

## Agenda for a meeting of the Shipley Area Committee to be held on Wednesday, 15 March 2017 at 6.00 pm in the Council Chamber, Bingley Town Hall

### Members of the Committee – Councillors

CONSERVATIVE	LABOUR	GREEN
Heseltine Shaw Barker Davies Riaz Townend	Greenwood	Love Warnes

### Alternates:

CONSERVATIVE	LABOUR	GREEN
Cooke Ellis Pennington M Pollard D Smith Whiteley	Hinchcliffe Ross-Shaw	H Hussain

### Notes:

- This agenda can be made available in Braille, large print or tape format on request by contacting the Agenda contact shown below.
- The taking of photographs, filming and sound recording of the meeting is allowed except if Councillors vote to exclude the public to discuss confidential matters covered by Schedule 12A of the Local Government Act 1972. Recording activity should be respectful to the conduct of the meeting and behaviour that disrupts the meeting (such as oral commentary) will not be permitted. Anyone attending the meeting who wishes to record or film the meeting's proceedings is advised to liaise with the Agenda Contact who will provide guidance and ensure that any necessary arrangements are in place. Those present who are invited to make spoken contributions to the meeting should be aware that they may be filmed or sound recorded.
- If any further information is required about any item on this agenda, please contact the officer named at the foot of that agenda item.

***Decisions on items marked \* are not Executive functions and may not be called in under Paragraph 8.7 of Part 3E of the Constitution.***

**From:**

**To:**

Parveen Akhtar

City Solicitor

Agenda Contact: Palbinder Sandhu

Phone: 01274 432269

E-Mail: palbinder.sandhu@bradford.gov.uk



## A. PROCEDURAL ITEMS

### 1. ALTERNATE MEMBERS (Standing Order 34)

The City Solicitor will report the names of alternate Members who are attending the meeting in place of appointed Members.

### 2. DISCLOSURES OF INTEREST

(Members Code of Conduct - Part 4A of the Constitution)

To receive disclosures of interests from members and co-opted members on matters to be considered at the meeting. The disclosure must include the nature of the interest.

An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.

*Notes:*

- (1) *Members may remain in the meeting and take part fully in discussion and voting unless the interest is a disclosable pecuniary interest or an interest which the Member feels would call into question their compliance with the wider principles set out in the Code of Conduct. Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.*
- (2) *Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations, and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.*
- (3) *Members are also welcome to disclose interests which are not disclosable pecuniary interests but which they consider should be made in the interest of clarity.*
- (4) *Officers must disclose interests in accordance with Council Standing Order 44.*

### 3. MINUTES

**Recommended –**

**That the minutes of the meeting held on 1 February 2017 be signed as a correct record (previously circulated).**

(Palbinder Sandhu – 01274 432269)



**4. INSPECTION OF REPORTS AND BACKGROUND PAPERS**

(Access to Information Procedure Rules – Part 3B of the Constitution)

Reports and background papers for agenda items may be inspected by contacting the person shown after each agenda item. Certain reports and background papers may be restricted.

Any request to remove the restriction on a report or background paper should be made to the relevant Strategic Director or Assistant Director whose name is shown on the front page of the report.

If that request is refused, there is a right of appeal to this meeting. Please contact the officer shown below in advance of the meeting if you wish to appeal.

(Palbinder Sandhu - 01274 432269)

**5. PUBLIC QUESTION TIME**

(Access to Information Procedure Rules – Part 3B of the Constitution)

To hear questions from electors within the District on any matter this is the responsibility of the Committee.

**Questions must be received in writing by the City Solicitor in Room 112, City Hall, Bradford, BD1 1HY, by mid-day on Monday 13 March 2017.**

(Palbinder Sandhu - 01274 432269)

**B. BUSINESS ITEMS**

**6. OBJECTION TO PROPOSED INTRODUCTION OF A 'PROHIBITION OF MOTOR VEHICLES (EXCEPT FOR ACCESS)' LEGAL ORDER ON WILLOWFIELD CRESCENT, WROSE**

**Windhill  
and Wrose**  
1 - 10

The Strategic Director of Place will submit **Document “AL”** which considers a single objection received in response to the formal advertising of a proposed Traffic Regulation Order regarding the introduction of a 'Prohibition of Motor Vehicles (Except For Access)' legal Order on Willowfield Crescent, Wrose.

**Recommended –**

**(1) That the objection to the proposals as formally advertised (and as shown on Drawing No TDG/THN/103509/TRO-1A and attached to Document “AL” as Appendix 1) be overruled, and that the Order be sealed and implemented as advertised.**

**(2) That the objector be advised accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee)

(Simon D'Vali – 01274 432100)



7. **PETITION FOR A RESIDENTS PERMIT PARKING SCHEME ON A SECTION ON CHURCH STREET, CULLINGWORTH**

**Bingley Rural**  
11 - 24

The Strategic Director of Place will submit **Document “AM”** which considers a petition requesting the introduction of a residents permit parking scheme on the section of Church Street immediately fronting properties nos.4 – 14 Church Street and no.1 Francis Square.

**Recommended –**

**(1) That the petitioners’ request for a residents permit parking scheme on a section of Church Street, Cullingworth, be included within the list of scheme candidates considered annually by this Committee for possible inclusion within its future Capital Works Programme.**

**(2) That the lead petitioner be advised accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee)

(Simon D’Vali – 01274 432100)

8. **HIGHWAY MAINTENANCE NON-CLASSIFIED ROADS AND SURFACE DRESSING ALLOCATION FOR SHIPLEY CONSTITUENCY - 2017/18**

**All Wards**  
25 - 36

The Strategic Director of Place will submit **Document “AN”** which provides information on the Capital Highway Maintenance funding element of the Local Transport Plan for 2017/18 and makes recommendations on the allocation for Non-Classified road resurfacing schemes and Surface Dressing sites in the Shipley constituency.

**Recommended –**

**That the proposed programme of works for 2017/18 as shown in Appendices 2 and 3 of Document “AN” be approved.**

(Environment and Waste Management Overview and Scrutiny Committee)

(Andy Fisher – 01535 618297)

THIS AGENDA AND ACCOMPANYING DOCUMENTS HAVE BEEN PRODUCED, WHEREVER POSSIBLE, ON RECYCLED PAPER



## **Report of the Director of Place to the meeting of the Shipley Area Committee to be held on 15 March 2017.**

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**AL**

**Subject:**

**Consideration of a formal objection to the proposed introduction of a 'Prohibition of Motor Vehicles (Except For Access)' legal Order on Willowfield Crescent, Wrose.**

**Summary statement:**

**This report considers a single objection received in response to the formal advertising of a proposed Traffic Regulation Order regarding the introduction of a 'Prohibition of Motor Vehicles (Except For Access)' legal Order on Willowfield Crescent, Wrose.**

**It is recommended:**

- **That the objection be overruled and the Order be sealed and implemented as advertised.**
- **That the objector be advised accordingly.**

**Ward 28 – Windhill and Wrose**

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**Steve Hartley  
Strategic Director  
(Place)**

**Portfolio:**

**Housing, Planning and Transport**

**Report Contact: Simon D'Vali  
Phone: (01274) 432100  
E-mail:  
[simon.dvali@bradford.gov.uk](mailto:simon.dvali@bradford.gov.uk)**

**Overview & Scrutiny Area:**

**Environment and Waste Management**

## 1. Summary

This report considers a single objection received in response to the formal advertising of a proposed Traffic Regulation Order (TRO) regarding the introduction of a 'Prohibition of Motor Vehicles (Except For Access)' legal Order on Willowfield Crescent, Wrose.

The proposed TRO is considered necessary:

- In order to preserve and improve the amenities of the area through which the road runs;
- To avoid danger to persons or other traffic using Willowfield Crescent or adjoining roads, and
- To prevent the likelihood of any such danger arising.

## 2. Background

- 2.1 Willowfield Crescent is located immediately North West of the Five Lane Ends roundabout, Idle, and links Wrose Road and Highfield Road.
- 2.2 Willowfield Crescent is residential in nature (comprising 26 houses) with housing on both sides of the road .The carriageway is 5.5 metres wide and subject to a 30mph speed limit.
- 2.3 A survey (involving an electronic data logger) carried out on Willowfield Crescent between 17<sup>th</sup> and 22<sup>nd</sup> of January 2017 produced those through traffic volumes tabulated below.

Survey Date 24 hour period	From Wrose Road to Highfield Road	From Highfield Road to Wrose Road
18 <sup>th</sup> January 2017	514	267
19 <sup>th</sup> January 2017	574	249
20 <sup>th</sup> January 2017	598	290
21 <sup>st</sup> January 2017	374	217

Committee Members should be aware that the data logger recorded traffic volumes at a single location along Willowfield Crescent (as opposed to vehicles entering and exiting the street) and therefore not all recorded vehicles may have been 'through traffic'.

- 2.4 Following concerns being expressed with 'through traffic' using Willowfield Crescent and the associated potential road safety implications, on 27 July 2016, this Committee included the request for a 'Prohibition of Motor Vehicles (Except For Access)' legal Order on Willowfield Crescent, Wrose, within its capital works programme.
- 2.5 Ward Members and the emergency services were consulted on those traffic management proposals identified within Appendix 1 of this report in September 2016, with no adverse comments being received.
- 2.6 The proposed TRO associated with the scheme identified within Appendix 1 of this report was formally advertised on Friday 20<sup>th</sup> January 2017 for a three week period.
- 2.7 In response to the formal advertising of the proposed TRO, a single objection was received.
- 2.8 Ward Members have been notified of the formal objection, and continue to fully support the introduction of the proposed TRO.
- 2.9 The objector's concerns and officer comments are outlined within Appendix 2 of this report.

### **3. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION**

This report has not been considered by the Overview and Scrutiny Committee.

### **4. Options**

#### **4.1 Option 1**

- That the objection to the proposals as formally advertised (and as shown on Drawing No. TDG/THN/103509/TRO-1A and attached to this report as Appendix 1) be overruled, and that the Order be sealed and implemented as advertised.
- That the objector be advised accordingly.

#### **4.2 Option 2**

- That the objection to the proposals as formally advertised (and as shown on Drawing No. TDG/THN/103509/TRO-1A and attached to this report as Appendix 1) be upheld, and that the scheme proposals be abandoned.
- That the objector be advised accordingly.

#### **4.3 Option 3**

- Members may prefer to take a course of action other than that indicated in the above options or the recommendations, in which case they will receive appropriate guidance from officers.

### **5. FINANCIAL & RESOURCE APPRAISAL**

#### **5.1 Financial**

The costs necessary to introduce the proposed scheme (including the processing of the associated Traffic Regulation Order) has been allocated from this Committee's capital allocation.

#### **5.2. Resources**

The proposed traffic management works can be processed within existing staff resources.

### **6. RISK MANAGEMENT**

There are no risk management implications.

### **7. LEGAL APPRAISAL**

There are no legal implications at present.



## **8. OTHER IMPLICATIONS**

### **8.1 EQUALITY AND DIVERSITY**

In the event that the proposed scheme is developed further, due regard would be given to Section 149 of the Equality Act 2010

### **8.2 SUSTAINABILITY IMPLICATIONS**

There are no sustainability implications

### **8.3 GREENHOUSE GAS EMISSIONS IMPACTS**

There are no implications regarding greenhouse gas emissions impacts

### **8.4 COMMUNITY SAFETY IMPLICATIONS**

The proposed traffic management measures shown within Appendix 1 of this report are intended to:

- Preserve and improve the amenities of the area through which the road runs;
- Avoid danger to persons or other traffic using Willowfield Crescent or adjoining roads, and
- Prevent the likelihood of any such danger arising.

### **8.5 HUMAN RIGHTS ACT**

There are no implications for human rights

### **8.6 TRADE UNION**

There are no implications for the trade unions

### **8.7 WARD IMPLICATIONS**

Willowfield Crescent is located with the Windhill & Wrose ward.

**9. NOT FOR PUBLICATION DOCUMENTS**

None

**10. RECOMMENDATIONS**

**10.1 Option 1**

- That the objection to the proposals as formally advertised (and as shown on Drawing No TDG/THN/103509/TRO-1A and attached to this report as Appendix 1) be overruled, and that the Order be sealed and implemented as advertised.
- That the objector be advised accordingly.

**11. APPENDICES**

- 11.1 Drawing No. TDG/THN/103509/TRO-1A (Scheme proposals as formally advertised) (Appendix 1)

**12. BACKGROUND DOCUMENTS**

- 12.1 Report to the Director of Regeneration and Culture to the meeting of this Committee held on 27 July 2016.



## Appendix 2

<b>Objector's Comment</b>	<b>Officer Comment</b>
<ul style="list-style-type: none"> <li>Some years ago the residents of Cyprus Drive tried to have that thoroughfare closed to through traffic. The request was turned down on the grounds that it would increase pressure on the already congested Thackley Corner, with vehicles having to cross over Leeds Road from Town Lane into Thackley Road instead of turning left and then using Cyprus Drive as their route to the Brackendale estate.</li> </ul>	<ul style="list-style-type: none"> <li>Cyprus Drive/Avenue is on Bradford East Area Committee's list of scheme candidates considered annually for possible inclusion within its capital works programme (concerns with the site first being raised in 2011 and then in 2013). The decision not to include Cyprus Drive/Avenue within its capital works programme rests with the Bradford East Area Committee alone – the request relating to Cyprus Drive/Avenue falling outside the remit of the Shipley Area Committee.</li> </ul>
<ul style="list-style-type: none"> <li>If Willowfield Crescent is made 'Access Only', even more traffic will be forced to use the nightmare roundabout at Five Lane Ends. At present some vehicles heading from Wrose to the Thackley and Idle area use Willowfield Crescent to avoid the roundabout. Vehicles travelling up King's Road from Bradford do the same, cutting across from Wrose Road into Highfield Road.</li> </ul>	<ul style="list-style-type: none"> <li>It is appreciated that at present, some drivers travelling along Wrose Road choose to access Highfield Road via Willowfield Crescent in order to avoid negotiating the roundabout. The proposed 'Access Only' Order seeks to address the use of this residential street as a means of by-passing the roundabout.</li> </ul>

<ul style="list-style-type: none"> <li>When travelling from Highfield Road to Wrose Road, motorists travelling up Highfield Road can cut along Willowfield Crescent to Wrose Road and turn left there to join the queue for Five Lane Ends roundabout (a right turn on the roundabout from Highfield Road into Wrose Road is possible but not recommended for the faint hearted). It is always much easier to get into the roundabout from Wrose Road than it is from Highfield Road, where long queues can build up, particularly at peak times.</li> </ul>	<ul style="list-style-type: none"> <li>The claim that some drivers on Highfield Road choose to enter Willowfield Crescent with a view to then entering the roundabout from Wrose Road (rather than enter the roundabout directly via Highfield Road) is merely anecdotal. Officers have no tangible evidence to support the claim that some drivers choose this circuitous route in order to access the roundabout. Any driver who turned right from Highfield Road into Willowfield Crescent, and then subsequently turned left into Wrose Road to access the roundabout would be choosing to negotiate two junctions as opposed to no junction manoeuvre if they entered the roundabout direct via Highfield Road. If the objector is correct in his claim, there is a need to prevent Willowfield Crescent (which is residential in nature) from been used as a alternative approach route to the roundabout.</li> </ul>
<ul style="list-style-type: none"> <li>If Willowfield Crescent is closed to through traffic, the inevitable result will be an even busier Five Lane Ends roundabout, increasing the risk of accidents and making life even more difficult for pedestrians who are not well catered for at the ends of Wrose Road and Highfield Road.</li> </ul>	<ul style="list-style-type: none"> <li>The roundabout is better suited to coping with traffic accessing Highfield Road from Wrose Road (and vice versa) than is the narrow and residential Willowfield Crescent.</li> <li>If the proposed Access Only Order is implemented, pedestrians crossing either end of Willowfield Crescent are less likely to come into conflict with turning vehicles at its junctions with Highfield Road and Wrose Road.</li> </ul>

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## **Report of the Director of Place to the meeting of the Shipley Area Committee to be held on 15 March 2017**

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**AM**

**Subject:**

**A report in response to a petition requesting the introduction of a residents permit parking scheme on a section on Church Street, Cullingworth.**

**Summary statement:**

**This report considers a petition requesting the introduction of a residents permit parking scheme on that section of Church Street immediately fronting properties nos.4 – 14 Church Street and no.1 Francis Square.**

**It is recommended:**

- **That the petitioners' request for a residents permit parking scheme on a section of Church Street, Cullingworth, be included within that list of scheme candidates considered annually by this Committee for possible inclusion within its future Capital Works Programme.**
- **That the lead petitioner be advised accordingly.**

**Ward 03 – Bingley Rural**

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**Steve Hartley  
Strategic Director  
(Place)**

**Portfolio:**

**Housing, Planning and Transport**

**Report Contact: Simon D'Vali  
Phone: (01274) 432100  
E-mail: [simon.dvali@bradford.gov.uk](mailto:simon.dvali@bradford.gov.uk)**

**Overview & Scrutiny Area:**

**Environment and Waste Management**

## 1. Summary

This report considers a petition requesting the introduction of a residents only Permit Parking (ROPP) scheme on that section of Church Street immediately fronting properties nos.4 – 14 Church Street and no.1 Francis Square. The petitioners claim that in recent years, parking has become increasingly difficult for local residents due to parking associated with the nearby public house, church, village hall, and shop.

## 2. Background

- 2.1 In September 2016, the Council received a petition from eight residents of Church Street, Cullingworth, requesting the introduction of a residents permit parking scheme on that section of Church Street immediately fronting properties nos.4 – 14 Church Street and no.1 Francis Square. A copy of the petition is attached as Appendix 1 to this report.
- 2.2 The petitioners have requested a permit parking scheme at the location shown within Appendix 2 of this report due to claims that in recent years, convenient on-street parking availability has become limited due to parking demand being generated by:
- St John's Church (which has no dedicated car park);
  - 'THS' hair salon; and
  - Functions at Cullingworth Village Hall.
- 2.3 The petitioners also claim that the current parking situation will be exacerbated if Cullingworth Village Hall is relocated to Lodge Street/Mill Street, and new housing is constructed on the site of the existing village hall.
- 2.4 Properties nos.4 – 14 Church Street have no off-street parking availability, whilst no.1 Francis Square has off-street parking provision for at least one vehicle (this parking provision being accessed via Francis Square car park (commonly referred to as the Village Hall car park).
- 2.5 With the exception of a 10 metre length of 'No Waiting At Any Time' parking restriction (extending from its junction with Halifax Road) on the same side of Church Street as properties nos 4 – 14 Church Street, this side of the road has no parking restrictions.
- 2.6 'No Waiting At Any Time' parking restrictions are in place on the opposite side of Church Street (ie. fronting Curtis House). Curtis House has off-street parking provision comprising seven parking bays.
- 2.7 Wilsden Village Hall (of which there are proposals to relocate to Lodge Street/Mill Street, Cullingworth) adjoins no.1 Francis Square, and has a car park (referred to as Francis Square within Appendix 2 of this report) comprising 17 formal parking bays. Parking within the Village Hall/Francis Square car park is unrestricted.



- 2.8 On 13 December 2016, those residents immediately fronting the requested permit parking bay received a covering letter and questionnaire. Residents were asked to complete and return the questionnaire (attached to this report as Appendix 3). The information contained within the questionnaires enabled an on-street parking survey to be carried out on 16 January 2017, and for analysis to determine which surveyed vehicles belonged to residents.
- 2.9 The linear section of Church Street to which the survey related can accommodate a maximum of seven vehicles at any one time, and the survey monitored the parking situation during the morning period 07:00 – 10:00, and afternoon period 15.00 – 19.00.
- 2.10 The parking survey results (shown within Appendix 4 of this report), show that during the survey period 07:00 – 10:00, for 3 of the 30 minute survey periods, only 2 parking spaces were available, whilst for the remaining four 30 minute survey periods, at least 3 spaces were available.
- 2.11 During the entire afternoon survey period (15:00 – 19:00), six of the seven parking spaces were occupied. The same six vehicles remained parked within the survey zone throughout the entire four hour afternoon survey period. On the basis of the questionnaire responses, only two of the six vehicles belonged to local residents.
- 2.12 In 2001, Bradford Council's Executive Committee approved an amended policy regarding the criteria to be met to give consideration to on-street permit parking schemes. The current criteria (as approved in 2001) is shown within Appendix 5 of this report.

### **3. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION**

This report has not been considered by the Overview and Scrutiny Committee.

### **4. Options**

#### **4.1 Option 1 (Recommended)**

- That the petitioners' request for a residents permit parking scheme on a section of Church Street, Cullingworth, be included within the list of scheme candidates considered annually by this Committee for possible inclusion within its future Capital Works Programme.
- That the lead petitioner be advised accordingly.

4.2 **Option 2 (Not Recommended)**

- That no further action be taken regarding the petitioners' request for a residents permit parking scheme on a section of Church Street, Cullingworth.
- That the lead petitioner be advised accordingly.

4.3 **Option 3 (Not Recommended)**

- Members may prefer to take a course of action other than that indicated in the above options or the recommendations, in which case they will receive appropriate guidance from officers.

**5. FINANCIAL & RESOURCE APPRAISAL**

5.1 **Financial**

The costs necessary to introduce the requested scheme (including the processing of the associated Traffic Regulation Order) would be in the region of £7,000 and would need to be allocated from this Committee's capital allocation.

5.2. **Resources**

The requested traffic management scheme (if progressed) could be processed within existing staff resources.

**6. RISK MANAGEMENT**

There are no risk management implications

**7. LEGAL APPRAISAL**

There are no legal implications at present

**8. OTHER IMPLICATIONS**

8.1 **EQUALITY AND DIVERSITY**

In the event that the requested scheme was progressed, due regard would be given to Section 149 of the Equality Act 2010

**8.2 SUSTAINABILITY IMPLICATIONS**

There are no sustainability implications

**8.3 GREENHOUSE GAS EMISSIONS IMPACTS**

There are no implications regarding greenhouse gas emissions impacts

**8.4 COMMUNITY SAFETY IMPLICATIONS**

There are community safety implications.

**8.5 HUMAN RIGHTS ACT**

There are no implications for human rights

**8.6 TRADE UNION**

There are no implications for the trade unions

**8.7 WARD IMPLICATIONS**

Church Street, Cullingworth, is situated in Bingley Rural.

**9. NOT FOR PUBLICATION DOCUMENTS**

None

**10. RECOMMENDATIONS**

**10.1 Option 1 (Recommended)**

- That the petitioners' request for a residents permit parking scheme on a section of Church Street, Cullingworth, be included within the list of scheme candidates considered annually by this Committee for possible inclusion within its future Capital Works Programme.
- That the lead petitioner be advised accordingly.

**11. APPENDICES**

11.1 A copy of the petition – Appendix1

11.2 Drawing No.TDG/THN/48233/1 identifying the location of the requested ROPP Bay – Appendix 2

- 11.3 Questionnaire regarding ROPP requests – Appendix 3
- 11.4 Results of on-street parking survey carried out on Monday 16<sup>th</sup> January 2017 – Appendix 4
- 11.5 Amended criteria for prioritising requests for community on-street permit parking schemes – Appendix 5

## **12. BACKGROUND DOCUMENTS**

- 12.1 Report to the Strategic Director (Regeneration) in 2001 regarding ROPP policy.

## Appendix 1

10<sup>th</sup> September 2016

Bradford Metropolitan District Council  
Transport and Roads

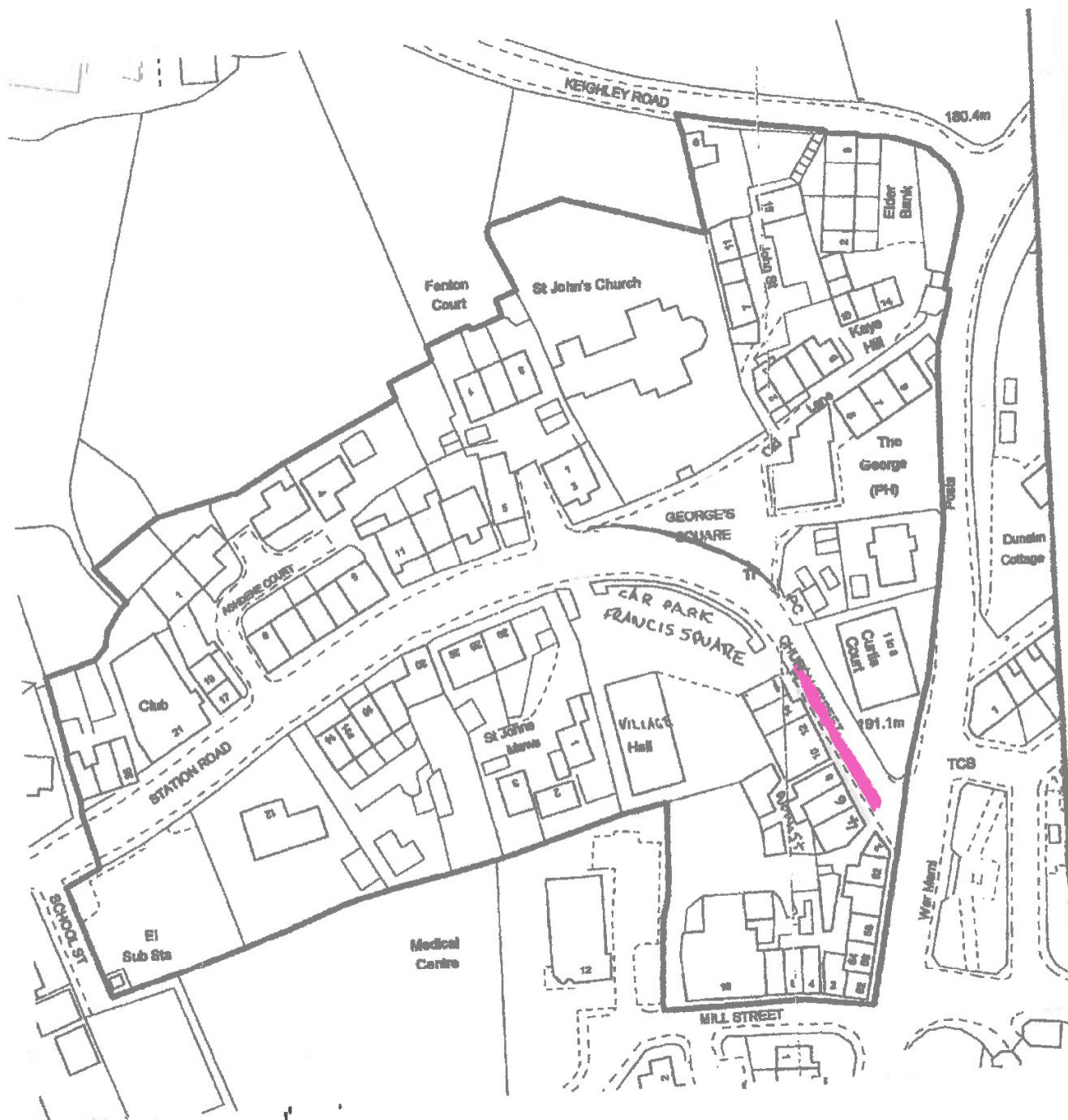
Petition by residents of Church Street, Cullingworth for residents only car parking permit scheme.

Dear Sir or Madam,

All the residents of the above street wish to apply for a resident's only parking scheme, they are :-

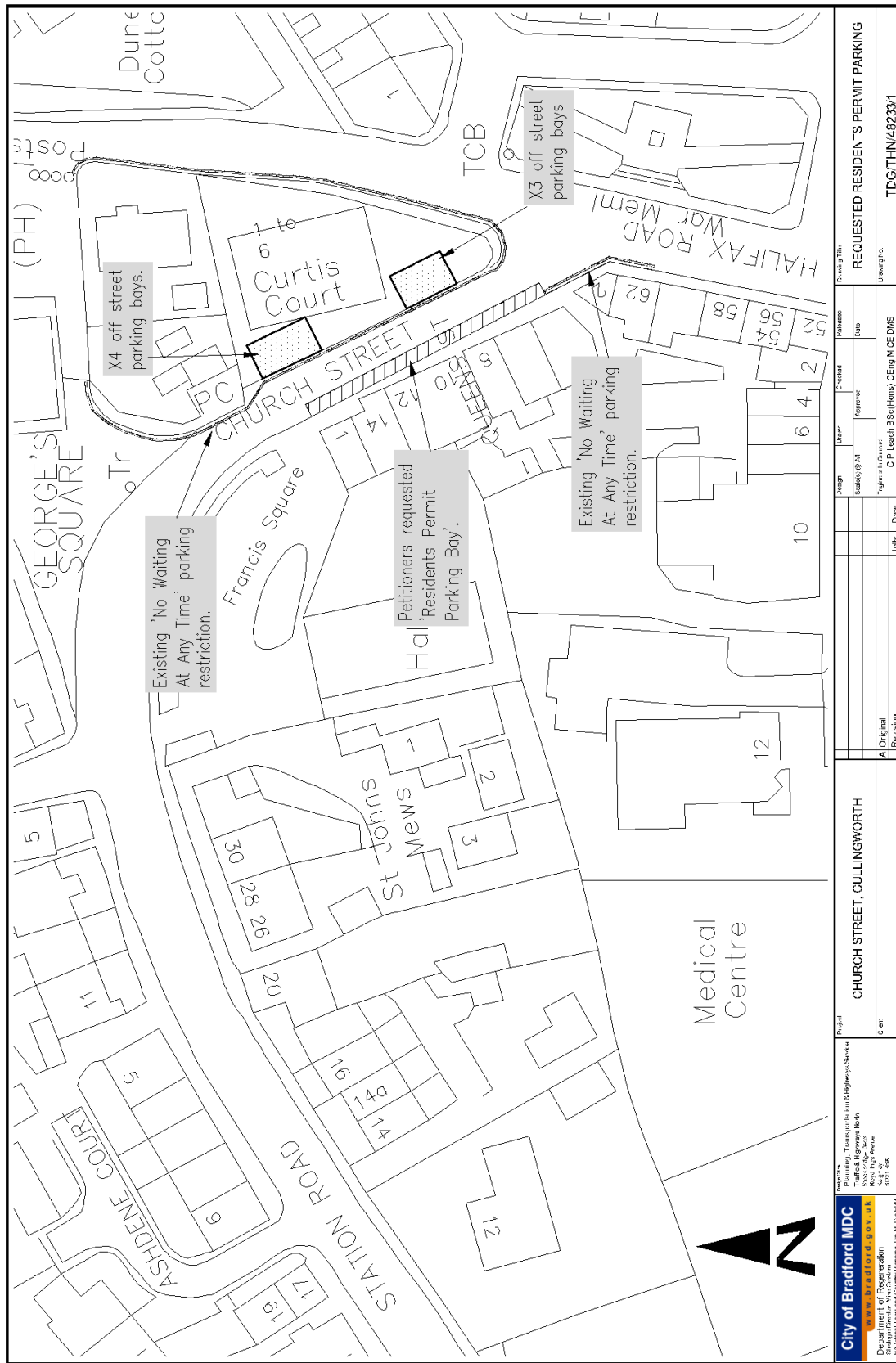
Our main reasons for this request are as follows:-

- Parking has become increasingly difficult over recent years due to the expansion of The George public house which continues to increase in popularity due in main to its excellent restaurant which causes its car park to overflow into Church Street, particularly at peak times such as Sunday lunch time.
- St John's Church has periodic high demands on car parking space on Church Street. It has no car park of its own and used to use the George square car park in front of The George Public House. This has become impossible due to the increase in popularity of The George.
- THS (The Hair Studio) hairdressers at 2 Church Street can often take up to half the parking spaces on Church Street.
- The Village Hall has its own car park which is often used by Church Street residents (as a last resort), patrons of The George public house and people attending functions at St John's Church. Many of the functions held at the Village Hall cause an overspill of the car park onto Church Street. This has become more frequent due to the increase in functions as the Village hall strives to gain increased funds towards the construction of a new Village Hall at a different site.
- Looking to the future, it is now seems certain that a new Village Hall will be constructed on Mill Gate and new housing constructed on the site of the old Village Hall and car park. The loss of this valuable car parking space will turn an extremely difficult situation into an impossible to manage state. We already have anger and conflict caused by the current situation. We believe that residents should have first call on available car parking space.



AREAS MENTIONED IN PETITION  
PROPOSED RESIDENTS PERMIT PARKING SCHEME

# Appendix 2



<b>City of Bradford MDC</b> Planning, Transportation & Highways Services City of Bradford Metropolitan District Council Department of Regeneration 3021-56 3021-56		<b>CHURCH STREET, CULLINGWORTH</b> Project C ref:		<b>REQUESTED RESIDENTS PERMIT PARKING</b> Unwarranted TDDG/THN/482331	
A: Original Revision	Date	Date	Date	Date	Date
Approved by C. Ward Approved by C. Ward	Approved by C. Ward	Approved by C. Ward	Approved by C. Ward	Approved by C. Ward	Approved by C. Ward

## Appendix 3

### REQUEST FOR RESIDENTS PERMIT PARKING SCHEME QUESTIONNAIRE

Please note – all responses to this questionnaire will be confidential.

Street name: ..... House number: .....

Occupant's name: .....

Number of vehicles in household: .....

Registration number of:

Vehicle 1: ..... Vehicle 2: .....

Vehicle 3: ..... Vehicle 4: .....

How many of your vehicles are usually parked on that section of Church Street shown shaded orange on the attached plan?  
.....

How many of your vehicles are usually parked in a driveway? .....

How many of your vehicles are usually parked in a private garage? .....

Is there a disabled permit parking place outside your property? .....

#### Question A:

When do the worst parking problems occur? *(Please tick one box only)*

- |                             |                          |   |
|-----------------------------|--------------------------|---|
| Working Day (8am till 6pm)  | <input type="checkbox"/> | if ticked please answer question B only.      |
| Evening (6pm till midnight) | <input type="checkbox"/> | if ticked please answer question C only.      |
| Weekend                     | <input type="checkbox"/> | if ticked please answer question D only.      |
| Very infrequently or never  | <input type="checkbox"/> | if ticked, thank you for completing the form. |

P.T.O.



Please answer only ONE of questions B and C

**Question B:**

Generally, are 80% of available on-street parking spaces occupied for more than 6 hours per day and for more than 4 days per week?

Yes

No

**Question C:**

Generally, are 80% of available on-street parking spaces occupied for more than 4 hours per evening and for more than 4 evenings per week?

Yes

No

**Question D:**

Which times are worst on a weekend?

.....  
.....  
.....

**Question E:**

When do you experience most difficulties parking on the street?

*(Please provide particular days and times below)*

.....  
.....

Please return the completed questionnaire in the Freepost envelope by Friday 13<sup>th</sup> January 2017.

**Appendix 4**

Results of on-street parking survey carried out on Monday 16<sup>th</sup> January 2017.

<b>Survey Period</b>	<b>Total no. of parked vehicles</b>	<b>Occupancy Rate</b>	<b>No. of residents' vehicles</b>	<b>No. of non-residents' vehicles</b>
7:00	5	71%	2	3
7:30	4	57%	2	2
8:00	4	57%	2	2
8:30	3	43%	1	2
9:00	4	57%	1	3
9:30	5	71%	1	4
10:00	5	71%	1	4
15:00	6	86%	2	4
15:30	6	86%	2	4
16:00	6	86%	2	4
16:30	6	86%	2	4
17:00	6	86%	2	4
17:30	6	86%	2	4
18:00	6	86%	2	4
18:30	6	86%	2	4
19:00	6	86%	2	4

## Appendix 5

### **AMENDED 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 (ie 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 (eg overcome weekday commuter issue using a Monday to Friday 8.00am to 6.00pm Order)

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## **Report of the Strategic Director, Place, to the meeting of the Shipley Area Committee to be held on 15 March 2017**

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**AN**

### **Subject:**

**HIGHWAY MAINTENANCE NON-CLASSIFIED ROADS AND SURFACE DRESSING ALLOCATION FOR SHIPLEY CONSTITUENCY - 2017/18**

### **Summary statement:**

This report provides information on the Capital Highway Maintenance funding element of the Local Transport Plan for 2017/18 and makes recommendations on the allocation for Non-Classified road resurfacing schemes and Surface Dressing sites in the Shipley constituency.

Wards: All Shipley Constituency

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Steve Hartley  
Strategic Director of Place

### **Portfolio:**

Regeneration, Planning & Transport

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### **Overview & Scrutiny Area:**

Environment and Waste Management

## **1.0. SUMMARY**

- 1.1 This report provides information on the Capital Highway Maintenance element of the Local Transport Plan for 2017/18 and makes recommendations on the allocation for Non-classified road resurfacing schemes and Surface Dressing sites in the Shipley constituency.

## **2.0. BACKGROUND**

- 2.1 The Capital Highway Maintenance element of the Local Transport Plan for all classifications of road in Bradford for 2017/18 is £5,379,193. This covers A, B, C Classified roads and Non-Classified roads. The figure includes a department for Transport (DfT) Pothole Fund allocation of £428,000.
- 2.2 It is essential that local highway maintenance continues to be prioritised, reflecting the economic and social importance to communities and the need to safeguard the largest single local public asset. As such, the allocation is to be prioritised on those roads in most need of maintenance.
- 2.3 The varying types and classifications of roads are routinely monitored by standardised survey equipment. The sites chosen for inclusion are those that have been shown to be in the most need of repair on the most recent survey. This is supplemented by those roads that are known to have suffered increased deterioration due to the ageing process and recent winter weather.
- 2.4 For information purposes, Appendix 1 summarises the road surfacing schemes completed in the Shipley constituency during the 2016/17 financial year.
- 2.5 A recommended list of Non-Classified and Surface Dressing sites is included in Appendices 2 and 3 (respectively) attached.
- 2.6 The full list of Non-Classified resurfacing sites (Appendix 2) is detailed in priority order, based on road condition. The cut off between 'priority' and 'reserve' sites coincides with a value of circa £280,000 as described in paragraph 4.1. Members may seek to substitute schemes from the priority list with those from the reserve list as is deemed necessary to address local highway maintenance concerns. Also, if it transpires that it is not feasible to progress any of the originally selected schemes, these will be substituted with alternatives from the reserve list.
- 2.7 The suggested programme of Surface Dressing sites, totalling circa 13,000m (approx. £320,000) is attached as Appendix 3.
- 2.8 In order that programme delivery can be achieved within the 2017/18 financial year it is imperative that the committee approves a works programme at this stage.

### **3.0 OTHER CONSIDERATIONS**

3.1 There are no other considerations at this time.

### **4.0 FINANCIAL & RESOURCE APPRAISAL**

4.1 The total value of schemes in Appendix 2 exceeds the allocated budget for Non-Classified roads for 2017/18. This is £1.4m for the whole of the Bradford Metropolitan District, which equates to £280,000 for the Shipley constituency.

4.2 Indicative funding has been identified for each scheme but the actual cost will be determined through the scheme development process. The identification of a reserve list of works is necessary in order to offset schemes that will inevitably be delayed as a consequence of unforeseen circumstances such as work by statutory bodies and conflicts with other major schemes, etc. There may also need to be further adjustment to the programme following the more detailed costing process. Any sites that are deferred for whatever reason will roll over to the following year's list.

4.3 The total value of the schemes identified in Appendix 3 does not exceed the capital allocation for 2017/18 for Surface Dressing. This is £1.6m for the whole of the Bradford Metropolitan District and includes A, B and C Classified roads. Consequently it is the intention that work will be completed on all of those sites listed, however it is possible that some of the schemes may need to be deferred, again likely due to conflicts with works by other bodies, statutory undertakers, etc. Any schemes that are deferred for whatever reason will roll over to the following year's programme.

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

5.1 A failure to prioritise highway maintenance schemes based upon condition and safety survey data will result in an increased requirement for reactive maintenance and lead to a reduction in road safety conditions and an associated increase in successful insurance claims against the Council.

### **6.0 LEGAL APPRAISAL**

6.1 There are no specific issues arising from this report. The course of action proposed is in general accordance with the Councils power as Highway Authority.

6.2 All works undertaken will be carried out within the requirements of the Highways Act 1980.

### **7.0 OTHER IMPLICATIONS**

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

7.1.1 In writing this report, due regard has been given of the need to eliminate unlawful discrimination, harassment and victimisation, to advance quality of opportunity between different groups and to foster good relations between different groups

under Section 149 of the Equality Act 2010.

## **7.2 SUSTAINABILITY IMPLICATIONS**

7.2.1 Proactive repairs, such as surface dressing, serve to extend carriageway life.

## **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

7.3.1 There are no greenhouse gas implications arising from this report

## **7.4 COMMUNITY SAFETY IMPLICATIONS**

7.4.1 Maintenance of the local highway network is essential to ensure the safe passage of all road users.

## **7.5 HUMAN RIGHTS ACT**

7.5.1 There are no human rights implications arising from this report.

## **7.6 TRADE UNION**

7.6.1 There are no trade union implications arising from this report.

## **7.7 WARD IMPLICATIONS**

The programmes have been determined on the basis of condition surveys, hence the proposed level of funding may differ from ward to ward for the programme year. However it is considered that, over a number of years, monies expended on maintenance works within each Area Constituency will even out (proportionate to the length, nature and condition of highways).

## **7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS**

The development and implementation of schemes included in this report support priorities within the Shipley Area Committee Ward Plans 2017-18.

## **8.0 NOT FOR PUBLICATION DOCUMENTS**

8.1 None.

## **9.0 OPTIONS**

9.1 That the Shipley Area Committee adopts the recommended schemes detailed in Appendices 2 and 3.

9.2 That the Shipley Area Committee adopts the recommended schemes detailed in Appendices 2 and 3, with any substitutions (to a similar value) from the reserve list in Appendix 2.



**10.0 RECOMMENDATIONS**

- 10.1 That the Shipley Area Committee approves the proposed programme of works for 2017/18 as shown in Appendices 2 and 3.

**11.0 APPENDICES**

- 11.1 Appendix 1 – Highway Maintenance Capital Programme 2016/17 A, B, C Classified and Unclassified Roads Completed – Shipley Constituency.
- 11.2 Appendix 2 – Highway Maintenance Proposed Capital Programme for Non-PRN (Non-classified roads) 2017/18 – Shipley Constituency.
- 11.3 Appendix 3 – Proposed Programme for Surface Dressing 2017/18 – Shipley Constituency.

**12.0 BACKGROUND DOCUMENTS**

- 12.1 None.

**Appendix 1 - Highway Maintenance Capital Programme 2016/17  
A, B, C Classified and Unclassified Roads Completed – Shipley Constituency**

Highway Maintenance Capital Programme 2016/2017 - A, B, C Classified and Unclassified Roads Completed – Shipley Constituency						
Road Name	Ward	From	To	Length (m)	Budget Estimate	Cost
<b><u>Road Resurfacing (A,B and C)</u></b>						
Halifax Road, Flappit (A629)	Bingley Rural	Approaches to Haworth Rd Junction		100	£30,000	£24,800
Bradford Road, Shipley (A650)	Shipley	Springhurst Road	Wellington Crescent	210	£40,000	£41,900
Bradford Road, Shipley (A650)	Shipley	Wellington Crescent	Kirkgate (Patches)	60	£10,000	£48,000
Bradford Road, Nabwood (A650)	Shipley	Approaches to Crossing	Branksome Drive	100	£10,000	£12,000
Commercial Street, Shipley (A657)	Shipley	Crowgill Rd	Atkinson St	200	£45,000	£35,800
Canal Rd & Frizinghall Rd (A6037)	Windhill & Wrose	Between Ramps and Ramps		300	£65,000	£65,000
Long Causeway, Denholme (B6141)	Bingley Rural	A629	Whiteshaw House	400	£30,000	£28,300
Main Street, Bingley (B6265)	Bingley	Park Road Junction	Fernclyffe Rd	300	£50,000	£48,800
Halifax Road, Cullingworth (B6429)	Bingley Rural	Roundabout	and approaches	150	£25,000	£28,300
Otley Road, High Eldwick (C501)	Bingley	Craiglands Farm (Harveys)	Boundary	1,200	£100,000	£62,500
Otley Road, Eldwick (C510)	Bingley	Warren Lane	Parkside Anti Skid	300	£35,000	£30,500
			<b>Total (A,B and C)</b>	<b>3320</b>	<b>£440,000</b>	<b>£425,900</b>
<b><u>Road Resurfacing (Unclassified)</u></b>						
Croke Lane, Wilsden	Bingley Rural	Lane Side	Farndale Road (Micro)	100	£6,000	£5,700
Lee Close, Wilsden	Bingley Rural	Full Length	(Micro)	110	£6,000	£3,700
Tweedy Street, Wilsden	Bingley Rural	Full Length	(Micro)	170	£8,000	£8,800
Valley View, Baildon.	Baildon	Full length		350	£55,000	£29,000
Carr Lane Micklethwaite.	Bingley	100m section	Carr House Farm (Link Micklethwaite Lane)	100	£11,000	£9,000
Douglas Crescent, Shipley	Windhill & Wrose	Full Length	(Micro)	70	£4,000	£2,600
Poplar Grove, Baildon	Baildon	Full Length	(Micro)	55	£6,000	£4,300
Maple Grove, Baildon	Baildon	Full Length	(Micro)	60	£6,000	£3,800
St Lawrence Close, Bolton Woods	Windhill & Wrose	Full Length	(Micro)	100	£4,000	£3,800
Cliffe Avenue, Baildon	Baildon	Baildon Road	Old School Way	160	£16,000	£17,200
Dorchester Crescent, Baildon	Baildon	Full Length		160	£12,000	£20,600

Foster Park Rd. Denholme.	Bingley Rural	Sections	(Micro)	150	£6,000	£5,800
Hilton Cres Baildon (off Enfield Rd)	Baildon	Full Length	(Micro)	50	£2,000	£2,300
Kingsley Cres Baildon (off Enfield Rd)	Baildon	Full Length	(Micro)	35	£2,000	£2,100
Park Street, Saltaire.	Bingley Rural	Full Length	(Micro)	200	£8,000	£9,200
Buckle Lane, Menston	Wharfedale	Traffic Lights	Bridge	230	£25,000	£16,300
Micklethwaite Lane, Xflatts	Bingley	Canal	Sty Lane (Link Carr Lane)	180	£12,000	£12,600
Oakdale Grove, Wrose	Windhill & Wrose	Wrose Road	New houses	90	£9,000	£8,200
Gaisby Lane, Shipley	Windhill & Wrose	Thornhill Avenue	Festival Avenue	300	£42,000	£45,000
Ryecroft Road, Ryecroft	Shipley	Quarry	Hainworth Shaw Lane	800	£140,000	£55,000
			<b>Total (Unclassified)</b>	<b>3470</b>	<b>£380,000</b>	<b>£265,000</b>
			<b>Total (Shipley Area)</b>	<b>6790</b>	<b>£820,000</b>	<b>£690,900</b>

**Appendix 2 - Highway Maintenance Proposed Capital Programme for  
Non-PRN (Non-classified roads) 2017/18 – Shipley Constituency**

Site	Ward	From	To	Length (m)	Estimate
<b>Priority List</b>					
Farnley Road, Menston	Wharfedale	Full Length (Low Hall Rd)	Station Rd	275	£30,000
Dicks Garth Road, Menston	Wharfedale	Full Length		120	£8,000
Bramham Drive, Baildon	Baildon	Full Length		160	£10,000
Leyburn Grove, Shipley	Shipley	Full Length		120	£9,000
Dockfield Road, Shipley	Shipley	Eastern End	Aireside Road	200	£33,000
Hazebrouk Dr., Baildon	Baildon	Full Length		80	£18,000
Baker Street, Saltaire	Shipley	Full length		130	£16,000
Dockfield Road, Shipley	Shipley	Otley Road	Canal Bridge	400	£36,000
The Grove, Baildon	Baildon	Roundabout	Newton Way	120	£10,000
Avondale Road, Shipley	Shipley	Approaches to Grosvenor Road		500	£45,000
Poplar Drive, Shipley	Windhill and Wrose	Full Length		60	£8,000
Park Lane, Baildon	Baildon	Roundwood Road	Unadopted Section	190	£6,000
Hollin Head, Baildon	Baildon	Full Length		355	£28,000
Hollin Lane, Shipley	Windhill and Wrose	Full Length		300	£30,000
			<b>Total</b>	<b>3010</b>	<b>£287,000</b>
<b>Reserve List</b>					
Station Road, Menston	Wharfedale			330	£30,000
Station Road, Burley	Wharfedale	Main Street	Grange Rd	160	£20,000
Myrtle Grove, Bingley	Bingley	Full length		200	£20,000
Springhurst Road, Shipley	Shipley	Full Length		160	£20,000
Bankfield Road, Nab Wood	Shipley	Nab Wood Grove	Nab Wood Drive	250	£22,000
Lilac Grove, Shipley	Windhill and Wrose	Full length plus joints		265	£28,000
Wood Street, Baildon	Baildon	Full Length		55	£25,000
Back Grangefield Avenue, Burley	Wharfedale	Full Length		130	£10,000
Heaton Drive, Baildon.	Baildon			340	£40,000
Brown Lee lane, Harecroft	Bingley Rural	Full adopted length		75	£10,000
Haslam Gr., Wrose	Windhill and Wrose	Full Length	(Micro)	230	£8,000
Langford Lane, Burley	Wharfedale	Station Road	Lawn Avenue	300	£20,000
George Street, Baildon	Baildon	Full Length		40	£10,000
Roseberry Ave, Shipley	Windhill and Wrose		(Micro)	280	£10,000
Main Street, Menston	Wharfedale	Park Road	Cleasby Road	200	£20,000
Carr Lane, Micklethwaite	Bingley	Paddock Farm	Otley Road	330	£20,000
Gaisby Lane, Shipley	Windhill and Wrose	Festival Avenue	Livingstone Road	130	£16,000
Grange Rd., Burley	Wharfedale	Station Rd.	The Lawn	300	£34,000
Hill Crescent, Burley	Wharfedale	Section of re-kerbing		250	£30,000
Temple Rhydding Drive, Baildon	Baildon	Full Length		475	£55,000

Gaisby Lane, Shipley	Windhill and Wrose	Livingstone Road	Canal Road	280	£38,000
Hazel Heads, Baildon	Baildon	Full Length		300	£35,000
Denby Drive, Baildon.	Baildon	Full length plus joints		375	£45,000
Bertram Drive, Baildon	Baildon	Denby Drive	Green Road	440	£30,000
West Lane, Baildon	Baildon	Highmoor Walk	Lucy Hall Drive	550	£75,000
Victoria Street, Shipley	Shipley	Full Length	inc junction Saltaire Road	292	£40,000

### Appendix 3 – Proposed Programme for Surface Dressing 2017/18 – Shipley Constituency

Site	Ward	Length (m)	From	To
Bolton Hall Road, Bolton Woods	Windhill and Wrose	460	j/o Livingstone Road	10m past house no 159
Bingley Road, Cullingworth	Bingley Rural	690	a point 60m SE of j/o Keighley Road	j/o Dolphin Lane
Timble Drive, Eldwick	Bingley	385	Full length	
Barden Drive, Eldwick	Bingley	220	Full length	
Park Road, Bingley	Bingley	155	j/o Gasoline Alley	j/o Main Street
Staveley Road, Bingley	Bingley	140	Full length	
Westleigh, Bingley	Bingley	75	Full length	
Leyburn Grove, Bingley	Bingley	80	Full length	
Monk Barn Close, Bingley	Bingley	30	Full length	
Claremont Gardens, Bingley	Bingley	50	Full length	
Bradford Road, B6265, Bingley, near Cottingley	Bingley & Bingley Rural	1200	40m north of Southlands Grove	a point 70m north of j/o Cottingley New Road
Sty Lane / Greenhill Lane, near Micklethwaite	Bingley	300	Greenhill Mews on the bad corner	j/o Walsh Lane
Otley Road, High Eldwick, near East Morton	Bingley	500	j/o Heights lane in an easterly direction	for 500m
Kirklands Avenue, Baildon	Baildon	125	Full length	
Robin Walk, Shipley	Windhill and Wrose	120	Full length	
Lynton Drive, Shipley	Shipley	195	Full length	
Back Springswood Avenue West, Shipley	Shipley	100	Full length	
Thackley Old Road, Windhill	Windhill and Wrose	285	j/o Busy Lane	5m past house No 127
High Bank Lane, near Saltaire	Shipley	740	Northcliffe Golf Club entrance	j/o Cottingley Cliffe Road
Hillings Lane, Menston	Wharfedale	160	10m south of j/o Bingley Road, in a northerly direction	for a distance of 160m
Derry Hill, Menston	Wharfedale	330	j/o Main Street	a point of 30m south of house no 61
Orchard Grove, Menston	Wharfedale	70	Full length	
Coultas Close, Menston	Wharfedale	30	j/o Farnley Road	speed ramp
Farnley Close, Menston	Wharfedale	90	Full length	
Burley Lane, Menston	Wharfedale	375	a point 5m south of j/o Fairfax Road	j/o Westbourne Avenue
Endor Crescent, Burley	Wharfedale	210	Full length	
Moor Lane / Station Road, Burley	Wharfedale	1300	j/o Station Approach to j/o Moor Road (including the link road)	also connecting onto Moor Road)
Northgate / Moorgate, Baildon	Baildon	360	Cattle Grid	downhill side of zebra (not roundabout)
Moor Road, Burley Woodhead	Wharfedale	1200	j/o Moor Rd, Burley	j/o Moor Lane, Menston
Highfield Road, Wrose	Windhill and Wrose	340	Roundabout	j/o Woodsley Rd
A6038 Otley Road, Baildon	Baildon	1200	Railway Bridge	50m South of Sapper Jordan Rossi

				Park
B6144 Wilsden Road, Wilsden	Bingley Rural	300	j/o Back Lane	j/o Prune Park Lane
Goit Stock Terrace, Harden	Bingley Rural	80	Full length	
Florence Avenue, Wilsden	Bingley Rural	145	j/o Stapper Green	j/o Birchlands Avenue
Nab Wood Mount, Nab Wood	Shipley	100	Full length	
Collier Lane, Baildon	Baildon	310	Full length	Excluding Cul-de-sac Sections
Jenny Lane, Baildon	Baildon	265	j/o Northgate	j/o Heygate Lane
Moorland Crescent, Baildon	Baildon	230	Full length	
	<b>Total</b>	<b>12,945</b>		

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