
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 three objections (one objection taking the form of an 85 signature petition) to a proposed Traffic Regulation Order involving the introduction of formal waiting restrictions on B6265 Keighley Road, Crossflatts.

Summary statement:

This report considers three objections (one objection taking the form of an 85 signature petition) regarding the proposed introduction of 'No Waiting At Any Time', 'No Loading At Anytime', and 'Limited Waiting' parking restrictions at various locations on B6265 Keighley Road, Crossflatts.

It is recommended:

- That the objections to the proposals as formally advertised (and as shown on Drawing No.TDG/THN/103149/TRO-1A and Drawing No. TDG/THN/103149/TRO-4A (attached respectively to this report as Appendices 1 & 2)) be overruled, and that the Order be sealed and implemented as advertised.
- That the objectors be advised accordingly.

Ward 02 – Bingley

Steve Hartley
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(Place)

Portfolio:

Regeneration, Planning and Transport

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Overview & Scrutiny Area:

Environment and Waste Management



1. Summary

1.1 This report considers objections received to the advertised Traffic Regulation Order (TRO) proposing:

- 'No Waiting At Any Time';
- 'No Loading At Any Time';
- '2 Hours Limited Waiting (No Return Within 2 Hours (Monday–Saturday, 8am–6pm))'; and
- '10 Minutes Limited Waiting (No Return Within 20 Minutes (Monday-Friday 8am – 9.30am, and 1.30pm – 3.30pm)'

on that section of B6265 Keighley Road, Bingley, within the vicinity of Bingley Grammar School, at its junction with Canal Road, and on Kings Road.

1.2 The proposed waiting restrictions shown within Drawing No.TDG/THN/103149/TRO-1A (attached to this report as Appendix 1) are associated with a local safety scheme within the vicinity of Bingley Grammar School, and are not physically present on-site. Two of the objections relate solely to these particular proposed waiting restrictions.

1.3 The yellow line road markings shown in Drawing No.TDG/THN/103149/TRO-4A (attached to this report as Appendix 2) were formally advertised as part of the TRO associated with the proposed local safety scheme for logistical reasons. These yellow lines are currently present on-site (having been previously approved by this Committee, and the associated legal Order 'sealed' in November 2006). However, due to an administrative oversight, the waiting restrictions identified within Appendix 2 of this report were not consolidated within the Council's TRO database.

1.4 The existing yellow lines have been formally advertised as part of the TRO associated with the proposed local safety scheme with a view to formally consolidating them within the TRO database. One of the three objections takes the form of an 85-signature petition and relates primarily to those yellow lines presently on-site and identified within Appendix 2.

2. Background

2.1 In July 2015, this Committee approved a scheme on B6265 Keighley Road, Crossflatts within its capital work programme.

2.2 The local safety scheme was proposed due to the relatively high traffic collision rate resulting in personal injury on that section of B6265 Keighley Road between its junctions with Millgate and The Crescent. The proposed scheme includes traffic calming measures, an advisory 20mph speed limit outside Bingley Grammar School, and various waiting restrictions to address on-street parking by commuters outside the school.

- 2.3 The proposed waiting restrictions specifically associated with the local safety scheme within the vicinity of Bingley Grammar School (and to which this report relates) are shown within Drawing No. TDG/THN/103149/TRO-1A (attached to this report as Appendix 1). The proposed restrictions were formally advertised for a five week period on-site and within the local press, and resulted in three objections being received.
- 2.4 The proposed waiting restrictions relate to three areas of Crossflatts. The first area is outside Bingley Grammar School with proposals to convert a length of existing 'No Waiting At Anytime' to 'No Waiting and No Loading At Anytime' – The intention being to prevent parents from parking opposite the existing parking bays immediately fronting the school, and thereby maintain two way traffic flow. Secondly, it is proposed to introduce a 10 minute time restriction (No Return Within 20 Minutes) on the currently unrestricted on-street parking bays fronting Bingley Grammar School. The proposed restrictions are only applicable at the start and end of the school day (8am-9:30am, and 2:30-3:30pm (Monday – Friday)) and are intended to prevent all-day commuter parking, and provide drivers with short-stay parking when dropping off and picking up children to/from the school. The third area involves the eastern end of King's Road and that section of Keighley Road opposite Crossflatts Post Office where 2 Hour Limited Waiting Bays (No Return For 2 Hours, Monday- Saturday 8am – 6pm) are proposed, along with 'No Waiting At Any Time' parking restrictions (which would extend along the northern kerbline of Canal Road)

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/103149/TRO-1A and Drawing No. TDG/THN/103149/TRO-4A (attached respectively to this report as Appendices 1 & 2)) be overruled, and that the Order be sealed and implemented as advertised.
- That the objectors be advised accordingly.

4.2 Option 2 (NOT RECOMMENDED)

- That the objections be upheld, and that the scheme proposals be altered or 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 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 TRO) has been allocated from the Shipley Area Committee 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 waiting restrictions shown within Appendix 1 of this report are intended to prevent commuters and parents of pupils attending Bingley Grammar School from causing obstruction and parking inconsiderately on B6265 Keighley Road, and help ensure the unhindered passage of emergency vehicles and buses. Being one of two upper schools serving the whole of Bingley, a number of pupils are transported to and from the school by car.

Due to the short distance between the school and Crossflatts Rail Station, on street commuter parking means parking availability is already at a premium for parents at the beginning and end of the school day. This often leads to anti-social parking by parents who obstruct footways and driveways.

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

The proposed scheme is situated in the Bingley 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/103149/TRO-1A and Drawing No. TDG/THN/103149/TRO-4A (attached respectively to this report as Appendices 1 & 2)) be overruled, and that the Order be sealed and implemented as advertised.
- That the objectors be advised accordingly.

11. APPENDICES

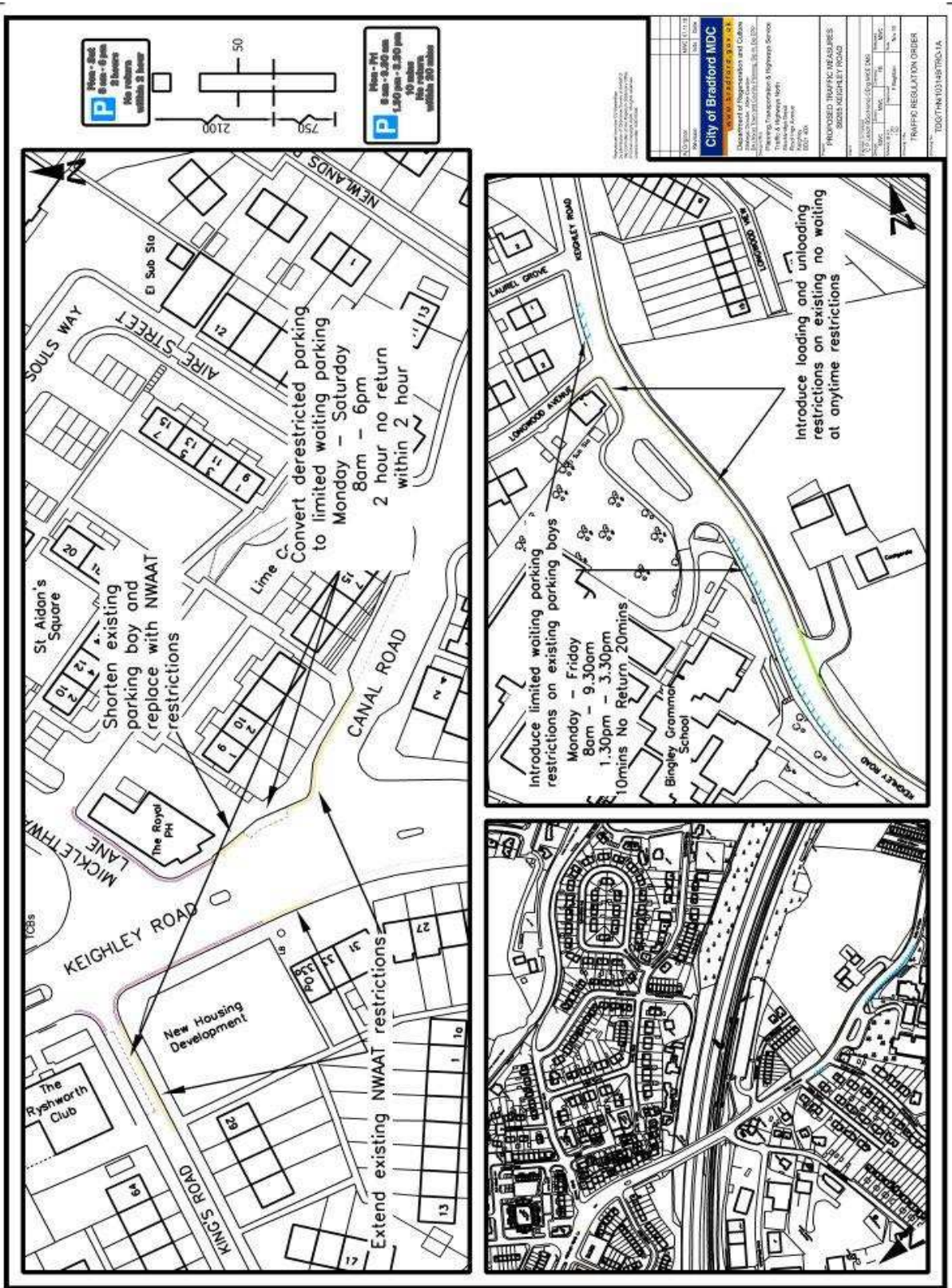
- 11.1 Drawing No.TDG/THN/103149/TRO-1A (Appendix 1) - (Proposed waiting restrictions associated with the Local Safety Scheme on B6265 Keighley Road, Crossflatts).

- 11.2 Drawing No. TDG/THN/103149/TRO-4A (Appendix 2) (Yellow lines currently present on-site (having been previously approved by this Committee, and the associated legal Order 'sealed' in November 2006), but which, due to an administrative oversight, were not consolidated within the Council's TRO database).
- 11.3 Objectors' and officers comments (Appendix 3).

12. BACKGROUND DOCUMENTS

- 12.1 Report to the Strategic Director (Regeneration) to the meeting of this Committee held on 27 July 2016.

Appendix 1



Appendix 3

Objector's Comments	Officer Comments
<p>Objector #1</p> <ul style="list-style-type: none"> • I am a parent with a pushchair. Nearly every day, cars park on the existing double yellow lines and the footway outside Bingley Grammar School when dropping off and picking up children. Why can't you enforce the existing waiting restrictions and thereby save having to make further changes to the waiting restrictions? • I can see no benefit in altering the bays to limited parking. Vehicles which use the bays for the school and local train station will simply park elsewhere in the village, potentially causing more harm than good. • You are proposing to introduce 'No waiting at any time' parking restrictions from the Homebase (Magnet) Roundabout to the junction of Micklethwaite Lane with Canal Road. There are already double yellow lines at this location. 	<ul style="list-style-type: none"> • The Council's wardens do enforce the existing waiting restrictions and issue Penalty Charge Notices for parking on the footway where there are existing double yellow lines adjacent to the footway. The scheme proposals include the banning of loading and unloading on the existing double yellow lines in the vicinity of the school (loading and unloading currently being permitted). • Converting the on-street parking bays outside Bingley Grammar School to 'limited parking' will prevent commuters from using the bays as long-stay parking facilities, thereby providing parents with more opportunity to utilise the bays when dropping off and picking up school children. Existing commuter parking facilities served by the large car park at Crossflatts Rail Station, and unlimited on-street parking provision in the local vicinity could be utilised to accommodate the parking needs of any displaced vehicles. • Noted. The existing double yellow lines have been advertised as part of the TRO associated with the proposed local safety scheme for logistical reasons. The yellow lines to which the objector refers were installed some time ago, having been previously approved by this Committee, and the legal Order 'sealed' in November 2006. However, due to an administrative oversight, the waiting restrictions were not consolidated within the Council's Traffic Regulation Order database. The existing double yellow lines have been formally advertised as part of the TRO associated with the proposed local safety scheme with a view to formally consolidating them within the TRO database.

<ul style="list-style-type: none"> • We have two schools locally with a number of children walking to and fro whilst cars ‘race’ along Bingley Road. A number of accidents have taken place on this road and reduced speeds would be beneficial to reducing this. • I would like to see traffic calming introduced on Micklethwaite Lane. 	<ul style="list-style-type: none"> • Traffic calming measures are being proposed on Bingley Road between its junctions with Cemetery Road and Longwood View as part of the Local Safety Scheme to which those proposed waiting restrictions shown within Appendix 1 of this report relate. • There are no proposals to introduce traffic calming on Micklethwaite Lane as part of the local safety scheme to which those proposed waiting restrictions within Appendix 1 of this report relate.
<p>Objector #2</p> <ul style="list-style-type: none"> • Parking restrictions should be looked at in relation to the whole village as restrictions in some parts will have a knock-on effect elsewhere. • There are already yellow lines in some places so why is this proposed Traffic Regulation Order necessary? All that is needed in enforcement. • The new restrictions will in my opinion make parking everywhere else even more of a problem in Crossflatts. 	<ul style="list-style-type: none"> • The proposed waiting restrictions within the vicinity of Bingley Grammar School form part of a proposed local safety scheme relating to a particular length of B6265 Keighley Road, Crossflatts. Accordingly, a holistic approach to parking within Crossflatts is not appropriate in this instance – the proposed waiting restrictions being localised geographically through necessity. • Noted. The existing yellow lines have been advertised as part of the TRO associated with the proposed local safety scheme for logistical reasons. The yellow lines to which the objector refers were installed some time ago, having been previously approved by this Committee, and the legal Order ‘sealed’ in November 2006. However, due to an administrative oversight, the waiting restrictions were not consolidated within the Council’s Traffic Regulation Order database. The existing yellow lines have been formally advertised as part of the TRO associated with the proposed local safety scheme with a view to formally consolidating them within the TRO database. • Converting the on-street parking bays outside Bingley Grammar School to ‘limited parking’ will prevent commuters from using the bays as long-stay parking facilities, thereby providing parents with more opportunity to utilise the bays when

<ul style="list-style-type: none"> • The reasoning behind the proposal to make the existing parking bay outside the school into a 'limited waiting' bay is understood – to make room for school pick-ups and drop-offs. • The proposed 'limited waiting' bay outside the school is currently used by part-time school staff (as there isn't enough space within the school curtilage to accommodate all staff vehicles). Where will the part-time staff park their cars if the proposed 'limited waiting' bay is introduced? 	<p>dropping off and picking up school children. Existing commuter parking facilities served by the large car park at Crossflatts Rail Station, and unlimited on-street parking provision in the local vicinity could be utilised to accommodate the parking needs of any displaced vehicles.</p> <ul style="list-style-type: none"> • Noted • The proposed 'limited waiting' provision within the layby seeks to prevent long-stay commuter parking and provide short-stay parking opportunities for parents dropping off and picking up school pupils. Bingley Grammar School may wish to review parking arrangements for its staff with a view to further maximising its off-street parking provision.
<p>Objector #3</p> <ul style="list-style-type: none"> • Crossflatts Primary School has no public parking provision and inadequate staff parking provision and no plans are proposed to create this. • Many students attending Crossflatts Primary School live outside of a reasonable walking distance and are too young to travel alone on public transport on public transport or by foot/cycle. 	<ul style="list-style-type: none"> • There are no changes proposed to current parking restrictions within the vicinity of Crossflatts Primary School. The waiting restrictions shown within Appendix 2 are currently present on-site, having been agreed by this committee in 2006 (the TRO being sealed on 16 November 2006). However those waiting restrictions were not (due to an administrative error) consolidated within the Council's TRO database. The waiting restrictions within Appendix 2 have been formally advertised as part of the proposed local safety scheme on B6265 Keighley Road with a view to formally consolidating them within the TRO database. • Ditto

<ul style="list-style-type: none">• The restrictions are unlikely to stop parents parking to drop off and collect children to/from Crosshills Primary School, as the lack of any appropriate alternative will force parents to risk parking anyway and will increase the competition and saturation of traffic in unrestricted areas. Therefore the proposed changes may not achieve the desired objective of traffic parking reduction.• A reduction in the volume of commuter parking on the streets around Crossflatts railway station will further penalise working parents who need to travel to work after dropping children at Crossflatts Primary School but whom are already unable to secure parking in the station car park as it is full by 07:30.	<ul style="list-style-type: none">• Ditto• If the proposed limited waiting restrictions are introduced, there is still much unlimited on-street parking provision in the local vicinity which commuters could utilise.
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