

Wards: Queensbury



Report of the Strategic Director Place to the meeting of Bradford South Area Committee to be held on 28th February 2019.

AH

Subject:

**ROPER LANE, CROSS LANE, MOOR CLOSE ROAD AND MOOR CLOSE LANE,
QUEENSBURY
OBJECTIONS TO PROPOSED TRAFFIC MEASURES**

Summary statement:

**This report considers objections received to recently advertised proposals for
Traffic Calming Measures and Traffic Regulation Order on Roper Lane, Cross Lane,
Moor Close Road and Moor Close Lane, Queensbury**

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Strategic Director Place

Portfolio:

Regeneration, Planning and Transport

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Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

1.1 This report considers objections and comments in respect of the recently advertised proposals for amendments to existing traffic calming measures and a Traffic Regulation Order associated with a new housing development between Roper Lane, Cross Lane and Moor Close Lane, Queensbury.

2. BACKGROUND

2.1 Planning permission has been granted for a housing development on land bounded by Roper Lane, Cross Lane and Moor Close Lane, Queensbury. The development is currently being constructed. The permission includes the provision of a Traffic Regulation Order to prevent on-street parking on Moor Close Lane at its junction with Cross Lane and around the Roper Lane/Cross Lane junction, the removal of speed cushions on Roper Lane and provision of speed tables and relocation of speed humps on Cross Lane away from the proposed drives.

2.2 The highways proposals were advertised between 27 September and 18 October 2018. At the same time consultation letters and plans were delivered to residents affected by the proposals. This resulted in 11 responses to the proposals.

2.3 The advertised proposals for traffic measures associated with the development are shown on drawing no. HS/TRSS/103866/CON-1A attached as Appendix 1.

2.4 In response to the objections, the extent of the TRO has been amended and the proposed traffic calming hump outside property no.78 on Moor Close Road has been removed from the proposals. This has resulted in 6 of the objections being withdrawn.

2.3 The amended proposals for traffic measures associated with the development are shown on drawing no. HS/TRSS/103866/CON-1B attached as Appendix 2.

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

Objectors Concerns	Officers Comments
<p><u>Objectors No 1, 2 & 3 (joint objection)</u></p> <p>Traffic calming hump at top of Moor Close Road will cause difficulties in winter months.</p> <p>Proposed measures should not go ahead until all households affected by the proposed traffic calming measures have been included in consultation.</p> <p>.</p>	<p>The proposed road hump has been removed at this location.</p> <p>Proposals were posted in Notices on street along with an advertisement in a local paper, as the statutory requirement. Proposals form part of existing traffic calming so wider consultation not considered necessary.</p>

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<p><u>Objector No 1 – additional objection</u></p> <p>A number of cars in household and whilst we do not block the junction the yellow lines would impact on us as we would have to put our cars outside neighbours further down causing major issues.</p>	<p>Extent of proposed waiting restrictions outside objectors property has been reduced. The restrictions at the junction are necessary to allow a clear view for drivers emerging from, or turning into the junctions.</p>
<p><u>Objector No 2 – additional comment</u></p> <p>Objector has difficulty entering/leaving property due to parked vehicles at present which will be made worse once the new properties are occupied and requests additional waiting restrictions on Moor Close Lane.</p> <p>Vehicles parked overnight/weekend belong to residents/visitors of Moor Close Farm Mews and Moor Close Lane and reduce Moor Close Lane to a single lane. This is likely to increase further once the new properties are occupied. It was noted in the planning application for the new development that the Highways Department were aware there was already an overspill of parked vehicles onto Moor Close Lane outside the new development and they wanted to avoid adding to it.</p>	<p>There are no proposals for additional restrictions on Moor Close Lane. The proposed measures are funded by the developer and the planning agreement is for parking restrictions at the Moor Close Lane/Cross Lane and Roper Lane/Cross Lane junctions.</p>
<p><u>Objector No 4</u></p> <p>Waiting restrictions at junctions should be kept to a minimum to allow parking on west side of Roper Lane.</p> <p>Planning Application for development suggested that the existing speed cushions on Roper Lane would be removed and a speed table provided at the Roper Lane/Cross Lane junction.</p>	<p>The extent of the proposed waiting restrictions has been reduced.</p> <p>A speed table at the junction of Roper Lane and Cross Lane was identified as part of the Planning process. At the detailed design stage of the scheme it became evident that it would not be possible to install this speed table as there is no existing surface water drainage nearby into which the new drainage required for the table could be connected. Road humps are spaced in accordance with national Traffic Calming guidelines to maintain low speeds therefore traffic calming</p>

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<p>In the proposals the speed cushions have been replaced by a speed table at its present location. Cushions/speed table outside property will increase traffic noise and pollution and make parking outside property less practical.</p>	<p>features are required in this vicinity</p> <p>Vehicles parking along the frontages of the new properties would prevent larger vehicles straddling the existing speed cushions which would result in increased noise and vibration. Removing the build-out and replacing the cushions with a speed table will enable this on-street parking to take place and allow drivers to maintain a reduced speed rather than breaking to drive over the middle of a cushion.</p>
<p><u>Comment No 1</u></p> <p>Consider replacing the three speed humps with a mini island at the junction of Cross Lane and Roper Lane. It would slow down the traffic on Roper Lane more effectively and help to prevent some of the regular minor accidents that occur at this junction. It may also be more economical than three plateaus.</p> <p>It would help road safety if the parking restrictions were taken the full length on the north side of Cross Lane, this being used by large agricultural equipment and the councils gritters.</p>	<p>The proposed measures are funded by the developer and the planning agreement is for amendments to the existing traffic calming measures.</p> <p>There are no proposals for additional restrictions Cross Lane. The proposed measures are funded by the developer and the planning agreement is for parking restrictions at the Moor Close Lane/Cross Lane and Roper Lane/Cross Lane junctions. contravention of the agreement.</p>

3. OTHER CONSIDERATIONS

- 3.1 Local ward members and the emergency services have been consulted on the proposals. No adverse comments have been received.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 Funding has been provided for processing the TRO and amendments to existing traffic calming measures from the Section 106 monies allocated as part of the planning approval. The estimated cost of the proposed traffic measures is £27,000.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 A failure to implement appropriate parking restrictions around this new development site would lead to safety concerns at the junctions. Existing traffic calming conflicts with access to the new properties.

6. LEGAL APPRAISAL

- 6.1 There are no specific issues arising from this report. The course of action proposed is in general accordance with the Council's powers as Highway Authority and Traffic Regulation Authority.

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

There are no 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 this Traffic Regulation Order and alterations to traffic calming measures would be beneficial in terms of road safety.

7.5 HUMAN RIGHTS ACT

There are no Human Rights implications associated with these recommendations.

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

Ward members have been consulted on the proposals.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

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 That the objections be overruled and the proposals be implemented as advertised.

9.2 That the objections be upheld and the proposal be abandoned.

9.3 Councillors may propose an alternative course of action from that recommended on which they will receive appropriate officer advice.

10. RECOMMENDATIONS

10.1 That the objections be overruled and the proposed modified TRO and traffic calming measures as shown on Plan no.HS/TRSS/103866/CON-1B – attached as Appendix 1 to this report, be implemented.

10.2 That the objectors be informed accordingly.

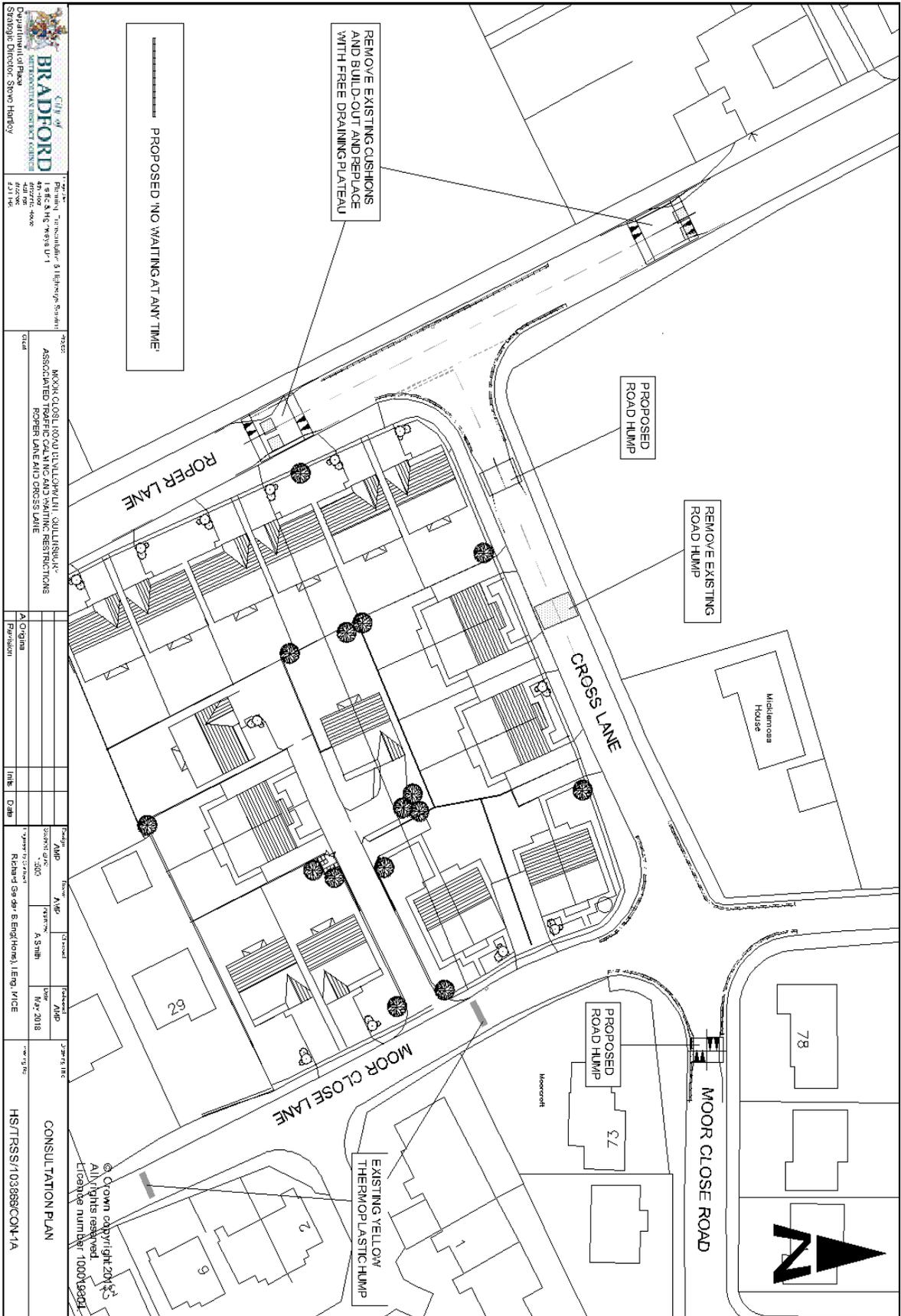
11. APPENDICES

Appendix 1 Drawing HS/TRSS/103866/CON-1A

Appendix 2 Drawing HS/TRSS/103866/CON-1B

12. BACKGROUND DOCUMENTS

12.1 City of Bradford Metropolitan District Council File Ref: HS/TRSS/103866



BRADFORD
 City of
 Infrastructure Department

Strategic Director Steve Harper

Project: MOOR CLOSE ROAD DIVISION LANE SOLUTIONS - ASSOCIATED ROVER LANE AND CROSS LANE

Client: []

Origin: []

Link: []

Design: []

Author: []

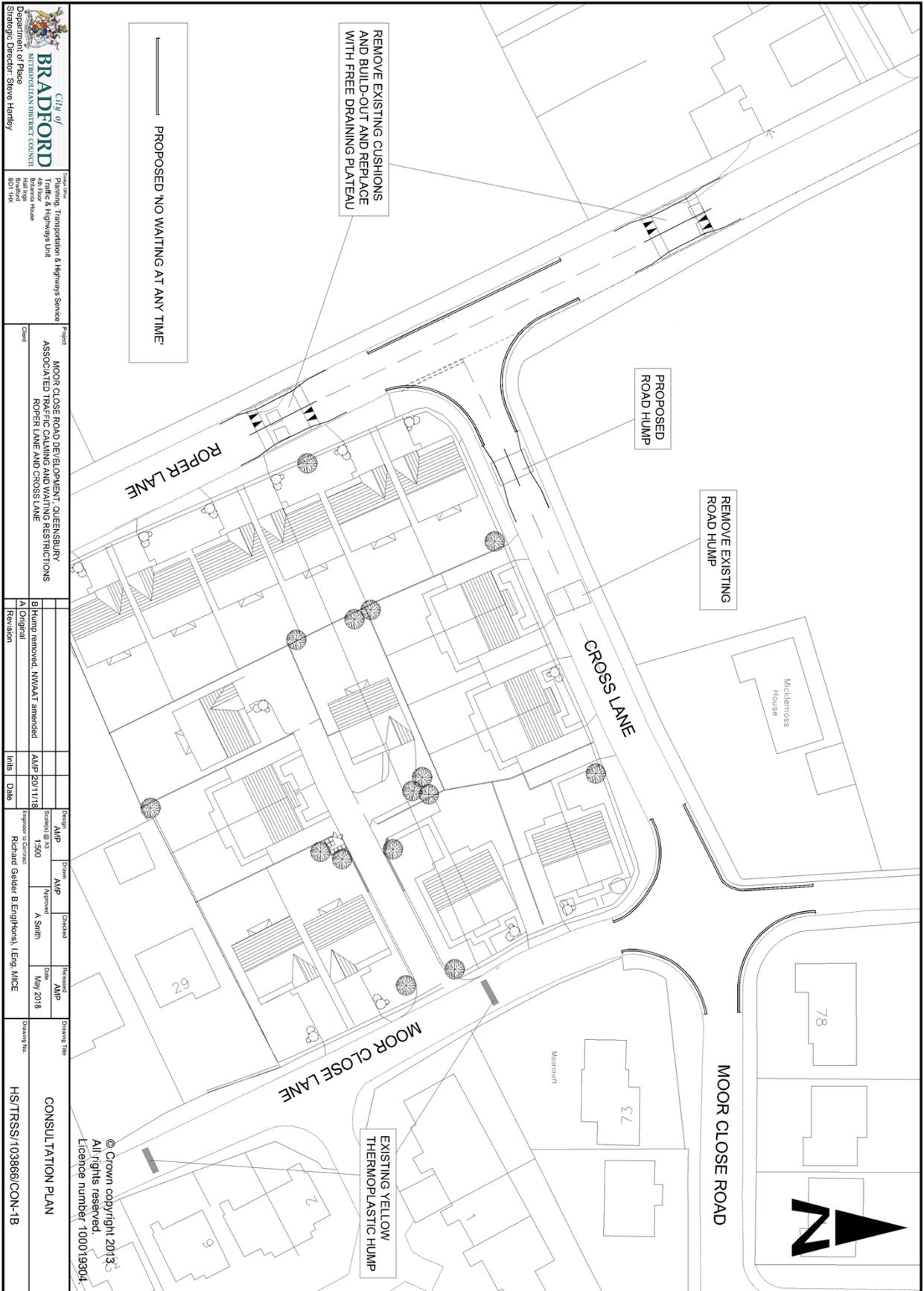
Checked: []

Approved: []

HS/TRSS/103886CON-1A

CONSULTATION PLAN

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<p>City of BRADFORD METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: Steve Hartley</p>		<p>Planning, Transportation & Highways Service 4th Floor Balcony House 850 11th</p>	
<p>Project MOOR CLOSE ROAD DEVELOPMENT - QUEENSBURY ASSOCIATED TRAFFIC CALMING AND WAITING RESTRICTIONS ROPER LANE AND CROSS LANE</p>		<p>Client A Original Revision</p>	
<p>Design AHP 1500 Richard Gilder (B Eng)(Hons), Legg MICE</p>		<p>Checked AHP A Smith</p>	
<p>Approved AHP May 2018</p>		<p>Revision A Original Date</p>	
<p>Drawn by CONSULTATION PLAN</p>		<p>HS/TRRS/1038866/CON-1B</p>	

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