

## **Report of the Strategic Director of Regeneration to the meeting of the Shipley Area Committee to be held on 15 June 2016**

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### **Subject:**

Objections have been received to a proposed Traffic Regulation Order (TRO) relating to parking restrictions within Burley village and its surrounding areas.

### **Summary statement:**

This report considers 37 objections received from local residents, businesses and road users to proposals to introduce parking restrictions in and around Burley village.

### **It is recommended that:**

- **The proposed TRO to introduce parking restrictions in the Burley village area as shown on Drawing No. R/N/AS/101191/TRO/1A (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised subject to the following amendments:**
  - (a) - The proposed double yellow lines on Main Street and Long Meadow be omitted from the proposals.
  - (b) – That consideration be given to reducing some of the proposed double yellow lines on Far Mead Croft and that the proposals be discussed with elected Members for Wharfedale.
- The objectors be advised accordingly.

**Ward 26 (Wharfedale)**

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Mike Cowlam  
Strategic Director (Regeneration)

**Portfolio:**

**Regeneration, Planning and Transport**

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**Overview & Scrutiny Area:**

**Environmental and Waste Management**



## **1. SUMMARY**

- 1.1 Consideration of objections received from local residents, businesses, and road users to a proposed TRO to introduce parking restrictions in Burley village and its surrounding areas.

## **2. BACKGROUND**

- 2.1 The lack of sufficient on-street parking, and obstructive and long-stay parking in Burley village have been an issue for many years. Numerous concerns have been expressed by local businesses, residents and the Parish Council regarding the lack of on-street parking facilities within the village.
- 2.2 In 2014, this Committee approved finance to conduct a study into current on-street parking problems within the village and its surrounding area. The study included investigations, observations, and discussions with Local Ward Members and Burley Parish Council, and revealed a number of parking issues within the village.
- 2.3 On 1 July 2015, this Committee allocated finance to promote a TRO in Burley village to address and compliment the earlier parking review.
- 2.4 The proposed parking restrictions in Burley village and its immediate surroundings have been introduced to improve driver sightlines, discourage long-stay parking, improve road safety and generally improve overall traffic management within much of Burley village. The proposals are identified on drawing number R/N/AS/101191/TRO-1A which is attached to this report as Appendix 1. A larger version of the plan will be on display at the Committee meeting of 15 June 2016.
- 2.5 Following consultations with Local Members, the emergency services, and West Yorkshire Combined Authority (WYCA (previously known as METRO)), the proposed Burley TRO was formally advertised on 14 April 2016 for three weeks ending 6 May 2016. The formal advertisement resulted in 37 objections being received.
- 2.6 The objectors' concerns and officer comments are tabulated in Appendix 2 of this report.

## **3. OTHER CONSIDERATIONS**

- 3.1 Burley Parish Council, the emergency services and WYCA have been consulted on the scheme proposals with no adverse comments having been received.

3.2 Discussions have been carried out with WYCA and interested users regarding converting the two existing bus lay-bys on Main Street to short-stay parking facilities. An initial site inspection indicates it would be appropriate to carry out some construction work to increase the level of on-street parking on this road. Further work would be carried out should resources permit.

#### 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 TRO to introduce parking restrictions in the Burley village area as shown on Drawing No. R/N/AS/101191/TRO-1A (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised subject to the following amendments:

(a) - The proposed double yellow lines on Main Street and Long Meadow be omitted from the proposals.

(b) – That consideration be given to reducing some of the proposed double yellow lines on Far Mead Croft and that the proposals be discussed with elected Members for Wharfedale. (RECOMMENDED)

5.2 **Option 2** - The proposed Burley TRO (as shown within Drawing No. R/N/AS/101191/TRO-1A (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised. (NOT RECOMMENDED)

5.3 **Option 3** – The proposed TRO to introduce parking restrictions in the Burley village area as shown on Drawing No. R/N/AS/101191/TRO/1A (attached as Appendix 1 to this report) be abandoned. (NOT RECOMMENDED)

5.4 **Option 4** – 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. However, for any changes that might require the further advertising of a legal Order, funding would need to be identified from a suitable source. (NOT RECOMMENDED)

## **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 and obstructive parking around Burley Rail Station and improve road safety 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 – That the proposed TRO to introduce parking restrictions in the Burley village area as shown on Drawing No. R/N/AS/101191/TRO-1A (attached as Appendix 1 to this report) be approved, sealed and implemented as formally advertised subject to the following amendments:

(a) - The proposed double yellow lines on Main Street and Long Meadow be omitted from the proposals.

(b) – That consideration be given to reducing some of the proposed double yellow lines on Far Mead Croft and that the proposals be discussed with elected Members for Wharfedale.

10.2 That the objectors be advised accordingly.

## **11. APPENDICES**

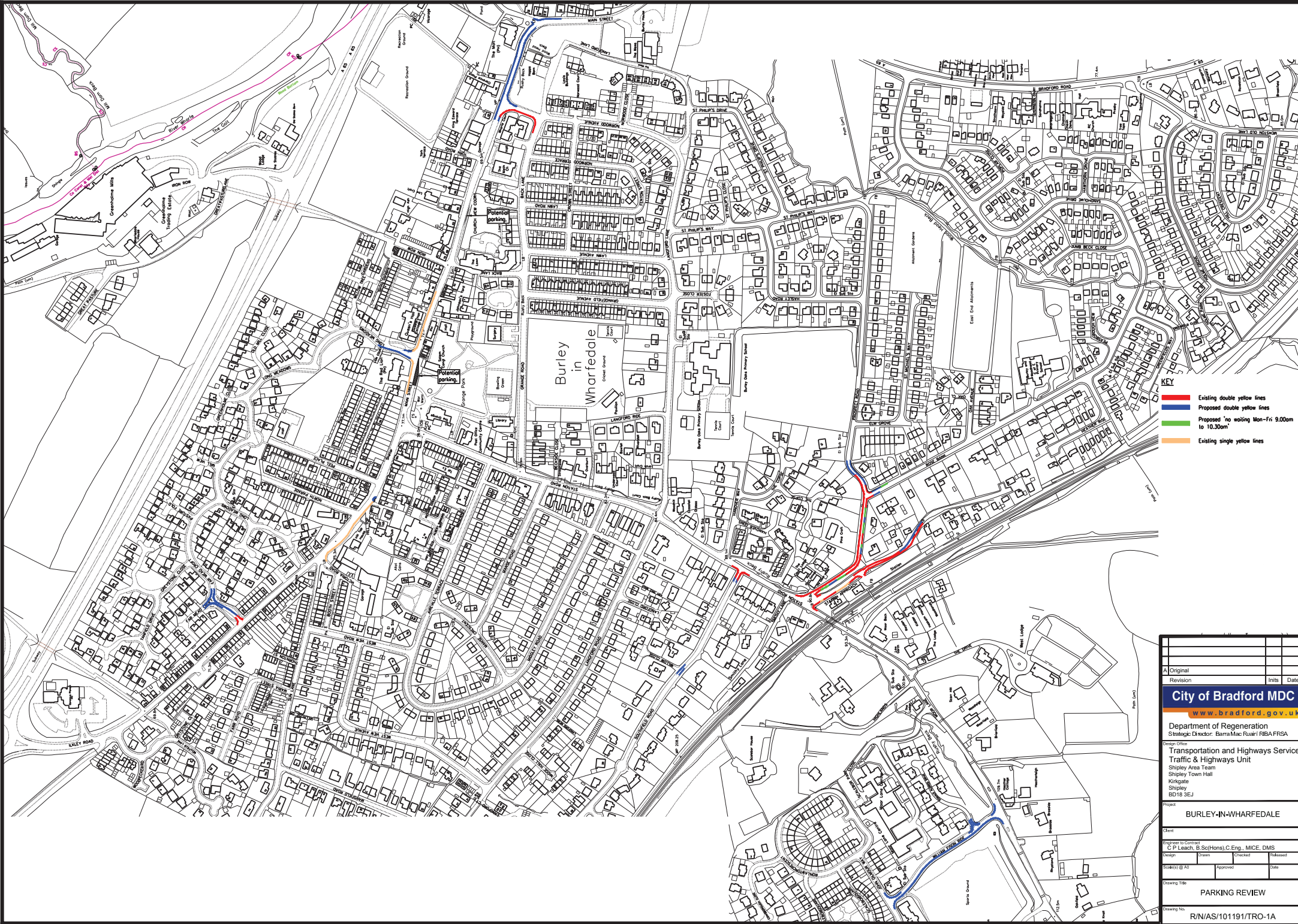
11.1 Appendix 1 - Drawing No. R/N/AS/101191/TRO -1A, showing the Burley parking proposals as formally advertised.

11.2 Appendix 2 – Objectors’ and officer comments.

## **12. BACKGROUND DOCUMENTS**

12.1 Shipley Area Committee Report 3 April 2013.

12.2 Shipley Area Committee Report 1 July 2015.



- Existing double yellow lines
- Proposed double yellow lines
- Proposed 'no waiting Mon-Fri 9.00am to 10.30am'
- Existing single yellow lines

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Project <b>BURLEY-IN-WHARFEDALE</b>	
Client C P Leach, B.Sc(Hons), C.Eng., MICE, DMS	
Design	
Drawn	
Checked	
Released	
Scale	
Date	
Drawing Title <b>PARKING REVIEW</b>	
Drawing No. <b>R/N/AS/101191/TR/0-1A</b>	

## Appendix 2

17 Objections relating to proposals on Far Mead Croft	Officer comments
<ul style="list-style-type: none"> <li>• Existing on-street parking in the area is insufficient to accommodate the demand of the residents' vehicles. There is about half a car length available for each car associated with properties nos.144 – 158 Main Street.</li>   <li>• The proposed double yellow lines on this section would displace the current parking to other areas. There is no off street parking facility nearby and the car park is full most of the time.</li>   <li>• We residents of West Terrace had a raw deal a few years ago when the parking restrictions banning parking between 8am and 5pm were introduced. We agreed to these restrictions in order to have free traffic flow on the main road, benefiting every one in the village. The parking on Far Mead Croft is the result of the parking restrictions on Main Street.</li> </ul>	<ul style="list-style-type: none"> <li>• A West Terrace resident (West Terrace being a block of houses on Main Street) has canvassed the residents of West Terrace and 12 residents are in agreement with his opinion. The proposed double yellow lines on Far Mead Croft are intended to prevent obstructive parking on this road. Concerns have been expressed by road users regarding obstruction on this road, and photographs showing a large vehicle experiencing difficulties accessing Far Mead Croft will be available at the committee meeting.</li>   <li>• Residents of West Terrace (a block of houses on Main Street) currently park on Far Mead Croft because there are parking restrictions outside their houses on Main Street. This parking on Far Mead Croft can be obstructive and the proposed double yellow lines seek to address this obstruction.</li>   <li>• In a few cases, displaced parking resulting from the proposed double yellows lines on Far Mead Croft could potentially result in increased parking demand on adjacent roads. However, the proposed restrictions are required on road safety grounds, and any increased parking demand on adjacent roads is unlikely to affect traffic management to the same extent as does the obstructive parking on Far Mead Croft. The parking situation would be monitored should the proposals be implemented, and requests for further measures could be placed on a list of requests considered annually by the Shipley Area Committee for possible inclusion within its future programme of works.</li> </ul>

<ul style="list-style-type: none"> <li>• I have been living on this road for 15 years and not seen any vehicles have difficulty accessing this one-way section. There is plenty of room for emergency services and dust bin wagons.</li> <li>• If the double yellow lines were introduced on Far Mead Croft, then parking places should be provided for the residents of West Terrace. When the new housing estate is built in the village there will be more traffic on Main Street.</li> <li>• Reduce the length of the proposed double yellow lines to allow two more parking spaces on Far Mead Croft.</li> <li>• Remove existing trees to park my car in front of my house to see it as it has been repeatedly vandalised. The proposed restrictions would force me to park away from my house.</li> </ul>	<ul style="list-style-type: none"> <li>• The Council must seek to balance the concerns of objectors against the need to achieve the safe unhindered movement of vehicles. Parking should not be permitted if parked vehicles would create obstruction.</li> <li>• Double yellow lines have been proposed in order to maintain access and prevent obstruction on Far Mead Croft. Parking by residents, if permitted, would also cause vehicular obstruction. Photographs showing the problem for a large vehicle having difficulty accessing Far Mead Croft will be available at the committee meeting.</li> <li>• This request could be considered if this Committee resolves that further investigations be carried out and Local Members are supportive of the suggestion to reduce the length of the proposed waiting restrictions.</li> <li>• Removal of the trees and the creation of a parking facility would require the allocation of specific scheme funding by this Committee. The proposed waiting restrictions are considered necessary on road safety and traffic management grounds.</li> </ul>
<p><b>2 objections relating to proposals on Long Meadows</b></p>	<p><b>Officers' comments</b></p>
<ul style="list-style-type: none"> <li>• The section of Long Meadows where the double yellow lines are proposed is used by parents dropping off and collecting their children from the nearby nursery.</li> <li>• This area is also used by local residents to park in order to shop in</li> </ul>	<ul style="list-style-type: none"> <li>• This section of Long Meadows is the only exit point from the estate to Main Street. Concerns have been expressed regarding obstructive parking on this section for vehicles turning left into Long Meadows from the roundabout and turning right into the nearby car park from Long Meadows.</li> <li>• The Council must seek to balance the concerns of objectors against the</li> </ul>



<p>the village. The statement of reasons in processing the TRO says that the order is to avoid danger to other road user groups. I have been living in Long Meadows for 14 years and have not seen any road safety problems.</p> <ul style="list-style-type: none"> <li>• My 80 year old mother parks on this section of Long Meadows when she visits me. The nearby car park is full most of the time. The proposed parking restrictions would displace vehicles to park outside the properties near the bend.</li> <li>• I hope the Council will review the proposal and they may be abandoned. However, It would be better perhaps to reduce the length of the proposed double yellow lines and keep some near the roundabout.</li> <li>• The proposed restrictions on Long Meadows would be difficult to justify as this section of Long Meadows is well used.</li> </ul>	<p>need to achieve the safe unhindered movement of vehicles. Parking should not be permitted if parked vehicles would create an obstruction, or obscure pedestrian or driver sightlines to the detriment of road safety.</p> <ul style="list-style-type: none"> <li>• The parking situation would be monitored should the proposals be implemented, and requests for further measures could be placed on a list of requests considered annually by the Shipley Area Committee for possible inclusion within its future programme of works.</li> <li>• The suggestion of reducing the length of proposed double yellow lines could be considered if this Committee resolves that further investigations be carried out and Local Members are supportive of the suggestion.</li> <li>• The proposals seek to address parking issues identified as part of that parking study carried out in 2014, and are intended to improve driver sightlines, discourage long-stay parking, improve road safety and generally improve overall traffic management within much of Burley Village. Although Long Meadows is well utilised, the issue of road safety must take priority over any potential inconvenience to drivers seeking on-street parking availability.</li> </ul>
<p><b>3 objector - Proposals relating to Main Street, Burley-In-Wharfedale</b></p>	<p><b>Officer comments</b></p>
<ul style="list-style-type: none"> <li>• The information should be online to give opportunity to road users to comment on the proposals. This should be simple to do.</li> </ul>	<ul style="list-style-type: none"> <li>• The issue of publishing TROs online is being discussed with the Council's legal section. However, In accordance with current normal practice, the legal notices regarding the proposed TRO were erected on-site for a three week period and were advertised in the local press.</li> </ul>

<ul style="list-style-type: none"> <li>• Speeding on this road is an issue and the current speed limit should be reduced (no road humps). Allowing parking on both sides of the road would discourage speeding, as it works in Addingham centre.</li> <li>• The Station and school traffic are also a problem in the village. Allowing the construction of more houses in the village, more land should be allocated to the school and station traffic.</li> </ul>	<ul style="list-style-type: none"> <li>• West Yorkshire Police are the agents responsible for enforcing speeding, and will be advised of the objectors concerns. A speed survey will be undertaken enabling officers and Local Members alike to determine to what extent (if any) a speeding problem exists, and whether the site should be added to the list of candidates to be considered annually by this Committee for possible inclusion within its future programme of works.</li> <li>• The proposed parking restrictions would be funded by the Shipley Area Committee and aim to remove obstructive parking and encourage sensible parking within the village. The issue of constructing more housing and associated land use is a planning issue, with input and advice being offered by the Council's Highway Development Control team.</li> </ul>
<p><b>1 Objectors - proposals relating to Southfield Road</b></p>	<p><b>Officer comments</b></p>
<ul style="list-style-type: none"> <li>• Objection to the proposed TRO to introduce parking restrictions within the village. The proposals would reduce the level of on-street parking facilities in the village, and then displaced parking would be transferred to the surrounding streets. The proposed double yellow lines on Main Street and Norwood would make parking more difficult for people to visit the food store and St Mary's Church. The proposals would encourage people to go to Ilkley or Otley to shop.</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed parking restrictions in Burley Village and its immediate surroundings have been introduced to improve drivers' sightlines, discourage long stay parking, improve road safety and generally improve overall traffic management within much of Burley Village. These proposals will be funded by the Shipley Area Committee and are aimed at addressing the parking issues that came out of the parking study review carried out in the village prior to these parking proposals. The parking situation would be monitored should the proposals be implemented, and requests for further measures could be placed on a list of requests considered annually by the Shipley Area Committee for possible inclusion within its future programme of works.</li> </ul>

<ul style="list-style-type: none"> <li>• Potential plan to construct up to 700 houses. It would be better to provide parking facilities for local residents to shop and worship locally.</li> <li>• Proposed parking restrictions near the rail station would encourage motorists to drive and not to use the public transport and displace them to other nearby Stations. Restrictions would displace commuters to Ilkley Area.</li> </ul>	<ul style="list-style-type: none"> <li>• The issue of the impact of any potential development will be considered by the Council's Planning Section and Highway Development Control team.</li> <li>• The road safety and traffic management benefits of preventing obstructive parking within the vicinity of the rail station outweigh the disadvantage that, potentially, some drivers could be dissuaded from using rail transport. The parking situation would be monitored should the proposals be implemented, and requests for further measures could be placed on a list of requests considered annually by the Shipley Area Committee for possible inclusion within its future programme of works.</li> </ul>
<p><b>1 objection- Ron Lawton Crescent, Burley-In-Wharfedale</b></p>	<p><b>Officer comments</b></p>
<ul style="list-style-type: none"> <li>• Objects to the parking proposals on William Fison Ride and John Gilmour Way as they would displace the non-residents parking during week ends into the nearby residential areas, and make parking and access to properties in these residential areas more difficult for local residents. This would also create potential road safety hazards as children play in the area. Proposed restrictions on The William Fison Rise would displace parking into Moor Lane area.</li> </ul>	<ul style="list-style-type: none"> <li>• Concerns have been expressed regarding access through the area being obstructed by parked vehicles. The road safety and traffic management benefits of preventing obstructive parking is considered to outweigh the disadvantage that, potentially, displaced parking into nearby residential areas and the Moor Lane area could occur. The parking situation would be monitored should the proposals be implemented, and requests for further measures could be placed on a list of requests considered annually by the Shipley Area Committee for possible inclusion within its future programme of works.</li> </ul>
<p><b>1 Objection – John Gilmour Way</b></p>	<p><b>Officer's comments</b></p>
<ul style="list-style-type: none"> <li>• Objects to the proposed double yellow lines on the western side of</li> </ul>	<ul style="list-style-type: none"> <li>• The proposed parking restrictions on this section of William Fison Ride</li> </ul>

<p>William Fison Ride, next to the Greenfield. The proposed waiting restrictions would force parents to park on the opposite side of the road to the sports ground and then have to cross the road to access the recreation area.</p> <ul style="list-style-type: none"> <li>I feel that the proposed double yellow lines are planned for William Fison Ride are proposed on the wrong side of the road. I have never seen any double parking here on this road. There is no need to waste the tax payers' money at this moment in time.</li> </ul>	<p>have been introduced to improve driver sightlines, discourage long stay parking, improve road safety and generally improve overall traffic management on this road during the week ends when sport is played on the recreation field.</p> <p>If parking were permitted on the western side of William Fison Ride, parked vehicles on that side would obstruct vehicular turning movements into and out of Donald Aldred Drive. Having the proposed waiting restrictions on the western side of William Fison Ride will allow residents living on the opposite side to park on the same side of the road as their house.</p> <p>Consideration will be given to providing 'Keep Clear' carriageway markings directly adjacent to the existing dropped kerb pedestrian crossing facilities on William Fison Ride. These carriageway markings would prevent obstructive parking across the dropped kerbs and improve pedestrian sightlines to the benefit of pedestrians crossing the road.</p>
<p><b>1 Objection - The Copse, Burley-In-Wharfedale</b></p>	<p><b>Officer's comments</b></p>
<ul style="list-style-type: none"> <li>The proposed parking around the rail station would displace the current long-stay commuter parking problems to Hanover Way, Station Road and perhaps the Copse.</li> </ul>	<ul style="list-style-type: none"> <li>Concerns have been expressed regarding obstructive parking within the vicinity of the rail station. The road safety and traffic management benefits of preventing obstructive parking is considered to outweigh the disadvantage that, potentially, displaced parking into nearby residential areas could occur. The parking situation would be monitored should the proposals be implemented, and requests for further measures could be placed on a list of requests considered annually by the Shipley Area Committee for possible inclusion within its future programme of works.</li> </ul>

<p><b>1 Objection - Harvest Croft</b></p>	<p><b>Officer's comments</b></p>
<ul style="list-style-type: none"> <li>Objecting to the proposed parking restrictions on Southfield Road. This road is used both by local and non-residents and there are no obstructive parking or road safety issues on this road as it is wide enough to accommodate both directions of traffic. There is insufficient parking at the Station to accommodate the parking demand by commuters. The proposed restrictions around the Station would displace the current parking into nearby residential roads.</li> </ul>	<ul style="list-style-type: none"> <li>The two short lengths of proposed double yellow lines on Southfield Road are intended to prevent obstructive parking at the entrance to/from Willow Close. Concerns have been expressed regarding obstructive parking within the vicinity of the rail station. The road safety and traffic management benefits of preventing obstructive parking is considered to outweigh the disadvantage that, potentially, displaced parking into nearby residential areas could occur. The parking situation would be monitored should the proposals be implemented, and requests for further measures could be placed on a list of requests considered annually by the Shipley Area Committee for possible inclusion within its future programme of works.</li> </ul>
<p><b>1 Resident of Stirling Road, Burley-In-Wharfedale</b></p>	<p><b>Officer's comments</b></p>
<ul style="list-style-type: none"> <li>Proposed double yellow lines on Southfield Road should be extended to its junction with Willow Close to prevent obstructive parking by commuters on this road. When parking restrictions were introduced outside the station, the parking problems started on Southfield Road. The proposed parking restrictions around the station should be abandoned and be unrestricted.</li> </ul>	<ul style="list-style-type: none"> <li>Extending the proposed double yellow lines on Southfield Road between its junctions with Station Road and Willow Close would adversely affect the on-street parking opportunities on Southfield Road for Southfield Road residents.</li> </ul> <p>Concerns have been expressed regarding obstructive parking within the vicinity of the rail station and the proposed parking restrictions are considered necessary on road safety and traffic management grounds.</p>
<p><b>2 Objections - Main Street, Burley-In-Wharfedale</b></p>	<p><b>Officer's comments</b></p>
<ul style="list-style-type: none"> <li>Objection to the proposed parking restrictions on Main Street particularly around the church and</li> </ul>	<ul style="list-style-type: none"> <li>Concerns have been expressed regarding obstructive parking on that section of Main Street within</li> </ul>

<p>on Norwood as these would create parking problems for the people visiting the church. At the moment it is impossible for a funeral cortege to park legally and the parking proposals would make the situation worse. Could the proposals be Monday To Friday?</p> <ul style="list-style-type: none"> <li>• Could the proposed double yellow lines be altered on Main Street to allow 4 on-street parking spaces near Corn Mill Lane. This would not create any road safety issues?</li> <li>• Proposed parking restrictions would displace cars into the residential areas.</li> <li>• There is a need for a crossing facility on Main Street near the new Co-Op food store.</li> </ul>	<p>the vicinity of the church. The proposed waiting restrictions are considered necessary on road safety and traffic management grounds. The proposed Traffic Regulation Order provides an exemption for funeral vehicles parking on double yellow lines carrying out funeral duties.</p> <ul style="list-style-type: none"> <li>• The issue of parking on the bend on Main Street has been raised as a concern. The possibility of providing the requested 4 parking spaces could be considered if this Area Committee supports the request.,</li> <li>• The road safety and traffic management benefits of preventing obstructive parking is considered to outweigh the disadvantage that, potentially, displaced parking into nearby residential areas could occur. The parking situation would be monitored should the proposals be implemented, and requests for further measures could be placed on a list of requests considered annually by the Shipley Area Committee for possible inclusion within its future programme of works.</li> <li>• The request for a crossing facility on Main Street near the Co-Op will be added to the list of candidates to be considered annually by the Shipley Area Committee for possible inclusion within its future programme of works.</li> </ul>
<p><b>1 Objection - Station Road, Burley-In-Wharfedale</b></p>	<p><b>Officer's comments</b></p>
<ul style="list-style-type: none"> <li>• Objection to the parking proposals in the village as the section of Station Road near Hanover Way has not</li> </ul>	<ul style="list-style-type: none"> <li>• The issue of potential parking problems on Station Road had not been reported during the parking</li> </ul>

<p>been included in the parking proposals. Parking on Station Road near its junctions would create visibility problems for motorists entering Station Road from Hanover Way.</p> <ul style="list-style-type: none"> <li>Proposed parking restrictions within the vicinity of the rail station would displace the problem into Station Road and create more road safety problems. The proposals should be extended or dropped.</li> </ul>	<p>review study within the village, and accordingly, remedial measures were not included within the formally advertised Traffic Regulation Order. Any obstructive parking on Station Road near its junction with Hanover Way could be reported to the police for their investigation.</p> <ul style="list-style-type: none"> <li>Concerns have been expressed regarding obstructive parking within the vicinity of the rail station. The road safety and traffic management benefits of preventing obstructive parking is considered to outweigh the disadvantage that, potentially, displaced parking into nearby residential areas could occur. The parking situation would be monitored should the proposals be implemented, and requests for further measures could be placed on a list of requests considered annually by the Shipley Area Committee for possible inclusion within its future programme of works.</li> </ul>
<p><b>4 Objection - Rose Bank</b></p>	
<ul style="list-style-type: none"> <li>Myself and several residents are not happy with the Proposed parking restrictions on Rose Bank. The restriction should be extended up to no 11.</li> <li>I have two cars and there is room for one car in my drive way. I work shifts and I and my neighbours need to park outside our houses house.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed parking restrictions on Rose Bank are aimed at addressing a specific need of a resident. It is considered that further restrictions on Rose Bank would not be appropriate as it they would potentially displace parking to outside other properties on the same road.</li> <li>The only proposed parking restriction on Rose Bank is outside no. 3, and involves 'No Waiting 9am – 10.30am Mon – Fri'.</li> </ul>
<p><b>2 Resident re – Southfield Road</b></p>	<p><b>Officers Comments</b></p>
<ul style="list-style-type: none"> <li>When the restrictions on Prospect Road near the Station were introduced several years ago, the</li> </ul>	<ul style="list-style-type: none"> <li>The main objectives of the proposed parking restrictions around the Station are to prevent obstructive</li> </ul>

<p>commuter parking problems on Southfield Road started. The new parking restrictions would not address the problem. Any restrictions around the Station should be removed.</p> <ul style="list-style-type: none"><li>• Proposed double yellow lines on Southfield Road near its junction with Station Road should be extended further and there is no need for double yellow lines on Southfield Road near Willow Close.</li></ul>	<p>parking and long-stay commuter parking.</p> <ul style="list-style-type: none"><li>• The proposed double lines on Southfield Road are aimed at addressing obstructive parking near Willow Close and preventing obstructive parking across residential drive ways .</li></ul>
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