

| Objectors Concerns   | Officer Comments  |
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| <p><b>City Centre Parking Review</b></p>   |   |
| <p>The Bradford District Chamber of Trade objected to the charging hours being increased to pay and display bays on Darley Street, Godwin Street, James Street, Kirkgate, Westgate, Manor Row, Cheapside, North Parade, Sunbridge Road (from its junction with Godwin Street to its junction with City Park) and Bank Street (from its junction with Market Street to its junction with Hall Ings), as they class these streets as being of prime importance as quick turn around spaces for shoppers, and consequently they are crucial to encouraging shoppers into the top end of the city centre. The objection also stated that, in the opinion of the Bradford District Chamber of Trade, that this viewpoint was particularly important at this time, as Darley Street in particular is decimated by the influx of empty properties due to businesses re-locating into the new Broadway centre. Businesses currently located around the Kirkgate Centre and right up to North Parade and the Oastler Market are looking to all parties to maintain and increase footfall to those areas, and an increase in charging hours would create a further negative effect for them to contend with.</p> | <p>The proposals to increase on-street pay and display charging hours in Bradford city centre conform to the decision made by full Council on 25<sup>th</sup> February 2016 to increase charging hours for on-street parking in pay and display bays in Bradford city centre.</p> <p>.</p> <p>The streets listed in the objection comprise the majority of the city centre area, not just the top end of town. The only city centre streets not included within the objection where on-street pay and display parking exists are Vicar Lane, Bridge Street, Sharpe Street and small lengths of Bank Street, Broadway and Hall Ings.</p> |
| <p>The Bradford District Chamber of Trade also objected to the proposal to implement a Sunday flat rate charge of £1, as this would create a negative effect when shoppers are deciding where they choose to visit on a Sunday. This is particularly important when the Council (and others) have organised specific events taking place in the city centre on a Sunday, and the success of that event depends upon the support of visitors to the city centre (especially important on the build-up to Christmas when shoppers choose to visit an out of town facility where they would continue to enjoy free parking facilities).</p>   | <p>The proposals for a Sunday flat rate charge of £1 conform to the decision made by full Council on 25<sup>th</sup> February 2016 to increase charging hours for on-street parking in pay and display bays in Bradford city centre.</p>  |
| <p>The Bradford District Chamber of Trade suggested that, instead of justifying increasing the on-street parking hours to be consistent with other neighbouring local</p>  | <p>This is a suggestion rather than an objection to the subject matter of this report, so is noted only.</p>  |

authorities which offer a more attractive shopping offer, the Council should reduce or remove parking charges, which might result in the positive effect of increasing visitor footfall to Bradford, which every business could enjoy

Two objections have been received from businesses on North Parade with regard to both the extension of on-street parking charging hours to 8a.m-6p.m Monday to Saturday and the £1 flat rate charge on a Sunday. The objectors state that the proposals would affect post work trade during the week, which peaks between 5p.m and 6p.m, and customer feedback has indicated that customers would be less likely to visit their businesses should the charging hours be extended.

In addition, the £1 flat rate Sunday charge would also have an adverse effect, as this is the quietest day of the week on North Parade, with car parking spaces being freely available throughout the day, and a charge would prove to be a financial disincentive to customers, who will choose to drive past the street rather than park up and frequent the businesses.

The objectors state that the blanket imposition of the on-street parking charge proposals will punish traders generally at the “top of town”, and they have worked hard to establish their businesses during the past few years. The proposals will only dissuade customers from visiting and could potentially destroy their businesses.

The objectors suggest that the on-street parking charges to the “top of town” be deferred until the future of the markets area is decided, and footfall figures to the area show a significant increase.

An objection was received from the Bradford Civic Society to the implementation of extended parking restrictions to the “top of town”, which could potentially kill the burgeoning tea time, after-work and Sunday trade., which still needs careful nurturing after years of decline to encourage further growth.

A petition was received from The Bazaar on

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Simes Street, signed by thirty petitioners, which objected to the proposals to extend the on-street parking hours, stating that The Bazaar already struggles to attract custom and the business survives on trade generated by customers who visit the premises whilst free parking is in operation i.e after 4.30p.m and on Sundays. As this is the only business in this part of the city that opens until 7p.m and on Sundays, they state that they would be the business most affected by the proposals.

**Canal Road Area Parking Review**

The Bradford District Chamber of Trade oppose any extension to the on-street parking charge hours on Canal Road, Valley Road, Bolton Road and Mill Street as it would have an adverse impact on commuters wishing to visit the city centre during both the daytime and early evening, thereby having a negative effect on the local economy. In addition, the Chamber of Trade were of the opinion that not everybody parking on these streets would be visiting The Broadway, and as such, a charging regime that finished at 8p.m would have a detrimental effect on any motorists wishing to visit their chosen venues in the evening which commenced before 8p.m.

The Bradford District Chamber of Trade also opposed the proposed bus bay on Piccadilly, stating that for most hours of the working day the bus bay would not be used, and preventing ordinary vehicles from using the pay and display bay would affect the efficiency of a much used on-street parking facility for people visiting businesses in the city centre.

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The parking review of the Canal Road area initially proposed to introduce pay and display parking in the limited waiting bays on Canal Road, Valley Road, Bolton Road and Mill Street between the hours of 8a.m – 8p.m Monday to Saturday and 11a.m – 5p.m on Sunday. Following the objection received from the Bradford District Chamber of Trade, an amendment was made to change the charging hours to 8a.m – 6p.m Monday to Saturday to bring consistency between the affected streets and the wider city centre area.

No.42 Piccadilly is currently occupied by Hft, a national charity that provides services for people with learning disabilities throughout England. The facility at Piccadilly provides day service for up to 27 people, Monday to Friday. The people that attend Piccadilly all use a wheelchair and have profound and complex health needs and require one to one support from staff. All of the people that are supported by Hft use PTS transport or specially adapted transport with tail lifts that can park as close as possible to the building. Currently the afore-mentioned vehicles have to double park in Piccadilly causing problems to other road users.