

Report of the Strategic Director (Regeneration) to the meeting of Keighley Area Committee to be held on 22 January 2015

AC

Subject:

Objection to the proposed 7.5 Tonne Weight Limit (Except for Access) restriction on Laycock Lane, Braithwaite Road and Green Sykes Road, Laycock

Summary statement:

This report considers an objection received to the proposed 7.5 Tonne Weight Limit (Except for Access) restriction on Laycock Lane, Braithwaite Road and Green Sykes Road, Laycock

Keighley West Ward 17

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Portfolio:

Housing Planning & Transport

Overview & Scrutiny Area:

Environment and Waste Management



1. SUMMARY

- 1.1 This report considers one objection received to the proposed 7.5 Tonne Weight Limit (Except for Access) restriction on Laycock Lane, Braithwaite Road and Green Sykes Road, Laycock.

2. BACKGROUND

- 2.1 At its meeting on 10 April 2014, Keighley Area Committee gave approval for the introduction of a 7.5 Tonne Weight Limit (Except for Access) restriction on Laycock Lane, Braithwaite Road and Green Sykes Road, Laycock.
- 2.2 The scheme was selected following concerns expressed by local residents and Ward Members regarding the general traffic conditions in this area and associated road safety implications.
- 2.3 A particular concern, is the problem experienced by residents when Heavy Goods Vehicles (HGV's) drive through Laycock Village. The road through Laycock is very narrow, in places, down to a single lane. At some locations it has either no footway or a single footway just wide enough for a single pedestrian to walk on.
- 2.4 These Heavy Good Vehicles are causing road safety concerns due to their large size. It has also been alleged that damage to property and garden walls, pavements and private drives are potentially caused by these HGV's or by vehicles pulling off the carriageway in order to pass these HGV's.
- 2.5 Following Committee Approval, a scheme was developed, as detailed on the attached Consultation Drawing, shown in Appendix A of this report.
- 2.6 On 3 July 2014 the draft proposals were forwarded to Local Ward Members, Metro and emergency services for initial comment. No adverse comments were received.
- 2.7 On 1 October 2014, a Neighbourhood Forum was held in Laycock Village Hall and local residents were consulted about the proposed scheme.
- 2.8 The proposed weight restrictions were formally advertised from 18 September 2014 for a 3 week period, expiring on 9 October 2014. During this time one objection was received from a local resident. A summary of the objection is contained in Appendix B to this report.
- 2.9 Four letters of support were also received and these will be available to view at the meeting



3. OTHER CONSIDERATIONS

- 3.1 Local ward members, Metro and the emergency services were consulted. No adverse comments were received.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 The cost associated with progressing and implementing the proposals is to be met from within approved identified Capital Budgets.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

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

6. LEGAL APPRAISAL

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

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

There are no equal rights issues arising from this report.

7.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications arising from this report.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no effects on greenhouse gas emissions arising from this report.

7.4 COMMUNITY SAFETY IMPLICATIONS

The introduction of a 7.5 Tonne Weight Limit (Except for Access) restriction would be beneficial in terms of road safety along Laycock Lane, Braithwaite Road and Green Sykes Road, Laycock.

7.5 HUMAN RIGHTS ACT

There are no direct Human Rights implications arising from this report.



7.6 TRADE UNION

There are no Trade Union implications from this report.

7.7 WARD IMPLICATIONS

There are no wider ward implications to this scheme.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

Implementation of traffic schemes is in accordance with the community safety priorities in the area action plan.

8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

9.1 Members may wish to uphold the objection and abandon the proposals.

9.2 Members may wish to overrule the objection and implement the scheme as advertised.

9.3 Members may wish to amend the proposals to accommodate the objection.

10. RECOMMENDATIONS

10.1 It is recommended that the objection is overruled, the scheme implemented as advertised, and the objector is notified accordingly.

11. APPENDICES

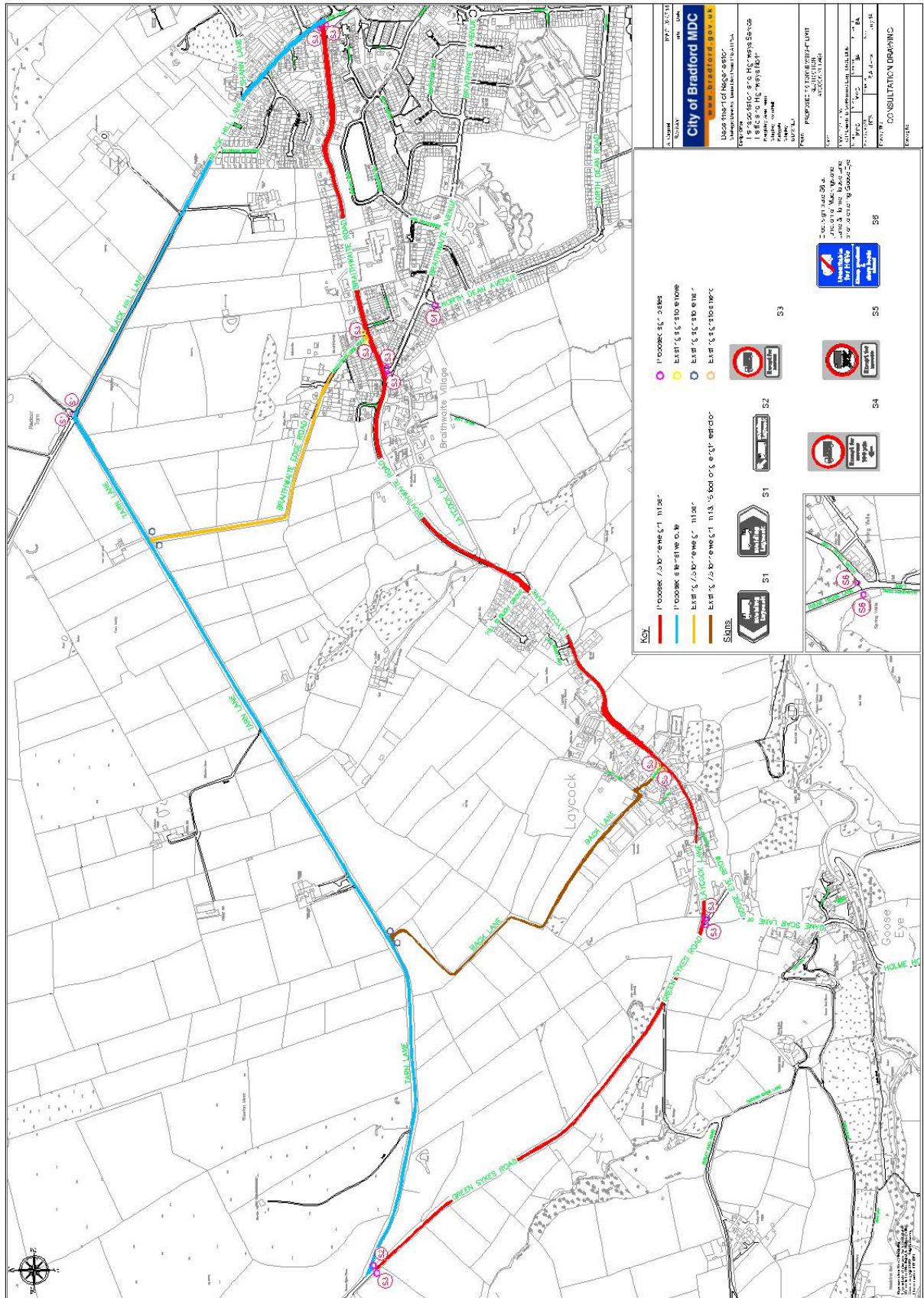
11.1 Appendix A – Consultation Drawing showing the proposed 7.5 Tonne Weight Limit (Except for Access) restriction on Laycock Lane, Braithwaite Road and Green Sykes Road, Laycock, as advertised.

11.2 Appendix B - Summary of objection received to the proposed 7.5 Tonne Weight Limit (Except for Access) restriction, as advertised.

12. BACKGROUND DOCUMENTS

12.1 City of Bradford Metropolitan District Council file reference: R/N/AK/102689.





<u>Objection 1</u>	<u>Officers comments</u>
<p>The introduction of a 7.5 Tonne Weight Limit (Except for Access) restriction on roads through Laycock village, would effectively stop us having livestock, food, bedding, fertilizer and anything else that requires delivery by a HGV brought to our farms and all other farms on Todley Hall Road, Greystones Lane and Copy Lane. This is just another hair brained scheme from Brad Met Planning Dept and if they had any local knowledge they would have known this was the only way in for HGV's.</p>	<p>A HGV driver would not be in breach of a 7.5 Tonne Weight Limit (Except for Access) Order, if they are accessing land or property abutting the length of restricted highway or land or property only accessible from the length of highway in question.</p> <p>It is appreciated that the proposed TRO will not resolve <u>all</u> the current HGV issues, as HGV's will still require access to and from farms within the local area. Where an alternative route is not available, HGV's will still have a legitimate right to use the route through Laycock village if they are accessing local farms.</p> <p>It is acknowledged that the junction of Todley Hall Road with Green Sykes Road and the junction of Tarn Lane with Green Sykes Road currently have very tight angles, so some turning manoeuvres would not be possible for a HGV.</p> <p>However if the scheme was implemented successfully, it could prevent additional HGV's travelling through Laycock Village to some future developments, and also prevent HGV's using Laycock Village as a through route, if they were travelling further afield.</p>

