

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:

OBJECTIONS RECEIVED TO THE TRAFFIC REGULATION ORDER FOR WAITING RESTRICTIONS ON VARIOUS ROADS IN THE BRADFORD WEST CONSTITUENCY

Summary statement:

This report considers objections and suggested modifications to the proposed Traffic Regulation Order on various roads in the Bradford West Constituency.

Wards: 7 City
 12 Heaton

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Portfolio:

Regeneration, Economy & Sustainability

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Overview & Scrutiny Area:

Environment & Waste Management



1.0 SUMMARY

1.1. This report considers objections and suggested modifications to the proposed Traffic Regulation Order on various roads in the Bradford West Constituency.

2.0 BACKGROUND

2.1. At its meeting on the 15 April 2015 this committee approved as part of its Safer Roads Programme, a scheme to introduce a Traffic Regulation Order on various roads throughout the Bradford West Constituency.

2.2. The Order has been promoted to resolve a number of requests for small areas of existing waiting restrictions to be amended or new restrictions to be introduced. The requests have been raised by local residents or businesses that have problems with on street parking, gaining access to premises or parking for customers.

2.3. The Traffic Regulation Order was formally advertised between the 12 August and 9 September 2016. At the same time consultation letters and plans were delivered to residents and business affected by the proposals. This resulted in objections to Arthington Street, Frizinghall Road, Paradise Street and Town End. The objection to the proposals on Arthington Street also included a petition (89 signatures) A Letter of support has also been received for Arthington Street. Plans of the proposals that have received objections are attached as Appendix 1.

2.4. A summary of the points of objection and corresponding officer comments is tabulated below: -

Objectors concerns	Officer comments
<p>Arthington Street (Drawing No. TDG.TH CW/103076/CON-1A) Objectors 4 (includes an 89 Signature petition) The petitioners are customers of Bradford Gymnastics Club which is located on Arthington Street. They are a voluntary run club and have been at their current location since 1987. In the time they have been there they have seen significant changes to the parking issues. The club does not open through the day Tuesday to Friday. They are concerned that at times there is no convenient on street parking which deters parents with small children. Parking off street is not an option. The parents therefore park in the area where the restrictions are proposed The location where the waiting restrictions are proposed only protects access to gates that currently are not used therefore the yellow lines are not necessary.</p>	<p>Arthington Street Arthington Street is a cul-de-sac with a turning area at its far end. There is a keep clear marking in the turning area but this is not enforceable should vehicles park here. The properties along its length are commercial and long stay parking takes place on both sides of the road. No waiting at any time restrictions (double yellow lines) are proposed to be placed in the turning area and for a short distance on the north side of Arthington Street and remove 4 car parking spaces. There is no proposal to introduce restrictions along the frontage to the gym which is located opposite the turning area. The proposals have been promoted to assist large vehicles access to premises at the end of Arthington Street and to protect the turning area from</p>

<p>The proposals will affect other businesses because their customers will not be able to park directly outside and the yellow lines may encourage their customers to go elsewhere. They will force older customers to have to walk a greater distance and as a result the business is likely to lose valuable custom.</p> <p>Over the years that the objector has been on Arthington Street he has never had problems with neighbouring businesses over access. The yellow lines will cause more hindrance for other businesses on the road.</p> <p>The introduction of the yellow lines will be a complete waste of Council resources.</p> <p>The business that will be most affected will be the gym. The proposed restrictions will make accessibility very difficult and would be very detrimental for its owners.</p> <p>The objector has been on Arthington Street over 20 years and parking has never been an issue. The restrictions will create new problems</p> <p>The business that requested yellow lines has very large trucks that parked outside the objector's premises. They allow this and have never complained. No one is ever blocked and/or finds access difficult at any time.</p>	<p>parked vehicles. By not introducing the yellow lines heavy goods vehicles will continue to experience access problems from time to time. However should this committee resolve to promote the waiting restrictions this may have a detrimental affect on other businesses on Arthington Street.</p>
<p>Frizinghall Road (Drawing No. TDG/THCW/103076/CON-50A) Objectors 1</p> <p>The objector is concerned that the current proposals will prohibit heavy goods vehicles from parking waiting near to there business when waiting to enter the premises for loading/unloading. There is no alternative parking in the surrounding residential streets. They have therefore requested a lorry parking area close to their entrance.</p> <p>The objector is also concerned that the proposals only restrict parking on one side of Frizinghall Road and should restrict parking on both sides of the road to ensure traffic can flow freely.</p>	<p>Frizinghall Road</p> <p>A discussion has taken place with the objector regarding heavy goods vehicles parking on Frizinghall Road. Their request for lorry parking close to their entrance could be added to the list of requests awaiting consideration by this committee with a view to including it in an area wide Traffic Regulation Order next financial year. Currently there is concern from local residents about commuters parking in the residential streets. To introduce no waiting at any time restrictions on both sides of Frizinghall Road would transfer more commuter parking into these side streets. The proposals will ensure that traffic can</p>

	travel along Frizinghall Road with the minimum of disruption.
<p>Paradise Street (Drawing No. TDG/THCW/103076/CON-20A) Objectors 2</p> <p>The objectors do not consider that there is a parking issue on Paradise Street. If no waiting at any time restriction was introduced it would affect their businesses. They rely on being able to park close to their premises for security reasons and ease of loading and unloading.</p> <p>The objectors' main concerns are parking on Water Lane and Dyson Street.</p>	<p>Paradise Street</p> <p>It is agreed that the only businesses on Paradise Street are those of the objectors. In light of this and that the businesses feel that the introduction of waiting restrictions would hinder their business it is recommended that the yellow lines in Paradise Street are removed from the Traffic Regulation Order. However the proposal to introduce double yellow lines at its junction with Water Lane will remain in the Order. The revised proposals are shown on drawing TDG/THCW/103076/CON-20B attached as Appendix 3.</p>
<p>Town End (Drawing No. TDG/THCW/103076/CON-10A) Objections 1</p> <p>The objector is concerned that the businesses and their customers on Town End prevent residents from parking.</p> <p>The proposed double yellow lines will be inconvenient; people will park on the main road or park on the restrictions. The objector is concerned that their vehicle will be more damaged.</p>	<p>Town End</p> <p>Town End is a narrow street with a mixture of residential and business properties. The road is approximately 4m wide and vehicles park for most of the time half on the footway on the north side of the carriageway. Periodically vehicles will stop on the opposite side of the road making it difficult for others to pass. It is understandable that the objector wants to park close to her property but sometimes this is not possible. However to reduce the impact the waiting restrictions could have on the residents it is proposed to shorten them and allow some parking near to Jennings Place. The revised proposals are shown on drawing TDG/THCW/103076/CON-10B attached as Appendix 2</p>

3.0 OTHER CONSIDERATIONS

- 3.1. Local ward members and the emergency services were consulted on the original proposals. No objections were received.

4.0 FINANCIAL & RESOURCE APPRAISAL

- 4.1. A budget of £15,000 has been allocated as part of the Safer Roads programme.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1. A failure to implement appropriate waiting restrictions at the locations detailed in this report would result in continuing access and safety issues.

6.0 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.

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 significant 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

The introduction of some of the waiting restrictions in the Order will be beneficial in terms of road safety.

7.5. HUMAN RIGHTS ACT

None

7.6. TRADE UNION

None

7.7. WARD IMPLICATIONS

Ward members have been consulted on the advertised Traffic Regulation Order.

7.8. AREA COMMITTEE ACTION PLAN IMPLICATIONS

The implementation of the scheme supports themes within the City and Heaton Ward Plans.

8.0 NOT FOR PUBLICATION DOCUMENTS

None

9.0 OPTIONS

- 9.1. That the objections be overruled and the Traffic Regulation Order be sealed and implemented as advertised.
- 9.2. Members may propose an alternative course of action on which they will receive appropriate officer advice.

10.0 RECOMMENDATIONS

- 10.1. That the proposed Traffic Regulation Order for waiting restrictions at various sites in Bradford West be modified to incorporate the changes to Town End as shown on the attached drawing TDG/THCW/103076/CON-10B and Paradise Street as shown on the attached drawing TDG/THCW/103076/CON-20B and the remaining objections be overruled.
- 10.2. That the modified Traffic Regulation Order be sealed and implemented.
- 10.3. That the objectors be informed accordingly.

11.0 APPENDICES

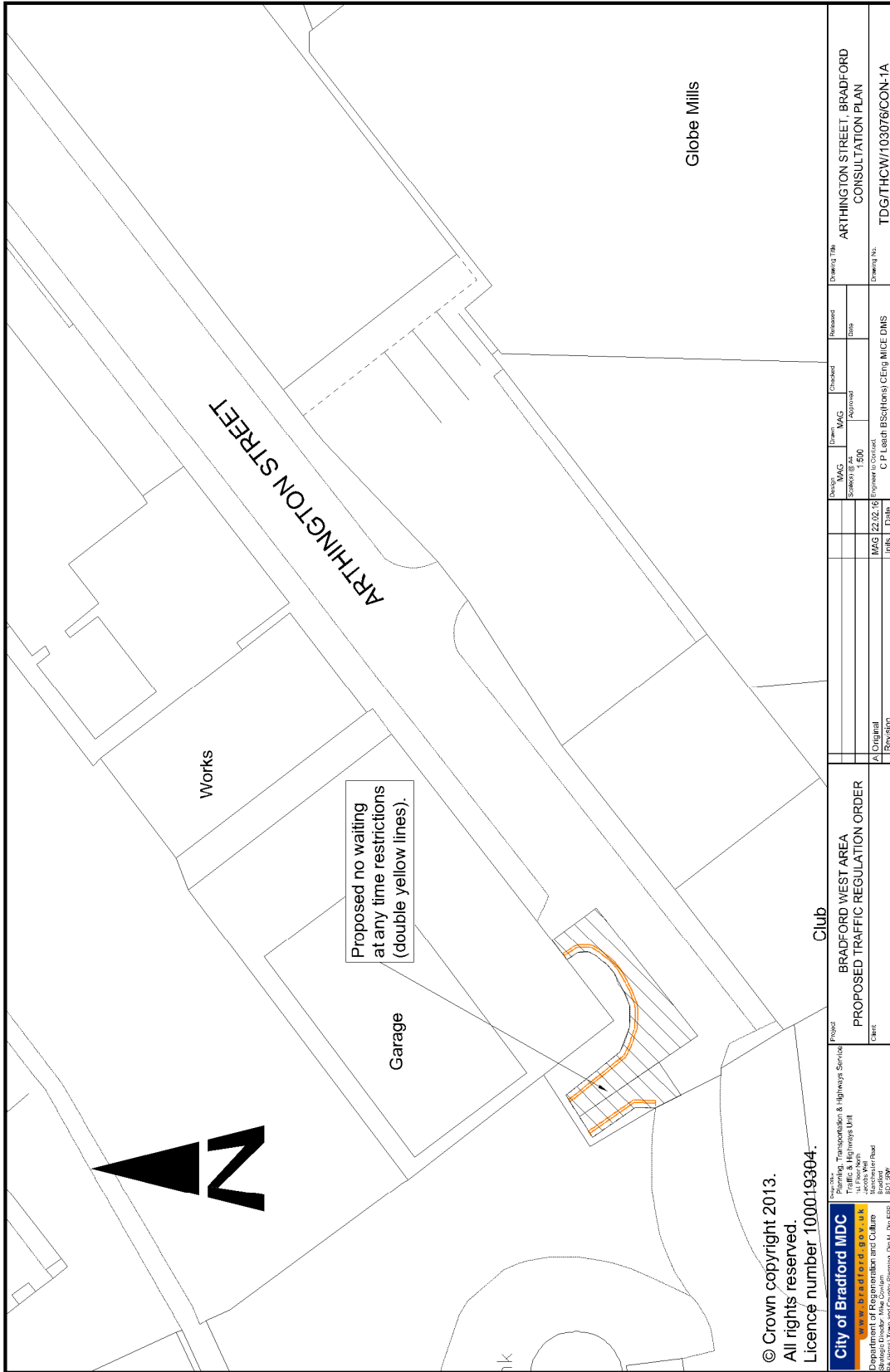
Appendix 1 - drawings showing the proposals that have received objections.

Appendix 2 – drawing TDG/THCW/103076/CON-10B.

Appendix 3 - drawing TDG/THCW/103076/CON-20B.

12.0 BACKGROUND DOCUMENTS

- 12.1. File ref. TDG/THCW/103076



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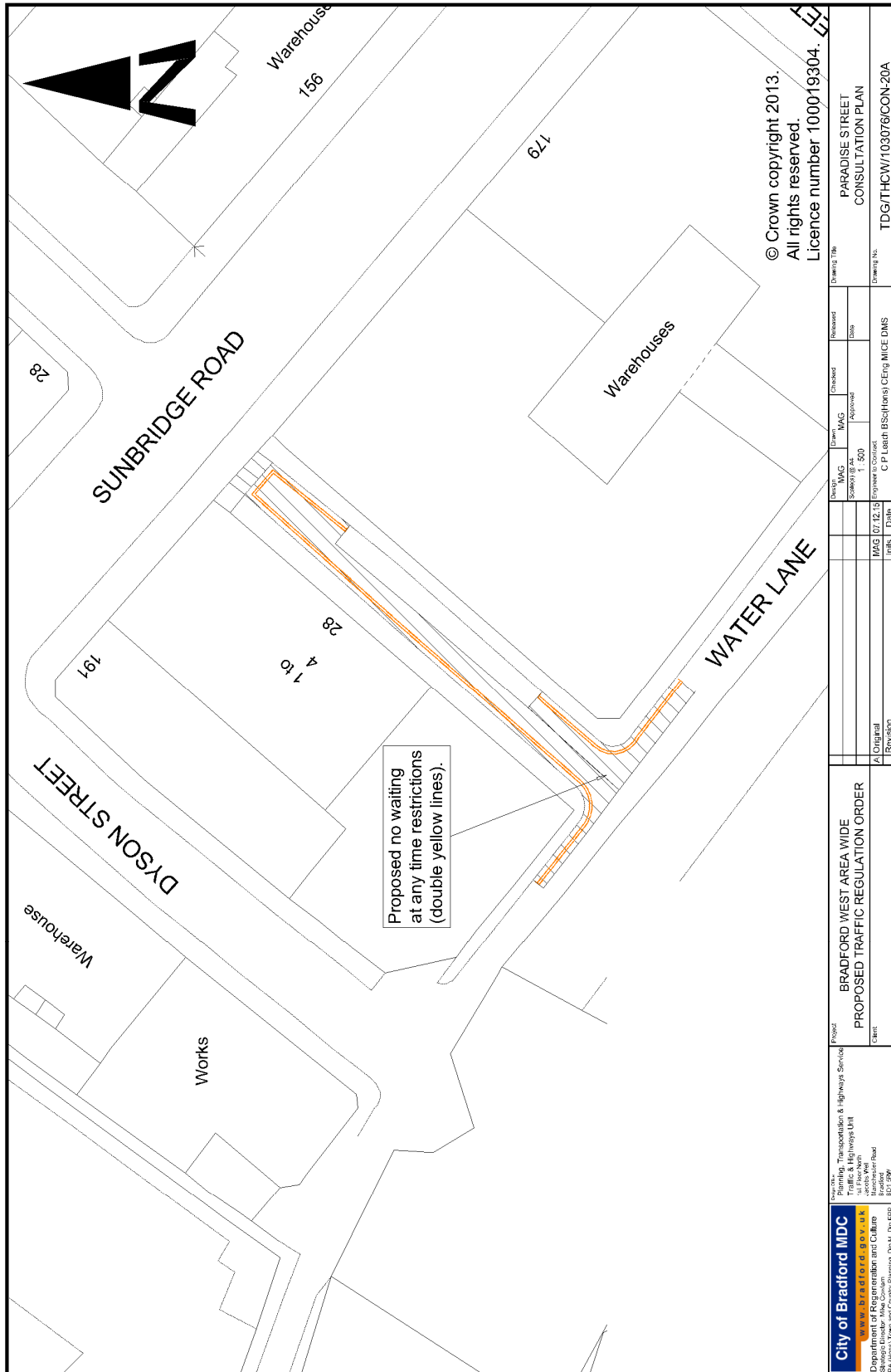
City of Bradford MDC
 www.bradford.gov.uk
 Department of Regeneration and Culture
 100 Victoria Road, Bradford, West Yorkshire, BD1 1DW

Project: BRADFORD WEST AREA
 PROPOSED TRAFFIC REGULATION ORDER
 Client:

Initials	Date	Revision
MAG	22.02.16	Engineer in Charge
		C. P. Litch BSc(Hons) CEng, MICE, DNS

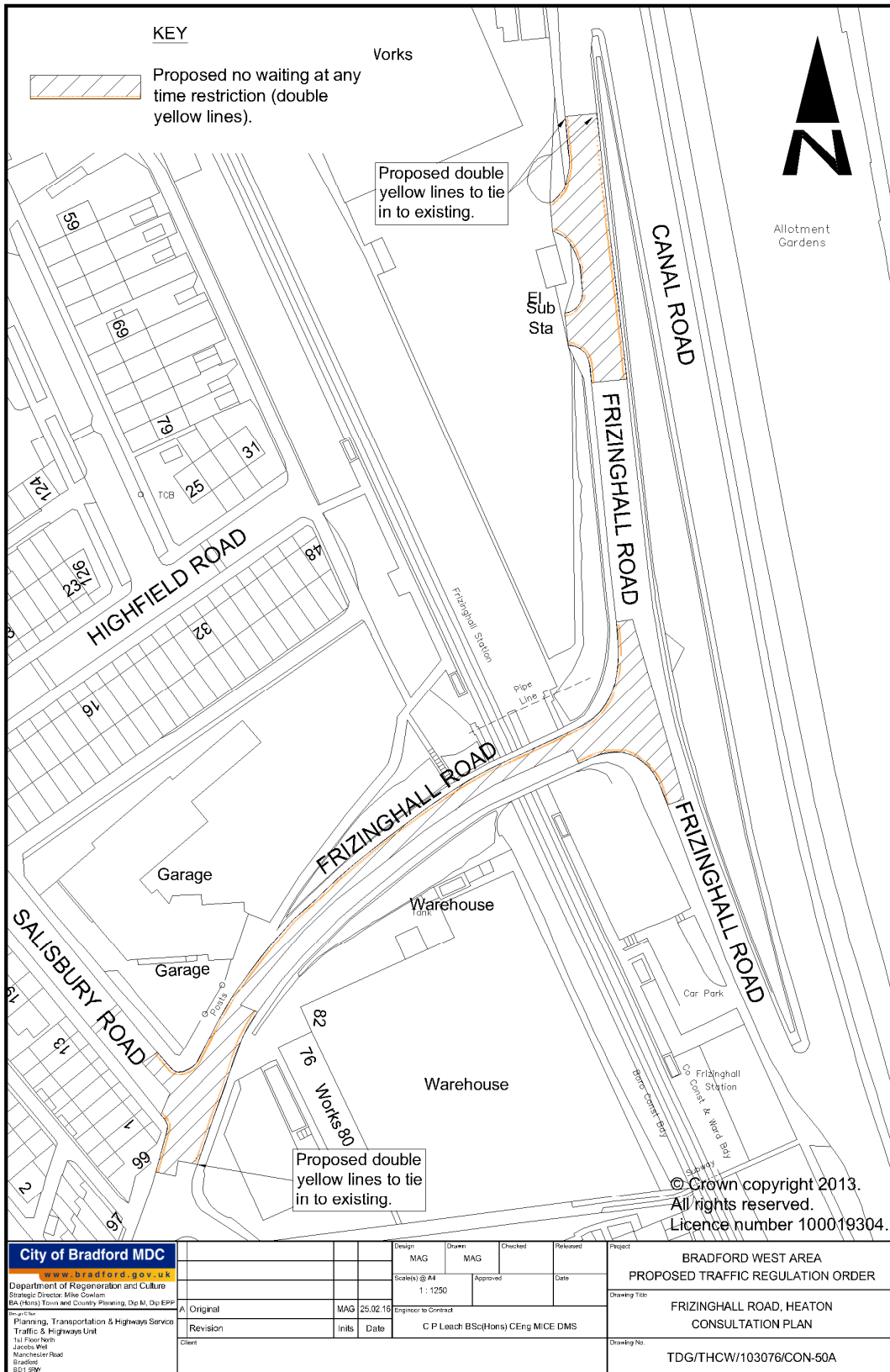
Drawn	MAG	Checked	Released
Scale	1:500	Approved	Date

Drawing Title: ARTHINGTON STREET, BRADFORD
 CONSULTATION PLAN
 Drawing No.: TDG/THCW/103076/CON-1A

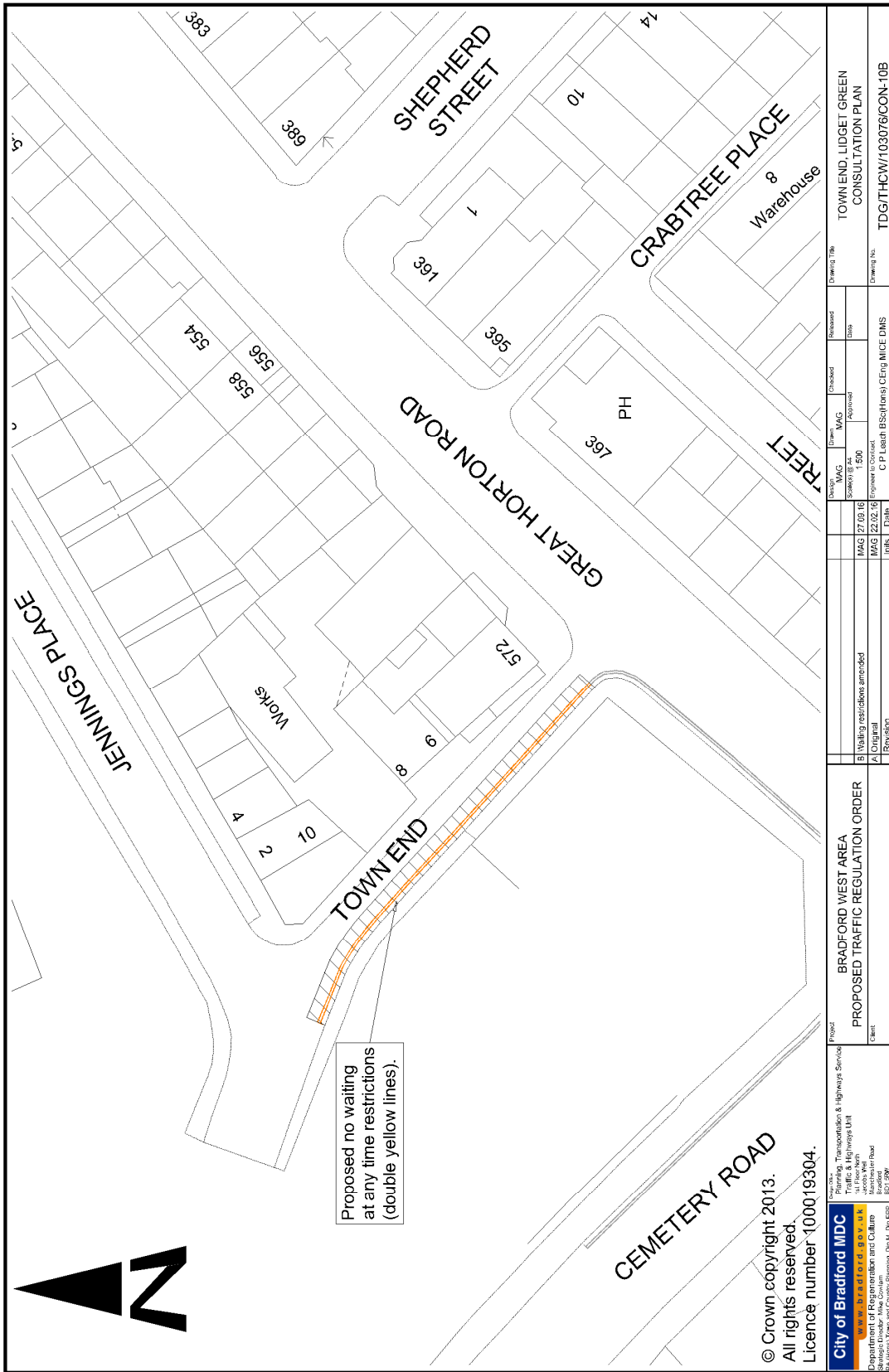


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<p>City of Bradford MDC www.bradford.gov.uk Department of Regeneration and Culture Strategic Planning and Planning Services 10, Victoria Tower and County Planning, Dea.M., Dea.EPR</p>		<p>Project: BRADFORD WEST AREA WIDE PROPOSED TRAFFIC REGULATION ORDER Client:</p>		<p>Drawn: MAG Scale: 1:500 Checked: MAG Approved: C. P. Leach BSc(Hons) CEng, MICE, DNS</p>		<p>Drawing Title: PARADISE STREET CONSULTATION PLAN Drawing No.: TDG/THCW/103076/CON-20A</p>	
<p>Issue: Planning, Transportation & Highways Services Traffic & Highways Unit Jacobs Wipac Bradford 15/1/2016</p>		<p>Revision:</p>		<p>Released: [] Date:</p>		<p>Original: [] Revision: []</p>	



City of Bradford MDC www.bradford.gov.uk Department of Regeneration and Culture Strategic Director, Mike Cowlem (Responsible for Town and Country Planning, Dp M, Dp EPP)	Design	Drawn	Checked	Released	Project
	MAG	MAG			BRADFORD WEST AREA PROPOSED TRAFFIC REGULATION ORDER
	Scale(s) @ A4	Approved	Date		Drawing Title:
	1 : 1250				FRIZINGHALL ROAD, HEATON CONSULTATION PLAN
Author	Revision	Initials	Date	Engineer to Construct	Drawing No.
Planning, Transportation & Highways Services Traffic & Highways Unit 1st Floor North Jacobs Hill Manchester Road Bradford BD1 1JG	A Original		25.02.18	C P Leach BSc(Hons) CEng MICE DMS	TDG/THCW/103076/CON-50A
Client					



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City of Bradford MDC
 www.bradford.gov.uk
 Department of Regeneration and Culture
 25, Victoria Tower and County Planning, Densham, Doncaster, S18 2BW

Project: BRADFORD WEST AREA
 PROPOSED TRAFFIC REGULATION ORDER
 Client:

Revision	Date	By	Checked	Approved
B	27.09.16	MAG	MAG	MAG
A	22.02.16	MAG	MAG	MAG

Notes:
 1. Waiting restrictions amended

Drawn	Checked	Approved	Date
MAG	MAG	MAG	27.09.16
MAG	MAG	MAG	22.02.16

Drawing Title: TOWN END LIDGET GREEN CONSULTATION PLAN
 Drawing No: TDG/THCW/103076/CON-10B

