

## Minutes of a meeting of the Keighley Area Committee held on Thursday, 14 October 2021 at 6.00 pm in the Council Chamber, Keighley Town Hall, Keighley

Commenced 6.00 pm  
Concluded 6.50 pm

### Present – Councillors

LABOUR	CONSERVATIVE
Lintern	Ali
Firth	Herd
Hussain	Clarke

### Councillor Ali in the Chair

Apologies: Councillors Brown and K Green.

#### 10. DISCLOSURES OF INTEREST

No disclosures of interest in matters under consideration were received.

#### 11. MINUTES

Resolved –

That the minutes of the meeting held on 1 July 2021 be signed as a correct record.

#### 12. INSPECTION OF REPORTS AND BACKGROUND PAPERS

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

#### 13. PUBLIC QUESTION TIME

In accordance with the provision at Part 3B, Paragraph 6 of the Council's Constitution the following public questions were presented:

- Question one requested an update on the opening of a new police station in the town.
- Question two asked what could be done to make the area surrounding a building site at the top of Cavendish Street, surrounded by blue hoardings and targeted by graffiti, more aesthetically pleasing.

- Question three suggested that the back of Cavendish Street be gated to prevent anti-social behaviour.
- Question four raised issues around the environmental impact of a planning application for a temporary fire station reported in the Keighley News on 9 September 2021; questioned if the Committee had made representations about the proposals; requested a commitment to reinstate a green space on the corner of Cavendish Street and North Street; requested that should the green space be sold the revenue generated be spent in Keighley and asked if the Committee had any verifiable information about any intended closure of medical surgeries in the area or of a plan to build a Health and Wellbeing Hub.

**In accordance with provision at Part 3B, Paragraph 6 of the Council's Constitution the Chair advised that a written response to the questions would be provided after the meeting.**

**Resolved –**

**That the Strategic Director, Place, be requested to provide a written response to the four public questions submitted.**

***ACTION: Strategic Director Place***

#### **14. REFERRALS TO THE COMMITTEE**

The Regulatory and Appeals Committee, at a meeting on 23<sup>rd</sup> September 2021, resolved, in relation to Aire Valley Business Centre, Lawkholme Lane, Keighley, as follows: -

That it be recommended that the Keighley Area Committee review the left-turn-only signs at the junction along North Street, Keighley in order to improve the junction.

Members were asked to consider how they wished to deal with the resolution. It was agreed that the report which had been discussed at Regulatory and Appeals Committee would be forwarded to Members and the Strategic Director, Place, be requested to provide a report, to the next meeting of the Committee, on options available to the Committee at that location.

**Resolved –**

**That the Strategic Director, Place, be requested to provide a report, to the meeting scheduled for 25 November 2021, on the options available to the Committee with regard to the left turn only signs in an endeavour to improve the junction along North Street, Keighley.**

***ACTION: City Solicitor / Strategic Director Place***

**15. ANNUAL UPDATE ON ROAD SAFETY EDUCATION, TRAINING AND PUBLICITY IN THE BRADFORD DISTRICT**

The Strategic Director, Place, presented a report, (Document "C") which updated Members on current casualty levels and trends in the Bradford District and on the Road Safety, Education, Training and Publicity initiatives aimed at reducing those casualties.

A Member questioned developments in the School Streets project and it was reported that this was led by traffic engineers. Colleagues in the Road Safety team were involved in supporting the pilot schemes and attended sites to observe behaviours. Schools had been chosen to partake in the scheme where it was felt it would be appropriate in their areas. Temporary Traffic Regulation Orders (TRO) were in place at those locations as the initiative was only a pilot at this stage.

A Member questioned if the cycle training referred to in the report was similar to the Cycling Proficiency Scheme and it was confirmed that this was similar to the older scheme. There were three core levels of training provided. The first level was conducted in an off road environment and developed basic cycle skills. The second level focused on road skills and was conducted in quiet locations. The third level was more advanced including multi-lane carriageway and roundabout training. It was also reported that there were other modules funded by the Department of Transport which focused on helping children learn to ride or family training. A Member referred to a scheme which donated cycles to children and suggested that links be made with that organisation called 'ONNA Bike'. In response it was explained that the service had a small fleet of cycles which could be loaned to children and it was agreed to contact 'ONNA Bike'.

The report referred to the three tier district wide service engaging with schools. The first tier was where schools in the eight wards with the highest child casualties were targeted. The second tier was the delivery of presentations by the team which were booked on a first come first served basis. The third tier was the provision of resources and information for all schools which did not need a road safety officer to deliver. The action taken to encourage those schools which had not previously engaged with the service was questioned and it was acknowledged colleagues were aware of schools where they had struggled to engage and that there was work to be undertaken to get the message through to schools which did not see the education and training as a priority. It was agreed that future annual reports would include details of the initiatives to be developed.

The accident and casualty data contained in Document "C" was questioned and it was explained that the figures revealed more casualties than accidents as often one accident resulted in more than one casualty.

The level of training for adult cyclists and motor cyclists was questioned. The benefit of parental engagement and education was also raised as a possible area for development. In response the Strategic Director explained that although the trend for casualty figures had reduced the accident rate for cyclists had increased significantly in the last decade. The reasons for this were complex and the matter was being examined by the West Yorkshire Safer Roads executive. However, what was known was that whilst collision rates had risen, that should be

considered against the fact that the number of cyclists had also risen very significantly. Also, there tended to be relatively few child cyclist casualties and when looking at broader West Yorkshire wide data, it appeared that cyclist casualties tended to be males on arterial roads during peak hours. That suggested that it was commuters to work who were involved. The service was trying to target drivers to encourage share messages about road safety, sharing the road with cyclists, to leave adequate spacing etc. Road users were not a captive audience like school pupils but the service did try to engage with parents through visits to school and leafleting pupils. Meetings were being held with parking enforcement officers and the police on 2 November 2021 to consider how actions could be co-ordinated.

A Member questioned if any of the eight highest priority wards for engagement were in the Keighley district. The report revealed that Keighley Central ward was included in those areas and it was confirmed that the priority list was reviewed annually. It was also confirmed that action did occur in other wards in the district.

It was confirmed that officers had commenced indoor delivery of training and education following the previous lockdown periods when work was only delivered outdoors. It was agreed, following Member suggestions, that Madrassas and Mosques would be included in the engagement process and the Deputy Chair agreed to forward details of local facilities.

A Member raised particular problems at school arrival and departures times at Holy Family School and it was agreed that consideration would be given to actions which could be taken at that location. In response to questions it was agreed that data analysts would be requested to provide Members with data on an individual ward basis in the Keighley constituency.

#### **Resolved –**

- 1. That the evidence based approach to determining Road Safety priorities continues to be supported.**
- 2. That the Strategic Director, Place, be requested to include in the next annual report to the Committee, details of schools not engaging in the Road Safety Education and Training initiatives and plans to attract those schools which are historically disengaged.**
- 3. That the Strategic Director, Place, be requested to provide the most current data, on an individual ward basis, for road casualties in the Keighley constituency.**

#### ***ACTION: Strategic Director Place***

Chair

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

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