

Report of the Director of Regeneration and Culture to the meeting of Keighley Area Committee to be held on 21 June 2018

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Subject:

Two objections received to the proposed Traffic Regulation Order (TRO) to introduce no waiting at any time restrictions on sections of Mill Lane, Station Rd, Cross Lane and Moorhouse Lane, Oxenhope.

Summary statement:

This report considers two objections to the TRO to introduce no waiting at anytime restrictions on sections of Mill Lane, Station Rd, Cross Lane and Moorhouse Lane, Oxenhope.

It is recommended:

- That the objections to the proposals (as shown in Drawing No. TDG/THN/102693/CON-2A 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 29 – Worth Valley

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(Place)

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Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

- (i) Consideration of two objections received to a proposed Traffic Regulation Order (TRO) to introduce no waiting at anytime restrictions on sections of Mill Lane, Station Rd, Cross Lane and Moorhouse Lane, Oxenhope.

2. BACKGROUND

- (i) Requests have been received from an Oxenhope Parish Councillor and local residents to introduce no waiting at anytime restrictions on sections of Mill Lane, Station Rd, Cross Lane and Moorhouse Lane, Oxenhope.
- (ii) This section of highway outside Oxenhope Railway Station consists of two sharp bends in a roughly S-shaped format with bus stops along the joining straight section. The speed limit here is 20mph. Visibility around the two bends is fairly limited and currently if there are cars parked on Station Rd before the bend traffic is forced into the middle of the highway. This has the potential for vehicles coming around the bend in the opposite direction to be forced to brake suddenly and/or take evasive action.
- (iii) A location plan identifying Mill Lane, Station Rd, Cross Lane and Moorhouse Lane, Oxenhope and the proposed no waiting at anytime restrictions are identified within the plan, attached to this report as Appendix 1.
- (iv) These proposed restrictions are considered necessary to ensure that this section of highway is kept clear therefore reducing the risk of collision by ensuring vehicles are correctly positioned on the highway. These restrictions will also protect the two bus stops from inconsiderate parking, especially when there are events on at the station and parking problems occur.
- (v) The proposed TRO was formally advertised on 26th April 2018 for a 3 week period and resulted in the receipt of 2 objections. These objections, along with officer comments, are tabulated in Appendix 2.

3. OTHER CONSIDERATIONS

- (i) Keighley Town Council, Oxenhope Parish Council, the emergency services and WYCA have been consulted on the scheme proposals with no adverse comments having being received.
- (ii) Along with the new waiting restrictions on Hebden Bridge Rd aimed at reducing traffic around the school entrance, Oxenhope Primary School are in talks with Oxenhope Railway Station to allow parents to use their car park to drop-off/pick-up children from this area. They will then form a walking bus to and from the school.

4. FINANCIAL & RESOURCE APPRAISAL

- (i) Financial

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

(ii) Resource

The proposed scheme can be processed within existing staff resources.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

(i) None

6. LEGAL APPRAISAL

(i) 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. However Members must consider the recommendations and objections on their merits and reach a balanced conclusion.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

(i) None

7.2 SUSTAINABILITY IMPLICATIONS

(i) None

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

(i) None

7.4 COMMUNITY SAFETY IMPLICATIONS

(i) None

7.5 HUMAN RIGHTS ACT

(i) None

7.6 TRADE UNION

(i) None

7.7 WARD IMPLICATIONS

(i) None

**7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS
(for reports to Area Committees only)**

(ii) None

7.9 IMPLICATIONS FOR CORPORATE PARENTING

- (i) None

7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

- (i) None

8. NOT FOR PUBLICATION DOCUMENTS

- (i) None

9. OPTIONS

(i) Option 1 (RECOMMENDED)

- That the objection to the proposals (as shown in Drawing No. TDG/THN/102693/CON-2A 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.

(ii) Option 2 (NOT RECOMMENDED)

- That the objection to the proposals as formerly advertised (and as shown in Drawing No. TDG/THN/102693/CON-2A and attached to this report as Appendix 1) be upheld, and that the scheme proposals be abandoned.
- That the objector be advised accordingly.

(iii) 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.

10. RECOMMENDATIONS

Option 1

- That the objection to the proposals (as shown in Drawing No. TDG/THN/102693/CON-2A 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.

11. APPENDICES

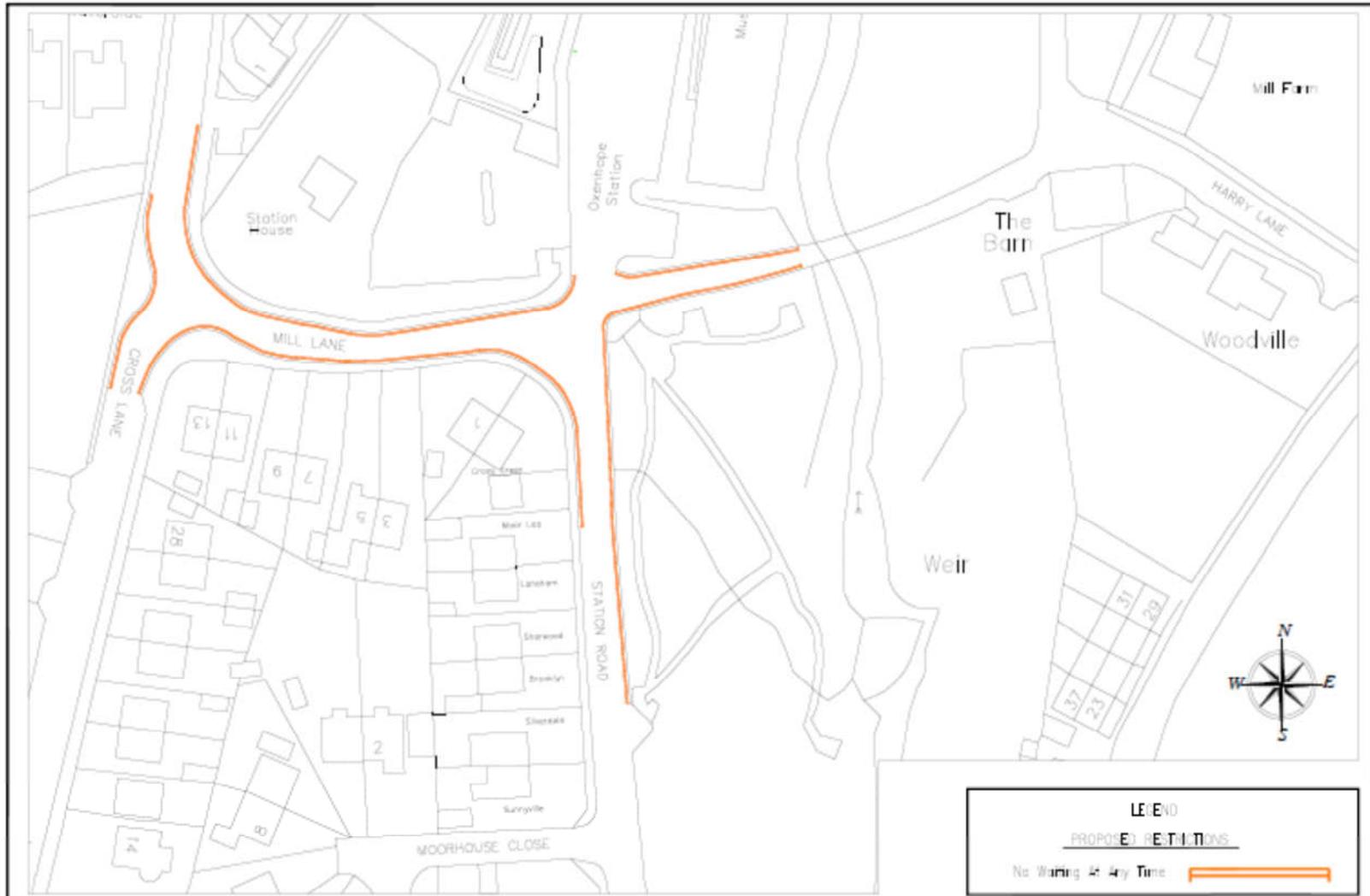
Appendix 1 – Drawing No. TDG/THN/102693/CON-2A (TRO proposals)

Appendix 2 – objector’s comments and officer responses

12. BACKGROUND DOCUMENTS

Keighley Area Committee report 10 April 2014

APPENDIX 1



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| City of Bradford MDC www.bradford.gov.uk Department of Regeneration Strategic Director John Gough For Further Transport and Planning Information See the DTP | Highways Transportation and Highways Service Traffic & Highways North Headingsley Lane Headingley Leeds LS6 3BB | STATION ROAD, OXENHOPE | Date: 20.02.10 Title: 1106 | Author: C.P. Leach Checked: B. G. Jones Drawn: MCE Date: 08/05/09 | Drawing No: TDG/THN/102693/CON-2A |
| | | Revision: A Description: Original | Date: 20.02.10 Title: 1106 | Author: C.P. Leach Checked: B. G. Jones Drawn: MCE Date: 08/05/09 | Drawing No: TDG/THN/102693/CON-2A |

APPENDIX 2

| Objector's comments | Officer comments |
|--|---|
| <ul style="list-style-type: none"> • It will affect the Pharmacy located on station road, Oxenhope, and many of the patients park outside the pharmacy to use our services. By implementing this proposal, it will affect vulnerable and elderly patients collecting medication and using our services. People rely on the service for medication and advice and this will cause havoc amongst patients. This will massively affect healthcare within the village and cause severe problems. • “I have spoken to the parish Councillors and they all oppose the idea of "no stopping" in Oxenhope.” • “Many of the Oxenhope population disagree with the proposal and I hope you take our concerns into consideration and DO NOT implement this atrocious proposal.” • The objector doesn't agree with No Stopping anywhere in Oxenhope. • I am objecting because I do not see how this will improve anything as the village has already a deficiency of car parking areas for the amount of facilities that Oxenhope provides that require parking. This being the railway station, hair salon, school, Millennium Green, the local park and the many sports games/events such | <ul style="list-style-type: none"> • It was pointed out to the objector that these proposals are not near the Pharmacy and that they would not impact on the service that they provide. • This scheme was raised by a Parish Councillor and wanted it progressed further. The Parish Council was also consulted as part of the TRO process and no objections/comments were forthcoming. • We have only received one other objection to the scheme. • It was pointed out that the restriction is No Waiting At Any Time and that similar restrictions are being implemented on Hebden Bridge Rd for which no objections were received. • The area affected by the proposals is mainly residential. When big events are being held at Oxenhope Railway Station problems do arise when the car park is full and inconsiderate parking occurs. These proposals will help alleviate these issues and protect local residents/highway users. |

as cricket, football, etc .I also think this will result in the station car park becoming a resort for the spaces being lost.