

January 2020 Full Council Appendix

1920/203 Budget

As agreed at the last full council meeting, the budget was revisited by the Finance and General Purposes committee meeting to identify where the additional sum of £18k to supplement the funds for the council office/toilet could be found. The Finance and General Purposes committee resolved to recommend the revised budget to the full council for its approval with the following amendments:

- £10k removed from Youth Work as information has been received from CBMDC advising that there are no cuts planned for the next financial year
- £5k removed from the Grants budget
- £3k removed from the Christmas and Seasonal events budget
- Domain and hosting are increased from £200 to £500 with the difference taken from the Tourism and Regeneration budget.

The Council Tax Base for Band D equivalent has been confirmed as 8,602. This gives a precept of £20.13 per Band D property and a total precept of £173,158.

1920/206 Climate Emergency Working Group

b) Councillor Dawson has resigned from the Working Group. The terms of reference for the group require that four of the eight members of the group be councillors. Councillors currently on this Working Group are Councillors Brazendale, Druquer, Simpson and Williams.

Lewis Kirdale would like to be considered to be a non-councillor on this working group. Information about from Mr Kirdale and his reasons for wishing to be on the group are below:

In terms of skills and experience, I'm politically engaged and have a keen interest in green issues more generally, though I do temper these with not wanting to stymie progress in other areas of life that would adversely affect the people of Bingley. As a Project Manager of multiple complex technology workstreams in the NHS, I am able to analyse complex information to arrive at a reasoned conclusion. My Philosophy degree enables me to take into account multiple viewpoints and factor those in. I am decisive and though I will always listen to counter-arguments, I'm unafraid to advocate for a certain course of action.

c) The Group resolved to recommend to the full council that it write to the MP about the following:

To request action on:

- *Onshore wind energy projects*
- *Peat in garden compost*
- *Increased rate of tree planting*

Further information from the letter is to ask for information about the new government's overall response to climate emergency and also flagging up the proposed climate conversation and requesting the MP to be involved.

Local Energy Bill

The Climate Emergency Working Group has recommended that the Town Council signs up to this bill:

A draft resolution is as follows:

- I) notes that the Local Electricity Bill aims to address the current situation, whereby the very large financial setup and running costs involved in selling locally generated renewable electricity to local customers result in it being impossible for local renewable electricity generators to do so, if made law, would make these financial costs proportionate to the scale of a renewable electricity supplier's operation and therefore empower councils, together with their communities, to sell locally generated renewable electricity directly to local people, businesses and organisations, and would result in councils or community organisations that set up local renewable electricity companies receiving revenues that could be used to help fund local greenhouse gas emissions reduction measures and to help improve local services and facilities*
- II) accordingly resolves to support the Local Electricity Bill, supported by a cross-party group of 115 MPs during the 2017-19 Parliamentary session; and*
- III) further resolves to write to the organisers of the campaign for the Bill, Power for People, (at 8 Delancey Passage, Camden, London NW1 7NN or info@powerforpeople.org.uk) expressing its support.*

1920/207 Police issues

Councillor Holmes writes:

On the police issue, I would like the Town Council to contact the Chief Superintendent of Police for the area to press home the issues in the town, as they are being swept under the carpet. Action has been taken by the manager of the shopping precinct, and he has written to both that person and Philip Davis MP. The MP has responded, but not the police as yet, so I would like the Town Council to back up what the manager is saying and press the police to deal with the problems. This matter was raised at the Chamber meeting last week. Councillor Pennington advised he would speak to the police.

1920/209 Meeting dates

- a) It's recommended that the Annual Meeting be held at 6:00pm ahead of the full council meeting on Tuesday 26th May.
- b) A date needs to be set for the Annual Town Meeting. Suggested dates are Monday 20th April or Monday 18th May, both starting at 6:00pm.
- c) The date for the June full council meeting needs to be re-arranged. The suggested date is Tuesday 23rd June.
- d) The Town Council is asked to consider if it wishes to have a full council meeting every month.

1920/210 Traffic issues

- a) E-mail from resident about speed:

Hello all,

As it's a new year I thought I'd start a new email thread as there were so many emails going back and forth last year. In addition to new recipients, I've also brought in relevant people who may have been in separate email conversations previously.

I think a 'reply all' is required from all so that everyone knows what's happening. As always, I'm also happy to meet and discuss developments.

Recipients:

*Cllr David Heseltine (BMDC Cllr)
Cllr Naveed Riaz (BMDC Cllr)
Cllr Richard Holmes (Bingley Town Council)
Cllr Ros Dawson (Bingley Town Council)
Simon Wade (Beckfoot Bingley Head)
Suzanne Wahed (Beckfoot Business Manager)
Sgt Andy Rollett (West Yorkshire Police)
Sgt Terri Green (West Yorkshire Police)
PC Cath Gallimore (West Yorkshire Police)
Simon D'Vali (BMDC Highways)
Craig Williams (BMDC Highways)
Philip Davies MP*

For those of you who don't know my involvement, I originally represented a small group of concerned residents who live on or near to this stretch of Bradford Road and got in contact with some of you in early 2019 to communicate our concerns, which were primarily focused on the speed of vehicles in the new 30 zone and whether BMDC had done enough to communicate the change in speed limit, bearing in mind the historical speed on this road and the nature of the road itself. In addition, during the busy start and finish times at Beckfoot School, problems of illegal parking, dangerous manoeuvres and idling of vehicles (engines left running).

For the benefit of all, please see the link for a petition, which currently has over 540 signatures, and specifically asks BMDC and Bingley Town Council to address the problems: <http://chnq.it/L4SD2Qcm>

In addition, the facebook group with nearly 300 members and which gives a history to what's happened since early 2019: <https://www.facebook.com/groups/2178391809047870/>

Also, please see attached for leaflet which outlines problems and gives background info too, nearly 1000 of these have been delivered to local homes.

Although last year we focused on concerns on the stretch of road from Ashfield Terrace to Cottingley Bridge (inc. Wagon Lane) which was 40 until May 2018 when it changed to 30, we previously touched on the issue of the stretch from Cottingley Bar to Cottingley Bridge being 40 still and does this make drivers think that the full stretch is 40. As acknowledged previously, the full stretch of road is very wide and this allows more confidence in driving at higher speeds.

I think you'll all agree that the tragic death of Ishah Riaz before Christmas (would a limit of 30mph have prevented this?) and the incident involving the pedestrian a few days ago (is a stop sign needed at the bottom of Grange Park Drive?) now means we need to also include this section of road in any future discussions. We all probably know that these unfortunate events could have happened at any point along this dangerous stretch of road.

I'm aware that this stretch of road is split between Bingley and Bingley Rural, which obviously affects budgets and spends, but hope that any action can be delivered as a joint initiative.

Questions:

Bingley Town Council:

How are the costs and plans for the SIDs coming along?

How else can you support in the need for additional measures relating to the problems?

BMDC Highways and BMDC Cllrs:

Previously discussed...

Are crossing points along the road adequate?

Do the painted cycle lanes need to be wider (currently legal minimum)?

Do the painted chevron lines in the middle of the road need to be wider to make the visual width of the road narrower (to slow vehicles down)?

Can you still confirm that speed bumps WON'T be used near Beckfoot School, as they have been near Bingley Grammar School (due to increased emissions when celebrating afterwards)? Are speed tables an option?

Additionally...

Are speed cameras now needed on this stretch of road?

Would a permanent 20 zone around Beckfoot School on Bradford Road and Wagon Lane be possible – looking at the results from your data loggers (shown on the leaflet attached and below), the advisory 20 isn't having much of an effect?

What can be done to allow pedestrians to be able to cross Wagon Lane more safely?

Can the current 40 stretch become 30?

What else can be done to reinforce the now 30 zone and increase safety? 20/30 repeaters as discs on posts, painted discs on the road, painted speed bumps?

Who's responsible for the repair to the stonework of Cottingley Bridge (where the large concrete blocks are). Assuming this was due to a vehicle hitting the bridge after going too fast on the bend approaching it?

Specifically, @David Heseltine – could you update on this, please:

On 24 May 2019, at 12:41, Cllr David Heseltine <david.heseltine@bradford.gov.uk> wrote:

Dear Darren

I have asked Craig if there is anything additional can be done out of the existing scheme budget.

If budget fully allocated then any additional works other than odd signs or lines would need to be added to the list of schemes the area committee consider at their annual highways budget scheme meeting.

If additional safety money can be accessed it may fall under that budget provision.

If not as most of the section in question lies within Bingley Rural ward, it would be down to those ward councillors to put forward their spending proposals from a long list of schemes in their ward that requires funding.

Any speed reduction physical measures additionally require enforcement. If vehicles are speeding some proper enforcement by the police will be required.

West Yorkshire Police:

Thank you for your presence and Steerside support in November. Can we expect more of this?

<https://www.thetelegraphandargus.co.uk/news/18039071.beckfoot-school-police-speed-checks-sees-driver-speeding/>

Going forward, how can you help further and what are your recommendations for this stretch of road?

Are speed cameras now needed on this stretch of road?

Beckfoot School:

Recent events will have obviously affected the whole school and as you were involved in the original recommendation to reduce the stretch outside the school from 40 to 30, I hope that you will fully support the need for further changes to enhance safety on the road. You will be aware that I've asked you previously for your support in asking BMDC to provide additional reinforcement of the 30 zone, I hope you feel you can now do this.

<https://www.thetelegraphandargus.co.uk/news/15126829.campaigners-welcome-plan-for-bradford-road-bingley-near-beckfoot-school/>

<https://www.bradfordzone.co.uk/bingley-green-party-start-petition-to-improve-safety-on-bradford-road-near-beckfoot-school/>

Would you also support a permanent 20 zone around the school on Bradford Road and Wagon Lane – looking at the results from BMDC's data loggers (shown on the leaflet attached and below), the advisory 20 isn't having much of an effect?

Would you support extra provisions for pupils to be able to cross Wagon Lane more safely?

What else are you doing to ensure the safety of pupils when they leave the school grounds?

What else do you think needs to happen?

How is your anti-idling campaign coming along? It's nearly been 1 year since I (and others) were in touch with Gill Halls (previous head) re the idling/parking problems outside your school. You were offered the Myrtle Park anti-idling campaign at the time and since then, which was ready to go (and still is). <https://www.thetelegraphandargus.co.uk/news/17416842.myrtle-park-primary-starts-anti-idling-campaign-to-cut-air-pollution/>

HISTORY — Apologies for any repetition, but here's a timeline of what's happened to date:

— Between 2005 and 2014, 18 reported accidents on the stretch of Bradford Road according to figures compiled by Bingley Green Party.

— Feb 2017 - Fatal Crash <https://www.thetelegraphandargus.co.uk/news/17278532.verdict-haris-khan-guilty-of-killing-shamas-fakeer-in-bradford-road-bingley-crash/>

— March 2017 - There were concerns back in 2016 from Beckfoot about the speed - and as a result of a petition...

https://www.thetelegraphandargus.co.uk/news/15126829.campaigners-welcome-plan-for-bradford-road-bingley-near-beckfoot-school/?fbclid=IwAR0xbVf7DhBn68JVt9nqIMqO0-qMA0IJGSafckh_pjD3h8ItOQtGzVvsVWU

<https://www.thetelegraphandargus.co.uk/news/14972108.petition-over-speed-limit-outside-beckfoot-school-in-bingley-attracts-hundreds-of-signatures/>

<http://www.beckfoot.org/?p=2855>

— May 2018 - BMDC changed the 40 limit to 30 from Ashfield Terrace to Cottingley Bridge. They removed small 40 repeaters and added 30 discs at the start and end of the zone (town centre and Cottingley bridge).

— Jan 2019 - We contacted David Heseltine / BMDC with concerns that the 30 limit wasn't evident enough and drivers weren't adhering to it.

— Feb 2019 - Pushed for BMDC do install data loggers to monitor speeds.

— Mar 30th - Data loggers installed over 5 days 30.3 - 3.4.19. BMDC wouldn't give the full results to the data (including 31-35mph speeds) saying we had to pay £147+VAT. Results received below (Between 8 & 9am and 2 & 3pm (in blue) are the active 20mph zone - mean speeds are still in the mid 30's):

— 15 June - Local group created with a presence on Facebook <https://www.facebook.com/groups/2178391809047870/>

— 17 July - Petition created <http://chnq.it/KQMcDswD>

On a final note, I feel sad that it takes the persistent voices of concerned members of the public (using their own time) to instigate the need for change, but ultimately it's accidents and deaths which deliver those changes.

Myself, all the members of the group and people who've signed the petition, hope those who hold the power to help deliver change will now see this as a priority.

I think that's everything, but no doubt I've missed something!

Thank you for your time. I hope to hear from you all soon – please don't be silent.

b) Issues on Millgate

Dear ... I hope you are well, Happy New Year to you. I apologise for the delay in getting back to you since Simon and I met you.

I have now received the outcome of all the investigations that have been carried out by the relevant Council's departments into your road safety concerns over this section of Millgate in Bingley.

I can advise you that there are two main sources of funding available to the Shipley Area Committee for traffic management measures to address its traffic issues in the Shipley Area.

The primary source of funding is the Casualty Reduction Programme Budget which is directed specifically to those sites where there is proven reported high levels of personal injury accidents.

The second which is a smaller source of funding is also provided by the Area Committee's members

who are able to respond to concerns by allocating finance to those locations where there is little or no potential for casualty reduction but which cause anxiety to the local community. Both budgets have been severely reduced following the government's spending reviews over the last several years and hence the demand for traffic actions has been significantly increased.

Our records show that there have been no reported injury accidents on this section of Millgate over the last five years, and therefore any traffic measures on this road could not be funded from the Casualty Reductions Programme Budget. However, I now comment on the issues of your concerns.

With regards to introducing of a 20mph/zone on this section of Millgate, this would require the processing of a Speed Limit Order (SLO). The SLO must have approval from an appropriate Committee to justify the order and pay for it. I shall arrange for this request to be added as a candidate on the list of requests, along with other sites in Bingley Area to be considered by the Area Committee when the Area Committee plans its next Road safety Programme, sometime in April/May 2020. This year's budget has already been allocated and programmed. Please note it would be up to the members of the Area Committee to consider that Millgate is a priority site on the list and if they wish to finance it. Regarding the issue of introducing a Traffic Regulation Order (TRO) to stop Heavy Goods Vehicles and buses from using this section of Millgate, this measure would also require processing of a Moving TRO, but it is very unlikely that this measure would be supported by the Area Committee because there is not a suitable alternative route available for HGVs and buses to take. This problem was experienced when the bridge was closed to traffic during its essential works a while ago.

With regards to the issue of widening the section of footway on the radius at the junction near Main Street, it was observed that there is a manhole with cast iron cover on the carriageway very close to the existing footway so therefore any potential widening of the footway at this location would involve the relocation of the manhole to an appropriate location. This work would be very expensive and difficult to cost up at this moment in time. However, consideration has also been given to constructing raised kerbs at this location but this proved to be inappropriate because as the kerbs are wide, this would narrow the footway and could also cover up the existing the damp proof course of the nearby building.

I now refer to the issue of introducing the traffic signal on the other side of the bridge and providing a one way traffic over the bridge. This suggestion would involve signalling both sides of the bridge and this would create an extra amount of red time to the traffic due to the need to increase clearance times for the traffic to clear the bridge. This would result in more delays and queues for the traffic over the bridge and would also be very expensive to introduce so therefore this could not be justified at this moment in time.

I now refer to your request regarding the possibility of providing a pedestrian hand rail installing to the wall of the nearby building, I have contacted the owner of the property but they were not happy with this idea.

The final issue regarding the existing cracks appearing in your house due to the volume of heavy Goods vehicles (HGVs) using Millgate, as there is no hard evidence available to suggest that the cracks have been caused by the volume of HGVs, it would be a case of monitoring the situation at this moment in time.

I hope the above comments are sufficient for your needs, however, should you need further information on the issues, please feel free to contact me.

*ShIPLEY Traffic
Traffic & Highways (North)*

Subject: RE: Millgate, Bingley

Dear Councillor Holmes

Thank you for your email expressing concerns over the potential issues on Millgate, Bingley.

I can advise you that the issue of relocating of the existing traffic signal has been passed on to the Council's Urban Traffic Control (UTC) to be investigated and the issue of the problem of the potential vibrations by Heavy Goods vehicles to the nearby properties on this road to be investigated by the Transportation section.

I shall also investigate the issues of introducing a 20mph speed limit/zone order and HGVs ban and possible footway widening on the section of Millgate.

I will be writing to you again when all the investigations are complete.

Regards

Dear Mr Bagbhan

Your email addressed to ... has been forwarded to me for information. I am pleased you are looking to investigate the situation and the sign is to be replaced. The traffic problems are very severe, with lorries and buses having to take up virtually the whole road when they either turn down from Bingley, or alternatively approach the lights at the junction of Millgate with Keighley Road. In addition, there is clear evidence of gouging on the footpath outside Riverside Walk, caused by lorries and buses running on to the kerb. However this situation could be resolved with some sensible traffic management and the following suggestions may help.

- *Installation of a set of traffic lights slightly above the Brown Cow on the opposite side of the road to stop traffic coming down the Twines. This would effectively create a one way system across Ireland Bridge and reduce the likelihood of traffic running onto the pavement.*
- *A weight and size restriction being imposed on all lorries and buses going in either direction on Millgate.*
- *The imposition of a 20mph speed limit on this section of Millgate.*

Furthermore, you are aware of the structural issues being faced by some of the residents of Riverside Court. Imposing these issues would ease the problems and probably avoid occupiers lodging claims for compensation.

In addition quite a few people, particularly the elderly and infirm, experience problems with the narrowness and gradient of the footpath at the Millgate/ Main Street junction, so a widening of the footpath and a raised kerb at that point would help.

I look forward to hearing from you.

1920/214 CBMDC Regulatory and Appeals Committee

- a) Bingley Trust Fund report. The date of the meeting to consider this is Thursday 6th February. Time to be advised.

- b) Bradford Council is questioning the robustness of the Town Council consultation on colour. Requests have been made of Bradford Council for further clarification about what it requires for the consultation, but there has been no response. It's recommended that the Town Council requests a meeting with the relevant Bradford Council officers. It is further recommended that Bradford Council be asked to put it more clearly in writing that only their approved contractor can be used to carry out the work.
- c) BML. A meeting that was to be held between Cllrs Mark Truelove and Richard Holmes with Andy Ross from CBMDC on 7th January was postponed and is to be re-arranged for sometime in the next few weeks. Bingley Harriers remain keen to promote a 10K race around the town and to incorporate a number of junior events at the same time. However, they are looking to hold the inaugural event in 2021 as there is insufficient time to organise anything for this year. In the interim, certain members of the Chamber of Trade are trying to organise an event to celebrate the 75th anniversary of VE day and are in discussion with both the CBMDC and other parties to make the necessary arrangements