

BRAMHAM CUM OGLETHORPE PARISH COUNCIL

WORKING GROUP - TRAFFIC MANAGEMENT

Briefing minutes of the meeting held by Zoom on 19th January 2021 at 7.00pm

Present: Cllr M Corrigan, Cllr S Jones & Cllr L Richards

Apologies: N/A

1. Influencing Travel Behaviour - “Community Speed Awareness” scheme.

It was reported that:

- 50+ wheelie bin stickers had been delivered.
- Due to current restrictions the mobile SID & lamp post posters were not available on loan.
- Initial enquiries into the cost of purchasing a mobile SID - £3,200 - £4,200 (ex VAT).

Full or part ownership would be beneficial because it would mean the exercise could be repeated at intervals and we not being reliant upon the loan machine being available.

It was agreed to:

- Publish the “Speeding Awareness” notice on the BPC and “We are Bramham” Facebook sites as well as asking Nancy to post the news item on the appropriate page on the website. (Appendix 1)
- Publish the next Parish Magazine article, “Have I broken the law?” on the BPC and “We are Bramham” Facebook sites as well as asking Nancy to upload the article onto the website - all to be done on **FRIDAY 29th JANUARY 2021**. (Appendix 2)
- MC (via Nancy) would write to Sarah Betts/Scott and provide an update of the action being taken.
- Distribute the initial 50+ wheelie bin stickers with a covering letter to the houses along Bowcliffe and Clifford Roads and Timber Close.
- Monitor the compliance over the next two bin collection days.

It was agreed to recommend to Council:

1. That funding be made available to purchase a further 600+ stickers so that the whole village can be included - (£100 - £150)
2. An agreement in principle be given for the purchase of a mobile SID and
3. That in the event of 2 (above) being agreed how the purchase might be funded from options which include:
 - Outright purchase by BPC.
 - Share the cost and use with neighbouring Parishes.
 - Make an application to the Community Fund.
 - Approach Festival Republic direct.
 - Private donations

2. Recent accident at junction of Bowcliffe Road and Paradise Way

No further information regarding the accident and outcome have been received.

Whether or not a "Fixed Speed Camera" can be positioned as a result is dependent on a set of stringent criteria-

The number of accidents where someone is Killed or Seriously Injured (KSI) and a points system where each KSI accident scores 5 points and slight injury collisions score 1. Fixed camera lengths automatically qualify for mobile enforcement as well and both can be used together.

For General Fixed Cameras

- *At least 4 collisions causing death or serious injury in the previous 5 complete years prior to commissioning of the site; and*
- *A score of at least 36 points per km if the speed limit is 40mph or less and 30 points per km if the speed limit is over 40mph; and*
- *Surveyed traffic speeds showing 1 vehicle in 10 is exceeding the speed limit by 10% plus 2mph outside of peak periods for 40mph limits and below, or by 5mph for limits above 40mph.*

Given the above a fixed camera is an unlikely outcome.

3. Speed Monitoring on Bowcliffe Road.

A response from the Principal Engineer (Delivery & Localities), LCC Traffic Engineering has indicated that the previously agreed exercise would now be put on hold.

"Unfortunately due to the national lockdown and a subsequent reduction in the Data Collection Team's staffing (due to shielding requirements) the team are only operating at around 50% capacity and at the moment are only carrying out what are considered urgent surveys. It could be argued that due to the national lockdown and the visible reduction in general traffic, any surveys carried out at the moment may not portray a true picture and should be undertaken once we are out of the lockdown.

However, once I have a timescale for the survey being undertaken I will let you know."

4. Park and Stride.

Following extensive discussion it was agreed to recommend to Council that this matter should now be removed from the Council Agenda for the following reasons:

1. There is no appetite on the part of the School to undertake the necessary actions to implement such a scheme (even if the facilities were available) especially in the current circumstances.
2. It has already been noticed by the School staff that for the most part the majority of pupils already walk to school, especially from Bramham and Clifford.
3. The School is only 30 pupils away from being at capacity and with "localisation" those future 30 are most likely to live either in Bramham or Clifford.
4. The Ofsted rating, which in 2005 was graded as "inadequate" is now consistently "Good" (possibly verging on outstanding) and this in itself draws families to the village and whereas previously residents have avoided the school, (hence the influx from outside) it is now the school of choice for many, increasingly so, and more difficult to access from outside the area.
5. There are no suitable parking areas around Bramham or Clifford and as the majority of the village (and also Clifford) is only a 10 to 15 minute walk away there is no need for an identified

parking area. Effectively the whole area is its own designated Park and Stride with the parking element being the home.

6. The only parking which could be identified is the roadside of roads near the school eg Lyndon Road or Firbeck Road, and if that were identified and specified then there would be a knock on effect on the local residents.
7. There will always be occasions when pupils are driven to school for one reason or another and that will not change were there to be an identified parking area.
8. It is acknowledged that cars already park on Clifford, Lyndon and Firbeck Roads and this can be perceived as a nuisance. Provided they are parking legally it is no different to cars parking on Front Street to visit the shop or the hair salon, the Square to visit the Red Lion and the High Street to visit the Swan. Displacing those cars to other specified roads further afield moves the problem rather than solves it; it could also mean more roads for pupils to cross and an associated increase in risk.
9. The cars which do park on Clifford Road actually help to slow the through traffic at those critical times by creating, in effect, a "pinch point".

5. Car park beside the school.

Following extensive discussion it was agreed to recommend to Council that this matter should now be removed from the Council Agenda for the following reasons:

- The School has shown no inclination to support the initiative.
- There is no other reason for there to be a car park in that situation other than to service the school and therefore it would be used for two short periods each day for about forty weeks only each year.
- Creating a car park would be tantamount to encouraging travel by car which goes against current local and national government policy.
- Clifford Parish Council declined the offer to participate in a feasibility study.
- There have been two letters and one presentation at Council arguing against the initiative but no-one other than the Councillors involved in the original proposal have shown support in the wider community.
- Despite a Resolution to carry out a feasibility study a year ago no action was taken.
- The arguments above regarding the numbers of pupils already walking to school and with "localisation" the number of "local" pupils is likely to increase until the maximum capacity is reached over the next 1 to 2 years.
- The cars parking on the Clifford Roadside currently slow the passing traffic at the critical arrival and leaving times.
- The parked cars create a corridor along which the pedestrians can walk and are shielded from the passing traffic.
- The land previously identified (bottle bank site) is already occupied and would require extension into adjacent land also occupied.

- The land is owned by the Catholic diocese and is rented out to the farmer who works the land and whose current access is via the bottle bank site.
- It is unlikely that for short term gain the Diocese would rescind any agreement with the farmer and sell/rent the land to Bramham parish Council, putting at risk any long term possibility of selling the entire fields as a whole.
- The bottle bank site is in part used as an informal drop off area; a larger site would require both an entrance and exit lane and create a greater hazard for those wishing to walk to school.
- Where would the bottle bank be re-sited?
- A larger number of cars as they entered and exited the car park would be crossing the line of the pedestrians., thus increasing safety hazards to pedestrians not decreasing the risk.
- A significant proportion of minor accidents and injuries occur in car parks because of children/parents milling around in an area where cars are manoeuvring and especially reversing.
- With the School not being inclined to be involved the maintenance and management of the area would fall upon the owner/tenant ie Bramham Parish Council.
- Fly-tipping and illegal occupation would have to be policed. It being private land the onus to remove tipped waste lies with the tenant/owner, ie Bramham parish Council.
- The cost of buying the land, creating the parking surface and drainage of the area would be prohibitive to the Parish Council especially for no quantifiable gain to the general population of the village.

6. AOB

None.

7. Further meetings TBA