

Report of the Interim Strategic Director Place, to the meeting of Bradford South Area Committee to be held on 17th March 2022

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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.

Wards: Great Horton, Wyke

Jason Longhurst
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Portfolio:

Regeneration, Planning & Transport

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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 South Constituency.

2.0 BACKGROUND

- 2.1. At its meeting on the 15 July 2021 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 20th January and 11th February 2021. At the same time consultation notices were erected on-street to lighting columns. This resulted in 2 objections to the proposals. Drawings showing the locations that 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

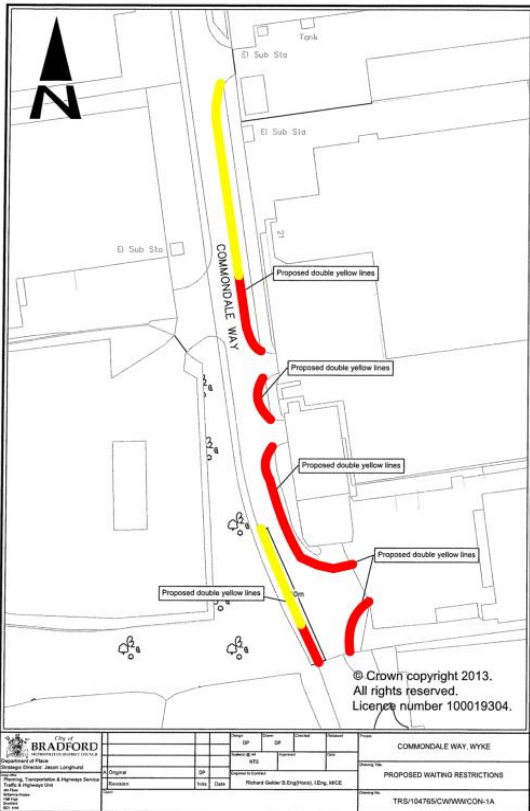
Commondale Way (Drawing No. TRSS/104756/CW/WW/CON-1A)

Objector

Counter proposal

Our counter proposal for this are the **RED** lines as follows.

i.e. red to have the double yellow lines, however the yellow marking is to remove where you propose to add the lines.



Current challenges with the parking



1. Articulated vehicles

One of the main reasons why there are parking problems is due to one of the two companies at the bottom of the road constantly parking articulated vehicles on the main road. This can be shown in the image below.

Officer comments

The proposals shown in drawing number TRSS/104765/CW/WW/CON-1A shown in Appendix 1 for 'no waiting at any time' restrictions originated from local businesses and are supported by Councillors.

The proposed waiting restrictions will remove parking of articulated vehicles and trailers on the main road at this location. North of this location is much narrower and any parking of articulated lorries & trailers will result in an obstruction of two-way traffic.


Objectors concerns	Officer comments
 <p>When this occurs, it pushes available parking up the street as there are fewer parking spaces for employees at all other companies.</p> <p>Suggestion 1 – to advise these companies not to park these large articulated vehicles on the main road.</p> <p>2. Double yellows on both sides</p> <p>The next point of concern is that there are double yellows, unnecessarily, on both sides of the road outside This means people have to park on both sides of the road further down.</p>  <p>I can appreciate that when people park on both sides of the road it means they park on the pavement – however, if you are to remove the parking from one side of the road, would you be able to free up parking from one side of the road further up, outside VCS Ltd?</p> <p>Suggestion 2 – free up parking outside VCS Ltd by removing the double yellow lines from one side</p>	<p>The existing double yellow lines opposite and covering the northern radii of the VCS southern entrance and the eastern kerb line of Commondale Way between VCS's two entrances are historical and were probably implemented to protect deliveries coming in and out of the VCS entrances. Freeing up any parking would most probably lead to objections from the companies that first instigated the existing restrictions.</p>

Officer comments

The proposed 'no waiting at any time' restrictions would resolve the parking issue at this location.

A photograph of a blue metal fence with a white sign that reads "PLEASE KEEP CLEAR LORRIES TURNING PARK HERE AT YOUR OWN RISK". The fence is situated next to a paved area and a grassy patch.

Taking into account that any proposed restrictions on the eastern kerb line between VCS southern entrance and the entrance shown in the image in suggestion 3 may push parking further north on Comondale Way, which may result in workers having to walk in the road for a longer period. An

Objectors concerns	Officer comments
<p>I think everyone wants to avoid. This is the only access to the street (there is no other access) and there is <u>no pavement on either side</u>. Should people not be able to park on the road or park at the top of the road they will have to walk down the <u>road</u> (as there is no path) to get to work. With the addition of cars parked on both sides, then people will have to walk on the road around the cars to get to work.</p>  <p>Suggestion 4 – Consider that if you moved parking away from the bottom of Comondale Way, people will have to walk down the road from the top (where there is available parking and as you can see from the image, there is no pathway on either side of the road and this will force people to have to walk on the road which is incredibly dangerous. If you then add cars to that area then people would have to walk around cars and effectively walk down the middle of the road. Buses do not come down the road but without pavement or access to the street whatsoever I would be concerned there could be a serious accident.</p> <p>Thanks for your time reading this.</p> <p>I hope you consider that we are coming from a health and safety perspective and not from a convenience factor.</p>	<p>option is to omit the proposed restrictions in between these entrances just leaving 'no waiting at any time' on the radii of the two entrances.</p> <p>The option would require less restrictions than advertised so it would not require the re-advertisement of an amended Traffic Regulation Order.</p>

Objectors concerns	Officer comments
<p><u>Paternoster Lane (Drawing No. HS/TRSS/104756/BS/CON-1A)</u></p> <p><u>Objector</u></p> <p>I have noticed of you marking double yellow lines On paternoster lane I live at the property on no [REDACTED] some of my family members or students they need the cars to get to uni and college We have few cars if you mark as no waiting at any time where would i park my cars if we park it outside someone else's house they will kick off I don't want any trouble i have little kids it's dangerous for them to cross the road and get in to the house or in car also making hard for me to carry my shopping i also have elderly visitors who can barely walk so i need the access for my little kids to be safe as people drive stupid in this street i cant take any risk so i kindly request your management to look into this matter for me please and not make it no waiting at anytime outside [REDACTED] paternoster lane please I hope you will understand my situation.</p>	<p>The proposed extended 'No waiting at any time' restrictions would be implemented to maintain access to the back of 463 Great Horton Road and will not parking elsewhere or parking where the objectors lives.</p>

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.
- 3.2. Bradford South ward members are supportive of the Council's proposals to introduce the waiting restrictions.

4.0 FINANCIAL & RESOURCE APPRAISAL

- 4.1. A budget of £14,000 has been allocated from the 2021/2 Bradford South 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 Council's power 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

None

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. That the proposed of 'no waiting at any time' restrictions on Comondale Way from the southern entrance of VCS and the entrance to the south of this be removed from the Order just leaving corner protection at both entrances and that the one objection to the proposed 'no waiting at any time' on Paternoster lane be overruled and the Traffic Regulation Order be sealed and implemented as modified.
- 9.2. That the objection to the introduction of waiting restrictions on Comondale Way be upheld.
- 9.3. Councillors may propose an alternative course of action.

10.0 RECOMMENDATIONS

- 10.1 That the proposed 'no waiting at any time' restrictions on Comondale Way from the southern entrance of VCS and the entrance to the south of this be removed from the Order just leaving corner protection at both entrances and that the one objection to the proposed 'no waiting at any time' on Paternoster lane be overruled and the Traffic Regulation Order be sealed and implemented as modified.
- 10.2 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

Appendix 1

