

Report of the Strategic Director, Regeneration to the meeting of Bradford East Area Committee to be held on 17 March 2016.

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Subject:

OBJECTIONS RECEIVED TO THE PROPOSED BRADFORD EAST AREA-WIDE TRAFFIC REGULATION ORDER

Summary statement:

This report considers the objections received to the recently advertised Bradford East Area wide Traffic Regulation Order

<u>Wards:</u>	5	Bowling and Barkerend
	10	Eccleshill
	13	Idle and Thackley

Mike Cowlam
Strategic Director Regeneration

Portfolio:

Change Programme, Housing, Planning and Transport

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

Overview & Scrutiny Area:

Environment and Waste Management



1.0 SUMMARY

1.1 This report considers the objections received to the recently advertised Bradford East area-wide Traffic Regulation Order.

2.0 BACKGROUND

2.1 At its meeting of 26 March 2015 this Area Committee approved as part of its Safer Roads Schemes Programme the promotion of an area-wide Traffic Regulation Order for 15 sites throughout Bradford East.

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 have been raised by local residents, schools and businesses that have problems with on-street parking and gaining access to premises.

2.3 The Traffic Regulation Order was advertised between 15 January and 5 February 2016. At the same time consultation letters and plans were delivered to residents and businesses affected by the proposals. This has resulted in objections to the proposals on Otley Road, Higher Intake Road, Prospect Street, Eccleshill and Sherborne Road, Idle. One letter of objection was received to Otley Road, one letter of objection to Prospect Street, two letters of objection and one of support for Higher Intake Road and 11 letters of objection and one of support for Sherborne Road. Plans of the proposals that have received objections are attached as Appendix 1.

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

Objectors concerns	Officer comments
<u>Otley Road (Ward 5)</u> <u>Dwg No. TDG/THS/103006/CON-3A</u> <u>Number of objectors 1</u> The proposal will restrict the objectors business which he has spent some years building up and his business relies quite heavily on passing trade.	<u>Otley Road</u> There is an existing bus stop marking adjacent to the shop. The advertised proposal protects sight lines from New Fields Walk by adding double yellow lines for one car space (5m) either side of the junction which has been requested by local residents to maintain safety. There is unrestricted parking before the bus stop and on the other side of the road.
<u>Prospect Street (Ward 10)</u> <u>Dwg No. TDG/THS/103006/CON-6A</u> <u>Number of objectors 1</u> The objectors mother is confined to a wheelchair and needs access the property at the back from Prospect Street where double yellow lines are proposed. The objector also uses this access when dropped off by taxi with shopping. The objector feels the lines are not needed and	<u>Prospect Street</u> The double yellow lines will not prohibit vehicles from being parked for so long as it takes for passengers to board and alight therefore the objector's mother will still be able to access the property and taxis will be able to drop off as they currently do. The lining only extends 12m and longer term parking will be available beyond that. The lining is being proposed to provide a turning

<p>is concerned that they have been requested by a resident who is intimidating and drives at speed which the parked cars deters.</p>	<p>area at the head of this narrow cul de sac and to keep the access clear for properties at the end of the street.</p>
<p><u>Higher Intake Road (Ward 10)</u> <u>Dwg No. TDG/THS/103006/CON-2B</u> <u>Number of objectors 2</u> Objector 1. Concerned about the effect that the proposed waiting restrictions will have on the availability of parking space. There are back to back houses which can mean vehicle ownership without a road frontage. Concerned that they will have to park in front of someone else's house leading to discord between neighbours or at some distance away. A family member has a medical condition which may in time lead to disability. They recognise that at times the road is overflowing with vehicles and that refuse wagons may have difficulties but feels that residents usually park considerably and that the proposed restrictions are unfair to all residents. Objector 2. Further factors should be considered. Restrictions on the opposite side of Higher Intake Road at its junction with Killinghall Road would keep sight lines clear and assist pedestrians. A 'keep clear' should be provided at the Killinghall Road junction to improve safety and ease access. The break in the proposed lining adjacent to property number 24 Moor Terrace defeats the object; this will hamper access for the refuse wagon. The objector feels the parking difficulties are caused by residents from other streets and that a permit zone should be introduced.</p>	<p><u>Higher Intake Road</u> 1. The lining is proposed following residents complaints regarding access to Higher Intake Road and Glenmore Close and access difficulties experienced by the refuse collection wagon and emergency services. Following an initial consultation exercise the lining proposed on Higher Intake Road was reduced to cover the entry to the street from Killinghall Road and the junction of Glenmore Close; this was in response to similar concerns raised by the objector. The advertised lining is considered to be the minimum necessary to improve access. The objector's property has off street parking and a garage. 2. Further restrictions on the other side of Higher Intake Road would require advertising and would lead to further objections. A 'keep clear' marking could be provided on Killinghall Road without a Traffic Regulation Order and can be implemented. The break in the double yellow lines is proposed as a compromise (see above); the remaining lining will protect access to the street and turning movements at the Glenmore Close junction. The removal of some lining on Killinghall Road is included in this Traffic Regulation Order and should help to reduce any migration of parking. It is not considered there can be many vehicles not belonging to residents on Higher Intake Road due to the lack of parking space overall.</p>
<p><u>Sherborne Road (Ward 13)</u> <u>Dwg No. TDG/THS/103006/CON-11B</u> <u>Number of objectors 11</u> The objectors are all concerned with the effect the proposed waiting restrictions will have on the availability of parking space. Sherborne Road leads to Gordon Terrace and Lenton Villas; there is limited parking available and currently the residents have</p>	<p><u>Sherborne Road</u> The lining is proposed following concerns received about vehicular access to properties numbered 2 to 8 Sherborne Road (rear Gordon Terrace) which is at times restricted by parking. Given the number of objections to the proposal it is considered that the lining could be reduced to cover only the access</p>

<p>an understanding where they respect each others frontage and use Sherborne Road for additional parking. Therefore the loss of space on Sherborne Road will impact detrimentally on all residents. One objector has requested permit parking. 2 objectors are also concerned about lack of parking space for deliveries and trades people. 3 objectors have specifically commented that they have not experienced any access problems.</p>	<p>to properties number 2 to 8 Sherborne Road as shown on the drawing attached as Appendix 2.</p>
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2.5 During the advertising period letters of support were received for the proposals on Higher Intake Road (1 No.) and Sherborne Road (1 No.).

3.0 OTHER CONSIDERATIONS

3.1 Local ward members and the emergency services have been consulted. No objections have been received.

4.0 FINANCIAL AND RESOURCE APPRAISAL

4.1 The estimated scheme cost is £20,000. Funding has been allocated from the 2015/16 Safer Roads budget.

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 Council's 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 introduction of some of the waiting restrictions in the Order will be beneficial in terms of road safety.

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

Ward Members have been consulted on the proposed Traffic Regulation Order.

7.8 AREA COMMITTEE WARD PLAN IMPLICATIONS

The implementation of the Traffic Regulation Order supports priorities within the Bradford East Area Committee Ward Plan 2015-16.

8.0 NOT FOR PUBLICATION DOCUMENTS

8.1 None

9.0 OPTIONS

9.1 That the objections be overruled and the Traffic Regulation Order be implemented as advertised.

9.2 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 objections to Otley Road, Prospect Street and Higher Intake Road be overruled and the proposals for Sherborne Road be amended as shown in Appendix 2 and the Traffic Regulation Order be amended, sealed and implemented.

10.2 That the objectors be informed accordingly.

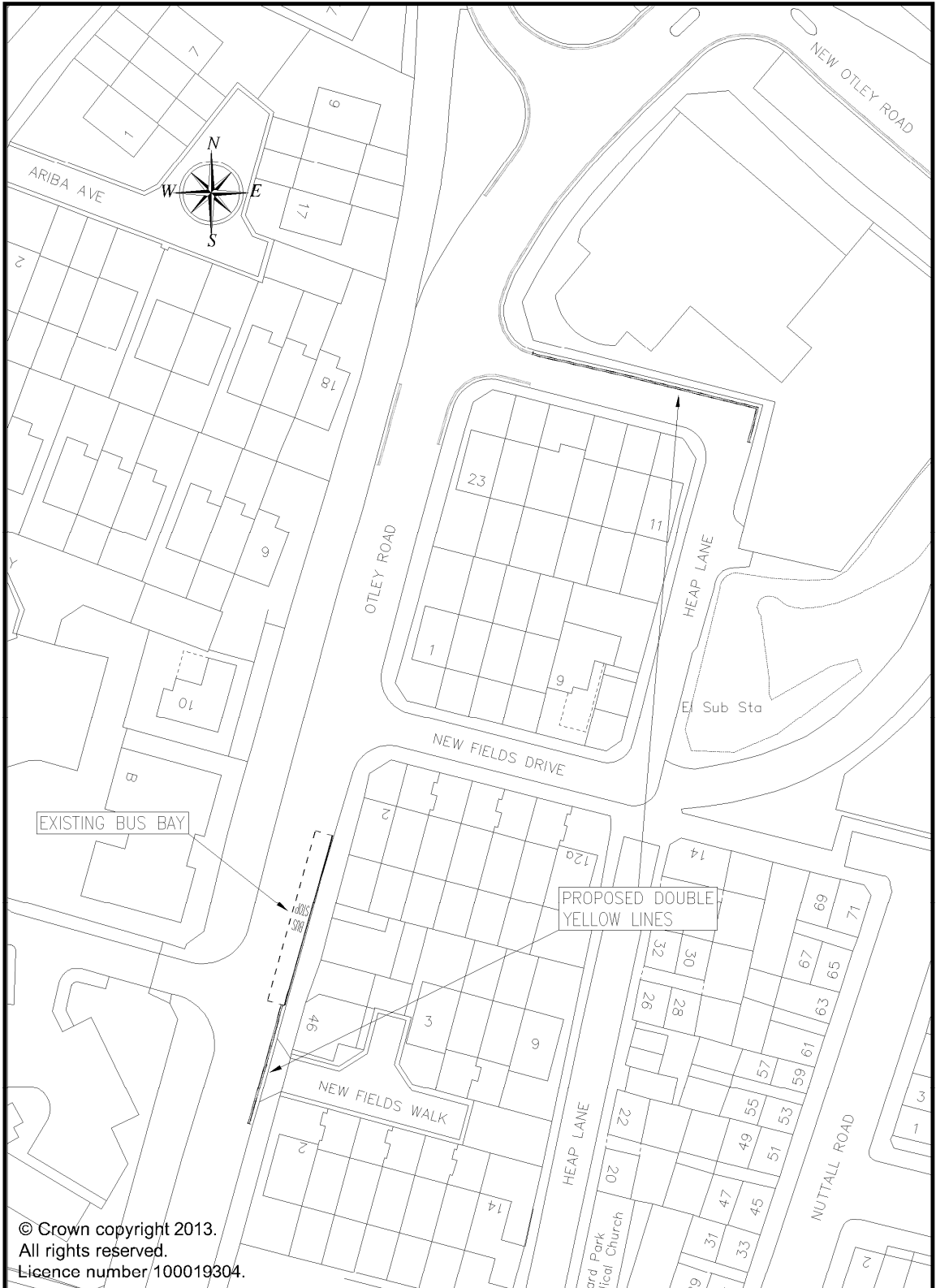
11.0 APPENDICES

11.1 Appendix 1 – Drawing Nos. TDG/THS/103006/CON-2B, 3A, 6A, 11B.

11.2 Appendix 2 – Drawing No. TDG/THS/103006/CON-11C.

12.0 BACKGROUND DOCUMENTS

12.1 City of Bradford Metropolitan District Council File Ref: TDG/THS/103006.



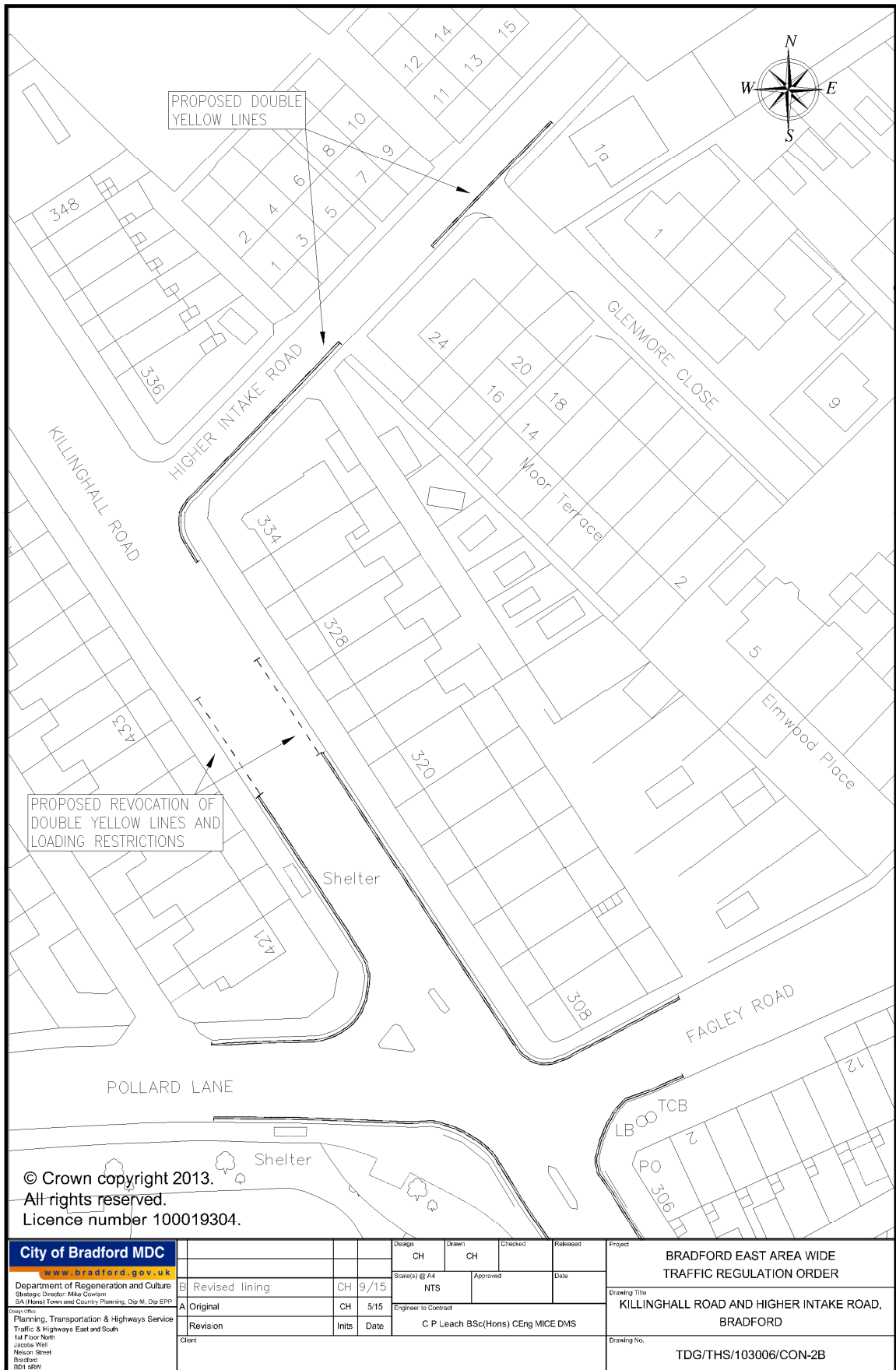
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City of Bradford MDC www.bradford.gov.uk Department of Regeneration and Culture Strategic Director: Mike Cowlem S16 (Hons) Town and Country Planning, Dip M, Dip EPD		Design	CH	Drawn	CH	Checked	Released	Project	BRADFORDS EAST AREA WIDE TRAFFIC REGULATION ORDER
		Scale(s)	@ A4	Approved		Date		Drawing Title	OTLEY ROAD AND HEAP LANE, BRADFORD
A Original Revision Client		CH	5/15	Engineer in Contract		C P Leach BSc(Hons) CEng MICE DMS		Drawing No.	TDG/THS/103006/CON-3A



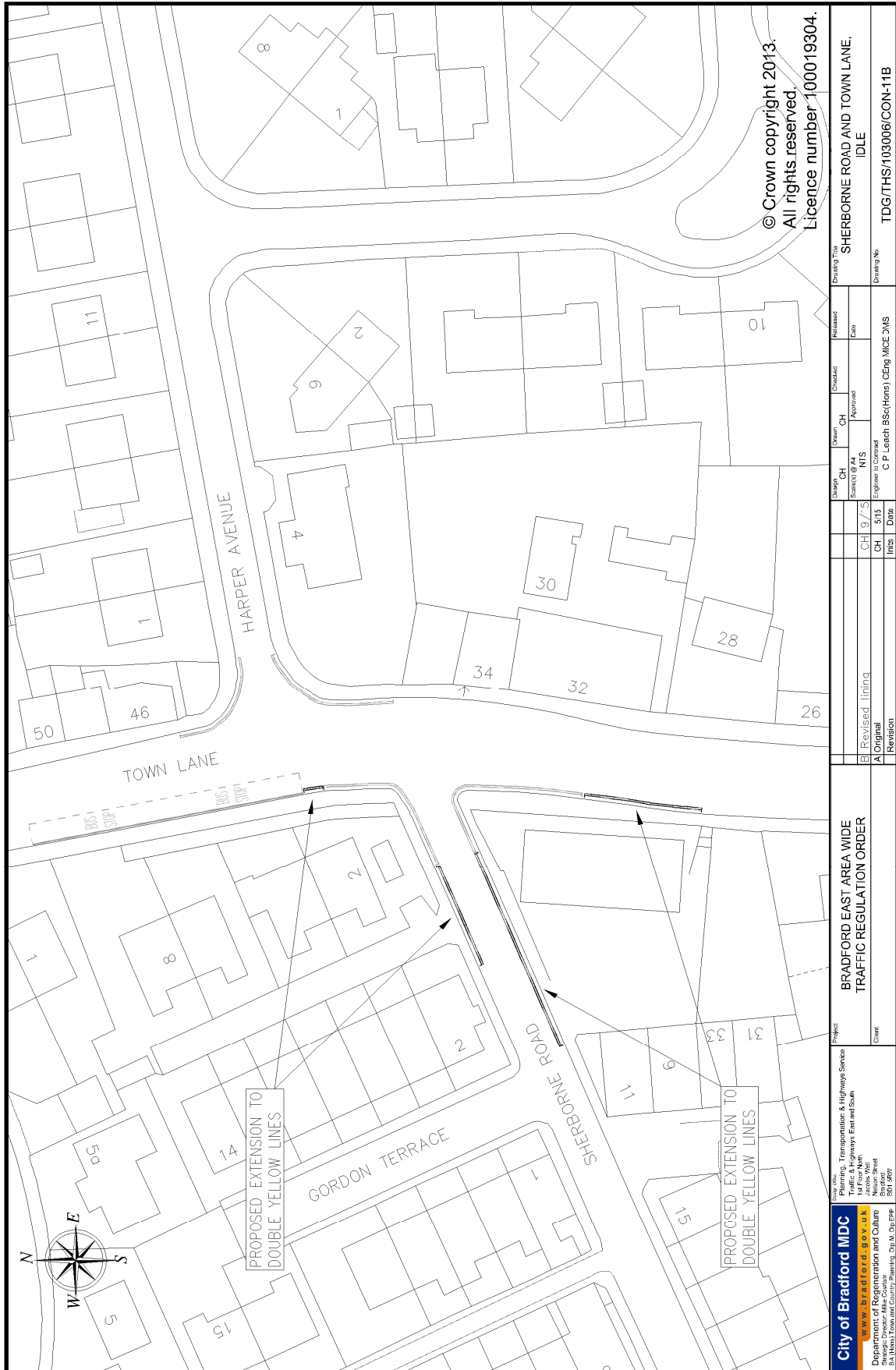
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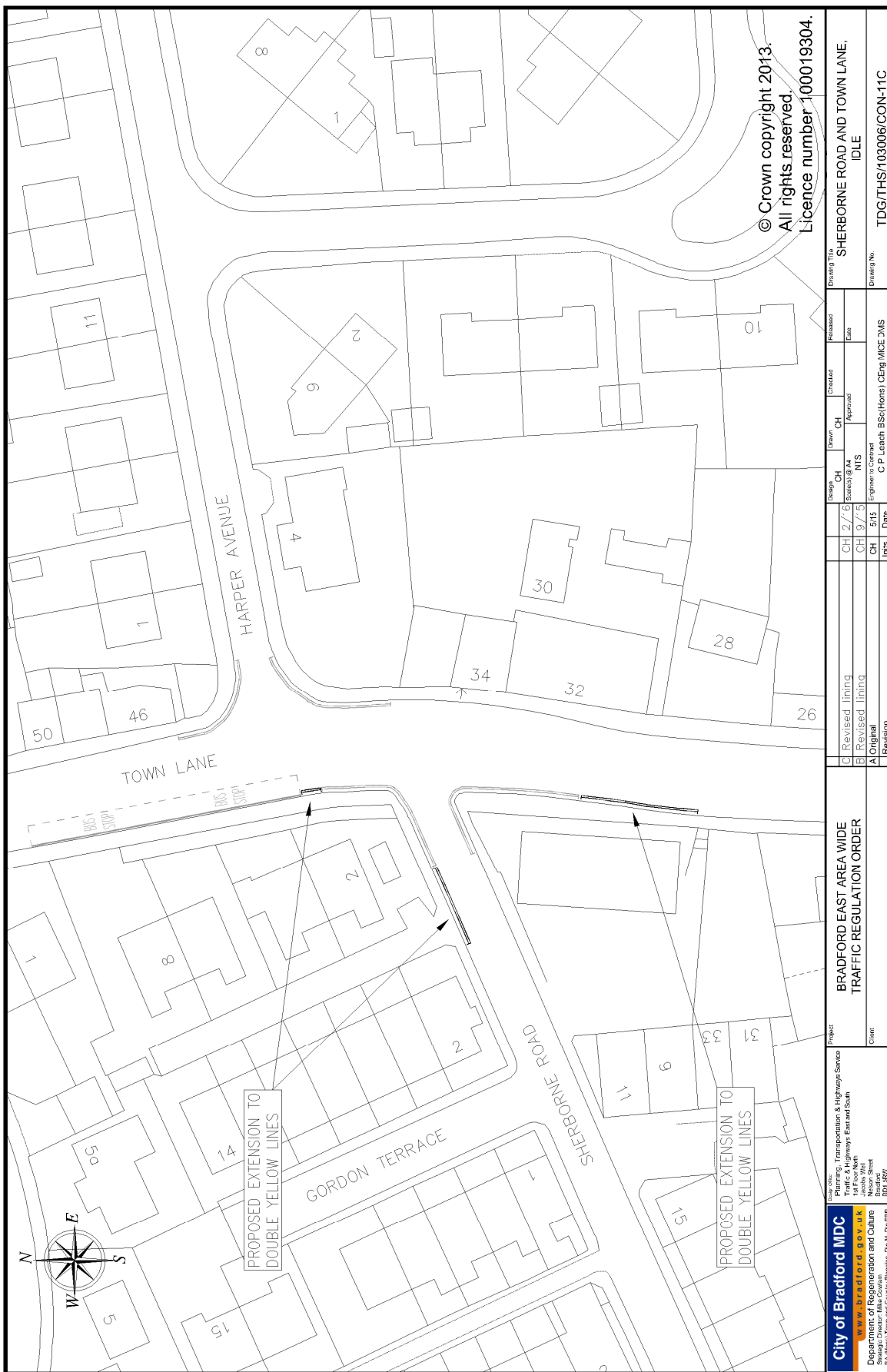
City of Bradford MDC www.bradford.gov.uk Department of Regeneration and Culture Strategic Director: Mike Cowlem S&A (Hons) Town and Country Planning, Dip.M., Dip.EPP Job title: Planning, Transportation & Highways Service Traffic & Highways East and South 1st Floor North Jacobs Well Nelson Street Bradford BD1 3RW				Design	Drawn	Checked	Released	Project
				CH	CH			BRADFORD EAST AREA WIDE TRAFFIC REGULATION ORDER
				Scale(s) @ A4		Approved	Date	Drawing Title
	A	Original	CH	5/15	Engineer to Contract			PROSPECT STREET, ECCLESHILL
	Revision	Init	Date	C P Leach BSc(Hons) CEEng MICE DMS			Drawing No.	
							TDG/THS/103006/CON-6A	



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City of Bradford MDC www.bradford.gov.uk Department of Regeneration and Culture Strategic Director: Mike Cowlem S14 (Hons) Town and Country Planning, Dip M, Dip EPD		Design CH Drawn CH Checked Released	Project BRADFORD EAST AREA WIDE TRAFFIC REGULATION ORDER
B Revised lining A Original Revision Date	CH 9/15 CH 5/15 NTS Engineer to Contract C P Leach BSc(Hons) CEng MICE DMS	Scale(s) @ A4 Approved Date	Drawing Title KILLINGSHALL ROAD AND HIGHER INTAKE ROAD, BRADFORD
City Of: Planning, Transportation & Highways Service Traffic & Highways East and South 1st Floor North Jacobs Well Nelson Street Bradford BD1 3RW	Client	Drawing No. TDG/THS/103006/CON-2B	





<p>City of Bradford MDC Department of Regeneration and Culture Strategic Director: Mike Cochrane Bradford BA1 1RN, Town and Country Planning, 2nd Floor, 200</p>		<p>Project: BRADFORD EAST AREA WIDE TRAFFIC REGULATION ORDER</p> <p>Client: _____</p>		<p>Drawn by: _____ Transportation & Highways Services Traffic & Highway Enforcement Unit 1st Floor, North Nelson Street Bradford BA1 1RN</p>		<p>Released Date: _____</p>		<p>Drinking Title: SHERBORNE ROAD AND TOWN LANE, IDLE</p> <p>Drinking No: TDG/THS/103006/CON-11C</p>	
<p>CH 2/15 Revised lining</p>	<p>CH 19/15 Revised lining</p>	<p>CH 19/15 Revised lining</p>	<p>CH 19/15 Revised lining</p>	<p>CH 19/15 Revised lining</p>	<p>CH 19/15 Revised lining</p>	<p>CH 19/15 Revised lining</p>	<p>CH 19/15 Revised lining</p>	<p>CH 19/15 Revised lining</p>	<p>CH 19/15 Revised lining</p>
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