

OPEN SESSION OF THE TMWG 24TH NOVEMBER 2021, 7.00PM AT BRAMHAM PAVILION

BRIEFING NOTE FOR COUNCIL, 1ST DECEMBER 2021

Present:

8 Bramham residents in addition to:

Chris Procter – Senior Engineer, Leeds City Council Highways Department

Chris Barrett – PCSO, Outer Northeast Leeds NPT, West Yorkshire Police

3 Councillors from Clifford Parish Council

Ward Councillor Norma Harrington

Two mobile SID volunteers – Paul and Paula

Cllrs. Linda Richards, Scott Jones and Mike Corrigan – Bramham cum Oglethorpe Parish Council

The evening began with a short Power Point presentation which included:

- A summary of the signage and line changes agreed with LCC Highways, though not yet implemented: Windmill Road, Toulston Lane, Aberford Road and Vicarage Lane; Paradise Way and Bowcliffe Road; extension of bus stop markings on Clifford Road to include the corner of Lyndon Road.
- Two short videos of the effects of the mobile SID on the speed of vehicles, noticed by the monitoring volunteers.
- A series of slides showing the hard data reflecting the fact that there are a lot of vehicles exceeding the 20 mph limit, some as much as twice or three times the legal limit.
- A presentation of what might be able to be achieved to alleviate the parking problems in the Square and allow a proper space around the monument.
- A presentation of what is likely to be achieved next to the school to improve access and the children's safety.

There followed a general discussion around the following main points:

- The cost of any alterations to the Square and how they might be brought about (as yet not fully determined). Any change in traffic flow would be subject to a Traffic Regulation Order (TRO) as will some of the signage changes mentioned above. The only signage change not covered by a TRO is the extension of the yellow line from the bus stop to the corner of Lyndon Road. This will be done asap.
- The school project - because it will require traffic control measures would probably be carried out in the Summer of 2022 to minimise any associated risks.
- The use of vertical and horizontal carriageway traffic calming measures - Chris Procter commented that there was a priority system in place and because (fortunately) there had been no serious RTCs within the zone, the village would be categorised as low priority.
- The use of pneumatic speed monitors - Chris Procter agreed to expedite, if possible, the use of the pneumatic speed monitors on Bowcliffe and Clifford Roads.

- The use of police to monitor the traffic – Chris Barrett stated that due to workforce and budget restraints the 20 mph zones could not be policed except if there should be a particular blackspot. Ward Councillor Harrington commented that from the outset LCC had been informed that the police would not be able to enforce the 20mph speed limit. PCSO Barrett did admit that the rate returned to its previous state once the police had moved away – it was not a permanent fix, police presence slowed the traffic and may lead to some penalties but that the traffic returned to normal once they had departed the area.
- “Speed watch” - Ward Councillor Harrington confirmed that “Speed watch” was being trialled in the County as were other methods such as changing the colour of the tarmac at the entrance to a 20 mph zone.
- The permanent use of fixed SIDs - Chris Procter believed the fixed SIDs if strategically placed had a good long term effect and it was noted that Clifford Parish were ordering some for their village.
- The mobile SID was seen to slow the traffic (even in both directions) but with so few volunteers it would not be a long term solution. It was noted that a large number of cars seen to be speeding belonged to residents of the village or were visiting addresses in the village.
- The speed of the regular and school buses that drive through the village. Do the school buses need to pass through the village?

Outcomes:

Whilst it was agreed that there was no ideal solution the most available and better option for Bramham would probably be further SIDs strategically placed, in the knowledge that the majority of cars will probably take notice but that a few rogue drivers will always remain and violate the limit.

The bus companies would be identified and contacted regarding their routes and speeding violations

There was general support for the developments in the Square and around the school.

The meeting was closed thanking all those who had made the effort to take part, especially the professionals.

TMWG