

# Report of the Strategic Director, Regeneration to the meeting of Bradford South Area Committee to be held on 26 November 2015.

L

---

## Subject:

**OBJECTIONS RECEIVED TO A PROPOSED TRAFFIC REGULATION ORDER FOR VARIOUS SITES IN BRADFORD SOUTH**

## Summary statement:

This report considers objections received to a recently advertised Traffic Regulation Order for various parking restrictions in the Bradford South constituency.

<u>Wards:</u>	30	Wyke
	25	Tong
	21	Royds

---

Mike Cowlam  
Strategic Director  
Regeneration and Culture

## Portfolio:

**Housing, Planning and Transport**

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

## Overview & Scrutiny Area:

**Environment and Waste Management**



**1.0 SUMMARY**

1.1 This report considers objections received to a recently advertised Traffic Regulation Order for various parking restrictions in the Bradford South constituency.

**2.0 BACKGROUND**

2.1 At the meeting on 23 October 2014 the Bradford South Area Committee approved, as part of its Safer Roads Schemes programme, the promotion of a Traffic Regulation Order for parking restrictions on Albert Road, Beacon Road, Carr Lane, Cleckheaton Road, Cross Lane, Cross Road, Huddersfield Road, Elizabeth Avenue, Fenwick Drive, Gracey Lane, Methuen Oval, Rooley Lane, Toftshaw Lane and Wibsey Bank.

2.2 The Traffic Regulation Order was advertised between 30<sup>th</sup> September and 21<sup>st</sup> October 2015. Affected residents were notified of the proposals by letter during the advertising period. A total of 110 properties were consulted. As a result 5 letters of objection and 5 letters of support have been received to the proposals.

2.3 Objections have been received for the following elements of the scheme:  
 i) Huddersfield Road proposed no waiting at any time restrictions as shown on drawing No.R/PTH/TH/S/102765/CO-7A in appendix 1.  
 ii) Elizabeth Avenue proposed no waiting at any time restrictions and proposed parking bays as show on drawing No.R/PTH/TH/S/102765/CO-8A in appendix 2.  
 iii) Toftshaw Lane proposed no waiting at any time restrictions as shown on drawing No.R/PTH/TH/S/102765/CO-14A in appendix 3.

2.4 A summary of the valid points from the objection letters and corresponding officer comments is tabulated below:

<b>Objectors concerns</b>	<b>Officer comments</b>
<p><b>Huddersfield Road</b>  <u>Objector 1</u>                      Having lived opposite the junction of Huddersfield Road with Lower Wyke Green for 3 years they have never had a problem with coming out of the junction. The location of the bus stop opposite the entrance to Cygnet Hospital results in cars trying to overtake busses parked at this stop causing hazards for those pulling out onto Huddersfield Road from the Cygnet entrance. The highway department raised no concerns over the safety of the Cygnet entrance when planning permissions was granted to the extension of the Cygnet Hospital planning ref.15/01896/FUL. Only two of the seven properties that form the</p>	<p>We have received a letter of support for the proposals on Huddersfield Road as they say it is very dangerous for vehicles entering Huddersfield Road from Lower Wyke Green. The proposals are to protect the sightlines when coming out of Lower Wyke Green onto Huddersfield Road which is a very busy route. As a compromise the restrictions could be reduced to 10 metres. This would be in accordance with minimum High Code standard which states vehicles should not be parked opposite or within 10 metres of a junction, except in an authorised parking space.                      It should be noted 2<sup>nd</sup> objector has confirmed that all properties have a parking</p>

<p>residential terrace along Huddersfield Road have a dedicated off road parking space where as the parking standards recommend 1.5 parking spaces per household. This results in a shortage of 8.5 spaces. The on street parking on Huddersfield Road is not only used us but also residents further along Lower Wyke Green for themselves and visitors. On street parking should be dedicated to residents 999-1011 on Huddersfield Road.</p>	<p>space at the rear of the houses (see Objector 2 comments below).</p>
<p><u>Objector 2</u> Parking outside mine and my neighbour's properties has become more restrictive over the years and caused many issues and arguments. As most families on the row have on average 2 vehicles per household you will find that parking is currently limited to one at the rear and 1 at the front of each property which will mean a large number of vehicles will have nowhere to park. With no alternatives being proposed this is a poorly planned process and leaves no alternative but to park on the opposite side of the road, which will hinder traffic leading up to the lights.</p>	<p>We have received a letter of support for the proposals on Huddersfield Road as they say it is very dangerous for vehicles entering Huddersfield Road from Lower Wyke Green. The proposals are to protect the sightlines when coming out of Lower Wyke Green onto Huddersfield Road which is a very busy route. As a compromise the restrictions could be reduced to 10 metres. This would be in accordance with minimum High Code standard which states vehicles should not be parked opposite or within 10 metres of a junction, except in an authorised parking space.</p>
<p><b>Elizabeth Avenue</b> <u>Objector 1</u> Problem isn't with Elizabeth Avenue residents but with people on Huddersfield Road and Wilson Road as they have no where to park. The objector would like 3 parking bays outside number 3, 9 and 10 Elizabeth Avenue all with permits for visitors. And another parking bay put on Elizabeth Avenue should be only for resident. Or make it all permit holders for Elizabeth Avenue as we have done for High Fernly.</p>	<p>The proposals are to facilitate safer vehicle and pedestrian movement at the junction of Elizabeth Avenue with Huddersfield Road. The location of the proposed parking bays is to help to reduce speeds of vehicles when coming around the corner from Huddersfield Road while helping to maintaining sight lines for vehicles travelling in both directions. Permit parking bays for residents and visitors can not be introduced on Elizabeth Avenue as the majority of the houses having off street parking.</p>
<p><u>Objector 2</u> Elizabeth Avenue was always a problem with parked car from people from Huddersfield Road and the motor garage at the rear of my house. Alterations made greatly improved vehicular sightlines to the junction but created the problem of the same cars parking further down Elizabeth Avenue. My suggestion is to reduce the existing parking bay by 1 car length with</p>	<p>The location of the proposed parking bays are to help to reduce speeds of vehicles when coming around the corner from Huddersfield Road while helping to maintaining sight lines for vehicles travelling in both directions.</p>

<p>your proposed double yellow lines up to it. To have the first proposed parking bay outside No 1, reduce second bay 1 car length and again double yellow lines just past my drive. If the proposals go ahead I foresee it shifting the parking of cars further down Elizabeth Avenue making the parking across my drive even worse than it is now.</p>	
<p><b>Toftshaw Lane</b>  <u>Objector 1</u>          My elderly mother requires access to her drive at all times due to attending a day care centre 3 times a week and is picked up by a minibus. Care line also requires access 24/7 due to if she has a fall. I require access to park outside her home when I visit on a weekend whilst I undertake a careers role for her. I also require access when I have to take her to hospital appointments etc. Parking outside her house has already been restricted by the installation of a virgin media box and the proposals would have a knock on effect as people would park outside 47 Toftshaw Lane if it was the first available parking space to them. The issue is that when people are arriving and leaving Next they are being picked up and dropped off around the round about or on Toftshaw Lane not being bothered whose drive they are blocking. The roundabout appears to be used as a personal car park for the residents at number 82. The double yellow line on the corner at the round about needs to be extended all the way down so you can use the roundabout for its intended purpose.</p>	<p>The property in question has a large drive way which could be used for pick up and drop off. Also the minibus is able to park outside the entrance to the driveway if it is unable to use the drive.          The proposals of no waiting at any time restrictions particularly around the round about should help to improve movement with regards to the Next entrance and surrounding area as well as making it safer for vehicles using the round about. Vehicles parking on the round about can be prosecuted as they are obstructing sightlines and causing danger to drivers. Amendments have been made to reduce the no waiting at any time restriction outside 49 to allow an extra parking space for the residents.</p>

2.5 In the light of the opposition to the no waiting at any time restrictions on Huddersfield Road, suggested modification to the proposals have been made to reduce the restriction outside the houses to allow extra space for the residents to park. The revised proposal is shown on Drawing No R/PTH/TH/S/102765/CO-7B, attached as Appendix 4.

2.6 Modifications have been made to the Toftshaw Lane proposal to reduce the proposed no waiting at any time restrictions to allow extra space for the residents. The revised proposal is shown on Drawing No R/PTH/TH/S/102765/CO-14B, attached as Appendix 5.

### **3.0 OTHER CONSIDERATIONS**

3.1 Local ward members and the emergency services have been consulted. The comments received have been considered in the development of the proposals.

3.2 Five letters of support have been received for the proposals, three for Cleckheaton Road, one for Huddersfield Road and one for Beacon Road.

### **4.0 FINANCIAL AND RESOURCE APPRAISAL**

4.1 The estimated cost of the scheme is £10,000. Funding has been allocated from the Bradford South Area Committee Safer Roads budget for 2014/15.

### **5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES**

5.1 There are no significant risks arising out of the implementation of the proposed recommendations.

### **6.0 LEGAL APPRAISAL**

6.1 The options contained in this report are within the Councils powers as Highway Authority and Traffic Regulation Authority.

### **7.0 OTHER IMPLICATIONS**

#### **7.1 EQUALITY & DIVERSITY**

Due regard has been given to Section 149 of the Equality Act when determining the proposals in this report.

#### **7.2 SUSTAINABILITY IMPLICATIONS**

There are no 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 gasses arising from this report.

#### **7.4 COMMUNITY SAFETY IMPLICATIONS**

The proposed measures would improve road safety.

#### **7.5 HUMAN RIGHTS ACT**

None

#### **7.6 TRADE UNION**

None

## **7.7 WARD IMPLICATIONS**

All ward members have been consulted on the proposals.

## **7.8 AREA COMMITTEE WARD PLAN IMPLICATIONS**

7.8.1 The development and implementation of schemes included in this report support priorities within the Bradford South Area Committee Ward Plans 2015-16.

## **8.0 NOT FOR PUBLICATION DOCUMENTS**

8.1 None

## **9.0 OPTIONS**

9.1 Members may propose an alternative course of action; in which case they will receive appropriate guidance from officers.

## **10.0 RECOMMENDATIONS**

10.1 That the objectors in respect of Huddersfield Road, Elizabeth Avenue and Toftshaw Lane be overruled and 102765 Various Bradford South 2014-15 order be sealed and implemented as advertised subject to the revisions detailed in paragraph 2.5 and 2.6.

10.2 That the objectors be informed accordingly.

## **11.0 APPENDICES**

11.1 Appendix 1 – Drawing No. R/PTH/TH/S/102765/CO-7A.

11.2 Appendix 2 – Drawing No. R/PTH/TH/S/102765/CO-8A.

11.3 Appendix 3 – Drawing No. R/PTH/TH/S/102765/CO-14A.

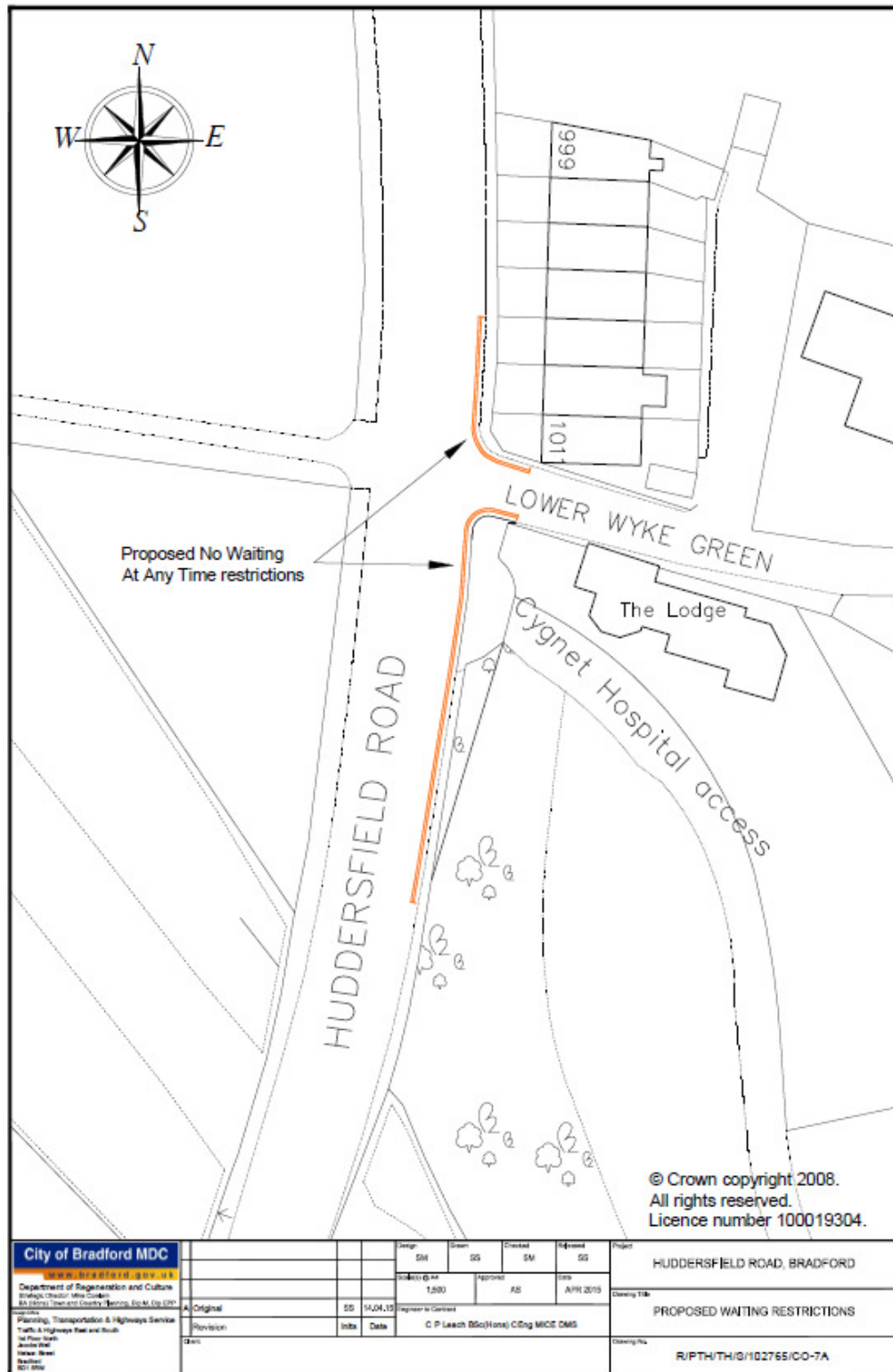
11.4 Appendix 4 – Drawing No. R/PTH/TH/S/102765/CO-7B.

11.5 Appendix 5 – Drawing No. R/PTH/TH/S/102765/CO-14B.

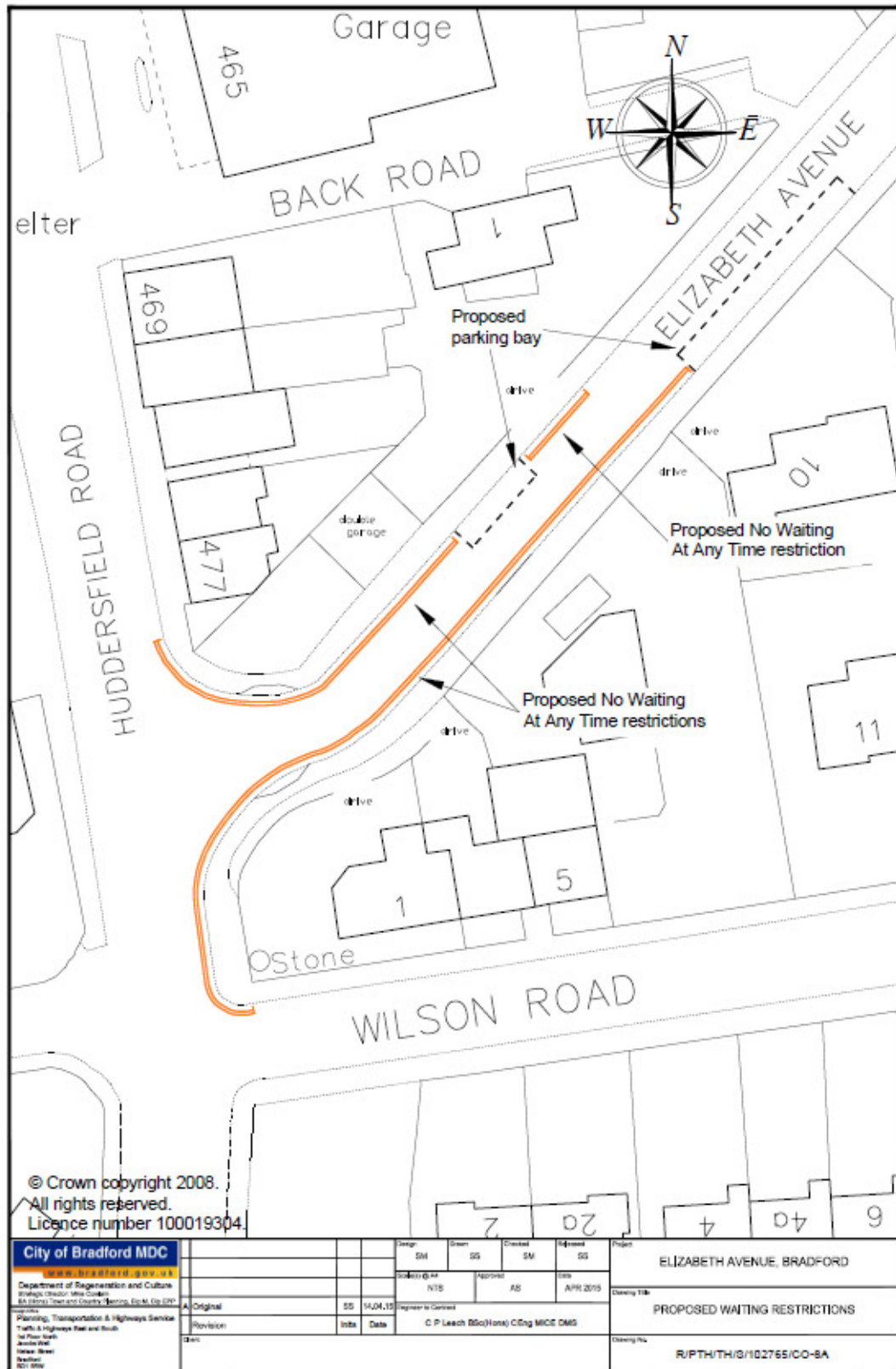
## **12.0 BACKGROUND DOCUMENTS**

12.1 City of Bradford Metropolitan District Council File Ref: TDG/THS/102765.

APPENDIX 1

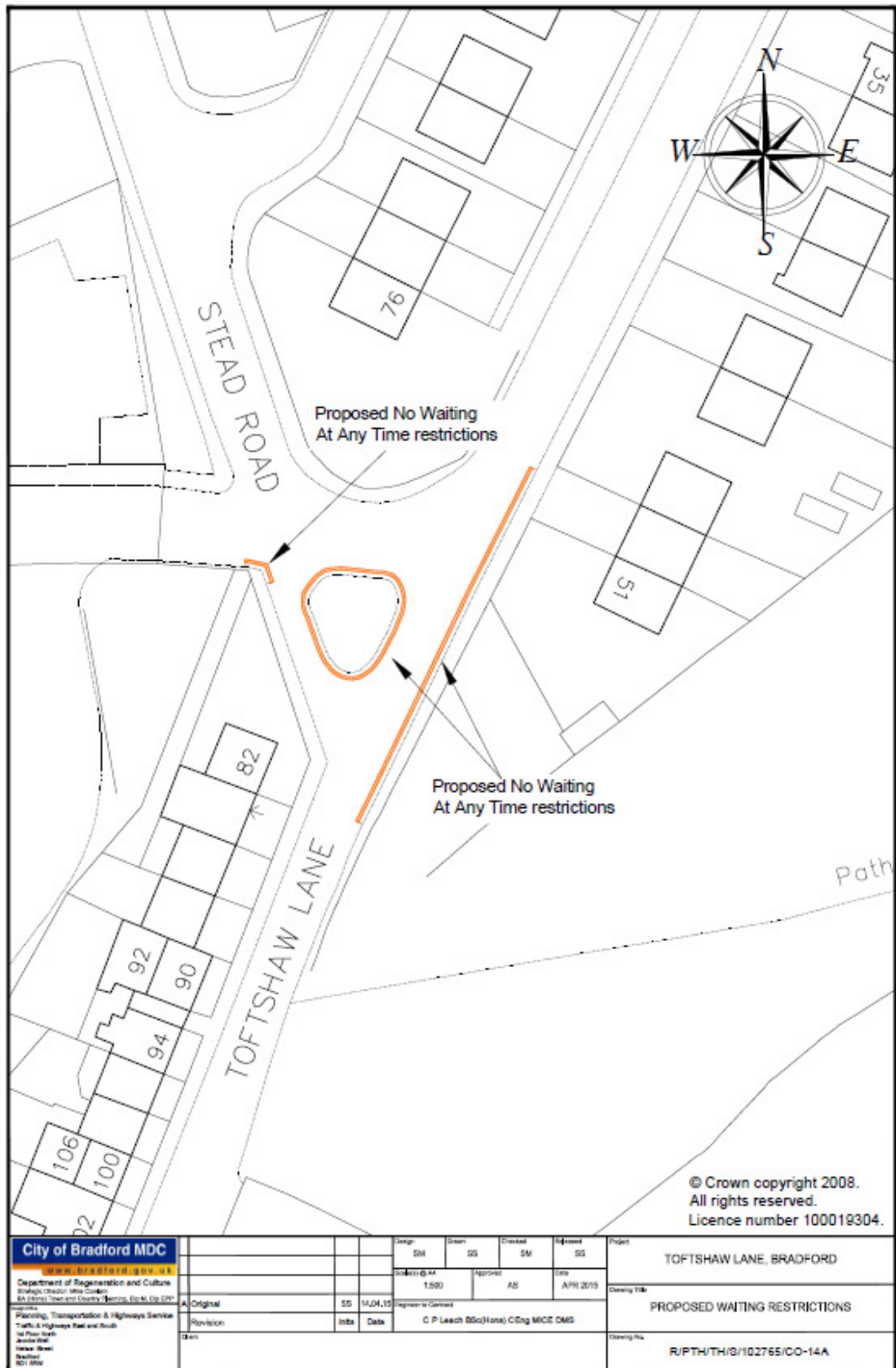


APPENDIX 2

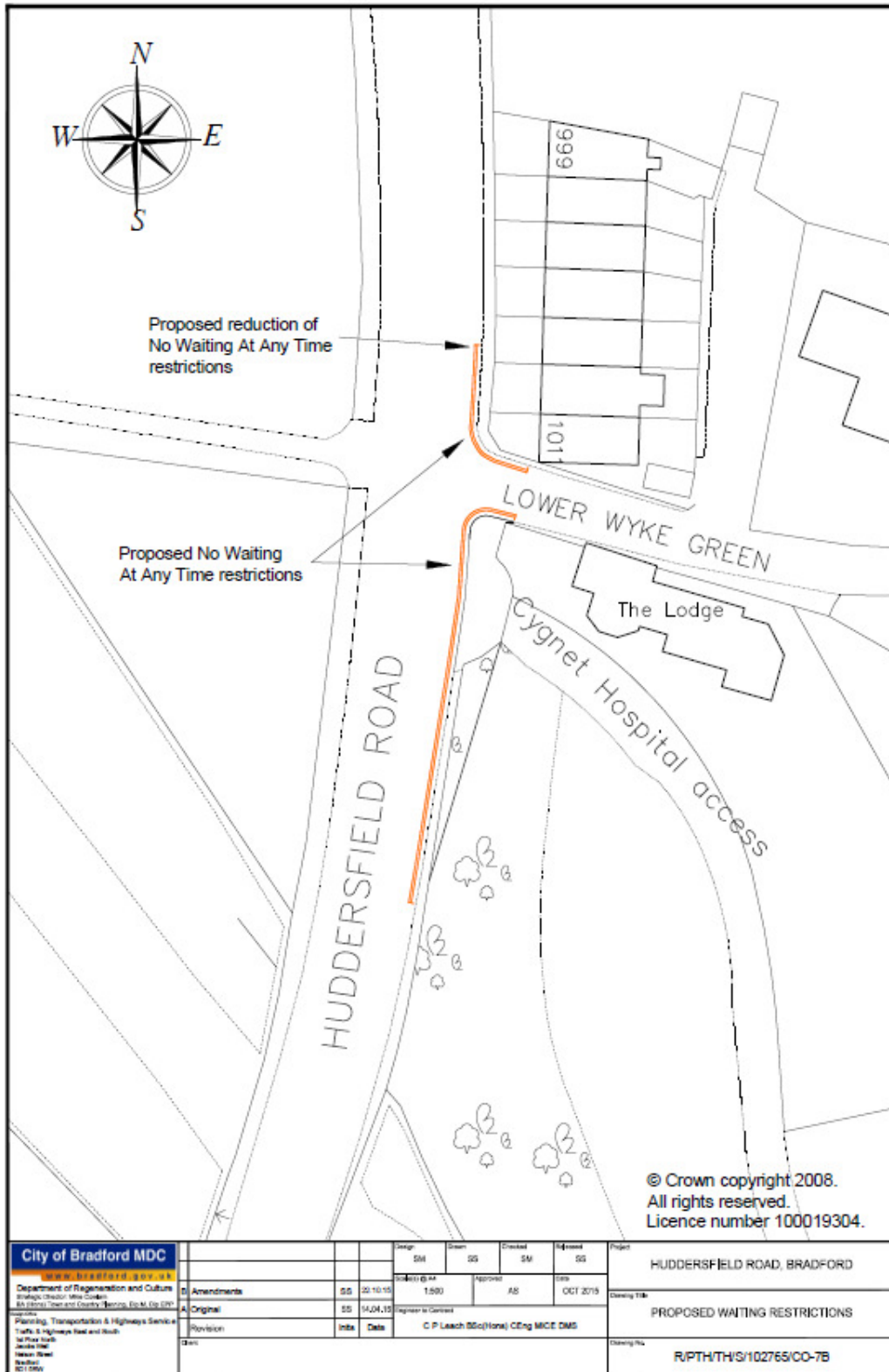




APPENDIX 3

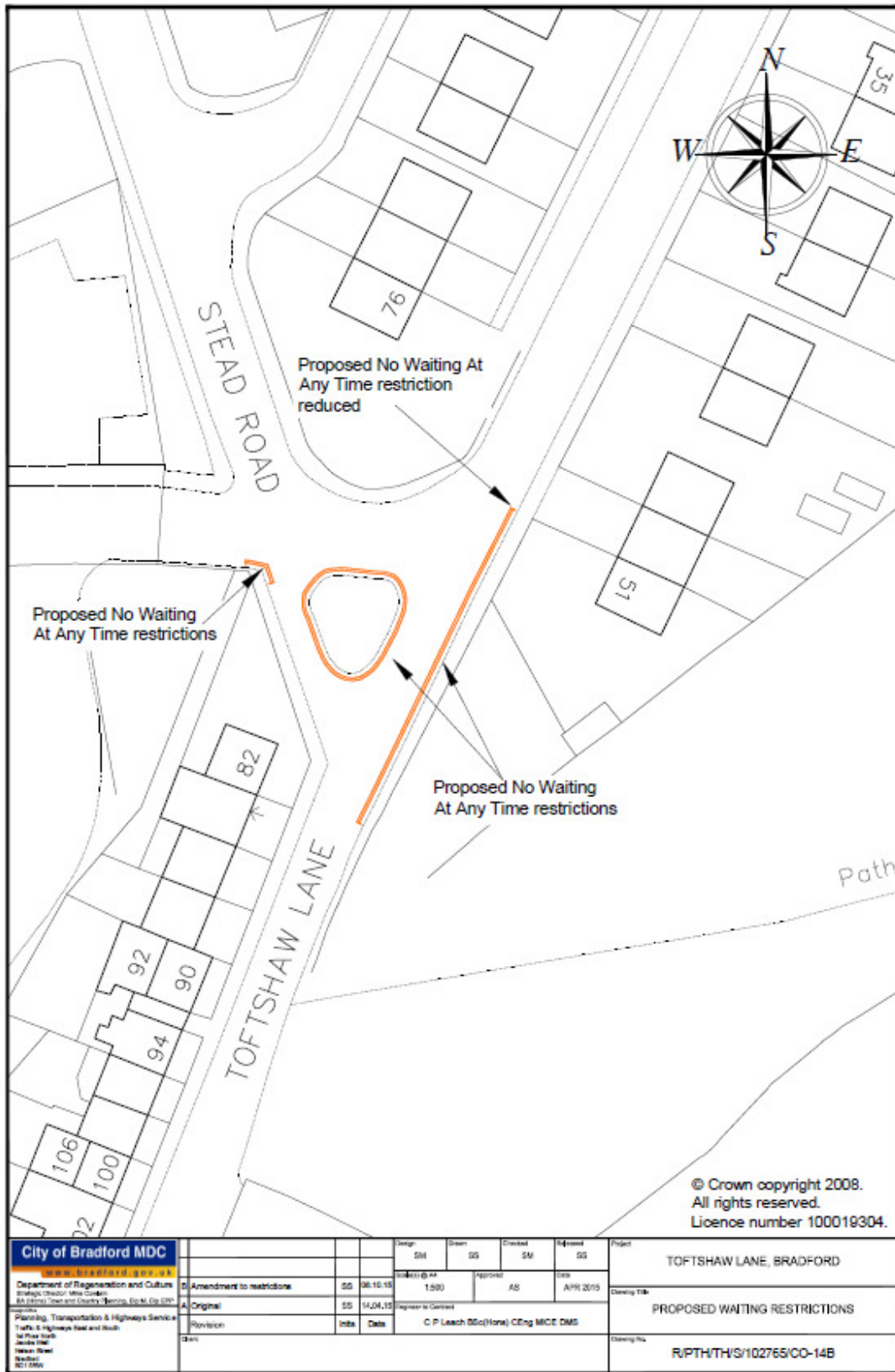


APPENDIX 4



<b>City of Bradford MDC</b> <a href="http://www.bradford.gov.uk">www.bradford.gov.uk</a> Department of Regeneration and Culture Strategic Director: Mike Condon 84-85, Town Hall, Exchange Square, Bradford, B1 1RN Tel: 0113 2734444 Fax: 0113 2734445 Email: <a href="mailto:regeneration@bradford.gov.uk">regeneration@bradford.gov.uk</a>					Design	Drawn	Checked	Approved	Project	
					SM	SS	SM	SS	SM	SS
					15/04/15	15/03	15/03	15/03	15/03	HUDDERSFIELD ROAD, BRADFORD
					15/04/15	15/03	15/03	15/03	15/03	PROPOSED WAITING RESTRICTIONS
				15/04/15	15/03	15/03	15/03	15/03	Revision	
				15/04/15	15/03	15/03	15/03	15/03	15/03	C. P. Leach (Solicitor) C/Eng MICE DMS
				15/04/15	15/03	15/03	15/03	15/03	15/03	15/03
				15/04/15	15/03	15/03	15/03	15/03	15/03	R/PTH/THS/102765/CO-7B

APPENDIX 5



<b>City of Bradford MDC</b> <small>100019304</small>		Stage: SM Design: SS Contract: SM Approval: SS	Date: 15/01/15 Approved: AS Date: APR 2015	Project: TOFTSHAW LANE, BRADFORD
Department of Regeneration and Culture Strategic Director: Mike Cooper BA (Hons) Town and Country Planning, BSc (Hons) Dip (Env) Planning		CIP Leach SS(Co) (Hons) CEng MICE CIMS	Drawing Title: PROPOSED WAITING RESTRICTIONS	Drawing No: R/PTH/THS/102765/CO-14B
Planning, Transportation & Highways Service Traffic & Highways Team and Road 1st Floor South Jubilee Hall Nelson Street Bradford BD1 1DB		Date: 15/01/15 Date: 15/01/15	Date: 15/01/15 Date: 15/01/15	Date: 15/01/15 Date: 15/01/15