

Agenda for a meeting of the Shipley Area Committee to be held on Wednesday, 27 July 2016 at 6.00 pm in the Council Chamber, Bingley Town Hall

Members of the Committee – Councillors

CONSERVATIVE	LABOUR	GREEN
Heseltine Shaw Barker Davies Riaz Townend	Greenwood Ross-Shaw	Love

Alternates:

CONSERVATIVE	LABOUR	GREEN
Cooke Ellis Pennington M Pollard D Smith Whiteley	Hinchcliffe	H Hussain Warnes

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.

Decisions on items marked * are not Executive functions and may not be called in under Paragraph 8.7 of Part 3E of the Constitution.

From:

To:

Parveen Akhtar

City Solicitor

Agenda Contact: Palbinder Sandhu

Phone: 01274 432269

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



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 15 and 29 June 2016 be signed as a correct record (previously circulated).

(Palbinder Sandhu – 01274 432269)



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 Strategic 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 25 July 2016.

(Palbinder Sandhu - 01274 432269)

B. BUSINESS ITEMS

6. **STREET LIGHTING COLUMN REPLACEMENT PROGRAMME**

1 - 14

The Strategic Director of Regeneration will submit **Document “L”** which seeks to advise the Area Committee regarding the replacement of street lighting columns determined as non compliant and the subsequent recommendations as to how the West Yorkshire Local Transport Plan Funding allocation is most effectively utilised.

Recommended –

That the Priority 1 street lighting column replacement schemes listed in Table A of Appendix 1 of Document “L” be implemented.

(Environment and Waste Management Overview and Scrutiny Committee)

(Allun Preece – 01274 434019)



7. OBJECTIONS TO ADVERTISED TRAFFIC REGULATION ORDER FOR PROPOSED WAITING RESTRICTIONS - LYSANDER WAY ESTATE, COTTINGLEY

Bingley Rural
15 - 34

The Strategic Director of Regeneration will submit **Document “M”** which presents five objections received to the advertised Traffic Regulation Order relating to proposed waiting restrictions within the Lysander Way Estate, Cottingley.

Recommended –

- (1) That the proposals as shown within Appendix 2 of Document “M” be implemented as advertised.**
- (2) That the objectors be informed accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee)

(Simon D’Vali – 01535 618181)

8. SALTAIRE JUNCTION IMPROVEMENT SCHEME - OBJECTION TO PROPOSED WAITING RESTRICTIONS ON HIRST LANE

Shipley
35 - 40

The Strategic Director of Regeneration will submit **Document “N”** which considers one objection received following the advertisement of proposed waiting restrictions on Hirst Lane, Saltaire.

Recommended –

- (1) That the objection to the proposal to ‘No Waiting At Any Time’ restrictions, as shown on plan no. HDB/CM//101307/TRO-1B, attached as Appendix 1 to Document “N”, be overruled. That the orders be sealed and implemented as advertised and the works be implemented.**
- (2) That the objector be notified accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee)

(Richard Bruce – 01274 437616)



9. **PETITION REQUESTING THE INTRODUCTION OF TRAFFIC MEASURES ON CARLTON ROAD, SHIPLEY**

Shipley
41 - 52

The Strategic Director of Regeneration will submit **Document “O”** which considers a petition requesting the introduction of traffic calming, a residents permit parking scheme, and the introduction of a ‘One-way’ traffic system or ‘Point Closure’ (ie. physical closure) on Carlton Road, Shipley.

Recommended –

- (1) That the petitioners’ concerns be noted and no further action be taken regarding the request for a permit parking scheme at this moment in time. However, the petitioners’ request be reconsidered should the Council’s permit parking policy criteria be revised.**
- (2) That the petitioners’ concerns be noted and no further action be taken regarding the request for traffic calming and a one-way traffic system or point closure.**
- (3) That West Yorkshire Police be formally advised of the petitioners’ concerns regarding enforcement of the existing 20mph speed limit on Carlton Road , Shipley.**
- (4) That the petitioners be advised that obstruction of private driveways and/or garages is something West Yorkshire Police and/or the Council's Parking Services Unit could potentially investigate with a view to carrying out enforcement.**
- (5) That the lead petitioner be advised accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee)

(Simon D’Vali – 01535 618181)

10. **ANNUAL UPDATE ON ROAD SAFETY IN SHIPLEY**

53 - 64

The Strategic Director of Regeneration will submit **Document “P”** which seeks to update members on current casualty levels and trends in Shipley and on the Road Safety education, training and publicity initiatives aimed at reducing these casualties.

Recommended –

- (1) That the information in respect of casualty trends and Road Safety activities in Shipley be noted.**
- (2) That the Shipley Area Committee continues to support the evidence based approach to determine Road Safety**



priorities.

(Environment and Waste Management Overview and Scrutiny
Committee)

(Sue Snoddy – 01274 437409)

11. DEVOLVED BUDGET - SAFER ROADS SCHEMES

65 - 88

The Strategic Director of Regeneration will submit **Document “Q”** which seeks approval for a programme of Safer Roads Schemes for the Shipley Area for the 2016/17 financial year.

Recommended –

- (1) That the previous programme of outstanding Safer Roads Schemes programme for 2015/16 as listed in Appendix 1 of Document “Q” be re-approved.**
- (2) That those Casualty Reduction schemes (to form part of the Shipley Area Committee’s 2016/17 Safer Roads Schemes programme) as outlined in Appendix 2 of Document “Q” be approved.**
- (3) That those Locally Determined schemes (to form part of the Shipley Area Committee’s 2016/17 Safer Roads Schemes programme) as outlined within Appendix 4 of Document “Q” be approved.**
- (4) That any Traffic Regulation Orders, or any legal procedures linked to the processing of traffic calming measures or pedestrian crossing facilities which are necessary to implement the chosen schemes be approved for processing and advertising subject to the scheme details being agreed with local Ward Members.**
- (5) That any valid objections to the advertised Traffic Regulation Orders, traffic calming or pedestrian facilities be submitted to this Area Committee for consideration or in the event of there being no valid objections the Traffic Regulation Orders be sealed and implemented and the traffic calming or pedestrian facilities be implemented as advertised.**

(Environment and Waste Management Overview and Scrutiny
Committee)

(Simon D’Vali – 01535 618181)

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



Report of the Strategic Director, Regeneration to the meeting of Shipley Area Committee on 27th July 2016

L

Subject: Street Lighting Column Replacement Programme

Summary statement: This report seeks to advise the Area Committee regarding the replacement of street lighting columns determined as non compliant and the subsequent recommendations as to how the West Yorkshire Local Transport Plan Funding allocation is most effectively utilised.

Mike Cowlam
Strategic Director
Regeneration

**Portfolio:
Regeneration, Planning and Transport**

Report Contact: Allun Preece
Phone: 01274 434019
E-mail: allun.preece@bradford.gov.uk

**Overview and Scrutiny Area:
Environment and Waste Management**



1.0 SUMMARY

- 1.1 This report seeks to inform the Area Committee of the requirement to replace street lighting columns that have been identified as non-compliant. That is, they are in need of urgent replacement due their age and condition based upon the findings of inspections carried out during reactive maintenance visits.

2.0 BACKGROUND

- 2.1 An essential part of the maintenance of the street lighting assets is to carry out visual inspection of each column, which provides valuable information as to the condition of the unit, specifically the structural integrity of the column.
- 2.2 Many of the steel columns were installed over 30 years ago and although a programme of external painting has prevented the columns from corroding on the outside the inside remains unprotected, and is therefore vulnerable.
- 2.3 There are also a significant number of concrete columns that are in excess of 30 years old which are prone to cracking as a result of corrosion to the steel reinforcing bars inside the columns which also require replacement when identified as non compliant.

3.0 OTHER CONSIDERATIONS

- 3.1 When replacing life expired columns the most effective means is to replace on a scheme basis therefore not only replacing the columns but also improving the lighting to modern standards.
- 3.2 All new lighting installed as part of the column replacement programme is now energy efficient LED lighting saving around 50% of the energy used based on the energy consumption of the previous equipment, the new units can also be pre-programmed to reduce the lighting levels outside peak periods

4.0 FINANCIAL AND RESOURCE APPRAISAL

- 4.1 The funding required for the Priority 1 schemes in Appendix 1 is estimated as £69,121 which is allocated to the Shipley Area Committee.
- 4.2 The total West Yorkshire Local Transport Plan budget allocated to the Council by the Department for Transport is £388,000. This has been split between the Area Committees to deal with the Priority 1 column replacement schemes based upon the value of the estimates.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1 There are no risk management and governance issues

6.0 LEGAL APPRAISAL

6.1 The Council has a power under Section 97 of the Highways Act 1980 to provide and maintain street lighting columns.

7.0 OTHER IMPLICATIONS

When lighting is replaced as a whole street or scheme there may be some columns that have been previously replaced as a result of accident damage or maintenance replacements, these columns are either designed around wherever possible for retaining in situ or carefully removed for re-use for reactive maintenance.

7.1 EQUAL AND DIVERSITY

7.1.1 There are no equal rights implications at this time

7.2 SUSTAINABILITY IMPLICATIONS

7.2.1 Galvanised steel street lighting columns are recyclable when replaced on reaching the end of their design life which is likely to be in excess of 50 years, modern lanterns are constructed so that over 90% of the materials can also be recycled.

7.2.2 LED lanterns have an anticipated life in excess of 100,00 hours, which equates to around 25 years dramatically reducing the maintenance requirements when compared to traditional light sources.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

Modern street lighting equipment is considerably more energy efficient than older apparatus, and when using variable lighting levels along with white light can significantly reduce the energy consumption and CO² emissions.

7.4 COMMUNITY SAFETY IMPLCATIONS

7.4.1 Street lighting is a highly visible front line service. Good street lighting provides a vital function during the hours of darkness, protecting people and property and enhancing the night-time environment. Effective street lighting deters criminal activity and reduces road accidents.

7.5 HUMAN RIGHTS ACT

7.5.1 There are no direct Human Rights implications arising from the recommendations below.

7.6 TRADE UNION

7.6.1 There are no Trade Union implications in this item

7.7 WARD IMPLICATIONS

7.7.1 Priority 1 Schemes in Appendix 1 are within Shipley and Baildon Wards

8 NOT FOR PUBLICATION DOCUMENTS

8.1 There is no restriction on the publication of this report.

9.0 OPTIONS

9.1 Members are asked to consider implementing the schemes listed in Table A of Appendix 1 which are prioritised with Priority 1 (being the schemes requiring the most urgent replacement as identified by site surveys). Designs and detailed estimates have been prepared for these schemes, a copy of these design is in Appendix 2.

9.2 Members may choose to implement column replacement schemes from Table B in Appendix 1, budget estimates have been prepared for these schemes. However, it may be necessary to remove any non compliant columns for safety reasons should they not be replaced in this financial year

10.0 RECOMMENDATIONS

10.1 That the Priority 1 street lighting column replacement schemes listed in Table A of Appendix 1 of the report be implemented.

11.0 APPENDICES

11.1 Appendix 1 – Column Replacement Schemes for Area Committee consideration

11.2 Appendix 2 – Designed schemes for consideration.

12.0 BACKGROUND DOCUMENTS

None.

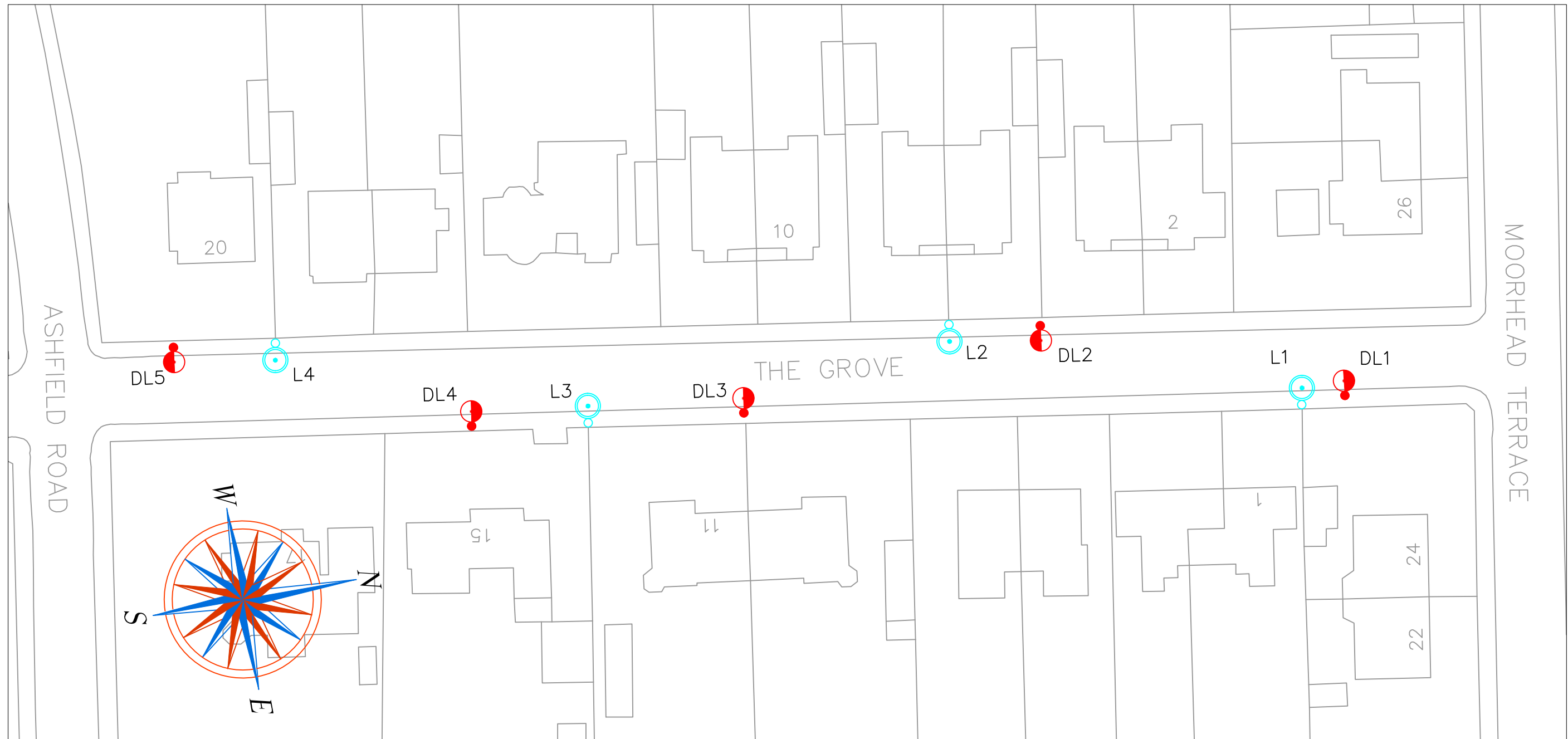
Appendix 1 Column Replacement Schemes for Area Committee consideration**Table A - Priority 1 Schemes**

Ward	Priority	Road	Estimate
Shipley	1	The Grove, Shipley	£8,701
Baildon	1	Otley Road, Esholt	£60,420
Total			£69,121


Table B - Other Schemes

Ward	Priority	Road	Estimate
Windhill and Wrose	2	Thackley Old Road	£78,916
Windhill and Wrose	2	Windhill Old Road	£47,135
Total			£126,051


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Quant. Symbol Type of Lighting Unit

5  Existing 5m concrete column with 35w SOX lantern. To be taken up and removed to recycle.

Quant. Symbol Type of Lighting Unit

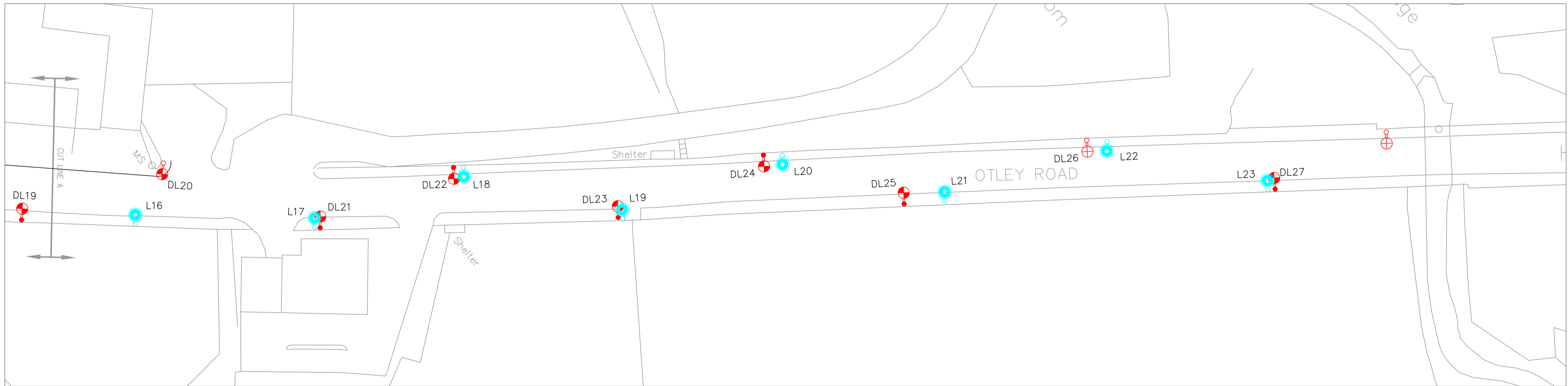
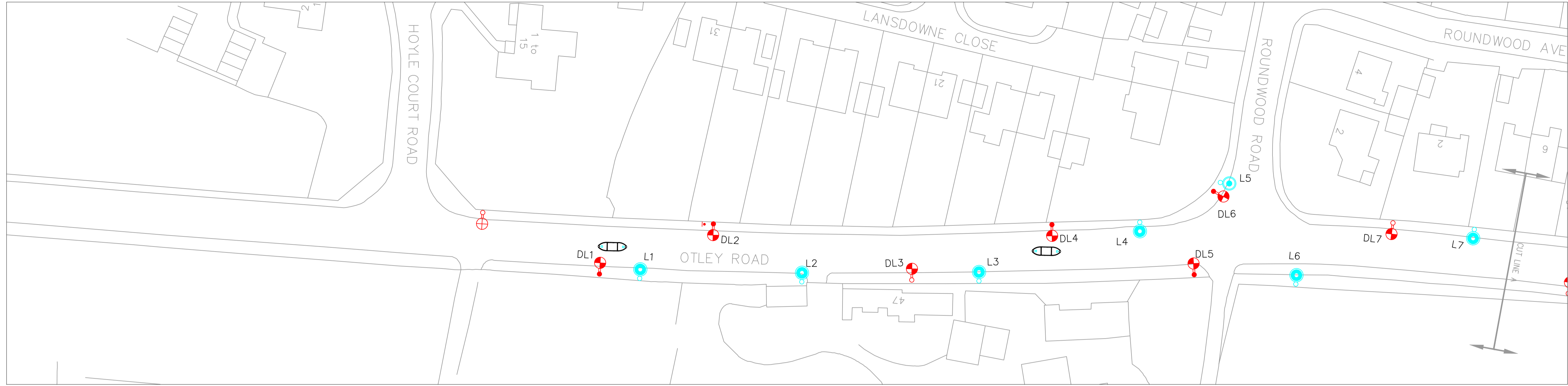
4  Proposed 6 metre tubular steel column with spigot mounted bottom entry Urbis Ampera Mini 24LED Neutral white 5141-500mA lantern unit 336612. Factory set dimming regime 1(22:00-5:30 50%). Finished in grey.

Notes:

1. All new columns to have Osram drivers with factory set dimming regime 1.
2. Existing services detailed on this drawing are not to be treated as accurate. The contractor is responsible for proving all services on site prior to the commencement of works.

City of Bradford MDC www.bradford.gov.uk Department of Regeneration Strategic Director: Barra Mac Ruairi FRBA FRSA	Design Office Transportation and Highways Service Street Lighting Unit Wakefield Road Depot Foundry Lane Bradford BD4 7NW	Project THE GROVE SHIPLEY Client CAP 16/17	Design CBM	Drawn CBM	Checked A Preece	Released CBM	Drawing Title STREET LIGHTING PROPOSALS Drawing No. R/PTH/SL/100146/15207-1A
			Scale(s) @ A3 1:500	Date JUN 16	Engineer to Contract C P Leach BSc C.Eng MICE DMS		
Page 7		Revision Original	Inits CBM	Date JUN 16			

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Revision	Initials	Date
A	Original	CBM SEP 15
<p>City of Bradford MDC www.bradford.gov.uk</p>		
<p>Department of Regeneration Strategic Director: Barra Mac Ruairi RIBA FRSA</p>		
<p>Design Office: Transportation and Highways Service Street Lighting Unit Wakefield Road Depot Foundry Lane Bradford BD4 7NW</p>		
<p>Project: OTLEY ROAD ESHOLT/BAILDON</p>		
<p>Client: CAPITAL 14/15</p>		
<p>Engineer to Contract: C P Leach BSc C.Eng MICE DMS</p>		
Design	Drawn	Checked
CBM	CBM	CBM
Scale(s) @ A1	Approved	Date
1:500	A Preece	SEP 15
<p>Drawing Title: STREET LIGHTING PROPOSALS</p>		
<p>Drawing No:</p>		

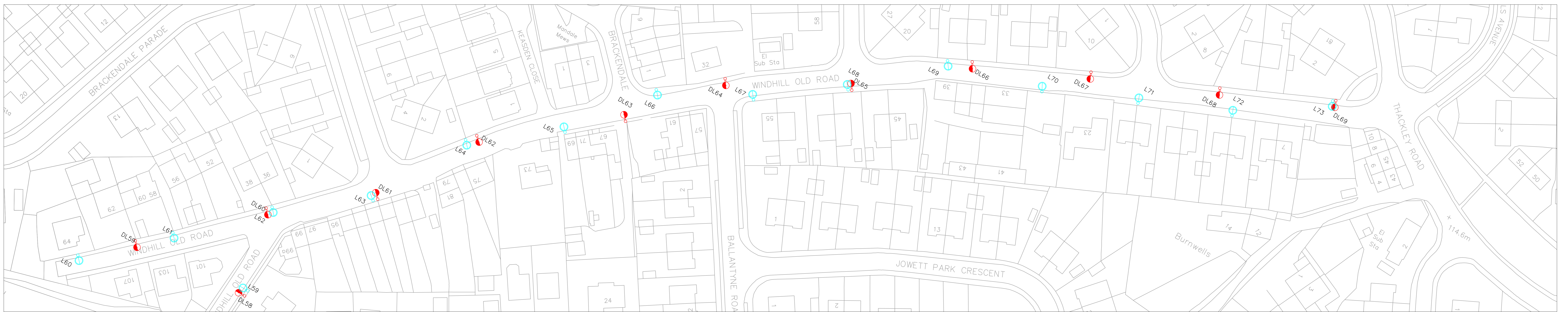
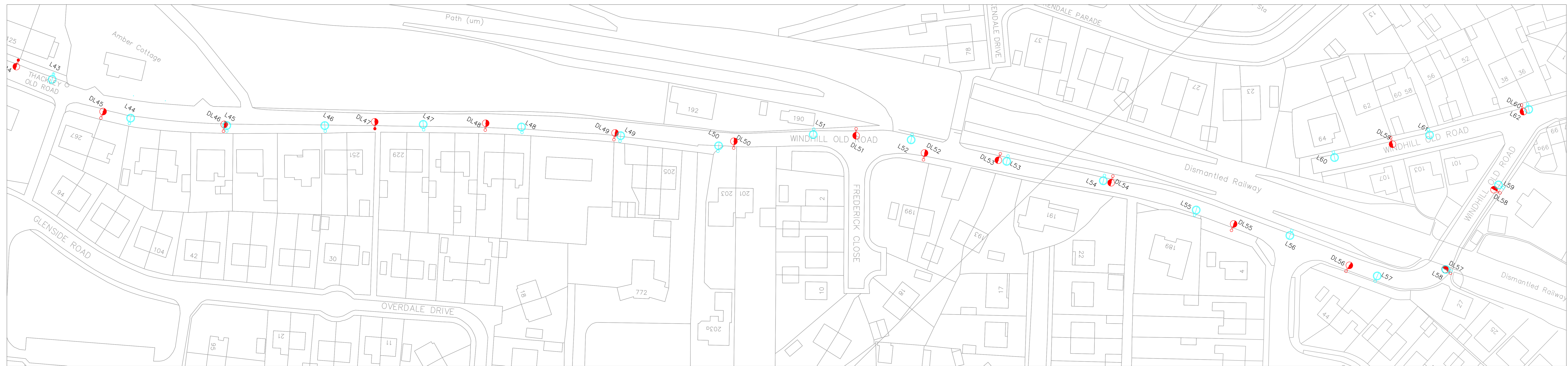
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- | Quantity | Symbol | Type of Lighting Unit |
|----------|--------|--|
| 8 | | Proposed 8 metre Steel column with Spigot Mounted lantern and 32LED lamp, URBIS AMPERA 32 NW 5139, 500mA dimmed between 22-5.30 hrs |
| 35 | | Proposed 6 metre Steel column with Spigot Mounted lantern and 32LED lamp, URBIS AMPERA 32 NW 5139, 500mA dimmed between 22-5.30 hrs |
| 10 | | Existing 8 metre Concrete column with 1.25 metre projection bracket, Side Entry lantern and 90w SOX lamp. To be removed off site for recycling |
| 3 | | Existing 5 metre Steel column with 0.5 metre projection bracket, Side Entry lantern and 35w SOX lamp. To be removed off site for recycling |
| 4 | | Existing 8 metre Steel column with 1.25 metre projection bracket, Side Entry lantern and 100w SOX lamp. To be removed off site for recycling |
| 27 | | Existing 5 metre Concrete column with 0.5 metre projection bracket, Side Entry lantern and 35w SOX lamp. To be removed off site for recycling |
| 1 | | Existing 5 metre steel column with 0.5 metre projection bracket, Side Entry lantern and 35w SOX lamp. For Reference only |

SIGNS TO BE RELOCATED		
SIGN TYPE	FROM	TO
NO DOG FOULING	DL1	L1
NO DOG FOULING	DL4	L3
NO DOG FOULING	DL7	L5
NO DOG FOULING	DL8	L6
HUMPS	DS1	L15
NEIGHBOURHOOD WATCH	DL19	L17
NO DOG FOULING	DL22	L19
NO DOG FOULING	DL25	L23
NO DOG FOULING	DL41	L39
NEIGHBOURHOOD WATCH	DL42	L40
NO DOG FOULING	DL43	L41

Original	KAO	11/2015
Revision		
City of Bradford MDC www.bradford.gov.uk		
Department of Regeneration Strategic Director: Barra Mac Ruairi RIBA FRSA		
Design Office: Transportation and Highways Service Street Lighting Unit Wakefield Road Depot Foundry Lane Bradford BD4 7NW		
THACKLEY OLD ROAD BRADFORD		
Client: C P Leach BSc C.Eng MICE DMS		
Design	Drawn	Released
KAO	KAO	KAO
Scale(s) @ A0	Approved	Date
1:500	A Preece	Nov2015
Drawing Title: STREET LIGHTING PROPOSALS		
Drawing No: R/PTH/SL/100146/15152-1A		



Quantity	Symbol	Type of Lighting Unit
30		Proposed 6 metre Steel column with Spigot Mounted lantern and 32 LED, URBIS AMPERA 32 NW 5139, 500mA dimmed between 22-5.30 hrs
25		Existing 5 metre Concrete column with 0.5 metre projection bracket, Side Entry lantern and 35w SDX lamp To be removed off site for recycling

A	Original	KAO	APR16
	Revision		
City of Bradford MDC			
www.bradford.gov.uk			
Department of Regeneration Strategic Director: Barra Mac Ruairi RIBA FRSA			
Design Office: Transportation and Highways Service Street Lighting Unit Wakefield Road Depot Foundry Lane Bradford BD4 7NW			
Project			
WINDHILL OLD ROAD BRADFORD			
Client			
Engineer in Charge: C P Leach BSc C.Eng MICE DMS			
Design	Drawn	Checked	Released
KAO	KAO		KAO
Scale(s) @ A0	Approved	Date	
1:500	A Preece	APR 16	
Drawing Title			
STREET LIGHTING PROPOSALS			
Drawing No:			
R/PTH/SL/100146/15191-1A			

Report of the Strategic Director of Regeneration to the meeting of the Shipley Area Committee to be held on 27 July 2016.

M

Subject:

Five objections received to the advertised Traffic Regulation Order relating to proposed waiting restrictions within the Lysander Way Estate, Cottingley.

Summary statement:

This report considers five objections received to advertised proposals to introduce formal waiting restrictions within the whole of the Lysander Way Estate (comprising Lysander way, Titania Close, Goodfellows Close, and Oberon Way)

It is recommended that:

- **This Committee overrule the objections, and the proposed traffic management measures be introduced as formally advertised.**

Ward 03 – Bingley Rural

**Mike Cowlam
Strategic Director
(Regeneration)**

**Report Contact: Simon D'Vali
Phone: (01535) 618181**

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

Portfolio:

Housing, Planning and Transport

Overview & Scrutiny Area:

Environment and Waste Management

1. Summary

- 1.1 Consideration of five objections received to the formally advertised Traffic Regulation Order (TRO) to introduce formal waiting restrictions on Lysander Way, Titania Close, Goodfellows Close, and Oberon Way, Cottingley. Three of the objectors are residents of the Lysander Way Estate.

2. Background

- 2.1 Lysander Way, Titania Close, Goodfellows Close, and Oberon Way are all residential streets comprising Lysander Way Estate which is located on the western side of Cottingley Moor Road and directly opposite Cottingley Village Primary School.
- 2.2 The estate roads are 5.5 - 5.6 metres wide (with the exception of that section of Lysander Way between its junctions with Titania Close and Goodfellow Close which is 3.5 metres wide). The footway widths vary between 1.7 and 3.3 metres. Some of the on-street parking which currently occurs within the estate involves vehicles being parked partially on the footway.
- 2.3 In April 2015, West Yorkshire Police expressed concern with the issue of obstructive parking within the Lysander Way Estate and expressed a desire to see formal waiting restrictions introduced. In addition, some residents expressed concern that parents bringing/collecting children to/from the nearby school were parking within the estate, and that such parking sometimes obstructed vehicular access to/from private driveways, and could potentially restrict the free and unhindered passage of emergency vehicles. As a result of the concerns of the Police and some residents, the Lysander Way Estate was included within a list of scheme candidates to be considered annually by this Committee for possible inclusion within its future programme of works.
- 2.4 In July 2015, this Committee included Lysander Way Estate within its capital works programme, allocating funding to introduce a traffic scheme to address on-street parking by non-residents within the estate at the start and end of the school day.
- 2.5 On 25 January 2016, the three Local Members for Bingley Rural and this Committee's Chair were consulted on the scheme proposals. No adverse comments were received and requests were made to introduce (as part of the proposed Lysander Way Estate scheme and for reasons of economies of scale) formal waiting restrictions at the bottom of B6269 Cottingley Cliffe Road and at the top of Bradford Old Road, Cottingley. The proposed waiting restrictions at the bottom of B6269 Cottingley Cliffe Road are intended to prevent verge parking, whilst the proposed waiting restrictions at the top of Bradford Old Road are intended to improve driver forward visibility.
- 2.6 On 4 April 2016, the emergency services and WYCA (formerly METRO) were consulted on the scheme proposals. No adverse comments were received.

- 2.7 On 6 May 2016, each property within the Lysander Way Estate received a letter explaining the background to the scheme proposals and advising them of when and where legal notices and a scheme drawing associated with the proposed waiting restrictions could be viewed. A copy of the letter is attached as Appendix 1 to this report, and a copy of the scheme drawing (Drawing No.TDG/THN/103153/1F) is attached as Appendix 2 to this report.
- 2.8 On 18 May 2016, Cottingley Village Primary School was advised of the scheme proposals, and for information purposes, received a copy of the letter issued to Lysander Way Estate residents on 6 May 2016 and a copy of the scheme drawing.
- 2.9 The respective start and end of the school day associated with Cottingley Village Primary School is 8.55am and 3.15pm.
- 2.10 The proposed measures (as identified within Appendix 2 of this report) are formal parking restrictions prohibiting on-street parking anywhere on Lysander Way, Oberon Way, Titania Close and Goodfellow Close from Monday to Friday between 8.30am and 9.30am, and between 2.30pm and 3.30pm during School term-time (1 September to 31 July). The proposed waiting restrictions would be identified by a single yellow line on the road surface adjacent to the kerb, and parking restriction plates.
- 2.11 On 13 May 2016, the proposed Traffic Regulation Order associated with the proposed waiting restrictions shown within Appendix 2 of this report were formally advertised for a four week period on-site and within the local press.
- 2.12 The formal advertisements to the proposed scheme as shown within Appendix 2 of this report has resulted in five objections being received. Three of the objectors are residents of the Lysander Way Estate.
- 2.13 The objector's concerns and officer comments are tabulated in Appendix 3 of this report.

3. Other Considerations

- 3.1 Having regard to the fact that in total, over one hundred households received notification of the proposed scheme, the receipt of only three objections from local residents suggests strong local support for 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 objections received concerning the proposals.

4. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

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

5. Options

5.1 **Option 1** – The proposals as shown within Appendix 2 of this report could be implemented as advertised.

5.2 **Option 2** – The proposals as shown within 2 of this report could be abandoned as a result of the objections.

5.3 **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.

6. FINANCIAL & RESOURCE APPRAISAL

6.1 Financial

The costs necessary to introduce the proposed scheme (including the processing of the associated Traffic Regulation Order) has been allocated from the Shipley Area Committee capital allocation.

6.2 Resources

The proposed traffic management works 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 EQUALITY AND DIVERSITY

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

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 waiting restrictions shown within Appendix 2 of this report are intended to prevent parents of pupils attending Cottingley Village Primary School from causing obstructive parking within Lysander Way Estate, and help ensure the unhindered passage of emergency vehicles.

Being a primary school, the pupils are chaperoned both to and from the school by adults. As such, parking further away from the school than the Lysander Way Estate will not in itself increase road safety risks to pupils, and any increase in pedestrian travel on the part of parents and pupils alike may have associated health benefits.

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 That Option 1 - The proposals as shown within Appendix 2 of this report be implemented as advertised.

11.2 That the objectors be informed accordingly.

12. APPENDICES

Letter to Lysander Estate residents - (Appendix 1)

Drawing No.TDG/THN/103153/1F (Scheme proposals as formally advertised) - (Appendix 2)

Objector's and Officer comments (Appendix 3)

13. BACKGROUND DOCUMENTS

13.1 Report to the Strategic Director (Regeneration) to the meeting of the Shipley Area Committee held on 1 July 2015.

Appendix 1

City of Bradford MDC

www.bradford.gov.uk

Department of Regeneration

Stockbridge Depot
Royd Ings Avenue
Keighley
BD21 4BX
Tel: (01535) 618294
Email: craig.williams@bradford.gov.uk
Date: 6 May 2016

Hand delivered to residents of
Lysander way, Oberon Way,
Titania Close and Goodfellow Close

Dear Sir or Madam,

LYSANDER WAY, OBERON WAY, TITANIA CLOSE AND GOODFELLOW CLOSE, COTTINGLEY; PROPOSED WAITING RESTRICTIONS.

Following concerns by some local residents, the Shipley Area Committee has allocated funding to introduce a traffic scheme to address on-street parking by non-residents on the above streets at the start and end of the school day. The residents had expressed concern that such parking was obstructing vehicular access to/from private driveways and could restrict the free and unhindered passage of emergency vehicles.

The proposed measures are formal parking restrictions prohibiting on-street parking anywhere on Lysander Way, Oberon Way, Titania Close and Goodfellow Close from Monday to Friday between 8.30am and 9.30am, and between 2.30pm and 3.30pm during school term time (ie. 1 September to 31 July).

The proposed waiting restrictions would be identified by a single yellow line on the road surface adjacent to the kerb, and parking restriction sign plates.

Consultations with members for Bingley Rural and the emergency services have already been carried out with no adverse comments having been received.

The scheme proposals are to be formally advertised for a four week period commencing Friday 13 May 2016, and the legal Notices associated with the proposals will be published within the Telegraph & Argos, and erected on street furniture on-site. A plan identifying the scheme proposals will be on deposit during the four week advertising period and can be viewed at Shipley Library during that time.

Should you wish to object to the scheme proposals, the advertised notices will advise you how to do so.

Any relevant formal objections received will be presented to the Shipley Area Committee for its consideration.

Yours faithfully
Craig Williams

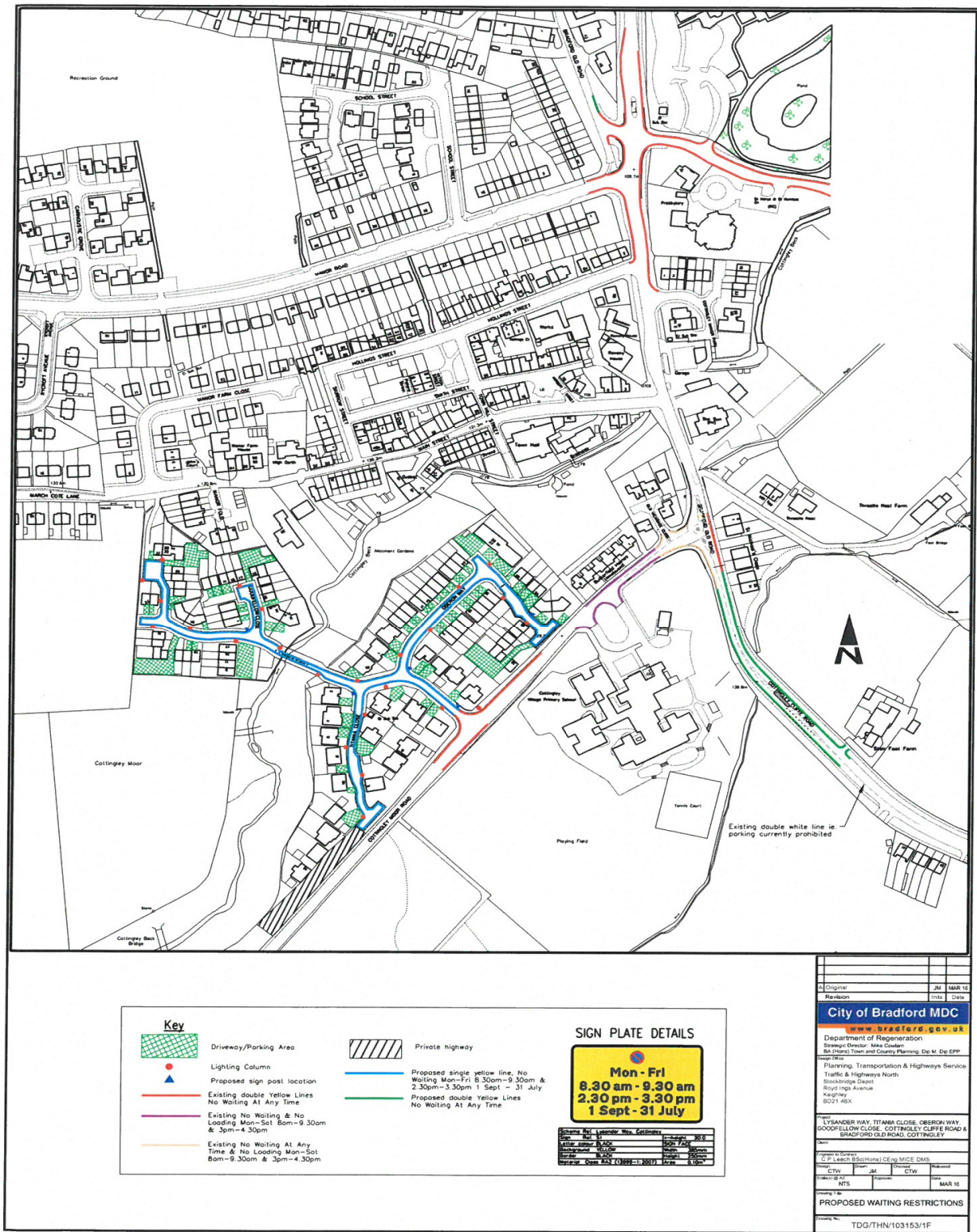
Craig Williams
Senior Engineer
Traffic & Highways (North)



City of Bradford
Metropolitan District Council



Appendix 2



Key

- Driveaway/Parking Area
- Lighting Column
- Proposed sign post location
- Existing double Yellow Lines No Waiting At Any Time
- Existing No Waiting & No Loading Mon-Sat 8am-9.30am & 3pm-4.30pm
- Existing No Waiting At Any Time & No Loading Mon-Sat 8am-9.30am & 3pm-4.30pm
- Private highway
- Proposed single yellow line, No Waiting Mon-Fri 8.30am-9.30am & 2.30pm-3.30pm 1 Sept - 31 July
- Proposed double Yellow Lines No Waiting At Any Time

SIGN PLATE DETAILS

Mon-Fri
8.30 am - 9.30 am
2.30 pm - 3.30 pm
1 Sept - 31 July

Signs	1	1	1	1	1
Cost	£100	£100	£100	£100	£100
Material	Aluminium	Aluminium	Aluminium	Aluminium	Aluminium
Reference	103/153/1F	103/153/1F	103/153/1F	103/153/1F	103/153/1F
Approved	10/03/2013	10/03/2013	10/03/2013	10/03/2013	10/03/2013

Original	JM	MAR 15
Revision	1036	15/03
City of Bradford MDC		
www.bradford.gov.uk		
Department of Regeneration		
Strategic Director: Mike Coulson		
SA: Internal Team and Quality Planning, Dep M. Dip EPP		
Project Officer:		
Planning, Transportation & Highways Service		
Traffic & Highways Team		
Stockbridge Depot		
Rout High Avenue		
Keighley		
BD21 4EX		
LYSANDER WAY, TT ANKA CLOSE, OBERON WAY, DOORFLOW CLOSE, COTTINGLEY CLIFFE ROAD & BRADFORD OLD ROAD, COTTINGLEY		
Project Name		
C.P. Leach (Secthurs) CEag MICE DMS		
Drawn	JM	10/03/15
Checked	CTW	10/03/15
Approved	NTS	10/03/15
Issue		MAR 15
PROPOSED WAITING RESTRICTIONS		
TDG/THN/103153/1F		

Appendix 3

Objector #1 Comments	Officer Comments
<ul style="list-style-type: none"> • Whilst agreeing that school parking can be problematic, the proposed scheme cannot be supported unless residents are exempt from the waiting restrictions (via a permit scheme). Without a permit scheme , the scheme is unworkable • Most dwellings have only one off-street parking space but more than one car, meaning residents must park on the carriageway. These residents (and their visitors) could receive parking charge notices for parking on the yellow lines at the start and end of the school day. 	<ul style="list-style-type: none"> • The Council has agreed policy criteria which must be met in order for a Residents Permit Parking (ROPP) scheme to be considered. As more than half of the properties within the Lysander Estate have of-street parking facilities, the criteria required to consider a ROPP scheme is not met. • The waiting restrictions will be clearly identified in accordance with current traffic signing and lining regulations.

Objector #2 Comments	Officer Comments
<ul style="list-style-type: none"> • I appreciate there are problems of congestion on that section of Lysander Way adjoining Cottingley Moor Road. However, proposing waiting restrictions on the whole of Lysander Way seems a heavy-handed approach as school parking does not spread beyond the top of the road area and does not extend below the bridge between its junctions with Titania Close and Goodfellow Close. Why do we need yellow lines throughout the estate. There are some areas where it is perfectly reasonable to park (including directly outside my house), where many people regularly park without causing an obstruction • Although the proposed restrictions apply for 1 hour in the morning and afternoon, I would still have to move my car during these periods which would be inconvenient and inefficient. 	<ul style="list-style-type: none"> • The objector acknowledges that problems of congestion do exist within certain parts of the Lysander Way Estate. Providing yellow lines on only certain roads (or sections of road) within the estate could potentially result in school parking migrating to those estate roads not protected by waiting restrictions • Noted. The proposed waiting restrictions would apply to all road users (with the exception of blue badge holders who could park on the yellow lines during the prohibited periods unless they were deemed to be causing a vehicular obstruction). The proposed waiting restrictions are intended to address the inconvenience experienced by those local residents whose driveways are obstructed by parked cars at the start and end of the school day.

- To what extent will these very specific restrictions be properly enforced?

- I am very concerned that the proposed waiting restrictions are being implemented without proper consideration of their knock-on effect for the area as a whole, and for the neighbouring school. The proposed restrictions will place a real burden and added stress to the running of the school, which plays a strong role in the community. The school traffic is not going to go away, and will be forced to sites in the vicinity, which is already very tight. Proper measures need to be taken to address the source of the problem which is the lack of amenity within the school area.

- Enforcement of the proposed waiting restrictions would rest with Bradford Council's Wardens who have the power to issue Parking Charge Notices to offending drivers.

Both West Yorkshire Police and

Bradford Council wardens have powers to deal with the vehicular obstruction of dropped kerbs (ie vehicular crossing points)

- Consideration has been given to the effects of the scheme proposals on on-street parking within the wider area.

If the scheme proposals are introduced, on-street parking within the wider vicinity of the school and Lysander Way Estate will be monitored. The school, school governors, and parents may wish to investigate the possibility of the school being served by official yellow buses which could transport pupils to/from home and school. Similarly, the school may wish to consider investigating the use of 'Walking Buses' (whereby parents drop-off their children at designated locations, and those pupils are then chaperoned to school on-foot by authorised adults).

Objector #3 Comments	Officer Comments
<ul style="list-style-type: none"> • We not believe the proposed scheme represents the wishes of the majority of residents on the Willow Brook development. (particularly on Oberon Way where the nature of the housing, driveways and resident parking opportunities are very different to those, for example, in Lysander Way). • We also object to the fact that this is the first time we have heard about the complaint and are concerned that the proposed measures look to be well on their way to a formal scheme for ratification – suggesting that this is the only solution to the complaint – which we strongly believe is not the case. 	<ul style="list-style-type: none"> • The Lysander Way Estate was included within this Committee’s programme of works following its initial inclusion within a list of scheme candidates considered annually for programme inclusion. The site was included within the list of scheme candidates at the request of Local Members following the concerns of West Yorkshire Police and some local residents regarding obstructive parking by parents bringing/collecting children to/from the nearby school. Having regard to the fact that over one hundred households received notification of the advertised Traffic Regulation Order, the receipt of only three objections by local residents suggests strong local support for the proposed scheme. • On 6 May 2016, each property within the Lysander Way Estate received a letter explaining the background to the scheme proposals and advising them of when and where legal notices and a scheme drawing associated with the proposed waiting restrictions could be viewed. The formal advertising process provides the opportunity for members of the public to object to the scheme proposals if they so wish. The decision as to whether the scheme is implemented as formally advertised will (in accordance with the democratic process and Bradford Councils’ Standing Orders) rest with this Committee.

Objector #3 Comments	Officer Comments
<ul style="list-style-type: none"> • The ‘Statement of Reason’ states that <i>“Residents of Lysander Way, Oberon Way have expressed concerns”</i> which suggests there is a majority of residents of these streets expressing concern. The covering letter sent to residents is however more guarded and talks about “concerns by some local residents”. As Mr Williams is unable to specify how many people have a concern, we are unable to properly establish the actual level of concern or the route that has led to these proposals which will affect all residents of the Lysander Estate. • We have concerns that the nature of area panels and committees can result in situations where the views of a few are considered by a few within a highly legalistic Highways regulations system where the outcome can effect more people detrimentally than it was intended to. We fear that (as regards the proposed scheme) what looks like a solution for certain households will actually create a large problem for others. 	<ul style="list-style-type: none"> • The Lysander Way Estate was included within this Committee’s programme of works following its initial inclusion within a list of scheme candidates considered annually for programme inclusion. The site was included within the list of scheme candidates at the request of Local Members following the concerns of West Yorkshire Police and some local residents regarding obstructive parking by parents bringing/collecting children to/from the nearby school. Officers are unable to advise as to the precise number of local residents who have expressed concerns regarding obstructive parking. However, having regard to the fact that over one hundred households received notification of the advertised Traffic Regulation Order, the receipt of only three objections by local residents suggests strong local support for the proposed scheme. • This Committee will make an informed decision on the basis of evidence presented within the report, and on the content of the objection letters/emails.

Objector #3 Comments	Officer Comments
<ul style="list-style-type: none"> • We are aware of the sometimes inconsiderate parking that can occur, but consider that there is a need for parents on ‘the school run’ to be able to park whilst dropping off or collecting children. That need will not go away and using local streets is the only option (unless the school introduced a drop-off system within its grounds). • We do not believe a ‘Not in our back yard’ approach by local residents is helpful to the needs of the wider community. • We recognise that anyone who buys a house near a school should be aware of the school parking. • We expect the school to attempt to continually educate parents and pupils of the need to be considerate towards the community within which the school is located. • Local residents should be prepared to allow parents of pupils to park considerately and appropriately within the estate when the residents themselves are not parked there. • We should not expect our ability to park outside our own homes to be taken away (at great inconvenience to residents). We (and neighbouring residents) bought our houses with the ability and need to park in front of our homes. The proposed scheme restricts this ability. • We moved into our house before any school related parking occurred. 	<ul style="list-style-type: none"> • The scheme proposals seek to address the inconsiderate parking which the objector acknowledges. The Council is unable to force the school to introduce a ‘drop-off’ system within its curtilage, and even if such a system were introduced, the school could not force parents to use it. • Noted • An appreciation by local residents of the likelihood of school parking does not in itself mean that residents will accept inconsiderate (including obstructive) parking. • The school cannot be forced to educate parents regarding parking behaviour within the local community • Noted. However, there have been reports of inconsiderate school related parking. • Whilst sensible, considerate on-street parking is generally tolerated by the Police, legally, no one has an automatic right to park anywhere on the highway. The potential for the proposed introduction of formal waiting restrictions within the Lysander Way Estate has always existed. • Noted.

Objector #3 Comments	Officer Comments
<ul style="list-style-type: none"> • Our household has two (and occasionally three) cars, meaning we have always had to park a car on the road in front of our house. • Like other residents on our street, school parents rarely park in front of our houses because our car(s) are there. If the proposed scheme is introduced, we would have to move our own cars twice daily. • If the proposed scheme is introduced, can this Committee advise us where to park. • No consideration has been given to commercial/delivery vehicles which need to park within the estate, nor to friends and family visiting local residents. • If the proposed scheme was introduced, we would have to convert our lovely garden into a parking facility – we feel that would be unfair. 	<ul style="list-style-type: none"> • Whilst sensible, considerate on-street parking is generally tolerated by the Police, legally, no one has an automatic right to park anywhere on the highway. The potential for the proposed introduction of formal waiting restrictions within the Lysander Way Estate has always existed. • Noted • Drivers affected by the proposed waiting restrictions will themselves be best able to decide what alternative parking arrangements best suit their individual needs There is no obligation on the Council to provide on-street parking availability for local residents. • Commercial/delivery vehicles are entitled to 30 minutes un/loading. Contractors undertaking works on properties within the estate can apply to the Council's Parking Services Unit, with a view to seeking an exemption from the proposed waiting restrictions for the duration of their works. Family and friends would be subject to the proposed waiting restrictions. • If the proposed scheme were introduced, the objector would be under no obligation to convert their garden into an off-street parking facility.

Objector #3 Comments	Officer Comments
<ul style="list-style-type: none"> • One resolution for residents might have been for local residents to have permits indicating their 'right' to park outside their own house during the periods of the proposed restrictions. However, we are told that 'regulations' don't allow for such a scheme given the nature of our residential development. • We note that the issue of Health & Safety (regarding ensuring the free unhindered passage of emergency vehicles within the estate) is used as justification for the scheme's introduction. However, even with the double parking that occurs, there has always been the ability for vehicles (including lorries and vans) to manoeuvre along the roads during school-run time. • Could an alternative scheme proposal be to restrict the parking on Lysander Way (where households have two car capacity drives) to one side of the road during the proposed prohibited at the start and end of the school day? This would ensure that emergency vehicles could have even more space for access and it would considerably reduce any safety issues of double-parking and children getting in and out of cars on the roadside. • If residents are unable to park outside their homes, we suggest that Oberon Way (or parts of it) be excluded from having waiting restrictions introduced. This could also apply to Goodfellow Close and the part of Lysander Way below Cottingley Beck Bridge. 	<ul style="list-style-type: none"> • The Council has agreed policy criteria which must be met in order for a Residents Permit Parking (ROPP) scheme to be considered. As more than half of the properties within the Lysander Way Estate have of-street parking facilities, the criteria required to consider a ROPP scheme is not met. • The objector acknowledges that double parking occurs. Observations by highway officers show that some current on-street parking occurs partially on the footway in order to reduce the potential for vehicular obstruction. However, this footway parking hinders the free passage of pedestrians and persons with prams and in wheelchairs using the footway. • Providing yellow lines on only one side of a section of Lysander Way could potentially result in school parking migrating to those estate roads not protected by waiting restrictions. • Providing yellow lines on only certain roads (or sections of road) within the estate could potentially result in school parking migrating to those estate roads not protected by waiting restrictions.

Objector #3 Comments	Officer Comments
<ul style="list-style-type: none"> • There are 100 or so households within the estate, the overwhelming majority of whose views have not been actively sought prior to drawing up the scheme proposals. A single mail-shot and advertised notices afterwards are a very imperfect way of finding out what people actually want and need. • The proposed scheme has the feel of a decision already been made ahead of token consultation (which would be most advisable). • We wish to be informed of how, when and where we and the residents of the Willow Brook development can monitor and have input into this matter before any final decisions are made. 	<ul style="list-style-type: none"> • On 6 May 2016, each property within the Lysander Way Estate received a letter explaining the background to the scheme proposals and advising them of when and where legal notices and a scheme drawing associated with the proposed waiting restrictions could be viewed. The formal advertising process provides the opportunity for members of the public to object to the scheme proposals if they so wish. The decision as to whether the scheme is implemented as formally advertised will (in accordance with the democratic process and Bradford Councils' Standing Orders) rests with this Committee. • The formal advertising process provides the opportunity for members of the public to object to the scheme proposals if they so wish. In accordance with the democratic process and Bradford Councils' Standing Orders, this Committee will make an informed decision on the basis of evidence presented within the report, and on the content of the objection letters/emails. • On 6 May 2016, each property within the Lysander Way Estate received a letter explaining the background to the scheme proposals and advising them of when and where legal notices and a scheme drawing associated with the proposed waiting restrictions could be viewed. The formal advertising process provides the opportunity for members of the public to object to the scheme proposals if they so wish. The decision as to whether the scheme is implemented as formally advertised will (in accordance with the democratic process and Bradford Councils' Standing Orders) rests with this Committee.

Objector #4 Comments	Officer Comments
<ul style="list-style-type: none"> • The proposed scheme puts the children of our school at risk of serious injury. • We have not been consulted • Options have not been explored • This is a direct attack on the school • We request sufficient time for consultation and options to be considered 	<ul style="list-style-type: none"> • The objector's claim is merely speculative. Being a primary school, the pupils are chaperoned both to and from the school by conscientious adults. As such, parking further away from the school than the Lysander Way Estate will not in itself increase the road safety risks to pupils, and any increase in pedestrian travel on the part of parents and pupils alike may have associated health benefits. • On 18 May 2016, Cottingley Village Primary School was advised of the scheme proposals and for information purposes, received a copy of the letter issued to Lysander Way residents on 6 May 2016, as well as a copy of the scheme drawing for information purposes. The onus was on school staff to relay the information to the School's Governors. • A number of different scheme proposals have been considered, with the proposed scheme as formally advertised being considered the most appropriate. • The scheme proposals seek to improve traffic management within the Lysander Way Estate and are intended to preserve the amenities of the area. • The objectors have had over six weeks since submitting their objection (10 June 2016) and the day of this Committee meeting (27 July 2016) to consider the scheme proposals and to consider making a formal presentation to this Committee.

Objector #5	Officer Comments
<ul style="list-style-type: none"> • Several parents have raised objections to the proposal relating to Cottingley Cliffe Road, citing issues for alternative parking as streets in the vicinity are already busy or private streets with no parking. • The Sun Inn is also extremely busy and would cause disruption and congestion and further delays. This in turn will affect our children with regards to ensuring they safely reach school and are collected from school on time at the end of the day. • Most parents are sensible in leaving sufficient room for people and pushchairs/buggy users to pass by at the bottom of Cottingley Cliffe Road • The local vicinity will be unable to accommodate the number of vehicles currently parking on Cottingley Cliffe Road who rely on this to be able to reach school safely and promptly. 	<ul style="list-style-type: none"> • Only a single formal objection has been received regarding the proposed waiting restrictions on Cottingley Cliffe Road. There is no duty on the Council as Highway Authority to provide road users with convenient on-street parking availability. • The Sun Inn is private property and not highway, and the highway Authority is not suggesting that parents choose to park within the Sun Inn's carpark in the event that the proposed waiting restrictions on Cottingley Cliffe Road are introduced. The onus is on parents and/or guardians who drive children to/from school to find appropriate alternative parking arrangements (or to utilise alternative travel options (such as the yellow school bus service)). The onus is also on parents and/or guardians to ensure the safe and timely delivery of their charges to/from school by adopting appropriate travel plans. • Noted. However, vehicles associated with bringing/collecting pupils to/from school have caused significant damage to the grass verge at the lower end of Cottingley Cliffe Road, and some parents do obstruct the footway adjoining the grass verge. • The onus is on parents and/or guardians who drive children to/from school to find appropriate alternative parking arrangements (or to utilise alternative travel options (such as the yellow school bus service)). The onus is on parents and/or guardians to ensure the safe and timely delivery of their charges to/from school by adopting appropriate travel plans.

Report of the Strategic Director (Regeneration) to the meeting of Shipley Area Committee to be held on 27 July 2016.

Subject:

N

Saltaire Junction Improvement Scheme – Objection to proposed waiting restrictions on Hirst Lane

Summary statement:

This report considers one objection received following the advertisement of proposed waiting restrictions on Hirst Lane, Saltaire.

It is recommended that:

- That the objection to the proposal to 'No Waiting At Any Time' restrictions, as shown on plan no. HDB/CM//101307/TRO-1B, attached as Appendix 1 to this report, be overruled. That the orders be sealed and implemented as advertised and the works be implemented.
- That the objector be notified accordingly.

WARD:22 Shipley

Mike Cowlam
Regeneration
Strategic Director

Portfolio:

Regeneration, Planning & Transport

Report Contact: Richard Bruce
Principal Engineer
Highway Design Unit

Overview and Scrutiny Area:

Environment & Waste Management

Phone: (01274) 437616

E-mail: richard.bruce@bradford.gov.uk



1. Summary

- 1.1 This report considers an objection received following the advertisement of proposed waiting restrictions on Hirst Lane, Saltaire.

2. Background

- 2.1 The Saltaire Junction Improvement Scheme was approved by Executive on 14 January 2011. That approval required any objections to supporting traffic orders to be considered by Shipley Area Committee and also for the Committee to be informed prior to the implementation of any associated works.
- 2.2 Following completion of the Saltaire junction alteration works and ongoing monitoring of operation at its meeting of 15th January 2015, this Committee was informed of proposals to advertise minor amendments to waiting restrictions “*To assist turning movements for long vehicles and to rationalise (unrestricted) parking bays on Hirst Lane. Any objections will be referred to Shipley Area Committee*”. Following approval by Executive by Decision Sheet (18 March 2015), a Traffic Regulation Order (as shown within Drawing HDB/CM//101307/TRO-1B and attached as Appendix 1 of this report) was advertised on 8 January 2016 for a three week period.
- 2.3 The Council believes that the proposals as shown on plan HDB/CM//101307/TRO-1B (Appendix 1 refers) will ensure that the junction of Hirst Lane and Clarence Road is kept clear of parked vehicles which will specifically aid the movement of long vehicles.
- 2.4 Prior to the removal of the roundabout, vehicles could access Hirst Lane directly from the roundabout using Clarence Road. In doing so they did not have to negotiate a relatively tight turn. Following construction, it was found that due to parked vehicles, some longer vehicles (travelling north from Bingley Road) were having difficulties in turning left at the give way junction of Hirst Lane and Clarence Road due to the presence of parked cars. The proposed ‘No Waiting At Any Time’ restrictions should ease this manoeuvre and by doing so reduce the risk of damage to parked cars and dissuade HGVs from occasionally using other side roads to access Hirst Lane. Safer access / egress to the area is provided by the new signals at the junction of Hirst Lane and Bingley Road; this being the signed HGV access route to the area.
- 2.5 Following advertisement of the proposed TRO as shown within Appendix 1 of this report, a single letter of objection was received to proposed ‘No Waiting At Any Time’ waiting restrictions on Hirst Lane. No objections to proposals to make existing parking bays on Hirst Lane subject to limited waiting were received.
- 2.6 The objector’s concerns, along with Officer comments are outlined within Appendix 2 of this report.



3. Other considerations

3.1 The proposals are within the principals and scope of the overall Saltaire roundabout project as approved by Executive.

3.2 Ward Councillors have been consulted in developing these proposals.

4. Options

4.1 Members may propose to follow a different course of action to that proposed in the recommendations and, in that case, will receive appropriate guidance from officers.

5. Financial and resource appraisal

Financial

5.1 The Saltaire Roundabout project is included in the Council's capital Investment Plan. Funding for implementation of the above works is available from the £2m allocation for the overall Saltaire Roundabout Improvement Project from the West Yorkshire Strategic Programme of Schemes and £1.3m specific grant from the Department of Transport.

Resource

5.2 The scheme can be processed within existing staff resources.

6. Legal appraisal

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

7. Other implications

7.1 Equal Rights

There are no significant Equal Rights implications.

7.2 Sustainability implications

There are no significant sustainability implications.

7.3 Community safety implications

The proposals allow for safer turning movements at a give way junction; encouraging traffic to use a wider, less residential route with access/egress via a signal-controlled junction.

7.4 Human Rights Act

There are no implications on the Human Rights Act.

7.5 Trade Union

There are no Trade Union implications.

8. Not for publication documents

8.1 None.

9. Recommendations

9.1 That the objection to the proposal to 'No Waiting At Any Time' restrictions, as shown on plan no. HDB/CM//101307/TRO-1B, attached as Appendix 1 to this report, be overruled. That the orders be sealed and implemented as advertised and the works be implemented.

9.2 That the objector be notified accordingly.

10. Appendices

10.1 Appendix 1 Plan No. HDB/CM/101307/TRO-1B

10.2 Appendix 2 Objectors and officer comments

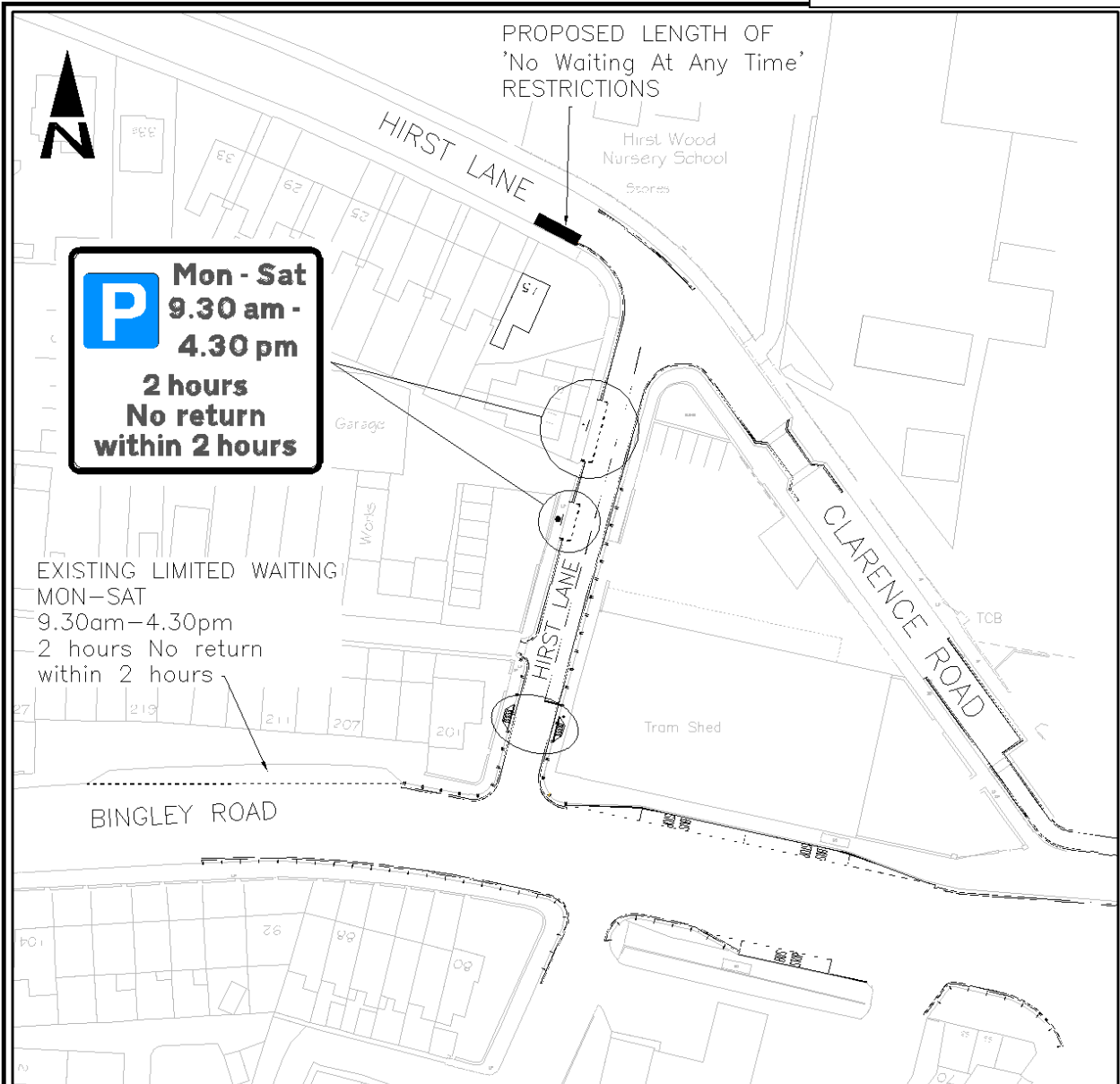
11. Background documents

11.1 City of Bradford Metropolitan District Council File Reference: R/N/AS/101307

11.2 Report to a meeting of the Shipley Area Committee on 1st May 2013: Including Report to inform and update the Shipley Area Committee about the current position, scheme content and programme for the Saltaire Roundabout Improvement Project.



11.3 Report to a meeting of the Shipley Area Committee on 15 January 2015:

APPENDIX 1



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Licence number 100019304.

KEY

-  EXISTING WAITING / LOADING RESTRICTIONS - TO REMAIN
-  PROPOSED 'NO WAITING AT ANY TIME' RESTRICTIONS OUTSIDE No.15 HIRST LANE
-  PROPOSED LIMITED WAITING (Mon - Sat, 9.30am - 4.30pm 2 hours, No return within 2 hours) - CURRENTLY NO WAITING RESTRICTIONS
-  PROPOSED PEDESTRIAN DROPPED CROSSINGS

Department of Regeneration and Culture Strategic Director: Eanna MacRuan Planning, Transportation & Highways Service Highway Design Unit Jacobs Way New Street Shipley WF10 1JY				Design AS	Drawn AS	Checked	Released	Project SALTAIRE JUNCTION IMPROVEMENT SCHEME
	B	NMAAT LABEL	AS	19/08/15	1:1000	Approved	DATE AUG 2015	Drawing Title SALTAIRE ADDITIONS
	A	Original	AS	15/05/14	Engineers in Charge			PROPOSED WAITING / PARKING RESTRICTIONS
		Revision	Initials	Date				Drawing No. HDB/101307/CM/TRO-1B

Report of the Director of Regeneration to the meeting of the Shipley Area Committee to be held on 27 July 2016.

Subject:

O

Petition requesting the introduction of traffic measures on Carlton Road, Shipley.

Summary statement:

This report considers a petition requesting the introduction of traffic calming, a residents permit parking scheme, and the introduction of a 'One-way' traffic system or 'Point Closure' (ie. physical closure) on Carlton Road, Shipley.

It is recommended that:

- This Committee notes the petitioners' concerns and recommends no further action regarding the request for a permit parking scheme at this moment in time. However, the petitioners' request be reconsidered should the Council's permit parking policy criteria be revised.
- This Committee notes the petitioners' concerns and recommends no further action regarding the request for traffic calming, and a one-way traffic system or point closure.
- West Yorkshire Police be formally advised of the petitioners' concerns regarding enforcement of the existing 20mph speed limit on Carlton Road, Shipley.
- The petitioners be advised that obstruction of private driveways and/or garages is something West Yorkshire Police and/or the Council's Parking Services Unit could potentially investigate with a view to carrying out enforcement.
- The lead petitioner be advised accordingly.

Ward 22 – Shipley

Mike Cowlam
Interim Strategic Director
(Regeneration)

Report Contact: Simon D'Vali
Phone: (01535) 618181

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

Portfolio:
Regeneration, Planning and Transport

Overview & Scrutiny Area:

Environment & Waste Management



1. SUMMARY

- 1.1 A 15 signature petition has been received from residents of 10 properties which all have vehicular access via Carlton Road, Saltaire. The petitioners' request is attached to this as report Appendix 1.
- 1.2 The lead petitioner is a resident of one of these 10 properties..

2. BACKGROUND

- 2.1 The petitioners claim that following completion of the Saltaire Roundabout Improvement Works, Carlton Road residents have experienced the following:
- A large increase in the number of vehicles (including HGVs) using the road as a 'cut-through' to avoid traffic on the main road;
 - Speeding vehicles;
 - A major increase in parking on the road by non-residents.
- 2.2 The petitioners claim that as a result of the Saltaire Roundabout Improvement Works:
- It is difficult to cross Carlton Road;
 - Residents' pets are injured;
 - The on-street parking makes it difficult to drive along Carlton Road;
 - Residents' property is being damaged;
 - Residents driveways are blocked by non-residents' parking
 - It is difficult to enter and exit Carlton Road at its junction with Bingley Road.
- 2.3 The petitioners have requested the following measures be introduced on Carlton Road:
- Traffic calming;
 - A residents permit parking scheme;
 - The introduction of a 'One-way' traffic system or 'Point Closure' (ie. physical closure).
- 2.4 Local Members have been advised of the petition. One local Member shares the traffic concerns of the residents and would back any measures that may mitigate the incidence of through traffic and HGV movements on Carlton Road. The Member goes on to claim that it may be sensible to consider all three of those side roads as an integrated whole, and I would like the Area Committee to properly address this problem of traffic volumes, speeds and HGV movements on all of these side roads as a matter of urgency.

2.5 Carlton Road is approximately 130 metres long and the carriageway is 5.5 metres wide. The widths of its western and eastern footways are 1.7 metres, with each footway having an adjoining 1.9 metres wide grass verge. The road is subject to a 20mph speed. The road has residential properties along both sides. All of the properties fronting Carlton Road (and having a Carlton Road postal address) have off-street parking facilities. There is a row of shops fronting onto Bingley Road; the row of shops commencing on the eastern side of its junction with Carlton Road. These shops include a delicatessen, dry cleaners, physio therapy clinic, two hair and beauty salons, a barbers, dentist, news agent, and dry cleaner. The row of shops has a lay-by fronting them, within which parking is limited to two hours Mon – Sat, 9.30am – 4.30pm. A veterinary practice fronts onto Bingley Road and is located approximately 50 metres west of its junction with Carlton Road. A location plan identifying Carlton Road and its immediate surrounding area is shown within that plan attached as Appendix 2 to this report.

2.6 **Traffic Speeds and Traffic Calming**

The petitioners have expressed concerns with traffic speeds along Carlton Road. A speed survey carried out on Saturday 7, Sunday 8, and Monday 9 May 2016 show that north-bound (ie. downhill towards Dallam Avenue), the respective daily mean speeds during the 3 day survey period were 17.1mph, 19.4mph, and 18.0mph. The respective speeds south-bound (ie. uphill towards Bradford Road) were 18.1mph, 20.6mph, and 18.8 mph. The survey results are tabulated within Appendix 3 of the report.

2.6.1 Given that recorded means speeds were below or close to the existing 20mph speed limit, the introduction of traffic calming features on Carlton Road as a speed reducing measure (and as requested by the petitioners) is not considered appropriate.

2.7 **Traffic Volumes**

2.7.1 The petitioners claim that since the replacement of Saltaire Roundabout with traffic signals, there has been a large increase in the number of vehicles (including HGVs) using Carlton Road as a 'cut-through' to avoid traffic on Bingley Road.

2.7.2 Following the replacement of the roundabout with signals, a classification survey was carried out on Thursday 8 May 2014 to determine traffic volumes on Carlton Road. That survey showed that between 07:00am and 11:00am, 48 vehicles (including 1 HGV) travelled north-bound along Carlton Road (ie. towards Carlton Avenue). The number of vehicles recorded between 03:00pm and 07:00pm and travelling the same direction was 44 (with no HGVs being recorded). The respective figures south-bound (ie towards Bingley Road) were 59 vehicles and 81 (with no HGVs being recorded during either the am or pm survey periods).

2.7.3 Further registration and vehicle classification surveys were undertaken on the 1st, 2nd and 3rd of June, 2015 (07:00-10:00) & (15:30 – 18:30). The results of that survey are tabulated below:

Road name	Avg. No. of vehicles	Avg. No. of HGVs	% of HGV
Carlton Road	82	1	1.22

2.7.4 A data logger unit recorded traffic volumes at a given point on Carlton Road on Saturday 7, Sunday 8, and Monday 9 May 2016. The results (Appendix 3 refers) showed that on Monday 9 May 2016, 149 vehicles were recorded as travelling north-bound (ie downhill) along Carlton Road, with 183 travelling uphill. The data logger unit is unable to classify different vehicle types.

2.7.5 Specifically in response to the petition to which this report relates, a manual classified volumetric survey was commissioned and carried out on 6 July 2016 between 07:00am and 07:00pm. The results showed that 151 motor vehicles travelled south-bound (towards Bingley Road during the 12 hour survey period), with only 1 of the 151 vehicles being a HGV. 148 vehicles (including a single HGV) were recorded travelling north-bound (towards Carlton Avenue) during the same 12 hour survey period.

2.7.5 Volumetric survey results regarding the pre-Saltaire junction improvement works are not included within this report, and therefore a 'before-and-after' comparison cannot be made. However, four separate sets of volumetric survey results obtained post Saltaire Junction improvement works have been included (items 2.7.2, 2.7.3, 2.7.4, and 2.7.5 of this report refers) and these show HGV volumes to be low.

2.8 On-Street Parking

2.8.1 The petitioners also claim a major increase in parking on Carlton Road by non- residents and vehicular obstruction of driveways on Carlton Road.

2.8.2 Obstruction of private driveways with dropped kerbs is something West Yorkshire Police and/or the Council's Parking Services Unit could potentially investigate with a view to carrying out enforcement.

2.8.3 The petitioners have requested time-restricted parking for non-residents and residents-only permit parking.

- 2.8.4 Survey data relating to parking demand on Carlton Road before-and-after the Saltaire junction improvement works is not available. However, there is no obvious link between the junction scheme and parking demand on Carlton Road, and the petitioners' request for time-restricted parking on Carlton Road for non-residents would not be practical, as some of the customers to the nearby shops fronting Bingley Road require a significant period of shopping time (particular those visiting the hair salons, tattooist, physiotherapist, dry cleaners, dentist or veterinary practice).
- 2.8.5 In 2001, Bradford Council's Executive Committee approved an amended policy regarding the criteria to be met to give consideration to on-street permit parking schemes. The current criteria (as approved in 2001) is shown within Appendix 4 of this report.
- 2.8.6 All the properties immediately fronting Carlton Road have off-street parking Facilities (ie. a garage, driveway or hard-standing with dropped kerbs capable of accommodating a parked motor vehicle).
- 2.8.7 The 2001 policy document regarding on-street permit parking schemes acknowledges that competition for on-street parking spaces can be intense where there is demand for residents parking close to attractions such as shops. However, on the basis that more than 50% of properties on Carlton Road have off-street parking facilities, that criteria outlined within Item 2 of Section B (Detailed Analysis of Sites) (Appendix 4 of this report refers) is not met. As all 6 items within Section B of Appendix 4 of this report must be met, consideration cannot be given the introduction of a permit parking scheme on Carlton Road.

2.9 **'One-way' traffic system or 'Point Closure'**

- 2.9.1 The petitioners have requested the introduction of a 'One-way' traffic system or 'Point Closure' (ie. physical closure) on Carlton Road.
- 2.9.2 A one-way system could potentially result in increased traffic flows on the three adjacent sides roads (ie. Sleningford Road, Tower Road, and Dallam Road). In addition, traffic speeds on one-way roads are often higher than on two-way roads due to drivers on the former knowing they are unlikely to meet opposing traffic.
- 2.9.3 Due to the narrowness of the carriageway, a physical point-closure would require a 'turning facility' for those drivers who inadvertently drove down the road to the closure point and then needed to turn around (rather than reverse out which could not be condoned). The turning facility would require the conversion of part of the existing grass verge into carriageway and potentially the loss of some of the trees within the verge. It could also potentially require the promotion of a Traffic Regulation Order to prohibit parking within the turning head.

3. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

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

4. OPTIONS

4.1 Option 1 –

- This Committee notes the petitioners' concerns and recommends no further action regarding the request for a permit parking scheme at this moment in time. However, the petitioners' request be reconsidered should the Council's permit parking policy criteria be revised.
- This Committee notes the petitioners' concerns and recommends no further action regarding the request for traffic calming and a one-way traffic system or point closure.
- West Yorkshire Police be formally advised of the petitioners' concerns regarding enforcement of the existing 20mph speed limit on Carlton Road ,Shipley.
- The petitioners be advised that obstruction of private driveways and/or garages is something West Yorkshire Police and/or the Council's Parking Services Unit could potentially investigate with a view to carrying out enforcement.
- The lead petitioner be advised accordingly.

4.2 Option 2 –

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.

5. FINANCIAL & RESOURCE APPRAISAL

The estimated cost of introducing each of the following is generally in the region of £6,000 (including consultation, legal fees, and physical construction (ie. signing and lining))

- a residents' permit parking scheme;
- a one-way traffic system;
- a point closure (ie. a physical closure)

The cost of providing vertical traffic calming features would approximately be in the region of £5,000 - £10,000.

6. RISK MANAGEMENT

There are no risk management implications

7. LEGAL APPRAISAL

There are no legal implications at present

8. OTHER IMPLICATIONS

8.1 EQUALITY AND DIVERSITY

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

8.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications

8.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no implications regarding greenhouse gas emissions impacts

8.4 COMMUNITY SAFETY IMPLICATIONS

There are no community safety implications.

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 NOT FOR PUBLICATION DOCUMENTS

None

9. RECOMMENDATIONS

9.1 Option 1 –

- That this Committee notes the petitioners' concerns and recommends no further action regarding the request for a permit parking scheme at this moment in time. However, the petitioners' request be reconsidered should the Council's permit parking policy criteria be revised.
- That this Committee notes the petitioners' concerns and recommends no further action regarding the request for traffic calming and a one-way traffic system or point closure.
- That West Yorkshire Police be formally advised of the petitioners' concerns regarding enforcement of the existing 20mph speed limit on Carlton Road , Shipley.
- That the petitioners be advised that obstruction of private driveways and/or garages is something West Yorkshire Police and/or the Council's Parking Services Unit could potentially investigate with a view to carrying out enforcement.
- That the lead petitioner be advised accordingly.

11. APPENDICES

11.1 An outline of the petitioner's request - (Appendix 1)

11.2 Location plan - (Appendix 2)

11.3 Speed and Volumetric Survey Results - (Appendix 3)

11.4 The current criteria (as approved in 2001 the by Executive Committee) regarding consideration of a Residents Only Permit Parking scheme – (Appendix 4)

12. BACKGROUND DOCUMENTS

12.1 Report of the Transportation, Design and Planning Director to the meeting of the Executive Committee on 31 July 2001 (Document AH)

Appendix 1

Petition to Bradford Metropolitan District Council to address traffic issues on Carlton Road, Shipley.

<p>Petition summary and background</p>	<p>Following the completion of the Saltire Roundabout Improvement works, residents of Carlton Road have experienced a sustained increase in significant traffic issues on Carlton Road. These include:</p> <ul style="list-style-type: none"> • a large increase in the number of vehicles using the road as a 'cut-through' to avoid traffic on the main road, including HGVs; • speeding vehicles (despite the implementation of a 20 mph limit); • a major increase in parking on the road by non-residents. <p>These issues impact on residents negatively, some examples of these impacts are:</p> <ul style="list-style-type: none"> • the safety of residents is being compromised as it is regularly difficult to cross the road safely, with pedestrians reporting incidents of 'near misses' by cars when trying to cross the road with children; • residents' pets being injured; • difficulty driving along Carlton Road due to inappropriate parking by non-residents; • residents' property being damaged; • residents being unable to access their property due to driveways and garages being blocked by non-residents' parking; • difficulty safely entering and exiting Carlton Road at the junction with Bingley Road. <p>Residents feel the issues outlined will only be further exacerbated once the proposed changes to Hirst Lane for waiting/loading/parking are implemented (LEG/PCD/CEB/72895), and if the pending planning application ref 14/04337/FUL is granted.</p>
<p>Action petitioned for</p>	<p>We, the undersigned, are concerned residents of Carlton Road who urge our Council Leaders to act now in order to alleviate the issues raised in this petition by implementing the following measures:</p> <ul style="list-style-type: none"> • installation of speed bumps along Carlton Road (consider also implementing these along Hirst Lane); • time restricted parking for non-residents and residents-only permit parking; • one-way access only to enter Carlton Road from Bingley Road but no access to exit Carlton Road onto Bingley Road, with the appropriate lane blocked at the junction with Bingley Road. Or consider making Carlton Road a no through road at the junction with Bingley Road.

Printed Name	Signature	Address	Comment	Date

Appendix 3

**Speed & Volumetric Survey Results For Carlton Road, Saltaire
(Downhill – ie Towards Dallam Road)**

Date	Mean average speed	85th Percentile Speed*	Traffic Volume
Sat 7 May 2016 (24 hour period)	17.1 mph	21.9 mph	148
Sun 8 May 2016 (24 hour period)	19.4 mph	24.2 mph	98
Mon 9 May 2016 (24 hour period)	18.0 mph	23.3 mph	149

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

**Speed & Volumetric Survey Results For Back Kirkgate, Shipley
(Towards Windsor Road)**

Date	Average (mean) speed	85th Percentile Speed*	Traffic Volume
Sat 7 May 2016 (24 hour period)	18.1 mph	22.7 mph	174
Sun 8 May 2016 (24 hour period)	20.6 mph	25.2 mph	91
Mon 9 May 2016 (24 hour period)	18.8 mph	23.6 mph	183

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

**AMENDED CRITERIA FOR PRIORITISING REQUESTS FOR
COMMUNITY ON-STREET PERMIT PARKING SCHEMES**

A. Basic Evaluation

- 1) **Working Day**
80% of available on-street spaces to be occupied:
 - a) for more than 6 hours per day and
 - b) for more than 4 days per week.
- 2) **Evening**
80% of available on-street spaces to be occupied:
 - a) for more than 4 hours per evening and
 - b) for more than 4 evenings per week.
- 3) **Weekend**
80% of available on-street spaces to be occupied for more than 6 hours on either a Saturday or Sunday.

Note: The applicant will be asked for the worst day/time to ensure the basic evaluation results are as accurate as possible.

B. Detailed Analysis of Sites

- 1) Residential car ownership to be determined by standard letter.
- 2) Not more than 50% of properties have off-street parking.
- 3) Ensure that normal demand for residents parking can be met.
- 4) Ensure that the introduction of a formal scheme would not be detrimental to the area.
- 5) The type of scheme (ie exclusive for residents or some limited waiting provision for non-permit holders) be determined dependent on the needs of the local community.
- 6) Match the operational hours/days of the scheme to the problem times (eg overcome weekday commuter issue using a Monday to Friday 8.00am to 6.00pm Order)

Report of the Strategic Director, Regeneration to the meeting of Shipley Area Committee to be held on 27 July 2016

P

Subject:

Annual update on Road Safety in Shipley

Summary statement:

This report seeks to update members on current casualty levels and trends in Shipley and on the Road Safety education, training and publicity initiatives aimed at reducing these casualties.

Mike Cowlam
Strategic Director Regeneration

Portfolio:

Regeneration, Planning & Transport

Report contact: Sue Snoddy
Casualty Reduction & Road Safety
Partnership Manager
Phone: 01274 437409
E-mail: sue.snoddy@bradford.gov.uk

Overview & Scrutiny Area:

Environment and Waste Management



1. SUMMARY

- 1.1 This report seeks to update members on current casualty levels and trends in Shipley and on the Road Safety education, training and publicity initiatives aimed at reducing these casualties.

2. BACKGROUND

- 2.1 A report on proposals for the devolution of Road Safety funding was considered by the Shipley Area Committee on 23 January 2013. At the meeting members resolved to support an evidence based approach to determine Road Safety priorities. It was also resolved to present an annual 'State of the Nation' style report detailing casualty numbers/trends and details of ongoing and proposed road safety education, training and publicity initiatives to the Area Committee.
- 2.2 The West Yorkshire Local Transport Plan has set a target to reduce the number of fatal and serious road casualties in West Yorkshire by 50% by 2026. This reduction target uses the 2005 – 2009 average figure as a baseline. For the Bradford district this equates to a reduction from 248 to 124 casualties.
- 2.3 A 'Road Casualties' report is published annually. Based on Police Road Traffic Collision records the report identifies casualty reduction priorities for the District. This report takes into account the most recent full year data available, i.e. 2015, and trends in comparison to preceding years.
- 2.4 In 2015 there was an overall decrease in casualties in the Bradford District and the long term downward trend has been maintained. This mirrors the long term downward trend for West Yorkshire. Appendix 1 shows the present position for the Bradford District.
- 2.5 In Shipley there was an overall decrease in casualties and, as with the District, the long term trend is downward. Appendix 2 shows the present position for Shipley.
- 2.6 Public Health (PH) now provides financial support for the Road Safety Team. An Inter Departmental Agreement has been agreed linking the Road Safety Team programme with PH outcomes which include; killed and serious injuries, hospital admissions caused by unintentional injury, infant mortality and mortality rate from causes considered preventable.
- 2.7 The Road Safety Team operates on a district-wide basis. Staff and financial resources are allocated to education, training and publicity programmes based on priorities identified for greatest impact on casualty reduction. Between August 2015 and July 2016 the team delivered the programmes set out in Appendix 3. These programmes are highlighted in the Bradford Metropolitan District Road Safety Plan, which is supported by the Area Committees.



- 2.8 Car occupants account for the highest number of casualties and are targeted through publicity campaigns and enforcement. Education and training initiatives, delivered at local level, target the 0-19 age group through work with schools, other educational establishments, youth organisations, multi-agency partnerships and Area Coordinator teams.

3. OTHER CONSIDERATIONS

Children's Services Overview & Scrutiny Committee

- 3.1 A resolution from the Bradford West Area Committee on 16 September 2015 requested that the Annual Road Safety report be referred to the Children's Services Overview & Scrutiny Committee to discuss limited school engagement with the Road Safety Team in Bradford West and across the district.
- 3.2 The Road Safety Report provides a record of activity in schools in the latest academic year, however, it would not be expected that the team would visit a school every academic year. A two year rotation is more viable given the delivery capacity of the team in relation to the size of the Bradford District.
- 3.3 The team effectively provides a 3 tier district wide service. The first tier is the priority ward work, where the schools in the eight Bradford wards with the highest levels of child casualties are specifically targeted. The second tier is the offer of presentations delivered by the team or Theatre Company which are booked in on a first come first served basis. The basic level of service includes the provision of resources and information for all schools across the district to work with and distribute but does not necessitate the presence of a road safety officer to deliver.
- 3.4 This was the subject of a report to the Children's Services Overview & Scrutiny Committee on 10 November 2015 where it was resolved that:
- (i) That the Strategic Director, Children's Services be requested to ensure that schools in priority areas (based on child casualty rates) continue to engage with the Road Safety team.
 - (ii) That the Strategic Director, Children's Services be requested to contact all school Governing Bodies to ensure that they engage with the Road Safety Team.
 - (iii) That the Strategic Director, Regeneration be requested to modify the format for presenting road safety activities in schools within the Annual Road Safety report to reflect the more realistic 2 year rotation system and priority ward considerations. This information is set out in Appendix 4.

Activities in Shipley during 2015 - 2016

- 3.5 In Shipley activities in primary schools focused on pedestrian safety sessions and practical pedestrian training for Year 3. Secondary schools received Theatre in Education performances for Year 7 which addressed pedestrian safety.



- 3.6 In 2016 - 2017 the team will continue to address key issues in Shipley identified from the Annual Road Casualties Report, through the activities outlined in Appendix 3.
- 3.7 Given the relatively small data set for user and demographic groups for individual constituencies, district wide casualty data is more generally used to inform some intervention priorities.
- 3.8 The West Yorkshire Safer Roads Delivery Group, which comprises of Road Safety Officers from each district, the police and Fire and Rescue, delivers regional road safety campaigns which are data led. Analysis of casualties and causation factors highlighted the vulnerability of 9 -12 year old pedestrians with failure to look properly being a major contributory factor. This was addressed in the group's most recent campaign through Theatre in Education targeting year 7 students.
- 3.9 A Project Officer, jointly funded by the West Yorkshire Local Authorities, operates at West Yorkshire level to address cycling and motorcycling issues. The officer's activities are outlined in Appendix 3.

Safer Roads schemes

- 3.10 The Traffic & Highways Area Teams deliver a programme of Safer Roads engineering measures such as traffic calming, pedestrian and cycle facilities, speed limit reductions and parking management. These schemes are funded through the Local Transport Plan and are largely evidence-based to ensure best value in terms of casualty reduction. The Safer Roads schemes programmes are the subject of separate reports to the Area Committees.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The Road Safety budget allocation for education, training and publicity resources for 2016/17 is £32,800. This also covers contributions to wider West Yorkshire and Yorkshire and Humber campaigns and initiatives that have an impact on the Bradford District.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 Budget spend on Road Safety is currently prioritised against overall district casualty reduction priorities which are based on analysis of statistical data relating to road casualties. This analysis, underpinned by the District Road Safety Plan priorities, is used to establish key themes of a district-based approach for the following 12 month period. It is anticipated that a failure to maintain this approach would have a detrimental effect on future casualty prevention/reduction.
- 5.2 Without continued strategic use of resources the ability of the Council to achieve value for money through procurement savings as well as participating in partnership working on West Yorkshire and Yorkshire and Humber campaigns, initiatives and events would be at risk.



6. LEGAL APPRAISAL

6.1 The ongoing activities of the Road Safety team contribute to the Council's duties under the Road Traffic Act 1988.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

The Road Safety Team provides a diverse range of road safety programmes and activities that engage with individuals from across the Shipley area.

7.2 SUSTAINABILITY IMPLICATIONS

Improvements in road safety conditions encourage a shift to more sustainable transport modes.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

Any increases in walking, cycling or public transport use encouraged by road safety improvements would have a positive impact on reducing Greenhouse Gas emissions.

7.4 COMMUNITY SAFETY IMPLICATIONS

The work of the Road Safety team contributes towards improving community safety in the following areas:

- Drivers and passengers – speed, seatbelt wearing
- Pedestrian safety
- Vulnerable road users: children, cyclists; and motorcyclists
- Safety around schools

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

The information in this report is relevant to all wards.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

Road Safety Team activities contribute to the Safer Communities priorities within the Shipley Area Committee Action Plan. Through education, training, publicity and partnership working with other agencies and local people, the Road Safety Team address parking and speeding issues particularly around schools.



8. NOT FOR PUBLICATION DOCUMENTS

8.1 None

9. OPTIONS

9.1 That the ShIPLEY Area Committee identifies additional priority areas that could be addressed by the Road Safety team as part of their annual programme.

10. RECOMMENDATIONS

10.1 That the ShIPLEY Area Committee notes the information in respect of casualty trends and Road Safety activities in ShIPLEY.

10.2 That the ShIPLEY Area Committee continues to support the evidence based approach to determine Road Safety priorities.

11. APPENDICES

11.1 Appendix 1 – Road Casualties Bradford District 2010 to 2015

11.2 Appendix 2 – Road Casualties Area Committee: ShIPLEY 2010 to 2015

11.3 Appendix 3 - Road Safety Education Training and Publicity Programmes

11.4 Appendix 4 – Engagement with schools by ward

12. BACKGROUND DOCUMENTS

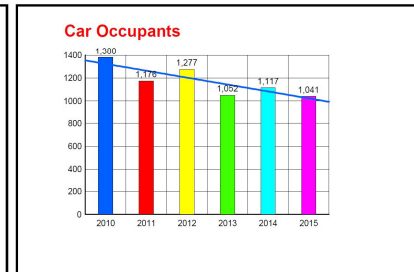
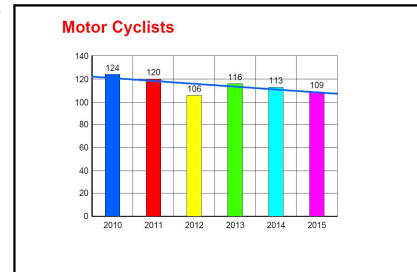
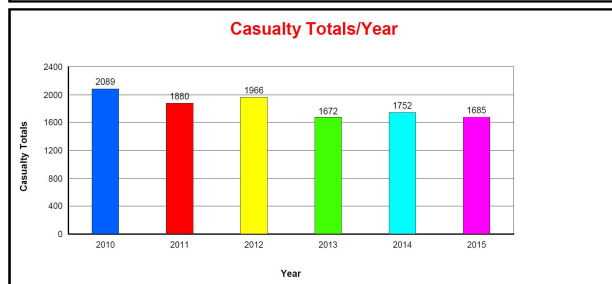
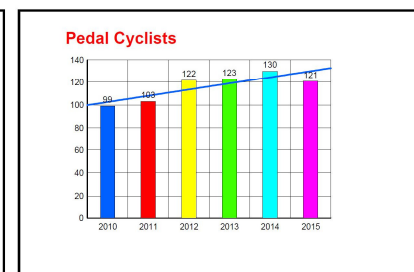
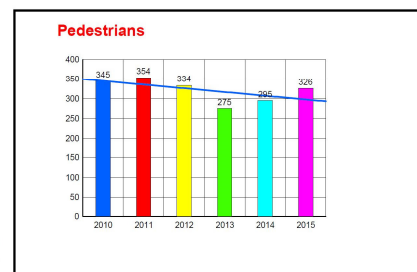
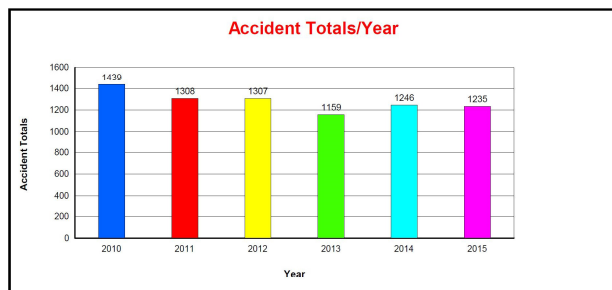
12.1 Devolution Report



APPENDIX 1

Bradford District. RTC between 2010 and 2015. Run on 17.05.2016

Accident Year <= 2015 AND Local Authority = E08000032



Casualty Data

Acc	2010	2011	2012	2013	2014	2015	Total
Fatal	10	12	13	10	14	7	66
Serious	177	197	193	168	174	169	1078
Slight	1252	1099	1101	981	1058	1059	6550
Damage	0	0	0	0	0	0	0
Total	1439	1308	1307	1159	1246	1235	7694

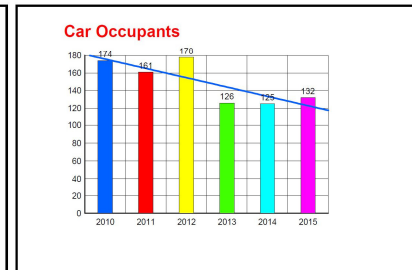
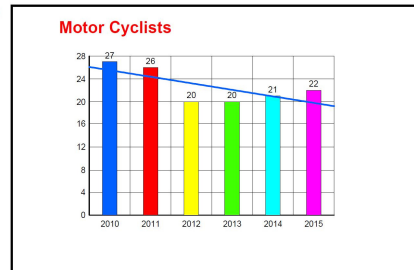
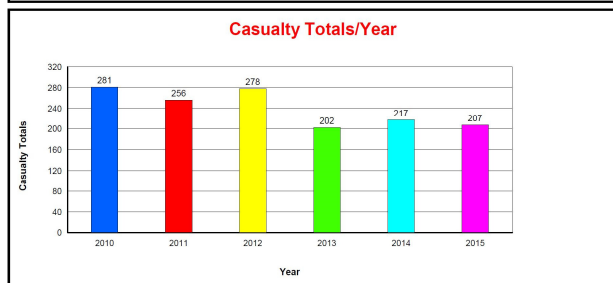
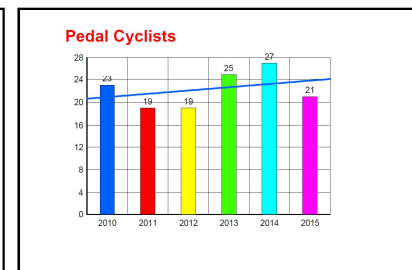
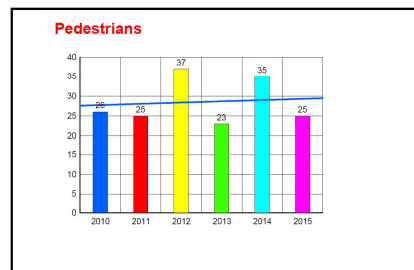
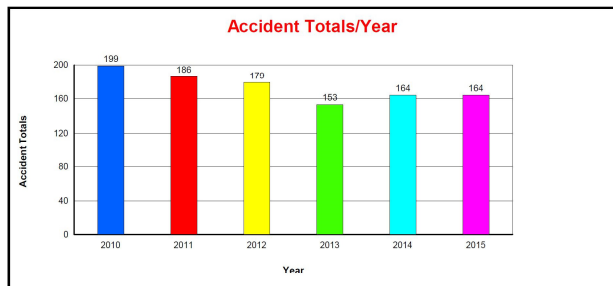
Cas	2010	2011	2012	2013	2014	2015	Total
Fatal	10	12	15	13	15	7	72
Serious	198	204	206	177	190	181	1156
Slight	1881	1664	1745	1482	1547	1497	9816
Total	2089	1880	1966	1672	1752	1685	11044



APPENDIX 2

Shipley Const. RTC between 2010 and 2015. Run on 17.05.2016

Accident Year <= 2015



Casualty Data

Acc	2010	2011	2012	2013	2014	2015	Total
Fatal	2	0	3	2	4	1	12
Serious	27	24	32	23	21	27	154
Slight	170	162	144	128	139	136	879
Damage	0	0	0	0	0	0	0
Total	199	186	179	153	164	164	1045

Cas	2010	2011	2012	2013	2014	2015	Total
Fatal	2	0	4	2	4	1	13
Serious	31	24	34	23	21	30	163
Slight	248	232	240	177	192	176	1265
Total	281	256	278	202	217	207	1441



APPENDIX 3

ROAD SAFETY EDUCATION TRAINING AND PUBLICITY PROGRAMMES

Resources

- Starting School and Transition
- School Gate Parking information, banners and boards
- Be Bright Be Seen (Early years centres, schools, Mosques and Madrassas)
- Teddy Takes a Tumble Packs – Annual
- ‘Getting around safely together’ road safety book - Annual circulation through Health Visitors
- Information for Mosques and Madrassas

Early Years and Primary School

- Childrens Centres/Nursery/Reception – Getting to school safely story
- Childrens Centres/Nursery/Reception – Teddy Takes a Tumble story and Role Play
- Year 1 and 2 – Role Play
- Year 3 – Pedestrian Training – Practical on road skills
- Year 3 and 4 – Role Play ‘It’s Your Choice (pedestrian safety)
- Year 5 and 6 – Tom’s Accident
- In Car Safety – Years 1 - 6
- Cycling Training
- Parent/Carer Sessions
- Car Seat Checks and information sessions

Secondary School

- Year 7 – Theatre in Education (Pedestrian Distractions)
- Year 12/13 – First Car Resource

Publicity

Drivers, passengers, adult cyclists, motorcyclists and pedestrians are targeted through publicity activities. Press releases, advertising on buses, radio, JC Decaux boards, and leaflets are used to put out key messages related to seat belt wearing, speed, the use of mobile phones, drink and drug driving, distractions and awareness of other road users.

The team work with the other West Yorkshire and Yorkshire and Humber authorities on publicity campaigns and support the Governments ‘Think’ campaigns.

‘Failure to Look’ - targets all road users and is an ongoing campaign from the West Yorkshire Safer Roads Delivery Group encouraging all road users to share the roads safely and to look out for each other.



West Yorkshire Project Officer

- **Tour de Yorkshire** – The smartphone app created for the Grand Depart and 1st Tour de Yorkshire, the Cycle Yorkshire: Ride the Routes is now available on the web. This allows easier access to users wishing to access the information, videos providing tips and techniques useful for safe riding in rural areas. (<http://www.ridetheroutes.co.uk/>)
- **Exchanging Places** - These events aim to give vulnerable road users an insight into the visibility issues drivers of large vehicles experience.
- **Look Out Campaign** – The latest phase of the campaign targeted drivers encouraging them to look out for cyclists, especially when pulling in or out of minor roads.
- **Cycle Tips** – A campaign run with Go:Cycling and CTC (CyclingUK) utilising street media, bus backs and radio adverts to inform drivers and cyclists about best practice, such as road positioning, advanced stop lines, opening doors, and giving cyclists adequate space.
- **Be Bright, Be Seen** – The campaign ran throughout the winter encouraging cyclists to make themselves visible especially during the darker winter months. Some events were successfully hosted alongside West Yorkshire Fire Service
- **Driver CPC (Certificate of professional competence)** - Working with CityConnect and fleet training providers initial steps have been made to develop practical cycling elements in CPC courses. The first courses should be available this summer/autumn.

National and Local Partnership Events and Initiatives

- Child Safety Week
- Brake Road Safety Week
- Stay Safe
- Positive Lifestyle
- Summer Holiday Programmes
- Area Coordinator Team Initiatives
- Multi Agency Events and Health Fairs
- Drivers Awareness Courses
- NHS Wheelchair Tests
- Adoption and Fostering Car Seat Training Sessions



APPENDIX 4

Engagement with schools by ward	
1	CITY (West) All Saints CE PS, Copthorne PS, Farnham PS, Horton Grange PS, Princeville PS, St William's RC PS, St Joseph's RC PS, Princeville CC, Dixons Music PS, Dixons Trinity Academy
2	MANNINGHAM (West) Abbey Green Nursery & Children's Centre, Midland Road Nursery & Children's Centre, Atlas PS, Green Lane PS, Iqra PS, Miriam Lord PS, Springwood PS, Westbourne PS, Rainbow PS, St Joseph's Catholic College, Oasis Academy Lister Park, Bradford Grammar
3	BOLTON AND UNDERCLIFFE (East) Wellington PS, Swain House PS, Grove House PS, Poplars Farm PS, Peel Park PS, St Francis RC PS, Hanson Upper, Feversham College
	BRADFORD MOOR (East) Dixons Marchbank Academy, Killinghall PS, St Mary's & St Peter's Catholic, Thornbury PS, Lapage PS, Delius Special, Feversham PS, Laisterdyke Business & Enterprise College
5	LITTLE HORTON (East) Bankfoot PS, Newby PS, Horton Park PS, Marshfield PS, St Stephen's CE PS, Bowling Park (New Cross St) Crystal Gardens (Greave St), Eternal Light, The Fountain, Canterbury Nursery School & CC, Burnett Field's CC, Dixons City Academy
6	TOLLER (West) Lilycroft Nursery, Girlington PS, Lilycroft PS, Lister PS, Margaret McMillan PS, St Cuthbert & The First Martyr's Catholic PS, St Philip's CE PS, Whetley PS, St Edmunds Nursery & Children's Centre, Farcliffe & Lilycroft Children & Family Centre
7	GREAT HORTON (South) Brackenhill PS, Hollingwood PS, Lidget Green PS, Southmere PS, St Oswald's CE PS, Grange Technology College, Southfield Grange (Specialist), Dixons Kings Academy
8	BOWLING AND BARKEREND (East) Bowling Park (Usher St) PS, Byron PS, Barkerend PS, Lower Fields PS, Carlton Bolling College, Olive, Bradford Academy, Barkerend CC, Fearnville PS, Westminster CE PS, Oastler Special, The Children's Place Day Nursery
9	KEIGHLEY CENTRAL (Keighley) Eastwood PS, Holycroft PS, Keighley St Andrew's CE PS, St Anne's RC PS, St Joseph's RC PS, Victoria PS, The Holy Family Catholic, University Academy Keighley, Keighley College
10	TONG (South) Carrwood PS, Knowleswood PS, Newhall PS, Ryecroft PS, St Columba's RC PS, St John's CE PS, Woodlands CE PS, Tong High
11	HEATON (West) Frizinghall PS, Heaton PS (Last in Feb '13), Heaton St Barnabas CE PS, Lady Royd Prep School, Bradford Girls Grammar (KS1&2), Bradford Girls Grammar (KS3&4), Belle Vue Boys, Belle Vue Girls (Booked but cancelled), St Bede's Catholic Grammar, Chellow Heights Special, The Children's Place Day Nursery Heaton
12	WIBSEY (South) St Matthew's CE PS, St Paul's CE PS, St Winefride's RC PS, Wibsey PS
	CLAYTON AND FAIRWEATHER GREEN (West) Clayton CE PS, Clayton Village PS, Crossley Hall PS, St Anthony's RC PS, Dixons Allerton Academy, Bradford Central PRU



Shipley Area Committee

	ECCLESHILL (East) Holybrook PS, Our Lady & St Brendan's RC PS , St Luke's CE PS, Fagley PS, St Clare's RC PS, Fagley CC, Gateway CC
	KEIGHLEY WEST (Keighley) Ingrow PS, Laycock PS, Merlin Top PS, Nessfield PS, Our Lady of Victories RC PS, Worth Valley PS, Rainbow CC, Oakbank
16	ROYDS (South) Farfield, Hill Top CE PS, Reevy Hill PS, Woodside PS, Buttershaw Business & Enterprise College
17	IDLE AND THACKLEY (East) Greengates PS, Parkland PS, Thorpe PS, Thackley PS, Blakehill PS, Idle CE PS, Immanuel College, Ellar Carr PRU, Parkland CC
	THORNTON & ALLERTON (West) Allerton PS, Keelham PS, Ley Top PS (Last in June '12), Sandy Lane PS, St James' Church PS, St Matthew's RC PS, Thornton PS, Thornton Grammar
19	BINGLEY RURAL (Shipley) Cottingley Village PS (Last in May '13), Cullingworth Village PS, Denholme PS (Last in September '12), Harden PS, Wilsden PS, Beckfoot, Samuel Lister, Parkside
	SHIPLEY (Shipley) Hirst Wood Nursery, Glenaire PS, Saltaire PS, Shipley CE PS, St Walburgas RC PS, Wycliffe CE PS, Titus Salt, Bradford Central PRU, Tracks PRU
	WINDHILL & WROSE (Shipley) High Crag PS, Low Ash PS, Christchurch Academy, Owlet Children & Family Centre, Bradford Christian School, St Anthony's RC PS
22	CRAVEN (Keighley) Addingham PS, Aire View Infant, Eastburn J&I, Hothfield Junior, Steeton PS, Daisy Chain CC
	WYKE (South) Low Moor CE PS, Shirley Manor PS, Worthinghead PS, Appleton Academy (Primary), Appleton Academy (Secondary), Wyke Children's Centre
24	BINGLEY (Shipley) Crossflatts PS, Eldwick PS, Myrtle Park PS, Priestthorpe PS, St Joseph's RC PS, Trinity All Saints CE PS, Bingley Grammar
	ILKLEY (Keighley) All Saints CE PS, Ashlands PS, Ben Rhydding PS, The Sacred Heart RC PS (Last March 2013), Ghyll Royd, Ilkley Grammar (Last July 2013)
26	BILDON (Shipley) Baildon CE PS, Hoyle Court PS, Sandal PS
	KEIGHLEY EAST (Keighley) Strong Close Nursery &CC, East Morton CE PS, Long Lee PS, Parkwood PS, Riddlesden St Mary's CE PS
	QUEENSBURY (South) Foxhill PS, Home Farm PS, Russell Hall PS, Shibden Head PS, St John the Evangelist RC PS, Stocks Lane PS, Queensbury
29	WHARFEDALE (Shipley) Burley & Woodhead CE PS, Burley Oaks PS, Menston PS
30	WORTH VALLEY (Keighley) Haworth PS, Lees PS, Oldfield PS, Oxenhope CE PS, Stanbury PS, Oakworth PS



Report of the Strategic Director, Regeneration and Culture to the meeting of Shipley Area Committee to be held on 27 July 2016.

Subject:

Q

DEVOLVED BUDGET - SAFER ROADS SCHEMES

Summary statement:

This report seeks approval for a programme of Safer Roads Schemes for the Shipley Area for the 2016/17 financial year.

RECOMMENDATIONS

- That this Committee re-approves the previous programme of outstanding Safer Roads Schemes programme for 2015/16 as listed in Appendix 1 of this report.
- That this Committee approves those Casualty Reduction schemes (to form part of the Shipley Area Committee's 2016/17 Safer Roads Schemes programme) as outlined in Appendix 2 of this report.
- That this Committee approves those Locally Determined schemes (to form part of the Shipley Area Committee's 2016/17 Safer Roads Schemes programme) as outlined within Appendix 4 of this report.
- That any Traffic Regulation Orders, or any legal procedures linked to the processing of traffic calming measures or pedestrian crossing facilities which are necessary to implement the chosen schemes be approved for processing and advertising subject to the scheme details being agreed with local Ward Members.
- That any valid objections to the advertised Traffic Regulation Orders, traffic calming or pedestrian facilities be submitted to this Area Committee for consideration or in the event of there being no valid objections the Traffic Regulation Orders be sealed and implemented and the traffic calming or pedestrian facilities be implemented as advertised.

Ward: All Shipley Wards 1,2,3,22,26, & 28

Mike Cowlam
Strategic Director Regeneration

Portfolio:
**Deputy Leader of Council and Housing,
Planning & Transport**

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Overview & Scrutiny Area:
Environment and Waste Management

1.0 SUMMARY

- 1.1. This report seeks approval for a programme of Safer Roads schemes for the Shipley constituency for the 2016/17 financial year.

2.0. BACKGROUND

- 2.1. The West Yorkshire Integrated Transport Authority (ITA) has produced the 15-year West Yorkshire Transport Strategy (*My Journey West Yorkshire – Local Transport Plan Strategy 2011-2026*) and detailed 3-year *Implementation Plans* which set out the transport policy and programmes in West Yorkshire. Within the framework of West Yorkshire, this document sets out the transport strategy and aspirations of the Bradford district over the same period.

- 2.2. The 3 main objectives of this Local Transport Plan (LTP) are: -

- **Economy** - To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region;
- **Low Carbon** - To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon reduction plans;
- **Quality of Life** - To enhance the quality of life of people living in, working in and visiting West Yorkshire.

There are a number of targets identified within the LTP. Specific to Safer Roads is a target to reduce the number of people Killed or Seriously Injured (KSI) in road collisions by 50% by 2026. Traffic Management measures aimed at reducing casualties to achieve this target also have a positive impact on the objectives of the LTP by enhancing quality of life and encouraging sustainable transport modes.

- 2.3 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 ITA Board and resolved by the ITA Committee) that the current 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.

- 2.4 The funding split determined by the ITA 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). The latter proportion of the budget will also need to cover the following scheme types:-

- Informal Disabled Persons Parking Places
- Access improvement schemes (e.g. dropped kerbs etc).
- Public Transport Infrastructure (e.g. raise kerbs at bus stops, bus build-outs).
- Safer Routes to school.
- Cycling Initiatives.

2.5 The overall budget now comes under the heading of Safer Roads Schemes within the LTP. It has also been resolved that the indicative portions to each West Yorkshire Authority will be based on the previous formula split as used in Implementation Plan 1 (IP1).

2.6 Budget devolution

The funding and decision making process will continue through the devolved responsibilities of the Area Committee as resolved at the meeting of the Shipley Area Committee on 21 November 2012. The decision making process should continue to reflect the needs and aspirations of the Local Transport Plan as well as consideration of local priorities.

3.0. OTHER CONSIDERATIONS

3.1. It is recommended that this Committee re-affirms its commitment to progressing Disabled Persons Parking Places and undertaking mobility access improvement works, and makes provision for the on-going maintenance of existing vehicle activated sign (VAS) units and data collection surveys by including budgets for these within the 2016-17 programme.

3.2 A significant number of requests that have been previously added to the waiting list for funding have been there for a number of years with no recent renewed requests for action (Appendix 5). To ensure the waiting list for funding remains manageable, all scheme requests received prior to 2012 (and for which no further request has been received in subsequent years) have been removed from the list. There is nothing to preclude any of these items being restored to the list if new justification for their inclusion comes to light.

4.0. FINANCIAL & RESOURCE APPRAISAL

4.1. The total budget for the Bradford district for the 2016-17 financial year is £825,000.

4.2 The funding split between the 5 constituencies has been determined based on the 2011 census population figures (as resolved by Executive at the meeting on 16 April 2013).

Area	Population %
Bradford West	22.0
Bradford South	19.4
Bradford East	21.8
Shipley	18.2
Keighley	18.6

- 4.3 In accordance with the ITA's funding split referred to in item 2.4 of this report, this apportionment results in a total budget of £150,150 for the Shipley Area Committee.
- 4.4 Having regard to the recommendation that this Committee re-approves a programme of outstanding ongoing Safer Roads Schemes for 2016/17 as listed in Appendix 1 of this report (ands which this Committee previously approved in 2015/16), the budget split for Shipley for 2016/17 is as follows:
- £105,105 for proposed Casualty Reduction schemes (Appendix 2 refers).
 - £ 40,045 for proposed Locally Determined schemes (Appendix 4 refers).
 - £2,000 for informal Disabled Persons Parking Places and mobility access improvement works during 2016/17 (Appendix 4 refers).
 - £1,500 for Maintenance of Vehicle Activated Signs (VAS) units during 2016/17 (Appendix 4 refers).
 - £1,500 for speed and volumetric data collection surveys involving the Traffic & Highways North team's data logger units and the Council's survey enumerators during 2016/17, (Appendix 4 refers).
- 4.5 The allocations for the Bradford District, and subsequently Shipley, are based on the indicative annual funding figures for the current 3-year Implementation Plan. Any re-profiling of these allocations, and their potential impact on the Safer Roads programme approved by this Committee, would be reported to the Area Committee when they are known. Appropriate re-programming of schemes can be carried out if required.
- 4.6 Having regard to the difficult economic climate, and in an attempt to reduce programme slippage and escalating scheme costs, it is proposed to continue applying the following measures (approved by this Committee at its meeting on 1 July 2015) regarding future traffic scheme progression:
- First tier consultations with Members, the emergency services and METRO will continue. However, second tier consultations involving gaining local residents' views via a questionnaire will cease due to the costs associated with administration and data analysis being financially unsustainable. Any proposed traffic calming/management schemes likely to give rise to strong public opinion will involve residents being consulted via a covering letter and either a scheme drawing, or details of where a scheme drawing can be viewed. Residents will be advised as to when associated legal Orders are to be formally advertised.
 - Town and Parish Councils will be consulted on proposed traffic schemes a few days in advance of local residents.
- 4.7 This Committee should be advised that programme slippage and escalating costs may occur in those circumstances where Members request major revisions to a proposed scheme having undergone first and/or second tier consultations, or where a Committee's decision is deferred following consideration of an objections report.

- 4.8 The proposed 2016/17 Safer Roads Schemes programme can be processed within existing staff resources.
- 4.9 The combined sum required to complete the Safer Roads Schemes Programme (recommended as being those works outlined within Appendix 1 , Appendix 2, , and Appendix 4 of this report) can be met from the 2016/17 ITA budget allocation for Shipley.

5.0. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 A failure to follow an evidence-based approach and prioritise schemes on the basis of casualty reduction potential would be contrary to the ITA funding parameters. This may result in non-payment of funds (Funding is paid retrospectively from the ITA to the council on a quarterly basis).

6.0 OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

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

7.0 LEGAL APPRAISAL

- 7.1 There are no specific issues arising from this report. The course of action proposed is in general accordance with the Councils power as Highway Authority and Traffic Regulation Authority. The Council's commitment to taking into account the needs of all road users, including those with special mobility needs, is referred to in the body of this report.

8.0 OTHER IMPLICATIONS

8.1 EQUALITY & DIVERSITY

The prioritisation process has been undertaken, and approved schemes will be developed, with due regard to Section 149 of the Equality Act 2010.

8.2 SUSTAINABILITY IMPLICATIONS

Improvements to road safety conditions encourage a shift to sustainable transport modes.

8.3 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.

8.4 COMMUNITY SAFETY IMPLICATIONS

Effective prioritisation of resources to maximise casualty reduction will be beneficial to community safety.

8.5 HUMAN RIGHTS ACT

None.

8.6 TRADE UNION

None.

8.7 WARD IMPLICATIONS

Elected members will be fully consulted on the development of any schemes within their respective wards.

8.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

Safer Roads schemes support the Safer Communities priorities within the Shipley Area Committee Action Plan.

9.0 NOT FOR PUBLICATION DOCUMENTS

None

10. OPTIONS

- 10.1 That this Committee re-approves the previous programme of outstanding Safer Road Schemes programme for 2015/16 as listed in Appendix 1 of this report. **(Recommended)**
- 10.2 That this Committee re-affirms its commitment to progressing informal Disabled Persons Parking Places schemes and undertaking mobility access improvement works, and provides funding for Vehicle Activated Sign maintenance and data collection surveys by approving those ancillary works (to form part of the Shipley Area Committee's 2016/17 Safer Roads Scheme programme) as outlined within Appendix 4 of this report. **(Recommended)**
- 10.3 That this Committee approves those Casualty Reduction schemes (to form part of the Shipley Area Committee's 2016/17 Safer Roads Schemes programme) as outlined in Appendix 2 of this report. **(Recommended)**
- 10.4 That this Committee approves those Locally Determined schemes (to form part of the Shipley Area Committee's 2016/17 Safer Roads Schemes programme) as outlined within Appendix 4 of this report. **(Recommended)**
- 10.5 Members may nominate alternative schemes to those recommended in Appendix 2 (to the same total budget value) from Appendix 3 (regarding Casualty Reduction schemes) and may nominate alternative schemes to those recommended in Appendix 4 (to the same total budget value) from Appendix 5 (regarding Locally Determined schemes). Officers will provide appropriate advice regarding any suggested substitutions. **(Not Recommended)**

11. RECOMMENDATIONS

- 11.1 That this Committee re-approves the previous programme of outstanding Safer Roads Schemes programme for 2015/16 as listed in Appendix 1 of this report.
- 11.2 That this Committee approves those Casualty Reduction schemes (to form part of the Shipley Area Committee's 2016/17 Safer Roads Schemes programme) as outlined in Appendix 2 of this report.
- 11.3 That this Committee approves those Locally Determined schemes (to form part of the Shipley Area Committee's 2016/17 Safer Roads Schemes programme) as outlined within Appendix 4 of this report.
- 11.4 That any Traffic Regulation Orders, or any legal procedures linked to the processing of traffic calming measures or pedestrian crossing facilities which are necessary to implement the chosen schemes be approved for processing and advertising subject to the scheme details being agreed with local Ward Members.
- 11.6 That any valid objections to the advertised Traffic Regulation Orders, traffic calming or pedestrian facilities be submitted to this Area Committee for consideration or in the event of there being no valid objections the Traffic Regulation Orders be sealed and implemented and the traffic calming or pedestrian facilities be implemented as advertised.

12. APPENDICES

- 12.1 Appendix 1: A progress report for Safer Roads schemes programme funded from the Capital Package Budget 2015/16.
- 12.2 Appendix 2: Proposed Casualty Reduction Schemes to form part of the Shipley Area Committee's 2016/17 Safer Roads Schemes programme.
- 12.3 Appendix 3: Proposed Casualty Reduction Schemes (Reserve List).
- 12.4 Appendix 4: Proposed Locally Determined schemes to form part of the Shipley Area Committee's 2016/17 Safer Roads Schemes programme.
- 12.5 Appendix 5: List of outstanding requests for Traffic Management Schemes in the Shipley Area received since 2012.

13. BACKGROUND DOCUMENTS

- 13.1 Report to the Shipley Area Committee on 1 July 2015.
- 13.2 Report to Executive on 16 April 2013 – '*Methodology for allocation of devolved service resources to the five Area Committees*'
- 13.3 ITA Board and Committee minutes on the methodology for the Safer Roads Strand of the Local Transport Plan.

Ongoing Safer Roads Schemes programme funded from previous years' capital package and recommended as being approved as part of this Committee's 2016/17 Safer Roads Schemes Programme

WARD

<u>WARD</u>	<u>TRAFFIC ISSUE</u>	<u>CURRENT STAGE</u>	<u>BUDGET ALLOCATION</u>
<u>Baildon Ward(No. 1)</u>			
Baildon Village, Baildon	Various parking restrictions	Construction /nearly complete	£ 6,500
Station Road / Roundwood Road, Baildon	Crossing facilities and speed reducing features	Construction/nearly complete	£14,000
Browgate , Baildon	Crossing problems	Design	£5,250 +£5,000 private developer
Cliffe Lane/ Cliffe Lane South, Baildon S106/S278	Parking restrictions	Private development, not started	S106/S278
<u>Bingley Ward (No.2)</u>			
Church Street, Bingley (All Saint Trinity) S278 &106	Traffic Management Measures	On hold	S106/S278
Main Street & Bradford Road Bingley (Main Street to Wagon Lane).	Traffic Management measure scheme	Consultation	£25,000
Keighley Road, Crossflatts, Bingley	20 mph zone	Consultation	£30,000
Keighley Road, Crossflatts, Bingley	Long-stay parking problems	Not started	£5,250
Keighley Road (outside Bingley Grammar), Bingley	Traffic calming measures	Consultation	£25,000
Otley Road, Eldwick, Bingley	Traffic Management measures	On hold	£20,000
<u>Bingley Rural (No 3)</u>			
Lysander Way, Cottingley	Obstructive parking of driveways near schools	Consultation	£5,250
Main Street, Wilsden	20 mph speed zone	Complete	£15,000
<u>Shipley Ward(No22)</u>			
Manor Road / Windsor Road	Lack of formal parking provision for blue badge holders	Consultation	£5,250

Wharfedale Ward(No26)			
A65 Bradford Road, Burley	Double white lining system	Consultation	£14,500
Burley village	Parking issues	Construction	£5,250
Moor Road, Burley Woodhead	Provision of road humps in existing 20 mph speed limit	Construction	£ 4,500
Main Street & Sun Lane, Burley	20 mph zone	Construction	£12,000
Windhill & Wrose ward (No 28)			
Westfield Crescent	Obstructive parking	Replaced by	£5,250
Proposed Ancillary Works			
Various, Ward, 1,2,3,22,26,and 28	Informal disabled person parking and mobility improvements.	Complete/spent	£5,000
Various, Ward, 1,2,3,22,26,and 28	Maintenance of Vehicle Activated Signs	Complete/spent	£2,000
Various, Ward, 1,2,3,22,26,and 28	Speed and volumetric data collection using data logger units or survey enumerators.	Complete/spent	£2,000

Proposed Casualty Reduction Schemes programme for 2016/17

NB (The figures show within the table below are based on data analysis carried out during the three year period ending 11/06/16).

Site	Ward	Proposed Scheme	Casualties		Budget Estimate
			KSI*	Slight	
Junction of A650 Canal Road with Frizinghall Road, Frizinghall.	28	Extension of 30mph speed limit. Junction improvement (coloured surfacing, improved warning signs, potential 'prohibition of overtaking')	2	8	£14,000
Park Road, Bingley.	02	Vehicle Activated Signs & Traffic islands	2	6	£16,000
Leeds Road (at its junction with Carr Lane).	28	Improved signage and road markings to achieve greater lane discipline. Improvements to regulatory signs and improved directional signs.	2	6	£ 7,000
Bradford Road, Shipley between Norwood Ave to Clifton Place.	22	Convert part of layby into footway. Provide new pedestrian guardrail,	2	4	£ 9,105
Halifax Road, Staple Brow.	03	Anti-skid / VAS/ Associated signing / lining	2	3	£ 8,000
Coutances Way, Burley	26	Traffic management measures & associated c/way road marking	2	2	£ 8,000
Cliffe Ave/Green Road, Baildon	01	Traffic calming features	2	0	£12,000
A65 / Ilkley Road, Burley	26	Vehicle Activated Signs and possible c/way narrowing	1	13	£ 9,500
A65 / A660 roundabout, Burley	26	Alteration to road markings and signing at roundabout.	1	6	£7,500
Bingley Road – Hawsworth Road – Moorgate, Baildon	01	Signing & lining. Possible improved carriageway surface friction	1	6	£8,000
Ferncliffe Road, Bingley	02	Signing / c/way lining improvements	1	5	£ 6,000
				Total	£105,105

Reserve list for casualty Reduction Programme for 2016/2017

NB (The figures show within the table below are based on data analysis carried out during the three year period ending 11/06/16).

Site	Ward	Proposed Scheme	Casualties		Budget Estimate
			KSI*	Slight	
Moor Road, Burley Wood Head	26	Speed limit order	1	5	£10,000
Bingley Road / Glen Road, Eldwick	02	Junction improvement	1	4	£12,000
Junction of Manor Lane with Otley Road, Shipley.	22	Junction improvement works	1	3	£12,000
Harden Road within its vicinity of Blind Lane.	03	Edge of carriageway lines and 40mph/bend ahead VAS	1	3	£ 8,000
Saltaire Road, between Exhibition Road and Wycliffe Garden.	22	Installation of appropriate speed reducing features within the current 20mph zone.	1	2	£10,000
Junction of Snowden Road with Wrose Road, Wrose.	28	Junction improvement works and possible footway widening	1	2	£15,000
Bingley Road / Hawksworth Road, Baildon.	01	Measures to address speeding traffic	1	2	£12,000
Junction of Bingley Road with Nab Wood Cemetery, Nab Wood.	22	Junction improvement	1	1	£12,000
Junction of B64209 Long Lane and Wilsden Rd.	03	Junction improvement regarding introduction of formal crossing point and possible guard-	1	1	£12,000
					Cont/

		railing and right turn facility.			
Junction of Victoria Road with Caroline Street, Saltaire	22	Junction improvement works	1	1	£12,000
B6265 Bradford Road, Cottingley	03	40mph VAS	1	1	£6,000
Manor Lane (at its junction with Kirkgate), Shipley	22	Carriageway narrowing via two footway build-outs and Look Left/Right carriageway markings	1	1	£10,000
Bingley Road, Cottingley (close to crematorium)	22	Side Road Ahead warning sign and SLOW carriageway markings	1	1	£ 5,000
Leeds Road, Shipley (near its junction with Bethel Road)	28	Rumble strips, 'hatched' carriageway markings, coloured c/way surfacing	1	1	£6,000
Junction of Bradford Road with Wellington Crescent, Shipley.	22	'Hatched' road markings and possible banned turn.	1	0	£10,000
Bingley Road (close to its junction with Victoria Road)	22	Improve conspicuity of pedestrian crossing by improved signing	1	0	£8,000
				Total	£160,000

Proposed Locally determined schemes, including Ancillary works for 2016/2017.

WARD	Road Name	Complaint/Concern	Proposed Treatment	Budget Estimate
<u>BAILDON</u>	Village	Parking problems/speeding on Northgate	Further parking restrictions or relocation of existing VAS on Moorgate	£6,674
<u>BINGLEY</u>	Primrose Lane / Primrose Bank junction. Park Road/Villa Road	speeding speeding /crossing problems	Vehicle Activated Sign Minor alteration to c/way road lay out	£4,500 £2,174
<u>BINGLEY RURAL</u>	B6144 Haworth Road, Cullingworth	speeding	Possible reduced speed limit	£6,674
<u>SHIPLEY</u>	Thompson Lane, Lower Baildon	Obstructive parking	Traffic Regulation Order to introduce possible a One way system and ROPP	£6,674
<u>WHARFEDALE</u>	Main Street outside West Terrace or co op food store. A65 Bradford Rd / Station Rd /Leathely Rd, Menston	Speeding Potential parking issue within the vicinity of new Sainsbury Store.	Possible 20mph speed limit New Signal Crossing, TRO & VAS	£6,674 S106/S278 Private developer
<u>WINDHILL & WROSE</u>	Willow Crescent and Willow Avenue, Wrose	Through traffic	TRO to introduce "Prohibition of Motor Vehicles (Except for Access"	£6,674
	Carnegie Drive replacing Westfield Crescent	TRO to deal with commuter parking. This scheme replaced the abandoned Westfield Crescent scheme approved by this committee on 1 st July 2015.	Parking restrictions	Last years budget

Appendix 4 Cont/

<u>Ancilliary Works</u>	Various, ward1,2,3,22,26 and 28	Informal disabled person parking places and Mobility access improvements	Informal disabled person parking places and Mobility access improvements	£2,000
	Wards 1,2,3,22,26 and 28	Maintenance of existing Vehicle Activated signs	Maintenance of existing Vehicle Activated signs	£1,500
	Ward1,2,3,22,26 and 28	Speed and volumetric data collection using data loggers and enumerators	Speed and volumetric data collection using data loggers and enumerators	£1,500
			Total	£45,044

Appendix 5

List of outstanding traffic measure requests received since 2012

BAILDON WARD

RD NAME	COMPLAINT CONCERNS	YEAR RECD	RECENT REQ	OFFICER COMMENT	BUDGET ESTIMATE (£)
Baildon Road, Baildon	Speeding Traffic		14/15	Traffic calming measures	25,000
Baildon Village , Baildon	Speeding, request for 20mph zone		12/13	Traffic calming measures within village	35,000
Bartle Gill Rise, Baildon	Parking problems		15/16	Parking near school	6,600
Belmont Ave, Baildon	Indiscriminate parking and congestion by parents	11/12	12/13	Congestion and discriminate parking associated with school. Access Only” order required	10,000
Browgate, Baildon	Zebra crossing		12/13	Conversion of existing zebra to signal crossing	35,000
Cliffe Ave, Baildon	Parking & speeding issues		14/15	Parking restrictions and speed reducing features	20,000
Glen Rd, Baildon	speeding		14/15	Speed reduction order	7,000
Green Rd, Baildon	Parking issue/ speeding		14/15	Parking restrictions/traffic management measures	20,000
Hallcliffe , Baildon	Speeding/parking		12/13	Hallcliffe was in the programme once but removed.	10,000
*Hinchliffe Avenue	Speeding/Through traffic		12/13	Moderate / through traffic & speeding	10,000
Holden Lane, Baildon	Speeding/through traffic		14/15	Speed reducing features	15,000
Hoyle Court Ave, Baildon	Parking problems,		15/16	Parking restrictions	6,600
Jenny Lane, Baildon	Speeding	11/12	12/13	Speed reducing features	15,000
Kirkfields	Speeding traffic/parking		14/15	Traffic calming measures	10,000
Kirklands Lane, Baildon	Obstructive parking		14/15	Parking restrictions near one-way street	6,600
*Midland Road	Speeding/through traffic		12/13	Residential road used by commuters, speeding	15,000
Moorgate, Baildon	speeding		15/16	20mph / Speed reducing features	18,000
*Netherhall Road	Speeding/through traffic		12/13	Residential road used by commuters, speeding – proposed traffic calming measures.	30,000
Newton Way, Baildon	Crossing difficulties/speeding		13/14	Provision of crossing facility/ slowing traffic	35,000
					Cont/.....
*Pasture Road, Baildon	Speeding/volume of traffic		12/13	Through traffic; low volume	15,000

Prod Lane, Baildon	Speeding/traffic volume		13/14	Through traffic	15,000
The Grove, Baildon	Parking problems for residents		15/16	ROPP	6,600
Roundwood Road, Baildon	Speeding	11/12		SLO to allow extension to existing 20mph zone/mph	6,600
Station Road, Baildon	Speeding		15/16	Speed reducing fetures	20,000
Temple Rhydding Drive, Baildon	Speeding & traffic volume		13/14	Traffic calming measures	20,000
*Woodcot Avenue, Baildon	Speeding/through traffic		12/13	Traffic calming measures	10,000

* These roads are experiencing through traffic/speeding problems

APPENDIX 5 (Continued)

BINGLEY WARD

ROAD NAME	COMPLAINT CONCERNS	YEAR RECD	RECENT REQ	OFFICER COMMENT	BUDGET ESTIMATE (£)
Bingley Area, Variuos	Long stay parking		15/16	Parking restrcions/ROPP	25,000
Ferncliffe Road near Falkland Court, Bingley	Parking for elderly		12/13	Parking bays to assist elderly people	10,000
Cedar Street, Crossflatts	Parking issues		15/16	Short stay parking to be removed from the current ROPP scheme on this road.	6,600
Ferncliffe Road, Bingley	Speeding		13/14	Speeding; high traffic volume	35,000
Heights Lane, Bingley	Speeding		14/15	Speed limit reduction	6,600
Old Main Street	Through traffic		14/15	Prohibition of driving (except for access)	6,600
Otley Road /Church Fold, Eldwick.	Speeding and poor visibilities		15/16	Poor sightlines for associated with the new development on Otley Road	
Park Road (between Villa Road and Lady Lane)	Difficulty in crossing carriageway		14/15	Pedestrian crossing facility	16,000
Primrose Lane / Primrose Drive, Bingley	Speeding near junction		14/15	Poor visibility for motorists exiting Primrose Drive into Primrose Lane	6,600
Sheriff Lane, Bingley	Speeding traffic		14/15	Traffic management measures	6,600

APPENDIX 5 (Continued)

BINGLEY RURAL WARD

ROAD NAME	COMPLAINT CONCERNS	YEAR RECD	RECENT REQ	OFFICER COMMENT	BUDGET ESTIMATE (£)
Cottingley Cliffe Road	Lack of footpath		14/15	Formation of footpath	7,000
Cottingley Moor Road, Cottingley	Parking issue	2010		Provision of drop-off area near school	10,000
Cullingworth Rd, Cullingworth	Speeding/difficulty in crossing	11/12		Vehicle Activated Sign/Traffic refuge	10,000
Foster Park, Denholme	On-street parking concerns		13/14	TRO prohibiting parking	6,600
Glen View, Harden	Recurring damage to grass verge due to narrowness of carriageway		14/15	Convert part of grass into footway	

Lee Lane, Wilsden	Obstructive parking near the junction with Main Street		13/14	TRO to prohibit parking	6,600
Littlelands, Cottingley	Footway Parking damaging grass verge and causing vehicular obstruction		13/14	Conversion of grass verge into hard-standing	5,000
Main Street, Cottingley	Lack of available short-stay parking		13/14	Limited waiting provision	6,600
A629 Main Street, Denholme (near Denholme fisheries)	Crossing difficulties		13/14	High volume /difficult to cross (formal crossing facility)	35,000
Narrow Lane, Harden	Speeding & through traffic		12/13	Residential Rd – Traffic calming	15,000
Tan House Lane, Wilsden	Obstruction parking	2010		Provision of passing places	10,000
Unnamed road linking Cottingley New Road and Samuel Lister Aacademy	Excessive parking restrictions		13/14	Revoke existing TRO to remove formal waiting restrictions	6,600
Well Heads, Keelham	Speeding near school	11/12		Traffic Management Measures	6,000

APPENDIX 5 (Continued)

SHIPLEY WARD

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ROAD NAME	COMPLAINT CONCERNS	YEAR RECD	RECENT REQ	OFFICER COMMENT	BUDGET ESTIMATE (£)
Amelia Street, Shipley	Parking difficulties for local residents		14/15	TRO for a Residents Only Permit Parking scheme.	6,600
Bradford Road, Shipley (outside No. 39-53)	Footway parking and vehicular obstruction		13/14	Conversion of part of footway into hard standing	12,000
Carlton Avenue (at its junction with Dallam Walk), Saltaire	Obstructive parking		13/14	TRO to address parking near junction	6,600
Crossbanks, Shipley	Parking difficulties for local residents		14/15	TRO for a Residents Only Permit Parking scheme.	6,600
Dockfield Terrace, Shipley	Parking issue	2010		Resident parking permits	6,600
Elliot Street, Shipley	Long-stay parking by commuters		13/14	TRO - 'Shared Parking' (ie. Permit holders anytime/Non permit holders limited waiting)	6,600
George Street, Shipley (between its junctions with Bradford Road and Saltaire Road)	Long-stay parking by commuters		13/14	TRO - 'Shared Parking' (ie. Permit holders anytime/Non permit holders limited waiting)	6,600
Grange Avenue, Shipley	Footway parking and vehicular obstruction		13/14	Conversion of part of footway into hard standing	8,000
Hirst Lane, Shipley (near the Lock)	Speeding		13/14	Traffic Calming	9,000
Jane Hills	Difficulty for residents parking in the evening and at night		2015	TRO to amend existing residents permit parking scheme	6,600
Norwood Estate, Shipley	Traffic speeds	2012		20mph zone with round top road humps	35,000
Park Grove, Shipley	Long-stay parking by commuters		13/14	TRO - 'Shared Parking' (ie. Permit holders anytime/Non permit holders limited waiting)	6,600
Scarborough Road, Saltaire	Obstructive Parking	2011		TRO to address Parking near junction	6,600
St Paul's Rd, Shipley (Car Park)	Long stay parking issue	2010	13/14	TRO, short stay	6,600
Thompson Lane, Lower Baildon	Obstructive Parking		13/14	TRO to introduce a 'One-way' traffic system and Residents Only Permit Parking	6,674
Unnamed snicket linking Bradford Road and Kirkgate, Shipley	Driving down snicket unsuitable for motor vehicles		14/15	TRO to introduce a point closure	6,600
					Cont/.....

Wainman Street and Wharf Street, Shipley (within the vicinity of The Aqua Clinic)	On-street parking availability very limited for disabled visitors to the Aqua Clinic.		14/15	TRO - Permit Parking	6,600
Wellington Crescent (its northern end)	Obstructive parking (particularly near the entrance to the elderly persons residential complex)	2010		TRO to introduce formal waiting restrictions	6,600
Wellington Crescent/Back Wellington Crescent	Speeding traffic and difficulty in parking for residents		2015	TRO to introduce Residents Permit Parking scheme on Wellington Crescent; Requested traffic calming on Back Wellington Crescent.	9,000

APPENDIX 5 (Continued)

WHARFEDALE WARD

ROAD NAME	COMPLAINT CONCERNS	YEAR RECD	RECENT REQ	OFFICER COMMENT	BUDGET ESTIMATE £
Burley Lane, Menston	Speeding/HGV issues		15/16	Speed reduction/HGV ban	10,000
Cleasby Rd, Menston	Speeding/parking		14/15	Traffic Management Measures	40,000
Leathley Ave / Rd, Menston	Speeding/HGV problems		12/13	Residential Rd – convert thumps to cushions/HGV ban	30,000
Main Street, Burley	Parking in bus-bays		14/15	TRO to allow short-stay parking in bus-bays	6,600
Main Street, Burley (near West Terrace)	Speeding/parking		14/16	20mph speed limit / parking restrictions	15,000
Menston village -TRO, Menston	Parking difficulties		14/15	Residents Only Permit Parking Scheme	15,000
Station Road, Burley (two locations)	Crossing difficulties		15/16	Request for a formal crossing facility at two locations.	20,000

APPENDIX 5 (Continued)

WINDHILL & WROSE WARD

RD NAME	COMPLAINT CONCERNS	YEAR RECD	RECENT REQ	OFFICER COMMENT	BUDGET ESTIMATE (£)
Althorpe Grove	Obstructive Parking		14/15	TRO – formal waiting restrictions to prevent obstructive parking	6,600
Bolton Hall Road with Livingstone Road, Windhill	Obstructive parking		13/14	TRO – To introduce formal waiting restrictions	6,600
Brookwater Drive	Vehicular access difficulties	2012		Replace a single planter at the north eastern end of Brookwater Drive	4,000
Brookwater Drive	Poor driver visibility and difficulty in icy conditions	2012		Replace existing planters with alternative traffic calming features	30,000
Bute street, Windhill	Speeding/poor visibility	2011/12		One way traffic system/parking restrictions	8,000
Carnegie Drive, Shipley	Long-stay commuter parking		13/14	TRO – To introduce 'Residents Only Permit Parking' scheme.	6,600
Haslam Grove, Wrose	Parking on grass verge		13/14	Conversion of grass verge into hard-standing	7,000
Hawthorne Ave, Windhill	Lack of on street parking	2011/12		Conversion of grass verge into hard standing	10,000
Kings Drive, Wrose	Obstructive parking by non - residents	2011/12		TRO to introduce possible residents only permit parking	6,600
Leeds Road (Fronting the now defunct fish & chip shop)	Existing parking restrictions within lay-by no longer required		13/14	Revocation of TRO	6,600
Oakdale Grove, Wrose	Obstructive Parking		13/14	TRO – formal waiting restrictions to prevent obstructive parking	6,600
Owlet Road/Wrose (Bottom end near to the cemetery) (near No.35)	Difficulty in parking on street	2011/12		Request for layby/hard standing	6,600
Thackley Old Road (near Windhill Medical Centre)	Obstructive parking preventing ambulances from parking close to medical centre entrance		13/14	TRO to convert existing informal keep clear white lines into ambulance bay.	6,600
Thornes Park, Wrose	Obstructive parking		13/14	TRO – formal waiting restrictions to prevent obstructive parking	6,600
Towngate/Snowden Road, Wrose	Obstructive Parking		15/16	TRO – formal waiting restrictions to prevent obstructive parking	6,600
Westfield Crescent, Wrose	Obstructive parking		14/15	TRO – formal waiting restrictions to prevent obstructive parking	6,600
Westfield Lane, Wrose	Poor driver forward visibility		2016	Road widening (possible contribution of £5k from Parish Council)	5,000
Willowfield Crescent, Wrose	Through Traffic	2011/12		TRO to introduce 'Prohibition of Motor Vehicles (Except for Access) Order	6,674

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