

Report of the Strategic Director of Regeneration to the meeting of Bradford West Area Committee to be held on 15 June 2016

A

Subject:

To seek this Committee's approval to allocate £2,500 towards a jointly funded traffic scheme promoted by Bradford West and Shipley Area Committees to address road safety concerns outside Keelham Primary School, Well Heads.

Summary statement:

An e-petition requesting the introduction of a '20mph zone' on Well Heads and A644 Brighouse Road adjacent to Keelham Primary School was presented to Full Council on 19 January 2016. Full Council resolved that the petition be referred to the Bradford West and Shipley Area Committees for their consideration.

On 24 February 2016, a report regarding the petition was presented to this Committee and it was resolved:

- That Shipley Area Committee be requested to look favourably upon the petition and act to address the concerns raised, which are shared by the Bradford West Area Committee.

On 16 March 2016, a report regarding the petition was presented to the Shipley Area Committee. That Committee resolved (amongst other things):

- That the Principal Highways Officer be requested to undertake further discussions with Bradford West Area Committee with a view to progressing a jointly funded scheme (Approximately £5,000 in total (£2,500 from each Committee)) to address road safety issues outside the school.

It is recommended that:

That this Committee allocates £2,500 to match the £2,500 contribution offered by Shipley Area Committee with a view to funding a £5,000 traffic signing and lining scheme on Well Heads on the approach to Keelham Primary School.

Ward 23 – Thornton & Allerton
Ward 03 – Bingley Rural

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

Portfolio:
Regeneration, 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.
- 1.3 This report seeks to fulfil the resolution of the Full Council meeting of 19 January 2016 (referred to in the Summary Statement and Section 3.2 of this report)

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 within Appendix 3 of this report.

- 2.8 Analysis of the Council's traffic collision database shows that for the five year period ending 31 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.

3.0 PREVIOUS RELEVANT COMMITTEES AND 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 Brighouse 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 Brighouse 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 HGVs encroach onto footway at the corner adjacent to the school when turning left into the A644 Brighouse 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 Brighouse 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].

Report to the Bradford West Area Committee

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.

- 3.2 On 19 January 2016, the e-petition (to which this report relates) requesting the introduction of a 20mph zone on Well Heads and A644 Brighouse Road adjacent to Keelham Primary School was presented to Full Council. It was resolved that the petition be referred to the Bradford West and Shipley Area Committees for their consideration.
- 3.3 On 24 February 2016, and in accordance with the Full Council resolution of 19 January 2016, a petitions report regarding the request for a 20mph zone on Well Heads was presented to this Committee. It was resolved:
- (1) That Shipley Area Committee be requested to look favourably upon this petition and act to address the concerns raised, which are shared by the Bradford West Area Committee, in particular, to have regard to the implementation of a '20mph zone'.
 - (2) That Officers continue to pursue all options with a view to improving road safety measures at that section of Well Heads and A644 Brighouse Road running adjacent to Keelham Primary School, Well Heads, and
 - (3) That, in addition to the lead petitioner being informed accordingly, he also be formally praised for his community spirit and the arduous work undertaken to bring this subject matter to the attention of the Council.
- 3.4 On 16 March 2016 (and as resolved by this Committee at its meeting of 24 February 2016) a report regarding the petition was presented to the Shipley Area Committee. That Committee resolved:
- (1) That a scheme incorporating a 20mph zone on the section of Well Heads and Brighouse Road running adjacent to Keelham Primary School be added to the Committee's list of schemes to be considered should funding become available for non-accident related schemes.
 - (2) That the Principal Highways Officer be requested to undertake further discussions with Bradford West Area Committee with a view to progressing a jointly funded scheme (Approx £5000 in total (£2,500 from each Committee)) to address road safety issues outside the school.
 - (3) That the Principal Highways Officer be requested to undertake a discussion with Keelham Primary School regarding a financial contribution towards the scheme (outlined in resolution (2) above).

- (4) That the Housing, Planning and Transport Portfolio Holder be requested to pursue discussions with Asset Management to progress the diversion of the footpath at the corner of Brighouse Road and Well Heads on to the school site land to make the junction safer.
- (5) That the lead petitioner be informed accordingly.

4. OTHER CONSIDERATIONS

- 4.1 The e-petition makes specific reference to the introduction of a Home Zone. 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/Shingley and Halifax. As such, officers do not consider the home zone concept to be an appropriate one with regards to Well Heads.
- 4.2 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.
- 4.3 The 20mph zone requested by the petitioners would cost approximately £20k with the Shingley Area Committee having resolved on 16 March 2016 to make a financial scheme contribution of £2,500 to address the petitioners' concerns. Officers consider a traffic scheme costing £5k and involving the provision of appropriate signing and lining on Well Heads warning drivers of the school ahead would represent a practical engineering and cost effective alternative to a 20mph zone. The £5k would cover scheme design costs, consultation, and physical construction, and officers would be supportive of such a scheme on the basis of the 85th percentile speeds recorded on Well Heads in January 2016 (Appendix 3 of this report refers).
- 4.4 In the event that this Committee allocates 50% of the required £5,000 scheme funding (and in doing so, effectively matches the £2,500 scheme contribution agreed by the Shingley Area Committee on 16 March 2016) Members for Thornton & Allerton, and Bingley Rural will be consulted on the scheme proposals in due course.

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 allocates £2,500 to match the £2,500 contribution offered by Shipley Area Committee with a view to funding a £5,000 traffic signing and lining scheme on Well Heads on the approach to Kelham School. (Recommended)
- 6.2 Option 2 – That this Committee resolves not to match the £2,500 scheme contribution of the Shipley Area Committee, and that as a result, the proposed £5,000 traffic signing and lining scheme on Well Heads on the approach to Kelham School be abandoned (Not Recommended)
- 6.3 Option 3 – Members may prefer to take a course of action other than that indicated in the above option or the recommendations, 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 LTP Board and resolved by the Transport 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 WYCA 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 Brighouse 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 Option1 – That this Committee allocates £2,500 to match the £2,500 contribution offered by Shipley Area Committee with a view to funding a £5,000 traffic signing and lining scheme on Well Heads on the approach to Keelham Primary School. (Recommended)

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 Brighouse Road running adjacent to Keelham Primary School, and ward boundaries at this site.

12.3 Appendix 3 – Results of a speed and volumetric traffic survey carried out in January 2016 on Well Heads.

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 the Bradford West Area Committee on 24 February 2016

13.3 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](#)

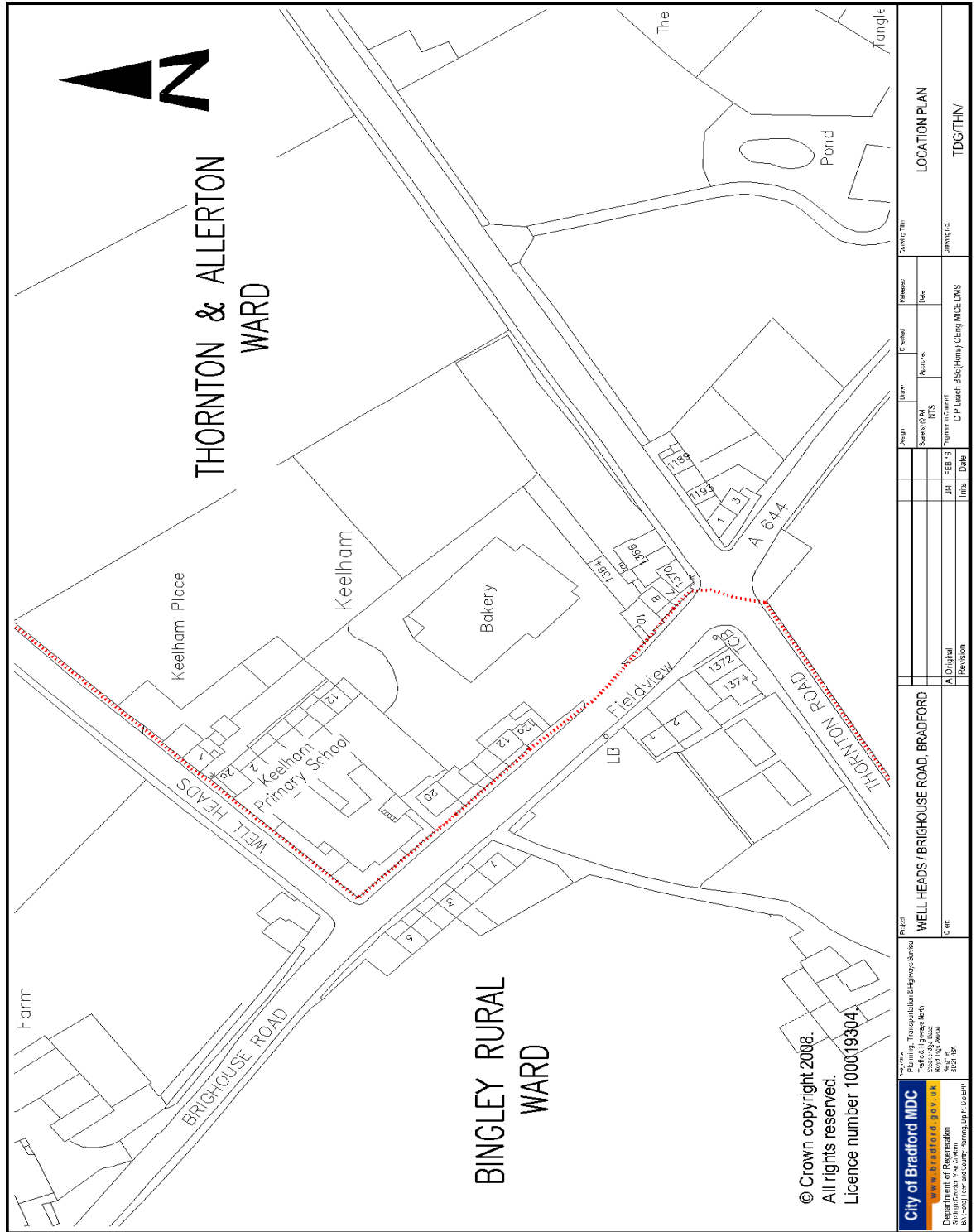
We the undersigned petition the council to Introduce a 20 mph zone along Well heads and Brighthouse road which both run pass Keelham Primary school.

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.

Appendix 2



City of Bradford MDC Department of Regeneration Bradford City Council www.bradford.gov.uk 01274 206000		Project WELL HEADS / BRIGHOUSE ROAD, BRADFORD Etc		Planning, Transportation & Highways Service Traffic & Highway Team 01274 206000 01274 206000 01274 206000	
Original Revision	Date Date	Author C.P. Leach BSc(Hons) CEEng MICE CIMS L100000105	Checked NTS	Approved NTS	Date Date
LOCATION PLAN			TDCG/THN/		

Appendix 3

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