

Minutes of a meeting of the Bradford West Area Committee held on 22 October 2014 at City Hall, Bradford

Commenced 1800
 Adjourned 1848
 Reconvened 1850
 Concluded 1912

PRESENT – Councillors

CONSERVATIVE	LABOUR	BRADFORD INDEPENDENT GROUP
Sykes	Azam	Ahmed
	Dunbar	
	Engel	
	Arshad Hussain	
	Thirkill	
	Mohammed	

Councillor Arshad Hussain in the Chair

32. DISCLOSURES OF INTEREST

No disclosures of interest in matters under consideration were received.

33. INSPECTION OF REPORTS AND BACKGROUND PAPERS

There were no appeals submitted by the public to review decisions to restrict documents.

34. PUBLIC QUESTIONS

There were no questions submitted by the public.

35. PETITION RELATING TO TRAFFIC MATTERS

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The report of the Strategic Director, regeneration and Culture (**Document “S”**) considered the following petitions relating to traffic matters:

(i) Jesmond Avenue, Bradford – Request for residents only parking

The petitioners requested a permit parking scheme. The petitioners stated that they have experienced serious parking problems in their street for many years caused by 3-4 car traders operating from their houses. Each trader had 3-4 cars parked on the street for sale and this resulted in serious parking problems.



The Principal Engineer presented Appendix 1, attached to Document "S", to the Committee.

The Chair highlighted that issues with parking existed at the bottom end of Jesmond Avenue at its junction with Toller Lane and residents had complained that number of car dealers residing on the street had been selling car over a number of years and parking their for sale vehicles on the street. As a consequence residents were unable to park outside their own homes. In response the Principal Engineer confirmed that Jesmond Avenue had been visited on a number of occasions by Council officers and it had been noted that there were no identifiable vehicles for sale. Nevertheless that was not to say that car traders were not operating in the area but with no means of identifying these vehicles it was very difficult for the Council to intervene and the Police were unable to enforce if vehicles were fully taxed.

The Chair questioned whether residents were allowed to contact the Council and inform on individuals who were trading in order for officers to take some form of action. In response, it was acknowledged that the section would write out to residents and advise accordingly.

(ii) Hazelhurst Brow, Bradford – Request for residents only parking

The petitioners requested a residents only parking scheme. It was claimed that staff of Bradford Royal Infirmary parked their cars on Hazelhurst Brow rather than using the car parks provided by the hospital. The petitioners believed that the major trigger was the establishment of a permit parking scheme around the streets on the other sides of the hospital.

The Principal Engineer presented Appendix 2, attached to Document "S", to the Committee.

The Chair invited the lead petitioner and other residents of the Daisy Hill area to make representations.

The lead petitioner outlined that there had been serious parking problems around the hospital for some time and as a consequence streets in the vicinity of the hospital had been granted a Permit Parking Scheme but not Hazelhurst Brow. Despite hospital providing parking on hospital grounds for staff at the cost of £7 a month, the staff were taking advantage of the free on-street parking on Hazelhurst Brow between the hours of 0900 to 1700 daily. The hospital staff had no sympathy for the area and as a result were parking on grass verges. The parking issue was having a detrimental impact on two businesses operating in the area due to the loss of passing trade. The staff parking was causing immense delays and heavy traffic during peak time traffic. It was important that Council intervened and alleviated the parking problem.

Other local residents of the Daisy Hill area articulated that it was difficult for residents to park directly outside their homes. The ever-increasing obstructions on the pavement were causing problems to pedestrians. Daisy Hill Lane was not wide enough and was already part of a bus route. Emergency vehicles found access through Daisy Hill Lane an arduous task. Daisy Hill Lane was a very narrow road and even more restricted due to an overspill by the hospital staff parking on residents streets.

A question and answer session ensued:

- What was the criteria for prioritising requests for community on-street permit parking schemes?
 - The Principal Engineer outlined the procedure as detailed in Appendix 3 of Document "S";

- The Chair confirmed that Daisy Hill lane was an extremely narrow road with a sharp bend and queried whether the option of Double Yellow Lines was viable?
 - It was confirmed that a survey could be carried out to look into the particulars of the road and its usage;
- Would emergency services be consulted with during assessment of a highway?
 - All schemes were always progressed with the consultation of emergency services; and,
- Why had Hazelhurst Brow and Daisy Hill not been included in the original scheme when other nearby street were awarded permit parking?
 - Other streets had issues with hospital staff parking and not this area. Since the permit parking was in operation it seemed that the problem had moved to this area.

Resolved –

- (1) **That no action be taken on the request for permit parking on Jesmond Avenue, Bradford.**
- (2) **That a parking survey be carried out on Hazelhurst Brow.**
- (3) **That the petitioners be informed accordingly.**

**OVERVIEW AND SCRUTINY COMMITTEE: Environment and Waste Management
ACTION: Strategic Director, Regeneration and Culture**

36. **MANNINGHAM LANE AREA – BRADFORD PROPOSED
PARKING MANAGEMENT MEASURES**

City and
Manningham

The report of the Strategic Director, Regeneration and Culture (**Document “T”**) considered 4 petitions objecting to some of the parking management measures proposed for the area between Manningham Lane and Midland Road.

The Principal Engineer gave a synopsis of the report.

A local resident and a member of Islamic Society Mosque (Tawak’Kuliah Islamic Society on Cornwall Road) felt that the Mosque had been ignored during the consultation process. It was important for the Committee to note that up to 600 people used the Mosque for prayer and parking spaces were paramount. It was also felt that Bradford City Football Club had received priority for parking spaces. The insufficient parking spaces would prevent attendees from using the Mosque facilities.

A question and answer session ensued:

- Clarification of match day only signs was sought?
 - The proposed scheme was outlined again. A new Traffic Signs Regulations and General Directions was to be published in March 2015 (this document controlled signing and carriageway markings on the highway). When the consultation on the new document was carried out it was noted that match day only signs had been included;
- What was the purpose of Midland Road on match days?
 - Midland Road was needed for coaches and match day parking. It was also important for restrictions to be applied in order to prevent obstructions and highway issues;

- How long would attendees normally spend in the Mosque?
 - Timing was variable and considerable time could be spent at the Mosque during special occasions such as Eid celebrations.

Resolved –

- (1) That the petitioners' comments be upheld and the proposed waiting restrictions for weekend afternoons and weekday evenings as shown on drawing No. R/S/BW/102293/CON-3A, attached to Document "T", be abandoned. Should match day only signs be allowed following the introduction of the new Traffic Signs Regulations and General Directions expected to be published in March 2015 a match day only Traffic Regulation Order be progressed in 2015/16. That £8000 from the Local Integrated Transport Schemes budget 2015/16 be made available for this work to be carried out when the Bradford West Area Committee considers the allocation of future funding.
- (2) That a Traffic Regulation Order for the outstanding measures shown on drawing R/S/BW/102293/CON-2A, attached to Document "T" be prepared and advertised and any valid objections be reported to a future meeting of the Bradford West Area Committee. If there are no valid objections, the Order be sealed and implemented as advertised.
- (3) That the petitioners be informed accordingly.

OVERVIEW AND SCRUTINY COMMITTEE: Environment and Waste Management

ACTION: Strategic Director, Regeneration and Culture

37. **LOCAL HIGHWAY MAINTENANCE – DEVOLUTION UPDATE** All Wards in Bradford West **AND FUNCTION OVERVIEW**

The report of the Strategic Director, Regeneration and Culture (**Document "U"**) detailed how the service currently manages the Local Highway Maintenance (LHM) function and allocates resources.

The Principal Engineer introduced the report. In addition the Committee was updated regarding current operations being undertaken on the network and the indicative costs of works carried out in the current financial year. It was further added that there was a very high car ownership and spending was on target. There had been some issues of cars blocking some street cleaning.

A question and answer session ensued:

- There was a particular footpath on Manningham Road, near the junction to Queens Road that had been pointed out to another Principal Engineer that required repairs?
 - This would be looked into;
- It was thought that Pasture Lane and Park Lane may be added to the list in Appendix 3 attached to Document "U" due to recent issues?
 - The Council was aware of the flooding issues on both lanes and this would be looked into;
- Was Yorkshire Water or Council responsible for drains that caused flooding?
 - In normal circumstances it was the responsibility of the Council however there was a lack of funding for drainage issues;

- Why was there a need for footway reconstruction?
 - This was the result of cars double parking and damaging footways. Consequence of such parking lead to reflagging; and,
- What costs were entailed in reflagging and could grass verges not be used as a cheaper replacement?
 - Any form of repair work was generally expensive.

The Committee were in agreement that there would always be an ongoing issue of cars blocking gritty routes and it was important for information to be communicated to all residents through various means.

Resolved –

- (1) **That the current operational methods adopted for Local Highway Maintenance be noted.**
- (2) **That the indicative costs to date for the 2014/15 financial year be noted.**
- (3) **That the list of current and proposed CAT 3/4 works as shown in Appendices 5 and 6, attached to Document “U” be approved.**

***OVERVIEW AND SCRUTINY COMMITTEE: Environment and Waste Management
ACTION: Strategic Director, Regeneration and Culture***

Chair

Note: These minutes are subject to approval as a correct record at the next meeting of the Bradford West Area Committee.

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THESE MINUTES HAVE BEEN PRODUCED, WHEREVER POSSIBLE, ON RECYCLED PAPER