

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

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Subject:

**OBJECTIONS RECEIVED TO THE TRAFFIC REGULATION ORDER FOR WAITING
RESTRICTIONS ON VARIOUS ROADS IN THE BRADFORD WEST CONSTITUENCY**

Summary statement:

**This report considers objections to the proposed Traffic Regulation Order on
various roads in the Bradford West Constituency.**

Ward: All Bfd West

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Portfolio:

Regeneration, Planning and Transport

Overview & Scrutiny Area:

**Environment and Waste Management &
Regeneration and Environment**

1.0 SUMMARY

- 1.1. This report considers objections and to the proposed Traffic Regulation Order on various roads in the Bradford West Constituency.

2.0 BACKGROUND

- 2.1. At its meeting on the 5 July 2017 the Bradford West Area Committee approved, as part of its Safer Roads Programme, a scheme to introduce a Traffic Regulation Order on various roads throughout the Bradford West Constituency.
- 2.2. The Order has been promoted to resolve a number of requests for small areas of existing waiting restrictions to be amended or new restrictions to be introduced. The requests have been raised by ward members or local residents and businesses that have problems with on street parking, gaining access to premises or parking for customers.
- 2.3. The Traffic Regulation Order was formally advertised between the 17 August and 10 September 2018. At the same time consultation letters and plans were posted to residents and business that it was considered would be directly affected by the proposals. This resulted in six objections to the proposals on Alice Street, one objection to Alter Drive, two objections to Market Street and Ball Street, 2 objections to Crow Tree Lane, one objection to Kensington Street and two objections to Arncliffe Terrace. Plans showing the proposals that have received objections are attached as Appendix 1.
- 2.4. A summary of the points of objection and corresponding officer comments is tabulated below: -

Objectors concerns	Officer comments
<p><u>ALICE STREET</u> (Drawing No. HS/TRSS/103795/CON-22B)</p> <p><u>First Objector</u> The objector is a tenant of a building that has access from Alice Street who states that the owner has given permission for him to park on Bowland Street and Alice Street and parks outside his staff entrance. Deliveries are made from Alice Street therefore the objector demands a minimum of 2 parking permits.</p> <p><u>Second Objector</u> This business also parks outside their staff entrance. Numerous customers come to view stock and buy goods and need to be able to park on Alice Street On a daily basis they have issues with people parking in front of their entrance. Access to the objectors place of business</p>	<p>Alice Street</p> <p>The proposed waiting restrictions shown at Appendix 1 were requested on the grounds that long stay parking associated with businesses was taking up spaces that could be used by their customers or patients at the medical centre and vehicles in disrepair were also being stored on Alice Street. Double parking reportedly takes place at the end of Alice Street which makes it difficult for vehicles to turn round.</p> <p>The Council as the Highway Authority manages the public highway which includes managing parking. Owners of adjacent properties cannot control parking on a public highway.</p> <p>The introduction of business permits would require a new Traffic Regulation Order and</p>

<p>would be further hampered and would have a serious impact on his business with parking restrictions</p> <p><u>Third Objector</u></p> <p>The objectors property deeds clearly state that there be unrestricted access to and from the business property and any business or tenant that occupy it.</p> <p>All the tenants require their own parking requirements.</p> <p>One of the tenants has problems with loading and unloading and plans to install a roller shutter door along his part of the building. Having any kind of restriction and having others parked in his rightful space would seriously affect his ability to be able to run his business.</p> <p>The objector alleges that the parking problems have only occurred recently and are attributed to the medical centre staff and patient.</p> <p>The objector is also looking at acquiring grants for them to expand into different businesses and the proposed parking restrictions would jeopardise their plans.</p> <p>The objector and his staff park their vehicles on Alice Street as all of the parking spaces on Bowland Street are taken up.</p> <p>When their customers vehicles are ready to pick up they park the vehicles in Alice Street.</p> <p>They deserve the right to park outside their premises and they demand Bradford Council issues the objector with 4 parking permits.</p> <p><u>Fourth Objector</u></p> <p>The proposals will have an impact on the objectors business and would like the parking to remain as it is or introduce permit parking.</p> <p><u>Fifth Objector (Legal representative of the owner of a property on Alice Street)</u></p> <p>The proposed restrictions will have an adverse effect on trade and business will suffer.</p>	<p>approval and the allocation of funding by this committee. All businesses on Alice Street would more than likely receive permits therefore there would be no improvement to parking on this street.</p> <p>The majority of businesses and residents on Alice Street have objected to the proposals therefore it is recommended that the Order is amended and only the 'No Waiting At Any Time' restrictions as shown on drawing HS/TRSS/103795/CON-22C attached as Appendix 3 are implemented and the remaining proposed restrictions be abandoned.</p>
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<p>The parking restrictions will make it more difficult to attract tenants. The scheme will violate the rights of the building to continued access and loading. The owner of the property would require permits to continue trading</p> <p><u>Sixth Objector</u> The objector lives and works next to Alice Street and has three cars plus two staff who use their vehicles. The proposals will affect and impact on the business which has been there for over 40 years and as residents they will struggle for parking. The objector would be more than happy if Alice Street was left the way it is.</p>	
<p><u>ALTER DRIVE</u> (Drawing No. HS/TRSS/103795/CON-18B)</p> <p><u>Seventh Objector</u> The objector is opposed to parking restrictions being placed on residential streets. The objector understands the need for unobstructed access to Alter Drive but fails to understand why the Council has decided to upset local residents.</p>	<p>It is reported that on-street parking takes place at the junction of Alter Drive and Heaton Park Drive which causes access issues and obstructs sight lines at the junction. The request for the waiting restrictions is supported by ward members.</p>
<p><u>MARKET STREET</u> (Drawing No. HS/TRSS/103795/CON-28A)</p> <p><u>Eighth Objector</u> The objector considers that the proposed waiting restrictions will affect parking for businesses on Market Street and feels that the residents should be consulted.</p>	<p>The waiting restrictions are proposed on Market Street at the entrance to Ellingham Court. There have been reports that parked vehicles obstruct the access particularly for refuse vehicles. The waiting restrictions have been extended further than the opening to Ellingham Court to help the refuse vehicles to turn out without having to go onto the footway. It is not feasible to consult with all residents each time a Traffic Regulation Order is promoted. When the Order is advertised notices are placed on the street to inform all road users of the Councils proposals. There are details on the notice should someone require more information about the draft Order.</p>

<p><u>MARKET STREET AND BALL STREET</u> (Drawing No. HS/TRSS/103795/CON-28A Drawing No. HS/TRSS/103795/CON-33A)</p> <p><u>Ninth Objector</u> The proposals will not provide short stay parking to help the businesses on Market Street. The proposals will not facilitate the passage of vehicles or preserve and improve the amenities of the area or avoid danger to persons or other traffic using the road or prevent such danger.</p>	<p>The waiting restrictions are proposed on Market Street at the entrance to Ellingham Court. There have been reports that parked vehicles obstruct the access particularly for refuse vehicles. The waiting restrictions have been extended further than the opening to Ellingham Court to help the refuse vehicles to turn out without going onto the footway. Complaints about parked vehicles obstructing the footway in Ball Street have also been reported. Pedestrians are forced on to the road which is set paved and uneven making it difficult for some to walk on.</p> <p>The proposals will therefore help the passage of the refuse vehicle and pedestrians and will improve the amenities for pedestrians who will be able to avoid the danger of walking in the road on Ball Street. The introduction of limited waiting on Market Street would require a new Traffic Regulation Order which would need approval and the allocation of funding by this committee.</p>
<p><u>CROW TREE LANE</u> (Drawing No. HS/TRSS/103795/CON-40B)</p> <p><u>Tenth Objector</u> The resident has requested that the waiting restrictions on Crow Tree Lane should be extended. If cars park between the driveways or 92 and 94 Crow Tree Lane they will obstruct sight lines for residents and obstruct the footpath and more parking will take place in this area. The extension of the proposed restrictions will make Crow Tree Lane safer.</p> <p><u>Eleventh Objector</u> Currently the white keep clear bar marking and the keep clear in the turning area are being ignored. It is requested that the</p>	<p>Additional waiting restrictions would require a new Traffic Regulation Order to be processed which would need approval and the allocation of funding by this committee. It is therefore recommended that the Order be implemented as advertised and Crow Tree Lane be monitored. If it is found that parking in this area is causing difficulties then an item should be added to a future area wide Traffic Regulation Order when funding becomes available.</p> <p>The advertised Order will prohibit parking across the driveways and in the turning area. Access and the ability to turn round</p>

proposed restrictions are extended to help with accessing properties	will be improved.
<u>KENSINGTON STREET</u> (Drawing No. HS/TRSS/103795/CON-35A) <u>Twelfth objector</u> Parking on Kensington Street is an issue and this has led to arguments and alleged interventions by the Police. These feuds have just recently been settled. Making the current disabled parking bay bigger and extending it in front of neighbouring houses will make it difficult for neighbours to park and could start the feuding again. The objector has no problem with the current size of disabled parking bay and would support a sign being erected for this bay.	On-street parking is limited in Kensington Street and all residents find it difficult to find a convenient place to park which has led to disputes. Formal disabled bays are much larger (6.6m long) than the currently installed informal bays and will encroach on to the frontage of neighbouring properties and this could bring about a recurrence of the neighbour disputes. It would not possible to erect a sign without increasing the size of the bay to 6.6m and making a Traffic Regulation Order.
<u>ARNCLIFFE TERRACE</u> (Drawing No. HS/TRSS/103795/CON-1A) <u>Thirteenth Objector</u> The objector is against the proposed formal disabled parking place being extended onto the frontage of neighbouring properties. This would remove parking from the front of his parent's house. <u>Fourteenth Objector</u> Currently it is a nightmare to park and difficult to park outside the objectors property. The objector and his father, who lives next door to him, have four vehicles between them. The current informal disabled bay hangs slightly over onto the neighbouring properties which cause problems for the objector. The objector claims that the current informal bay is being misused and causing additional parking issues for him. The objector would like any disabled bay to be moved from the front of his property to help ease his parking problems.	The introduction of a formal disabled parking bay will remove on-street parking for this objector as there is already an informal disabled parking bay on the other side of the property. The remaining space between the two bays would not be big enough for a car to park. Like most streets where the majority of properties are terraced houses parking is limited. Because it is difficult to find a parking space on Arncliffe Terrace some residents have resorted to double parking. There is already a formal disabled parking place near to the objectors property therefore the addition of another formal bay on Arncliffe Terrace will intensifying parking problems for the objector because the bay will have to be made bigger and it will extend onto the frontage of neighbouring properties.

<p><u>PRUNE PARK LANE</u> (Drawing No. HS/TRSS/103795/CON-32B) <u>Fifteenth Objection</u> The objector is concerned that the restrictions will encourage more parking on Cliffe View. This is already being used for parking when Prune Park Lane is full and has caused problems for refuge collection in the past. The objectors believe that the restrictions should be extended to the north of the junction as obstruction of sight lines in this direction is more of an issue.</p>	<p>The proposed waiting restrictions will be placed across the entrance to Cliffe View and will extend approximately one car length to the south of the junction. Extending the proposals on the northern side would remove additional parking places and more than likely force drivers to find alternative roads to park in. On a site visit it was also considered that the sight line to the north was acceptable for drivers to turn out of Cliffe View.</p>
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3.0 OTHER CONSIDERATIONS

- 3.1. A resident of Ivanhoe Road has requested that the proposed waiting restrictions outside his property is changed from Monday to Friday 8am-1pm to Monday to Friday 8am-5pm and lengthened slightly to help access to a parking area. As this is a minor modification to the draft Order the process will only require a consultation to be carried out with affected properties. Any valid objections would be reported to this committee in due course.

4.0 FINANCIAL & RESOURCE APPRAISAL

- 4.1. The cost of the proposals will be met from the Safer Roads Budget.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1. A failure to implement key additional or amended parking restrictions could lead to on-going access issues.

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.

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 some of the waiting restrictions in the Order will 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 Traffic Regulation Order.

7.8. AREA COMMITTEE ACTION PLAN IMPLICATIONS

The implementation of the scheme supports priorities within the Bradford West Area Committee Action Plan.

7.9. IMPLICATIONS FOR CORPORATE PARENTING

None

7.10. ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

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 proposals on Alice Street be modified and the waiting restrictions as shown on Drawing HS/TRSS/103795/CON-22C attached as Appendix 3 be implemented.
- 9.3. That the objections to the proposed disabled parking bays on Kensington Street and Arncliffe Terrace be upheld and that they remain as informal bays.
- 9.4. That the proposals on south side of Ivanhoe Road be modified to Monday to Friday 8am-5pm and lengthened slightly to help access to a parking area be consulted with appropriate residents and any relevant objections be reported to this committee and if no objections are received the amended proposals be sealed and implemented as

shown on drawing HS/TRSS/103795/CON-5B attached as Appendix 2.

9.5. That the remaining objections be overruled and the modified Traffic Regulation Order be sealed and implemented.

9.6. Councillors may propose an alternative course of action.

10.0 RECOMMENDATIONS

10.1. That the proposals on Alice Street be modified and the waiting restrictions as shown on Drawing HS/TRSS/103795/CON-22C be implemented.

10.2. That the objections to the proposed disabled parking bays on Kensington Street and Arncliffe Terrace be upheld and that they remain as informal bays.

10.3. That the proposals on the south side of Ivanhoe Road be modified to Monday to Friday 8am-5pm and lengthened slightly to help access to a parking area be consulted with appropriate residents and any relevant objections be reported to this committee. If no objections are received the amended proposals be sealed and implemented as shown on drawing HS/TRSS/103795/CON-5B attached as Appendix 2.

10.4. That the remaining objections be overruled and the modified Traffic Regulation Order be sealed and implemented as otherwise advertised.

10.5. That the objectors be informed accordingly.

11.0 APPENDICES

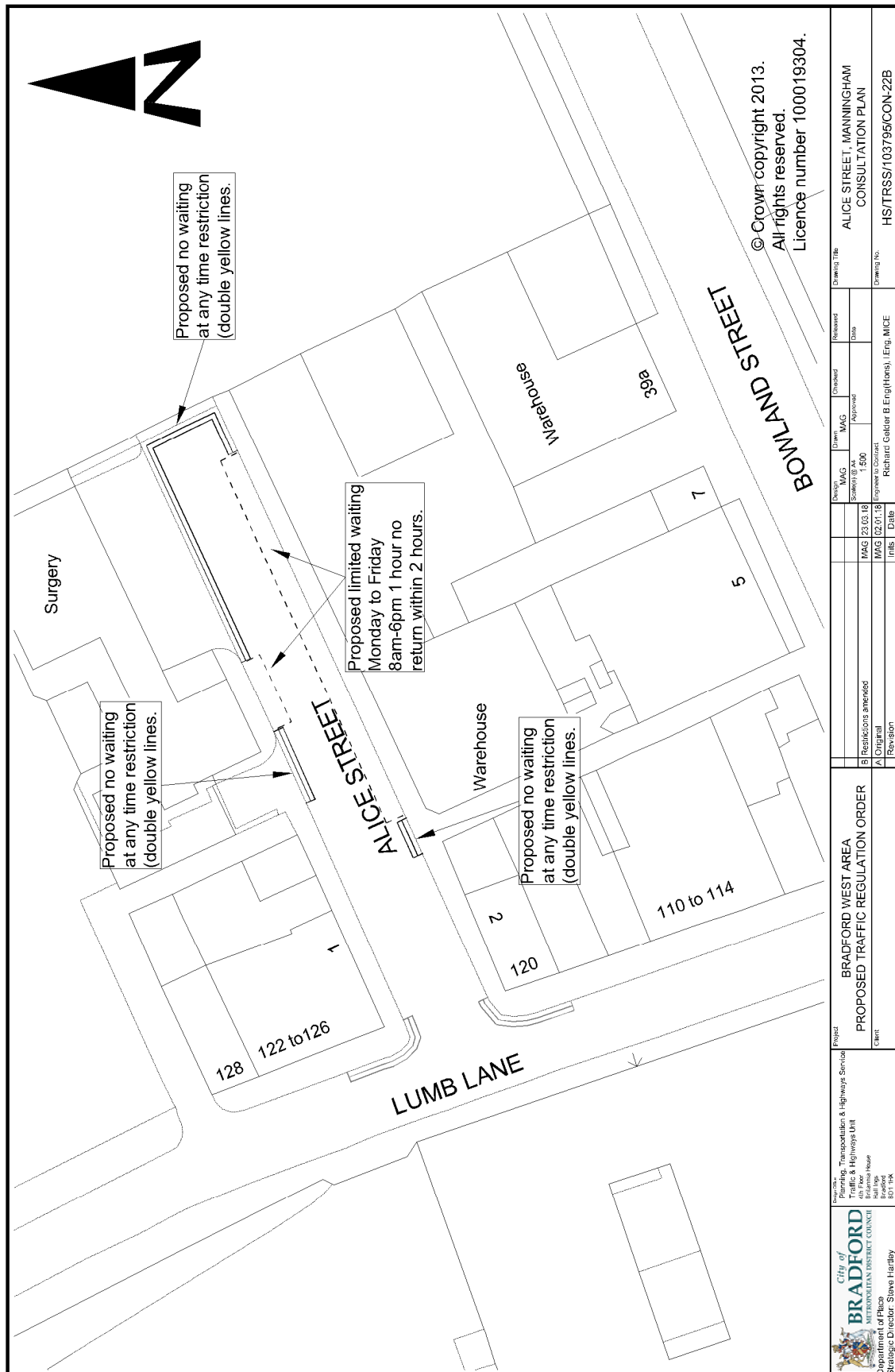
Appendix 1 - drawings showing the proposals that have received objections.

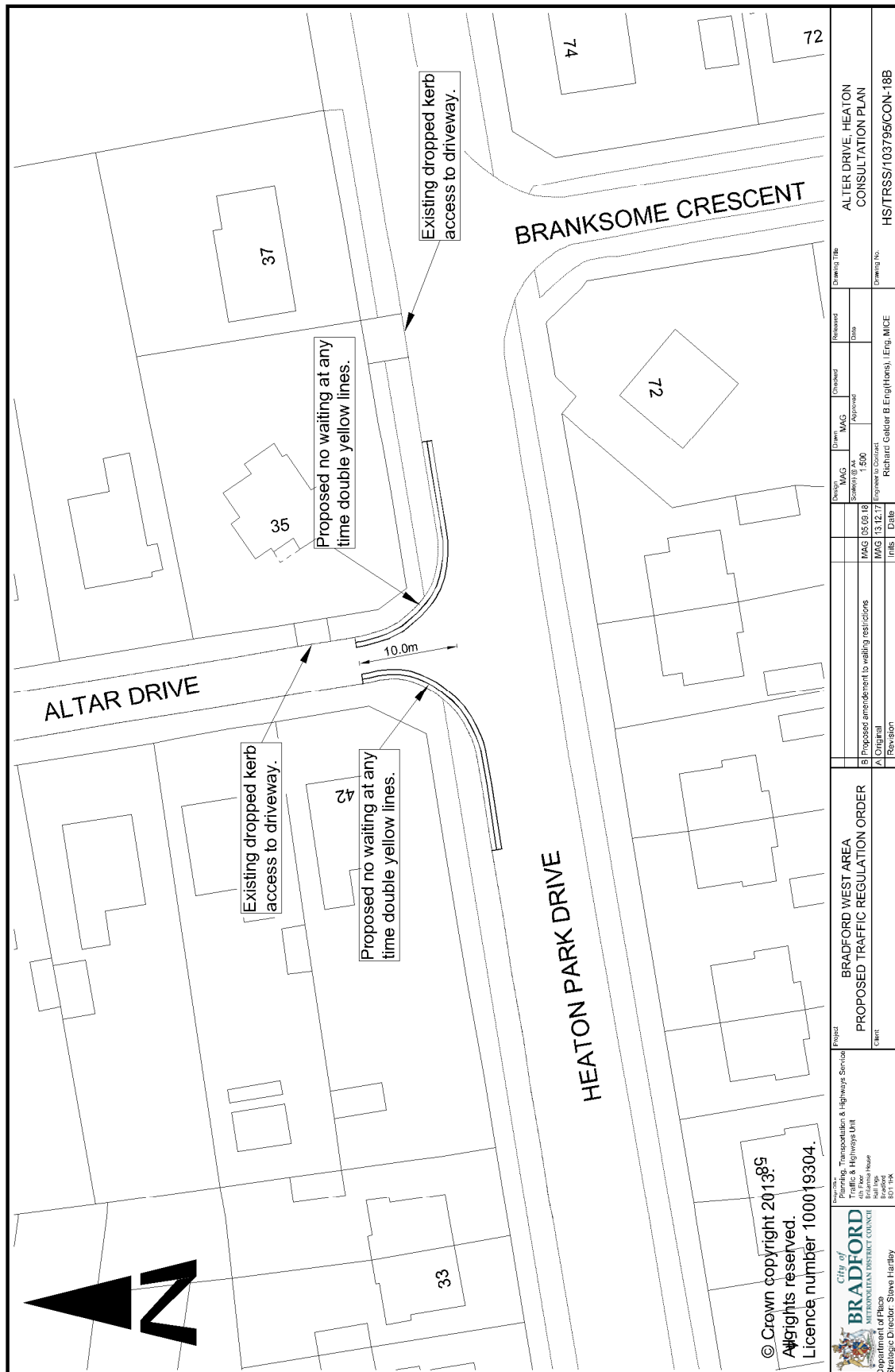
Appendix 2 – drawing TDG/THCW/103795/CON-5B.

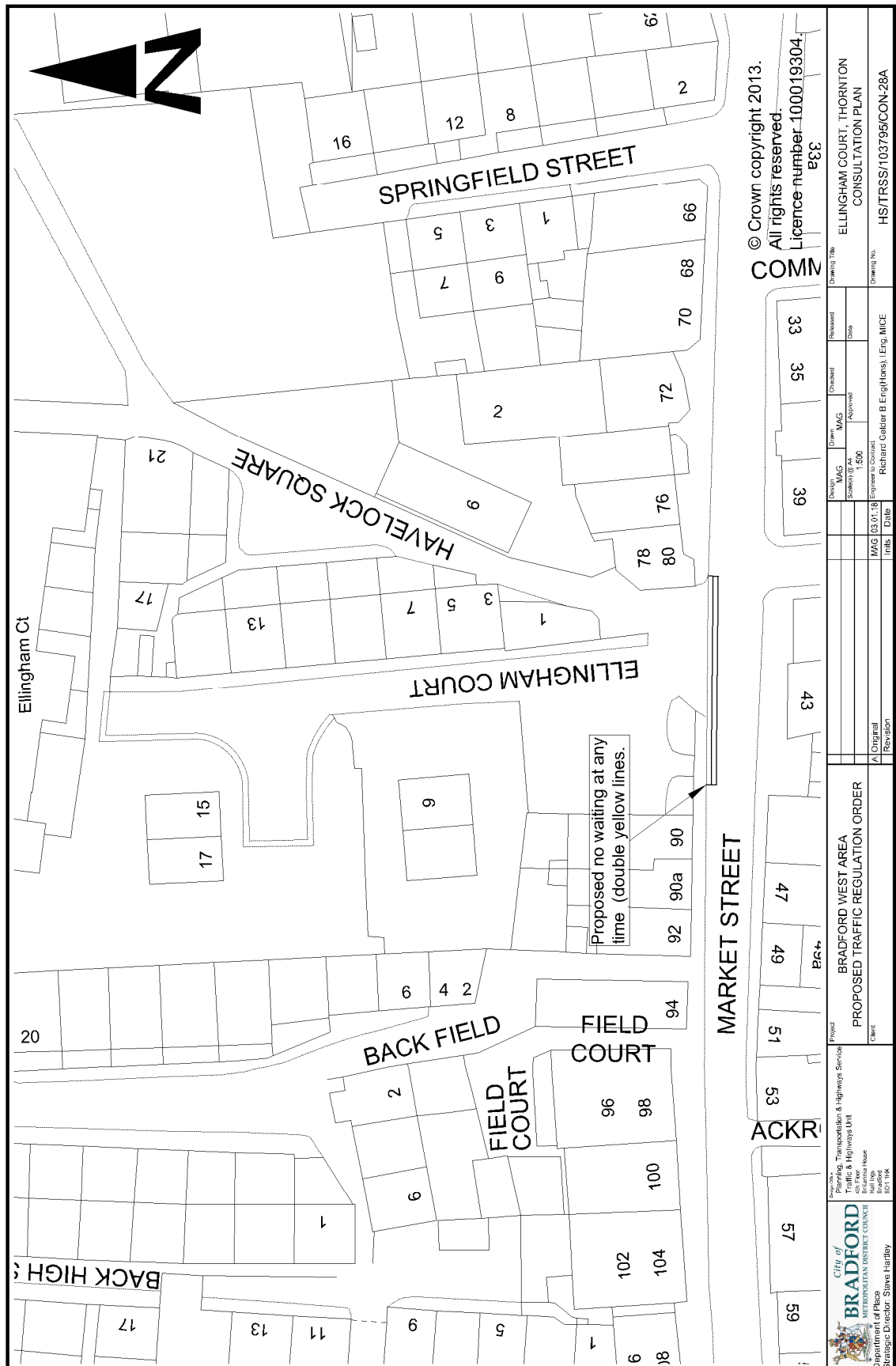
Appendix 3 - drawing TDG/THCW/103795/CON-22C

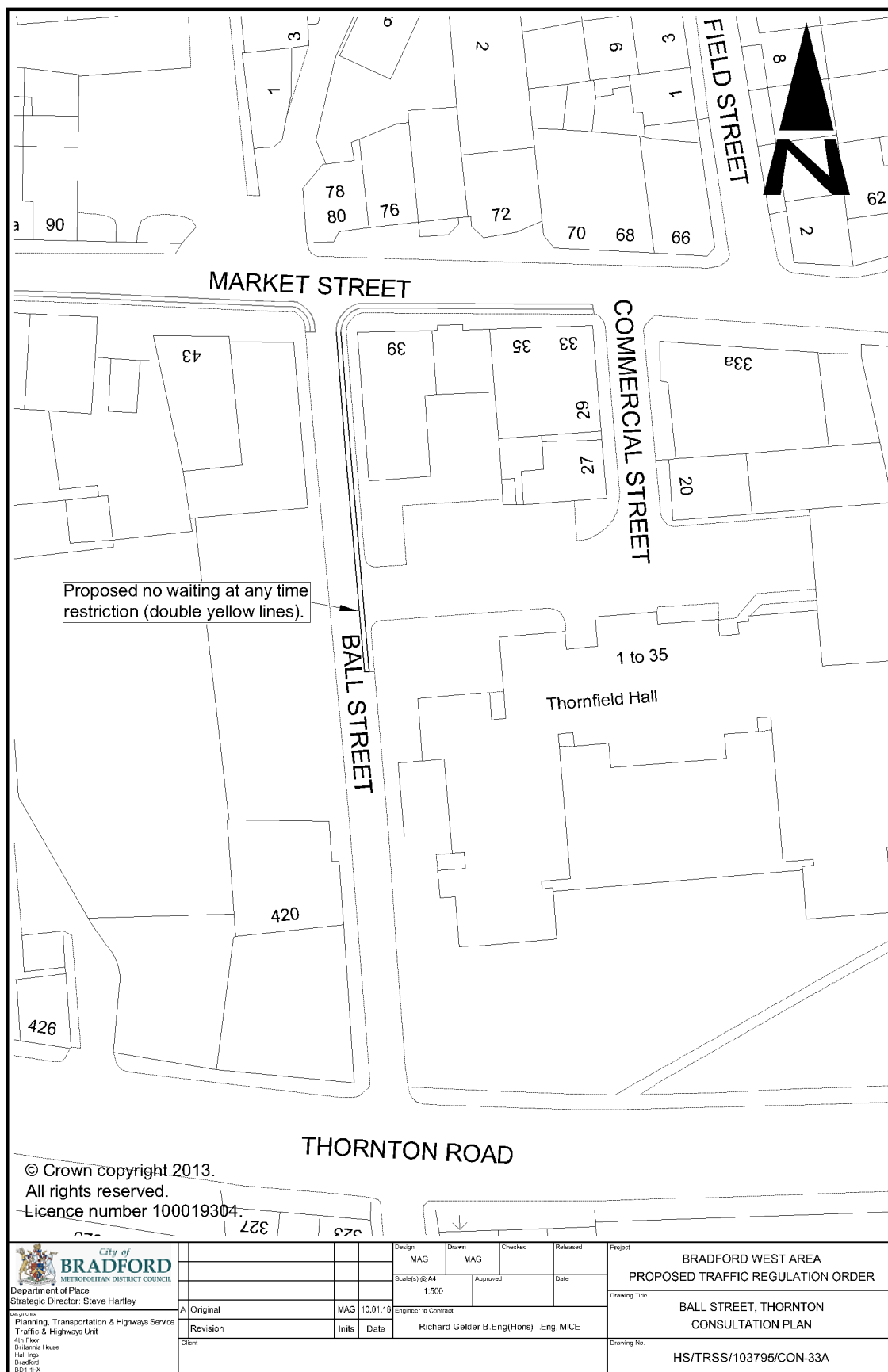
12.0 BACKGROUND DOCUMENTS

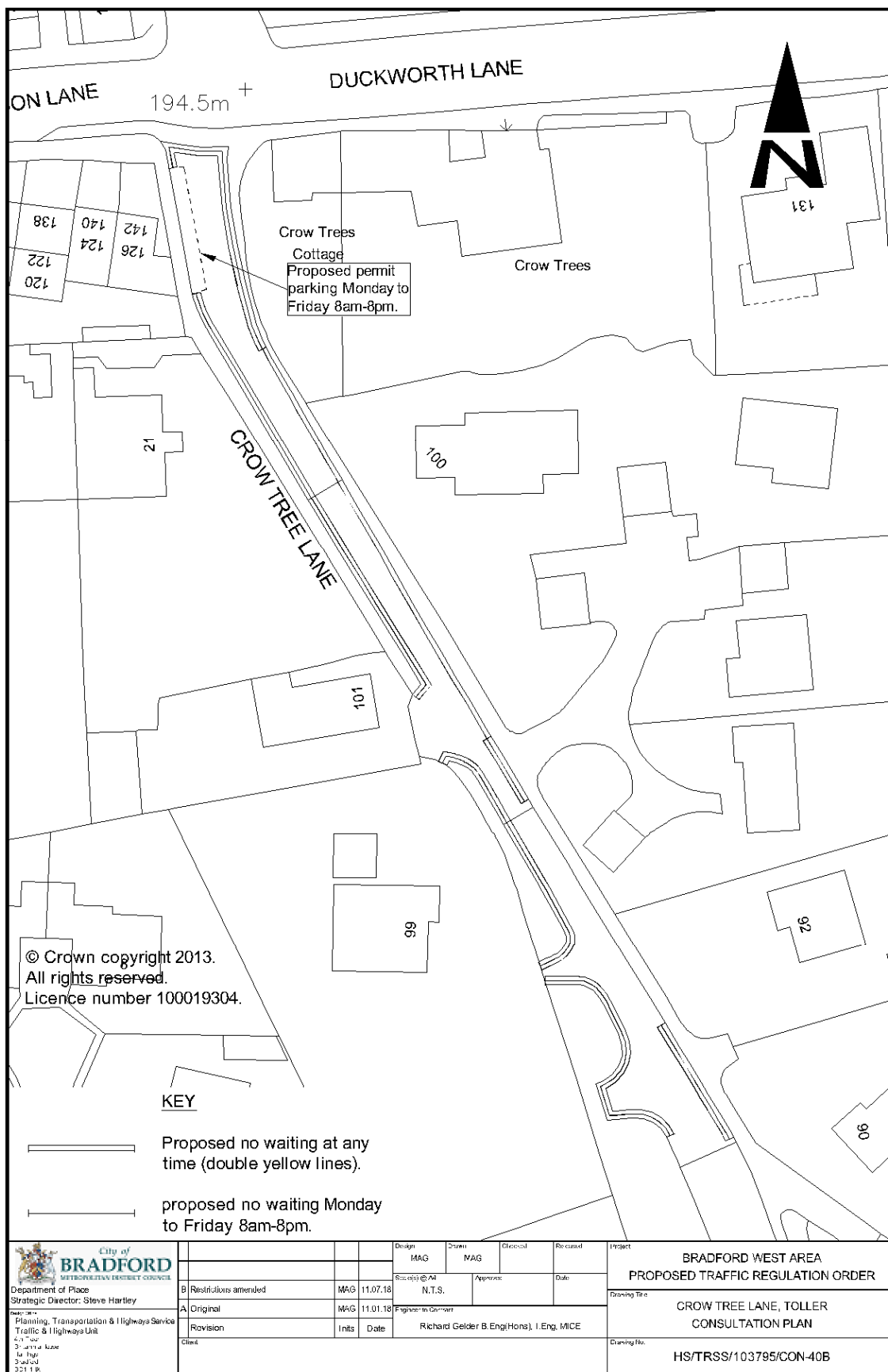
12.1. City of Bradford Metropolitan District Council File Ref: HS/TRSS/103795

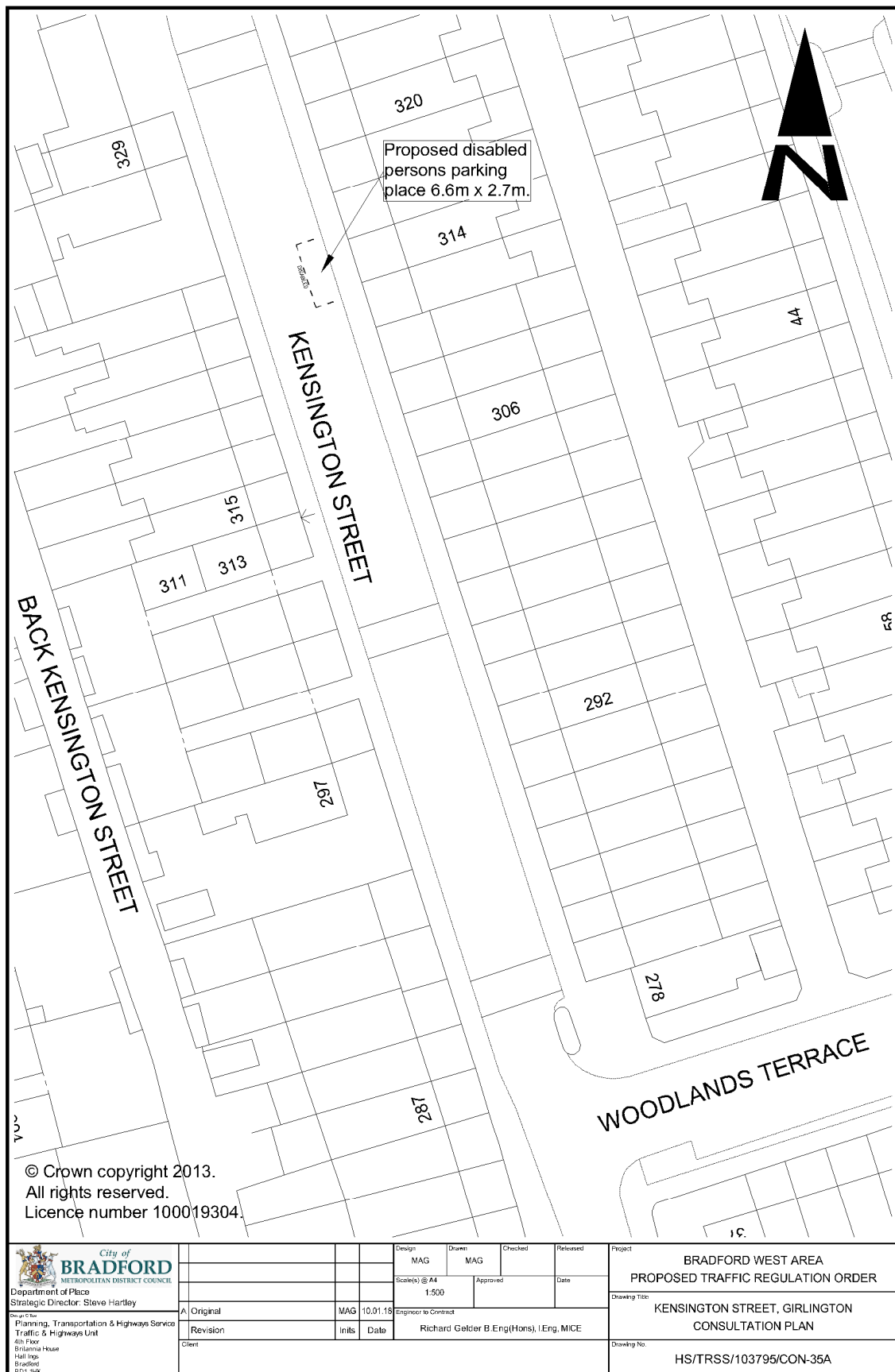


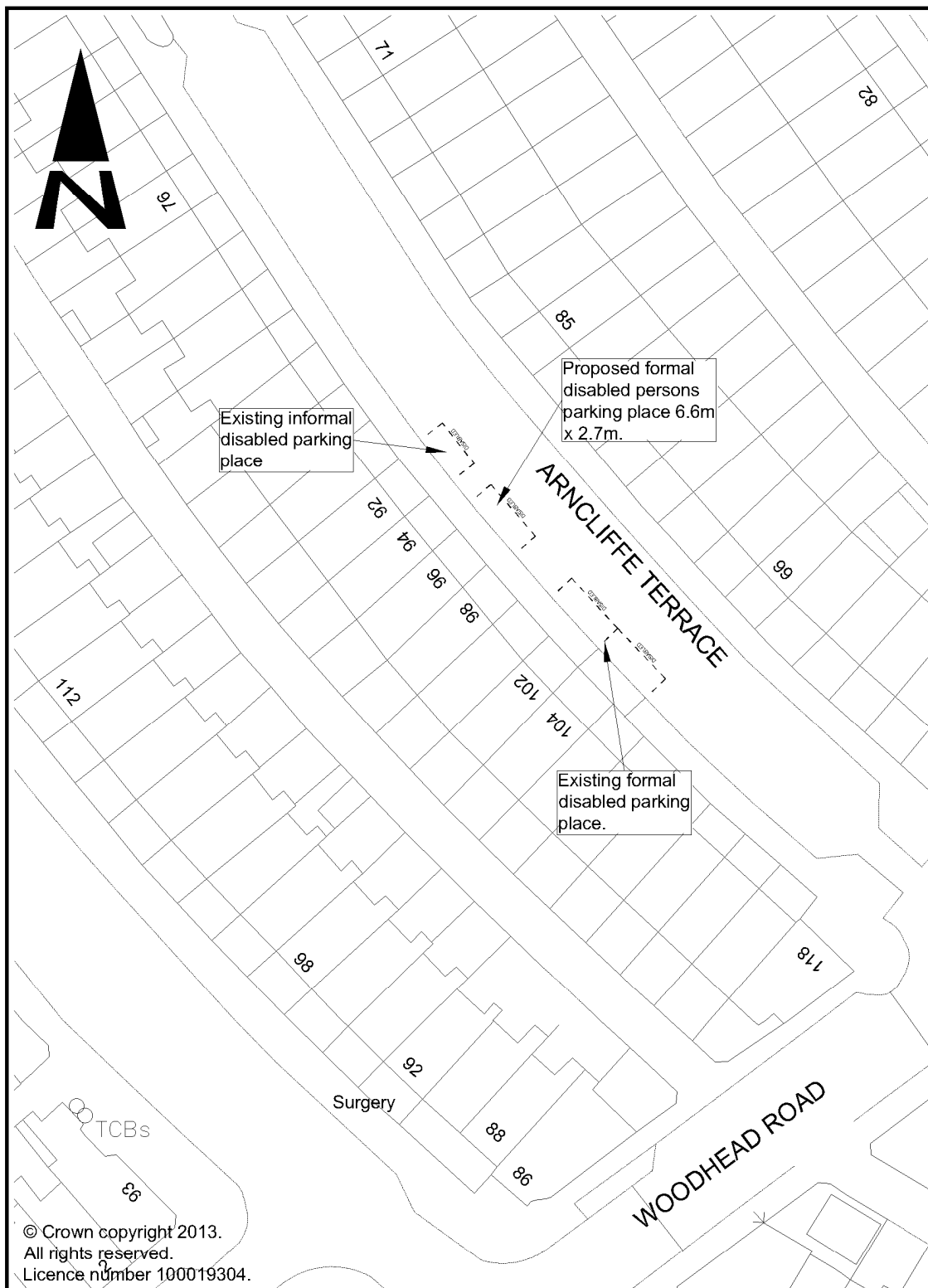







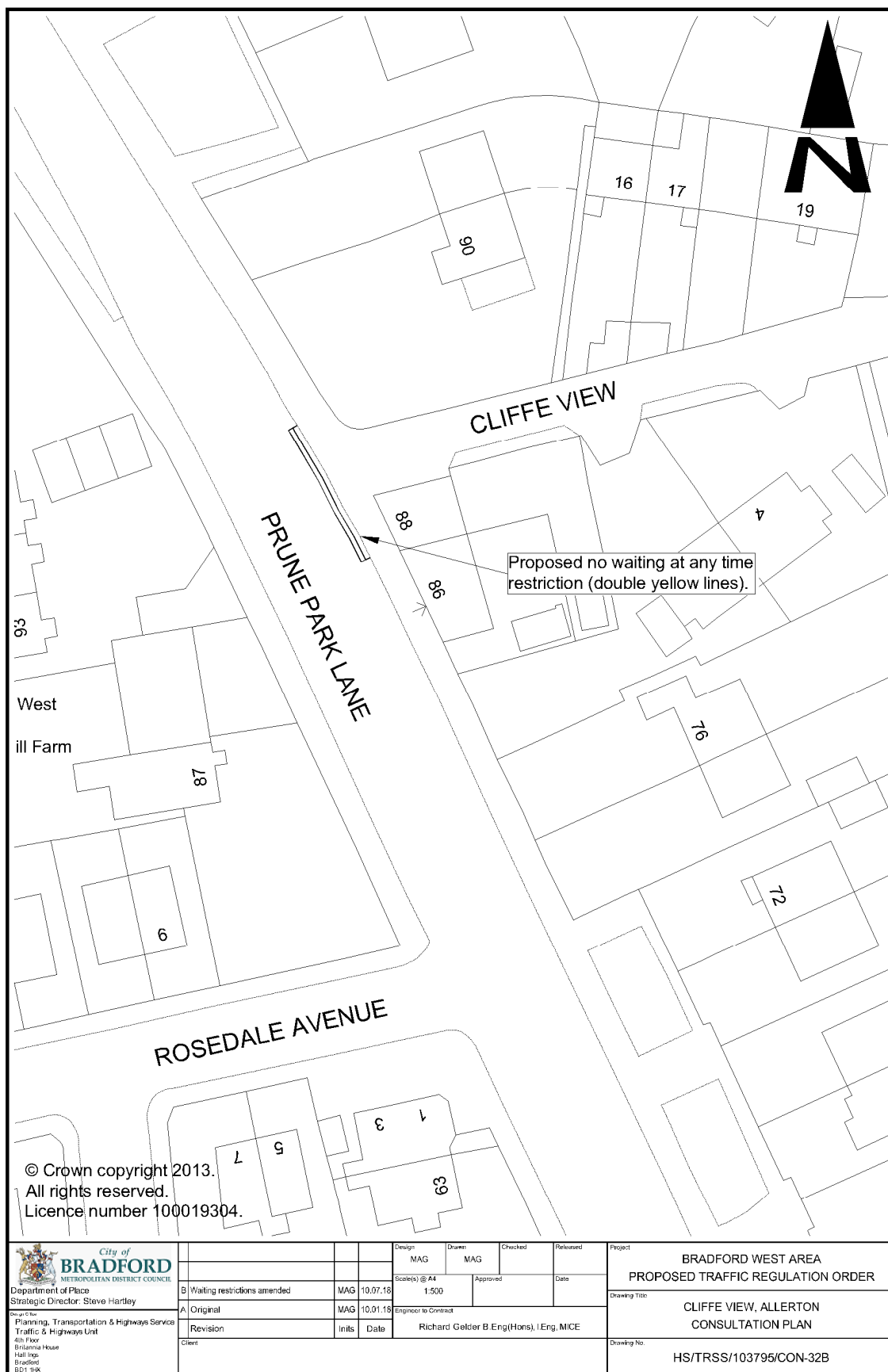


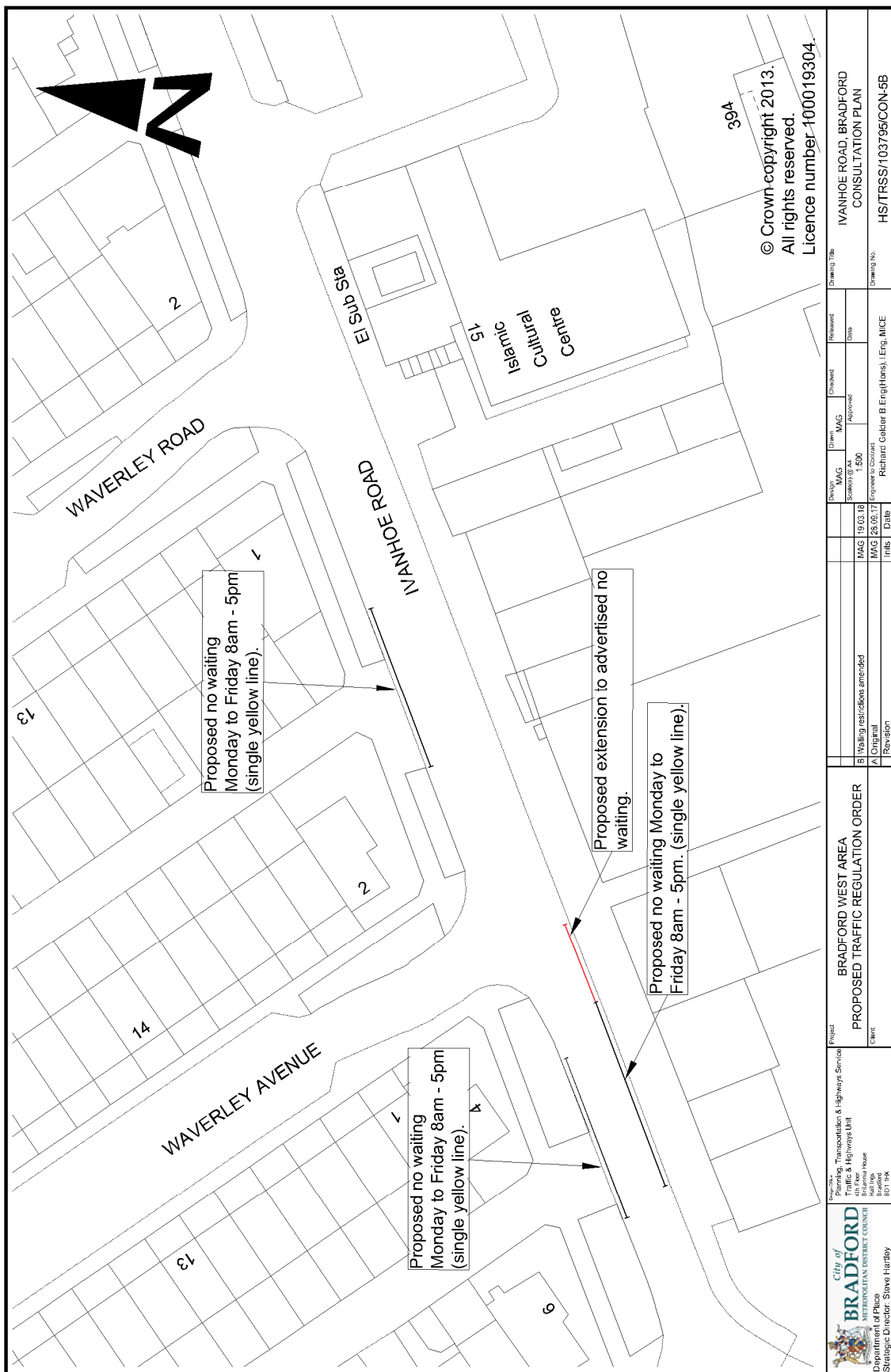


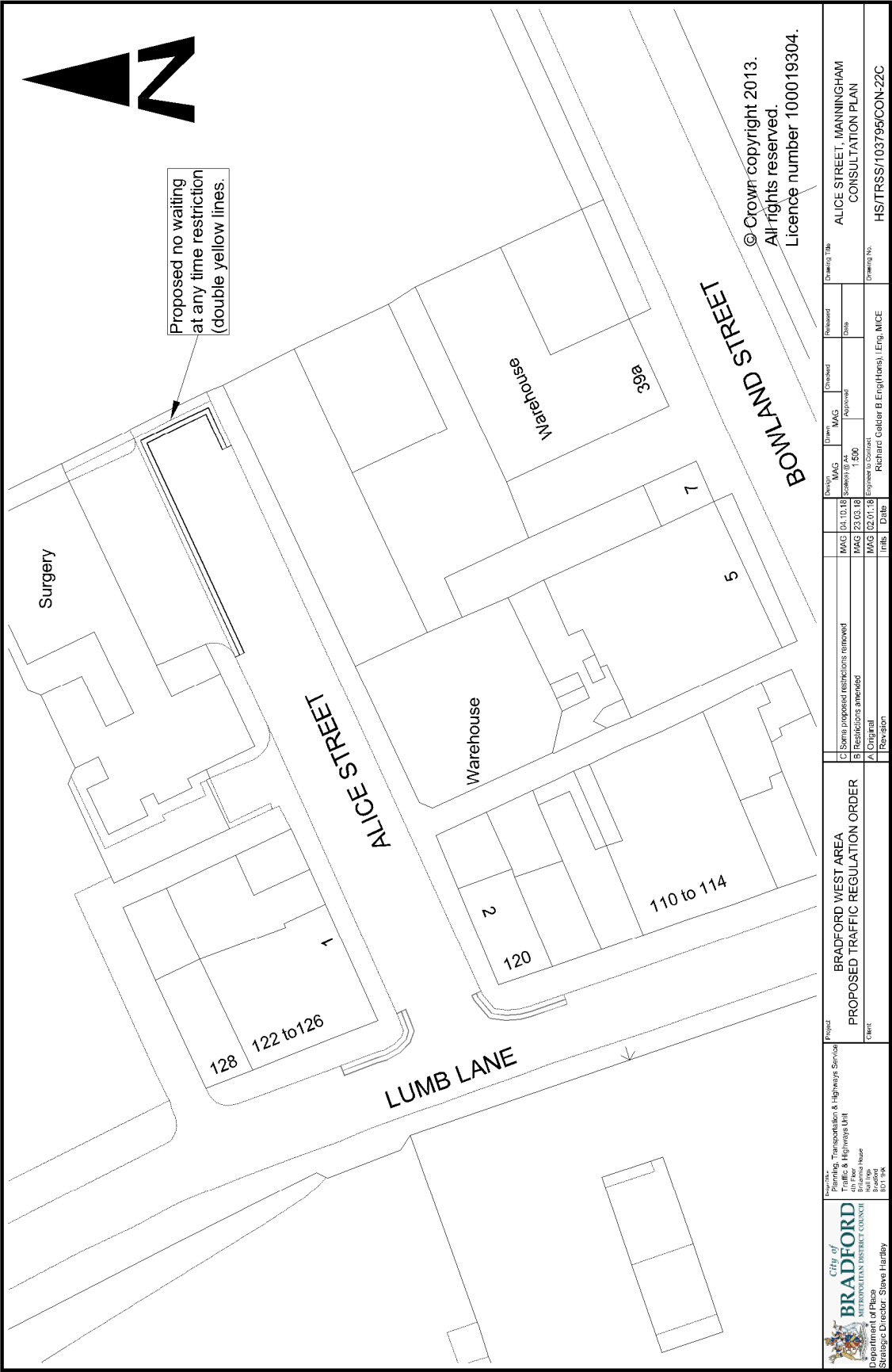


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 City of BRADFORD METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: Steve Hartley Planning, Transportation & Highways Service Traffic & Highways Unit 4th Floor Brilliana House Hall Ings Bradford BD1 1HK					Design MAG	Drawn MAG	Checked	Released	Project BRADFORD WEST AREA PROPOSED TRAFFIC REGULATION ORDER Drawing Title ARNCLIFFE TERRACE, BRADFORD CONSULTATION PLAN Drawing No. HS/TRSS/103795/CON-1A
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	A Original		MAG	27.09.17	Engineer to Contract				
	Revision		Ints	Date	Richard Gelder B Eng(Hons), IEng, MICE				
Client									







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Metropolitan District Council
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Traffic & Highways Unit
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Project: BRADFORD WEST AREA
PROPOSED TRAFFIC REGULATION ORDER
Client:

C Some proposed restrictions removed		MAG 04.10.18	23.03.18
B Restrictions amended		MAG 23.03.18	
A Original		MAG 02.01.18	
Revision	Initials	Date	

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