

Report of the Director of Regeneration and Culture to the meeting of Keighley Area Committee to be held on 28 February 2019

V

Subject:

Objection received to the proposed Traffic Regulation Order (TRO) for Valley Drive, Strathmore Road and Cardan Drive, Ben Rhydding.

Summary statement:

This report considers one objection to the TRO to introduce no waiting at anytime restrictions on sections of Valley Drive, Strathmore Road and Cardan Drive, Ben Rhydding. As part of the scheme half on pavement parking on Valley Drive, Ben Rhydding was also proposed.

It is recommended:

- That the objection to the proposals (as shown in Drawing No. P/HS/THN/104132/0008/CON-1D 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 14 – Ilkley

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(Place)

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Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

- (i) This report considers one objection to the TRO to introduce no waiting at anytime restrictions on sections of Valley Drive, Strathmore Road and Cardan Drive, Ben Rhydding. As part of the scheme half on pavement parking on Valley Drive, Ben Rhydding was also proposed.

2. BACKGROUND

- (i) Requests had been received from local residents to introduce no waiting at anytime restrictions on sections of Valley Drive, Strathmore Road and Cardan Drive, Ben Rhydding.
- (ii) This section of highway outside Emmanjay Court consists of a straight section of Valley Drive with a bus stop on the northern side. Strathmore Road and Cardan Drive are situated on the southern side of Valley Drive. The speed limit here is 30mph. Visibility when exiting the two junctions is good, however if vehicles do park near to the junction the movement can be restricted. If there are cars parked on Valley Drive traffic is forced into the middle of the highway potentially causing conflict.
- (iii) A location plan identifying Valley Drive, Strathmore Road and Cardan Drive, Ben Rhydding and the proposed no waiting at anytime restrictions/half on pavement parking are identified within the plan, attached to this report as Appendix 1.
- (iv) These proposed restrictions are considered necessary to ensure that these junctions are kept clear therefore reducing the risk of collision and by ensuring vehicles are correctly positioned on the highway.
- (v) The proposed TRO was formally advertised on 15th November 2018 for a 3 week period and resulted in the receipt of 1 objection. This objection, along with officer comments, is tabulated in Appendix 2.
- (vi) The original proposal consisted of no waiting at anytime restrictions on the full frontage of Emmanjay Court but after receiving objections/concerns from the residents the proposal was changed to include half on pavement parking. This protected the access to Emmanjay Court whilst minimising the effect of parked vehicles on Valley Drive.
- (vii) The objector, whilst happy with the proposals in principle, requested that a half width bay be constructed in the existing pavement to provide a clearly defined separation for vehicles and pedestrians rather than the parking bay markings. The additional cost of such a scheme would be in the region of £3000, providing no services require diverting. These funds would have to come out of the 2019/20 Safer Roads Devolved Budget.

3. OTHER CONSIDERATIONS

- (i) Ilkley Town Council, the emergency services and WYCA have been consulted on the scheme proposals with no adverse comments having being received.

4. FINANCIAL & RESOURCE APPRAISAL

- (i) Financial

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

No funding was assigned for hard engineering costs and these would need to be funded by the 2019/20 Safer Roads Devolved Budget.

- (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 ASSESMENT

(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. P/HS/THN/104132/0008/CON-1D 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. P/HS/THN/104132/0008/CON-1D 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)

- That the objection to the proposals as formerly advertised (and as shown in Drawing No. P/HS/THN/104132/0008/CON-1D and attached to this report as Appendix 1) be upheld, and the objectors request be implemented at an approximate cost of £3000. This cost will come from the 2019/20 Safer Roads Devolved Budget.

- That the objector be advised accordingly.

10. RECOMMENDATIONS

Option 1

- That the objection to the proposals (as shown in Drawing No. P/HS/THN/104132/0008/CON-1D 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

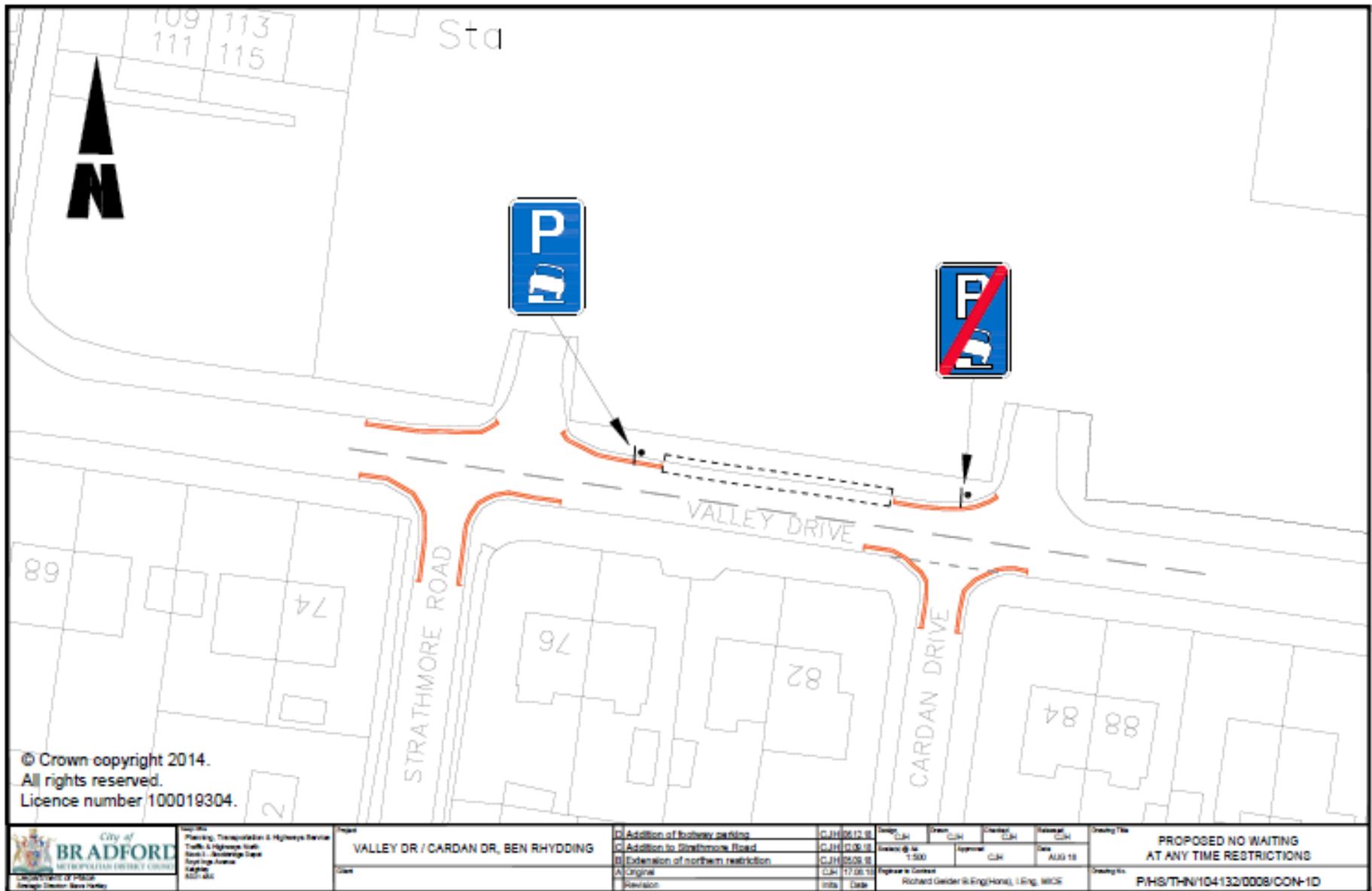
Appendix 1 – Drawing No. P/HS/THN/104132/0008/CON-1D (TRO proposals).

Appendix 2 – objector's comments and officer responses.

12. BACKGROUND DOCUMENTS

Keighley Area Committee report 19 July 2018.

APPENDIX 1



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<p>City of BRADFORD METROPOLITAN DISTRICT COUNCIL</p> <p>Department of PHS Planning, Transport & Highways Service</p>	<p>Project VALLEY DR / CARDAN DR, BEN RHYDDING</p>	<p>D Addition of busbay parking</p>	<p>CJH 06/12/18</p>	<p>Design CJH</p>	<p>Drawn CJH</p>	<p>Checked CJH</p>	<p>Approved CJH</p>	<p>Issue Date AUG 18</p>	<p>PROPOSED NO WAITING AT ANY TIME RESTRICTIONS</p>
		<p>C Addition to Strathmore Road</p>	<p>CJH 03/03/18</p>	<p>Scale @ 1:500</p>	<p>Figure in Green</p>	<p>Author Richard Geider (R.Eng), I.Eng, MICE</p>	<p>Drawn by PHS/THN/104132/0008/CON-1D</p>		
		<p>B Extension of northern restriction</p>	<p>CJH 05/03/18</p>						
		<p>A Original</p>	<p>CJH 17/03/18</p>						
		<p>Revision</p>	<p>Info Date</p>						

APPENDIX 2

Objector's comments	Officer comments
<ul style="list-style-type: none">• While it is good news for me and my neighbours, (and the buses) I can't help feeling sorry for the workers at, and the visitors to Emmanjay Court who will now have been penalised twice by Bradford Council, firstly by Bradford Council Planning Control for not insisting on an adequate number of parking slots for Emmanjay Court before it was built, and now by this latest restriction on parking. I do not have any "magic" answers, but shifting the problem somewhere else does not seem a very fair way of dealing with a problem created entirely by lack of foresight by Bradford Council either.• The visitor parking to Emmanjay is predominantly during working hours although there is occasional evening and overnight parking. (This is not necessarily by Emmanjay visitors; it can also be local residents or rail users as well). Leaving enough space for three cars would seem to be an acceptable solution. It would be much better if you combined this with a half width parking bay as well. The pavement is plenty wide enough and as previously mentioned Valley Drive has been reduced in width at some time in the past. In fact, on this occasion, unlike so many other locations in Ilkley with parking problems, you do have road widening as a viable (but I suspect, not cheap) option. If the reduced restrictions were combined with a parking bay or better still road widening I would certainly withdraw my objection. Otherwise, In the light of the obvious alternative solutions combined with the problem being caused by lack of foresight by Bradford Planning in the first instance I would wish to retain my	<ul style="list-style-type: none">• This comment by the objector to the initial proposals was taken on board and parking was introduced to the scheme, albeit without the half on footpath aspect.• Further feedback from the objector, and after objections were received from residents of Emmanjay Court, the half on footpath parking was introduced to the proposals and the final scheme as shown in Appendix 1 was arrived at. The residents of Emmanjay Court removed their objection to the scheme as a result.

objection. I hope this is helpful to you.

- This seems to be a cheap and somewhat half-hearted solution. Whilst it would at least legalise what is already occurring, a properly constructed half width parking bay would be infinitely better for both motorists and pedestrians. (A half width parking bay will provide a clearly defined separation for vehicles and pedestrians. On kerb parking would not be an acceptable solution because there would be occasions where there is not enough room for pedestrians and push chairs etc.). So I am sorry but I will not withdraw my objection until a proper half width Parking Bay is provided.
- I will not withdraw my objection. The council has the opportunity to do a "Proper Job" in this instance, and at the same time partially relieve a situation created entirely by lack of forethought by the Bradford Met Planning Department.

- The objector refuses to remove their objection unless the half width parking bays are hard engineered. This would provide no benefit other than to define the bays further. The footway at present is 2.5m wide and we can still provide the minimum footway width of 1.5m with the parking bays present. The bays will be clearly defined with a parking bay marking and should vehicles park outside this area and obstruct pedestrians then enforcement can be carried out.
- After explaining the costs, funding issues and reduction in cost benefit that a half width parking bay would raise the objection remains.