

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

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Subject:

OBJECTIONS RECEIVED TO THE PROPOSED TRAFFIC CALMING AND TRAFFIC REGULATION ORDER FOR WAITING RESTRICTIONS ON THE AVENUE, CLAYTON.

Summary statement:

This report considers objections received following the advertisement of proposed traffic calming measures, a proposed Traffic Regulation Order to introduce waiting restrictions, and a proposed pedestrian refuge, as part of the development of the residential care home which has been constructed on The Avenue, Clayton.

EQUALITY & DIVERSITY:

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

Ward: Clayton & Fairweather Green

Jason Longhurst
Strategic Director Place

Portfolio:

Regeneration, Planning & Transport

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Overview & Scrutiny Area:

Regeneration & Environment

1.0 SUMMARY

- 1.1. This report considers objections received following the advertisement of proposed traffic calming measures, a proposed Traffic Regulation Order to introduce waiting restrictions, and a proposed pedestrian refuge, as part of the development of the residential care home which has been constructed on The Avenue, Clayton.

2.0 BACKGROUND

- 2.1. Planning permission had been granted for the development of the Care Home on the land located between The Avenue and Clayton Lane, Bradford. Vehicular access to the site will be from The Avenue. As part of the planning obligations traffic calming and a Traffic Regulation Order are required to maintain the safe passage of vehicles on the Avenue, keeping accesses and crossing points clear of obstructions, and to maintain good sight visibility. In addition, a pedestrian refuge was proposed to help pedestrians cross The Avenue.
- 2.2. Approval to promote the necessary Traffic Regulation Order and traffic calming measures was given on the 10th May 2021.
- 2.3. The advertised proposals are shown on drawing No. HS/TRSS/104905/CON-1B attached as Appendix 1. These proposals are designed to provide road safety for all road users.
- 2.4. The Traffic Regulation Order and traffic calming proposals were formally advertised between the 17 February 2022 and 11 March 2022. At the same time consultation letters and plans were posted to residents and businesses affected by the proposals. This resulted in objections, which are summarised in the table below.
- 2.5. A summary of the points of objection and corresponding officer comments is tabulated below: -

Objectors concerns	Officer comments
<p><u>First Objector</u> Objector states they recently purchased the property on The Avenue and when searches were carried out there was no mention of proposed waiting restrictions, a pedestrian refuge and traffic calming plans all outside the property they have bought. The objectors are annoyed and angry that this has occurred.</p> <p>Other comments from the objector were requesting information :</p>	<p>Unfortunately search results may have been carried out at a time before the approval for the scheme was given, therefore the searches would have missed this.</p> <p>The crossing point at the proposed refuge will be informal and will not be controlled by</p>

Objectors concerns	Officer comments
<p><i>“Will it be a dropped kerb onto the island and will it be controlled by a signal box? Obviously the possible noise nuisance of a box would not be suitable outside residential properties.”</i></p> <p><i>“As regards to the yellow lines, Would we as residents get permits or any special preferences to allow us to park outside our houses?”</i></p> <p><i>“We appreciate that calming measures are needed but could there be an extended footpath made on the Cricket Club side of the road, up to the new nursing home? Pedestrians could cross where the new proposed traffic island is by number 124 The Avenue. People could walk up there safely.”</i></p>	<p>traffic signals thus there will be no noise pollution associated with the crossing.</p> <p>The reason for the no waiting at any time restrictions around the island are so that vehicles passing can do so without having any obstruction and to protect sight lines for pedestrians. A vehicle parked adjacent or near to the island would cause obstruction by stopping traffic flow.</p> <p>Options for the repositioning of the island have been carefully looked at and it was concluded there is no other location feasible for the island to be workable. This may be for a number of reasons, e.g blocking drives, mature tree affecting visibility, not enough room for a footway between boundary wall and existing trees etc.</p>

Objectors concerns	Officer comments
<p><u>Second Objector</u></p> <p>Comments made from the objector are mentioned below:</p> <p><i>“We have noticed that there isn’t enough footfall to warrant the expenditure of putting an island there. The bus stop is on the other side of the road and it is a very short walk to the existing island nearer the bus stop. “</i></p> <p><i>“It would be very inconvenient to have double yellow lines outside our property. Yes, we have a drive but we have a works van and 3 cars . It is sometimes a shuffle round to park up and we park on The Avenue. If family and friends come they park on The Avenue. “</i></p> <p><i>“We would be grateful if you would consider removing the island from your plans and place speed bumps / cushions instead. This would be a better solution for us and the neighbouring properties.”</i></p>	<p>As part of the planning obligations traffic calming and a Traffic Regulation Order was required to maintain the safe passage of vehicles on the Avenue, keeping accesses and crossing points clear of obstructions, and for keeping good sight visibility. In addition, a pedestrian refuge was proposed to help pedestrians cross The Avenue.</p> <p>The proposed measures will prevent parking from outside the properties, however there will be areas of unrestricted road where vehicles can park on The Avenue.</p> <p>The refuge has been proposed to provide a safe crossing point for pedestrians and will help slow down traffic and deter overtaking.</p>
<p><u>Third Objector</u></p> <p>Objector states that the proposals differ from those which planning had sent out in August 2018 (Ref 18/04831/MAF)</p> <p><i>“1. The position of the proposed pedestrian island directly outside our house would severely affect the safety of manoeuvring of our car when turning right into our drive. We are concerned there will not be sufficient room to position the car safely in regard to following and/or oncoming traffic. We do not have a safety issue at the moment. The position of the island could also affect the safety of drivers turning in Fall Brow Close.</i></p>	<p>Initial plans are for indicative purposes only and are subject to change through the detailed design process</p> <p>A vehicle track has been undertaken and there is sufficient room for a vehicle to turn right, either in or out of the drive. However, the car will not be fully within the hatched area if taking a right turn in to the drive from The Avenue. This is not considered to be a safety concern and there are no concerns for drivers turning in and out from Fall Brow Close.</p>

Objectors concerns	Officer comments
<p><i>2. It is obviously better when entering a main road to drive forward for safety reasons, rather than backing out of a drive, in order to do this we need to reverse into our drive. If the island is placed, as the proposal, this will be more difficult to complete and will stop traffic.</i></p> <p><i>3. We place our refuse bins for emptying on the grass verge outside our house, as do the residents of Fall Brow Close. The bins are place there late afternoon before the morning of emptying and some can remain there until the residents of the close return home from work at teatime of emptying day. Several bins will be very close to the proposed crossing.</i></p> <p><i>4. The original traffic proposals place the refuge island further up The Avenue. Number 134 and 132 are the only houses on ground level of the houses that overlook the nursing home. Therefore, we are the only ones that could have an eye level view of the crossing, and pedestrians using the crossing being able to look into our front rooms.</i></p> <p><i>5. We were concerned to hear from our conversation yesterday that in regard to the sentence in the letter, 'The developer will also be introducing a pedestrian crossing point, at the location near property 134 The Avenue.', given the fact that it is his proposal and that he is paying for these measures, there isn't anything the Department of Place can really do. We do pay our council tax. Who makes such decisions the developer or the Council?</i></p>	<p>A car will still be able to reverse back in to the drive. However as stated it will stop traffic.</p> <p>Bins may be left out on the verge outside 136 The Avenue which is a significant distance away from the refuge.</p> <p>Any plans that showed the refuge further up The Avenue may have been for indicative purposes only at the outline planning stage. All design is revisited to assess the feasibility and safety of the design once outline planning is approved so that full planning approval can be given.</p> <p>The developer has shown indicative plans based on comments received from council planning officers. Consultations have been carried out by council officers and objections received will be considered by Council Members.</p>
<p><u>Fourth Objector</u></p> <p><u>Safety</u></p> <p><i>Whilst is is not unlawful to reverse out of a driveway into a main road, it can not be</i></p>	<p>Reversing in to the drive is still possible with the pedestrian refuge in place, however it</p>

Objectors concerns	Officer comments
<p><i>advisable for safety reasons. Therefore, we reverse into our drive. At the moment coming downhill and reversing into our drive, traffic can pass by, with a refuge in place our reversing will stop the traffic. The road can be very busy at certain times of the day. We obviously need a certain amount of swing into the road whilst reversing, if we do not have sufficient room to manouver because of the refuge placement, this could make reversing very difficult or not possible.</i></p> <p><u>Waste of money</u></p> <p><i>If these proposals are a result of the new nursing home that has been built, we can not understand why a refuge is thought to be necessary. No service bus comes down the avenue, the only bus to do so is the school bus. Therefore, no-one will be alighting from a bus to visit/work in the home on our side of the road. If anyone visits or works at the home and arrives or departs by bus that will be a bus coming up hill and they will alight or mount the bus on the same side of the road as the home with no need to cross the road. We have not seen any increase in pedestrians since the opening of the home.</i></p> <p><u>Privacy</u></p> <p><i>Our front sitting room windows are patio doors and are therefore, on road level. Should anyone use the crossing, they will be looking directly into our home.</i></p>	<p>may hold up traffic when doing so as traffic will not be able to overtake a reversing vehicle in to a drive, with the proposed refuge constructed.</p> <p>Planning permission had been granted for the development of the Care Home on the land located between The Avenue and Clayton Lane, Bradford. As part of the planning obligations traffic calming and a Traffic Regulation Order was required to maintain the safe passage of vehicles on the Avenue, keeping accesses and crossing points clear of obstructions, and for keeping good sight visibility. In addition, a pedestrian refuge was proposed to help pedestrians cross The Avenue as it was considered there would be additional foot fall after the development was in operation.</p> <p>Options for the repositioning of the island have been carefully looked at and it was concluded there is no other location feasible for the island to be workable. This may be for a number of reasons, e.g blocking drives, mature tree affecting visibility, not enough room for a footway between boundary wall and existing trees etc.</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 £14,000 has been allocated from the developers; £7000 for the TRO and £7000 for the traffic calming works. The proposals can be 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 Councils 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 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 ASSESMENT

None

8.0 NOT FOR PUBLICATION DOCUMENTS

8.1. None

9.0 OPTIONS

9.1 That the objections be overruled and the proposed traffic calming, pedestrian island and Traffic Regulation Order implemented as advertised.

9.2 That the objections be upheld and the proposed traffic calming, pedestrian island and Traffic Regulation Order be abandoned.

10.0 RECOMMENDATIONS

10.1. That the objections be overruled and the proposed traffic calming, pedestrian island and Traffic Regulation Order implemented as advertised.

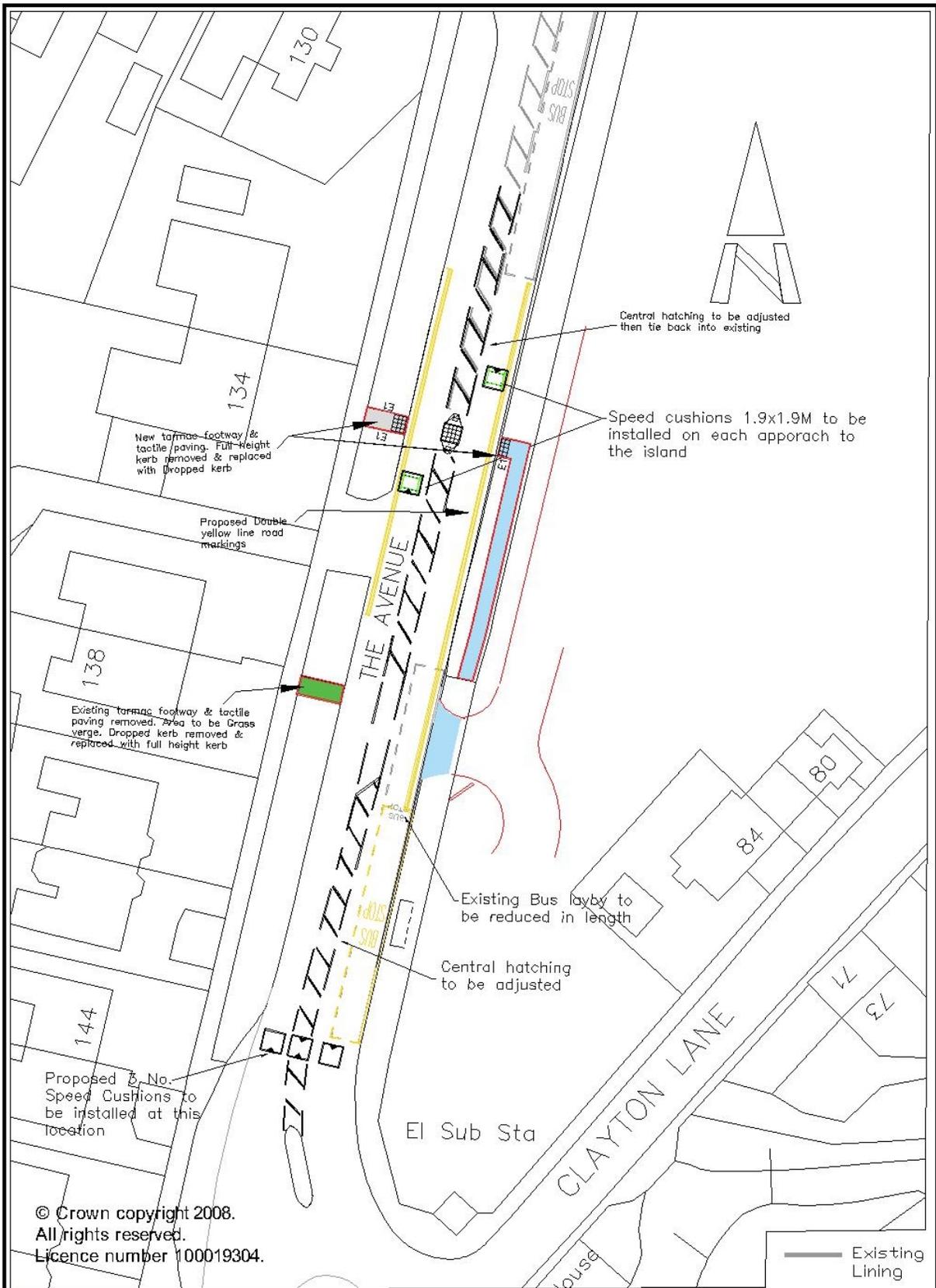
10.2. That the objectors be informed accordingly.

11.0 APPENDICES

11.1. Appendix 1 – Drawing No. HS/TRSS/104905/CON-1B

12.0 BACKGROUND DOCUMENTS

12.1. None



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City of Bradford MDC www.bradford.gov.uk		Origin: SA Date: A1 Checked: SA Proposed: SA		Project: PROPOSED TRAFFIC CALMING MEASURES	
Department of Regeneration Strategic Director: Jane Viles - MSc - JMB - 1584		Scale: 1:500 Date: JPN 2021		Drawing No: THE AVENUE, CLAYTON	
The Transportation and Highway Service Traffic & Highways Unit Strategic Lead: Andrew Engineer: Mike Project Manager: Jane Cross Street Bradford, BD5 5EY		Author: A1 13/01/21 Date: C P Leach BSc(hons) CEng MICE DMS		Drawing Title: HS/TRSS/104905/CON-1A	