



## Agenda for a meeting of the Shipley Area Committee to be held on Wednesday, 12 September 2018 at 6.00 pm in the Council Chamber, Bingley Town Hall

### Members of the Committee – Councillors

CONSERVATIVE	LABOUR	GREEN
Heseltine Barker Cooke Davies Riaz Townend	V Greenwood Jenkins	Warnes

### Alternates:

CONSERVATIVE	LABOUR	GREEN
Ellis Pennington M Pollard D Smith Whiteley	Hinchcliffe Ross-Shaw	Love

### 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:**

**To:**

Parveen Akhtar

City Solicitor

Agenda Contact: Claire Tomenson

Phone: 01274 432457

E-Mail: [claire.tomenson@bradford.gov.uk](mailto:claire.tomenson@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. MINUTES

**Recommended –**

**That the minutes of the meeting held on 25 July 2018 be signed as a correct record (previously circulated).**

(Claire Tomenson - 01274 432457)



#### 4. **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.

(Claire Tomenson - 01274 432457)

#### 5. **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 10 September 2018.**

(Claire Tomenson - 01274 432457)

### **B. BUSINESS ITEMS**

#### 6. **OBJECTIONS TO A PROPOSED TRAFFIC REGULATION ORDER FOR PARKING RESTRICTIONS WITHIN BAILDON VILLAGE AND ITS SURROUNDING AREA**

**Baildon**  
1 - 14

The Strategic Director, Place will present **Document “H”** which outlines objections received from local residents and businesses to a Traffic Regulation Order (TRO) to introduce parking restrictions in and around Baildon village.

**Recommended –**

- (1) That the formal objections relating to the proposed Baildon Traffic Regulation Order (as shown within Drawing No. P/HS/THN/104041/TRO-1A (attached as Appendix 1 to Document “H”) be overruled, and the proposed Traffic Regulation Order be approved, sealed and implemented as formally advertised.**



**(2) That the objectors be advised accordingly.**

(Regeneration & Environment Overview & Scrutiny Committee)  
(Simon D'Vali – 01274 431000)

**7. PETITION REQUESTING A FORMAL PEDESTRIAN CROSSING ON BINGLEY ROAD, MENSTON** **Wharfedale**  
**15 - 24**

The Strategic Director, Place will submit **Document “I”** which presents a petition requesting the introduction of a formal pedestrian crossing on Bingley Road, Menston for the Committee's consideration.

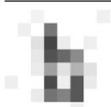
**Recommended –**

**(1) That the petitioners' request for the introduction of a formal pedestrian crossing be noted and proposals to introduce a speed table to assist crossing pedestrians be included on the list of scheme candidates to be considered by this Committee for possible inclusion within its future capital works programme.**

**(2) That the lead petitioner be informed accordingly.**

(Regeneration & Environment Overview & Scrutiny Committee)  
(Simon D'Vali – 01274 431000)

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





## **Report of the Strategic Director (Place) to the meeting of Shipley Area Committee to be held on 12 September 2018.**

**H**

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### **Subject:**

**21 objections have been received to a proposed Traffic Regulation Order to introduce parking restrictions within Baildon village and its surrounding areas.**

### **Summary statement:**

**This report considers objections received from local residents and businesses to a Traffic Regulation Order (TRO) to introduce parking restrictions in and around Baildon village.**

### **It is recommended:**

- **That the formal objections relating to the proposed Baildon TRO (as shown within Drawing No. P/HS/THN/104041/TRO-1A (attached as Appendix 1 to this report) be overruled, and the proposed TRO be approved, sealed and implemented as formally advertised.**
- **That the objectors be advised accordingly.**

**Ward 01 (Baildon)**

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Steve Hartley  
Strategic Director, Place

### **Portfolio:**

**Regeneration, Planning and Transport**

Report Contact: Simon D'Vali  
Phone: (01274) 431000  
E-mail: [simon.dvali@bradford.gov.uk](mailto:simon.dvali@bradford.gov.uk)

### **Overview & Scrutiny Area:**

**Regeneration and Environment**

## **1. SUMMARY**

- 1.1 Consideration of 21 objections received from local residents and businesses regarding the proposed Traffic Regulation Order (TRO) to introduce parking restrictions in Baildon village and its surrounding areas.

## **2. BACKGROUND**

- 2.1 The lack of sufficient on-street parking in Baildon village has been an issue for many years. Numerous concerns have been expressed by local businesses and residents regarding the problem of on-street parking facilities within the village for shoppers, and long-stay commuter parking problems experienced by local residents.
- 2.2 The proposed short-stay parking restrictions in Baildon Village and its immediate surroundings have been introduced to address long-stay parking problems and meet the needs of shoppers and visitors (thereby contributing to the benefit of the local economy).
- 2.3 The proposed Residents Only Parking Place (ROPP) elements within the proposals are also intended to discourage long-stay commuter parking within the village and its surrounding residential streets. Drawing no. P/HS/THN/104041/TRO-1A identifying the proposed parking restrictions in Baildon and surrounding area is attached as Appendix 1 of this report. A larger version of the drawing will be available for inspection at the Committee meeting on 12 September 2018.
- 2.4 The Shipley Area Committee at its meeting on 25 July 2018 allocated funding to address parking concerns in and around Baildon.
- 2.5 Following consultations with Local Members, the emergency services, and West Yorkshire Combined Authority (formerly METRO), the proposed Baildon village TRO was formally advertised on 6 July 2018 for three weeks ending 27 July 2018. The formal advertisement resulted in 21 objections being received.
- 2.6 The objectors' concerns and officers' comments are tabulated in Appendix 2 of this report.

## **3. OTHER CONSIDERATIONS**

- 3.1 Where revised proposals are less onerous than those formally advertised, the advertised proposals can be modified prior to implementation.
  - 3.1.1 The concerns of the objectors have recently been discussed with elected Members for Baildon, and with this Committee's approval, certain objections could potentially be resolved by making amendments (in the form of less onerous proposals) to some of the advertised scheme proposals without the need to re-advertise the proposed Traffic Regulation Order.
  - 3.1.2 The potential relaxations to the proposed TRO will be discussed by the officer presenting this report at the Committee meeting on 12 September 2018.

#### **4. FINANCIAL & RESOURCE APPRAISAL**

##### **4.1 Financial**

The cost of introducing the proposed TRO will be met from this year Committee's capital allocation.

##### **4.2 Resources**

The proposed scheme can be processed within existing staff resources.

#### **5. OPTIONS**

##### **5.1 Option 1 (RECOMMENDED).**

5.1.1 That the formal objections relating to the proposed Baildon TRO (as shown within Drawing No.P/HS/THN/104041/TRO-1A (attached as Appendix 1 to this report) be overruled, and the proposed TRO be approved, sealed and implemented as formally advertised.

5.1.2 That the objectors be advised accordingly.

##### **5.2 Option 2 (NOT RECOMMENDED).**

5.2.1 That all formal objections relating to the proposed Baildon TRO (as shown within Drawing No.P/HS/THN/104041/TRO-1A (attached as Appendix 1 to this report) be upheld, and that the proposed scheme be abandoned

5.2.2 That the objectors be advised accordingly.

##### **5.3 Option 3 (NOT RECOMMENDED).**

5.3.1 That subject to this Committee's approval, revised, less onerous proposals (permissible within the current legal structure of the Order and which will not require the revised TRO to be re-advertised) be prepared, discussed and agreed with the elected Members for Baildon, and then the proposed Order be sealed and implemented.

5.3.2 That the objectors be advised accordingly.

##### **5.4 Option 4 (NOT RECOMMENDED).**

5.4.1 That this Committee may prefer to take a course of action other than that indicated in the above options or recommendations, in which case it would receive appropriate guidance from officers.

**6. RISK MANAGEMENT AND GOVERNANCE ISSUES**

6.1 There are no risk management implications.

**7. LEGAL APPRAISAL**

There are no legal implications at present.

**8. OTHER IMPLICATIONS.**

None

**8.1 EQUALITY & DIVERSITY**

In the event that the proposed TRO is developed further, due regard would be given to Section 149 of the Equality Act 2010.

**8.2 SUSTAINABILITY IMPLICATIONS**

There are no sustainability implications.

**8.3 GREENHOUSE GAS EMISSIONS IMPACTS**

There are no implications regarding greenhouse gas emission impacts.

**8.4 COMMUNITY SAFETY IMPLICATIONS**

The proposed parking restrictions would help keep sightlines clear at junctions thereby potentially improving road safety. The proposals are also intended to discourage long-stay parking in residential streets to the benefit of residents, and to discourage long-stay parking elsewhere, thereby increasing parking availability for shoppers (to the economic prosperity of the village).

**8.5 HUMAN RIGHTS ACT**

There are no implications for human rights.

**8.6 TRADE UNION**

There are no implications for the trade unions.

**8.7 WARD IMPLICATIONS**

None

**8.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS**

The development and implementation of schemes included in this report support priorities within the Shipley Area Committee Ward Plans 2015-16.

**9. NOT FOR PUBLICATION DOCUMENTS**

None

**10. RECOMMENDATIONS**

**10.1 Option 1 (RECOMMENDED)**

That the formal objections relating to the proposed Baildon TRO (as shown within Drawing No.P/HS/THN/104041/TRO-1A (attached as Appendix 1 to this report) be overruled, and the proposed TRO be approved, sealed and implemented as formally advertised.

10.2 That the objectors be advised accordingly.

**11. APPENDICES**

11.1 Appendix 1 - Drawing No. P/HS/THN/10401/TRO-1A, showing the Baildon parking proposals as formally advertised

11.2 Appendix 2 – Objectors’ and officer comments.

**12. BACKGROUND DOCUMENTS**

12.1 Shipley Area Committee Report 25 July 2018.



## Appendix 2

Objector #1 - a business in Baildon Village	Officer comments
<ul style="list-style-type: none"> <li>• I work in Baildon, but I do not park on any of the effected roads. The Council has given no consideration to the needs and concerns of the businesses in the village.</li> <li>• Our customers, who are mostly elderly and need easy access to benefit our services, cannot park near our office. The proposals would not help ourselves and our customers.</li> <li>• Local residents, who have no off-street parking facilities, knew about the parking problems within the village prior to purchasing their properties.</li> <li>• Will the Council issue Business Parking Permits to businesses in the village?</li> </ul>	<ul style="list-style-type: none"> <li>• The parking proposals within the village are aimed at removing the current long-stay commuter parking and providing short-stay parking for shoppers and visitors (to the economic benefit of the local business community).</li> <li>• The short-stay parking proposed in and around the village would be for use by all shoppers and visitors, including the elderly.</li> <li>• Noted. However, long-stay and all day commuter parking on the residential roads are causing problems for local residents and businesses alike, and the proposed short-stay parking and 'shared parking' (ie. limited waiting except for permit holders) is intended to help address the concerns of residents and businesses.</li> <li>• There is no provision within the proposed TRO to issue business parking permits, as there is a need to maximise on-street parking availability for customers and visitors to the village.</li> </ul>
Objector #2 (Saint James Road)	Officer comments
<ul style="list-style-type: none"> <li>• Objecting to the double yellow lines proposed on a section of St James Road near nos. 21 to 31. The flats in this area do not have off street parking facilities and use this section of St James where the double yellow lines have been proposed. This would reduce the amount of existing on-street parking for residents, forcing them to park away from the junction and affecting their car insurance.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed double yellow lines at Centenary Road with St James Road are intended to improve sightlines and driver visibility at the junction. Committee Members are advised that the proposed yellow lines could be reduced in length or omitted from the scheme proposals without the need to re-advertise the legal order, although this may be to the detriment of road safety.</li> </ul>

<b>Objectors #3, #4 and #5 (Wrose View)</b>	<b>Officer comments</b>
<ul style="list-style-type: none"> <li>• The number of cars parking on that section of Bank Walk between its junctions with Westgate and Bank Crest has increased over the last few years.</li>   <li>• Wrose View is an unadopted, single lane carriageway, and parking on it will cause obstruction, blocking the road. Wrose View residents have neither on-street nor off-street parking availability, and most park on Bank Walk (on part of which a Residents Only Permit Parking (ROPP) scheme is proposed). The proposed ROPP scheme on Bank Walk would displace the parking further down Bank Walk to where Wrose View residents park (to the detriment of Wrose View residents who would not be issued with permits for the proposed ROPP scheme)</li> </ul>	<ul style="list-style-type: none"> <li>• This section of Bank Walk is too narrow to allow parking on both sides. Accordingly, it is proposed to discourage non-residential parking by introducing a Residents Only Permit Parking scheme outside properties nos 2 -8.</li>   <li>• The fact that Wrose View residents tend to park on Bank Walk only came to the attention of highways officers once the proposed TRO had been advertised.</li> </ul> <p>An appraisal could be undertaken regarding the feasibility of a future ROPP scheme on that section of Bank Walk between its junctions with Bank Crest and Wrose View, and which, if introduced, permits could be allocated to Wrose View residents. If appropriate, the site could be added to the list of scheme candidates to be considered annually by this Committee for possible inclusion as a Community Project within its future capital works programme.</p>
<b>Objectors #6,#7,#8,#9 &amp; #10 (Springfield Road)</b>	<b>Officer comments</b>
<ul style="list-style-type: none"> <li>• Objects to the proposed removal of the 2 hours short-stay parking on the northern section of Springfield Road. The existing 2 hours short-stay parking works well for residents.</li> </ul>	<ul style="list-style-type: none"> <li>• There are currently Resident Only Permit Parking, and two hours short-stay parking restrictions on both sides of Springfield Road. Residents on the northern side of Springfield Road (nos. 1-19) have no off-street parking, whilst residents on the southern side have some off-street parking at the rear of their properties. Residents on the northern side have been complaining of been unable to park on the road because of non-residents utilising the current 2 hours short-stay restriction. Removing this existing two hours short stay-parking is intended to ease parking problems for residents.</li>   <li>•</li> </ul>

<ul style="list-style-type: none"> <li>• Objects to the proposed removal of the short-stay parking restriction and installing double yellow lines on Springfield Road. Since the existing Residents Only Permit Parking scheme was introduced in Springfield Road, long-stay parking has been displaced to outside no.14 to18.</li> <li>• The proposed parking restrictions on Springfield Road would create problems for businesses. The Council should not waste its resources interfering into village issues.</li> </ul>	<ul style="list-style-type: none"> <li>• Concerns have been expressed that motorists park on the footway near nos 21 and 23 Springfield Road where the double yellow lines have been proposed. Introducing a further ROPP scheme for the upper section of Springfield Road (including outside nos 14 to 18 Springfield Road) has not been included in the current advertised order, but could potentially be investigated in the future with Member approval and if resources permit.</li> <li>• The scheme proposals are intended to assist businesses, and this Committee has approved funding to promote a TRO due to concerns being expressed with the current parking situation.</li> </ul>
<p><b>Objectors #11, #12, #13 &amp; #14 (Richard Whitely Drive)</b></p>	<p><b>Officer comments</b></p>
<ul style="list-style-type: none"> <li>• There is insufficient on-street parking availability on Valley View. The proposed double yellow lines on this road would worsen the situation. Most Valley View residents disagree with the parking proposals on this road, as they would displace the on-street parking further down the road, creating problems for other residents.</li> <li>• There are no buses on this road and the residents have not experienced any obstructive parking here. In 11 years as residents of Valley View, we have only experienced parking problems here on three occasions. We agree with the proposed double yellow lines at the junction of Valley View with Richard Whitely Drive to protect sightlines. Most residents of the new housing estate have several cars but their properties have off-street parking for only one vehicle. The proposals would restrict on-street parking outside nos 58 to 68 Valley View. Obstructive parking has occurred since the new estate was</li> </ul>	<ul style="list-style-type: none"> <li>• Richard Whitely Drive is a recently built access road serving the new housing development. Complaints have been received that parking by some Richard Whitley Drive residents sometimes causes obstruction for Valley View residents.</li> <li>• The proposed waiting restrictions seek to discourage indiscriminate and obstructive parking near the junction of Valley View with Richard Whitely Drive, and to improve sightlines there and at the exit of driveways.</li> </ul> <p>Some local residents have requested that the proposed restrictions be shortened in length, and this would be possible (with this Committee's approval) without the need to re-advertise the proposed TRO.</p>

<p>built. Having spoken to other residents, I am unaware who has asked for the proposals.</p> <ul style="list-style-type: none"> <li>I am a Valley View resident and tired of people blocking my drive way. Most residents who have recently moved into the new housing development have two cars, thereby resulting in the proposed double yellow lines on Richard Whitley Drive. The road is not a bus route and the proposed restrictions could be reduced or omitted.</li> </ul>	<ul style="list-style-type: none"> <li>It may be possible to install a keep clear bar marking across the resident's drive way to discourage obstructive parking. This will be investigated in due course.</li> </ul>
<p><b>Objectors #15, #16, #17, #18 &amp; #19 Perseverance Street, Angel Street and Wainman Street.</b></p>	<p><b>Officer comments</b></p>
<ul style="list-style-type: none"> <li>The proposed two hours short-stay parking restrictions on Perseverance Street outside nos 2 to 18 are un acceptable and unfair, as there is no proposed short-stay parking in Angel Street and Wainman street.</li> <li>The parking proposals are not needed on these streets and there are currently no major parking problems.</li> <li>Access and egress between Perseverance Street and Hallcliffe is already hazardous due to poor sightlines. The proposed parking restrictions in the area would encourage the public to park on this road and make the situation worse. Hallcliffe should be made into a one-way traffic system before an accident happens.</li> </ul>	<ul style="list-style-type: none"> <li>Proposing short-stay parking on Angel Street and Wainman Street would be problematic due to their narrowness and adjacent driveway entrances. These problems are not associated with Perseverance Street.</li> <li>Residents of all three streets have, on several occasions, requested the introduction of a Residents Only Permit Parking scheme. If this Committee chooses, the proposed ROPP scheme on Angel Street and Wainman Street could be removed from the proposed TRO without having to re-advertise the Order, as could the proposed 2 hour short-stay parking restrictions on Perseverance Street.</li> <li>Council records show there have been no reported injury accidents at this junction over the last five year period ending 30 June 2018. The concerns regarding alleged poor visibility at the junction of Hallcliffe with Angel Street, and request for a one-way traffic system on Hallcliffe will be investigated with a view to possibly adding these particular sites to the list of scheme candidates to be considered annually by this Committee for possible inclusion</li> </ul>

<ul style="list-style-type: none"> <li>• A few properties on Perseverance Road do not have vehicles at this moment in time, but in future, things would/could change, and there will be not enough parking spaces on Perseverance Street. The residents of Perseverance Street should be allowed to park on Angel Street and Wainmen Streets.</li> <li>• No. 18 Perseverance Street has not being included within the proposed Residents Only Permit Parking scheme. Please explain why.</li> <li>• The proposed parking bay carriageway marking and Residents Only Permit Parking scheme regulatory sign on Perseverance Street would spoil the aesthetics of the road. Could these be omitted from the scheme proposals? That section of Perseverance Street fronting the even numbered properties is a conservation area and the proposed road marking and traffic sign would be inappropriate for the area.</li> </ul>	<p>within its future capital works programme.</p> <ul style="list-style-type: none"> <li>• Site investigations suggest that there is currently sufficient available on-street parking capacity on Perseverance Road to accommodate short-stay parking. If this Committee approves the proposed ROPP schemes, Perseverance Street residents and their visitors will be entitled to permits enabling them to park on all three roads (ie. Perseverance Street, Angel Street and Wainman Street).</li> <li>• No 18 Perseverance Street is located directly behind No. 16 and does not actually front Perseverance Street. As such, the proposed TRO does not contain provision for the automatic issuing of a 'Residents' parking permit to No.18 Perseverance Street, although it does make provision for the issuing (at the Council's discretion) of 'Special Permits'. The resident(s) of No.18 can apply for Special Permits relating to the proposed Residents Only Permit Parking scheme on Perseverance Street.</li> <li>• The proposed road marking and signs are legal requirements, needed to make the restrictions legitimate and enforceable. The proposed parking bay road marking could only be omitted if the proposed ROPP scheme was introduced without the short-stay parking element. Special yellow lines are installed in conservation areas (special in terms of the lines having a more subtle hue, and a minimum prescribed width), and any associated signs will an appropriate size.</li> </ul>
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<ul style="list-style-type: none"> <li>• Would the proposed Residents Only Permit Parking scheme on Perseverance Street be free of charge for all the residents? We should not be paying for something that we have not asked for.</li> <li>• All three roads (ie. Perseverance Street, Angel Street, and Wainman Street) should have a Residents Only Permit Parking scheme, but there should be no short-stay parking on Perseverance Street (the residents of which should be allowed to park on any of these three streets). There is a Council car park next to the Baildon library, and a few empty properties on Perseverance Street with no cars. There is not enough on-street parking space available for Perseverance Street residents. If the proposed ROPP scheme is approved, Perseverance Street residents should be allowed to park on Angel Street and Wainman Street.</li> </ul>	<ul style="list-style-type: none"> <li>• The Shipley Area Committee is funding the scheme, and currently, residents will not be charged for parking permits.</li> <li>• Site investigations suggest that there is currently sufficient available on-street parking capacity on Perseverance Road to accommodate short-stay parking. Permits will be available to residents (and their visitors) of Perseverance Street, Angel Street, and Wainman Street, and they will be allowed to park on all three roads.</li> </ul>
<b>Objector (20) Main Street , Esholt</b>	<b>Officer comments</b>
<ul style="list-style-type: none"> <li>• The proposed double yellow lines across the entrance to the recreation field are not needed as this path is not a vehicular access. Only a few vehicles park here some times. The proposed double yellow lines would stop parking on the right side of the gate and would reduce the current amount of on-street parking here.</li> </ul>	<ul style="list-style-type: none"> <li>• The request for the proposed double yellow lines came from local residents regarding obstructive parking across the entrance of the park. The park entrances should be kept clear at all times.</li> </ul>
<b>Objector #21 (Jenny Lane/ Moorland Crescent)</b>	<b>Officer comments</b>
<ul style="list-style-type: none"> <li>• The objector (who lives on Moorland Crescent) wants the proposed ROPP permit scheme on Jenny Lane extending so as to include Moorland Crescent. The proposed ROPP</li> </ul>	<ul style="list-style-type: none"> <li>• There is currently a ROPP and short-stay parking scheme on the southern side of Jenny Lane, and double yellow lines on its northern side. Jenny Lane residents on the northern</li> </ul>

scheme on Jenny Lane, introduction of parking charges in the Council's car park, and time limit parking in the nearby co-op have made the parking situation difficult for the residents of Moorland Crescent to park near their homes. Businesses in Baildon do not provide parking for their employees who park in residential streets including Moorland Crescent. The residents of Moorland Crescent wants to park within the proposed ROPP area in Jenny Lane.

side have expressed concerns regarding parking their cars away from their properties. They also expressed concerns that when they park on this road they have to cross Jenny Lane (which is busy) to access their properties. To address these concerns, it is proposed to install the ROPP scheme on the northern side of Jenny Lane and double yellow lines on its southern side. If considered appropriate, the objector's request for a new Residents Only Parking Permit scheme on Moorland Crescent could potentially be included within a future Traffic Regulation Order - (its inclusion within the proposed Baildon Village TRO to which this report relates not being possible without re-advertising the proposed Order)





## **Report of the Strategic Director (Place) to the meeting of Shipley Area Committee to be held on 12 September 2018.**

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### **Subject:**

A petition requesting a formal pedestrian crossing on Bingley Road, Menston.

### **Summary statement:**

This report considers a petition requesting the introduction of a formal pedestrian crossing on Bingley Road, Menston.

### **It is recommended:**

- That the petitioners' request for the introduction of a formal pedestrian crossing be noted and proposals to introduce a speed table to assist crossing pedestrians be included on the list of scheme candidates to be considered by this Committee for possible inclusion within its future capital works programme.
- That the lead petitioner be informed accordingly.

Ward (26 ) Wharfedale

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Steve Hartley  
Strategic Director, Place

### **Portfolio:**

**Regeneration, Planning and Transport**

Report Contact: Simon D'Vali  
Phone: (01274) 431000  
E-mail: [simon.dvali@bradford.gov.uk](mailto:simon.dvali@bradford.gov.uk)

### **Overview & Scrutiny Area:**

**Regeneration and Environment**

## 1. SUMMARY

- 1.1 This report considers a petition requesting the introduction of a pedestrian crossing on Bingley Road, Menston.

## 2. BACKGROUND

- 2.1 A petition containing 20 signatures, attached as Appendix 1 to this report, has been received from parents of children attending Menston Primary School.
- 2.2 The petition states that since the mini-roundabout was removed at the junction of Main Street, Bingley Road and Menston Drive, vehicles speed along Bingley Road with nothing to slow them down, causing concerns for pedestrians crossing Bingley Road to the west of the junction. A location plan is attached as Appendix 2 to this report.
- 2.3 Parents and children from High Royds Estate cross at this location to go to and from Menston Primary School.
- 2.4 The petition also states there have been some 'near misses' and it is only a matter of time before there is an accident.
- 2.5 This junction was the site of a mini-roundabout until it was removed in 2017 following representations from Elected Members, the Town Council and local residents. Access from Bingley Road is controlled by a stop line.
- 2.6 The speed limit is 30mph on all legs approaching the junction. There are pedestrian crossings on Bingley Road east side, and on Main Street north side. There are dropped kerbs with tactile paving on Bingley Road west side, and Menston Drive (which is not open to through vehicles). Photographs, attached as Appendix 3 to this report, detail the junction layout further. The existing speed cushions on Bingley Road are "false" and do not offer vertical deflection.
- 2.7 There have been no reported traffic collisions resulting in personal injury at this junction in the five year period ending 30 June 2018.
- 2.8 Traffic and pedestrian volumes have been recorded along Bingley Road, west side, with the combined daily two way traffic flow being 5143. 301 pedestrian movements across the west leg of Bingley Road were recorded.
- 2.9 Vehicle and pedestrian movement at peak morning and evening times resulted in a  $PV^2$  value of  $0.65 \times 10^8$ .  $PV^2$  values have traditionally been used to make a preliminary assessment regarding the justification for a pedestrian crossing with a minimum value of 0.5 historically being required for further investigation to be undertaken. Pedestrian and vehicular flows would therefore suggest there is justification for further investigation.
- 2.10 Additional justification for further investigations is evidenced by site observations which indicate that vehicles entering Bingley Road no longer reduce speeds, which, given the number of child pedestrians crossing at peak times, raises cause for concern.

- 2.11 The school crossing patrol Coordinator has been consulted, and has not been able to replace the existing patrol Officer who retired a number of years ago, so would not be able to consider this site for provision of a school crossing patrol.
- 2.12 The width of the road is too narrow for the introduction of pedestrian refuge.
- 2.13 One potential option would be to introduce a speed table across Bingley Road by its junction. This would not be a formal pedestrian crossing, but it would draw motorists attention to potential for pedestrians crossing, and would provide some vertical deflection to slow vehicles.
- 2.14 Due to the lack of traffic collisions, the provision of a speed table would require the proposed scheme being included within this Committee's future capital works programme as a Community Project (previously referred to as a locally determined scheme) as opposed to a Casualty Reduction Scheme.

### **3. OTHER CONSIDERATIONS**

- 3.1 Local Members are aware of the petitioner's request, and no comments have been received.

### **4. FINANCIAL & RESOURCE APPRAISAL**

- 4.1 The estimated cost of introducing a speed table would be £5,000. This would be subject to allocation of funding from a future Safer Road budget with the site competing with a number of other potential schemes in Wharfedale Ward.

### **5. RISK MANAGEMENT AND GOVERNANCE ISSUES**

- 5.1 There are no risk management implications

### **6. LEGAL APPRAISAL**

- 6.1 There are no legal implications associated with this report.

### **7. OTHER IMPLICATIONS**

#### **7.1 EQUALITY & DIVERSITY**

- 7.1.1 In the event of a scheme being progressed, due regard should be given to Section 149 of the Equality Act 2010

#### **7.2 SUSTAINABILITY IMPLICATIONS**

- 7.2.1 There are no sustainability implications

### **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

7.3.1 There is no impact to the Council's own and the wider district's carbon footprint and no implications regarding emissions from other greenhouse gases arising from this report.

### **7.4 COMMUNITY SAFETY IMPLICATIONS**

7.4.1 The provision of a speed table to assist crossing pedestrians could help reduce the potential for traffic collisions at the site.

### **7.5 HUMAN RIGHTS ACT**

7.5.1 None

### **7.6 TRADE UNION**

7.6.1 None

### **7.7 WARD IMPLICATIONS**

7.7.1 Ward members have been consulted regarding this petition.

### **7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS**

7.8.1 None

### **7.9 IMPLICATIONS FOR CORPORATE PARENTING**

7.9.1 None

### **7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT**

7.10.1 None

## **8. NOT FOR PUBLICATION DOCUMENTS**

8.1 None

## **9. OPTIONS**

9.1 Option 1 (Recommended)

9.1.1 That the petitioners' request for the introduction of a formal pedestrian crossing be noted and proposals to introduce a speed table to assist crossing pedestrians be included on the list of scheme candidates to be considered by this Committee for possible inclusion within its future capital works programme.

9.1.2 That the lead petitioner be informed accordingly.

9.2 Option 2 (Not recommended)

9.2.1 That the petitioners' request for the introduction of a formal pedestrian crossing be included on the list of scheme candidates to be considered by this Committee for possible inclusion within its future capital works programme.

9.2.2 That the lead petitioner be informed accordingly.

9.3 Option 3 (Not recommended)

9.3.1 That this committee notes the petitioners' concerns and resolves that no further action be taken at this moment in time regarding the request for a formal pedestrian crossing on Bingley Road, Menston.

9.3.2 That the lead petitioner be informed accordingly.

9.4 Option 4 (Not recommended)

9.4.1 That this Committee prefers to take a course of action other than that indicated in the above options or recommendations, in which case it would receive appropriate guidance from officers.

9.4.2 That the lead petitioner be informed accordingly.

**10. RECOMMENDATIONS**

10.1 Option 1 (Recommended)

10.1.1 That the petitioners' request for the introduction of a formal pedestrian crossing be noted and proposals to introduce a speed table to assist crossing pedestrians be included on the list of scheme candidates to be considered by this Committee for possible inclusion within its future capital works programme.

10.1.2 That the lead petitioner be informed accordingly.

**11. APPENDICES**

Appendix 1 – The petition this report relates to

Appendix 2 – A location plan showing Bingley Road, Main Street, and Menston Drive Jct.

Appendix 3 – Photo's highlighting the existing junction layout.

**12. BACKGROUND DOCUMENTS**

None

Appendix 1

**Name, address & contact details of lead petitioner.**

TEL no:

Email:

21 March 2018

**Re: Urgent need for pedestrian crossing in Menston**

To whom it may concern

There has recently been an adjustment in the road signage and flow at the crossing in Menston where Menston Drive and Bingley Road cross. It used to be a roundabout and now it has a stop sign for cars coming down the hill and a fork in the road from the other direction.

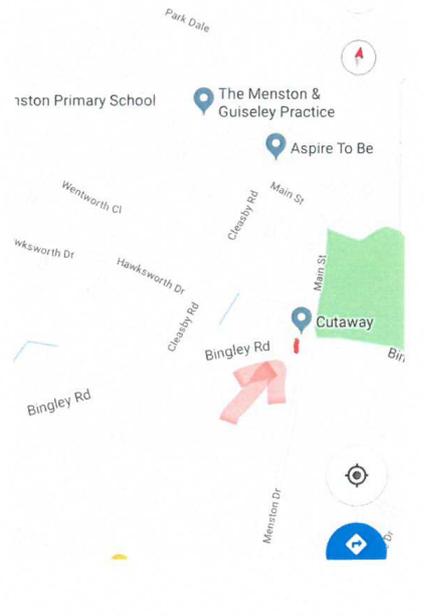
This is where children cross over from the High Royds Estate to get to Menston Primary school.

As parents we are extremely concerned as the cars race by at speed with no cause to slow down. You literally have to wait for a kindly person to stop and give you an opportunity to cross.

Having witnessed a few near misses and risky crossings we fear it is only a matter of time before there is an accident.

As a matter of urgency we implore you to look into the possibility of adding a pedestrian crossing. I have included a couple of pictures with indications of where the ideal place for a crossing would be with no significant negative affect to the flow of traffic.

Yours sincerely



## APPENDIX 1 (Con)

Appendix 1

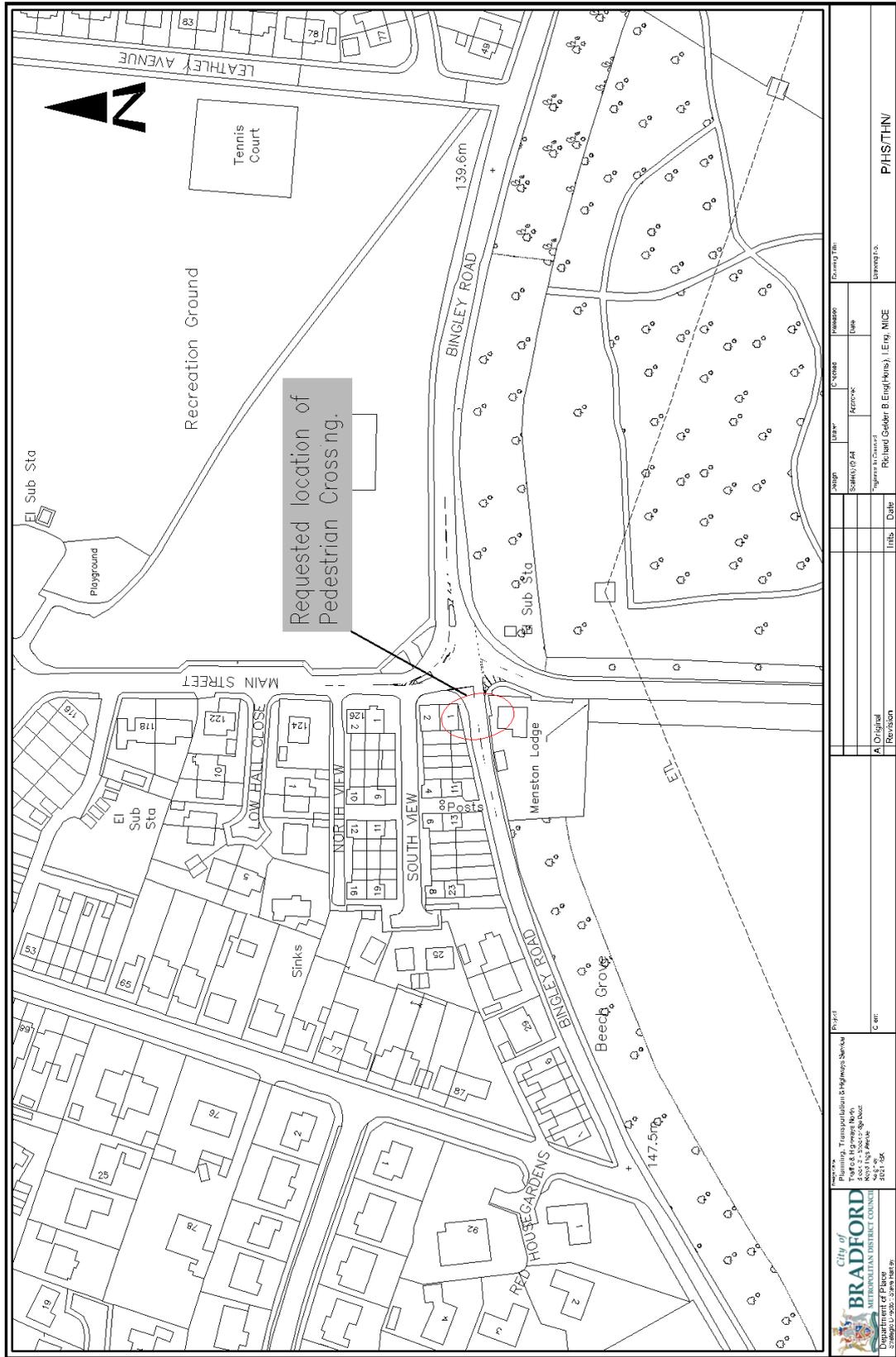


**APPENDIX 1 (Cont)**

Appendix 1

**Parents of children at Menston Primary in support of a pedestrian crossing in between High Royds and Menston Village as proposed in letter by Jeanette Mokawem dated 21 March 2018**

Name	Address	Signature



<b>City of BRADFORD</b> METROPOLITAN DISTRICT COUNCIL Department of Planning Strategic Planning		Project: Planning, Transportation & Highways Service 2022/23 2022/23 2022/23		C-001 Revision		A-001 Revision		Date: 15/05/2023		Author: Richard Corder, B.Eng (Hons), I.Eng, MICE		Checked: P/HS/THN	
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APPENDIX 3

