

Minutes of a meeting of the Shipley Area Committee held on Wednesday, 23 November 2016 at Bingley Town Hall

Commenced 6.00 pm
Concluded 6.30 pm

Present – Councillors

CONSERVATIVE	LABOUR	GREEN
Heseltine Shaw Barker Davies Riaz Townend	Greenwood Ross-Shaw	Love

Councillor Heseltine in the Chair

47. DISCLOSURES OF INTEREST

During consideration of the petition in relation to Wilsden Road, Narrow Lane, Ferrands Way and their adjoining side roads (Minute 52) Councillor Shaw disclosed, in the interest of transparency, that he was acquainted with the lead petitioner through membership of a social organisation.

ACTION: City Solicitor

48. MINUTES

Resolved –

That the minutes of the meetings held on 19 October 2016 at 6.00pm and 19 October 2016 at 6.30pm be signed as a correct record.

49. INSPECTION OF REPORTS AND BACKGROUND PAPERS

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



50. PUBLIC QUESTION TIME

There were no questions submitted by the public.

51. VERBAL UPDATE - LYSANDER WAY ESTATE, COTTINGLEY

The Principal Engineer addressed the Committee and stated that, on 27 July 2016 the Committee received a report (Document "M") which presented objections received to the advertised Traffic Regulation Order relating to proposed waiting restrictions within the Lysander Way Estate, Cottingley. At that meeting it was:

Resolved –

- (1) That consideration of the proposals contained in Document "M" be deferred to allow time for discussions to be held with Cottingley Village Primary School to consider alternative options and that a further report be submitted to the Committee.*
- (2) That the objectors be informed accordingly.*

Officers have met with the School, School Governors and Elected Members to discuss the associated parking issues at Cottingley Village Primary School and Lysander Way. It is proposed that Officers be allowed further time to engage with the school and to explore other avenues that may alleviate/control the parking. This may in turn remove the need for localised parking control measures. The deadline and reporting back for this has been set for the next Highways Shipley Area Committee meeting (1 February 2017).

The Chair stated that this course of action would allow further time for the issues previously raised in relation to car parking and road safety to be further explored with Cottingley Village Primary School and that a decision would be taken by the Committee on 1 February 2017.

Resolved –

That the update be noted and that a report be submitted to the Committee's meeting on 1 February 2017.

OVERVIEW AND SCRUTINY COMMITTEE: Environment and Waste Management

ACTION: Strategic Director, Regeneration



52. PETITION - WILSDEN OLD ROAD, NARROW LANE, FERRANDS PARK WAY AND ADJOINING SIDE ROADS

The Strategic Director of Regeneration submitted **Document “Y”** which considered a petition expressing concerns with traffic speeds and volumes through the estate comprising Wilsden Old Road, Narrow Lane, Ferrands Park Way and all side roads adjoining these. The petitioners’ were requesting that consideration be given to the introduction of a point-closure (ie. physical closure) somewhere near Firbeck, a ‘one-way’ traffic system and horizontal traffic calming features with a view to preventing ‘through traffic’ using the estate.

The Senior Engineer tabled a large scale drawing of the location (Appendix 2 of Document “Y”) and provided a summary of the report during which it was reported that the petition contained 188 signatures, in 1993 a ‘Prohibition of Motor Vehicles (Except for access)’ Order was imposed on roads comprising the estate, it was subject to a 30mph speed limit and the petitioners claimed both the Order and speed limit were regularly contravened.

He corrected an omission in paragraph 2.7 of the report: two traffic collisions involving personal injury had occurred within the estate during the five year period ending 16 October 2016.

The Chair stated that the lead petitioner was unable to attend the meeting but had sent comments via email. This information was circulated to Members and a summary of the points made by the lead petitioner were as follows:

- The report stated that there had been no record of any traffic collisions in the past five years. He had been passed details of at least three collisions within the noted streets, involving residents and could pass details to the Committee should they require it.
- Regarding the issue of speeding, he was aware that findings showed that traffic seldom broke the 30 mph limit but the residents’ belief was that the 30 mph was too high for such a residential area anyway and that a 20 mph limit would be more appropriate, which was now apparent on Main Street, Wilsden, Long Lane, Harden and most residential streets in Lancashire.
- The benefit of a point closure would benefit residents in several ways: a safer neighbourhood from less traffic, a quieter neighbourhood and potentially safer from crime too (as statistics showed cul de sacs suffered less burglaries).
- Any issues raised from attending emergency services, i.e. taking longer to attend was purely subjective, as at no point when attending emergency incidents do we know which direction those services will be coming from.

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

- Officers could not state whether the volume of traffic revealed by the traffic survey was considered high for the area as each site should be considered on its own aspects.
- The exit at location D (as shown on Appendix 2 of Document “Y”) led to



- Wilsden.
- The primary entrance/exit locations where contraventions were occurring were at locations A and D (as shown on Appendix 2 of Document “Y”).

A Member considered 55 contraventions of the ‘Access Only Order’ during a 12 hour period (as stated in paragraph 2.2 of Document “Y”) to be a high number and raised questions about enforcement. In response, it was stated that contraventions of the Order were enforceable by the Police and that the vehicle would need to be seen entering one side of the estate and exiting at the other without stopping for a legitimate reason. It was agreed that officers would check whether the Police had carried out any recent enforcement.

Members discussed the current signage informing drivers that the area was ‘Access Only’. Officers stated that the signs were visible but their orientation would be checked to see if their visibility to road users could be improved.

Resolved –

- (1) **That no further consideration be given to the petitioners’ request for a ‘one-way’ traffic system and/or horizontal traffic calming, but that the request for a point-closure be added to the list of traffic management scheme candidates to be considered annually by this Committee for possible inclusion within its future Capital Works Programme.**
- (2) **That West Yorkshire Police be formally advised of the petitioners’ concerns regarding contravention of the existing 30mph speed limit and ‘Prohibition of Driving (Except for Access)’ Order within the estate comprising Wilsden Old Road, Narrow Lane, Ferrands Park Way and all side roads adjoining these.**
- (3) **That the lead petitioner be advised accordingly.**

OVERVIEW AND SCRUTINY COMMITTEE: Environment and Waste Management

ACTION: Strategic Director, Regeneration

53. LOCAL HIGHWAY MAINTENANCE - DEVOLUTION UPDATE & FUNCTION OVERVIEW

The Strategic Director of Regeneration submitted **Document “Z”** which detailed how the Planning, Transportation and Highways service currently managed the Local Highway Maintenance (LHM) function and allocated resources.

It also updated the Committee with regard to current operations being undertaken on the network and the indicative costs of works undertaken in the current financial year.

The Principal Engineer provided a summary of the report and in response to



Members' questions, reported that:

- The 'purple' reference against works in Appendix 5 of Document "Z" related to internal scheduling.
- Operational staff across services such as Highways and Landscapes were used to deliver winter services such as gritting.
- There was only one gully cleaning vehicle used across the Shipley and Keighley constituencies but there was no funding available to purchase more.
- If gullies could not be cleaned due to parked vehicles, days of action were organised to undertake the work.

A discussion took place about the gully cleaning schedule. It was agreed that a Member would be informed when main routes in Baildon were due to be cleaned, however it was stressed that works needed to be carried out as per the scheduled cycle and that if a gully was blocked it should be reported to the Council's Contact Centre with a precise location.

Members were also informed that work was currently being undertaken with Land Surveyors to map 'hot spot' gullies and flooding areas. A review of the current cyclic schedule may mean that not all secondary routes and side roads require cleaning as often as every two years. This would help to address 'hot spot' areas where gullies require cleaning on a more regular basis.

Resolved –

- (1) **That the current operational methods adopted for Local Highway Maintenance be noted.**
- (2) **That the indicative costs to date for the 2016/17 financial year be noted.**
- (3) **That the list of completed and proposed CAT3 works as shown in Appendix 5 of Document "Z" be noted.**
- (4) **That the numbers and percentages of gullies cleaned in the Shipley constituency as shown in Appendix 6 of Document "Z" be noted.**

NO ACTION

Chair

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

THESE MINUTES HAVE BEEN PRODUCED, WHEREVER POSSIBLE, ON RECYCLED PAPER

