

Minutes of a meeting of the Keighley Area Committee held on Thursday 17 September 2015 at Keighley Town Hall, Bradford

Commenced 1800
Concluded 1930

PRESENT – Councillors

CONSERVATIVE	LABOUR
Ali	Bacon
Brown	Farley
Mallinson	Khadim Hussain
B M Smith	M Slater

Councillor Hussain in the Chair

18. DISCLOSURES OF INTEREST

No disclosures of interest in matters under consideration were received.

19. MINUTES

Resolved –

That the minutes of the meeting held on 23 July 2015 be signed as a correct record.

20. INSPECTION OF REPORTS AND BACKGROUND PAPERS

There were no appeals submitted by the public to review decisions to restrict documents.

21. PUBLIC QUESTION TIME

There were no questions submitted by the public.

22. NOMINATION TO LIST LAND AND ASSETS AS ASSETS OF COMMUNITY VALUE AT WILLOW TREE INN, ILKLEY ROAD, RIDDLESDEN, KEIGHLEY BD20 5PN Keighley East

The Strategic Director, Regeneration, presented a report (**Document “G”**) which detailed a nomination to list property known as The Willow Tree Inn, Ilkley Road, Riddlesden, Keighley, BD20 5PN as an Asset of Community Value under the Localism Act 2011.



The Estates Manager provided a summary of the report. She stated that the nomination and nominated asset met the Asset of Community Value criteria set out in the Localism Act and it was therefore recommended that the nomination should be approved.

A Member requested that location plans be included in future reports on nominations for Assets of Community Value.

The owner of the Willow Tree Inn addressed the Committee. She stated that she and her partner had taken over the lease of The Willow Tree Inn since August 2015. They were unaware that the Keighley and Craven Campaign for Real Ale (CAMRA) had put in the nomination for the inn to be an Asset of Community Value but welcomed the idea. She did however have concerns that her plans to hopefully buy the inn in the future would be put at risk by the Asset of Community Value process. In response, the Estates Manager clarified that the Act did not give community groups or a Parish Council the right to purchase land and property listed as Assets of Community Value at a reduced price i.e. less than market value. Under the legislation the owners of Assets of Community Value could not dispose of their listed property without first notifying the Council of their intention to sell. If an expression of interest to bid for the property was received there would be a moratorium period of six months to allow the community/bidding group to mobilise and attempt to secure the funds to purchase. At the end of the six month period the property would be removed from the list and the owner would be able to sell the property to who ever they wanted.

In response to a Member's question it was stated that the market value would be decided by a professional valuer.

Resolved –

That, in accordance with the advice detailed in Option 1 of Document “G”, the nomination of the property known as The Willow Tree Inn, be approved as an Asset of Community Value.

***OVERVIEW AND SCRUTINY COMMITTEE: Regeneration and Economy
ACTION: Strategic Director, Regeneration and Culture***

23. **ANNUAL UPDATE ON ROAD SAFETY IN THE KEIGHLEY CONSTITUENCY** All Wards

Previous reference: Minute 8 (2014/2015)

The report (**Document “H”**) of the Strategic Director, Regeneration, sought to update Members on current casualty levels and trends in the Keighley constituency and on the road safety education, training and publicity initiatives aimed at reducing casualties.

The Principal Highways Engineer apologised for the omission of 2015 data in Appendix 1 of Document “H” and agreed to update the missing information and circulate it to Members. He gave an overview of the report drawing Members attention to the training offered to all schools within the district and the poor take up; in order to address this, schools which had not taken up the training after a period of time would be sent a letter, signed by the Director of Public Health and Strategic Director of Children's Services, reminding them of the importance of children receiving road safety training and in the second instance, if the school still had not taken up the training, a letter would be sent to the School Governors for their consideration.

In relation to the increase in road traffic casualties involving cyclists, it was reported that the number of accidents reflected the increase in cyclists on the road with ranging levels of skills and abilities.

In response to Members' questions, it was reported that:

- The road safety training in schools was not compulsory as part of the national curriculum.
- The Road Safety budget allocation for education, training and publicity resources for 2015/16 was £32,800 for the entire district; this district-based approach had been proposed in 2012 and had been supported by the Committee as it had been explained previously that the funding available was deemed inadequate for it to be effective if split across the five Area Committees.
- There was limited funding available to deliver road safety training.

A Member requested to see the evidence supporting the evidence-based approach to determine Road Safety priorities for the district.

A Member stated that complaints had been received from cyclists about two pedestrian refuge areas in Keighley West which had become more hazardous for cyclists to pass since highways works had taken place to improve the pedestrian area. The Principal Highways Engineer stated that there was no evidence to support that there had been an increase in cyclist accidents at those locations; he agreed to investigate the issue.

A Member questioned whether enough was being done to tackle the fact that car occupants accounted for the highest number of casualties. In response, the Principal Highways Engineer explained that although car occupants were the highest band of casualties they also accounted for the biggest data set; the numbers were decreasing due to enforcement and there were new laws on the use of smart phones whilst driving that were currently going through Parliament. He also explained that Bradford had the highest level of drivers not using their seatbelt in the country and such behavioural issues were covered in the pre-driver training offered to secondary schools. The Principal Highways Engineer agreed to circulate statistical information in relation to the age groups and genders associated with accidents/injuries.

A Member expressed his concerns about cyclists not adhering to the Highway Code and the need to put pressure on cycling clubs about this matter. In response, it was reported that there were new programmes on offer in West Yorkshire, funded by the West Yorkshire Local Transport Plan, aimed at educating cyclists.

Proposals for car parking at railway stations was raised by a Member who stated that he was pursuing why there were no proposals for car parking at Ilkley Station via the Assistant Director, Planning, Transportation and Highways. He also stated there was a need to strategically look at train fares on a miles per cost basis e.g. where journeys crossed over from North to West Yorkshire.

With reference to the Bradford Road Safety Plan 2015-18 (Appendix 5 of Document "H"), a Member stated that the first paragraph on page six was not factually correct as the Area Committees did not decide on the activities delivered at a local level to address casualty rates; this was incorrect as the budget was not truly devolved in practice. The Principal Highways Engineer stated that the Plan was online and had not been printed; it had gone live on the Council's website yesterday and he agreed to amend it accordingly.

Resolved –

- (1) That the information in respect of casualty trends and road safety activities in the Keighley constituency contained in Document “H” be noted.
- (2) That the evidence based approach to determining road safety priorities outlined in Document “H” continue to be supported.
- (3) That the Bradford Road Safety Plan 2015-2018 attached as Appendix 5 to Document “H” be supported subject to an amendment on page 6 to delete reference to the 5 Constituency Area Committees delivering Safer Road activities at a local level.

OVERVIEW AND SCRUTINY COMMITTEE: Environment and Waste Management ACTION: Strategic Director, Regeneration and Culture

24. STREET CLEANSING

All Wards

The Strategic Director, Environment and Sport, presented a report (**Document “I”**) which provided an update on street cleansing services in Keighley in 2015 and current financial and staffing information.

The Keighley Area Co-ordinator announced that the new Area Operations Manager for the Keighley constituency, Geoff Dudman, had commenced his role on Monday 14 September 2015. He was based at Stockbridge Depot but would spend some of his time at the Keighley Area Office on Bow Street where he would brief the Wardens. Thanks were expressed to Peter Cotton, the outgoing Street Cleansing Manager, who had spent 30 years working for Bradford Council, mostly within Street Cleansing service. The Chair also expressed thanks to Peter on behalf of the Committee.

It was reported that there had been a significant improvement in terms of litter fails in the constituency and overall the percentages had decreased since the previous year from 5.1% to 3.7%. It was explained that detritus was the litter that collected at the side of the road and at traffic islands; Keighley East and Worth Valley had seen improvements in this area and overall the percentages had decreased from 7.6% to 3.1%.

With reference to graffiti fails, there had been a big increase in the Keighley West Ward from 0% in 2013/14 to 8% in 2014/15; Wardens and area workers were considering the reasons for this increase. The percentage of graffiti fails across the district had also increased.

A Member requested that the information presented in the report be provided in a more informative way and stated that information on the criteria used for assessing performance on litter, detritus, graffiti and fly posting would be useful.

The Keighley Area Co-ordinator clarified that to monitor performance, an officer assessed 15 streets in every Ward; five or six were fixed (chosen for their high footfall or high visibility) and nine or ten were chosen at random. He would find out how often visits to the streets monitored were undertaken throughout the year.

It was reported that flyposting fails had increased significantly from 0% to 5.9% in the Craven Ward and had increased overall for the constituency from 0.4% to 3.8%. Some reasons for this were thought to be related to the general election and the Tour de Yorkshire. It was explained that flyposting included posters stuck on private property and

the Council had no powers to remove those; flyposting on lamp posts could be removed by Council Wardens. It was also clarified that a-boards were classed as obstructions on the highway, not flyposting.

It was reported that, as outlined in Appendix 2 of the report, the Keighley Central Ward had seen a decrease in calls made to the Council's call centre in relation to street cleansing but a rise in calls in relation to flytipping.

With reference to Appendix 2 of Document "H" a Member raised queries about how the number of calls related to the population of the constituency wards. The Keighley Area Co-ordinator stated that the Keighley Central Ward included the town centre and was therefore likely to be higher due to its increased footfall and the likelihood of more litter. Members commented that the information presented in Appendix 2 was difficult to interpret and suggested further information be provided outlining what the main issues were for each ward and what action was proposed to aid their decision making on this devolved service.

In response to a Member's question, it was reported that consideration of the 2016/17 budget for this service would be on the Committee's next agenda.

A Member requested that the Keighley Area Co-ordinator obtain and circulate to Members the number of legal actions taken against flytippers per ward for the last three years and any factual information available on flytipping from out of the constituency area.

A discussion took place regarding the development of new routes for the mechanical sweeping service as outlined in paragraph 3.2 of the report; the importance of consultations with Members on the new routes was stressed. The Keighley Area Co-ordinator was asked to find out the process for re-routing the mechanical sweepers and how Members would be able to input into it.

Further information on the budget and resources provided in Appendix 3 of the report were requested.

Some Members requested a briefing prior to consideration of a future report on the service being submitted to the Committee in December 2015.

The progress of the Street Cleansing service was welcomed.

Resolved –

That a further report on the Street Cleansing Service be submitted to the Committee in December 2015 to address the concerns raised by Members.

***OVERVIEW AND SCRUTINY COMMITTEE: Environment and Waste Management
ACTION: Keighley Area Co-ordinator***

Chair

Note: These minutes are subject to approval as a correct record at the next meeting of the Committee.