

Report of the Director of Regeneration and Culture to the meeting of Bradford South Area Committee on the 26th June 2014.

C

Subject:

A647 SAND BEDS, QUEENSBURY – OBJECTIONS TO TRO

Summary statement:

This report considers objections to a recently advertised Traffic Regulation Order for parking restrictions on the A647 Sandbeds, Queensbury.

Wards: 20 - Queensbury

Mike Cowlam
Interim Strategic Director
Regeneration and Culture

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

Portfolio:

Housing, Planning and Transport

Overview & Scrutiny Area:

Environment and Waste Management



Suzan Hemingway, City Solicitor

1 SUMMARY

1.1 This report considers objections to a recently advertised Traffic Regulation Order (TRO) for parking restrictions on the A647 Sandbeds, Queensbury.

2 BACKGROUND

2.1 Planning permission (ref. 12/04065/VOC) for the construction of housing on land adjacent to the A647 Sand Beds, Queensbury was granted in January 2013.

2.2 As part of the planning permission the developer is required to fund the provision of two new traffic islands and parking restrictions on the A647 between Campbell Street and South Bank. The traffic islands are required to consolidate the existing central hatching by preventing unsafe overtaking manoeuvres. These islands do not form part of the advertised proposals as they can be implemented without a TRO.

2.3 The proposed parking restrictions are considered the minimum necessary to ensure safe sightlines at side road junctions and maintain safe through passage for vehicles on the A647. A TRO has been advertised for this element of the scheme.

2.4 All the residential frontages were consulted prior to the formal consultation process and this involved a number of site meetings and subsequent amendments. The traffic islands have been modified as part of the section 278 works associated with the development and relocated to have the least impact upon residents parking needs, but are a condition of the planning approval. These have been off-set so to provide on-street parking adjacent to the properties of Sunny Bank (some of which do not have off-street parking facilities) and still allow a safe width for passing traffic. This would deter inbound Queensbury traffic from overtaking queuing traffic at peak times.

2.5 The proposals are detailed on plan No. R/THS/BS/102421/TRO/CON-1G, attached as Appendix 1.

2.6 Following advertisement of the proposed parking restrictions, 4 objections (all generated from the same address) have been received. The points of objection and corresponding officer comments are detailed below: -

| Objection point | Objection grounds | Officers Comments |
|-----------------|---|--|
| 1 | They have objected to the waiting restriction and the island adjacent to their property. The proposals directly affect a 7 bedroom residential property where occupiers including medical practitioners could reasonably expect a level of | The latest layout, on which residents were consulted on the 6 May 2014, shows that the island is now proposed at a point remote from the property in question and therefore would not affect the potential for access to a drive way. Notwithstanding this, the traffic island does not form part of the advertised proposals. |

Report to the Bradford South Area Committee

| | | |
|---|---|--|
| | <p>amenity concurrent with their property. Several of the residents use this on a regular basis as their business address and receive deliveries on a regular basis.</p> <p>This would harm the amenities for the residents safe and available on-street parking, privacy and the right to enjoy a quiet and safe residential environment.</p> <p>The property does not have any off-street parking facilities.</p> <p>The residents are considering opening a Doctors surgery at this property. But the measures associated with the new housing development will take away substantial amounts of on-street parking for Doctors, patients and deliveries. It will make the project un-achievable.</p> | <p>The proposals include residents permit parking spaces for 2 vehicles adjacent to the property, waiting restrictions to protect the traffic island and access to property number 19.</p> <p>As with all public highways the primary function of the A647 is for the safe through passage of traffic and to facilitate access rather to provide parking facilities</p> <p>Officers are not aware of a planning application being submitted. Any such application will be judged on its own merits by Planning officers.</p> |
| 2 | <p>They have objected to the waiting restriction and the island adjacent to their property. The proposals will remove essential on-street parking spaces for the residents which are in short supply.</p> <p>I am a locum on call and often must leave work in a rush I would not appreciate the increased walking distance to my vehicle with my work equipment. It would be highly inconvenient and stressful having to find a parking space after a long days work. Even simple tasks such as grocery shopping will become frustrating and difficult.</p> | <p>The latest layout, on which residents were consulted on the 6 May 2014, shows that the island is now proposed at a point remote from the property in question The proposals include residents permit parking spaces for 2 vehicles adjacent to the property, waiting restrictions to protect the traffic island and access to property number 19.</p> <p>In addition to the proposed permit parking directly adjacent to this property, unrestricted on-street parking within 50metres would still be available.</p> |

Report to the Bradford South Area Committee

| | | |
|---|--|---|
| | <p>The traffic regulation order and islands appears to be founded on the approval of a nearby housing development.</p> <p>The rational for the refuges was to allow the sight line to be delivered and to provide a crossing point adjacent to our property to access the existing bus stop near to South Bank. Suggest that the pedestrian island is located between South Bank and South Leigh.</p> | <p>These proposals have been generated as a result of the conditions placed a housing development but also seek to address an existing safety issue.</p> <p>Lengthy consultations and local discussion have already resulted in an alternative traffic island location being proposed. It is however, reiterated that the islands do not form part of the advertised TRO</p> |
| 3 | <p>Replicates objection 2 the only difference is that there is an optometrist on call 7 days per week.</p> | <p>In addition to the proposed permit parking directly adjacent to this property, unrestricted on-street parking within 50metres would still be available</p> |
| 4 | <p>They have objected to the waiting restriction and the island adjacent to their property. The proposals will remove essential on-street parking spaces for the residents which are in short supply. The safety and nearby residential on-street parking spaces for 4 vehicles are essential to their demanding work, study, social life and will have a serious impact..</p> <p>They do not want to be forced to park elsewhere or be in dispute with fellow neighbours where there will be some other on-street parking provision or residents permit parking spaces.</p> <p>Already have a shortage of parking for a 7 bedroom property. The property does not have any off-street parking</p> | <p>The latest layout which they were consulted on, on the 6th May, shows the island away from their property which would not affect access to a drive way if they decided to create one or a large parking area. The proposals include 2 residents permit parking spaces adjacent to the property, waiting restrictions to protect the traffic island and access to property number 19.</p> <p>The final proposals advertised are a combination of waiting restrictions and residents permit parking and are balanced to retain some on-street parking without compromising road safety.</p> <p>In addition to the proposed permit parking directly adjacent to this property, unrestricted on-street parking within 50metres would still be available</p> |

| | | |
|--|---|--|
| | <p>facilities.</p> <p>My business deliveries and future business plans will become unfeasible and may ultimately compel relocating.</p> | |
|--|---|--|

2.7 A further representation was received but has not been expressed as an objection to the proposals; this requests that permit parking also be installed on Campbell Street. In response to this, it is not anticipated that the proposed parking restrictions on the A647 would lead to a significant transfer of parking to Campbell Street.

3. OTHER CONSIDERATIONS

3.1 Local ward councillors have been consulted. Two of these have expressed support for the proposals. No other comments have been received.

4. FINANCIAL & RESOURCE APPRAISAL

4.1 The scheme processing and implementation costs are being funded by the developer. £5400 has been secured through a Section 106 legal agreement to promote the TRO.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1 The proposed traffic islands form part of planning permission. A failure to provide appropriate accompanying parking restrictions to provide appropriate sightlines and maintain access would be detrimental to road safety.

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 Councils power as Highway Authority and Traffic Regulation Authority

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

7.1.1 The proposals have been developed, with due regard to Section 149 of the Equality Act 2010

7.2 SUSTAINABILITY IMPLICATIONS

7.2.1 There are no significant sustainability implications.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

7.3.1 There are no greenhouse gas implications to this report.

7.4 COMMUNITY SAFETY IMPLICATIONS

7.4.1 The proposal scheme would improve road safety at this location.

7.5 HUMAN RIGHTS ACT

7.5.1 There are no significant human rights implications arising from this matter.

7.6 TRADE UNION

7.6.1 There are no Trade Union implications arising from this matter.

7.7 WARD IMPLICATIONS

7.7.1 There are no Ward implications.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

7.8.1 The proposed measures included in this report support priorities within the Bradford South Area Committee Action Plan 2011-14.

8. NOT FOR PUBLICATION DOCUMENTS

8.1 None.

9. OPTIONS

9.1 Members may choose an alternative course of action than the officer recommendations.

10. RECOMMENDATIONS

10.1 The objections be overruled and the proposed scheme for parking restrictions on the A647 Sandbeds and the proposed new residential site access road be implemented as advertised and the associated Traffic Regulation Order sealed.

10.2 That the objectors and those who have made comments be informed of the Committee's decision.

11. APPENDICES

11.1 Appendix 1 – The proposals as advertised - plan No. R/THS/BS/102421/TRO/CON-1G.

12. BACKGROUND DOCUMENTS

12.1 Scheme file ref 102421.

APPENDIX 1

