

Report of the Strategic Director of Place to the meeting of the Keighley Area Committee to be held on 9th March 2017.

AB**Subject:**

Objections have been received to the proposed Traffic Regulation Order (TRO) to introduce waiting restrictions and limited waiting restrictions on Greengate Road, Keighley.

Summary statement:

This report considers objections received from local businesses to a Traffic Regulation Order to introduce waiting restrictions and limited waiting restrictions on Greengate Road, Keighley.

It is recommended that:

- That Committee Members be mindful of the options outlined within Section 9 of this report when making a resolution.
- The objectors be advised accordingly.

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Portfolio:
Regeneration, Planning and Transport

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Overview & Scrutiny Area:
Environmental and Waste Management



1. SUMMARY

This report considers 4 objections received from local businesses to a Traffic Regulation Order to introduce waiting restrictions and limited waiting restrictions on Greengate Road, Keighley.

2. BACKGROUND

- 2.1 Concern has previously been expressed from a number of local businesses that indiscriminate parking on Greengate Road, Keighley is causing, sightline, congestion and access problems for vehicles.
- 2.2 A couple of meetings have been held with these businesses, to identify the exact lengths of Greengate Road where these problems were being encountered, with a view to try to identify a possible solution to alleviate these problems.
- 2.3 A location plan identifying Greengate Road, Keighley and its surrounding streets showing the existing and proposed waiting restrictions are identified within the plan, attached to this report as Appendix 1.
- 2.4 This committee approved on 23 July 2015, funding for this proposed TRO, also shown on Appendix 1 of this report.
- 2.5 The proposed TRO was formally advertised on 26th January 2017 for a 3 week period and resulted in the receipt of 4 formal objections and 1 representation. These objections along with officer comments are tabulated in Appendix 2.

3. OTHER CONSIDERATIONS

- 3.1 Keighley Town Council, the emergency services and WYCA have been consulted on the scheme proposals with no adverse comments having been received.
- 3.2 Three businesses on Sunderland Street have expressed concerns that if the proposed waiting restrictions and limited waiting restrictions were to be introduced on Greengate Road, Keighley as shown on Drawing No. TDG/THN/103211/TRO-1A, then it would result in the parking situation becoming much worse on Sunderland Street. These businesses' concerns are tabulated as objectors 2, 3 and 4, along with officer comments in Appendix 2.

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 introduce waiting restrictions and limited waiting restrictions on Greengate Road, Keighley as shown on Drawing No. TDG/THN/AK/103211/TRO-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

That Committee Members be mindful of the options outlined within Section 9 of this report when making a resolution, and the objectors be advised accordingly.



11. APPENDICES

Appendix 1 – Drawing No. TDG/THN/103211/TRO-1A showing the advertised restrictions.

Appendix 2 – Objectors and officers comments.

Appendix 3 – Drawing submitted by objector 1.

Business owner on Greengate Road, Keighley. (The blue shaded buildings are marked by the business owner to show companies who have signed their petition and proposal).

Appendix 4 – Drawing submitted by objector 2.

Business owner on Sunderland Street, Keighley. (The red lengths are marked by the business owner to show where they feel there should be yellow lines. They also believe the areas unmarked should be left for free unrestricted parking.)

12. BACKGROUND DOCUMENTS

12.1 Keighley Area Committee Report 23 July 2015.



Objections – Greengate Road Area	Officer Comments
<p><u>Objector 1 – Business owner on Greengate Road, Keighley</u></p> <p>We are the Mills Tenants and representatives of other businesses in the immediate/local vicinity. We have examined the plans and we know the site well. We wish to object strongly to the draft proposal. Please find attached our objection reasons / a supported proposal by the other businesses and residents.</p> <p>We came to know about this unfortunate problem in August 2015, from the outset our attitude has been keen to work with everyone to arrange and facilitate a fair solution equal to all businesses, the problem is not one of sole responsibility but of equal ownership, we have tried to work together constructively to facilitate everyone and we hope this has been recognised by Simon D'Vali, Bruce Andrews and all other respected Councillors involved.</p> <p>From the onset we have visited each business and spoke at length, we were able to reach agreements and solutions immediately by communicating more effectively, to date this has been successful.</p> <p>.</p> <p><u>Counter Proposal</u> The below are based on NRGym being the bottom left side looking up the road towards EWL & Greengate Autos being the top right of street.</p> <p><u>(i) - Parking matters as is from the entrance from South street shown on TRO</u></p> <p><u>(ii) - The right side of Greengate Road up to the corner of Greengate autos to be completely restricted – No Parking Anytime</u></p> <p><u>(iii) - The Left side of Greengate Road from the corner of NRGym to be restricted no parking Monday – Friday 9am-5pm</u></p> <p><u>(iv)- Directly opposite the mill (from the corner of Greengate Road to the first roller shutter entrance) to be restricted to limited waiting Monday – Friday 2 hours no return.</u></p> <p>Following the meetings held at EWL we decided to carry out a feasibility study based on the TRO put forwards, unfortunately our first study came back very negatively and led us to believe some problems would be pushed elsewhere in the local vicinity - creating more serious issues, we took into consideration the data we collect from our entry system which logs all entries and exit times of our members</p> <p>Our busiest periods are -</p> <p><u>6am-9am</u> – When all of the other businesses are either closed or just getting started</p> <p>and</p> <p><u>5pm-9pm</u> – When the other businesses are shutting up or closed</p> <p>We conducted a second very simple exercise which was to physically block the entire the Left side of Greengate (side indicated by "mill" except the immediate road side of the "sport facility") between 9am and 5pm apart from a length directly opposite the mill. Our survey highlighted the below</p>	<p>Objector 1 supports the no waiting at anytime proposal immediately adjacent to the businesses on Greengate Road.</p> <p>Objector 1 supports the limited waiting bay on Greengate Road.</p> <p>Double parking on Greengate Road would block access. The suggestion of a single yellow line adjacent to the Gym and a limited waiting bay opposite cannot be accommodated.</p> <p>The extension of the limited waiting bay to the first roller shutter door on Greengate Road would hinder access to the side road to the Mill opposite.</p> <p>The extension of the single yellow line opposite Hattersley Mill could be looked at. This would create parking areas before 9am and after 5pm in accordance with the requirements of the Gym. This could impede on access to Crown Works. At the other end, Greengate Autos (who may also have impeded access if cars are allowed to park), support this proposal.</p>



6am-9am (Restrictions to the units side opposite the gym - entire right side restricted no parking anytime looking up the road with NRGym on the left and EWL at the top)

We saw no access problems at all as all the other businesses were just starting off and going into operation, since the warehouse units side was free from parked cars they were able to get in freely.

9am - 5pm (whole road restricted both sides apart from a length opposite the mill to the first roller shutter)

Between these hours we found access through the day was not impeded at all for the trucks and they passed easily with no obstructions at all - they were able to access and exit into the units with no problems.

5pm - 9pm (Restrictions to the units side opposite the gym - entire right side restricted no parking anytime looking up the road with NRGym on the left and EWL at the top)

We opened up the whole of the Left side of Greengate (side indicated by "mill") road allowing cars to park freely - still not allowing parking on the entire Right Side next to the entrances for the units - leaving this side entirely free - this still gave access to the types of vehicles using these units, allowed traffic to flow freely (not at great speed) and gave us just enough parking for our members.

In light of the findings and our 'experiment' the current proposed T.R.O has proven to be much too severe, we would more than welcome the "sports facility" + "mill" side of the road to be restricted 9-5 Monday – Friday (the other businesses do not open weekends) in its entirety from the corner of the Sports Facility to the top of the road, and the side where Greengate Autos + Metal Monster + a businessman who owns units to be completely restricted with no parking at all at any time.



Objector 2 – Business owner on Sunderland Street, Keighley

We would like to object to the proposed plans to make Greengate Road a virtual no parking zone between Monday and Saturday. It is clear the Greengate Road and Sunderland Street areas do need some restrictions and finding a balance between the needs of the access for lorries delivering/collection purposes and parking for the residents and business is going to be difficult task.

In my opinion and experience, these proposals will merely transfer the current issues from Greengate Road onto Sunderland Street. This could cause hardship to the residential parking facility on Sunderland Street, as well as the businesses located therein. The situation has not been helped by the fact that the car hire company use the bottom end of Sunderland Street (and any other available space on Sunderland Street) to park their rental vehicles, further compounding the parking issues. I have attached images of Sunderland street taken at around lunch time today to show the level of congestion we already have.

Has any work been carried out to identify the ownership of the vehicles that are the cause of the indiscriminate parking? Are they local businesses, residents, or merely people who park her and leave the vehicle for the day?

As the owner of a business, half way down Sunderland Street and landlord of the Sunderland Street Enterprise centre, which currently lets to four other businesses, I do not think it is unfair or unreasonable to expect consistent and viable access to Sunderland Street Enterprise Centre and that you would welcome the opportunity to work with Bradford Council to identify a suitable resolution to the current issues.

We require some parking on the street, we do have our own off street parking but our biggest headaches and safety concerns are as follows-

We require some parking on the street, we do have our own off street parking but our biggest headaches and safety concerns are as follows-

1. The number of cars which park outside our premises, although it is clearly marked on the road with white lines where access is required. Lorries need to load and unload goods such as timber and MDF panels. We also receive and send goods on pallets which require access for large trucks with a tail-lifts.
2. Being able to gain access to our private off street parking in our yard and being able to exit safely out of the parking yard. This is due to cars being parked outside our gates. We are often forced to reverse between narrow gaps, we also have elderly residents in the flats opposite who we must be aware of when reversing.

The proposed parking restrictions on Greengate Road exist to provide unhindered access to business premises. These comprise of a mixture of No Waiting At Anytime and Proposed No Waiting Monday to Friday 9am – 5pm.

NWAAT restrictions on one side of Greengate Road would not address the accessibility issue to business premises.

Comment noted about Sunderland Street. Any impact on parking as a direct result of action taken from this report would have to be examined and brought back to the Area Committee.



3. The parking on the end of road where Sunderland street meets Greengate Road is a huge problem. Lorry's are unable to gain access to Sunderland Street as cars are parked on the end/corners of Sunderland Street and opposite the end of Sunderland Street on Greengate road.

My proposal-

I believe the fairest way to improve the situation on Sunderland Street and Greengate Road would be to double yellow line virtually the entire length of one side (only) of both Greengate Road and Sunderland Street. I believe all areas at the ends of roads and junctions should be also double yellow lined to allow the safe manoeuvrability of lorry and large vehicle so they can turn freely through the streets.

Please refer to the map attached for guidance. I have marked in red the areas I feel should be double yellow lined, I believe the areas un marked should be left free unrestricted for people to park

Objector 3 – Business owner on Sunderland Street, Keighley

I strenuously object to the changes to create a virtual no parking zone between Monday and Saturday **WITHOUT** any careful consideration to the impact to the surrounding area, namely Sunderland Street.

As a business who operates on Sunderland Street, I am extremely concerned about the influx of traffic and parking that will occur when such restrictions are enforced on Greengate road.

Sunderland Street is already overcrowded, as it serves both the Sunderland Street Enterprise Center and the Airedale Enterprise Services. It is also home to Enterprise Car and Van Rentals. Whom continue to use the street as an extension of their showroom. It is not uncommon to see the street full of "ready-to-hire" Transit vans and cars. Blocking access to businesses and limiting walkways and footpaths for the general public.

By making changes to Greengate Road and ignoring the impact this will have on Sunderland Street, you are in fact **inviting** more cars to park on this street which blocks access to my business and introduces even more safety concerns for our staff, members of the public and the residents whom live on this street.

Deliveries to our premises are becoming increasingly difficult as delivery companies struggle to drive passed the double parking. I strongly suspect both the Fire and Ambulance Service would find great difficulty in accessing Sunderland Street should their services ever be called upon. This will no doubt be made even worse should the restrictions to Greengate go ahead.

Any suggested restrictions on Sunderland Street cannot be actioned through the existing advertised order. A new TRO would have to be recommended via the Area Committee.

Enforcement of existing restrictions and white keep clear bar markings need to be stepped up. Officers will refer this matter back to Parking Services.

Any suggested changes to the restrictions on Sunderland Street cannot be actioned through the existing advertised order. A new TRO would have to be recommended via the Area Committee.

Attached as Appendix 4 to this report.

If parking migration does occur on Sunderland Street as a consequence of restrictions introduced on Greengate Road, then Sunderland Street can be added to the list of TROs for the possible introduction of traffic restrictions on Sunderland Street

Enforcement of existing restrictions and white keep clear bar markings need to be stepped up. Officers will refer this matter back to Parking Services.

If parking migration does occur on Sunderland Street as a consequence of restrictions introduced on Greengate Road, then Sunderland Street can be added to the list of TROs for the possible introduction of traffic restrictions on Sunderland Street

The Fire and Ambulance Services will both be consulted on this issue and your concerns will be relayed to them.



Objector 4 – Business owner on Sunderland Street, Keighley

The detailed reasons why we object to this proposed TRO are:

(i). The breadth of the proposal is so extensive that it will seriously affect the financial viability of our business in that there will be no available parking in the vicinity of our premises for: visitors accessing our services, delegates attending our training courses, our resident micro businesses staff and visitors, and indeed our own staff.

(ii). Sunderland Street on-street parking is already heavily used for parking by ourselves, Enterprise Car & Van Rentals, Bespoke Engineering Services Ltd, Norman Atkins Plumbers, etc. If this TRO is approved then there will be an inevitable relocation of the Greengate Road parking users onto Sunderland Street such that it will be totally unusable for the clients that access our services.

(iii). There are no other public parking spaces that are a feasible alternative if this TRO is approved.

Whilst we recognise and accept that there is a need to address the problems of access to and on Greengate Road, especially at the junctions with Worth Way and South Street. We believe that the TRO as it is proposed is excessively wide ranging and, as such, it will effectively completely deny our clients and services users access to our facility.

In the event that the TRO is approved as it is proposed then we would not be able to continue operating from our Sunderland Street base – which would also mean our 6 tenant micro businesses would have to find alternative premises. Furthermore, we would find it very difficult to finance relocation and the disruption to our income might well result in AES ceasing to trade.

In conclusion we confirm our objection to this TRO and request that it be revoked in its current form with a further investigation undertaken such that a revised and more modest TRO be proposed.

Business 5 – Business owner on Greengate Road, Keighley

I raise no formal objections to the above proposal.

We do however wish to make the following comments in connection with this consultation :-

1. Our basic requirement was for double yellow lines down one side of the whole length of Greengate Road to allow us to operate our business. The proposal achieves that hence our approval.
2. We have already raised the un-adopted / private ownership status of Hope Place & entrance to our business / Greengate Spring and wish to reserve our rights in these areas and suggest these are the subject of further discussion between ourselves and Traffic Dept.

If parking migration does occur on Sunderland Street as a consequence of restrictions introduced on Greengate Road, then Sunderland Street can be added to the list of TROs for the possible introduction of traffic restrictions on Sunderland Street.

A revised and more modest TRO has been suggested by Objector 1.

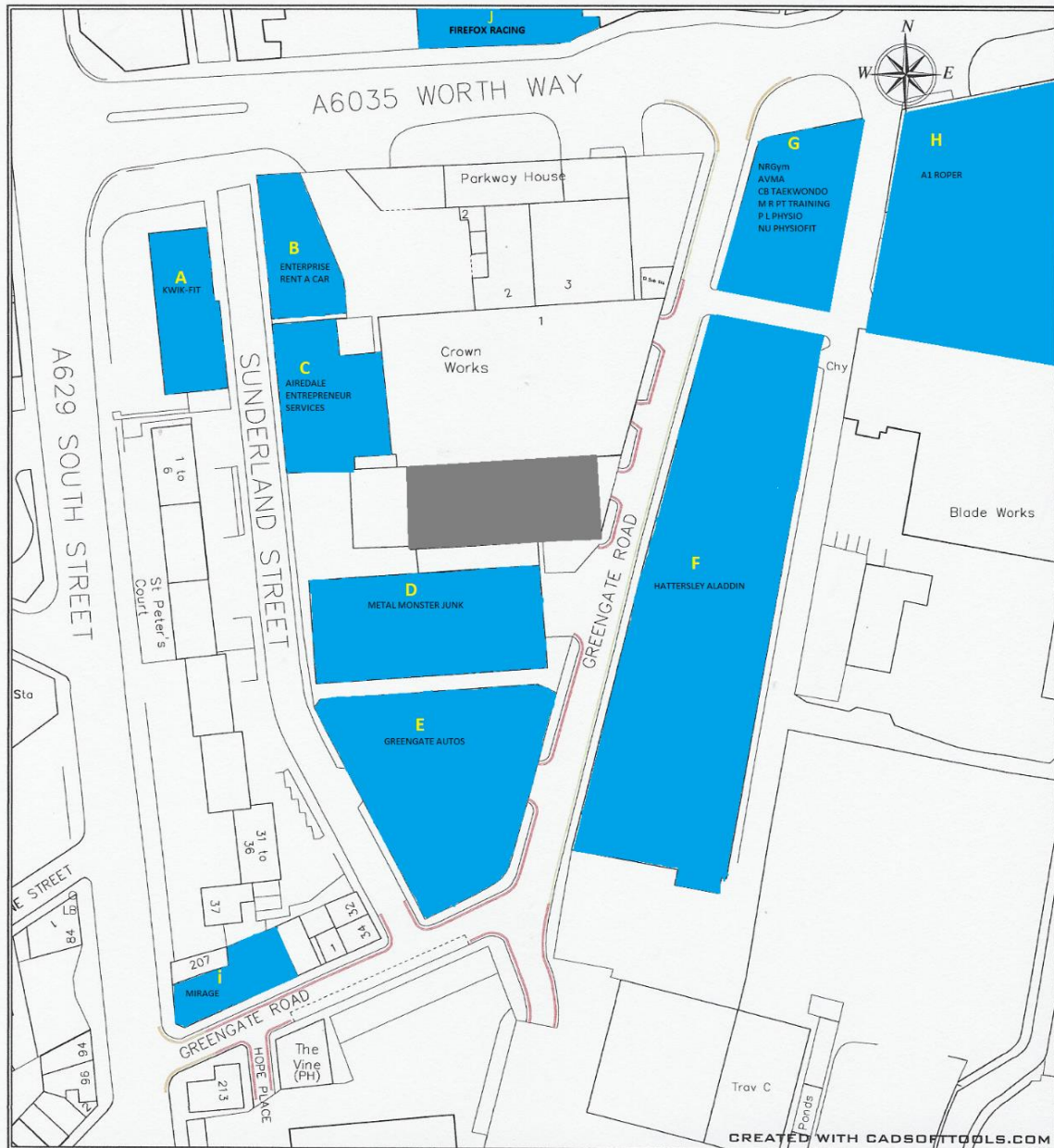
Comment noted.

Comment and suggestion noted.



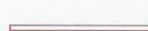



<p>3. We have been approached by an interested party regarding the “no waiting 9am – 5pm Monday – Friday” section shown green on Consultation Plan (Drawing- TDG/THN/103211/TRO-1A) with the suggestion that it would be beneficial to them if this could become a “2 hr limited parking Mon – Fri no return in 2 hrs” zone. (as per 2 x areas marked with a dotted line on the plan)</p> <p>4. We do not accept the argument that Greengate Road is used for all day parking by rail users (hence the two hour restriction proposal) but in the spirit of being good neighbours, we do not object at this time to this area becoming a 2 hour limited parking zone as they have suggested. We wish you to note however that this is a significant variance to what was previously agreed at meetings with Traffic Engineers and others.</p> <p>5. However, and it could well be argued that it is “none of our business” as we are not the occupiers, we wish it to be noted that access to the premises opposite will be very restricted (as was shown by the vehicle tracking drawings produced by Traffic Dept.) and perhaps that should be given due consideration when examining this alteration to the agreed plan.</p> <p>6. The success or otherwise of this scheme is very dependent on patrol and enforcement action and we expect assurances already given in this respect to be forthcoming.</p> <p>7. Greengate Road is already used as a “Rat Run” to evade the lights at the Junction of Worth Way & South Street and we have concerns that this scheme will increase the frequency and speed of vehicles using the road in this manner. We hereby place on record our suggestion that the scheme should be developed further into a one way street (from South Street down to Worth Way) with some traffic calming measures, in order to alleviate this safety risk. We confirm that we are prepared to make a financial contribution to that development.</p>	<p>Comment noted.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>Comment noted.</p> <p>Suggestion and comment noted.</p>
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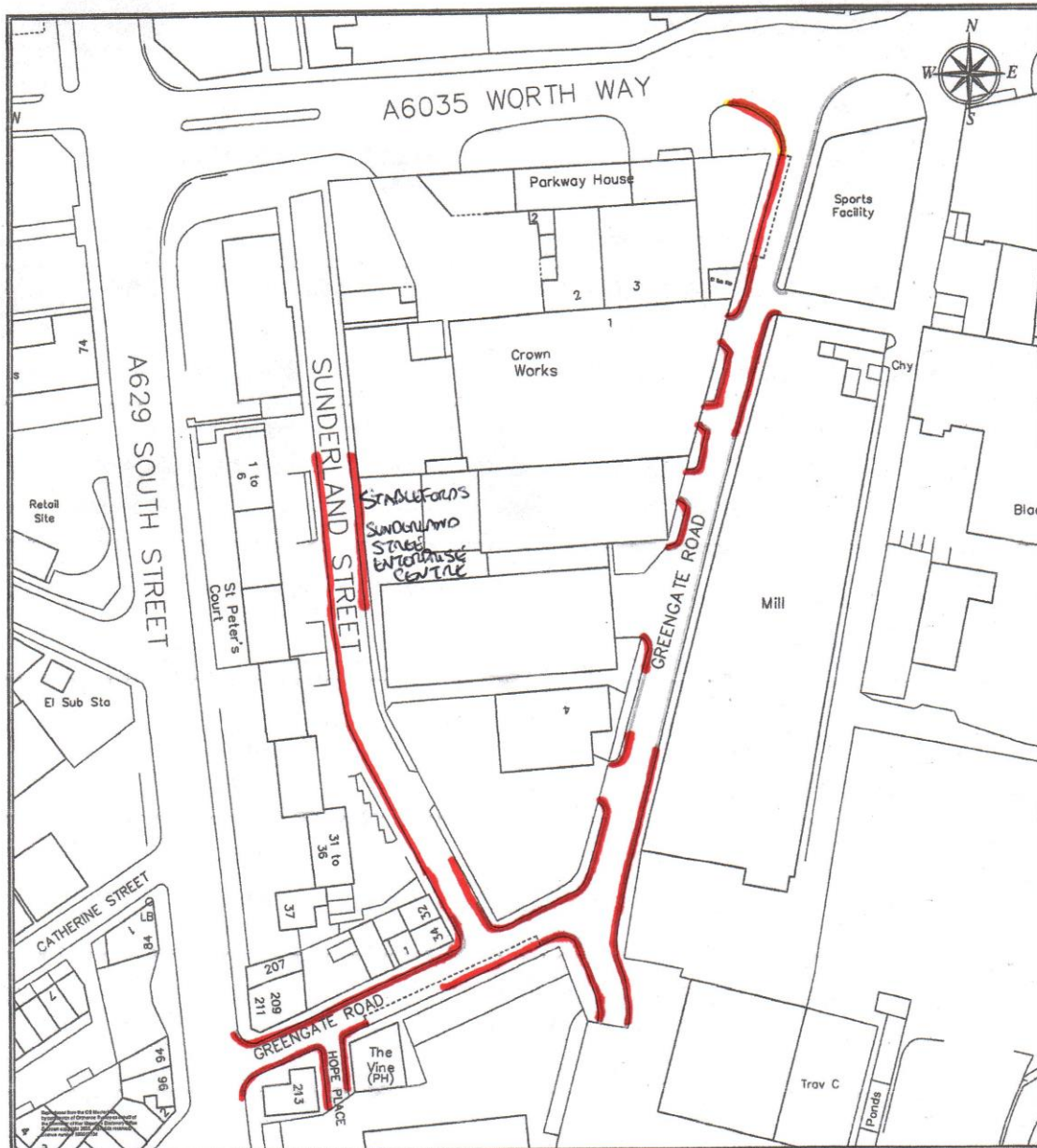
Key


-  Existing 'No waiting at anytime restrictions'
-  Proposed No Waiting Monday to Friday 9am to 5pm restrictions – Single Yellow Line
-  Proposed 'No waiting at anytime restrictions' – Double Yellow Lines
-  Proposed limited waiting parking Monday to Saturday 9am to 5pm 2 hours no return within 2 hours

CREATED WITH CADSOFTTOOLS.COM

B AMENDMENTS TO RESTRICTIONS		NRC	01-17
A Original			
Revision		ISSA	DATA
			
Design Office NRG The Mill Greengate Road Keighley BD21 5JH			
Project GREENGATE ROAD, KEIGHLEY			
Client			
Engineer In Charge			
Checked NRG	Checked NRG	Checked NRG	Checked NRG
Drawn by E.SD	Approved NRG	Date JUN 17	
CONSULTATION PLAN			
Drawing No TDC/TM/103211/TRD-1B			





- Key**
-  Existing 'No waiting at anytime restrictions'
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Original	MMG	11.11.16
Revision	Info	Date
City of Bradford MDC		
www.bradford.gov.uk		
Department of Regeneration		
Strategic Director: Mike Doolan		
64 (HMS) Town and Country Planning, 104 St. George's		
Planning, Transportation & Highways Services		
Stratford Road Depot		
Royal High Avenue		
Keighley		
BD21 4BX		
PROJECT		
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