

Strategic Director – (Place)

DECISION SHEET £100K and above (for contracts over £2m and above use the briefing form at [Contracts of £2M for Scrutiny](#))

SUBJECT: Objections to the proposed 20mph Zone speed limit and associated Hump Order for Ilkley and Ben Rhydding.

APPENDICES:

Appendix 1 – Formal Responses to the 20mph Zone and Officer Comments.

Appendix 2 – Formal Responses to the Traffic Calming and Officer Comments.

Appendix 3 – Ilkley Town Council Comments

Appendix 4 – Revised Drawings

MATTER FOR CONSIDERATION:

1. The Council has received objections to the proposed 20mph zone and associated hump order.
2. Ilkley Town Council resolved to co-fund (with the District Council) a 20mph zone for the town and Ben Rhydding. A legal agreement was drafted and signed by both parties, making best endeavours to introduce the proposal. The Town Council's comments on the final proposal have been included under Appendix 3 of this decision sheet.
3. Town wide consultation took place that included letter drops, online submissions and an Open Day.
4. Following the consultation, the council noted the comments made and where possible, the scheme was updated and revised. The proposal was then formally advertised.

FINANCIAL & RESOURCE APPRAISAL

A total budget of £187,500 is required to deliver the scheme. The council is providing £100,000 of this from the Strategic Top Slice from the Executive held Transport Budget. The Town Council is providing the remainder £87,500. A S.278 legally binding agreement has been drafted and signed by both parties.

RISK MANAGEMENT

There are no significant risk management implications.

LEGAL APPRAISAL

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

OTHER IMPLICATIONS

EQUALITY & DIVERSITY

Due consideration is given to Section 149 of the Equality Act 2010 when developing all Safe Roads schemes.

It is expected that there will be no disproportionate impact from the projects recommended for implementation within this report; furthermore, some of the schemes would advance equality of opportunity for people who share a protected characteristic. Any projects where a potential disproportionate impact is identified, through more detailed investigation and design, will be subject to Equality Impact Assessments.

SUSTAINABILITY IMPLICATIONS

The proposed projects seek to promote walking and cycling activities either by the provision of specific facilities or the creation of safer environments.

GREENHOUSE GAS EMISSIONS IMPACTS

None

COMMUNITY SAFETY IMPLICATIONS

The proposals will be beneficial to road safety.

HUMAN RIGHTS ACT

There are no implications for Human Rights.

TRADE UNION

There are no trade union implications.

WARD IMPLICATIONS

Ward members have been consulted on the proposals at all stages of development, design and advertising.

AREA COMMITTEE ACTION PLAN IMPLICATIONS

None

RESOLUTION

I, David Shepherd Strategic Director - Place to the City of Bradford Metropolitan District Council, pursuant to Article 14.20 of the Constitution hereby resolve:

- i) That the objections to the Ilkley and Ben Rhydding 20mph zone and associated Hump Order are overruled and the associated works are procured and delivered.
- ii) That the objectors are informed of the outcome.

Dated this: 4th day of September 2023



Signed

On behalf of David Shepherd Strategic Director - Place



Signed

Councillor Ross-Shaw, Portfolio Holder - Regeneration, Planning and Transport

Ilkley – Ben Rhydding 20mph Zone - Formal Responses (20mph Speed Limit)

Generic Officer Comments

Comment A

There have been 50 letters from residents in favour of the 20mph speed limit as advertised.

Comment B

There have been 124 letters from residents in favour of a reduced scheme whereby the 20mph speed limit is only applied around schools and specific roads identified as having an issue with speeding vehicles.

The council has maintained a robust approach to 20mph zones to ensure successful schemes across the district. In addition to successful 20mph schemes in many Bradford localities, the Council has delivered major zones in the City Centre and Shipley as part of its Strategic Programme of Safe Roads.

Children are generally safe in the immediate vicinity of a school, where children are at risk are the routes to and from schools. The evidence around child injuries shows that children are mainly injured between 2.30pm and 5pm on their way home with a smaller spike in the morning.

Important benefits of 20mph zones include quality of life and community benefits, the encouragement of healthier and more sustainable transport modes such as walking and cycling, and overall reductions in traffic flow (Department for Transport Circular 01/2013 'Setting Local Speed Limits').

Comment C

There have been 72 objections from residents stating that the results of the initial consultation held during December 2022 were ignored. There were 481 responses in favour of the 20mph speed limit and 515 responses against.

Once the consultation results were collated the scheme was reviewed and updated. This involved the reduction in the number of physical traffic calming features from 120 locations to 73 locations.

Comment D

126 objectors stated that the scheme was a waste of time and money.

There is evidence to suggest that a reduction in speed limit improves road safety. The benefits to this improvement are both financial and social as well as helping towards the West Yorkshire Vision Zero Strategy which aims to eliminate all traffic fatalities and severe injuries by 2040.

Financial costs are associated with each traffic collision resulting in personal injury (e.g. healthcare costs, loss of economic output by the injured party etc.). If the proposed 20mph speed limit prevent or reduce the number of traffic collisions resulting in personal injury, significant financial savings to the GDP will accrue.

Comment E

28 objectors stated that the scheme wasn't justified by the accident data/not provided.

Accident data was presented at the Consultation Open Day on the 13th December 2022 as background data for those that attended. This information isn't a requirement as part of the formal advertisement of a Speed Limit Order.

The council has maintained a robust approach to 20mph zones to ensure successful schemes across the district. In addition to successful schemes around dozens of schools, the Council has delivered major 20mph zones in the City Centre and Shipley, along with Barkerend Road, with the latter including traffic calming.

There is evidence to suggest that a reduction in speed limit improves road safety. The West Yorkshire Vision Zero Strategy of which the council is a partner in aims to eliminate all traffic fatalities and severe injuries by 2040.

Important benefits of 20mph zones include quality of life and community benefits, the encouragement of healthier and more sustainable transport modes such as walking and cycling, and overall reductions in traffic flow (Department for Transport Circular 01/2013 'Setting Local Speed Limits')

Comment F

There were 39 objections stating that the scheme would increase congestion, noise and pollution.

Department for Transport Circular 01/2013 'Setting Local Speed Limits' states (with regards to traffic calmed 20mph zones): *There may be environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution, unless an unnecessarily low gear is used.*

Important benefits of 20mph zones include quality of life and community benefits, the encouragement of healthier and more sustainable transport modes such as walking and cycling, and overall reductions in traffic flow (Department for Transport Circular 01/2013 'Setting Local Speed Limits')

The Driver Information and Traffic Management Division of the Department of Transport commissioned the Transport Research Laboratory (TRL) to carry out studies of vehicle and traffic noise alongside road humps, to measure the effects. The research shows that after the installation of road humps and speed cushions, the maximum noise levels from light vehicles (cars) are reduced. (Traffic Advisory Leaflet 6/96 (Traffic Calming: Traffic and Vehicle Noise))

Comment G

43 objectors stated that this scheme would have a negative impact on the town.

Important benefits of 20mph zones include quality of life and community benefits, the encouragement of healthier and more sustainable transport modes such as walking and cycling, and overall reductions in traffic flow (Department for Transport Circular 01/2013 'Setting Local Speed Limits')

The scheme will be designed to The Traffic Signs Regulations and General Directions (TSRGD) 2016 and any signs and road markings will be kept to a minimum so as to minimise the impact on the town.

Comment H

There were 16 objections stating that the scheme was too large.

See comment B

Comment I

17 objectors stated that there was a lack of information about the scheme.

There was an official consultation open day on the 13th December 2022 at the Clark Foley Centre, Ilkley as well as the opportunity to give feedback via email and the council website for a 7 day period.

The scheme was then amended in response to this feedback before we formally advertised the scheme on the 6th July 2023 for a 3 week period whereby formal objections could be made. The advertisement was included on the council website, in the local paper and at Ilkley Town Hall.

During both of these events plans of the scheme were available, and in the case of the open day additional accident and speed data was also available. This information was also available on request.

The Town Council also provided consultation material for the residents of Ilkley which included letter drops, surveys and meetings.

Comment J

9 objectors stated that the existing speed limits should be enforced.

This is a matter for West Yorkshire Police.

Comment K

7 objections were received with no specific reasons or just did not want it.

Noted

Ilkley – Ben Rhydding 20mph Zone - Formal Responses (Traffic Calming)

Generic Officer Comments

Comment A

270 objectors stated that the scheme was a waste of time and money.

There is evidence to suggest that a reduction in speed limit improves road safety. The benefits to this improvement are both financial and social as well as helping towards the West Yorkshire Vision Zero Strategy which aims to eliminate all traffic fatalities and severe injuries by 2040.

Financial costs are associated with each traffic collision resulting in personal injury (e.g. healthcare costs, loss of economic output by the injured party etc.)

Traffic calming has only been proposed on roads where speed surveys have shown vehicle speeds above the threshold given in current guidance.

The criteria regarding the introduction of safety/speed cameras at a site (by the West Yorkshire Safety Camera Partnership) is not met.

Comment B

There have been 164 objections from residents stating that the results of the initial consultation held during December 2022 were ignored. There were 481 responses in favour of the 20mph speed limit and 515 responses against.

Once the consultation results were collated the scheme was looked at and amended. This involved the reduction in the number of physical traffic calming features from 120 locations to 73 locations.

Comment C

There were 174 objections stating that the scheme would increase congestion, noise and pollution.

Department for Transport Circular 01/2013 'Setting Local Speed Limits' states (with regards to traffic calmed 20mph zones): *There may be environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution, unless an unnecessarily low gear is used.*

Important benefits of 20mph zones include quality of life and community benefits, the encouragement of healthier and more sustainable transport modes such as walking and cycling, and overall reductions in traffic flow (Department for Transport Circular 01/2013 'Setting Local Speed Limits')

The Driver Information and Traffic Management Division of the Department of Transport commissioned the Transport Research Laboratory (TRL) to carry out studies of vehicle and traffic noise alongside road humps, to measure the effects. The research shows that after the installation of road humps and speed cushions, the maximum noise levels from light vehicles (cars) are reduced. (Traffic Advisory Leaflet 6/96 (Traffic Calming: Traffic and Vehicle Noise)).

Comment D

137 objectors stated that this scheme would have a negative impact on the town.

Important benefits of 20mph zones include quality of life and community benefits, the encouragement of healthier and more sustainable transport modes such as walking and cycling, and overall reductions in traffic flow (Department for Transport Circular 01/2013 'Setting Local Speed Limits')

The scheme will be designed to The Traffic Signs Regulations and General Directions (TSRGD) 2016 and any signs and road markings will be kept to a minimum to minimise the impact on the town.

Comment E

There were 176 objectors stating that the scheme would impact the safety of all road users.

Following concerns by the Department for Transport (DfT) that designs for speed cushions should accommodate all road users safely, the Transport Research Laboratory (TRL) was commissioned by the Driver Information and Traffic Management Division of the DfT to carry out track trials (the aim being to determine design parameters of cushions that might be suitable for use on public roads). Those road trials carried out by the TRL... 'have shown that speed cushions are suitable for use as speed control features'. (Traffic Advisory Leaflet 4/94 Speed Cushions).

The intention is that drivers (in accordance with the proposed 20mph zone) will drive over the speed cushions at 20mph or below. The proposed speed cushions would be installed in accordance with statutory design specifications, and if driven over appropriately, should not cause driver discomfort.

Important benefits of 20mph zones include quality of life and community benefits, the encouragement of healthier and more sustainable transport modes such as walking and cycling, and overall reductions in traffic flow (Department for Transport Circular 01/2013 'Setting Local Speed Limits')

There is evidence to suggest that a reduction in speed limit improves road safety. The benefits to this improvement are both financial and social as well as helping towards the West Yorkshire Vision Zero Strategy which aims to eliminate all traffic fatalities and severe injuries by 2040.

All three emergency services have been consulted on the scheme proposals, with no adverse comments having been received.

Comment F

20 objectors stated that there are too many features being proposed.

After the initial consultation open day in December 2022 the scheme was reviewed and the total number of locations for traffic calming was reduced from 120 locations to 73 locations.

Comment G

There were 161 objections stating that the scheme would increase wear and tear on vehicles/cause damage.

The proposed traffic calming features will be constructed in accordance with the Department for Transport's technical guidelines.

Comment H

3 objectors raised concerns that a proposed table on Bolling Road would cause flooding into their properties.

The proposed traffic table situated near to these properties will not go kerb to kerb but will instead have drainage channels along both edges to allow water to bypass the feature.

Comment I

96 objections were received with no specific reasons or just did not want it.

Noted

Comment J

There have been 10 letters from residents in favour of the traffic calming as advertised.

Comment K

20 objectors stated that there was a lack of information about the scheme.

There was an official consultation open day on the 13th December 2022 at the Clark Foley Centre, Ilkley as well as the opportunity to give feedback via email and the council website for a 7 day period.

The scheme was then amended in response to this feedback before we formally advertised the scheme on the 6th July 2023 for a 3-week period whereby formal objections could be made. The advertisement was included on the council website, in the local paper and at Ilkley Town Hall.

During both events plans of the scheme were available, and in the case of the open day additional accident and speed data was also available. This information was also available on request.

Comment L

23 objectors stated that the scheme wasn't justified by the accident data/not provided.

Accident data was presented at the Consultation Open Day on the 13th December 2022 as background data for those that attended. This information isn't a requirement as part of the formal advertisement of a Speed Limit Order.

The council has maintained a robust approach to 20mph zones to ensure successful schemes across the district. In addition to successful schemes around dozens of schools, the council has delivered major 20mph zones in the City Centre and Shipley, along with Barkerend Road, with the latter including traffic calming.

There is evidence to suggest that a reduction in speed limit improves road safety. The West Yorkshire Vision Zero Strategy of which the council is a partner in aims to eliminate all traffic fatalities and severe injuries by 2040.

Important benefits of 20mph zones include quality of life and community benefits, the encouragement of healthier and more sustainable transport modes such as walking and cycling, and overall reductions in traffic flow (Department for Transport Circular 01/2013 'Setting Local Speed Limits')

Comment M

There have been 17 letters from residents in favour of a reduced scheme whereby the traffic calming is only applied around schools and specific roads identified as having an issue with speeding vehicles.

The council has maintained a robust approach to 20mph zones to ensure successful schemes across the district. In addition to successful schemes around dozens of schools, the council has delivered major zones in the City Centre and Shipley, along with Barkerend Road, with the latter including traffic calming.

Children are generally safe in the immediate vicinity of a school, where children are at risk are the routes to and from schools. The evidence around child injuries shows that children are mainly injured between 2.30pm and 5pm on their way home with a smaller spike in the morning.

Important benefits of 20mph zones include quality of life and community benefits, the encouragement of healthier and more sustainable transport modes such as walking and cycling, and overall reductions in traffic flow (Department for Transport Circular 01/2013 'Setting Local Speed Limits').

The criteria regarding the introduction of safety/speed cameras at a site (by the West Yorkshire Safety Camera Partnership) is not met.

APPENDIX 3

20mph in Ilkley

This paper has been prepared at the end of an extensive period of consultation and engagement over the scope and nature of the proposed 20mph speed zone in Ilkley.

The final element of this process will include – receiving any feedback from our consulting partner (Ilkley Town Council), the decision of the portfolio holder and the sealing of the orders followed by the physical implementation of the scheme. All of which are now imminent.

We believe it is vitally important to remember why both Bradford and Ilkley Council's support the introduction of a 20mph zone and that is because **the reduction of speed in residential areas is proven to save lives and has the additional benefits including improving air quality and promoting active travel options.**

Though this paper, we set out the history of the consultation and engagement process in a written summary. This section sets out the process followed adding context from events beyond the official process which have influenced the mitigation suggested. In doing so we demonstrate that this matter has been under official consideration since 2019 (five years) and almost certainly been actively debated by interested parties and stakeholders since 2013 (ten years).

The consultation process culminated with a full public consultation carried out to the standards set out by the sponsoring Government Department, using the calculations and methodologies stipulated in their publicly available guidance documents. Indeed, we believe we can demonstrate that despite considerable pressure to keep within the established guidelines (on the 24mph cut-off speed for example) the Highways Department has moved to mitigate the concerns of several concerned residents especially about the final number of locations which have been identified for traffic calming intervention.

We demonstrate that we have listened to and reacted to the opinion of a wide range of partnership organisations and residents. After five years of conversation, we do not believe there is any angle we have not heard, considered, or mitigated against.

Perhaps the most controversial topic discussed during this process has been the nature of the enforcement measures and the locations in which these should be placed.

We strongly believe that the whole point of a 20mph zone is to ensure that motor traffic travels below the legal speed limit so residents receive the full benefit of such a scheme and therefore make no apologies for following recommended government guidance to enforce this zone with speed limiting measures. This we do because although many drivers from Ilkley and elsewhere will stick within the advertised limits, we agree with the police that we cannot rely on this 100%. Hard measures slow traffic full-stop. Until there is compelling evidence produced and accepted by the Department of Transport that proves otherwise using hard measures will remain our default position as an Authority.

We do understand the need to react to local opinion – even if we may disagree with it. We understand that there are strong views held for genuine reasons on these matters. A compromise has to be found and that is why the final orders identify places and locations for engineering to take place – yet have reduced in stages as objections were made resulting in **a final reduction number overall over all by 48% to 53 locations in total – the vast majority of which are adjacent to street that contain schools and nurseries.**

The detail of the final recommended order is included in this paper of your consideration and final comment. We will pass your feedback directly to the decision maker for his consideration.

Finally, we would like to thank Councillors for their support and engagement throughout this process and especially those who have helped us to find this compromise position - we look forward to your response.

BRADFORD HIGHWAYS

Written summary of engagement activities and mitigations

Bradford highways policy and programme of works

In common with 55 other local authorities in England the City of Bradford and Metropolitan District Council (Bradford Council) a long-held ambition to adopt 20mph standard speed policy for residential, city and town centre roads within the district.

This policy was adopted because the reduction of speed in residential areas is proven to save lives and has the additional benefits including improving air quality and promoting active travel options.

Bradford Highways Authority (Bradford Highways) was therefore instructed to put in place a strategic prioritised programme of work to enact the 20mph policy. This programme has been underway since November 2022. This programme is introducing the benefit of 20mph zones within the city itself but also to the towns, villages and residential areas that make up the district.

Ilkley Town Council's speed policy development and engagement programme

Separately to Bradford's programme of work, **there have been discussions about speed limited zones recorded at Ilkley Town Council (ITC) since 2013**. This intent evolved into a sponsored a series of consultation and engagement exercises on the wider topic of active travel and specific adoption of a 20mph Zone within residential areas of Ilkley.

Given this shared objective, **in June 2019**, Bradford Highways indicated a willingness to explore a joint initiative to secure a 20mph Zone. A programme of engagement events, meetings and feedback opportunities were undertaken seeking the views and opinions of residents - the highlights of which follow:

In March 2020 a Public Town Meeting was advertised and held in Ilkley and the proposal was discussed. The Town Council newsletter **Summer 2020** (which is delivered to every household in Ilkley) featured an article advertising the proposal for a 20mph and asking for feedback. This was followed up with a similar piece and call to action in the **Autumn newsletter 2020**.

In November 2020 a Presentation to Full Council by Bradford Highways with the opportunity granted to the public to question the proposals.

In February 2021 an invitation was again issued to residents by ITC asking for comment on the proposals via *Ilkley Chat*, *Ilkley Gazette*, and *ITC Facebook page*. **In January 2022** an Article in ITC Newsletter fed back on the comments and contributions made at meetings, written and verbal feedback by residents over the past two years discussion.

The Ilkley Neighbourhood Development Plan and referendum

This proposal for a 20mph zone to cover Ilkley and Ben Rhydding was supported in full session by Ilkley Town Council **in March 2022**.

In total these proposals have been discussed by the Transport subcommittee on **11 occasions between July 2020 and May 2022**, and by the Green Spaces Environment and Sustainability subcommittee **a further 11 times between September 2020 and January 2023**. All these meetings were open to the public and receiving their views on the matter.

And was included in the **Ilkley Neighbourhood Development Plan (INDP)** which was adopted in a full public referendum in May 2022. This is a clear commitment on the behalf of the electorate to implement a 20mph zone.

The formal engagement and implementation of the 20mph zone

In June 2022 Article the ITC Summer Newsletter invited comments on how to take the 20mph zone forward.

Between **July 2022 and September 2022**, a legally binding agreement was discussed and agreed between Ilkley Town Council and Bradford Highways. This agreement was adopted in full session by Ilkley Town Council in September 2022. The motion agreed resolved to accept Section 278 Funding Agreement to provide matching funding to a maximum of £87,500. To mitigate risk, this agreement contains a clause which states that the agreement can only be broken or set-aside by mutual consent.

Thereby, Bradford Highways were instructed to start a process that would establish the extent of the 20mph zone and how it would be enforced. Ilkley Town Council would be recognised as an official consultation partner and the decision maker would remain the appropriate elected cabinet member with responsibility for Highways at Bradford Council.

The highways department followed official guidance notes produced by the Government how to conduct a consultation and implementation of a 20mph zone and the methodology to apply when calculating the locations of enforcement measures. These calculations and processes process as recommended by the Department for Transport and are published on their website.

The process may be summarised as follows:

Stage 1: Data Collection and Initial Calculations (June to October 2022)

- Monitored and recorded average traffic speeds.
- A review collision data and potential collision calculations.
- Following DfT guidelines roads recording average speeds more than 24mph are targeted for specific attention.
- Using DfT guidance notes to calculate potential the number of locations requiring traffic calming for 20mph compliance.
- The desk-top analysis produced a draft plan that identified **120 locations** requiring intervention (with 178 individual tables and cushions at these locations).

Stage 2: Formal Consultation (November 2022 – January 2023)

- The draft plan and a notional map highlighting the 120 locations was consulted upon
- This included a three-day event at the Clarke Foley Centre and an online and paper feedback exercise.
- Formal Consultation led by Bradford MDC receives 1,100 responses.

Stage 3: Adjustment and Refinement (January 2023 – May 2023) *please note this period was elongated by the purdah convention which means that official information should not be released during an official election period.*

- Bradford Council Legal Services grade and log the responses made to the formal consultation and present these findings to Highways.
- There are strongly argued views received from both West Yorkshire Police and local schools strongly supporting the scheme as advertised including the inclusive zone and traffic calming measure throughout.
- Resident opinion is equally split on 20mph being universally applied throughout the advertised zone.
- There is however consensus amongst individual residents that traffic calming should be introduced around schools and medical facilities.
- There is a very clear majority of individual residents wishing to see a substantial reduction in the number and extent of calming locations.
- Bradford Highways incorporate feedback from the public consultation and make necessary **adjustments and mitigations** based on the feedback received.
- A remodelling exercise is undertaken before “orders” are published.
- **In January 2023** Article in ITC Newsletter highlighting details of the scheme and consultation inviting comment. *
- Residents were welcomed to comment at a Full Council meeting*

Stage 4: Publication and Feedback Review (May 2023 – August 2023)

- Bradford Council new substantive plans that mitigate the scheme.

- 20mph zone is to be kept throughout.
- The number of traffic calming enforcement measures are reduced to **73 locations** – representing a reduction of 39.2% from the DfT model.
- This review was released to partners and stakeholders for further comment.
- ***In June and July 2023*** Full Ilkley Town Council receives comments from the public regarding the scheme.*
- *A series of objections are raised by members of the public who contend that a 39.2% reduction is not sufficient, a well-attended public meeting is held.*
- *The Mayor of Ilkley grants a request for an extraordinary Town Council Meeting to be held in public, offering the opportunity for residents to voice concern about the part played by ITC in this process.**
- *In August 2023 an extraordinary Meeting of Ilkley Council resolves to honour the s. 278 Funding Agreement. ITC policy does not change regarding the 20mph.**
- Notwithstanding this, concerns are raised by ITC council representatives that locations should still decrease further.

** Please note: these meetings and events took place out with any official process*

Stage 5: Finalizing the Scheme (August 2023 – September 2023)

- Bradford Council Legal Services grade and log the responses made the orders and present these findings to Highways.
- There are still a substantial number of objections to individual locations and the collective effect of the measures proposed but there is a reduction in the total number of objections overall.
- Bradford Highways reflect on their methodology and contact stakeholders and partners to receive their views on increasing the basic calculation on speed limits (up from 24mph to 26mph) and reducing the number of locations further in a pilot scheme.
- Reiterating their support for the DfT calculated position, strong representations are made by the WY Police opposing a “pilot’ reduction in calming measures.
- Bradford Highways apply required mitigations and adjustments based on received objections.
- The final scheme put forward for approval is a **20mph throughout the zone** identified. This will be **accompanied by traffic calming measures in 52 locations**, these to be targeted on roads in the proximity of schools and medical facilities.
- This represents a **48% reduction in traffic calming locations** when compared to the DfT standard calculations.
- These are subject to comment by the consulting partner – **the decision maker may choose to amend or reject** these changes**
- The Finalized scheme is prepared. Any legal and technical considerations and amendments are logged and worked through and the scheme is put forward receive approval to install.

Stage 6: Implementation (expected September 2023)

- "Seal" the final scheme.
- Commence the new traffic scheme, including enforcement installations.

(**) Please note that as Ilkley Town Council are an **official consulting partner** an extra step was added to the process to allow ITC to express a view on the final orders before they are agreed and sealed.