

Report of the Strategic Director, Regeneration to the meeting of Bradford South Area Committee to be held on 24 November 2016

Z

Subject:

South Bradford Freight Parking Issues

Summary statement:

In recognition of the well established issues relating to freight parking in South Bradford this report identifies the requirement for an outside sourced study using industry and academic expertise to properly understand the issues and identify a preferred parking facility option to tackle the problem.

Julian Jackson
AD for Planning, Transportation and
Highways
Report Contact: Tom Jones,
Assistant Transport Planner
Phone: (01274) 434983
E-mail: tom.jones@bradford.gov.uk

**Portfolio: Regeneration, Planning and
Transport**

**Overview & Scrutiny Area: Environment and
Sport**



1. SUMMARY

There are multiple locations in south Bradford where freight parking issues have been reported. This report details two proposed studies which together should arrive at a solution which can alleviate issues reported in the Wyke, Euroway Industrial Estate and Prologis Park areas.

First of the two studies will comprise of a commission to hire private sector consultants who will build an understanding of locations across the southern part of the district where freight parking facilities might be possible, the scale of facilities each site might accommodate (from lay-by's to bespoke facilities with various amenities) and risks associated with each location.

The second study will be undertaken as part of a wider academic partnership (PROSFET) looking at freight issues and will provide a seconded academic to the authority to study the issues in detail. This academic will undertake a rigorous consultation with local communities, politicians, employers and drivers to understand where the issues are and what solution would best fit the Bradford context. The locations and types of facility identified in the first study will provide the suit of potential solutions used in the consultation of the second.

This combination of industry and academic knowledge should assist in CBMDC securing the funding to build a facility, funding which is not currently identified.

2. BACKGROUND

With the best access to the strategic road network in the district the south Bradford area is populated by a range of businesses which are served by HGVs. The drivers of these vehicles in needing to overnight have for some time been creating a number of issues relating to inappropriate parking, damage to kerbs and verges and a range of antisocial or criminal activities. These issues have been raised with south Bradford politicians and as such there is an increasing call for action to be taken. Given the necessity for businesses to continue with HGV based supply and the presence of no good quality HGV parking facilities in a reasonable distance it is important to explore freight parking opportunities in the area.

3. OTHER CONSIDERATIONS

- Low Moor Train Station Overflow Car Park – This second car park (south-east of the rail line) to serve the station has been presented as a potential opportune location for freight parking facilities. This commission would be required to understand what the potential is for this car park to function as an overnight freight parking facility and the impacts this function might have for other users and the surrounding community.
- Transport for the North Strategy - Transport for the North have produced a Freight Strategy (as yet unpublished) which will state the need for freight parking facilities across the north. This may again present an opportunity to secure freight related investment in Bradford district where supported by the case these two studies will together present.



- Staithgate Lane Employment Growth Zone - This area is identified as one of three Employment Growth Zones in the Strategic Economic Plan for West Yorkshire. Staithgate Lane area is located between junction 2 and 3 of the M606 and immediately adjacent to the Euroway Industrial Estate. The proximity to the strategic road network provides the justification for this site having been selected as one of the nine zones that collectively make up the M62 Enterprise Zone. This potential for incentivised employment site expansion carries a possibility of additional freight vehicle movements. This may in turn negatively impact extant freight parking issues in the area of Euroway Industrial Park. However, this may in turn present an opportunity should the principle that a freight park is required in south Bradford, as evidenced by this commission, become understood in relation to this growth zone aspiration.

4. FINANCIAL & RESOURCE APPRAISAL

Senior management within CBMDC have agreed to the principle that funding from the Local Transport Plan allocation can be provided for the consultant commission. The academic study will not come at any cost. Any financial implications relating to the actual construction of a freight parking facility would be identified by but not specifically related to this study.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

Risks relating to this commission will be handled through project management which will be carried by the identified Reporting Officer.

6. LEGAL APPRAISAL

The proper procurement advice has been sought and as a low value contract there are no significant legal risks to report.

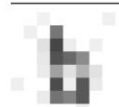
7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

No impacts

7.2 SUSTAINABILITY IMPLICATIONS

No direct impacts from the study – any impacts from the creation of a freight parking facility would be positive, particularly from a social sustainability perspective and the findings of the wider academic partnership improve district officer knowledge.



7.3 GREENHOUSE GAS EMISSIONS IMPACTS

No direct impacts from the study – any impacts from the creation of a freight parking facility would be positive and the findings of the wider academic partnership improve district officer knowledge.

7.4 COMMUNITY SAFETY IMPLICATIONS

No impacts from the study – any impacts from the creation of a freight parking facility would be positive and the findings of the wider academic partnership improve district officer knowledge.

7.5 HUMAN RIGHTS ACT

No impacts

7.6 TRADE UNION

No impacts

7.7 WARD IMPLICATIONS

It is the intention of this study that the Wyke, Tong, Royds and Wibsey wards will ultimately benefit from the implementation any facility that is proposed.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS (for reports to Area Committees only)

This commission will assist in directly addressing the freight related issues as identified in the Wyke Ward Action Plan.

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

- 9.1 That Bradford South Area Committee adopts the recommendations outlined in this report.
- 9.2 That Bradford South Area Committee adopts the recommendations outlined in this report, with amendments.
- 9.3 That Bradford South Area Committee decides not to accept the recommendations outlined in this report.



10. RECOMMENDATIONS

Bradford South Area Committee notes this report.

11. APPENDICES

none

12. BACKGROUND DOCUMENTS

Wyke Ward Action Plan

