

Report of the Strategic Director, Regeneration to the meeting of Bradford West Area Committee to be held on 19 October 2016

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Subject:

PETITIONS RELATING TO TRAFFIC MATTERS

Summary statement:

This report considers the following petitions relating to traffic matters:

- 1) Toller Grove, Heaton – Request for traffic calming
- 2) Toller Lane/Leylands Lane Junction, Heaton – Request for a mini roundabout
- 3) Highgate, Heaton – Request for limited waiting except for permit holders

Ward: 12 Heaton

Mike Cowlam
Strategic Director Regeneration

Portfolio:

Regeneration, Planning & Transport

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Overview & Scrutiny Area:

Environment and Waste Management



1.0 SUMMARY

1.1. Three petitions relating to traffic matters have been received. These are:

Toller Grove, Heaton – Request for traffic calming

Toller Lane/Leylands Lane Junction, Heaton – Request for a mini roundabout

Highgate, Heaton – Request for limited waiting except for permit holders

2.0 BACKGROUND

2.1. Background information is given in Appendices 1, 2, 3 and 4.

Appendix 1 Toller Grove, Heaton. (26 Signatures)

Appendix 2 Toller Lane / Leylands Lane junction, Heaton (34 signatures).

Appendix 3 – Highgate, Heaton. (25 signatures)

Appendix 4 – Summary of the Council's criteria for permit parking.

3.0 OTHER CONSIDERATIONS

3.1. Local ward members have been sent copies of the petitions. Any comments received will be reported verbally to this meeting.

4.0 FINANCIAL & RESOURCE APPRAISAL

4.1. There are no direct financial or resource implications arising from this report. Any schemes recommended for progression would be subject to appropriate future funding approval.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1. There are no risks arising from this report.

6.0 LEGAL APPRAISAL

6.1. There are no legal issues arising from this report.

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

There are no sustainability implications arising from this report.

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 gases arising from this report.

7.4. COMMUNITY SAFETY IMPLICATIONS

There are no community safety implications of this report.

7.5. HUMAN RIGHTS ACT

None

7.6. TRADE UNION

None

7.7. WARD IMPLICATIONS

Heaton ward members have been sent copies of the petitions. Any comments received will be reported verbally to this meeting.

7.8. AREA COMMITTEE ACTION PLAN IMPLICATIONS

None

8.0 NOT FOR PUBLICATION DOCUMENTS

8.1. None

9.0 OPTIONS

9.1. Members may propose alternative recommendations on which they will receive appropriate officer advice.

10.0 RECOMMENDATIONS

10.1. That no further action be taken on the request to traffic calm Toller Grove, Heaton.

10.2. That a junction survey be carried out at the junction of Toller Lane and Leylands Lane and should it be feasible to introduce a mini roundabout this request be considered, along with other outstanding requests, by this committee when they next meet to resolve future scheme programmes.

10.3. That no action be taken to introduce limited waiting except for permit holders outside 24-40 Highgate, Heaton.

10.4. That the petitioners are informed accordingly.

11.0 APPENDICES

11.1. Appendix 1 – Toller Grove, Heaton – Petition and location plan.

11.2. Appendix 2 – Toller Lane / Leylands Lane junction, Heaton – Petition and location plan

11.3. Appendix 3 - Highgate, Heaton – Petition and location plan.

11.4. Appendix 4 – Summary of the Council’s criteria for permit parking.

12.0 BACKGROUND DOCUMENTS

12.1. None.

Petition – Toller Grove (26 signatures)**Background information**

The petitioners are concerned that some vehicles are travelling at excessive speed on Toller Grove especially along the section leading to Leylands Avenue. The petitioners are therefore requesting low impact speed bumps to reduce the speed of these vehicles.

Toller Grove is a relatively steep residential road. All the properties have off street parking however some on-street parking does take place throughout the day.

An automatic speed survey was undertaken from the 14 September until the 19 September 2016. The survey box was placed on lighting column 15 outside No 49. The results of the survey are as follows: -

Direction of travel	Mean speed (mph)	85 th ile speed (mph)	Maximum Speed recorded (mph)	Average daily traffic flow	Maximum am peak flow (8am-9am)	Maximum pm peak flow (3pm-4pm)
Towards Leylands Avenue	20	24	32	113	46	35
Towards Toller Lane	21	26	43			

There has been one road injury in the last 5 years. This occurred at the junction of Leylands Avenue and involved a vehicle turning left into Toller Grove on an icy road surface.

The results of the survey show that the majority of drivers are travelling below the existing 30mph speed limit and at a speed that would be expected on a traffic calmed road. Unfortunately there is always a minority who have no consideration for other more vulnerable road users and it is regrettable that no matter what measures are promoted without enforcement some drivers will continue to drive recklessly and irresponsibly.

In view of the low traffic speeds and good road safety record on Toller Grove It is recommended that no further action be taken.

Recommendations

That no action be taken.

To All Residents of Toller Grove

Proposal to the council to improve road safety on Toller Grove by installing low impact speed bumps

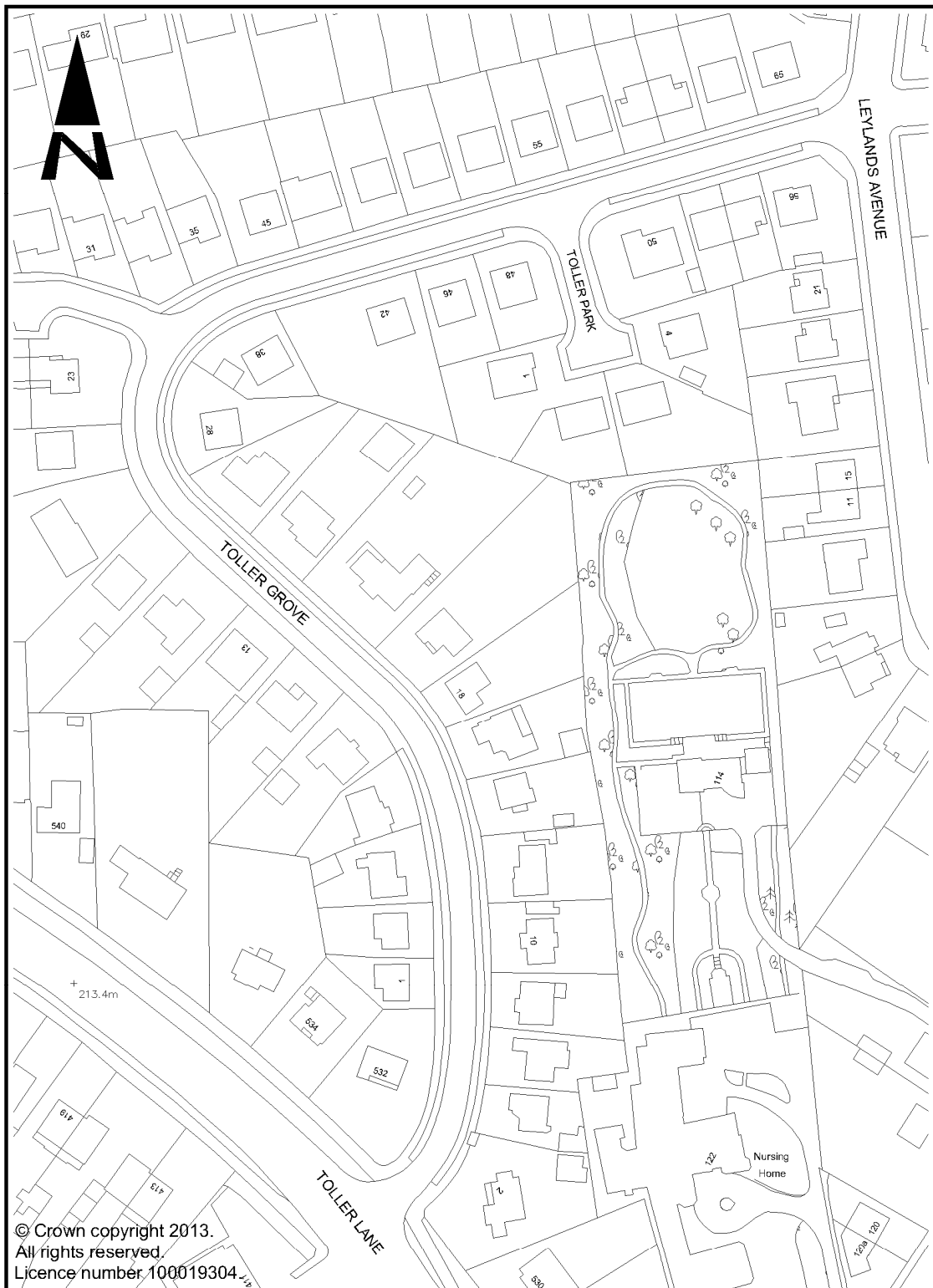
As you may have noticed, from time to time vehicles have been travelling at excessive speeds on Toller Grove, especially down the stretch leading up to Leylands Avenue. Several families with children have indicated a desire to install low impact speed bumps to reduce speed of these vehicles. It is understandable that not all residents will be in favour of this so as a way of gauging overall opinion on the street, please indicate your preference by completing the section below and dropping it off at my house. Once we have an overall majority opinion (of those that respond) and if its in favour we can formally take it to the local council via our local councillor. I have spoken to the councillor already and if we do decide to pursue this, he is keen to take the matter further.

Please indicate your preference below by ticking only 1 option;

Name	Address	I am <i>in favour of</i> low impact speed bumps on Toller Grove	I do not want any type of speed bumps on Toller Grove

Kind Regards

Toller Grove



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City of Bradford MDC www.bradford.gov.uk Department of Regeneration Strategic Director Mike Cowlam BA (Hons) Town and Country Planning, Dip M, Dip EPP Consultant Planning, Transportation & Highways Services Traffic & Highways Unit 4th Floor Britannia House Hell Lane Bradford BD1 1JQ				Design MAG	Drawn MAG	Checked	Released	Project TOLLER GROVE, HEATON
				Scale(s) @ A4 N.T.S.	Approved		Date	Drawing Title LOCATION PLAN
	A	Original	MAG	19.10.16	Engineer to Contract			Drawing No.
		Revision	Initials	Date	C P Leach BSc(Hons) CEng MICE DMS			
	Client							

Petition – Toller Lane / Leylands Lane junction, Heaton (36 signatures)

Background information

The petitioners are requesting that the Council makes the junction of Toller Lane and Leylands Lane safer for pedestrians and motorists. They have suggested that a mini roundabout is provided at the junction.

The introduction of a mini roundabout at this junction would help to formalize turning movements, give vehicles turning right into Leylands Lane priority over on-coming traffic and help to make drivers more aware of the junction and the road environment around them. However where there is a large volume of right turning traffic into the side road this can result in long delays on the main carriageway. This could be particularly significant at peak periods when currently vehicles queue through the junction. It is therefore recommended that a junction survey is carried out to determine if a mini roundabout would be feasible.

To put in a mini roundabout would also require a traffic regulation order to close part of Duchy Drive. The estimated cost of a scheme would be £20000; this cost would need to be found from the Bradford West Safer Roads Budget. This budget is fully committed for the current financial year.

Recommendation

That a junction survey be carried out and should it be feasible to introduce a mini roundabout this request be considered, along with other outstanding requests, by this committee when they next meet to resolve future scheme programmes.

PETITION

The residents of Heaton/Toller want the Council to do something now before another accident happens.

I have signed the petition below because I want the Council to look into (as a matter of urgency) into making this particular area on Toller Lane safer for both motorists and pedestrians.

The majority of residents have lived in this area for many years and although familiar with the hazards at the junctions leading out into Toller Lane, other drivers continue to drive at speed either causing accidents or near misses.

Some drivers come down Duchy Drive at speed and go straight into Toller Lane narrowly missing on coming traffic. Other accidents have been as a result of cars coming out of Heaton Park Drive into the line of fast travelling cars on Toller Lane. The drivers turning into Leylands Lane go at speed down into Heaton village and the council recognised this after the Heaton Township Association proved that there was an issue with speeding cars in Heaton and put new road markings in place at the junction with Garden Lane.

In the summer of 2015 the gas board were replacing pipes in the section of Toller Lane junction with Leylands Lane and a three way traffic light system was put in place which worked well at controlling the speed and flow of traffic.

We the undersigned want the council to consider this option or a roundabout but definitely look into what options there are to make the roads safer in this area.

SUBJECT: THE CREATION OF A MINI ROUNDABOUT AT TOLLER LANE / LEYLANDS LANE

I brought the subject of a Mini Roundabout at the Leylands Lane / Toller Lane junction at last year's AGM of the HTA. Since that time the Council have installed / created two Mini Roundabouts one at the bottom of Daisy Hill Lane and a Double Mini Roundabout at the bottom of Squire Lane. Having used both of these they seem to regulate the traffic in a way they were designed for in that every driver knows what to do and when to do it.

The problem with exiting right from Leylands Lane into Toller Lane is that there are four different directions of traffic to consider and when a chance arrives (not too often) you go for it. Turning left causes some impatient drivers to mount the kerb because of waiting vehicles in the right hand lane but otherwise it's just a matter of filtering in for them.

At the junction, the traffic approaching from the right which has come up from the traffic lights at the Haworth Road crossing is pretty constant and if lucky a gap may occur to exit from, provided traffic turning right into Leylands Lane is not blocking your exit or a large vehicle (lorry or bus) is not having to over steer around the vehicle you are driving because you are up to the white line and exposing the front of your vehicle to damage.

The traffic approaching the junction along Toller Lane from the pelican crossing further down the road comes in bits but is usually pretty constant, but can be hampered by traffic turning right in to Leylands Lane blocking your view.

Sometimes but very rarely does a vehicle come down the little slip road off Duchy Drive called Leylands Lane and may wish to drive straight across Toller Lane or turn left down to Haworth Road.

Although I have been driving for over 50 years and am fairly knowledgeable about traffic and vehicles, this junction is one that in my opinion would benefit from a Mini Roundabout. According to the measurements of the other Mini Roundabouts in the district, Toller Lane is a wider road by three meters (or 10 feet in English) and I would have thought is large enough to accommodate some sort of traffic management system without going to the expense of full on traffic lights etc. It may even slow the so called "Toller Lane racers" down too.

Mini Roundabouts in the district

A Mini Roundabout, is an effective form of traffic management, they regulate traffic flow and is fair to all road users big or small as all vehicles flow in one direction. Apart from signage and road markings they do not require traffic lights or a Policeman on point duty. They are self-regulating and ease traffic flow.

Daisy Hill Lane / Duckworth Lane / Pearson Lane
Approximate width of road - 9 metres

Haworth Road / Heights Lane
Approximate width of road - 11 metres

Toller Lane / Duchy Drive / Leylands Lane and the continuation of it across Toller Lane
Approximate width of road 14 metres

Double Mini Roundabout
Squire Lane / Allerton Road / Bull Royd Lane / West Park Road

Peter M Lumley 33 Haworth Road Bradford BD9 5PB Tel: (01274) 542303

Heaton –Toller Lane petition to make the area safer for motorists and pedestrians.

Petition – Highgate, Heaton (25 signatures)

Background information

The petitioners are concerned about the on street parking that takes place to the front of 24 – 40 Highgate and have requested that this area be made limited waiting except for permit holders.

The petition was first put together in 2014 but was not submitted. The initial request was for permit parking however at the time the situation was temporarily improved by St. Bede's School providing extra car parking space for staff within the school grounds. However the petitioners are now concerned that the situation is getting worse again and they have therefore decided to submit the petition.

The Council has a Policy on the provision of permit parking schemes which contains strict criteria on the amount of parking and its duration see appendix 3. The criteria must be met before a scheme can be considered. In general residential streets that do not have any land use which attract parking from outside of the area for long periods of time everyday do not meet the criteria.

I have visited the area and noted that from Crofton Road to Ashwell Road there is restricted parking or no waiting at any time restrictions along most of this section of Highgate. At the front of 24 to 40 Highgate there are no waiting restrictions and at the time of my visit there were some parking spaces available. If a permit parking schemes was introduced and permits issued to the residents and others who live and work further down Highgate, as stated by the petitioners, the area would continue to be parked up for most of the day and there would be very little chance for customers of the local shops to park. Long stay parking may also transfer to the side roads where there are already concerns being raised by the residents because of inconsiderate parking by parents of children attending Heaton St Barnabas School.

Recommendation

It is recommended that due to there being no opportunity to increase parking for customers to local business and the possible impact on the side roads where residents have reported parking problems no further action be taken on this matter.

City Hall
Bradford
BD1 1UH

Dear Councillor Amran,

Disabled / Resident parking outside 24 - 40 Highgate, BD9 4BB

I would like to ask your advice and perhaps help with the above two issues. I will try to be brief:

1. **Disabled bay outside 28 Highgate.** This was created for a predecessor in this house who was disabled, but is, I am told by Bradford Council's traffic wardens, not enforceable because there is no 'disabled' symbol on the ground, nor enforcement sign on a post. I myself have mobility issues which are, however, not serious enough to warrant a 'disabled' badge' yet. It has become, however, custom and practice amongst my neighbours to allow me to park in the space for most of the time.

I have been sent the enclosed letter by Martin Adams asking me if the occupant of this house still needs a 'disabled' sign. Given that my arthritis is getting worse I wonder if the bay could remain as it is, which means that when I am not at home it can be used by others.

2. **Resident parking:** In 2014 the local residents got a petition together to ask for the area above to be made 'resident parking', because at times it is impossible for us to park because of non-residents using the spaces for long periods. There was an addition that there should be timed parking for non-residents to park to visit the local shops. We did not submit the petition at the time because we failed to secure the signatures of two of the business properties in BD9 4BB. The situation was temporarily improved by St Bede's School providing extra car parking space for staff within the school grounds. However, now the parking situation is getting worse again. It is time for a rethink.

Perhaps we can discuss these matters, in particular how I should respond to Mr. Adams' letter.

Yours sincerely,

**Re: Parking outside 24 - 40 Highgate, Heaton BD9 4BB.
(Facing the entrance to St Bede's School.)**

This is primarily a terrace of residential housing slightly set back from the main road that runs through Heaton Village. Parking is immediately in front at right angles to the pavement.

THE ISSUE

Current parking arrangements adversely affect both residents and local shops. If residents go out during the day, they are unlikely to find a parking space upon their return. A significant proportion of the residents are retired women living alone and some have mobility issues.

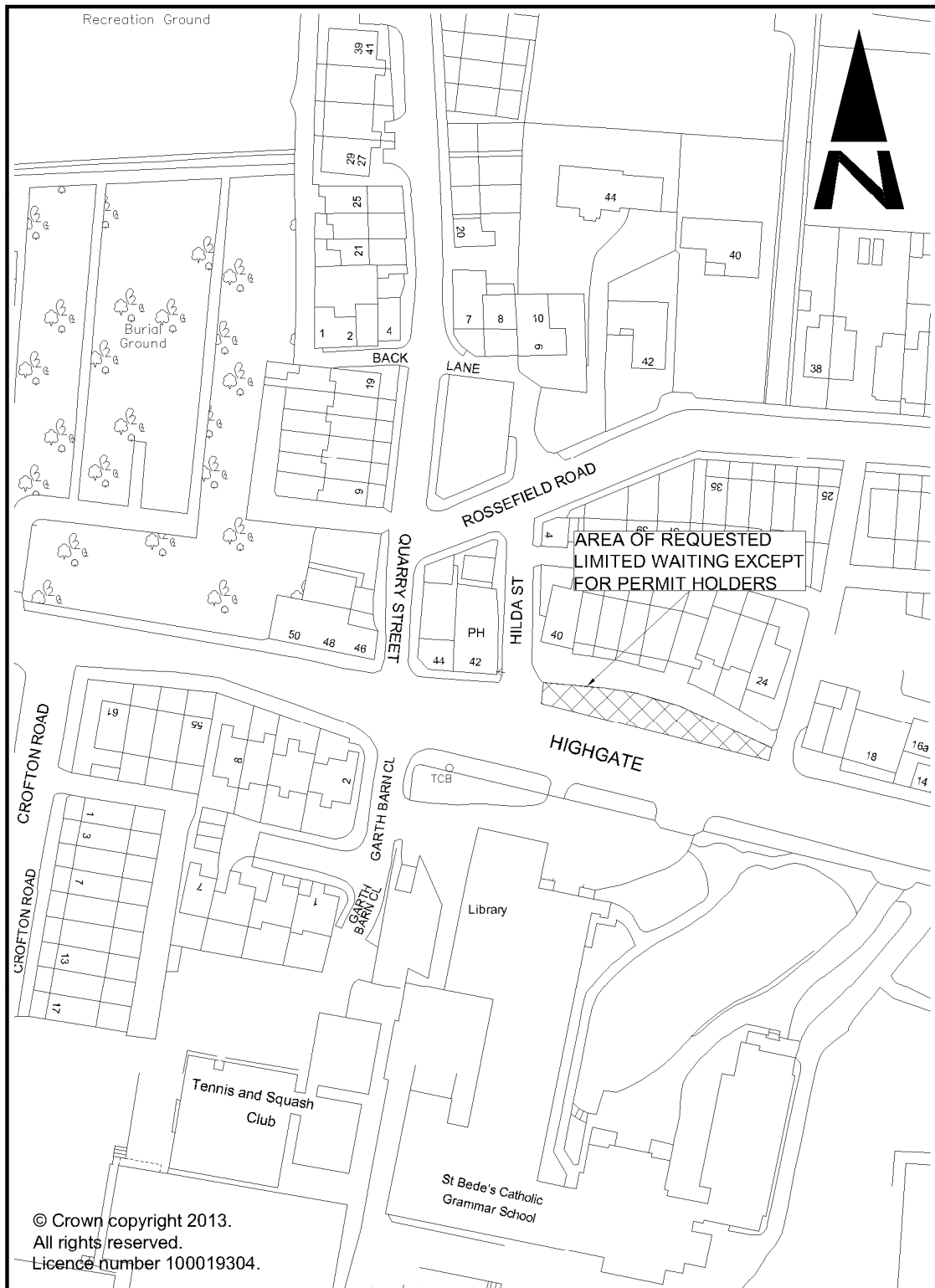
The local shops are already trying to compete with the relatively new retail development at the end of Emm Lane, which has designated parking for Sainsbury Express, Greggs and Subway. There is significantly less of a problem for both residents and shop customers in the evenings, at the weekends and during the school holidays.

SOLUTION

Resident and visitors permit parking (this should include those who live and work further down Highgate who by custom and practice regularly use this space for parking). Time limited parking to benefit local businesses.

It would also help if white lines were drawn to avoid wasting valuable parking space. There is an existing bay marked 'disabled' but there is no accompanying notice or disabled logo. The traffic wardens advise that unless this is completed it is not enforceable.

We hope that you will give serious consideration to these proposals. A petition supporting is attached. Heaton Township Association also agreed to support the proposal at their meeting on 26. 03. 14.



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	Scale(s)	@ A4	Approved	Date	HIGHGATE, HEATON		
	Revision	Initials	Date	Drawing Title:			LOCATION PLAN
	Client	C P Leach BSc(Hons) CEng MICE DMS			Drawing No.		

CRITERIA FOR PRIORITISING REQUESTS FOR COMMUNITY ON-STREET PERMIT PARKING SCHEMES

A. Basic Evaluation

- 1) **Working Day**
80% of available on-street spaces to be occupied:
 - a) for more than 6 hours per day and
 - b) for more than 4 days per week
- 2) **Evening**
80% of available on-street spaces to be occupied:
 - a) for more than 4 hours per evening and
 - b) for more than 4 evenings per week
- 3) **Weekend**
80% of available on-street spaces to be occupied for more than 6 hours on either a Saturday or Sunday

Note: The applicant will be asked for the worst day/time to ensure the basic evaluation results are as accurate as possible

B. Detailed analysis of sites

- 1) Residential car ownership to be determined by standard letter.
- 2) Not more than 50% of properties have off-street parking.
- 3) Ensure that normal demand for residents parking can be met.
- 4) Ensure that the introduction of a formal scheme would not be detrimental to the area.
- 5) The type of scheme (i.e. exclusive for residents or some limited waiting provision for non-permit holders) be determined dependent on the needs of the local community.
- 6) Match the operational hours/days of the scheme to the problem times (e.g. overcome weekday commuter issue using a Monday to Friday 8am to 6pm Order).