

Report of the Strategic Director, Regeneration and Culture to the meeting of Bradford South Area Committee to be held on 22 September 2016.

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Subject:

OBJECTIONS RECEIVED TO A PROPOSED TRAFFIC REGULATION ORDER FOR VARIOUS SITES IN BRADFORD SOUTH AND PEDESTRIAN ISLANDS ON BEACON ROAD

Summary statement:

This report considers objections received to a recently advertised Traffic Regulation Order for various parking restrictions in the Bradford South constituency and pedestrian islands on Beacon Road.

<u>Wards:</u>	11	Great Horton
	21	Royds
	27	Wibsey
	30	Wyke

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Overview & Scrutiny Area:

Environment and Waste Management



1.0 SUMMARY

1.1 This report considers objections received to a recently advertised Traffic Regulation Order for various parking restrictions in the Bradford South constituency and pedestrian islands on Beacon Road

2.0 BACKGROUND

2.1 At the meeting on 26th March 2015 the Bradford South Area Committee approved, as part of its Safer Roads Schemes programme, the promotion of a Traffic Regulation Order for parking restrictions on Westgate Hill Street, Birks Fold, Chapel Road, Huddersfield Road, Mandale Road, Mayfield Ave, Swift Drive, Truncliffe and Wibsey Park Ave.

2.2 To reduce overall scheme costs, Beacon Road and Brownroyd Hill Street waiting restrictions (also approved by the aforementioned Area Committee) have been added to the Traffic Regulation Order. The Beacon Road scheme also includes 3 proposed pedestrian islands. Representations in respect of these are also considered within this report.

2.3 The Traffic Regulation Order was advertised between 29th July and 19th August 2016. Affected residents were notified of the proposals by letter during the advertising period. A total of 90 properties were consulted, this includes consultation on the proposed pedestrian islands on Beacon Road. As a result 9 letters of objection have been received to the proposals.

2.4 Objections have been received for the following elements of the scheme:
 i) Chapel Road proposed no waiting at any time restrictions as shown on drawing No.TDG/THS/103021/GL-3A in appendix 1.
 ii) Beacon Road proposed pedestrian islands and no waiting at any time restrictions as show on drawing No.TDG/THS/103012/GL-11A in appendix 2.

2.5 A summary of the valid points from the objection letters and corresponding officer comments is tabulated below:

Objectors concerns	Officer comments
<p>Beacon Road <u>Objector 1</u> Currently the parking is awful as customers of the co-op and the takeaway block parking outside my house. The whole of Mill Street is treated like a car park for the businesses and I get abuse when I ask drivers politely to move. I believe the proposals will make the situation a lot worse and because customers won't be able to park outside the co-op they will move along to 4 places Mill Street, Further up and down Beacon Road, on the double yellow restricted waiting lines and back of the co-op building blocking</p>	<p>Minimal restrictions are being proposed around the co-op location to help relieve the current parking issues and protect the Beacon Road/ Mill Street junction without major disruption to residents.</p>

<p>access to delivery wagons. Or drivers will park on the footway opposite the pedestrian island. There have been many accidents on Beacon Road including one that I have been in and I believe the proposals will not make the situation any better for residents just worse. People speed up and down Beacon Road like it's a race track at times. Issue needs resolving but not like this. If you can guarantee that illegal parking would be constantly monitored and me and my husband could have two 'promised' residents only parking places then that would be a starting point.</p>	
<p><u>Objector 2</u> As a local resident, we agree that Beacon Road has traffic issues, but we believe that if the current traffic calming measures and road markings were adhered to and policed; this would help the current situation. Every occasion we enter and exit our drive way we are met with angry and impatient driver unwilling to wait a minute. We believe the proposed pedestrian island would increase the pressure and stress we already face. The biggest factor in this problem is the co-op not having sufficient parking on such a busy road. It is vary rare to see any form of traffic wardens patrolling the area. We strongly believe that this proposal will not solve and possibly create more issues. Even with the bus stop outside Wibsey Park motorist are always trying to overtake a bus if it has pulled in, so with an island slightly higher up the road this could cause accidents.</p>	<p>The proposed island should not impact on safe vehicular access to this property.</p>
<p><u>Objector 3</u> My objection is the proposed island to be built is directly opposite the entrance and exit of my drive way, which will make it hazardous to enter or exit the property from either direction. The property only has one vehicle entry and exit place which is on Beacon Road. I have a large van and a caravan as well as 2 family cars which are currently reversed onto the drive so that we are not reversing on to the main road.</p>	<p>The minimum required works/ restrictions are being introduced to provide a safe crossing point for pedestrians on Beacon Road. A review of the pedestrian island location could take place to determine the exact layout to allow unhindered access to the objector's property.</p>
<p><u>Objector 4</u> Due to the proposals I am having to spend thousands of pounds to create a small drive</p>	<p>The pedestrian island is proposed to provide a safe crossing point on Beacon</p>

<p>way as I will not be able to park outside my house. If I need to go to the hospital in a taxi they can't park outside my house or over the road. It is a wide road and does not need yellow lines.</p>	<p>Road. On-street parking will still be available nearby.</p>
<p><u>Objector 5</u> Previous works took away residents rights to park outside their own homes and managed to create a racetrack for cars and motor bikes. I believe the council are proposing to remove all parked cars from Beacon Road so that more traffic can be diverted down this road at high speeds.</p>	<p>Waiting restrictions are being proposed at a limited number of points along Beacon Road to help facilitate safe vehicular and pedestrian movement. The majority of Beacon Road will, however, remain unrestricted in terms of on-street parking.</p>
<p><u>Objector 6</u> My partner is registered disabled and often parks his vehicle outside my house as it makes easy access to the front door. My partner does not live with me but is planning on doing so shortly. I am also going to put in an application for a dropped crossing so that I can make my garden into a parking area but unable do to so if the island is right outside my house.</p>	<p>The pedestrian island is proposed to provide a safe crossing point on Beacon Road. On-street parking will still be available nearby.</p>
<p>Chapel Road <u>Objector 1</u> Me and a number of my colleagues park our cars on Chapel Road. This is very wide and allows easy access of large vehicles that wish to pass. There are CCTV cameras that operate on Chapel Road and that gives us a feeling of security. There are no homes on this street which means we do not cause residents access problems but if the proposed restrictions were to go ahead this would result in 15 cars or more having to park on Cleckheaton Road or outside residents homes.</p>	<p>Vehicles parking on Chapel Road potentially restrict access to industrial premises. Access is required at all times in the event of emergencies.</p>
<p><u>Objector 2 & 3</u> Chapel Road has now been closed to through traffic and there are already restrictions on one side of the road. If the proposals were to go ahead our staff and visitors would have to park on the main road Cleckheaton Road, or on the residential side streets such as Second Street. There maybe merit in extending the restrictions on the side of the road up to the car park entrance at BASF, but certainly not after the entrance as the road is blocked.</p>	<p>Vehicles parking on Chapel Road potentially restrict access to industrial premises. Access is required at all times in the event of emergencies.</p>

- 2.6 A review of the proposed pedestrian island outside 278 Beacon Road could take place and minor alteration may be feasible to ensure unhindered access to the objector's property. Any alternative proposals arising that would have an impact over and above the original advertised proposal will be subject to further appropriate consultations.

3.0 OTHER CONSIDERATIONS

- 3.1 Local ward members and the emergency services have been consulted. The comments received have been considered in the development of the proposals.

4.0 FINANCIAL AND RESOURCE APPRAISAL

- 4.1 Funding has been allocated from the Bradford South Area Committee Safer Roads budget for 2015/16 as follows:

- i) Area-wide TRO - £6,000
- ii) Beacon Road Islands and TRO - £27,000
- iii) Brownroyd Hill Street Island, Build-out and TRO - £15,000

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 There are no significant risks arising out of the implementation of the proposed recommendations.

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 determining the proposals in this report.

7.2 SUSTAINABILITY IMPLICATIONS

The provision of safe pedestrian crossing points encourages sustainable transport modes.

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

The proposed measures would improve road safety.

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

All ward members have been consulted on the proposals.

7.8 AREA COMMITTEE WARD PLAN IMPLICATIONS

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

8.0 NOT FOR PUBLICATION DOCUMENTS

8.1 None

9.0 OPTIONS

9.1 Members may propose an alternative course of action; in which case they will receive appropriate guidance from officers.

10.0 RECOMMENDATIONS

10.1 That the objections in respect of Beacon Road and Chapel Road be overruled and 103021 Bradford South 2015-16 order be sealed and implemented as advertised and proposed pedestrian islands on Beacon Road be installed subject to any revisions arising from the actions detailed in paragraph 2.6 of this report.

10.2 That the objectors be informed accordingly.

11.0 APPENDICES

11.1 Appendix 1 – Drawing No. TDG/THS/103021/GL-3A.

11.2 Appendix 2 – Drawing No. TDG/THS/103021/GL-11A.

11.3 Appendix 3 – Drawing No. TDG/THS/103021/GL-11-2A.

11.4 Appendix 4 – Drawing No. TDG/THS/103021/GL-11- 3A.

11.5 Appendix 5 – Drawing No. TDG/THS/103021/GL-11- 4A.

12.0 BACKGROUND DOCUMENTS

12.1 City of Bradford Metropolitan District Council File Ref: TDG/THS/103012.









