

Agenda for a meeting of the Shipley Area Committee to be held on Wednesday, 23 November 2016 at 6.00 pm in 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 19 October 2016 at 6.00pm and 19 October 2016 at 6.30pm 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 Monday 21 November 2016.

(Palbinder Sandhu - 01274 432269)

B. BUSINESS ITEMS

6. **VERBAL UPDATE - LYSANDER WAY ESTATE, COTTINGLEY**

Bingley
Rural

On 27 July 2016 the Committee received a report (Document “M”) which presented objections received to the advertised Traffic Regulation Order relating to proposed waiting restrictions within the Lysander Way Estate, Cottingley. At that meeting it was:

Resolved –

- (1) *That consideration of the proposals contained in Document “M” be deferred to allow time for discussions to be held with Cottingley Village Primary School to consider alternative options and that a further report be submitted to the Committee.*
- (2) *That the objectors be informed accordingly.*

Officers have met with the School, School Governors and Elected



Members to discuss the associated parking issues at Cottingley Village Primary School and Lysander Way. It is proposed that Officers be allowed further time to engage with the school and to explore other avenues that may alleviate/control the parking. This may in turn remove the need for localised parking control measures. The deadline and reporting back for this has been set for the next Highways Shipley Area Committee meeting (1 February 2017).

Recommended –

That the update be noted and that a report be submitted to the Committee's meeting on 1 February 2017.

(Environment and Waste Management Overview and Scrutiny Committee)

(Simon D'Vali – 01535 618181)

7. PETITION - WILSDEN OLD ROAD, NARROW LANE, FERRANDS PARK WAY AND ADJOINING SIDE ROADS

1 - 14
Bingley
Rural

The Strategic Director of Regeneration will submit **Document “Y”** which considers a petition expressing concerns with traffic speeds and volumes through the estate comprising Wilsden Old Road, Narrow Lane, Ferrands Park Way and all side roads adjoining these. The petitioners' request that consideration be given to the introduction of a point-closure (ie. physical closure) somewhere near Firbeck, a 'one-way' traffic system and horizontal traffic calming features with a view to preventing 'through traffic' using the estate.

Recommended –

- (1) That no further consideration be given to the petitioners' request for a 'one-way' traffic system and/or horizontal traffic calming, but that the request for a point-closure be added to the list of traffic management scheme candidates to be considered annually by this Committee for possible inclusion within its future Capital Works Programme.**
- (2) That West Yorkshire Police be formally advised of the petitioners' concerns regarding contravention of the existing 30mph speed limit and 'Prohibition of Driving (Except for Access)' Order within the estate comprising Wilsden Old Road, Narrow Lane, Ferrands Park Way and all side roads adjoining these.**
- (3) That the lead petitioner be advised accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee)

(Simon D'Vali – 01535 618181)

8. **LOCAL HIGHWAY MAINTENANCE - DEVOLUTION UPDATE & FUNCTION OVERVIEW**

15 - 32

The Strategic Director of Regeneration will submit **Document “Z”** which details how the Planning, Transportation and Highways service currently manages the Local Highway Maintenance (LHM) function and allocates resources.

It also updates the committee with regard to current operations being undertaken on the network and the indicative costs of works undertaken in the current financial year.

Recommended –

- (1) That the current operational methods adopted for Local Highway Maintenance be noted.**
- (2) That the indicative costs to date for the 2016/17 financial year be noted.**
- (3) That the list of completed and proposed CAT3 works as shown in Appendix 5 of Document “Z” be noted.**
- (4) That the numbers and percentages of gullies cleaned in the Shipley constituency as shown in Appendix 6 of Document “Z” be noted.**

(Environment and Waste Management Overview and Scrutiny Committee)

(Andy Fisher – 01535 618297)

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



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Report of the Director of Regeneration to the meeting of the Shipley Area Committee to be held on 23 November 2016.

Subject:

Y

Petition requesting the introduction of a point-closure, one-way traffic system, and horizontal traffic calming within the estate comprising Wilsden Old Road, Narrow Lane, Ferrands Park Way and all side roads adjoining these.

Summary statement:

This report considers a petition expressing concerns with traffic speeds and volumes through the estate comprising Wilsden Old Road, Narrow Lane, Ferrands Park Way and all side roads adjoining these. The petitioners' request that consideration be given to the introduction of a point-closure (ie. physical closure) somewhere near Firbeck, a 'one-way' traffic system and horizontal traffic calming features with a view to preventing 'through traffic' using the estate.

It is recommended that:

- No further consideration be given to the petitioners' request for a 'one-way' traffic system and/or horizontal traffic calming, but that the request for a point-closure be added to the list of traffic management scheme candidates to be considered annually by this Committee for possible inclusion within its future Capital Works Programme.
- West Yorkshire Police be formally advised of the petitioners' concerns regarding contravention of the existing 30mph speed limit and 'Prohibition of Driving (Except for Access)' Order within the estate comprising Wilsden Old Road, Narrow Lane, Ferrands Park Way and all side roads adjoining these.
- The lead petitioner be advised accordingly. **Ward 03 – Bingley Rural**

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. BACKGROUND

- 1.1 A 188 signature petition has been received from residents of the estate comprising Wilsden Old Road, Narrow Lane, Ferrands Park Way and all side roads adjoining these (hereafter referred to as 'the estate' within this report). A copy of the petition is attached to this report as Appendix 1.
- 1.2 The lead petitioner is a resident of one of the roads comprising the estate.
- 1.3 In 1993, and as a result of traffic using the estate as a 'through route' in order to avoid negotiating the junction of Wilsden Road with Harden Road, a 'Prohibition of Motor Vehicles (Except for access)' Order was imposed on roads comprising the estate.
- 1.4 The estate comprises residential properties and the roads within it are subject to a 30mph speed limit. A location plan showing the estate is attached to this report as Appendix 2.
- 1.5 The petitioners claim the existing 'Prohibition of Motor Vehicles (Except for Access)' Order relating to those roads comprising the estate is regularly contravened. The petitioners also claim that many vehicles drive in excess of 30mph within the estate.
- 1.6 The petitioners claim that when a temporary point-closure (ie. physical closure) was introduced on Wilsden Old Road at its junction with Firbeck some years ago, the issue of 'through traffic' contravention was effectively resolved throughout the duration of the temporary closure.
- 1.7 It is requested that consideration be given to introducing a permanent point-closure on Wilsden Road at its junction with Firbeck to prevent through traffic movements. Firbeck residents are aware of the petition.
- 1.8 The petitioners also request that consideration be given to the introduction of a 'one-way' traffic system to reduce the potential for 'through traffic', and the introduction of horizontal traffic calming features (e.g. Chicanes or footway build-outs) within the estate to reduce traffic speeds.
- 1.10 Local Members have been advised of the petition.

2.0 Traffic Data

- 2.1 In order to assess the extent of 'through traffic' movements within the estate, a manual volumetric survey (involving recording vehicle registration plates) was carried out on 26 September 2016 between 07:00am and 07:00pm. The results of that survey are contained within the table attached to this report as Appendix 3.

- 2.2 The survey results show that during the 12 hour survey period, 55 vehicles were recorded as having likely contravened the 'Access Only Order'. Of these 55 vehicles, 21 used the estate to access Wilsden Road from Harden Road, whilst 28 vehicles used the estate to access Harden Road from Wilsden Road. 6 of the 55 vehicles entered the estate for a short-time, but did not use the estate as a through route from Harden Road to Wilsden Road (or vice versa).
- 2.3 The majority of Wilsden-bound traffic using the estate as a through route enter the estate at Point 'A' and exit at Point 'D' (Appendix 2 of this report refers). The scenario is reversed for Bingley-bound traffic. The 'through route' within the estate takes approximately 1 minute to complete in either direction. Although any time savings arising from using the estate as a 'through route' are likely to be minimal, drivers may be choosing to drive through the estate as it enables them to by-pass the mini-roundabout at the junction of Wilsden Road with Harden Road.
- 2.4 Contravention of the existing 'Access Only' Order would be a 'moving offence', with enforcement resting with West Yorkshire Police.
- 2.5 A traffic speed survey was undertaken on 30 October 2016 – 31 October 2016. The results of that two day survey are contained within the table attached to this report as Appendix 4. The data logger used to record traffic speeds was located on a lighting column outside property No.10 Narrow Lane.
- 2.6 The speed survey results show that the highest recorded mean speed (for a 24 hour survey period) was 23.6mph, whilst the highest 85th percentile speed (the 85th percentile being the speed at or below which 85% of vehicles are travelling) was 29.2mph.
- 2.7 Council records show that no traffic collisions have occurred within the estate during the five year period ending 16 October 2016.
- 3.0 Request For 'Point Closure', 'One-way' traffic system, and Traffic Calming**
- 3.1 The petitioners have requested the introduction of a 'Point Closure' (i.e. physical closure) and a 'One-way traffic' system to help address through traffic movements.
- 3.2 A physical point-closure would require a 'turning facility' for those drivers who inadvertently drove up to the closure point and then needed to turn around (rather than reverse out which could not be condoned on road safety grounds). If a point-closure was introduced on Wilsden Old Road at its junction with Firbeck, drivers meeting the point-closure on its south side could use Firbeck as a turning facility. Formal waiting restrictions (requiring a Traffic Regulation Order) would be needed on the north side of the point-closure to prevent parking, and allow Wilsden-bound vehicles meeting the physical closure to turn around. If the point closure was designed to allow through access for emergency vehicles, formal waiting restrictions prohibiting parking on both sides of the closure-point would be required.

- 3.3 The petitioners also request that consideration be given to the introduction of a 'one-way' traffic system to reduce the potential for 'through traffic'. Committee Members should be aware that one-way traffic systems can give rise to increased traffic speeds by virtue of drivers being aware that they are unlikely to meet approaching traffic.
- 3.4 The petition also requests that consideration be given to the introduction of horizontal traffic calming features (e.g. chicanes and/or footway build-outs) within the estate. Such features tend to operate most effectively with equally balanced two-way traffic flows, and volumetric traffic flow data relating to the estate does not provide evidence of this. In addition, given that recorded mean and 85th percentile speeds for each 24 hour study period were below the existing 30mph speed limit, the introduction of horizontal traffic calming features on Narrow Lane and/or Wilsden Old Road as speed reducing measures is not considered appropriate.

4. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

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

5. OPTIONS

5.1 **Option 1** – That:

- No further consideration be given to the petitioners' request for a 'one-way' traffic system and/or horizontal traffic calming, but that the request for a point-closure be added to the list of traffic management scheme candidates to be considered annually by this Committee for possible inclusion within its future Capital Works Programme.
- West Yorkshire Police be formally advised of the petitioners' concerns regarding contravention of the existing 30mph speed limit and 'Prohibition of Driving (Except for Access)' Order within the estate comprising Wilsden Old Road, Narrow Lane, Ferrands, Park Way and all side roads adjoining these.
- The lead petitioner be advised accordingly.

5.2 **Option 2** – That:

- This Committee notes the petitioners' concerns and recommends no further action regarding the request for a point closure, one-way traffic system, and/or horizontal traffic calming.
- West Yorkshire Police be formally advised of the petitioners' concerns regarding contravention of the existing 30mph speed limit and 'Prohibition of Driving (Except for Access)' Order within the estate comprising Wilsden Old Road, Narrow Lane, Ferrands, Park Way and all side roads adjoining these.
- The lead petitioner be advised accordingly.

5.3 **Option 3** – That:

- 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.

6. FINANCIAL & RESOURCE APPRAISAL

The estimated cost of introducing a point-closure (including the promotion of a Traffic Regulation Order to prevent parking (by means of yellow lines) adjacent to the physical closure) would be in the region of £11,000 (including consultation, legal fees, and physical construction (i.e. signing and lining))

A 'one-way' traffic system would cost in the region of £9,000

The cost of providing horizontal traffic calming features would cost approximately £10,000 - £14,000.

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 a scheme were developed, 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 IMPLICATION

There are no community safety implications.

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

9.8 NOT FOR PUBLICATION DOCUMENTS

None

10. RECOMMENDATIONS

10.1 Option 1 – That

- No further consideration be given to the petitioners' request for a 'one-way' traffic system and/or horizontal traffic calming, but that the request for a point-closure be added to the list of traffic management scheme candidates to be considered annually by this Committee for possible inclusion within its future Capital Works Programme.
- West Yorkshire Police be formally advised of the petitioners' concerns regarding contravention of the existing 30mph speed limit and 'Prohibition of Driving (Except for Access)' Order within the estate comprising Wilsden Old Road, Narrow Lane, Ferrands Park Way and all side roads adjoining these.
- 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 Survey Results - (Appendix 3)

11.4 Volumetric survey results regarding 'through traffic' – (Appendix 4)

12. BACKGROUND DOCUMENTS

12.1 City of Bradford Metropolitan Council (Traffic Regulation) (No 10) Order 1993

Report to the Shipley Area Committee
Appendix 1

2nd May 2016

Subject: Wilsden Old Road/Narrow Lane Rat Run

Dear fellow residents

Myself and several of the residents of Wilsden Old Road, Narrow Lane, and surrounding addresses have become increasingly concerned about the amount of traffic using our neighbourhood as a rat run, cut through. As you know this route is restricted for "access only" and has been that way since 1993 when things got so bad that the residents formed an action group to highlight the problem forcing the Council to act and granting the route as access only. It was found that at evening peak hour around 90% of the traffic using the route, were just using the route as a cut through and were not residents or using the route to access. Sadly over the last few years more and more motorists have shown little or no regard and used the route despite it being 'access only', most of these travelling at high speed. Our worry is that it is just a matter of time before a child, pedestrian, cyclist, or horse rider is injured, or a vehicle collision takes place.

So far we have approached West Yorkshire Police to enforce the 'access only' route, who have done nothing citing their lack of action due to other priorities!

We have also been in contact with Harden Parish Council who have been supportive and said they will take up the fight with Bradford Council if sufficient support and concern is out there amongst the neighbours.

We are asking for Bradford Council to act in stopping/preventing this dangerous disregard for local residents, and to look at possible measures they can introduce to protect us in the form of

- 1 Making the route a cul de sac at some location, this option would benefit all two fold, as statistically households on a cul de sac are less likely to be burgled, another thing our neighbourhood has seen its fair share of
- 2 A one way system to prevent the route being used as a cut through.
- 3 Traffic calming- chicanes, road narrowing etc

So if you are willing to give us your support we just require a name and address which we can then supply with everyone else's to Harden Parish Council who will take our fight to Bradford Council.

Thanks for taking time to read this letter myself and the next few days to collect signatures,

will call round in

Regards

Subject matter- Highways

05/07/2016

To whom it may concern,

I _____ for the purposes of this petition will be acting as lead petitioner, and wish for the matter to be addressed at officer level.

The subject of the petition is to bring attention to the speeding and dangerous disregard shown by motorists abusing the access only route of Wilsden Old Road and Narrow Lane Harden.

Myself and several of the residents of Wilsden Old Road, Narrow Lane, and surrounding addresses have become increasingly concerned about the amount of traffic using our neighbourhood as a rat run, cut through. As you may know this route is restricted for "access only" and has been that way since 1993 when things got so bad that the residents formed an action group to highlight the problem forcing the Council to act and granting the route as access only. It was found that at evening peak hour around 90% of the traffic using the route, were just using the route as a cut through and were not residents or using the route to access. Sadly over the last few years more and more motorists have shown little or no regard and used the route despite it being 'access only', most of these travelling at high speed. Our worry is that it is just a matter of time before a child, pedestrian, cyclist, or horse rider is injured, or a vehicle collision takes place.

So far we have approached West Yorkshire Police to enforce the 'access only' route, who have done nothing citing there lack of action due to other priorities!

We have also been in contact with Harden Parish Council who have been supportive but are limited in their actions.

We are asking for Bradford Council to act in stopping/preventing this dangerous disregard for local residents, and to look at possible measures they can introduce to protect us in the form of, the most favoured amongst neighbours a point closure, making the route a 'cul-de-sac'.

The ideal point for a point closure would be close to Firbeck which saw a temporary closure some years ago which made a huge difference to traffic volume without having any detrimental effect on the residents as regards to logistics. It has been noted that Crow Tree Lane Bradford 8 achieved a point closure and we ask the same attention is now given to our cause.

Report to the Shipley Area Committee

Initially we gathered over 160 names and addresses of those in support but were informed that without signatures this was worthless so we have again spoken to residents to gain the required minimum 20, but I can assure you, the support is unanimous (see enclose). As a result of speaking with several of our neighbours it became apparent just how many have been involved in road traffic collisions, sadly if there is no injury to person no police involvement is required so no actual record is made of these facts.

Myself and fellow residents look forward to hearing your response

Regards

Report to the Shipley Area Committee

Having read the enclosed letter we the undersigned, wish Harden Parish Council

to approach Bradford Council on our behalf to end the rat run/race track which

Narrow Lane/Wilsden Old Road Harden has become.

Name	Address

So if you are willing to give us your support we just require a name and address which we can then supply with everyone else's to Harden Parish Council who will take our fight to Bradford Council.

Thanks for taking time to read this letter myself and the next few days to collect signatures,

will call round in

Regards

NARROW LANE / WILSDEN OLD ROAD RAT RUN

RESULT OF DOOR TO DOOR CANVAS: SEE PAGES 1 TO 8

PETITION TOTAL 166 NAMES

AREAS COVERED: NARROW LANE, THE NARROWS, WILSDEN OLD ROAD INCLUDING GLEN VIEW, THE WILLOWS, HARBECK DRIVE, FIRBECK

100% COVERAGE AND VIRTUALLY 100% RESPONSE FROM THE ABOVE RESIDENTS WHO FEEL STRONGLY THAT THE PROBLEM OF THE RAT RUN WITH SPEEDING MOTORISTS NEEDS ADDRESSING URGENTLY.

THE MAJORITY OF THE RESIDENTS WISH THE ROAD TO BE CLOSED AND THE FAVOURITE POINT OF CLOSURE WOULD BE ON WILSDEN OLD ROAD ABOVE THE ENTRANCE TO FIRBECK – SEE MAP.

THE ROAD WAS CLOSED HERE 2 YEARS AGO FOR 3 MONTHS WHILST REPAIRS WERE CARRIED OUT TO A WALL. THIS CLOSURE WORKED OUT VERY WELL FOR ALL RESIDENTS CONCERNED AND IMMEDIATELY STOPPED THE RAT RUN.

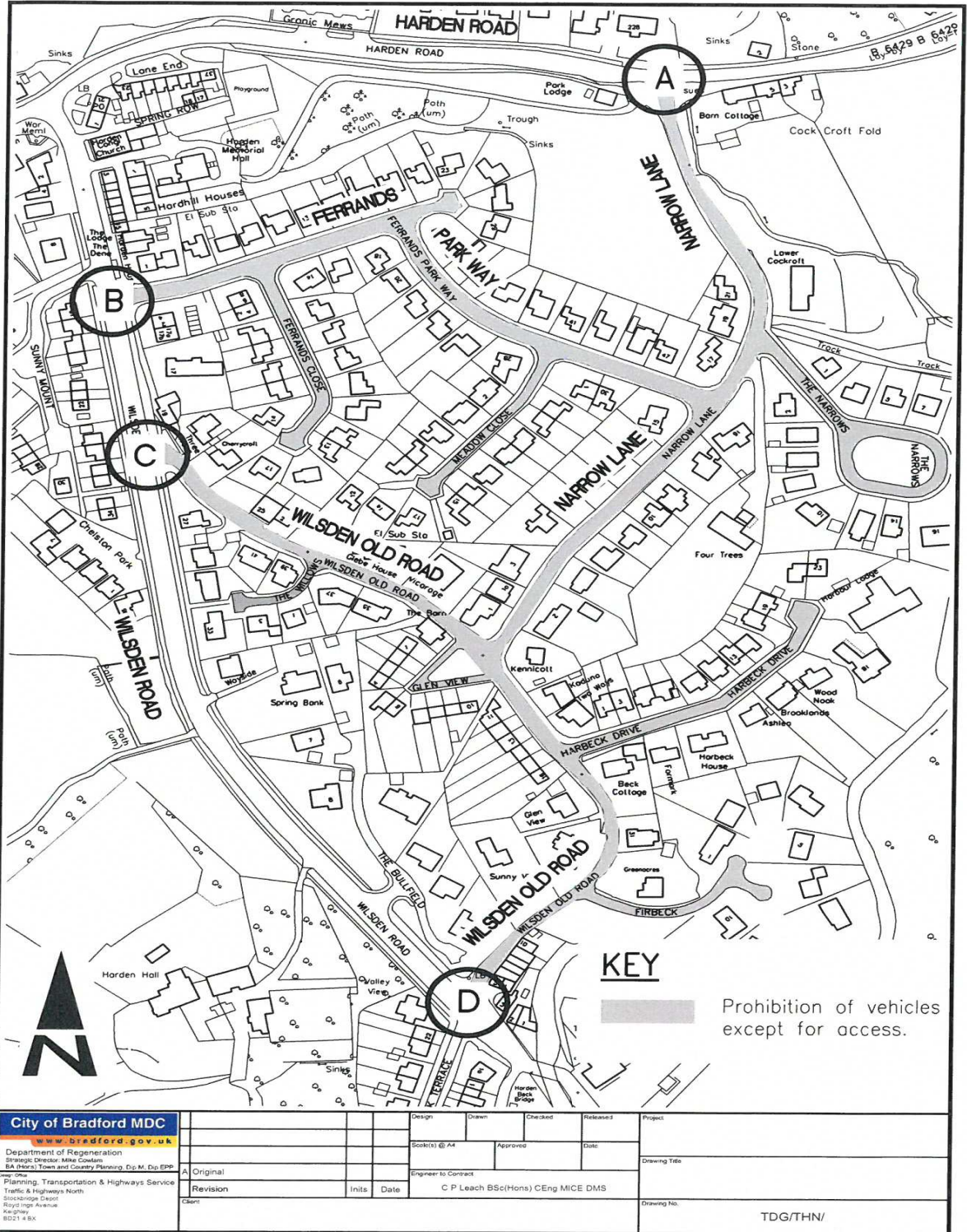
TO DATE RESIDENTS HAVE BEEN INVOLVED IN SIX COLLISIONS WITH CARS CUTTING THROUGH.

THE PROBLEM HAS EXISTED FOR OVER 25 YEARS AND HAVING 'ACCESS ONLY' GRANTED IN JANUARY 1993 HAS MADE NO DIFFERENCE WHATSOEVER AS IT IS TOTALLY IGNORED.

THE RESIDENTS ARE FED UP WITH NARROW LANE AND WILSDEN OLD ROAD BEING USED AS A RAT RUN AND WANT IT STOPPED.

NO ONE WANTS SPEED BUMPS.

Report to the Shipley Area Committee
Appendix 2



Appendix 3

		Exit Point			
		Narrow Lane (Location 'A')*	Ferrands Park Way (Location 'B')*	Wilsden Old Road (Location 'C')*	Wilsden Old Road (Location 'D')*
Entry Point	Narrow Lane (Location 'A')*		2	2	17 7am - 10am= 0 10am - 12am= 2 12am - 3pm= 6 3pm - 7pm= 9
	Ferrands Park Way (Location 'B')*	6		1	0
	Wilsden Old Road (Location 'C')*	2	0		3
	Wilsden Old Road (Location 'D')*	20 7am - 10am= 7 10am - 12am= 0 12am - 3pm= 1 3pm - 7pm=12	0	2	

Traffic Volumes Entering And Exiting The Estate Comprising Wilsden Old Road, Narrow Lane, Ferrands Park Way And All Side Roads Adjoining These.

*** For Location Details, See Location Plan Within Appendix 2 Of This Report**

Appendix 4

Narrow Lane (Direction Of Travel = Towards Wilsden)		
Survey Date	Mean (Average) Speed	85th Percentile Speed*
Sunday 30 October 2016 (24 hours)	22.4mph	27.2mph
Monday 31 October 2016 (24 hours)	23.0mph	29.2mph

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

Narrow Lane (Direction Of Travel = Towards Bingley)		
Survey Date	Mean (Average) Speed	85th Percentile Speed*
Sunday 30 October 2016 (24 hours)	23.4mph	28.6mph
Monday 31 October 2016 (24 hours)	23.6mph	28.9mph

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

Report of the Strategic Director of Regeneration to the meeting of the Shipley Area Committee to be held on 23 November 2016

Subject:

Z

Local Highway Maintenance – Devolution Update & Function Overview

Summary statement:

This report details how the Planning, Transportation and Highways service currently manages the Local Highway Maintenance (LHM) function and allocates resources.

It also updates the committee with regard to current operations being undertaken on the network and the indicative costs of works undertaken in the current financial year.

Mike Cowlam
Strategic Director
Regeneration

Portfolio:

Regeneration, Planning and Transport

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

Overview & Scrutiny Area:

Environment and Waste Management



1. SUMMARY

- 1.1 This report details how the Service currently manages the Local Highway Maintenance (LHM) function and allocates resources.
- 1.2 It also updates the committee with regard to current operations being undertaken on the network and the indicative costs of works undertaken in the current financial year.

2. BACKGROUND

- 2.1 Local Highway Maintenance issues were devolved to Area Committee control in July 2013.
- 2.2 As part of the commitment to the devolution process, information relating to the operation of Local Highway Maintenance is to be reported to the Area Committees on a regular basis.
- 2.3 The need to undertake highway repairs throughout the District is identified through a variety of sources including:
- General public calls to the customer contact centre
 - Inspections as a result of service requests dealt with by the Area Teams or as a result of observations by highway officers in the course of undertaking other duties
 - Programmed condition, safety and other surveys
 - Safety Inspections

Where repairs to the highway are required these are categorised, depending upon the severity of the issue, into one of three categories (CAT1, CAT2 or CAT3). Each category has a target repair time which has been agreed with the Council's Insurers.

- 2.4 CAT1 reports from the public and technical staff are passed directly through to the Council's operational arm and allocated to the work crews for immediate inspection and necessary remedial works.
- 2.5 CAT2 reports are assessed by technical staff and collated into operational zones so that operational gangs can visit and patch affected areas in a co-ordinated manner.
- 2.6 CAT3 sites are assessed by technical staff and ranked on a priority and needs basis, with works allocated to operational staff by the Operations Manager.
- 2.7 Operational resources may be redeployed at short notice to deal with specific issues. Gang sizes may vary depending on demand, staff leave and sickness. Service Level requirements, such as the need to respond to an extensive number of CAT1 requests or the need to respond to emergency planning issues, may also have an effect on the availability of operatives.

- 2.8 Some technical and operational staff are required to facilitate the needs of the winter service between November and April each year.
- 2.9 A list of work types covered by the Local Highway Maintenance budget is included in Appendix 1.
- 2.10 A breakdown of the current technical staff allocation and an overview of their duties are included in Appendix 2.
- 2.11 A breakdown of operational staff and their duties is included in Appendix 3.
- 2.12 Currently reported CAT1 and 2 details are included in Appendix 4.
- 2.13 The current list of completed and ordered CAT3 works is included in Appendix 5.
- 2.14 A list of completed gully cleaning in the Shipley constituency is contained in Appendix 6.

3. OTHER CONSIDERATIONS

- 3.1 Due to the constantly changing state of the highway and unpredictability in new matters arising or being brought to officers' attention, there may be a requirement to amend programmes in order to address emerging priorities.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The overall 2016/17 budget for Local Highway Maintenance work, carried out by the Council's operational arm, is **£1.702m**.
- 4.2 The allocation for the Shipley constituency is **£356,000**.
- 4.3 Spend this financial year to 30th September on all categories in the Shipley constituency is **£156,000** (44% of allocation), broken down as follows:-

£24,000 has been spent on CAT1/2 repairs

£7,000 has been spent on drainage work including new gullies, new pipework/connections and repairs to existing pipework and culverts

£95,000 has been spent on CAT3 repairs and works, including footway reconstruction

£30,000 has been spent on CAT3 planned carriageway patching work

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 Alterations to work programmes that have been prioritised in accordance with condition inspections and technical assessments may lead to increased insurance liabilities at a future date.

6. LEGAL APPRAISAL

6.1 There are no specific legal issues arising from this report.

6.2 All works undertaken are carried out within the requirements of the Highways Act 1980

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

7.1.1 Due regard is given to Section 149 of the Equality Act 2010 when formulating a programme of highway maintenance repairs.

7.2 SUSTAINABILITY IMPLICATIONS

7.2.1 Proactive repairs such as surface dressing, micro asphalt, carriageway patching and other routine maintenance serve to extend carriageway life.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

7.3.1 There are no greenhouse gas implications arising from this report

7.4 COMMUNITY SAFETY IMPLICATIONS

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

7.5 HUMAN RIGHTS ACT

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

7.6 TRADE UNION

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

7.7 WARD IMPLICATIONS

7.7.1 Improvements in carriageway conditions benefit all wards.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

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

8. NOT FOR PUBLICATION DOCUMENTS

8.1 None

9. OPTIONS

- 9.1 The Area Committee may request additional information/clarification on issues to be included in the next devolved budget report.

10. RECOMMENDATIONS

- 10.1 That the Shipley Area Committee notes the current operational methods adopted for Local Highway Maintenance.
- 10.2 That the Shipley Area Committee notes the indicative costs to date for the 2016/17 financial year.
- 10.3 That the Shipley Area Committee notes the list of completed and proposed CAT3 works as shown in Appendix 5.
- 10.4 That the Shipley Area Committee notes the numbers and percentages of gullies cleaned in the Shipley constituency as shown in Appendix 6.

11. APPENDICES

- 11.1 Appendix 1 - Work Undertaken as Part of the LHM Function
- 11.2 Appendix 2 - Technical Staff Overview
- 11.3 Appendix 3 - Operational Staff Overview
- 11.4 Appendix 4 - CAT1 and 2 Works Update
- 11.5 Appendix 5 - Current CAT3 Works List 2016/17 (completed and ordered)
- 11.6 Appendix 6 - Completed Gully Cleaning in the Shipley Constituency

12. Background Documents

- 12.1 Joint Report of the Director of Finance and Strategic Director of Environment and Sport to Corporate Overview & Scrutiny Committee 1 November 2012.
- 12.2 Report of Strategic Director (Regeneration & Culture) to the meeting of Shipley Area Committee, 23 January 2013 – The Transfer of Responsibility and Budgets to the Shipley Area Committee for Decision Making – Highway Repairs.
- 12.3 Joint Report of the Director of Finance and Strategic Director of Environment and Sport to the meeting of Executive, 16 March 2013 – Methodology for Allocation of Devolved Service Resources to the Five Area Committees.
- 12.4 Joint Report of the Director of Finance and Strategic Director of Environment and Sport to Corporate Overview & Scrutiny Committee, 10 April 2013 - Methodology for Allocation of Devolved Service Resources to the Five Area Committees.

- 12.5 Report of the Strategic Director (Regeneration & Culture) to the meeting of Shipley Area Committee, 24 July 2013 – The Devolution of Responsibility and Budgets to the Shipley Area Committee for Decision Making in Relation to Highway Repairs.

Appendix 1 – Work Undertaken as Part of the LHM Function.

The following is a list of work types funded by the Local Highway Maintenance budget and undertaken by the Council's highway operations teams.

- CAT1 Potholes reactive response - footway and carriageway
- CAT2 Defect response/patching - footway and carriageway
- CAT3 Repairs & works - footway and carriageway
- Planned carriageway patching works
- Kerbing, channelling and edging works
- Large and small element footway repairs - block paving/flagging
- Footway reconstruction - taking up damaged flagged areas and replacing with tarmac
- Highway Drainage repairs - exploratory trial holes, dig outs of blocked gullies, dyking, drainage connections, repairs to damaged culverts (including the cost of hiring specialist equipment/subcontractors for deep excavations)
- Emergency call out response - including road traffic accidents, recovery of dead animals, flooding, traffic management/road closures, dealing with requests from the Police, requests from Emergency Planning
- Planned gully cleaning of 96,731 units across the district
- Repairs to minor highway walling elements
- Winter maintenance - road gritting, footway gritting, ploughing, grit bins, etc.(separate budget but re-directs resources from above)

Staffing costs are also included within this budget.

Appendix 2 – Technical Staff Overview

Technical staff are currently deployed in each constituency area team reporting to the relevant area Principal Engineer for Highway Maintenance.

Staffing is allocated in the following manner; *(Please note the roles and duties described are indicative only and do not represent the full spectrum of works carried out by individuals)*

Senior Engineer

- Co-ordinates the actions of the Highway Inspectors.
- Responds to queries and complaints from the public relating to highway maintenance matters.
- Develops and co-ordinates network condition and works programme lists in conjunction with the Major Maintenance team.
- Investigates larger network issues across the constituency area.

Highway Inspector (General Maintenance)

- Responds to complicated complaints and issues on the highway network that require technical assessments.
- Undertakes driven and walked inspections of the network on a scheduled basis.
- Undertakes general condition surveys
- Works on a roaming basis across the constituency area

Safety Inspector

Four Safety Inspectors operate across the whole of Bradford District working to a set inspection regime to comply with the requirements of the Councils insurance policy. These inspectors report to the Principal Engineer for Highway Maintenance, with CAT1 & 2 repair works ordered as necessary – this supplements the General Maintenance function.

NRASWA Inspector (reports to the Principal Engineer for Network Resilience)

- Inspects works carried out by statutory undertakers to ensure consistent standards of repair
- Co-ordinates repairs with utilities
- Works on a roaming basis across the constituency area

Appendix 3 – Operational Staff Overview

Operational staff are contracted to work the following hours;

07.00 to 16.00 Monday – Thursday

07.00 to 12.30 Fridays

A standby crew is available outside these hours to deal with emergency issues as and when they arise.

Operational resources are deployed across the five constituency areas, reporting to 3 programme managers under the direct control of the Operations Manager. At present, resources are allocated as follows for the operational areas of Shipley and Keighley:-

- Patching gang (3 FTE: all CBMDC)

Work gangs carrying out planned patching of carriageways across the constituency areas. Gang is deployed on an 'as needs' basis.

- Scheme gang (2 FTE: both CBMDC + 1no. sub-contract JCB and operator)

Work gang operating in each constituency area, carrying out larger repairs on tarmac areas, flagging, kerbing, highway drainage and miscellaneous issues on carriageways and footways. Gang is deployed on an 'as needs' basis.

- Patching/Scheme gang (2 FTE: both CBMDC)

Work gang carrying out patching or scheme work as described above. Gang is deployed on an 'as needs' basis.

- CAT1 and CAT2 gang (2 FTE: both CBMDC)

CAT1/CAT2 masonry and pothole gang - reactive crews dealing with complaints received from the public and issues raised by the area Highway Inspectors.

CAT1 work is carried out as necessary within 24 hours.

CAT2 work is carried out on a 5 day rotation as per the Council's standards for response.

- Drainage gang (2 FTE: both CBMDC)

Responsible for highway drainage issues.

- Gully Cleansing Operations (3no. gully tankers, 6PTE)

One vehicle covers Shipley and Keighley constituencies and two vehicles cover Bradford West, East and South constituencies. With a total of 96,731 gullies across the district, these vehicles clean 50-80 gullies per day. Main arterial routes are cleaned

annually, secondary routes and side roads are cleaned on average every two years. There is also a proactive and higher risk based approach to cleaning busy junctions and areas on a steep gradient.

Appendix 4

CAT1 and 2 Works Update – 01/04/16 to 30/09/16

Category 1 Defects

<i>SHIPLEY</i>	<u>Defect Description</u>	<u>Qty Received</u>
	GM C/WAY	2
	GM F/WAY	6
	FLOODING	1
	EMERGENCY WORKS C/WAY	2
	OTHER	1
	Area Total:	12

Notes

- CAT1 defects are those that require immediate attention in order to ensure public safety
- GM C/WAY and GM F/WAY are defects picked up by highway inspection
- EMERGENCY WORKS C/WAY relates to missing/broken covers in carriageways
- OTHER works include referral to third parties (eg statutory undertakers) for action

Category 2 Defects

<i>SHIPLEY</i>	<u>Defect Description</u>	<u>Qty Received</u>
	GM C/WAY	79
	GM F/WAY	36
	GM DRAINAGE FAST NECKS	9
	EMERGENCY WORKS C/WAY	138
	EMERGENCY WORKS F/WAY	59
	Area Total:	321

Notes

- CAT2 defects are those that require attention within 5 working days
- Defects not completed within 5 working days require further investigations
- GM C/WAY and GM F/WAY are defects picked up by highway inspection
- GM DRAINAGE FAST NECKS refers to gullies/connections
- EMERGENCY WORKS C/WAY covers missing/broken covers in carriageways
- EMERGENCY WORKS F/WAY covers missing/broken covers in footways

The total number of CAT1 and CAT2 potholes filled in the period was 967.

Appendix 5 – Current CAT3 Works List 2016/17

ADDRESS	WARD	ORDERED	STAGE	DESCRIPTION
PROD LANE	BAILDON	12/04/2016	COMPLETED	GULLY WORK - KEVIN WHITAKER REPLACE WITH NIAGRA GULLY LID AND FRAME CHECK CONNECTION TO CULVERT ETC
CENTRAL AVENUE	BAILDON	04/05/2016	COMPLETED	TRIAL HOLE - KEVIN WHITAKER
BUCK LANE	BAILDON	09/05/2016	COMPLETED	C/W REPAIRS - BOB MORRIS CDM: 07 08 ANNUAL CONDITION SURVEY
HEATON DRIVE	BAILDON	10/05/2016	ONGOING	FW REPAIRS - ROBERT JUDSON CDM: 07 03
OLD HOLLINS HILL	BAILDON	23/05/2016	COMPLETED	C/W REPAIRS - KEVIN WHITAKER ROAD CLOSURE REQUIRED - KW TO ARRANGE
GLENHOLM ROAD	BAILDON	26/05/2016	ORDERED	FW REPAIRS - ROBERT JUDSON CDM: 07 PLEASE DO ASAP
WESTLEIGH ROAD	BAILDON	27/06/2016	ORDERED	C/W REPAIRS - ROBERT JUDSON
KIRKLANDS ROAD	BAILDON	05/07/2016	COMPLETED	FW REPAIRS - KEVIN WHITAKER TRAFFIC CONTROL REQUIRED
PENNITHORNE AVENUE	BAILDON	05/09/2016	COMPLETED	FW REPAIRS - KEVIN WHITAKER
NORTHGATE	BAILDON	19/09/2016	ORDERED	FW REPAIRS - BOB MORRIS CDM: 07 08
HOLLINS HILL	BAILDON	20/09/2016	ORDERED	FW REPAIRS - KEVIN WHITAKER
LANGLEY AVENUE	BINGLEY	05/04/2016	ORDERED	GULLY WORK - BOB MORRIS
FERNCLIFFE ROAD	BINGLEY	20/04/2016	ORDERED	SORT STONE AND REBUILD WALL NEXT TO WEATHER STATION - ROBERT JUDSON
BRAMHAM ROAD	BINGLEY	23/05/2016	COMPLETED	FW REPAIRS - ROBERT JUDSON CDM: 07
OAKRIDGE COURT	BINGLEY	23/05/2016	COMPLETED	C/W REPAIRS - ROBERT JUDSON CDM: 07 03
STY LANE	BINGLEY	14/06/2016	CANCELLED	****PURPLE**** C/W REPAIRS - ROBERT JUDSON
MANSFIELD AVENUE	BINGLEY	27/06/2016	ORDERED	C/W REPAIRS - ROBERT JUDSON
THE ORCHARDS	BINGLEY	14/07/2016	COMPLETED	FW REPAIRS - KEVIN WHITAKER SEE KW ON SITE

ADDRESS	WARD	ORDERED	STAGE	DESCRIPTION
BECK LANE	BINGLEY	20/07/2016	COMPLETED	F/W REPAIRS - KEVIN WHITAKER INVESTIGATE COLLAPSE IN F/W
ASH TERRACE	BINGLEY	17/08/2016	ORDERED	C/W REPAIRS - BOB MORRIS 3 PATCHES
MORNINGTON ROAD	BINGLEY	07/09/2016	COMPLETED	INSTALL 2 NEOPOLITAN BOLLARDS AS MARKED - KEVIN WHITAKER
OTLEY ROAD	BINGLEY	12/09/2016	ORDERED	****PURPLE**** F/W REPAIRS - ROBERT JUDSON CDM: 07 BY L/C 29 - ASAP - WATER COURSE USED ONLY BY GULLIES
BECK LANE	BINGLEY	12/09/2016	COMPLETED	CHECK GULLY PIPEWORK - SEE K.W. ON SITE GULLY WAGON ALSO TO ATTEND
QUEENSWAY	BINGLEY	19/09/2016	ORDERED	GULLY WORK - KEVIN WHITAKER REPORT TO K.W.
BECK LANE	BINGLEY	27/09/2016	ORDERED	DRAIN WORK - KEVIN WHITAKER
STATION ROAD	BINGLEY RURAL	06/04/2016	COMPLETED	REPAIR CULVERT - BOB MORRIS CDM 07
LANE SIDE	BINGLEY RURAL	06/04/2016	COMPLETED	****PURPLE**** GULLY WORK - BOB MORRIS CDM: 07
TAN HOUSE LANE	BINGLEY RURAL	07/04/2016	ORDERED	C/W REPAIRS - BOB MORRIS CDM: 07 08
KEIGHLEY ROAD	BINGLEY RURAL	12/04/2016	COMPLETED	GU;;Y WORK - KEVIN WHITAKER BOOKED FOR 18.4.16 TRAFFIC CONTROL REQUIRED
HAZEL BECK	BINGLEY RURAL	12/04/2016	ORDERED	GULLY WORK - BOB MORRIS CDM: 07 08 ANNUAL CONDITION SURVEY
WELL HEADS	BINGLEY RURAL	19/04/2016	ORDERED	GULLY WORK - BOB MORRIS CDM: 07 08
LONG CAUSEWAY	BINGLEY RURAL	25/04/2016	COMPLETED	REMOVE CATS EYES (60) AND REINSTATE - KEVIN WHITAKER PLEASE DO BEFORE END OF MAY. TRAFFIC CONTROL REQUIRED
LONG CAUSEWAY	BINGLEY RURAL	04/05/2016	COMPLETED	*****PURPLE***** C/W REPAIRS - BOB MORRIS CDM: 07 08 14 PATCHES. TRAFFIC LIGHTS REQUIRED
TAN HOUSE LANE	BINGLEY RURAL	10/05/2016	ORDERED	C/W REPAIRS - BOB MORRIS CDM: 07 08 ANNUAL CONDITION SURVEY
LEE LANE	BINGLEY RURAL	17/05/2016	COMPLETED	C/W REPAIRS - BOB MORRIS CDM: 07 08 44 PATCHES
MAIN ROAD	BINGLEY RURAL	23/05/2016	COMPLETED	****PURPLE*** F/W REPAIRS - BOB MORRIS CHAM KERB AND FILL IN BETWEEN KERB
NEW ROAD	BINGLEY RURAL	23/05/2016	COMPLETED	****PURPLE**** F/W REPAIRS - BOB MORRIS CDM: 07 08 FILL BETWEEN KERB

ADDRESS	WARD	ORDERED	STAGE	DESCRIPTION
TROUGH LANE	BINGLEY RURAL	27/06/2016	ORDERED	CLEAR CULVERT UNDER ROAD - BOB MORRIS
WELL HEADS	BINGLEY RURAL	18/07/2016	ONGOING	****PURPLE**** C/W REPAIRS - BOB MORRIS CDM: 07 08
LINGFIELD ROAD	BINGLEY RURAL	19/07/2016	ORDERED	C/W REPAIRS - BOB MORRIS CDM: 07 08
BRIGHOUSE ROAD	BINGLEY RURAL	01/08/2016	COMPLETED	F/W REPAIRS - KEVIN WHITAKER PLEASE DO BEFORE THE END OF AUGUST - STAT PLANS AVAILABLE
ALTAR LANE	BINGLEY RURAL	01/08/2016	ONGOING	C/W REPAIRS - KEVIN WHITAKER
KEIGHLEY ROAD	BINGLEY RURAL	02/08/2016	ORDERED	*****PURPLE**** C/W REPAIRS - BOB MORRIS CDM: 07 08 TRAFFIC LIGHTS REQUIRED
SOUTH STREET	BINGLEY RURAL	17/08/2016	COMPLETED	C/W REPAIRS - BOB MORRIS ROAD CLOSURE REQUIRED
WILSDEN ROAD	BINGLEY RURAL	17/08/2016	ORDERED	*****PURPLE**** C/W REPAIRS - BOB MORRIS CDM: 07 08 PLEASE DO ASAP
BRADFORD OLD ROAD	BINGLEY RURAL	17/08/2016	COMPLETED	****PURPLE**** F/W REPAIRS - BOB MORRIS CDM: 07 08 NEXT SCHOOL HOLIDAY - 3-WAY LIGHTS REQUIRED
SIR FRED HOYLE WAY	BINGLEY RURAL	18/08/2016	COMPLETED	FULL LENGTH. LANE CLOSURES EXTRA WORK - KEVIN WHITAKER
SIR FRED HOYLE WAY	BINGLEY RURAL	22/08/2016	COMPLETED	DRAINAGE WORK DONE 8 to 11.8.18 - KEVIN WHITAKER - F.A.O. DAVE HURLEY CLEAN BEANY BLOCKS HERON'S JETTERS x2 40hrs @ #100 x 2 = #8000 TIPPING CHARGE #600
CHAPEL STREET	BINGLEY RURAL	05/09/2016	ORDERED	DRAIN WORK - KEVIN WHITAKER
ROYD STREET	BINGLEY RURAL	08/09/2016	ORDERED	C/W REPAIRS - BOB MORRIS CDM: 07 08 9 PATCHES
WELLINGTON ROAD	BINGLEY RURAL	08/09/2016	ORDERED	C/W REPAIRS - BOB MORRIS CDM: 07 08 4 PATCHES
FARNDALE ROAD	BINGLEY RURAL	08/09/2016	ORDERED	C/W REPAIRS - BOB MORRIS CDM: 07 08 11 PATCHES
TOWNFIELD	BINGLEY RURAL	12/09/2016	ORDERED	C/W REPAIRS - BOB MORRIS
BRADFORD ROAD	SHIPLEY	18/04/2016	COMPLETED	GULLY WORK - KEVIN WHITAKER PLEASE DO ASAP - SEE KW IF REQUIRED - TRUNK CODE

ADDRESS	WARD	ORDERED	STAGE	DESCRIPTION
BACK SALTAIRE ROAD NORTH	SHIPLEY	18/04/2016	ORDERED	C/W REPAIRS - BOB MORRIS CDM: 07 08
HIRST LANE	SHIPLEY	19/04/2016	COMPLETED	GULLY WORK - BOB MORRIS CDM: 07 08
DOCKFIELD ROAD	SHIPLEY	09/05/2016	COMPLETED	C/W REPAIRS - BOB MORRIS CDM: 07 08 AD HOC INSPECTION
AIRESIDE ROAD	SHIPLEY	09/05/2016	COMPLETED	C/W REPAIRS - BOB MORRIS CDM: 07 08 AD HOC INSPECTION
OTLEY ROAD	SHIPLEY	10/05/2016	ORDERED	*****PURPLE***** F/W REPAIRS - BOB MORRIS CDM: 07 08 THREE PATCHES. REMOVE TREE ROOTS
NAB WOOD DRIVE	SHIPLEY	29/06/2016	COMPLETED	F/W REPAIRS - BOB MORRIS CDM: 07 F/W REPAIRS - BOB MORRIS CDM: 07
ALBERT TERRACE	SHIPLEY	20/07/2016	COMPLETED	WORK COMPLETED - KEVIN WHITAKER
SHIPLEY AREA	SHIPLEY	25/07/2016	COMPLETED	PROVIDE HAIGH'S JETTER AS DIRECTED BY KEVIN WHITAKER
GEORGE STREET	SHIPLEY	26/07/2016	ORDERED	F/W REPAIRS - BOB MORRIS CDM: 07 10
CAROLINE STREET	SHIPLEY	28/07/2016	ORDERED	F/W REPAIRS - BOB MORRIS CDM: 10 07 - ANNUAL CONDITION SURVEY
HELEN STREET	SHIPLEY	28/07/2016	ORDERED	F/W REPAIRS - BOB MORRIS CDM: 10 - ANNUAL CONDITION SURVEY
GEORGE STREET	SHIPLEY	28/07/2016	ORDERED	F/W REPAIRS - BOB MORRIS CDM: 10 - ANNUAL CONDITION SURVEY
BIRKLANDS ROAD	SHIPLEY	11/08/2016	ORDERED	F/W REPAIRS - BOB MORRIS ANUAL CONDITION SURVEY
LEEDS ROAD	SHIPLEY	12/08/2016	ORDERED	CAT 3. PN. **C/WAY REPAIRS - P1. HRA WC @ 40mm DEEP, P2. HRA WC @ 40mm DEEP** SEE PHOTOS. NCT2a(TIME RESTRICTIONS) - WEEKDAYS 09.30 - 15.30. NCT4a (REMOVAL OF MATERIALS) - TO BE MOVED DAILY. NCT7a (ROAD CLOSURE) - LANE CLOSURE. NCT9b (TYPE OF TM) - TEMP TRAFFIC LIGHTS. (CO-ORDINATORS: 416874 - 438277) (FOR FURTHER INFO CONTACT PAUL NAYLOR ON 01274 431972)
NAB WOOD DRIVE	SHIPLEY	17/08/2016	ORDERED	****PURPLE**** F/W REPAIRS - BOB MORRIS CDM: 07 08 STOP-GO BOARDS REQUIRED
CAROLINE STREET	SHIPLEY	08/09/2016	ORDERED	C/W REPAIRS - BOB MORRIS CDM: 07 08 10 12 PATCHES
EXHIBITION ROAD	SHIPLEY	08/09/2016	ORDERED	C/W REPAIRS - BOB MORRIS CDM: 07 08 10 11 PATCHES
BRADFORD ROAD	WHARFEDALE	09/05/2016	ORDERED	*****RED***** DRAINAGE WORK - ROBERT JUDSON CDM: 07 04 08 QUICK SET OR APOXY

ADDRESS	WARD	ORDERED	STAGE	DESCRIPTION
MENSTON OLD LANE	WHARFEDALE	17/05/2016	COMPLETED	FW REPAIRS - KEVIN WHITAKER
STATION ROAD	WHARFEDALE	03/08/2016	ORDERED	C/W REPAIRS - KEVIN WHITAKER 7 PATCHES
MOOR ROAD	WHARFEDALE	21/09/2016	ORDERED	DRAIN REPAIRS - KEVIN WHITAKER
WROSE MOUNT	WINDHILL & WROSE	10/05/2016	COMPLETED	C/W REPAIRS - BOB MORRIS CDM: 07 08 FOUR PATCHES
DALESIDE ROAD	WINDHILL & WROSE	25/05/2016	COMPLETED	FW REPAIRS - BOB MORRIS CDM: 07 08
PLUMPTON DRIVE	WINDHILL & WROSE	15/06/2016	COMPLETED	FW REPAIRS - BOB MORRIS CDM: 07
POPLAR ROAD	WINDHILL & WROSE	23/06/2016	COMPLETED	FW REPAIRS 13 PATCHES - CDM CODES 07/08 APPLY - DIM BOOK REF H1 PAGE 10 - KEVIN WHITAKER EXT: 8262
DALE GROVE	WINDHILL & WROSE	14/07/2016	COMPLETED	C/W REPAIRS - KEVIN WHITAKER
DALE GROVE	WINDHILL & WROSE	14/07/2016	COMPLETED	FW REPAIRS - KEVIN WHITAKER
PRATT LANE	WINDHILL & WROSE	01/08/2016	ORDERED	GULLY WORK - BOB MORRIS CDM: 07
BUTE STREET	WINDHILL & WROSE	17/08/2016	COMPLETED	FW REPAIRS - BOB MORRIS CDM: 07 08
OAKDALE ROAD	WINDHILL & WROSE	17/08/2016	ORDERED	FW REPAIRS - BOB MORRIS CDM: 07 08
GLENSIDE ROAD	WINDHILL & WROSE	17/08/2016	ORDERED	FW REPAIRS - BOB MORRIS CDM: 07 08
PROSPECT WALK	WINDHILL & WROSE	22/08/2016	ORDERED	FW REPAIRS - BOB MORRIS CDM: 07 08

APPENDIX 6 – Completed Gully Cleaning in the Shipley Constituency

Scheduled/Routine Work

Ward	Total No.	No. Cleaned	% Cleaned
Baildon	3,090	1,218	40
Bingley	3,811	1,281	34
Bingley Rural	3,990	180	5
Shipley	3,380	169	5
Wharfedale	2,057	51	2
Windhill & Wrose	2,759	456	17

Table 1: Gullies Cleaned Between 1/04/2016 and 30/09/2016

In addition, 189 requests for gully cleaning were made to the Council's Contact Centre between 1/04/16 and 30/09/16.

Scheduled/Routine Work

Ward	Total No.	No. Cleaned	% Cleaned
Baildon	3,090	2,778	89.90
Bingley	3,811	3,465	90.92
Bingley Rural	3,990	4,221	105.79 *
Shipley	3,380	2,270	67.16
Wharfedale	2,057	1,113	54.11
Windhill & Wrose	2,759	3,400	123.23 *

Table 2: Gullies Cleaned Between 30/09/2014 and 30/09/2016

* Includes gullies cleaned more than once in two year period (arterial routes, busy junctions, steep gradients)