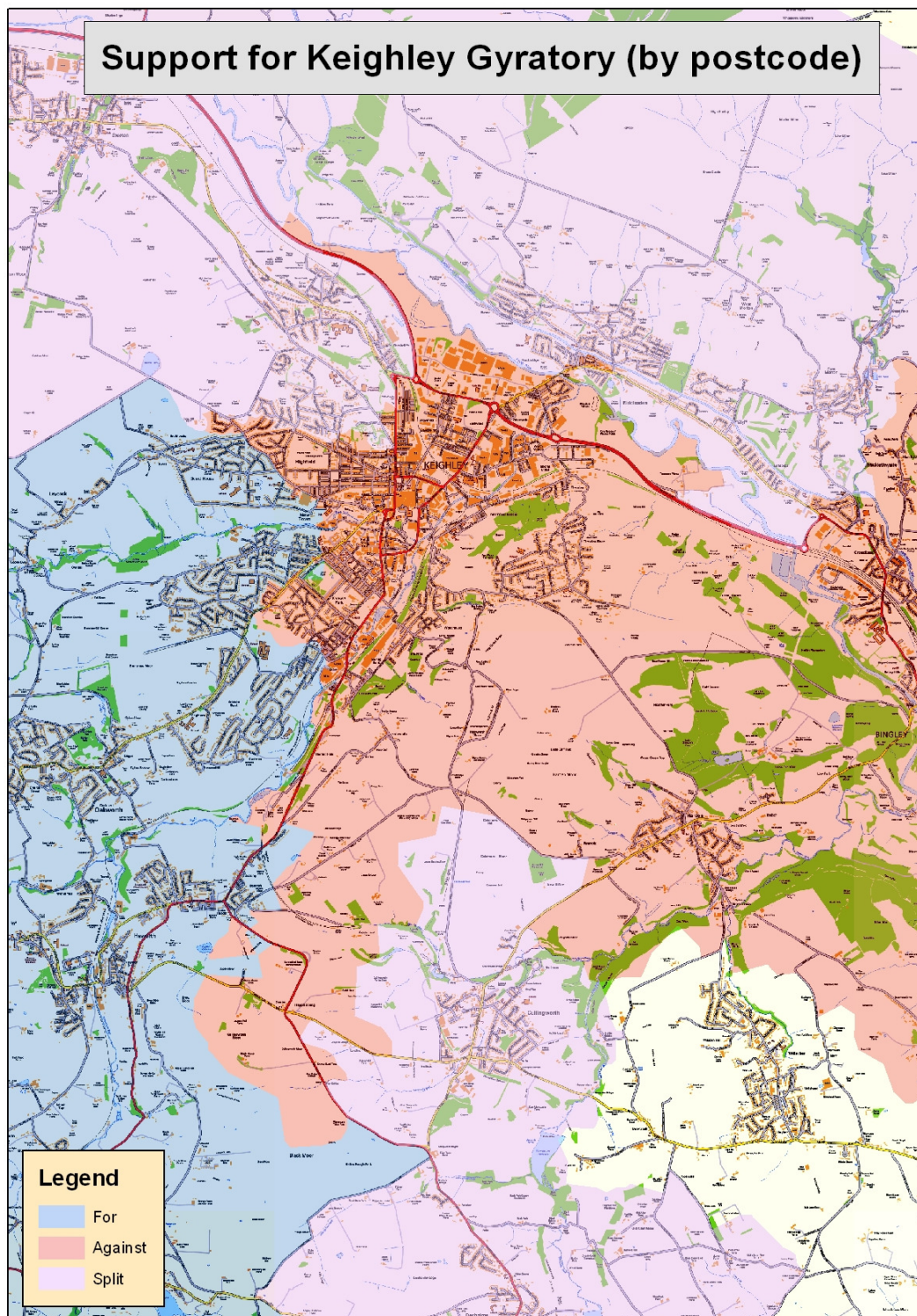
West Yorkshire Combined Authority (Metro) – Generally in favour but concerned about the negative impact on certain bus services and feel the scheme is detrimental to rail users. A bus lane northbound on Cavendish Street should be provided.

Northern Rail – against the scheme as they are concerned over restricted access to the station car park and they felt that many vehicles will u-turn using the station forecourt.

BSpoke which represents cyclists across the Bradford district provided the following response to the proposals –

**APPENDIX A – PUBLIC CONSULTATION FEEDBACK REPORT**

“It does not enhance provision for cyclists but making it worse, does nothing to take into account the basic requirements of safety, directness and balance (between motorised transport and other modes), the scheme is not cost effective and is not future-proof (future traffic growth and strategic development).”



## APPENDIX B – Option Appraisal Matrix

Option	Route Description	Cost	Journey Time Benefit	Value for Money
1	Do Nothing	£0	-	-
<b>2</b>	<b>Low Cost measures that could be implemented in the short-term and would complement many of the longer term interventions prioritised in terms of cost benefits</b>		<b>Medium</b>	<b>High</b>
(a)	Traffic Light priority at East Parade / Bradford Road / Cavendish Street and North Street / Cavendish Street junctions. Traffic Light priority at the pedestrian crossings at North Street, Cavendish Street and Bradford Road (adjacent to rail station)	£25k		
(b)	Co-ordination of signal timings and pedestrian crossings along the length of North Street	£1k		
(c)	Linking of traffic signal timings of Cavendish Street / Bradford Road / East Parade junction with pedestrian crossing at Sainsbury's entrance.	£1k		
(d)	Changes the Green period for vehicles at existing pedestrian crossing between the railway station and Asda at Bradford Road.	£1k		
(e)	Provide two traffic lanes on North Street (southbound) between junctions with Cavendish Street and High Street. Includes re-configuration of traffic lane at North Street / Cavendish Street (southbound)	£300k		
(f)	Replace existing pedestrian crossing at Cavendish Street / Lawkholme Lane with staggered crossing.	£100k		
(g)	Removal of 4 car parking spaces at East Parade (adj. 137-141).	£7k		
(h)	Dedicated right turn facility at North Street / Spring Garden Lane to replace existing yellow box junctions with 'Keep Clear' markings to protect right-turn into Spring Garden Lane.	£1k		
(i)	One-way street at Albert Street (towards Scott Street) to provide No Left Turn from Albert Street into North Street.	£5k		
(j)	Introduce a banned right-turn from North Street into Devonshire Street.	£3k		
(k)	Re-design of all yellow box junctions on North Street between junction with Cavendish Street and High Street.	£2k		
(l)	Re-design of yellow box junction at Bradford Road adjacent to Fire Station entrance.	£1k		
(m)	Re-design of yellow box junction at Cavendish Street / Sainsbury's car park entrance.	£1k		
<b>3</b>	<b>North Street widening and reallocation of road space between junctions of Cavendish Street and High Street. (NB scheme is dependent upon acquiring land from former Keighley College site).</b>	<b>£352k</b>	<b>Very High</b>	<b>Very High</b>
4	One-way gyratory – Cavendish Street, East Parade & Hanover Street	£1.4m	Low	Low
5	Alterations to the operation of bus station (dependent upon option 2 being implemented to achieve full benefits)	£2.5m	High	High
6	One-way gyratory – Cavendish Street, East Parade & Hanover Street including widening works to railway bridge at Bradford Road to address junction capacity.	£6m	Medium	Medium
7	East Parade widening and railway bridge widening on Bradford Road.	£7m	High	Low
<b>8</b>	<b>Gresley Road one-way gyratory (including East Parade one-way)</b>	<b>£7m*</b>	<b>Very High</b>	<b>Low/Medium</b>

\* Works cost only – land costs not yet defined