

Introduction

This document was initially compiled by the Warley Community Association as a summary of resident's views collated from verbal and written feedback following an open meeting with Calderdale Council and Warley Ward Councillors held at St John's Church Warley on 14th November 2011. The meeting was called as part of a consultation process with regard to the potential introduction of 20mph restrictions in and around Warley Village. However, there was also significant feedback and issues raised concerning traffic and road infrastructure in general and this document includes all issues and suggestions raised in this respect. The intention is that the detail of this document will be maintained and updated on an on-going basis by the Warley Community Association in conjunction with the ward's elected councillors with new issues and any progress by the Council to address the issues. Subsequent changes to the original document are highlighted **in bold** in the 'Detailed Issues' section below.

Summary Position as at November 2011

- Unilateral support for the Council's proposal to introduce 20mph signage in and around Warley village. Supported by a 300 signature petition from residents.
- Unilateral support for a re-enforcement of 30mph limits through additional signage
- **Based on number of residents who raised issues, the highest risk areas for pedestrian safety seen as Windle Royd Lane and Blackwall/Water Hill Lane/Lower Winterburn Lane due to a combination of high volumes of commuter traffic, frequent pedestrian usage (school children in particular), no pavements and few physical obstructions to slow down 2 way traffic**
- Support for changing priorities and introducing more one way options to stabilise or reduce overall traffic volumes and provide more space for additional pavements, safe parking. Overall to redress the balance and provide equality of access for pedestrians (particularly children walking to school), cyclists and horses
- Support for other warning signage
- Support for re-organising or removing speed bumps/chicanes where proven to be ineffective or superseded by more effective measures
- Concerns over the maintenance of the infrastructure including walls, road surfaces and speed bumps/bollards
- Concerns over the lack of routine and regular clearance of road debris, particularly Autumn leaves
- More support to educate and if necessary penalise motorists who speed or park illegally.

The summary position of November 2011 largely remains the position in January 2014 Increases in traffic and cutbacks in council services in the interim have only served to re-enforce the relevance of the community's concerns and include (but are not limited to):-

- Increase in volume of traffic generally, but specifically from Mount Tabor area down Winterburn Lane/Water Hill Lane/Blackwall to Burnley Road and from Highroad Well down Stock Lane/Windle Royd Lane to Burnley Road. - The Warley commuter 'Rat-Runs' get significantly busier year by year as overall traffic volumes increase and drivers look for alternatives around gridlocked roads and areas with more restrictive driving conditions (e.g. 20mph & other restrictions recently introduced into neighbouring areas of the Ward may have had a knock on effect into Warley itself)
- The return of organised football to Warley playing fields and associated traffic/parking on Warley Town Lane (also see Warley Town Lane/Car Parking below)
- Sustained and increased trade at the Maypole, Winterburn and the re-opening of the Peacock at Cote Hill have affected parking/traffic flow
- The proposed increase to pupil numbers at Warley Town School from September 2014 will inevitably impact the parking and pedestrian access issues in all areas around the school (also see Warley Town Lane/Car Parking below)
- The ability of the Council to clear Autumn leaves from certain roads in a prompt manner appears to have been affected by cutbacks and other priorities in recent years. Due to lack of pavements, narrowness of roads and volumes of traffic, this has increased the exposure to pedestrians over the months of November, December and January and so increased the relative priority in the importance of this activity for preserving/improving pedestrian safety.

Detailed Issues & Preferred/Suggested Solutions

As a result of resident feedback, the table below summarises the specific locations of issues raised and solutions suggested by residents. This is simply consolidated feedback based on the 2011 survey and updated with pertinent actions and additional issues (in bold) since then. It does not account for priority or viability of implementation.

Location	Area to Address	Issues and Preferred/Suggested Solutions	Progress
Stock Lane	Speed Restriction	<ul style="list-style-type: none"> ● 20mph restriction from Highroad Well Lane for full length ● 20mph restriction from junction with Windle Royd Lane into village ● 20mph restriction from at least (and including) entrance to Warley House ● 20mph restriction at entrance to village (at current priority chicane) 	<p>Limits agreed by Council Planners to run from bend just prior to Warley House entrance onwards through the existing chicane and into village. Indications are that the proposals will go through without opposition. Proposals subsequently overturned due to low priority within overall Council plan for 20mph</p>
	Additional Signage	<ul style="list-style-type: none"> ● Extra 30mph signage from junction with Highroad Well Lane ● Beware of/slow down for horses signage 	<p>30mph signage agreed by council planners to tie in with new 20mph limited areas Proposals subsequently overturned due to low priority within overall Council plan for 20mph</p>
	Priority Chicane	<ul style="list-style-type: none"> ● In poor state of repair/not maintained ● Prompts drivers to speed up once through the chicane ● Regarded as ineffectual by some 	<p>The Chicane is showing signs of wear and the cobbles have sunk slightly. However, it still operates within its design profile in as such as it slows down vehicles entering the village giving priority to those exiting it. Raising the cobbles or reinstating them to their original condition would not improve the situation but would be expensive and cause unnecessary restrictions on access to the village during the repair. The white lining shows slight signs of wear but are still in position and do not need refreshing at this time.</p> <p>Drivers will in some cases speed up past any restriction, be they speed cameras, humps, ramps or other obstacles. The engineering works already put in place are a positive effort to slow down</p>

			vehicles entering Warley village. Some drivers will continue to disobey any form of traffic calming put in place.
	Dangerous Junctions	Specific issue with junction with Edgeholme Lane (compounded by parked cars) can be dangerous if cars are travelling faster than 20mph	Restricting available parking would be an unnecessary demand to be made upon local residents who do not have the provision of off street parking. Drivers should continue to take great care when leaving or entering Edgeholme lane. Parking restrictions are already in place on the opposite side of the road and this should be adequate to ensure vehicles can enter and leave this side road with relative ease.
	Autumn Leaves Not Cleared	Clear leaves regularly from October through to December (Stretch below top of Windle Royd Lane is particularly prone)	Leaves finally cleared in January each year (2012,2013) and December (2013) following concerted campaign of reporting. Request lodged with council to proactively clear leaves in future years during November/December but any clearance restricted to blocked drains due to council priorities.
	Litter Clearance	WCA organised litter clearance from Stock Lane and adjacent fields	Regular litter clearances scheduled on an on-going basis by WCA. Support provided by Council on request.

Windle Royd Lane	Speed Restriction	20mph restriction from Burnley Road to Stock Lane Seen as imperative by residents who are concerned that 20mph restrictions in the village alone would increase traffic in Windle Royd Lane	20 mph restriction agreed by council planner. Indications are that the proposals will go through without opposition. Proposals subsequently overturned due to low priority within overall Council plan for 20mph
	Two Way Traffic/Lack of Pavement	Change to one way and thereby reduce volume of traffic and improve pedestrian/cycle/parking provision.	A one way system would increase vehicle speed and increase danger to pedestrians and cyclists. Access to and from the Church and residential property would involve longer journeys and disruption.
	Dangerous Junctions	<ul style="list-style-type: none"> Consider options for resolving traffic turning left off Stocks Lane (currently a blind turn into up coming traffic) and implications for pedestrians crossing the junction. Also traffic turning right into Stocks 	It is accepted that the sightline entering and leaving Stocks Lane is restricted. However, this has existed for a long time without any great issues. A prohibition at that location would

		<p>Lane has restricted view due to aforementioned left turning traffic waiting for the clear route.</p> <ul style="list-style-type: none"> • Specific issue with parked cars when church is in use which can impact cars turning off Burnley Road 	require an expensive TRO and the Police would not enforce this.
Warley Town Lane (including the Maypole)	Speed Restriction	20mph restriction	20mph agreed from Newlands Road for the entire stretch of Warley Town Lane. Indications are that the proposals will go through without opposition. Proposals subsequently overturned due to low priority within overall Council plan for 20mph
	Dangerous Junctions	Consider changes to the Maypole road triangle around the lantern. In addition to the Bus and Draymen having to park on the double yellow lines, the left turn round the Maypole pub (which is a blind approach into a narrow Cliffe Hill Lane) is only protected by Give Way signage. Concerns over school children crossing roads at this complex junction and concerns over illegal/unsafe parking by parents on school run. Notable increase in cars ignoring double yellow lines at this junction since 2011. See ‘Car Parking’ below	As you point out, the problem is abuse by motorists. However, we will arrange for Parking Services to review enforcement in the area, specifically at school pick up and drop off times.
	Additional Signage	<ul style="list-style-type: none"> • Beware of/slow down for horses signage • Children Crossing/School signage 	These can be provided at an identified crossing point providing that lighting or other suitable posts are available.
	Car Parking	Extension to village car park and/or temporary parking on playing fields to alleviate road parking particularly at school times and community activities such as football/cricket matches and other events	This is an issue that would be determined by the landowners be that Council or private. Any loss of recreational facility or the purchase of land to facilitate parking would not be supported.
Cliff Hill Lane	Speed Restriction	20mph restriction	20mph agreed Indications are that the proposals will go through without opposition. Proposals subsequently overturned due to low priority within overall Council plan for 20mph
	Autumn Leaves Not Cleared/Flooding	Clear leaves regularly from October through to December	Leaves finally cleared in January each year (2012,2013,2014) following concerted campaign of reporting. Request lodged with council to proactively clear leaves in future years during November/December but any clearance before January has so far been restricted to blocked drains due to council priorities.
	Two Way Traffic/Lack of Pavement	Change to one way and thereby reduce traffic and improve pedestrian/cycle/parking provision. Specific issues at lower end with residents parking on pavements (no other option) and lack of existing pavement	The traffic flow in Cliff Hill Lane could increase in both volume and speed if reduced to a one way carriageway. This change would cause massive local disruption and extend the journey time and distance of residents. It would also be cost prohibitive.
	Additional Signage	Children Crossing/School signage	We believe there are suitable signs in place to

			warn of the location of the School and children crossing.
	Speed Bumps	Seen as largely ineffective in slowing traffic down and in need of repair if not removed	It is apparent that they are effective to a certain degree in slowing down traffic using that small section of road. In order to have them removed would require the consent of all Ward Councillors concerned and you should bear in mind that they would not be reinstated at any time in the future if they were to be removed.
	Roadside Walls	Roadside wall on LHS going downhill just past Electricity SubStation in state of disrepair/ collapse (including Connecting wall to footpath to Binns Hills Lane). Lampost damaged and removed. Signs of subsidence to road. (Reported January 2012)	Council work Started in January 2012 and completed by end of March. Required major works to foundations to prevent future subsidence. Mature tree felled to prevent future problems.
Binns Hill Lane/Whitty Lane	Autumn Leaves Not Cleared/Flooding	Clear leaves regularly from October through to December	Leaves finally cleared in February (2012,2013) and January (2014) following concerted campaign of reporting. Request lodged with council to proactively clear leaves in future years during November/December but any clearance before January/February has so far been restricted to blocked gullies which are subsequently re-blocked due to leaves not being completely removed.
	Running Water	Spring/stream in constant flow across hairpin. Dangerous in winter and at times of heavy rain in Autumn as natural drainage/flow is blocked by leaves. Resultant debris/skid hazard at junction with Burnley Road	This should improve with the removal of leaves/debris etc. Please let us know if this situation has not improved and we will arrange further investigation by our drainage team.
	Roadside Walls	General and continued deterioration to roadside walls	There is a mixture of private walls supporting land above the highway and Council walls supporting the road. It is the private walls which are deteriorating
	Additional Signage	<ul style="list-style-type: none"> • Beware of Deer and Badgers crossing road • Improvements to one way signage – often ignored by SatNav owners and cyclists – Particularly an issue on hairpin bend. Cyclists continue to ignore one way restriction. 	We are unable to progress a request for a Deer and Badgers crossing sign – for 2014/15 we are concentrating on using funding to address the traffic schemes/ requests that are considered to be of the highest priority. Sat Nav companies already have details of the one way system. The signage is clearly visible and any additional signs would equally be ignored by cyclists' intent on taking a short cut.
	Speed Restriction	20mph restriction	20mph agreed Indications are that the proposals will go through without opposition.

			Proposals subsequently overturned due to low priority within overall Council plan for 20mph
	Trees	Trees overhanging road have low branches and are in general state of disrepair posing danger of falling branches and potential damage to overhead electricity cables. Tree roots increasingly pushing over retaining walls	We have received only one report of overhanging vegetation since 2011. Streetworks inspector visited site in March 2012 and found vegetation had been cut back. Please email or call us via Street Care on 0845 245 7000 or highwaysandengineering@calderdale.gov.uk with specific location(s) in order for us to investigate further.
Water Hill Lane/Blackwall	Speed Restriction	20mph restriction from Burnley Road junctions for entire length Instances of cars entering residents gardens at apex of junction between Blackwall and Water Hill Lane due to excessive speed	20mph agreed Indications are that the proposals will go through without opposition. Proposals subsequently overturned due to low priority within overall Council plan for 20mph
	Two Way Traffic/Lack of Pavement	Change to one way (top of Blackwall and whole of Water Hill Lane and thereby reduce traffic and create pedestrian/cycle/parking provision. Specific issues currently with top of Blackwall/junction with Water Hill Lane and two blind corners on Water Hill above the junction with Blackwall. Currently extreme exposure to pedestrians and children walking to/from school. Recorded instance of parent being hit by a wing mirror In any proposal to change to one way, consideration would need to be given to the effect of any increase in traffic in lower Water Hill Lane which is already a dangerously steep and narrow route and a steep junction with Burnley Road	We would not support any plans to change this to a one way system. Besides the cost implications, it would have a huge impact causing disruption to local traffic and would arguably push the problem to other areas and deprive many residents and users of an alternate route to North Halifax.
	Additional Signage	<ul style="list-style-type: none"> Regular pruning of trees to uncover existing 'Drive Carefully' signs Beware of Pedestrians/Children crossing signage 	Action taken by landowner
	Roadside Walls	Roadside walls on LHS going downhill on Water Hill Lane and top of Blackwall in extreme state of disrepair with rubble often obstructing cars and pedestrians. Solution – rebuild and make safe. Snows of 2013 and subsequent clearance compounded this problem.	These are private walls
	Rubbish	Constant issue with rubbish thrown from cars and broken car parts. Solution – regular cleaning	Regular cleaning undertaken but only ad-hoc by residents
	Dangerous Junction	Turning right (and to a lesser extent turning left) into Burnley Road from Water Hill Lane is currently dangerous – mainly due to illegal and extensive parking in relation to the new housing development, but in the long term due to Friendly Fisheries and more recently the converted Friendly pub.	Restricting parking in any way at the mouth of Water Hill Lane and Burnley Road would have implications for both local businesses and the Friendly Band Room. We will monitor and review the area with the new housing development.
	Running Water	Lack of drains and lack of any other runaway from water flowing down Winterburn Lane creates a virtual river down Water Hill Lane at times of heavy rain. Damage to walls and rubble/rubbish compounds the problems for	This should improve with the removal of leaves/debris etc. on Winterburn Lane. Please let us know if this situation has not improved

		pedestrians trying to negotiate a safe route with issue of speeding cars and traffic volumes	and we will arrange further investigation by our drainage team. Please email or call us via Street Care on 0845 245 7000 or highwaysandengineering@calderdale.gov.uk to report issues for investigation.
Winterburn Lane	Speed Restriction	20mph restriction from 'Entering Warley' signs to bottom of lane	20mph agreed Indications are that the proposals will go through without opposition. Proposals subsequently overturned due to low priority within overall Council plan for 20mph
	Two Way Traffic/Lack of Pavement	Specific issue with blind corner/'give way to up-coming traffic' area leading to Water Hill Lane/Cliff Hill. Currently extreme exposure to pedestrians and children walking to/from school and illegal/inconsiderate parking by parents on school run. (Also see Warley Town Lane/Car Parking above)	The change is not regarded as a viable solution. Besides the cost implications, it would have a huge impact causing disruption to local traffic.
	Roadside Walls	Roadside walls on LHS going uphill from bottom of lane to junction with Great Edge in extreme state of disrepair with rubble often obstructing cars and pedestrians. Solution – rebuild and make safe. Snows of 2013 and subsequent clearance compounded this problem.	These are private walls.
	Rubbish	Constant issue with rubbish thrown from cars and broken car parts. Solution – regular cleaning	No Action to Date except for ad-hoc cleaning by residents
	Additional Signage	<ul style="list-style-type: none"> • Beware of/slow down for horses signage particularly around the livery on Great Edge • Children Crossing/School signage at bottom of lane 	We are unable to progress a request for additional signage - for 2014/15 we are concentrating on using funding to address the traffic schemes/ requests that are considered to be of the highest priority.
	Running Water	Lack of drains creates a stream at times of heavy rain. Damage to walls and rubble/rubbish compounds the problems for pedestrians trying to negotiate a safe route with issue of speeding cars and traffic volumes Ironically the situation has improved in respect of Lower Winterburn Lane (and subsequently Water Hill Lane) due to collapse of kerbstones and diversion of some water flow into Pigman Lane (Summer 2013)	No Action to Date. Collapse of kerbing at junction with Pigman Lane has diverted some water onto Pigman Lane (a drover's track/public footpath) making Pigman Lane permanently waterlogged. Reported to Council in summer 2013 and road marked in anticipation of repair but no action as of January 2014.
Edgeholme Lane/Peter Lane	Speed Restriction	20mph due to narrowness and gradient for whole length	20mph agreed Indications are that the proposals will go through without opposition. Proposals subsequently overturned due to low priority within overall Council plan for 20mph
	Road Closure	Close Edgeholme Lane to through traffic at top of steep gradient between resident's properties	Edgeholme lane is already signposted as unsuitable for HGV's. There is no indication why a request has been made to close this road. It is very rarely used and any closure would be of little gain either for congestion or safety.

Newlands Gate '5 Lane' Junction	Speed Restriction	<ul style="list-style-type: none"> • 20mph from Newlands Gate to Cromwell's Mount • 20mph down Abbey Lane • 20mph down Butts Green Lane • 20mph down Winterburn Lane 	20 mph agreed for Butts Green Lane and Winterburn Lane only Indications are that the proposals will go through without opposition. Proposals subsequently overturned due to low priority within overall Council plan for 20mph.
	Signage	<ul style="list-style-type: none"> • Existing 30mph signage to be moved further up Workhouse Lane • Accompanied by 30mph signage on road surface and • Advance warning of speed restrictions in the North/South Clough Head area • Beware of/slow down for horses signage in Workhouse Lane and Butts Green Lane • Re-instate 'No HGVs' signage at top of Butts Green Lane • Unmarked Bus Stop at junction with Butts Green Lane and Abbey Lane (no pavement) 	We have a request logged on our system for additional signage to warn HGV drivers. There is no pavement near to the bus stop but the shelter is clearly protected from the main carriageway by a solid white line and large layby.
John Naylor Lane	Speed Restriction	20mph at junction with Butts Green Lane	20mph agreed Indications are that the proposals will go through without opposition. Proposals subsequently overturned due to low priority within overall Council plan for 20mph.
	Dangerous Junction	At junction with Burnley Road caused by inconsiderate/illegal parking on John Naylor Lane and Burnley Road by parents on school run	Parking in and around Luddenden Academy remains a cause for concern. There is a School Crossing Patrol to ensure the safe crossing for pupils and any other parking problems are down mainly to irresponsible parents dropping their children off. Protecting the junction with additional double yellow line would be expensive and arguably not cost effective for the few occasions these problems occur.