

Report of the Strategic Director Place, to the meeting of Bradford West Area Committee to be held on 4th August 2022

A

Subject:

OBJECTIONS RECEIVED TO THE TRAFFIC REGULATION ORDER FOR WAITING RESTRICTIONS ON GREEN END, CLAYTON

Summary statement:

This report considers objections received to the advertised of the proposed Traffic Regulation Order to introduce limited waiting restrictions and No Waiting At Any Time restrictions on part length of Green End, Clayton.

EQUALITY & DIVERSITY:

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

Ward: Clayton & Fairweather Green

Jason Longhurst
Strategic Director Place

Report Contact: Andrew Smith
Principal Engineer - Traffic & Road
Safety South
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 a proposed Traffic Regulation Order for the advertised proposals to introduce No Waiting at Any Time restrictions and limited waiting on part length of Green End, Clayton.

2.0 BACKGROUND

- 2.1. As part of the initiative to improve bus routes throughout the district, various locations have been highlighted as problem areas where there is congestion or difficulties accessing bus stops. Green End, Clayton is one such location where on street parking is causing a bottleneck around its junction with Clayton Lane, which is making it difficult for buses to negotiate the route.
- 2.2. There are residential homes and businesses located on Green End, and finding a balance between introducing waiting restrictions to improve the bus route and the parking demand from local residents and businesses has been difficult.
- 2.3. Approval was given to promote the necessary TRO on the 19th September 2019.
- 2.4. The advertised proposals are shown on Drawing No. PTH/HS/104609/CON-1B attached as Appendix 1. These proposals are designed to improve the traffic flow at the bottle neck on Green End.
- 2.5. The Traffic Regulation Order was formally advertised between the 9th June 2022 and 1st July 2022. At the same time consultation letters and plans were posted to residents and businesses affected by the Order, this resulted in 4 formal objections.
- 2.6. A summary of the points of objection and corresponding officer comments is tabulated below: -

Objectors concerns	Officer comments
<p><u>First Objector</u></p> <p>I am writing to register my objection for the double yellow lines to be present on Green End and Clayton lane, I am currently employed by the below company And travel from Leeds to work here. I feel that this is very unnecessary and the problems it will cause all the businesses on Green End, especially us as we have to come and go to appointments sometimes With 5 minutes to spare which will inevitably lose us business to some extent and cause extreme pressure to the people that will have to find parking spaces</p>	<p>The proposals have been made to prevent localised congestion, especially when buses are trying to manoeuvre through the narrow lengths when there are vehicles parked on either side of the road. The proposals have taken in to consideration businesses on Green End and proposals for a limited waiting bay was introduced to help people visiting businesses, by reducing all day parking. In the event of restrictions being implemented on this street it is considered that there are alternative streets in which to park.</p>

Objectors concerns	Officer comments
<p>elsewhere. I would of thought a one way system whereby you Can only go up, would be more beneficial than double yellows.</p> <p>The house that are here on Green End also will be at a loss as who would want to buy a house where you are not able to park outside or close by, this will definitely add a devaluation to their properties.</p> <p>I truly have not seen any issues whilst working here to warrant the implementation of double Yellow Lines and would like to object greatly to the proposing of them.</p>	<p>A one way system on Green End would not be feasible as this would result in a loss of bus route. The Combined Authority does not support the proposal to make Green End one direction as loss of bus routes would cause greater hardship for those residents reliant on bus service access from Station Road and Pasture Lane.</p> <p>Green End is part of the highway network and thus it's primary function is safe traffic movement; as such there are no defined rights for the ability to park vehicles on street, particularly for individual properties.</p>
<p><u>Second Objector</u></p> <p>I work for which is based at Green End, Clayton, Bradford, BD14 6BA. We are often in and out of the Office in this job and it would add an awful lot of time and inconvenience to have to go further afield to get our car. There are times that we have been unable to park close to the office and this has caused endless problems. There is also nowhere close by where we can park. I also would say that it isn't a troublesome spot as it is.</p>	<p>The proposals have been made to prevent localised congestion, especially when buses are trying to manoeuvre through the narrow lengths when there are vehicles parked on either side of the road. The proposals have taken in to consideration businesses on Green End and proposals for a limited waiting bay was introduced to help people visiting businesses, by reducing all day parking. In the event of restrictions being implemented on this street it is considered that there are alternative streets in which to park</p>
<p><u>Third Objector</u></p> <p>I object to the order as parking for residents of Clayton are difficult enough and will just move resident vehicles to create problems in other areas. It will also move people visiting the area to then further inconvenience residents thus moving the problem multiple times per day.</p> <p>Also there is a chiropodist right by there that will be affected by these proposals. If his patients are made to park further away</p>	<p>The proposals have been made to prevent localised congestion, especially when buses are trying to manoeuvre through the narrow lengths when there are vehicles parked on either side of the road. The proposals have taken in to consideration businesses on Green End and proposals for a limited waiting bay was introduced to help people visiting businesses, by reducing all day parking. In the event of restrictions being implemented on this street it is</p>

Objectors concerns	Officer comments
<p>not only will it make it difficult for them after a procedure to get back to their car, but could impact how many people then use the facility.</p> <p>As the proposals also mention to improve local amenities, by taking parking away from people this will have a detrimental effect rather than your suggested improvements. We need to stop inconveniencing the majority for the sake of the minority.</p> <p>My suggestion would be for the bus route to be changed or look to reclaim some land to make that junction wider. By making it wider would actually improve the junction for all traffic and not just buses.</p>	<p>considered that there are alternative streets in which to park.</p> <p>It would not be feasible to change the bus route as this would cause greater hardship for those residents reliant on bus service access.</p> <p>The traffic flow problem along Green End is caused by the narrow road, widening the junction will not help the localised congestion especially when buses are trying to manoeuvre through the narrow lengths when there are vehicles parked on either side of the road.</p>
<p><u>Fourth Objector</u></p> <p>I am writing about the proposed waiting limitation that is scheduled to go into effect on July 1, 2022. I am unhappy about this since I live on the main roadway and park my vehicle in front of my residence, where you want to implement restricted parking restrictions. Monday through Friday, 9 a.m. to 4 p.m., a one-hour stay with no return within two hours. I have two small children who are still in car seats and no parking at the rear of my house, so as you can imagine, any distance from my home is difficult for our daily routine, which includes carrying my groceries, family/friends visits, and the rest. The area opposite my home has yellow lines and is crowded with the vehicles of the business' owners. It would be much appreciated if you could either provide me with a permit to park my car in front of my house or help me find another alternative.</p>	<p>The proposed limited waiting is in a location at the centre of the village. The restrictions are aimed at striking a balance between the needs of local businesses by ensuring that there can be a regular turn-over of parking during the working day whilst having an unrestricted arrangement in the evenings and on a weekend.</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.

4.0 FINANCIAL & RESOURCE APPRAISAL

4.1. A budget of £7,000 has been allocated for the TRO as part of the Bus Hotspots capital programme. The scheme can be promoted and implemented within that 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.

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 the waiting restrictions in the Order would 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 ASSESMENT

None

8.0 NOT FOR PUBLICATION DOCUMENTS

8.1. None.

9.0 OPTIONS

9.1 That the objections be overruled and the Traffic Regulation Order for waiting restrictions on parts of Greed End Clayton be sealed and implemented as advertised.

9.2 That the objections be upheld and the proposed Traffic Regulation Order for waiting restrictions on parts of Greed End Clayton be abandoned.

10.0 RECOMMENDATIONS

10.1. That the objections be overruled and the Traffic Regulation Order for waiting restrictions on parts of Greed End Clayton be sealed and implemented as advertised.

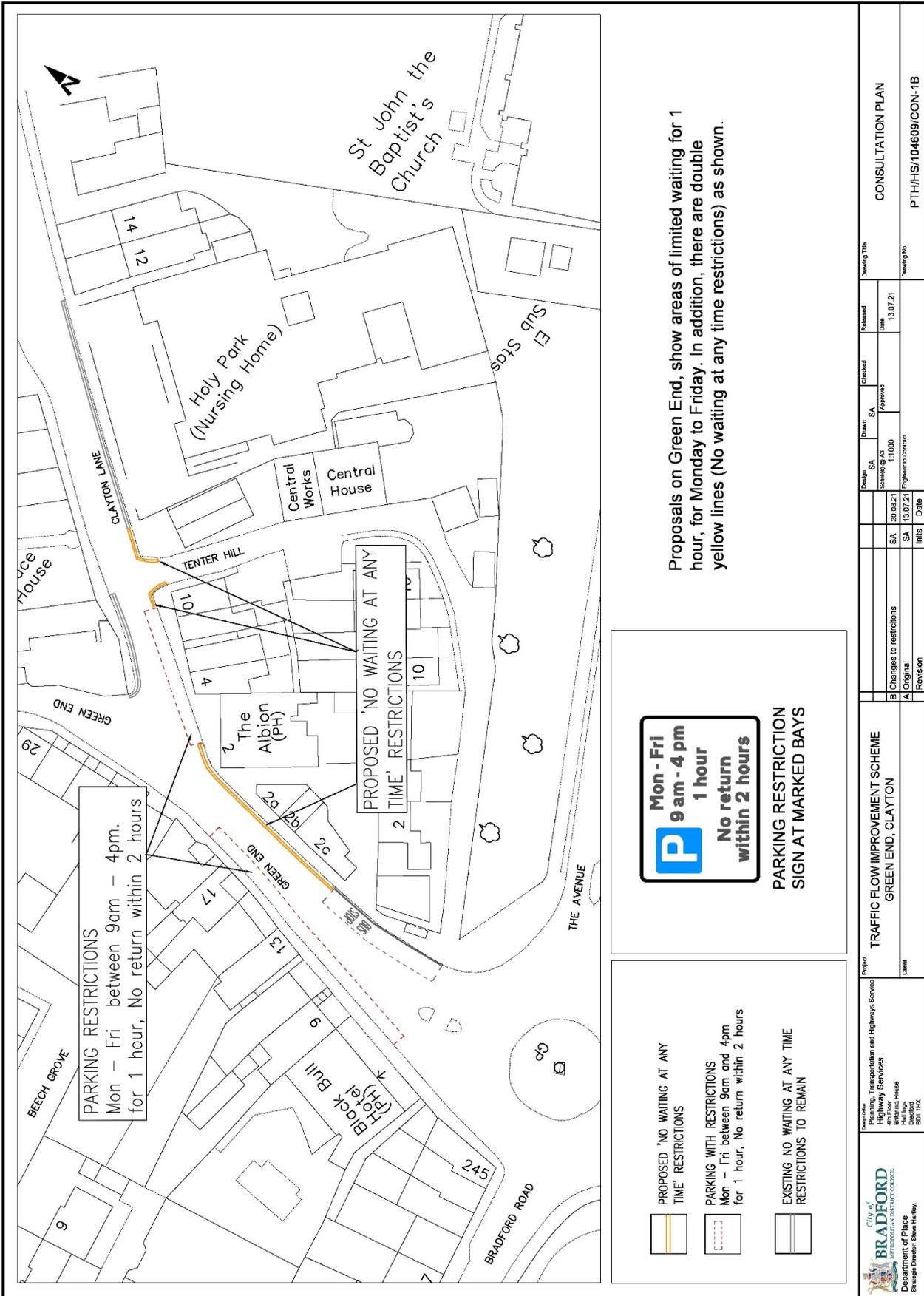
10.2. That the objectors be informed accordingly.

11.0 APPENDICES

11.1. Appendix 1 – Drawing No. PTH/HS/104609/CON-1B

12.0 BACKGROUND DOCUMENTS

12.1. None



PARKING RESTRICTIONS
 Mon - Fri between 9am - 4pm.
 for 1 hour, No return within 2 hours

PROPOSED 'NO WAITING AT ANY TIME' RESTRICTIONS

**Mon - Fri
 9 am - 4 pm
 1 hour
 No return
 within 2 hours**

**PARKING RESTRICTION
 SIGN AT MARKED BAYS**

-  **PROPOSED 'NO WAITING AT ANY TIME' RESTRICTIONS**
-  **PARKING WITH RESTRICTIONS**
 Mon - Fri between 9am and 4pm
 for 1 hour, No return within 2 hours
-  **EXISTING NO WAITING AT ANY TIME RESTRICTIONS TO REMAIN**

Proposals on Green End, show areas of limited waiting for 1 hour, for Monday to Friday. In addition, there are double yellow lines (No waiting at any time restrictions) as shown.

 City of BRADFORD METROPOLITAN DISTRICT COUNCIL Department of Place Strategic Director: Steve Hatley	Project: Planning, Transportation and Highways Services Highway Services 4th Floor Hallgate House Hallgate BD11 1JX	Project: TRAFFIC FLOW IMPROVEMENT SCHEME GREEN END, CLAYTON		Drawing Title: CONSULTATION PLAN	
		Client:	Revision:	Drawing No: PTH/HS/104609/CON-1B	Drawing Date: 13.07.21
		Design SA: SA 20.08.21 Scale: AS 1:1000 Drawn SA: Approved	Checked SA: Approved	Date: 13.07.21	Drawing No: PTH/HS/104609/CON-1B