

Report of the Director of Regeneration and Culture to the meeting of Bradford South Area Committee to be held in Committee Room 4 starting at 5pm on the 28th March 2013.

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Subject:

A Ward funded Traffic Regulation Order was advertised at the 8 locations with various waiting restrictions. At 2 of the sites one objection was received for the Common Road proposals and one objection was received for the Winterton Drive proposals.

Summary statement:

This report requests the Area Committee to consider these 2 objections and the options considered by the officer in 4.1, 4.2 and 4.3 of the report.

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Director

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Portfolio:

Regeneration, Economy and Sustainability

Overview & Scrutiny Area:

Environment and Waste Management



Suzan Hemingway, City Solicitor

1 SUMMARY

- 1.1 This report considers the 2 objections received for the proposed waiting restrictions recently advertised on Common Road and Winterton Drive/Carr Lane/Markfield Avenue/Close, Wyke.

2 BACKGROUND

- 2.1 This committee gave approval to the Ward funding of £5,000 for 1 site long with a further 7 sites for a Traffic Regulation Order at its meetings of the 26th July 2012 with £2,300 on the 22nd November 2012. The Traffic Order was advertised during 18th January 2013 and 8th February and as a result these 2 objections were received.
- 2.2 Appendix 1 and 2 shows the extent of the proposed waiting restrictions etc advertised for both sites and Appendix 3 and 4 show how these proposals can be modified whilst providing the same benefits.
- 2.3 The parking issues on Common Road were brought to our attention by businesses experiencing difficulties of access/egress to their premises. These problems were created by on-street parked heavy goods vehicles and cars parked too close to accesses. These vehicles create visibility problems and restricted manoeuvring of vehicles when entering/leaving premises/sites. A number of vehicles park overnight when waiting to access these sites when they re-open in the morning with trailers left parked up on-street for long periods. Therefore these advertised proposals will protect visibilities at private accesses and junctions, whilst encouraging heavy goods vehicles into designated parking areas where they can park safely (lorry parking facility) and designated spaces where cars can park without causing problems for other road users.
- 2.4 All frontages were consulted, met with one of the businesses to agree a way forward and when comments were received from other frontages amendments to the proposals were made prior to the formal TRO process commencing.
- 2.5 Winterton Drive proposals have been the result of parking issues caused by non-residents parking near their work, which has created problems for refuse vehicles, difficulties for the residents when trying to access the street and access their drive ways. This has been a problem for more than 5 years.
- 2.6 A yellow box marking has been introduced at the junction with Carr Lane and bollards have been erected on both sides of the footway at this junction to prevent the same vehicles parking on the footways and restricting access/egress. Parking still takes place beyond the bollards and yellow box marking half on the footway/carrageway which forces pedestrians onto the road and is only just passable in a car as the road is narrow.
- 2.7 The 2 objections and officers comments are as follows, objection 2 was also supported by 3 other residents from a different household and are as follows :-

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Objection	The Objection	Officers Comments
Objection 1	<p>Aldergate Methodist Church is used by a wide variety of community groups, individuals throughout the week they include the elderly and young children. There are times when both car parks are full and on-road parking is the only option available which is wide enough to accommodate this on both sides.</p> <p>If the proposals considered cars on-street parking adjacent to the church side, it would not only benefit those who visit the church, but also parents parking for Low Moor School located on Park House Road.</p>	<p>The details shown in Appendix 1 could be modified so the problems identified by the objector can be resolved by the proposed amendment shown in Appendix 3.</p> <p>The width of road is adequate to allow these amendments, whilst protecting the most vulnerable road users.</p>
Objection 2	<p>The objector sent a Freedom of Information request. This has been raised as part of the objection.</p>	<p>All relevant information which could be provided was provided. 8 of the 9 requests could not be answered as this information was not held by the Authority it is held by the Police, Fire and Ambulance Services.</p>
Objection 2	<p>The letters sent out to inform residents of the proposals incorrectly stated that the restrictions encompassed Carr Lane, Winterton Drive and Storr Hill. When in fact the proposal actually affects Winterton Drive, Markfield Close/Drive. We believe this misinformation has led residents to believe they are unaffected by the restrictions and are unaware the proposals will affect their residences.</p> <p>The letter states these proposals have been made to “alleviate parking problems created by non-residents that restrict access for emergency services and to private driveways”. There is no evidence to substantiate this claim as the council does not hold</p>	<p>The first letter of the 12th November 2012 informed the residents of Markfield Drive/Close that the proposed measures for Carr Lane, Winterton Drive and Storr Hill may transfer the problems onto these 2 streets and it asked them for their comments. Comments were received and a second letter was sent out on the 12th December 2012 which showed the permit parking zone including these 2 streets, again it was asking for comments.</p> <p>The council does not hold this information the objector had the opportunity to request information from the 3 emergency services. The problems have been brought to our attention again and again by the residents of Winterton Drive.</p>

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	information on how many emergency vehicles have been hindered	Ambulances having to wait on Carr Lane because of the problems.
Objection 2	<p>The owners of vehicles alleged to be causing the issues on Winterton Drive, live elsewhere but work in the area and do not park here by choice but by necessity.</p> <p>Parking restrictions will not prevent them driving to the area and local residents should not have to suffer restrictions to parking and visitor access to their homes because of these people. Parking restrictions will not solve the problem, the problem will continue to manifest itself but at a different location.</p> <p>We suggest that the root cause of the problem is addressed and you attempt to create parking local to the area that will prevent the perceived problem moving elsewhere.</p> <p>We also suggest that a parking area is created along the side of the playing field adjacent to Carr Lane which would not move the problem to another area/s.</p>	<p>The residents of Winterton Drive have had these problems more than 5 years now. We have introduced a yellow box marking and bollards to try to maintain access into Winterton Drive from Carr Lane, vehicles park beyond the bollards partly on the footway/carriageway on both sides of the road, making it difficult for vehicles to access. We have considered all the options, the residents of Winterton Drive didn't want the residents of Markfield Drive or Close to loose out and want their street to be available to them during winter months this could only be achieved with a permit parking zone on all three streets so permits would be valid for all the 3 streets.</p> <p>The option shown in Appendix 4 will address these problems whilst protecting the lower section of Markfield Drive's 13 properties and leaving the remaining section of Markfield Drive and Close, without any restrictions.</p> <p>Winterton Drive would remain the first option for those non-residents to park on-street and without any restrictions they are unlikely park further away.</p>
Objection 2	Permit Parking will impose unacceptable parking restrictions upon the residents of Markfield Drive/Close. As this restricts the number of permits allocated.	The option shown in Appendix 4 may address this problem, whilst protecting the lower section of Markfield Drive and this being the closer to Winterton Drive and having a pedestrian link.
Objection 2	There has been no attempt to solve the issue through alternative means, by communicating the issues to the	Initial proposals were sent to the business whose staff park their motor vehicles on Winterton Drive. No comments have been

	<p>employers of the people causing the problem. This would address the root cause and could be resolved with the provision of parking facilities on the field adjacent to Carr Lane.</p>	<p>received from the business, which has no off-street parking provision. The on-street parking may transfer to the frontage of that business on Carr Lane where the large delivery vehicles are loaded and unloaded by forklift truck and there may be a need for further waiting restrictions.</p>
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3. OTHER CONSIDERATIONS

3.1 None

4. OPTIONS

4.1 That the proposal shown in Appendix 1 be modified to accommodate the proposals shown in Appendix 3. The proposal is to swap the designated parking for cars with that of hgv's and hgv's for cars, so parking provision for cars is in close proximity to the nearby Aldersgate Methodist Church.

4.2 That the proposals shown in Appendix 2 be modified to accommodate the proposals shown in Appendix 4. The proposals will deter the parking transferring from Winterton Drive onto the lower section of Markfield Drive which is linked by steps to Winterton Drive. The parking problem will either transfer to Carr Lane or the remaining sections of Markfield Drive/Close. The proposed waiting restrictions will protect the narrowest section of Carr Lane and protect the junction of Winterton Drive/Carr Lane maintaining access/egress at all times.

4.3 Members may choose not to accept these amendments.

5. FINANCIAL & RESOURCE APPRAISAL

5.1 The financial implications of this report are outlined in paragraph 2.1

6. RISK MANAGEMENT AND GOVERNANCE ISSUES

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

7. LEGAL APPRAISAL

7.1 There are no specific legal issues arising from this report.

8. OTHER IMPLICATIONS

8.1 EQUALITY & DIVERSITY

8.1.1 There are no equality and diversity implications.

8.2 SUSTAINABILITY IMPLICATIONS

8.2.1 There are no significant sustainability implications.

8.3 GREENHOUSE GAS EMISSIONS IMPACTS

8.3.1 There are no greenhouse gas implications to this report.

8.4 COMMUNITY SAFETY IMPLICATIONS

8.4.1 There are benefits to community safety.

8.5 HUMAN RIGHTS ACT

8.5.1 There are no significant human rights implications arising from this matter.

8.6 TRADE UNION

8.6.1 There are no Trade Union implications arising from this matter.

8.7 WARD IMPLICATIONS

8.7.1 There are no Ward implications.

8.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

8.8.1 The proposed measures included in this report support priorities within the Bradford South Area Committee Action Plan 2011-14.

9. NOT FOR PUBLICATION DOCUMENTS

9.1 None.

10. RECOMMENDATIONS

11.1 The committee's instructions are requested please consider the options set out in 4.1, 4.2 and 4.3.

11. APPENDICES

11.1 Appendix 1 – Proposed waiting restrictions/designated parking areas on Common Road.

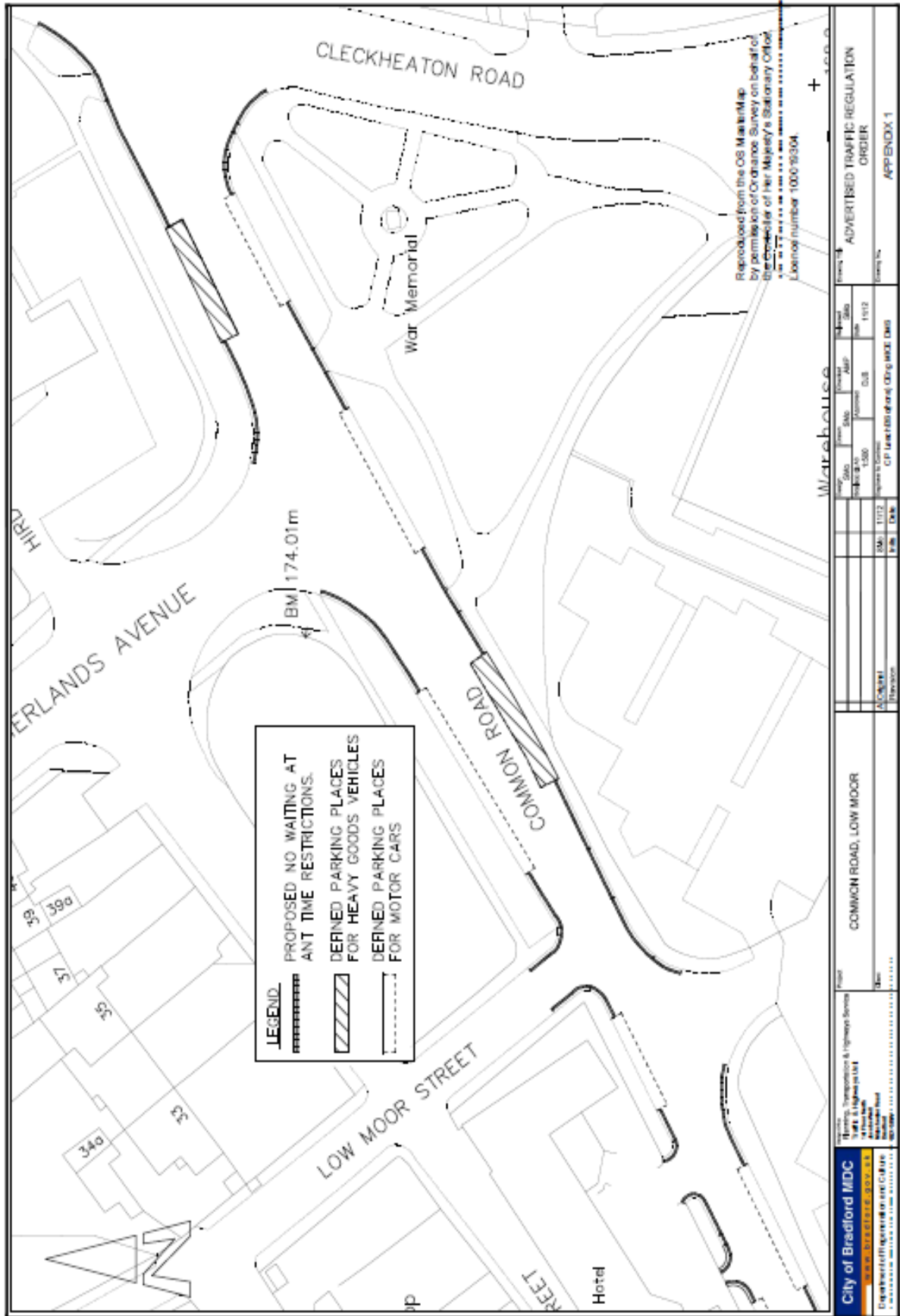
11.2 Appendix 2 – Propose waiting restrictions and Permit Parking zones on Winterton Drive, Carr Lane, Markfield Drive and Markfield Close.

11.3 Appendix 3 – Proposed amendment to designated parking areas on Common Road.

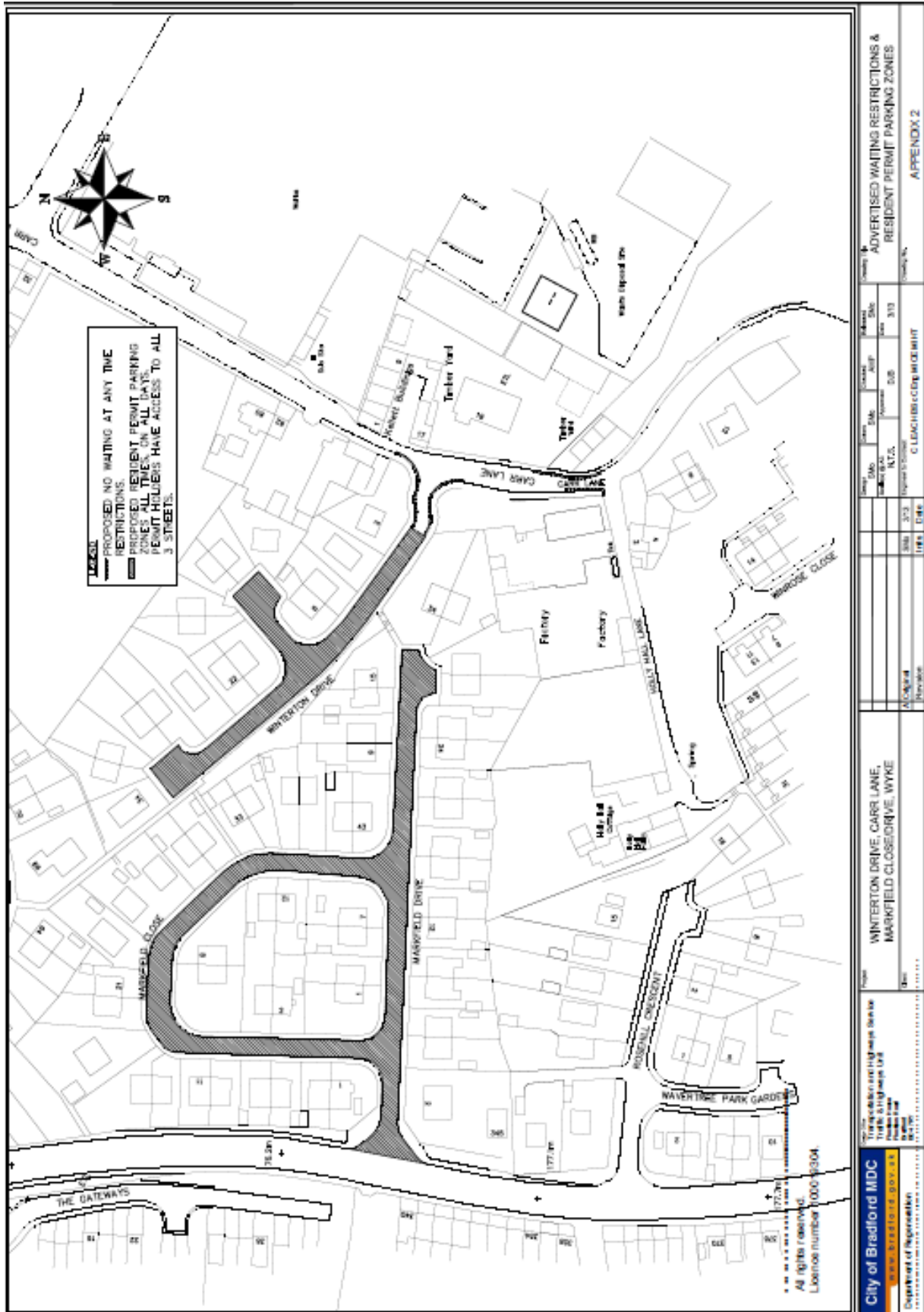
11.4 Appendix 4 - Proposed amendment to permit parking zone on Markfield Drive and Markfield Close.

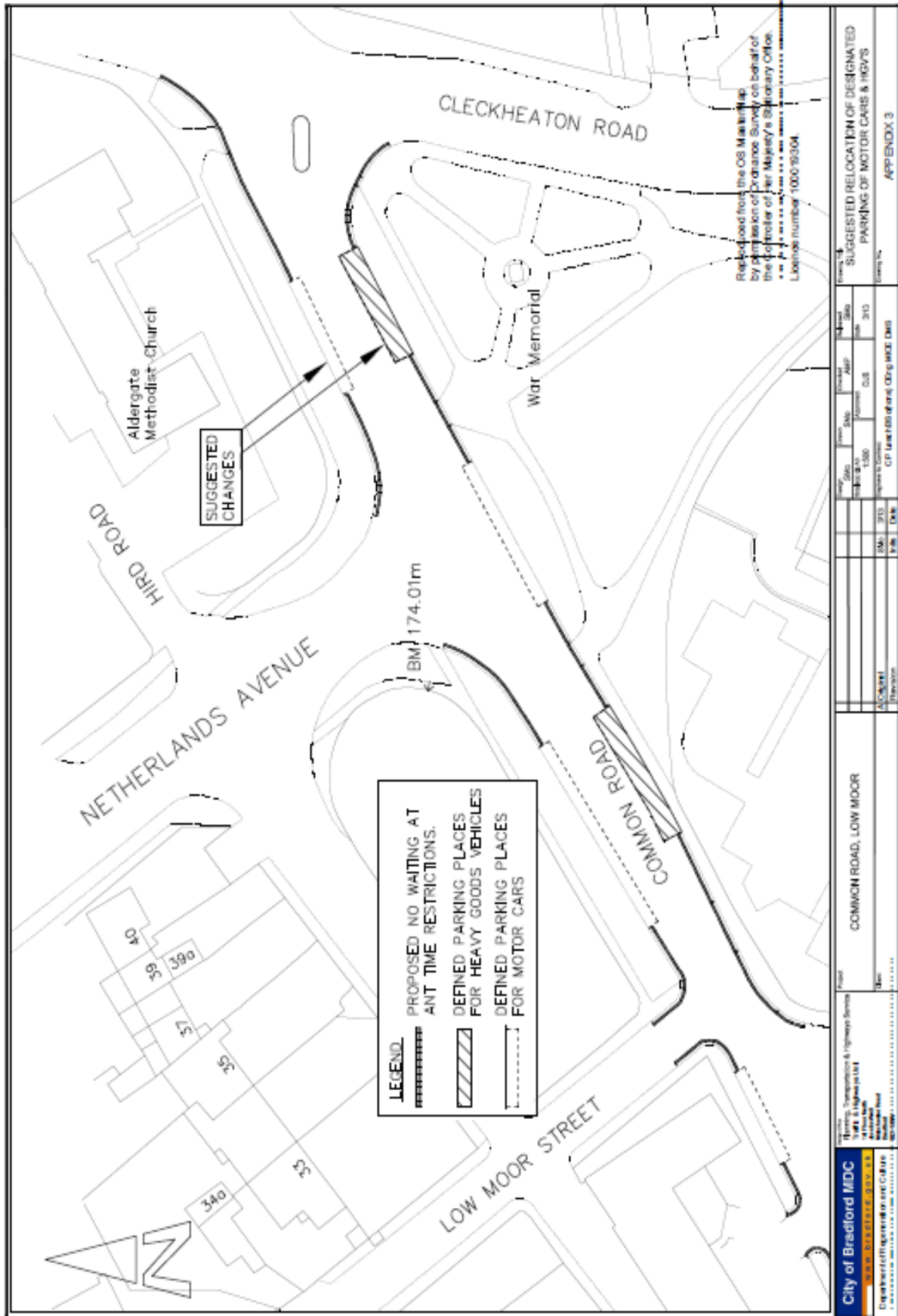
12. BACKGROUND DOCUMENTS

12.1 Bradford south Area Committee 26th July and 22nd November 2012.



Report to the Bradford South Area Committee
APPENDIX 2





Report to the Bradford South Area Committee
APPENDIX 4

