

Agenda for a meeting of the Shipley Area Committee to be held on Wednesday, 28 June 2017 at 6.00pm in Shipley Town Hall

Members of the Committee – Councillors

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

Alternates:

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

Notes:

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

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

From:

Parveen Akhtar

City Solicitor

Agenda Contact: Palbinder Sandhu

Phone: 01274 432269

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

To:



A. PROCEDURAL ITEMS

1. ALTERNATE MEMBERS (Standing Order 34)

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

2. APPOINTMENT OF CHAIR (Standing Order 35)

To appoint a Chair for the Municipal Year 2017/18.

3. APPOINTMENT OF DEPUTY CHAIR (Standing Order 35)

To appoint a Deputy Chair for the Municipal Year 2017/18.

4. 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.*



5. MINUTES

Recommended –

That the minutes of the meetings held on 15 and 29 March 2017 be signed as a correct record (previously circulated).

(Palbinder Sandhu – 01274 432269)

6. INSPECTION OF REPORTS AND BACKGROUND PAPERS

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

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

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

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

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

(Palbinder Sandhu - 01274 432269)

7. 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 26 June 2017.

(Palbinder Sandhu - 01274 432269)



B. BUSINESS ITEMS

8. **OBJECTION TO A PROPOSED LOCAL SAFETY SCHEME ON A SECTION OF A65 BRADFORD ROAD AND BURLEY ROAD, MENSTON** 1 - 10

The Strategic Director Place will present **Document “A”** to consider one objection to a proposed local safety scheme to install a solid double white line system on a section of A65 Bradford Road and Burley Road, between Menston and Burley In Wharfedale.

Recommended –

(1) **That the objection be overruled and the proposed solid white line system as shown within Drawing No.TDG/THN/AS/103148/CON-2A (attached to this report as Appendix 1) be approved and implemented (unless police approval is forthcoming with regard to those proposals shown within Drawing No.TDG/THN/AS/103148/CON-2A1 (attached to this report as Appendix 3), whereby the solid white line system shown within Appendix 3 be approved and implemented.**

(2) **That the objector be advised accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee) (Simon D’Vali – 01274 432100)

9. **OBJECTION TO THE TRO TO INTRODUCE LOADING AND WAITING RESTRICTIONS ON A SECTION OF THE A65 BRADFORD ROAD, MENSTON, WITHIN THE VICINITY OF THE NEWLY BUILT SAINSBURY’S EXPRESS STORE** 11 - 18

The report of the Strategic Director Place **Document “B”** considers a single objection received to the proposed Traffic Regulation Order (TRO) to introduce waiting and loading restrictions on a section of A65 Bradford Road, Menston, within the vicinity of the newly built Sainsbury’s Express Store.

Recommended –

(1) **That the objection to the proposals (as shown in Drawing No. TDG/THN/103126/CON-1C and attached to this report as Appendix 1) be overruled, and that the Order be sealed and implemented as advertised.**

(2) **That the objector be advised accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee) (Simon D’Vali – 01274 432100)



**10. OBJECTION TO PROPOSED TRAFFIC CALMING ON B6265
KEIGHLEY ROAD, CROSSFLATTS**

19 - 26

The report of the Strategic Director Place **Document “C”** deals with one objection received to a proposed traffic calming scheme on B6265 Keighley Road, Crossflatts involving the introduction of two speed tables and two sets of three speed cushions.

Recommended –

- (1) That the objection to the proposals as formally advertised (and as shown on Drawing No.TDG/THN/103149/CON-1E and attached to this report as Appendix 1) be overruled, and that the Order be sealed and implemented as advertised.**
- (2) That the objector be advised accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee) (Simon D’Vali – 01535 618181)

**11. OBJECTIONS TO THE PROPOSED INTRODUCTION OF A ONE-
WAY TRAFFIC SYSTEM AND PARKING RESTRICTIONS ON
THOMPSON LANE, SHIPLEY**

27 - 36

The report of the Strategic Director Place **Document “D”** considers two objections received in response to the formal advertising of a one-way traffic system, a permit-holders only parking scheme, a shared-parking scheme, and No Waiting At Any Time parking restrictions on Thompson Lane, Shipley.

Recommended –

- (1) That the objections to the proposals as formally advertised (and as shown on Drawing No.TDG/THN/103507/TRO-1B and attached to this report as Appendix 2) be overruled, and that the Order be sealed and implemented as advertised.**
- (2) That the scheme be re-visited in the event of policy changes being made which allow consideration of an on-street permit parking scheme for the eastern half of Thompson Lane between its junctions with Midgeley Road and Green Road.**
- (3) That the objectors be advised accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee) (Simon D’Vali – 01274 432100)



12. **OBJECTIONS TO A PROPOSED TRO INVOLVING THE INTRODUCTION OF FORMAL WAITING RESTRICTIONS ON B6265 KEIGHLEY ROAD, CROSSFLATTS** 37 - 48

The report of the Strategic Director Place **Document “E”** considers three objections (one objection taking the form of an 85 signature petition) regarding the proposed introduction of ‘No Waiting At Any Time’, ‘No Loading At Anytime’, and ‘Limited Waiting’ parking restrictions at various locations on B6265 Keighley Road, Crossflatts.

Recommended –

- (1) **That the objections to the proposals as formally advertised (and as shown on Drawing No.TDG/THN/103149/TRO-1A and Drawing No. TDG/THN/103149/TRO-4A (attached respectively to this report as Appendices 1 & 2)) be overruled, and that the Order be sealed and implemented as advertised.**
- (2) **That the objectors be advised accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee) (Simon D’Vali – 01535 618181)

13. **PROGRAMME OF SAFER ROADS SCHEMES FOR THE SHIPLEY AREA FOR THE 2017/19 FINANCIAL YEAR** 49 - 72

The Strategic Director Place will present **Document “F”** which seeks re-approval of a programme of Safer Roads Schemes for the Shipley Area for the 2017/18 financial year.

Recommended –

- (1) **That this Committee re-approves a programme of works (comprising a mix of Casualty Reduction Schemes and Locally Determined Schemes) for 2017/18 as listed in Appendix 1 to Document “F”.**
- (2) **That this Committee approves the recommended ancillary works 2017/18 programme as listed in Appendix 2 to Document “F”.**
- (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 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 434674)

14. * DATES OF FUTURE MEETINGS 2017/18

Recommended –

That meetings of the Committee during the 2017/18 municipal year be held on the following dates:

Wednesday 26 July 2017 (SCAPAG) at 1800 in Shipley Town Hall

Wednesday 13 September 2017 (Highways) at 1800 in Bingley Town Hall

Wednesday 11 October 2017 (SCAPAG) at 1800 in Ian Clough Hall, Baildon

Wednesday 15 November 2017 (Highways) at 1800 in Bingley Town Hall

Wednesday 13 December 2017 (SCAPAG) at 1800 in Windhill Community Centre

Wednesday 10 January 2018 (Highways) at 1800 in Bingley Town Hall

Wednesday 14 February 2018 (SCAPAG) at 1800 in Kirklands Community Centre

Wednesday 14 March 2018 (Highways) at 1800 in Bingley Town Hall

Wednesday 4 April 2018 (SCAPAG) at 1800 in Denholme Mechanics Institute

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



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Report of the Director of Place to the meeting of the Shipley Area Committee to be held on 28 June 2017.

A

Subject:

Consideration of a single objection received from a local resident to a proposed local safety scheme on a section of A65 Bradford Road and Burley Road, Menston.

Summary statement:

This report considers one objection to a proposed local safety scheme to install a solid double white line system on a section of A65 Bradford Road and Burley Road, between Menston and Burley In Wharfedale.

It is recommended:

- **That the objection be overruled and the proposed solid white line system as shown within Drawing No.TDG/THN/AS/103148/CON-2A (attached to this report as Appendix 1) be approved and implemented (unless police approval is forthcoming with regard to those proposals shown within Drawing No.TDG/THN/AS/103148/CON-2A1 (attached to this report as Appendix 3)), whereby the solid white line system shown within Appendix 3 be approved and implemented.**
- **That the objector be advised accordingly.**

Ward 26 - Wharfedale

Steven Hartley
Strategic Director
(Place)

Portfolio:
Regeneration, Planning & Transport

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

Overview & Scrutiny Area:
Environment and Waste Management



1. SUMMARY

Consideration of one objection received to a local safety scheme to install a solid double white line system on a section of A65 Bradford Road and Burley Road, between Menston and Burley in Wharfedale..

2. BACKGROUND

- 2.1 At its meeting on 27 July 2016, this Committee allocated funding to reduce the number of casualties on a section of A65 Bradford Road and Burley Road, between Menston and Burley in Wharfedale.
- 2.2 The two sections of A65 Bradford Road and Burley Road on which the solid white line system is proposed is subject to a 40mph speed limit. Council records show that there have been 9 traffic collisions resulting in 10 casualties (2 fatal, 1 serious and 7 slight in terms of severity) on these sections of road over the five year period ending 9 April 2017. Details of the traffic collisions are shown in Appendix 2 of this report.
- 2.3 A speed and volumetric survey carried out on 16 November 2013 showed that during a 24 hour period, two-way traffic flow on that section of A65 Bradford Road near Endor Crescent, Menston was 10835 vehicles. Of these, 2123 vehicles exceeded the 40mph speed limit.
- 2.4 On the basis of the traffic collision record and speed and volumetric survey results, it was considered that provision of a double white line system would greatly improve road safety on these primary and heavily trafficked roads by discouraging overtaking.
- 2.5 Solid double white lines are intended to prohibit overtaking where driver forward visibility is restricted, and their introduction requires police authorisation, but not the processing of a Traffic Regulation Order. As contravention of the prohibitory lines is an endorsable offence, the police have been consulted on the proposed scheme and fully support the proposals.
- 2.6 An effect of the proposed solid double white line scheme is that residents living adjacent to the proposed road markings would not be able to park in the carriageway next to the white lines.
- 2.7 An information letter outlining the details of the proposed scheme was issued to local residents in May 2017. There was one response from a resident expressing concern over the proposed removal of on-street parking out his property.

3. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

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

4. OTHER CONSIDERATIONS

- 4.1 Ward Members have been consulted on the proposed solid double white line system (as shown within Appendix 1 of this report) and recently requested that the proposals be amended to that layout shown within Appendix 3 of this report (effectively involving a single length of solid double white lines as opposed to two separate shorter lengths). Highways officers have no objection to this request which has been forwarded to the police for their consideration. The scheme proposals within Appendix 4 of this report would (if approved by West Yorkshire Police) be no more restrictive to adjacent residents than those shown within Appendix 1 of this report).

5. OPTIONS

5.1 Option 1 (RECOMMENDED)

- That the objection be overruled and the proposed solid white line system as shown within Drawing No.TDG/THN/AS/103148/CON-2A (attached to this report as Appendix 1) be approved and implemented (unless police approval is forthcoming with regard to those proposals shown within Drawing No.TDG/THN/AS/103148/CON-2A1 (attached to this report as Appendix 3)), whereby the solid white line system shown within Appendix 3 be approved and implemented.
- That the objector be advised accordingly.

5.2 Option 2 (NOT RECOMMENDED)

- That the concerns of that resident to which this report relates be upheld and the proposed solid white line system as shown within Appendix 1 and 3 of this report be abandoned.
- That the objector be advised accordingly.

5.3 Option 3 (NOT RECOMMENDED)

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

6. FINANCIAL & RESOURCE APPRAISAL

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

7. RISK MANAGEMENT

There are no significant risks other than those stated above arising out of the implementation of the proposed recommendations.

8. LEGAL APPRAISAL

There are no legal issues arising from this matter.

9. OTHER IMPLICATIONS

None

9.1 EQUAL RIGHTS

None.

9.2 SUSTAINABILITY IMPLICATIONS

None.

9.3 GREENHOUSE GAS EMISSIONS IMPACTS

Minor.

9.4 COMMUNITY SAFETY IMPLICATIONS

The proposed double white lines system is intended to reduce the number and severity of road casualties and create a safe environment for all road user groups.

9.5 HUMAN RIGHTS ACT

There are no implications for the Human Rights Act.

9.6 TRADE UNION

There are no trade union implications.

9.7 WARD IMPLICATIONS

None

10. NOT FOR PUBLICATION DOCUMENTS

None

11. RECOMMENDATIONS

Option 1

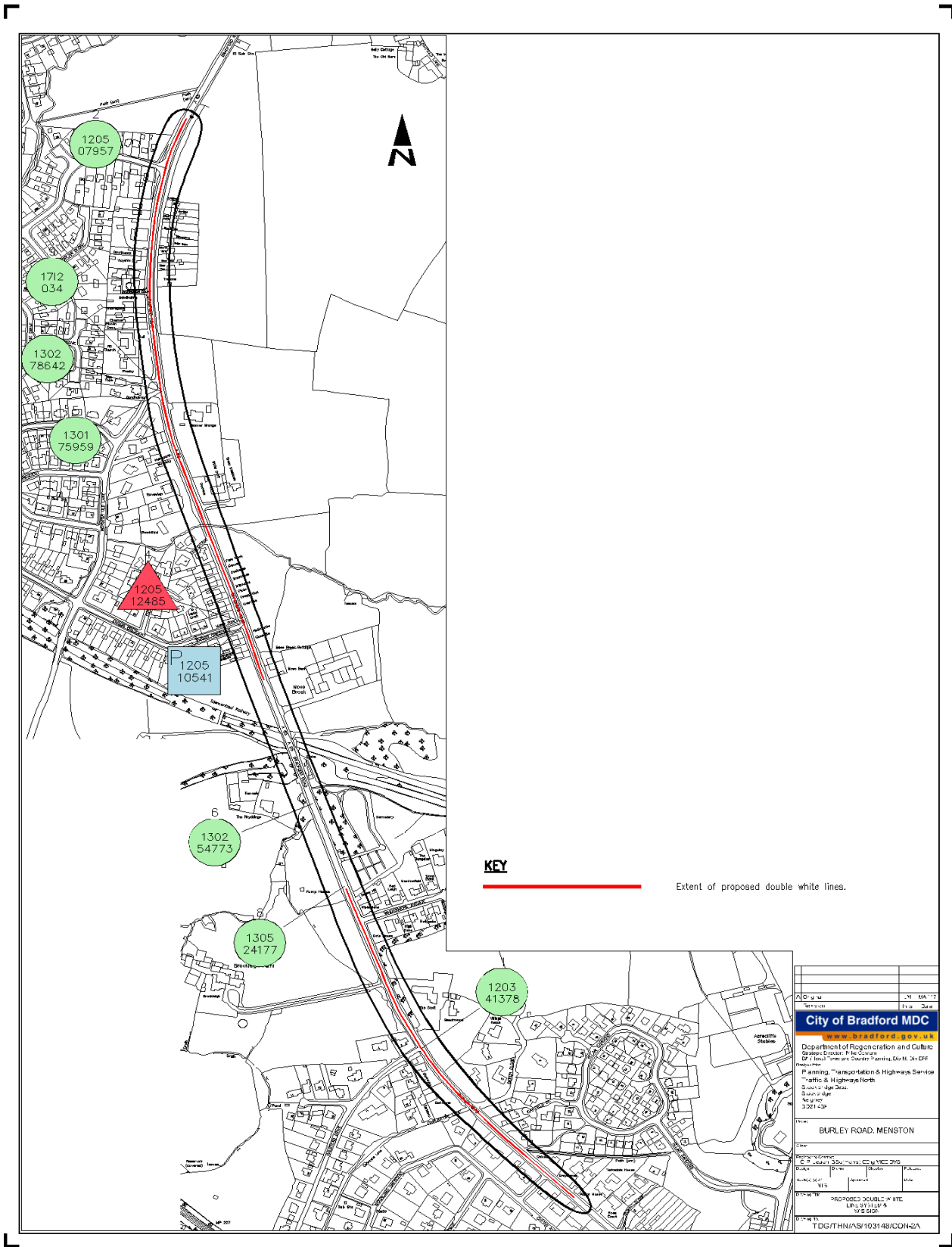
- That the objection be overruled and the proposed solid white line system as shown within Drawing No.TDG/THN/AS/103148/CON-2A (attached to this report as Appendix 1) be approved and implemented (unless police approval is forthcoming with regard to those proposals shown within Drawing No.TDG/THN/AS/103148/CON-2A1 (attached to this report as Appendix 3), whereby the solid white line system shown within Appendix 3 be approved and implemented.
- That the objector be advised accordingly.

12. APPENDICES

- 12.1 Appendix 1 – Drawing No.TDG/THN/AS/103148/CON-2A (identifying two separate short lengths of solid double white lining).
- 12.2 Appendix2 – Details of traffic collisions on a section of A65 Bradford Road and Burley Road.
- 12.2 Appendix 3 – Drawing No.TDG/THN/AS/103148/CON-2A1 (identifying one single length of solid double white lining).
- 12.3 Appendix 4 – Objector's and officer comments.

13. BACKGROUND DOCUMENTS

Scheme file R/TH/NS/103148/TF held by Shipley Area Team



APPENDIX 4

Objector's Comments	Officer Comments
<ul style="list-style-type: none">• Whilst we welcome the Council taking the initiative to improve road safety on our road, we are anxious to know how this will impact on the ability of visiting tradesmen and delivery vehicles to park outside our house whilst providing services such as building work etc. Your letter states “parking adjacent to your property would be prohibited”. Would this include the provision of the aforementioned services, or is there a common sense solution to this potentially inconvenient consequence of an otherwise sensible initiative?	<ul style="list-style-type: none">• The Highway Code states that: <i>you MUST NOT stop or park on a road marked with double white lines, even when a broken line is on your side of the road, except to pick up or set down passengers, or to load or unload goods.</i> <p>The term <i>MUST NOT</i> signifies a legal requirement.</p> <p>Although tradesmen would be unable to park adjacent to the proposed lines whilst carrying out work or services at the objector's residence, these tradesmen (or any driver making deliveries to/from the objector's house) would be able to stop adjacent to the proposed solid white lines to load and/or unload.</p> <p>The objector has a driveway and may wish to consider allowing tradesmen to use this off-street parking facility when carrying out works or services at his residence.</p>

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Report of the Director of Regeneration and Culture to the meeting of Shipley Area Committee to be held on 28 June 2017.

B

Subject:

A single objection received to the proposed Traffic Regulation Order (TRO) to introduce waiting and loading restrictions on a section of A65 Bradford Road, Menston, within the vicinity of the newly built Sainsbury's Express Store.

Summary statement:

This report considers a single objection to the TRO to introduce waiting and loading restrictions on A65 Bradford Road, Menston, within the vicinity of the Sainsbury's Express Store.

It is recommended:

- That the objection to the proposals (as shown in Drawing No. TDG/THN/103126/CON-1C and attached to this report as Appendix 1) be overruled, and that the Order be sealed and implemented as advertised.
- That the objector be advised accordingly.

Ward 26 - Wharfedale

Steven Hartley
Strategic Director
(Place)

Portfolio:
Regeneration, Planning & Transport

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

Overview & Scrutiny Area:
Environment and Waste Management



City of Bradford
Metropolitan District Council



1. SUMMARY

- 1.1 Consideration of one objection received to a proposed Traffic Regulation Order (TRO) to introduce waiting and loading restrictions on A65 Bradford Road, Menston, within the vicinity of the recently built Sainsbury's Express store.

2. BACKGROUND

- 2.1 A condition of the planning approval associated with the Sainsbury's Express Store on A65 Bradford Road, Menston, was that the developer promote and fund a traffic management measures package to minimise the potential impact of the development in the area.
- 2.2 The traffic management package within the vicinity of the Sainsbury's Express Store consisted of a signal puffin crossing facility, provision of two VAS (Vehicle Activated Signs), and a proposed TRO to introduce waiting and loading restrictions. The puffin crossing facility has been constructed and is operative, and the VAS units are currently being procured (one unit for each traffic flow approach).
- 2.3 Site inspections on this section of A65 Bradford Road identified that those proposed parking restriction identified within Drawing No. TDG/THN/103126/CON-1C and attached to this report as Appendix 1 would improve road safety in the area by discouraging on street parking on this heavily trafficked primary route.
- 2.4 On 5th September 2016, all residents within the vicinity of the new store received a consultation letter outlining details of the proposed parking restrictions. There was an initial response to this letter from the objector.
- 2.5 The proposed pedestrian crossing and waiting and loading restrictions were formerly advertised in the press and on-site on 5th October 2016 for a three week period.
- 2.6 No objections were received to the proposed pedestrian crossing (which was subsequently installed in December 2016). One objection has been received to the proposed waiting restrictions as outlined within Drawing No. TDG/THN/103126/CON-1C attached to this report as Appendix 1). The objector's concerns and officer's comments are outlined in Appendix 2 of this report.

3. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

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

4. OTHER CONSIDERATIONS

- 4.1 Local ward members are aware of the objector's concerns and remain fully supportive of the proposed waiting and loading restrictions.

5. OPTIONS

5.1 Option 1 (RECOMMENDED)

- That the objection to the proposals (as shown in Drawing No. TDG/THN/103126/CON-1C and attached to this report as Appendix 1) be overruled, and that the Order be sealed and implemented as advertised.
- That the objector be advised accordingly.

5.2 Option 2 (NOT RECOMMENDED)

- That the objection to the proposals as formerly advertised (and as shown in Drawing No. TDG/THN/103126/CON-1C and attached to this report as Appendix 1) be upheld, and that the scheme proposals be abandoned.
- That the objector be advised accordingly.

5.3 Option 3 (NOT RECOMMENDED)

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

6. FINANCIAL & RESOURCE APPRAISAL

- 6.1 The developer, under the Section 106 and 278 Agreements, would pay for the full cost of the traffic management package, including the proposed Traffic Regulation Order.

7. RISK MANAGEMENT

- 7.1 There are no significant risk management implications.

8. LEGAL APPRAISAL

- 8.1 There are no legal issues arising from this matter.

9. OTHER IMPLICATIONS

9.1 EQUAL RIGHTS

None.

9.2 SUSTAINABILITY IMPLICATIONS

None.

9.3 GREENHOUSE GAS EMISSIONS IMPACTS

None.

9.4 COMMUNITY SAFETY IMPLICATIONS

The puffin crossing is intended to create a safe crossing point for pedestrians, whilst the proposed waiting and loading restrictions are intended to help ensure the unhindered passage of emergency vehicles, buses, and other vehicles, and help protect driver sightlines.

9.5 HUMAN RIGHTS ACT

There are no implications for Human Rights.

9.6 TRADE UNION

There are no trade union implications.

9.7 WARD IMPLICATIONS

The traffic management package including the proposed waiting and loading restrictions are intended to address the potential traffic issues associated with the development.

10. NOT FOR PUBLICATION DOCUMENTS

None

11. RECOMMENDATIONS

Option 1

- That the objection to the proposals (as shown in Drawing No. TDG/THN/103126/CON-1C and attached to this report as Appendix 1) be overruled, and that the Order be sealed and implemented as advertised.
- That the objector be advised accordingly.

12. APPENDICES

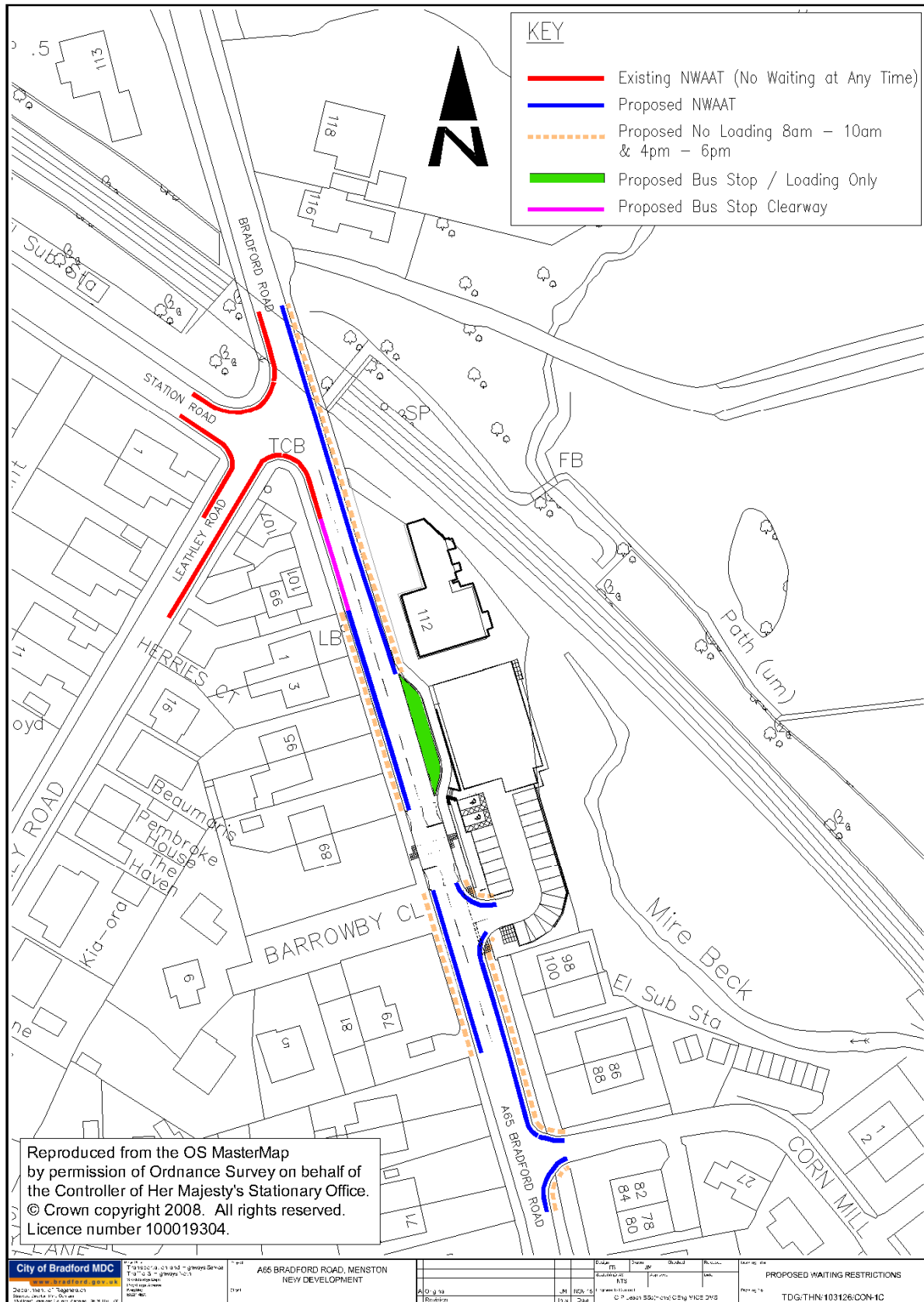
Appendix 1 – Drawing No. TDG/THN/103126/CON-1C (TRO proposals)

Appendix2 – objector's comments and officer responses

13. BACKGROUND DOCUMENTS

Scheme file R/TH/NS/103126/TF held by Shipley Area Team

APPENDIX 1



APPENDIX 2

Objector's comments	Officer comments
<ul style="list-style-type: none"><li data-bbox="220 488 794 772">• We have just moved into our house. Our solicitors did not advise us of any highway proposals associated with the Sainsbury's Express Store. We are in favour of the pedestrian crossing, but believe the proposed parking restrictions would encourage people to park outside my house.<li data-bbox="220 1099 794 1305">• The speed of traffic on A65 Bradford Road concerns me and needs addressing (rather than the parking situation). The objector requests that mobile speed cameras be installed on this section of Bradford Road.	<ul style="list-style-type: none"><li data-bbox="865 488 1439 1055">• The proposed parking restrictions on A65 Bradford Road within the vicinity of the Sainsbury's Express Store seek to minimise the impact of the development in the area and prevent obstructive parking on this busy road. There are no proposed waiting or loading restrictions directly fronting the objector's house. Confirmation of the proposed TRO associated with the proposed waiting and loading restrictions was outlined in the Section 106 Agreement which was approved on 28th July 2016 and could be viewed by the public on the Council's Planning Portal.<li data-bbox="865 1099 1439 1525">• The objector's request for mobile safety cameras has been passed to the West Yorkshire Casualty Reduction Partnership which will appraise the request. Two Vehicle Activated Signs are proposed for this section of Bradford Road (one sign for each approach to the store). The signs are intended to enhance motorists' awareness by flashing up the current 30 mph speed limit to speeding drivers.

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Report of the Director of Place to the meeting of the Shipley Area Committee to be held on 28th June 2017.

C

Subject:

Consideration of one objection received to proposed traffic calming on B6265 Keighley Road, Crossflatts.

Summary statement:

This report deals with one objection received to a proposed traffic calming scheme on B6265 Keighley Road, Crossflatts involving the introduction of two speed tables and two sets of three speed cushions.

It is recommended:

- That the objection to the proposals as formally advertised (and as shown on Drawing No.TDG/THN/103149/CON-1E and attached to this report as Appendix 1) be overruled, and that the Order be sealed and implemented as advertised.
- That the objector be notified accordingly.

Ward 02 – Bingley

Steve Hartley
Strategic Director
(Place)

Portfolio:

Regeneration, Planning and Transport

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

Overview & Scrutiny Area:

Environment and Waste Management



1. Summary

- 1.1 This report considers a single objection received in response to proposed traffic calming measures on B6265 Keighley Road, Crossflatts.

2. Background

- 2.1 In July 2016, this Committee approved a casualty reduction scheme on B6265 Keighley Road, Crossflatts, within its capital works programme.
- 2.2 Council records show that for the five year period ending 9 April 2017, 6 traffic collisions (resulting in 9 casualties (2 'serious and 7 'slight' in terms of their severity)) were recorded on that length of B6265 Keighley Road, Crossflatts, between its junctions with Cemetery Road and Longwood View.
- 2.3 On Tuesday 13 December 2016 and Wednesday 14 December 2016, a survey was undertaken outside Bingley Grammar School to determine traffic speeds and volumes at the start and end of the school day, and to help decide on the most appropriate form of traffic calming. The survey results showed some vehicles to be travelling in excess of 45mph both Bingley-bound and Keighley-bound.
- 2.4 On the basis of the relatively high traffic collision rate resulting in personal injury on B6265 Keighley Road between its junctions with Cemetery Road and Longwood View, and having regard to the speed and volumetric survey results and high number of pedestrians in that location, it is proposed to introduce vertical traffic calming measures on this stretch of B6265 Keighley Road.
- 2.5 The proposed measures (shown within drawing TDG/THN/103149/CON-1E and attached as Appendix 1 to this report) involve two sets of three 1.9m x 1.9m speed cushions, an advisory 20mph speed limit outside Bingley Grammar School (to operate only at the start and end of the school day), placing the two existing puffin crossings onto speed tables, and introducing waiting restrictions to address on-street parking outside the school by commuters and parents.
- 2.6 The proposed traffic calming measures were advertised for a three week period on-site and within the local press, and resulted in one objection being received.

3. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

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

4. OPTIONS

4.1 Option 1 (RECOMMENDED)

- That the objection to the proposals as formally advertised (and as shown on Drawing No.TDG/THN/103149/CON-1E and attached to this report as Appendix 1) be overruled, and that the Order be sealed and implemented as advertised.
- That the objector be advised accordingly.

4.2 Option 2 (NOT RECOMMENDED)

- That the objection be upheld, and the proposals be altered or abandoned.
- That the objector be advised accordingly.

4.3 Option 3 (NOT RECOMMENDED)

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

5. FINANCIAL & RESOURCE APPRAISAL

5.1 Financial

The costs necessary to introduce the proposed scheme have been allocated from this Committee's capital allocation.

5.2. Resources

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

6. RISK MANAGEMENT

There are no risk management implications

7. LEGAL APPRAISAL

There are no legal implications at present

8. OTHER IMPLICATIONS

8.1 EQUALITY AND DIVERSITY

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

8.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications

8.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no implications regarding greenhouse gas emissions impacts

8.4 COMMUNITY SAFETY IMPLICATIONS

The proposed traffic calming measures are considered necessary:

- To modify vehicle speeds and reduce the potential for traffic collisions, and the number and severity of personal injuries;
- To preserve and improve the amenities of the area through which B6265 Keighley Road, Crossflatts runs.

8.5 HUMAN RIGHTS ACT

There are no implications for human rights

8.6 TRADE UNION

There are no trade union implications

8.7 WARD IMPLICATIONS

The proposed scheme is situated in the Bingley ward.

9. NOT FOR PUBLICATION DOCUMENTS

None

10. RECOMMENDATIONS

10.1 Option 1

- That the objection to the proposals as formally advertised (and as shown on Drawing No.TDG/THN/103149/CON-1E and attached to this report as Appendix 1) be overruled, and that the Order be sealed and implemented as advertised.
- That the objector be advised accordingly.

11. APPENDICES

- 11.1 Drawing No.TDG/THN/103149/CON-1E (Scheme proposals as formally advertised)
- 11.2 Objectors' and officers comments. (Appendix 2)

12. BACKGROUND DOCUMENTS

- 12.1 Report to the Strategic Director (Planning) to the meeting of this Committee held on 27 July 2017.

Appendix 2

Objections – Keighley Road	Officer Comments
<ul style="list-style-type: none"> • Traffic calming measures are being introduced to slow the traffic down out side the School but you struggle to do above 20mph at the moment. • You can only drive at a speed to suite local road conditions so further measures are not really needed. • The traffic calming serves very little purpose and will not be very cost effective. • The traffic calming will damage vehicle suspensions 	<ul style="list-style-type: none"> • In December 2016 traffic speeds were recorded on that section of B6265 Keighley Road fronting Bingley Grammar School. The survey results showed that, at the start and end of the school day, the average speed was approximately 22 - 25mph. However when the evening ‘after school club’ finishes, average speeds had risen to approximately 29mph Bingley-bound, and 31mph Keighley-bound. • At the start and end of the school day, on-street parking has a traffic calming effect, helping to keep speeds relatively low. Outside these times, speeds in excess of 45mph were recorded, and a number of traffic collisions resulting in personal injury have been recorded at the site. • Traffic collision records show that during the five year period ending 9 April 2017, 6 traffic collisions (resulting in 9 casualties (2 ‘serious and 7 ‘slight’ in terms of their severity)) were recorded on that length of B6265 Keighley Road, Crossflatts, between its junctions with Cemetery Road and Longwood View. Reducing the number and/or severity of casualties would bring financial savings and social benefits. • The proposed traffic calming features would be constructed in accordance with agreed national design criteria.

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Report of the Director of Place to the meeting of the Shipley Area Committee to be held on 28 June 2017.

D

Subject:

Consideration of two formal objections to the proposed introduction of a one-way traffic system and parking restrictions on Thompson Lane, Shipley.

Summary statement:

This report considers two objections received in response to the formal advertising of a one-way traffic system, a permit-holders only parking scheme, a shared-parking scheme, and No Waiting At Any Time parking restrictions on Thompson Lane, Shipley.

It is recommended:

- That the objections to the proposals as formally advertised (and as shown on Drawing No. TDG/THN/103507/TRO-1B and attached to this report as Appendix 2) be overruled, and that the Order be sealed and implemented as advertised.
- That the scheme be re-visited in the event of policy changes being made which allow consideration of an on-street permit parking scheme for the eastern half of Thompson Lane between its junctions with Midgeley Road and Green Road.
- That the objectors be advised accordingly.

Ward 22 – Shipley

Steve Hartley
Strategic Director
(Place)

Portfolio:

Regeneration, Planning and Transport

Report Contact: Simon D'Vali
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Overview & Scrutiny Area:

Environment and Waste Management



1. Summary

This report considers two objections received in response to the formal advertising of a proposed Traffic Regulation Order (TRO) regarding the introduction of a one-way traffic system, a 'permit-holders only parking scheme', a 'shared-parking' scheme (involving 'unlimited waiting for permit holders Mon-Sat 8am-6pm, and 2 hours limited waiting (No return within 2 hours) for non-permit holders Mon-Sat 8am-6pm'), and 'No Waiting At Any Time' restrictions on Thompson Lane, Shipley.

The proposed TRO is considered necessary:

- In order to preserve and improve the amenities of the area through which the road runs;
- To avoid danger to persons or other traffic using Thompson Lane or adjoining roads, and
- To prevent the likelihood of any such danger arising.

2. Background

- 2.1 Thompson Lane links Green Road and Coach Road (both important arterial routes linking Shipley and Baildon) and is identified as Area 'A' within that drawing attached to this report as Appendix 1.
- 2.2 Thompson Lane has a mixture of residential terraced and semi-detached properties fronting its southern kerbline (with some of these properties being 'set-back' from the carriageway by a large grass verge forming a crescent half way along Thompson Lane. With the exception of its eastern end, there are no residential properties fronting its northern kerbline. There is however a primary school on the northern side of Thompson Lane opposite its junction with Midgeley Road, and a children's playground located on its northern side at its southern end.
- 2.3 Thompson Lane has a 20mph speed limit along its length, and is a bus route. It is traffic calmed, with a series of vertical speed cushions, a speed table and horizontal footway build-outs along its length. Thompson Lane is 7.4 wide (except where footway build-outs exist (where the carriageway width is 5.8 metres)).
- 2.4 There are 'No waiting at any time' (double yellow line) parking restrictions on the north-western side of Thompson Lane immediately fronting the playground, and two disabled parking bays on the south-eastern side immediately fronting residential properties nos.75-81 Thompson Lane.
- 2.5 That section of Thompson Lane forming the crescent referred to in Section 2.2 of this report fronts residential properties nos. 27-57 Thompson Lane. A 2.6 metre strip of the grass verge forming the crescent was converted into a hard standing a number of years ago to accommodate the on-street parking needs of local residents. The residual carriageway width of that section of Thompson Lane forming the crescent is 4.3 metres.

- 2.6 Some years ago, and as part of improvements to Robert's Park, grant funding was used to introduce '2 Hours Limited Waiting Mon-Sat 8am-6pm (No return within 2 hours)' on those two short sections of highway linking Robert's Park vehicular entrance and Coach Road. These two sections of highway are identified as Area 'B' within the drawing attached to this report as Appendix 1. The 'Limited Waiting' provision sought to prevent all-day commuter parking during weekdays, and help safe-guard short-stay parking opportunities for visitors to the park.
- 2.7 Following concerns regarding residents' on-street parking difficulties on the crescent section of Thompson Lane at the start and end of the school day, in 2012 the request for a ROPP scheme and 'one-way' traffic system' on the crescent (requiring a Traffic Regulation Order (TRO)) was added to the list of schemes considered annually by this Committee for possible inclusion within its future programme of works.
- 2.8 On 28 January 2015, this Committee considered a petition report regarding a request for permit parking on the south-western end of Thompson Lane. The lead petitioner claimed that since the introduction of the Limited Waiting provision close to the vehicular entrance to Robert's Park, much of the commuter parking has migrated to the south western end of Thompson Lane. This Committee resolved 'That in the event that the crescent on Thompson Lane be included within this Committee's future programme of works, the requested Residents Only Permit Parking bay fronting nos.59-69 Thompson Lane be promoted as part of that Traffic Regulation Order associated with the crescent.'
- 2.9 In July 2016, Thompson Lane was included within this Committee's Capital Works Programme, and on 3 March 2017, those proposed measures outlined within Appendix 2 of this report were formally advertised for a three week period.
- 2.10 Ward Members and the emergency services have been consulted on those traffic management proposals identified within Appendix 2 of this report with no adverse comments being received.
- 2.11 In response to the formal advertising of the proposed TRO, two objections were received. Only one of the two objectors is a resident of Thompson Lane.
- 2.12 Ward Members have been notified of the formal objections and continue to fully support the introduction of the proposed TRO.
- 2.13 The objectors' concerns and officer comments are outlined within Appendix 3 of this report.

3. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

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

4. Options

4.1 **Option 1** (RECOMMENDED)

- That the objections to the proposals as formally advertised (and as shown on Drawing No. TDG/THN/103507/TRO-1B and attached to this report as Appendix 2) be overruled, and that the Order be sealed and implemented as advertised.
- That the scheme be re-visited in the event of policy changes being made which allow consideration of an on-street permit parking scheme for the eastern half of Thompson Lane between its junctions with Midgeley Road and Green Road.
- That the objectors be advised accordingly.

4.2 **Option 2** (NOT RECOMMENDED)

- That the objections to the proposals as formally advertised (and as shown on Drawing No. TDG/THN/103507/TRO-1B and attached to this report as Appendix 2) be upheld, and that the scheme proposals be abandoned.
- That the objectors be advised accordingly.

4.3 **Option 3** (NOT RECOMMENDED)

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

5. FINANCIAL & RESOURCE APPRAISAL

5.1 **Financial**

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

5.2. **Resources**

The proposed traffic management works can be processed within existing staff resources.

6. RISK MANAGEMENT

There are no risk management implications.

7. LEGAL APPRAISAL

There are no legal implications at present.

8. OTHER IMPLICATIONS

8.1 EQUALITY AND DIVERSITY

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

8.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications

8.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no implications regarding greenhouse gas emissions impacts

8.4 COMMUNITY SAFETY IMPLICATIONS

The proposed traffic management measures shown within Appendix 2 of this report are intended to:

- Preserve and improve the amenities of the area through which the road runs;
- Avoid danger to persons or other traffic using Thompson Lane or adjoining roads, and
- Prevent the likelihood of any such danger arising.

8.5 HUMAN RIGHTS ACT

There are no implications for human rights

8.6 TRADE UNION

There are no implications for the trade unions

8.7 WARD IMPLICATIONS

Thompson Lane is in the Shipley ward.

9. NOT FOR PUBLICATION DOCUMENTS

None

10. RECOMMENDATIONS

10.1 Option 1

- That the objections to the proposals as formally advertised (and as shown on Drawing No.TDG/THN/103507/TRO-1B and attached to this report as Appendix 2) be overruled, and that the Order be sealed and implemented as advertised.
- That the scheme be re-visited in the event of policy changes being made which allow consideration of an on-street permit parking scheme for the eastern half of Thompson Lane between its junctions with Midgeley Road and Green Road.
- That the objectors be advised accordingly.

11. APPENDICES

11.1 Drawing No.TDG/THN (Appendix 1) area location plan.

11.2 Drawing No.TDG/THN/103507/TRO-1B (Scheme proposals as formally advertised) (Appendix 2)

12. BACKGROUND DOCUMENTS

12.1 Report to the Director of Regeneration and Culture to the meeting of this Committee held on 28 January 2015.

12.2 Report to the Director of Regeneration and Culture to the meeting of this Committee held on 27 July 2016.

Appendix 3

Objector's Comment	Officer Comment
<ul style="list-style-type: none"> • The objector claims that the majority of the day-time parking in Thompson Lane is “almost entirely ‘commuter related’” • The objector considers that when the school crossing patrol officer stops the east to west traffic flow on Thompson Lane, traffic turning right out of the proposed one-way system will be turning onto the crossing point almost immediately. Perhaps the crossing point on Thompson Lane should be re-sited somewhat further away from the junction with the ‘crescent’. 	<ul style="list-style-type: none"> • Noted • The speed table on which the school crossing patrol operates is located approximately 13 metres east of the exit point of the one-way system (i.e. effectively 2 car-lengths) When the school crossing patrol (SCP) stops the east to west traffic flow, the opposing traffic flow is stopped at the same time. As such, any vehicle which turns right out of the one –way system will be required to stop at the SCP if requested. Parking within the proposed one-way system would be prohibited except for resident permit holders only. As such, the volume of traffic seeking to exit the crescent section of Thompson Lane at the start and end of the school day is likely to be limited. It is considered that the distance between the exit of the one-way system and the SCP is sufficient for drivers to be given adequate notice by the SCP of the need to stop if required.
<ul style="list-style-type: none"> • The objector states ...<i>‘I do support some action to remedy parking issues on Thompson Lane and have no issues with the proposals for one way traffic flow’.</i> • As the restrictions only apply to part of Thompson Lane, I am concerned that the commuters who park all day will simply move to the other side of the road. 	<ul style="list-style-type: none"> • Noted • There are double yellow lines (signifying ‘No Waiting At Any Time’) and a bus stop clearway (in which parking is prohibited) on the opposite side of the road at the western end of Thompson Lane.

<ul style="list-style-type: none">• Parents already try to gain entry via the school gates to pick up and drop off children – it is not easy navigating the school car park and this is a dangerous practice that puts child safety at risk.• There is a primary school on Thompson Lane and it is necessary to ensure that the scheme proposals do not make the current situation worse for parking around the school. The objector is concerned that the proposed restrictions may leave less available parking near the school due to commuters moving to the available spaces, leading to more parents trying to drop off and pick up children directly from the school gates.	<p>Most of the properties at the eastern end of Thompson Lane have driveways, and therefore do not meet the Council's current policy criteria regarding consideration of an on-street 'Residents Permit Parking Scheme'.</p> <ul style="list-style-type: none">• Controlling vehicular access into the school's curtilage rests with the school.• It is not possible to determine, with any certainty, whether commuter parking will migrate elsewhere, and if so, to where. In the event that commuter parking were to migrate to the eastern end of Thompson Lane and/or its adjoining roads, or onto Higher Coach Road or Coach Road, this Committee may wish to consider addressing such issues as part of a future capital works programme. There is an existing yellow 'SCHOOL-KEEP-CLEAR' carriageway marking outside the school entrance prohibiting Stopping outside the school gates Monday to Friday 8am – 4pm.
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Report of the Director of Place to the meeting of the Shipley Area Committee to be held on 28 June 2017.

E

Subject:

Consideration of three objections (one objection taking the form of an 85 signature petition) to a proposed Traffic Regulation Order involving the introduction of formal waiting restrictions on B6265 Keighley Road, Crossflatts.

Summary statement:

This report considers three objections (one objection taking the form of an 85 signature petition) regarding the proposed introduction of 'No Waiting At Any Time', 'No Loading At Anytime', and 'Limited Waiting' parking restrictions at various locations on B6265 Keighley Road, Crossflatts.

It is recommended:

- That the objections to the proposals as formally advertised (and as shown on Drawing No.TDG/THN/103149/TRO-1A and Drawing No. TDG/THN/103149/TRO-4A (attached respectively to this report as Appendices 1 & 2)) be overruled, and that the Order be sealed and implemented as advertised.
- That the objectors be advised accordingly.

Ward 02 – Bingley

Steve Hartley
Strategic Director
(Place)

Portfolio:

Regeneration, Planning and Transport

Report Contact: Simon D'Vali
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Overview & Scrutiny Area:

Environment and Waste Management



1. Summary

1.1 This report considers objections received to the advertised Traffic Regulation Order (TRO) proposing:

- 'No Waiting At Any Time';
- 'No Loading At Any Time';
- '2 Hours Limited Waiting (No Return Within 2 Hours (Monday–Saturday, 8am–6pm))'; and
- '10 Minutes Limited Waiting (No Return Within 20 Minutes (Monday-Friday 8am – 9.30am, and 1.30pm – 3.30pm)'

on that section of B6265 Keighley Road, Bingley, within the vicinity of Bingley Grammar School, at its junction with Canal Road, and on Kings Road.

1.2 The proposed waiting restrictions shown within Drawing No.TDG/THN/103149/TRO-1A (attached to this report as Appendix 1) are associated with a local safety scheme within the vicinity of Bingley Grammar School, and are not physically present on-site. Two of the objections relate solely to these particular proposed waiting restrictions.

1.3 The yellow line road markings shown in Drawing No.TDG/THN/103149/TRO-4A (attached to this report as Appendix 2) were formally advertised as part of the TRO associated with the proposed local safety scheme for logistical reasons. These yellow lines are currently present on-site (having been previously approved by this Committee, and the associated legal Order 'sealed' in November 2006). However, due to an administrative oversight, the waiting restrictions identified within Appendix 2 of this report were not consolidated within the Council's TRO database.

1.4 The existing yellow lines have been formally advertised as part of the TRO associated with the proposed local safety scheme with a view to formally consolidating them within the TRO database. One of the three objections takes the form of an 85-signature petition and relates primarily to those yellow lines presently on-site and identified within Appendix 2.

2. Background

2.1 In July 2015, this Committee approved a scheme on B6265 Keighley Road, Crossflatts within its capital work programme.

2.2 The local safety scheme was proposed due to the relatively high traffic collision rate resulting in personal injury on that section of B6265 Keighley Road between its junctions with Millgate and The Crescent. The proposed scheme includes traffic calming measures, an advisory 20mph speed limit outside Bingley Grammar School, and various waiting restrictions to address on-street parking by commuters outside the school.

- 2.3 The proposed waiting restrictions specifically associated with the local safety scheme within the vicinity of Bingley Grammar School (and to which this report relates) are shown within Drawing No. TDG/THN/103149/TRO-1A (attached to this report as Appendix 1). The proposed restrictions were formally advertised for a five week period on-site and within the local press, and resulted in three objections being received.
- 2.4 The proposed waiting restrictions relate to three areas of Crossflatts. The first area is outside Bingley Grammar School with proposals to convert a length of existing 'No Waiting At Anytime' to 'No Waiting and No Loading At Anytime' – The intention being to prevent parents from parking opposite the existing parking bays immediately fronting the school, and thereby maintain two way traffic flow. Secondly, it is proposed to introduce a 10 minute time restriction (No Return Within 20 Minutes) on the currently unrestricted on-street parking bays fronting Bingley Grammar School. The proposed restrictions are only applicable at the start and end of the school day (8am-9:30am, and 2:30-3:30pm (Monday – Friday)) and are intended to prevent all-day commuter parking, and provide drivers with short-stay parking when dropping off and picking up children to/from the school. The third area involves the eastern end of King's Road and that section of Keighley Road opposite Crossflatts Post Office where 2 Hour Limited Waiting Bays (No Return For 2 Hours, Monday- Saturday 8am – 6pm) are proposed, along with 'No Waiting At Any Time' parking restrictions (which would extend along the northern kerblines of Canal Road)

3. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

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

4. OPTIONS

4.1 Option 1 (RECOMMENDED)

- That the objections to the proposals as formally advertised (and as shown on Drawing No. TDG/THN/103149/TRO-1A and Drawing No. TDG/THN/103149/TRO-4A (attached respectively to this report as Appendices 1 & 2)) be overruled, and that the Order be sealed and implemented as advertised.
- That the objectors be advised accordingly.

4.2 Option 2 (NOT RECOMMENDED)

- That the objections be upheld, and that the scheme proposals be altered or abandoned.
- That the objectors be advised accordingly.

4.3 **Option 3** (NOT RECOMMENDED)

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

5. FINANCIAL & RESOURCE APPRAISAL

5.1 Financial

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

5.2. Resources

The proposed traffic management works can be processed within existing staff resources.

6. RISK MANAGEMENT

There are no risk management implications.

7. LEGAL APPRAISAL

There are no legal implications at present.

8. OTHER IMPLICATIONS

8.1 EQUALITY AND DIVERSITY

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

8.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications.

8.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no implications regarding greenhouse gas emissions impacts.

8.4 **COMMUNITY SAFETY IMPLICATIONS**

The proposed waiting restrictions shown within Appendix 1 of this report are intended to prevent commuters and parents of pupils attending Bingley Grammar School from causing obstruction and parking inconsiderately on B6265 Keighley Road, and help ensure the unhindered passage of emergency vehicles and buses. Being one of two upper schools serving the whole of Bingley, a number of pupils are transported to and from the school by car.

Due to the short distance between the school and Crossflatts Rail Station, on street commuter parking means parking availability is already at a premium for parents at the beginning and end of the school day. This often leads to anti-social parking by parents who obstruct footways and driveways.

8.5 **HUMAN RIGHTS ACT**

There are no implications for human rights.

8.6 **TRADE UNION**

There are no implications for the trade unions.

8.7 **WARD IMPLICATIONS**

The proposed scheme is situated in the Bingley ward.

9. **NOT FOR PUBLICATION DOCUMENTS**

None.

10. **RECOMMENDATIONS**

10.1 **Option 1**

- That the objections to the proposals as formally advertised (and as shown on Drawing No.TDG/THN/103149/TRO-1A and Drawing No. TDG/THN/103149/TRO-4A (attached respectively to this report as Appendices 1 & 2)) be overruled, and that the Order be sealed and implemented as advertised.
- That the objectors be advised accordingly.

11. **APPENDICES**

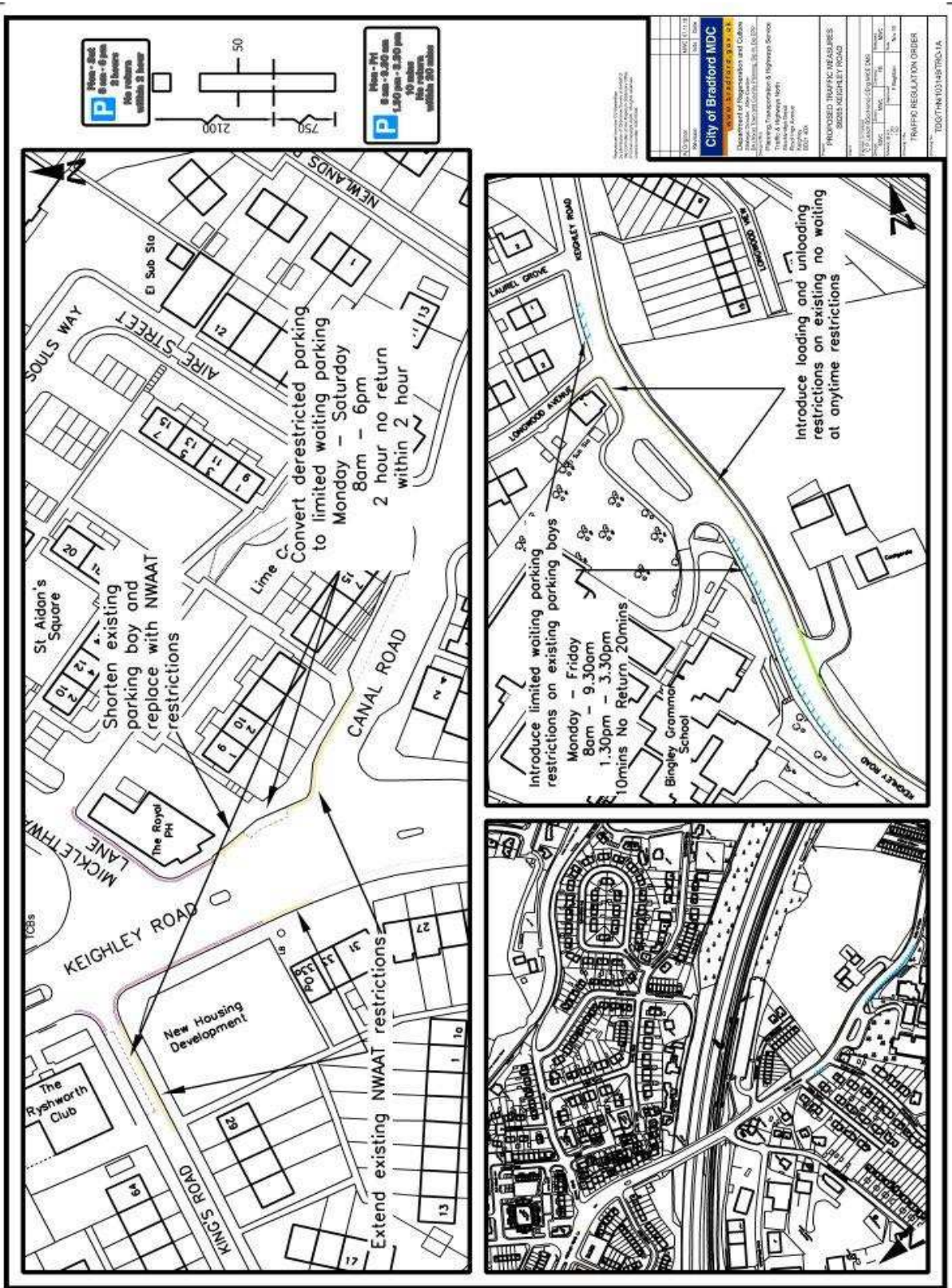
- 11.1 Drawing No.TDG/THN/103149/TRO-1A (Appendix 1) - (Proposed waiting restrictions associated with the Local Safety Scheme on B6265 Keighley Road, Crossflatts).

- 11.2 Drawing No. TDG/THN/103149/TRO-4A (Appendix 2) (Yellow lines currently present on-site (having been previously approved by this Committee, and the associated legal Order 'sealed' in November 2006), but which, due to an administrative oversight, were not consolidated within the Council's TRO database).
- 11.3 Objectors' and officers comments (Appendix 3).

12. BACKGROUND DOCUMENTS

- 12.1 Report to the Strategic Director (Regeneration) to the meeting of this Committee held on 27 July 2016.

Appendix 1



Appendix 3

Objector's Comments	Officer Comments
<p>Objector #1</p> <ul style="list-style-type: none"> • I am a parent with a pushchair. Nearly every day, cars park on the existing double yellow lines and the footway outside Bingley Grammar School when dropping off and picking up children. Why can't you enforce the existing waiting restrictions and thereby save having to make further changes to the waiting restrictions? • I can see no benefit in altering the bays to limited parking. Vehicles which use the bays for the school and local train station will simply park elsewhere in the village, potentially causing more harm than good. • You are proposing to introduce 'No waiting at any time' parking restrictions from the Homepage (Magnet) Roundabout to the junction of Micklethwaite Lane with Canal Road. There are already double yellow lines at this location. 	<ul style="list-style-type: none"> • The Council's wardens do enforce the existing waiting restrictions and issue Penalty Charge Notices for parking on the footway where there are existing double yellow lines adjacent to the footway. The scheme proposals include the banning of loading and unloading on the existing double yellow lines in the vicinity of the school (loading and unloading currently being permitted). • Converting the on-street parking bays outside Bingley Grammar School to 'limited parking' will prevent commuters from using the bays as long-stay parking facilities, thereby providing parents with more opportunity to utilise the bays when dropping off and picking up school children. Existing commuter parking facilities served by the large car park at Crossflatts Rail Station, and unlimited on-street parking provision in the local vicinity could be utilised to accommodate the parking needs of any displaced vehicles. • Noted. The existing double yellow lines have been advertised as part of the TRO associated with the proposed local safety scheme for logistical reasons. The yellow lines to which the objector refers were installed some time ago, having been previously approved by this Committee, and the legal Order 'sealed' in November 2006. However, due to an administrative oversight, the waiting restrictions were not consolidated within the Council's Traffic Regulation Order database. The existing double yellow lines have been formally advertised as part of the TRO associated with the proposed local safety scheme with a view to formally consolidating them within the TRO database.

<ul style="list-style-type: none"> • We have two schools locally with a number of children walking to and fro whilst cars ‘race’ along Bingley Road. A number of accidents have taken place on this road and reduced speeds would be beneficial to reducing this. • I would like to see traffic calming introduced on Micklethwaite Lane. 	<ul style="list-style-type: none"> • Traffic calming measures are being proposed on Bingley Road between its junctions with Cemetery Road and Longwood View as part of the Local Safety Scheme to which those proposed waiting restrictions shown within Appendix 1 of this report relate. • There are no proposals to introduce traffic calming on Micklethwaite Lane as part of the local safety scheme to which those proposed waiting restrictions within Appendix 1 of this report relate.
<p>Objector #2</p> <ul style="list-style-type: none"> • Parking restrictions should be looked at in relation to the whole village as restrictions in some parts will have a knock-on effect elsewhere. • There are already yellow lines in some places so why is this proposed Traffic Regulation Order necessary? All that is needed in enforcement. • The new restrictions will in my opinion make parking everywhere else even more of a problem in Crossflatts. 	<ul style="list-style-type: none"> • The proposed waiting restrictions within the vicinity of Bingley Grammar School form part of a proposed local safety scheme relating to a particular length of B6265 Keighley Road, Crossflatts. Accordingly, a holistic approach to parking within Crossflatts is not appropriate in this instance – the proposed waiting restrictions being localised geographically through necessity. • Noted. The existing yellow lines have been advertised as part of the TRO associated with the proposed local safety scheme for logistical reasons. The yellow lines to which the objector refers were installed some time ago, having been previously approved by this Committee, and the legal Order ‘sealed’ in November 2006. However, due to an administrative oversight, the waiting restrictions were not consolidated within the Council’s Traffic Regulation Order database. The existing yellow lines have been formally advertised as part of the TRO associated with the proposed local safety scheme with a view to formally consolidating them within the TRO database. • Converting the on-street parking bays outside Bingley Grammar School to ‘limited parking’ will prevent commuters from using the bays as long-stay parking facilities, thereby providing parents with more opportunity to utilise the bays when

<ul style="list-style-type: none"> • The reasoning behind the proposal to make the existing parking bay outside the school into a 'limited waiting' bay is understood – to make room for school pick-ups and drop-offs. • The proposed 'limited waiting' bay outside the school is currently used by part-time school staff (as there isn't enough space within the school curtilage to accommodate all staff vehicles). Where will the part-time staff park their cars if the proposed 'limited waiting' bay is introduced? 	<p>dropping off and picking up school children. Existing commuter parking facilities served by the large car park at Crossflatts Rail Station, and unlimited on-street parking provision in the local vicinity could be utilised to accommodate the parking needs of any displaced vehicles.</p> <ul style="list-style-type: none"> • Noted • The proposed 'limited waiting' provision within the layby seeks to prevent long-stay commuter parking and provide short-stay parking opportunities for parents dropping off and picking up school pupils. Bingley Grammar School may wish to review parking arrangements for its staff with a view to further maximising its off-street parking provision.
<p>Objector #3</p> <ul style="list-style-type: none"> • Crossflatts Primary School has no public parking provision and inadequate staff parking provision and no plans are proposed to create this. • Many students attending Crossflatts Primary School live outside of a reasonable walking distance and are too young to travel alone on public transport on public transport or by foot/cycle. 	<ul style="list-style-type: none"> • There are no changes proposed to current parking restrictions within the vicinity of Crossflatts Primary School. The waiting restrictions shown within Appendix 2 are currently present on-site, having been agreed by this committee in 2006 (the TRO being sealed on 16 November 2006). However those waiting restrictions were not (due to an administrative error) consolidated within the Council's TRO database. The waiting restrictions within Appendix 2 have been formally advertised as part of the proposed local safety scheme on B6265 Keighley Road with a view to formally consolidating them within the TRO database. • Ditto

<ul style="list-style-type: none">• The restrictions are unlikely to stop parents parking to drop off and collect children to/from Crosshills Primary School, as the lack of any appropriate alternative will force parents to risk parking anyway and will increase the competition and saturation of traffic in unrestricted areas. Therefore the proposed changes may not achieve the desired objective of traffic parking reduction.• A reduction in the volume of commuter parking on the streets around Crossflatts railway station will further penalise working parents who need to travel to work after dropping children at Crossflatts Primary School but whom are already unable to secure parking in the station car park as it is full by 07:30.	<ul style="list-style-type: none">• Ditto• If the proposed limited waiting restrictions are introduced, there is still much unlimited on-street parking provision in the local vicinity which commuters could utilise.
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Report of the Strategic Director, Place to the meeting of Shipley Area Committee to be held on 28 June 2017.

F

Subject:

DEVOLVED BUDGET - SAFER ROADS SCHEMES

Summary statement:

This report seeks re-approval of a programme of Safer Roads Schemes for the Shipley Area for the 2017/18 financial year.

Wards: All Shipley Wards

1,2,3,22,26 &28

Steve Hartley
Strategic Director
Place

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Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

Environment and Waste Management



1.0. SUMMARY

- 1.1. This report seeks re-approval of a programme of Safer Roads Schemes for Shipley constituency for the 2017/18 financial year, and approval of a programme of ancillary works for 2017/18.

2.0. BACKGROUND

- 2.1. The West Yorkshire Integrated Transport Authority (ITA) 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 In order to maximise casualty reduction an evidence-based approach has been adopted. This prioritises a significant proportion of the budget available for Traffic Management measures to address those sites where it is expected that highways improvements will improve safety and reduce casualties.

- 2.4 The funding split is 70% for Casualty Reduction schemes and 30% for locally determined schemes, such as on-street parking management, speeding or other community priorities (where there are perhaps perceived safety issues rather than a history of recorded collisions). The latter proportion of the budget will also need to cover the following scheme types: -

- 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

Budget devolution

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

3.0. FINANCIAL & RESOURCE APPRAISAL

- 3.1. The total budget for the Bradford district for the 2017/18 financial year is £878600.
- 3.2 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

- 3.3 This apportionment results in a total budget of £144820 for Shipley, which, following the ring fencing of £18600 for the investigation of Shipley ‘Stage A’ works during the 2017/18 financial year, leaves a residual Shipley budget allocation of £126220 . The completion of all approved ongoing schemes for 2014/2015, 2015/2016 and 2016/2017 will require funding of £210000. This figure excludes monies yet to be recovered from agreed and completed S106/S278 works, which will off-set, to some extent, this overspend. It is proposed that this Committee’s 2017/18 budget allocation of £12622 be distributed as follows:- £88354 for progression of Safer Roads Schemes previously programmed (2014 – 2017 (Appendix 1 refers)), and £37866 for other community priority works 2017/ 2018 (Appendix 2 refers).

The remaining shortfall required to complete all approved schemes would need to be funded from this committee’s future Capital budget allocation.

- 3.4 As a result of the (often) complex consultation and legal processes that Safer Roads schemes involve, it is difficult to manage a single year programme (the current year being a point in case where approval in late June only leaves a 9 month window in which to achieve the annual budget spend). The approval of Safer Roads schemes is therefore set to switch to a 3-yr rolling arrangement to allow more effective programming. It is intended to bring a further report to this Area Committee in autumn 2017 with an indicative complete 3 year programme. Subsequent annual reports will then update on schemes progress and recommend programme amendments to reflect any changing priorities.

4.0. OTHER CONSIDERATIONS

- 4.1 The roll-over aspect of this Committee's previous works programmes has resulted in a cumulative budget overspend which needs addressing if this Committee's future budget allocations are to be in line with the overall 3 year spend-profile of the local authority.
- 4.2 Committee Members should also be advised that of the 26 (non-S106 or S278) ongoing schemes identified within Appendix 1 of this report and for which Shipley Area Committee funding has previously been allocated, Legal Notices associated with 5 of the schemes have been published within the local press and on-site, or are due to be published imminently. Members may be of a mind to consider the not insignificant budget allocation already committed to progressing these 5 schemes in the form of published Legal Notices. In addition to 5 of the proposed schemes having been, or about to be, formally advertised, local residents have been made aware of a significant number of the remaining 21 schemes via various information sources such as Neighbourhood Forums.
- 4.3 It is recommended that this 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 2017/18 programme. The cost of any traffic surveys required to assess requests for traffic management measures and assist in determining future schemes programmes will also need to be met from this budget, as will maintenance costs of Vehicle Activated Signs.

5.0 OPTIONS

- 5.1 That this Committee re-approves its previous programme of works (comprising a mix of Casualty Reduction Schemes and Locally Determined Schemes) for 2017/18 as listed in Appendix 1 of this report. **(RECOMMENDED)**
- 5.2 That this Committee allocates its 30% community schemes budget to re-affirm its commitment to progressing Disabled Persons Parking Places, undertaking mobility access improvement works, traffic data collection and Vehicle Activated Signs maintenance, by approving the 2017/18 ancillary works programme as listed in Appendix 2 of this report, and that the residual funding be earmarked as a contingency sum to be utilised on a reactive basis. **(RECOMMENDED)**
- 5.3 That this Committee approves the proposed programme of Safer Roads Schemes for 2017/18 listed in Appendix 3, with any substitutions (to the same total budget value) from the reserve list and/or alternative programme of schemes from those nominated in Appendix 4. This option would mean that schemes outlined within Appendix 1 of this report would be abandoned. **(NOT RECOMMENDED)**

6.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

- 6.1 A failure to follow an evidence-based approach and prioritise schemes on the basis of casualty reduction potential would not meet with the overarching aims of the Safer Roads allocation.
- 6.2 As evidenced by columns 4 and 5 of the table in Appendix 1 of this report, analysis of traffic collision data (including causation factors) indicates there is significant potential to create improved safety at all 26 (non-S106/278) sites and to reduce casualties at 17 of those 26 (non-S106/278) sites.

7.0 LEGAL APPRAISAL

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

8.0 OTHER IMPLICATIONS

8.1 EQUALITY & DIVERSITY

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

8.2 SUSTAINABILITY IMPLICATIONS

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

8.3 GREENHOUSE GAS EMISSIONS IMPACTS

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

8.4 COMMUNITY SAFETY IMPLICATIONS

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

8.5 HUMAN RIGHTS ACT

None.

8.6 TRADE UNION IMPLICATIONS

None.

8.7 WARD IMPLICATIONS

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

8.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

Safer Roads schemes support the Safer Communities priorities within the Shipley Area ward plans.

9.0 NOT FOR PUBLICATION DOCUMENTS

9.1 None.

10.0 RECOMMENDATIONS

10.1 That this Committee re-approves a programme of works (comprising a mix of Casualty Reduction Schemes and Locally Determined Schemes) for 2017/18 as listed in Appendix 1 of this report.

10.2 That this Committee approves the recommended ancillary works 2017/18 programme as listed in Appendix 2 of this report.

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 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 Safer Roads Schemes previously programmed (2014-17) from the Capital Package Budget.

11.2 Appendix 2: Proposed ancillary works programme 2017/18.

11.3 Appendix 3: Shipley Area Casualty Reduction Schemes (2017/18)

- 11.4 Appendix 4: List of outstanding requests for Traffic Management Schemes in the Shipley Area received since 2010

12.0 BACKGROUND DOCUMENTS

- 12.1 Report to the Shipley Area Committee on 27 July 2016
- 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.

APPENDIX 1

Ongoing Safer Roads Schemes funded from previous years' capital package (excluding S106/278 schemes) and recommended as being approved as the ShIPLEY Area Committee's 2017/18 Safer Roads Schemes Programme

<u>WARD</u>	<u>TRAFFIC ISSUE</u>	<u>CURRENT STAGE</u>	<u>POTENTIAL TO CREATE IMPROVED SAFETY?</u>	<u>POTENTIAL TO REDUCE CASUALTIES?</u>
<u>Baildon Ward(No. 1)</u>				
Village	Parking problems/speeding on Northgate	Preliminary Design	YES	NO
Browgate , Baildon	Crossing problems – Pedestrian Refuge	Preliminary Design Ongoing	YES	YES
Cliffe Ave/Green Road, Baildon	Traffic calming features	Preliminary Design Stage	YES	YES
Bingley Road – Hawksworth Road – Moorgate, Baildon	Signing & lining. Possible improved carriageway surface friction	The works have been issued	YES	YES
Station Road, Baildon	Zebra Crossing	Anti skid surfacing on approach is outstanding	YES	NO
<u>Bingley Ward (No.2)</u>				
Main Street & Bradford Road Bingley (Main Street to Wagon Lane).	Traffic Management measure scheme	Legal adverts currently being drafted	YES	YES
Keighley Road, Crossflatts, Bingley	20 mph zone	Legal Order has been formally advertised – objections have been received	YES	YES
Keighley Road, Crossflatts, Bingley	Long-stay parking problems	Preliminary Investigations	YES	NO
Keighley Road (outside Bingley Grammar), Bingley	Traffic calming measures	Legal Order has been formally advertised – objections have been received	YES	YES
Otley Road, Eldwick, Bingley	Traffic Management Measures	Preliminary Design	YES	YES

Primrose Lane / Primrose Bank junction	Speeding	Preliminary Design	YES	NO
Park Road / Villa Road	Speeding / Crossing problems	Preliminary Design		NO
Park Road, Bingley.	Vehicle Activated Signs & Traffic islands	Preliminary Design Stage	YES	YES
Ferncliffe Road, Bingley	Signing / c/way lining improvements	Preliminary Design Stage	YES	YES
Bingley Rural (No 3)				
Halifax Road, Staple Brow.	Anti-skid / VAS/ Associated signing / lining	Detail Design Stage	YES	YES
B6144 Haworth Road, Cullingworth	Speeding	Works have been issued	YES	NO
Shipley Ward(No22)				
Bradford Road, Shipley between Norwood Ave to Clifton Place.	Convert part of layby into footway. Provide new pedestrian guardrail.	Preliminary Design Stage	YES	YES
Thompson Lane, Lower Baildon	Obstructive parking	Legal Order has been formally advertised – objections have been received	YES	NO
Wharfedale Ward(No26)				
A65 Bradford Road, Burley	Double white lining system (including VAS units)	Legal Order has been formally advertised – objections have been received	YES	YES
Main Street, Burley Village	Conversion of existing bus lay-by into on-street parking provision	Works have been issued	YES	NO
Coutances Way, Burley	Traffic management measures & associated c/way road marking	Preliminary Design Stage	YES	YES
A65 / Ilkley Road, Burley	Vehicle Activated Signs and possible c/way narrowing	Preliminary Design Stage	YES	YES
A65 / A660 roundabout, Burley	Alteration to road markings and signing at roundabout.	The works have been issued	YES	YES

Windhill & Wrose ward (No 28)				
Willowfield Crescent	Prohibition of Motor Vehicles (Except For Access) Order	The works have been issued.	YES	NO
Junction of A650 Canal Road with Frizinghall Road, Frizinghall.	Extension of 30mph speed limit. Junction improvement (coloured surfacing, improved warning signs, potential 'prohibition of overtaking')	Preliminary Design	YES	YES
Leeds Road (at its junction with Carr Lane).	Improved signage and road markings to achieve greater lane discipline. Improvements to regulatory signs and improved directional signs.	Consultation Stage	YES	YES

APPENDIX 2

Shipley Area Ancillary Works – Recommended 2017/18 Programme

WARD	LOCATION	PROPOSED WORK	ESTIMATE £
Various, Ward 1,2,3,22,26, and 28	VARIOUS	Informal disabled person parking and mobility improvements.	£5,000
Various, Ward 1,2,3,22,26, and 28	VARIOUS	Maintenance of Vehicle Activated Signs	£5,000
Various, Ward 1,2,3,22,26, and 28	VARIOUS	Speed and volumetric data collection using data logger units or survey enumerators.	£5,000
		Residual funding be earmarked as a contingency sum to be utilised on a reactive basis.	£22866
Total			£37866

APPENDIX 3

ShIPLEY Area Casualty Reduction Schemes – (2017/18)

NB (The figures show within the table below are based on data analysis carried out during the five year period ending 09/04/17).

Priority List

Site	Ward	Proposed Scheme	Casualties		Budget Estimate
			KSI*	Slight	
Main Street & Keighley Road, Bingley (Milgate to Harold Street)	2	Improve existing cycling facilities. Provision of vertical traffic calming, traffic islands, and Vehicle Activated Signs	3	13	£44,000
Baildon Rd , Otley Rd to Village, Baildon	1	Prohibit over taking. Introduce Vehicle Activated Signs, traffic islands, c/way narrowing, and parking bays.	2	24	£44,000
Total					£88,000

* KSI = Killed or Seriously Injured

**APPENDIX 3
(Continued)****ShIPLEY Area Casualty Reduction Schemes – (2017/18)**

NB (The figures show within the table below are based on data analysis carried out during the five year period ending 09/04/17).

Reserve List

Site	Ward	Proposed Scheme	Casualties		Budget Estimate
			KSI*	Slight	
Main Street & Bradford Rd, Bingley (from Milgate to Oak Ave)	2	Improve cycling facilities; Prohibit Overtaking. Pedestrian facilities (pedestrian refuges (possibly a zebra crossing))	2	11	£35,000
Harden Road between Harden Grange Farm Lodge and ward boundary	03	Address 'Loss of controls' with Improved bend warning signs and advisory speed limit on approach to bends.	2	7	£4,000
Harden Road close to its jct with Blind Lane Harden	03	Chevrons, improved 'bend ahead' warning signs, advisory 20mph signs on bends	2	7	£4,000
Warren Lane / Otley Road, Eldwick	2	Problem with the roundabout Proposed measures to compliment the scheme on Otley Road. Proposed raised speed table on the approach to the roundabout with associated signing and lining.	2	0	£15,000
Jct of Otley Road with Manor Lane, Shipley	22	Address 'undertaking' by m/cycle and cyclists by road narrowing (by bringing out the footway)	2	0	£12,000

Otley Road, from Baildon Road to Hollins Hill	1	Vehicle Activated Signs Cycle facilities Improvement to existing street furniture.	1	10	£20,000
Jct of Otley Road with Manor Lane	22	Improved junction ahead warning signs and give way sign, and inclusion of 'all red' pedestrian crossing actuation loop to assist egress into Otley Road from Manor Lane	1	9	£22,000
Jct of Manywells Brow with Halifax Road, Cullingworth	03	Bring 'Give Way' lines forward ; improved mini roundabout ahead signs (put onto backing boards)	1	8	£3,000
Moor Road, Burley Wood Head	26	Speed limit order	1	5	£10,000
Bingley Road / Glen Road, Eldwick	02	Junction improvement	1	4	£12,000
Harden Road within its vicinity of Blind Lane.	03	Edge of carriageway lines and 40mph/bend ahead VAS	1	3	£ 8,000
Saltire Road, between Exhibition Road and Wycliffe Garden.	22	Installation of appropriate speed reducing features within the current 20mph zone.	1	2	£10,000
Junction of Snowden Road with Wrose Road, Wrose.	28	Junction improvement works and possible footway widening	1	2	£15,000
Bingley Road / Hawksworth Road, Baildon.	01	Measures to address speeding traffic	1	2	£12,000
West Lane / Springfield Road, Baildon	1	Crossing problem/Peds casualties	1	1	£25,000
Nabwood Cemetry entrance (jct with Bradford road), Shipley	22	Improve 'STOP' sign and provide STOP line	1	1	£2,000
Junction of B64209 Long Lane and Wilsden Rd.	03	Junction improvement regarding introduction of formal crossing point and possible guard-railing and right turn facility.	1	1	£12,000

Junction of Victoria Road with Caroline Street, Saltaire	22	Junction improvement works	1	1	£12,000
B6265 Bradford Road, Cottingley	03	40mph VAS	1	1	£6,000
Bingley Road, Cottingley (close to crematorium)	22	Side Road Ahead warning sign and SLOW carriageway markings	1	1	£ 5,000
Leeds Road, Shipley (near its junction with Bethel Road)	28	Rumble strips, 'hatched' carriageway markings, coloured c/way surfacing	1	1	£6,000
Lucy Hall Drive, Baildon	1	Route to school. Vehicle Activated Signs and improved road markings.	1	0	£10,000
Fairfax Rd / Croft Way, Menston	26	Provide junction markings, signing, and cyclist facilities.	1	0	£3,500
Junction of Bradford Road with Wellington Crescent, Shipley.	22	'Hatched' road markings and banned turn.	1	0	£10,000
Bingley Road (close to junction with Victoria Rd)	22	Improve conspicuity of pedestrian crossing by improved signing	1	0	£8,000
Otley Rd (from Baildon Rd to Green Lane, Baildon	1 & 22	Improved road markings and signage. Edge of C/way marking	0	13	£4,500
Jct of Old Allen Road with Tewitt Lane, Wilsden/Thornton (only partially in Bingley Rural Ward)	03	Incorporate existing Give way signs into yellow backing boards (and provide advance junction ahead warning sign) OR Replace existing Give Way signs with Stop sign	0	9	£4,000
Jct of Highfield Road with The Stray, Wrose	28	Address 'loss of controls' with installation of. Vehicle Activated Sign warning of bend ahead.	0	6	£5,000

B6144 Haworth Road, Hewenden (across Hewenden Beck)	03	Double bend ahead sign and advisory 20mph speed limit bend sign	0	6	£3,000
Top of Moorhead Lane, Shipley	28	Advisory 20mph speed limit, and bend warning signs & chevrons.	0	5	£3,000
Jct of Harden Lane with Sandy Banks, Harden	03	Improved signing of bends ahead – advisory 20mph signs on bends. More chevrons.	0	5	£3,000
Northern leg of Bankfield Roundabout, Bingley.	22	Cyclist vulnerable on perimeter of roundabout. Footway cycle route	0	4	£20,000
Jct of Prospect Mount with Prospect Grove, Windhill	28	Junction priority signing and lining	0	3	£2,000
A629 New Road, Denholme (bend at salt pile)	03	Larger bend ahead warning signs, advisory 20mph speed limit, solid central white lines	0	3	£3,000
B6141 Long Causeway, Denholme	03	'Likelihood of ice' warning signs and edge of carriageway white lines	0	3	£2,000
Jct of Keighley Road with Manywells and Trough Lane	03	Bend ahead warning sign, 'likelihood of ice' warning sign and side road ahead warning sign.	0	3	£3,000
				Total	£334,000

* KSI= Killed or Seriously Injured

BAILDON WARD

RD NAME	COMPLAINT CONCERNS	YEAR RECD	RECENT REQ	OFFICER COMMENT	BUDGET ESTIMATE (£)
Baildon Road, Baildon	Speeding Traffic		16/17	Traffic calming measures	25,000
Baildon Village , Baildon	Speeding, request for 20mph zone		12/13	Traffic calming measures within village	35,000
Bartle Gill Rise, Baildon	Parking problems		15/16	Parking near school	6,600
Belmont Ave, Baildon	Indiscriminate parking and congestion by parents	11/12	12/13	Congestion and discriminate parking associated with school. Access Only" order required	10,000
Browgate, Baildon	Zebra crossing		12/13	Conversion of existing zebra to signal crossing	35,000
Browgate / Green Rd, Baildon	Parking problems		16/17	Parking restrictions	5,000
Cliffe Ave, Baildon	Parking & speeding issues		14/15	Parking restrictions and speed reducing features	20,000
Glen Rd, Baildon	speeding		14/15	Speed reduction order	7,000
Green Rd, Baildon	Parking issue/ speeding		14/15	Parking restrictions/traffic management measures	20,000
Hallcliffe , Baildon	Speeding/parking		12/13	Hallcliffe was in the programme once but removed.	10,000
*Hinchliffe Avenue	Speeding/Through traffic		12/13	Moderate / through traffic & speeding	10,000
Holden Lane, Baildon	Speeding/through traffic		14/15	Speed reducing features	15,000
Hoyle Court Rd/Ave Baildon	Parking problems/outside school		15/16	Short stay parking restrictions	6,000
Jenny Lane, Baildon	Speeding	11/12	12/13	Speed reducing features	15,000
Kirkfields	Speeding traffic/parking		14/15	Traffic calming measures	10,000
Kirklands Lane, Baildon	Obstructive parking		14/15	Parking restrictions near one-way street	6,600
*Midland Road	Speeding/through traffic		12/13	Residential road used by commuters, speeding	15,000
Moorgate, Baildon	speeding		15/16	20mph / Speed reducing features	18,000
*Netherhall Road	Speeding/through traffic		12/13	Residential road used by commuters, speeding – proposed traffic calming measures.	30,000
Newton Way, Baildon	Crossing difficulties/speeding		13/14	Provision of crossing facility/ slowing traffic	35,000
*Pasture Road, Baildon	Speeding/volume of traffic		12/13	Through traffic; low volume	15,000
Otley Road, near Buck Lane	Cyclist facilities		16/17	Conversion of footway into shared facilities	10,000
Perseverance St & Angel	Parking problems for residents		2016/2017	Permit parking	10,000
Prod Lane, Baildon	Speeding/traffic volume		13/14	Through traffic	15,000

The Grove, Baildon	Parking problems for residents		15/16	Residents Only Permit Parking	6,600
Roundwood Road, Baildon	Speeding	11/12		SLO to allow extension to existing 20mph zone/mph	6,600
Station Road, Baildon	Speeding	16/17	16/17	Speed reducing features	20,000
Station Rd/Roundwood Road	Speeding on approaches to zebra		16/17	Speed reducing features near zebra	5,000
Temple Rhydding Drive, Baildon	Speeding & traffic volume		13/14	Traffic calming measures	20,000
West Lane / Lucy Hall Drive, Baildon	Speeding/Road safety issues		16/17	Traffic calming measures	25,000
*Woodcot Avenue, Baildon	Speeding/through traffic		12/13	Traffic calming measures	10,000

* These roads are experiencing through traffic/speeding problems

BINGLEY WARD

ROAD NAME	COMPLAINT CONCERNS	YEAR RECD	RECENT REQ	OFFICER COMMENT	BUDGET ESTIMATE (£)
Bingley Area, Variuos	Long stay parking		15/16	Further Residents Only Permit Parking	15,000
Back Mitchell Terrace, & Area, Bingley	Parking obstructions		17/18	Provision of double yellow lines on both sides	£6,500
Bailey Hills Road, Bingley	Lack of short stay/business parking		16/17	Modification to existing TRO	6,000
Chapel Lane, Bingley outside liabrary	Request for crossing facility		17/18	Zebra or Puffin crossing	15,000 or 20,000
Ferncliffe Road near Falkland Court, Bingley	Parking for elderly		12/13	Parking bays to assist elderly people	10,000
Cedar Street, Crossflatts	Parking issues		15/16	Short stay parking to be removed from the current ROPP scheme on this road.	6,600
Ferncliffe Road, Bingley	Speeding		13/14	Speeding; high traffic volume	35,000
Heights Lane, Bingley	Speeding		14/15	Speed limit reduction	6,600
Main Street, Bingley outside Sainsbury Express	Removal of DPPPs and introduce short stay parking.		2017/2018	Processing of a TRO, to modify the exiting parking arrangement.	
Old Main Street	Through traffic		14/15	Prohibition of driving (except for access)	6,600
Otley Road /Church Fold, Eldwick.	Speeding and poor visibilities		15/16	Poor sightlines for associated with the new development on Otley Road	
Park Road (between Villa Road and Lady Lane)	Difficulty in crossing carriageway		14/15	Pedestrian crossing facility	16,000
Primrose Lane / Primrose Drive, Bingley	Speeding near junction		14/15	Poor visibility for motorists exiting Primrose Drive into Primrose Lane	6,600
Sheriff Lane, Bingley	Speeding traffic		14/15	Traffic management measures	6,600

BINGLEY RURAL WARD

ROAD NAME	COMPLAINT CONCERNS	YEAR RECD	RECENT REQ	OFFICER COMMENT	BUDGET ESTIMATE (£)
A644 Brighthouse Road, Keelham	Parking by non-residents (specifically parking by staff of Keelham Primary School and parents dropping off/collecting pupils to/from the school)		16/17	Point Closure (ie Physical Closure)	6,600
Church Street, Cullingworth	Parking by non-residents		16/17	Residents Only Permit Parking Scheme	7,000
Cottingley Cliffe Road	Lack of footpath		14/15	Formation of footpath	7,000
Cullingworth Rd, Cullingworth	Speeding/difficulty in crossing	11/12		Vehicle Activated Sign/Traffic refuge	10,000
Foster Park, Denholme	On-street parking concerns		13/14	TRO prohibiting parking	6,600
Glen View, Harden	Recurring damage to grass verge due to narrowness of carriageway		14/15	Convert part of grass into footway	
Lee Lane, Wilsden	Obstructive parking near the junction with Main Street		13/14	TRO to prohibit parking	6,600
Littlelands, Cottingley	Footway Parking damaging grass verge and causing vehicular obstruction		13/14	Conversion of grass verge into hard-standing	5,000
Main Street, Cottingley	Lack of available short-stay parking		13/14	Limited waiting provision	6,600
Narrow Lane, Harden	Through traffic		16/17	Point Closure	11,000
Tan House Lane, Wilsden	Obstruction parking	2010		Provision of passing places	10,000
Unnamed road linking Cottingley New Road and Samuel Lister Aacademy	Excessive parking restrictions		13/14	Revoke existing TRO to remove some formal waiting restrictions	6,600
Well Heads, Keelham	Speeding near school	11/12		Traffic Management Measures	6,000

SHIPLEY WARD

ROAD NAME	COMPLAINT CONCERNS	YEAR RECD	RECENT REQ	OFFICER COMMENT	BUDGET ESTIMATE (£)
Amelia Street, Shipley	Parking difficulties for local residents		14/15	TRO for a Residents Only Permit Parking scheme.	6,600
Bradford Road, Shipley (outside No. 39-53)	Footway parking and vehicular obstruction		13/14	Conversion of part of footway into hard standing	12,000
Carlton Avenue (at its junction with Dallam Walk), Saltaire	Obstructive parking		13/14	TRO to address parking near junction	6,600
Crossbanks, Shipley	Parking difficulties for local residents		14/15	TRO for a Residents Only Permit Parking scheme.	6,600
Elliot Street, Shipley	Long-stay parking by commuters		13/14	TRO - 'Shared Parking' (ie. Permit holders anytime/Non permit holders limited waiting)	6,600
Farfield Road, Shipley	Parked vehicles obstructing large vehicles (including emergency service and refuse collection vehicles)		15/16	Convert informal keep clear white lines into formal waiting restrictions (ie. yellow lines)	6,600
George Street, Shipley (between its junctions with Bradford Road and Saltaire Road)	Long-stay parking by commuters		13/14	TRO - 'Shared Parking' (ie. Permit holders anytime/Non permit holders limited waiting)	6,600
Grange Avenue, Shipley	Footway parking and vehicular obstruction		13/14	Conversion of part of footway into hard standing	8,000
Hirst Lane, Shipley (near the Lock)	Speeding		13/14	Traffic Calming	9,000
Jane Hills/Riverside Estate	Difficulty for residents parking in the evening and at night		2015	TRO to amend existing residents permit parking scheme	6,600
Leyburn Grove, Shipley	Difficulty for residents parking on-street		15/16	Residents Only Permit Parking scheme	6,600
Norwood Estate, Shipley	Traffic speeds	2012		20mph zone with round top road humps	35,000
Park Grove, Shipley	Long-stay parking by commuters		13/14	TRO - 'Shared Parking' (ie. Permit holders anytime/Non permit holders limited waiting)	6,600
Rhodes Street/Baker Street	Parking by non-residents (particularly by staff and students attending Shipley College)		16/17	Residents Only Permit Parking scheme.	6,600
Scarborough Road, Saltaire	Obstructive Parking	2011		TRO to address Parking near junction	6,600
St Paul's Rd, Shipley (Car Park)	Long stay parking issue	2010	13/14	TRO, short stay	6,600
Thompson Lane, Lower Baildon	Obstructive Parking		13/14	TRO to introduce a 'One-way' traffic system and Residents Only Permit Parking	6,600

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

WHARFEDALE WARD

ROAD NAME	COMPLAINT CONCERNS	YEAR RECD	RECENT REQ	OFFICER COMMENT	BUDGET ESTIMATE £
Bingley Road, Menston	speeding		16/17	Possible vertical features	15,000
Burley Lane, Menston	Speeding/HGV issues		15/16	Speed reduction/HGV ban	10,000
Cleasby Rd/Village , Menston	Speeding/parking		14/15	Traffic Management Measures	40,000
Leathley Ave / Rd, Menston	Speeding/HGV problems		12/13	Residential Rd – convert thumps to cushions/HGV ban	30,000
Far Meadow Croft	Lack of on street parking/problems for residents to park		16/17	Conversion of grass into hard standing for parking on the RH side.	£10,000
Main Street, Burley (near West Terrace)	Speeding/parking		14/16	20mph speed limit / parking restrictions	15,000
Menston village -TRO, Menston	Parking difficulties		14/15	Possible Residents Only Permit Parking Scheme/ double yellow line	15,000
Main Street/Cleasby Rd, Menston	Poor visibilities at junction due to parking.		16/17	Double yellow lines/parking restrictions	5,000
Station Road, Burley (two locations)	Crossing difficulties		15/16	Request for a formal crossing facility at two locations.	20,000

WINDHILL & WROSE WARD

RD NAME	COMPLAINT CONCERNS	YEAR RECD	RECENT REQ	OFFICER COMMENT	BUDGET ESTIMATE (£)
Althorpe Grove	Obstructive Parking		14/15	TRO – formal waiting restrictions to prevent obstructive parking	6,600
Bolton Hall Road with Livingstone Road, Windhill	Obstructive parking		13/14	TRO – To introduce formal waiting restrictions	6,600
Brookwater Drive	Vehicular access difficulties	2012		Replace a single planter at the north eastern end of Brookwater Drive	4,000
Brookwater Drive	Poor driver visibility and difficulty in icy conditions	2012		Replace existing planters with alternative traffic calming features	30,000
Bute street, Windhill	Speeding/poor visibility	2011/12		One way traffic system/parking restrictions	8,000
Carnegie Drive, Shipley	Long-stay commuter parking		13/14	TRO – To introduce 'Residents Only Permit Parking' scheme.	6,600
Haslam Grove, Wrose	Parking on grass verge		13/14	Conversion of grass verge into hard-standing	7,000
Hawthorne Ave, Windhill	Lack of on street parking	2011/12		Conversion of grass verge into hard standing	10,000
Javelin Close/Enterprise 5 Roundabout, Wrose	Difficulty in crossing road		2015/16	Zebra crossing involving central pedestrian refuge (NB. The scheme would be jointly funded by this Committee and Bradford East Area Committee)	20,000 (NB. Actual scheme cost = £40k (scheme costs to be split equally between this Committee and Bradford East Area Committee)
Kings Drive, Wrose	Obstructive parking by non -residents	2011/12		TRO to introduce possible residents only permit parking	6,600
Leeds Road (Fronting the now defunct fish & chip shop)	Existing parking restrictions within lay-by no longer required		13/14	Revocation of TRO	6,600
Oakdale Grove, Wrose	Obstructive Parking		13/14	TRO – formal waiting restrictions to prevent obstructive parking	6,600
Owlet Road/Wrose (Bottom end near the cemetery)(near No.35)	Difficulty in parking on street	2011/12		Request for layby/hard standing	6,600
Thackley Old Road (near Windhill Medical Centre)	Obstructive parking preventing ambulances from parking close to medical centre entrance		13/14	TRO to convert existing informal keep clear white lines into ambulance bay.	6,600
Thackley Old Road (at junction with Jubilee Way)	Parking within vicinity of junction obscures driver sightlines (including		2016/17	TRO to install formal waiting restrictions (ie yellow lines) to protect driver sightlines at	6,000

	next to the vehicular entrance of KD Engineering) Plastics Ltd)			junction, and entrance of KD Engineering Plastics Ltd.	
Thornes Park, Wrose	Obstructive parking		13/14	TRO – formal waiting restrictions to prevent obstructive parking	6,600
Towngate/Snowden Road, Wrose	Obstructive Parking		15/16	TRO – formal waiting restrictions to prevent obstructive parking	6,600
Westfield Crescent, Wrose	Obstructive parking		14/15	TRO – formal waiting restrictions to prevent obstructive parking	6,600
Westfield Lane, Wrose	Poor driver forward visibility		2016	Road widening (possible contribution of £5k from Parish Council)	5,000
Willowfield Crescent, Wrose	Through Traffic	2011/12		TRO to introduce 'Prohibition of Motor Vehicles (Except for Access) Order	6,674

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