

Report of the Strategic Director, Department of Place to the meeting of Bradford South Area Committee to be held on 31 January 2019.

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Subject:

OBJECTIONS RECEIVED TO A PROPOSED TRAFFIC REGULATION ORDER FOR VARIOUS SITES IN BRADFORD SOUTH

Summary statement:

This report considers objections received to a recently advertised Traffic Regulation Order for various parking restrictions in the Bradford South constituency.

<u>Wards:</u>	11	Great Horton
	20	Queensbury
	21	Royds
	25	Tong
	27	Wibsey
	30	Wyke

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Overview & Scrutiny Area:

Regeneration and Environment

1.0 SUMMARY

1.1 This report considers objections received to a recently advertised Traffic Regulation Order for various parking restrictions in the Bradford South constituency.

2.0 BACKGROUND

2.1 At the meeting on 29 June 2017 the Bradford South Area Committee approved, as part of its Safer Roads Schemes programme, the promotion of a Traffic Regulation Order for parking restrictions on Birks Fold, Cumberland Road, Haycliffe Lane, Lowell Avenue, Windermere Road, West End, Deanstones Lane, Highgate Road, Hill End Lane, Home Farm Close, Long Lane, Naseby Rise, Sand Beds, Buttershaw Lane, Reevy Avenue, Wibsey Park Avenue, Bierley Lane, Kesteven Close, Knowles Street, Mayo Avenue, Folly Hall Road, Ivey House Road, Northfield Road, Reevy Road, Huddersfield Road, Cleckheaton Road, Commondale Way, Dealburn Road, New Works Road, Station Road, Worthing Head Road, Poplar Grove and Church Street.

2.2 The Traffic Regulation Order was advertised between 14 December 2018 and 09 January 2019. A total of 165 properties were consulted, as a result 50 letters of objections (which include 2 petitions) have been received to the proposals.

2.3 Objections have been received for the following elements of the scheme:

i) Lowell Avenue proposed no waiting at any time restrictions as shown on drawing No.TDG/TRSS/103778/GL-4A in appendix 1.

ii) Highgate Road proposed no waiting at any time restrictions as shown on drawing No.TDG/TRSS/103778/GL-9A in appendix 2.

iii) Wibsey Park Avenue proposed no waiting at any time restrictions as shown on drawing No.TDG/TRSS/103778/GL-18A in appendix 3.

iv) Bierley Lane proposed no waiting at any time restrictions as shown on drawing No.TDG/TRSS/103778/GL-19A in appendix 4.

v) Knowles Street proposed no waiting at any time restrictions as shown on drawing No.TDG/TRSS/103778/GL-21A in appendix 5.

vi) Commondale Road proposed no waiting 6am – 6pm, on all days restrictions as shown on drawing No.TDG/TRSS/103778/GL-31A in appendix 6.

vii) New Works Road proposed no waiting at any time restrictions as shown on drawing No.TDG/TRSS/103778/GL-33A in appendix 7.

viii) Church Street proposed no waiting at any time restriction as shown on drawing No.TDG/TRSS/103778/GL-36A in appendix 8.

2.4 A summary of the valid points from the objection letters and corresponding officer comments is tabulated below:

Objectors concerns	Officer comments
<p>Lowell Avenue <u>Objector 1</u> The objector states that parking is full on the side where there is designated parking on Lowell Avenue. They also ask where their car would be parked aswell as any guests that come to visit.</p>	<p>Lowell Avenue is not suitable for parking on both side of the road, especially at the entrance to Lowell Ave, while maintaining suitable access for emergency vehicles and other road users. With several residents having driveways and there also being a suitable parking area on the right hand side</p>

	on Lowell Avenue, the proposals should proceed as planned.
<p><u>Objector 2</u> The objector says they do not have a drive and often find themselves having to park in front of their house. They would like residents permit parking on Lowell Avenue.</p>	<p>Lowell Avenue is not suitable for parking on both side of the road, especially at the entrance to Lowell Ave, while maintaining suitable access for emergency vehicles and other road users. The current parking situation on Lowell Avenue does not meet the criteria for residents permit parking so therefore I am unable to suggest this as a possible solution. With several residents having driveways and there also being a suitable parking area on the right hand side on Lowell Avenue, the proposals should proceed as planned.</p>
<p><u>Objector 3</u> The double yellow lines will cause a major inconvenience for the actual residents of Lowell Avenue because the residents of Clayton road park their vehicles in Lowell Avenue parking bay leaving no room for the actual residents of Lowell Avenue. Some residents are taxi drivers and come home late and by then all parking spaces have been taken so they have no choice but to park where you are planning to put double yellow lines. Objector would prefer residents permit parking.</p>	<p>Lowell Avenue is not suitable for parking on both side of the road, especially at the entrance to Lowell Ave, while maintaining suitable access for emergency vehicles and other road users. The current parking situation on Lowell Avenue does not meet the criteria for residents permit parking so therefore I am unable to suggest this as a possible solution. With several residents having driveways and there also being a suitable parking area on the right hand side on Lowell Avenue, the proposals should proceed as planned.</p>
<p><u>Objector 4</u> They state that people who live on Lowell Avenue are unable to park because people from different streets take their spaces. Objector would like residents permit parking.</p>	<p>Lowell Avenue is not suitable for parking on both side of the road, especially at the entrance to Lowell Ave, while maintaining suitable access for emergency vehicles and other road users. The current parking situation on Lowell Avenue does not meet the criteria for residents permit parking so therefore I am unable to suggest this as a possible solution. With several residents having driveways and there also being a suitable parking area on the right hand side on Lowell Avenue, the proposals should proceed as planned.</p>
<u>Objector 5</u>	

<p>Objector is not happy with the proposals because there are not many spaces available at the parking area on Lowell Avenue. So they have to park on the pavement and they make sure they do not block any access.</p>	<p>Lowell Avenue is not suitable for parking on both side of the road, especially at the entrance to Lowell Ave, while maintaining suitable access for emergency vehicles and other road users. With several residents having driveways and there also being a suitable parking area on the right hand side on Lowell Avenue, the proposals should proceed as planned.</p>
<p><u>Objector 6</u> They are not happy with the proposals because there are too many cars and they have to park their car on the footpath. They do not block any accesses.</p>	<p>Lowell Avenue is not suitable for parking on both side of the road, especially at the entrance to Lowell Ave, while maintaining suitable access for emergency vehicles and other road users. With several residents having driveways and there also being a suitable parking area on the right hand side on Lowell Avenue, the proposals should proceed as planned.</p>
<p>Highgate Road <u>Objectors 1 and 2</u> They object to the restrictions being put in place on Highgate Road as they live within the affected length of road. They have difficulty using their off-street parking facility to the rear. Also access to the front of the property is easier. The objector would like residents permit parking outside their house and the house next door as outside their houses they do not restrict the road, buses or hinder anybody in anyway.</p>	<p>The restrictions are being introduced due to visitors to the local businesses parking and blocking footpaths as well as blocking accesses. The objector is not objecting to all the restrictions but rather the ones outside their home. The restrictions near their home are for keeping access clear to other properities, behind and around the objector's, as displaced drivers will want to park as close as possible. Also there is a bus stop just as the restriction ends and the proposals will help to ensure safe driving conditions for them. The proposals should go ahead as planned.</p>
<p>Wibsey Park Avenue <u>Objector 1</u> Objector states that if you want to make this area safer you should be installing a traffic light system at this offset junction. This would far more sense than the so called traffic lights alterations at the bottom of St Enochs Road and Southfield Lane/Canterbury Avenue. Drivers are going far too fast especially on Wibsey Park Ave and they drive like maniacs. Also driver cut corners at both Reevy Road bends, it's now getting out of control and is too dangerous, and they must be slowed down. I do think double yellow lines in all areas indicated</p>	<p>There are plans to introduce a pedestrian island on Wibsey Park Avenue as this route is often used by children going to/from the local school. The restrictions are to protect the junctions at Wibsey Park Avenue with both Reevy Roads as well as protect the new island once built. As traffic lights are not a viable solution at this location the restrictions will be required once the island is in, so the proposals should go ahead as planned.</p>

<p>would make life even more difficult for houses 165-171 Wibsey Park Ave as with motorists driving at speed this makes it extremely difficult and dangerous using our drives. We really should reverse into our drives but fast traffic most times makes this impossible and dangerous if attempted. They say that if you don't carry out the only safe route at this junction (i.e traffic lights), double yellows should only be on the bends of the junction however they have yet to see any cars parked on the bend areas of this junction.</p>	
<p>Objector 2 The objector have lived at their address for forty years and never had any problems with parking on the junction of Reevy Road/Wibsey Park Avenue. The main problem with the busy junction is poor driving skills, speed and inconsiderate drivers, who also cut corners when entering Reevy Road from Wibsey Park Avenue. They say that if double yellow lines are to be used surely it makes sense to put them on Wibsey Park Avenue on the side of the park entrance where the road narrows as this busy road has a bus service. The objector would like bollards at the entry into Reevy Road from Wibsey Park Avenue which would stop cutting the corner and cut down speed. They say that the white lines and chevrons that were introduced on Reevy Road from St. Helena as calming measures has proved a failure as it is still used as a race track with excessive speed both directions.</p>	<p>There are plans to introduce a pedestrian island on Wibsey Park Avenue as this route is often used by children going to/from the local school. The restrictions are to protect the junctions at Wibsey Park Avenue with both Reevy Roads as well as protect the new island once built. As traffic lights are not a viable solution at this location the restrictions will be required once the island is in, so the proposals should go ahead as planned.</p>
<p>Bierley Lane Objector 1 The Objector states that when they have visitors (which at present is often); the only place they have to park is where the council are planning to lay the lines. They say that the fact that they have double yellow lines outside their own drive, means visitors have no other option then to park outside the church. Parking is very rarely available on the side of their property. The objector doesn't what benefit this will make to the road as a lot of drivers are already in the</p>	<p>The proposed restrictions are being introduced to ensure that the access on Bierley Lane is being maintained and that the cycle lane is being kept clear on the approach to the roundabout. The proposals should go ahead as planned.</p>

<p>right hand lane to approach the roundabout and very few turn left. On a Sunday morning, where the proposed lines are going; Is full of cars attending the church service.</p>	
<p><u>Objector 2</u> As a pensioner the objector, who is regular worshipper, will cause them severe difficulty practicing my faith and attending worship at St John's Church Bierley Lane. They state that this will have a detrimental effect on the amenities provided by St John's and the proposals will increase the danger for elderly and less able bodied people having to cross the road or find alternative parking. This will also be a severe inconvenience to those wishing to celebrate life events such as weddings and funerals. The last thing bereaved families want is the hassle of searching for parking at such a stressful time.</p>	<p>The proposed restrictions are being introduced to ensure that the access on Bierley Lane is being maintained and that the cycle lane is being kept clear on the approach to the roundabout. The proposals should go ahead as planned.</p>
<p><u>Objector 3</u> The objector uses the parking area as they have 2 cars due to family/work commitments and only one driveway space. Also we are unable to park outside their property due to existing double yellow lines. The objector states by removing the parking access outside of the church it prevents the community from being able to park there when attending service, wedding, funeral etc. Is the intention to provide adequate parking for this? Where will the hearse be expected to park? Or a grieving family? Is it acceptable for people to be restricted from using the services the church provides? Many people use the church to socialise for example the elderly and vulnerable that don't have a blue badge but are unable to walk any distance. Parents using the play group to mix with other parents and get tips and make friends, get out of the house. Being a parent to a young child can be so lonely and this may be the only interaction they have each week. The objector says it</p>	<p>The proposed restrictions are being introduced to ensure that the access on Bierley Lane is being maintained and that the cycle lane is being kept clear on the approach to the roundabout. The proposals should go ahead as planned.</p>

<p>would be much more beneficial to the area to control the traffic on Bierley lane using traffic lights, as a resident on the top corner the traffic flow is ridiculous and dangerous. Preventing parking won't help towards this danger. The speed which people go into and off the roundabout is dangerous and there is not a single crossing on Bierley lane that forces traffic to stop including no pedestrian (zebra) crossings near Newhall park primary school. Taking away the parking would inevitable cause more people to park on the other side of Bierley lane (near the bus stop) when accessing the services of the church etc, this would increase pedestrian traffic crossing a road that has no crossing in place.</p>	
<p><u>Objector 4</u> The objector states she comes to the Church from Bingley and that there would be nowhere to park near to the Church. If they had to park elsewhere, would they be given permits if permit parking was available?</p>	<p>The objector would not receive permits as no permit scheme is being introduced nor would the current situation on Bierley Lane meet the criteria for permit parking. The proposed restrictions are being introduced to ensure that the access on Bierley Lane is being maintained and that the cycle lane is being kept clear on the approach to the roundabout. The proposals should go ahead as planned.</p>
<p><u>Objector 5</u> The objector cannot see how placing yellow lines on this section of the road is going to help the traffic getting onto the roundabout the cars that would be parked there are not impeding the flow of traffic. These yellow lines are directly outside the Parish Church which is the hub of Bierley and this is the only parking available to the church. The church is not just used for worship on a Sunday but also during the week and they have numerous activities during the day and evenings all week and to stop the parking would affect their elderly and the parents who attend baby and toddler twice a week. What happens when we have a funeral? It's upsetting enough without having to worry where to park its not easy to park now without the yellow lines, then there are weddings, christenings the list goes on.</p>	<p>The proposed restrictions are being introduced to ensure that the access on Bierley Lane is being maintained and that the cycle lane is being kept clear on the approach to the roundabout. The proposals should go ahead as planned.</p>

Objector 6

The objector is the Playgroup Leader at the baby and toddler Group which is based at St Johns the Evangelist Church Bierley, on Bierley Lane. They are deeply concerned for many reasons as the change will cause huge issues to the families and wider community who access their playgroup on a twice weekly term time basis. It is a well established part of the Bierley community, we have been has been offering their services to families for over 15 years. If parking was to become restricted this could strongly impact on the families and child minders being able to attend us as parking would become a very serious problem. If people were to have to park further away it would pose a safety issue for some families and child minders who have multiple children attending as they may find it harder to safely walk their children across roads and if they are parking further back the added risk of having to step out between parked cars. They have in the past had parents with twins. To try to walk only a short distance with one car seat and baby bag is exhausting, and they say this from personal experience, so to attempt it with two car seats for long distances is near on impossible, and to leave one child in the car whilst you bring the other in isn't an option. They have families who attend with their grandparents and some of these have reduced mobility issues, they may feel unable to attend group as they cannot walk as far.

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Objector 7

They would like to object to the proposed double yellow lines that are to be put into place on Bierley lane, Bradford. The objector is a grandmother, with limited Mobility, who attends the playgroup on a Tuesday and Thursday, with their 3 year old grandchild, as her childminder. They live on Bierley lane itself, but it's still too far and too cold in winter time to walk with a small child in tow, so they have no choice but to use their car as transportation. Without the facilities of the playgroup, their grandchild would not gain some of life's important,

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<p>interaction skills required before reaching school admittance age. They also feel that bereaved families, attending funerals would be put under even more stress, worrying about parking, at a time when they should not have to. Where would a bride have to walk from on her wedding day? Not to speak of regular church goers.</p>	
<p><u>Objector 8</u> The objector is a member of the congregation at St John's Church, Bierley. They state that the existing restrictions are more than adequate and do not cause any danger to either passing vehicular or pedestrian traffic. Should the proposals be implemented it would cause extreme difficulties for any funerals and weddings that are frequently held at the Church. Also there are things going on in the said building on at least three days a week in addition to the aforesaid occasions. The church has no car parking facilities so there is people are having to park in Bierley Lane. Rooley Lane is not safe for any vehicles to park due to the 40 miles per hour speed restriction, and the extremely heavy traffic throughout daylight hours.</p>	<p>The proposed restrictions are being introduced to ensure that the access on Bierley Lane is being maintained and that the cycle lane is being kept clear on the approach to the roundabout. The proposals should go ahead as planned.</p>
<p><u>Objector 9</u> The objector say that no consideration has been taken to the use of this area not only by the church but also playgroup which they regularly attended with 3 children from age 0-4 years. The parking is very good at present and no children are in danger. If the changes take place they will have to stop coming on safety grounds as to park elsewhere and walk with 3 small children would be putting them at risk. The objector say that all parents would also agree. These children come from disadvantaged families from the Homewood and local area.</p>	<p>The proposed restrictions are being introduced to ensure that the access on Bierley Lane is being maintained and that the cycle lane is being kept clear on the approach to the roundabout. The proposals should go ahead as planned.</p>
<p><u>Objector 10</u> The objector lives on Bierley Lane and their objection is that not everybody has a driveway and there will be nowhere for these people to park.</p>	<p>The proposed restrictions are being introduced to ensure that the access on Bierley Lane is being maintained and that the cycle lane is being kept clear on the approach to the roundabout. Also the restrictions are on the opposite side of the</p>

	road and would not affect their parking. The proposals should go ahead as planned.
<p><u>Objector 11</u> The objector states that the proposed yellow lines will greatly affect the community as access/parking to the church will be none existent. This affects them personally as they attend the baby and toddler group at St John's church. This is the churches only parking and carrying small children and making the elderly walk over roads and greater distances is not good. The money would be better off spent improving the footpath near the church. They hope the council rethinks these yellow lines and if they go ahead ultimately we are going to make the church unusable, which is such a shame as it offers lots of community support.</p>	The proposed restrictions are being introduced to ensure that the access on Bierley Lane is being maintained and that the cycle lane is being kept clear on the approach to the roundabout. The proposals should go ahead as planned.
<p><u>Objector 12</u> The objector lives in BD4 and has two children. Regularly they attend the church and baby and toddler group too. Like themselves a lot of other parents, carers, disabled users with reduce mobility may have problems to reach the church. The road is busy and parking outside the church allows them to stop their cars in a safe place to drop their children.</p>	The proposed restrictions are being introduced to ensure that the access on Bierley Lane is being maintained and that the cycle lane is being kept clear on the approach to the roundabout. The proposals should go ahead as planned.
<p>Knowles Street <u>Objector 1</u> The objector has been owner/occupiers of properties on the South East side of Knowles Street since 1980. They have coexisted with other owners/businesses without falling out. The problem they say is firstly planning was granted to convert offices in Prospect House into residential flats with the occupants parking directly outside both sides of Knowles Street. Secondly a nearby commercial premises has installed new gates which are kept permanently shut and only opened by a buzzer. If the driver is unaware of the system, or if no one in the office, this can result in a 40 foot articulate wagon blocking the road for many minutes. Also visitors to</p>	Knowles Street is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users. I have received 4 letters of support for the scheme saying that there are problems on Knowles Street that the proposals will address. The proposals are for parking to be removed only on one side of the road and also maintain safe access for business entrances. As much parking as possible is being kept while dealing with the current issues on Knowles Street. The waiting restrictions should go as ahead as planned.

<p>the site, seeing the gates shut, tend to park on the street and access by foot despite their large car park being virtually empty. The objector states that Units 1 and 5 have no off street parking and Units 2 and 3 only have 1 space each and the dramatic reduction in the available parking for staff and customers would have a serious effect on their business. They believe the best solution is to only impose restrictions at the top of the North West side of Knowles Street.</p>	
<p><u>Objector 2</u> The objector is the owner of a business in Prospect Mills. They feel that this would have an adverse effect on their business due to customers occasionally having to park on the street during our busy periods. They have a small car park but purposely picked the location of this venue for the on street parking. When they applied for 'change of use' on the premises no issues were raised regarding parking in the area. The objector has invested a large amount of money in this business and is extremely concerned about the effect this will have on their customer base and business. They have already been affected by similar businesses opening in the area and they feel that the parking restriction could prevent them from trading at all.</p>	<p>Knowles Street is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users. I have received 4 letters of support for the scheme saying that there are problems on Knowles Street that the proposals will address. The proposals are for parking to be removed only on one side of the road and also maintain safe access for businesses entrances. As much parking as possible is being kept while dealing with the current issues on Knowles Street. The waiting restrictions should go as ahead as planned.</p>
<p>Commondale Way <u>Objector 1</u> Most of the objector's deliveries are between 6:30am and 9am although other deliveries do take place throughout the working day. They operate 2no. 26 tonne lorries from its premises and regularly has deleiveries from external suppliers which operate up to 45 tonne artics. The premises from which they operate has insufficient space to accommodate more than one artic in the yard meaning these vehicles delivering to the premises have no where to wait other than outside the gates on Commondale Way. There are no other areas where delivery vehicles can wait as most of the nearby roads have double yellow Lines and there is no other dedicated</p>	<p>Commondale Way is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users such as heavy good vehicles. I have received some support for the scheme. The proposals are for parking to be removed only on one side of the road while allowing parking on the other in a safe manor. Also the restrictions are to maintain safe access for businesses entrances. As much parking as possible is being kept while dealing with the current issues on Commondale Way. Cones are being put out by a company on Commondale Way to stop parking around their work entrance to ensure safe passage</p>

<p>waiting area nearby. There is also insufficient availability of car parking spaces belonging to industrial units along Commondale Way and there is no secure car parking alternative close by. Consequently car users are forced to park on the road and pavement thereby making it even more difficult for lorries and artics etc to manoeuvre along this stretch of road. Whilst it makes sense to impose parking restrictions preventing private car owners from parking on the road it would be counterproductive to businesses.</p>	<p>and these proposals will deal with that. I have been told that the local businesses did meet to combat the parking/access issues but I have not received what the outcome was. If a suitable solution between the business can be made then I am happy with that solution, otherwise the waiting restrictions should go as ahead as planned.</p>
<p><u>Objector 2</u> As a company trading on Commondale Way, they completely object the proposed restriction for several reasons. Commondale Way is such a busy street with an already limited amount of parking spaces. Bringing in this restriction will not only mean a large number of employees will not be able to park anywhere near their place of work, but this will also cause an issue with allocated car parking spaces being used without permission. As an ever-growing company, they recognise the frustrations with the already limited car parking spaces on Commondale Way. They currently cannot fulfil the parking needs for their current employees, let alone for the future employees, and if the restrictions come into place it'll be impossible for them to expand, which will be the same issue for other companies too. They strongly urge you to reconsider this proposal and consider the number of people and companies it would affect.</p>	<p>Commondale Way is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users such as heavy good vehicles. I have received some support for the scheme. The proposals are for parking to be removed only on one side of the road while allowing parking on the other in a safe manor. Also the restrictions are to maintain safe access for businesses entrances. As much parking as possible is being kept while dealing with the current issues on Commondale Way. Cones are being put out by a company on Commondale Way to stop parking around their work entrance to ensure safe passage and these proposals will deal with that. I have been told that the local businesses did meet to combat the parking/access issues but I have not received what the outcome was. If a suitable solution between the business can be made then I am happy with that solution, otherwise the waiting restrictions should go as ahead as planned.</p>
<p><u>Objector 3</u> The objector states that the proposed restrictions would mean they could not operate from this site as staff would not be able to get here. There is absolutely no alternative parking within the area and no public transport system to the area. Their staffs have to use a car. They are a major Bradford employer and this restriction would place the business in severe jeopardy. They believe there is absolutely no necessity</p>	<p>Commondale Way is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users such as heavy good vehicles. I have received some support for the scheme. The proposals are for parking to be removed only on one side of the road while allowing parking on the other in a safe manor. Also the restrictions are to maintain safe access for businesses</p>

<p>whatsoever for these restrictions and we have received no evidence whatsoever as to why the council feel these changes are necessary.</p>	<p>entrances. As much parking as possible is being kept while dealing with the current issues on Commondale Way. Cones are being put out by a company on Commondale Way to stop parking around their work entrance to ensure safe passage and these proposals will deal with that. I have been told that the local businesses did meet to combat the parking/access issues but I have not received what the outcome was. If a suitable solution between the business can be made then I am happy with that solution, otherwise the waiting restrictions should go as ahead as planned.</p>
<p><u>Objector 4 to 17</u> The objectors are employees of a company on Commondale Way and have sent in the same letter of objection. They state that they have been parking on Commondale Way for some time now and if it is going to be restricted area of parking, then they are worried where they will be able to park their cars as there is not enough space in the company car park. They feel that by the Council taking this action it will not rectify the problem but will only move this problem to other roads leading up to Commondale Way. IF other roads are to be used then they fear for their own safety of having to park their car elsewhere, within the dark periods of the year and when working late at night, and I know for many of other colleagues epically women feel the same. The pathways at the top of Commondale Way are none existent so they currently have to walk on the road which is a more unsafe situation than the parking on Commondale Way.</p>	<p>Commondale Way is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users such as heavy good vehicles. I have received some support for the scheme. The proposals are for parking to be removed only on one side of the road while allowing parking on the other in a safe manor. Also the restrictions are to maintain safe access for businesses entrances. As much parking as possible is being kept while dealing with the current issues on Commondale Way. Cones are being put out by a company on Commondale Way to stop parking around their work entrance to ensure safe passage and these proposals will deal with that. I have been told that the local businesses did meet to combat the parking/access issues but I have not received what the outcome was. If a suitable solution between the business can be made then I am happy with that solution, otherwise the waiting restrictions should go as ahead as planned.</p>
<p><u>Objector 18</u> The objector is the Landlord of one of the units on Commondale Way and objects from a business perspective as the parking restrictions would directly impact their tenant's operations. Their delivery times for goods are done between 6:30am and 9am and it is not always possible to guarantee slots which would help to prevent their yard from becoming obstructed. When this does</p>	<p>Commondale Way is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users such as heavy good vehicles. I have received some support for the scheme. The proposals are for parking to be removed only on one side of the road while allowing parking on the other in a safe manor. Also the restrictions</p>

<p>occur, other companies delivering to their branch as well as their own vehicles are forced to wait outside the gates on the road. Unfortunately, there are no other areas where the vehicles can wait/park as most of the roads nearby have double yellow lines. There is a shortage of car parking spaces belonging to industrial units along Commondale Way and there is no secure parking alternative nearby leaving them with the only option to park on road. They agree that this does congest the road; however we feel that this proposal does not favour the industrial tenants and has a negative impact on their operations.</p>	<p>are to maintain safe access for businesses entrances. As much parking as possible is being kept while dealing with the current issues on Commondale Way. Cones are being put out by a company on Commondale Way to stop parking around their work entrance to ensure safe passage and these proposals will deal with that. I have been told that the local businesses did meet to combat the parking/access issues but I have not received what the outcome was. If a suitable solution between the business can be made then I am happy with that solution, otherwise the waiting restrictions should go as ahead as planned.</p>
<p><u>Objector 19</u> The objector is writing on behalf of the Chamber of Commerce. They appreciate that the proposal has been made to help facilitate vehicular and pedestrian movement, but we feel that introducing this measure will simply move any related congestion and safety issues to other areas. It will also create other problems for local businesses and their staff that will, ultimately, lead to the said problems in other areas. They therefore ask for the proposal to be withdrawn and for other options to be considered. This proposal would remove parking provision for many of their staff, thereby adding to the day-to-day pressures for businesses and their workforce. Many businesses on and around Commondale Way are currently operating under difficult circumstances, with significant pressures and under a cloud of political and economic volatility and uncertainty. There is no safe public parking within approximately one mile of Commondale Way, and they doubt that the council would want Staithgate Lane (with no footpath on either side) to be subjected to indiscriminate parking; and yet it is probable that some motorists will do this as it will be seen as the closest possible place to their work. When this happens, those motorists become pedestrians</p>	<p>Commondale Way is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users such as heavy good vehicles. I have received some support for the scheme. The proposals are for parking to be removed only on one side of the road while allowing parking on the other in a safe manor. Also the restrictions are to maintain safe access for businesses entrances. As much parking as possible is being kept while dealing with the current issues on Commondale Way. Cones are being put out by a company on Commondale Way to stop parking around their work entrance to ensure safe passage and these proposals will deal with that. I have been told that the local businesses did meet to combat the parking/access issues but I have not received what the outcome was. If a suitable solution between the business can be made then I am happy with that solution, otherwise the waiting restrictions should go as ahead as planned.</p>

<p>walking to their place of work at even greater danger than previously due to the lack of aforesaid footpaths. The objector asks is it possible to consider creating 'no waiting' on just one side of the road, and to remove the footpath on the other to allocate parking, i.e. similar to Gain Lane?</p>	
<p><u>Objector 20</u> The objector states they have nearly invested a million pounds in developing this property which was empty and unoccupied for a long time before they moved in. They have created employment opportunities for various levels of staff including employing many apprentices every year. Like other businesses on Commondale Way we have had to contend with woefully inadequate width of highway and a solution could be to remove sections of the footpath which they believe are hardly used and superfluous. Their opinion is if the Council wants yellow lines areas on the highway to stop parking then it must also look at providing parking zones for businesses on the edge of that highway.</p>	<p>Commondale Way is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users such as heavy good vehicles. I have received some support for the scheme. The proposals are for parking to be removed only on one side of the road while allowing parking on the other in a safe manor. Also the restrictions are to maintain safe access for businesses entrances. As much parking as possible is being kept while dealing with the current issues on Commondale Way. Cones are being put out by a company on Commondale Way to stop parking around their work entrance to ensure safe passage and these proposals will deal with that. I have been told that the local businesses did meet to combat the parking/access issues but I have not received what the outcome was. If a suitable solution between the business can be made then I am happy with that solution, otherwise the waiting restrictions should go as ahead as planned.</p>
<p><u>Objector 21</u> The objector is situated in local premises and they have an allocation of four parking spaces for themselves and their colleagues. Due to the nature of their employment it is necessary for them to host between ten and twenty people on a regular basis. Currently people visiting have parked on Commondale way and they are not aware of any inconvenience being caused. The objector also states that they have not been inconvenienced by anyone else parking on Commondale Way. In their opinion these restrictions would offer no benefits but would indeed be a hindrance to the local businesses.</p>	<p>Commondale Way is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users such as heavy good vehicles. I have received some support for the scheme. The proposals are for parking to be removed only on one side of the road while allowing parking on the other in a safe manor. Also the restrictions are to maintain safe access for businesses entrances. As much parking as possible is being kept while dealing with the current issues on Commondale Way. Cones are being put out by a company on Commondale Way to stop parking around</p>

	<p>their work entrance to ensure safe passage and these proposals will deal with that. I have been told that the local businesses did meet to combat the parking/access issues but I have not received what the outcome was. If a suitable solution between the business can be made then I am happy with that solution, otherwise the waiting restrictions should go as ahead as planned.</p>
<p><u>Objector 22</u> The objector has no issues with the proposed restrictions as all their vehicles leave the garage before 6am and don't return till 6pm. They are however objecting to the on weekends part of the restriction as their vehicles/ HGV's and trailers have to park Saturday and Sunday as this is when they are maintained and washed.</p>	<p>The proposals are for parking to be removed only on one side of the road while allowing parking on the other in a safe manor. Also the restrictions are to maintain safe access for businesses entrances. As much parking as possible is being kept while dealing with the current issues on Commondale Way. As Saturday and Sunday will not be as busy, there will be more than adequate parking for their HGV's and trailers. The waiting restrictions should go as ahead as planned.</p>
<p><u>Objector 23</u> The objector occupies local offices . Another 2 companies also operate out of the same premises, using the attached car park for some of their employees. However, space is at a premium and as approximately 50 people work out of these premises, inevitably there is insufficient parking in the car park to accommodate all vehicles. The result is that some of their staff park on the road as there is no alternative space to leave their cars. All their staff come to work by car as they either commute from well outside Bradford or because public transport to this park of Euroway is non-existent. An alternative area to leave their cars within safe walking distance of the premises would be a better solution.</p>	<p>Commondale Way is not suitable for parking on both side of the road while maintaining suitable access for emergency vehicles and other road users such as heavy good vehicles. I have received some support for the scheme. The proposals are for parking to be removed only on one side of the road while allowing parking on the other in a safe manor. Also the restrictions are to maintain safe access for businesses entrances. As much parking as possible is being kept while dealing with the current issues on Commondale Way. Cones are being put out by a company on Commondale Way to stop parking around their work entrance to ensure safe passage and these proposals will deal with that. I have been told that the local businesses did meet to combat the parking/access issues but I have not received what the outcome was. If a suitable solution between the business can be made then I am happy with that solution, otherwise the waiting restrictions should go as ahead as planned.</p>
<p>New Works Road <u>Objector 1</u></p>	<p>The proposals on the bend of Dealburn</p>

<p>The objector is not necessarily objecting to the proposals but would like the proposed restrictions at the side of his garage to be removed. His garage is at the junction with Dealburn Road and states it would help him for his customers.</p>	<p>Road with New Works should be kept as planned as it helps to improve the sightlines and safety at this junction.</p>
<p><u>Objector 2</u> Objector states that his whole business functions pulley vehicle patrons and deleiveries, not footfall or passing trade. Their customers require convenient parking form 5 minutes to 45 minutes. They also have delivery orders that require convenient waiting/parking to ensure the quality of their hot food. The proposals will have immediate effect of condemning the objectors business and will create more problems namely speeding. The objector has gathered a petition with 234 signatures on for not going ahead with the proposals.</p>	<p>The proposals are for parking to be removed only on one side of the road while allowing parking on the other in a safe manor. The restrictions are to maintain safe access for businesses entrances. As much parking as possible is being kept while dealing with the current issues on New Works Road. Having looked at the petition I can only see one address that is situated on New Works Road and the rest are customers to the café. I believe the waiting restrictions should go as ahead as planned.</p>
<p>Church Street <u>Objector 1</u> The objector can't understand why parking restrictions (double yellows) are not just put on the left hand side of the street. The only busy time is Sunday mornings (when the church service is on) and they park on one side only. The objector also states they put cones out every Sunday at the neighbour's house who is the one who complained at the meeting. They understand the double yellows turning the corner onto Halifax rd, but the others seem excessive. They also state that at the last council meeting it was agreed yellows were going down one side and that you will just push the traffic onto smaller narrower streets with these proposals.</p>	<p>There has been several consultation and proposed plans for Church Street. The last proposal for parking on the left hand side on Church Street was not approved at a previous area committee and I was asked to look at another solution. As the objector says they understand the need for the restrictions as you turn the corner onto Church Street from Halifax Road. The only extra restrictions I am proposing are to protect the Church access and the adjacent access to property number 2. This solution ensure as much parking as possible is being kept while dealing with the current residents access issues on Church Street. I believe the waiting restrictions should go as ahead as planned.</p>

2.5 It is recommended that the proposals be implemented as planned.

3.0 OTHER CONSIDERATIONS

3.1 Local ward members and the emergency services have been consulted. The comments received have been considered in the development of the proposals.

3.2 The originally approved Traffic Regulation Order included a proposed length of No Waiting At Any Time restrictions on Poplar Grove in the Great Horton ward. Following initial informal local consultations there were a number of objections, including a petition. As a result this element of the scheme has not been promoted as part of the legal Order. This course of action was supported by local ward members. However the request originator maintains support for the proposal. On balance it is recommended that the proposal be formally abandoned.

4.0 FINANCIAL AND RESOURCE APPRAISAL

4.1 A budget of £10,000 has been allocated from the Bradford South Area Committee Safer Roads programme.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1 A failure to implement the proposed restrictions will result in ongoing safety and/or access issues.

6.0 LEGAL APPRAISAL

6.1 The options contained in this report are within the Councils powers as Highway Authority and Traffic Regulation Authority under the relevant legislation.

7.0 OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

Due regard has been given to Section 149 of the Equality Act when determining the proposals in this report.

7.2 SUSTAINABILITY IMPLICATIONS

None

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 gasses arising from this report.

7.4 COMMUNITY SAFETY IMPLICATIONS

The proposed measures would improve road safety.

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

All ward members have been consulted on the proposals.

7.8 AREA COMMITTEE WARD PLAN IMPLICATIONS

None

8.0 NOT FOR PUBLICATION DOCUMENTS

8.1 None

9.0 OPTIONS

9.1 Members may propose an alternative course of action; in which case they will receive appropriate guidance from officers.

10.0 RECOMMENDATIONS

10.1 That the order be sealed and implemented as advertised.

10.2 That the proposal to introduce No Waiting At any Time restrictions on Poplar Grove be abandoned.

10.3 That the objectors be informed accordingly.

11.0 APPENDICES

11.1 Appendix 1 – Drawing No. TDG/TRSS/103778/GL-4A.

11.2 Appendix 2 – Drawing No. TDG/TRSS/103778/GL-9A.

11.3 Appendix 3 – Drawing No. TDG/TRSS/103778/GL-18A.

11.4 Appendix 4 – Drawing No. TDG/TRSS/103778/GL-19A.

11.5 Appendix 5 – Drawing No. TDG/TRSS/103778/GL-21A.

11.6 Appendix 6 – Drawing No. TDG/TRSS/103778/GL-31A.

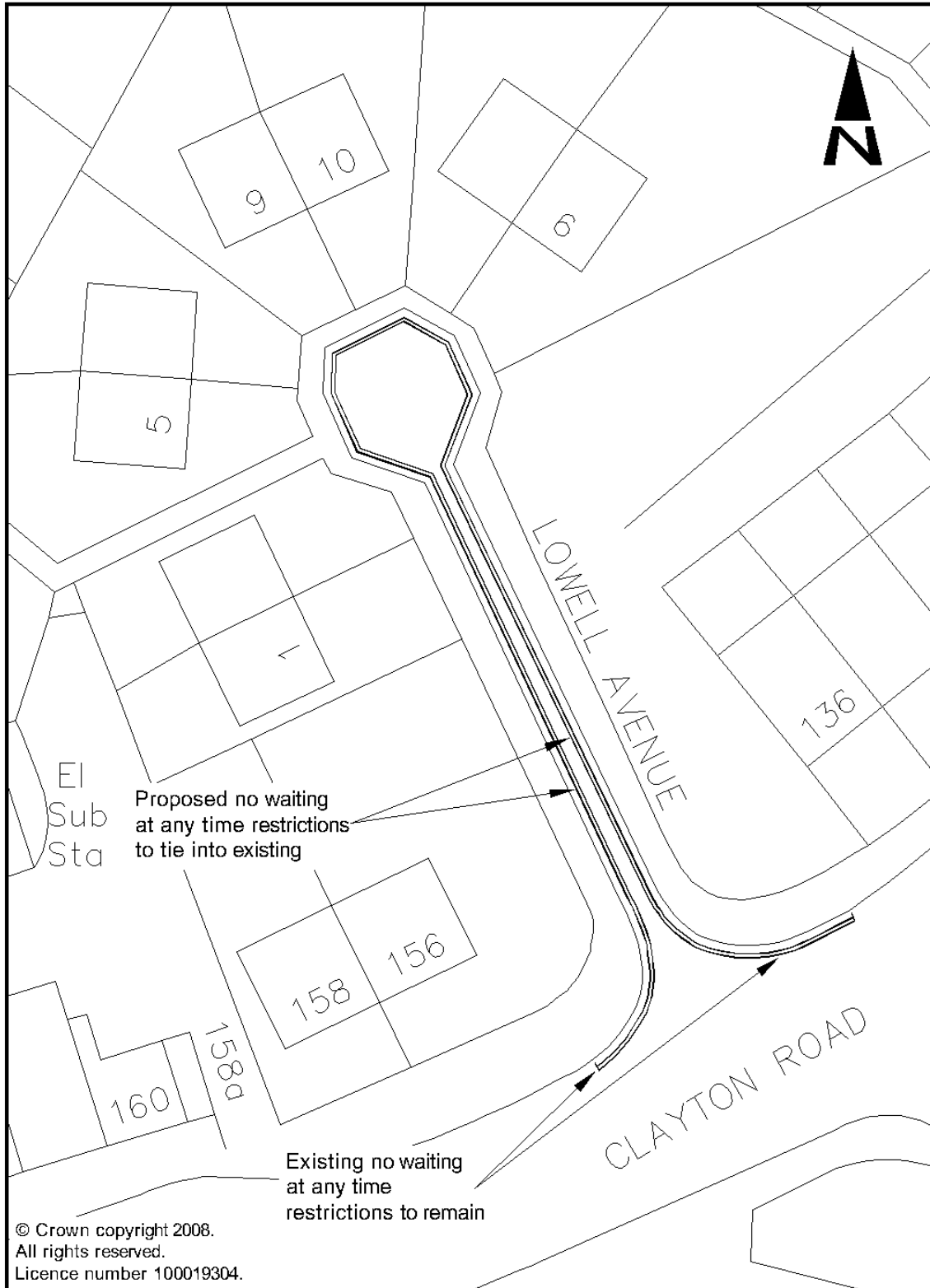
11.7 Appendix 7 – Drawing No. TDG/TRSS/103778/GL-33A.

11.8 Appendix 8 – Drawing No. TDG/TRSS/103778/GL-36A.

12.0 BACKGROUND DOCUMENTS

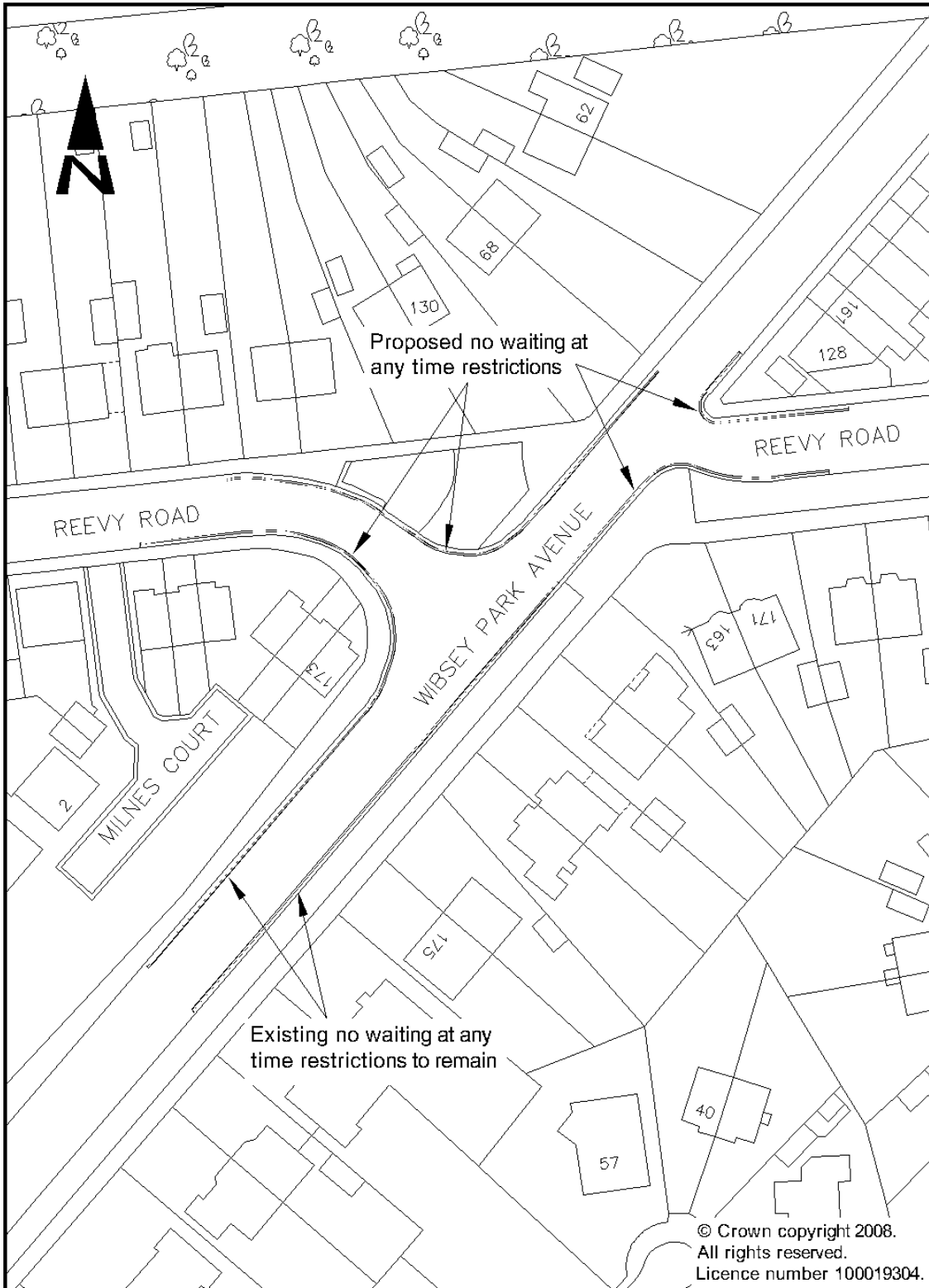
12.1 City of Bradford Metropolitan District Council File Ref: TDG/THS/103385.

APPENDIX 1



City of Bradford MDC		Design	SS	Drawn	SS	Checked	SM	Approved	SS	Project	LOWELL AVE, GREAT HORTON
www.bradford.gov.uk		Project/Client	TS	Approved	SM	Date	OCT 2017	Project Title			
Department of Regeneration Strategic Director: Jonathan Hurst MBE		A Origin	SS	18.10.17	Project/Client			PROPOSED WAITING RESTRICTIONS			
City of Bradford Transportation and Highways Service Traffic & Highways Unit Broomfield, Bradford BD9 1JG Tel: 01604 348400 Fax: 01604 348401 Email: traffic@bradford.gov.uk		Revision	Init	Date	C P Leach EBC(hon) C Eng HICE DMS			Zone No.			
		Uref				TDG/TRSS/103778/GL-4A					

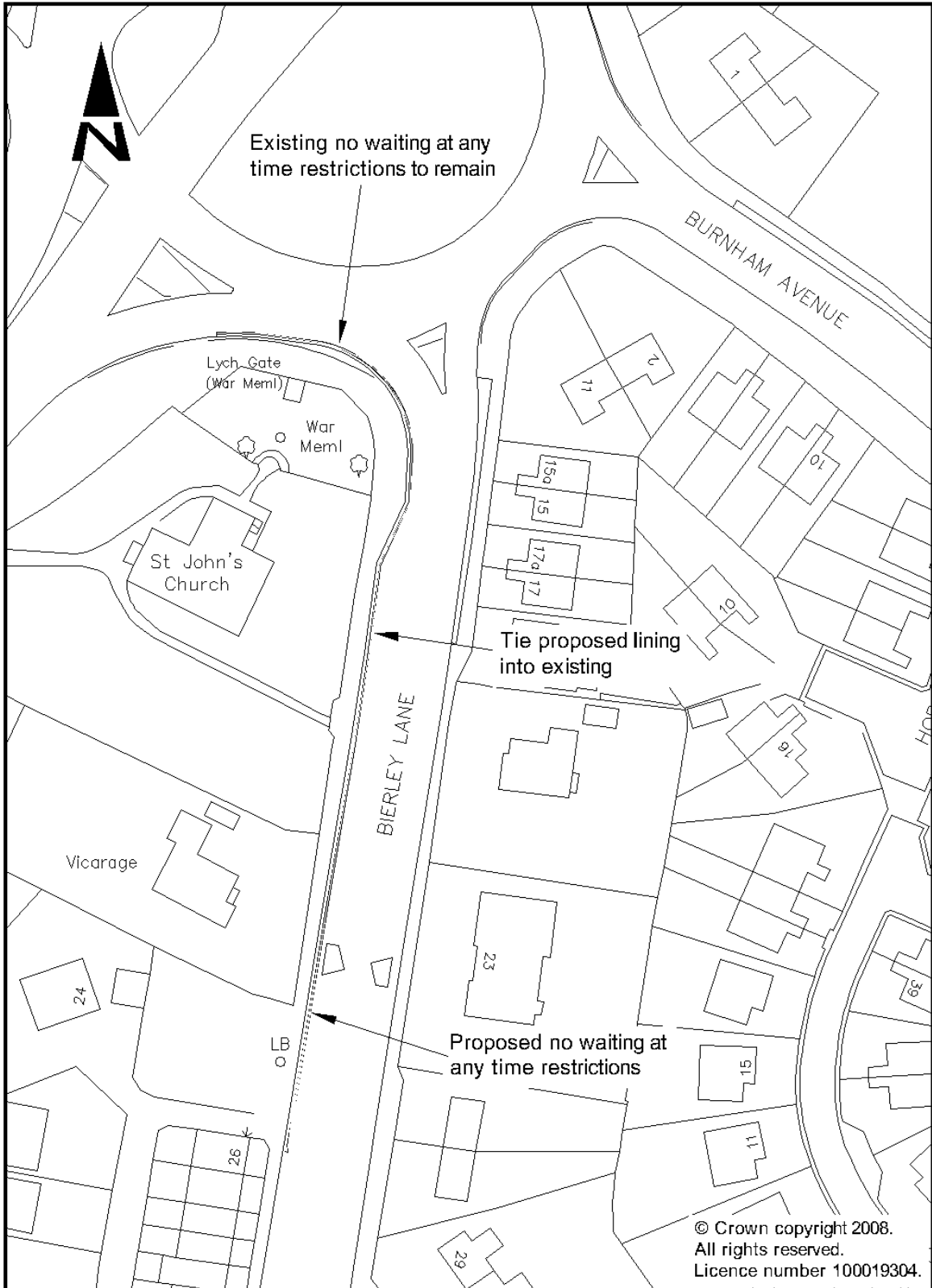
APPENDIX 3



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<p>City of BRADFORD METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Planning Strategic Director: Steve Hartley</p> <p>Planning, Transportation & Highways Service Planning & Highways Unit 4th Floor City Hall Bradford BD1 1TA</p>				Design SM	Drawn SS	Checked SM	Reviewed SS	Project WIBSEY PARK AVE, ROYDS
				Project GAT	Author NTS	Drawn A SMITH	Date NOV 2017	Project Title PROPOSED WAITING RESTRICTIONS
	A Origin	SS	01.11.17	Project Richard Gedge, B.Eng(Hons), I.Eng, NICE				Drawing No. TDG/TRSS/103778/GL-18A
	Division	Date						

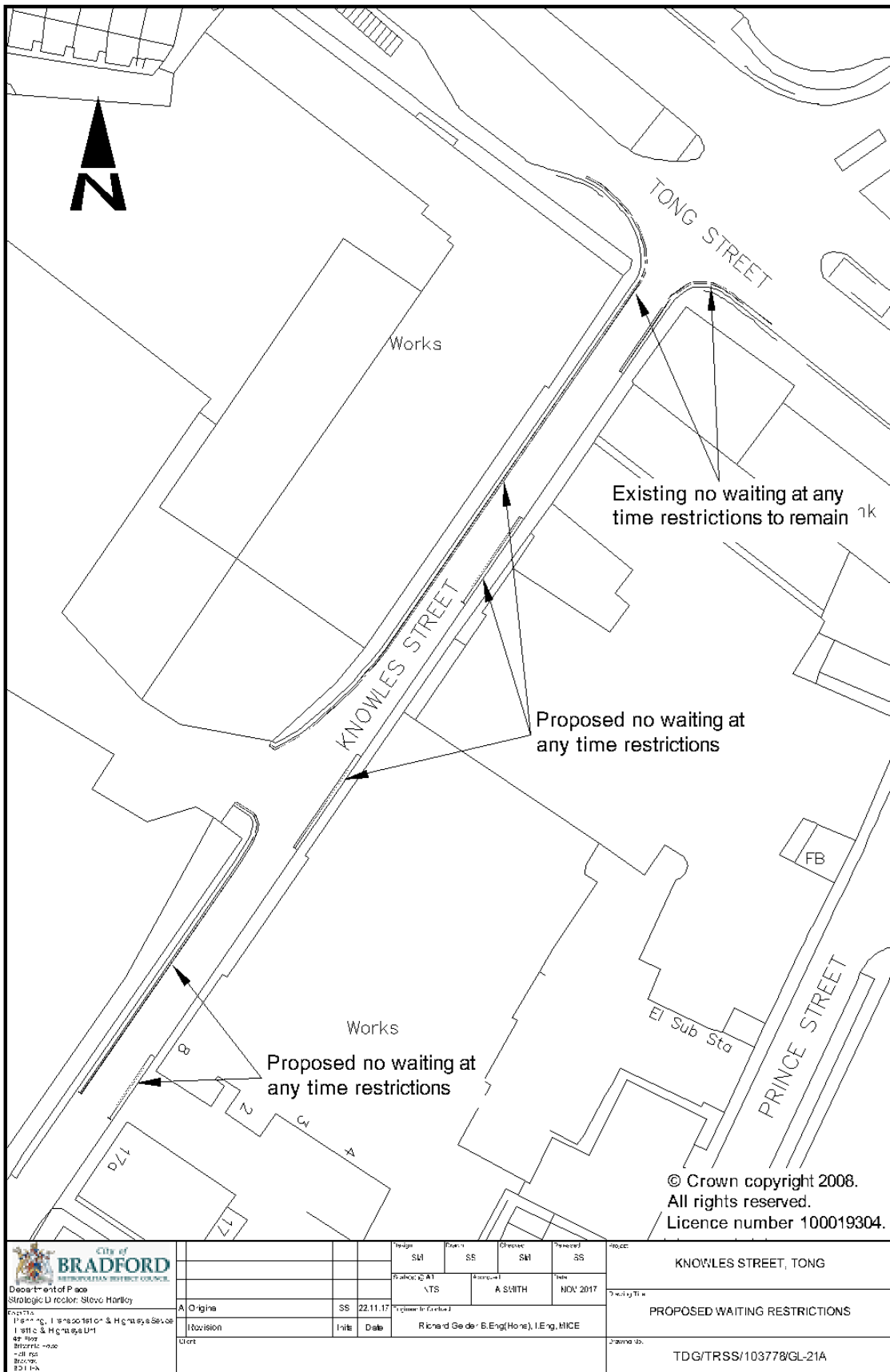
APPENDIX 4



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<p>City of Bradford METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Peace Strategic Director: Steve Harlow</p> <p>01535 231212 Planning, Transportation & Highways Service 1, 5111 C & Highways Unit 42, 5102 Bradford - 26000 - 01535 231150 Bradford 231150</p>				Design	SM	Drawn	SS	Checked	SM	Approved	SS	Project	BIERLEY LANE, TONG
				Producing	ATS	Approved	A SOUTH	Date	NOV 2017	Project Title	PROPOSED WAITING RESTRICTIONS		
		A Origin	SS	22.11.17	Checked by	Richard Gedge, B.Eng(Hons), I.E.Eng, HICE			Project No.	TDG/TRSS/103778/GL-19A			
		Revision	Init	Date									

APPENDIX 5



City of BRADFORD
METROPOLITAN DISTRICT COUNCIL

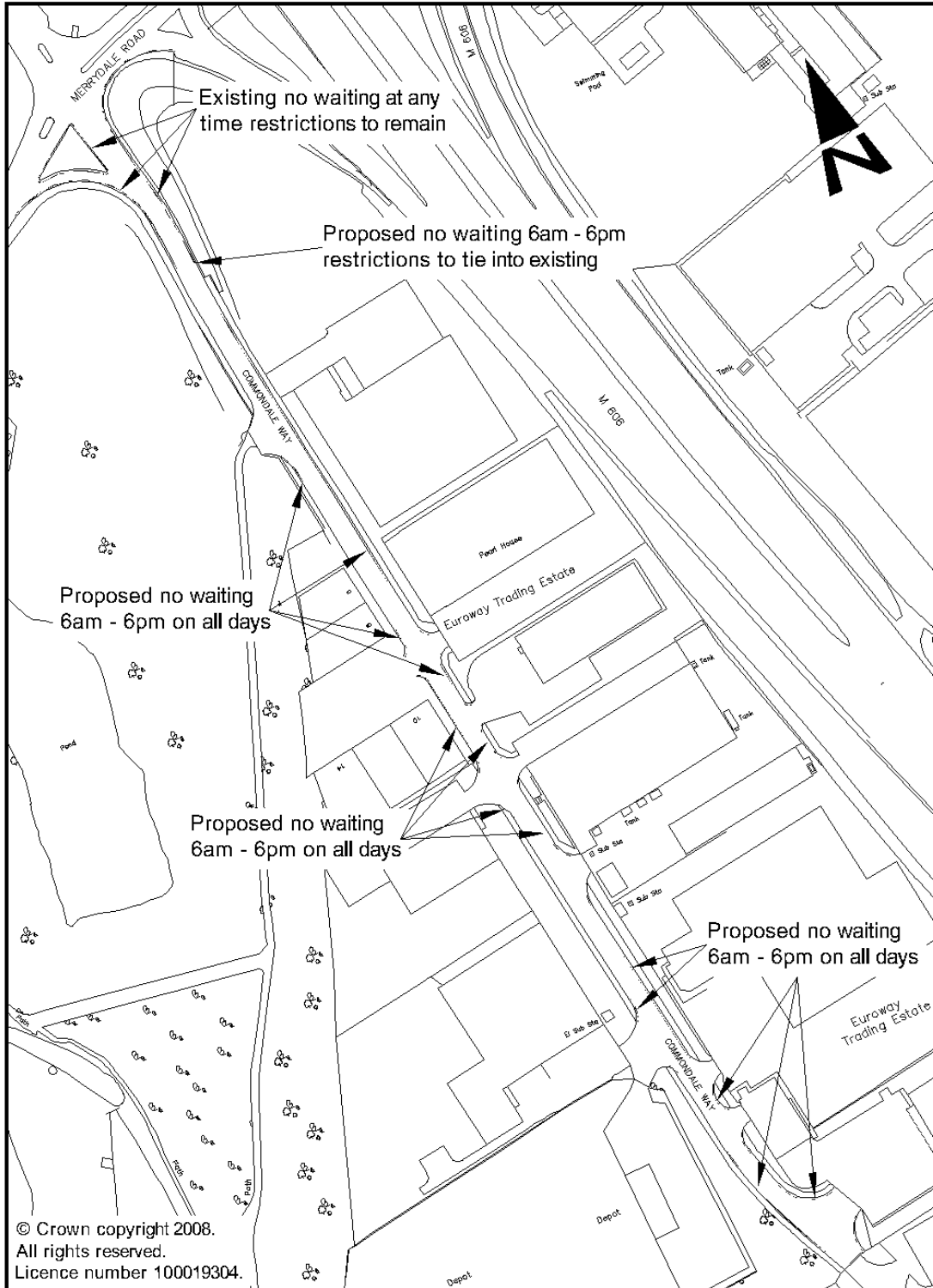
Department of Peace
Strategic Director: Steve Harkey

115-116, 118-120 Station Road, Halifax
West Yorkshire, HX1 1RS
Tel: 01454 545454
Fax: 01454 545454
www.bradford.gov.uk

Origin	SS	Date	Author	Checked	Date
A	Original	22.11.17	Richard Gordon	B.Eng(Hons), I.Eng, MICE	
	Revision				
	Drawn				

Project	KNOWLES STREET, TONG
Project Title	PROPOSED WAITING RESTRICTIONS
Drawing No.	TDG/TRSS/103778/GL-21A

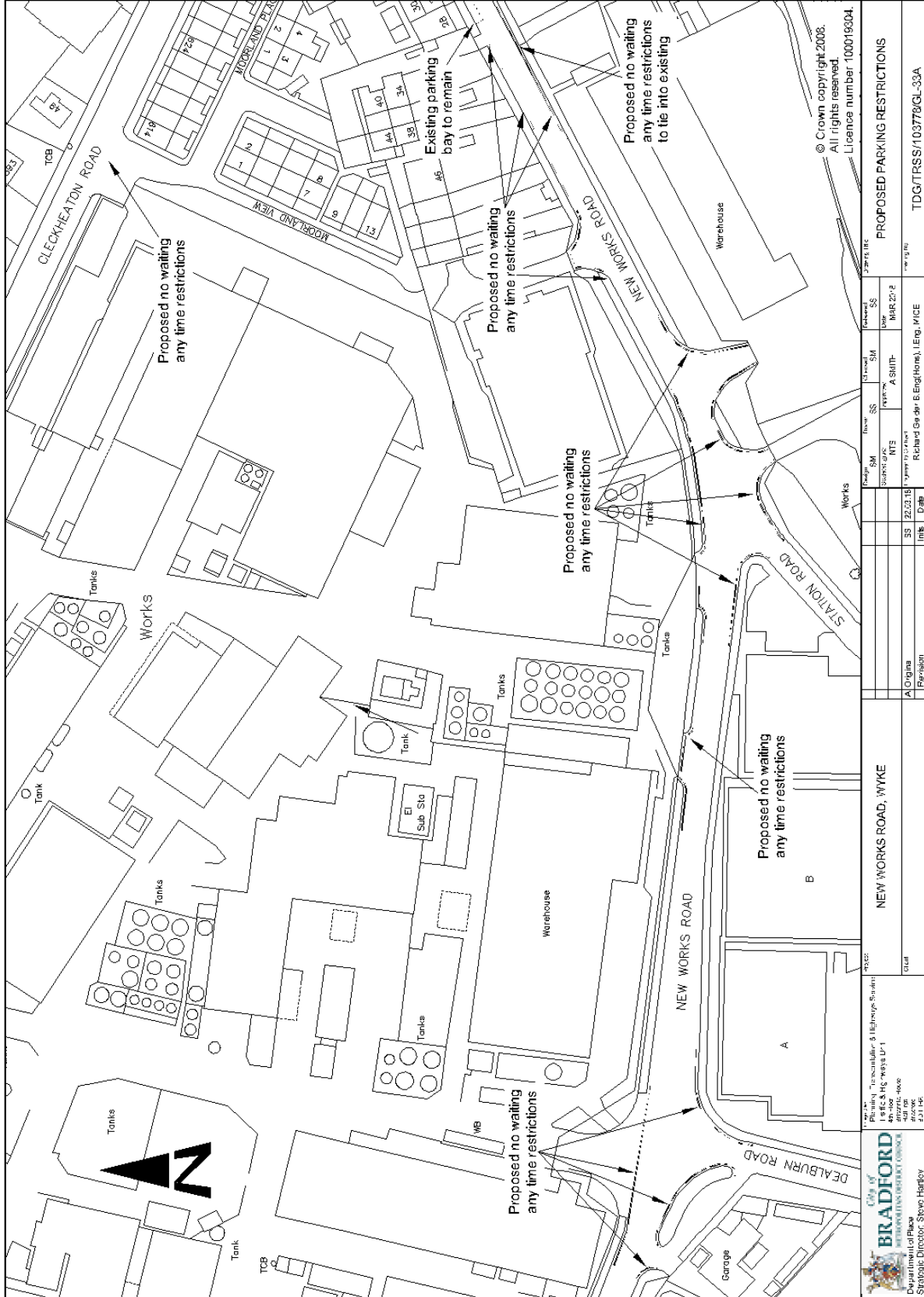
APPENDIX 6



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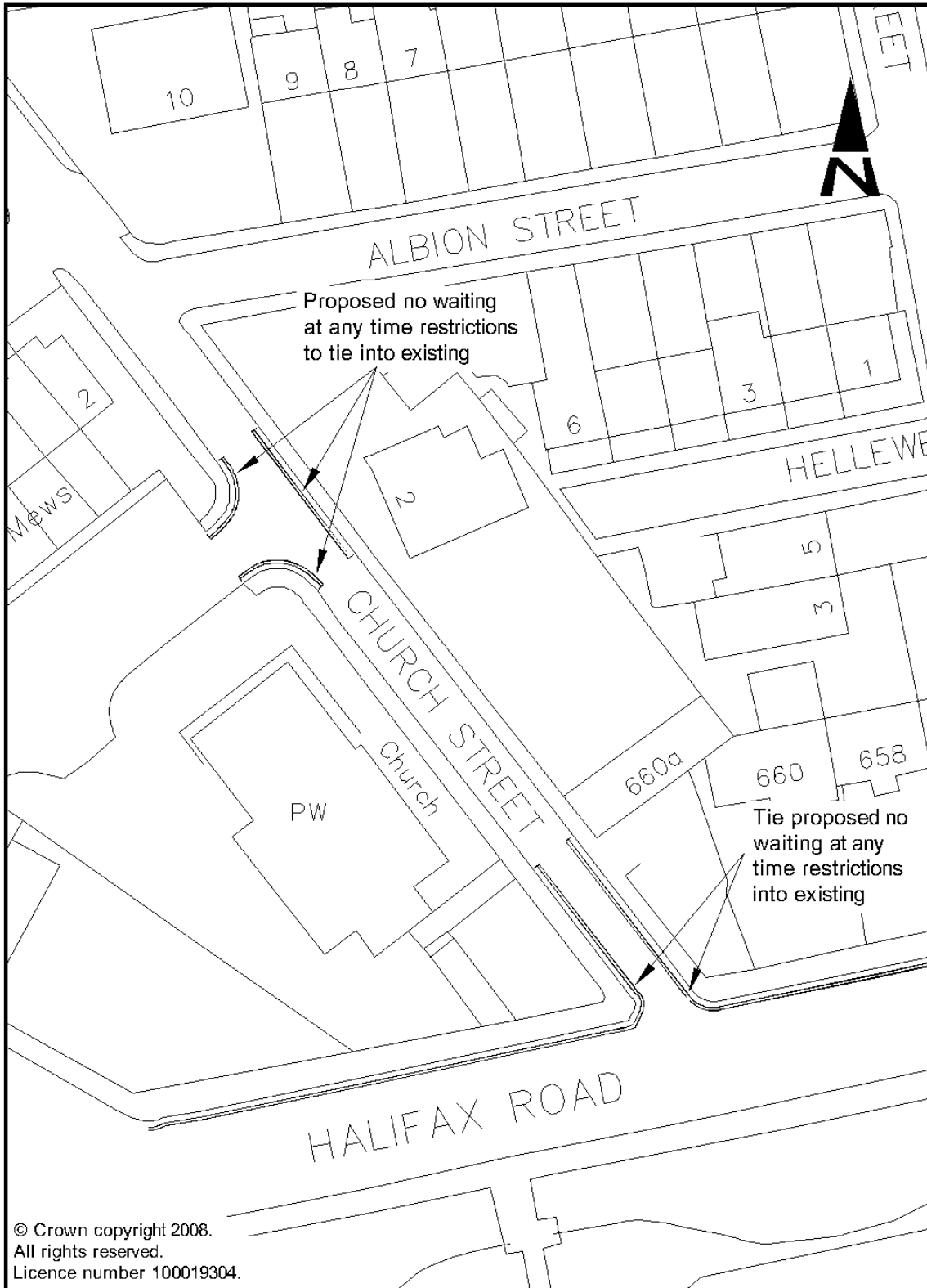
<p>City of BRADFORD METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Planning Strategic Director: Steve Hartley</p> <p>01549 431111 15th & Highways Unit 15th Floor City Hall Bradford BD1 1TA</p>	Design	SM	Drawn	SS	Checked	SM	Approved	AS	Project	COMMUNDALE ROAD, WYKE
	Project	QAT	Author	TS	Approved	A SMITH	Date	WAR 2018	Project Title	PROPOSED WAITING RESTRICTIONS
	Origin	SS	Date	22.06.15	Project Engineer	Richard Gode	B.Eng(Hon), I.Eng, MICE	Project No.	TDG/TRSS/103778/GL-31A	
	Revision	Init	Date							

APPENDIX 7




City of BRADFORD Metropolitan Council Strategic Director: Steve Harty		Project: New Works Road, Wyke Client:		Date: 22/03/15 Drawn: DPH		Scale: 1:1000 Date: 22/03/15		Author: Richard Gaspar (Eng/Plc)		License number: 100019304	
Proposed Parking Restrictions		Proposed: SS		Revised: SS		Date: MAR 2012		Scale: A3 MIT		Project: TDG/TRSS/103778/CL-33A	

APPENDIX 8



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 City of BRADFORD METROPOLITAN DISTRICT COUNCIL Department of Planning Strategic Director: Steve Harby Planning, Transportation & Highways Services City & Highways Unit 47 Store Bradford - 200 Tel: 01604 Fax: 01604 E: 111				Design SW1 Planning A1 VTS Date 07.02.15	Project SS Client A SMITH Date AUG 2015	Proposed SW1 SS Date AUG 2015	Project CHURCH STREET, ROYDS PROPOSED PARKING RESTRICTIONS TDG/TRSS/103778/GL-36A
	Origin SS Date 07.02.15	Project SS Client A SMITH Date AUG 2015	Proposed SW1 SS Date AUG 2015	Project CHURCH STREET, ROYDS PROPOSED PARKING RESTRICTIONS TDG/TRSS/103778/GL-36A			
	Origin SS Date 07.02.15	Project SS Client A SMITH Date AUG 2015	Proposed SW1 SS Date AUG 2015	Project CHURCH STREET, ROYDS PROPOSED PARKING RESTRICTIONS TDG/TRSS/103778/GL-36A			
	Origin SS Date 07.02.15	Project SS Client A SMITH Date AUG 2015	Proposed SW1 SS Date AUG 2015	Project CHURCH STREET, ROYDS PROPOSED PARKING RESTRICTIONS TDG/TRSS/103778/GL-36A			