

Report of the Strategic Director, Place, to the meeting of Bradford West Area Committee to be held on 19 June 2019.

A

Subject:

OBJECTIONS RECEIVED TO THE TRAFFIC REGULATION ORDER FOR WAITING RESTRICTIONS ON VARIOUS ROADS IN THE BRADFORD WEST CONSTITUENCY

Summary statement:

This report considers objections to the proposed Traffic Regulation Order on various roads in the Bradford West Constituency.

Ward All Wards

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Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

Regeneration & Environment

1.0 SUMMARY

1.1. This report considers objections to the proposed Traffic Regulation Order on various roads in the Bradford West Constituency.

2.0 BACKGROUND

2.1. At its meeting on the 25 July 2018 this committee approved as part of its Safer Roads Programme, a scheme to introduce a Traffic Regulation Order on various roads throughout the Bradford West Constituency.

2.2. The Order has been promoted to resolve a number of requests for small areas of existing waiting restrictions to be amended or new restrictions to be introduced. The requests have been raised by ward members or local residents and businesses that have problems with on street parking, gaining access to premises or parking for customers.

2.3. The Traffic Regulation Order was formally advertised between the 22 March 2019 and 12 April 2019. At the same time consultation letters and plans were posted to residents and business affected by the proposals. This resulted in five objections to the proposals on Leventhorpe Lane, one objection from five businesses to Summerville Road, one objection to Grantham Terrace, two objections, of which one was signed by fourteen residents, to Clifton Street five objections to Durham Terrace, one objection to Thorn Street, one objection to Grantham Place and one objection to Hilton Grove. Plans showing the proposals that have received objections are attached as Appendix 1.

2.4. Requests to amend the proposals on Farnham Road and Neal Street have also been received.

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

Objectors concerns	Officer comments
<p><u>Leventhorpe Lane (Drawing No. HS/TRSS/104121/CON-30A)</u> <u>First objector</u> Parking problem are caused by school staff and pupils on week days. At weekends there are also problems with players and spectators using the sports facilities. The proposals will not allow the residents or their visitors to park outside their houses. This will significantly affect a resident who has a nurse visit 4 times a day. The proposals also do not tackle the problems that occur in the evening and at weekends. Visitors won't be able to park – neighbour has a nurse visit 4 time/day. The objector is requesting permit parking</p>	<p>It is noted that more consultation with residents of Leventhorpe Lane is required before a scheme can be progressed. To prevent any further delay to this Traffic Regulation Order it is recommended that Leventhorpe Lane is abandoned and new proposals progressed in a future area wide Traffic Regulation Order.</p>

on all days 8am-8pm including Southlands Avenue.

Second objector

Residents won't be able to park outside houses.

Parents ignore the current restriction at the junction with Thornton Road and the SKC markings therefore without constant enforcement the proposals will also be ignored.

Family members will not be able to visit during the week and this will be a problem for the objector whose grandchildren are dropped off at 8.30am.

The objector is also concerned that the residents in the cottages will have nowhere to park.

The objector has requested permit parking as an alternative proposal.

Third objector

The objector already is unable to park outside his property because of parked cars from the school and the proposals will not improve the situation for him.

The waiting restrictions won't stop parents parking at drop off and pick up times.

The objector has requested permit parking as an alternative proposal.

Fourth objector

The objector feels that day time restrictions will not work. When school staff leave the sports centre users, booking all weather pitches, park up to 10pm. This mainly effects the houses nearest the pitches.

The objector has requested permit parking as an alternative proposal.

Fifth objector

The objector has no off street parking and the proposed waiting restrictions will prohibit him from parking outside his property

The objector has suggested permit parking as an alternative proposal.

<p><u>Summerville Road (Drawing No. HS/TRSS/104121/CON-8A)</u> <u>Objector (from 5 businesses)</u> The objectors do not want the existing waiting restrictions removing. They have stated that they need a loading bay at all times for loading and unloading stock. They have also requested a permit scheme so that their directors have a convenient place to park and require 20 permits per company. They have requested that the proposed limited waiting bay is relocated to the opposite side of Summerville Road. This would be better for their customers.</p>	<p>The proposals will not remove the existing double yellow lines. As in most cases loading bays are left empty for the majority of the day leaving much needed parking spaces vacant. Loading and unloading can be carried out on the double yellow lines and will not compromise road safety. The Council does not provide permit parking for businesses as nearly all of them could claim that they need convenient parking for the directors and staff. This would result in permit holders occupying spaces that could be used by their customers. It is considered that customers would want to park as close to the businesses as possible. Locating the bay to the opposite side of Summerville Road would therefore not benefit customers.</p>
<p><u>Grantham Terrace (Drawing No. HS/TRSS/104121/CON-12A)</u> <u>Objector</u> The objector is dependent on on-street parking but at times there are still not enough spaces and he has to park further away from his home. Students will park during lectures which last between 1 to 2 hours therefore the area will become fully parked up making it impossible for residents to park close to their homes. Many of the properties are rented to tenants who speak very little English and are unlikely to respond.</p>	<p>Grantham Terrace is a cul-de-sac with permit parking for residents from Monday to Friday between 9am and 5pm. The introduction of limited waiting will provide parking for non-permit holders for a short period. The objector has reported that there are not enough parking spaces for all the residents to park on Grantham Terrace and the addition of limited waiting will make it more difficult. There is existing limited waiting on Grantham Road that can be used by visitors therefore it is recommended that the proposal to introduce limited waiting parking Monday to Friday 9am-5pm 2 hours no return within 2 hours except permit holders be abandoned.</p>
<p><u>Clifton Street (Drawing No. HS/TRSS/104121/CON-26A)</u> <u>First Objector (signed by 14 residents)</u> The allocation of 2 permits per business will adversely affect the residents to be</p>	<p>Site visits have shown that the south side of Clifton Street is mostly parked up for the</p>

able to park near their homes during business hours and into the evenings. The snooker club operates until late at night and there are evening classes events on a regular basis at the school.
The current permit bay should remain for residents only and parking for businesses and limited waiting be provided on the opposite side of the street. Some of the yellow lines at the bottom of the road could be replaced for permit parking for the school.

Second objector

The objector feels that issuing permits to the businesses will not allow residents to come and go about their own business and be guaranteed a convenient parking place near their homes on their return.
Al Mu'min is not a school that operates during school hours on weekdays. It is a madrassa providing religious education for both children and adults. Because of this cars are going up and down Clifton Street in the after-school hours as parents drop off children to religious classes. In addition adults have classes and meetings that last until late into the evening with the ensuing traffic. Sometimes there are large gatherings when a well-known Imam or other religious speaker is giving lessons and this has necessitated the school designating some of the young men as traffic monitors. These classes and gatherings are not limited to weekdays but are often held on Saturdays and Sundays. Unlike other residential streets we have school traffic during the day from 8 am until 3 pm followed by evening madrassa classes from 5 pm until 10 pm, Monday to Friday. In addition classes and meetings are often held at weekends.
The yellow lines at the bottom of Clifton Street should be reduced in length and designate 2 permit spaces for teachers.

majority of the working day. The permit bay has been observed to have many free spaces. Parking on Clifton Street is at a premium and employees of businesses on Clifton Street are having to park on other roads in the area. It is therefore considered that issuing a maximum of 2 permits per business will help utilise the free spaces.
Introducing business permit parking and limited waiting on the south side of Clifton Street would also migrate parking to other residential streets in the area and would not utilise the available spaces that could be used.

Permit parking schemes are introduced to assist permits holders in finding an on-street parking space but they do not guarantee a space outside their property. The working hours of the school bears no significance on how many permits they will be issued. It is proposed that the maximum number of business permits will be 2 and it will be up to the school who they allocate them to.

Durham Terrace (Drawing No. HS/TRSS/104121/CON-38A)

First Objector

Many residents struggle for parking on Durham Terrace and putting a loading bay will cause more grievance for local residents.

The store is small and the bay will take up 2 to 3 parking spaces. The store does not have any deliveries except a milk delivery once a week which does not justify a loading bay. Many local residents are elderly and struggle with parking and many have health visitors attending. The loading bay will cause a huge deal of inconvenience for them.

Second objector

There is a big issue with parking on Durham Terrace and the loading bay will be a big inconvenience for all residents. The shop is only a small business and they do not get many deliveries (maybe 1 a week).

Third objector

The objector is a resident and has spoken to many other residents who reject the proposal to introduce a loading bay. There is a big issue with parking on Durham Terrace and the loading bay will be a big inconvenience for all residents. The shop is only a small business and they do not get many deliveries (maybe 1 a week).

Fourth objector

The objector is a resident and has spoken to many other residents who reject the proposal to introduce a loading bay. There is a big issue with parking on Durham Terrace and the loading bay will be a big inconvenience for all residents. The shop is only a small business and they do not get many deliveries (maybe 1 a week).

Fifth objector

The on-street parking on Durham Terrace is mostly fully occupied throughout the day. The loading bay is being promoted following a request made because of the difficulties the shop owner is experiencing finding a place to load and unload goods close to his shop. The bay will occupy 2 parking spaces and will be in force Monday to Saturday 8am to 6pm with loading limited to 30 minute. It is however appreciated that the bay will be left empty for most of the time the Order will be inforce.

<p>the families of elderly residents already struggle to find a parking space when they visit. A lot of residents are ill and have care workers visiting twice a day and they also struggle for parking.</p>	
<p><u>Neal Street (Drawing No. HS/TRSS/104121/CON-7A)</u> <u>Objection</u> The objector supports the proposed changes but would like the limited waiting bays changing to permit only bays and the time of the restrictions extended passed 6pm. Neal Street is busy in the evening and weekends with visitors to local restaurants and the objector on many occasions has to park away from his property.</p>	<p>The proposal is to reduce the limited waiting parking from 2 hours to 1 hour except permit holders. This will result in a more frequent turnaround of parking spaces therefore giving permit holders more opportunity to find a space. Changing the bays to permit holders only or extending the restriction passed 6pm will have a detrimental effect on the local businesses who also rely on convenient on-street parking for their clients.</p>
<p><u>St Leonards Road / Thorn Street (Drawing No. HS/TRSS/104121/CON-35A)</u> <u>Objection</u> There is insufficient on street parking on Thorn Street and the introduction of the yellow lines will further reduce the already limited parking space.</p>	<p>Waiting restrictions at the junction of Thorn Street and St Leonards Road have been promoted following complaints of parked vehicles obstructing traffic movements and sight lines at the junction and the potential for collisions to occur.</p>
<p><u>Grantham Place (Drawing No. HS/TRSS/104121/CON-12A)</u> <u>Objection</u> Presently sometimes there is no parking for the objector and his neighbours, they have to park on Grantham Road. The proposed change to included limited waiting will only make things worse. There are many children who live on Grantham Place and allowing non-residents to park will be dangerous for these children. The objector is happy with the current situation.</p>	<p>Grantham Place is a cul-de-sac with permit parking for residents from Monday to Friday between 9am and 5pm. The introduction of limited waiting will provide parking for non-permit holders for a short period. The objector has reported that there are not enough parking spaces for all the residents to park on Grantham Place and the addition of limited waiting will make it more difficult. There is existing limited waiting on Grantham Road that can be used by visitors therefore it is</p>

	recommended that the proposal to introduce limited waiting parking Monday to Friday 9am-5pm 2 hours no return within 2 hours except permit holders be abandoned.
<u>Hilton Grove (Drawing No. HS/TRSS/104121/CON-19A)</u> <u>Objection</u> The yellow lines will remove on-street parking for the residents. Not every house has adequate parking spaces for the number of vehicles at the residence so many use Hilton Road to park. This causes the objector and other houses opposite and adjacent little but not major inconvenience.	The waiting restrictions have been promoted following a report that refuse vehicles have difficulty gaining access to Hilton Avenue and Hilton Grove.

3.0 OTHER CONSIDERATIONS

- 3.1. A business on Farnham Road has requested that the proposed double yellow lines are made longer. When commercial vehicles are parked near the entrance to Grange Industrial Park they obstruct sightlines and it becomes difficult to turn out. As this is a minor modification to the draft Order the process will only require a consultation to be carried out with the businesses in Grange Industrial Park. Any valid objections would be reported to this committee in due course. Details of the modification are shown on the attached drawing No HS/TRSS/104121/CON-3B.
- 3.2. It is proposed to amend the disabled parking place on St Margaret's Terrace outside St Columbas Church. However, it is reported that the church has closed therefore it is suggested that a disabled parking bay is no longer required. In view of this it is proposed that local ward members and the church are consulted and if it is resolved that the disabled parking place is no longer required it should be revoked.

4.0 FINANCIAL & RESOURCE APPRAISAL

- 4.1. A budget of £16,000 has been allocated from the Safer Roads Budget. The project can be delivered within budget.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1. There are no significant risks arising from this report.

6.0 LEGAL APPRAISAL

- 6.1. 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.

7.0 OTHER IMPLICATIONS

7.1. EQUALITY & DIVERSITY

There are no issues arising from the Council's Equality & Diversity Strategy.

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 some of the waiting restrictions in the Order will be beneficial in terms of road safety.

7.5. HUMAN RIGHTS ACT

There are no implications arising from this report.

7.6. TRADE UNION

None

7.7. WARD IMPLICATIONS

Ward members have been consulted on the advertised Traffic Regulation Order.

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 Traffic Regulation Order be modified to extend the proposed no waiting at any time restriction on Farnham Road and applicable businesses be consulted and any relevant objections be reported to this committee. If no objections are received the amended proposals be sealed and implemented.
- 9.3. That the objections to the proposed Limited waiting parking Mon-Fri 9am-5pm 2 Hours No Return Within 2 Hours Except Permit Holders on Grantham Terrace and Grantham Place be upheld.
- 9.4. That the proposed no waiting Monday to Friday 7.30am - 5pm 1 September to 31 July on Leaventhorpe Lane is abandoned and new proposals progressed in a future area wide Traffic Regulation Order.
- 9.5. That the objections to the proposed loading bay on Durham Terrace be upheld.
- 9.6. That the time of the proposed loading bay on Durham Terrace be restricted to be operational only in the morning and further consultation be carried out with local ward members, business and objectors.
- 9.7. That local ward members and St Columbus Church be consulted on the need for a disabled persons parking place on St Margaret's Terrace and if it is found to no longer be required the parking place be revoked
- 9.8. Councillors may propose an alternative course of action.

10.0 RECOMMENDATIONS

- 10.1. That the Traffic Regulation Order be modified to extend the proposed no waiting at any time restriction on Farnham Road and applicable businesses be consulted and any relevant objections be reported to this committee. If no objections are received the amended proposals be sealed and implemented.
- 10.2. That the objections to the proposed Limited waiting parking Mon-Fri 9am-5pm 2 Hours No Return Within 2 Hours Except Permit Holders on Grantham Terrace and Grantham Place be upheld.
- 10.3. That the proposed no waiting Monday to Friday 7.30am - 5pm 1 September to 31 July on Leaventhorpe Lane is abandoned and new proposals progressed in a future area wide Traffic Regulation Order.
- 10.4. That local ward members and St Columbus Church be consulted on the need for a disabled persons parking place on St Margaret's Terrace and if it is found to no longer be required the parking place be revoked.
- 10.5. That the objections to the proposed loading bay on Durham Terrace be upheld.
- 10.6. That the remaining objections be overruled and the modified Traffic Regulation Order be sealed and implemented as otherwise advertised.
- 10.7. That the objectors be informed accordingly.

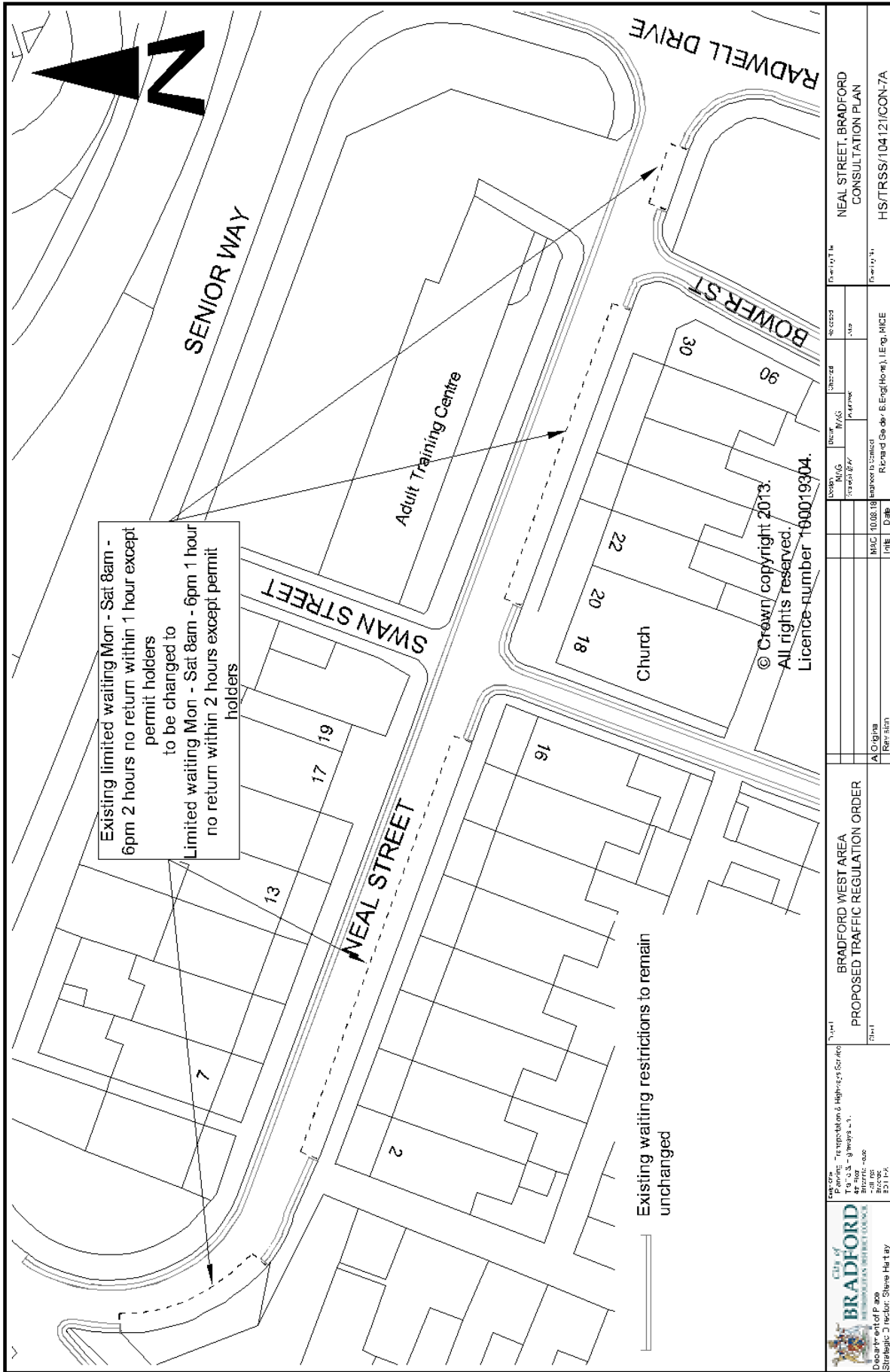
11.0 APPENDICES

Appendix 1 - drawings showing the proposals that have received objections.

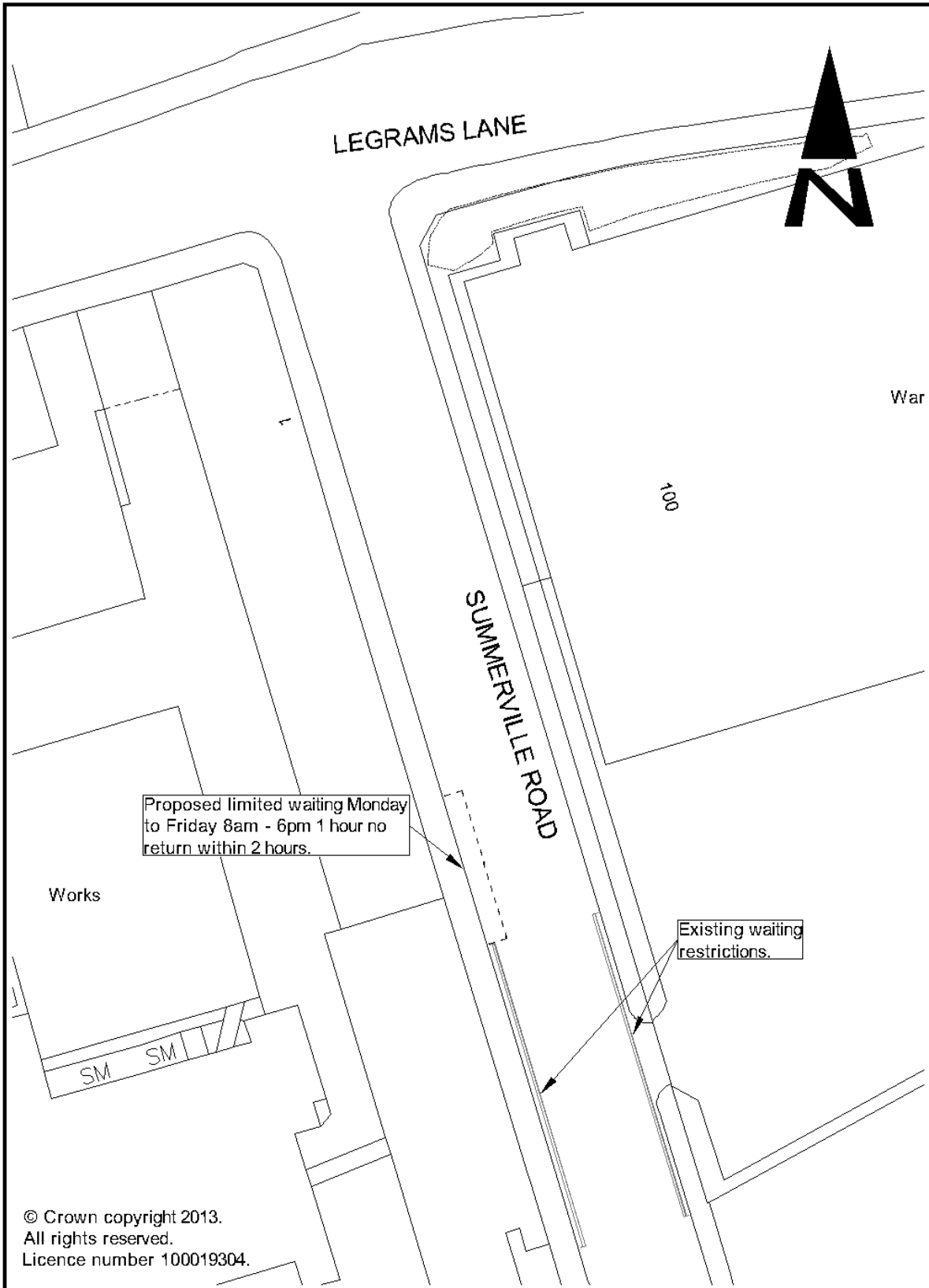
Appendix 2 – drawing No. HS/TRSS/104121/CON-3B

12.0 BACKGROUND DOCUMENTS


12.1. none



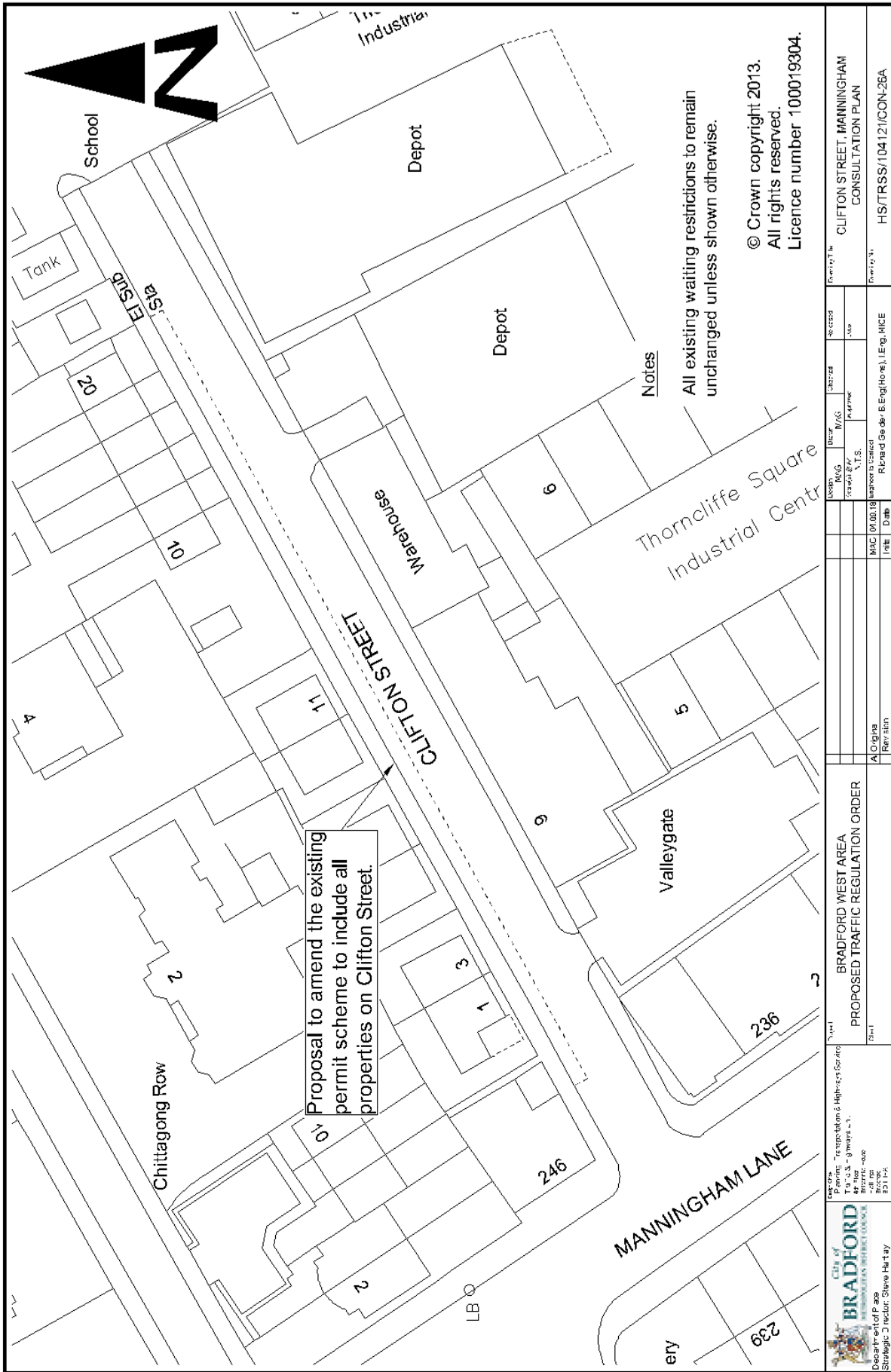
<p>City of Bradford Department of Planning Strategic Director: Steve Hartay</p>	<p>Planning, Transportation & Highways Services T: 01454 309000 M: 01454 309000 F: 01454 309000</p>	<p>Bradford West Area PROPOSED TRAFFIC REGULATION ORDER</p>	<p>Project Name Project No</p>	<p>Project Title NEAL STREET, BRADFORD CONSULTATION PLAN</p>
	<p>Author: [Name] Date: [Date]</p>	<p>Version: [Number] Date: [Date]</p>	<p>Project Manager Richard Goble, B.Eng (Hons), J.Eng, HICE</p>	<p>Project No HS/TRSS/10412/CON/7A</p>



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 <p>City of BRADFORD METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Pace Strategic Director: Steve Hartley</p> <p>2025716 Planning, Transportation & Highways Services 10110 & Highways Unit 42-43 Borough Road Bradford BD1 1JQ 0113 231 100 0113 231 100</p>				Design EAG	Drawn WAG	Checked	Approved	Project BRADFORD WEST AREA PROPOSED TRAFFIC REGULATION ORDER
				Scale: (A1) 1:500	Author		Date	Project Title SUMMERVILLE ROAD, BRADFORD CONSULTATION PLAN
	Author A Origin	WAG	10.28.15	Project Manager Richard Sedger B.Eng(Hons), I.Eng, NICE				
Revision	Title	Date						
Client								





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Notes

All existing waiting restrictions to remain unchanged unless shown otherwise.

<p>City of Bradford METROPOLITAN DISTRICT COUNCIL Department of Planning Strategic Director: Steve Hartley</p>		<p>Planning, Transportation & Highways Services T: 01274 203000 F: 01274 203000 E: planning@bradford.gov.uk Website: www.bradford.gov.uk</p>		<p>Project: BRADFORD WEST AREA PROPOSED TRAFFIC REGULATION ORDER</p>		<p>Drawn by: [Blank] Checked by: [Blank] Date: [Blank]</p>		<p>Scale: 1:1000 Date: [Blank]</p>		<p>Project No: [Blank] Drawing No: [Blank]</p>	
<p>Author: [Blank] Date: [Blank]</p>		<p>Project Manager: [Blank] Date: [Blank]</p>		<p>Project Engineer: [Blank] Date: [Blank]</p>		<p>Project Surveyor: [Blank] Date: [Blank]</p>		<p>Project Checker: [Blank] Date: [Blank]</p>		<p>Project Approver: [Blank] Date: [Blank]</p>	
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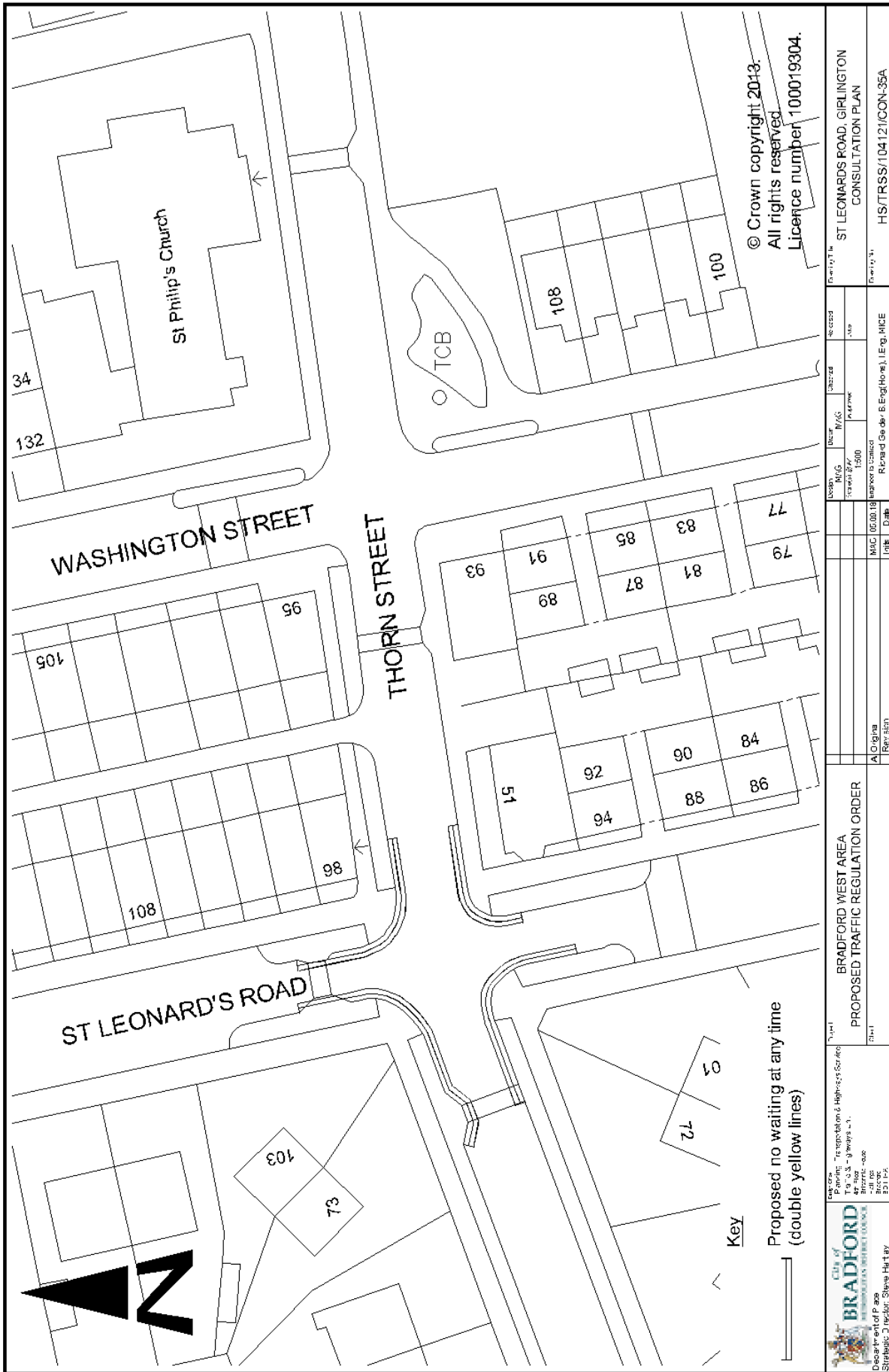


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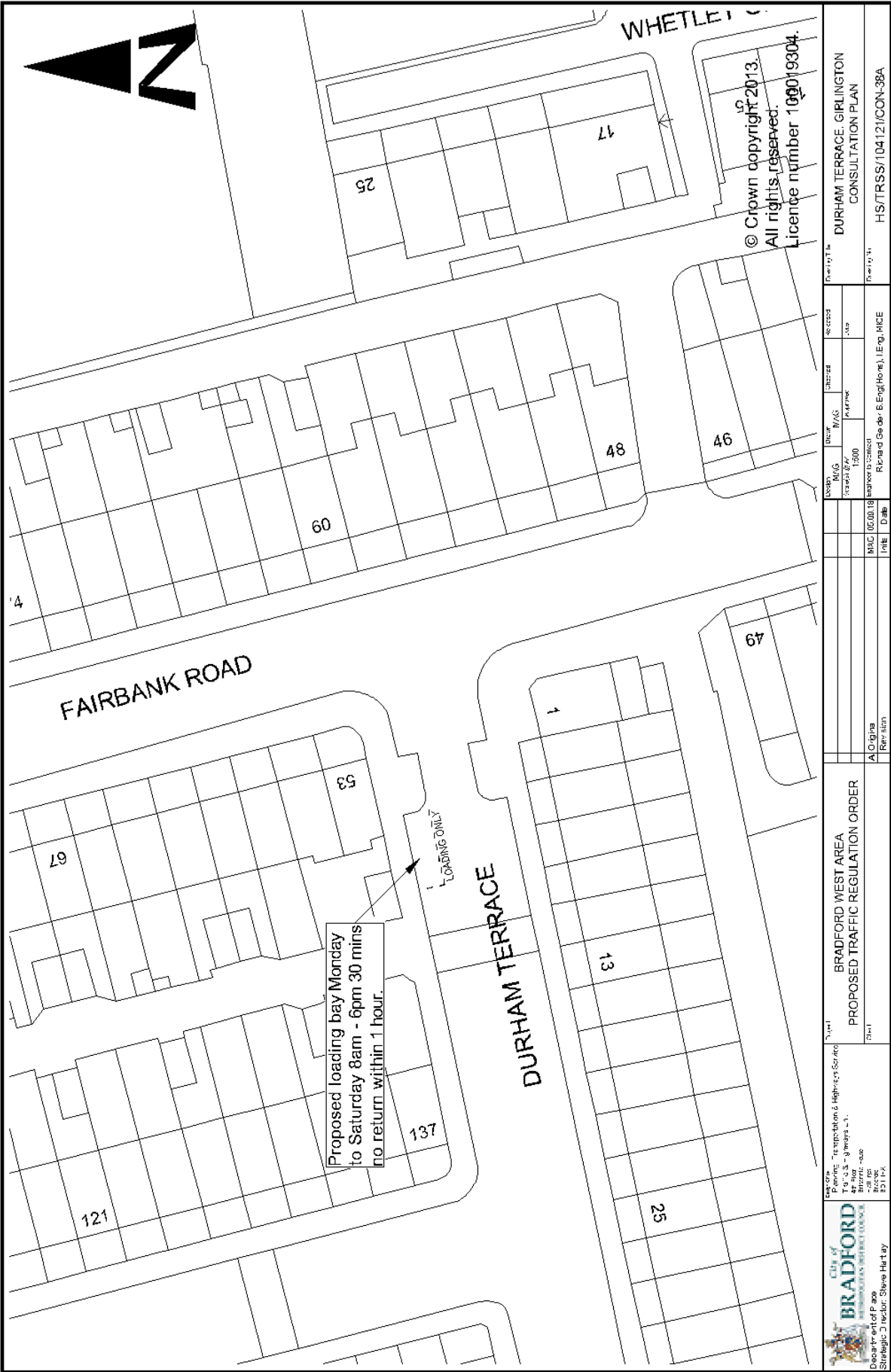
Playing Fields

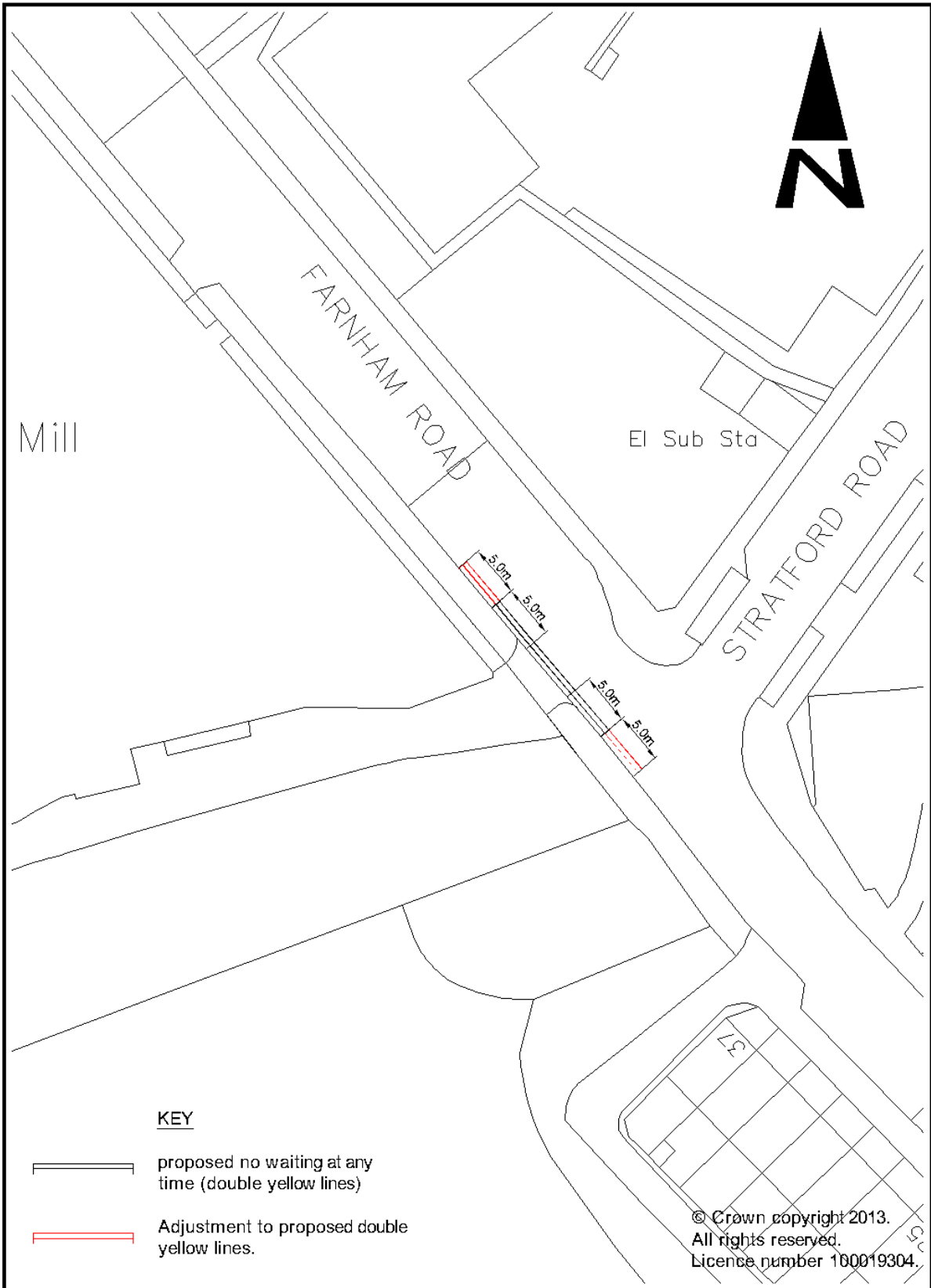
proposed no stopping on school keep clear markings Monday to Friday 7.30am - 5pm 1 September to 31 July.
 Proposed no waiting Monday to Friday 7.30am - 5pm 1 September to 31 July.

<p>City of Bradford Metropolitan Council</p> <p>Department of Planning Strategic Director: Steve Harbly</p>		<p>Project: Bradford West Area Proposed Traffic Regulation Order</p>		<p>Author: J.P.F.R. LLC Date: 10/07/13</p>	
<p>Scale: 1:1250 Drawing No: HS/TRSS/104121/CON-30A</p>		<p>Project: Bradford West Area Proposed Traffic Regulation Order</p>		<p>Author: J.P.F.R. LLC Date: 10/07/13</p>	
<p>Scale: 1:1250 Drawing No: HS/TRSS/104121/CON-30A</p>		<p>Project: Bradford West Area Proposed Traffic Regulation Order</p>		<p>Author: J.P.F.R. LLC Date: 10/07/13</p>	



<p>City of Bradford Strategic Director: Steve Harty</p>		<p>Proposed no waiting at any time (double yellow lines)</p>		<p>Proposed Traffic Regulation Order BRADFORD WEST AREA</p>		<p>Local MUG: 1500 Created by: Richard Geider, E.Eng, HICE</p>		<p>Scale: 1:1000 Date: 02/08/18</p>		<p>Project No: 104121/CON-35A Project Name: ST LEONARDS ROAD, GIRLINGTON CONSULTATION PLAN</p>	
<p>City of Bradford Strategic Director: Steve Harty</p>		<p>Proposed no waiting at any time (double yellow lines)</p>		<p>Proposed Traffic Regulation Order BRADFORD WEST AREA</p>		<p>Local MUG: 1500 Created by: Richard Geider, E.Eng, HICE</p>		<p>Scale: 1:1000 Date: 02/08/18</p>		<p>Project No: 104121/CON-35A Project Name: ST LEONARDS ROAD, GIRLINGTON CONSULTATION PLAN</p>	





 <p>City of BRADFORD METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Planning Strategic Director: Steve Harkey</p> <p>Planning Planning & Highways 100019304 100019304 100019304</p>			Project	MAG	Project	Project	Project	Project	Project	
	B Adjustment to double yellow lines		MAG	100019304	1:500					
	A Origin		MAG	09.08.15	Richard G. G. B. Eng (Hons), I. Eng. NICE					
Division		Unit	Date							
Client										
								Project		BRADFORD WEST AREA PROPOSED TRAFFIC REGULATION ORDER
								Project Title		FARNHAM ROAD, BRADFORD CONSULTATION PLAN
								Drawing No.		HS/TRSS/104121/CON-3B