

Minutes of a meeting of the Shipley Area Committee held on Wednesday, 6 November 2019 in Council Chamber - Bingley Town Hall

Commenced 6.00 pm
Concluded 7.35 pm

Present – Councillors

LABOUR	CONSERVATIVE
Greenwood	Barker Davies Heseltine Riaz Sullivan Townend

Apologies: Councillors Jenkins and Warnes

Observers: Councillors Pollard, Smith and Whiteley

COUNCILLOR HESELTINE IN THE CHAIR

21. DISCLOSURES OF INTEREST

No disclosures of interest in matters under consideration were received.

22. MINUTES

Resolved –

That the minutes of the meetings held 17 and 31 July 2019 be signed as correct records.

Action: City Solicitor

23. INSPECTION OF REPORTS AND BACKGROUND PAPERS

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

24. PUBLIC QUESTION TIME

There were no questions submitted by the public.

25. OBJECTIONS TO TRAFFIC REGULATION ORDER (TRO) WAITING RESTRICTIONS ON GREEN ROAD, A SECTION OF BROWGATE, AND THE SUMMERFIELD CLOSE/WEST LANE JUNCTION, BAILDON.

The report of the Strategic Director, Place (**Document “K”**) considered two objections received from local residents regarding a proposed Traffic Regulation Order (TRO) to introduce waiting restrictions on Green Road, a section of Browgate, and the Summerfield Close/West Lane junction, Baildon.

The Senior Engineer was present and give a synopsis of the report, in particular, outlined concerns raised by the two objectors.

Following introduction, the objectors present were invited by the Chair to make their representations to the Committee –

- Objector 1 - That the initiative to apply traffic measures were to reduce discriminative parking on an existing congested Green Road. Green Road was currently a rat run for drivers especially during peak traffic periods for the purpose of avoiding the signal junction of Otley Road / Baildon Road. He had witnessed two accidents that had occurred in the past couple of years. Implementation of speed bumps was a better solution to resolve current issues.
- Objector 2 - Proposals to introduce double yellow lines outside nos. 1 – 7 Green Road would generate significant parking issues for residents due to a lack of suitable parking spaces available. Following the purchase of a new vehicle, money had been invested heavily in the installation of CCTV in his home. That his father had been diagnosed with Cancer and therefore required the parking of his vehicle a close to his home as possible. The proposed TRO would have a detrimental effect on the current value of properties on Green Road. That the consideration of a one-way traffic on Green Road should be considered by the Committee.

During the discussion a Member stressed her point on maintaining residents parking outside of their homes; another Member highlighted that issues with parking already existed due to non residents parking their vehicles on Green Road and Browgate.

The Chair stated that in addition to residents making representations due to the proposal directly affecting their everyday lives, it was equally important to hear from other community members and therefore invited the ex Chair of Baildon Town Council to make his representations to the Committee. The representative began by stating that –

- On 25 July 2018, this Committee authorised the promotion of the proposed TRO (it being agreed that Baildon Parish Council fund the proposed scheme in full). Baildon Parish Council subsequently undertook consultations with local residents regarding the proposed TRO.
- It was important for the Committee to be mindful of the fact that there were parking spaces available behind nos. 1 – 7 Green Road hence his full support of the proposal.

- That if parking was to be continued then it was not necessarily being used by residents of the street. There were issues of parking for residents opposite 1 – 7 Green Road.
- That due to a heavy stone wall from number 6 onwards, pedestrians were unable to walk on the pavement directly outside of 1 – 7 Green Road and therefore having to walk across the road and onto the opposite narrow footpath. It was extremely dangerous for pedestrians when motorists were manoeuvring their vehicles on this narrow road.

The Chair thanked all attendees for giving the Committee a clearer insight into the proposal of the TRO.

Resolved –

(1) That the proposed Traffic Regulation Order (as shown within Drawing No.P/HS/THN/104075/CON-1A) be approved, sealed and implemented as formally advertised, with the exception of the following:

- **That the proposed ‘No Waiting At Any Time’ parking restrictions fronting nos.1-7 Green Road be omitted from the scheme proposals.**

(2) That the objectors be advised accordingly.

ACTION: Strategic Director, Place

26. PETITION REQUESTING FUNDING FOR A ZEBRA CROSSING AND WIDEN A SECTION OF FOOTWAY MAIN STREET, MENSTON, ADJACENT TO MENSTON PRIMARY SCHOOL.

The report of the Strategic Director, Place (**Document “L”**) considered a petition requesting that the Council funds and installs a zebra crossing facility and widens a section of footway in Main Street, Menston, outside Menston Primary School.

The Senior Engineer started the discussion of this item by giving a synopsis of the report to the Committee.

Following introduction, the Chair invited the lead petitioner to come forward and make representations to the Committee. He made the following points –

- There were many families that attended Menston Primary School on a daily basis;
- That the school was situated just off a busy main junction and families with young children were having to cross this junction;
- That the junction also entailed a very narrow footway which did not have enough space for a pushchair;
- The support for the proposal was not only from the school but equally, other pedestrians who used this junction on a daily basis; and,
- The risk of an injury resulting from an accident is potentially great and hence outweighs the financial and resources aspects involved in the implementation of the proposal.

The Chair commented on the fact that when financial resources were limited then it was paramount that value for money schemes were drawn up. It was transparent that the school and the local community was very supportive of the proposal for the sole reasons being the safety of pedestrians.

Two Wharfedale Ward Councillors were in attendance as observers and invited by the Chair to make representations to the Committee, as follows –

- Councillor 1 - She wished to take this opportunity in thanking the Committee for taking the time in considering this worthwhile proposal which potentially would prevent accidents and injuries to pedestrians and motorists; and,
- Councillor 2 – He wished to stress the need to always work with parties that certain issues would affect and on this occasion, working alongside the school, families of children attending the school and the Parish Council and to move forward with what suited the school and children attending the school best.

The Chair pointed out from the report that Menston Primary School and Menston Parish Council have indicated that they may be prepared to contribute financial resources and therefore –

Resolved –

- (1) That the petitioners' request for a formal pedestrian crossing and widening of a section of footway in Main Street adjacent to Menston Primary School remains on the list of scheme candidates to be considered by this Committee for possible inclusion within its future Safer Roads Programme.**
- (2) That highways officers approach Menston Parish Council to determine what, if any, financial contribution can be made by the Parish Council towards the cost of a zebra crossing and/or footway widening works on Main Street, Menston within the vicinity of Menston Primary School.**
- (3) Where a financial contribution is offered by Menston Parish Council, that the financial sum constitute a legal and binding contract on the part of the Parish Council.**
- (4) That highway officers investigate the possibility of funding being made available for the provision of a zebra crossing and/or footway widening on Main Street, Menston, in the form of existing or potential Section 106 agreements, and/or available Community Infra-structure Levy (CIL) monies.**
- (5) That the lead petitioner be informed accordingly.**

ACTION: Strategic Director, Place

27. OBJECTIONS RECEIVED TO PROPOSED TRAFFIC REGULATION ORDER

TO INTRODUCE PARKING RESTRICTIONS IN PROD LANE, BAILDON

The report of the Strategic Director, Place (**Document “M”**) considered four objections received from local residents regarding a proposed Traffic Regulation Order (TRO) to introduce parking restrictions in Prod Lane, Baildon.

The Senior Engineer introduced the report to the Committee.

Following introduction, a question and answer session ensued –

- Is the whole proposed TRO to be financed through a S106 agreement or a part of the scheme to be financially contributed by the Council?
 - The Council would not be contributing funding to the proposed TRO. It was being funded in full by the Developer of Chestnut Gardens (the proposed TRO forming part of a Section 106 planning agreement);
- Had the Planning Department approved a further 5 houses for development?
 - Yes and residents at the location would require ample parking spaces for visitors; and,
- What were the proposal for the timings of disabled parking?
 - 3 hours.

The Chair stressed the point of the proposal was for the use of the S106 agreement for the proposed TRO and if the Committee refrained from moving forward with the officer recommendation, with or without Committee amendments then the Council may lose the S106 agreement.

He further stated that having taken into consideration the written objections, it was equally important for the Committee to have representations heard by individuals affected by the proposal. Therefore the Chair invited objectors who were present at the meeting to make representations to the Committee, as follows –

- Representative for Shipley Glen Cable Tramway - That passengers on the Shipley Glen Cable Tramway were in its thousands and a proportion being disabled. There had been many visits to the historic tramway since the beginning of 2019. There were plans to rebuild the station. A regular working party for the tramway required the need of sufficient space for parking their vehicles. Contractors needed to park large vehicles in this vicinity and the proposed restrictions would cause nothing less than a detrimental operational impact on the station;
- Resident of 2 Prod Lane – She had purchased a property in June and moved in July 2019. That the one of the reasons for the choice of the property was due to the availability of on street parking directly outside the house. Numbers 5 – 7 Prod Lane had shared driveways and her newly purchased property had a one car space in their driveway. That if the proposal was moved in favour of the officer recommendation then one member of the family would not be able to park directly outside of the house; and,
- Resident of Prod Lane – There were no current significant issues with parking. Visitors of Shipley Glen Cable Tramway only attended during occasions and so the reaction to parking was a unnecessary panic and not required for a permanent basis. A proposed 14 spaces for 35 houses was not an ideal proposal. The top end of Prod Lane did have cause for parking

concerns but not the whole of Prod Lane.

A Baildon Ward Councillor was in attendance as an observer and invited by the Chair to make representations. He had visited the site between the hours of 0822 – 0900 to observe the traffic movement in the early morning. He observed 4 vehicles dropping off pupils for the Titus Salt School; a further 7 vehicles had parked on the road; and, there were no visible traffic concerns in the morning. He then later returned to the same location at exactly 1452 hours and observed 10 vehicles enter the road; 16 vehicles had collected pupils from the school; and, no congestion was created with any movements during the afternoon peak traffic movements.

A Wharfedale Ward Councillor was in attendance as an observer and invited by the Chair to make representations. He highlighted his status as a Trustee of the Shipley Glen Cable Tramway. He further stressed the point of the proposed TRO being excessive for the actual needs of residents and visitors. That restrictions outside the whole length of the road especially between nos. 2a and 2b Prod Lane were not required.

During the discussion, the following comments were made by the Committee and the Senior Engineer –

- In regards to Shipley Glen Cable Tramway not being informed of proposed restrictions on Prod Lane, Baildon, the Planning Department had approved two detached houses and a further 7 houses in the same location;
- Residents of Chestnut Gardens had highlighted their concerns of unable to drive out of their road with other related traffic issues; and,
- This proposal was to meet the request of residents.

The Chair thanked all attendees for giving the Committee a clearer insight into the proposed TRO.

Resolved –

- (1) That the proposed Traffic Regulation Order (as shown within Drawing No.P/HS/THN/102807/CON-1A), as attached to Document “M”, be approved, sealed and implemented as formally advertised, with the exception of the following:**
 - **That the proposed ‘No Waiting At Any Time’ parking restrictions within the turning head at the eastern end of Prod Lane fronting properties nos.2a and 2b Prod Lane be omitted from the scheme proposals.**
 - **That the proposed ‘No Waiting At Any Time’ parking restrictions in the turning head at the eastern end of Prod Lane linking the northern and southern footway be omitted from the scheme proposals.**
 - **That the proposals to convert the existing ‘No Waiting Sunday and Bank Holidays 8am-8pm 01 March - 30 September’ parking restrictions on Prod Lane into ‘No Waiting At Any Time’ parking restrictions be omitted from the scheme proposals.**

(2) That the lead petitioner be informed accordingly.

ACTION: Strategic Director, Place

28. LOCAL HIGHWAY MAINTENANCE - UPDATE & FUNCTION OVERVIEW

The report of the Strategic Director, Place (**Document “N”**) detailed how the Planning, Transportation & Highways service managed the Local Highway Maintenance function and allocates resources.

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

The Principal Engineer, Highway and Maintenance North was present and gave a synopsis of the report.

A question and answer session ensued:

- An update was sought on gully cleaning?
 - The cleaning of gullies was part way through the Bingley Ward and yet further cleansing continuing; and,
- Why had cleansing taken a significant time?
 - This was a very time consuming task that covered a very large area of Bradford and fact that only one tanker vehicle covered the Keighley and Shipley constituencies and two vehicles covered the Bradford West, East and South constituencies. With a total of 97,604 gullies across the district, these vehicles cleaned 50-80 gullies per day. Main arterial routes had been cleaned annually, secondary routes and side roads had also been cleaned on average every two years.

Resolved –

(1) That the current operational methods adopted for Local Highway Maintenance be noted.

(2) That the costs to date for Local Highway Maintenance in the 2019/20 financial year, as highlighted in Document “N”, be noted.

(3) That the 2018/19 updated list of CAT C and D works as shown in Appendix 5, attached to Document “N”, be noted.

(4) That the list of completed and ordered CAT C and D works for 2019/20 as shown in Appendix 6, attached to Document “N”, be noted.

(5) That the details of gullies cleaned within the constituency as shown in Appendix 7, attached to Document “N”, be noted.

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.

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