

Minutes of a meeting of the Bradford West Area Committee held on Wednesday, 19 October 2016 at Committee Room 1 - City Hall, Bradford

Commenced 1800
Concluded 1925

Present – Councillors

LABOUR
Amram
Azam
Shaheen
Akhtar
Dunbar
Mohammed
A Ahmed
Mullaney

Apologies: Councillor Sarfraz Nazir

Councillor Amran in the Chair

23. DISCLOSURES OF INTEREST

The following disclosures of interest were received in the interest of clarity:

Councillor Azam lived in the locality of work undertaken as part of the Local Highway Maintenance Function (minute 30).

Councillor Ahmed was a Member of the Environment and Waste Overview and Scrutiny Committee (minute 31).

ACTION: City Solicitor

24. MINUTES

Resolved –

That the minutes of the meetings held on 15 June 2016 and 20 July 2016 be signed as a correct record.



25. INSPECTION OF REPORTS AND BACKGROUND PAPERS

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

26. PUBLIC QUESTION TIME

There were no questions submitted by the public.

27. OBJECTIONS RECEIVED TO THE TRAFFIC REGULATION ORDER FOR WAITING RESTRICTIONS ON DAISY HILL LANE AND HAZELHURST BROW, BRADFORD

The report of the Strategic Director, Regeneration (**Document “L”**) considered two objections to the recently advertised Traffic Regulation Order on Daisy Hill Lane and Hazelhurst Brow.

Members were reminded that, at the meeting on the 15 April 2015, they had approved as part of the Committee’ Safer Roads Programme, a scheme to introduce a Traffic Regulation Order on Daisy Hill Lane, Bradford.

It was explained that the Traffic Regulation Order had been formally advertised between the 5 August and 26 August 2016. At the same time consultation letters and plans were delivered to residents and businesses affected by the proposals. Subsequently three objections and a letter of support had been received.

The report included a summary of the points of objection and corresponding officer comments.

A slight modification to the advertised scheme, to remove a short area of restrictions on Hazelhurst Brow was outlined.

In response to questions it was confirmed that Ward Councillors had been consulted about the proposed amendments.

A local resident in attendance at the meeting expressed concerns that the scheme would remove parking outside of his home. In response it was explained that the proposals, with the exception of a short section of road, were to eliminate parking at peak times through the day. The road was narrow and currently parking was creating a pinch point and causing problems to the bus route.

It was explained that the scheme under consideration had been designed to minimise restrictions. Whilst there was no approval for resident only parking within the TRO there was the potential for future consideration of such measures on Hazelhurst Brow and Daisy Hill Lane.

Resolved –

(1) That the limited waiting restriction on Hazelhurst Brow be removed



from the scheme as shown on the attached drawing TDG/THCW/103073/TRO-1B and the remaining objections be overruled.

- (2) That the modified Traffic Regulation Order be sealed and implemented.
- (3) That the objectors be informed accordingly.

***Overview and Scrutiny Area: Environment and Waste Management
Action: Strategic Director, Regeneration***

28. PETITIONS RELATING TO TRAFFIC MATTERS

The Strategic Director, Regeneration, presented a report (**Document “M”**) which considered petitions relating to traffic matters at Toller Grove, Heaton; Toller Lane/Leylands Lane Junction and Highgate, Heaton.

Toller Grove, Heaton – request for traffic calming

In relation to the request for traffic calming at Toller Grove, Members were advised that the petition containing 26 signatories, expressed concern that some vehicles were travelling at excessive speed on Toller Grove especially along the section leading to Leylands Avenue. The petitioners were requesting low impact speed bumps to reduce the speed of those vehicles.

In response it was explained that Toller Grove was a relatively steep residential road. All the properties had off street parking however some on-street parking did take place throughout the day. An automatic speed survey had been undertaken from the 14 September until the 19 September 2016. The results of the survey were detailed in Document “M” and revealed that the average speeds were low. As a consequence of the survey results it was felt that traffic calming could not be justified and would achieve very little.

Road safety in the area was questioned and it was reported that there had been one road injury in the last five years. The accident had occurred during icy conditions and was not attributed to the road layout. The incident of only one accident was questioned and Members advised that the statistic had arisen from police records and it could be possible that other incidents may not have been reported to the police.

Toller Lane/Leylands Lane Junction, Heaton – Request for a mini roundabout

It was explained that the petitioners (36 signatures) were requesting that the Council makes the junction of Toller Lane and Leylands Lane safer for pedestrians and motorists. They had suggested that a mini roundabout is provided at the junction.

Members were advised that the introduction of a mini roundabout at the junction



would help to formalise turning movements, give vehicles turning right into Leylands Lane priority over on-coming traffic and help to make drivers more aware of the junction and the road environment around them. It could, however, where there was a large volume of right turning traffic into the side road, result in long delays on the main carriageway. That could be particularly significant at peak periods when currently vehicles queued through the junction. It was therefore recommended that a junction survey was carried out to determine if a mini roundabout would be feasible.

It was also clarified that to put in a mini roundabout would also require a Traffic Regulation Order to close part of Duchy Drive. The estimated cost of a scheme would be £20,000; which would need to be found from the Bradford West Safer Roads Budget. That budget was fully committed for the current financial year.

Road safety in the area was questioned and it was reported that nine collisions had occurred. Members raised concerns that a pedestrian island in that area was disregarded and that drivers would not observe a mini roundabout. In response it was clarified that although the petition was requesting a mini roundabout, it would be officers who would determine the best action at the location and make recommendations on that basis.

A local resident addressed the meeting and reported in detail the difficulties experienced by drivers because of the road configuration; the location of traffic measures and volume and direction of traffic in the Toller Lane/Leylands Lane area. It was maintained that a mini roundabout would be an effective form of traffic management, would regulate traffic flow and be fair to all users as vehicles would flow in one direction.

Highgate, Heaton – request for limited waiting except for permit holders

A petition containing 25 signatures, expressed concern about on street parking taking place to the front of 24 – 40 Highgate and requested that the area be made limited waiting except for permit holders.

It was reported that the petition was first put together in 2014 but was not submitted. The initial request was for permit parking however at the time the situation was temporarily improved by St. Bede's School providing extra car parking space for staff within the school grounds. The petitioners were now concerned that the situation was deteriorating and had submitted the petition.

The Council Policy on the provision of permit parking schemes which contained strict criteria on the amount of parking and its duration was presented in appendix 3 to Document "M".

Members were informed that the criteria must be met before a scheme could be considered. In general residential streets that did not have any land use which attracted parking from outside of the area for long periods of time everyday would not meet the criteria. It was confirmed that the area had been inspected and, at that time of that visit, there were parking spaces available. The impact on customers of local shops should a permit scheme be introduced was discussed.



A local resident reported that staff from the school were continuing to park in the location for the whole of the day and residents and local businesses were suffering because of the lack of available parking.

In response it was confirmed that the area had been inspected and, at that time of that visit, there were parking spaces available. The impact on customers of local shops should a permit scheme be introduced was discussed and it was agreed that a more detailed assessment of the situation was required to understand the issues in that location and the potential effect of any measures taken to alleviate the concerns of residents.

Resolved –

- (1) That no further action be taken on the request to traffic calm Toller Grove, Heaton.**
- (2) That a junction survey be carried out at the junction of Toller Lane and Leylands Lane and should it be feasible to introduce a mini roundabout this request be considered, along with other outstanding requests, by this committee when they next meet to resolve future scheme programmes.**
- (3) That the Strategic Director, Regeneration, be requested to undertake a detailed survey to determine if the introduction of permit parking at 24-40 Highgate, Heaton, would meet the criteria for permit parking and, if appropriate, the location be added to the list of future schemes for consideration.**
- (4) That the petitioners are informed accordingly.**

***Overview and Scrutiny Area: Environment and Waste Management
Action: Strategic Director, Regeneration***

29. OBJECTIONS RECEIVED TO THE TRAFFIC REGULATION ORDER FOR WAITING RESTRICTIONS ON VARIOUS ROADS IN THE BRADFORD WEST CONSTITUENCY

The report of the Strategic Director, Regeneration (**Document “N”**) considered objections and suggested modifications to the proposed Traffic Regulation Order (TRO) on various roads in the Bradford West Constituency.

The report revealed that the TRO had been promoted to resolve a number of requests for small areas of existing waiting restrictions to be amended or new restrictions to be introduced. The requests had been raised by local residents or businesses that had problems with on street parking, gaining access to premises or parking for customers.

The Traffic Regulation Order was formally advertised between the 12 August and 9 September 2016. At the same time consultation letters and plans were delivered to residents and business affected by the proposals. Subsequently



objections to Arthington Street, Frizinghall Road, Paradise Street and Town End had been raised. The objection to the proposals on Arthington Street also included a petition (89 signatures) A letter of support had also been received for Arthington Street. Plans of the proposals that had received objections are attached as Appendix 1 to Document "N". A summary of the points of objection and corresponding officer comments was provided.

With regard to the proposals at Arthington Street objections had been received from customers of a gymnastics club in that location. It was felt that there had been some confusion and it was clarified that there were no proposals to introduce restrictions along the frontage to the gym. The proposals had been promoted to assist large vehicles access to premises at the end of Arthington Street and to protect the turning area from parked vehicles. By not introducing the yellow lines proposed heavy goods vehicles would continue to experience access problems from time to time. The proposals could, however, have a detrimental affect on other businesses on Arthington Street.

A representative of local businesses in the area addressed the meeting. He maintained that the businesses had operated for a number of years without any problems. The location where the waiting restrictions were proposed only protected access to gates that were not used. Businesses would be affected and customers would not be able to park outside of their premises. It was feared that the restrictions would cause businesses to lose custom.

It was stressed that road was wide enough for large vehicles to turn; no one was ever blocked or found access difficult at any time. It was felt that the restrictions would cause hindrance for businesses on that road and would be a waste of Council resources.

Members questioned where the request for restrictions had originated and were advised that the request was from a business in the area. It was questioned why representatives of that business were not present at the meeting.

A Member who had visited the location said he had discussed the issues with people in the area who had stated there were no parking issues occurring. The absence of any accident or health and safety issues was discussed and the necessity to protect long established business in the area was acknowledged.

The proposals for Frizinghall Road were reported and the objections to and corresponding officer comments contained in Document "N" were discussed.

A representative of a local business addressed the meeting. He explained that he wished to support the scheme but felt that the proposals should be extended to restrict parking on both sides of the road to ensure traffic could flow freely. He explained that parking was blocking the entrance to the business which received up to 20 wagons per day. The significant contribution that the business made to the local economy was raised and it was feared that the detrimental effect on the business could force them to relocate.



In response to the request for additional restrictions it was explained that there was concern from local residents about commuters parking in the residential streets. Parking restrictions on both sides of the road would transfer parking to residential streets. The road safety implications and the potential for parking to act as traffic calming in that area were also discussed.

Members discussed the possibility of introducing a traffic layby in that location. In response, it was explained that the TRO under discussion could not be modified and that a new Traffic Regulation Order would be required which would include consultation and significant costs would be incurred. Limiting the restrictions would also leave the area open for commuter parking resulting in the entrance to the warehouse still being blocked.

The business representative stressed that the restrictions should not be reduced as it was the parking which was preventing access to the warehouse. He was requesting that restrictions on both sides of the road be imposed. If that was not possible he suggested that arrangements to ensure the business did not incur penalty charges whilst loading in that area be implemented.

In response it was explained that the TRO under discussion did not provide a solution to allow the business to park but restrict other users. It did include an exception to allow 30 minutes for loading/unloading and the issue could be discussed with the Council Wardens.

Officers from the Transportation and Highways Section and the Bradford West Area Coordinator were thanked for their involvement and help with the issue.

Resolved

- (1) That the proposed Traffic Regulation Order for waiting restrictions at various sites in Bradford West be modified to abandon proposals for Arthington Street; to incorporate the changes to Town End as shown on the attached drawing TDG/THCW/103076/CON-10B and Paradise Street as shown on the attached drawing TDG/THCW/103076/CON-20B; and the remaining objections be overruled.**
- (2) That the modified Traffic Regulation Order be sealed and implemented.**
- (3) That the objectors be informed accordingly.**
- (4) That the Strategic Director, Regeneration, be requested to give consideration to loading arrangements on Frizinghall Road in the vicinity of Salisbury Road and, if feasible, add to the list for future consideration by the Bradford West Area Committee.**

***Overview and Scrutiny Area: Environment and Waste Management
Action: Strategic Director, Regeneration***

30. LOCAL HIGHWAY MAINTENANCE - DEVOLUTION UPDATE & FUNCTION



OVERVIEW

The report of the Strategic Director, Regeneration (**Document “O”**) detailed how the service currently managed the Local Highway Maintenance (LHM) function and allocated resources.

It also updated Members with regard to current operations being undertaken on the network and the indicative costs of works undertaken in the current financial year.

The report revealed the proportion of the budget already spent and, in response to questions, Members were assured that their were enough staffing resources to ensure the budget remained on target.

Works to tarmac unadopted streets was questioned and it was explained that this could not be undertaken. Gullies would not be cleared as only those on the adopted highway were dealt with.

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 CAT3/4 works as shown in Appendices 5 and 6 be approved.

***Overview and Scrutiny Area: Environment and Waste Management
Action: Strategic Director, Regeneration***

31. WARM HOMES HEALTHY PEOPLE PROGRAMME (WHHP)

The Director of Public Health submitted **Document “P”** which raised awareness of the Warm Homes Healthy People Programme (WHHP) which offered short term interventions during the winter months, to support vulnerable households in the District and explore methods to sustain the programme beyond Public Health funding.

The report revealed the nine organisations in the current programme grant aided to deliver interventions. Data relating to referrals from the Bradford West constituency was provided.

Members were requested to urge their constituents to use the programme. It was questioned how a resident without access to a computer could apply.

It was explained that Members could make referrals, on line or on paper, to the programme and that GPs could also make referrals. The potential for language



issues was raised and it was confirmed that help was provided. The eligibility for refugees not receiving benefits was questioned and it was confirmed that they were included in the programme.

Resolved –

That the contents of Document “P” be noted and officers be supported to engage with WHHP by raising awareness and positively identifying vulnerable households and encouraging referrals through the WHHP programme.

***Overview and Scrutiny Area: Health and Social Care
Action: Strategic Director, Health and Wellbeing***

Chair

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

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

