

Minutes of a meeting of the Bradford East Area Committee held on Thursday, 18 October 2018 in Committee Room 1 - City Hall, Bradford

Commenced 6.00 pm
Concluded 6.45 pm

Present – Councillors

LABOUR	LIBERAL DEMOCRAT	BRADFORD INDEPENDENT GROUP
I Greenwood Jamil H Khan	R Ahmed Humphreys Stubbs Ward	Sajawal

Councillor H Khan in the Chair

21. DISCLOSURES OF INTEREST

No disclosures of interest in matters under consideration were received.

22. MINUTES

Resolved –

That the minutes of the meeting held on 6 September 2018 be signed as a correct record.

23. INSPECTION OF REPORTS AND BACKGROUND PAPERS

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

24. PUBLIC QUESTION TIME

There were no questions submitted by the public.

25. SPRING MILL STREET, LITTLE HORTON, BRADFORD - OBJECTIONS RECEIVED TO A PROPOSED TRAFFIC REGULATION ORDER

Document “M” considered objections to a proposed Traffic Regulation Order for No Waiting At Any Time restrictions on Spring Mill Street, Little Horton, Bradford. The restrictions had been proposed due to the construction of a bus depot with associated access .

The report outlined both the objections received and the officer comments in respect of them and the Principal Engineer, Traffic and Road Safety attended the meeting to explain the issues involved. He reminded members of the history to the matter and that it had previously been deferred for discussions with the developer of the proposed new bus depot. The developer had indicated that access was required to remain in the planned location but that it could be possible to provide additional parking within the curtilage of the new business. The Principal Engineer noted that a number of objectors were in attendance at the meeting and, after positive informal discussions with them prior to the commencement of the meeting, he proposed undertaking further discussions with the developer before bringing a report back to the Area Committee.

Members discussed the matter, concurring that this locality was very difficult for parking and that local businesses could be adversely affected if the situation was not resolved. They supported the Principal Engineer’s suggestion that further discussions take place before any decision was made. They also considered that a wider review in respect of parking provision in the area generally was necessary as local traffic included a range of vehicle type which exacerbated issues of access and parking.

A number of objectors attended the meeting and agreed with the proposal for further discussions, concurring with members’ views of the problems in the area.

Resolved –

- (1) That the Strategic Director, Place facilitate discussions with the developer to liaise with local businesses with a view to agreeing additional parking provision.**
- (2) That a review of the wider area be undertaken to consider options for possible parking provision improvements and, that a report to update Members on this and give consideration to the outstanding objections be presented to a future meeting of the Area Committee.**

(Regeneration and Environment Overview and Scrutiny Committee)

26. CITY CONNECT CYCLE ROUTE, BRADFORD - TRAFFIC REGULATION ORDER REVIEW



The Strategic Director, Place presented a report (**Document “K”**) which sought approval to advertise a Traffic Regulation Order to make minor amendments to parking restrictions at various sites following the implementation of the City Connect Cycle Route.

The report also advised on the outcome of a consultation exercise on permit parking introduced in the Gain Lane area in association with the City Connect Cycle Route, which had shown that, from the responses received, the majority of respondents were in favour of retaining permit parking.

Members went through the report in some detail and questioned specific proposals, including:-

- Who would use the proposed permit holders only parking in the laybys on Dick Lane?
- Whether the revocation of double yellow lines on Gain Lane and their replacement with single yellow lines meant that overnight parking would be possible?
- Would the retail premises on Gain Lane lose its access to the car park?
- Was there a possibility that accommodation could be made within the scheme proposed for Dick Lane for school drop off and pick times? Members considered that this would alleviate short term parking difficulties in the area because of the proximity of the school.
- What was the purpose of retaining residents only parking at the end of Woodhall Road?
- Was it permissible to put waiting restrictions on unadopted roads?
- What was the reason for the proposed removal of waiting restrictions on Barkerend Road?

In response, the Principal Engineer, Traffic and Road Safety advised that:-

- The residents living nearest the laybys on Dick Lane presently parked there and would be able to continue to do so.
- Changing from double to single yellow lines meant that overnight parking would be possible.
- Restrictions on Gain Lane near the retail premises would be split between the highway and the premises' frontage. All premises which would be directly affected would be consulted.
- A limited waiting period for non-permit holders could be included in the scheme proposed for Dick Lane to accommodate school drop off and pick up times.
- The residents only parking on Woodhall Road was proposed for retention as a result of the consultation exercise and would mean that only local residents could park there.
- It was permissible to put restrictions on unadopted roads providing they were highways.
- The proposal to remove restrictions on Barkerend Road was at the request of local residents and businesses.

The Principal Engineer, Traffic and Road Safety advised members that the Traffic



Regulation Order would go out to advertisement before the end of the year and works would begin in 2019.

Resolved –

- (1) That the Traffic Regulation Orders for the locations detailed in paragraph 2.1 of Document “K” and shown on the drawings attached as Appendices 1 to 8 be approved for advertising, subject to the inclusion of a period of limited waiting time in the Dick Lane area.**
- (2) That any valid objections to the advertised Traffic Regulation Order be submitted to this Area Committee for consideration or in the event of there being no valid objections the Traffic Regulation Order be sealed and implemented as advertised.**
- (3) That no action be taken on the requests to remove permit parking on any of the streets in the Gain Lane area.**

(Regeneration and Environment Overview & Scrutiny Committee)

27. 75 LONSDALE STREET, BRADFORD - REQUEST FOR A DISABLED PERSONS PARKING PLACE

The Area Committee was asked to consider **Document “L”** which outlined an application for a Disabled Persons Parking Place where the application had received an objection.

Members ascertained that the applicant concerned met all the qualifying criteria for a Disabled Persons Parking Place and that the objection received had been on the basis of not wanting parking outside the objector’s home before coming to a conclusion.

Resolved –

- (1) That the installation of a Disabled Persons Parking Place at 75 Lonsdale Street be approved.**
- (2) That the applicant and objector be informed accordingly.**

(Regeneration and Environment Overview & Scrutiny Committee Committee)

28. LOCAL HIGHWAY MAINTENANCE - DEVOLUTION UPDATE AND FUNCTION OVERVIEW

The Strategic Director, Place presented a report (**Document “N”**) which detailed how the service currently managed the Local Highway Maintenance (LHM) function and allocated resources.



The Principal Engineer, Highways Maintenance updated the Committee with regard to current operations being undertaken on the network and the indicative costs of works undertaken in the current financial year. He advised that, although the budget was presently slightly overspent, the necessary reduction of category 3 works as a result of winter weather should mean that costs would return to the expected level.

In response to questions from members in respect of backlog and the deterioration of highways while they were on the waiting list, he advised that category 1/2 schemes were now up to date after a very difficult period following on from the prolonged winter weather earlier in the year. Those jobs were now usually dealt with within seven days. He also advised that, if category 3/4 work spent sufficient time on a waiting list, it was quite likely that they would eventually become category 1/2 work as the condition of the surface involved deteriorated.

He updated members about the additional monies that had been provided by the Department for Transport specifically to deal with potholes which had been put to use since the beginning of the year.

Resolved –

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

(Regeneration and Environment Overview & Scrutiny Committee)

Chair

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

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

