

Report of the Strategic Director (Place) to the meeting of the Shipley Area Committee to be held on 31 July 2019

Subject:

Three objections have been received to a proposed Traffic Regulation Order to introduce parking restrictions on Main Street in Burley village.

Summary statement:

This report considers objections received from local residents/businesses to a Traffic Regulation Order to introduce parking restrictions in Burley village.

It is recommended that:

- The proposed Burley TRO (as shown within Drawing No. P/HS/THN/104141/CON-1C (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised.
- The objectors be advised accordingly.

Ward 26 (Wharfedale)

Steve Hartley
Strategic Director - Place

Portfolio:

Regeneration, Planning & Transport

Report Contact: Simon D'Vali
Phone: (01274) 431000
E-mail: simon.dvali@bradford.gov.uk

Overview & Scrutiny Area:

Regeneration & Environment

1. SUMMARY

- 1.1 This report considers three objections received from local residents/businesses of Burley Village regarding a proposed Traffic Regulation Order (TRO) to introduce parking restrictions on roads in Burley village.

2. BACKGROUND

- 2.1 Long-stay commuter parking and a lack of on-street short-stay parking provision within Burley village has been a concern of many local businesses and residents for some years.
- 2.2 At its meeting on 25 July 2018, this Committee allocated funding to address parking concerns in and around Burley village.
- 2.3 The proposed parking restrictions in Burley Village as shown within Drawing no. P/HS/THN/104141/CON-1C (attached as Appendix 1 to this report) are intended to address long-stay parking problems, and meet the short-stay parking needs of shoppers and visitors (thereby contributing to the village's local economy).
- 2.4 As part of the scheme proposals, two bus laybys on Main Street (one opposite The Red Lion public house and one outside Church View Court) have been allocated as non-bus parking facilities with a view to increasing the amount of on-street parking availability within the village.
- 2.5 Consultations regarding the proposals were carried out with Local Members, the Emergency Services, and West Yorkshire Combined Authority, with no adverse comments being received. The Burley TRO was formally advertised on 2 May 2019 for three weeks ending 24 May 2019. The formal advertisement of the TRO resulted in three objections being received.
- 2.6 The objectors' concerns and officers' comments are tabulated in Appendix 2 of this report.

3. OTHER CONSIDERATIONS

- 3.1 The objectors' concerns have been discussed with Local Members for Wharfedale and this Committee's Chair.
- 3.2 Any changes to the proposed TRO requested by this Committee would need to be re-advertised if they were more restrictive than those formally advertised on 2 May 2019. A further TRO would cost approximately £5,000.

4. FINANCIAL & RESOURCE APPRAISAL

4.1 Financial

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

4.2 **Resources**

The proposed scheme can be processed within existing staff resources.

5. **OPTIONS**

5.1 **Option 1 (RECOMMENDED)**

- That the proposed Burley TRO (as shown within Drawing No. P/HS/THN/104141/CON-1C (attached as Appendix 1 to this report)) be approved, sealed and implemented as formally advertised.

5.2 **Option 2 (NOT RECOMMENDED)**

- That any changes to the proposed TRO agreed by this Committee be actioned accordingly (with more restrictive changes to those formally advertised on 2 May 2019 needing to be re-advertised via a further TRO).

5.3 **Option 3 (NOT RECOMMENDED)**

This Committee may prefer to take a course of action other than that indicated in the above options or recommendations, in which case it would receive appropriate guidance from officers.

6. **RISK MANAGEMENT AND GOVERNANCE ISSUES**

6.1 There are no risk management implications.

7. **LEGAL APPRAISAL**

There are no legal implications at present.

8. **OTHER IMPLICATIONS.**

None

8.1 **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.

8.2 **SUSTAINABILITY IMPLICATIONS**

There are no sustainability implications.

8.3 **GREENHOUSE GAS EMISSIONS IMPACTS**

There are no implications regarding greenhouse gas emission impacts.

8.4 COMMUNITY SAFETY IMPLICATIONS

8.5 The proposed parking restrictions would help keep sightlines clear at junctions and prevent obstructive parking, thereby improving road safety. The proposals are also intended to discourage long-stay parking in residential streets, and meet the short-stay parking needs of shoppers and visitors (thereby contributing to the village's local economy).

8.5 HUMAN RIGHTS ACT

There are no implications for human rights.

8.6 TRADE UNION

There are no implications for the trade unions.

8.7 WARD IMPLICATIONS

None

8.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS

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

9. NOT FOR PUBLICATION DOCUMENTS

None

10. RECOMMENDATIONS

5.3 Option 1 (RECOMMENDED)

- That the proposed Burley TRO (as shown within Drawing No. P/HS/THN/104141/CON-1C (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised.

10.2 That the objectors be advised accordingly.

11. APPENDICES

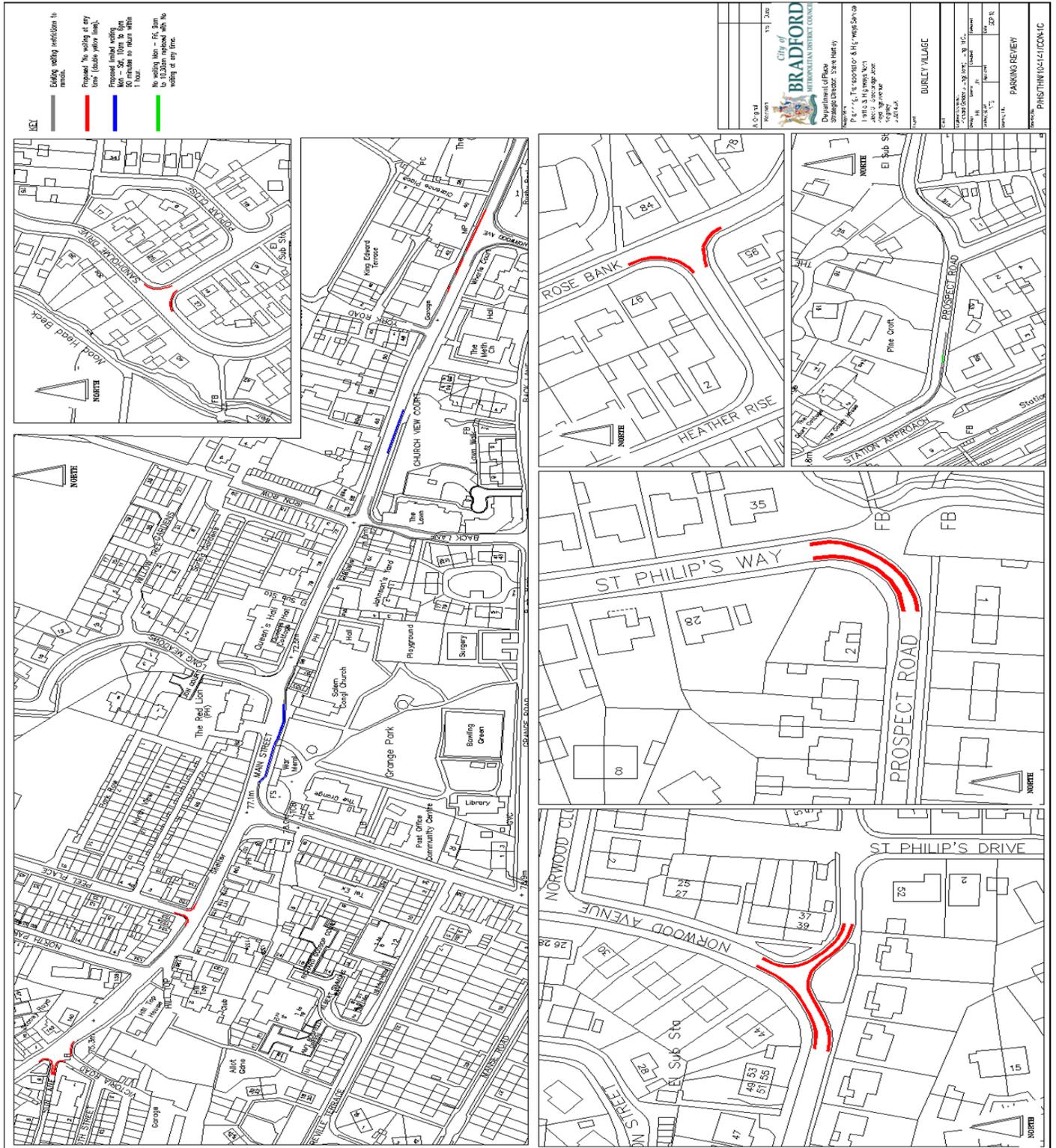
11.1 Appendix 1 - Drawing No. P/HS/THN/104141/CON-1C showing the Burley parking proposals as formally advertised

11.2 Appendix 2 – Objectors' and officer comments.

12. BACKGROUND DOCUMENTS

12.1 Shipley Area Committee Report 25 July 2018.

Appendix 1



Appendix 2

Objector #1 - Owner of a business in Burley Village.	Officer comments
<ul style="list-style-type: none"> • Objects to the proposed 90 minutes short-stay parking between 10am and 6pm within the layby opposite the Red Lion pub. The objector wants the proposed 90 minutes parking reducing to 30-45 minutes, and for the proposed restriction to commence at 8am or 8.30am rather than 10am. <p>The objector claims that if residents are allowed to leave their cars parked overnight within the layby until 10am the next morning, the layby will not be available for use by school buses or drivers visiting Jolly Tots nursery early in the morning (ie. prior to 10am).</p> <p>The objector claims that if the proposed limited waiting within the layby commences at 10am, it will render the layby unusable to vehicles making early morning deliveries to local businesses.</p> <p>The objector claims drivers will utilise the proposed full 90 minutes parking availability within the layby, making it difficult for those customers who only require 10 minutes short-stay parking provision to find a space within the layby.</p> <ul style="list-style-type: none"> • The objector claims that Salem Church sometimes requires use of the layby prior to 10am to accommodate funerals (reserving parking space by placing cones within the layby). • The refuse collection vehicle will not be able to park within the layby due to the limited waiting provision. 	<ul style="list-style-type: none"> • The parking proposals within the village are aimed at removing some of the existing long-stay commuter parking and providing short-stay parking provision for shoppers and visitors. Following discussions with Burley Parish Council, local Members, and interest groups, the proposed 90 minutes short-stay parking between 10am and 6pm is considered the most appropriate to best meet the needs of local businesses, residents and others. Limited waiting provision of less than 90 minutes would arguably be insufficient to meet the parking requirements of some customers visiting certain types of retail premises (eg. local eating establishments or hair salons etc.) • The church may be able (on a cost basis) to obtain a temporary dispensation regarding the limited parking provision, thereby enabling the layby to be used for weddings and funerals. • There is provision within the proposed TRO exempting refuse collection vehicles from the parking

	restrictions when carrying out cleansing duties.
Objector #2 - A Resident Of Main Street, Burley.	Officer Comments.
<ul style="list-style-type: none"> Proposals to extend the double yellow lines on the northern side of Main Street between nos 40 and 42 Main Street would remove the only available parking space for residents at the eastern end of the village, and would do nothing to improve road safety. The objector suggests that the existing double yellow lines on the southern side of Main Street outside part of Wharfe Court's frontage be further extended westbound to a point opposite the Co-op and MCC Garage to prevent obstructive parking (Wharfe Court and Cliffe House Nursery (which is next door to Wharf Court) both having off-street car parks) 	<ul style="list-style-type: none"> Parking on Main Street at its junction with Norwood Avenue creates problems for vehicles making turning manoeuvres at the junction. The proposed double yellow lines on the northern side of Main Street between nos 40 and 42 Main Street are intended to improve the situation for vehicles turning at the junction. Extending the existing double yellow lines on the southern side of Main Street further westbound to a point opposite the Co-op and MCC Garage would require promoting a further Traffic Regulation Order. However, allowing on-street parking on this section of Main Street was not identified as being a concern during consultations undertaken prior to the proposed TRO being formally advertised.
Objector #3 – A Resident Of Burley.	Officers Comments.
<ul style="list-style-type: none"> Funeral and wedding cars, public vehicles, dustbin wagons and delivery vehicles are often unable to park in the lay-by opposite the Red Lion Pub due to there being no available parking space. When this occurs, these vehicles park on the road adjacent to the layby, and obstruct free flowing traffic by doing so, creating a road safety issue. 	<ul style="list-style-type: none"> The parking proposals within the layby are aimed at removing some of the existing long-stay commuter parking and providing short-stay parking provision for shoppers and visitors. Following discussions with Burley Parish Council, local Members, and interest groups, the proposed 90 minutes short-stay parking between 10am and 6pm is considered the most appropriate to best meet the needs of local businesses, residents and others. <p>If the scheme proposals are introduced, and obstructive parking</p>

<ul style="list-style-type: none">• The objector would like to see the lay-by for bus use only.	<p>occurs on the carriageway directly adjacent to the layby (but outside the limits of the existing yellow bus stop clearway carriageway marking), West Yorkshire Police will be advised accordingly (the Police having enforcement powers regarding obstruction).</p> <p>If vehicles (other than buses) park within the existing yellow bus stop clearway carriageway marking located adjacent to the lay-by, Council wardens can potentially carry out enforcement action.</p> <p>The church may be able (on a cost basis) to obtain a temporary dispensation regarding the limited parking provision, thereby enabling the layby to be used for weddings and funerals.</p> <p>There is provision within the proposed TRO exempting refuse collection vehicles from the parking restrictions when carrying out cleansing duties.</p> <ul style="list-style-type: none">• West Yorkshire Combined Authority (formerly METRO) and relevant bus operators were involved in consultations regarding the proposal to stop using the layby as a bus stop facility, and instead, to provide a yellow bus stop clearway carriageway marking adjacent to the layby. No adverse comments were received from WYCA or the bus operators.
---	--