

# Report of the Strategic Director, Place, to the meeting of Bradford West Area Committee to be held on 24 January 2018

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### Subject:

**SQUIRE LANE AND LINGWOOD AVENUE AREA, BRADFORD – OBJECTIONS TO A PROPOSED TRAFFIC REGULATION ORDER**

### Summary statement:

This report considers objections received to a recently advertised Traffic Regulation Order for the introduction of waiting restrictions and permit parking on Squire Lane and Lingwood Avenue and other residential streets in the area.

Ward: 24 Toller

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Steve Hartley  
Strategic Director Place

### Portfolio:

**Regeneration, Planning & Transport**

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### Overview & Scrutiny Area:

**Environment & Waste Management**



**1.0 SUMMARY**

1.1. This report considers objections received to a recently advertised Traffic Regulation Order for the introduction of waiting restrictions and permit parking on Squire Lane and Lingwood Avenue and other residential streets in the area.

**2.0 BACKGROUND**

2.1. The Council has received many complaints from residents and other concerned parties regarding problems associated with on-street parking and congestion on Squire Lane and in the Lingwood Avenue area. Nearby are Bradford Girls Grammar School and the Bradford Royal Infirmary and both of these establishments attract many visitors from outside the area. The traffic problems are most significant at the end of the school day when it has been noted that many parents arrive well before school has finished and are a major cause of the congestion and parking problems.

2.2. At its meeting on the 5 July 2017 this committee approved funding, as part of its Traffic Management Schemes Programme, for a scheme to deter parents from parking inappropriately, stop commuters who work in the area parking all day as well as improving traffic movements around the area. The proposed measures consist of.

- No waiting on the north side of Lingwood Avenue with short lengths on the opposite side of the road to protect the driveways. No waiting on the East Side of Como Gardens with restrictions across the driveways on the opposite side.
- No waiting on part of Squire Lane and some bays with limited waiting or disabled badge holders only parking Monday to Friday, 2.30pm to 4.30pm 30 minutes with no return within 1 hour.
- Permit parking on Lingwood Terrace, Como Drive, Como Avenue, Como Grove and part of Lingwood Avenue, Lingwood Road and Springroyd Terrace.

2.3 The problems are at there worst in the afternoon in school term time therefore it is proposed that the restrictions would only be effective Monday to Friday between 2.30pm and 4.30pm from the 1 September to the 31 July. The proposals are detailed on drawing HS/TRSS/103802/CON-1B attached as appendix 1.

2.4 The Traffic Regulation Order was formally advertised between the 3 November and the 24 November 2017. Legal notices were placed around the area and a consultation letter and plan was delivered to residents affected by the proposals. This resulted in 5 objections to the proposed measures from parents of students at the local schools and 2 letters of support from local residents. The points of objections and corresponding officer comments are tabulated below:

Objectors concerns	Officer comments
Objector 1  The objector has children who attend Ladyroyd and Bradford Girls Grammar	Parking around the recreation ground will not be affected by the proposals and visitors will

<p>Schools and parks on the roads around the recreation ground located on West Park Road. He is concerned that there will be nowhere to drop off and collect his children and in the summer months visitors to the recreation ground will have nowhere to park.</p>	<p>be able to park nearby. The proposed scheme does not affect parents dropping children off in the morning. The proposed waiting restrictions are only operational in the afternoon when parking and congestion problems are at their worst. However included in the proposals will be short stay limited waiting on Squire Lane (Monday to Friday, 2.30pm to 4.30pm 30 minutes with no return within 1 hour). This will provide convenient areas for parents to collect their children.</p>
<p>Objector 2 to 5</p> <p>What arrangements have been made by the Council for the safe arrival of pupils of Bradford Girls Grammar School when parents are coming from far off areas and require transport to attend school.</p> <p>The legal notices were only present on the 23 November 2017.</p> <p>The proposed changes will mean parents will park on West Park Road and Allerton Road so congestion will be moved further away. This will leave some parents with a 30 minute round trip walk to drop children at school as children cannot be allowed to walk as there are no suitable crossings on Allerton Road or</p>	<p>The Local authority has a duty to provide free transport if the nearest suitable school is beyond 2 miles for pupils below the age of 8 and over 3 miles for pupils aged between 8 and 16. If the parents feel they are eligible for travel assistance to and from school they should contact the Council's school travel team.</p> <p>The proposed scheme does not affect parents dropping children off in the morning. The proposed waiting restrictions are only operational in the afternoon when parking and congestion problems are at their worst. However included in the proposals will be short stay limited waiting on Squire Lane (Monday to Friday, 2.30pm to 4.30pm 30 minutes with no return within 1 hour). This will provide convenient areas for parents to collect their children.</p> <p>The legal notices were placed on streets around the area on the 3 November and Taken down on the 24 November. The notices were checked weekly and any that had been removed were replaced.</p> <p>Squire Lane is one of the main routes for emergency vehicles to the Bradford Royal Infirmary and is often blocked by indiscriminate parking at school closing times. Lingwood Avenue and other streets in the area are narrow residential roads and parents often park in such a manor that blocks driveways and the roads become</p>

<p>West Park Road.</p> <p>The grass verges along West Park Road, Spring Royd Terrace and Lingwood Road could be removed to widen the road and create short stay parking during school pick up and drop off times.</p> <p>The land at the top of Squire Lane could be used as a car park prior to the leisure centre being built.</p> <p>School buses should be provided but no one is sure if it is the school or the Council that is responsible to fund them. The Council supported the application to become a free school and massively increase school numbers with students coming from a much wider area than many schools no foresight was invested to anticipate issues and discussing with parents.</p>	<p>gridlocked due to the volume of traffic. The proposed scheme would only be in operation in the afternoon therefore it does not affect parents dropping children off in the morning. The scheme will improve access for all traffic at the busiest times. There are existing pedestrian refuges on Allerton Road and West Park Road near its junction with Allerton Road. These assist pedestrians to cross both roads. The Council is also trying to recruit a School Crossing Patrol for Squire Lane.</p> <p>There are no parking issues on these roads normally problems only arise during the school term. The work involved to remove the verges would take up a large proportion of the limited budget available for highways works and would need to be approved by this committee.</p> <p>It should also be noted that for environmental reasons, there is a case against replacing porous areas with hard surfacing as this puts an increasing strain on the Council's drainage systems and is not sustainable.</p> <p>The design of the new swimming pool will start in the new year and construction will begin once planning permission has been granted. It would therefore be unfeasible to construct a car park in the interim period.</p> <p>The Local authority has a duty to provide free transport if the nearest suitable school is beyond 2 miles for pupils below the age of 8 and over 3 miles for pupils aged between 8 and 16. If the parents feel they are eligible for travel assistance to and from school they should contact the Council's school travel team.</p> <p>The school is run by a charitable trust and is funded directly from central government and operates outside local authority control. The school is responsible for drawing up its admissions criteria.</p>
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<p>One disabled space is not enough. Has an assessment been made as to how many are needed.</p>	<p>The proposed disabled parking will be provided at the request of the school. Blue badge holders may also use the limited waiting spaces also proposed for Squire Lane.</p>
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2.5 Two letters of support for the proposals have been received from residents who live in the area.

**3.0 OTHER CONSIDERATIONS**

3.1. The scheme has been prepared with the assistance of local ward members, the Police and officers from the Bradford West Area Co-ordinators office.

**4.0 FINANCIAL & RESOURCE APPRAISAL**

4.1. The estimated cost of the proposals is £9000 and will be met from the Safer Roads Budget approved by this committee on the 5 July 2017.

**5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES**

5.1. A failure to implement the proposed scheme would result in ongoing congestion and safety concerns on Squire Lane and the Lingwood Avenue Area.

**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 and Traffic Regulation Authority.

**7.0 OTHER IMPLICATIONS**

**7.1. EQUALITY & DIVERSITY**

There are no issues arising from the Council's Equality & Diversity Strategy.

**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 the proposed measures would 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 proposals and support the measures.

**7.8. AREA COMMITTEE ACTION PLAN IMPLICATIONS**

None

**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. That the objections be upheld and the Traffic Regulation Order be abandoned.

9.3. Councillors may propose an alternative course of action.

**10.0 RECOMMENDATIONS**

10.1. That the objections be overruled and the Traffic Regulation Order be sealed and implemented as advertised.

10.2. That the objectors and supporters of the scheme be notified accordingly.

**11.0 APPENDICES**

Appendix 1 – Drawing HS/TRSS/103802/CON-1B.

**12.0 BACKGROUND DOCUMENTS**

12.1. none

