

# Report of the Strategic Director, Regeneration and Culture to the meeting of Bradford West Area Committee to be held on 22 October 2014

**S**

---

**Subject:**

**PETITION RELATING TO TRAFFIC MATTERS**

**Summary statement:**

This report considers the following petitions relating to traffic matters:

- 1) Jesmond Avenue, Bradford – Request for residents only parking.
- 2) Hazelhurst Brow, Bradford – Request for residents only parking

**Ward: 24 Toller**

---

Mike Cowlam  
Strategic Director Regeneration and Culture

**Portfolio:**

**Regeneration, Economy and Sustainability**

Report Contact: Chris Bedford  
Principal Engineer  
Phone: (01274) 437645  
E-mail: [chris.bedford@bradford.gov.uk](mailto:chris.bedford@bradford.gov.uk)

**Overview & Scrutiny Area:**

**Environment and Waste Management**



## **1.0 SUMMARY**

- 1.1. Two petitions relating to traffic matters have been received. These are:

Jesmond Avenue, Bradford – Request for residents only parking.

Hazelhurst Brow, Daisy Hill – Request for residents only parking

## **2.0 BACKGROUND**

- 2.1. Background information is given in Appendices 1, 2 and 3.

Appendix 1 Jesmond Avenue, Bradford (54 signatures).

Appendix 2 Hazelhurst Brow, Daisy Hill (29 signatures).

Appendix 3 Summary of the Council's criteria for permit parking.

## **3.0 OTHER CONSIDERATIONS**

- 3.1. Local ward members have been consulted. Any comments received will be reported verbally to this meeting.

## **4.0 FINANCIAL & RESOURCE APPRAISAL**

- 4.1. There are no financial or resource implications arising from this report.

## **5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES**

- 5.1. There are no risks arising from this report.

## **6.0 LEGAL APPRAISAL**

- 6.1. There are no legal issues arising from this report.

## **7.0 OTHER IMPLICATIONS**

### **7.1. EQUALITY & DIVERSITY**

There are no equality and diversity implications arising from this report.

### **7.2. SUSTAINABILITY IMPLICATIONS**

There are no sustainability implications arising from this report.

### **7.3. GREENHOUSE GAS EMISSIONS IMPACTS**

There is no impact on the Council's own and the wider District's carbon footprint and emissions from other greenhouse gases arising from this report.

### **7.4. COMMUNITY SAFETY IMPLICATIONS**

There are no community safety implications of this report.

**7.5. HUMAN RIGHTS ACT**

None

**7.6. TRADE UNION**

None

**7.7. WARD IMPLICATIONS**

Toller ward members have been consulted on the relevant petition.

**7.8. AREA COMMITTEE ACTION PLAN IMPLICATIONS**

None

**8.0 NOT FOR PUBLICATION DOCUMENTS**

8.1. None

**9.0 OPTIONS**

9.1. Where appropriate, options will be considered with the involvement of the residents and businesses if schemes are programmed.

**10.0 RECOMMENDATIONS**

10.1. That no action be taken on the request for permit parking on Jesmond Avenue, Bradford.

10.2. That a parking survey be carried out on Hazelhurst Brow.

10.3. That the petitioners are informed accordingly.

**11.0 APPENDICES**

11.1. Appendix 1 – Jesmond Avenue, Bradford – Petition and location plan.

11.2. Appendix 2 – Hazelhurst Brow, Daisy Hill – Petition and location plan.

11.3. Appendix 3 – Summary of the Council's criteria for permit parking

**12.0 BACKGROUND DOCUMENTS**

12.1. None.

## **Petition – Jesmond Avenue (54 signatures)**

### **Background information**

The petitioners are requesting a permit parking scheme. The petitioners state that they have been having serious parking problems in their street for many years caused by 3-4 car traders operating from private houses. Each trader has 3-4 cars parked on the street resulting in serious parking problems.

The Council has a Policy on the provision of permit parking schemes which contains strict criteria on the amount of parking and its duration see appendix 3. The criteria must be met before a scheme can be considered. In general residential streets that do not have any land use which attract parking from outside of the area for long periods of time everyday do not meet the criteria. That is why there are permit parking schemes in areas such as the residential streets surrounding Bradford Royal Infirmary and the University area which generate long term parking by non-residents. There is a set method of allocating permits within the Policy which allows residents one permit for every car in the household. Therefore with high car ownership levels in households on streets with terraced housing permit schemes are not likely to be effective. They are also restrictive on the numbers of visitors' cars which can park and this has led to residents objecting to permit schemes in the past.

To assist with assessment of the extent of the problem on Jesmond Avenue a questionnaire was sent to the residents of Jesmond Avenue and also Masham Place, Hartman Place and Saltburn Place (residents of these streets sometimes have to park on Jesmond Avenue due to lack of parking space). The questionnaire asked for information about when the problem is most prevalent and the vehicle registration numbers of the residents' vehicles (to help identify residents' vehicles should a parking survey be carried out).

168 questionnaires were delivered to the area (Jesmond Avenue 84 Saltburn Place 33, Hartman Place 28 and Masham Place 23). The closing date for the return of the questionnaires was the 2 October 2014. 33 questionnaires were returned, which represents fewer than 20% of the households surveyed. Of this 26 came from Jesmond Avenue which is 31% of the questionnaires delivered to residents of this road. Because of the low number of replies it would not be possible to carry out a parking survey that would result in a valid assessment of the parking problems caused by non residents.

Jesmond Avenue has been visited on a number of occasions by Council officers and it has been noted that there were no identifiable vehicles for sale i.e. vehicles with for sale signs in the window / dashboard. This is not to say that car traders are not operating in the area but with no means of identifying these vehicles it is very difficult for the Council to have them removed.

Although it is reported that car traders have vehicles parked in the area, the majority of parking taking place on Jesmond Avenue will be the residents themselves and their visitors. It is anticipated that permit parking would not solve the fundamental issue of the demand for parking (being generated by local residents) exceeding the on-street space.

## **Recommendations**

That no further action be taken.

## **E-Petition**

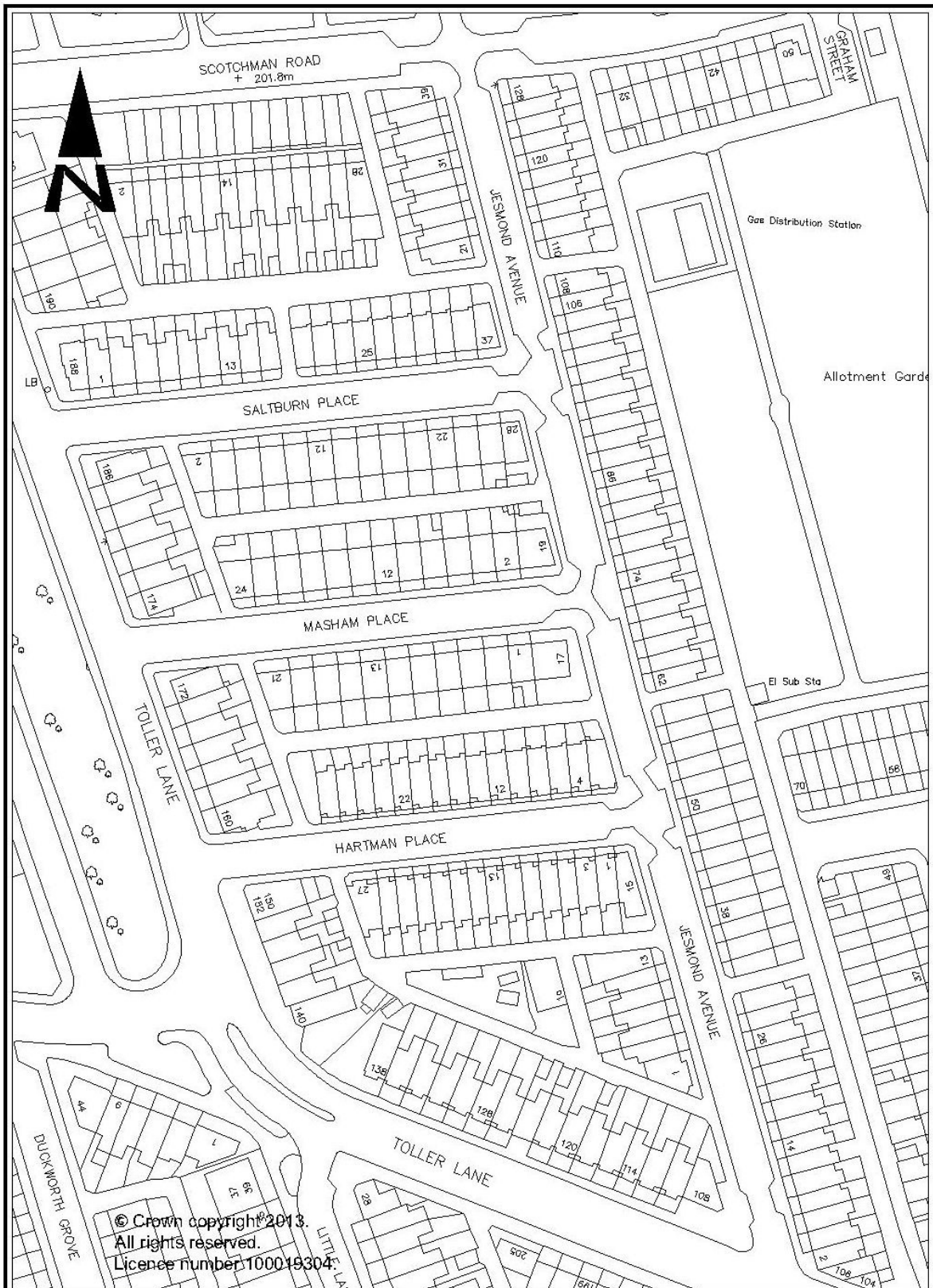
As one of the residents of Jesmond avenue we are experiencing major parking issues. Please grant us all parking permits in our street. Save us from years of parking difficulties

## **Background information**

We are going through a serious problem which has affected the residents of Jesmond Avenue for years. Having 3-4 car traders in the street who have approximately 3-4 cars each, parked in our street has resulted in serious parking problems. For over many years we have been struggling to find parking space resulting in a 5-10 minutes search for parking in further streets. Consequently troubled residents park at the rear of the street, because of which cars block the street for other drivers to exit the street, resulting in major disputes between neighbours. This has been documented by the police many times, who have also expressed concerns about our street. We have tried very hard to settle the matter with the car traders but they choose to ignore our plea. Many of us have very young kids, we then find it really hard to cross busy roads at night because of no parking in our street. We witness the same car parked in front of our house for over 6 months continuously without anybody using the car. This is very upsetting and unjustified. Creating a petition and approaching the council has been a huge step. We have all united to see a positive change and are eager to see justice being served. Our street has now become famous for its parking issues. We want justice. With years of car traders ruling our street, it is now time that the council hears our plea. Help us!. The police records can be checked for the amount of times we have had problems and disputed due to no parking. Drivers are compelled to park at the rear which is dangerous for young kids playing posing safety concerns. We are eagerly waiting for a response. Please grant us parking permits. Serve justice. We want to be happy and content at Jesmond avenue .

## **Signature Count**

54



<b>City of Bradford MDC</b> <a href="http://www.bradford.gov.uk">www.bradford.gov.uk</a> Department of Regeneration and C.U.L.E. Strategic Director - Urban Regeneration		Design: M/AG Drawn: M/AG Checked: [blank] Approved: [blank]	Project: JESMOND AVENUE, BRADFORD Reference: 1252 Date: 11/11/14 Client: CIP Lease Regeneration Scheme - Vice DWS	Location: JESMOND AVENUE, BRADFORD Title: LOCATION PLAN Drawing No.: [blank]
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	----------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------

**Petition – Hazelhurst Brow, Daisy Hill (29 signatures)**

**Background information**

The petitioners are requesting a residents only parking scheme. It is claimed that staff of Bradford Royal Infirmary park on Hazelhurst Brow rather than using the car parks provided by the hospital. The petitioners believe the major trigger is the establishment of a permit parking scheme around the streets on the other side of the hospital.

Hazelhurst Brow is a residential street with a mixture of terraced and semi detached houses. Properties between Daisy Hill Lane and Shaftsbury Avenue have no off street parking although there is a private service road for some of the properties on the north side of Hazelhurst Brow.

From Hazelhurst Road to Shaftsbury Avenue the carriageway narrows and parking only takes place on one side of the road.

It is possible that the parking which takes place on Hazelhurst Brow is linked to the hospital. A parking survey should therefore be undertaken to determine if the Council's criteria for permit parking attached as Appendix 3 is met. It should be noted that meeting the criteria does not necessarily mean that a permit scheme will be introduced. This Area Committee will ultimately decide if a scheme is progressed when it considers its future programme of traffic schemes.

**Recommendations**

That a parking survey be carried out on Hazelhurst Brow to determine if the Council's criteria for permit parking is met.

Hazellhurst Brow  
Bradford  
BD9 6AQ

Bradford City Council

August 09<sup>th</sup> 2014

Dear Sirs

**Re: Application to Establish a Permit Holder Scheme**

Please accept this letter as a formal request by my fellow residents and I to establish a parking Permit Holder Scheme for Hazellhurst Brow (BD9 6AQ).

Hazellhurst Brow is a residential street with many young families that need to be able to park their cars near to their homes. But this is currently impossible due to the increasing number of Bradford Royal Infirmary visitors and most especially Bradford Royal infirmary staff members who are using our street as a car park. This is especially frustrating when you take into account the fact that a large Bradford Royal infirmary staff Car park ( Zone 3 ) right across from our street ( please examine the attached Map of the area ) lies almost completely empty day after day while our street is completely packed with the cars of Bradford Royal infirmary staff members. The whole problem is compounded by the fact that the entrance to the Bradford Royal Infirmary car park is at the end of our street. So the hospital staff, instead of making use of the provided hospital car park, use our street to park their cars and then walk across to the hospital. This usually starts around 7:30 am each morning and continues well after 5pm.

Having a home next to a busy Hospital has always meant that hospital visitors would sometimes use our street to park their cars. We understand that, sympathized, and have allowed this to go on unchallenged. But over the past decade, what was an occasional nuisance has developed into a constant and ever increasing problem for all the residents of the street. We believe the major trigger for this problem has been the establishment of Permit Holder schemes around the streets on the other side of Bradford Royal infirmary ( please examine the streets I've marked on the attached Map of the area ). In the past the residents of those street were forced to establish Permit Holder schemes in their streets after hospital staff and visitors started using those streets as a car park. This did not fix the problem as the Hospital staff members and visitors only migrated to streets that don't have Permit Holder schemes in place to deter such abuse.

So we currently have a situation where the residents of Hazellhurst Brow are unable to park their cars in their street and have resorted to parking in neighbouring street. The resulting tensions caused by this issue has meant that the police have been called out on a number of occasions to resolve disputes among residents regarding parking, or rather the lack of.

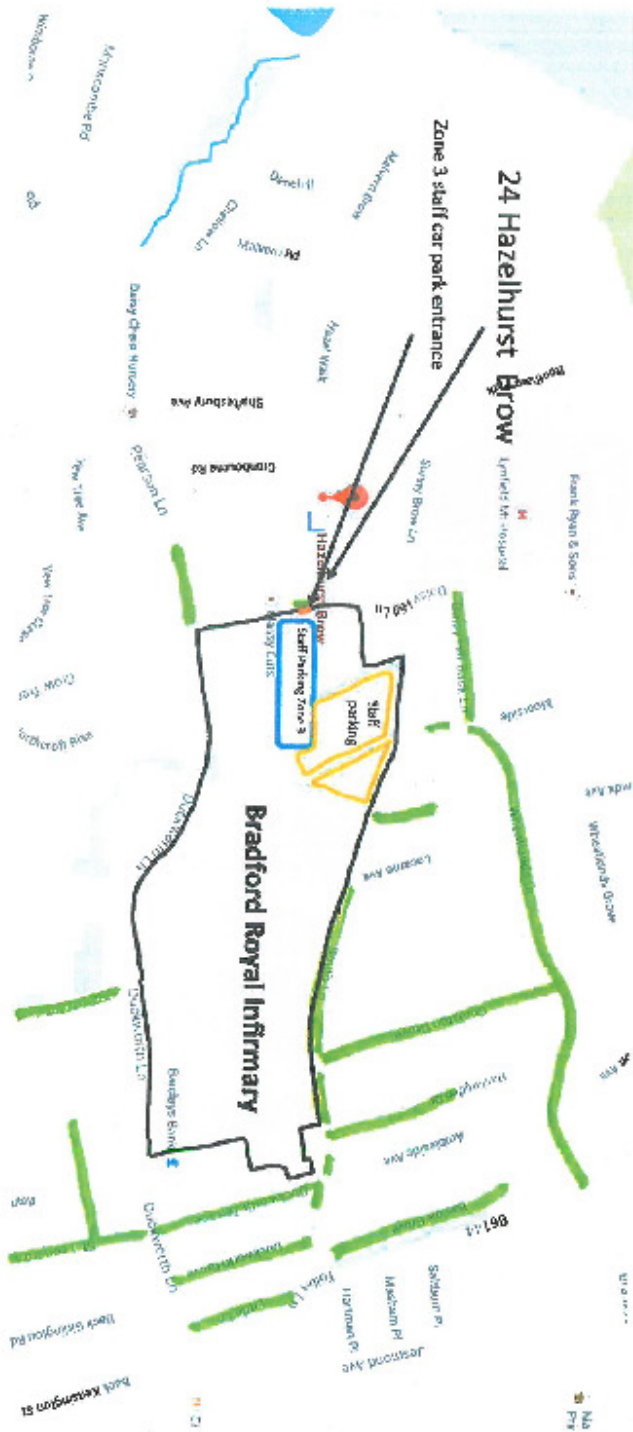
We are in desperate need of a parking Permit Holder Scheme for Hazellhurst Brow before this problem escalates any further.

Yours sincerely /



### Map of area

- Orange - Bradford Royal Infirmary car park exit entrance
- Blue - Bradford Royal Infirmary car park Zone 3
- Green - Area's where permit holders scheme already exists
- Yellow - Bradford Royal Infirmary staff car parking area



**Petition to Bradford Council**

Date 09/08/2014

Petition Organiser

Address Hazelhurst Brow

Telephone number

We, the undersigned, petition Bradford Council to Establish a Permit Holder Scheme on Hazelhurst Brow.

Name	Address	Signature
------	---------	-----------



© Crown copyright 2013.  
 All rights reserved.  
 Licence number 100019304.

City of Bradford MDC www.bradford.gov.uk		City of Bradford MDC www.bradford.gov.uk		City of Bradford MDC www.bradford.gov.uk		City of Bradford MDC www.bradford.gov.uk	
Useful information & help for you Tel: 01454 455000 www.bradford.gov.uk		MBC (05.10.17) 17.18		MBC (05.10.17) 17.18		MBC (05.10.17) 17.18	
City of Bradford MDC www.bradford.gov.uk		City of Bradford MDC www.bradford.gov.uk		City of Bradford MDC www.bradford.gov.uk		City of Bradford MDC www.bradford.gov.uk	
City of Bradford MDC www.bradford.gov.uk		City of Bradford MDC www.bradford.gov.uk		City of Bradford MDC www.bradford.gov.uk		City of Bradford MDC www.bradford.gov.uk	

**HAZELHURST BROW, DAISY HILL, BRADFORD**

Sheet 1

Scale 1:500

City of Bradford MDC  
www.bradford.gov.uk

Useful information & help for you  
Tel: 01454 455000  
www.bradford.gov.uk

City of Bradford MDC  
www.bradford.gov.uk

## **CRITERIA FOR PRIORITISING REQUESTS FOR COMMUNITY ON-STREET PERMIT PARKING SCHEMES**

### **A. Basic Evaluation**

- 1) **Working Day**  
80% of available on-street spaces to be occupied:
  - a) for more than 6 hours per day and
  - b) for more than 4 days per week
- 2) **Evening**  
80% of available on-street spaces to be occupied:
  - a) for more than 4 hours per evening and
  - b) for more than 4 evenings per week
- 3) **Weekend**  
80% of available on-street spaces to be occupied for more than 6 hours on either a Saturday or Sunday

**Note:** The applicant will be asked for the worst day/time to ensure the basic evaluation results are as accurate as possible

### **B. Detailed analysis of sites**

- 1) Residential car ownership to be determined by standard letter.
- 2) Not more than 50% of properties have off-street parking.
- 3) Ensure that normal demand for residents parking can be met.
- 4) Ensure that the introduction of a formal scheme would not be detrimental to the area.
- 5) The type of scheme (i.e. exclusive for residents or some limited waiting provision for non-permit holders) be determined dependent on the needs of the local community.
- 6) Match the operational hours/days of the scheme to the problem times (e.g. overcome weekday commuter issue using a Monday to Friday 8am to 6pm Order).