

Report of the Director of Regeneration and Culture to the meeting of the Bradford South Area Committee to be held on 26th September 2013

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Subject:

Stadium Road, Odsal – Match Day & Event Parking Problems.

Summary statement:

This report details problems experienced on Stadium Road, Odsal during Match Days and events and makes recommendations to the committee for a method to mitigate the issues experienced in the area.

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Portfolio:

Regeneration, Economy and Sustainability

Overview & Scrutiny Area:

Environment and Waste Management



**City of Bradford
Metropolitan District Council**



1 SUMMARY

- 1.1 This report details problems experienced on Stadium Road, Odsal during Match Days and events and makes recommendations to the committee for a method to mitigate the issues experienced in the area..

1 BACKGROUND

- 1.1 Stadium Way, Odsal provides a major entrance and exit route to the following properties

- Stadium Road (2 Properties)
- Pearson Road (17 Properties)
- Taylor Road (2 Properties)
- Woodhouse Road (4 Properties)
- Vehicular access to properties off Stadium Road (6 Properties - classed as Taylor Road)
- Odsal stadium (currently known as The Provident Stadium)
- Cue Gardens (aka Stadium Mills)
- South Bradford Golf Club

- 1.2 Local residents and Ward Councillors have raised concerns that, on match days and during events at Odsal Stadium and Cue Gardens, parking on Stadium Road causes a potential access restriction for emergency vehicles - particularly at times of major vehicle movements.

- 1.3 This is caused by a combination of the volume of traffic queuing when coming in to and out of the facility, currently allowed on street parking (approximately 15 free on-street spaces) and elements of inconsiderate/anti social parking on Stadium Road that restrict full-width carriageway use.

- 1.4 The City of Bradford MDC is not obliged to provide parking facilities on street for private businesses but facilitates parking where possible. In cases where anti-social parking occurs the Authority has a duty under the Traffic Management Act 2004 to ensure the free flow of the highway network.

- 1.5 Match/Event Day parking restrictions are a common method used to mitigate problems around major sporting and event stadiums across the country. Such restrictions are activated when required by the use of notices/drop down activated signs or electronic signing.

3 OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

- 3.1 No considerations.

4 OTHER CONSIDERATIONS

- 4.1 Whilst the majority of drivers will try and accommodate emergency service vehicles (and emergency vehicles will attempt, in some cases to clear their own path and/or utilise the footway to pass) response times may be hampered by obstruction.
- 4.2 It may be possible for Cue Gardens and Bradford Bulls to come to a mutual arrangement to optimise and advertise the location of off-street parking places to their visitors for match and event days, however this would be a private arrangement and the Authority has no powers to enforce co-operation between the two parties.

5 OPTIONS

- 5.1 The committee may choose to implement one of the following options;
- 5.2 Option 1 - that the Bradford South Area Committee resolves to carry out no action, retaining the status quo with regard to parking on Stadium Road
- 5.3 Option 2 – (Appendix 1) – That the Bradford South Area Committee resolves to implement changes to the existing parking areas on Stadium Road to address residents concerns, including the implementation of a no waiting and loading restriction on Stadium Road on those days where matches and events are taking place This is the officers preferred option.

6 FINANCIAL & RESOURCE APPRAISAL

- 6.1 The proposed works can be funded from the available budgets.

7 RISK MANAGEMENT

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

8 LEGAL APPRAISAL

- 8.1 There are no specific legal issues arising from this report. .

9 OTHER IMPLICATIONS

9.1 EQUAL RIGHTS

- 9.1.1 There are no significant Equal Rights implications.

9.2 SUSTAINABILITY IMPLICATIONS

- 9.2.1 There are no significant sustainability implications

9.3 GREENHOUSE GAS EMISSIONS IMPACTS

9.3.1 There are no significant greenhouse gas emission implications

9.4 COMMUNITY SAFETY IMPLICATIONS

9.4.1 Works carried out are designed to improved safety according to the adopted road user hierarchy.

9.5 HUMAN RIGHTS ACT

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

9.6 TRADE UNION

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

9.7 WARD IMPLICATIONS

9.7.1 Scheme delivery in all wards will be affected by the budget reductions.

10 NOT FOR PUBLICATION DOCUMENTS

10.1 None

11 RECOMMENDATIONS

11.1 That the Bradford South Area Committee chooses one of the options outlined above (Para 5.1 – 5.3).

11.2 That the Bradford South Area Committee authorises any necessary formal advertisement, consultation, associated expenditure and implementation of the selected option as necessary.

12 APPENDICES

12.1 Appendix 1 – Proposed changes to parking restrictions – Stadium Road

13 BACKGROUND DOCUMENTS

None

Appendix 1 - Option 2

