

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

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Subject:

PARK LANE, QUEENSBURY - PETITION

Summary statement:

This report considers a petition regarding Park Lane, Queensbury requesting measures to improve safety, particularly for pedestrians.

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Strategic Director of Place

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Portfolio:

Regeneration, Planning and Transport

Overview & Scrutiny Area:

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

1. SUMMARY

- 1.1 A petition has been submitted containing 51 signatures, requesting various traffic measures, to protect the most vulnerable road users from motor vehicles which use Park Lane to avoid driving through into Queensbury's Village centre. The petitioners request that Park Lane, Queensbury is made safer for all who use it "out of necessity" visitors to Park House Nursing home, dog walkers, pedestrians with prams etc. The majority have suggested a one way system to reduce the through traffic volumes, help reduce vehicle speeds and introduce a footway to protect the most vulnerable road users that use this daily.

2. BACKGROUND

- 2.1 Park Lane does have street lighting but this is an outdated overhead cabled system which creates dark pockets along its length. The road is narrow and thus it is difficult for large vehicles to pass; there is no footway and there are a number of bends. It is also on a gradient. There is access to a farm, a nursing home and a parking area/pedestrian access to Foster Park.
- 2.2 A planning application for the construction of 124 dwellings at Harrowings Farm, Park Lane, Queensbury, was approved in February 2013. A Section 106 legal agreement was secured in September 2013 that included off site highway measures to be funded by the developer. This included junction improvements to the visibility at Park Lane/A647 Scarlet Heights junction and traffic calming on Park Lane. As part of the detailed design it was considered that the proposed traffic calming would necessitate the need to upgrade the street lighting.
- 2.3 Subsequent negotiations were held with the developer and a revised scheme was agreed that included a shared area for cyclists/pedestrians, a one way system, and other measures that would prohibit heavy goods vehicles (except for access).
- 2.4 The Principal Engineer- Highway Development Control has been in contact regularly with the developer since this time to secure funding for the agreed highways works; negotiations are ongoing.

3. OTHER CONSIDERATIONS

- 3.1 When funding becomes available a consultation would be undertaken first with all those affected by any draft measures and then the formal consultation when a final scheme has been agreed.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 There are no financial implications for the Council associated with this report. Developer funding secured via a Section 106 legal agreement should be available to deliver all the agreed measures.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

A failure to implement the agreed highways work would lead to ongoing conflict between vehicles and pedestrians/cyclists on Park Lane.

6. LEGAL APPRAISAL

6.1 The originally proposed highways works are detailed in a Section 106 legal agreement.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

Due regard has been given to Section 149 of the Equality Act 2010 when determining the proposals in this report

7.2 SUSTAINABILITY IMPLICATIONS

Any traffic measures which are introduced on Park Lane will ensure heavy goods vehicles and 50% of the through traffic uses the main roads/classified routes. The 2 routes are the A647 between Bradford and Halifax and the A644 from Brighouse through to Denholme. Appropriate signing showing these alternative routes are necessary.

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 these measures will help to protect the most vulnerable road users, especially pedestrians walking to work and to and from the Park.

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

There have been previous discussions with Ward members regarding the issues on Park Lane. They will be included in the scheme consultation process.

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

None

7.9 IMPLICATIONS FOR CORPORATE PARENTING

None

7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

9.1 Members may propose an alternative course of action from that recommended, on which they will receive appropriate officer advice.

10. RECOMMENDATIONS

10.1 That the Principal Engineer - Highway Development Control secures the agreed funds from developer so that implementation of the highway works (as detailed in paragraph 2.3) can be promoted.

10.2 That the measures suggested to improve Park Lane are designed in consultation with the frontages and the Ward Councillors as a working group.

10.3 That approval be given to prepare and advertise any Traffic Regulation Orders required to implement the highways works on Park Lane.

10.4 That any valid objections to the advertised Orders be reported to a future meeting of the Bradford South Area Committee or, in the event of there being no valid objections, the Orders be sealed and implemented as advertised.

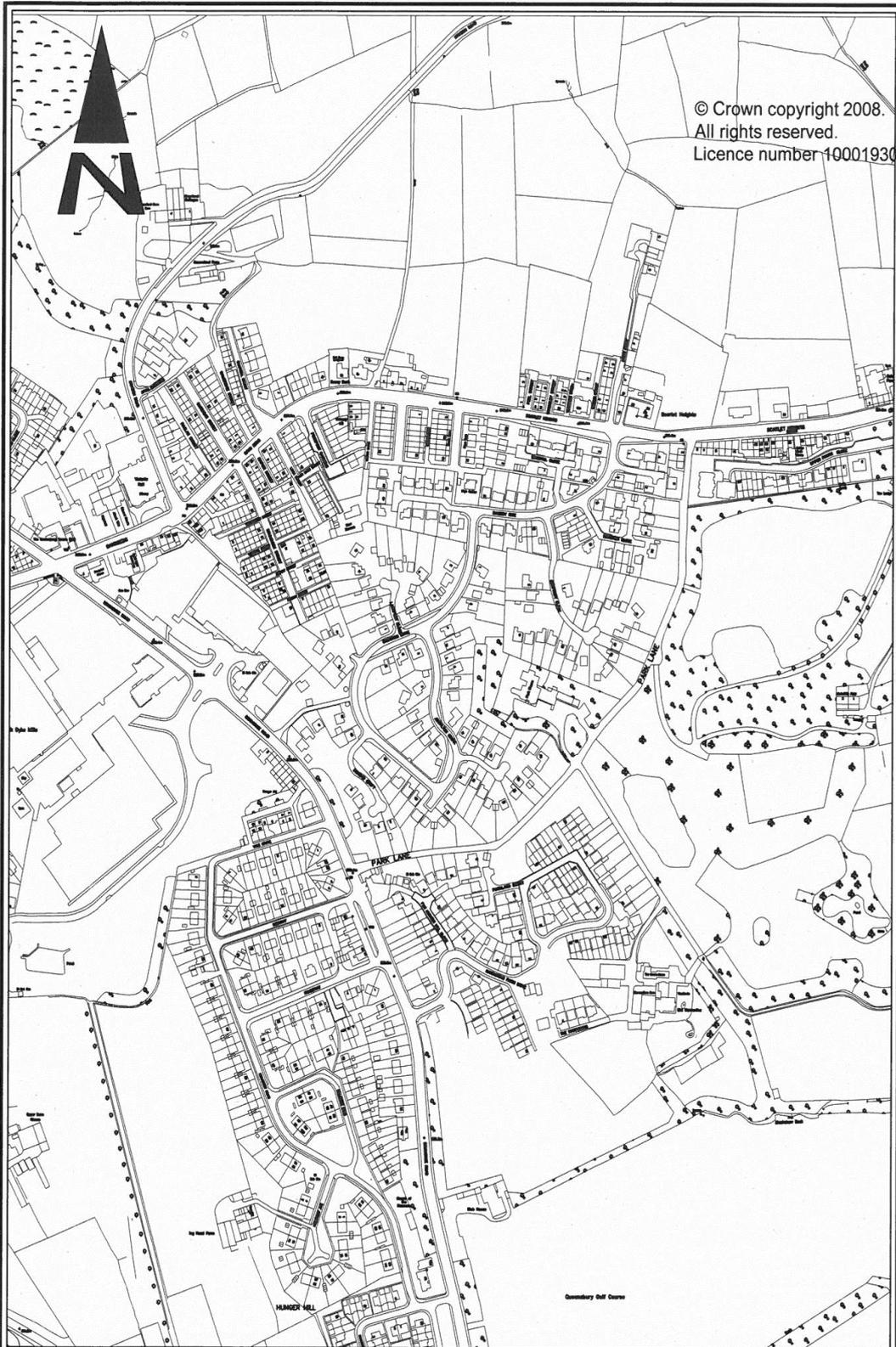
10.5 That the lead petitioner be informed accordingly.

11. APPENDICES

11.1 Appendix 1- Location Plan

12. BACKGROUND DOCUMENTS

12.1 City of Bradford Metropolitan District Council File Ref:
HS/TRSS/BS/48100



 <p>City of BRADFORD METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: Steve Hartley</p> <p><small>Drawn By: Planning, Transportation & Highways Service Traffic & Highways Unit 4th Floor Bilkinson House Hall Ings Bradford BD1 1HX</small></p>				Design	Drawn	Checked	Released	Project
				Scale(s) @ A4	Approved	Date		Queensbury
	A Original			N.T.S.				Drawing Title
	Revision	Ints	Date	Engineer in Charge	Richard Gelder B.Eng(Hons), I.Eng, MICE			Base Location Plan
	Client						Drawing No.	Appendix 3