

# Report of the Strategic Director, Place, to the meeting of Bradford West Area Committee to be held on 27 March 2019

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## Subject:

**MIDLAND ROAD AREA, MANNINGHAM – TRO OBJECTIONS**

## Summary statement:

This report considers objections to a proposed Traffic Regulation Order for match-day waiting on various roads in the Midland Road area, in the vicinity of Bradford City football stadium.

Ward 19 Manningham

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## Portfolio:

**Regeneration, Planning and Transport**

## Overview & Scrutiny Area:

**Environment and Regeneration**

**1.0 SUMMARY**

1.1. This report considers objections to a proposed Traffic Regulation Order for match-day waiting on various roads in the Midland Road area, in the vicinity of Bradford City football stadium.

**2.0 BACKGROUND**

2.1. At its meeting on the 5 July 2017 this committee approved as part of its Safer Roads Programme a scheme to prepare a Traffic Regulation Order to manage parking on various roads around Bradford City Football Ground. The Order would introduce waiting restrictions when there are matches on at the Stadium.

2.2. The Order would also introduce additional permit parking and limited waiting areas on Nesfield Street and no objections to these proposals have been received.

2.3. At present supporters’ park indiscriminately around the stadium making it difficult for businesses to operate, and obstruct pedestrians and other road users. In 2017 a Traffic Regulation Order to help resolve the parking and access issues was prepared and advertised. A number of objections were received to these proposals which led to further discussions and consultations with Bradford City FC, the emergency services, local businesses and residents which have helped to develop the advertised scheme.

2.4. The advertised proposals would improve access to local businesses, businesses associated with Bradford City FC Ltd as well as managing the parking close to the football ground, thereby improving emergency access, pedestrian safety and movements around the perimeter of the stadium. The scheme also makes provision for additional parking for residents and supporters with disabilities and formalised parking for emergency services and team / supporters buses. A drawing showing details of the scheme is attached as Appendix 1.

2.5. The Traffic Regulation Order was formally advertised between the 1 February and 22 February 2019. At the same time consultation letters and plans were posted to residents and business affected by the proposals. This resulted in 2 objections to the Order. One of the objections is a petition (45 signatures) that was received after the closing date of the advertising period and does not give valid grounds for objection. Despite this the petition is considered as part of this report for completeness.

2.6. A summary of the points of objection and corresponding officer comments is tabulated below: -

| Objectors concerns  | Officer comments   |
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| <p>First Objector<br/>Petition (45 signatures)</p> <p>The petitioners object to the proposals but have not stated the grounds on which their objection is made. (There is also no identifiable lead petitioner who can be</p> | <p>In accordance with The Local Authorities’ Traffic Orders (Procedure) (England) Regulations 2012 any person may make an objection to the making of an order or other</p> |

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| <p>contacted to discuss this matter).</p>  | <p>representations regarding it but they must state the grounds on which they are made.</p>   |
| <p>Second Objector</p> <p>The drawing 1D emailed to the objector on 4th July, 2018 showed an area of limited waiting at the junction of Thorncliffe Road and Manningham Lane, on the North side of Thorncliffe Road. On latest Drawing this has now been removed. As this area was proposed to be one hour waiting for the benefit of local shops, it is now, as drawn, unlimited parking and if allowed will be used on match days to the detriment of the local businesses.</p> <p>We were delighted with your proposal to extend on street parking on the East side of Midland Road from the junction (almost) of Holywell Ash Lane to the junction with Cornwall Road and Drawing 1D annotated the existing yellow lines would be removed. The latest version of Drawing 1D now shows the yellow lines retained and this has been done with no discussion or agreement with the Club. Again, for now, I have assumed this is a drafting error given the proposal to remove the yellow lines has been on every drawing since March, 2018.</p> | <p>The businesses on Manningham Lane have been consulted on the original proposals and have also been included in the formal consultation with the parking bay removed. The businesses have not objected to the exclusion of the bay.</p> <p>a) Between Hollywell Ash Lane, Cornwall Road and Nesfield Street The existing no waiting at any time restriction on the eastern side of Midland Road will be removed in accordance with the original discussions with the objector. This will provide some much needed additional on-street parking.</p> <p>It is however proposed that:-</p> <p>b) Between Thorncliffe Road and Hollywell Ash Lane on both sides of Midland Road the existing no waiting at any time restriction will remain. The proposal is to add on match days only no loading Saturday and Sunday from 1pm to 5pm and Monday to Friday from 7pm to 9pm. This will help to keep the road adjacent to the stadium clear of parked vehicles as this location is very busy with pedestrians before and after a game.</p> <p>c) Between Hollywell Ash Lane and Cornwall Road on the east side of Midland Road, it is proposed to introduce no waiting and no loading on match days only Saturday and Sunday from 1pm to 5pm and Monday to Friday from 7pm to 9pm.</p> |

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| <p>I am bound to say that given the very long passage of time which it has taken to get to this point the Club cannot be anything other than surprised by the changes which have been made with no consultation or comment from the Council and in disregard of the several meetings and agreements previously reached between us.</p> | <p>Currently there is a road closure on Midland Road and this is put in place on most match days. When the closure is in place the traffic management is self-enforcing by the very nature of the physical closure and the presence of stewards. However sometimes when vehicles are parked in this area before the road closure has been set up they become trapped and are unable to leave until the closure has been lifted. The proposed restrictions in item b) &amp; c) should stop this happening in the future.</p> <p>Items b) and c) will also help to manage traffic when the road closure is not in place, which is reported to happen at some FA cup &amp; Checktrade games and pre-season friendlies. Midland Road is very busy with pedestrians before and after a game therefore all vehicles should be prevented from parking near the stadium. This will help supporters to leave the ground safely and also stop vehicles parking near the away supporters' coaches.</p> <p>The objector has been consulted on these proposals as part of the consultation process that has taken place when the Traffic Regulation Order was formally advertised.</p> <p>It is acknowledged there have been a number of meetings and informal consultations however the outcomes of these have not been disregarded. The meetings and consultations with Bradford City, the emergency services, businesses and residents have helped to design a scheme that will assist local businesses, businesses associated with Bradford City FC Ltd, manage parking in close proximity to the ground thereby improving emergency access, pedestrian safety and movements around the perimeter of the stadium. The scheme has also made provision for</p> |
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|  | additional parking on Midland Road for residents and supporters, in particular those with disabilities. It will also formalise parking for emergency services and team / supporters buses. Details of the proposed match day restrictions on Midland Road are shown on drawing HS/TRSS/103794/CON-3A attached as Appendix 2. |
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### **3.0 OTHER CONSIDERATIONS**

- 3.1. Local ward members have been sent a copy of the petition and any comments received will be reported verbally to this meeting.

### **4.0 FINANCIAL & RESOURCE APPRAISAL**

- 4.1. The cost of the proposals will be met from the Safer Roads Budget.(£8000 has been allocated to this project).

### **5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES**

- 5.1. A failure to implement the proposed parking restrictions will result in ongoing safety and access issues in the vicinity of the stadium during football matches or other significant events.

### **6.0 LEGAL APPRAISAL**

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

### **7.0 OTHER IMPLICATIONS**

#### **7.1. EQUALITY & DIVERSITY**

The proposals seek to increase formal disabled persons parking provision in the vicinity of the stadium.

#### **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 the scheme will 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 advertised Traffic Regulation Order and have been sent a copy of the petition.

**7.8. AREA COMMITTEE ACTION PLAN IMPLICATIONS**

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 proposed match day waiting and loading restrictions be removed from Midland Road, between Thorncliffe Road and Cornwall Road and the Traffic Regulation Order be sealed and implemented.

9.3. Councillors may propose an alternative course of action.

**10.0 RECOMMENDATIONS**

10.1. That the objections be overruled and the Traffic Regulation Order be sealed and implemented as advertised.

10.2. That the objectors be informed accordingly.

**11.0 APPENDICES**

11.1. Appendix 1 – drawing TDG/THCW/103794/CON-1D.

11.2. Appendix 2 – drawing TDG/THCW/103794/CON-3A.

**12.0 BACKGROUND DOCUMENTS**

12.1. The Local Authorities' Traffic Orders (Procedure) (England) Regulations 2012

# APPENDIX 1

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