

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

Date: **31 January 2024**

Title of report:

Kirklees Council Traffic Regulation [No. 16] Order 2023, Proposed prohibition of waiting Blackmoorfoot Road, Bulay Road, Nelson Street and Springdale Avenue, Huddersfield

Purpose of report: To consider objections received for both locations.

Key Decision - Is it likely to result in spending or saving £500k or more, or to have a significant effect on two or more electoral wards?	No
Key Decision - Is it in the Council's Forward Plan (key decisions and private reports?)	No
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by <u>Strategic Director</u> & name	David Shepherd – 12.12.2023
Is it also signed off by the Service Director Finance?	Isabel Brittain – 12.12.2023
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 20.12.2023
Cabinet member portfolio	Cllr Moses Crook

Electoral wards affected: Crosland Moor and Netherton

Ward councillors consulted: Yes

Public or private: Public

Has GDPR been considered: Yes

1. Summary

- 1.1 This traffic regulation order was for two separate locations within the Crosland and Netherton ward and were advertised together. Both locations have received objections as a result of advertising this traffic regulation order.
- 1.2 Traffic Regulation Order (No 16) was advertised on 4 October and the objection period ended on 1 November 2023.

2. Information Required to Take a Decision

- 2.1 Significant issues regarding access/egress had been raised by a number of businesses on Blackmoorfoot Road. The main issue was that staff/visitors to businesses on this section of Blackmoorfoot Road were parking in such a way as to severely impede access to and egress from the businesses.
- 2.2 A scheme was developed to remove parking from these areas of concern and to make sure that other sections of Blackmoorfoot Road were not just going to get the displaced parking.
- 2.2 Over a number of months the residents of Bulay Road have had issues with their bins not being emptied due to bin wagons not being able to gain access to Bulay Road and Nelson Street.
- 2.3 To improve the possibility of these large vehicles gaining full access regularly it was proposed to install “no waiting at any time” restrictions on key corners and junctions on Bulay Road, Nelson Street and Springdale Avenue. This would mean that the double yellow lines would free up these tight turning areas so that larger vehicles can operate without obstruction, which they are currently not able to do, consistently.

2.3 Objections

During advertisement of the traffic regulation order for proposed parking restrictions, one objection was received for Blackmoorfoot Road, and seven objections received for the Bulay Road/Springdale Avenue/Nelson Street proposals.

The objections and our response are set out below:

Objection to Blackmoorfoot Road “no waiting at any time” restrictions

I am emailing in relation to proposed ‘no waiting at any time’ areas planned for Blackmoorfoot Road, Huddersfield, HD4.

After having read the proposed changes on the kirklees.gov.uk website, we are unable to determine whether the proposed changes affect the stretch of road directly outside the gates of our property, ### Blackmoorfoot Road.

Our property is situated on the left-hand side of the road, if facing away from Huddersfield town centre. The small stretch of road between our neighbouring properties, #####, is currently used by our staff members to park their cars, as we have no space for staff vehicles on site. I have attached a satellite view of this area, indicating the stretch of road I am referring to, marked in red.

If the proposed 'no waiting at any times' plans are to cover the specific part of the road that I have indicated, then we would like to politely object to this proposal. This is because the staff vehicles are parked there safely, legally and without obstruction to other road users/pedestrians. As well as this, considering the other proposed plans for 'no waiting' on the remainder of this road, we would be extremely concerned for the safety of our staff, should they be forced to park their vehicles some few miles away from the premises.

Response:

The restrictions have been arranged such that any large vehicles will be able to turn out of the adjacent sites without difficulty in the future. The area of parking referred to by the objector is adjacent to the exit from Woodcock and Wilson who had significant operational difficulties as a result of the parking.

The arrangement is such that there are two gates very close to each other and in order to remove parking from potentially being too close to the Woodcock and Wilson access the double yellow lines have been taken beyond the second entrance. They have been taken 10m beyond the access to allow for good visibility from this second access.

This area is what the objection is about as the staff working for the business park here. These restrictions are required to improve the exiting of the Woodcock and Wilson site by preventing any parking in the immediate turning circle. The secondary benefit is that visibility is improved from all the access in this area and that is seen as a safety benefit for all road users and pedestrians.

Objection 1 to Bulay Road/Springdale Avenue/Nelson Street proposals

I actually enclose a copy of my email to Ken Major on the same issue from earlier in the year including multiple photos of what the roads are like during the day. The issue is mainly overnight resident parking when the double yellows will be difficult to enforce. Furthermore, if this is a measure to aid bin collections then a bin collection which is after 9am for Bulay Road would instantly fix the issue. It seems this is already happening late mornings on a Friday with no hindrance now.

Sacrificing large swathes of on street parking "at all times" is really not progress. I also note that the TRO doesn't address the issue of parking on both sides of Bulay Road ... between no.6 and 40 approx. This is a more significant obstruction even to cars who have no issues turning at the junctions on to Bulay Road but struggle to get through parked cars on both sides of the road. Part pavement parking as we have near the junctions and on Springdale Avenue/Springdale Street would help here. Can this be advised to the residents? Having no waiting at all the points highlighted on the draft but not addressing this double parking will just result in those cars being dumped here and make the obstruction worse albeit a bit further down the road.

Finally, I strongly object to the double yellows proposed outside our property at no. # Bulay Road. Firstly I do not believe any restrictions or yellow lines are required here at all. The cars (not just ours) are always partly parked on the kerb/pavement. Also opposite the corner are multiple drives so no cars are on the opposite side to make this corner tight. It is in fact one of the widest junctions around here. Furthermore, the length of double yellows is too long and really exaggerated at 20m+. Normally 2 cars park comfortably (partly on the pavement) on the north west side and one car on the north east side. These 3 cars NEVER cause an obstruction and would insist these spaces are not lost. These cars are of local residents and will just cause issues elsewhere. The corner is large/wide and sometimes someone may park a car on the curve but again partly on the pavement. Blocking this 4th car from parking may make sense (very limited double yellows ONLY on the curve - a bit like Hall Avenue and Springdale Avenue junction already in place) but again a more advisory approach especially on bin collection days may be more appropriate here. People have stopped double parking on the collection day so it can work without invoking a TRO.

I hope these comments can be taken into consideration. I am happy for you to contact me and discuss alternatives if still required. There was overwhelming rejection of the resident permit scheme and multiple residents are shocked at the proposed TRO and no one I have spoken to is in favour of it; everyone feels the price to pay for easier bin collections is too much here with the TRO with too much lost parking space. In fact most residents weren't even aware till this week as no one received anything in the post this time and someone had just seen the lamppost notice!

Response:

The difficulties in emptying the bins have been a long running issue for the residents of Bulay Road. A number of attempts have been made by the Waste Team to improve how people park in this area to make access easier without any success. So, it has meant that we need to introduce permanent restrictions to remove the parking from the problem areas. Complaints are still coming in regularly about missed bin collections, so the issues have not gone away. The solution that residents choose to use, to minimise the impact on traffic flow from their parked cars, is to park half on the footway and the road. This is illegal and something that we cannot condone or encourage as this causes problems for pedestrians and disabled users.

We appreciate that that making the restrictions "at any time" appears to some residents, to be excessive, but vehicles other than the bin wagons need access to properties in this area at any time and therefore the creation of double yellow lines is the only way we can guarantee access will be ensured for all vehicles.

The restrictions have been kept to the minimum length of 10m and have only been placed in those locations that the Highway Code advises that parking should not take place. The proposed restrictions will help improve road safety in the area as well as improving access.

Objections 2 to 7 – Bulay Road/Springdale Avenue/Nelson Street proposals

The following text was used for the remaining objections by six residents:

As someone who will be affected adversely by the above TRO, I am writing to object to the TRO as it stands. The reasons given for installing multiple no waiting restrictions around the area are misguided.

I would like to add the notice for this TRO was very poorly publicised to the locals. It appears it was a note taped to just one lamppost. In the past all residents have received letters in the post which didn't happen this time. Hence a lot of the residents this TRO will directly affect are unaware and may not be sending in an objection!

I appreciate that the bin wagons have difficulty accessing Bulay Road but the length of the no waiting restrictions which will be in force 24 hours a day 7 days a week is disproportionate. This is the very reason that the residents permit scheme was rejected earlier.

The reason cars are parking close to the corners is because of the lack of on street parking for the residents.

So, near our house, junction of Bulay Road and Springdale Avenue, we get cars from Springdale Street parking here. Likewise, similarly at Nelson Street. The garage on Bulay Road also contributes with some cars awaiting repairs.

As per previous letters from Ken Major, the parking restrictions are only really enforceable during 8am-6pm. There is ample parking during this time and parking on corners is not an issue once everyone has left for work/school run.

The bin wagons come once a week. Ruling out up to 40m of parking space at each junction is going to be catastrophic for an area that is short of parking already. It will inevitably lead to illegal parking; and more so at a time when enforcement will be less likely.

The TRO fails to acknowledge the much larger issue which will get worse once the corners are blocked off. Cars and small vans etc don't have issues at the corners. The biggest obstruction seems to be double parking on main length of Bulay Road "N.East Side". This leaves little room for even cars to squeeze through. It seems like the problem is just going to get kicked down the road. What good are free junctions for the bin wagons if they can't get through on the longer stretch of Bulay Road due to double parking. The TRO will be wiping out vast amounts of on street parking which is already in very short supply.

We have seen much improved bin collections lately as people are parking more sensibly or even elsewhere on bin collection days. Even avoiding the double parking.

The planned TRO has been poorly communicated to the residents and I am certain it's unlikely that any resident would be in favour of the current proposal. It creates more problems than it solves. A targeted and more limited double yellows covering only the curved portions of the junctions may be more acceptable. We need to preserve as many parking spaces as we can during the process. We already have these much smaller restrictions at the Hall Avenue and Springdale Avenue junction as opposed to 20m lengths being proposed. I wonder if another consultation with the residents is in order to decide what would be acceptable in terms of aiding traffic flow. Please feel free to contact me if you would like more information or discuss further.

Response:

The objections cover the same issues as Objection 1 so the response above to that objection will be the same for these.

With regards to the concerns raised about lack of notification for resident of the proposed restrictions, all residents are consulted initially, on any proposals Highways may have that affect their properties, following initial consultation, the Council advertises its Traffic Regulation Orders, as legally required by legislation. In this case initial consultation resulted in a petition to implement permit parking in this area, but, as the issues are predominately too many vehicles for the available road space, any permit parking scheme, and the require waiting restrictions needed to support it were unacceptable to the residents. They did not want to take those alternative proposal further.

3. Implications for the Council

- 3.1 Working with people** - The proposals would significantly improve access for larger vehicle.
- 3.2 Working with Partners** – Our partners in the Blue Light Services have been consulted on this scheme and have not raised any objections or concerns.
- 3.3 Place based Working** - The Traffic Regulation Order is intended to prevent parking close to junctions and corners to improve access.
- 3.4 Climate Change and Air Quality** - This is likely to have a positive effect upon Climate Change and Air Quality.
- 3.5 Improving outcomes for children** – As well as improving access the removal of parking at these locations will improve visibility for pedestrians including children when crossing.
- 3.6 Other implications** (HR/Legal/Financial etc) – None

4. Consultees and their opinions

Statutory consultees were consulted on both proposals, and no concerns were raised.

All three Ward Councillors were consulted and support the schemes.

5. Next steps and timelines

CCLI to consider the objections as detailed above, along with the other related information provided.

If Cabinet members are minded to overrule the objections, the waiting restrictions, can be implemented as advertised for Blackmoorfoot Road and Bulay Road/Springdale Avenue/Nelson Street.

If Cabinet members are wish to uphold any/all the objections, in whole or in part, the restrictions will not be implemented in that location, and he reported issues for accesses to businesses and local properties will remain.

6. Officer recommendations and reasons

Officer recommendation: That the objections be overruled, and the waiting restrictions advertised in Traffic Regulation [No. 16] Order 2023, Proposed prohibition of waiting

Blackmoorfoot Road, Bulay Road, Nelson Street and Springdale Avenue, Huddersfield be implemented.

Reason: Both of the schemes are designed to provide parking restrictions so that larger vehicles can operate without obstruction, which they are currently not able to do consistently.

7. Cabinet portfolio holder's recommendations

The Portfolio Holder supports officer recommendations.

8. Contact officer

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9. Service Director responsible

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