

Report of the Director of Regeneration and Culture to the meeting of Keighley Area Committee to be held on 19 October 2017.

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Subject:

A single objection received to the proposed Traffic Regulation Order (TRO) to introduce no waiting at any time restrictions on a section of Laycock Lane and Chapel Road, Laycock.

Summary statement:

This report considers a single objection to the TRO to introduce no waiting at anytime restrictions on Laycock Lane and Chapel Road, Laycock.

It is recommended:

- That the objection to the proposals (as shown in Drawing No. TDG/THN/1035434/TRO-1A and attached to this report as Appendix 1) be overruled, and that the Order be sealed and implemented as advertised.
- That the objector be advised accordingly.

Ward 17 – Keighley West

Steven Hartley
Strategic Director
(Place)

Portfolio:
Regeneration, Planning & Transport

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Overview & Scrutiny Area:
Environment and Waste Management



1. SUMMARY

- 1.1 Consideration of one objection received to a proposed Traffic Regulation Order (TRO) to introduce no waiting at anytime restrictions on Laycock Lane and Chapel Road, Laycock.

2. BACKGROUND

- 2.1 Requests have been received from WYCA and the local bus operator to introduce no waiting at anytime restrictions on the junction of Laycock Lane and Chapel Road, Laycock.
- 2.2 The junction is used as a turning head for the K1 bus service between Keighley and Laycock. Buses from Keighley pass the junction mouth on Laycock Lane before reversing back into Chapel Road and heading back towards Keighley on Laycock Lane.
- 2.3 A location plan identifying Laycock Lane/Chapel Road, Laycock and the proposed no waiting at anytime restrictions are identified within the plan, attached to this report as Appendix 1.
- 2.4 These proposed restrictions are considered necessary to ensure that the junction is kept clear to facilitate the necessary bus manoeuvres and maintain the bus timetable.
- 2.5 The proposed TRO was formally advertised on 22nd June 2017 for a 3 week period and resulted in the receipt of 1 objection. These objections, along with officer comments, are tabulated in Appendix 2.

3. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

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

4. OTHER CONSIDERATIONS

- 4.1 Keighley Town Council, the emergency services and WYCA have been consulted on the scheme proposals with no adverse comments having being received.
- 4.2 Planning (Landscape, Design and Conservation) have been consulted and have no objections to the scheme as long as conservation specification lining is used and kept to a minimum.

5. OPTIONS

5.1 Option 1 (RECOMMENDED)

- That the objection to the proposals (as shown in Drawing No. TDG/THN/103534/TRO-1A and attached to this report as Appendix 1) be overruled, and that the Order be sealed and implemented as advertised.
- That the objector be advised accordingly.

5.2 Option 2 (NOT RECOMMENDED)

- That the objection to the proposals as formerly advertised (and as shown in Drawing No. TDG/THN/103534/TRO-1A and attached to this report as Appendix 1) be upheld, and that the scheme proposals be abandoned.
- That the objector be advised accordingly.

5.3 Option 3 (NOT RECOMMENDED)

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

6. FINANCIAL & RESOURCE APPRAISAL

6.1 Financial

The cost of introducing the proposed TRO will be met from this Committee's capital allocation.

6.2 Resource

The proposed scheme can be processed within existing staff resources.

7. RISK MANAGEMENT

7.1 There are no significant risk management implications.

8. LEGAL APPRAISAL

8.1 There are no legal issues arising from this matter.

9. OTHER IMPLICATIONS

9.1 EQUAL RIGHTS

None.

9.2 SUSTAINABILITY IMPLICATIONS

None.

9.3 GREENHOUSE GAS EMISSIONS IMPACTS

None.

9.4 COMMUNITY SAFETY IMPLICATIONS

There are no implications for Community Safety.

9.5 HUMAN RIGHTS ACT

There are no implications for Human Rights.

9.6 TRADE UNION

There are no trade union implications.

9.7 WARD IMPLICATIONS

None.

9.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

The development and implementation of schemes included in this report support priorities within the Keighley Area Committee Wards Plans 2016-17.

10. NOT FOR PUBLICATION DOCUMENTS

None

11. RECOMMENDATIONS

Option 1

- That the objection to the proposals (as shown in Drawing No. TDG/THN/103534/TRO-1A and attached to this report as Appendix 1) be overruled, and that the Order be sealed and implemented as advertised.
- That the objector be advised accordingly.

12. APPENDICES

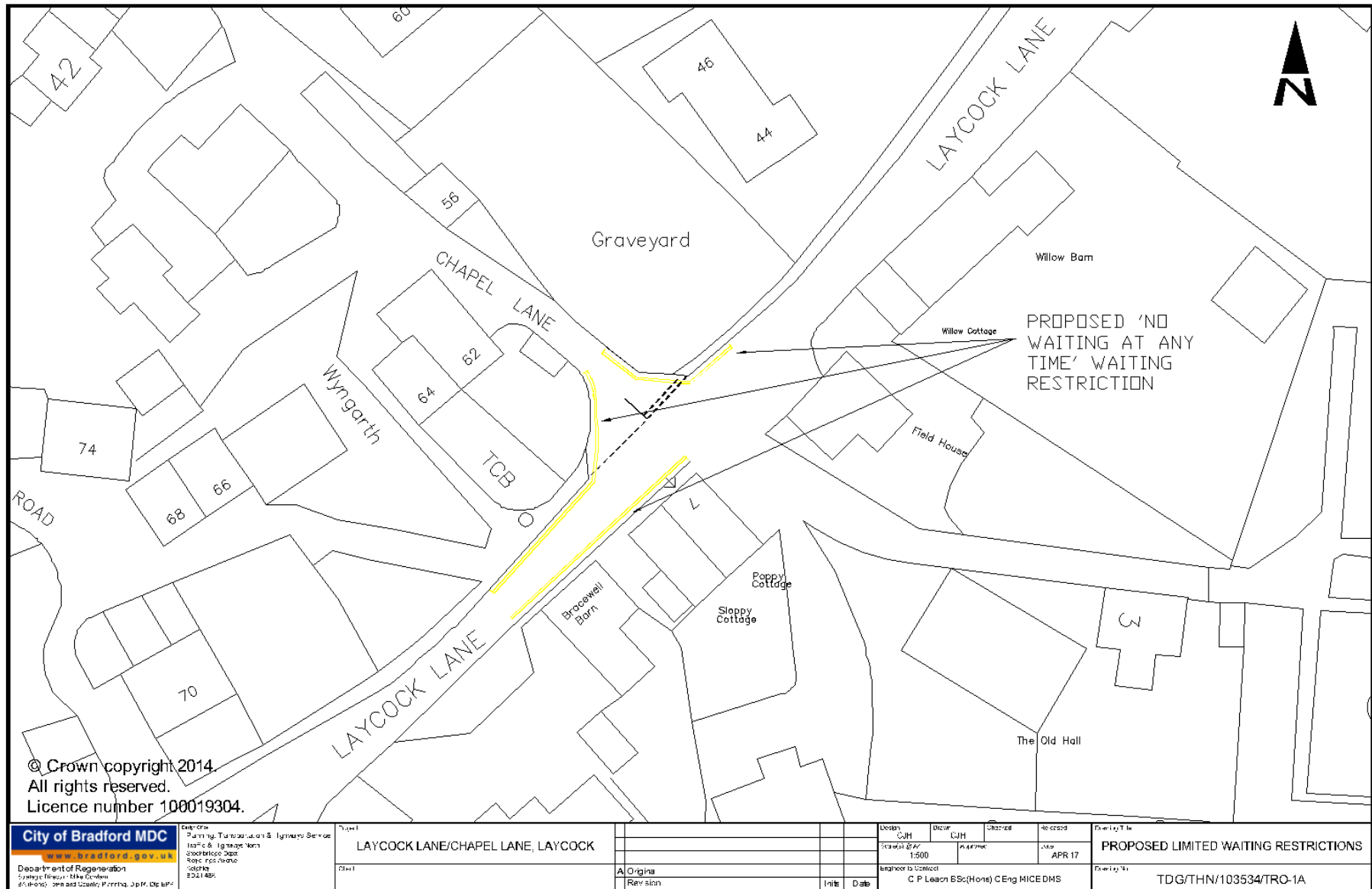
Appendix 1 – Drawing No. TDG/THN/103534/TRO-1A (TRO proposals)

Appendix 2 – objector's comments and officer responses

13. BACKGROUND DOCUMENTS

Keighley Area Committee report 18 August 2016.

APPENDIX 1



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City of Bradford MDC
www.bradford.gov.uk
 Department of Regeneration
 Strategic Planning & Urban Design
 Planning & Design Services
 100019304

Planning, Transportation & Transport Services
 Traffic & Signage Team
 100019304
 100019304
 100019304

Project	LAYCOCK LANE/CHAPEL LANE, LAYCOCK
Client	

Revision	A Original	Initia	Date
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Version	CUH	Issue	CUH	Checked	Approved	Released	APR 17
Scale	1:500	Author	C P Leach	BSc(Hons) CEng MICE DMS			

Project Title	PROPOSED LIMITED WAITING RESTRICTIONS
Project No.	TDG/THN/103534/TRO-1A

APPENDIX 2

Objector's comments	Officer comments
<ul style="list-style-type: none"><li data-bbox="207 289 800 363">• We have never seen anyone parking on the white lines on Chapel Lane. <p data-bbox="264 401 800 579">“We’ve only once seen anybody park at the very bottom of Chapel Lane where there is no lines but this was for about 5 minutes so any lines would make no difference.”</p> <p data-bbox="264 617 800 798">“The proposed lines extend further up Chapel lane than the present white line, where nobody ever parks (because they would be totally blocking the road to vehicles).”</p> <p data-bbox="264 835 800 1052">“The bus has <u>never</u> been unable to reverse because of a cars parked on Chapel Lane. When the bus reverses up Chapel Lane it stops all traffic and pedestrians because it fills the whole width of the road.”</p> <p data-bbox="264 1089 800 1854">“The problem on Chapel lane is not parked cars but turning buses. Some drivers find it difficult to reverse even though there are no parked cars, sometimes hitting our wall or the church yard wall. Since they have increased the size of the buses they have found it harder to manoeuvre, getting stuck between the traffic sign and bus stop having to forward and reverse repeatedly, mounting the pavement where pedestrians are waiting to cross and hitting the for sale sign on number 7. We have heard that two drivers have refused to do the Laycock run in the new buses. The bus service is a boon to the community but smaller buses would be an improvement to the flow of traffic.”</p> <p data-bbox="264 1892 800 1963">“When there is a problem with cars, it is not parked cars but the moving</p>	<ul style="list-style-type: none"><li data-bbox="872 289 1456 468">• The proposed no waiting at anytime restrictions on Laycock Lane/Chapel Road, Laycock was requested by the bus company as a result of their drivers’ experiences.

traffic which has to stop while the bus manoeuvres. Sometimes there are a number of vehicles, some of whom are unfamiliar with the buses routine and become impatient or get in the way.”

- “We object to the unnecessary cost of introducing double yellow lines, as they would have no effect on the traffic conditions visibility, access or safety.”
- “We object to the addition of yellow lines, which would be ugly and unsympathetic to the area, it’s architecture and it’s streetscape and contrary to the requirements of the conservation area, especially where there are no lines at all at present.”
“In Bradford Council’s CONSERVATION AREA ASSESSMENT October 2005, it states on page 22 in section 7. ‘Conclusion: Character Summary’- **“The width and informality of the roads is part of the rural character of the location and should not be regularised or improved”.**”

- Costs will be met from the Committees capital allocation.
- We will be introducing “Conservation” double yellow markings - 50mm “Primrose yellow” lines instead of 100mm “Lemon yellow” lines