

Report of the Strategic Director Place to the meeting of the Bradford East Area Committee to be held on Wednesday 25 January 2023

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Subject:

PETITION – THORNBURY DRIVE AREA, BRADFORD

Summary statement:

This report considers a petition requesting residents' permit parking on Thornbury Drive and the surrounding area.

EQUALITY & DIVERSITY:

It is expected that there would be no disproportionate impact from recommendations within this report. The council has considered its obligations under the Equalities Act 2010 and in particular, but not exclusively, the Public Sector Equality Duty. The Council is satisfied that the report proposes no discrimination on users of the public highway with those characteristics considered protected from discrimination under that duty.

Ward: Bradford Moor

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Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

- 1.1 This report considers a petition requesting residents' permit parking on Thornbury Drive and the surrounding area.

2. BACKGROUND

- 2.1 Background information is provided in Appendix 1 to this report

3. OTHER CONSIDERATIONS

- 3.1 The petition was initially presented to the meeting of the Council on 13 December 2022 when it was resolved:

“That the petition be referred to Bradford East Area Committee.”

- 3.2 Local ward members have been consulted.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 There are no direct financial implications associated with the recommendations within this report.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 There are no significant risks arising out of the implementation of the proposed recommendations.

6. LEGAL APPRAISAL

- 6.1 There are no specific issues arising from this report.

7. OTHER IMPLICATIONS

7.1 SUSTAINABILITY IMPLICATIONS

- 7.1.1 None

7.2 GREENHOUSE GAS EMISSIONS IMPACTS

- 7.2.1 None

7.3 COMMUNITY SAFETY IMPLICATIONS

- 7.3.1 There are no community safety implications arising from the report recommendations.

7.4 HUMAN RIGHTS ACT

- 7.4.1 There are no implications on those rights set out in Human Rights Act which are detrimental to those rights given the recommendations in this report.

7.5 TRADE UNION

7.5.1 There are no implications for the Trade Unions.

7.6 WARD IMPLICATIONS

7.6.1 Ward members have been consulted on the petition.

7.7 AREA COMMITTEE ACTION PLAN IMPLICATIONS

7.7.1 There are no relevant priorities within the Bradford Moor ward plan.

7.8 IMPLICATIONS FOR CORPORATE PARENTING

None.

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESSMENT

None.

8. NOT FOR PUBLICATION DOCUMENTS

8.1 None.

9. OPTIONS

9.1 Members may propose alternative actions from those recommended in Appendix 1 on which they will receive appropriate officer advice.

10. RECOMMENDATIONS

10.1 That no further action be taken on the request for residents' permit parking on Thornbury Drive and the surrounding area for the reasons set out in Appendix 1.

10.2 That the petitioners be informed accordingly.

11. APPENDICES

11.1 Appendix 1 - Petition Thornbury Drive area, Bradford

12. BACKGROUND DOCUMENTS

None

APPENDIX 1

Thornbury Drive area, Bradford (110 signatures)

Background Information

The petition

'We the residents of Thornbury Drive and the surrounding area are petitioning Bradford council for residents parking as we have a massive problem with parking which is originating from neighbouring street residents and businesses who park in this street'.

Officer comments

Thornbury Drive and surrounding streets form a large residential area bounded by Leeds Road to the south and Leeds Old Road to the north. Thornbury Drive has terraced properties and is thus reliant on on-street parking; a number of properties do have off-street parking to the rear though. Neighbouring streets such as Thornbury Avenue and Thornbury Grove have a mixture of housing stock.

Ad-hoc site visits have been undertaken to determine the current balance between parking availability and demand on Thornbury Drive and adjacent streets. It has been noted that, whilst busy, it is evident that there is general parking space availability at regular intervals.

The allocation of funding for highways schemes is subject to the project conforming with the West Yorkshire Transport Strategy. In terms of Safe Roads themes, the strategy includes a specific aim to reduce road accidents, aspiring to 'zero tolerance' of transport-related deaths. There are also aspirations to encourage walking and cycling by improving safety. The Strategy includes a casualty reduction target, that equates to a 42% reduction in the number of people killed or seriously injured in road collisions by 2027. The current level of funding dictates that individual Area Committees are restricted in the scale of projects that can be progressed and it has to prioritise works where there is a proven history of road traffic collisions that have resulted in injury. There are minimal amounts of residual funding for other projects where the casualty rate is not necessarily an issue but there may be community concerns about safety, access or parking. In order to filter such requests, the Council has adopted a strict policy with criteria that only recommends the provision of permit parking in areas where there are long-term parking issues that are attributable to external parking sources.

Unfortunately, due to the level of car ownership in some residential areas the demand for on-street parking exceeds the amount of available space. When permit parking schemes are installed the permit allocation does not restrict vehicle ownership and therefore would not resolve the issue in circumstances such as this. It is also general practice not to consider individual streets in isolation but, rather, have wider schemes that allow greater use of on-street parking capacity.

Recommendations

In view of the above comments, no further action is recommended on this request.