

Report of the Strategic Director of Regeneration to the meeting of Bradford West Area Committee to be held on 24 February 2016

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Subject:

Petition requesting the introduction of a '20mph zone' on that section of Well Heads and A644 Brighouse Road running adjacent to Keelham Primary School, Well Heads.

Summary statement:

This report considers an e-petition, the title of which requests the introduction of a '20mph zone' on that section of Well Heads and A644 Brighouse Road running adjacent to Keelham Primary School. The petition goes on to express concern regarding traffic speeds within the vicinity of the school, and makes specific request for the introduction of a Home Zone.

The petition was presented to Full Council on 19 January 2016, where it was resolved that the petition be referred to the Bradford West and Shipley Area Committees for their consideration.

It is recommended that:

- This Committee notes the contents of this report and that any action resolved be reported to Shipley Area Committee at its meeting on 16 March 2016.

Ward 23 – Thornton & Allerton
Ward 03 – Bingley Rural

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Portfolio:
Housing, Planning and Transport

Overview & Scrutiny Area:

Environment & Waste Management



1. SUMMARY

- 1.1 A 348 signature e-petition has been received from people concerned with road safety within the immediate vicinity of Keelham Primary School, Keelham. The petitioners' request is attached to this as report Appendix 1.
- 1.2 The lead petitioner is a pupil of Keelham Primary School.

2. BACKGROUND

- 2.1 The petitioners have expressed concern with the junction of Well Heads with Brighouse Road, with the amount of parking on those roads fronting the school, and with traffic speeds within the immediate vicinity of the school. The petitioners have specifically requested the introduction of a 20mph zone on Well Heads and Brighouse Road, with the petition also requesting the provision of a Home Zone.
- 2.2 Local Members are aware of the petition.
- 2.3 Keelham Primary School is located within Thornton & Allerton ward in the Bradford West constituency. Those sections of Well Heads and Brighouse Road immediately fronting the school (and including their junction) are located within Bingley Rural ward within the Shipley constituency. The roads to which the petition relates and ward boundaries are identified within Appendix 2 of this report.
- 2.4 Both Well Heads and Brighouse Road form an important route for vehicles travelling from Halifax to Bingley/Shipley (and vice versa). Well Heads and Brighouse Road also provide an alternative route in those instances where A629 Halifax Road is closed to traffic.
- 2.5 The respective width of Well Heads and Brighouse Road adjacent to the school is 7.7 and 8.25 metres. Both roads are subject to a 30mph speed limit and are bus routes.
- 2.6 The school has no off-street parking facilities, and staff tend to park on the opposite side of Well Heads to the school playground. There are 'SCHOOL-KEEP-CLEAR' waiting restrictions on the other side of Well Heads to where this parking occurs.

- 2.7 The results of a speed and volumetric traffic survey carried out in January 2016 on that section of Well Heads approaching the school are tabulated below:

Direction of Travel - Towards A644 Brighouse Road			
Survey Date	Mean Average speed for the 24 hour period	85th percentile speed* for the 24 hour period	Total Volume for the 24 hour period
Tuesday 26 th January 2016	31.7mph	38.5mph	2153
Wednesday 27 th January 2016	31.0mph	38.0mph	2198
Thursday 28 th January 2016	31.2mph	37.5mph	2303

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

Direction of Travel - Towards Thornton			
Survey Date	Mean Average speed for the 24 hour period	85th percentile speed* for the 24 hour period	Total Volume for the 24 hour period
Tuesday 26 th January 2016	34.3mph	40.4mph	2591
Wednesday 27 th January 2016	30.0mph	38.7mph	2761
Thursday 28 th January 2016	30.6mph	37.9mph	2179

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

- 2.8 Analysis of the Council's traffic collision database shows that for the five year period ending 31st December 2015, no traffic collisions resulting in personal injury occurred on that section of Well Heads or Brighouse Road within the vicinity of the school.

- 2.9 The Council has liaised closely with Keelham Primary school in previous years regarding the school's traffic concerns. In 2011/12, Well Heads was included within Shipley Area Committee's list of traffic calming/management scheme candidates considered annually by that Committee for possible inclusion within its future programme of works. To date, the site has not been included within its Capital Works Programme, but remains on the list of scheme candidates for future consideration.

3.0 Previous Relevant Reports

- 3.1 At the Environment and Waste Management Overview and Scrutiny Committee on 12 February 2013, it was resolved:

That Bradford West and/or Shipley Area Committee be asked to look at safety issues of the use of HGV vehicles at the junction of Well Heads and Brighthouse Road at Keelham Primary School and that a junction management action plan be developed.

As a result, officers carried out investigations into traffic conditions at this junction, in particular HGV turning manoeuvres. The following findings were reported back to the Environment and Waste Management Overview and Scrutiny Committee on 18 June 2013:

This junction [the junction of Well Heads with Brighthouse Road] forms part of the Heavy Goods Vehicle (HGV) access route to Omega Proteins. The footway alongside Keelham Primary school, and particularly at the corner, is narrow.

The restricted width of the carriageway on Well Heads (some 7.7m) dictates that HGV 's encroach onto footway at the corner adjacent to the school when turning left into the A644 Brighthouse Road. The carriageway on the latter is 8.25m wide.

There are some local parking restrictions, but parking is allowed on the frontage of residential properties on Brighthouse Road opposite the school. Four out of six of these properties do not have alternative parking.

Evidence of HGV turning movements shows that it is likely that provision of a bell bollard on the corner (in a position that would leave sufficient width for pedestrians) or restoration of full kerb height here would create additional turning difficulties that may well result in damage to either of both or these along with parked vehicles in the locality. As such, officers would not support either of these measures without modifications to the school boundary.

One option previously discussed (between the Shipley Area team and the School) was to cut the corner off the school boundary wall to create a wider footway. This option was discounted by the School due to the impact that this would have on an historic well that is built into the wall. There are also land ownership issues [The land forming the school's curtilage belongs to Education and Schools].

The use of the existing pedestrian link between Well Heads and Brighouse Road (remaining within school ownership) for pupils and parents has been offered by the school as one potential alternative option. At a recent meeting with the school head it was concluded that this was the most practical solution. The school are to promote this amongst parents. Pedestrian movements at other times are minimal.

4. OTHER CONSIDERATIONS

- 4.1 In view of the physical constraints at the junction of Well Heads with Brighouse Road (section 3.1 of this report refers), it is the professional opinion of officers that there are no options for highway improvements to the junction that would not, themselves, lead to other issues. The use of the path within the school's grounds by pupils and parents is considered the most practical method of minimising the potential for conflict between HGVs and pedestrians at this location and hence improve the safety at the junction.
- 4.2 The e-petition makes specific reference to the introduction of a Home Zone. Home Zones are an attempt to strike a balance between vehicular traffic and everyone else who uses the street (eg. pedestrians, cyclists, business people and residents). Some see Home Zones as a way of "reclaiming" local streets from a traditional domination by cars. Others see it more modestly as a way of trying to restore the safety and peace in neighbourhoods that are becoming overwhelmed with speeding traffic. Home Zones work through the physical alteration of streets and roads in an area - these alterations forcing motorists to drive with greater care and at lower speeds.
- 4.3 Whilst the concept of home zones is an interesting one, such zones tend to be introduced within residential estates and cul-de-sacs, rather than roads such as Well Heads which forms an arterial route between Bingley/Shipley and Halifax. As such, officers do not consider the home zone concept to be an appropriate one with regards to Well Heads.
- 4.4 Having regard to the 85th percentile speeds recorded on Well Heads in January 2016 (section 2.7 of this report refers), Members may consider that the introduction of a 20mph zone on that section of Well Heads and Brighouse Road running adjacent to the school is appropriate, and officers would be supportive of this on the basis of the speed survey results. A 20mph zone would cost approximately £20k (this sum covering scheme design costs, consultation, legal fees, and physical construction).

5. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

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

6. OPTIONS

- 6.1 Option 1 – That this Committee notes the contents of this report and that any action resolved be reported to Shipley Area Committee at its meeting on 16 March 2016. (Recommended)
- 6.2 Option 2 – Members may prefer to take a course of action other than that indicated in the above option or the recommendation, in which case they will receive appropriate guidance from officers.

7. FINANCIAL & RESOURCE APPRAISAL

- 7.1 The promotion of a widening scheme at the junction of Well Heads with Brighouse Road would be reliant upon the acquisition of 3rd party land. Any such scheme would also require the appropriate diversion of statutory undertakers' equipment. The costs of such acquisition and equipment diversion works are unknown at this stage (and a budget to undertake any design work to ascertain these has not been identified). However, it is anticipated that the cumulative costs including design, processing and legal fees and works costs would be above the level of funding generally available to the Area Committee for traffic management measures. Furthermore, it has been acknowledged at a West Yorkshire level that there needs to be a re-focus on Casualty Reduction in order to meet the KSI reduction target within the Local Transport Plan. Therefore it has been determined (by the ITA Board and resolved by the ITA Committee) that the next 3 years Implementation Plan (2014-2017) will introduce an evidence-based approach to prioritise a significant proportion of the budget available for Traffic Management measures to address those sites where it is expected that highways improvements will improve safety and reduce casualties.
- 7.2 The funding split determined by the ITA is 70% for Casualty Reduction schemes and 30% for Locally Determined schemes, such as on-street parking management, speeding or other community priorities (where there are perhaps perceived safety issues rather than a history of recorded collisions).
- 7.3 Given that there has not been a history of recorded collisions resulting in injury at this site, neither junction improvement works nor a 20mph zone could be prioritised for an allocation of the 70% Casualty Reduction funding. Any of the works which the petitioners' have requested would therefore need to be funded by either:
- The 30% funding allocation designated for Locally Determined schemes;
 - The Council's own reserves; or
 - An external funding body.

However, the revised funding criteria which are being applied by external funding bodies (eg. Enhancement in GVA or carbon reduction) mean that it is unlikely that a scheme could be developed which demonstrates such benefits in the short to medium term.

8. RISK MANAGEMENT AND GOVERNANCE ISSUES

The implementation of low cost measures such as a bell bollard or re-kerbing could potentially lead to alternative safety issues arising. Such measures may also give pedestrians a false perception of safety.

9. LEGAL APPRAISAL

There are no specific issues arising from this report.

10. OTHER IMPLICATIONS

10.1 EQUALITY AND DIVERSITY

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

10.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications

10.3 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.

10.4 COMMUNITY SAFETY IMPLICATIONS

There have been no recorded collisions resulting in injury on those sections of Well Heads and Brighthouse Road fronting Keelham Primary School in the five year period ending 31st December 2015.

10.5 HUMAN RIGHTS ACT

There are no human rights implications

10.6 TRADE UNION

There are no trade union implications

10.7 WARD IMPLICATIONS

Local Ward Members have not been consulted on this report.

10.8 NOT FOR PUBLICATION DOCUMENTS

None

11. RECOMMENDATIONS

11.1 That this Committee notes the contents of this report and that any action resolved be reported to Shipley Area Committee at its meeting on 16 March 2016.

11.2 That the lead petitioner be informed accordingly.

12. APPENDICES

12.1 Appendix 1 – The petitioners request

12.2 Appendix 2 – Location Plan identifying those sections of Well Heads and Brighthouse Road running adjacent to Keelham Primary School, and ward boundaries at this site.

13. BACKGROUND DOCUMENTS

13.1 Reports to Environment and Waste Management Overview and Scrutiny Committee on 12 February 2013, 18 June 2014, and 3 December 2014.

13.2 Report to the meeting of Shipley Area Committee on 19 March 2014

Appendix 1

ePetition details

Keelham primary 20 mph zone

- [Browse all current ePetitions](#)

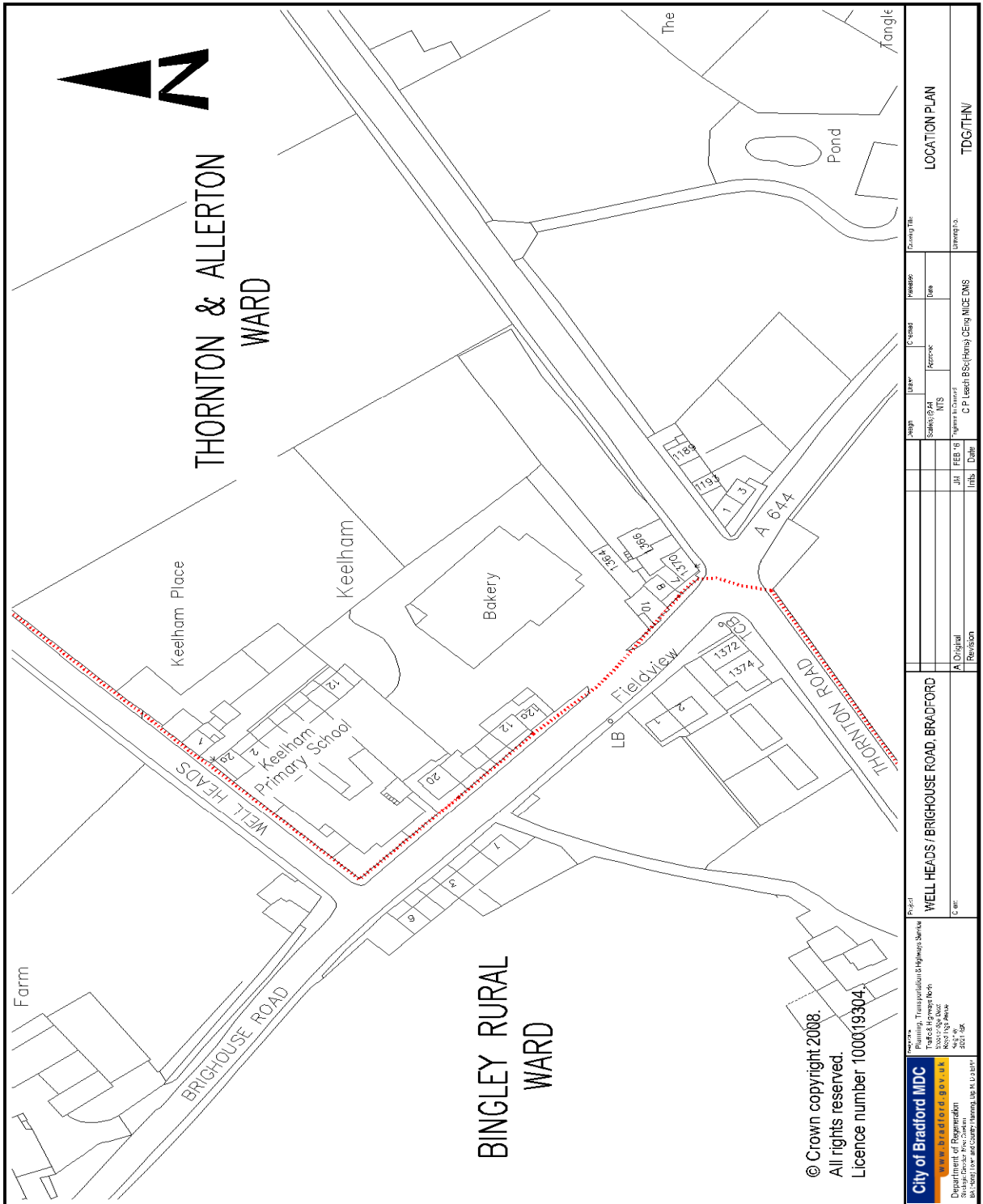
We the undersigned petition the council to Introduce a 20 mph zone along Well heads and Brighthouse road which both run pass Keelham Primary school.

Keelham Primary is a small school placed on a really bad corner. Access to school is limited. We have no car park and everyone has to park on the roadside. The volume of traffic that race by is now a worry. In the past the school had tried many different ways to engage with the council about road safety and has had little response. All these issues make it very dangerous for pupils, staff and parents going into and coming out of school. The introduction of a home zone will strike a balance between traffic and everyone who uses the street, pedestrians, cyclists and residents, restoring the safety and peace in our small neighbourhood. It's only a matter of time before someone is injured or loses their life innocently.

This ePetition ran from 26/11/2015 to 22/12/2015 and has now finished.

348 people signed this ePetition.

Report to the Shipley Area Committee
Appendix 2



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 City of Bradford MDC www.bradford.gov.uk Department of Regeneration 1st Floor, 100, and 100B, Manning Lane, LS10 5JF		Planning, Transportation & Highways Service Traffic & Highways Team Road Highways 2007/08	Project WELL HEADS / BRIGHOUSE ROAD, BRADFORD City Ref:	Scale/PA/AT NTS Figure's Content C/P Licent BSc/Plans/CE/NG/MS	Drawing Title LOCATION PLAN Drawing No.
Author JH	Date FEB 16	Checked NTS	Approved Date	Revision A Original	TDG/THV