

## Minutes of a meeting of the Keighley Area Committee held on Thursday, 13 October 2022 at 6.00 pm in Council Chamber - Keighley Town Hall

Commenced 6.00 pm  
Concluded 7.15 pm

### Present – Councillors

| LABOUR                      | CONSERVATIVE                                |
|-----------------------------|---|
| Hussain<br>Lintern<br>Firth | Brown<br>Ali<br>Clarke<br>Loy<br>Glentworth |

### Councillor Brown in the Chair

Apologies: Councillors Hawksworth and Herd

Observer: Councillor Slater

### 13. DISCLOSURES OF INTEREST

In the interests of clarity and in relation to Minute 18, the Annual Update on Road Safety Education, Training and Publicity in the Bradford District, Councillor Hussain disclosed that he had previously considered the report when it had been presented to the Corporate Overview and Scrutiny Committee.

The following disclosures of interest were received in the interest of clarity in relation to Minute 19 (Grant Allocations 2019/2021 and constitution of the Grants Advisory Group 2021/22).

Councillor Brown - Director of Space Inspire.

Councillor Lintern - Dementia Friendly Keighley.

Councillor Clarke - Lees cum Cross Roads Village Association.

The groups which those Councillors were associated with were all previous recipients of a Community Chest Grant.

All Members remained in the meeting during consideration and voting on those items.

**Action: Director of Legal and Governance**

### 14. MINUTES

**Resolved –**

**That the minutes of the meeting held on 23 June 2022 be signed as a correct record.**

**Action; Director of Legal and Governance**

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

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

**16. PUBLIC QUESTION TIME**

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

Question one -

*Having lived in East Morton since October 2021, I have become increasingly aware, as have many village residents before me, of the speed of motorists through the village. This '20 miles per hour' zone, is nothing of the sort. The vast majority of motorists drive at least 50% faster than the legal limit. With the 20 mph zone going through narrowing roads, several blind bends, roads with narrow and no pavement, overgrown pavements with self-seeded saplings and brambles forcing pedestrians into the road, local secondary school pupils walking to and from school, AND East Morton Primary and all the extra pedestrians this brings, it is only a matter of time till one of the many walkers or school children are killed.*

*There are very few signs, very few road markings, and not enough communication to drivers who are clearly using this road as a cut through. Drivers cutting through will always happen, but there needs to be more reminders of the legal speed limit that is not being adhered to. If we look at surrounding villages with 20MPH zones, there is further disparity in the traffic calming measures. Hawksworth and Eldwick; both with schools, houses and shops benefits from speed bumps, light up signage, signs showing the driver's current speed, red tarmac across the road at the start and end of the 20MPH zone and in between, pedestrian crossing... the list goes on. Even local villages WITHOUT schools have more traffic calming measures than East Morton. Burley-in-Wharfedale has narrow roads with narrow or no footpath, like parts of East Morton but they have no school, but regular signs, speed bumps and additional road markings. The road into Tranmere park by Guiseley (although a 30MPH ZONE), has more signs to help drivers slow down and again, no school. It is also widely recognized that as the Clean Air Zone comes into effect in late September, there will be more speeding Heavy Goods traffic through the village, cutting out the CAZ and a further increase of unsuitable vehicles through this village with these vehicles not knowing the blind sharp bends. East Morton has already had a fatality from an out of control HGV. Any increase of this type of vehicle, with the speeds they travel at with so many properties on the road edge is frightening. We are also wanting to encourage students and parents of the local primary school and the local secondary schools to walk to school instead of*

*driving. At the moment, the majority of the routes to the school are very dangerous. We are wanting more people to walk instead of taking unnecessarily short journeys for the sake of the environment. To try make our own village a Clean Air Zone. There is no crossing at any point in the village, and previous requests from local residents to have some action from the local Highways office has been met with silence. It is not good enough. We have the support of many local groups, the schools, local businesses, and every single local resident spoken to, and also communicated with on social media so far on this topic to try once and for all to get something done. It may be that many drivers just do not realise how fast they are driving. It takes some effort to keep to 20mph, and if you are not reminded, or know in the first place, it is not a natural speed at which to drive. So let's start reminding them, and quickly.*

*Hoping that the majority who speed just need that reminder to slow down, will the Keighley Area Committee agree to provide more traffic calming measures in the village of East Morton before a much anticipated fatality occurs?*

In response it was explained that the Council had previously tried to install traffic calming through East Morton Village on two separate occasions. Both attempts had failed through lack of public support. Whilst there was clearly some strong support, it wasn't enough to see the proposal through a governance process. The Highways department would, however, review the existing arrangement and engage in further discussions with elected members to see if there was broad support for a refresh and possible inclusion of traffic calming.

Question two –

*Residents of the properties starting at 20 Ilkley Road, Riddlesden stretching up to Barley Cote Avenue face a strip of land with large, possibly dangerously unsafe trees. My home, Barley Cote Hall is also affected by this as it adjoins this land which according to the Land Registry is not in our ownership.*

*Oral evidence from neighbours who have lived in the area for over 70 years' states that Bradford Council acquired the land many years ago as a possible road widening project that was never started. The trees have been allowed to grow unchecked for perhaps 40 years. There is a pressing need for their restriction in height and spread.*

*The houses, road traffic and pedestrians are potentially at risk during storms, should a tree be blown down. Would the Area Committee take the matter forward to the relevant body of the council for investigation as to ownership of the land and the implications for the safety of residents and their property?*

The Chair recited a response provided by the Senior Parks and Green Spaces Manager which reported that the trees were part of the adopted highway and, therefore, maintained by the Council.

The tree canopies were visually inspected by an officer on 23<sup>rd</sup> September 2022. They were thought to be self-set opportunistic trees rather than part of a planting programme. The trees were in full leaf and not showing signs of distress or dieback at the time of inspection. The officer was unable to access the land due to undergrowth and the steepness of the bank. Although, these were mature

trees there were no immediate concerns about their condition or the risk of failure in expected weather conditions. A more detailed inspection and risk assessment of root plates and main stems was scheduled for January 2023.

The Council had agreed priorities for tree management and works. Current priorities included protecting and keeping the highway clear, dangerous trees, trees causing directing damage to property and reasonable adjustments within the scope of the Disabilities Discrimination Act. Further details about how the Council managed its trees could be found on the website: [Trees and woodland on public land | Bradford Council](#)

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

**Resolved –**

**That the Director, Legal and Governance, be requested to provide a written response to the four public questions submitted.**

***ACTION: Director, Legal and Governance***

## **17. STREET DEDICATION TO NINA BOYLE**

The report of the Interim Strategic Director, Place, (**Document “F”**) considered a proposal to name a street in honour of Nina Boyle as part of an initiative to name streets within the District after pioneering women from the area.

The site location, the former mortuary, Skipton Road, Keighley, was reported and it was explained that the site was a new development of 6 residential dwellings requiring one new street name.

The report revealed that Nina Boyle was a British journalist, campaigner for women's suffrage and Women's rights, charity and welfare worker, and novelist. She was one of the pioneers of women police officers in Britain. In April 1918, she was the first woman to submit a nomination to stand for election to the House of Commons, which paved the way for other female candidates in the December 1918 general election.

Members were advised that the developer of the houses had proposed the street to be named Castle Gardens. That was to make reference to Cliffe Castle and Baroness Barbara Castle. The report stated that the Rt Hon Baroness Castle was a Labour MP and Minister. Members were advised that it was currently considered that her name may be more appropriate to be used in association with the Toller Ward area as she attended Bradford Girls Grammar School in that ward and had clearer links with that location. She had no known links with the Keighley area and it was felt that if an alternative street name was to be used in reference to Barbara Castle, the street name should be her full name i.e. Barbara Castle Gardens.

A Member questioned the Council's policy for street naming and asked if it was usual procedure for Area Committees to name new streets and if they could choose the name to be used. The Interim Strategic Director explained that Members were asked to approve street names which were being named after an individual. The proposal had been approved by the Portfolio Holder and the appropriate Ward Councillors had been consulted. It was agreed to provide clarity, after the meeting, on the, on the remit of the Committee in street naming. One Member advised that it was her understanding that streets could not be named after individuals until after their death.

Members requested that thorough research be undertaken about any individual prior to nominations for street dedications.

**Resolved –**

**That the proposed street name, Nina Boyle Close, be approved.**

**Action: Interim Strategic Director, Place**

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

The Interim Strategic Director, Place, presented a report, (**Document “G”**) which provided an update on current casualty levels and trends in the Bradford District and on the Road Safety Education, Training and Publicity initiatives taking place across the Bradford Metropolitan District aimed at preventing casualties.

Appendices attached to the report included Road Traffic Casualty graphs and charts for the Bradford district and Road Traffic Casualty graphs and charts for the Keighley Constituency Area.

Also included were details of the West Yorkshire Safe Roads management structure; a summary of Education, Training and Publicity (ETP) programmes and resources for schools; engagement with schools in wards in Keighley constituency undertaken in the academic year 2021-22 and priority wards for engagement, in the Bradford District, in the academic year 2022-23.

Members queried if local driving instructors were consulted or involved in driving training and education and it was explained that this had happened in the past and could be considered again. The Member agreed that officers could liaise with her if that would assist and explained that most areas had a Driver Instructor Association with meetings which officers would be able to attend.

It was questioned why Bradford had increased accident and casualty figures compared to Leeds and Members were assured that measures to understand those statistics were ongoing. It was understood that there was a link between deprivation and road casualties and it was acknowledged that there were challenges in the Bradford area.

A Member requested that a breakdown of child casualty rates in Keighley be provided. In response he was advised that there was a danger, when considering small statistical groups, that individuals could be identified but it was agreed to

request that information from the Principal Engineer. A breakdown of all casualties in the Keighley Central Ward was also requested.

The limited numbers of schools engaging in the Bikeability scheme was questioned. It was explained that the Road Safety team co-ordinated that scheme but the training was delivered by self-employed instructors. The team were trying to recruit to increase the pool of instructors but the sporadic nature of the role requirements had resulted in a national issue in recruiting to those posts.

Measures to allow members of the public to present footage of dangerous driving to the police were questioned and it was clarified that this could be sent from DashCam or other footage to the police who would review and take action as required. The police could also provide the Road Safety team with a breakdown of ensuing prosecutions. It was agreed that details of that scheme could be provided in future reports.

A Member questioned if qualitative data was collected to analyse the effectiveness of traffic calming measures in reducing accidents. It was confirmed that the data relating to traffic calming schemes was compiled by other departments and that the Interim Strategic Director would request that information.

Comparisons between road traffic statistics were questioned and it was explained that particular issues in the Bradford district were the number of uninsured drivers and the use of seat belts. Research was being undertaken to understand behaviours and how those could be changed. The potential for speed cameras to record people not wearing seat belts was suggested and pilot schemes being undertaken in other areas of the country were reported.

Measures to communicate and engage with the public were queried together with measures used to design campaigns to address road safety issues occurring. It was explained that once behaviours were understood the team would design interventions. These could include education; community based initiatives; door knocking or social media campaigns. The Covid pandemic had resulted in a decrease in traffic and once data for 2022 was available those statistics would be studied and appropriate initiatives developed. There was a lot of work to be conducted including educating people on the use of seat belts; mobile phones and speed awareness.

A Member referred to a 'Pass Plus' scheme which bolstered skills to make drivers be safer drivers once they had passed their practical test. The scheme incurred a cost so was rarely taken up. It was explained that some authorities had subsidised that scheme but that had not attracted the drivers it was felt needed that training.

In response to questions about the amount spent on traffic measures verses educational initiatives it was believed that both measures were vital. Education on how to cross roads safely would be wasted in the infrastructure did not support that learning.

In conclusion the Interim Strategic Director acknowledged the local knowledge of Members and expressed a desire to work in partnership with them on road safety

education and training in the area.

**Resolved –**

**That the contents of the Document “G” be noted.**

**Action: Interim Strategic Director, Place**

## **19. GRANT ALLOCATIONS 2021/22**

The report of the Interim Strategic Director, Place, (**Document “H”**) informed Members of the grants awarded to projects within the Keighley constituency by the Keighley Area Co-ordinator’s Office in the municipal year 2021/22.

The report provided details of two grant schemes, the Community Chest Grants 2021/22 and the Sports Community Chest Grants 2021/22 that were administered by Keighley Area Co-ordinator’s Office during the financial year 2021/22. Those schemes were designed to support a range of projects and activities within the Keighley Area. Applications for grants were considered from groups and organisations working for the benefit of people living in the Keighley Area.

The report recommended the approval of the membership of the Grants Advisory Group and the delegated powers for the Keighley Area Co-ordinator to make decisions on all grants administered by the Keighley Area Co-ordinator’s Office. A Member questioned if the GAG group could make those allocations directly but was informed that only officers could make those decisions and the function of the GAG was advisory to utilise the local knowledge of Members.

In response to questions it was confirmed that grants to religious organisations would only be made if the activities were open to all residents.

Details of the award made to the Carers Resource in the Keighley East ward were requested and it was agreed that the information would be provided after the meeting.

Members questioned the methods used to publicise and attract applications for the awards and it was explained that communication included that previous applicants would automatically be informed; Ward Officers would publicise the awards and the Council’s website and social media was utilised. The Keighley New would only be utilised if they reported on particular schemes.

Following discussions about monitoring and feedback from successful applicants it was explained that the usual spend period was classed as six months. After that time groups who had not returned monitor forms would be contacted and now additional awards would be allowed until the monitor process had been completed. It was agreed that relevant feedback would be forwarded to Ward Members.

The financial limits to the awards were questioned and it was explained that Community Chest was awarded to a total of £500 and the Sports Grants would not exceed £2,500. Groups could apply for only one award for each scheme.

The Community Chest Awards were from the Keighley Area Co-ordinators budget and would not be awarded to successful applicants for the same initiative in the following year. The Sports Awards were from Sport England and were not subject to that same criteria.

**Resolved –**

- 1. That it be agreed that, after seeking guidance from the Grants Advisory Group, the Keighley Area Co-ordinator, under delegated powers, has responsibility for making decisions on all grant applications administered by the Keighley Area Co-ordinator's Office.**
- 2. That the membership of the Grants Advisory Group (GAG), as the Chair, Deputy Chair and Opposition Spokesperson of the Keighley Area Committee, for the municipal year 2022-23, be approved.**
- 3. That the Keighley Area Co-ordinator's Office be requested to continue to ensure the effective allocation of all grant funding by providing appropriate support and advice to applicants.**

**Action: Interim 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