

# **Minutes of a meeting of the Keighley Area Committee held on Thursday, 23 June 2022 in Council Chamber - Keighley Town Hall**

Commenced 7.00 pm  
Concluded 7.45 pm

## **Present – Councillors**

<b>LABOUR</b>	<b>CONSERVATIVE</b>	<b>ILKLEY INDEPENDENT</b>
Hussain Lintern M Slater	Brown Ali Clarke Herd Green	Hawkesworth

Apologies: Councillor Andrew Loy

## **1. APPOINTMENT OF CHAIR (Standing Order 35)**

**Resolved –**

**That Councillor Brown be appointed Chair of Keighley Area Committee for the municipal year 2022/2023.**

**Action: Interim City Solicitor**

## **2. APPOINTMENT OF DEPUTY CHAIR (Standing Order 35)**

**Resolved –**

**That Councillor Ali be appointed Deputy Chair of Keighley Area Committee for the 2022/2023 municipal year.**

**Action: Interim City Solicitor**

## **3. DISCLOSURES OF INTEREST**

No disclosures of interest in matters under consideration were received.

**4. MINUTES**

**Resolved –**

**That the minutes of the meeting held on 16 March 2022 be signed as a correct record.**

**5. INSPECTION OF REPORTS AND BACKGROUND PAPERS**

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

**6. PUBLIC QUESTION TIME**

There were no questions submitted by the public.

**7. DATES OF FUTURE MEETINGS FOR THE MUNICIPAL YEAR 2022 - 2023**

**Resolved -**

**That the meetings of Keighley Area Committee for the remainder of the municipal year 2022-23 be held at 1800 hours on the following dates –**

**21 July 2022**

**1 September 2022**

**13 October 2022**

**17 November 2022**

**15 December 2022**

**2 February 2023**

**16 March 2023**

**Action: Interim City Solicitor**

**8. OTLEY ROAD/CARR LANE, EAST MORTON - OBJECTION TO A PROPOSED SPEED LIMIT REDUCTION**

The report of the Strategic Director, Place, (**Document “A”**) considered an objection received from a local resident to a proposed speed limit reduction on Otley Rd/Carr Lane, East Morton. The local resident was objecting to the multiple changes in speed limit over a relatively short length of road and her representative addressed the meeting to clarify the issues raised.

The objector's concerns and corresponding officer comments contained in Document “A” were noted.

**Resolved –**

- 1. That the objection be overruled.**

2. That the proposed speed limit order be implemented.

3. That the objector be advised accordingly.

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

9. **STEETON WITH EASTBURN - PETITION REGARDING PERMIT PARKING SCHEME**

The Strategic Director, Place, presented a report (**Document “B”**) which considered a petition the signatories of which claimed the Steeton with Eastburn permit parking scheme was too restricting to residents and should be either abandoned or amended.

The petition had been referred for consideration by the Committee at the Council meeting held on 25 January 2022. The petitioner addressed the meeting to report a call by residents for the scheme to be amended.

She explained the difficulties which had arisen following the scheme's implementation including that residents were unable to have more than one visitor at a time to their properties regardless of the availability of parking places. She referred to incidents at Christmas or other celebratory occasions; the inability of friends to call and subsequent isolation caused and the number of residents requiring assistance from professional services and carers who were suffering because of the limitations on visitors to their homes.

It was stressed that the online system for permits was not helpful for people who could not access the internet or at times when the computer systems had failed. Residents were unsure if they would be charged for the permits and it was felt that the scheme, in the whole, had not been dealt with well.

In response to the reference to parking by station users it was reported that this was not a problem in the area.

It was suggested that officers should visit the area to review the scheme and gather feedback from residents and Members were urged to amend the scheme.

The Strategic Director, Place, in attendance at the meeting, explained that the Council's Highways Service had installed the scheme but it was Parking Services which had written the policy. It was confirmed that the scheme had been in place for nine months and the rationale for the scheme was that parking from the local hospital was impacting on residents' ability to park in the area. It was agreed that a review of the scheme could be undertaken but amendments would be required to the parking policy resolved by the Council's Executive Committee.

A Member familiar with the area acknowledged that there was a need for parking issues to be addressed, however, he felt that the way the scheme had been administered was problematic. Parking Services had not sought the views of local residents and the scheme needed to be amended to be fit for purpose. He urged the committee to consider increasing the number of visitors that the permits

allowed and amend the hours of operation. It was requested that a sum of £7,000 be allocated to amend the existing Traffic Regulation Order (TRO) and improve the scheme.

In response the Strategic Director confirmed that the committee could allocate resources to amend the TRO through its' devolved budget but could not make changes to the district wide parking policy. Those changes would need to be referred to the Council's Executive Committee.

**Resolved –**

- 1. That, in light of the issues raised by residents in Steeton with Eastburn, the Executive be requested to amend the Parking Policy to increase the number of visitors permitted to park at any one time.**
- 2. That a sum of £7,000 be allocated from devolved budgets to allow the amendment of the Traffic Regulation Order permitting parking in Steeton with Eastburn.**
- 3. That the Strategic Director, Place, be requested to review the existing Traffic Regulation Order to increase the hours of permitted parking in the Steeton with Eastburn parking scheme.**

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

**10. COWPASTURE ROAD, ILKLEY - PETITION REQUESTING MEASURES TO ADDRESS SPEEDING**

The Strategic Director, Place, presented a report (**Document "C"**) which considered a petition requesting the provision of safety (speed) cameras or road humps on Cowpasture Road, Ilkley, to prevent drivers from speeding.

The petition's title page was attached as Appendix 1 to Document "C and the petitioner addressed the meeting to outline the concerns of residents'. He reported that he had witnessed traffic travelling at excessive speeds in the location and he feared that it was only a matter of time before someone was killed in the area. It was explained that large secondary school was located on Cowpasture Road; a child had been run over recently and within the previous six months two dogs had been hit by traffic. It was suggested that accidents were endemic and the way drivers behaved was worsening.

Members were reminded that the area Cowpasture Road was located within a conservation area and it was suggested that historic areas could be improved by the removal of traffic.

The petitioner proposed that traffic calming measures such as speed cameras or speed bumps be installed on Cowpasture Lane to prevent speeding at that location. It was believed that stemming the flow of traffic would cause issues although residents would be happy with short diversions if speeds were reduced. It was reported that recent speed checks had seen 13 drivers fined for speeding

but felt that occasional speed checks were not sufficient to address the issues and it was requested that traffic calming measures, including the erection of bollards at the school location, be installed.

In response to questions about the preference for physical deterrents or reductions in permitted speeds it was explained that even with a limit of 30mph traffic still travelled through the area at 60mph and above.

A Member suggested that nothing slowed traffic more than the installation of speed cameras and questioned the criteria for cameras to be installed.

In response the Strategic Director, Place, reported that he was working in a partnership including the five local authorities and the police which was guided by Government. The Department for Transport was in the process of revising the criteria for the deployment of safety cameras but amendments would require the agreement of all parties. There had been criticism that cameras could not be installed until speed related injury had occurred; the Council's Highways did consider schemes using local evidence but currently were constrained by Government policy which precluded Cowpasture Road. The issues raised by the petitioner were acknowledged and was the rationale for the installation of a pedestrian crossing outside of the secondary school. It was suggested that a further report be presented if the criteria for safety cameras was revised. In the interim the area could be included in the 20mph zone which Ilkley Town Council and Bradford Council have agreed to fund.

A Member queried if speed strips had been installed on Cowpasture Road to check if excessive speeding was taking place or there was merely a perception of speed. It was explained that speed strips had not been used but discussions with the police had confirmed that motorists did not adhere to the speed restrictions.

Members discussed the installation of speed humps and were advised that ordinarily residents were 50/50 for and against such proposals. It was confirmed that there was no statutory duty to inform residents of highway changes although the council does undertake consultation on such matters.

A Member for the Ilkley area who was familiar with the area confirmed that action was required to reduce speeds on Cowpasture Road. He did not agree with the closure of part of the road and believed that they would exacerbate safety issues in the area. He welcomed the proposals to amend the criteria for safety cameras; he believed they would be vital in that area and did not want 'red tape' to prevent any measures to reduce accidents and fatalities. He supported the inclusion of the Cowpasture Road in the 20mph zone and suggested residents be consulted about traffic calming measures.

He also raised an additional area for concern on the Burley to Ilkley Moor Road. The Strategic Director, Place, acknowledged that there was an issue with the location described and agreed to source resources to fund a change to the speed limit.

**Resolved –**

1. That the plans to include Cowpasture Road in the proposed 20mph zone be welcomed.
2. That the West Yorkshire Safety Camera Partnership be requested to consider the amendment of the Safety Camera Deployment criteria and the Strategic Director, Place, be requested to provide a future report when the issue has been progressed.
3. That the suggestion that speed limit on Moor Road be reduced to 30mph until linked to Cowpasture Road be welcomed.

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

**11. KEIGHLEY SAFER ROADS DEVOLVED BUDGET**

The report of the Strategic Director, Place, (**Document “D”**) sought approval for a programme of Safer Roads schemes in the Keighley area for 2022/23.

The Strategic Director apologised to Members for being unable to discuss the proposals included in the report before they were presented and assured them he would discuss the schemes in their individual wards prior to implementation.

It was explained that an amendment since the production of the report was that £85,000 of the budget was now required to be used to complete the previous years' ongoing schemes. It was agreed that the previous schemes requiring the additional funding would be discussed with Members after the meeting.

Keighley Area Casualty Reduction schemes recommended for approval were contained in Appendix 2 to Document “D” and were to a total value of £125,000.

Appendices to the report also included an outstanding list of Traffic Regulation Order including those recommended for inclusion in the 2022/23 Area-Wide Traffic Regulation Order. It was explained that each of the proposals would have arisen from a request from a Councillor or members of the public and those containing little details would be discussed with Ward Members. The proposals were combined into one TRO to maintain the successful initiative of promoting a constituency wide TRO and in the interests of economy.

In response to questions about the costs of an individual TRO it was confirmed that the staffing and other costs totalled £7,000. The constituency wide order was utilised but, in the interests of economy and to prevent the costly procedure to contest objections, the schemes which were opposed would be removed from the order. The list was contained at Appendix 5 to the report and the schemes highlighted were those which were recommended.

A Member suggested the substitution of schemes contained in Appendix 5 but was advised that those schemes required separate TROs due to the nature of works required. It was agreed that the works suggested at Surrey Street (installation of a one-way traffic system) could be included in the Appendix 2

## Reserve List for Casualty Reduction Schemes for 2022/23.

The 20mph speed restrictions in Exley were discussed. It was reported that the speed limit was not being adhered to and it was requested that measures to make the restriction more visible be implemented. It was agreed that signage was required and it was agreed that discussions would be held with Members after the meeting.

A Member suggested that the installation of a traffic island on the A65 junction with Easby Road, Ilkley be added to the reserve list in Appendix 2 and questioned why the extension of double yellow lines at Kings Road/Easby Drive, Ilkley had not been recommended. In response it was agreed that the pedestrian island suggested would be added to the reserve list in Appendix 2 and the Kings Road/Easby Drive would be included in the constituency wide TRO. Following an additional request, it was agreed to add proposals for double yellow lines at the junction of St Mary's Close/Little Lane, Ilkley to the suggested programme for TROs in 2022/23 (Appendix 5).

In response to questions it was explained that schemes from the reserve list (Appendix 5) could be suggested for inclusion in the constituency wide TRO list in the following municipal year.

A Member queried a request for resident only parking order contained in Appendix 5 for Kensington Street, Keighley and he suggested a more appropriate location would be Victoria Road. It was reported that the request had arisen from a member of the public and the Strategic Director could not comment on the validity of the request. It was agreed that the request would remain in Appendix 5 and that Victoria Road would also be added to that list.

Requests for inclusion on the reserve list for Casualty Reduction measures in 2022/23 also included Traffic Calming measures at Goose Eye, Keighley; an extension of 40mph speed limit at Moorside Road, Oxenhope; signage to warn motorists of a pedestrian island outside the Lemon Tree Café and Bistro at Bogthorn and a request for double yellow lines at Oakworth Road junction with Sunnyhill Grove.

Weight restrictions required at Brow Road, Haworth, contained in the list of ongoing TROs in Keighley but not highlighted for progression in 2022/23 were discussed and it was agreed that a sum of £5,000 be removed from Appendix 5 to allow that scheme to be included in the list of Casualty Reduction Schemes for implementation in 2022/23 (Appendix 2).

The Strategic Director, Place, reported that feasibility studies would be conducted on schemes suggested and reiterated that he would discuss schemes with Ward Councillors prior to implementation.

In conclusion the suggested additions to Document "D" were summarised and it was agreed that the following schemes be included in the Safer Roads Devolved Budget works approved.

**Appendix two (Casualty Reduction Schemes for 2022/23 recommended for 2022/23) to include Brow Road, Haworth (Weight Limit order).**

**Appendix two (Casualty Reduction Schemes for 2022/23 Reserve List) to include:**

- Surrey Street (installation of a one-way traffic system)
- A65 junction with Easby Road, Ilkley (installation of a traffic island)
- Goose Eye, Keighley (traffic calming measures)
- Moorside Road, Oxenhope (extension of 40mph speed limit)
- Bogthorn, Oakworth outside the Lemon Tree Café and Bistro (signage to warn motorists of a pedestrian island)
- Oakworth Road junction with Sunnyhill Grove (double yellow lines)
- Kings Road/Easby Drive (pedestrian Island)

**Appendix five (Outstanding Traffic Regulation Orders)**

- Junction of St Mary's Close/Little Lane, Ilkley (double yellow lines)
- Victoria Road, Ilkley (residents only parking)

The Chair raised concerns about delays to the delivery of the programme for safer roads schemes which he felt was due to a lack of communication between officers and ward members. The significant increase in costs were also discussed. It was agreed that communication between members and officers were being hampered by limited staff resources and it was questioned how the Highways Service was resourced.

It was acknowledged that there could be issues in candidate recruitment and requested that a report be presented explaining the number of vacancies in the Council's Highways Service and how the resulting budget savings were being utilised.

**Resolved –**

**With the amendments agreed and documented in the minutes of the meeting -**

- 1. That the programme of Casualty Reduction schemes for 2022/23 listed in Appendix 2 to Document "D" be approved.**
- 2. That the proposed programme of Traffic Management schemes for 2022/23 listed in Appendix 3 to Document "D" be approved.**
- 3. That the progression of Traffic Regulation Order schemes for 2021/22 listed in Appendix 4 to Document "D" be noted.**
- 4. That the proposed programme of Traffic Regulation Order schemes for 2022/23 listed in Appendix 5 to Document "D" be approved.**
- 5. That it be agreed that any Traffic Regulation Orders, or any legal procedures linked to the processing of traffic calming measures or pedestrian crossing facilities which become 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.
7. That The Strategic Director, Place, be requested to present a report explaining the number of vacancies in the Council's Highways Service and how subsequent budget savings were being utilised.

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

## 12. KEIGHLEY LOCALITY PLAN 2022-2025

The Strategic Director, Place, presented **Document "E"** which reported that the Locality Plan for Keighley had been developed in consultation with a wide variety of partners, community groups and residents with the aim of ensuring that the voices of all communities in the area were heard. Those measures had included specific targeting to ensure the views of minority groups and those whose voices were seldom heard, were engaged in the process.

The draft Keighley Locality Plan 2022-25 was appended to Document "E" for approval.

Members were reminded that a report presented to Members in March 2022 had outlined the format and priorities of the Locality Plan. Document "E" included the work conducted with Members and partners to translate those priorities into actions and indicators. Ward Plans were included in the draft report and officers were thanked for their input and work which would be conducted to implement the plans.

It was explained that, following a suggestion by the Corporate Management Team, the report included a new introduction which provided a description of the great things occurring in the area; the investments being made and the positive work being conducted.

A Member questioned the resources and budget available and it was explained that the budget was limited and mainly found from existing Council and partner resources. It was acknowledged that resources were enhanced when working together with partners. Investment into the area was being made via the Towns Fund and it was hoped that the successful City of Culture bid would provide additional funds.

A Member raised an example of poor multi-agency working he had heard and assurances were provided that there were good working relationships between all partners. Very good relationships had been developed with the two primary care

providers in the area and efforts to co-ordinate funds across the district were made.

It was noted that the plan mentioned voluntary sector partners by name and it was requested that this be amended to remove their names and refer to local providers only.

A Member questioned if the title of the plan would be the Keighley Locality Plan or the Keighley Constituency Locality Plan and it was explained that the title was in the gift of Members. It was confirmed that the plan was in draft format and was presented at the meeting for Member approval.

**Resolved –**

- 1. That the draft Keighley Locality Plan 2022-25, contained at Appendix A to Document “E”, be approved.**
- 2. That the Keighley Area Co-ordinator be requested to present a progress report to the Area Committee in 6 months-time, setting out the progress and achievements made for each of the priorities detailed in the Keighley Locality Plan 2022-25, including the six Ward Plans.**

***OVERVIEW AND SCRUTINY COMMITTEE: Corporate  
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.**

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