

**Name of meeting:** Cabinet Committee - Local Issues

**Date:** 21 June 2023

**Title of report:** Traffic Regulation Order No 19 2022, Proposed No Waiting At Any Time, Field Lane, Wood Street, George Street, Talbot Street, Whitaker Street and Bar Street, Batley

**Purpose of report:** To consider objections received to the above proposals.

Key Decision - Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?	No
Key Decision - Is it in the <a href="#">Council's Forward Plan (key decisions and private reports?)</a>	No
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by <u>Strategic Director</u> & name	Colin Parr – 10 May 2023
Is it also signed off by the Service Director Finance?	Eamonn Croston – 10 May 2023
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 28 April 2023
Cabinet member <a href="#">portfolio</a> - Environment	Cllr Masood Ahmed

**Electoral wards affected:** Batley East

**Ward councillors consulted:** Yes

**Public or private:** Public

**Has GDPR been considered:** Yes

## **1. Summary**

- 1.1 Complaints were received from the Batley East Local Ward Councillors on behalf of local residents about inconsiderate and obstructive parking taking place on Wood Street, both sides of Field Lane including on the pavement blocking vehicular and pedestrian access, and on and up to the junctions of George Street, Talbot Street, Whitaker Street and around the bend of Bar Street blocking visibility and access for drivers using this route.
- 1.2 Several site visits have shown parking regularly take place at the above locations and a scheme was developed and designed to improve access and road safety along the route here. These proposals were consulted on and legally advertised between 16 February 2023 to 16 March 2023, during which time three objections and a petition opposing the proposals were received.

## **2. Information Required to Take a Decision**

- 2.1 Several businesses and local residents take access to and from Field Lane to reach their premises as well as drivers going to and from the Kirklees Council 72 hour long stay public car park off it. There is also a local community centre with pedestrian and vehicular access to its designated off-street car park taken from near the bottom of Talbot Street.
- 2.2 Drivers also use Field Lane to access to and from Bradford Road to avoid queuing at the Hick Lane/Bradford Road traffic signals adding to the volume of traffic using the route.
- 2.3 Bar Street is a one-way street leading from Bradford Road to Field Lane. Site visits have shown a number of large vans and vehicles from local businesses are constantly parked around the top of Bar Street at the junction of Field Lane. The parking at the right-hand side of this junction in particular totally blocks visibility for drivers exiting from this junction.
- 2.4 Congestion and access are also made difficult when drivers regularly park along the full length of one side of Field Lane leaving only the junctions as passing points when drivers park directly opposite the parking taking place and on and up to the adjacent junctions. Pedestrian access is also prevented as drivers then pull onto the footpath to allow other drivers to pass.
- 2.5 Wood Street in particular is a narrow road measuring less than 5 metres and any parking taking place on it would prevent vehicular access for other drivers.
- 2.5 To resolve these issues it was proposed to introduce 'No Waiting At Any Time' parking restrictions at strategic locations along Field Lane intermittently swapping sides, on both sides of Wood Lane and at the relevant junctions to prevent the displaced parking moving to these locations and to help maintain access and visibility along the route and improve road safety for all road users in this vicinity.

## **Objection 1**

“This area already has restricted parking. There is little parking around this area as it is, and I would be disappointed if the proposal was approved. I do understand that double yellow lines are needed on the corners where Bar Street and Field Lane meet. This will help on the junction. But putting double yellow lines all the way down is going to cause implications for residents and the local organisations based here.”

### **In response:**

The proposals are designed to be as limited and as confined as possible but still be effective to reinforce the Highway Code, e.g. drivers should not park within 10 metres of a junction; and/or park anywhere their vehicle would cause an unnecessary obstruction e.g., double parking on a road totally blocking access; or on the footpath blocking pedestrian access.

There will still be legally unrestricted parking available along Field Lane, in the Kirklees Council long stay car park, and on Victoria Avenue to accommodate minimal displaced parking.

## **Objection 2**

By way of introduction, we are a voluntary community organisation. Taylor Street Outreach Team (TSOT).

On behalf of residents, we are extremely concerned with the proposals outlined in your proposal and would like to formally object to the proposals.

This will affect local businesses at Field Lane, as well as the residents in the surrounding streets. People will park in Talbot Street for example. It is difficult enough for parking, putting double yellow lines will increase the issue. By doing what you are proposing, it would simply move the problem from one street to another. Plus, the risks of causing potential hazard for children crossing the road to the schools.

You will be aware the Community Centre on Field Lane WAS being used by the NHS as a Covid Vaccination Centre and the footfall and traffic increased as a result, members of the wider public (who were not from this area) used the Centre and parking their vehicles inappropriately, not using the Community Centre Car Park at the rear. This is what we believe has instigated this proposal. Please note, the centre is now NO LONGER being used as a covid vaccination centre, so the problem with the obstructive parking has ended. It is, therefore, unreasonable to install double yellow lines all the way down Field Lane. We appreciate they are needed on the corners where Bar Street meets Field Lane. This would certainly help with driving away from the junction, and for emergency vehicles. But they certainly are not needed all the way up and down the whole road Field Lane. We can foresee no significant benefit from the proposed plan as it is.

### **In response:**

As above, the proposals are designed to be as limited and as confined as possible but still be effective to reinforce the Highway Code, maintain access and improve road safety in this vicinity for all road users, e.g., drivers should not park within 10 metres of a junction; and/or park their vehicle anywhere that would cause an unnecessary

obstruction; or double parking on a road totally blocking access; or on the footpath blocking pedestrian access. These proposals will prevent parking at junctions and on the footpath to improve the visibility for drivers of all pedestrians, including children wishing to cross the road here.

There still remains legally unrestricted parking available along Field Lane, in the Kirklees Council long stay car park, and on Victoria Avenue sufficient to accommodate parking needs.

### **Objection 3**

I am writing in connection with the above. I am extremely concerned with the proposals outlined in your correspondence and would like to object to the proposals.

I have been in business for many years and suggesting making these proposals in such a difficult time is extremely concerning.

As you are fully aware the Community Centre on Field Lane is currently being used by the NHS as a Covid Vaccination Centre and the footfall and traffic has increased as a result, members of the public are using the Centre and parking their vehicles inappropriately, not using the Community Centre Car Park at the rear.

My business has been trading in the same location for several years and contributes significantly to the local community, proposing these changes would detrimentally affect my business operation. We are a very responsible business and respect our neighbours and the local community and always park our vehicles without obstructing any access, give-ways or causing any obstruction for oncoming vehicles. Like any business, these proposals will no doubt affect some business more than others and I do not personally feel any business on Field Lane, will suffer more severely than mine.

I am not familiar with what are the steps involved in these proposals, but I disagree with the proposals and would like to have a discussion with you, if possible, in what are the steps I can take to voice my concerns before any implementation is completed.

### **In response:**

As above, the restrictions are designed to maintain safe vehicular and pedestrian access and reinforce the Highway Code. The proposed restrictions will ensure that drivers going to the Community Centre who do park inconsiderately or obstructively will instead use the Centre's designated car park and/or the Kirklees Council Car Park at all times, thus helping to improve road safety here.

The scheme however does not propose parking restrictions directly outside the objector's premises so their customers will continue to be able to park here as space allows.

### **Objection 4**

A petition has been received from 214 residents in the Batley, Dewsbury, and Heckmondwike area, with six signatures from the Bradford area and one from Leeds. And only five properties in the immediate area of the proposals. The community petition objects to the proposed parking restrictions as it is felt they are unfair and

certainly not needed in a residential/commercial area. They realise the Council has received several complaints regarding obstructive parking and believes this has been mainly due to the members of the public accessing the local community centre for Covid 19 vaccinations and not parking in a respectable manner or using the community centre car parking bays located at the rear of the centre.

#### **In response:**

The complaints of obstructive and inconsiderate parking were received prior to the Community Centre being used for vaccinations. Due to covid restrictions shortly after, site visits were put on hold and no further investigations or site visits took place until lock down ended, and when parking patterns returned to normal. A site meeting with local ward councillors took place 7 June 2021 and at that time, obstructive and illegal parking was seen to take place, and further visits have shown that these problems are still taking place, even when the community centre is closed.

The proposed parking restrictions are needed to ensure that drivers park sensibly and do not park where they cause obstructions.

### **3 Implications for the Council**

3.1 **Working with people** – The scheme has been developed in consultation with the Local Ward Councillors in response to regular complaints of inconsiderate and obstructive parking received from local residents.

3.2 **Working with Partners** –

3.3 **Place based Working** – The changes will improve road safety here.

3.4 **Climate Change and Air Quality** – These proposals will ease congestion and not have a detrimental impact on Air Quality or Climate Change.

3.5 **Improving outcomes for children** – These proposals are aimed at preventing pavement and obstructive parking at junctions improving road safety for children in this location.

3.6 **Other implications** – None

### **4 Consultees and their opinions**

The statutory consultees have been consulted and support to the scheme was received for the Huddersfield Motorcycle Action group.

The three Batley East Ward Councillors fully support the proposals.

### **5 Next steps and timelines**

Cabinet Committee Local Issues to consider the objections raised during the formal advertising period and reach a decision on this proposal.

If the Cabinet Committee Local Issues chooses to overrule the objections, the scheme will be implemented on site as per the plans provided.

If the Cabinet Committee Local Issues chooses to uphold the objections, the scheme will not be implemented, and the expected benefits would not be realised.

## **6 Officer recommendations and reasons**

The proposed scheme has been developed to prevent obstructive and inconsiderate parking in this area and improve road safety for all road users,

For these reasons, the Officer recommendation is that the objections and the petition is overruled, and the proposals are implemented as advertised, to allow the benefits to be realised.

## **7 Cabinet portfolio holder's recommendations**

The Cabinet Portfolio Holder supports the Officer recommendations.

## **8 Contact Officer**

Karen North  
Principal Technical Officer – Highway Safety  
Phone: 01484 221000  
[karen.north@kirklees.gov.uk](mailto:karen.north@kirklees.gov.uk)

## **9 Service Director responsible**

Graham West  
Service Director – Highways and Streetscene  
(01484) 221000  
[graham.west@kirklees.gov.uk](mailto:graham.west@kirklees.gov.uk)