



Agenda for a meeting of the Bradford West Area Committee to be held on Wednesday, 24 October 2018 at 6.00 pm in Committee Room 1 - City Hall, Bradford

Members of the Committee – Councillors

MEMBERS: LABOUR COUNCILLORS	ALTERNATE MEMBERS: LABOUR COUNCILLORS
A Ahmed	Azam
Akhtar	Dunbar
Amran	Arshad Hussain
Duffy	Shabir Hussain
Engel	Lal
Kamran Hussain	Mullaney
Mohammed	Shabbir
Nazir	Swallow
Shaheen	Thirkill

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:

Parveen Akhtar
City Solicitor

To:

Agenda Contact: Asad Shah, 01274 432280, Committee Secretariat, City Hall, Bradford
BD1 1HY

Phone: 01274 432280

E-Mail: asad.shah@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. 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.

(Asad Shah - 01274 432280)

4. 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 22 October 2018.

(Asad Shah - 01274 432280)

B. BUSINESS ITEMS

5. LOCAL HIGHWAY MAINTENANCE - DEVOLUTION UPDATE AND FUNCTION OVERVIEW 1 - 18

The report of the Strategic Director, Place (**Document “M”**) details how the service currently manages the Local Highway Maintenance (LHM) function and allocates resources.

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

Recommended –

- (1) That the Bradford West Area Committee notes the current operational methods adopted for Local Highway Maintenance.**
- (2) That the Bradford West Area Committee notes the indicative costs to date for the current financial year.**



- (3) That the Bradford West Area Committee approves the list of current and proposed CAT3/4 works as shown in Appendices 5 and 6.

(Andy Whelan – 01274 434409)

6. 28 HIGHGATE, BRADFORD - REQUEST FOR A DISABLED PERSONS PARKING PLACE (EXCEPTION TO POLICY) 19 - 24

The report of the Strategic Director (**Document “N”**) considers an application for a Disabled Persons Parking Place where the applicant does not meet all the Policy criteria.

Recommended –

- (1) That the Bradford West Area Committee determines whether or not to allow an exception to the Disabled Persons Parking Places policy for an application for 28 Highgate.
- (2) That the applicant be informed accordingly.

(Andrew Smith – 01274 434674)

7. OBJECTIONS RECEIVED TO THE TRAFFIC REGULATION ORDER FOR WAITING RESTRICTIONS ON VARIOUS ROADS IN THE BRADFORD WEST CONSTITUENCY 25 - 44

This report Strategic Director, Place (**Document “O”**) considers objections to the proposed Traffic Regulation Order on various roads in the Bradford West Constituency.

Recommended –

- (1) That the proposals on Alice Street be modified and the waiting restrictions as shown on Drawing HS/TRSS/103795/CON-22C, attached to Document “O” be implemented.
- (2) That the objections to the proposed disabled parking bays on Kensington Street and Arncliffe Terrace be upheld and that they remain as informal bays.



- (3) That the proposals on the south side of Ivanhoe Road be modified to Monday to Friday 8am-5pm and lengthened slightly to help access to a parking area be consulted with appropriate residents and any relevant objections be reported to this committee. If no objections are received the amended proposals be sealed and implemented as shown on drawing HS/TRSS/103795/CON-5B attached as Appendix 2 to Document "O".
- (4) That the remaining objections be overruled and the modified Traffic Regulation Order be sealed and implemented as otherwise advertised.
- (5) That the objectors be informed accordingly.

(Andrew Smith – 01274 434674)

8. AVENEL ROAD AREA - OBJECTIONS TO PROPOSED TRAFFIC CALMING MEASURES 45 - 54

The report of the Strategic Director, Place (**Document "P"**) considers objections received to recently advertised proposals for traffic calming measures on Avenel Road, Whitburn Way, Ley Top Lane, Grange Road, Saffron Drive (part), Allerton Grange Drive, Brocklesby Drive, Upper Grange Avenue, Thurston Gardens and Sonning Road, Allerton.

Recommended –

- (1) That the objections be overruled and the proposed traffic calming measures as shown on Plan no.HS/TRSS/104002/CON-1A – attached as Appendix 1 to (Document "P"), be implemented as advertised.
- (2) That the objectors be informed accordingly.

(Andrew Smith – 01274 434674)

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



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Report of the Strategic Director of Place to the meeting of the Bradford West Area Committee to be held on 24 October 2018

M

Subject:

Local Highway Maintenance – Devolution Update & Function Overview

Summary statement:

This report details how the service currently manages the Local Highway Maintenance (LHM) function and allocates resources.

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

Steve Hartley
Strategic Director
Place

Portfolio:

Regeneration, Planning and Transport

Report Contact: Andrew Whelan
Principal Engineer Highway Maintenance
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Overview & Scrutiny Area:

Regeneration and Environment



City of Bradford
Metropolitan District Council



1. SUMMARY

- 1.1 This report details how the service currently manages the Local Highway Maintenance (LHM) function and allocates resources.
- 1.2 It also updates the committee with regard to current operations being undertaken on the network and the indicative costs of works undertaken in the current financial year.

2. BACKGROUND

- 2.1 Local Highway Maintenance issues were devolved to Area Committee control in 2013.
- 2.2 As part of the commitment to the devolution process, information relating to the operation of Local Highway Maintenance is to be reported to the Area Committees on a regular basis.
- 2.3 The need to undertake highway repairs throughout the District is identified through a variety of sources including:

- General public calls to the customer contact centre;
- Inspections as a result of service requests dealt with by the Area Teams or as a result of observations by highway officers in the course of undertaking other duties.
- Programmed condition, safety and other surveys.
- Safety Inspections.
- Reports from Bradford West Ward Co-ordinators Office.
- Enquiries by Ward Members.

Where repairs to the highway are required these are categorised depending upon the severity of the issue into one of four categories (CAT1, CAT2, CAT3 or CAT4). Each category has a target repair time which has been agreed with the Council's Insurers.

- 2.4 CAT 1 reports from the public and technical staff are passed directly through to the Highway Delivery Unit and allocated to the work crews for immediate inspection and necessary remedial works.
- 2.5 CAT 2 reports are assessed by technical staff and collated into operational zones so that operational gangs can visit and patch affected areas in a co-ordinated manner.
- 2.6 CAT 3 and 4 sites are assessed by technical staff and ranked on a priority and needs basis, with works allocated to operational staff by the DLO Operations Manager.

- 2.7 Operational resources may be redeployed at short notice to deal with specific issues. Gang sizes may vary dependant on demand, staff leave and sickness. Service Level requirements – such as the need to respond to an extensive number of CAT1 requests or the need to respond to emergency planning issues may also have an effect on the availability of operatives.
- 2.8 Technical and operational staff may be required to facilitate the needs of the winter service between November and April each year.
- 2.9 A list of work types covered by the Local Highway Maintenance budget is included in Appendix 1.
- 2.10 A breakdown of the current technical staff allocation and an overview of their duties are included in Appendix 2.
- 2.11 A breakdown of operational staff and their duties is included in Appendix 3.
- 2.12 Currently reported CAT1 and 2 details are included in Appendix 4.
- 2.13 The current list of completed and ordered CAT3 and 4 works is included in Appendix 5.
- 2.14 The list of additional CAT 3/4 works prioritised to order in the next quarter is included in Appendix 6.

3. OTHER CONSIDERATIONS

- 3.1 Due to the constantly changing state of the highway and unpredictability in new matters arising or being brought to officers' attention, there may be a requirement to amend programmes to address emerging priorities.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The overall budget for Local Highway Maintenance is **£1.448m**.
- 4.2 The 2018/19 allocation for the Bradford West constituency as outlined in the initial devolution report to Area Committee is **£278,696**.
- 4.3 Spend this financial year to **30th September 2018** on all categories in the Constituency Area is **£135,938**, (**48.8 %** of indicative allocation) broken down as follows:-
- 4.4 **£53,054** has been spent on CAT 1/2 repairs.
- 4.5 **£82,884** has been spent on CAT 3/4 repairs including footway reconstruction and planned carriageway patching.

- 4.6 A projected overspend in the budget area has been identified and therefore work on CAT 3/4 scheme repair work is currently suspended. This will be reviewed regularly and the work programme may be re-introduced later in the financial year.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 Alterations to work programmes that have been prioritised in accordance with condition inspections and technical assessments may lead to increased insurance liabilities at a future date.

6. LEGAL APPRAISAL

- 6.1 The Council's powers in relation to highway maintenance are contained in the Highways Act 1980.

- 6.2 All works undertaken are carried out in the Council's capacity as highways authority under the Highways Act 1980.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

Due regard is given to Section 149 of the Equality Act 2010 when formulating a programme of Highway Maintenance repairs and in particular the need to ensure highway surfaces are safe for use by all users, including those with special requirements, is prioritised.

7.2 SUSTAINABILITY IMPLICATIONS

Proactive repairs such as surface dressing / micro asphalt / carriageway patching and other routine maintenance serve to extend carriageway life.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no greenhouse gas implications arising from this report.

7.4 COMMUNITY SAFETY IMPLICATIONS

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

7.5 HUMAN RIGHTS ACT

There are no human rights implications arising from this matter.

7.6 TRADE UNION

There are no trade union implications arising from this report.

7.7 WARD IMPLICATIONS

Improvements in carriageway conditions benefit all wards.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

The development and implementation of schemes included in this report support priorities within the Bradford West Area Committee Ward Plans.

7.9 IMPLICATIONS FOR CORPORATE PARENTING

None.

7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

None.

8. NOT FOR PUBLICATION DOCUMENTS

8.1 None.

9. OPTIONS

9.1 The Area Committee may request additional information / clarification on issues to be included in the next devolved budget report.

10. RECOMMENDATIONS

10.1 That the Bradford West Area Committee notes the current operational methods adopted for Local Highway Maintenance.

10.2 That the Bradford West Area Committee notes the indicative costs to date for the current financial year.

10.3 That the Bradford West Area Committee approves the list of current and proposed CAT3/4 works as shown in Appendices 5 and 6.

11. APPENDICES

11.1 Appendix 1 - Work Undertaken as Part of the LHM Function.

11.2 Appendix 2 - Technical Staff Overview.

11.3 Appendix 3 - Operational Staff Overview.

11.4 Appendix 4 - CAT 1 and 2 Works Update.

11.5 Appendix 5 - Current CAT 3/4 Works List (completed and ordered).

11.6 Appendix 6 – Additional Cat 3/4 Works Prioritised to Order in Next Quarter.

12. Background Documents

12.1 Joint Report of the Director of Finance and Strategic Director of Environment and Sport to Corporate Overview & Scrutiny Committee 1 November 2012

12.2 Joint Report of the Director of Finance and Strategic Director of Environment and Sport to Corporate Overview & Scrutiny Committee, 10 April 2013 - Methodology for Allocation of Devolved Service Resources to the Five Area Committees.

- 12.3 Joint Report of the Director of Finance and Strategic Director of Environment and Sport to the meeting of Executive, 16 March 2013 – Methodology for Allocation of Devolved Service Resources to the Five Area Committees.
- 12.4 Report of the Strategic Director (Regeneration & Culture) to the meeting of Bradford West Area Committee, 21 November 2012 – The Transfer of Responsibility and Budgets to the Bradford West Area Committee for Decision Making – Highway Repairs.
- 12.5 Report of Strategic Director (Regeneration & Culture) to the meeting of Bradford West Area Committee, 10 July 2013 – The Transfer of Responsibility and Budget to the Bradford West Area Committee for Decision Making – Highway Repairs.

Appendix 1 – Work Undertaken as a Part of the LHM Function.

The following is a list of work types funded by the Local Highway Maintenance budget.

- CAT 1 Potholes reactive response - footway and carriageway.
- CAT 2 Defect response / patching - footway and carriageway.
- CAT 3/4 Repairs & works - footway and carriageway.
- Planned carriageway patching works.
- Kerbing, channelling and edging works.
- Large and small element footway repairs - block paving / flagging.
- Footway re-construction - taking up damaged flagged areas and replacing with tarmac.
- Highway Drainage repairs - exploratory trial holes, dig outs of blocked gullies, dyking, drainage connections, repairs to damaged culverts (including the cost of hiring specialist equipment/subcontractors for deep excavations).
- Emergency call out response - including road traffic accidents, recovery of dead animals, flooding, traffic management/road closures, dealing with requests from the Police, requests from Emergency Planning.
- Planned gully cleaning of 95,000 units across the district.
- Repairs to minor highway walling elements.
- Winter maintenance - Road gritting, footway gritting, ploughing, grit bins, etc. (separate budget but re-directs resources from above).

Staffing costs are also included within this budget.

Appendix 2 – Technical Staff Overview

Technical staff are currently deployed in each constituency area team reporting to the relevant Principal Engineer for Highway Maintenance.

Staffing is allocated in the following manner; *(Please note the roles and duties described are indicative only and do not represent the full spectrum of works carried out by individuals).*

Senior Engineer

- Co-ordinates the actions of the Highway Inspectors.
- Responds to queries and complaints from the public relating to Highway maintenance matters.
- Develops and co-ordinates network condition and works programme lists in conjunction with the major maintenance team.
- Investigates larger network issues across the constituency area.

Highway Inspector

- Responds to complicated complaints and issues on the highway network that require technical assessments.
- Undertakes driven and walked inspections of the network on a schedule basis.
- Undertakes general condition surveys.
- Works on a roaming basis across the constituency area.

Safety Inspectors

Four safety Inspectors operate across the whole of Bradford District working to a set inspection regime to comply with the requirements of the Councils insurance policy. These inspectors report to the Principal Engineer, Highway Maintenance, with CAT 1 & 2 repair works ordered as necessary – this supplements the LHM function.

NRASWA Inspector (Now reports to Principal Engineer Nraswa / Network Resilience)

- Inspects works carried out by statutory undertakers to ensure consistent standards of repair.
- Co-ordinates repairs with utilities.
- Works on a roaming basis across the constituency area.

Appendix 3 – Operational Staff Overview

Operational staff are contracted to work the following hours;

07.00 to 16.00 Monday – Thursday.

07.00 to 12.30 Fridays.

A standby crew is available on Friday afternoons and weekends to deal with emergency issues as and when they arise.

Operational Resources are deployed across the five constituency areas, reporting to 3 programme managers under the direct control of the DLO Operations Manager. At present, resources are allocated as follows for the operational areas of Bradford South/East/West and City Centre – 22 FTE operatives.

- Patching gang (6 FTE)

Work gangs carrying out planned patching of carriageways across the district in a structured manner, working on a 30 working day rotation between each of the constituency areas (with 10 working days each for Bradford West, East and South).

- Scheme gangs (7 FTE)

Work gang operating in each constituency area on a 45 working day rotation, carrying out larger repairs on tarmac areas, flagging, kerbing, highway drainage and miscellaneous issues on carriageway and footway (with 15 working days each for Bradford, West, East and South).

- CAT1 and 2 & City centre gang(s) (9 FTE)

Reactive crews dealing with complaints received from the public and issues raised by the area Highway Inspectors.

Category 1 work is deployed as necessary within 24 hours.

Category 2 work is carried out on a five day rotation as per the Councils standards for response.

- Sub contractors

Sub-contracted labour/personnel to augment/support operation staff plus hire equipment as necessary.

- Gully Cleansing Operations (3 Vehicles)

One vehicle based in the North and two vehicles based in the Southern constituency areas (Bradford West, East and South). These vehicles cover 95373 gullies across the district cleaning on average 80 gullies per day. Main arterial routes are cleaned annually and secondary routes and side roads are cleaned on average every two years. There is also a proactive and risk based approach to cleaning higher risk busy junctions and areas on a steep gradient.

Appendix 4

CAT1 and 2 Works Update – 1st April to date.

Category 1 Defects

<i>BRAD WEST</i>	<u>Defect Description</u>	<u>Qty Received</u>
	GM C/WAY	10
	GM F/WAY	1
	RECHARGE	
	EMERGENCY WORKS	3
	POTHOLE	1
	IRONWORK UNEVEN	
	OTHER	1
	Area Total:	16

Notes

- Category 1 Defects are those that require immediate attention in order to ensure public safety.
- C/W Notifiable Cat 1 & 2 works are those requiring further investigation/breaking open the carriageway.
- GM C/Way and GM F/Way are defects picked up by highway inspection.
- Emergency Works covers missing/broken covers.
- Other works include referral to third parties (eg Statutory Undertakers) for action.

Category 2 Defects

<i>BRAD WEST</i>	<u>Defect Description</u>	<u>Qty Received</u>
	C/W NOTIFIABLE CAT 1 & 2	3
	F/W NOTIFIABLE CAT 1 & 2	32
	GM C/WAY	18
	GM F/WAY	17
	OTHER	5
	IRONWORK UNEVEN	4
	FLAGS BROKEN	22
	FLAGS UNEVEN	24
	KERBS BROKEN / UNEVEN	40
	POTHOLE C/WAY	166
	POTHOLE F/WAY	82
	RECHARGE	
	EMERGENCY WORKS	1
	DETERIORATION OF SURFACE	3
	GAPS IN PAVEMENT	16
	REPLACE BOLLARD	16
	Area Total:	449

Notes

- Category 2 Defects are those that require attention within five working days.
- Defects not completed within five working days require further investigations.
- C/W Notifiable Cat 1 & 2 works are those requiring further investigation/breaking open the carriageway.
- GM C/Way and GM F/Way are defects picked up by highway inspection.
- Emergency Works covers missing/broken covers.
- Other works include referral to third parties (eg Statutory Undertakers) for action.

Appendix 5 – Current CAT 3/4 Works List

The list below shows works completed and outstanding works ordered following assessment.

Address	Ward	Originated	LA Code	Stage	Description
HORTON PARK AVENUE	CITY	01/05/2018	897317	COMPLETED	F/WAY REPAIRS NEAR L/C NO.26 AT OLD TREE STUMP.
CECIL AVENUE	CITY	01/05/2018	897305	COMPLETED	F/WAY REPAIRS AROUND TREE BASE OPP NO89.
ELLERCROFT ROAD	CITY	01/05/2018	897332	ORDERED	RELAY/RENEW KERBS ADJACENT BLOCKS FULL LENGTH O/S ODD NOS.
SPENCER ROAD	CITY	03/05/2018	897468	COMPLETED	F/WAY REPAIRS JCT CUMBERLAND ROAD.
STRATFORD ROAD	CITY	03/05/2018	897466	COMPLETED	FLAGS TO TIP, RELAY FLAGS AND REPAIRS AT L/C NO.9.
WARRENTON PLACE	CITY	03/05/2018	897467	COMPLETED	F/WAY REPAIRS OPP NO.17 (CORNER OF BRANDFORT STREET).
HORTON GRANGE ROAD	CITY	13/08/2018	899133	COMPLETED	REPAIRS TO TREE PIT WHERE STUMP ALREADY GROUND OUT.
SUMMERVILLE ROAD	CITY	04/06/2018	897912	COMPLETED	TREE ROOT CUT, TARMAC AREA.
HANDEL STREET	CITY	18/05/2018	897709	COMPLETED	F/WAY REPAIRS.
INGLEBY ROAD	CITY	09/04/2018	896708	COMPLETED	F/WAY REPAIRS AT DEPRESSION.
MORTIMER STREET	CITY	18/05/2018	897708	COMPLETED	F/WAY REPAIRS.
THORNTON ROAD	CITY	23/08/2018	899415	COMPLETED	REPLACE GULLY COVER AND FRAME.
CROWN STREET	CITY	20/08/2018	899420	COMPLETED	ALL PATCHES - EXCAVATE LOOSE, EDGINGS, ROLL FORMATION.
CARLTON DRIVE	HEATON	18/05/2018	897713	COMPLETED	PERMANENT REPAIRS TO 3 X POTHOLES ON VC.
KENSINGTON STREET	TOLLER	02/05/2018	897472	COMPLETED	P1 F/WAY REPAIRS O/S NOS 2-32 (THORNTON ROAD TO WILLOW STREET) P2 F/WAY REPAIRS O/S NOS 1-27 (THORNTON ROAD TO WILLOW STREET).
WHETLEY LANE	MANNINGHAM	14/06/2018	898143	COMPLETED	FORM RAMP AND ROUND OVER TREE BASE.
WILLOW STREET	TOLLER	02/05/2018	897473	COMPLETED	P1 F/WAY REPAIRS O/S NO.6 NORTH SIDE OF STREET P2 F/WAY REPAIRS FROM KENSINGTON STREET - WHETLEY LANE NORTH SIDE OF STREET.

DUCKWORTH LANE	TOLLER	17/08/2018	899339	ORDERED	P1 & P4 EDGINGS TO BFP. P2. ACCOMMODATION WORKS TO DRIVEWAYS. P3. FORM ROUND OVER TO ENSURE RAINWATER DRAINS BACK INTO DUCKWORTH LANE.
GIRLINGTON ROAD	TOLLER	14/09/2018	899750	ORDERED	F/WAY PATCHING.
NORTHROP CLOSE	TOLLER	17/09/2018	899752	ORDERED	RELAY FLAGS TO LEVEL.
YEW TREE AVENUE	TOLLER	15/08/2018	899269	COMPLETED	RELAY ROCKING FLAG.
HARTMAN PLACE	TOLLER	20/08/2018	899419	ORDERED	EXCAVATE LOOSE, ROOTS & EDGINGS, ADJUST BOXES, LIMESTONE - TREE PITS, ROLL FORMATION ETC.
SCOTCHMAN ROAD	TOLLER	26/04/2018	897365	ORDERED	REMOVE BLOCK PAVING AND PATCH REPAIR ON BLOCK PAVED TABLE TOP CROSSING O/S MCMILLANS SCHOOL.
SCOTCHMAN ROAD	TOLLER	26/04/2018	897207	COMPLETED	REMOVE BLOCK PAVING AND REPLACE WITH BITMAC.
BRANKSOME CRESCENT	TOLLER	09/08/2018	899106	COMPLETED	P1 F/WAY REPAIRS. P2 RELAY FLAGS SALVAGED FROM P1.
HEATON PARK DRIVE	HEATON	30/07/2018	898888	COMPLETED	RE-BED ROCKING FLAGS.
SHAY LANE	HEATON	07/06/2018	898035	COMPLETED	C/WAY PATCHING.
TOLLER GROVE	HEATON	04/07/2018	898551	ORDERED	P1 F/WAY REPAIRS AND RAISE STOP TAP. P2 REPAIR TO V.C. P3. C/WAY PATCH.
TOLLER GROVE	HEATON	08/06/2018	898053	COMPLETED	C/WAY PATCHING 40mm WEARING COURSE, SOME SCARIFYING AND RELEVELLING REQUIRED.
PROSPECT PLACE	TOLLER	06/08/2018	899035	ORDERED	ADJUST KERBS AND LOWER GULLY GRATING.
LYNFIELD DRIVE	HEATON	10/04/2018	896793	COMPLETED	F/WAY REPAIRS.
HAWORTH ROAD	HEATON	15/08/2018	899507	ORDERED	F/WAY REPAIRS.
HAWORTH ROAD	HEATON	17/07/2018	898727	COMPLETED	C/WAY PATCHING.
HAWORTH ROAD	HEATON	06/07/2018	898552	COMPLETED	NEW GULLY COVER AND FRAME AND CONNECT TO EX PIPE.
HAWORTH ROAD	HEATON	04/05/2018	897552	COMPLETED	C/WAY PATCHING.
HIGHFIELD DRIVE	HEATON	02/05/2018	897471	COMPLETED	REPAIRS TO VEHICLE CROSSING O/S NO 8.
DALE CROFT RISE	THORNTON AND ALLERTON	20/04/2018	897180	COMPLETED	F/WAY PATCHING.
MONTEREY DRIVE	THORNTON AND ALLERTON	03/08/2018	898989	COMPLETED	REPLACE BULLNOSE CENTRE AND ADJUST GULLY COVER AND FRAME.

WILSDEN ROAD	THORNTON AND ALLERTON	04/05/2018	897546	COMPLETED	C/WAY PATCHING.
VINE TERRACE WEST	CLAYTON AND FAIRWEATHER GRN	14/06/2018	898142	ORDERED	C/WAY PATCHING.
RHODESWAY	CLAYTON AND FAIRWEATHER GRN	17/04/2018	899749	ORDERED	C/WAY PATCHING.
EGERTON GROVE	THORNTON AND ALLERTON	13/08/2018	899134	ORDERED	F/WAY REPAIRS AT VC'S.
BELL DEAN ROAD	THORNTON AND ALLERTON	20/04/2018	899748	COMPLETED	C/WAY PATCHING.
CHAT HILL ROAD	THORNTON AND ALLERTON	26/07/2018	898840	ORDERED	RAISE GULLY COVER AND FRAME TO 15mm BELOW ROAD LEVEL.
CHAT HILL ROAD	THORNTON AND ALLERTON	03/05/2018	897516	ORDERED	F/WAY REPAIRS ON RAISED F/WAY TOP OF GRASSED EMBANKMENT OPP OX HEY MEADOWS.
LEAVENTHORPE LANE	THORNTON AND ALLERTON	27/07/2018	898844	ORDERED	F/WAY REPAIRS. GAS WORKING IN AREA UP TO MID AUGUST.
HUNTERS PARK AVENUE	CLAYTON AND FAIRWEATHER GRN	09/04/2018	896710	COMPLETED	F/WAY REPAIRS.
SANDRINGHAM COURT	CLAYTON AND FAIRWEATHER GRN	04/04/2018	896703	ORDERED	NEW GULLY COVERS AND FRAMES.
SANDRINGHAM ROAD	CLAYTON AND FAIRWEATHER GRN	02/05/2018	897464	COMPLETED	P1. C/WAY REPAIRS O/S NO15. P2 C/WAY REPAIRS O/S NOS 15/17. P3. C/WAY REPAIRS O/S NOS 19/21.
TOWN END ROAD	CLAYTON AND FAIRWEATHER GRN	17/09/2018	899751	ORDERED	F/WAY PATCHING.
TOWN END ROAD	CLAYTON AND FAIRWEATHER GRN	16/07/2018	899097	ORDERED	NEW GULLY COVER AND FRAME, CONNECT TO EX PIPE.
GREEN LANE	THORNTON AND ALLERTON	25/07/2018	898848	COMPLETED	C/WAY REPAIRS NOTE: THESE MAY BE JET-PATCHED SUBJECT TO AVAILABILITY.
HILL CROFT	THORNTON AND ALLERTON	17/05/2018	897695	COMPLETED	REPAIRS TO VEHICLE CROSSINGS.

THORNTON ROAD	THORNTON AND ALLERTON	31/07/2018	898889	COMPLETED	F/WAY PATCHING.
HEATON GROVE	HEATON	18/05/2018	897712	COMPLETED	LIFT 2 FLAGS AND RENEW THE PIPE AND FILTER DRAINS. ENSURE POND DRAINS UNDER THE F/WAY AND INTO THE GULLY.
HEATON GROVE	HEATON	01/05/2018	897253	COMPLETED	F/WAY REPAIRS.
SHIPLEY FIELDS ROAD	HEATON	04/07/2018	898550	COMPLETED	FILL IN ALL POTHOLES IN C/WAY.
WHARNCLIFFE ROAD	HEATON	03/08/2018	898990	ORDERED	F/WAY REPAIRS.
FRIZLEY GARDENS	HEATON	17/04/2018	896981	COMPLETED	C/WAY PATCHING & RELAY KERBS AND CHANNEL.
HIGHFIELD ROAD	HEATON	03/08/2018	898992	ORDERED	C/WAY REPAIRS (EXTEND PATCH AS NECESSARY TO PREVENT PONDING).
MIDLAND ROAD	MANNINGHAM	06/04/2018	896705	ORDERED	F/WAY REPAIRS, TRIM TREE ROOTS AS REQUIRED, BOTH PATCHES.
NORTH PARK ROAD	MANNINGHAM	15/08/2018	899255	COMPLETED	PLEASE REPAIR THE STONE WALL ALONGSIDE THE TREE AT THE TRIANGULAR ISLAND (APPROX 7.0m IN LENGTH X 0.7 m HIGH).
SELBORNE GROVE	MANNINGHAM	04/04/2018	896704	ORDERED	F/WAY REPAIRS, MAY BE ABLE TO RELAY.
BACK CARLISLE PLACE EAST	MANNINGHAM	14/08/2018	899162	ORDERED	RAISE STOP TAP BOXES AND REPAIR WEARING COURSE, BOTH PATCHES.
BACK CARLISLE TERRACE	MANNINGHAM	17/08/2018	899332	ORDERED	P1. RE-BED LOOSE CHANNELS. P2. FILL POTHOLE BETWEEN CHANNELS.
ANDERSON STREET	MANNINGHAM	23/07/2018	898790	COMPLETED	F/WAY REPAIRS.
CARLISLE ROAD	MANNINGHAM	15/08/2018	899342	COMPLETED	OVERLAY F/PATH AND BOXES TO LIFT.
CARLISLE ROAD	MANNINGHAM	15/08/2018	899192	ORDERED	ADJUST KERB AND REPAIRS TO F/WAY DUE TO TREE ROOTS O/S NO.28 (PLUMBER'S SHOP).
HOUGHTON PLACE	CITY	23/08/2018	899414	COMPLETED	REPLACE 4 No. GULLY COVERS AND FRAMES.
QUEENS ROAD	MANNINGHAM	07/06/2018	897991	ORDERED	QUEENS ROAD (SLIP ROAD) JUNCTION OF BOLTON ROAD, 6MM WC @ 40MM DEEP.

Appendix 6 – Additional Cat 3/4 Works Prioritised to Order in Next Quarter

Site	Ward	Proposed Works
Back Roslyn Place	City	Carriageway patching
Cecil Avenue	City	Footway Repairs (Tree Roots)
Horton Grange Road	City	Footway Reconstruction/Repairs
Woodhead Road	City	Footway Reconstruction (Sections)
Crescent Walk	Clayton and Fairweather Green	Footway Resurfacing
Crestville Close	Clayton and Fairweather Green	Footway Reconstruction
Green End	Clayton and Fairweather Green	Footway Reconstruction (Sections)
Hedge Way	Clayton and Fairweather Green	Kerbing Works Prior To Resurfacing
Sandringham Court	Clayton and Fairweather Green	F/way & C/way Re-profile - Road flooding
High Park Crescent	Heaton	Footway Resurfacing
Masefield Avenue	Heaton	Footway Reconstruction (Sections)
Shay Grove	Heaton	Footway Reconstruction
Wooddale Avenue	Heaton	C/way Patching & Drainage Investigation
Athol Road	Manningham	Footway Repair (Sections) – Yorkshire Stone
Carlisle Road	Manningham	Footway Resurfacing - Continuation
Chatsworth Place	Manningham	Footway Repairs (Tree Roots)
Victoria Street	Manningham	Carriageway Repairs - Setts
Wilmer Road	Manningham	Carriageway patching
Brighouse & Denholme Road	Thornton and Allerton	Drainage Investigation/Repairs To Prevent Flooding
Grasleigh Avenue/Way	Thornton and Allerton	Repairs To Vehicular Crossings
Manscombe Road	Thornton and Allerton	Footway Reconstruction
Thornton Road, o/s St James's Church	Thornton and Allerton	Footway Reconstruction

Durham Road	Toller	Footway Repairs
Hartman Place	Toller	Footway Reconstruction
Lytton Road	Toller	Footway Repair (Sections) – Yorkshire Stone
Thorn Lane	Toller	Lift Centre Kerbs To Prevent Flooding



Report of the Strategic Director, Place to the meeting of Bradford West Area Committee to be held on 24 October 2018

N

Subject:

28 HIGHGATE, BRADFORD – REQUEST FOR A DISABLED PERSONS PARKING PLACE (EXCEPTION TO POLICY)

Summary statement:

This report considers an application for a Disabled Persons Parking Place where the applicant does not meet all the Policy criteria.

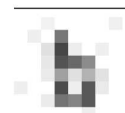
Ward:

Heaton

Steve Hartley
Strategic Director
Place
Report Contact: Andrew Smith
Principal Engineer
Phone: (01274) 434674
E-mail: andrew.smith@bradford.gov.uk

Portfolio:
Regeneration, Planning and Transport

Overview & Scrutiny Area:
**Environment and Waste Management &
Regeneration and Environment**



City of Bradford
Metropolitan District Council



1.0 SUMMARY

- 1.1 This report considers an application for a Disabled Persons Parking Place where the applicant does not meet all the Policy criteria.

2.0 BACKGROUND

- 2.1 The Council has received an application for a Disabled Persons Parking Place from the occupant of 28 Highgate. There is no off-street parking at these premises.
- 2.2 The applicant meets all criteria with the exception of not being in receipt of either:
- a) the Higher Rate Mobility component of Disability Living Allowance, or
 - b) the Higher Rate of Attendance Allowance, or
 - c) the Mobility component of a Personal Independence Payment (PIP)
- 2.3 A plan showing the indicative location of a Disabled Persons Parking Place outside 28 Highgate is attached as Appendix 1.

3.0 OTHER CONSIDERATIONS

- 3.1 As part of the Disabled Persons Parking Place application investigation process, officers undertake consultations with adjacent neighbours to determine if there are any objections to the proposal. This consultation is usually undertaken as a second stage, following successful verification of the criteria being met. In this instance, however, the consultation has already been undertaken (to avoid a scenario whereby the Area Committee approves the exception to the policy but the application then meets with objections from neighbours, thus requiring a further report to the Area Committee). There were no objections from neighbouring properties.

4.0 FINANCIAL AND RESOURCE APPRAISAL

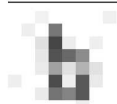
- 4.1 A budget of £12,000 for the provision of Disabled Persons Parking Places across the Bradford West constituency has been approved as part of the 2018/19 Safer Roads schemes programme. If approved, this parking place would be implemented as part of the overall programme of Disabled Persons Parking Places in Bradford West.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 None

6.0 LEGAL APPRAISAL

- 6.1 The options contained in this report are within the Council's powers as Highway Authority and Traffic Regulation Authority.



7.0 OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

Due regard has been given to Section 149 of the Equality Act when considering the proposals in 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 gasses arising from this report.

7.4 COMMUNITY SAFETY IMPLICATIONS

None.

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

Ward members have been consulted on the application.

7.8 AREA COMMITTEE WARD PLAN IMPLICATIONS

7.8.1 None

7.9 IMPLICATIONS FOR CORPORATE PARENTING

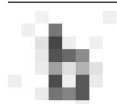
None

7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None

8.0 NOT FOR PUBLICATION DOCUMENTS

8.1 None



9.0 OPTIONS

- 9.1 That the Bradford West Area Committee approves an application for the installation of a Disabled Persons Parking Place at 28 Highgate as an exception to the policy.
- 9.2 That the Bradford West Area Committee refuses an application for the installation of a Disabled Persons Parking Place at 28 Highgate in accordance with the policy.

10.0 RECOMMENDATIONS

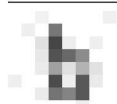
- 10.1 That the Bradford West Area Committee determines whether or not to allow an exception to the Disabled Persons Parking Places policy for an application for 28 Highgate.
- 10.2 That the applicant be informed accordingly.

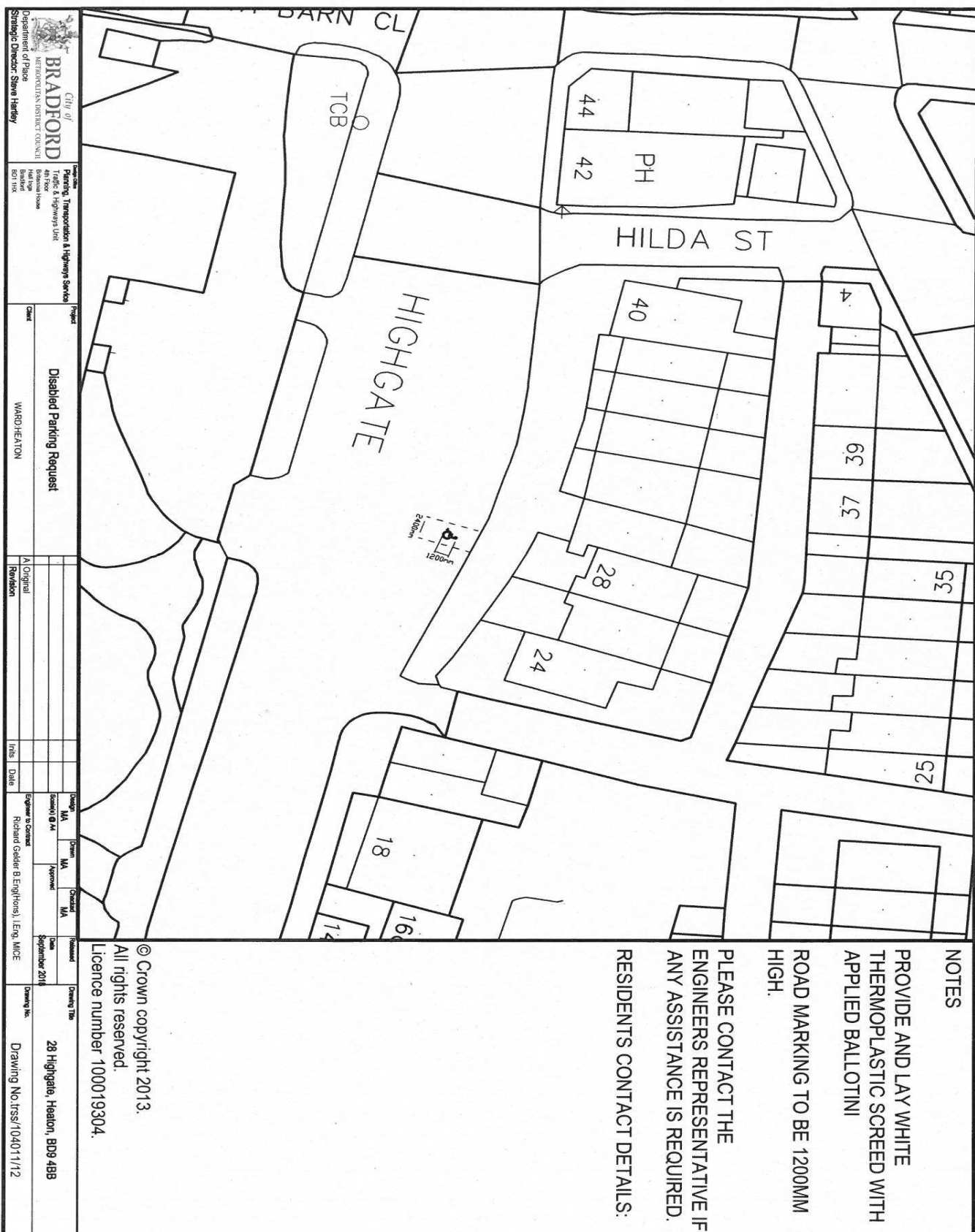
11.0 APPENDICES

- 11.1 Appendix A – Location Plan

12.0 BACKGROUND DOCUMENTS

- 12.1 City of Bradford Metropolitan District Council File Ref:HS/TRSS/104011





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<p>City of Bradford Metropolitan District Council</p>		<p>Planning, Transportation & Highways Service Traffic & Highways Unit 4th Floor Bradford City Hall 80-82 Market Street Bradford BD1 1TS</p>		<p>Project Disabled Parking Request WARD: HEATON</p>		<p>Revision</p> <table border="1"> <tr> <th>Rev</th> <th>Date</th> <th>Description</th> </tr> <tr> <td>1</td> <td>28 September 2018</td> <td>Original</td> </tr> </table>		Rev	Date	Description	1	28 September 2018	Original	<p>Design MA Checked: MA Approved: MA Signature: Richard Gidder B.Eng(Eng), L.Eng. MICE</p>		<p>Drawing Title 28 Highgate, Heaton, BD9 4BB</p>	
Rev	Date	Description															
1	28 September 2018	Original															
<p>Department of Public Works Strategic Director: Steve Hentley</p>				<p>Drawing No. Drawing No: tss/104011/12</p>													



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Report of the Strategic Director, Place, to the meeting of Bradford West Area Committee to be held on 24 October 2018

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Subject:

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

Summary statement:

**This report considers objections to the proposed Traffic Regulation Order on
various roads in the Bradford West Constituency.**

Ward: All Bfd West

Steve Hartley
Strategic Director Place

Report Contact: Andrew Smith
Phone: (01274) 434674
E-mail: andrew.smith@bradford.gov.uk

Portfolio:

Regeneration, Planning and Transport

Overview & Scrutiny Area:

**Environment and Waste Management &
Regeneration and Environment**

1.0 SUMMARY

- 1.1. This report considers objections and to the proposed Traffic Regulation Order on various roads in the Bradford West Constituency.

2.0 BACKGROUND

- 2.1. At its meeting on the 5 July 2017 the Bradford West Area Committee approved, as part of its Safer Roads Programme, a scheme to introduce a Traffic Regulation Order on various roads throughout the Bradford West Constituency.
- 2.2. The Order has 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 have been raised by ward members or local residents and businesses that have problems with on street parking, gaining access to premises or parking for customers.
- 2.3. The Traffic Regulation Order was formally advertised between the 17 August and 10 September 2018. At the same time consultation letters and plans were posted to residents and business that it was considered would be directly affected by the proposals. This resulted in six objections to the proposals on Alice Street, one objection to Alter Drive, two objections to Market Street and Ball Street, 2 objections to Crow Tree Lane, one objection to Kensington Street and two objections to Arncliffe Terrace. Plans showing the proposals that have received objections are attached as Appendix 1.
- 2.4. A summary of the points of objection and corresponding officer comments is tabulated below: -

Objectors concerns	Officer comments
<p><u>ALICE STREET</u> (Drawing No. HS/TRSS/103795/CON-22B)</p> <p><u>First Objector</u> The objector is a tenant of a building that has access from Alice Street who states that the owner has given permission for him to park on Bowland Street and Alice Street and parks outside his staff entrance. Deliveries are made from Alice Street therefore the objector demands a minimum of 2 parking permits.</p> <p><u>Second Objector</u> This business also parks outside their staff entrance. Numerous customers come to view stock and buy goods and need to be able to park on Alice Street On a daily basis they have issues with people parking in front of their entrance. Access to the objectors place of business</p>	<p>Alice Street</p> <p>The proposed waiting restrictions shown at Appendix 1 were requested on the grounds that long stay parking associated with businesses was taking up spaces that could be used by their customers or patients at the medical centre and vehicles in disrepair were also being stored on Alice Street. Double parking reportedly takes place at the end of Alice Street which makes it difficult for vehicles to turn round.</p> <p>The Council as the Highway Authority manages the public highway which includes managing parking. Owners of adjacent properties cannot control parking on a public highway.</p> <p>The introduction of business permits would require a new Traffic Regulation Order and</p>

<p>would be further hampered and would have a serious impact on his business with parking restrictions</p> <p><u>Third Objector</u></p> <p>The objectors property deeds clearly state that there be unrestricted access to and from the business property and any business or tenant that occupy it.</p> <p>All the tenants require their own parking requirements.</p> <p>One of the tenants has problems with loading and unloading and plans to install a roller shutter door along his part of the building. Having any kind of restriction and having others parked in his rightful space would seriously affect his ability to be able to run his business.</p> <p>The objector alleges that the parking problems have only occurred recently and are attributed to the medical centre staff and patient.</p> <p>The objector is also looking at acquiring grants for them to expand into different businesses and the proposed parking restrictions would jeopardise their plans.</p> <p>The objector and his staff park their vehicles on Alice Street as all of the parking spaces on Bowland Street are taken up.</p> <p>When their customers vehicles are ready to pick up they park the vehicles in Alice Street.</p> <p>They deserve the right to park outside their premises and they demand Bradford Council issues the objector with 4 parking permits.</p> <p><u>Fourth Objector</u></p> <p>The proposals will have an impact on the objectors business and would like the parking to remain as it is or introduce permit parking.</p> <p><u>Fifth Objector (Legal representative of the owner of a property on Alice Street)</u></p> <p>The proposed restrictions will have an adverse effect on trade and business will suffer.</p>	<p>approval and the allocation of funding by this committee. All businesses on Alice Street would more than likely receive permits therefore there would be no improvement to parking on this street.</p> <p>The majority of businesses and residents on Alice Street have objected to the proposals therefore it is recommended that the Order is amended and only the 'No Waiting At Any Time' restrictions as shown on drawing HS/TRSS/103795/CON-22C attached as Appendix 3 are implemented and the remaining proposed restrictions be abandoned.</p>
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<p>The parking restrictions will make it more difficult to attract tenants. The scheme will violate the rights of the building to continued access and loading. The owner of the property would require permits to continue trading</p> <p><u>Sixth Objector</u> The objector lives and works next to Alice Street and has three cars plus two staff who use their vehicles. The proposals will affect and impact on the business which has been there for over 40 years and as residents they will struggle for parking. The objector would be more than happy if Alice Street was left the way it is.</p>	
<p><u>ALTER DRIVE</u> (Drawing No. HS/TRSS/103795/CON-18B)</p> <p><u>Seventh Objector</u> The objector is opposed to parking restrictions being placed on residential streets. The objector understands the need for unobstructed access to Alter Drive but fails to understand why the Council has decided to upset local residents.</p>	<p>It is reported that on-street parking takes place at the junction of Alter Drive and Heaton Park Drive which causes access issues and obstructs sight lines at the junction. The request for the waiting restrictions is supported by ward members.</p>
<p><u>MARKET STREET</u> (Drawing No. HS/TRSS/103795/CON-28A)</p> <p><u>Eighth Objector</u> The objector considers that the proposed waiting restrictions will affect parking for businesses on Market Street and feels that the residents should be consulted.</p>	<p>The waiting restrictions are proposed on Market Street at the entrance to Ellingham Court. There have been reports that parked vehicles obstruct the access particularly for refuse vehicles. The waiting restrictions have been extended further than the opening to Ellingham Court to help the refuse vehicles to turn out without having to go onto the footway. It is not feasible to consult with all residents each time a Traffic Regulation Order is promoted. When the Order is advertised notices are placed on the street to inform all road users of the Councils proposals. There are details on the notice should someone require more information about the draft Order.</p>

<p><u>MARKET STREET AND BALL STREET</u> (Drawing No. HS/TRSS/103795/CON-28A Drawing No. HS/TRSS/103795/CON-33A)</p> <p><u>Ninth Objector</u> The proposals will not provide short stay parking to help the businesses on Market Street. The proposals will not facilitate the passage of vehicles or preserve and improve the amenities of the area or avoid danger to persons or other traffic using the road or prevent such danger.</p>	<p>The waiting restrictions are proposed on Market Street at the entrance to Ellingham Court. There have been reports that parked vehicles obstruct the access particularly for refuse vehicles. The waiting restrictions have been extended further than the opening to Ellingham Court to help the refuse vehicles to turn out without going onto the footway. Complaints about parked vehicles obstructing the footway in Ball Street have also been reported. Pedestrians are forced on to the road which is set paved and uneven making it difficult for some to walk on.</p> <p>The proposals will therefore help the passage of the refuse vehicle and pedestrians and will improve the amenities for pedestrians who will be able to avoid the danger of walking in the road on Ball Street. The introduction of limited waiting on Market Street would require a new Traffic Regulation Order which would need approval and the allocation of funding by this committee.</p>
<p><u>CROW TREE LANE</u> (Drawing No. HS/TRSS/103795/CON-40B)</p> <p><u>Tenth Objector</u> The resident has requested that the waiting restrictions on Crow Tree Lane should be extended. If cars park between the driveways or 92 and 94 Crow Tree Lane they will obstruct sight lines for residents and obstruct the footpath and more parking will take place in this area. The extension of the proposed restrictions will make Crow Tree Lane safer.</p> <p><u>Eleventh Objector</u> Currently the white keep clear bar marking and the keep clear in the turning area are being ignored. It is requested that the</p>	<p>Additional waiting restrictions would require a new Traffic Regulation Order to be processed which would need approval and the allocation of funding by this committee. It is therefore recommended that the Order be implemented as advertised and Crow Tree Lane be monitored. If it is found that parking in this area is causing difficulties then an item should be added to a future area wide Traffic Regulation Order when funding becomes available.</p> <p>The advertised Order will prohibit parking across the driveways and in the turning area. Access and the ability to turn round</p>

proposed restrictions are extended to help with accessing properties	will be improved.
<p><u>KENSINGTON STREET</u> (Drawing No. HS/TRSS/103795/CON-35A)</p> <p><u>Twelfth objector</u> Parking on Kensington Street is an issue and this has led to arguments and alleged interventions by the Police. These feuds have just recently been settled. Making the current disabled parking bay bigger and extending it in front of neighbouring houses will make it difficult for neighbours to park and could start the feuding again. The objector has no problem with the current size of disabled parking bay and would support a sign being erected for this bay.</p>	<p>On-street parking is limited in Kensington Street and all residents find it difficult to find a convenient place to park which has led to disputes. Formal disabled bays are much larger (6.6m long) than the currently installed informal bays and will encroach on to the frontage of neighbouring properties and this could bring about a recurrence of the neighbour disputes. It would not possible to erect a sign without increasing the size of the bay to 6.6m and making a Traffic Regulation Order.</p>
<p><u>ARNCLIFFE TERRACE</u> (Drawing No. HS/TRSS/103795/CON-1A)</p> <p><u>Thirteenth Objector</u> The objector is against the proposed formal disabled parking place being extended onto the frontage of neighbouring properties. This would remove parking from the front of his parent's house.</p> <p><u>Fourteenth Objector</u> Currently it is a nightmare to park and difficult to park outside the objectors property. The objector and his father, who lives next door to him, have four vehicles between them. The current informal disabled bay hangs slightly over onto the neighbouring properties which cause problems for the objector. The objector claims that the current informal bay is being misused and causing additional parking issues for him. The objector would like any disabled bay to be moved from the front of his property to help ease his parking problems.</p>	<p>The introduction of a formal disabled parking bay will remove on-street parking for this objector as there is already an informal disabled parking bay on the other side of the property. The remaining space between the two bays would not be big enough for a car to park.</p> <p>Like most streets where the majority of properties are terraced houses parking is limited. Because it is difficult to find a parking space on Arncliffe Terrace some residents have resorted to double parking. There is already a formal disabled parking place near to the objectors property therefore the addition of another formal bay on Arncliffe Terrace will intensifying parking problems for the objector because the bay will have to be made bigger and it will extend onto the frontage of neighbouring properties.</p>

<p><u>PRUNE PARK LANE</u> (Drawing No. HS/TRSS/103795/CON-32B) <u>Fifteenth Objection</u> The objector is concerned that the restrictions will encourage more parking on Cliffe View. This is already being used for parking when Prune Park Lane is full and has caused problems for refuge collection in the past. The objectors believe that the restrictions should be extended to the north of the junction as obstruction of sight lines in this direction is more of an issue.</p>	<p>The proposed waiting restrictions will be placed across the entrance to Cliffe View and will extend approximately one car length to the south of the junction. Extending the proposals on the northern side would remove additional parking places and more than likely force drivers to find alternative roads to park in. On a site visit it was also considered that the sight line to the north was acceptable for drivers to turn out of Cliffe View.</p>
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3.0 OTHER CONSIDERATIONS

- 3.1. A resident of Ivanhoe Road has requested that the proposed waiting restrictions outside his property is changed from Monday to Friday 8am-1pm to Monday to Friday 8am-5pm and lengthened slightly to help access to a parking area. As this is a minor modification to the draft Order the process will only require a consultation to be carried out with affected properties. Any valid objections would be reported to this committee in due course.

4.0 FINANCIAL & RESOURCE APPRAISAL

- 4.1. The cost of the proposals will be met from the Safer Roads Budget.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1. A failure to implement key additional or amended parking restrictions could lead to on-going access issues.

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.

7.0 OTHER IMPLICATIONS

7.1. EQUALITY & DIVERSITY

There are no issues arising from the Council's Equality & Diversity Strategy.

7.2. SUSTAINABILITY IMPLICATIONS

There are no significant 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

The introduction of some of the waiting restrictions in the Order will be beneficial in terms of road safety.

7.5. HUMAN RIGHTS ACT

None

7.6. TRADE UNION

None

7.7. WARD IMPLICATIONS

Ward members have been consulted on the advertised Traffic Regulation Order.

7.8. AREA COMMITTEE ACTION PLAN IMPLICATIONS

The implementation of the scheme supports priorities within the Bradford West Area Committee Action Plan.

7.9. IMPLICATIONS FOR CORPORATE PARENTING

None

7.10. ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None

8.0 NOT FOR PUBLICATION DOCUMENTS

None

9.0 OPTIONS

- 9.1. That the objections be overruled and the Traffic Regulation Order be sealed and implemented as advertised.
- 9.2. That the proposals on Alice Street be modified and the waiting restrictions as shown on Drawing HS/TRSS/103795/CON-22C attached as Appendix 3 be implemented.
- 9.3. That the objections to the proposed disabled parking bays on Kensington Street and Arncliffe Terrace be upheld and that they remain as informal bays.
- 9.4. That the proposals on south side of Ivanhoe Road be modified to Monday to Friday 8am-5pm and lengthened slightly to help access to a parking area be consulted with appropriate residents and any relevant objections be reported to this committee and if no objections are received the amended proposals be sealed and implemented as

shown on drawing HS/TRSS/103795/CON-5B attached as Appendix 2.

9.5. That the remaining objections be overruled and the modified Traffic Regulation Order be sealed and implemented.

9.6. Councillors may propose an alternative course of action.

10.0 RECOMMENDATIONS

10.1. That the proposals on Alice Street be modified and the waiting restrictions as shown on Drawing HS/TRSS/103795/CON-22C be implemented.

10.2. That the objections to the proposed disabled parking bays on Kensington Street and Arncliffe Terrace be upheld and that they remain as informal bays.

10.3. That the proposals on the south side of Ivanhoe Road be modified to Monday to Friday 8am-5pm and lengthened slightly to help access to a parking area be consulted with appropriate residents and any relevant objections be reported to this committee. If no objections are received the amended proposals be sealed and implemented as shown on drawing HS/TRSS/103795/CON-5B attached as Appendix 2.

10.4. That the remaining objections be overruled and the modified Traffic Regulation Order be sealed and implemented as otherwise advertised.

10.5. That the objectors be informed accordingly.

11.0 APPENDICES

Appendix 1 - drawings showing the proposals that have received objections.

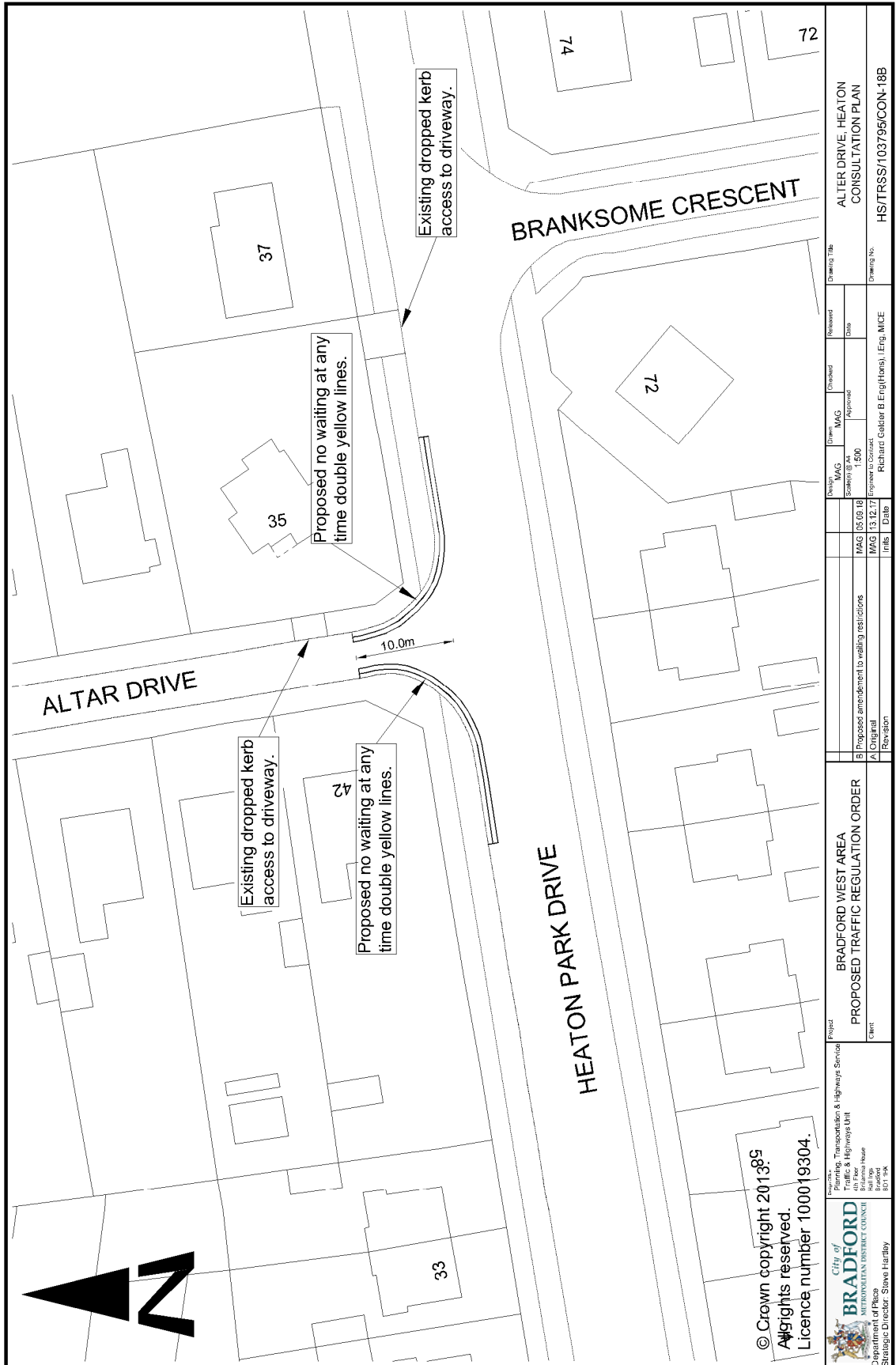
Appendix 2 – drawing TDG/THCW/103795/CON-5B.

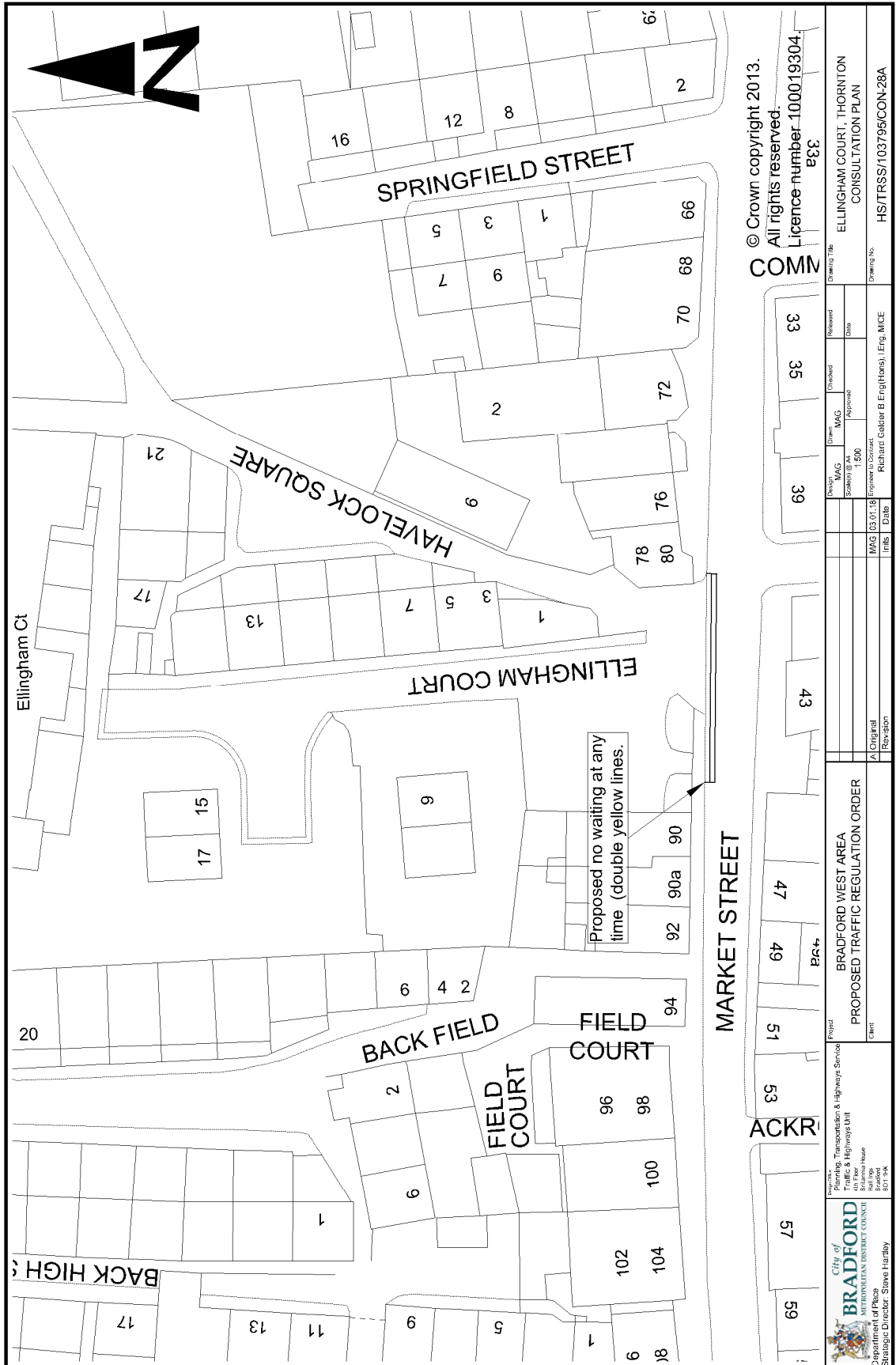
Appendix 3 - drawing TDG/THCW/103795/CON-22C

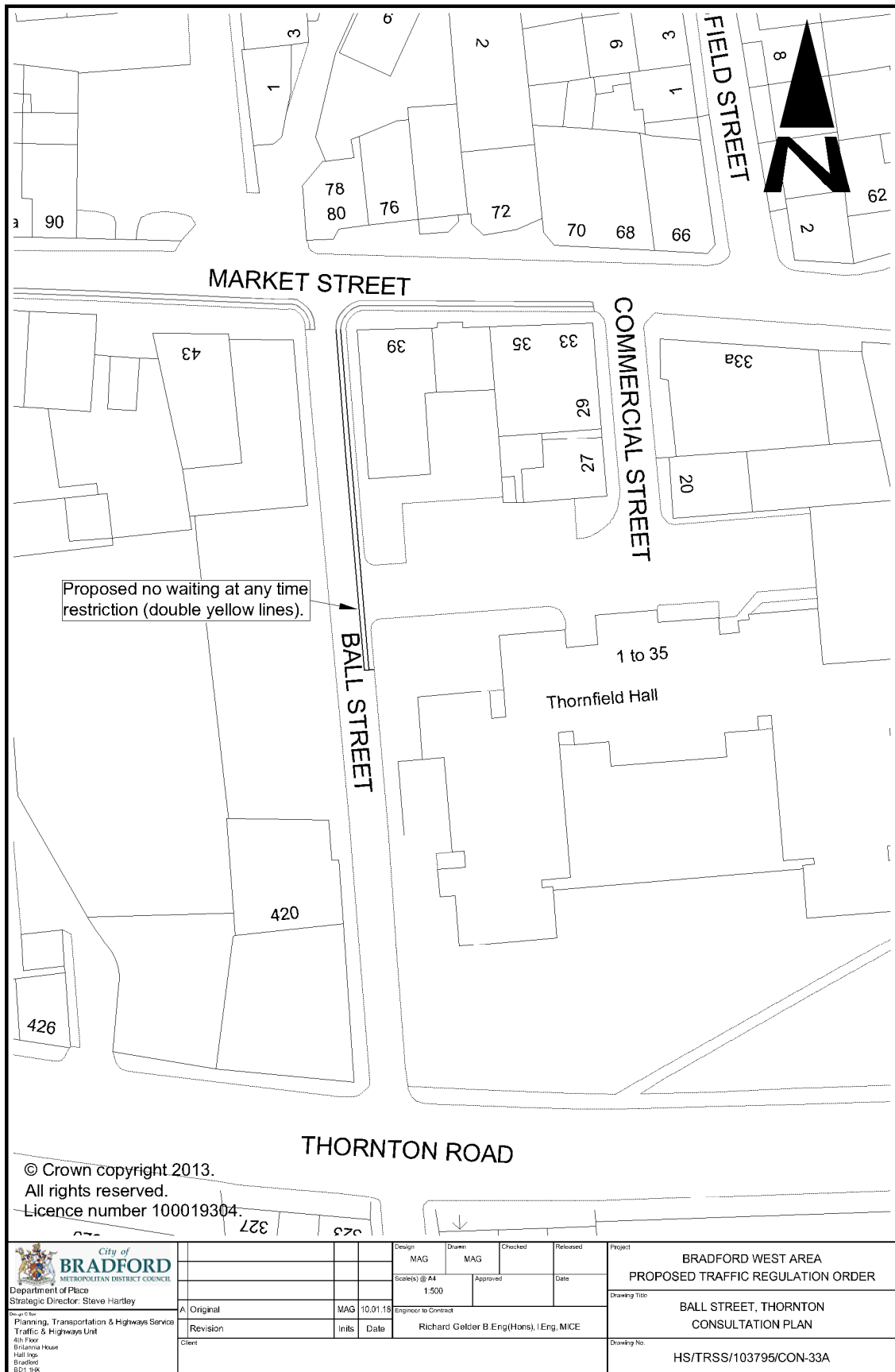
12.0 BACKGROUND DOCUMENTS

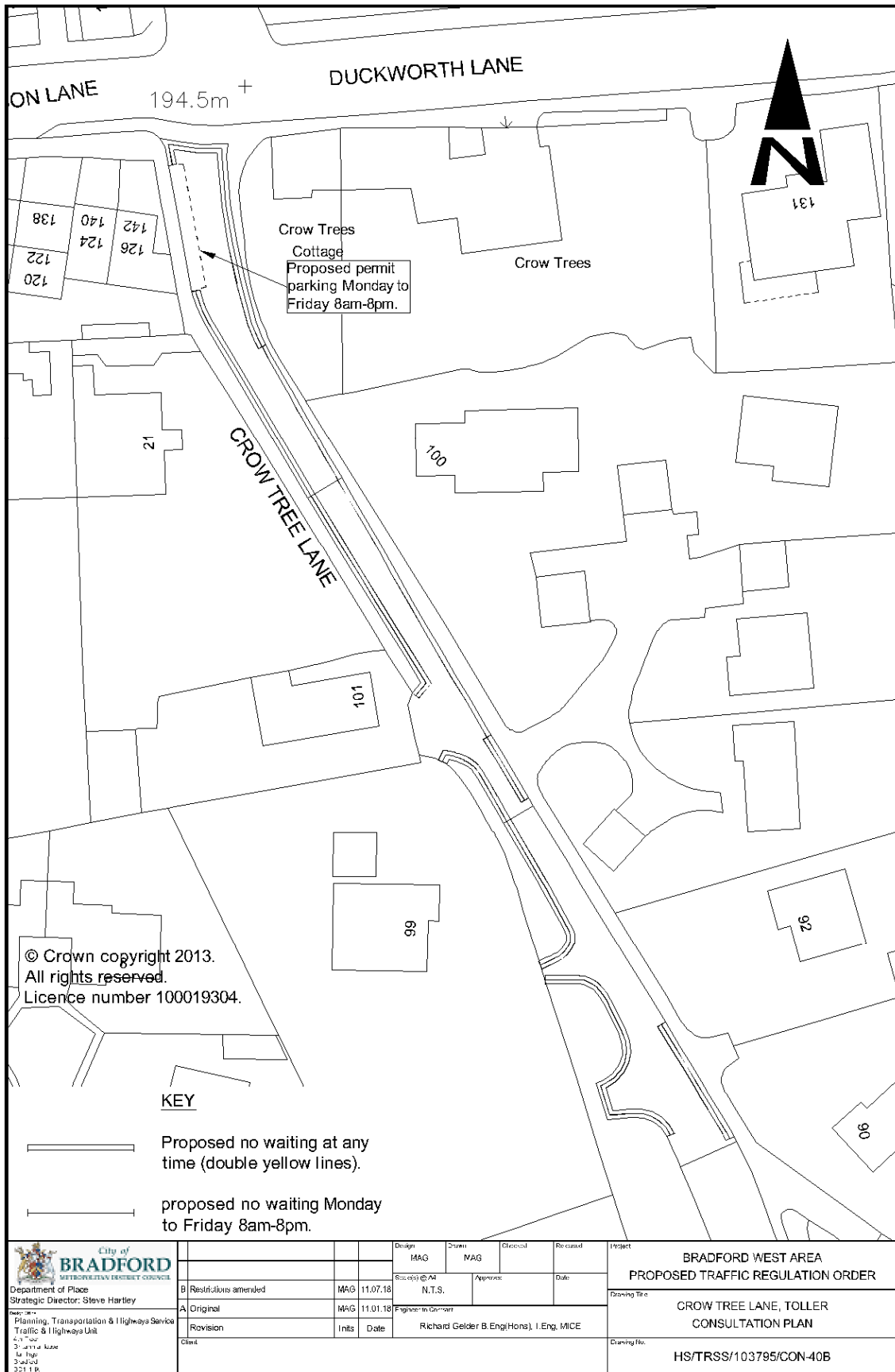
12.1. City of Bradford Metropolitan District Council File Ref: HS/TRSS/103795

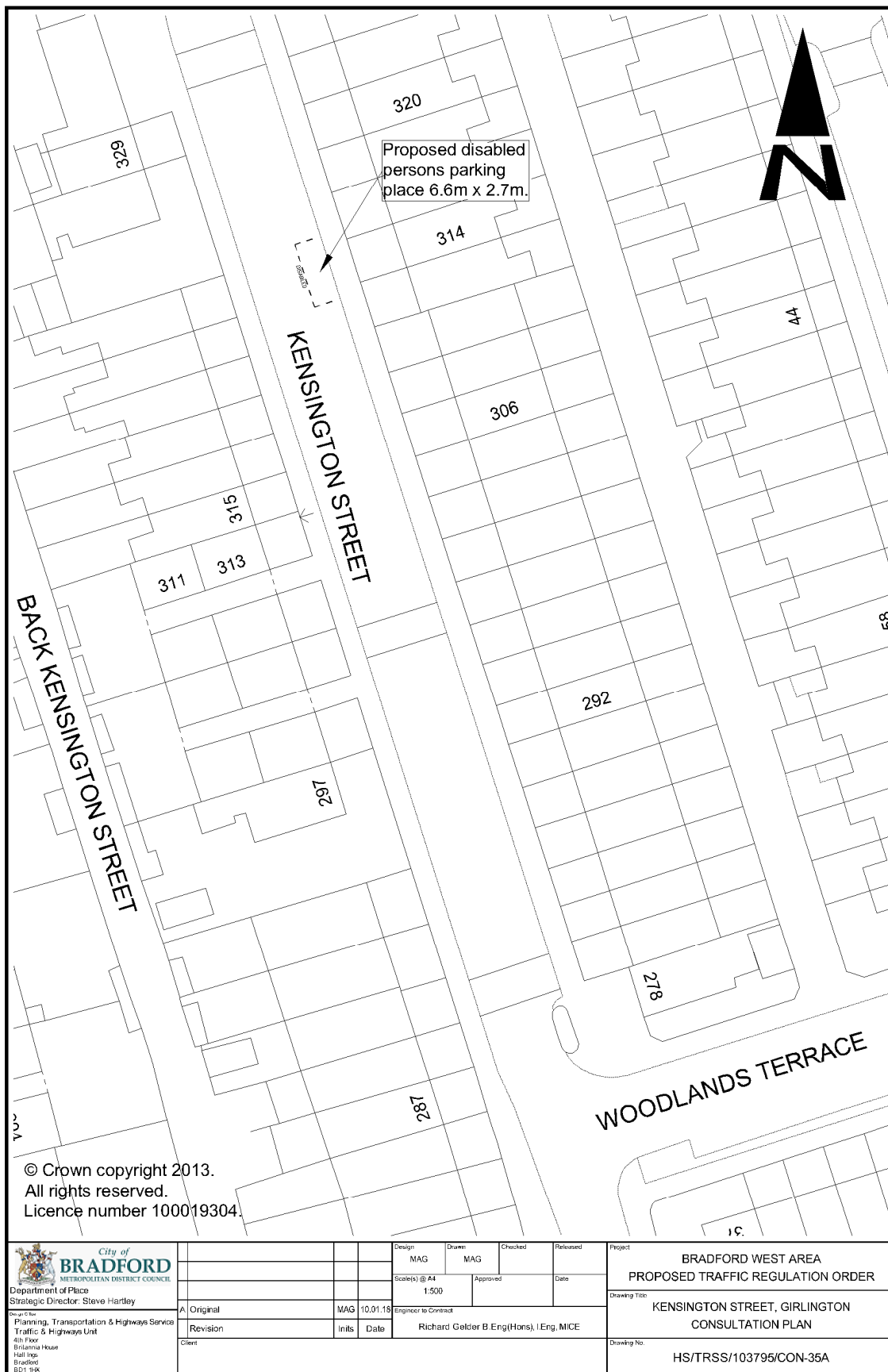


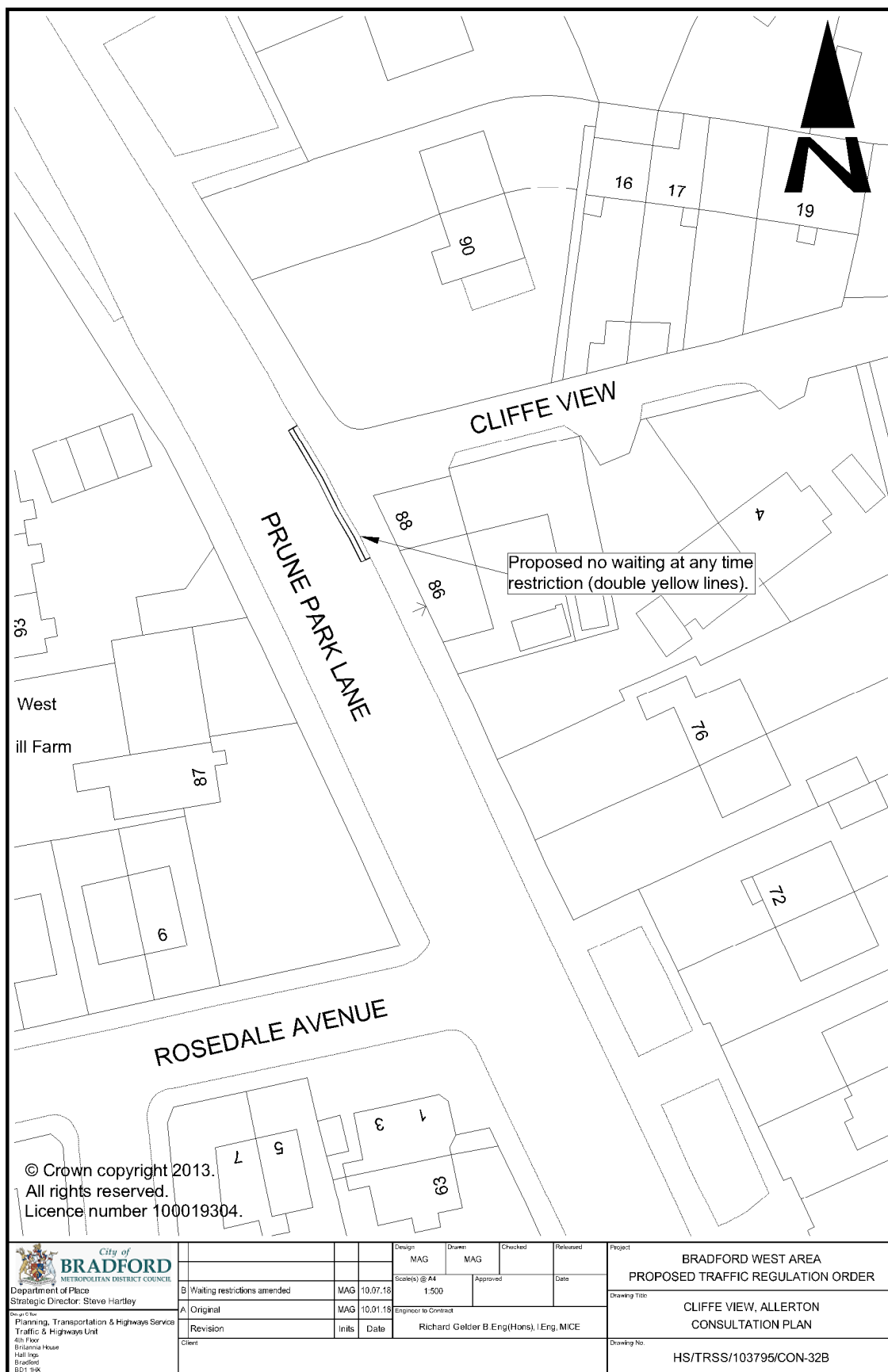


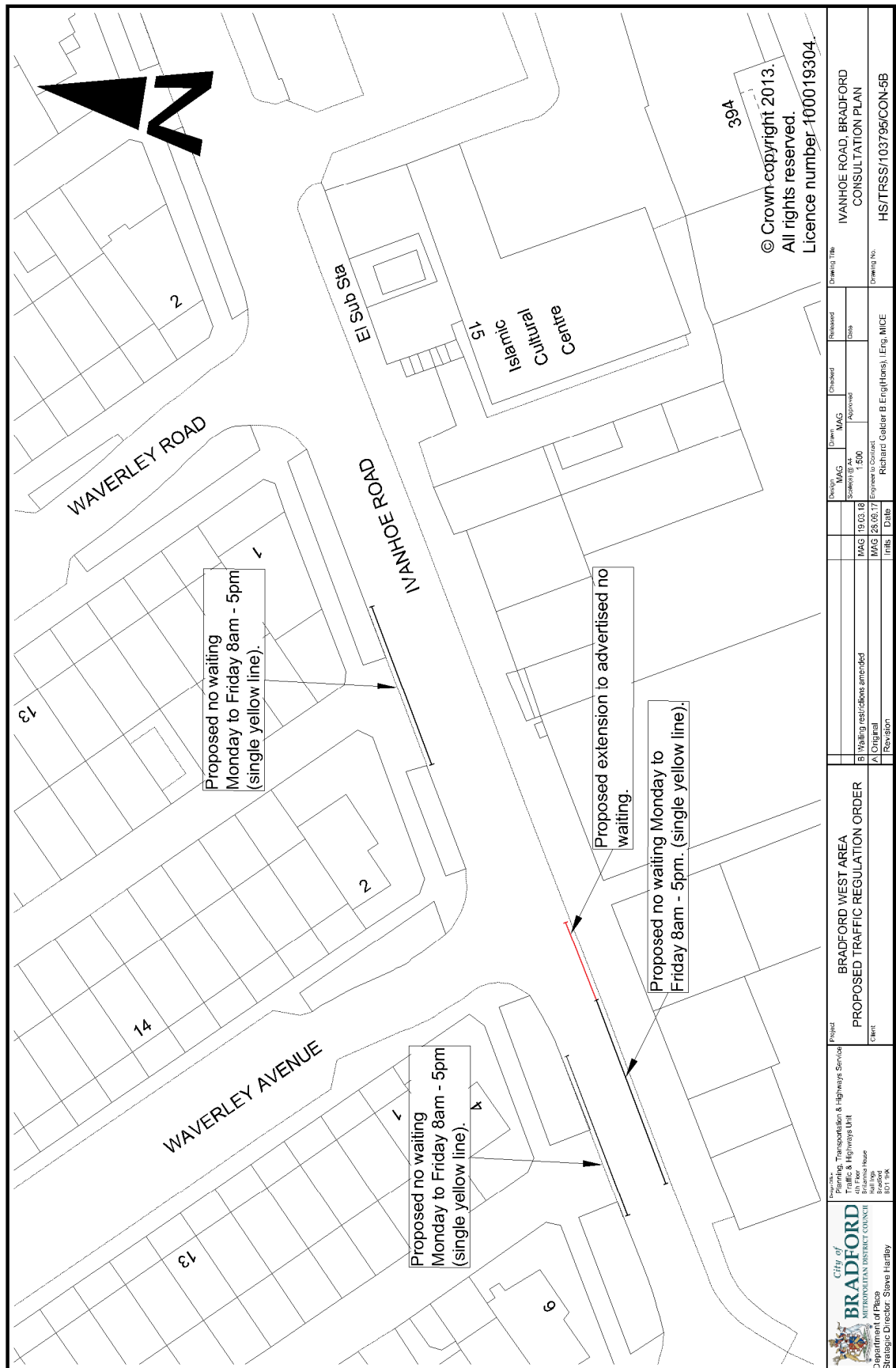


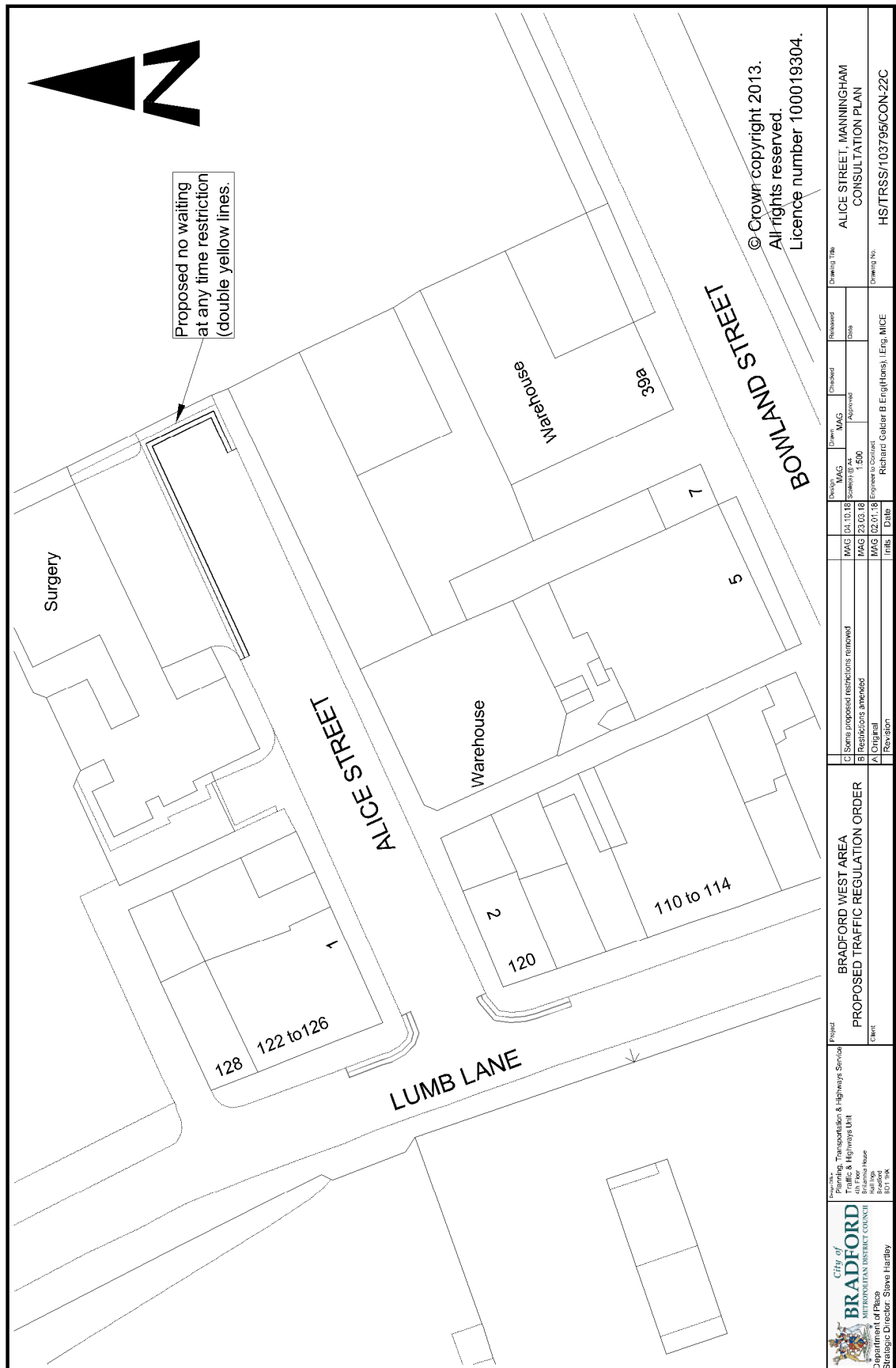













 <p>City of BRADFORD Metropolitan District Council Department of Planning Strategic Director: Steve Hartley</p>	<p>Planning, Transportation & Highways Service Traffic & Highways Unit 4th Floor, Suite 404 Hollings House 801-100</p>	<p>Project: BRADFORD WEST AREA PROPOSED TRAFFIC REGULATION ORDER</p>		<p>Client: BRADFORD WEST AREA PROPOSED TRAFFIC REGULATION ORDER</p>		<p>Drawn: MAG Checked: MAG Reviewed: MAG Date: 23/03/18</p>		<p>Drawing Title: ALICE STREET, MANNINGHAM CONSULTATION PLAN</p>		<p>Drawing No: HS/TRSS/103795/CON-22C</p>	
		<p>Revision: A Original</p>		<p>Initials: Richard Galtier B Eng(Hons), Eng. MICE</p>		<p>Engineer to Contract: 1.500</p>		<p>Scale: 1:500</p>		<p>Drawn: MAG</p>	
		<p>Revision: B Resolutions amended</p>		<p>Initials: MAG</p>		<p>Engineer to Contract: 1.500</p>		<p>Scale: 1:500</p>		<p>Drawn: MAG</p>	
		<p>Revision: C Some proposed restrictions removed</p>		<p>Initials: MAG</p>		<p>Engineer to Contract: 1.500</p>		<p>Scale: 1:500</p>		<p>Drawn: MAG</p>	

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Report of the Strategic Director Place to the meeting of Bradford West Area Committee to be held on 24 October 2018

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Subject:

**AVENEL ROAD AREA
OBJECTIONS TO PROPOSED TRAFFIC CALMING MEASURES**

Summary statement:

This report considers objections received to recently advertised proposals for traffic calming measures on Avenel Road, Whitburn Way, Ley Top Lane, Grange Road, Saffron Drive (part), Allerton Grange Drive, Brocklesby Drive, Upper Grange Avenue, Thurston Gardens and Sonning Road, Allerton.

Wards: Thornton and Allerton & Clayton and Fairweather Green

Steve Hartley
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Portfolio:

Regeneration, Planning and Transport

Overview & Scrutiny Area:

**Environment & Waste Management &
Regeneration and Environment**

1. SUMMARY

- 1.1 This report considers objections to recently advertised proposals for a Traffic Calming measures on Avenel Road, Whitburn Way, Ley Top Lane, Grange Road, Saffron Drive (part), Allerton Grange Drive, Brocklesby Drive, Upper Grange Avenue, Thurston Gardens and Sonning Road, Allerton.

2. BACKGROUND

- 2.1 The Bradford West Area Committee considered a petition signed by 201 residents requesting traffic calming measures on Allerton Grange Drive and Avenel Road at their meeting on 25 January 2017. The petitioners were concerned about the safety and the speed of traffic using Avenel Road and adjacents streets. The petitioners requested that some sort of traffic calming measures should be installed. Ward Councillors had also had representations from local residents regarding traffic speed in the area.
- 2.2 At the meeting on 28 March 2018 the Bradford West Area Committee approved funding as part of its 2017/18 Safer Roads schemes programme to introduce traffic calming measures on Allerton Grange Drive, Avenel Road and adjacent streets in Allerton. Further funding (from the 2018/19 Safer Roads budget) was allocated by the Area Committee at the meeting on 25 July 2018.
- 2.3 Accidents records show that 5 collisions have occurred in the previous 5 years along these proposed traffic calming measures location.
- 2.4 The location of the proposed calming measures is shown on drawing no. HS/TRSS/104002/CON-1A attached as Appendix 1.
- 2.5 The proposed traffic calming measures were advertised between 22nd August and 13th September 2018. At the same time consultation letters and plans were delivered to residents affected by the proposals (approximately 350 letters were delivered). This resulted in 2 objections and one support letter regarding the proposals.
- 2.6 A summary of the valid points of objections and corresponding officer comments is tabulated below: (Full objections wording is attached in Appendix 2)

Objectors Concerns	Officers Comments
<u>Objector No 1</u> The objectors claim that access to their driveway blocked by parked cars on road often by residents/visitors. They required access to their drive way at all times and to have clear space directly opposite their driveway due to the narrowness of the road.	The proposed measures would not impact on parking or access arrangements. If residents have issues with driveway access becoming blocked by parked vehicles, then they can apply for keep clear bar markings.

Report to the Bradford West Area Committee

<p>Claims about the loss of on-street parking by the introduction of the traffic calming measures outside their home. This will create more parking problems as it is already difficult to find space due to increase in cars parked on the road. Objectors wants to relocate a specific proposed speed thump on Thurston Gardens to a new location where there are less parked cars or alternatively to close Thurston Garden at one end to make it a cul-de-sac.</p> <p>Increase in noise level as a result of vehicles slowing and acceleration.</p>	<p>The location of all the road humps has been carefully considered to make sure they do not obstruct driveways or make it unduly difficult for residents to enter their premises. The hump in question will be placed away from the driveway access and should not make entering the driveway any more hazardous than it is at present.</p> <p>The scheme should have a neutral impact on noise and pollution.</p>
<p><u>Objector No 2</u></p> <p>The objector has lived on in the area for 30 years and has not been aware of any collisions or incidents. So, there is no justification of traffic calming measures.</p> <p>The objectors would support traffic calming measures on length of Avenel Road outside primary school but not on full length of Avenel Road and adjacent roads.</p> <p>He has to drive over 13 humps from main road to his house. These measures are excessive in numbers and a complete 'over-kill'.</p> <p>The visual impact of bright yellow stripes on Avenel Road and surrounding roads are unacceptable.</p> <p>The objector states that due to various bends and curves, plus the narrowing effect of parked vehicles the lanes already slows traffic. Therefore, any traffic calming measures would be a waste of money.</p>	<p>The residents of Avenel Road and from other side roads are concerned about the speed of traffic and felt strongly enough that they sent a petition (201 signatures) to the Council requesting traffic calming measures. The request is supported by the local Ward Members. The measures proposed are commensurate with the need to reduce traffic speeds and increase safety for local people and for all road users.</p> <p>There have been 5 recorded collisions.</p> <p>The optimum distance between Thumps to maintain consistent low speeds is 40 metres. A reduction in the number of features would lead to an increase in road speeds. All traffic calming features are built to national guidelines. The use of yellow thermoplastic paint highlghs the presence of a vertical deflection and is in accordance with the regulations.</p> <p>Physical traffic calming measures are proven to be the most successful means of lowering vehicle speeds and delivering significant road safety benefits.</p>

- 2.7 A letter of support for the proposals has also been received.

3. OTHER CONSIDERATIONS

- 3.1 Local ward members and the emergency services have been consulted on the proposals. No adverse comments have been received.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The estimated cost of the proposals is £11,000.00. This can be met from the Safer Roads Budget approved by this committee. (As approved at the Area Committee meetings detailed in paragraph 2.2).

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 A failure to implement highway safety improvements would result in ongoing concerns about the traffic speed on these roads.

6. LEGAL APPRAISAL

- 6.1 There are no specific issues arising from this report. The course of action proposed is in general accordance with the Council's power as Highway Authority and Traffic Regulation Authority.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

Due regard has been given to Section 149 of the Equality Act 2010 when determining the proposals in 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

The introduction of the traffic calming will provide a safer roads where vehicles will travel at a slower speed. Local residents and school children using the local amenities will find the road easier to cross with vehicles travelling slower, therefore making the area safer for pedestrians.

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

Ward members have been consulted on the proposals.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

None

7.9 IMPLICATIONS FOR CORPORATE PARENTING

None.

7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

- 9.1 That the objections be overruled and the proposal be implemented as advertised.
- 9.2 That the objections be upheld and the proposal be abandoned.
- 9.3 Councillors may propose an alternative course of action from that recommended on which they will receive appropriate officer advice.

10. RECOMMENDATIONS

- 10.1 That the objections be overruled and the proposed traffic calming measures as shown on Plan no.HS/TRSS/104002/CON-1A –attached as Appendix 1 to this report, be implemented as advertised.
- 10.2 That the objectors be informed accordingly.

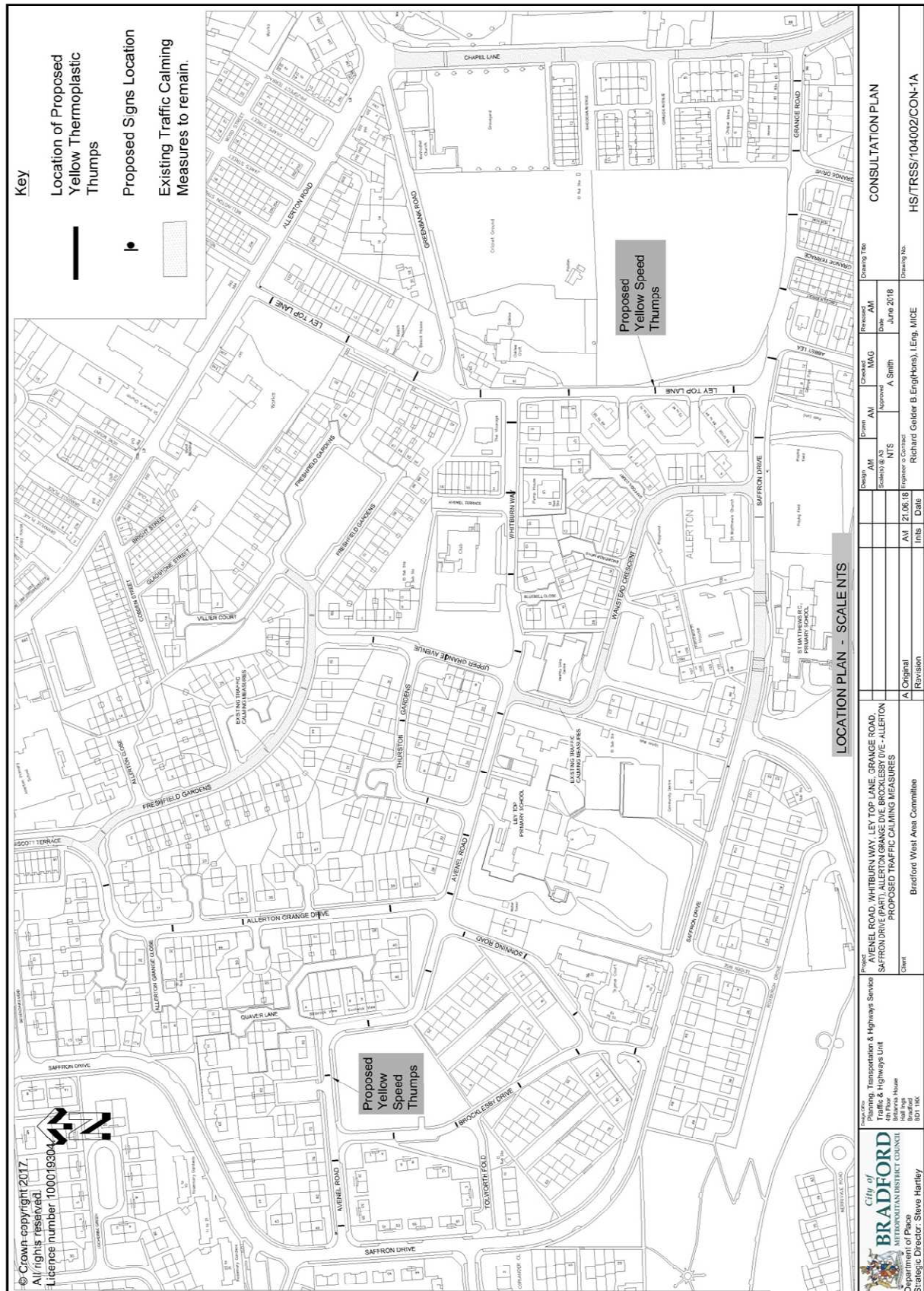
11. APPENDICES

Appendix 1 Drawing HS/TRSS/104002/CON-1A

Appendix 2 Objectors' comments

12. BACKGROUND DOCUMENTS

- 12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/104002



Objector No 1

I am writing to put forward mine and my husbands objections to the road calming measures proposed to be sited by our home. We are both disabled and require access to our car 24hrs. I have mobility problems and use a wheelchair/mobility scooter or crutches and have a blue badge. My husband has psychiatric problems and stress can trigger significant behaviours for him. We have tried putting signs up provided by the police and traffic cones to prevent cars being parked and blocking access to our drive but the signs were torn down and the cones were frequently moved. To get in or out of our drive I need to have clear space directly opposite our drive due to the narrowness of the road. Most of our neighbours are aware that we need space to get in and out of our drive, which means that parking directly opposite our drive blocks in, so they leave that space for us. Unfortunately as more families move into the street we are seeing an increase in cars parked on the road as parking spaces are limited to 1 for most homes and some do not have driveways to park in. With additional regular visitors to each home, parking has become more problematic so the introduction of traffic humps, especially the one proposed ***** Thurston Gardens is going to cause us even more worry and stress as parking gets displaced.

As it stands currently in our small part of the road there are 14 cars regularly parked either in drives or parked outside on the road (homes no *****)

If this has to go ahead then we would ask that that particular hump be moved down the road where there are less cars or alternatively look at closing off the top of Thurston Gardens making it a cul-de-sac. The top end of the road is where most of the traffic issues occur with parents dropping off and picking up children parking in the junction and on both sides of the already narrow road, and since the white lines were painted outside several houses on Avenel Road some of that parking has moved onto Thurston Gardens. Despite requests to both the school and police to come and see how parent parking is impacting on the wider community it continues to focus just on the area directly outside the school.

The other worry we have is increased noise on the street once the traffic humps are installed. Thurston Gardens is relatively quiet, especially at night, so any car passing over these humps will generate more noise that they currently do. Both of us have sleep problems and as I sleep in the front bedroom it is likely that this additional noise will become yet another nuisance that I have to deal with.

Whatever is decided in this consultation we would ask if it is possible to either have a disabled bay marked outside our home or the white lines in front and opposite our home to enable us to have free access to our home and car at all times. We look forward to hearing your response to our request and objection.

Objector No 2

Dear Sir,

Having received your letter of 17.08.18 requesting any correspondence with regards to the proposed traffic calming measures referenced above.

May I place on record my objection to the proposal on the following grounds:

1. There have not been any serious accidents (to my knowledge) on [REDACTED] in the 30 years I have lived here, so what is the justification for the overzealous traffic calming measures?
2. In order for me to drive from my address to the main road, I would have to cross thirteen (13) road humps. This is an incredible waste of money and resources by Bradford Council.

These measures are excessive in their number and a complete over-kill.

3. The visual impact of bright yellow stripes the length of [REDACTED] Road and surrounding roads is unacceptable, this is a residential area and we should not be subjected to such measures.
4. I recognise that there is a primary school on Avenel Road and would support traffic calming measures close to the school but not the full length of [REDACTED]. Perhaps a more robust parking restriction outside the school would greatly reduce the risk to school children and be a more cost-effective way for Bradford Council to utilise the City's funds.
5. Signage will again have a visual impact and cannot be seriously justified.
6. [REDACTED] Road is already designed with natural traffic calming measures, the road already bends through two ninety-degree angles, at what excessive speed do you consider drivers travel through these bends? I can assure you that drivers negotiate these bends at a minimal speed, I live on one of the bends and see drivers negotiate the bends every day and can assure you that no one uses excessive speed. To traverse the bend, drivers must reduce their speed.
7. I can guarantee that within one month of installing, the humps will have been destroyed by vandals, leaving the local residents with the aftermath of broken humps and the visual impact of their destruction. The area is already run down and neglected by Bradford Council, I have in my time living here, seen the area fall further and further into dilapidation. Perhaps, the money could be spent more wisely in cleaning the streets and repairing the vandalised areas.

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