

# Report of the Strategic Director (Regeneration) to the meeting of Executive to be held on Tuesday 8<sup>th</sup> March 2016

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**Subject:**

Keighley Town Centre Traffic Management Measures

**Summary Statement:**

A report on the development and public consultation on proposals for a one-way gyratory in Keighley town centre was considered by the Keighley Area Committee on 3 December 2015. This report raised concerns about both the long-term benefits of the scheme and general level of public support for the proposal. Based on the findings presented in this report the matter was referred back to Executive with a recommendation that further consideration of the potential options for improvements offering higher benefits and value for money within the town centre be undertaken.

This report describes the high-level assessment of potential options with associated funding requirements for delivery of a strategy of improvements which will assist traffic flow around the town centre and complement regeneration opportunities of key development sites.

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**Overview & Scrutiny Area:**

Environment & Waste



## 1. SUMMARY

- 1.1 A report on the development and public consultation on proposals for a one-way gyratory in Keighley town centre was considered by the Keighley Area Committee on 3 December 2015. This report raised concerns about both the long-term benefits of the scheme and general level of public support for the proposal. Based on the findings presented in this report the matter was referred back to Executive with a recommendation that further consideration of the potential options for improvements offering higher benefits and value for money within the town centre be undertaken.
- 1.2 This report describes the high-level assessment of potential options with associated funding requirements for delivery of a strategy of improvements which will assist traffic flow around the town centre and complement regeneration opportunities of key development sites.

## 2. BACKGROUND

- 2.1 Keighley Town Centre experiences high levels of congestion in the morning and evening peak periods and often at other times of the day. The local highway network is constrained by physical features such as bridges and buildings and consequently there is limited scope to provide major highway improvements without significant cost and potential damage to the fabric of the town.
- 2.2 An allocation of £1.168m was approved by Executive at its meeting of 12 March 2013 towards a scheme for Keighley Town Centre from the former Regional Transport Board. Initial studies into potential solutions to the congestion issues in the town centre proposed a one-way clockwise gyratory scheme using East Parade, Hanover Street and Cavendish Street. These proposals were further developed and taken to public consultation in June 2015. The results of both the consultation, and the assessment of journey time benefits were presented to the Keighley Area Committee for consideration on 3 December 2015. The findings of this exercise are shown in Appendix A of this report.
- 2.3 After considering the findings of the consultation exercise together with the outcomes of the development work Keighley Area committee resolved as follows:

### **Resolved:-**

- (1) In the light of divided public support and current traffic growth trends the scheme be referred back to the Executive and that the Executive be requested to ask for further work to be carried out to identify options that achieve a longer term solution to traffic problems, higher benefits and value for money and that reflect forthcoming planning and development initiatives in Keighley.**

**(2) That the Strategic Director (Regeneration), be requested to provide a progress report in 12 months' time.**

- 2.4 Following referral of this matter to Executive and discussions at the Keighley Regeneration Forum officers undertook a high level assessment of potential options in order to allow Executive to urgently consider strategies for dealing comprehensively with the congestion issues of the town centre whilst being cognisant of the necessity to demonstrate immediate action. A delivery plan proposing immediate, medium and long term solutions to traffic problems in Keighley town centre was therefore developed. Details of emerging developments were obtained from the Planning Service and consideration of the opportunities which these afforded were incorporated into the option assessment matrix shown in Appendix B.
- 2.5 The findings of this review identified that to effectively deal with traffic issues in the town centre in both the immediate and longer-term would require more interventions than the one-way gyratory alone and therefore a series of several options were developed and assessed in terms of their journey time benefits and their value for money as described below:
- a) **Option 1 – Do nothing:** This assessment looked at the impact of continued traffic growth on the operation of the town centre alone.
  - b) **Option 2 - Do minimum:** This option looked at a series of 13 individual low cost interventions which could be delivered in the next 12 months to assist general traffic flows.
  - c) **Option 3 – North Street widening and re-allocation of road space between junctions of Cavendish Street and High Street.** This scheme demonstrated a very high level of journey time savings and value for money but would require acquiring land from the development of the former Keighley College site.
  - d) **Option 4 – One way gyratory on Cavendish Street, East Parade & Hanover Street:** This is the previously assessed proposal which continued to demonstrate poor journey time savings in 2026 and low value for money.
  - e) **Option 5 – Alterations to the operation of the bus station:** When introduced in conjunction with Option 3 described above this proposal demonstrated good journey time savings with a high value for money being demonstrated.
  - f) **Option 6 – One way gyratory on Cavendish Street, East Parade, Hanover Street including widening of Bradford road rail bridge to improve capacity:** This scheme demonstrated positive journey time savings and a medium value for money return as it addressed the main issue in relation to the failure of Option 4 through widening of Bradford Road (i.e. the lack of capacity on the left-turn out of Cavendish Street onto Bradford Road).

- g) **Option 7 – Widening of East Parade and Bradford Road railway bridge:** This option demonstrated very high levels of journey time savings however due to its significant capital costs returned a low/medium value for money assessment.
- h) **Option 8 – Gresley Road one-way gyratory (including East Parade one-way and Bradford Road railway bridge):** This option demonstrated the highest level of journey time savings of any option which was assessed. Again due to the significant capital investment costs this option only achieved a low/medium value for money assessment. However, discussions with Planning have identified the potential for an alternative gyratory alignment through the Stainsby Grange development site which could be discussed with the developer that could allow either a contribution to the capital costs or a reduction in land costs thereby strengthening the value for money case.

A detailed description of each option together with its respective benefits/dis-benefits is included in Appendix B of this report.

- 2.6 Having identified a range of potential options officers then considered an appropriate delivery strategy given the immediate need for improvements in the town centre. The options were therefore categorised as immediate/urgent, medium and long term interventions based on their anticipated development timescales in order that a potential strategy could be developed. Based on this assessment and their overall Value for Money and Journey Time performances the following potential strategy was identified:

<b>Immediate/Urgent Intervention (&lt;12 months)</b>	<b>Medium Term Intervention (1-3 years)</b>	<b>Long Term Intervention (3-5 years)</b>
Delivery of <b>Option 2</b> including all 13 identified interventions within the current 2016 calendar year.	Delivery of <b>Option 3</b> (subject to negotiations in relation to land requirements on the former Keighley College site.) within the next 12 – 18 months.	Delivery of <b>Option 8</b> in discussion with the developer of the Stainsby Grange site.
£448,000	£2,500,000	£7,000,000

- 2.7 Details of this strategy were presented to the meeting of the Keighley Business Improvement District (BID) committee to obtain comments on the proposed strategy on 23 February. Whilst the committee welcomed the overall proposed strategy their principle concern was that something must be delivered by the Council urgently. To this end the committee welcomed the proposed immediate/urgent intervention model. However, they expressed reservations that whilst these interventions dealt with wider congestion issues the strategy may see 'too little and few' physical changes to the road network to effectively demonstrate the Council's commitment to solving problems in

Keighley. The committee therefore encouraged considering the possibility of delivering the gyratory simultaneously with the urgent measures.

- 2.8 Similarly, copies of this report were circulated to Ward Members and members of the Keighley Area committee to obtain their comments. A verbal feedback of these will be given during the meeting.

### **3. OTHER CONSIDERATIONS**

- 3.1 The Transport Committee at West Yorkshire Combined Authority have approved preparation of rail station development plans for a number of stations across West Yorkshire. Keighley has been identified as a priority and work will commence shortly to identify how to improve the customer experience at the station and access between the station and town centre. This work may allow consideration of contributions to the improvement and widening of the Bradford Road rail bridge as part of the Transport Fund station improvements programme.
- 3.2 At its meeting of 21<sup>st</sup> July 2015 Executive were advised of the funding requirements for the West Yorkshire+ Transport Fund's Hard Ings Road Improvement scheme where it was noted that the current scheme estimated costs was £7.144m including appropriate allowances for land costs and the recommended 44% optimism bias which was below the £10.3m allocation within the Fund's programme.
- 3.3 The potential to seek allocation from the Combined Authority for the residual allowance of £3.156m from the original budget to fund improvements in Keighley Town Centre as Phase 2 of the Hard Ings Road proposal was incorporated in the funding strategy submitted to the Combined Authority which was approved as part of the Gateway process. The principle justification for this approach being the need to undertake works on Network Rail infrastructure and the potential programme implications of delivering improvements to rail assets jeopardising delivery of an 'early win' project.
- 3.4 The delivery of the proposed strategy of urgent, medium and long term interventions affords the best possible opportunity for the Council to deliver a solution to the traffic issues in Keighley based on the findings of the appraisal work done by officers.

### **4. FINANCE & RESOURCE APPRAISAL**

- 4.1 An allocation of £1.168m has previously been allocated by Executive to works in Keighley town centre. This would be sufficient to deliver the short-term intervention proposals listed in this report, together with an element of Option 3 in the medium-term strategy.
- 4.2 The residual budget from the WY+TF Hard Ings Road project could, subject to appropriate approvals being obtained from WYCA, contribute sufficient funds to allow delivery of the residual of the medium term strategy.

- 4.3 The potential to demonstrate third-party contributions to both the medium and long term proposals, together with linking the GVA benefits of the road improvements to developments in the town centre allied with the potential overlap of projects associated with Keighley rail station could, subject to further development and discussions, demonstrate a positive GVA improvement to attract additional investment from the Transport Fund to allow delivery of the long-term strategy within the proposed timescale.
- 4.4 The staff resources and specialist technical services required to develop the scheme referred to this report are funded through the scheme budget and exist within the Council's current establishment.

## **5. RISK MANAGEMENT AND GOVERNANCE ISSUES**

- 5.1 Implementation of any of the proposals which would require use of the West Yorkshire+ Transport Fund would require compliance with the governance arrangements of the West Yorkshire Combined Authority (WYCA) which is defined in its Assurance Framework. A rigorous project management system is in place for all West Yorkshire+ Transport Fund projects based around the Office of Government Commerce (OGC) PRINCE2 (Projects in Controlled Environments) and MSP (Managing Successful Programmes) methodologies.
- 5.2 A detailed risk log will be developed as part of the initial project development and will continue to be updated as the project proceeds through its various stages of delivery.

## **6. LEGAL APPRAISAL**

- 6.1 The schemes identified in this report can be implemented through the Council's inherent powers as Highway and Traffic Regulation Authority. Any land required in order to implement the scheme which could not be acquired by negotiation with land owners may require the use of compulsory purchase powers under the Highways Act 1980.

## **7. OTHER IMPLICATIONS**

### **7.1 Equality & Diversity**

The proposals identified in this report take into account the needs of people with specific access needs and vulnerable road users. The project consultation process discussed in this report was undertaken, and the recommended scheme packages determined, with due regard to Section 149 of the Equalities Act 2010.

### **7.2 Sustainability Implications**

The delivery of the options described in this report will assist in the regeneration and sustainability of Keighley by reducing the overall level of traffic congestion in the town centre from that which would have occurred without the scheme and the one-way gyratory scheme post 2020.

### 7.3 **Greenhouse Gas Emissions Impacts**

A detailed assessment has not been made on the impacts of the proposals on CO<sub>2</sub> emissions.

### 7.4 **Community Safety Implications**

The safety of all road users will be considered during the detailed design of the proposals. The provision of safe pedestrian crossing points and cycling facilities (where possible) in the town centre has been a priority in the development of the proposals. As the scheme develops it will be subject to Road Safety Audits at appropriate stages in line with national guidance and the Council's Road Safety Audit policy.

### 7.5 **Human Rights Act**

There are no implications on the Human Rights Act associated with this report.

### 7.6 **Trade Union**

There are no trade union implications associated with this report.

### 7.7 **Ward Implications**

The scheme lies within the Keighley Central, Keighley East and Keighley West wards. The proposals for the one-way gyratory scheme were consulted upon with Ward Members and the local community and the outcome of Executive's recommendation will similarly be consulted upon as the scheme reaches appropriate stages of development.

## 7. **NOT FOR PUBLICATION DOCUMENTS**

7.1 None

## 8. **OPTIONS**

8.1 Adoption of the proposed delivery strategy described in paragraph 2.6 of this report by Executive will allow some immediate congestion relief to traffic in the town centre to be delivered by the Council whilst work on the medium term proposals is progressed. This strategy and its component parts demonstrate that Executive are seeking the best solution to the real congestion issues of Keighley residents which give longer-term benefits to the vitality of the town centre and its on-going economic regeneration than the one-way gyratory proposal alone could deliver.

8.2 Having considered the potential options of a longer-term delivery strategy Executive may decide to proceed with the previously approved gyratory scheme on the basis of the available funding already having being allocated.

8.3 Alternatively, Executive may wish to recommend an alternative strategy based on the options described in this report in which case appropriate officer advice will be provided on the proposed solution.

## **9. RECOMMENDATIONS**

- 9.1 That Executive recognises the need to carry out congestion improvement works in Keighley town centre urgently.
- 9.2 That Executive approves, subject to full financial appraisal, confirmation of viability and funding from WYCA , the delivery of the following measures as the preferred immediate, medium and longer term interventions:
- a) Introduction of the 13 elements of Option 2 of the proposals as described in Appendix B of this report as the short-term intervention package.
  - b) Introduction of the alterations to the operation of the bus station including the widening of North Street and reallocation of road space between the junctions of Cavendish Street and High Street as the medium-term intervention package.
  - c) The introduction of a one-way gyratory scheme on Gresley Road together with changing the operation of East Parade to one-way operation be adopted as the long-term intervention package.
- 9.3 That a Mandate to the West Yorkshire Combined Authority's Transport Fund to secure funding for delivery of the medium and long term interventions be promoted by Council Officers within the current financial year.
- 9.4 That synergies in delivery of aspects of Option 8 (rail bridge widening) through the West Yorkshire+ Transport Fund's station improvement works be explored in order to assist in the delivery of the overall package of measures described in 9.2 above.
- 9.5 That the opportunities for contributions to the delivery strategy through third-party funding secured via the planning process for developments within Keighley town centre be prioritised by the Assistant Director, Planning, Transportation and Highways.

## **10. APPENDICES**

- 10.1 Appendix A – Consultation Response Analysis
- 10.2 Appendix B – Option Appraisal Matrix

## **11. BACKGROUND DOCUMENTS**

- 11.1 Report of the Strategic Director (Regeneration) to Keighley Area Committee, 3 December 2015, Keighley Town Centre Traffic Management Measures.
- 11.2 Report of the Strategic Director (Regeneration) to Keighley Area Committee, 22<sup>nd</sup> January 2015, Keighley Town Centre Traffic Management Measures
- 11.3 Report of the Strategic Director (Regeneration and Culture) to Keighley Area Committee, 11 April 2013, Keighley Transport Improvements.



## **APPENDIX A – PUBLIC CONSULTATION FEEDBACK REPORT**

### **Keighley Gyratory proposals - Consultation Response**

#### **Background:**

A report on Keighley town centre traffic management presented to Keighley Area Committee on 22<sup>nd</sup> January 2015 recommended that consultation was undertaken on a gyratory scheme and the outcome of the consultation be reported back to the Area Committee. This report details the outcome of that consultation.

#### **Response overview:**

Overall feedback from the consultation was mixed with a wide variety of views expressed.

- 81% of respondents believe that Keighley has a problem with congestion
- 46% support the proposals, 43% are against and 11% don't know.
- Respondents are not convinced that the current proposals offer the right solution.

#### **Detailed feedback:**

Consultation on the gyratory proposals was undertaken in two phases.

The first phase involved consulting those businesses and residents directly impacted by the scheme. Letters providing details of the proposed gyratory were distributed to businesses and retailers located on Cavendish Street, East Parade, Hanover Street and surrounding streets. Retailers in the Airedale shopping centre, Sainsburys, Metro, bus operators and statutory consultees (such as the emergency services) were also contacted as part of the first phase of the consultation.

The second phase included a public consultation which was held on the 11<sup>th</sup> and 13<sup>th</sup> June 2015. Posters advertising the consultation were displayed in the Airedale shopping centre, bus station and library. Publicity about the proposals was provided in the Keighley News and also on the Council's website. In the week prior to the consultation leaflets were also distributed to both shoppers and businesses in the town centre.

Additional consultation was also undertaken with B-Spoke, which is a group which represents cyclists across the Bradford district, and information provided to the Mobility Planning Group whose members are drawn exclusively from the disabled population.

Response to the first phase was disappointing with only nine responses provided despite contacting two hundred and eighty two residents / businesses. A summary of the written responses is included later in the report.

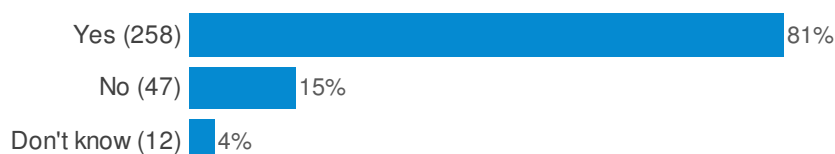
The second phase of the consultation held in the Airedale Shopping Centre elicited a far greater response from the public. The consultation included an exhibition consisting of a series of information panels highlighting the impacts of the scheme including visuals indicating how Hanover and Cavendish Street would look if the Gyratory was implemented. Council officers were present to answer questions and to encourage those attending to complete a short questionnaire which they could complete straight away or return either on-line or by freepost.

In total at least 450 people attended the public consultation over the two days with around a third of the total attending the Thursday session and two thirds on the Saturday. A total of 323 consultees completed the questionnaire of which 136 completed on-line and 187 either returned by freepost or returned on the day of the consultation.

## APPENDIX A – PUBLIC CONSULTATION FEEDBACK REPORT

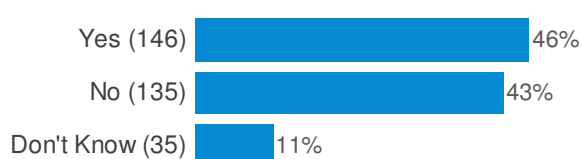
The responses to each individual question are provided below –

### Question 1 – Do you think there is a problem with congestion in Keighley town centre?



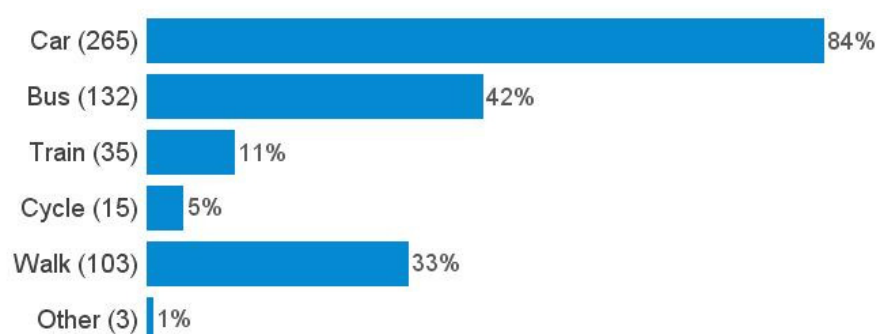
It is clear from the response that congestion is a problem for residents and businesses.

### Question 2 – Do you think the Keighley one-way system is a good idea?



A mixed response which does not provide overwhelming support for the scheme as proposed. The reasons why the public are not in favour of the proposals are provided later in the report.

### Question 3 – How do you usually travel into Keighley town centre?



Multiple responses were allowed to this question as it was felt the majority of people would use more than one mode of transport. The overwhelming majority of people travelled by car into Keighley but also quite a large proportion used the bus or walked. The table below compares the travel mode by the response to the question Do you think the Keighley one-way system is a good idea?

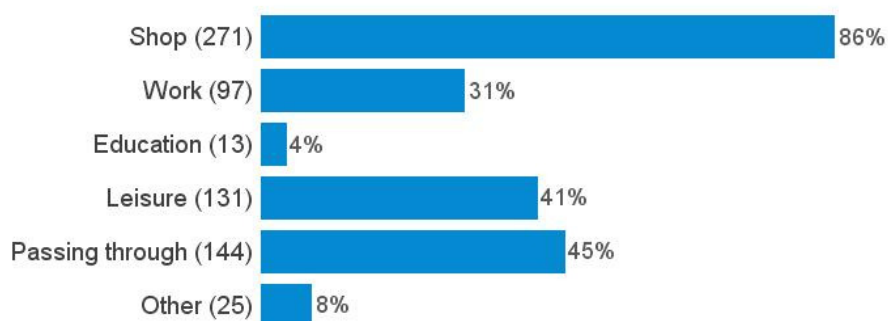
Mode	For	Against	Don't Know
Car	46%	43%	11%
Bus	48%	38%	14%
Train	43%	43%	14%
Cycle	27%	60%	13%
Walk	41%	45%	15%

## APPENDIX A – PUBLIC CONSULTATION FEEDBACK REPORT

It appears from the data that Bus users are in favour and cyclists are against the proposals but there is no clear evidence that other users are either in favour or against the gyratory.

158 responses to question 3 only ever used one mode of transport. Of these 85% only used their car and 46% of people who only ever travelled by car were in favour and 47% were against the scheme with 7% saying they didn't know.

### Question 4 – Why do you usually travel into Keighley town centre?



Multiple responses were allowed to this question as it was felt the majority of people would have various reasons for travelling into the town centre. The majority of respondents travelled into Keighley to shop. A high proportion also passed through or came for work or leisure purposes. The table below compares the reason for travelling with the response to the question Do you think the Keighley one-way system is a good idea?

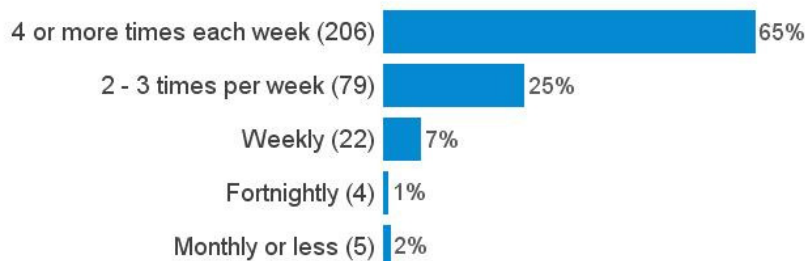
Reason	For	Against	Don't Know
Shop	50%	38%	11%
Work	41%	49%	9%
Education	15%	85%	0%
Leisure	44%	44%	11%
Passing through	52%	35%	13%
Other	40%	40%	20%

From the information presented above it appears that those who shop and pass through Keighley are slightly in favour of the scheme whilst those who work or travel for education reasons are against the proposals.

A total of 96 respondents only came into Keighley for one reason. Of these 59% only came to shop and 54% oppose the gyratory. 28% only came to work and of these 70% were in favour of the scheme. These results are the opposite of those who come into Keighley for multiple reasons. The sample sizes for sole responses other than Shop and Work were too small to analyse.

## APPENDIX A – PUBLIC CONSULTATION FEEDBACK REPORT

### Question 5 – How often do you travel into or through Keighley town centre?

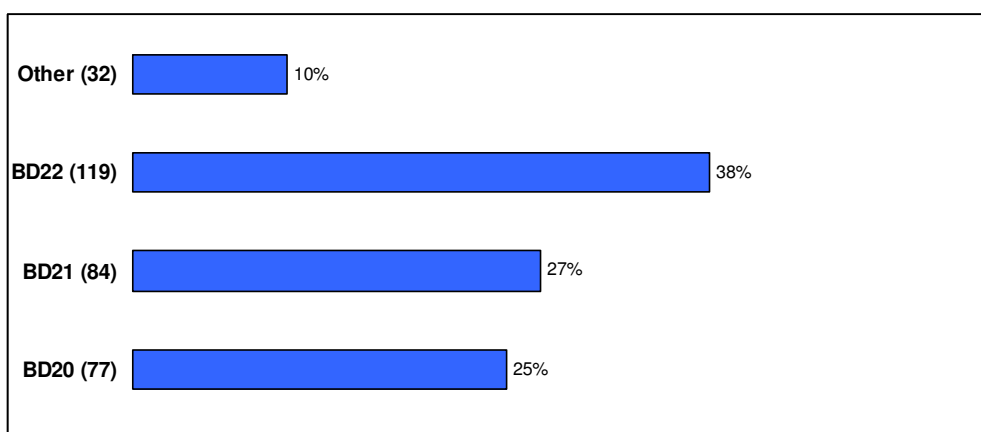


The majority of people who responded travel into Keighley at least 4 times a week and 97% travel into the town at least weekly. The table below compares the response above with the question Do you think the Keighley one-way system is a good idea?

Mode	For	Against	Don't Know
4 or more times each week	45%	44%	11%
2 – times per week	49%	37%	13%
Weekly	36%	55%	9%
Fortnightly	100%	0%	0%
Monthly or less	41%	45%	15%

The results from the data do not give a clear indication if the number of times the respondents visit has any impact on how they feel about the scheme.

### Question 6 – What is the first part of your postcode?



The majority of respondents lived in the following postcode districts BD20, BD21 or BD22. The table below compares the response above with the question Do you think the Keighley one-way system is a good idea?

Postcode	For	Against	Don't Know
BD20	45%	43%	12%

**APPENDIX A – PUBLIC CONSULTATION FEEDBACK REPORT**

BD21	36%	54%	11%
BD22	50%	36%	13%
Other	56%	38%	6%

From the above data it is clear that BD21 residents tend to oppose the gyratory, BD22 and Other postcodes are in favour and BD20 are split in their opinions. The geographical distribution is indicated on the diagram at the end of this report.

**Question 7 – Do you have any comments regarding the proposed Keighley Town Centre on-way system?**

Out of the 323 who responded to the questionnaire, 221 provided detailed comments which included diagrams and maps. It was possible from the comments to group concerns about the scheme together under various issues / concerns and these are detailed in the table below.

Number of Comments	Issue / Concern
23	It does nothing to solve the problems on North Street
23	Access to Sainsbury's Supermarket (including Petrol Station located off East Parade) and Aldi / Iceland (Gresley Road) is severely restricted by the proposed scheme
22	Access to Low Mill Lane (only access to railway station car park). If right turn off Bradford Road into Low Mill Lane is banned, this will lead to an increase in traffic accessing the railway station car park from the Parkwood Street area.
20	The scheme is a waste of money and the funds should be spent elsewhere
15	Scheme does not go far enough and should include a wider area - gyratory including Hard Ings Road, Bradford Road, Worth Way, South Street and North Street
13	Too many sets of traffic signals
8	There is not an existing congestion problem in the town centre
7	East Parade is too narrow. Remove on-street parking
7	Scheme will make town centre more difficult for pedestrians and there is no consideration for cyclists
6	Undertake a trial of the scheme before implementing fully
6	Keighley needs a bypass
5	It will negatively affect bus journey times
3	It will put people off coming into Keighley Town Centre
2	It will worsen air quality in Keighley
2	The 20 mph zone will not work and needs to be enforced to work.
2	East Parade needs resurfacing.

## APPENDIX A – PUBLIC CONSULTATION FEEDBACK REPORT

Council officers also recorded feedback from the public at the consultation event. Many of these responses are reflected in the table above but additional comments included concerns about Heavy Goods Vehicle (HGV) manoeuvrability, congestion caused by bus movements as they exit the bus station, abuse of Lawkholme Lane, the right turn ban out of West Lane, and incorrect road signage.

There were also many positive comments about the proposals and these are grouped below -

Number of Comments	Supportive
28	It's a good idea
24	It needs building as soon as possible
4	Get on with Hard lngs road at the same time

As mentioned earlier in the report written responses from businesses directly impacted by the Gyrotory was requested as part of phase 1. These are summarised as follows:

Sainsbury's supermarket – they are against the scheme as it would impact on the vitality and viability of their store and the town centre. Sainsbury's is an anchor store for Keighley with many people linking their trips with a visit to the supermarket and one into the town centre. The current proposals will deter shopping in Sainsbury's as the majority of shoppers will see their journey times increased by five minutes. This will adversely impact linked trips into the town centre.

Sainsbury's Petrol Station – Against the scheme as the petrol station is reliant on passing trade which will be restricted by the proposals. 50% of their potential users will have their journey times increased by five minutes.

Transdev (Keighley & District buses) – Feel it will have a negative impact on their bus services. The scheme does nothing to address the congestion issues on North Street or Oakworth Road / South Street. A contra flow bus lane northbound on Cavendish Street should be included in the gyrotory proposals.

The Toy Shop – Concerned that the proposals could drive trade to out of town shopping centres.

Councillor Mallinson – The scheme is a quick fix, dangerous for pedestrians, provide poor access to the train station and will lead to increased rat-running.

Watch & Transport Committee of Keighley Town Council – In favour of the proposed scheme.

Airedale Shopping Centre – In favour but raised an issue with how they manage Waste bins. which requires fork lift trucks to travel between the Towngate service area and the 1<sup>st</sup> floor service area (via ramp) in both directions on East Parade, around 5 times a day.

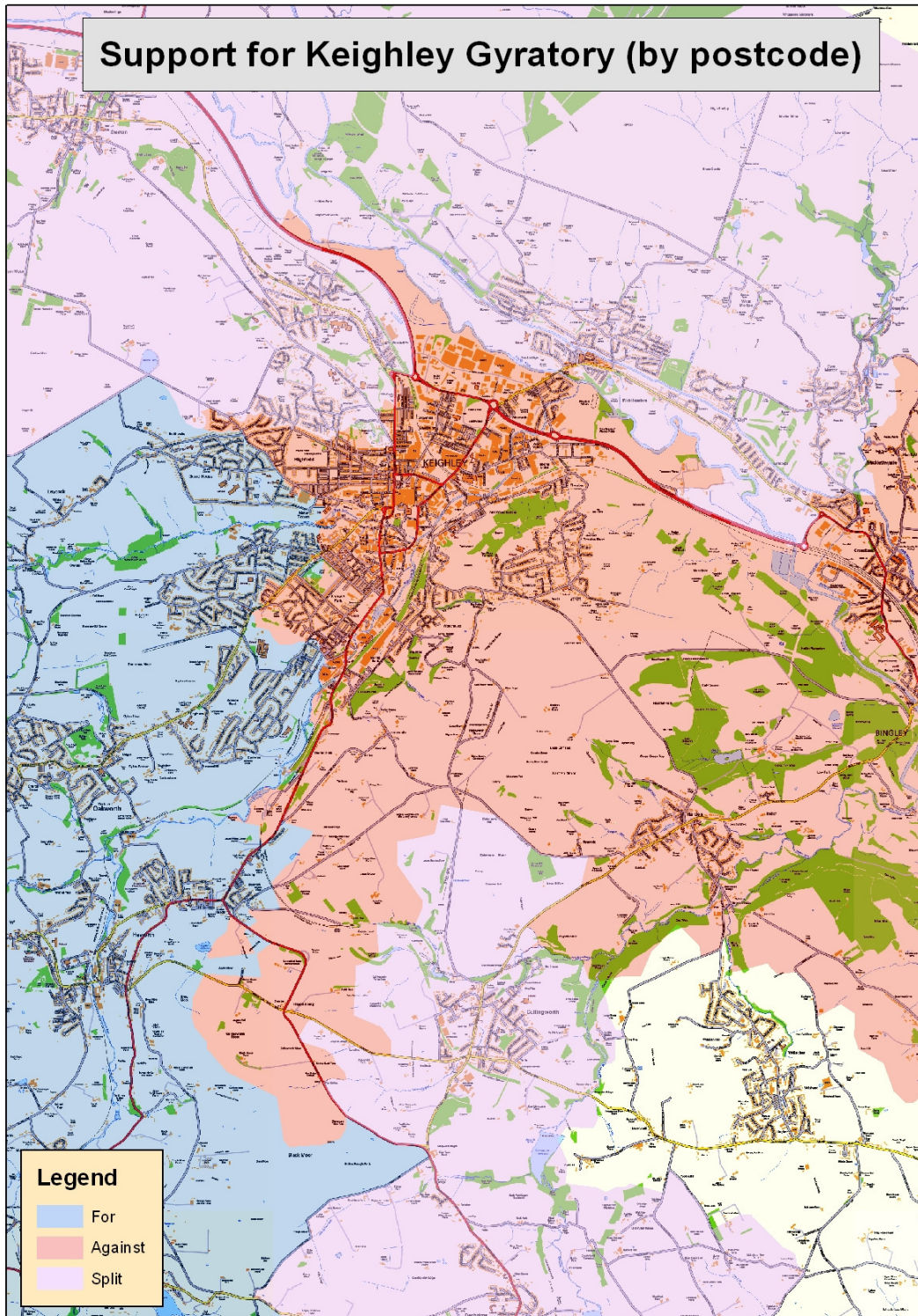
West Yorkshire Combined Authority (Metro) – Generally in favour but concerned about the negative impact on certain bus services and feel the scheme is detrimental to rail users. A bus lane northbound on Cavendish Street should be provided.

Northern Rail – against the scheme as they are concerned over restricted access to the station car park and they felt that many vehicles will u-turn using the station forecourt.

BSpoke which represents cyclists across the Bradford district provided the following response to the proposals –

**APPENDIX A – PUBLIC CONSULTATION FEEDBACK REPORT**

“It does not enhance provision for cyclists but making it worse, does nothing to take into account the basic requirements of safety, directness and balance (between motorised transport and other modes), the scheme is not cost effective and is not future-proof (future traffic growth and strategic development).”



## APPENDIX B – Option Appraisal Matrix

Option	Route Description	Cost	Journey Time Benefit	Value for Money
1	Do Nothing	£0	-	-
<b>2</b>	<b>Low Cost measures that could be implemented in the short-term and would complement many of the longer term interventions prioritised in terms of cost benefits</b>		<b>Medium</b>	<b>High</b>
(a)	Traffic Light priority at East Parade / Bradford Road / Cavendish Street and North Street / Cavendish Street junctions. Traffic Light priority at the pedestrian crossings at North Street, Cavendish Street and Bradford Road (adjacent to rail station)	£25k		
(b)	Co-ordination of signal timings and pedestrian crossings along the length of North Street	£1k		
(c)	Linking of traffic signal timings of Cavendish Street / Bradford Road / East Parade junction with pedestrian crossing at Sainsbury's entrance.	£1k		
(d)	Changes the Green period for vehicles at existing pedestrian crossing between the railway station and Asda at Bradford Road.	£1k		
(e)	Provide two traffic lanes on North Street (southbound) between junctions with Cavendish Street and High Street. Includes re-configuration of traffic lane at North Street / Cavendish Street (southbound)	£300k		
(f)	Replace existing pedestrian crossing at Cavendish Street / Lawkholme Lane with staggered crossing.	£100k		
(g)	Removal of 4 car parking spaces at East Parade (adj. 137-141).	£7k		
(h)	Dedicated right turn facility at North Street / Spring Garden Lane to replace existing yellow box junctions with 'Keep Clear' markings to protect right-turn into Spring Garden Lane.	£1k		
(i)	One-way street at Albert Street (towards Scott Street) to provide No Left Turn from Albert Street into North Street.	£5k		
(j)	Introduce a banned right-turn from North Street into Devonshire Street.	£3k		
(k)	Re-design of all yellow box junctions on North Street between junction with Cavendish Street and High Street.	£2k		
(l)	Re-design of yellow box junction at Bradford Road adjacent to Fire Station entrance.	£1k		
(m)	Re-design of yellow box junction at Cavendish Street / Sainsbury's car park entrance.	£1k		
<b>3</b>	<b>North Street widening and reallocation of road space between junctions of Cavendish Street and High Street. (NB scheme is dependent upon acquiring land from former Keighley College site).</b>	<b>£352k</b>	<b>Very High</b>	<b>Very High</b>
4	One-way gyratory – Cavendish Street, East Parade & Hanover Street	£1.4m	Low	Low
5	Alterations to the operation of bus station (dependent upon option 2 being implemented to achieve full benefits)	£2.5m	High	High
6	One-way gyratory – Cavendish Street, East Parade & Hanover Street including widening works to railway bridge at Bradford Road to address junction capacity.	£6m	Medium	Medium
7	East Parade widening and railway bridge widening on Bradford Road.	£7m	High	Low
<b>8</b>	<b>Gresley Road one-way gyratory (including East Parade one-way)</b>	<b>£7m*</b>	<b>Very High</b>	<b>Low/Medium</b>

\* Works cost only – land costs not yet defined