

Report of the Strategic Director of Regeneration to the meeting of the Keighley Area Committee to be held on 18th August 2016.

H

Subject:

Objections have been received to the proposed Traffic Regulation Order (TRO) to introduce no waiting at anytime restrictions on Thornhill Road, Steeton.

Summary statement:

This report considers objections received from local residents to a Traffic Regulation Order to introduce no waiting at anytime restrictions on Thornhill Road, Steeton.

It is recommended that:

The objections be overruled, and the proposed TRO, as shown on Drawing No. TDG/THN/102203/TRO-1D (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised, and the objectors be advised accordingly.

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Portfolio:

Housing, Planning and Transport

Overview & Scrutiny Area:

Environmental and Waste Management



1. SUMMARY

This report considers objections received from local residents regarding the proposed Traffic Regulation Order (TRO) to introduce no waiting at anytime restrictions on Thornhill Road, Steeton.

2. BACKGROUND

- 2.1 Planning approval was granted for the construction of 220 dwellings on land situated off Thornhill Road, Steeton. (Application number 11/03602/FUL).
- 2.2 Under the terms and conditions of the planning approval, and the Section 106 agreement, the developer is required to promote a TRO with a view to introduce “No Waiting At Any Time” restrictions.
- 2.3 These proposed restrictions are considered necessary to address road safety concerns raised in relation to increased traffic volumes on the adjacent highway network.
- 2.4 A location plan identifying Thornhill Road, Steeton and the existing and proposed waiting restrictions are identified within the plan, attached to this report as Appendix 1.
- 2.4 The proposed TRO was formally advertised on 19th November 2015 for a 3 week period and resulted in the receipt of 3 formal objections. These objections along with officer comments are tabulated in Appendix 2.

3. OTHER CONSIDERATIONS

- 3.1 Steeton With Eastburn Parish Council, the emergency services and WYCA have been consulted on the scheme proposals with no adverse comments having been received.

4. FINANCIAL & RESOURCE APPRAISAL

The cost of introducing the proposed TRO will be met by the developer.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

There are no risk management implications.

6. LEGAL APPRAISAL

There are no legal implications at present.



7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

In writing this report, due regard has been given of the need to eliminate unlawful discrimination, harassment and victimisation, to advance quality of opportunity between different groups and to foster good relations between different groups under section 149 of the Equality Act 2010.

7.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications arising from this report.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no greenhouse gas implications arising from this report.

7.4 COMMUNITY SAFETY IMPLICATIONS

There are no community safety implications arising from this report.

7.5 HUMAN RIGHTS ACT

There are no human rights implications arising from this report.

7.6 TRADE UNION

There are no trade union implications arising from this report.

7.7 WARD IMPLICATIONS

None.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

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



8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

Option 1 - The proposed TRO, as shown on Drawing No. TDG/THN/102203/TRO-1D (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised, and the objectors be advised accordingly.

Option 2 - That the proposals be abandoned

Option 3 - Members may prefer to take a course of action other than indicated in the above options or the recommendations, in which case they will receive appropriate guidance from others.

10. RECOMMENDATIONS

The objections be overruled, and the proposed TRO, as shown on Drawing No. TDG/THN/102203/TRO-1D (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised, and the objectors be advised accordingly.

11. APPENDICES

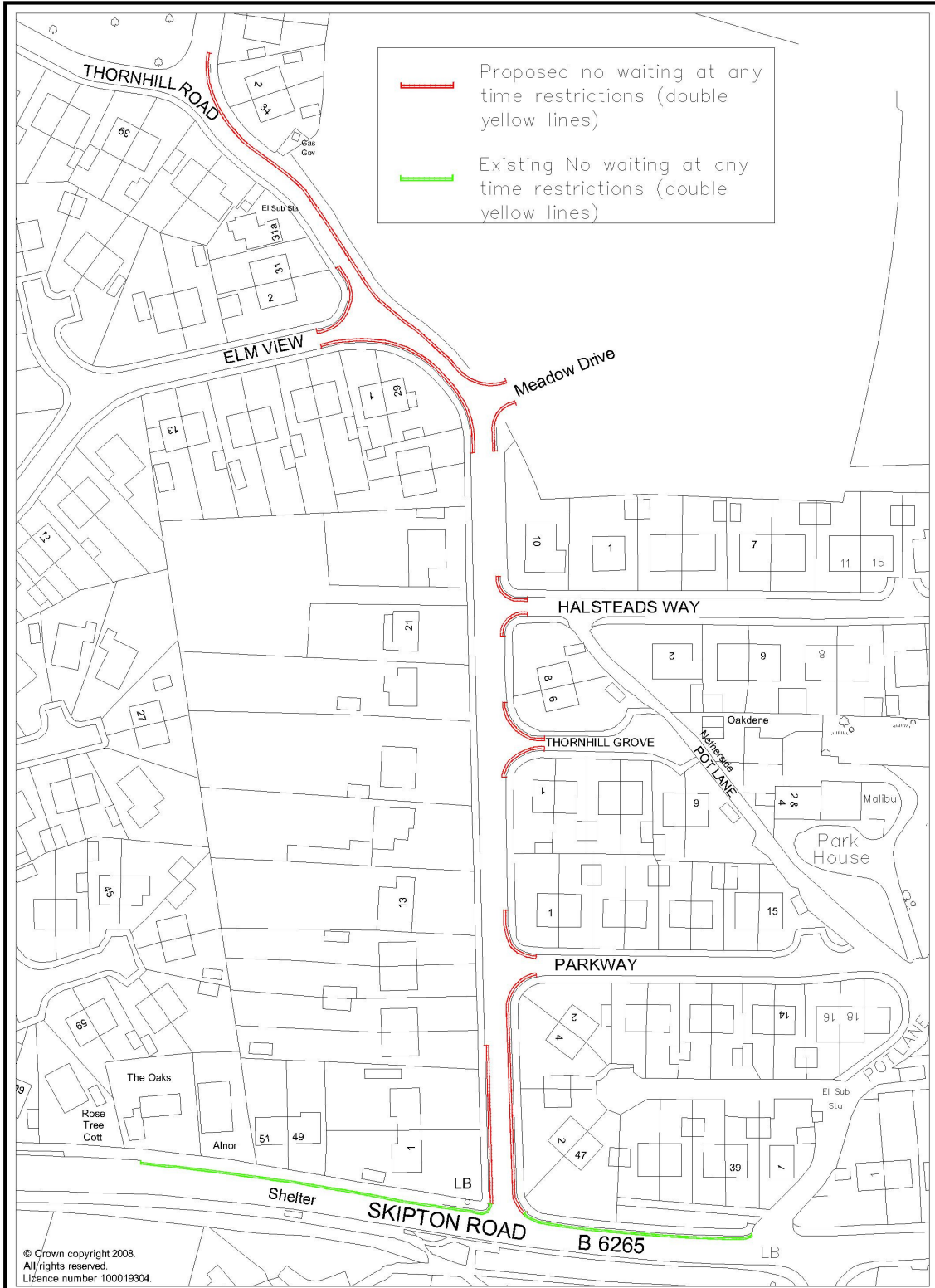
Appendix 1 – Drawing No. TDG/THN/102203/TRO-1D showing the advertised restrictions

Appendix 2 – Objectors' and officers comments.

12. BACKGROUND DOCUMENTS

Bradford Council File 102203





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City of Bradford MDC www.bradford.gov.uk Department of Regeneration Strategic Director: Barra MacRae/ RIA/FRSA Transport and Highways Service Traffic and Highways North Kingly Area Team Shirley Town Hall Kinggate Shirley BD18 3EU	D	Changes to restrictions	JC	20.04.16	Design	TR	Drawn	TR	Checked	BA	Released	TR	Project	THORNHILL ROAD, STEETON
	C	Updated Proposals	TR	07.08.15	Scale(s) @ A4	NTS	Approved	B ANDREWS	Date	AUG 15	Drawing Title	PROPOSED NO WAITING AT ANY TIME RESTRICTIONS		
	A	Original	OM	17.07.13	Engineer to Contract	C P Leach, B.Sc(Hons), C.Eng., MICE, DMS			Client	TDG/THN/102203/TRO-1D				
	Revision	Initials	Date											



Objections – Thornhill Road	Officer Comments
<p>(1) The few cars that park on Thornhill Road help slow the traffic down on what is supposed to be a 20mph limit, removing the obstacles will let the residents from the new housing estate do whatever speed they want, with the greater risk of an accident or a pedestrian being knocked down.</p> <p>(2) There is no need for them.</p> <p>(3) It is an inappropriate use of the funds set aside, as it does not match the original aims and requirements.</p> <p>(4) Removing parking on the East Side of Thornhill Road between Parkway and the junction with Skipton Road will adversely affect safety as it will allow drivers to speed.</p> <p>(5) The restriction will be redundant whenever there is a queue of cars waiting to turn right out of Thornhill Road.</p>	<p>(1) Vehicles should already be travelling at 20mph or less, so shouldn't need slowing down further. If the parked vehicles were to remain, and a give and take situation arises at any location, the increase in traffic on Thornhill Road together with the parked vehicles could cause additional road safety hazards.</p> <p>(2) If parking restrictions were not introduced, congestion and associated road safety dangers would increase.</p> <p>(3) The original Section 106 agreement states that funding should be allocated towards a TRO which the Council should implement as it deems necessary ('on those streets between and inclusive Thornhill Road and Clough Avenue'). The proposals reflect the restrictions the Highway Authority deems necessary for this development.</p> <p>(4) At present parking on the Eastern Side of Thornhill Road restricts traffic wanting to turn right or left onto Skipton Road down to one lane. This already creates congestion without the development being fully occupied. Implementing the restrictions will enable traffic to form two informal lines for vehicles exiting left and right, thereby reducing congestion.</p> <p>(5) If the proposed restrictions were not implemented, the queue of cars waiting to turn out of Thornhill Road would be longer and indiscriminate parking on Thornhill Road would cause more congestion and road safety concerns.</p>



<p>(6) The TRO will move the problem of outpatients, staff and visitors parking for Airedale Hospital to other locations along Thornhill Road.</p>	<p>(6) Bradford Council is aware of the parking problems that Airedale General Hospital creates and various options can be explored to try to reduce this problem.</p>
<p>(7) The current restrictions and parked vehicles slow the existing traffic making it safer for pedestrians and other road users.</p>	<p>(7) Although this maybe the case for some drivers, vehicles should already be travelling at 20mph. If the parked vehicles were to remain, and a give and take situation arises at any location, the increase in traffic on Thornhill Road together with the parked vehicles could cause additional road safety hazards.</p>
<p>(8) Are the short sections of no waiting at anytime restrictions required around the corners of Parkway, Thornhill Grove and Halsteads Way required?</p>	<p>(8) Yes, these short sections of no waiting at any time restrictions are proposed to be implemented, to protect sightlines at each of these junctions.</p>
<p>(9) Why wasn't Steeton Grove considered as an alternative location as the access road to the development?</p>	<p>(9) Alternative roads to access the housing development would have been considered during the planning process.</p>
<p>(10) The original agreement was to stop the problem of rat running on Halsteads Way.</p>	<p>(10) If rat running does become a severe problem on Halsteads Way, the Highway Authority will investigate possible measures to improve this problem.</p>
<p>(11) Thornhill Road doesn't need the restrictions as it already wide enough for free flowing traffic, however the same cannot be said about Halsteads Way and Clough Avenue.</p>	<p>(11) It is deemed that parking restrictions are required on Thornhill Road, as this is a very busy distributor road that provides access to many streets on this housing estate. If measures are deemed necessary on Halsteads Way and Clough Avenue, then these locations will be assessed and brought back to a future committee meeting.</p>
<p>(12) As the wall is so low and the visibility isn't causing a problem at the</p>	<p>(12) The sightlines of the entrance/exit to the development have been specified</p>



<p>entrance/exit to the estate do the restrictions really need to extend as far as Curer Walk? Vehicles should already be travelling at 20mph so drivers will have plenty of time to see other vehicles.</p> <p>(13)The restrictions that were reinstated after the junction was resurfaced are already longer than what was previously installed and are all that is needed to address the safety/congestion problems at this junction.</p>	<p>which require a visibility splay to extend towards Curer Walk. The section on Thornhill Road is very narrow and vehicles often park on the footway, which in turn leads to some pedestrians having to walk on the road. Implementing the restrictions here, will stop vehicles from parking on the footway, allow two way traffic flow and improve road safety.</p> <p>(13)The parking restrictions that were reinstated after the junction was resurfaced have been installed longer than they were previously. This was an error in the contract. However, if parking restrictions were not introduced as proposed, congestion and associated road safety dangers would increase.</p>

