

Report of the Strategic Director of Regeneration to the meeting of the Shipley Area Committee to be held on 16 March 2016.

Subject:

AI

26 objections have been received to a proposed Traffic Regulation Order to introduce parking restrictions within Baildon village and its surrounding areas.

Summary statement:

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

It is recommended that:

- The proposed Baildon TRO (as shown within Drawing No. TGD/THN/102329/TRO-1B (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised subject to the following amendments:
 - - (a) - The proposed single yellow line on Langley Lane be omitted or reduced in length;
 - (b) - The proposed 2 hours short-stay parking on Jenny Lane be omitted between Heather Road and Heygate Lane.
- The objectors be advised accordingly.

Ward 1 (Baildon)

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Overview & Scrutiny Area:

Environmental and Waste Management



1. SUMMARY

- 1.1 Consideration of objections received from local residents and other interested road user groups regarding the proposed Traffic Regulation Order (TRO) to introduce parking restrictions in Baildon village and its surrounding areas.

2. BACKGROUND

- 2.1 The lack of sufficient on-street parking in Baildon village has been an issue for many years. Numerous concerns have been expressed by local businesses and residents regarding the problem of on-street parking facilities within the village for shoppers and residents alike.
- 2.2 The proposed short-stay parking restrictions in Baildon Village and its immediate surroundings have been introduced to address long-stay parking problems and meet the needs of shoppers and visitors (thereby contributing to the benefit of the local economy).
- 2.3 The proposed Residents Only Parking Place (ROPP) elements within the proposals are also intended to discourage long-stay commuter parking within the village and its surrounding residential streets. Drawing no. TGD/THN/102329/TRO-1B identifying the proposed parking restrictions in Baildon and surrounding area is attached as Appendix 1 of this report. A larger version of the drawing will be available at the Committee meeting on 16 March 2016.
- 2.4 The Shipley Area Committee at its meeting on 3 April 2013 allocated funding to address parking concerns in and around Baildon.
- 2.5 Following consultations with Local Members, the emergency services and West Yorkshire Combined Authority, the Baildon proposed TRO was formally advertised on 6 November 2015 for three weeks ending 27 November 2016. The formal advertisement resulted in 26 objections being received.
- 2.6 The objectors' concerns and officers' comments are tabulated in Appendix 2 of this report.

3. OTHER CONSIDERATIONS

- 3.1 Following concerns expressed by a local business on Westgate, a decision was made not to alter the existing double yellow lines within the vicinity of no.18 Westgate as that would allow disabled badge holders to park in this location.

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. OPTIONS

5.1 **Option 1** - The proposed Baildon TRO (as shown within Drawing No. TGD/THN/102329/TRO-1B (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised subject to the following amendments:

(a) - The proposed single yellow line on Langley Lane be omitted or reduced in length

(b) - The proposed 2 hours short-stay parking on Jenny Lane be omitted between Heather Road and Heygate Lane

(RECOMMENDED)

5.2 **Option 2** - The proposed Baildon TRO (as shown within Drawing No. TGD/THN/102329/TRO-1B (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised.

(NOT RECOMMENDED)

5.3 **Option 3** – The 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

The proposed parking restrictions would help keep sightlines clear at junctions and are intended to discourage long-stay parking in residential streets and within the village.

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

10.1 **Option 1** - The proposed Baildon TRO (as shown within Drawing No. TGD/THN/102329/TRO-1B (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised subject to the following amendments:

(a) - The proposed single yellow line on Langley Lane be omitted or reduced in length;

(b) - The proposed 2 hours short-stay parking on Jenny Lane be omitted between Heather Road and Heygate Lane

10.2 That the objectors be advised accordingly.

11. APPENDICES

11.1 Appendix 1 - Drawing No. TGD/THN/102329/TRO-1B, showing the Baildon parking proposals as formally advertised.

11.2 Appendix 2 – Objectors’ and officer comments.

12. BACKGROUND DOCUMENTS

12.1 Shipley Area Committee Report 3 April 2013.

Appendix 2

Objections - Langley Lane	Officer comments
<ul style="list-style-type: none"> • Objecting to the introduction of parking restrictions on Langley Lane. I park my car in front of my house to see it as it has been repeatedly vandalised. The restrictions would force me to park away from my house. • My two children attend the school and I always support road safety measures around the school. The proposed parking restrictions on a section of Langley Lane would not address any road safety problems and would in fact displace the problems onto surrounding estate roads. Creating more on-street parking around the school would be beneficial to road users. Most of the residents in the area disagree with these ill thought proposals. • I disagree with the single yellow lines outside my house which would prevent residents from parking outside their own homes. The school should provide facilities within its curtilage for parents to park. Can the residents get permits parking to park on Langley Lane? • We accept there are road safety problems and congestion near the school during the start and end of the school day. Has any risk assessments been carried out regarding safety on this road? 	<ul style="list-style-type: none"> • The residents along the proposed section of Langley Lane were initially consulted over the draft parking proposals outside their homes prior to the legal Order being formally advertised. The majority of residents supported the proposed restrictions from 8 – 9.30am and 2.30 – 4pm Monday to Friday. • The single yellow lines on this section of Langley Lane are aimed at creating safe passage for all road user groups, particularly allowing the school bus better access to Coverdale Way when accessing the school. These proposals arose from requests from some local residents and interested road users. The proposals would benefit all road users. There is no proposal to introduce a ROPP scheme on Langley Lane. • The single yellow lines on this section of Langley Lane are intended to create safe passage for all road user groups, particularly allowing the school bus better access to Coverdale Way when accessing the school. The parking situation in the area would be monitored should the restrictions be implemented. • The main aim of introducing the single yellow line on this section of Langley Lane would be to stop on-street parking at the start and end of the school day and encourage residents to use their driveways. Obstruction and indiscriminate parking are common occurrences throughout the district. No formal risk assessment has been undertaken outside the school, although engineering analysis involving speed and volumetric

<ul style="list-style-type: none"> • Issues relating to the school should be addressed by the school and the Highways Authority and should not create any negative impact for the residents. The proposals will have a significant impact on the nearby residents and would displace the problems to other nearby roads. • The restrictions would de-value our properties. 	<p>surveys and traffic collision analysis has been carried out. A road safety campaign was also carried out within the vicinity of the school.</p> <ul style="list-style-type: none"> • The residents along the proposed section of Langley Lane were initially consulted over the draft proposals outside their homes prior to the proposed Legal Order being formally advertised. The majority of the residents supported the proposed restrictions from 8 – 9.30am and 2.30 – 4pm Monday to Friday. If implemented, the parking situation around the school will be monitored • Noted, However, the proposed single yellow line restricting parking at the start and end of the school day has been carefully considered with a view to the proposals having a minimal impact on these residential properties. The restrictions are intended to provide safe passage for all road user groups and particularly the school bus (which has recently been obstructed by parked vehicles when accessing the school). These restrictions are considered appropriate to keep traffic flowing at the start and end of the school day.
<p>Objectors – Springfield Road.</p>	<p>Officers’ comments</p>
<ul style="list-style-type: none"> • We are residents living on the upper section of Springfield Road objecting to the proposal to introduce permit parking on the lower section of Springfield Road as this would push parking onto the upper section of Springfield Road. We also want permit parking. 	<ul style="list-style-type: none"> • The current proposal is to issue permits to residents living on the lower section of Springfield Road that are very close to the village. The parking proposals are intended to improve the parking situation for local residents and businesses, and are supported by the majority of local residents and businesses. The upper section of Springfield Road (to which the objection relates) is not included in the proposed TRO. The parking situation on this road would be monitored should the proposed

<ul style="list-style-type: none"> • There are parking problems further up Springfield Road. There is currently long-stay parking outside our property and the proposed restrictions would displace vehicles further up the road. • Parking within the vicinity of driveways would create visibility problems. • I sometimes park on Springfield Road to attend Newton Way surgery as I can not park in the surgery because it is always full. • Parking on both sides of Springfield Road would create road safety problems for vehicles turning into Springfield Road from Newton Way. Some residents do not use their drive ways and park on the road and create problems for other road user groups. 	<p>ROPP scheme implemented here.</p> <ul style="list-style-type: none"> • This section of Springfield Road is not included in the proposed TRO. The parking situation on this road would be monitored to determine any potential parking issue. • The issue of any potential obstructive parking could be dealt with by West Yorkshire Police, or (in certain circumstances) Council wardens. • The proposed shared ROPP/short-stay parking scheme on Springfield Road is intended to address long-stay parking issues, whilst providing short-stay parking facilities to meet the needs of shoppers and visitors (including those going to the nearby medical centre). • It would be inappropriate to introduce double yellow lines outside these residential properties on this section of Springfield Road. The on-going parking situation will be monitored.
<p>Objectors – Newton Way</p>	<p>Officer comments</p>
<ul style="list-style-type: none"> • I would not object to the parking restrictions between 8am – 6pm Mon – Sat on Newton Way if a permit was issued to me to park on the road. My son and I are looking after my mother. There is space for one car in our small drive way and we have two cars and need immediate access to our cars. • I am looking after my 85 year old mother and the pubic wasn't given sufficient time to comment on the proposals. 	<ul style="list-style-type: none"> • The parking proposals are intended to improve the parking situation for local residents and businesses. There is no proposed ROPP scheme for the residents of Newton Way to park on Newton Way. The proposals however, would allow two hours short-stay parking 8am to 6pm Mon – Friday for Newton Way residents. • In accordance with normal practice, the Legal Notices regarding the proposed TRO were erected on-site for a three week period. The Legal Notices were also advertised in the local press.

<ul style="list-style-type: none"> I am self employed living on Newton Way and park my van on Newton Way. The proposed double yellow line would stop me parking outside my house. Your proposals should provide me with a safe place for me to park my van near my house. 	<ul style="list-style-type: none"> The parking proposals are intended to improve the parking situation for local residents and businesses. There is no proposed ROPP scheme for the residents of Newton Way to park on Newton Way. The proposals however, would allow two hours short stay parking 8am to 6pm Mon – Friday for Newton Way residents.
<p>Objector – Westgate</p>	<p>Officer comments</p>
<ul style="list-style-type: none"> Why are residents of nos. 35 – 43 not getting resident permits? The residents of this section would benefit from a ROPP scheme here. Parking above no. 32A Westgate (which is behind the existing double yellow lines) causes obstructions to other road users. Parking should not be allowed on Springfield Road near the junction with Newton Way Allowing short-stay parking within the proposed ROPP scheme would create parking problems for residents. 	<ul style="list-style-type: none"> These properties have off street parking at the rear side, and this section of Westgate does not meet the criteria for ROPP provision. Every effort however, has been made to minimise the impact of these parking restrictions on surrounding residential areas. This concern will be passed to the Council's wardens with a view to them monitoring the area and taking appropriate enforcement action. Double yellow lines have been proposed at the junction of Springfield Road with Newton Way to remove obstructive parking and enhance driver sightlines. The main objectives of the proposed TRO scheme is to remove the long-stay parking and allow short-stay parking facilities for shoppers and visitors.
<p>A road user – Baildon proposed parking</p>	<p>Officer comments</p>
<ul style="list-style-type: none"> Objecting to parking proposals in Baildon village. This would displace vehicles around the Hallcliffe area as there are no restrictions on this road. Displacing parking on this narrow, poorly lit road would create road safety hazards for pedestrians. 	<ul style="list-style-type: none"> The proposed short-stay parking restrictions are intended to address long-stay parking and meet the short-stay parking needs of shoppers and visitors (thereby contributing to the benefit of the local economy).

	Every effort has been made to minimise the impact of these parking restrictions on surrounding residential areas.
A resident – South View Terrace	Officer’s comments
<ul style="list-style-type: none"> A resident is asking for a ROPP scheme to be introduced on South View Terrace. 	<ul style="list-style-type: none"> South View Terrace is an unadopted public highway and the Council is not responsible for maintaining this road as the responsibility rests with the frontages as street managers. It was not considered appropriate to include this unadopted road within the proposed TRO, and therefore there is no proposal to allocate permits to South View Terrace residents.
Objectors - Bank Walk/Bank Crest	Officer’s comments
<ul style="list-style-type: none"> The proposed double yellow lines on Bank Walk would stop us from parking outside our property. Displaced vehicles would create problems for residents on this road. Parents with young children need to park near the existing Ofsted registered child minding business on this road. There have not been any accidents on this road since 2007. 	<ul style="list-style-type: none"> This section of Bank Walk is very narrow and has a foot path on one side. The double yellow lines are aimed at removing potential parking next to or on the footway, thereby protecting pedestrians. The proposed restrictions on this section of Bank Walk are considered appropriate to stop any potential footway parking. This would also encourage parents to walk to the area by parking in Westgate. The Baildon parking proposals scheme is not a casualty Reduction Scheme. The proposed short-stay parking restrictions in Baildon village and its immediate surroundings have been introduced to address long-stay parking problems and meet the short-stay parking needs of shoppers and visitors (thereby contributing to the benefit of the local economy). Every effort has been made to minimise the impact of the proposed parking

<ul style="list-style-type: none"> • Introducing the double yellow lines on Bank Walk would encourage motorists to drive fast. We would like to see the proposals revised to address the above concerns. We made the highways department aware of parking problems on Bank Crest in 2012. Any parking restrictions in the village would make parking more difficult for the residents. 	<p>restrictions on surrounding residential areas.</p> <ul style="list-style-type: none"> • The proposed restrictions on this section of Bank Walk are considered necessary to stop any potential footway parking, and would also encourage parents to walk to the area by parking in Westgate. The proposed short-stay parking restrictions in Baildon village and its immediate surroundings have been introduced to address long-stay parking problems and meet the short-stay parking needs of shoppers and visitors (thereby contributing to the benefit of the local economy). Every effort has been made to minimise the impact of these proposed parking restrictions on surrounding residential areas.
<p>A resident in Brook Hill, Baildon</p>	<p>Officer's comments</p>
<ul style="list-style-type: none"> • Many old properties in Baildon do not have off street parking facilities and the residents and their visitors should be allowed to park near their homes for security reasons. Most of the roads in Baildon are wide enough to allow parking and traffic movement safely. Introducing parking on the narrow roads should operate like Otley Road in Eldwick and the resident permit schemes in Saltaire. • I object to the all parking proposals in the village. • The Council should provide off street parking facilities by converting all grass verges to parking areas which also saves the Council money by not having to maintain the grass verges. 	<ul style="list-style-type: none"> • The proposed short-stay parking restrictions in Baildon village and its immediate surroundings have been introduced to address long-stay parking problems and meet the short-stay parking needs of shoppers and visitors (thereby contributing to the benefit of the local economy). Every effort has been made to minimise the impact of these parking restrictions on surrounding residential areas. • The proposals are supported by Local Members and are aimed at encouraging short-stay parking. • There is currently no specific budget to provide parking in residential areas and villages by converting grass verges into hard-standings. Such works would contradict the Council's sustainable travel policy that is aimed at encouraging walking

	and cycling.
A resident – Cornwall Crescent, Baildon	Officer's comments
<ul style="list-style-type: none"> All parking restrictions are within walking distance of the village. The car parks in Baildon are very expensive and these restrictions would create a lot of problems for people working in the village. 	<ul style="list-style-type: none"> The proposed short-stay parking restrictions in Baildon village and its immediate surroundings have been introduced to address long-stay parking problems and meet the short-stay parking needs of shoppers and visitors (thereby contributing to the benefit of the local economy). Every effort has been made to minimise the impact of the proposed parking restrictions on surrounding residential areas. Bradford has the cheapest parking of any Metropolitan District in the UK.
Objections – Jenny Lane	Officer's comments
<ul style="list-style-type: none"> These objectors are concerned over the proposed ROPP scheme on Jenny Lane. The objectors live on East Parade and park on Jenny Lane as they cannot park on Heather Road (as a ROPP scheme currently operates there). Some East Parade residents are elderly and would have problems walking longer distances to park. The surface of East Parade is very rough and has big pot holes that could damage your vehicle by driving on the road. Other roads in the area have permit parking restrictions. My parents are both severely ill and could not walk long distances. Issuing a permit to park on Heather Road would be appreciated. My husband and I are suffering from poor health. We could not park on East Parade due to its 	<ul style="list-style-type: none"> The proposed ROPP scheme on Jenny Lane would restrict long stay parking from 8am to 6pm from Mon – Sat. Short-stay on-street parking would be allowed on Jenny Lane to accommodate people visiting the village. East Parade residents are not included within the proposed ROPP scheme on Jenny Lane. East Parade is an un-adopted public highway and the Council is not responsible for maintaining this road as the responsibility rests with the frontages as street managers. Therefore there is no proposal to allocate permits to East Parade residents. The residents of East Parade are not included within the proposed ROPP scheme on Jenny Lane.

<p>uneven surface. We used to park on Heather Road but this road now has ROPP restrictions on it. We park on Jenny Lane at the moment.</p> <ul style="list-style-type: none"> • My elderly parents live on East Parade I live on East Parade and park in Jenny Lane. • We have repeatedly asked the Council to adopt the road 	<ul style="list-style-type: none"> • The residents of East Parade are not included within the proposed ROPP scheme on Jenny Lane. • There is currently no available Council budget to adopt un-adopted highways. However, the Council could potentially arrange for the road to be adopted at the residents' expense.
<p>Objector's points – Health clinic , Cliffe Ave, Baildon</p>	<p>Officer's comments</p>
<ul style="list-style-type: none"> • NHS community podiatrist visiting over 100 mainly elderly people in Baildon. Our staff who are visiting Heather Road and Laburnum Road do park in Jenny Lane as some of the residents on these roads do not have cars. Is it possible to have a few parking permits issued for the staff ? 	<ul style="list-style-type: none"> • All proposed ROPP schemes in the Baildon Area would provide up to 2 hours short-stay on-street parking for non-permit holders, and each house included with the ROPP Legal Order would be issued a 'visitors' permit. It is not considered necessary to issue any parking permits to NHS staff.