

Report of the Strategic Director, Place, to the meeting of Bradford West Area Committee to be held on 26 November 2020.

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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

Jason Longhurst
Interim Strategic Director Place

Report Contact: Andrew Smith
Phone: (01274) 434674
E-mail: andrew.smith@bradford.gov.uk

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 19 June 2019 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 14 August 2020 and 11 September 2020. At the same time consultation letters and plans were posted to residents and business affected by the Order. This has resulted in 3 objections to the proposals. Plans showing the schemes that have received objections are attached as Appendix 1.

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

| Objectors concerns | Officer comments |
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| <p><u>Paradise Road, Heaton (Drawing No. HS/TRSS/104472/CON-10A)</u> <u>First objector</u> The introduction of the waiting restrictions may cause problems with the rest of the residents being able to park outside their properties as the houses are narrow with no drives/garages etc and they would have to move further down Paradise Road. The objector also mentioned that there is an elderly volunteer he believes tends to the graveyard opposite. He parks at the corner out of the way so he can carry his tools over as it's close by so he can keep an eye on his van containing tools. If he now has to struggle to find somewhere he may give up doing his great job over there.</p> | <p>The measures have been progressed follow complaints that parked vehicles on the short section of Paradise Road between Highgate and the sharp corner to the rear of 54 Highgate, make it difficult for the refuse vehicle and residents to access this road. The proposed yellow lines will prohibit waiting at all times and help maintain good access. There are no exemptions for parking on yellow lines unless the driver is a blue badge holder.</p> |
| <p><u>Ashwell Road junction with Rossefield Road (Drawing No. HS/TRSS/104472/CON-10A)</u> <u>Second objector</u> The objector believes that implementing the double yellow lines will not actually work unless these yellow lines are policed around the clock, this solution is also</p> | <p>The waiting restrictions will be enforced by the Council enforcement team commensurate with their other duties and when their resources allow.</p> |

problematic for local residents. This pointless task is a complete waste of tax payers' money and resources— Like many workers. I now have to work from home for the foreseeable future, which means that I need to be able to park outside my house or within proximity.

The grounds of the objection are: -

1. That a consultation is undertaken to determine if the majority of residents are in favour of either no restrictions, or double yellow lines as you have proposed or sign posted waiting restrictions. I have enquired with the majority of the residents on the street and they have not received any such letters apart from 1 other household. I/we believe that the way this has been dealt with is very unfair and as a result of your proposed changes – The majority of the residents on Ashwell Road would be affected by the already restricted car parking spaces that we have.

2. The Council have already implemented double yellow lines on both sides at the entrance of Ashwell Road which has had a detrimental effect on other households as this now pushes the car park spots further up into Ashwell Road, where parking is already limited, every household on the street has a car. The yellow lines at the entrance of Ashwell Road serve no purpose at all, these yellow lines are not policed by wardens or any other council employees and as a result people still park over the yellow lines without due regard or care – A pointless remedy that clearly didn't work and has been a waste of tax payers' money and council resources. It would be interesting to know how many fines have been issued over the past few years for vehicles that consistently break rules at the entrance of Ashwell Road.

1. In cases where there is a short length of waiting restrictions proposed it is normal practice to write only to the households that are directly affected. Notices are however placed on the street close to the area of the restrictions. These inform other road users and residents of the Council's intentions and invite them to either support or object to the proposals. Notices were placed near to the junction from the 14 August until the 11 September 2020. The restrictions will prohibit vehicles parking on the junction of Ashwell Road and Rossefield Road and protect access for pedestrians and vehicles.

2. The double yellow lines at the junction with Highgate were introduced to assist the school bus turning into Ashwell Road. Vehicles observed illegally parking on the yellow lines can be reported to the enforcement team by email.

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| <p>3. I object to the fact that I have received no explanation as to why the council are proposing double yellow lines or what change has taken place that you refer to in your letter. I have not received any previous correspondence in relation to the matter, otherwise I would have objected in the 1st instance. I am having to second guess judging by your recent correspondence.</p> <p>4. I object to the fact that 4 car parking spots will be made redundant on both sides which is a total of 8 car parking spots, which is unjustifiable and careless thinking. This will not solve the issue but in fact create resentment amongst local residents, hostility leading to unsociable behaviour and car crime.</p> | <p>3. As stated previously in cases where there is a short length of proposed waiting restrictions it is normal practice to write only to the households that are directly affected. In this instance letters were sent to the residents of 25 Ashfield Road and 2 Rossefield Road on the 6 December 2019 and again on the 14 August 2020 explaining the reason for proposing the waiting restrictions. The Council had been made aware that vehicles were parking close to the junction and obstructing the sight lines for drivers and impeding traffic movements at all times of the day. The Traffic Regulation Order prohibiting parking close to the junction has therefore been progressed to help improve sight lines and assist traffic movements.</p> <p>4. The proposed waiting restrictions will prohibit parking close to the junction where at present they hinder other road users, including pedestrians. The number of vehicles that will be displaced from parking on the corners is 4.</p> |
| <p><u>Birch Street (Drawing No. HS/TRSS/104497/CON-29B)</u> <u>Third Objector</u></p> <p>I would like to object the proposal for the proposed Traffic Regulation Order waiting restrictions on Birch Street due to the fact that there is a problem of parking vehicles as it is. There is already not enough space to park vehicles on a daily basis whereas the refuse vehicle only comes once a week but will prohibit residents parking all the time.</p> <p>Residents on Hoxton Street and Washington Street have to park their vehicles on Birch street as there is not enough space to park on there's. There are too many cars parked on the streets as it is and a problem of lack of space. The cars are</p> | <p>It is agreed that there are parking issues in Girlington and it is for this reason that the waiting restrictions have been proposed. The Council received complaints, from residents of Hoxton Street and Agar Street, that waste collections were being missed because the refuse vehicles were unable to access the back street to empty the bins. The problems with access were confirmed by the refuse team who also pointed out that vehicles parked opposite the back street made it difficult to exit onto Birch Street therefore the waiting restriction at the side of 2 Washington Street have been proposed.</p> |

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| <p>parked so close and as there is a bend on the corner of Washington street and Birch street, we are forced to park so close on the bend which is a risk to our vehicles. Prohibiting parking on Birch street will cause more problems due to lack of space therefore I object to this proposal.</p> | <p>Due to potential hold ups on route to Birch Street it cannot be guaranteed that the refuse vehicle will be at this location the same time every week. The prohibition of waiting Monday to Friday between 6am and 5pm have therefore been proposed to cover the working hours of the refuse crews. The day time restriction to the side of 2 Washington Street has been reviewed and it is possible to reduce its length and still aid the refuse vehicle turning out of the back street. The amended proposals shown on drawing HS/TRSS/104497/CON-29C have been sent to the objector who still wishes to object to the revised layout.</p> |
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3.0 OTHER CONSIDERATIONS

- 3.1. Ward members and emergency services have been consulted and there have been no adverse comments to the advertised proposals.

4.0 FINANCIAL & RESOURCE APPRAISAL

- 4.1. A budget of £18,000 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 accordance with the Council's power as Highway Authority and Traffic Regulation Authority.

7.0 OTHER IMPLICATIONS

7.1. EQUALITY & DIVERSITY

No Equality & Diversity issues have been highlighted during the course of the consultations on this scheme.

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 on the Human Rights Act.

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 reduce the extent of the prohibition of waiting Monday to Friday between 6am and 5pm on Birch Street as detailed on drawing HS/TRSS/104497/CON-29C attached as appendix 2.
- 9.3. That the proposed no waiting at any time restriction at the junction of Ashwell Road and Rossefield Road be modified to cover the start and end of the school day Monday to Friday 8:30am to 9am and 3pm to 3.30pm.
- 9.4. Councillors may propose an alternative course of action on which they will receive appropriate officer advice.

10.0 RECOMMENDATIONS

- 10.1. That the Traffic Regulation Order be modified to reduce the length of the prohibition of waiting Monday to Friday between 6am and 5pm on Birch Street as detailed on drawing HS/TRSS/104497/CON-29C attached as appendix 2.

10.2. That the remaining objections be overruled and the modified Traffic Regulation Order be sealed and implemented as otherwise advertised.

10.3. That the objectors be informed accordingly.

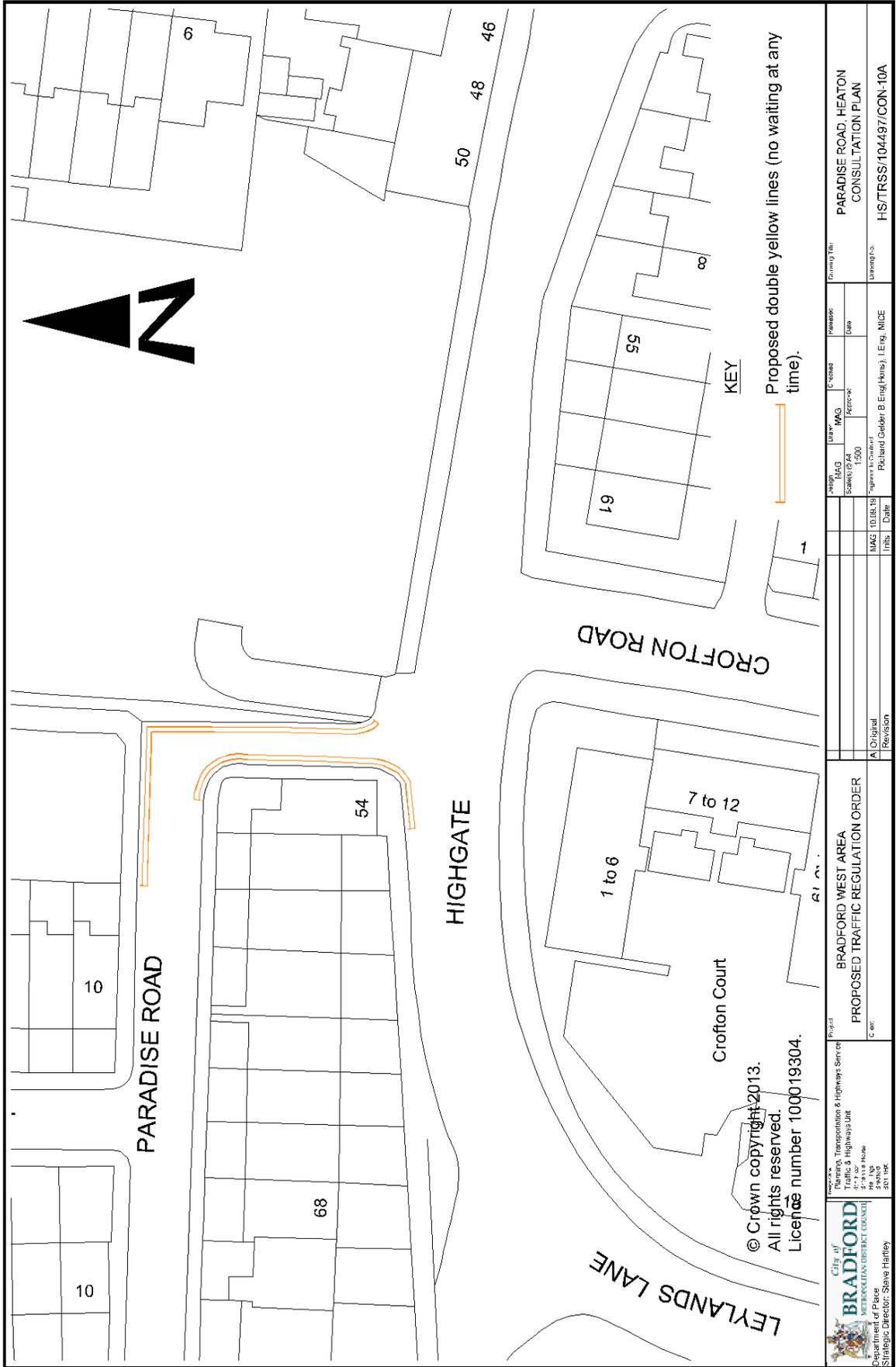
11.0 APPENDICES

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

Appendix 2 – drawing No. HS/TRSS/104497/CON-29C

12.0 BACKGROUND DOCUMENTS

12.1. None

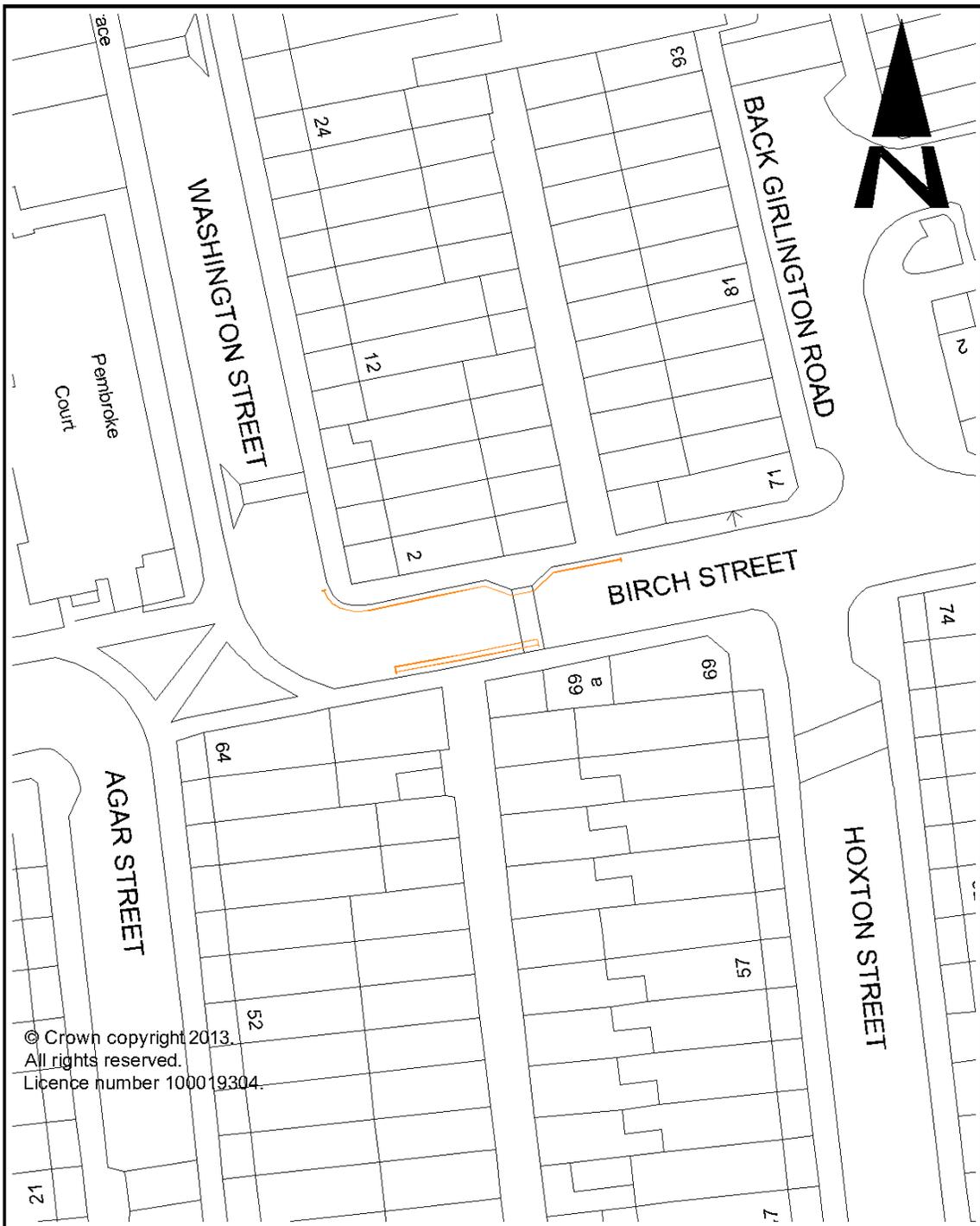


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| <p>City of Bradford METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: Steve Hartley</p> | | <p>Project: Planning, Transportation & Highways's Sites on Traffic & Highways Ltd 27-29 The Hub Park Road Bradford BD1 1HQ</p> | | <p>Project: BRADFORD WEST AREA PROPOSED TRAFFIC REGULATION ORDER</p> | | <p>Project Title: PARADISE ROAD, HEATON CONSULTATION PLAN</p> | |
| <p>Author: MAG</p> | <p>Scale: 1:500</p> | <p>Drawn: MAG</p> | <p>Checked: MAG</p> | <p>Message Date:</p> | <p>Revision:</p> | <p>Initials:</p> | <p>Date:</p> |
| <p>Author: MAG (D.B.B.) Engineer: Richard Collier, B.Eng (hons), I.Eng, MICE</p> | | | | <p>Project No: HS/TRSS/104497/CON-10A</p> | | | |



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| <p>CITY of BRADFORD METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Place Strategic Director: Steve Hartley</p> <p>Planning, Transportation & Highways Service Traffic & Highways Unit</p> <p>17-1800 21-2119 House HE 133 21-2119 SD1 1HS</p> | | | | Design MAG | Drawn MAG | Checked | Subsant | Project BRADFORD WEST AREA PROPOSED TRAFFIC REGULATION ORDER |
| | | | | Scale(s) (if A1) | Approval | | Title: | Drawing title ASHWELL ROAD, HEATON CONSULTATION PLAN |
| | A Original | MAG | 11.09.19 | Engineers Co-Link | Richard Gelder B.Eng(Hons), I.Eng, MICE | | | Drawing No HS/TRSS/104497/CON-13A |
| | Revision | Initials | Date | | | | | |

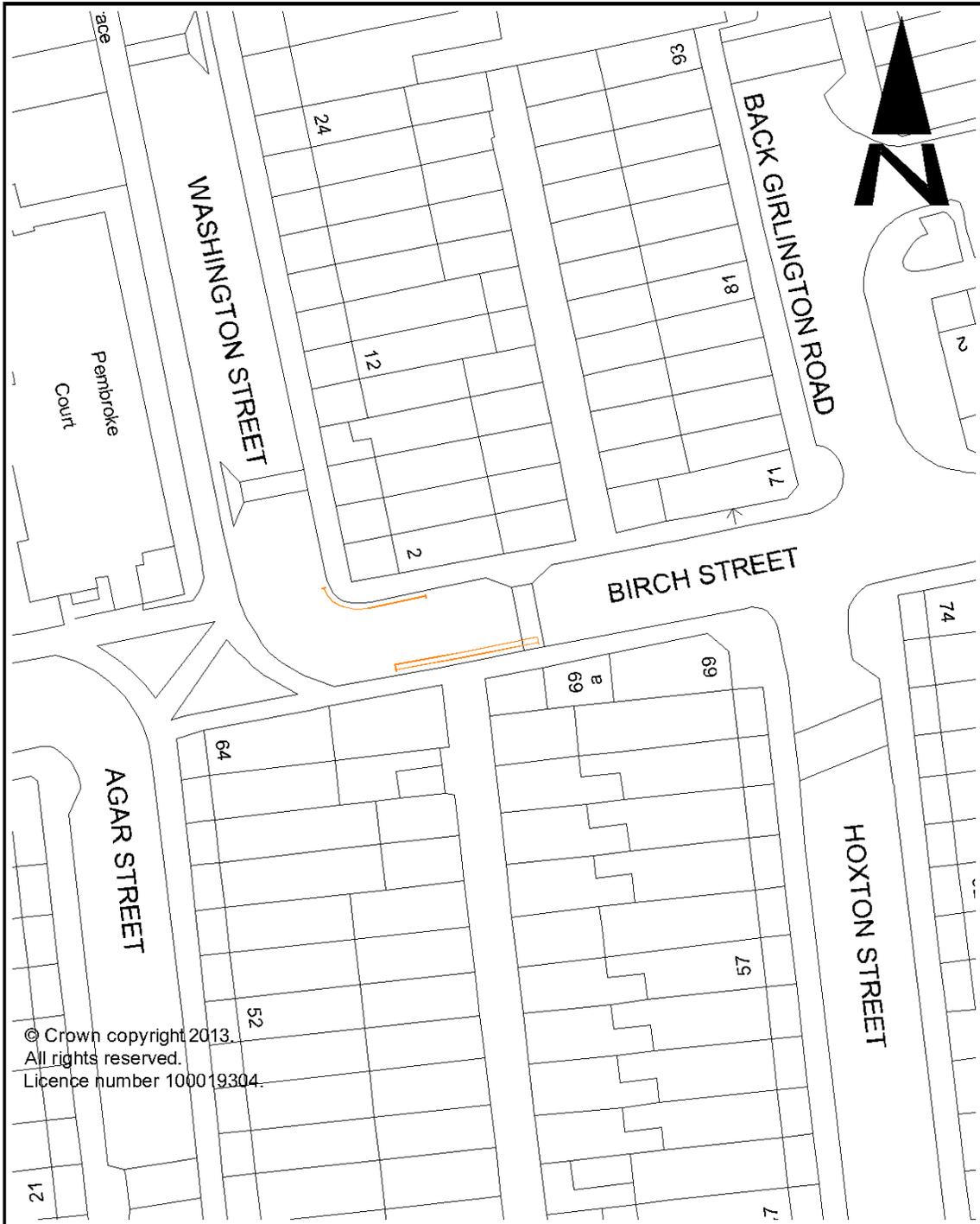


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KEY

- Proposed double yellow line (no waiting at any time).
- Proposed single yellow line (no waiting Monday to Friday 6am - 5pm)

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|--|---|--------------------------|----------|---------------|--------------------|---|---------|--|
| <p>CITY OF BRADFORD METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Place Strategic Director: Steve Hartley</p> <p>Planning, Transportation & Highways Service 17-18 21-23 24-25 26-27 28-29 30-31</p> | | | | Design MAG | Drawn MAG | Checked | Subsant | Project BRADFORD WEST AREA PROPOSED TRAFFIC REGULATION ORDER |
| | B | Single yellow line added | MAG | 10.03.20 | Scale(s) 1:500 | Approval | Title: | Drawing title BIRCH STREET CONSULTATION PLAN |
| | A | Original | MAG | 11.09.19 | Figures to Co-line | Richard Gelder B.Eng(Hons), I.Eng, MICE | | Drawing No HS/TRSS/104497/CON-29B |
| | | Revision | Initials | Date | | | | |



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KEY

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- Proposed single yellow line (no waiting Monday to Friday 6am - 5pm)

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|---|----------|----------------------------|--------|----------|--------------------|---|------------------------|---|
|  <p>CITY OF BRADFORD METROPOLITAN DISTRICT COUNCIL</p> <p>Department of Place Strategic Director: Steve Hartley</p> <p>Planning, Transportation & Highways Service 17-18 21-21A Horse Rd, Hggs Bradford BD1 1HS</p> | | | Design | Drawn | Checked | Subsant | Project | |
| | C | Single yellow line amended | MAG | 24.09.20 | Scale(s) 1:500 | 1:500 | Author: | BRADFORD WEST AREA PROPOSED TRAFFIC REGULATION ORDER |
| | B | Single yellow line added | MAG | 10.03.20 | 1:500 | Approval: | Drawn: JTB | BIRCH STREET CONSULTATION PLAN |
| | A | Original | MAG | 11.09.19 | Figures to Co-line | Richard Gelder B.Eng(Hons), I.Eng, MICE | Drawing No: | |
| | Revision | Initials | Date | | | | HS/TRSS/104497/CON-29C | |