
Report of the Director of Place to the meeting of the Shipley Area Committee to be held on 28 June 2017.

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Subject:

Consideration of two formal objections to the proposed introduction of a one-way traffic system and parking restrictions on Thompson Lane, Shipley.

Summary statement:

This report considers two objections received in response to the formal advertising of a one-way traffic system, a permit-holders only parking scheme, a shared-parking scheme, and No Waiting At Any Time parking restrictions on Thompson Lane, Shipley.

It is recommended:

- That the objections to the proposals as formally advertised (and as shown on Drawing No. TDG/THN/103507/TRO-1B and attached to this report as Appendix 2) be overruled, and that the Order be sealed and implemented as advertised.
- That the scheme be re-visited in the event of policy changes being made which allow consideration of an on-street permit parking scheme for the eastern half of Thompson Lane between its junctions with Midgeley Road and Green Road.
- That the objectors be advised accordingly.

Ward 22 – Shipley

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Overview & Scrutiny Area:

Environment and Waste Management



1. Summary

This report considers two objections received in response to the formal advertising of a proposed Traffic Regulation Order (TRO) regarding the introduction of a one-way traffic system, a 'permit-holders only parking scheme', a 'shared-parking' scheme (involving 'unlimited waiting for permit holders Mon-Sat 8am-6pm, and 2 hours limited waiting (No return within 2 hours) for non-permit holders Mon-Sat 8am-6pm'), and 'No Waiting At Any Time' restrictions on Thompson Lane, Shipley.

The proposed TRO is considered necessary:

- In order to preserve and improve the amenities of the area through which the road runs;
- To avoid danger to persons or other traffic using Thompson Lane or adjoining roads, and
- To prevent the likelihood of any such danger arising.

2. Background

- 2.1 Thompson Lane links Green Road and Coach Road (both important arterial routes linking Shipley and Baildon) and is identified as Area 'A' within that drawing attached to this report as Appendix 1.
- 2.2 Thompson Lane has a mixture of residential terraced and semi-detached properties fronting its southern kerbline (with some of these properties being 'set-back' from the carriageway by a large grass verge forming a crescent half way along Thompson Lane. With the exception of its eastern end, there are no residential properties fronting its northern kerbline. There is however a primary school on the northern side of Thompson Lane opposite its junction with Midgeley Road, and a children's playground located on its northern side at its southern end.
- 2.3 Thompson Lane has a 20mph speed limit along its length, and is a bus route. It is traffic calmed, with a series of vertical speed cushions, a speed table and horizontal footway build-outs along its length. Thompson Lane is 7.4 wide (except where footway build-outs exist (where the carriageway width is 5.8 metres)).
- 2.4 There are 'No waiting at any time' (double yellow line) parking restrictions on the north-western side of Thompson Lane immediately fronting the playground, and two disabled parking bays on the south-eastern side immediately fronting residential properties nos.75-81 Thompson Lane.
- 2.5 That section of Thompson Lane forming the crescent referred to in Section 2.2 of this report fronts residential properties nos. 27-57 Thompson Lane. A 2.6 metre strip of the grass verge forming the crescent was converted into a hard standing a number of years ago to accommodate the on-street parking needs of local residents. The residual carriageway width of that section of Thompson Lane forming the crescent is 4.3 metres.

- 2.6 Some years ago, and as part of improvements to Robert's Park, grant funding was used to introduce '2 Hours Limited Waiting Mon-Sat 8am-6pm (No return within 2 hours)' on those two short sections of highway linking Robert's Park vehicular entrance and Coach Road. These two sections of highway are identified as Area 'B' within the drawing attached to this report as Appendix 1. The 'Limited Waiting' provision sought to prevent all-day commuter parking during weekdays, and help safe-guard short-stay parking opportunities for visitors to the park.
- 2.7 Following concerns regarding residents' on-street parking difficulties on the crescent section of Thompson Lane at the start and end of the school day, in 2012 the request for a ROPP scheme and 'one-way' traffic system' on the crescent (requiring a Traffic Regulation Order (TRO)) was added to the list of schemes considered annually by this Committee for possible inclusion within its future programme of works.
- 2.8 On 28 January 2015, this Committee considered a petition report regarding a request for permit parking on the south-western end of Thompson Lane. The lead petitioner claimed that since the introduction of the Limited Waiting provision close to the vehicular entrance to Robert's Park, much of the commuter parking has migrated to the south western end of Thompson Lane. This Committee resolved 'That in the event that the crescent on Thompson Lane be included within this Committee's future programme of works, the requested Residents Only Permit Parking bay fronting nos.59-69 Thompson Lane be promoted as part of that Traffic Regulation Order associated with the crescent.'
- 2.9 In July 2016, Thompson Lane was included within this Committee's Capital Works Programme, and on 3 March 2017, those proposed measures outlined within Appendix 2 of this report were formally advertised for a three week period.
- 2.10 Ward Members and the emergency services have been consulted on those traffic management proposals identified within Appendix 2 of this report with no adverse comments being received.
- 2.11 In response to the formal advertising of the proposed TRO, two objections were received. Only one of the two objectors is a resident of Thompson Lane.
- 2.12 Ward Members have been notified of the formal objections and continue to fully support the introduction of the proposed TRO.
- 2.13 The objectors' concerns and officer comments are outlined within Appendix 3 of this report.

3. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

This report has not been considered by the Overview and Scrutiny Committee.

4. Options

4.1 **Option 1** (RECOMMENDED)

- That the objections to the proposals as formally advertised (and as shown on Drawing No. TDG/THN/103507/TRO-1B and attached to this report as Appendix 2) be overruled, and that the Order be sealed and implemented as advertised.
- That the scheme be re-visited in the event of policy changes being made which allow consideration of an on-street permit parking scheme for the eastern half of Thompson Lane between its junctions with Midgeley Road and Green Road.
- That the objectors be advised accordingly.

4.2 **Option 2** (NOT RECOMMENDED)

- That the objections to the proposals as formally advertised (and as shown on Drawing No. TDG/THN/103507/TRO-1B and attached to this report as Appendix 2) be upheld, and that the scheme proposals be abandoned.
- That the objectors be advised accordingly.

4.3 **Option 3** (NOT RECOMMENDED)

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

5. FINANCIAL & RESOURCE APPRAISAL

5.1 **Financial**

The costs necessary to introduce the proposed scheme (including the processing of the associated Traffic Regulation Order) has been allocated from this Committee's capital allocation.

5.2. **Resources**

The proposed traffic management works can be processed within existing staff resources.

6. RISK MANAGEMENT

There are no risk management implications.

7. LEGAL APPRAISAL

There are no legal implications at present.

8. OTHER IMPLICATIONS

8.1 EQUALITY AND DIVERSITY

In the event that the proposed scheme 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 emissions impacts

8.4 COMMUNITY SAFETY IMPLICATIONS

The proposed traffic management measures shown within Appendix 2 of this report are intended to:

- Preserve and improve the amenities of the area through which the road runs;
- Avoid danger to persons or other traffic using Thompson Lane or adjoining roads, and
- Prevent the likelihood of any such danger arising.

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

Thompson Lane is in the Shipley ward.

9. NOT FOR PUBLICATION DOCUMENTS

None

10. RECOMMENDATIONS

10.1 Option 1

- That the objections to the proposals as formally advertised (and as shown on Drawing No.TDG/THN/103507/TRO-1B and attached to this report as Appendix 2) be overruled, and that the Order be sealed and implemented as advertised.
- That the scheme be re-visited in the event of policy changes being made which allow consideration of an on-street permit parking scheme for the eastern half of Thompson Lane between its junctions with Midgeley Road and Green Road.
- That the objectors be advised accordingly.

11. APPENDICES

11.1 Drawing No.TDG/THN (Appendix 1) area location plan.

11.2 Drawing No.TDG/THN/103507/TRO-1B (Scheme proposals as formally advertised) (Appendix 2)

12. BACKGROUND DOCUMENTS

12.1 Report to the Director of Regeneration and Culture to the meeting of this Committee held on 28 January 2015.

12.2 Report to the Director of Regeneration and Culture to the meeting of this Committee held on 27 July 2016.

Appendix 3

Objector's Comment	Officer Comment
<ul style="list-style-type: none"> • The objector claims that the majority of the day-time parking in Thompson Lane is “almost entirely ‘commuter related’” • The objector considers that when the school crossing patrol officer stops the east to west traffic flow on Thompson Lane, traffic turning right out of the proposed one-way system will be turning onto the crossing point almost immediately. Perhaps the crossing point on Thompson Lane should be re-sited somewhat further away from the junction with the ‘crescent’. 	<ul style="list-style-type: none"> • Noted • The speed table on which the school crossing patrol operates is located approximately 13 metres east of the exit point of the one-way system (i.e. effectively 2 car-lengths) When the school crossing patrol (SCP) stops the east to west traffic flow, the opposing traffic flow is stopped at the same time. As such, any vehicle which turns right out of the one –way system will be required to stop at the SCP if requested. Parking within the proposed one-way system would be prohibited except for resident permit holders only. As such, the volume of traffic seeking to exit the crescent section of Thompson Lane at the start and end of the school day is likely to be limited. It is considered that the distance between the exit of the one-way system and the SCP is sufficient for drivers to be given adequate notice by the SCP of the need to stop if required.
<ul style="list-style-type: none"> • The objector states ...<i>‘I do support some action to remedy parking issues on Thompson Lane and have no issues with the proposals for one way traffic flow’.</i> • As the restrictions only apply to part of Thompson Lane, I am concerned that the commuters who park all day will simply move to the other side of the road. 	<ul style="list-style-type: none"> • Noted • There are double yellow lines (signifying ‘No Waiting At Any Time’) and a bus stop clearway (in which parking is prohibited) on the opposite side of the road at the western end of Thompson Lane.

<ul style="list-style-type: none">• Parents already try to gain entry via the school gates to pick up and drop off children – it is not easy navigating the school car park and this is a dangerous practice that puts child safety at risk.• There is a primary school on Thompson Lane and it is necessary to ensure that the scheme proposals do not make the current situation worse for parking around the school. The objector is concerned that the proposed restrictions may leave less available parking near the school due to commuters moving to the available spaces, leading to more parents trying to drop off and pick up children directly from the school gates.	<p>Most of the properties at the eastern end of Thompson Lane have driveways, and therefore do not meet the Council's current policy criteria regarding consideration of an on-street 'Residents Permit Parking Scheme'.</p> <ul style="list-style-type: none">• Controlling vehicular access into the school's curtilage rests with the school.• It is not possible to determine, with any certainty, whether commuter parking will migrate elsewhere, and if so, to where. In the event that commuter parking were to migrate to the eastern end of Thompson Lane and/or its adjoining roads, or onto Higher Coach Road or Coach Road, this Committee may wish to consider addressing such issues as part of a future capital works programme. There is an existing yellow 'SCHOOL-KEEP-CLEAR' carriageway marking outside the school entrance prohibiting Stopping outside the school gates Monday to Friday 8am – 4pm.
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