

Agenda for a meeting of the Keighley Area Committee to be held on Thursday, 18 August 2016 at 6.00 pm in Council Chamber - Keighley Town Hall

Members of the Committee – Councillors

CONSERVATIVE	LABOUR	THE INDEPENDENTS	INDEPENDENT
Ali Brown Mallinson BM Smith	M Slater Bacon Farley	Hawkesworth	K Hussain

Alternates:

CONSERVATIVE	LABOUR	THE INDEPENDENTS	INDEPENDENT
Gibbons Miller Poulsen Rickard	Pullen Abid Hussain Lee	Naylor	

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: Jane Lythgow

Phone: 01274 432270

E-Mail: jane.lythgow@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. 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.

(Jane Lythgow - 01274 432270)

4. 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 Tuesday 16 August 2016.

(Jane Lythgow - 01274 432270)

B. BUSINESS ITEMS

5. BRIDGE LANE, ILKLEY - OBJECTIONS TO TRAFFIC REGULATION ORDER

1 – 10
Ilkley

The report of the Strategic Director, Regeneration, (**Document “F”**) considers objections which have been received to the proposed Traffic Regulation Order (TRO) to introduce 24 hour Resident Permit Parking, together with one hour parking for non-permit holders on Bridge Lane, Ilkley.

Recommended –

The objections be overruled, and the proposed TRO to change the existing overnight Residents Permit Parking to 24 hours, together with 1 hour parking for Non-Permit Holders with the inclusion of ‘Special Permits’, on Bridge Lane, Ilkley, as shown on Drawing No. TDG/THN/AK/103212/CON-1A (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised, and the objectors be advised accordingly.

(Environment and Waste Management Overview and Scrutiny Committee)

(Simon D’Vali - 01535 618181)



6. **PETITION - LAWKHOLME LANE, KEIGHLEY Keighley Central** 11 – 16
Keighley
Central
- Previous references: Council 88 (2014/15) and Keighley Area
Committee 7 (2015/16)
- The Strategic Director, Regeneration, will present a report,
(**Document “G”**) which details the results of the monitoring of the
impact of the provision of a School Crossing Patrol on Lawkholme
Lane, Keighley.
- The petition was referred to Keighley Area Committee by Council at its
meeting on 24 March 2015 and considered at the meeting of Keighley
Area Committee on 25 June 2015.
- Recommended –**
- That the report be noted.**
- (Environment and Waste Management Overview and Scrutiny
Committee (Simon D’Vali - 01535 618375)
7. **PROPOSED TRAFFIC REGULATION ORDER (TRO) TO** 17 – 24
INTRODUCE NO WAITING AT ANYTIME RESTRICTIONS ON
THORNHILL ROAD, STEETON Craven
- The report of the Strategic Director, Regeneration, (**Document ”H”**)
considers objections received from local residents to a Traffic
Regulation Order (TRO) to introduce no waiting at anytime restrictions
on Thornhill Road, Steeton.
- Recommended –**
- That the objections be overruled and the proposed Traffic
Regulation Order, as shown on Drawing Number
TDG/THN/102203/TRO-1D, attached at Appendix 1 to Document
“H” be approved, sealed and implemented as formally advertised
and the objectors be advised accordingly.**
- (Environment and Waste Management Overview and Scrutiny
Committee)
- (Simon D’Vali – 01535 618181)
8. **FREESTANDING TRAFFIC REGULATION ORDERS CURRENTLY** 25 – 38
BEING PROCESSED WITHIN THE KEIGHLEY AREA COMMITTEE
BOUNDARY AND PROPOSED NEW STARTS FOR 2016/17. All
Wards
- The Strategic Director, Regeneration, will present a report (**Document
“I”**) which identifies the Freestanding Traffic Regulation Orders (TRO)
currently being processed within the Area Committee Boundary and
proposed new starts for 2016/17.



Recommended –

- (1) That the commitment to the previously approved and ongoing schemes as detailed in Appendix 1 to Document “I” be confirmed.
- (2) That the Traffic Regulation Orders shown in Appendix 2 to Document “I” be approved for processing and implementation from the Traffic Regulation Orders Capital budget for 2016/2017.
- (3) That the Traffic Regulation Orders selected from Appendix 2 of Document “I” be prepared and advertised.
- (4) That any valid objections to the advertised Orders be submitted to this Committee for consideration or, in the event of there being no valid objections, the Orders be sealed and implemented as advertised.

(Environment and Waste Management Overview and Scrutiny Committee)

(Simon D’Vali – 01274 431000)

9. DEVOLVED BUDGET - SAFER ROADS SCHEMES All Wards

39 – 54
All
Wards

The report of the Strategic Director, Regeneration, (Document “J”) seeks approval for a programme of Safer Roads Schemes for the Keighley area for the 2016/17 financial year.

Recommended –

- (1) That the programme of Casualty Reduction Schemes for 2016/17 listed in the Priority List contained in Appendix 2 to Document “J” be approved.
- (2) That the proposed programme of Traffic Management Schemes for 2016/17 listed in Appendix 3 to Document “J” be approved.
- (3) 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 the local Ward Members.
- (4) 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 – 01274 431000)

10. ANNUAL UPDATE ON ROAD SAFETY IN THE KEIGHLEY CONSTITUENCY

55 – 66
All
Wards

Previous reference: Minute 23 (2015/16)

The report of the Strategic Director, Regeneration (**Document “K”**) provides an update on current casualty levels and trends in the Keighley constituency and on the Road Safety Education, Training and Publicity Initiatives aimed at reducing casualties.

Recommended –

- (1) That the information contained in Document “K” in respect of casualty trends and Road Safety activities in the Keighley Constituency be noted.**
- (2) That the evidence based approach to determine Road Safety priorities continue to be supported.**

(Environment and Waste Management Overview and Scrutiny Committee)

(Sue Snoddy - 01274 437409)

11. STREET LIGHTING COLUMN REPLACEMENT SCHEME All Wards

67 – 72
All
Wards

The report of the Strategic Director, Regeneration (**Document “L”**) informs Members of the requirement to replace street lighting columns that have been identified as non-compliant. That is that they are in need of urgent replacement due to their age and condition based upon the findings of inspections carried out during reactive maintenance visits.

Recommended –

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

(Environment and Waste Management Overview and Scrutiny Committee)

(Allun Preece - 01274 434019)



Report of the Strategic Director of Regeneration to the meeting of the Keighley Area Committee to be held on 18th August 2016.

F

Subject:

Objections have been received to the proposed Traffic Regulation Order (TRO) to introduce 24 hour Resident Permit Parking, together with 1 hour parking for Non-Permit Holders, on Bridge Lane, Ilkley.

Summary statement:

This report considers objections received from local businesses to a Traffic Regulation Order to introduce 24 hour Resident Permit Parking, together with 1 hour parking for Non-Permit Holders.

It is recommended that:

- **The objections be overruled and the proposed TRO to change the existing overnight Residents Permit Parking to 24 hours, together with 1 hour parking for Non-Permit Holders, with the inclusion of ‘Special Permits’, on Bridge Lane, Ilkley, as shown on Drawing No. TDG/THN/AK/103212/CON-1A (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised.**
- **The objectors be advised accordingly.**

Mike Cowlam
Strategic Director (Regeneration)

Portfolio:

Housing, Planning and Transport

Report Contact: Simon D’Vali
Phone: (01535) 618181
E-mail: simon.dvali@bradford.gov.uk

Overview & Scrutiny Area:

Environmental and Waste Management



1. SUMMARY

This report considers 3 objections received from local businesses to a Traffic Regulation Order to introduce 24 hour Resident Permit Parking (together with 1 hour parking for Non-Permit Holders) on Bridge Lane, Ilkley.

2. BACKGROUND

- 2.1 Currently there are two parking bays on Bridge Lane, Ilkley that have Residents Parking Restrictions, overnight only, from the hours of 6pm to 8am. However, residents are finding it increasingly difficult to park outside or near their properties outside of these hours. They have therefore requested that 24 hour Residents Parking Restrictions be introduced. In order to help all road users, a Traffic Regulation Order to introduce 24 hour Resident Permit Parking, together with 1 hour parking for Non-Permit Holders has been proposed.
- 2.2 A location plan identifying Bridge Lane, Ilkley and the existing and proposed waiting restrictions are identified within the plan, attached to this report as Appendix 1.
- 2.3 This committee approved on 23 July 2015, funding for this proposed TRO as shown on Appendix 1 of this report.
- 2.4 The proposed TRO was formally advertised on 18th February 2016 for a 3 week and resulted in the receipt of 3 formal objections. These objections along with officer comments are tabulated in Appendix 2.
- 2.5 There is currently no provision in the order for 'Special Permits'. These are discretionary permits issued by Highways on the basis that if there is available capacity for parking, Highways can issue the permit to non-residents, residents in adjacent streets, or businesses.
- 2.6 There is an operational garage business on Bridge Lane that has objected to the proposal (detailed in Appendix 2). If a two hour (or three hour) no return restriction (instead of the proposed one hour no return restriction), in the 3 car parking bay, outside the garage is included in the order, then this would accommodate this objectors needs. This will however allow up to 3 hours for non residents to park.
- 2.7 'Special Permit' provision in the order will allow the highways office to issue parking permits at their discretion (based on capacity and the need to park at this location). Legal Services have advised that if there is a wish to include this element in the proposed TRO, consent from the residents of Bridge Lane who currently hold parking permits, would be required.
- 2.8 A meeting with the residents of Bridge Lane took place on Thursday 4th August and they collectively agreed to the inclusion of 'Special Permits' within the order, and this was followed up by email confirmation.



3. OTHER CONSIDERATIONS

3.1 Ilkley Parish Council, the emergency services and WYCA have been consulted on the scheme proposals with no adverse comments having been received.

4. FINANCIAL & RESOURCE APPRAISAL

4.1 Financial

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

4.2 Resources

The proposed scheme can be processed within existing staff resources.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

There are no risk management implications.

6. LEGAL APPRAISAL

There are no legal implications at present.

7. OTHER IMPLICATIONS

None

7.1 EQUALITY & DIVERSITY

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

7.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications arising from this report.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no greenhouse gas implications arising from this report.



7.4 COMMUNITY SAFETY IMPLICATIONS

There are no community safety implications arising from this report.

7.5 HUMAN RIGHTS ACT

There are no human rights implications arising from this report.

7.6 TRADE UNION

There are no trade union implications arising from this report.

7.7 WARD IMPLICATIONS

None

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

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

8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

Option 1 - The proposed TRO to change the existing overnight Residents Permit Parking to 24 hours, together with 1 hour parking for Non-Permit Holders, with the inclusion of 'Special Permits', on Bridge Lane, Ilkley, as shown on Drawing No. TDG/THN/AK/103212/CON-1A (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised, and the objectors be advised accordingly.

Option 2 - That the proposals be abandoned

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



10. RECOMMENDATIONS

The objections be overruled, and the proposed TRO to change the existing overnight Residents Permit Parking to 24 hours, together with 1 hour parking for Non-Permit Holders with the inclusion of 'Special Permits', on Bridge Lane, Ilkley, as shown on Drawing No. TDG/THN/AK/103212/CON-1A (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised, and the objectors be advised accordingly.

11. APPENDICES

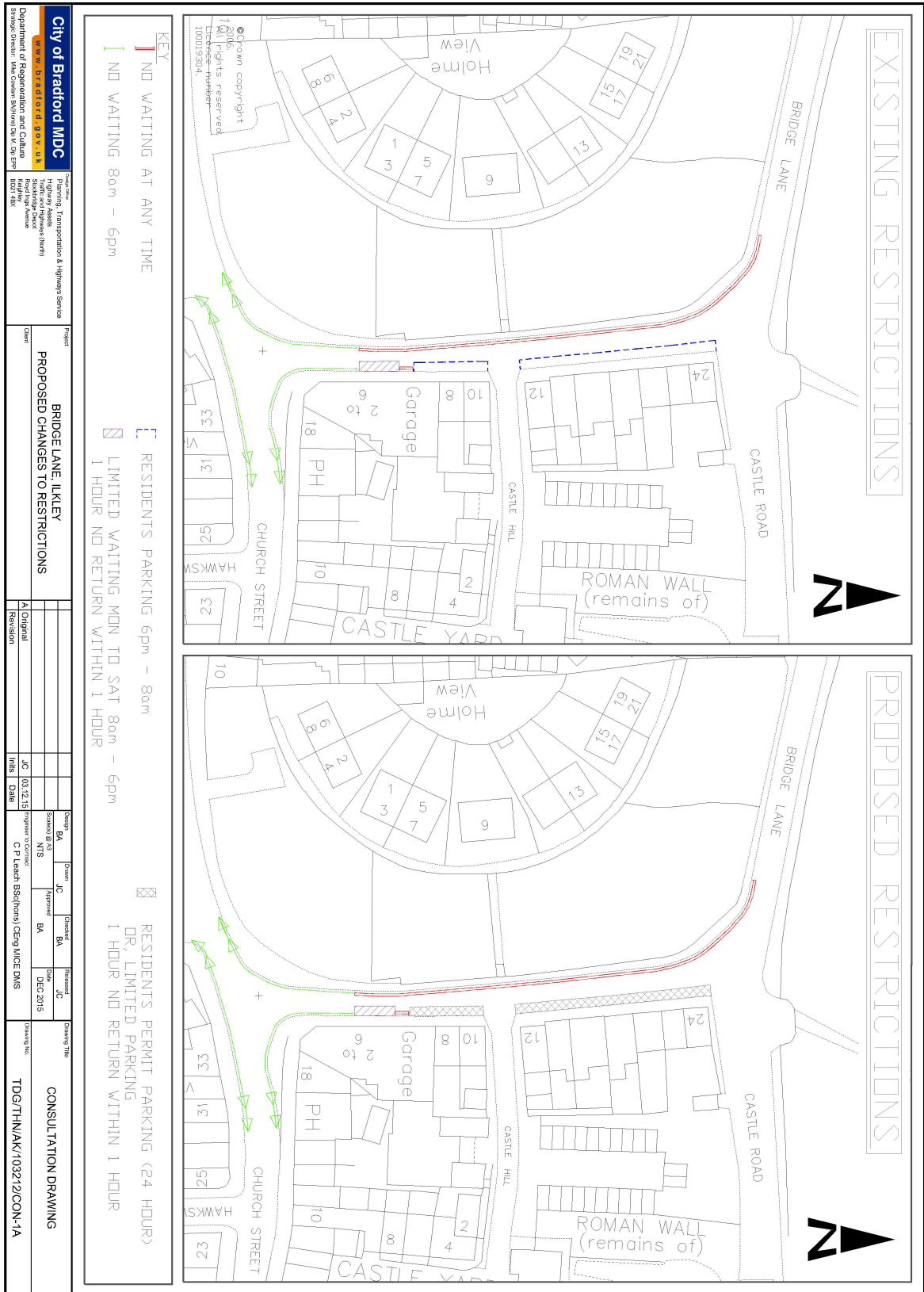
Appendix 1 – Drawing No. TDG/THN/103212/CON-1A showing the advertised restrictions.

Appendix 2 – Objectors' and officers comments.

12. BACKGROUND DOCUMENTS

12.1 Keighley Area Committee Report 23 July 2015.





Objections – Bridge Lane	Officer Comments
<p><u>Objector 1 – Business owner on Church Street</u></p> <p>This proposal will have a direct and immediate impact on the viability of my business. Had I known of this intention, I would not have located here, as customer parking is vital to the success of my business.</p> <p>Without this parking being available, customers will have to carry heavy equipment a substantial distance to my shop from parking spots by the park. This will be most off putting, given the vulnerable nature of products to the weather.</p> <p><u>Objector 2 – Business owner on Church Street</u></p> <p>Our business necessitates vehicular travel to and from sites on a daily basis and we use the effected locations regularly. Should this not be possible this could affect the viability of our business meaning we may need to re-locate with the loss of local jobs.</p> <p>We enclose photographs, taken on two separate days at 5:13pm and 8:10pm respectively. These clearly show there is no problem with lack of parking for residents at the end of a working day; indeed most of the available spaces are vacant and available.</p>	<p>The existing parking bay on Bridge Lane for 2 vehicles that currently has Limited Parking, Mon to Sat, 8am to 6pm, 1 hour, will remain unchanged, as it is.</p> <p>Currently there are no restrictions on the other two of the parking bays on Bridge Lane during the day, between 8am and 6pm. With the introduction of Residents Permit Parking (24 hour) together with Limited Parking 1 hour, no return with 1 hour, parking will be MORE likely to be readily be available.</p> <p>The existing parking bay on Bridge Lane for 2 vehicles that currently has Limited Parking, Mon to Sat, 8am to 6pm, 1 hour, will remain unchanged, as it is.</p> <p>Currently there are no restrictions on two of the parking bays on Bridge Lane during the day, between 8am and 6pm. With the introduction of Residents Permit Parking (24 hour) together with Limited Parking 1 hour, no return with 1 hour, parking will be MORE likely to be readily be available.</p> <p>A number of site visits have been undertaken, together with repeated complaints from local residents has established that often there aren't parking spaces available and there is a problem.</p>



Objector 3 – Business owner on Bridge Lane

The Council will understand that at the moment the situation is made much worse by the building operations taking place at the rear of the houses on Bridge Lane. The builder has annexed part of Castle Road for use as a building site. The builder appears to be taking up valuable parking space outside the registered title of the land he owns which was previously available for residents and arrangements should be made to ensure that this area becomes available again after the new houses are completed. This should make things better for residents.

I have no objection at all to the proposal for the 24 hour residents permits for the long stretch of road from Castle Hill north along Bridge Lane (Area 1) with a 1 hour restriction for non-residents during the day.

I have no objection to the proposal to retain the two car bay at the south of Bridge Lane (Area 3) as it currently is, i.e. 1 hours restriction for non-residents during the day.

The problem I have is with the three bay area starting from my garage door running north to Castle Hill.

There is not as much of a requirement for the residents to use this area. The residents of numbers 2A, 2B and 8 Bridge Lane do not have cars and, as I understand it, have never complained of a problem.

The situation has been of concern for local residents for a number of years now, before the building operations started at the rear of Bridge Lane. Investigations will be undertaken to ensure that the builder is complying with the planning permission.

Noted.

Noted.

During busy periods this three bay parking area is often used for parking by some of the owners of properties 10-24 Bridge Lane, as there are only approximately 7 parking spaces in the bay outside these properties, and currently 11 Resident Parking Permits have been issued.



<p>The resident of number 10 often prefers to park on Castle Hill 9 (rather than on Bridge Lane), which as a resident requiring access I understand he is entitled to do.</p>	<p>Noted</p>
<p>The main problem which reasonably needs to be addressed for Area 2 is the use of the site for all day parking by commuters who park there from 8am onwards and probably go to use the train to travel to Leeds or Bradford.</p>	<p>The current proposed scheme will address this issue.</p>
<p>The reason I consider that the proposal about Area 2 is not quite right is because the facility to use those spaces from time to time for a few hours during the day is essential for the efficient operation of my company.</p>	<p>Noted</p>
<p>The problem I have is that when I have finished repairing a car in my premises, the vehicle has to be removed from the garage workspace and, for safety reasons, placed somewhere for easy collection by the customer. Customers might take as long as three hours to collect their vehicle. The most efficient place for this purpose is in Area 2.</p>	<p>Noted</p>
<p>I have acquired a car park to the rear of my premises to help with this. However, the vehicles are multi-parked there by my staff and it is not easy to park the finished vehicles and remove them from there and customers are not allowed to entry it.</p>	<p>Noted</p>



<p>I would therefore suggest that Area 2 be restricted to 24 hour permit only parking OR 2 hour (and preferably 3 hour) parking with no return within 1 hour. I see no reason why, to maintain some consistency, the short bay in Area 3 should not be used on the same basis. There would then be a stretch along the southern half of Bridge Lane where residents had access all day, and it had 2 (or 3) hour parking that was permitted to the general public. This would make it similar to the parking on Cunliffe Road and South Hawksworth Street.</p> <p>Alternatively, I would like the opportunity to have three Business Parking Permits to be used on the same basis as Residents Permits. This would give me the chance to allow customers to park on up to three bays but would have the advantage from your point of view of limiting the number of cars which did so to three.</p> <p>I would be happy to move any vehicles parked on the street by my customers or staff and which were causing problems at the request of a Residents Permit Holder</p>	<p>During busy periods this three bay parking area is often used for parking by some of the owners of properties 10-24 Bridge Lane, as there are only approximately 7 parking spaces in the bay outside these properties, and currently 11 Resident Parking Permits have been issued. However if Committee itself decide they would like to “modify” the proposals (i.e. change the proposed limited waiting element on this three car parking bay area from 1 hour to 2 hours), then those persons likely to be affected have to be consulted on the proposed changes, and any comments they make have to be given consideration by officers and/or this Committee before they can be implemented.</p> <p>Business permits are not able to be issued as the business does not meet the criteria to qualify for Business Parking Permits.</p> <p>Noted</p>
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Report of the Strategic Director of Regeneration to the meeting of Keighley Area Committee to be held on 18 August 2016

G

Subject:

LAWKHOLME LANE, KEIGHLEY

Summary statement:

This report details the results of monitoring of the impact of the provision of a School Crossing Patrol on Lawkholme Lane, Keighley.

Recommendation:

That the content of this report be noted.

Ward: 15 Keighley Central

Mike Cowlam
Strategic Director of Regeneration

Portfolio:

Regeneration, Planning and Transport

Report Contact: Simon D'Vali
Phone: (01535) 618375
E-mail: simon.dvali@bradford.gov.uk

Overview & Scrutiny Area:
Environment and Waste Management



1. SUMMARY

- 1.1 At its meeting on 25 June 2015, the Keighley Area Committee resolved the following:

That the Strategic Director, Regeneration and Culture, be requested to monitor the impact of the provision of a School Crossing Patrol on Lawkholme Lane and provide a future report to Members in six months time.

2. BACKGROUND

- 2.1 Road Safety improvements have previously been made on Lawkholme Lane, Keighley in the vicinity of Eastwood Primary School. Over ten years ago, traffic calming was installed in the form of speed cushions. In June 2010 a Speed Limit Order was introduced to reduce the speed limit from 30mph to 20 mph.
- 2.2 In the five year period (June 2011 – June 2016 inclusive) there has been 1 road injury on Lawkholme Lane within 100m of the junction with Victoria Avenue. This collision took place at 5:45pm and was not a school related incident.
- 2.3 The Council's School Crossing Patrol Co-Ordinator undertook a site survey in February 2015 and the results showed that Lawkholme Lane met the criteria for a School Crossing Patrol. The position was advertised, and a School Crossing Patrol Officer was employed and operating from September 2015.

3. OTHER CONSIDERATIONS

- 3.1 School Patrol warning signs have been erected at two locations on Lawkholme Lane, in advance of where the School Crossing Patrol is operating, which is at the junction of East Avenue and Victoria Avenue. This is shown on the plan, attached as Appendix 1 to this report.

3.2 MONITORING

An Engineer has visited Lawkholme Lane on several occasions following the introduction of the School Crossing Patrol Officer, and this, along with the other measures, appears to have had a positive effect on vehicle speeds.

By waiting for a significant gap in the traffic flow, the School Crossing Patrol Officer attempts to keep vehicle queues to a minimum, thereby reducing instances of congestion and potential driver frustration. Parents and children are fully aware that they have to wait until the School Crossing Patrol Officer tells them they can cross.



Even upper school children are using the School Crossing Patrol Officer to cross this road, emphasizes its usefulness. They also know her because she is local, and this seems to help as well.

This site will be monitored on a regular basis, to ensure that it continues to provide a safe and controlled crossing facility for school children and their parents

4. FINANCIAL & RESOURCE APPRAISAL

There are no financial issues arising.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

There are no significant risks arising.

6. LEGAL APPRAISAL

There are no legal issues arising.

7.0 OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

There are no issues arising from the Council's Equality & Diversity Strategy.

There are no issues arising from the Initial Equality Impact Assessment.

7.2 SUSTAINABILITY IMPLICATIONS

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



7.3 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.

7.4 COMMUNITY SAFETY IMPLICATIONS

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

7.4 HUMAN RIGHTS ACT

None.

7.6 TRADE UNION

None.

7.7 WARD IMPLICATIONS

None.

8.0 AREA COMMITTEE ACTION PLAN IMPLICATIONS

The development and implementation of schemes included in this report support priorities within the Keighley Area Committee Ward Plans 2016-17.

9.0 NOT FOR PUBLICATION DOCUMENTS

None

10. OPTIONS

None.

11. RECOMMENDATIONS

That the content of this report be noted.



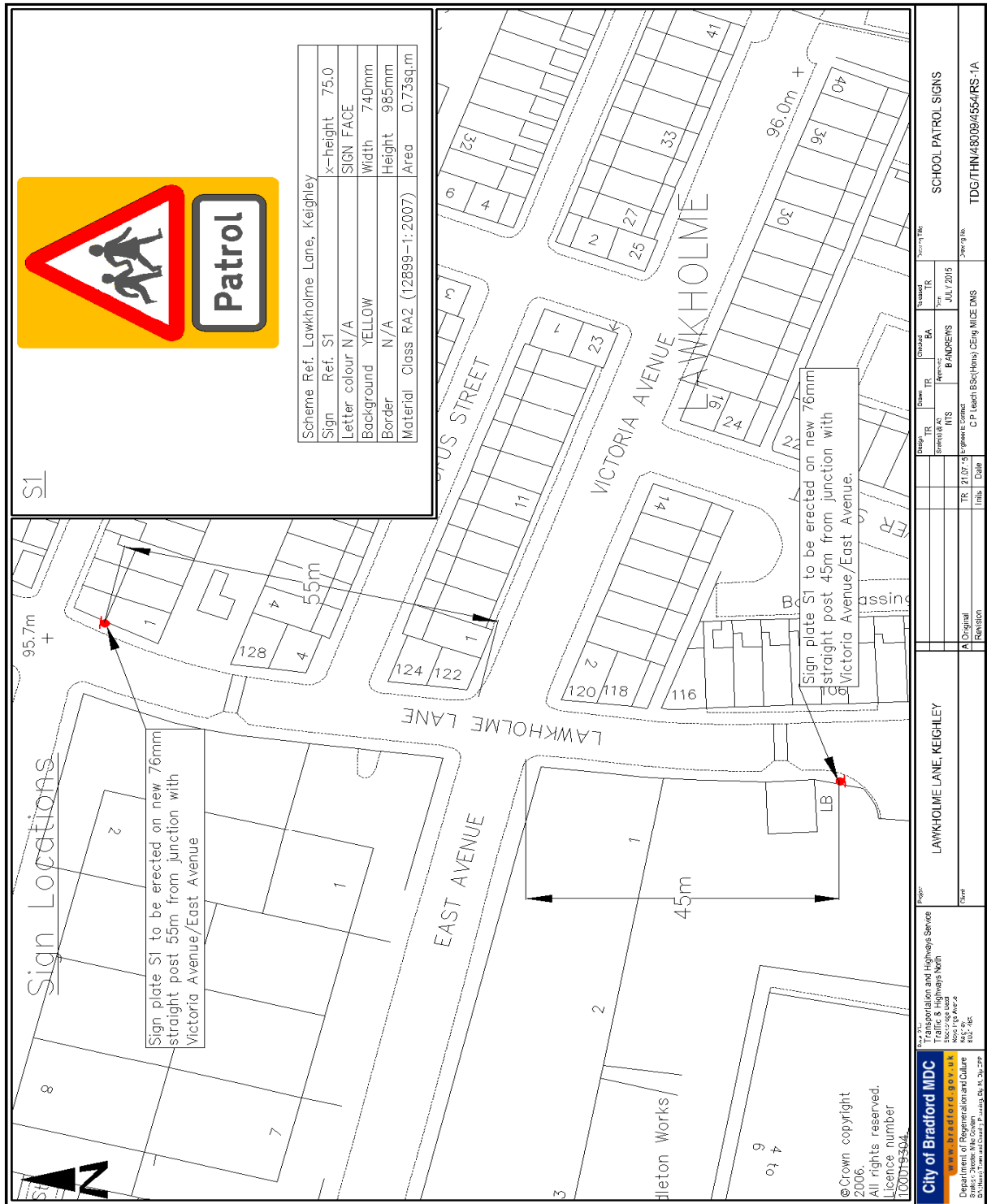
12. APPENDICES

Appendix 1 – Plan of Lawkholme Lane showing the School Patrol Warning Signs.

13. BACKGROUND DOCUMENTS

- 13.1 Committee resolution arising from the Keighley Area Committee meeting of 25 June 2015.
- 13.2 Report considering a petition, requesting the introduction of a pedestrian crossing on Lawkholme Lane, near it's junction with East Avenue and Victoria Avenue near Eastwood Primary School at the Keighley Area Committee meeting of 25 June 2015.





Report of the Strategic Director of Regeneration to the meeting of the Keighley Area Committee to be held on 18th August 2016.

H

Subject:

Objections have been received to the proposed Traffic Regulation Order (TRO) to introduce no waiting at anytime restrictions on Thornhill Road, Steeton.

Summary statement:

This report considers objections received from local residents to a Traffic Regulation Order to introduce no waiting at anytime restrictions on Thornhill Road, Steeton.

It is recommended that:

The objections be overruled, and the proposed TRO, as shown on Drawing No. TDG/THN/102203/TRO-1D (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised, and the objectors be advised accordingly.

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:

Environmental and Waste Management



1. SUMMARY

This report considers objections received from local residents regarding the proposed Traffic Regulation Order (TRO) to introduce no waiting at anytime restrictions on Thornhill Road, Steeton.

2. BACKGROUND

- 2.1 Planning approval was granted for the construction of 220 dwellings on land situated off Thornhill Road, Steeton. (Application number 11/03602/FUL).
- 2.2 Under the terms and conditions of the planning approval, and the Section 106 agreement, the developer is required to promote a TRO with a view to introduce “No Waiting At Any Time” restrictions.
- 2.3 These proposed restrictions are considered necessary to address road safety concerns raised in relation to increased traffic volumes on the adjacent highway network.
- 2.4 A location plan identifying Thornhill Road, Steeton and the existing and proposed waiting restrictions are identified within the plan, attached to this report as Appendix 1.
- 2.4 The proposed TRO was formally advertised on 19th November 2015 for a 3 week period and resulted in the receipt of 3 formal objections. These objections along with officer comments are tabulated in Appendix 2.

3. OTHER CONSIDERATIONS

- 3.1 Steeton With Eastburn Parish Council, the emergency services and WYCA have been consulted on the scheme proposals with no adverse comments having been received.

4. FINANCIAL & RESOURCE APPRAISAL

The cost of introducing the proposed TRO will be met by the developer.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

There are no risk management implications.

6. LEGAL APPRAISAL

There are no legal implications at present.



7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

In writing this report, due regard has been given of the need to eliminate unlawful discrimination, harassment and victimisation, to advance quality of opportunity between different groups and to foster good relations between different groups under section 149 of the Equality Act 2010.

7.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications arising from this report.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no greenhouse gas implications arising from this report.

7.4 COMMUNITY SAFETY IMPLICATIONS

There are no community safety implications arising from this report.

7.5 HUMAN RIGHTS ACT

There are no human rights implications arising from this report.

7.6 TRADE UNION

There are no trade union implications arising from this report.

7.7 WARD IMPLICATIONS

None.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

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



8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

Option 1 - The proposed TRO, as shown on Drawing No. TDG/THN/102203/TRO-1D (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised, and the objectors be advised accordingly.

Option 2 - That the proposals be abandoned

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

10. RECOMMENDATIONS

The objections be overruled, and the proposed TRO, as shown on Drawing No. TDG/THN/102203/TRO-1D (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised, and the objectors be advised accordingly.

11. APPENDICES

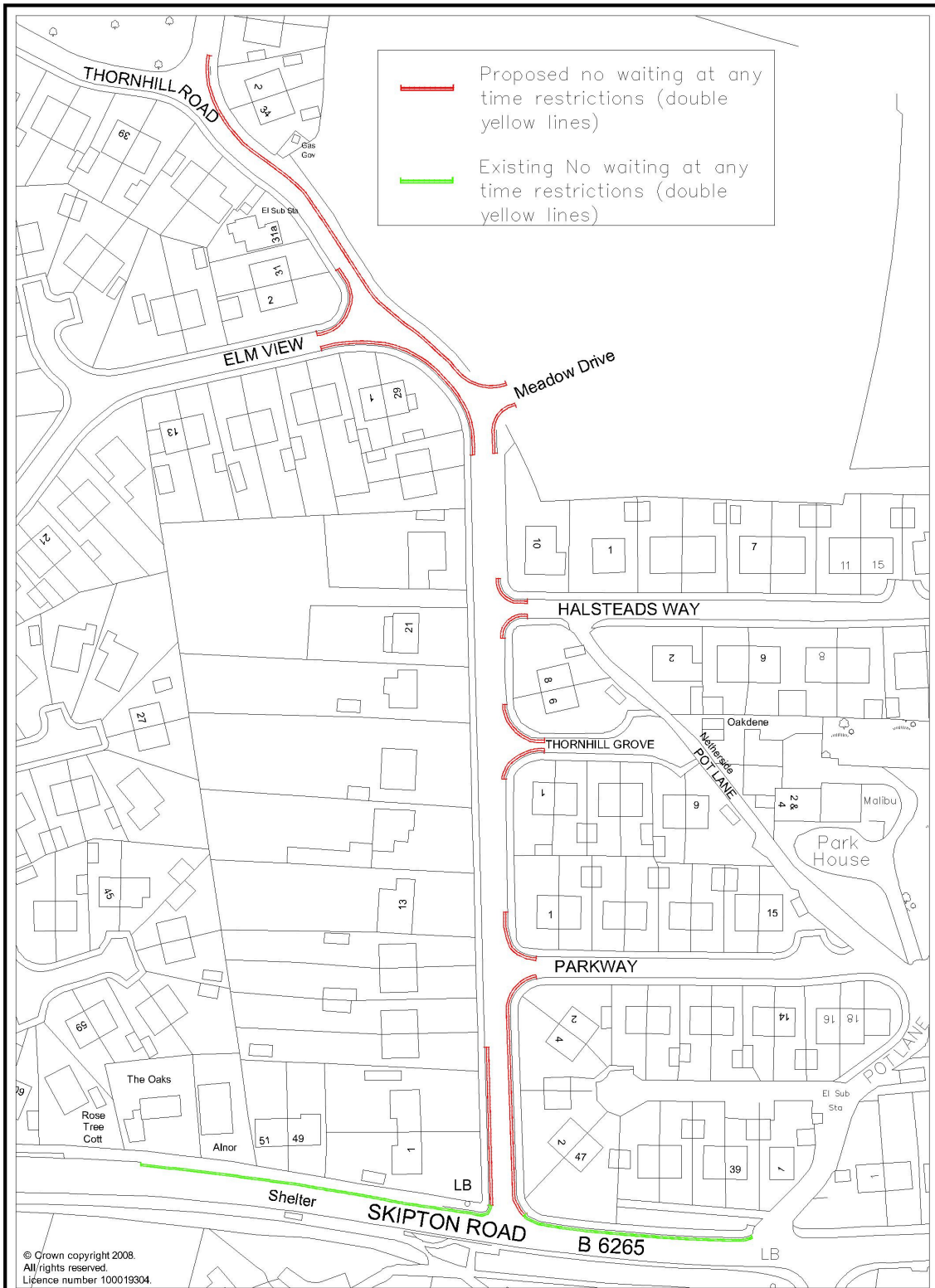
Appendix 1 – Drawing No. TDG/THN/102203/TRO-1D showing the advertised restrictions

Appendix 2 – Objectors' and officers comments.

12. BACKGROUND DOCUMENTS

Bradford Council File 102203





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City of Bradford MDC www.bradford.gov.uk Department of Regeneration Strategic Director: Barra MacRae FRSA FRSA Transport and Highways Service Traffic and Highways North Angley Area Team Shilley Town Hall Kinggate Shilley BD18 3EU	D	Changes to restrictions	JC	20.04.16	Design	TR	Drawn	TR	Checked	BA	Released	TR	Project	THORNHILL ROAD, STEETON
	C	Updated Proposals	TR	07.08.15	Scales (if A4)	NTS		Approved	B ANDREWS		Date	AUG 15	Drawing Title	PROPOSED NO WAITING AT ANY TIME RESTRICTIONS
	B	Amendments	OM	15.5.14	Engineer to Contract	C P Leach, B.Sc(Hons), C.Eng., MICE, DMS							Drawing No.	TDG/THN/102203/TRO-1D
	A	Original	OM	17.07.13	Client									



Objections – Thornhill Road	Officer Comments
<p>(1) The few cars that park on Thornhill Road help slow the traffic down on what is supposed to be a 20mph limit, removing the obstacles will let the residents from the new housing estate do whatever speed they want, with the greater risk of an accident or a pedestrian being knocked down.</p> <p>(2) There is no need for them.</p> <p>(3) It is an inappropriate use of the funds set aside, as it does not match the original aims and requirements.</p> <p>(4) Removing parking on the East Side of Thornhill Road between Parkway and the junction with Skipton Road will adversely affect safety as it will allow drivers to speed.</p> <p>(5) The restriction will be redundant whenever there is a queue of cars waiting to turn right out of Thornhill Road.</p>	<p>(1) Vehicles should already be travelling at 20mph or less, so shouldn't need slowing down further. If the parked vehicles were to remain, and a give and take situation arises at any location, the increase in traffic on Thornhill Road together with the parked vehicles could cause additional road safety hazards.</p> <p>(2) If parking restrictions were not introduced, congestion and associated road safety dangers would increase.</p> <p>(3) The original Section 106 agreement states that funding should be allocated towards a TRO which the Council should implement as it deems necessary ('on those streets between and inclusive Thornhill Road and Clough Avenue'). The proposals reflect the restrictions the Highway Authority deems necessary for this development.</p> <p>(4) At present parking on the Eastern Side of Thornhill Road restricts traffic wanting to turn right or left onto Skipton Road down to one lane. This already creates congestion without the development being fully occupied. Implementing the restrictions will enable traffic to form two informal lines for vehicles exiting left and right, thereby reducing congestion.</p> <p>(5) If the proposed restrictions were not implemented, the queue of cars waiting to turn out of Thornhill Road would be longer and indiscriminate parking on Thornhill Road would cause more congestion and road safety concerns.</p>



<p>(6) The TRO will move the problem of outpatients, staff and visitors parking for Airedale Hospital to other locations along Thornhill Road.</p> <p>(7) The current restrictions and parked vehicles slow the existing traffic making it safer for pedestrians and other road users.</p> <p>(8) Are the short sections of no waiting at anytime restrictions required around the corners of Parkway, Thornhill Grove and Halsteads Way required?</p> <p>(9) Why wasn't Steeton Grove considered as an alternative location as the access road to the development?</p> <p>(10) The original agreement was to stop the problem of rat running on Halsteads Way.</p> <p>(11) Thornhill Road doesn't need the restrictions as it already wide enough for free flowing traffic, however the same cannot be said about Halsteads Way and Clough Avenue.</p> <p>(12) As the wall is so low and the visibility isn't causing a problem at the</p>	<p>(6) Bradford Council is aware of the parking problems that Airedale General Hospital creates and various options can be explored to try to reduce this problem.</p> <p>(7) Although this maybe the case for some drivers, vehicles should already be travelling at 20mph. If the parked vehicles were to remain, and a give and take situation arises at any location, the increase in traffic on Thornhill Road together with the parked vehicles could cause additional road safety hazards.</p> <p>(8) Yes, these short sections of no waiting at any time restrictions are proposed to be implemented, to protect sightlines at each of these junctions.</p> <p>(9) Alternative roads to access the housing development would have been considered during the planning process.</p> <p>(10) If rat running does become a severe problem on Halsteads Way, the Highway Authority will investigate possible measures to improve this problem.</p> <p>(11) It is deemed that parking restrictions are required on Thornhill Road, as this is a very busy distributor road that provides access to many streets on this housing estate. If measures are deemed necessary on Halsteads Way and Clough Avenue, then these locations will be assessed and brought back to a future committee meeting.</p> <p>(12) The sightlines of the entrance/exit to the development have been specified</p>
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<p>entrance/exit to the estate do the restrictions really need to extend as far as Curer Walk? Vehicles should already be travelling at 20mph so drivers will have plenty of time to see other vehicles.</p> <p>(13)The restrictions that were reinstated after the junction was resurfaced are already longer than what was previously installed and are all that is needed to address the safety/congestion problems at this junction.</p>	<p>which require a visibility splay to extend towards Curer Walk. The section on Thornhill Road is very narrow and vehicles often park on the footway, which in turn leads to some pedestrians having to walk on the road. Implementing the restrictions here, will stop vehicles from parking on the footway, allow two way traffic flow and improve road safety.</p> <p>(13)The parking restrictions that were reinstated after the junction was resurfaced have been installed longer than they were previously. This was an error in the contract. However, if parking restrictions were not introduced as proposed, congestion and associated road safety dangers would increase.</p>



Report of the Director, Regeneration to the meeting of the Keighley Area Committee to be held on 18 August 2016

Subject:

Freestanding Traffic Regulation Orders currently being processed within the Area Committee Boundary and proposed new starts for 2016/2017.

Summary Statement:

This report identifies the Traffic Regulation Orders currently being processed that are free standing (not linked to other major schemes) and recommends a programme of Orders to be started in 2016/2017.

Wards	9 Craven
	14 Ilkley
	15 Keighley Central
	16 Keighley East
	17 Keighley West
	29 Worth Valley

Mike Cowlam
Strategic Director Regeneration

Contact: Simon D'Vali
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Portfolio:

Regeneration, Planning & Transport

Overview & Security Area:

Environment and Waste Management



1.0 Summary

- 1.1 This report gives details of Traffic Regulation Orders within the Area Committee's boundary currently being processed and not linked to major schemes.
- 1.2 This report also seeks the selection and approval of additional Traffic Regulation Orders for progression in the 2016/2017 financial year.

2.0 Background

- 2.1 Traffic Regulation Orders (TRO's) are required to control moving and stationary traffic in a legal and enforceable way. They enable the Council, as Highway Authority, to introduce measures such as speed limits, waiting restrictions, one way streets, road closures etc.
- 2.2 The funding to progress TRO's was capitalised by the Executive Committee at its meeting on 9 July 2002, and the Area Committee given the responsibility for scheme selection, where it considered that local knowledge could add value to the decision making process.
- 2.3 The capital budget for TRO's will account for staff time, legal costs and advertising as well as construction costs. Obviously construction costs can vary significantly, dependent on the type of Order, however, the cost of each TRO could amount to approximately £5,000 in total. (Advertising costs may be reduced by using combined press notices for similar types of Order).
- 2.4 It is not feasible to implement all outstanding requests for TRO's as total cost (staff time, legal costs, advertising and construction costs) would greatly exceed available resources. Therefore, there is a need to prioritise which Orders are to be approved in the current financial year 2016/2017.
- 2.5 Appendix 1 to this report shows those Orders which are currently being processed, where previous Committee approval has been given. These items may have previously been reported to the Executive Committee, or this Area Committee. It is recommended that Committee reaffirms its approval to progress and implement these schemes in 2016/2017.
- 2.6 Appendix 2 to this report shows the locations, which are recommended for processing during the 2016/2017 financial year, at an estimated cost of £20,000.
- 2.7 Appendix 3 to this report shows the locations where TRO's have been requested.

3.0 Other Considerations

Traffic Regulation Orders – The Process

- 3.1.1 In order to reduce the time taken to progress the chosen schemes, and also to help reduce the number of reports presented to the Area Committee and associated costs, it is proposed that the chosen Orders be approved in principal.



3.2 The Orders would then follow a process of initial consultation with Ward Members, the Police and emergency services etc. The scheme may then be amended to take account of comments received following these consultations. The scheme will then be formally advertised as legally required. If the following advertisement, valid objections are received, and not subsequently withdrawn, they will be reported to the Area Committee at a future meeting or, if no objections are received, the Traffic Regulation Order will be sealed and implemented as advertised.

4.0 Options

4.1 Traffic Regulation Orders are required as a legal necessity prior to the implementation of traffic control, signs and lining. Such signs and lining cannot be implemented (or enforced) without the requisite Order.

4.2 Members are not restricted to those schemes recommended within Appendix 2 of this report, but may vary the programme or choose alternative locations either appearing in Appendix 3, or locations not listed.

5.0 Financial and Resource Appraisal

Financial

5.1 The Orders listed in Appendix 1 to this report, were previously approved by this Committee, and are being funded from the Traffic Measures Capitalised budget.

5.2 The TRO's selected for implementation during the 2016/2017 financial year will be funded from the Traffic Regulation Orders Capital budget for 2016/2017 to a total cost of £20,000.

Resources

5.3 It is anticipated that the Traffic Regulation Orders selected for implementation in 2016/2017 and subsequent years will be processed from within existing staff resources.

6.0 Legal Appraisal

6.1 There are no specific legal issues arising from this report. The course of action proposed for any scheme selected by this Area Committee will be in general accordance with the Council's powers as Highway Authority.

7.0 Other Implications

Equal Rights

7.1 The schemes selected and progressed will take into account the needs of young and elderly people, and people with disabilities.



Sustainability Implications

- 7.2 Traffic Regulation Orders are prepared to reduce pedestrian/vehicular conflict, to improve the effectiveness of the major highway network, to facilitate public transport, to ensure businesses can function efficiently and to reduce or calm traffic in other sensitive areas.

Community Safety Implications

- 7.3 Traffic Regulation Orders are aimed at reducing the potential for accidents and improving safety within the local community.

Human Rights Act

- 7.4 There are no implications arising from the Human Rights Act.

Trade Union

- 7.5 There are no Trade Union implications.

Greenhouse Gas Emissions Impact

- 7.6 There are no greenhouse gas emissions implications arising from this report.

Ward Implications

- 7.7 There are no other ward implications.

8.0 Not for Publication Documents

- 8.1 None.

9.0 Recommendations

- 9.1 That the commitment to the previously approved and ongoing schemes as detailed in Appendix 1 of this report be confirmed.
- 9.2 That the Traffic Regulation Orders shown in Appendix 2 to this report be approved for processing and implementation from the Traffic Regulation Orders Capital budget for 2016/2017.
- 9.3 That the Traffic Regulation Orders selected from Appendix 2 of this report be prepared and advertised.
- 9.4 That any valid objections to the advertised Orders be submitted to this Committee for consideration or, in the event of there being no valid objections, the Orders be sealed and implemented as advertised.



10.0 Appendices

- 10.1 Appendix 1 Schedule of ongoing TRO's
- 10.2 Appendix 2 Scheduled of locations recommended for progression during 2016/2017 financial year
- 10.3 Appendix 3 Schedule of other locations where feasible TRO's have been requested

11.0 Background Documents

- 11.1 Executive Committee report of 31 July 2001 entitled 'Community On-Street Parking Permit Schemes in Freestanding Locations Outside the District Centres Financed from Local Transport Package' for 2001/2002.
- 11.2 Executive Committee report of 24 June 2011 entitled 'West Yorkshire Local Transport Plan 2011 – 2026, Bradford Local Implementation Plan.'



SCHEDULE OF ONGOING TROs

APPENDIX 1

Road Name	Location	Junction with	Concern/Complaint	Notes	Type of Order	Request From	Status
Harefield Close	Eastburn (Ward 9 - Craven)	Skipton Road	Parking and sight line problems	Parked cars, from Airedale Hospital, around the junction are causing access and road safety problems	NWAAT and possible residents only and/or limited waiting	Public Councillor	Complete
Orchard Lane	Addingham (Ward 9 - Craven)	Church Street	Sight line problems	Parked vehicles causing visibility problems at junction	NWAAT	Public Parish Council	Complete
Main Street	Addingham (Ward 9 - Craven)	n/a	Traffic congestion	Parked vehicles causing congestion and road safety problems	NWAAT and possible residents only and/or limited waiting	Public Parish Council	Complete
Bridge Lane	Ilkley (Ward 14 - Ilkley)	Church Street	Existing Resident Parking is only overnight	Riquest for 24 hour Residents Parking / Limited Waiting alterations	Changes to Residents Parking and NWAAT	Public Councillor	Objections Ongoing
Golden Butts Road	Ilkley (Ward 14 - Ilkley)	Little Lane/ North Parade	Parking problems	Parked vehicles causing congestion and road safety problems	NWAAT	Businesses Public	Complete
Grove Road	Ilkley (Ward 14 - Ilkley)	The Grove	Parking problems	Parked vehicles causing congestion and road safety problems	NWAAT	Public Councillor	Complete
Weston Road	Ilkley (Ward 14 - Ilkley)	Wharfe View Road/ Bolton Bridge Road	Traffic congestion	Weston Road is very narrow and vehicles parked on both sides of the road are causing access and road safety problems	NWAAT (double yellow lines)	Public Ilkley Playhouse	Complete
Mornington Street	Keighley (Ward 15 – Keighley Central)	North Street	Traffic congestion	Parked vehicles causing visibility problems at junction	NWAAT	Public Town Council	Sent to legal for advertising

Road Name	Location	Junction with	Concern/Complaint	Notes	Type of Order	Request From	Status
Church Street	Keighley (Ward 15 – Keighley Central)	High Street/ Bridge Street	Lack of parking	Request from businesses for more parking	Remove some of the waiting restrictions	Business Public	Sent to legal for advertising
Luton Street	Keighley (Ward 15 – Keighley Central)	West Lane/ Sureses Road	Lack of parking	Request from businesses for more parking	Remove some of the waiting restrictions	Business (petition) Public	Not feasible. To be abandoned
Aireworth Road	Keighley (Ward 16 - Keighley East)	Kinara Close and Garforth Road	Parking problems and visibility problems at junction	Parking vehicles causing visibility problems at junction	NWAAT	Public	Sent to legal for advertising
Laycock Lane	Laycock (Ward 17 – Keighley West)	Green Sykes Road/ Braithwaite Road	HGV problems	Request for a restriction on HGVs driving through Laycock	HGV ban	Petition Councillor Neighbourhood Forum	Complete
Nessfield Drive	Keighley (Ward 17 – Keighley West)	Westburn Avenue/ Westfell Road	Parking problems and traffic congestion	Parked vehicles causing visibility problems and congestion	NWAAT	Public Councillor School	Complete
Main Street	Haworth (Ward 29 - Worth Valley)	West Lane	Cobbles on Main Street have been relayed and the double yellow lines have not been replaced.	Look at the possibility of replacing NWAAT double yellow lines with a signed only restricted parking zone	Change some of the waiting restrictions to a signed only restricted parking zone	Public Councillor Business	Complete (except for Church Street)
Mill Hey	Haworth (Ward 29 - Worth Valley)	Ebor Lane	Problems with the Traffic Regulation Order	The existing TRO does not correspond with the signs on Mill Hey	Residents parking and limited waiting	Public Parking Adjudication Officer	Sent to legal for advertising
Dockroyd Lane	Oakworth (Ward 29 – Worth Valley)	Station Road	Parking problems	Parking vehicles causing visibility and access problems	NWAAT	Public	Objections ongoing
Heathcliffe Mews, Haworth	Oxenhope (Ward 29 – Worth Valley)	Rawdon Road	Parking problems	Parked vehicles causing visibility and access problems	NWAAT	Public Medical Centre Councillor	Complete
Station Road	Oxenhope (Ward 29 – Worth Valley)	Mill Lane	Parking problems and visibility problems on the bend	Parking vehicles causing visibility problems on the bend	NWAAT	Public	Objections ongoing

SCHEDULE OF LOCATIONS RECOMMENDED FOR PROGRESSION DURING 2016/2017 FINANCIAL YEAR**APPENDIX 2**

Road Name	Location	Junction with	Concern/Complaint	Notes	Type of Order	Request From	Request Date
Bradley Road	Silsden (Ward 9 - Craven)	Skipton Road / Bridge Street	Parking problems	Parked vehicles causing visibility problems and congestion	NWAAT	Public Parish Council	Sept 2015
Keighley Road (A6034)	Silsden (Ward 9 - Craven)	Belton Road	Parking problems	Parked vehicles causing visibility problems and congestion near the football club during match days	NWAAT	Cllr Parish Council	Sept 2015
Keighley Street	Keighley (Ward 15 – Keighley Central)	Goulbourne Street	Parking problems	Parked vehicles causing visibility problems and congestion at this junction	NWAAT	Public Cllr	May 2016
Bar Lane	Riddlesden (Ward 16 – Keighley East)	Bradford Road	Parking problems	Vehicles parking all day outside the post Office causing access problems for customers and deliveries	Limited Waiting	Business Public	Jan 2016
Laycock Lane	Laycock, Keighley (Ward 17 – Keighley West)	Chapel Lane	Parking problems	Parked vehicles causing visibility and access problems for busses turning round at this junction	NWAAT	WYCA Bus Operator	June 2016
Rawdon Road	Haworth (Ward 29 – Worth Valley)	Haworth Primary School	Changes to the existing bus bay requested	Request to remove the existing bus stop clearway and provide disabled parking for parents with children due to attend the Designated Specialist Provision (DSP)	Disabled Parking	School Cllr Public	April 2016

SCHEDULE OF OTHER LOCATIONS WHERE TROs HAVE BEEN REQUESTED

APPENDIX 3

Road Name	Location	Junction with	Concern/Complaint	Notes	Type of Order	Request From	Request Date
Craven – Ward 9							
Aire View	Silsden	Hothfield	Speeding traffic		20mph zone	Other	23/02/16
Aynholme Drive	Addingham	Back Beck Lane	Obstructive parking	Also affects The Acres and Bolton Road	NWAAT	Public	17/12/11
Bradley Road	Steeton	Skipton Road	Parking on junction		NWAAT	Public	19/09/12
Craven Avenue	Silsden	Craven Drive	Parking on junction		NWAAT	Public	02/04/14
Grange Road	Eastburn		Parking		Residents only	Public	15/11/11
Main Street	Addingham	Cross End Fold	Parking	Access problems for residents due to parking at the co-op store	NWAAT	Public	4/02/2016
North Street	Silsden	Chapel Street	Speeding and rat-running	Request for traffic measures	20mph and one way	Public	06/02/15
Skipton Road	Steeton	By Airedale Hospital	Parking		Residents only	Public	2/12/11
Steeton Town Centre	Steeton	Various locations	Parking	Request for parking strategy	Various	Public	07/03/14
Ilkley - Ward 14							
Ben Rhydding Drive	Ilkley	Wheatley Avenue	Parking	Request for waiting restrictions	NWAAT	Public	07/01/14

Road Name	Location	Junction with	Concern/Complaint	Notes	Type of Order	Request From	Request Date
Bolling Road	Ilkley	Wheatley Avenue	HGV ban	Request to provide HGV ban to prevent lorries driving towards railway bridge	HGV ban	Public	05/02/12
Cowpasture Road	Ilkley	Station Road	Parking	Request from businesses for more parking	Limited waiting	Business	28/06/13
Crossbeck Road	Ilkley	Cowpasture Road	Parking	Parking/Visibility problems	NWAAT	Public	04/08/10
Denton Road	Ilkley	New Brook Street/ Middleton Avenue	Parking	Request for waiting restrictions	NWAAT	Public	08/09/15
Fieldway	Ilkley	Valley Drive	Parking	Request for residents parking	Residents only	Public	11/08/13
Ilkley Town Centre	Ilkley	Various locations	Parking	Request for parking strategy	Various	Parish Council	17/05/12
Lamington Terrace	Ilkley	Leeds Road	Parking	Restricted Visibility	NWAAT	Public	06/03/11
Little Lane	Ilkley	Leeds Road	Parking	Request for a loading bay	Loading bay	Business	27/03/14
Longcroft Road	Ben Rhydding		Visibility problems		NWAAT	Public	19/09/11
Riddings Road	Ilkley	The Grove	Parking	Request for residents parking	Residents only	Public	12/05/16
St Mary's Close	Ilkley	Little Lane	Parking at junction	Request for double yellow lines	NWAAT	Public	26/03/14
Victoria Avenue	Ilkley	Skipton Road	Parking at junction		NWAAT	Councillor	03/12/13
Wells Road	Ilkley	Queens Road	Parking	Parking/visibility problems	NWAAT	Councillor	18/11/14
Wharfeside Lane	Ilkley	Leeds Road	Site line obstruction	Restricted visibility	NWAAT	Public	12/03/13
Wharfe View Road	Ilkley	Leeds Road	Parking	Congestion problems	NWAAT	Public	08/04/14

Road Name	Location	Junction with	Concern/Complaint	Notes	Type of Order	Request From	Request Date
Keighley Central - Ward 15							
Devonshire Street	Keighley	Full Length	Parking		Residents Only	Public	19/01/11
Emily Street	Keighley	Bradford Road	Rat running	Concerns of potential rat running traffic	No entry/No right turn	Public	10/01/11
Gresley Road	Keighley	Access to Nelsons Builders	Parked vehicles	Parked vehicles causing difficulties for delivery vehicles to turn into site.	NWAAT	Public	21/03/12
Kendal Mellor Court	Keighley	Spencer Street	Parking	Request for residents parking	Residents Only	Housing Trust	11/06/12
Skipton Road (B6265)	Utleigh, Keighley	Stoneycroft Lane	Parking	Request for residents parking	Residents Only	Public	05/07/16
Starkie Street	Keighley	Goulbourne Street	Parking	Request for waiting restrictions	NWAAT	Business	28/06/16
Keighley East – Ward 16							
Page 35 Airedale Road	Keighley	Full Length	Parking		Residents Only	Public	27/03/12
Bar Lane	Riddlesden	Bradford Road	Parking	Request for residents parking	Residents only	Public	30/10/13
Chatsworth Street Area	Keighley	Dalton Lane	Parking	Request for Residents Parking	Residents only	Public	12/04/12
Gas Works Road	Keighley	Outside Tarmac	Parking		NWAAT	Business	19/11/12
Glen Lee Lane	Keighley	Park Lane/ Long Lee Lane	Rat running / Speeding	Request for a reduction in the speed limit	20 mph	Public	07/09/15
Main Road	East Morton	Bus turnaround	Waiting restrictions at bus turning circle		Bus only	Business	04/02/11
Ribble Street	Keighley		Request residents only parking	Parking associated with Strong Close Nursery	Residents only parking	Public	04/03/13
Ripley Street	Riddlesden	Full Length	Access only		Access Only	Public	02/03/12
Studley Close	East Morton	Full Length	Parking		NWAAT	Public	15/11/12

Road Name	Location	Junction with	Concern/Complaint	Notes	Type of Order	Request From	Request Date
Keighley West – Ward 17							
Braithwaite Avenue	Keighley	West Lane	Parking at junction	Restricted visibility	NWAAT	Public	12/02/12
Broomhill Avenue	Keighley	Queens Road	Parking	Parking causing sight line problems	NWAAT	Judge	30/04/11
Glen Lee Lane	Keighley	Long Lee Lane	Speeding problems	Request for a 20mph speed limit	SLO	Public	25/06/15
South Street	Keighley	Foster Road	Parking	Request to provide limited waiting	Limited waiting	Business	12/02/15
South Street	Keighley	Ingrow Lane	Parking	Request to increase the limited waiting time	Limited Waiting	Business	08/04/14
North Valley – Ward 29							
Best Lane	Oxenhope	Lower Town	Parking at the corner	Parking causing congestion problems	NWAAT	Parish Council	03/04/14
Changegate	Haworth	North Street	Parking	Request for residents only parking	Residents only	Public	27/06/14
Clarendon Street	Haworth	Sun Street	Parking	Request for residents only parking	Residents only	Parish Council	05/11/13
Denholme Road	Oxenhope	Sykes Lane	Speeding traffic	Request for an extension to 20mph limit	SLO	Public Councillors	16/06/14
Dockroyd Lane	Oakworth	Chapel Lane	School Keep Clear	Request to formalise School Keep Clear with a TRO	SKC	School	15/12/14
Holme House Lane	Oakworth		Speeding traffic	Request for a reduced speed limit	SLO	Public	22/06/12
Lord Lane	Haworth		Parking	Request for waiting restrictions	NWAAT	Public	02/10/13

Road Name	Location	Junction with	Concern/Complaint	Notes	Type of Order	Request From	Request Date
Main Street	Stanbury		Parking	Request for residents only parking	Residents only	Public	17/09/13
Oldfield Lane	Oldfield		Speeding traffic	Request for a reduced speed limit	SLO	Public	04/04/12
Oakworth Road	Oakworth	Apsley Street	Visibility		NWAAT	Public	22/06/11
Station Road	Oxenhope	Waterside	Parking	Congestion adjacent to Co-op store	NWAAT / loading bay	Other	30/03/11
Sun Street	Haworth	Ivy Bank Lane	Speeding problems	Request for a reduced speed limit	SLO	Public	22/10/13

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Report of the Strategic Director, Regeneration to the meeting of Keighley Area Committee to be held on 18 August 2016.

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Subject:

DEVOLVED BUDGET - SAFER ROADS SCHEMES

Summary statement:

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

Wards 9 Craven
14 Ilkley
15 Keighley Central
16 Keighley East
17 Keighley West
29 Worth Valley

Mike Cowlam
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Portfolio:

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Environment and Waste Management



1.0. SUMMARY

- 1.1. This report seeks approval for a programme of Safer Roads Schemes for the Keighley Area 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; 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 The previous Implementation Plan (2011-2014), gave an annual allocation of £686,000 for the Bradford district. From this the Keighley Area Committee had an annual budget of £172,000 available for the progression of Local Integrated Transport Schemes, which included the following: -

- Traffic Management Measures
- Casualty Reduction schemes
- Disabled Persons Parking Places
- Access improvement schemes (e.g. dropped kerbs etc.)
- Public Transport Infrastructure (e.g. raised kerbs at bus stops, bus build-outs)
- Routes to Schools
- Cycling Initiatives

- 2.4 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 next 3yr 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.

- 2.5 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 remaining scheme types listed in paragraph 2.4 (Disabled Persons Parking Places etc.). The overall budget now comes under the heading of Safer Roads 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).

Proposed Casualty Reduction Methodology

- 2.6 Collisions resulting in KSI's don't generally occur in close proximity to each other. As such it is difficult if not impossible to identify Casualty Reduction sites using just this data. It has, however, been determined through detailed analysis of casualty data from recent years that 4 main collision types account for 80% of all KSI's
- Head on collisions;
 - Collision with road side objects;
 - Junction accidents;
 - Vulnerable Road Users (pedestrians, cyclists, motorcyclists, horse riders).
- 2.7 It has also been concluded that the most effective method of highlighting potential Casualty Reduction sites would be to focus on these collision types, but in doing so include all casualty severities (not just KSI's). The logic being that these types of collisions may have resulted in slight injuries to date, but also have the greatest potential to result in Serious Injuries or Fatalities. There is a fine line between slight and serious incidents and ignoring slights may actually be detrimental.
- 2.8 This approach will also enable a much larger data-set, make it easier to identify patterns and facilitate a spread of potential schemes across the whole of the Bradford district.

Budget devolution

- 2.9 The funding and decision making process will continue through the devolved responsibilities of the Area Committee as resolved at the meeting of the Keighley



Area Committee on 22 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 the Area Committee re-affirms its commitment to progressing Disabled Persons Parking Places and undertaking mobility access improvement works, by again including budgets for these within the 2015-16 programme.

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 This apportionment results in a total budget of £153,450 for the Keighley Area, £110,000 is for Casualty Reduction schemes (Appendix 2 – Priority List) and £43,450 is for other community priority schemes (Appendix 3).

4.4 The LTP Implementation Plan 2 programme approved by the West Yorkshire ITA is an interim programme until the outcome of a bid for Single Local Growth Funding (to support a range of transport schemes across the Leeds City Region) is known in the summer. The allocations for the Safer Roads element of Implementation Plan 2 for the current and future financial years may therefore change as a result of the outcome of this bid. Any such changes, 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.



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. LEGAL APPRAISAL

- 6.1. 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.

7.0. OTHER IMPLICATIONS

7.1. 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.

7.2. SUSTAINABILITY IMPLICATIONS

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

7.3. 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.

7.4. COMMUNITY SAFETY IMPLICATIONS

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

7.5. HUMAN RIGHTS ACT

None.

7.6. TRADE UNION

None.

7.7. WARD IMPLICATIONS

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

7.8. AREA COMMITTEE ACTION PLAN IMPLICATIONS

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

8.0. NOT FOR PUBLICATION DOCUMENTS

- 8.1. None



9.0. OPTIONS

- 9.1. That the Keighley Area Committee approves the recommended schemes detailed in Appendix 2 with any substitutions (to the same total budget value) from the reserve list and/or alternative programme of schemes to those nominated in Appendices 3 and/or 4.

10.0. RECOMMENDATIONS

- 10.1. That the Keighley Area Committee approves a programme of Casualty Reduction Schemes for 2016/17 listed in Appendix 2 Priority List.
- 10.2. That the Keighley Area Committee approves the proposed programme of Traffic Management Schemes for 2016/17 listed in Appendix 3.
- 10.3. 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 the local Ward Members.
- 10.4. 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.

11.0. APPENDICES

- 11.1 Appendix 1 - A progress report for traffic management measures funded from the Capital Package Budget 2015/2016.
- 11.2 Appendix 2 – Keighley Area Casualty Reduction Schemes – recommended 2016/17 programme (Priority List) and Reserve List.
- 11.3 Appendix 3 – Keighley Area Traffic Management Schemes – recommended 2016/17 programme.
- 11.4 Appendix 4 – List of outstanding requests for Traffic Management Schemes in the Keighley Area.

12.0. BACKGROUND DOCUMENTS

- 12.1 Report to the Keighley Area Committee on 22 November 2012 - *'The transfer of responsibility and budgets to the Keighley Area Committee for decision making'*



12.2 Report to Executive on 16 April 2013 – *'Methodology for allocation of devolved service resources to the five Area Committees'*

12.3 ITA Board and Committee minutes on the methodology for the Safer Roads Strand of the Local Transport Plan



SCHEMES FUNDED FROM PREVIOUS YEARS CAPITAL PACKAGE

LOCATION	SCHEME	CURRENT POSITION
<u>Ward 9 Craven</u>		
A6034 Kirkgate junction with Bell Square, Silsden	Junction improvements. Traffic signals with pedestrian phase	Design ongoing
Kirkgate, Silsden	Upgrade the existing Zebra Crossing to a possible Puffin Crossing	Complete
<u>Ward 14 Ilkley</u>		
Denton Road and Carters Lane, Ilkley	40mph speed limit & traffic measures	Complete
A65 Skipton Road/ Church Street junction with B6382 Bolton Bridge Rd	Traffic Island/Pedestrian Refuge and signing and lining improvements	Design ongoing
<u>Ward 15 Keighley Central</u>		
North Street, Keighley	Various traffic management measures	Design ongoing
Suresnes Road junction with Russell Street, Keighley	Visibility/sightline improvements	Complete
<u>Ward 16 Keighley East</u>		
Aire Valley Road/Aireworth Road roundabout	High friction surfacing and warning signs	Complete
Dalton Lane/Parkwood Street Area, Keighley	Traffic measures and signing and lining improvement	Design ongoing
<u>Ward 17 Keighley West</u>		
Oakworth Road , Keighley – near it's junctions with Fell Lane & Kensington Street	Provision of pedestrian facilities and associated signing & lining improvements	Complete
B6143 Oakworth Road/Keighley Road, Keighley to Oakworth (also in Keighley Central Ward 15)	2 x VAS and signing and lining improvements	Design ongoing
<u>Ward 29 Worth Valley</u>		
Hebden Road and Haworth Road, Crossroads A6033	2 x VAS and signing and lining improvements and possible reduction in speed limit	Design ongoing
Marsh Lane, Oxenhope to Haworth	Provision of 2 Vehicle Activated Signs (VAS) with change of speed limit and traffic measures with additional signing and lining	Complete
<u>Wards 9,14,15,16,17,29</u>		
Various locations	School crossing improvements	Complete
Various locations	Mobility improvements	Complete
Various locations	Renewal of anti-skid surfacing at formalised crossing facilities	Complete



Keighley Area Casualty Reduction Schemes – recommended 2016/17 programme. (£110,000)

Priority List

Ward	Scheme Location	Proposal	KSI	Slight	Any Existing / Proposed Schemes	Value / Estimate
15 – Keighley Central	West Lane B6143, Keighley Road / Oakworth Road, Keighley	Traffic Measures and signing and lining improvements	4	5	No	£20,000
9 – Craven	Skipton Road / Keighley Road, B6265, Steeton	Possible reduction in speed limit and VAS's, traffic measures and improvements to signing & lining	2	4	No	£15,000
17 – Keighley West	Ingrow Lane and Ashbourne Road, Keighley	Provision of footway, traffic measures and possible VAS's	2	3	No	£30,000
9 - Craven	Moor Lane / Skipton Road and Silden Road / Main Street, Addingham	Possible reduction in speed limit, junction improvements and traffic measures	2	4	No	£15,000
14 - Ilkley	Leeds Road A65 near Ashlands Primary School	Possible reduction in speed limit and traffic measures	2	1	No	£15,000
16 – Keighley East	Bradford Road B6265, Riddlesden	Possible reduction in speed limit, VAS's	1	5	No	£15,000

Sub total £110,000

Reserve List

Ward	Scheme Location	Proposal	KSI	Slight	Any Existing / Proposed Schemes	Value / Estimate
Keighley Central 15	Market Street, Keighley	Pedestrian Improvements	1	1	No	£20,000
Ilkley 14	Church Street (Near to Cunliffe Road) Ilkley	Bollards (Conservation Sensitive)	1	0	No	£5,000
Keighley East 16	Main Road, East Morton, In front of Entrance to Alleyway at East Morton Institute	Keep Clear Marking / TRO	1	0	No	£4,000
Keighley Central 15	Hard Ings Road Roundabout (Adjacent to Royd Way)	Full Signalisation	0	8	Dual C'way proposed for Hard Ings Rd, may include works to this roundabout.	£100,000
Keighley West 17	Ashbourne Road, Ingrow Lane and its junction with Staveley Road	Sightline Improvements and traffic calming / speed limit reduction	0	8	No	£40,000
Craven 9	Bolton Road, Silsden	VAS units	0	8	No	£10,000
Keighley Central 15	Hard Ings Road / Bradford Road Rbt	Amendments to Road Markings and Signage (ALSO IN KEIGHLEY EAST)	0	7	No	£10,000
Keighley Central 15	Scott Street, Keighley	Pedestrian Improvements and Junction Modifications	0	6	No	£15,000
Keighley Central 15	North Street Jnt W/ Russell Street, Keighley	Pedestrian Facilities	0	5	No	£30,000
Keighley Central 15	South Street / Worth Way	Possible redistribution of lanes and traffic signal timing changes.	0	4	Installation of MOVA control on traffic signals.	£10,000
Keighley Central 15	North Street, Keighley (Adjacent to Church Street)	Improvements to Puffin Crossing	0	4	No	£15,000
Keighley East 16	Park Lane / Dawson Road	Traffic Measures	0	4	No	£5,000

APPENDIX 3

Keighley Area Traffic Management Schemes – recommended 2016/17 programme. (£43,450)

WARD	LOCATION	PROPOSED SCHEME	HOW IDENTIFIED						Estimate £
			Members	N'Hood Forums	Public	Officers	Parish Council	Injury Accidents in 5 years	
9,14, 15,16, 17,29	Various	Maintenance of existing Vehicular Activated Signs (VAS)'s			Yes	Yes		N/A	5,000
	Various	Safe routes to school signing/lining improvements			Yes	Yes		N/A	5,000
	Various	Mobility improvements			Yes	Yes		N/A	6,450
	Various	Provision and renewal of anti-skid surfacing at formalised crossing facilities				Yes		N/A	7,000
	Various	Freestanding Traffic Regulation Orders around the district. (Details in separate report)	Yes	Yes	Yes	Yes	Yes	N/A	20,000
Sub Total								£43,450	

TOTAL £153,450

APPENDIX 4

FILTERED SUMMARY OF OUTSTANDING VIABLE REQUESTS RECEIVED FOR TRAFFIC MEASURES

ROAD NAME	REQUEST/PROBLEM	YEAR RECD	MOST RECENT REQUEST	INJURY ACCIDENT 5 YEARS	OFFICER COMMENT	Estimate £
Craven - Ward 9						
Bolton Road, Addingham	Traffic Calming	14/15	23/04/14	1	Residential collector	30,000
Bolton Road/Bell Square, Silsden	Junction improvement	12/13	06/05/13	6	Provide traffic signals with pedestrian phase	45,000
Redcar Lane/Barrows Lane 'Whitley Head', Steeton	Possible traffic calming or road safety measures.	12/13	07/08/12	1		15,000
Stone Grove, Steeton	Widen the road and provide parking bays.	12/13	30/01/13	0	Narrow residential collector	25,000
Woodside Road, Silsden	Traffic calming	09/11	20/05/11	1	Residential collector	20,000
Ilkley - Ward 14						
Bolling Road / Wheatley Lane Area	20mph speed limit	12/13	08/03/13	2	From Ben Rhydding Primary School to north side of railway bridge.	15,000
Brook Street, Ilkley	Conversion of existing Zebra to staggered Puffin Crossing	11/12	24/04/12	1		45,000
Cowpasture Road, Ilkley	Pedestrian Crossing near Grammar School	10/11	20/06/10	2	Residential collector – Petition	35,000
East Parade / Dean Street, Ilkley	Traffic calming or restriction	11/12	09/11/11	0		15,000
Hangingstone Road, Ilkley	Traffic calming / lower speed limit	10/11	06/06/10	2	Speed limit lowered in 2009	20,000

ROAD NAME	REQUEST/PROBLEM	YEAR RECD	MOST RECENT REQUEST	INJURY ACCIDENT 5 YEARS	OFFICER COMMENT	ESTIMATE £
The Grove	Pedestrian Crossing request	10/11	17/08/10	2	Pedestrian & vehicle count to be undertaken	35,000
Various locations, Ilkley	20mph zones outside all schools in Ilkley	10/11	07/04/10	N/A	Approximate cost £10,000 at each school	10,000
Wharfe View Rd, Ilkley	Traffic using residential streets to bypass main road.	09/12	24/09/12	0		20,000
Keighley Central - Ward 15						
Birchwood Road, Keighley	Traffic calming	11/12	15/05/11	0	Residential collector	15,000
Cartmel Road, Keighley	Traffic calming improvements	11/12	04/02/12	1		15,000
Cavendish Street / East Parade	Introduce pedestrian phase across Cavendish Street	12/13	11/02/13	2		20,000
Drewry Road, Keighley	Upgrade existing traffic calming / traffic measures	11/12	02/12/11	2		25,000
High Spring Gardens Lane	Traffic Calming	15/16	01/06/15	1		20,000
Hollins Lane, Keighley	Traffic calming	12/13	20/08/15	1		20,000
South Street, Keighley (adjacent to Aireworth Street)	Conversion of existing Zebra crossing to a Puffin Crossing	10/11	23/02/11	2		30,000
West Lane, Keighley (partly in Ward 17)	Possible variable 20mph outside Our Lady's School	11/12	16/03/12	3	Residential collector	30,000

Appendix 4 (continued)

ROAD NAME	REQUEST/PROBLEM	YEAR RECD	MOST RECENT REQUEST	INJURY ACCIDENT 5 YEARS	OFFICER COMMENT	Estimate £
Keighley East - Ward 16						
Moss Carr Road, Long Lee/Thwaites Brow	Traffic calming	08/11	23/04/11	0		20,000
East Morton – various streets	Traffic calming to supplement 20mph zone	11/12	04/11/11	N/A		30,000
Glen Lee Lane, Keighley	Traffic calming	14/15	05/06/15	2		25,000
Hainworth Lane, Keighley	Traffic calming	12/13	20/11/12	1	Extended existing recently installed calming	10,000
Keighley West - Ward 17						
Camborne Way area, Exley Head	20mph & traffic calming	09/10	26/02/10	0	Residential collector	20,000
Ingrow Lane, Keighley	Traffic calming or traffic measures/new footway	12/13	04/08/12	2		25,000
Ingrow Lane / Ashbourne Road junction	Visibility at junction	02/13	25/02/13	1		15,000
Braithwaite Estate	Traffic calming	12/13	06/03/13	2	Petition received	25,000
West Lane / Black Hill Lane / Shann Lane	Junction improvement and safety measures	10/11	24/01/11	2	Partly in Keighley Central Ward 15	10,000
West Lane, Keighley (Calver Avenue to Oakworth Road)	Traffic calming & pedestrian improvements	10/11	04/07/11	3		20,000
Wheathead Lane, Keighley (from Wheathead Drive to Oakworth Road)	Traffic calming	10/11	04/07/11	2		25,000

Appendix 4 (continued)

ROAD NAME	REQUEST/PROBLEM	YEAR RECD	MOST RECENT REQUEST	INJURY ACCIDENT 5 YEARS	OFFICER COMMENT	Estimate £
Worth Valley - Ward 29						
Brow Road, Haworth	Traffic calming	12/13	21/05/12	2	Traffic speeds down steep section approaching junction	20,000
Brow Top Road, Haworth	Traffic calming & possible VAS	12/13	12/04/12	2	Sharp bend and steep incline - poor visibility at junction Hebden Road	20,000
Moorside Lane, Oxenhope	Traffic calming	14/15	25/11/14	1		25,000
North Street, Haworth	Parking lay-by with shared parking TRO	11/12	17/07/11	0	Near junction of West Lane	25,000
Providence Lane, Oakworth	Traffic calming / parking rationalisation	12/13	14/11/12	1		25,000
Vale Mill Lane, Cross Roads	Traffic calming	13/14	02/06/13	0	Property Nos 9 - 13	20,000

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Report of the Strategic Director, Regeneration to the meeting of Keighley Area Committee to be held on 18 August 2016

K

Subject:

Annual update on Road Safety in the Keighley Constituency

Summary statement:

This report seeks to update members on current casualty levels and trends in the Keighley Constituency 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 the Keighley Constituency 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 Keighley Area Committee on 22 November 2012. 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 the Keighley Constituency 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 the constituency.
- 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 the Keighley Constituency during 2015 - 2016

- 3.5 In the Keighley Constituency activities in primary schools focused on pedestrian safety sessions and there was a strong take up for the practical pedestrian training for Year 3. A number of schools also ran cycling courses. 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 the Keighley Constituency 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 Keighley constituency 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 Keighley 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 around schools.



8. NOT FOR PUBLICATION DOCUMENTS

8.1 None

9. OPTIONS

9.1 That the Keighley 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 Keighley Area Committee notes the information in respect of casualty trends and Road Safety activities in the Keighley Constituency.

10.2 That the Keighley 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: Keighley 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

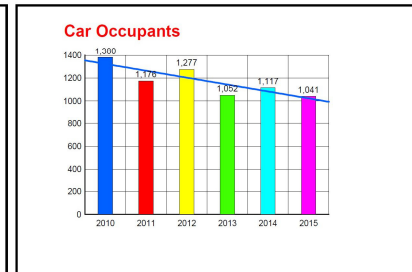
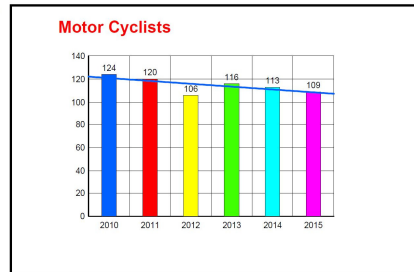
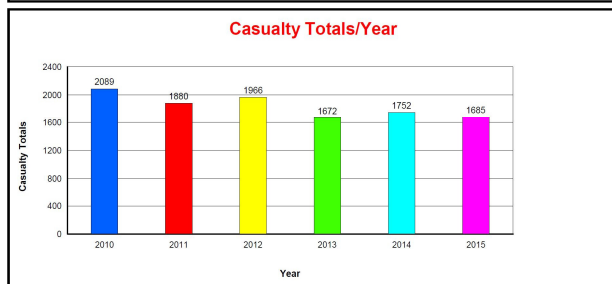
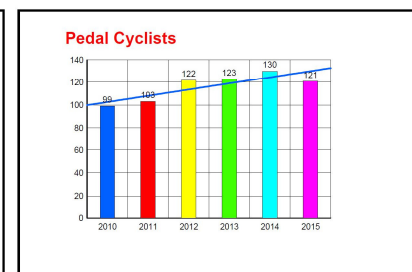
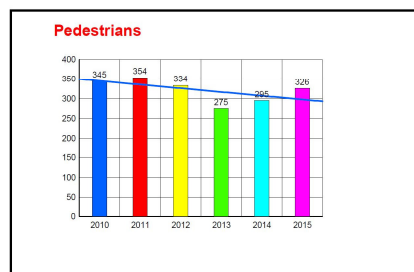
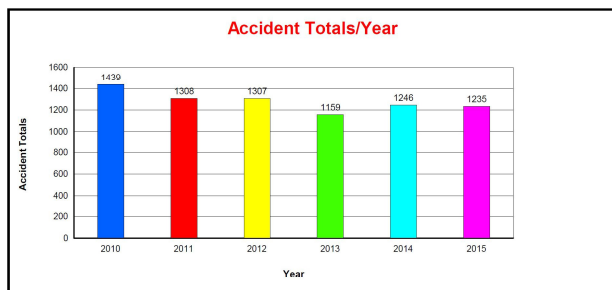
12.1 Devolution Report



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

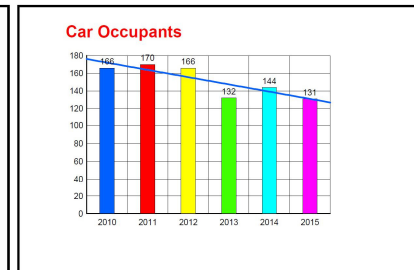
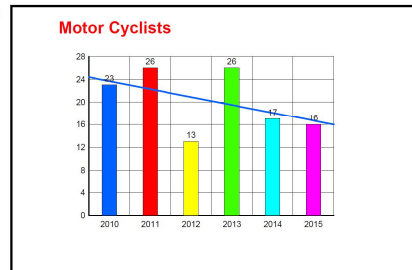
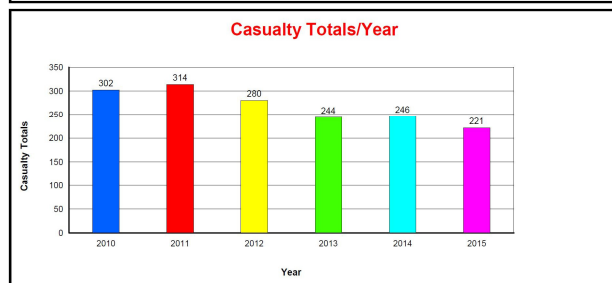
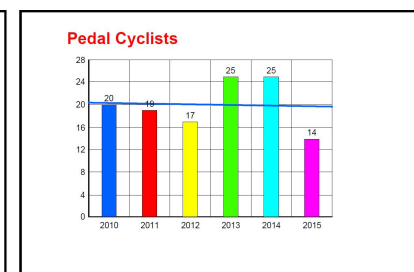
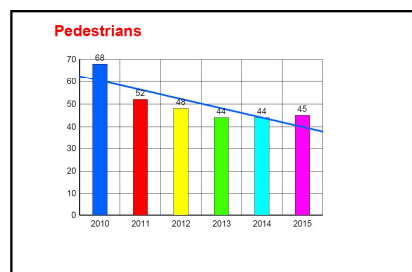
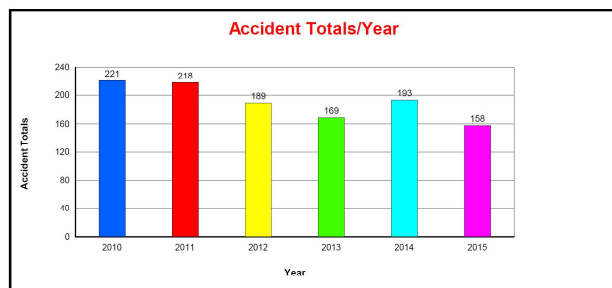
Cas	2010	2011	2012	2013	2014	2015	Total
Fatal	10	12	15	13	15	7	72
Serious	198	204	206	177	190	181	1156
Slight	1881	1664	1745	1482	1547	1497	9816
Total	2089	1880	1966	1672	1752	1685	11044



APPENDIX 2

Keighley 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	3	4	2	1	1	13
Serious	39	33	29	32	32	22	187
Slight	180	182	156	135	160	135	948
Damage	0	0	0	0	0	0	0
Total	221	218	189	169	193	158	1148

Cas	2010	2011	2012	2013	2014	2015	Total
Fatal	2	3	4	3	1	1	14
Serious	46	35	34	38	33	25	211
Slight	254	276	242	203	212	195	1382
Total	302	314	280	244	246	221	1607



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



	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	BAILDON (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 to the meeting of Keighley Area Committee on 18 August 2016

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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**

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**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 £79,341 which is allocated to the Keighley 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 Craven Ward

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 detailed copy of these designs will be presented at the meeting.

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

12.0 BACKGROUND DOCUMENTS

None.

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

Ward	Priority	Road	Estimate
Craven	1	Main Street, Addingham	£79,341
Total			£79,341

Table B - Other Schemes

Ward	Priority	Road	Estimate
Craven	2	Skipton Road, Addingham	£12,803
Keighley Central	3	Spring Gardens Lane	£66,325
Keighley West	3	Fell Lane	£42,000
Total			£121,128

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