

Report of the Strategic Director of Regeneration to the meeting of the Keighley Area Committee to be held on 18th August 2016.

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Subject:

Objections have been received to the proposed Traffic Regulation Order (TRO) to introduce 24 hour Resident Permit Parking, together with 1 hour parking for Non-Permit Holders, on Bridge Lane, Ilkley.

Summary statement:

This report considers objections received from local businesses to a Traffic Regulation Order to introduce 24 hour Resident Permit Parking, together with 1 hour parking for Non-Permit Holders.

It is recommended that:

- The objections be overruled and the proposed TRO to change the existing overnight Residents Permit Parking to 24 hours, together with 1 hour parking for Non-Permit Holders, with the inclusion of 'Special Permits', on Bridge Lane, Ilkley, as shown on Drawing No. TDG/THN/AK/103212/CON-1A (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised.
- The objectors be advised accordingly.

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Portfolio:**Housing, Planning and Transport**

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Overview & Scrutiny Area:**Environmental and Waste Management**

1. SUMMARY

This report considers 3 objections received from local businesses to a Traffic Regulation Order to introduce 24 hour Resident Permit Parking (together with 1 hour parking for Non-Permit Holders) on Bridge Lane, Ilkley.

2. BACKGROUND

- 2.1 Currently there are two parking bays on Bridge Lane, Ilkley that have Residents Parking Restrictions, overnight only, from the hours of 6pm to 8am. However, residents are finding it increasingly difficult to park outside or near their properties outside of these hours. They have therefore requested that 24 hour Residents Parking Restrictions be introduced. In order to help all road users, a Traffic Regulation Order to introduce 24 hour Resident Permit Parking, together with 1 hour parking for Non-Permit Holders has been proposed.
- 2.2 A location plan identifying Bridge Lane, Ilkley and the existing and proposed waiting restrictions are identified within the plan, attached to this report as Appendix 1.
- 2.3 This committee approved on 23 July 2015, funding for this proposed TRO as shown on Appendix 1 of this report.
- 2.4 The proposed TRO was formally advertised on 18th February 2016 for a 3 week and resulted in the receipt of 3 formal objections. These objections along with officer comments are tabulated in Appendix 2.
- 2.5 There is currently no provision in the order for 'Special Permits'. These are discretionary permits issued by Highways on the basis that if there is available capacity for parking, Highways can issue the permit to non-residents, residents in adjacent streets, or businesses.
- 2.6 There is an operational garage business on Bridge Lane that has objected to the proposal (detailed in Appendix 2). If a two hour (or three hour) no return restriction (instead of the proposed one hour no return restriction), in the 3 car parking bay, outside the garage is included in the order, then this would accommodate this objectors needs. This will however allow up to 3 hours for non residents to park.
- 2.7 'Special Permit' provision in the order will allow the highways office to issue parking permits at their discretion (based on capacity and the need to park at this location). Legal Services have advised that if there is a wish to include this element in the proposed TRO, consent from the residents of Bridge Lane who currently hold parking permits, would be required.
- 2.8 A meeting with the residents of Bridge Lane took place on Thursday 4th August and they collectively agreed to the inclusion of 'Special Permits' within the order, and this was followed up by email confirmation.



3. OTHER CONSIDERATIONS

- 3.1 Ilkley Parish Council, the emergency services and WYCA have been consulted on the scheme proposals with no adverse comments having been received.

4. FINANCIAL & RESOURCE APPRAISAL

4.1 Financial

The cost of introducing the proposed TRO will be met from this Committee's capital allocation.

4.2 Resources

The proposed scheme can be processed within existing staff resources.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

There are no risk management implications.

6. LEGAL APPRAISAL

There are no legal implications at present.

7. OTHER IMPLICATIONS

None

7.1 EQUALITY & DIVERSITY

In the event that the proposed TRO is developed further, due regard would be given to Section 149 of the Equality Act 2010.

7.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications arising from this report.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no greenhouse gas implications arising from this report.



7.4 COMMUNITY SAFETY IMPLICATIONS

There are no community safety implications arising from this report.

7.5 HUMAN RIGHTS ACT

There are no human rights implications arising from this report.

7.6 TRADE UNION

There are no trade union implications arising from this report.

7.7 WARD IMPLICATIONS

None

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

The development and implementation of schemes included in this report support priorities within the Keighley Area Committee Ward Plans 2015-16.

8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

Option 1 - The proposed TRO to change the existing overnight Residents Permit Parking to 24 hours, together with 1 hour parking for Non-Permit Holders, with the inclusion of 'Special Permits', on Bridge Lane, Ilkley, as shown on Drawing No. TDG/THN/AK/103212/CON-1A (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised, and the objectors be advised accordingly.

Option 2 - That the proposals be abandoned

Option 3 - Members may prefer to take a course of action other than indicated in the above options or the recommendations, in which case they will receive appropriate guidance from others.



10. RECOMMENDATIONS

The objections be overruled, and the proposed TRO to change the existing overnight Residents Permit Parking to 24 hours, together with 1 hour parking for Non-Permit Holders with the inclusion of 'Special Permits', on Bridge Lane, Ilkley, as shown on Drawing No. TDG/THN/AK/103212/CON-1A (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised, and the objectors be advised accordingly.

11. APPENDICES

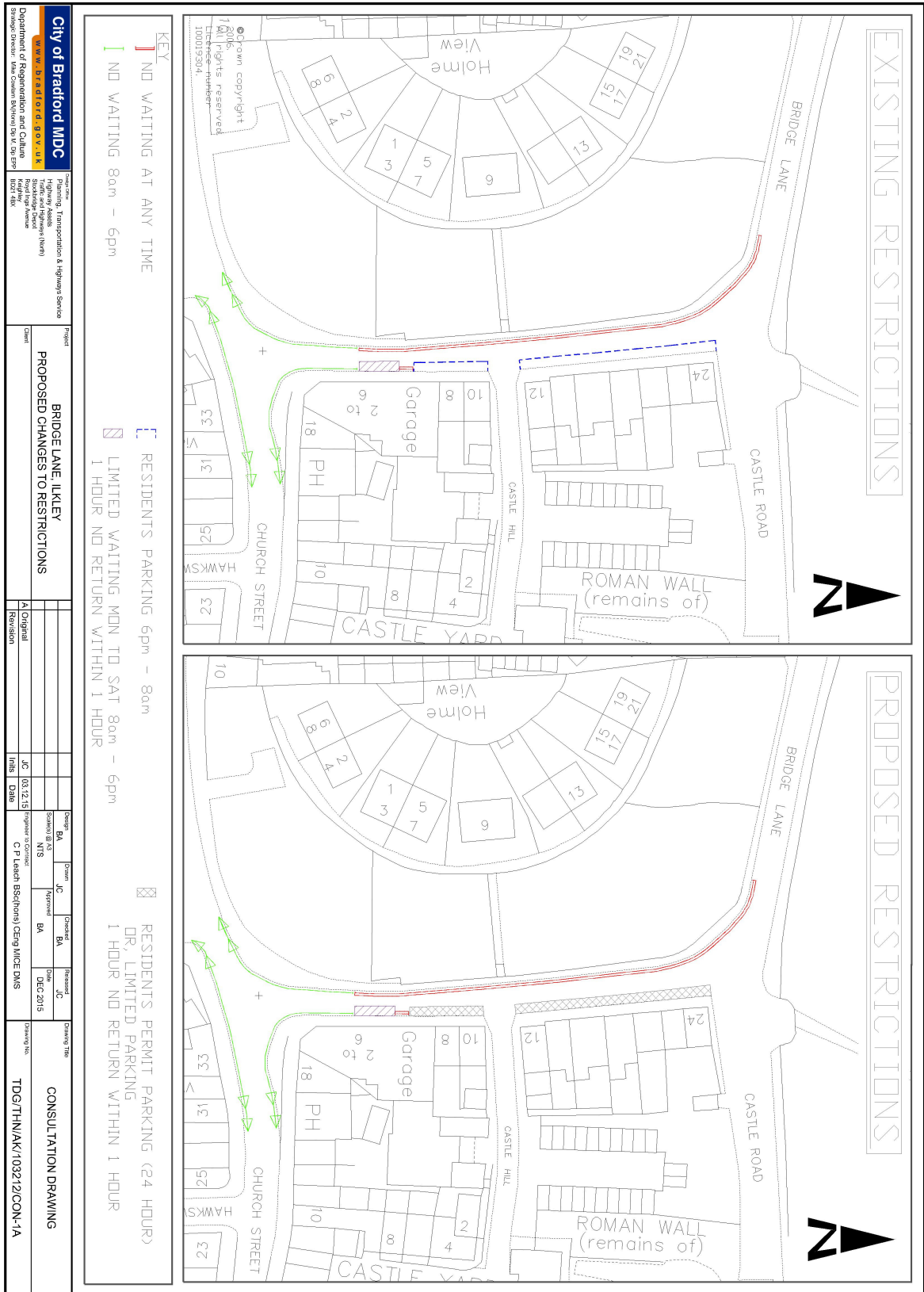
Appendix 1 – Drawing No. TDG/THN/103212/CON-1A showing the advertised restrictions.

Appendix 2 – Objectors' and officers comments.

12. BACKGROUND DOCUMENTS

12.1 Keighley Area Committee Report 23 July 2015.





Objections – Bridge Lane	Officer Comments
<p><u>Objector 1 – Business owner on Church Street</u></p> <p>This proposal will have a direct and immediate impact on the viability of my business. Had I known of this intention, I would not have located here, as customer parking is vital to the success of my business.</p> <p>Without this parking being available, customers will have to carry heavy equipment a substantial distance to my shop from parking spots by the park. This will be most off putting, given the vulnerable nature of products to the weather.</p> <p><u>Objector 2 – Business owner on Church Street</u></p> <p>Our business necessitates vehicular travel to and from sites on a daily basis and we use the effected locations regularly. Should this not be possible this could affect the viability of our business meaning we may need to re-locate with the loss of local jobs.</p> <p>We enclose photographs, taken on two separate days at 5:13pm and 8:10pm respectively. These clearly show there is no problem with lack of parking for residents at the end of a working day; indeed most of the available spaces are vacant and available.</p>	<p>The existing parking bay on Bridge Lane for 2 vehicles that currently has Limited Parking, Mon to Sat, 8am to 6pm, 1 hour, will remain unchanged, as it is.</p> <p>Currently there are no restrictions on the other two of the parking bays on Bridge Lane during the day, between 8am and 6pm. With the introduction of Residents Permit Parking (24 hour) together with Limited Parking 1 hour, no return with 1 hour, parking will be MORE likely to be readily be available.</p> <p>The existing parking bay on Bridge Lane for 2 vehicles that currently has Limited Parking, Mon to Sat, 8am to 6pm, 1 hour, will remain unchanged, as it is.</p> <p>Currently there are no restrictions on two of the parking bays on Bridge Lane during the day, between 8am and 6pm. With the introduction of Residents Permit Parking (24 hour) together with Limited Parking 1 hour, no return with 1 hour, parking will be MORE likely to be readily be available.</p> <p>A number of site visits have been undertaken, together with repeated complaints from local residents has established that often there aren't parking spaces available and there is a problem.</p>



Objector 3 – Business owner on Bridge Lane

The Council will understand that at the moment the situation is made much worse by the building operations taking place at the rear of the houses on Bridge Lane. The builder has annexed part of Castle Road for use as a building site. The builder appears to be taking up valuable parking space outside the registered title of the land he owns which was previously available for residents and arrangements should be made to ensure that this area becomes available again after the new houses are completed. This should make things better for residents.

I have no objection at all to the proposal for the 24 hour residents permits for the long stretch of road from Castle Hill north along Bridge Lane (Area 1) with a 1 hour restriction for non-residents during the day.

I have no objection to the proposal to retain the two car bay at the south of Bridge Lane (Area 3) as it currently is, i.e. 1 hours restriction for non-residents during the day.

The problem I have is with the three bay area starting from my garage door running north to Castle Hill.

There is not as much of a requirement for the residents to use this area. The residents of numbers 2A, 2B and 8 Bridge Lane do not have cars and, as I understand it, have never complained of a problem.

The situation has been of concern for local residents for a number of years now, before the building operations started at the rear of Bridge Lane. Investigations will be undertaken to ensure that the builder is complying with the planning permission.

Noted.

Noted.

During busy periods this three bay parking area is often used for parking by some of the owners of properties 10-24 Bridge Lane, as there are only approximately 7 parking spaces in the bay outside these properties, and currently 11 Resident Parking Permits have been issued.



<p>The resident of number 10 often prefers to park on Castle Hill 9 (rather than on Bridge Lane), which as a resident requiring access I understand he is entitled to do.</p>	<p>Noted</p>
<p>The main problem which reasonably needs to be addressed for Area 2 is the use of the site for all day parking by commuters who park there from 8am onwards and probably go to use the train to travel to Leeds or Bradford.</p>	<p>The current proposed scheme will address this issue.</p>
<p>The reason I consider that the proposal about Area 2 is not quite right is because the facility to use those spaces from time to time for a few hours during the day is essential for the efficient operation of my company.</p>	<p>Noted</p>
<p>The problem I have is that when I have finished repairing a car in my premises, the vehicle has to be removed from the garage workspace and, for safety reasons, placed somewhere for easy collection by the customer. Customers might take as long as three hours to collect their vehicle. The most efficient place for this purpose is in Area 2.</p>	<p>Noted</p>
<p>I have acquired a car park to the rear of my premises to help with this. However, the vehicles are multi-parked there by my staff and it is not easy to park the finished vehicles and remove them from there and customers are not allowed to entry it.</p>	<p>Noted</p>



<p>I would therefore suggest that Area 2 be restricted to 24 hour permit only parking OR 2 hour (and preferably 3 hour) parking with no return within 1 hour. I see no reason why, to maintain some consistency, the short bay in Area 3 should not be used on the same basis. There would then be a stretch along the southern half of Bridge Lane where residents had access all day, and it had 2 (or 3) hour parking that was permitted to the general public. This would make it similar to the parking on Cunliffe Road and South Hawksworth Street.</p> <p>Alternatively, I would like the opportunity to have three Business Parking Permits to be used on the same basis as Residents Permits. This would give me the chance to allow customers to park on up to three bays but would have the advantage from your point of view of limiting the number of cars which did so to three.</p> <p>I would be happy to move any vehicles parked on the street by my customers or staff and which were causing problems at the request of a Residents Permit Holder</p>	<p>During busy periods this three bay parking area is often used for parking by some of the owners of properties 10-24 Bridge Lane, as there are only approximately 7 parking spaces in the bay outside these properties, and currently 11 Resident Parking Permits have been issued. However if Committee itself decide they would like to “modify” the proposals (i.e. change the proposed limited waiting element on this three car parking bay area from 1 hour to 2 hours), then those persons likely to be affected have to be consulted on the proposed changes, and any comments they make have to be given consideration by officers and/or this Committee before they can be implemented.</p> <p>Business permits are not able to be issued as the business does not meet the criteria to qualify for Business Parking Permits.</p> <p>Noted</p>
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