



## Annual Parish Meeting

### Draft Minutes

**Present: 5 members of the public, and Cllr Davies, Cllr Sutcliffe, Cllr Butterworth**

- 1. Welcome by the Chair.**
- 2. Minutes of last year's Annual Parish Meeting held on 17 May 2014.** Agreed.
- 3. Matters Arising - None**
- 4. To receive the Annual Report from the Chairman of the Parish Council.**

Busy year with a lot of issues that have already been reviewed in the newsletter. Road safety, website, flood resilience, EyeonCalderdale Website, neighbourhood planning, emergency plan, Yorkshire Water, Neighbourhood Watch and CCTV, Charlestown allotments, Power surges on the tops after cable theft, footpath and bridleway issues. Resolving problems at Underbank. Steps at Mytholm steeps, through CROWS & Hebden Royd. Wind turbines were a hot issues last year, and over summer there were problems with noise from the community turbine. That seems to have been resolved and the PC have not received any recent complaints. Planning applications for new turbines remain a very contentious issue. Section 137 funds available for small grants for local initiatives.

End of office for 2014/5 council. Thanks for all their work and wish them all the best in their future endeavours.

- 5. To consider speed, traffic and road safety issues including Mytholm Steeps and a proposed 20 mph zone in the Parish.**

Mytholm Steeps – ongoing problem with narrow, steep road, traffic going too fast (but not speeding). Often clip a wall or a wing mirror.

Footpath issues from Callis to Hebden as pedestrians have to cross the road often to stay on footpath. Bus stop opposite Thistle Bottom is inaccessible for pushchairs as the footpath is too narrow.

Proposed 20mph zone in Blackshawhead. CMBC declined to come and talk to us. Cllr Janet Battye picked up the issue, and CMBC returned with some information. Issue with signs is that there is no way of changing the limit on the exiting signs and no budget to acquire new electronic signs. We would have to remove the existing electronic 30mph signs and replace them with static 20mph signs. The reduction in speed by having 20mph speed limit is very small – only around 2mph across the country and there is no significant benefit to reduction unless the limit is enforced. CMBC said this was unlikely. At the last PC meeting, it was suggested that we should explore other options in terms of signage. For example could we buy one more useful sign and plug it in. If it's not there all the time, then may have more impact.

Discussion about the white lines. Traffic did slow down. But last year, they were repainted where they were originally rather than in the narrowed area. CMBC said they'd send a survey team out. We need to chase this up again. Nowhere for pedestrians to stand. Prioritises the motorist, and makes them feel road is wider.

It was suggested that we should enforce the 30mph before we go to 20mph and that signage jungle wouldn't improve things. It was reported that some drivers speed up to trigger the present signs to flash. It was suggested that a camera / speed catcher might make more difference. Signage outside village needs attention. It was suggested that the PC could encourage visual mechanisms to trigger a reduction in speed. Narrow perspective with trees.

There seemed to be an increase of traffic through Blackshawhead, and not just at peak times. In last few weeks, noticeable increase, many more 4x4s.

It was suggested that a 20mph zone on the steeps – could be a trigger. Cars go round the bends on the wrong side of road. Signage, white lines and speed limit need to be addressed. No warning as you approach the steeps. Traffic seems to go faster in winter or later in the day because drivers rely on seeing highlights.

Clerk read out emails from parishioners.

A number of suggestions were aired including a sign at top of the steeps saying give way to oncoming traffic. However, majority of stand-offs are because there's more traffic coming downhill, and the vehicle going up has right of way. There was an accident last week on the steeps and Cllr Goodman asked neighbours for details as the police were definitely called. It was suggested that disincentives need to be found to make it an unattractive route.

There were also discussions about the Marsh Lane/Badger Lane junction, Lots of passing places have now gone as people now park in them. Police have authority to move inappropriately parked cars, and have done so in the past. Put pressure on police to remove parking.

One of reasons Calderdale have given for moving slowly on this is that they need traffic reduction order which costs several thousand pounds.

Another consideration is that visual rather than physical speed reduction measures may be more effective in reducing nuisance. Rumble strips make lots of noise and physical things like bollards cause acceleration noise which in a small local area can be disruptive.

There was a discussion about previous proposals for new road to replace a bit of the steeps from bottom of Ragley, via Gypsy Flats, which would come out onto the bottom of the steeps. This could provide a wider road with better sight lines. The Neighbourhood Plan could include proposals such these as additional housing and a road could then be a feature of the planning application with funding coming from developers through the Community Infrastructure Levy. A planning application went in for quite a lot of houses but it was withdrawn possibly more than 10 years ago.

Need to make sure we work with Hebden Royd council on this. Might be able to have conversations with Highways on this if we can find a named person who will stay with the issue.

Concentrate on white lines. Could probably make an appointment to go and see Calderdale Highways – with an agenda. CCTV could also help. Not a particularly strong feeling about 20/30mph zone with individuals for and against each option. Agreed to make the point about the white lines narrowing as an urgent issue. A 20mph speed limit on The Steeps would make a difference. There was a scheme to train people to allow them to measure car speeds and this should be explored. Not convinced that 20mph zone would solve problem, but enforcement seemed to be the key. Agreed to form a small delegation to CMBC to discuss with them.

Neighbourhood planning has to consider issues of importance to local area – so we need to make a big deal of road safety within this. Ideal opportunity for new road within the plan.

## **6. Any other community issues.**

Latest permission for a turbine has raised many concerns about it setting a precedent, leading to a proliferation of applications. Is there a CMBC policy, in particular relating to acceptable noise limits within villages?

It was felt that CMBC were beginning to understand the issues in hilltop communities and that they were taking a more balanced view of advantages and disadvantages and that this had resulted in applications being refused. The Parish Council have objected to the last few applications and these objections were being taken into account by CMBC who seem to have started to turn down applications.

The latest proposal had been objected to by the PC, refused by CMBC but then an appeal was upheld. It was pointed out that there had been 99 objections to this turbine as well as BPC objections and to see this upheld has been a real blow to some residents and there was a general concern that this could set a precedent.

There was a suggestion that a group in village could get together and write to the “powers that be” regarding this and past turbines, drawing attention to the damage that is being done to village.

It was suggested that we should invite our MP visit to visit the Village to see the problem at first hand. Have any other villages been in this position, could we learn about it? In other places there has been a high court appeal, but all residents formed an action committee and had to pay towards costs. Given the enforced delay in implementation of the most recent case it was suggested that representations could still

be made. There may still be a window of opportunity to do something. It was explained that formal mechanisms involve high court action and the PC would not be doing this and CMCB have no intention of doing so either.

No reason why individuals cannot form a campaign group – lobbying Calderdale councillors and our MP.

Now that Localism is back on the agenda it was agreed to write from BPC to our MP inviting him to visit regarding this issue, to lobby members to create groundswell in Calderdale and to talk to them about risk of creating precedent.

**7. To report the Chairman's donations** – Chairman's charity got £120, £20 from carol singing, parish Christmas service was £100. £40 given to mountain rescue, £40 to Tod food bank and £40 to Macmillan Cancer fund. The Chairman reported that he was prepared to donate £100 of the Chairman's allowance to road safety issues/mirrors if he was approached.

**8. To invite local residents to join the WayaHead Committee.** Steve Hoyle going to stay with Wayahead Committee. On agenda, Eyeoncalderdale, Blackshaw website, CCTV, Next meeting 15<sup>th</sup> June 7.30pm at Town Hall.

**9. Open forum to discuss other matters of public concern.**

New electricity poles prepared for 3 phase line. Existing phase is single phase – so they're upgrading line from the village to Paul Hill. Wondering why this is – as the load doesn't justify this. Ask electricity supplier / network to find out.

**10. Date of next Annual Parish Meeting – probably 16<sup>th</sup> May 2016**

**This meeting will be followed by the Annual Parish Council Meeting at approximately 8.00pm.**

Signed

18 May 2015

**Councillor Mick Davies  
(Chairman of Blackshaw Parish Council)**