

Report of the Strategic Director, Regeneration and Culture to the meeting of Keighley Area Committee to be held on 13 July 2017.

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Subject:

DEVOLVED BUDGET - SAFER ROADS SCHEMES

Summary statement:

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

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(Place)

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Portfolio:

Regeneration, Planning and Transport

Overview & Scrutiny Area:

Environment and Waste Management

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



1.0. SUMMARY

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

2.0. BACKGROUND

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

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

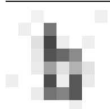
- **Economy** To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region;
- **Low Carbon** To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to national carbon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

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

- 2.3 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.

Proposed Casualty Reduction Methodology

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

Budget devolution

- 2.9 The funding and decision making process will continue through the devolved responsibilities of the Area Committee as resolved at the meeting of the Keighley Area Committee on 22 November 2012. The decision making process should continue to reflect the needs and aspirations of the Local Transport Plan as well as consideration of local priorities.



3.0. OTHER CONSIDERATIONS

It is recommended that the Area Committee re-affirms its commitment to progressing Disabled Persons Parking Places and undertaking mobility access improvement works, by again including budgets for these within the 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.

4.0. FINANCIAL & RESOURCE APPRAISAL

- 4.1. The total budget for the Bradford district for the 2017-18 financial year is £778,600.
- 4.2. The funding split between the 5 constituencies has been determined based on the 2011 census population figures. (As resolved by Executive at the meeting on 16 April 2013).

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

- 4.3. This apportionment results in a total budget of £144,820 for the Keighley Area which, following the ring fencing of £18,600 for the investigation of Keighley 'Stage A' works during the 2017/18 financial year, leaves a residual Keighley budget allocation of £126,220. It is proposed that this 2017/18 budget allocation of £126,220 be distributed as follows:- £88,354 for progression of Safer Roads Schemes (Appendix 2 – Priority List) and £37,866 for other community priority schemes (Appendix 3).
- 4.4. The LTP Implementation Plan 2 programme approved by the West Yorkshire ITA is an interim programme until the outcome of a bid for Single Local Growth Funding (to support a range of transport schemes across the Leeds City Region) is known in the summer. The allocations for the Safer Roads element of Implementation Plan 2 for the current and future financial years may therefore change as a result of the outcome of this bid. Any such changes, and their potential impact on the Safer Roads programme approved by this Committee, would be reported to the Area Committee when they are known. Appropriate re-programming of schemes can be carried out if required.



5.0. RISK MANAGEMENT AND GOVERNANCE ISSUES

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

6.0. LEGAL APPRAISAL

- 6.1. There are no specific issues arising from this report. The course of action proposed is in general accordance with the Councils power as Highway Authority and Traffic Regulation Authority.

7.0. OTHER IMPLICATIONS

7.1. EQUALITY & DIVERSITY

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

7.2. SUSTAINABILITY IMPLICATIONS

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

7.3. GREENHOUSE GAS EMISSIONS IMPACTS

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

7.4. COMMUNITY SAFETY IMPLICATIONS

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

7.5. HUMAN RIGHTS ACT

None.

7.6. TRADE UNION

None.

7.7. WARD IMPLICATIONS

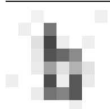
Elected members will be fully consulted on the development of any schemes within their respective wards.

7.8. AREA COMMITTEE ACTION PLAN IMPLICATIONS

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

8.0. NOT FOR PUBLICATION DOCUMENTS

- 8.1. None



9.0. OPTIONS

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

10.0. RECOMMENDATIONS

- 10.1. That the Keighley Area Committee approves a programme of Casualty Reduction Schemes for 2017/18 listed in Appendix 2 Priority List.
- 10.2. That the Keighley Area Committee approves the proposed programme of Traffic Management Schemes for 2017/18 listed in Appendix 3.
- 10.3. That any Traffic Regulation Orders, or any legal procedures linked to the processing of traffic calming measures or pedestrian crossing facilities which are necessary to implement the chosen schemes be approved for processing and advertising subject to the scheme details being agreed with the local Ward Members.
- 10.4. That any valid objections to the advertised Traffic Regulation Orders, traffic calming or pedestrian facilities be submitted to this Area Committee for consideration or in the event of there being no valid objections the Traffic Regulation Orders be sealed and implemented and the traffic calming or pedestrian facilities be implemented as advertised.

11.0. APPENDICES

- 11.1 Appendix 1 - A progress report for traffic management measures funded from the Capital Package Budget 2016/2017.
- 11.2 Appendix 2 – Keighley Area Casualty Reduction Schemes – recommended 2017/18 programme (Priority List) and Reserve List.
- 11.3 Appendix 3 – Keighley Area Traffic Management Schemes – recommended 2017/18 programme.
- 11.4 Appendix 4 – List of outstanding requests for Traffic Management Schemes in the Keighley Area.

12.0. BACKGROUND DOCUMENTS

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



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

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



SCHEMES FUNDED FROM PREVIOUS YEARS CAPITAL PACKAGE

LOCATION	SCHEME	CURRENT POSITION
<u>Ward 9 Craven</u>		
A6034 Kirkgate junction with Bell Square, Silsden	Junction improvements. Signal controlled Puffin Crossing	Complete
Moor Lane / Skipton Road and Silden Road / Main Street, Addingham	Reduction in speed limit, junction improvements and traffic measures	Construction imminent
<u>Ward 14 Ilkley</u>		
Leeds Road A65 near Ashlands Primary School	Possible reduction in speed limit and traffic measures	Consultation ongoing
A65 Skipton Road/ Church Street junction with B6382 Bolton Bridge Rd	Traffic Island/Pedestrian Refuge and signing and lining improvements	Consultation ongoing
<u>Ward 15 Keighley Central</u>		
West Lane B6143, Keighley Road	Traffic Measures and signing and lining improvements	Design and Consultation ongoing
Suresnes Road junction with Russell Street, Keighley	Visibility/sightline improvements	Complete
<u>Ward 16 Keighley East</u>		
Aire Valley Road/Aireworth Road roundabout	High friction surfacing and warning signs	Complete
Bradford Road B6265, Riddlesden	Possible reduction in speed limit, and VAS's	Design ongoing
<u>Ward 17 Keighley West</u>		
Oakworth Road, Keighley – near it's junctions with Fell Lane & Kensington Street	Provision of pedestrian facilities and associated signing and lining improvements	Complete
Ingrow Lane and Ashbourne Road, Keighley	Provision of footway, traffic measures and possible VAS's	Design ongoing
<u>Ward 29 Worth Valley</u>		
Hebden Road and Haworth Road, Crossroads A6033	Part time 20mph speed limit on school approach with signing and lining improvements	Complete
Marsh Lane, Oxenhope to Haworth	Provision of 2 Vehicle Activated Signs (VAS) with change of speed limit and traffic measures with additional signing and lining	Complete
<u>Wards 9,14,15,16,17,29</u>		
Various locations	School crossing improvements	Complete
Various locations	Mobility improvements	Complete



Keighley Area Casualty Reduction Schemes – recommended 2017/18 programme. (£86,454)

Priority List

Ward	Scheme Location	Proposal	KSI	Slight	Any Existing / Proposed Schemes	Value / Estimate
15 – Keighley Central	Alice Street / Lawkholme Lane, Keighley	Possible extension to existing 20mph, traffic measures and signing and lining improvements	3	11	Existing Traffic Calming and a 20mph on part of Lawkholme Lane	£20,000
29 - Worth Valley	Mill Hey / Station Road, B6142, Haworth	Possible reduction in speed limit and VAS's, traffic measures and improvements to signing & lining	3	5	No	£20,000
14 – Ilkley	Skipton Road (A65), Ilkley	Possible VAS's, and traffic measures	3	4	No	£15,000
17 – Keighley West (Partly in Ward 16 Keighley East & Ward 15 Keighley Central)	Halifax Road / South Street (A629), Keighley	Possible VAS's, traffic measures and improvements to signing & lining	2	10	No	£15,000
16 – Keighley East	Park Lane / Long Lee Lane / Thwaites Brow Road, Keighley	Possible reduction in speed limit VAS's and traffic measures	2	7	No	£18,354

Sub total £88,354

Reserve List

Ward	Scheme Location	Proposal	KSI	Slight	Any Existing / Proposed Schemes	Value / Estimate
Keighley Central 15	Oakworth Road (B6143), Keighley	Possible VAS, traffic measures and improvements to signing & lining	2	6	No	£10,000
Craven 9	Bolton Road B6160, Addingham	Traffic Measures & VAS units	2	4	No	£20,000
Worth Valley 29	Halifax Road (A629), Cross Roads	Traffic Measures & possible Pedestrian Crossing	2	3	No	£35,000
Ilkley 14	Bolling Road / Wheatley Lane, Ilkley	Traffic Measures and signing and lining improvements	2	1	No	£25,000
Keighley West 17	Ashbourne Road, Ingrow Lane and its junction with Staveley Road	Sightline Improvements and traffic calming / speed limit reduction	0	8	No	£30,000
Craven 9	Bolton Road, Silsden	VAS units	0	8	No	£10,000
Keighley Central 15	Hard Ings Road / Bradford Road Rbt	Amendments to Road Markings and Signage (ALSO IN KEIGHLEY EAST)	0	7	No	£10,000
Keighley Central 15	Scott Street, Keighley	Pedestrian Improvements and Junction Modifications	0	6	No	£15,000
Craven 9	Bolton Road A6034, Cringles	Reduction in speed limit and traffic measures	0	5	No	£20,000
Keighley Central 15	South Street / Worth Way	Possible redistribution of lanes and traffic signal timing changes.	0	4	Installation of MOVA control on traffic signals.	£10,000
Keighley Central 15	North Street, Keighley (Adjacent to Church Street)	Improvements to Puffin Crossing	0	4	No	£15,000
Keighley East 16	Park Lane / Dawson Road	Traffic Measures	0	4	No	£10,000

APPENDIX 3

Keighley Area Traffic Management Schemes – recommended 2017/18 programme. (£37,866)

WARD	LOCATION	PROPOSED SCHEME	HOW IDENTIFIED						Estimate £
			Members	N'Hood Forums	Public	Officers	Parish Council	Injury Accidents in 5 years	
9,14, 15,16, 17,29	Various	Maintenance of existing Vehicular Activated Signs (VAS)'s			Yes	Yes		N/A	5,000
	Various	Informal disabled person parking and mobility improvements			Yes	Yes		N/A	7,866
	Various	Speed and volumetric data collection using data logger units or survey enumerators				Yes		N/A	5,000
	Various	Freestanding Traffic Regulation Orders around the district. (Details in a separate report)	Yes	Yes	Yes	Yes	Yes	N/A	20,000
	Sub Total								£37,866

TOTAL £126,220

APPENDIX 4**FILTERED SUMMARY OF OUTSTANDING VIABLE REQUESTS RECEIVED FOR TRAFFIC MEASURES**

ROAD NAME	REQUEST/PROBLEM	YEAR RECD	MOST RECENT REQUEST	INJURY ACCIDENT 5 YEARS	OFFICER COMMENT	Estimate £
Craven - Ward 9						
Redcar Lane/Barrows Lane 'Whitley Head', Steeton	Possible traffic calming or road safety measures.	12/13	07/08/12	1		15,000
Stone Grove, Steeton	Widen the road and provide parking bays.	12/13	30/01/13	0	Narrow residential collector	25,000
Woodside Road, Silsden	Traffic calming	09/11	20/05/11	1	Residential collector	20,000
Ilkley - Ward 14						
Brook Street, Ilkley	Conversion of existing Zebra to staggered Puffin Crossing	11/12	24/04/12	1		45,000
Cowpasture Road, Ilkley	Pedestrian Crossing near Grammar School	13/14	15/07/13	2	Residential collector – Petition	35,000
East Parade / Dean Street, Ilkley	Traffic calming or restriction	11/12	09/11/11	0		15,000
Hangingstone Road, Ilkley	Traffic calming / lower speed limit	12/13	05/07/12	2	Speed limit lowered in 2009	20,000

Report to the Keighley Area Committee

ROAD NAME	REQUEST/PROBLEM	YEAR RECD	MOST RECENT REQUEST	INJURY ACCIDENT 5 YEARS	OFFICER COMMENT	ESTIMATE £
The Grove	Pedestrian Crossing request	13/14	24/07/13	2	Pedestrian & vehicle count to be undertaken	35,000
Various locations, Ilkley	20mph zones outside all schools in Ilkley	13/14	07/02/13	N/A	Approximate cost £10,000 at each school	10,000
Wharfe View Rd, Ilkley	Traffic using residential streets to bypass main road.	09/12	24/09/12	0		20,000
Wheatley Lane, Ilkley	20mph speed limit	12/13	08/03/13	2		15,000
Keighley Central - Ward 15						
Birchwood Road, Keighley	Traffic calming	11/12	15/05/11	0	Residential collector	15,000
Cartmel Road, Keighley	Traffic calming improvements	11/12	04/02/12	1		15,000
Cavendish Street / East Parade	Introduce pedestrian phase across Cavendish Street	12/13	11/02/13	2		20,000
Drewry Road, Keighley	Upgrade existing traffic calming / traffic measures	13/14	17/11/13	2		25,000
High Spring Gardens Lane	Traffic Calming	15/16	01/06/15	1		20,000
Hollins Lane, Keighley	Traffic calming	15/16	20/08/15	1		20,000
South Street, Keighley (adjacent to Aireworth Street)	Conversion of existing Zebra crossing to a Puffin Crossing	13/14	23/05/13	2		30,000
West Lane, Keighley (partly in Ward 17)	Possible variable 20mph outside Our Lady's School	11/12	16/03/12	3	Residential collector	30,000

Appendix 4 (continued)

ROAD NAME	REQUEST/PROBLEM	YEAR RECD	MOST RECENT REQUEST	INJURY ACCIDENT 5 YEARS	OFFICER COMMENT	Estimate £
Keighley East - Ward 16						
Moss Carr Road, Long Lee/Thwaites Brow	Traffic calming	13/14	27/05/13	0		20,000
East Morton – various streets	Traffic calming to supplement 20mph zone	12/13	05/12/12	N/A		30,000
Glen Lee Lane, Keighley	Traffic calming	14/15	05/06/15	2		25,000
Hainworth Lane, Keighley	Traffic calming	12/13	20/11/12	1	Extended existing recently installed calming	10,000
Keighley West - Ward 17						
Camborne Way area, Exley Head	20mph & traffic calming	12/13	26/02/12	0	Residential collector	20,000
Ingrow Lane, Keighley	Traffic calming or traffic measures/new footway	12/13	04/08/12	2		25,000
Ingrow Lane / Ashbourne Road junction	Visibility at junction	12/13	25/02/13	1		15,000
Braithwaite Estate	Traffic calming	12/13	06/03/13	2	Petition received	25,000
West Lane / Black Hill Lane / Shann Lane	Junction improvement and safety measures	11/12	25/2/12	2	Partly in Keighley Central Ward 15	10,000
West Lane, Keighley (Calver Avenue to Oakworth Road)	Traffic calming & pedestrian improvements	13/14	04/06/13	3		20,000
Wheathead Lane, Keighley (from Wheathead Drive to Oakworth Road)	Traffic calming	12/13	12/06/12	2		25,000

Appendix 4 (continued)

ROAD NAME	REQUEST/PROBLEM	YEAR RECD	MOST RECENT REQUEST	INJURY ACCIDENT 5 YEARS	OFFICER COMMENT	Estimate £
Worth Valley - Ward 29						
Brow Road, Haworth	Traffic calming	12/13	21/05/12	2	Traffic speeds down steep section approaching junction	20,000
Brow Top Road, Haworth	Traffic calming & possible VAS	12/13	12/04/12	2	Sharp bend and steep incline - poor visibility at junction Hebden Road	20,000
Moorside Lane, Oxenhope	Traffic calming	14/15	25/11/14	1		25,000
North Street, Haworth	Parking lay-by with shared parking TRO	13/14	03/07/13	0	Near junction of West Lane	25,000
Providence Lane, Oakworth	Traffic calming / parking rationalisation	12/13	14/11/12	1		25,000
Vale Mill Lane, Cross Roads	Traffic calming	13/14	02/06/13	0	Property Nos 9 - 13	20,000