

Minutes of a meeting of the Shipley Area Committee held on Wednesday, 31 July 2019 at 6.00 pm in Council Chamber - Bingley Town Hall

Commenced 6.00 pm
Concluded 6.55 pm

Present – Councillors

| LABOUR | CONSERVATIVE | GREEN |
|------------------------------------|---|---------------|
| Greenwood Jenkins | Heseltine Barker Riaz Sullivan Townend Winnard | Warnes |

Observer: Councillor Dale Smith

15. DISCLOSURES OF INTEREST

No disclosures of interest in matters under consideration were received.

16. INSPECTION OF REPORTS AND BACKGROUND PAPERS

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

17. PUBLIC QUESTION TIME

There were no questions submitted by the public.

18. ANNUAL UPDATE ON ROAD SAFETY IN THE BRADFORD DISTRICT

The Strategic Director Place submitted a report (**Document “H”**) which provided an update on current casualty levels and trends in the Bradford District and on the Road Safety education, training and publicity initiatives aimed at reducing these casualties.

The Senior Road Safety Officer provided a summary of the report. She outlined the initiatives around road safety and the levels of school participation and stated that casualty levels were continuing on a downward trajectory.

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

- The vulnerability of 11-12 year old pedestrians had been highlighted and contributory factors included their transition to secondary school, changes in their travelling methods and a lack of road safety awareness.
- The casualty data trend for pedal cyclists showed a decline over the long-term although the most recent figures appeared to be plateauing.
- Sessions undertaken with parents of school children included road safety risks when parking outside schools.
- Information was sent out to parents about alternative ways of travelling to school.
- Assembly plans and lesson plans were provided to schools which emphasised key road safety messages.

A discussion took place on reasons why schools were not participating in the road safety sessions offered to them. The Team Leader Road Safety also spoke of capacity and resource issues to deliver engagement work to schools but stated that some schools which had not yet engaged were scheduled to receive sessions in the following year. Members were also informed that the Senior Road Safety Officer was rigorously contacting schools that had not participated in sessions offered to them.

A Member suggested that those schools which did not engage at all with the programme be highlighted to Members.

The importance for Members to encourage schools within their wards to participate in the sessions offered to them was stressed by the Chair.

Resolved –

- (1) **That the Shipley Area Committee continues to support an evidence based approach to determining Road Safety priorities.**
- (2) **That Ward Councillors encourage schools in their wards to participate in the Road Safety Education Training Programme.**
- (3) **That the Road Safety Team be thanked for delivering Road Safety work within the Shipley Constituency.**

**OVERVIEW AND SCRUTINY COMMITTEE: Regeneration & Environment
ACTION: Strategic Director, Place**

19. OBJECTIONS TO A PROPOSED TRAFFIC REGULATION ORDER TO INTRODUCE PARKING RESTRICTIONS ON MAIN STREET IN BURLEY VILLAGE

The Strategic Director, Place submitted **Document "I"** which considered three objections received from local residents/businesses to a Traffic Regulation Order (TRO) to introduce parking restrictions in Burley village.

The Senior Engineer, Traffic and Highways (North), provided a summary of the report and stated that, on 25 July 2018, the Committee had allocated funding to

address parking concerns in and around Burley village and that long-stay commuter parking and a lack of on-street short-stay parking provision within the village had been a concern of many local businesses and residents for some years. The proposed parking restriction (as shown in Appendix 1 to Document "I") were intended to address long-stay parking problems, meet the short-stay parking needs of shoppers and visitors, help keep sightlines clear at junctions and prevent obstructive parking.

He explained that, as part of the proposed scheme, two bus lay-bys on Main Street had been allocated as non-bus parking facilities and that three objections had been received against the proposed TRO. Two of the objections related to the proposed 90 minutes short-stay parking between 10.00am and 6.00pm within the lay-by opposite the Red Lion public house and one objection related to the proposed double yellows lines between numbers 40 and 42 Main Street.

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

- 10.00am had been decided upon as the proposed start time for the short-stay parking restrictions following discussions during the consultation period.
- If Members sought to make amendments to the scheme which would make the restrictions more onerous, the proposals would need to be re-advertised and further consultations would need to be undertaken; however, the restrictions within the proposals could be reduced without this requirement.

An objector was present at the meeting and made the following comments:

- His concerns related to the double yellow lines proposed outside 40 and 42 Main Street.
- He had suggested an alternative scheme to officers which he considered would better address the flow of traffic.
- The traffic congestion in the area was caused by customers visiting the Co-op and this traffic was transient rather than residential parking.
- The Co-op received deliveries three or four times a day.
The proposed double yellow lines outside 42 Main Street should be re-located to the opposite side of the road, outside the Co-op.
- Double yellow lines had been introduced recently on Clarence Place (off Main Street) and this had further reduced the availability of on-street parking for residents.
- He resided on Main Street and believed that the proposed parking restrictions would de-value his property and the uncertainty of parking space near his home could increase his vehicle insurance.
- An application which he had submitted to the local authority to create off-street parking places had been rejected.

Members discussed the proposals and considered reducing the double yellow line restrictions following the objector's concerns in order to facilitate an additional car parking space close to the front of number 42 Main Street, whilst being mindful of the need to keep sightlines clear at the junction of Main Street and Norwood Avenue.

Resolved –

- (1) **That the proposed Burley TRO (as shown within Drawing No. P/HS/THN/104141/CON-1C (attached as Appendix 1 to Document “I”)) be approved, sealed and implemented as formally advertised subject to a reduction of the proposed double yellow line close to the frontage of 42 Main Street in order to facilitate an additional car parking space.**
- (2) **That the objectors be advised accordingly.**

**OVERVIEW AND SCRUTINY COMMITTEE: Regeneration & Environment
ACTION: Strategic Director, Place**

20. SAFER ROADS DEVOLVED BUDGET

The Strategic Director, Place submitted **Document “J”** which sought approval for a programme of Safer Roads schemes in the Shipley constituency for 2019/20.

The Senior Engineer, Traffic and Highways (North), provided a summary of the report and stated that the total Shipley constituency Safer Roads budget for 2019/20 was £110,000, with £17,000 carried over from the 2018/19 budget, totalling £127,000. Three Casualty Reduction and two Community Project schemes which had been included in the previous years programme remained outstanding (as detailed in Appendix 1) and the estimated cost of completing these schemes within 2019/20 was £37,000 which he recommended for approval. He recommended that the remaining budget be allocated as outlined in appendices 2 to 4.

In response to Members’ questions, he reported that:

- 16 Vehicle Activated Signs had been fixed as part of their on-going maintenance. Information on the cost per unit was not available at the meeting but would be circulated to Members.
- A Shipley Constituency-Wide Traffic Regulation Order (TRO) for 2019/20 (Appendix 3) was being proposed for value for money purposes; this method had also been used in the Bradford West and Keighley constituencies.
- Appendix 3 included a proposed scheme for Browgate/Rushcroft Terrace, Baildon which proposed to extend the ‘no waiting at any time’ restrictions (double yellow lines) by two metres to improve sightlines.

A discussion took place regarding traffic surveys included in the proposed traffic management ancillary measures for 2019/20 (Appendix 2). The Senior Engineer reported that when requests were received from members of the public, officers assessed if there was a speed issue at the location before deploying resources; requests from Ward Members were acceded to and private developers were charged a fee if they requested the service. The Chair raised concerns that the budget for traffic surveys was being spent without the Committee being made aware of the requests and he therefore asked the officer to ensure the Committee had oversight of the expenditure.

A Baildon Town Councillor addressed the Committee and asked whether the constituency-wide TRO (Appendix 3) could include a scheme for a Residents Permit Parking Scheme on Bank Walk and, if not, when funding was likely to be available for such a scheme. In response, it was reported that only schemes which were considered non-contentious were included in the constituency-wide TRO and officers were aware that this particular site was very problematic and was likely to attract objections, therefore it was appropriate to add to the TRO. The Chair added that future funding depended on the Council's Executive delegating funds to the Committee.

Resolved –

- (1) **That this Committee approves as part of its 2019/20 Safer Roads Programme those five outstanding 2018/19 schemes identified within Tables 1 and 2 of Appendix 1 of Document “J”.**
- (2) **That this Committee approves as part of its 2019/20 Safer Roads Programme those proposed Traffic Management Ancillary Measures identified in Appendix 2 of Document “J”.**
- (3) **That this Committee approves as part of its 2019/20 Safer Roads Programme that list of sites comprising the proposed Shipley Constituency-Wide Traffic Regulation Order identified within Appendix 3 of Document “J”.**
- (4) **That this Committee approves as part of its 2019/20 Safer Roads Programme that programme of proposed Casualty Reduction schemes identified within the ‘Priority List’ of Appendix 4 of Document “J”.**
- (5) **That any Traffic Regulation Orders, or any legal procedures linked to the processing of traffic calming measures or pedestrian crossing facilities which are necessary to implement the chosen schemes be approved for processing and advertising subject to the scheme details being agreed with the local Ward Members.**
- (6) **That any valid objections to the advertised Traffic Regulation Orders, traffic calming or pedestrian facilities be submitted to this Area Committee for consideration or in the event of there being no valid objections the Traffic Regulation Orders be sealed and implemented and the traffic calming or pedestrian facilities be implemented as advertised.**

**OVERVIEW AND SCRUTINY COMMITTEE: Regeneration & Environment
ACTION: Strategic Director, Place**

Chair

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

THIS AGENDA AND ACCOMPANYING DOCUMENTS HAVE BEEN PRODUCED, WHEREVER POSSIBLE, ON RECYCLED PAPER