

Report of the Strategic Director Place, to the meeting of Bradford South Area Committee to be held on 15 July 2021

A

Subject:

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

Summary statement:

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

EQUALITY & DIVERSITY:

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

Jason Longhurst
Strategic Director Place

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Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

Regeneration & Environment

Wards: Great Horton, Queensbury, Tong, Wyke

1.0 SUMMARY

- 1.1. This report considers objections to a proposed Traffic Regulation Order for various roads in the Bradford South Constituency.

2.0 BACKGROUND

- 2.1. At its meeting on the 27 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 South 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 to resolve various traffic management issues have been raised by ward members, officers or local residents and businesses.
- 2.3. The Traffic Regulation Order was formally advertised between the 27 May 2021 and 18 June 2021. At the same time consultation letters and plans were posted to residents and businesses affected by the Order. This resulted in objections in respect of 4 of the proposals. Drawings showing the locations where objections were received 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
<p>Crown Street, Wyke (Drawing No. HS/TRSS/104514/WYKE/24/CON-1A)</p> <p>Objector understands that due to the visitors to The Crown public house, the waiting restrictions are needed. However, the objector has raised concerns that these restrictions will push the parking problem further up, in front of their residence and make it busier there. They want to have residents only parking only so that residents do not find it difficult to park outside their homes.</p>	<p>Waiting restrictions on Crown Street and Fernley Gardens are required to stop any obstructions to refuse vehicles. Parking also obstructs the footway at this location. Vehicles should not be parked close to the junction. The proposed waiting restrictions will restrict approximately three parking places and should not affect resident parking.</p> <p>The Crown public house has its own car park, and many of the houses in the area have driveways.</p>

Objectors concerns	Officer comments
<p>Paternoster Lane, Great Horton (Drawing No. HS/TRSS/BS/104514/GTHOR/5/CON-1B)</p> <p>Objector raises concerns that the waiting restrictions will make a bad situation worse if further waiting restrictions are not installed, i.e on both sides of the 'back of Great Horton Road', rear of Bulls Head Public House. Objector states he has problems with vehicles parked outside the rear of the premises due to visitors to the adjacent mosque on a Friday, making access for deliveries very difficult.</p>	<p>The current situation is already a concern for the objector, therefore the proposal to implement the No Waiting At Any Time restriction outside the rear driveway of the public house will improve things. However, it is understood that due to the narrow back street, any vehicles parked directly opposite the driveway will cause some obstruction to a vehicle reversing out of the drive. Officer recommends that the proposed restrictions be implemented as these will not make the situation any worse, and that further restrictions to the opposite side of the driveway be given consideration.</p>
<p>West End, Queensbury (Drawing No HS/TRSS/BS/104514/QUEENS/9/CON-1A)</p> <p>Objector has expressed concerns about the no waiting at any time parking restrictions. The objector states at present parking is at a premium and the present 8am to 6pm restrictions are perfectly adequate if they are policed properly. At present people using the school on Hainsworth Moor disregard these present restrictions will continue to do this with the proposed changes. Objector states if the changes are put in place the council should provide an alternative solution for the residents</p>	<p>Restrictions are required for visibility purposes for vehicles exiting the side street on to West End. Currently the existing no waiting restrictions between 8am to 6pm are satisfactory, however, once vehicles are parked on the restrictions after 6pm the visibility is compromised. Many of the houses have rear drive ways and there is parking on the side street (Highfield Terrace) and in all cases safety must be given a priority over parking.</p>
<p>Shetcliffe Lane, Tong (Drawing No HS/TRSS/BS/104514/WYKE/25/CON-1C)</p> <p><u>Objector 1.</u> Objector has raised a few points.</p> <ol style="list-style-type: none"> 1. Waiting restrictions will move the parking problem further down and will not solve the problem. 2. Some houses on Shetcliffe Lane do not have parking at their properties, will they be given parking permits. 	<p>Officers have already taken in to consideration that a compromise was required in terms of trying to overcome obstructions to buses using Shetcliffe Lane and having sufficient parking for residents. Most of the parking restrictions have been proposed on the opposite side to most of the properties, therefore residents with no</p>

Objectors concerns	Officer comments
<p>3. Shetcliffe Lane was historically a farm track and is very narrow, it is not suitable for the amount of traffic we have now.</p> <p>4. Buses should be re-directed through Brierley estate.</p> <p>5. There is a possibility a large housing development taking place nearby, that would increase traffic in the area.</p> <p>6. Residents would prefer Shetcliffe Lane be blocked at the junction with Spen View Lane, so any access on to Shetcliffe Lane would be for residents only.</p> <p><u>Objector 2.</u> Objector is opposed to having the no waiting at any time restrictions directly outside their home. Objector states that if approval to a drop crossing is approved to the back of her premises then they would not object to the proposals. Previously an application for a drop crossing has not been given approval for unknown reasons. If vehicular access was made available via Walker Street then there would be no concerns.</p>	<p>driveways should be able to park outside their homes (with the exception of No. 436 Shetcliffe Lane.)</p> <p>Bus operators have not approved the re-routing of services at this location as this will affect will affect large areas of the community and the school service bus, therefore the closure of Shetcliffe Lane would not be viable either.</p> <p>Objector lives on the junction of Bierley Lane and Shetcliffe Lane. The proposed waiting restrictions that are of concern is the length of the 12 meters on Shetcliffe Lane from the junction of Bierley Lane. It is understood that Shetcliffe Lane is narrow and parked vehicles can cause obstruction to larger vehicles; like buses which use this route. It is recommended that at least 10 meters of restrictions are required to keep the area of the junction clear of obstructions.</p>

- 2.5 It is recommended that a proposal for further waiting restrictions on the rear of Great Horton Road, in accordance with officer comments in paragraph 2.4, be included as part of the 2021/22 Bradford South Various Traffic Regulation Order.

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 £14,000 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 powers as Highway Authority and Traffic Regulation Authority.

7.0 OTHER IMPLICATIONS

7.1. SUSTAINABILITY IMPLICATIONS

There are no significant Sustainability implications arising from this report.

7.2. 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.

7.3. COMMUNITY SAFETY IMPLICATIONS

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

7.4. HUMAN RIGHTS ACT

There are no implications on the Human Rights Act.

7.5. TRADE UNION

None.

7.6. WARD IMPLICATIONS

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

7.7. AREA COMMITTEE ACTION PLAN IMPLICATIONS

None

7.8. IMPLICATIONS FOR CORPORATE PARENTING

None

7.9. ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

None

8.0 NOT FOR PUBLICATION DOCUMENTS

- 8.1. None

9.0 OPTIONS

- 9.1 None.
- 9.2 Members may propose an alternative course of action from the recommendations on which they will receive appropriate officer advice.

10.0 RECOMMENDATIONS

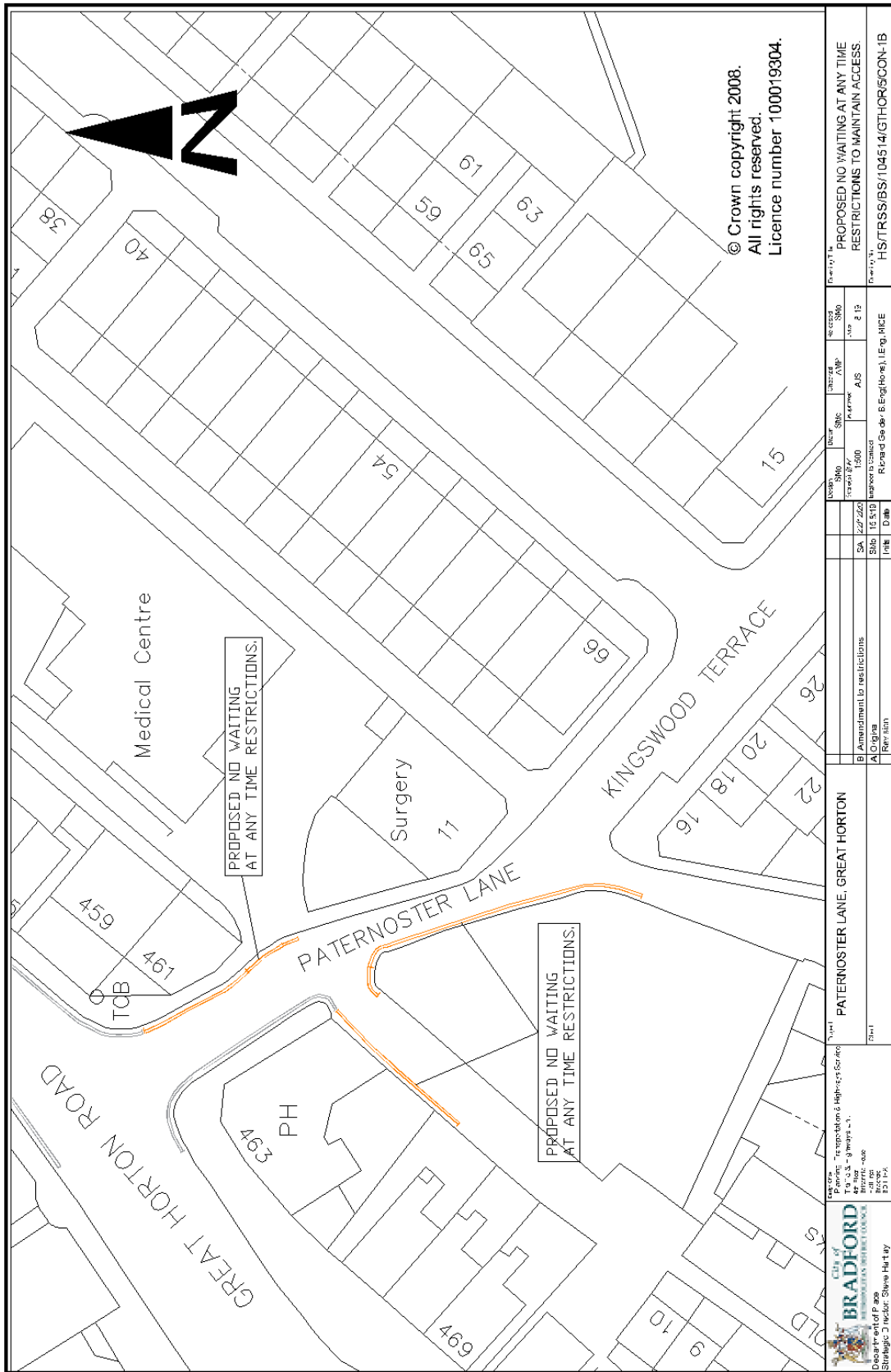
- 10.1. That the objections be overruled and the Order be sealed and implemented as advertised.
- 10.2. That approval be given to incorporate a further length of waiting restriction at the rear of Great Horton Road as part of the 2021/22 Bradford South Various Traffic Regulation Order.
- 10.3. That the objectors be informed accordingly.

11.0 APPENDICES

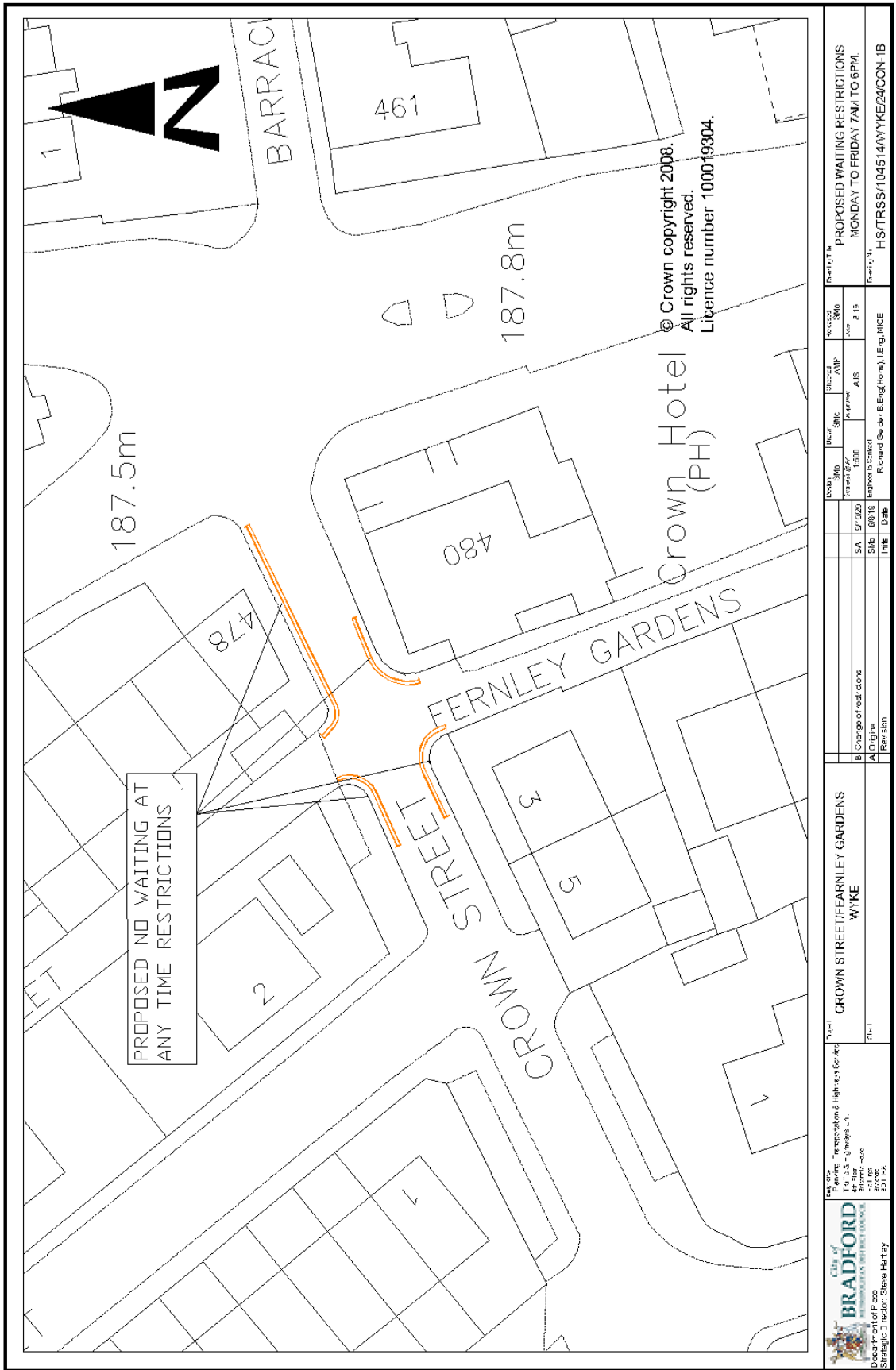
- 11.1. Appendix 1 – Drawings showing the proposals that have received objections

12.0 BACKGROUND DOCUMENTS

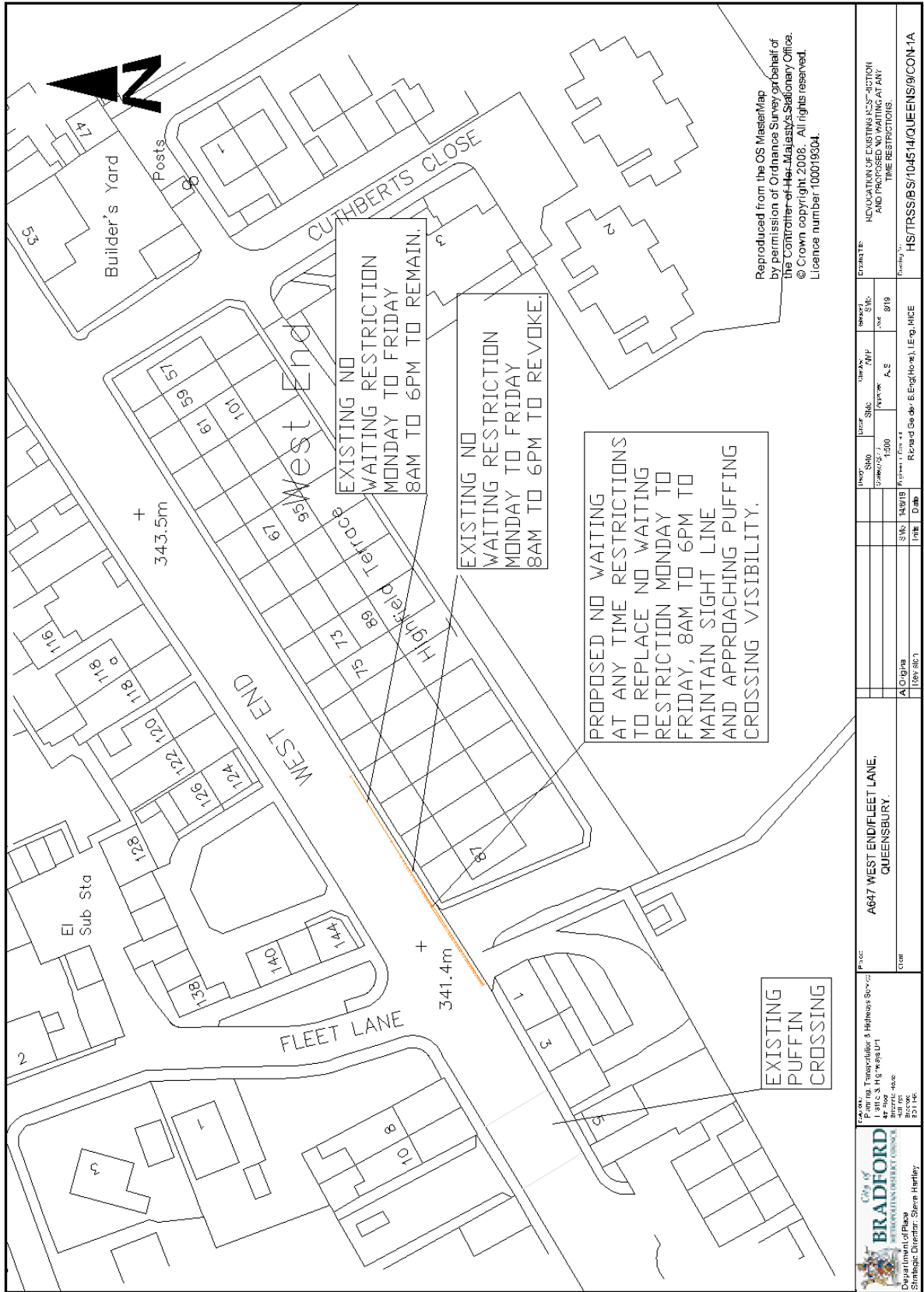
- 12.1. None



<p>City of Bradford Metropolitan District Council Decorative of P. 200 Strategic Director: Steve Hartley</p>		<p>Page No: 1 P. 200: 100019304 Title: 100019304 Date: 10/01/2008</p>		<p>100019304 100019304 100019304 100019304</p>		<p>100019304 100019304 100019304 100019304</p>		<p>100019304 100019304 100019304 100019304</p>		<p>100019304 100019304 100019304 100019304</p>	
<p>Paternoster Lane, Great Horton</p>		<p>Amendment to restrictions</p>		<p>100019304</p>		<p>100019304</p>		<p>100019304</p>		<p>100019304</p>	
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<p>City of BRADFORD COMMUNITY SERVICES DIVISION Strategic Planning, Street Planning</p>	<p>City of Bradford Transport & Highways Services Planning & Design 2020-2025 2020-2025</p>	<p>Project Name GROWN STREET/FEARLEY GARDENS WYKE</p>	<p>Project No 2021</p>	<p>Project Status A: Ongoing B: Change of restrictions C: Complete</p>	<p>Project Start Date 1/1/2021</p>	<p>Project End Date 31/12/2021</p>	<p>Project Manager R. G. G. G.</p>	<p>Project Officer E. G. G. G.</p>	<p>Project Licence HS/TRSS/104514/WYKE/24CON-1B</p>
	<p>Project Description PROPOSED WAITING RESTRICTIONS MONDAY TO FRIDAY 7AM TO 6PM</p>	<p>Project Licence HS/TRSS/104514/WYKE/24CON-1B</p>	<p>Project Licence HS/TRSS/104514/WYKE/24CON-1B</p>	<p>Project Licence HS/TRSS/104514/WYKE/24CON-1B</p>	<p>Project Licence HS/TRSS/104514/WYKE/24CON-1B</p>	<p>Project Licence HS/TRSS/104514/WYKE/24CON-1B</p>	<p>Project Licence HS/TRSS/104514/WYKE/24CON-1B</p>	<p>Project Licence HS/TRSS/104514/WYKE/24CON-1B</p>	<p>Project Licence HS/TRSS/104514/WYKE/24CON-1B</p>



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<p>City of BRADFORD Municipal Council Department of Place Strategic Director: Steve Harley</p>		<p>Project: Planning, Transport & Highway Services Title: SA H & W 104514 Author: [Redacted] Date: 2014</p>		<p>Project: A647 WEST END/FLEET LANE, QUEENSBURY</p>		<p>Project: HS/TRSS/BS/104514/QUEENSB/9/CON-1A</p>	
<p>AL/Other (104514)</p>	<p>S/W 14/10/18</p>	<p>1500</p>	<p>1500</p>	<p>1500</p>	<p>1500</p>	<p>1500</p>	<p>1500</p>
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