

Report of the Strategic Director, Regeneration to the meeting of Bradford West Area Committee to be held on 15 June 2016

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Subject:

PETITIONS RELATING TO TRAFFIC MATTERS

Summary statement:

This report considers the following petitions relating to traffic matters:

- 1) Lynton Drive – Request for residents only parking.
- 2) Clifton Villas, Manningham – Request for a pedestrian access to Midland Road Nursery School and Children’s Centre

**Ward: 19 Manningham
24 Toller**

Mike Cowlam
Strategic Director Regeneration

Portfolio:

Regeneration, Planning & Transport

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Overview & Scrutiny Area:

Environment and Waste Management



1.0 SUMMARY

1.1. Two petitions relating to traffic matters have been received. These are:

Lynton Drive, Bradford – Request for residents only parking.

Clifton Villas, Manningham – Request for pedestrian access Midland Road Nursery School and Children's Centre.

2.0 BACKGROUND

2.1. Background information is given in Appendices 1, 2, 3 and 4.

Appendix 1 Lynton Drive, Bradford (22 signatures).

Appendix 2 Clifton Villas, Manningham (185 signatures).

Appendix 3 - Clifton Villas, Manningham – Firebird Homes' comments and site plan.

Appendix 4 Summary of the Council's criteria for permit parking.

3.0 OTHER CONSIDERATIONS

3.1. Local ward members have been sent copies of the petitions. Any comments received will be reported verbally to this meeting.

4.0 FINANCIAL & RESOURCE APPRAISAL

4.1. There are no financial or resource implications arising from this report.

5.0 RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1. There are no risks arising from this report.

6.0 LEGAL APPRAISAL

6.1. There are no legal issues arising from this report.

7.0 OTHER IMPLICATIONS

7.1. EQUALITY & DIVERSITY

There are no equality and diversity implications arising from this report.

7.2. SUSTAINABILITY IMPLICATIONS

There are no sustainability implications arising from this report.

7.3. GREENHOUSE GAS EMISSIONS IMPACTS

There is no impact on the Council's own and the wider District's carbon footprint and emissions from other greenhouse gases arising from this report.

7.4. COMMUNITY SAFETY IMPLICATIONS

There are no community safety implications of this report.

7.5. HUMAN RIGHTS ACT

None

7.6. TRADE UNION

None

7.7. WARD IMPLICATIONS

Toller and Manningham ward members have been sent copies of the petitions. Any comments received will be reported verbally to this meeting.

7.8. AREA COMMITTEE ACTION PLAN IMPLICATIONS

None

8.0 NOT FOR PUBLICATION DOCUMENTS

8.1. None

9.0 OPTIONS

9.1. Where appropriate, options will be considered with the involvement of the residents and businesses if schemes are programmed.

10.0 RECOMMENDATIONS

10.1. That the request for permit parking on Lynton Drive remains on the list of potential schemes for consideration by the Bradford West Area Committee when they next meet to determine future Safer Roads Schemes programmes, subject to funding being available.

10.2. That the request for a pedestrian access from Clifton Villas to Midland Road Nursery School and Children's Centre be noted and no further action be taken.

10.3. That the petitioners are informed accordingly.

11.0 APPENDICES

11.1. Appendix 1 – Lynton Drive, Bradford – Petition and location plan.

11.2. Appendix 2 – Clifton Villas, Manningham – Petition and location plan

11.3. Appendix 3 - Clifton Villas, Manningham – Firebird Homes comments and site plan.

11.4. Appendix 4 – Summary of the Council's criteria for permit parking.

12.0 BACKGROUND DOCUMENTS

12.1. None.

Petition – Lynton Drive (22 signatures)

Background information

The petitioners are requesting a permit parking scheme. The petitioners are concerned about BRI staff and contractors using Lynton Drive as a car park. The problems started when a permit parking scheme was introduced in the surrounding roads. The petitioners state that the BRI staff now park on Lynton Drive which is not designated as resident only parking. Often cars are parked on both sides of the carriageway and encroach on to the footway. This inconsiderate parking results in pedestrians having to walk in the road and vehicles have to slow down to negotiate narrow gaps which on many occasions are too narrow for an emergency vehicle to pass. The petitioners also report that the parking restricts access for refuse vehicles and makes it difficult to exit and enter driveways.

The permit parking scheme in the surrounding roads was introduced in 2012. The Order was promoted due to BRI staff and visitors parking on the streets. Under normal circumstances the area would not meet the Council's criteria for permit parking because the majority of properties have off street parking. However due to the nature and scale of the problem it was considered that the area should be made an exception to the policy. This also applies to Lynton Drive. Due to the limited resources available at the time the decision was made to terminate the existing permit parking scheme at Wheatlands Drive.

Similar parking problems to those being experienced by the residents of Lynton Drive are also being experienced by residents of Wheatlands Crescent. Both of these roads are included within the list of potential schemes that is considered each year by the Bradford West Area Committee when they meet to determine Safer Roads Schemes programmes. Unfortunately to date they have not been chosen.

The Neighbourhoods Policing Team and Council wardens do visit this location as often as is reasonably possible given the limited resources available.

The Council Policy on the provision of permit parking schemes is attached as appendix 3 .

Recommendations

That the request for permit parking on Lynton Drive remains on the list of potential schemes to be considered by the Bradford West Area Committee when they next meet to determine future Safer Roads Schemes programmes, subject to funding being available.

From: Residents of Lynton Drive

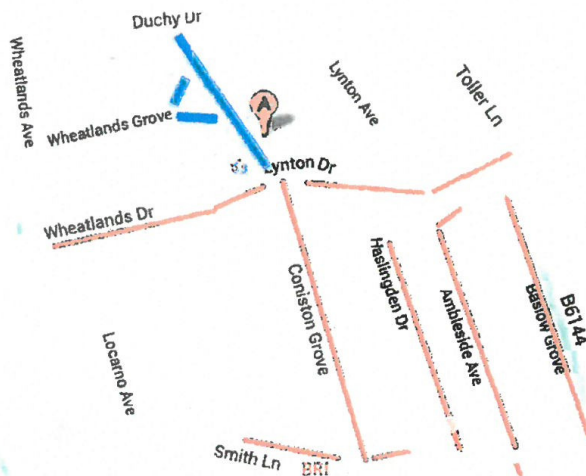
To: Arshad Hussain , Fozia Shaheen (Local Councilor Toller Ward)

Subject: Petition for Rapid Introduction of Residential Parking on Lynton Drive
Request Reference Number1003030836

30th March 2016

Dear Arshad and Fozia

We wish to bring to your attention the issues local residents are experiencing due to BRI staff and Contractors using Lynton Drive as a car park. Problem area highlighted in blue. These problems started when the surrounding roads indicated in red were designated resident only parking areas. This status was granted to prevent BRI staff and contractors parking in residential areas. The result BRI staff parking is now concentrated to the half of Lynton Drive that is not designated resident only parking. Often the cars are parked on both sides of the road half on the Road and half on the pavement. Additionally cars are parked opposite the entrances of resident's driveways making exit and entry difficult



The consequences are as follows

1. Vulnerable pedestrians such as parents with prams or people with disability buggies are forced off the pavement onto the road because the pavement is blocked
2. This a busy road and other road users have to slow down to snail pace and negotiate very narrow gaps between the parked cars
3. On many occasions the gaps are so narrow that emergency vehicles such as ambulance and fire brigade would not be able to pass

4. Refuge vehicles not able to negotiate these gaps causing problems to council workers
5. Residents on frequent occasions cannot exit or enter their drives or need to do multiple turns to edge in or out with impaired visibility to on-coming traffic.
6. The paving stones are being cracked and will become trip hazards and will be a replacement cost to Bradford Council and potential law suit
7. Visibility is hampered and there are children at risk if they are out playing
8. Residents and visitors cannot park outside their own houses

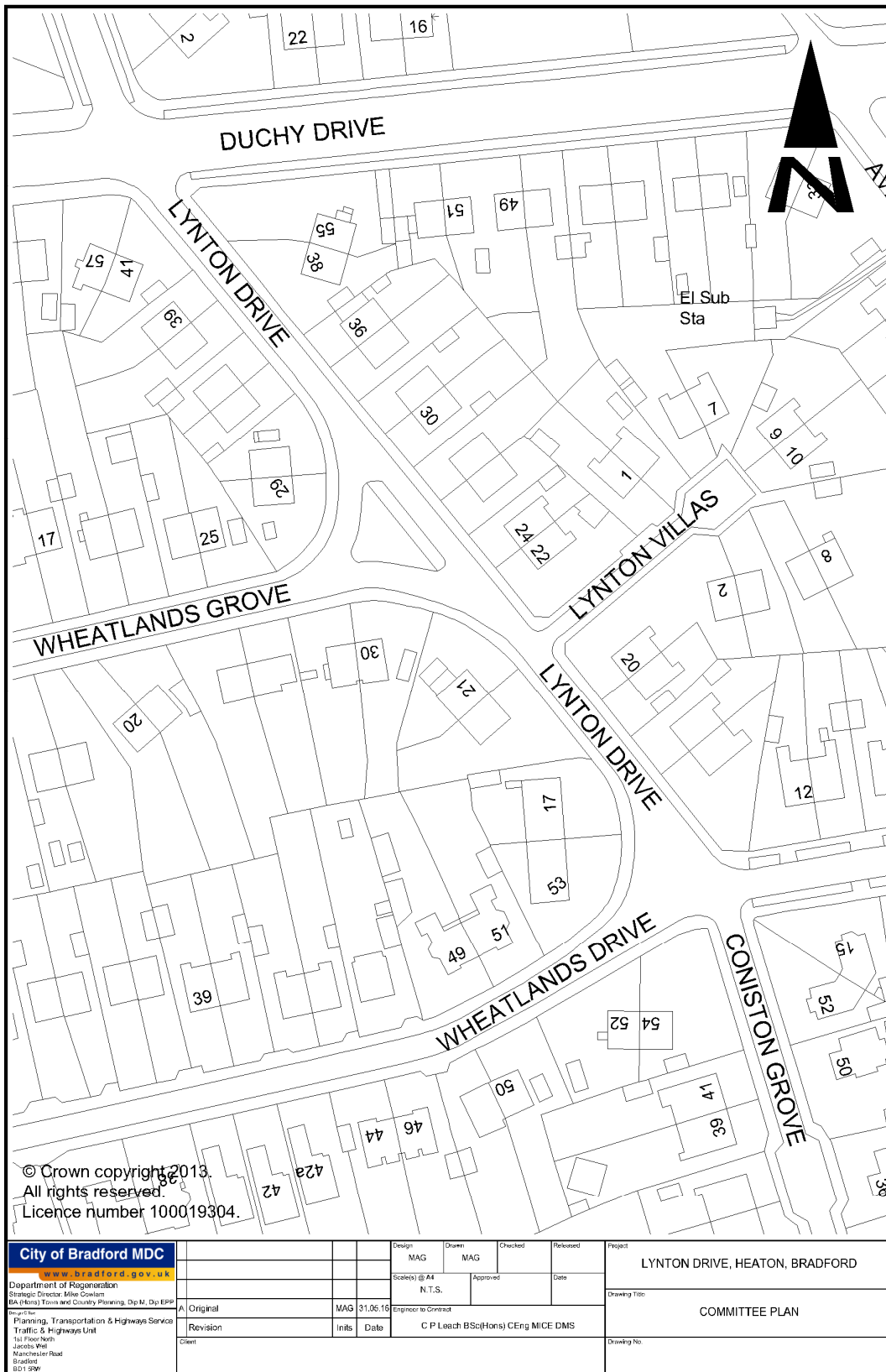
Residents are incensed by this state of affairs and petition for resident only parking to be implemented as soon as possible as per the petition below

Since this problem falls across several departments i.e. BRI management, NHS trust parking policy, Police, Highways department, Bradford Budgets etc. it is often difficult to get a joint up solution so we ask for your assistance in this matter

As residents we find this situation unacceptable and look forward to your support

Many Thanks

Residents of Lynton Drive Petition for Residential Parking ASAP		
House Number	Name	Signature & Date



City of Bradford MDC www.bradford.gov.uk Department of Regeneration Strategic Director, Mike Cowling (Responsible for Town and Country Planning, Dp M, Dp EPP) Planning, Transportation & Highways Services Traffic & Highways Unit 1st Floor North Jacobs Wheel Manchester Road Bradford BD1 1QR				Design MAG	Drawn MAG	Checked	Released	Project LYNTON DRIVE, HEATON, BRADFORD	
				Scale(s) @ A4 N.T.S.	Approved		Date		
	A	Original	MAG	31.05.15	Engineer to Contract				Drawing Title: COMMITTEE PLAN
		Revision	Initls	Date	C P Leach BSc(Hons) CEng MICE DMS				Drawing No.

Petition – Clifton Villas (185 signatures)

Background information

The petitioners are requesting a gate to be installed in the wall at the bottom of Clifton Villas to gain access to Midland Road Nursery School and Childrens Centre. The petition states that the access will benefit the children and parents living in Clifton Villas and surrounding streets.

Clifton Villas has a mixture of residential and office properties. At its northern end the carriageway is narrow and there are a number of new houses with off street parking. There is a footway on both sides of the carriageway for part of Clifton Villas. However the footways end and the carriageway becomes a shared surface for pedestrians and car drivers.

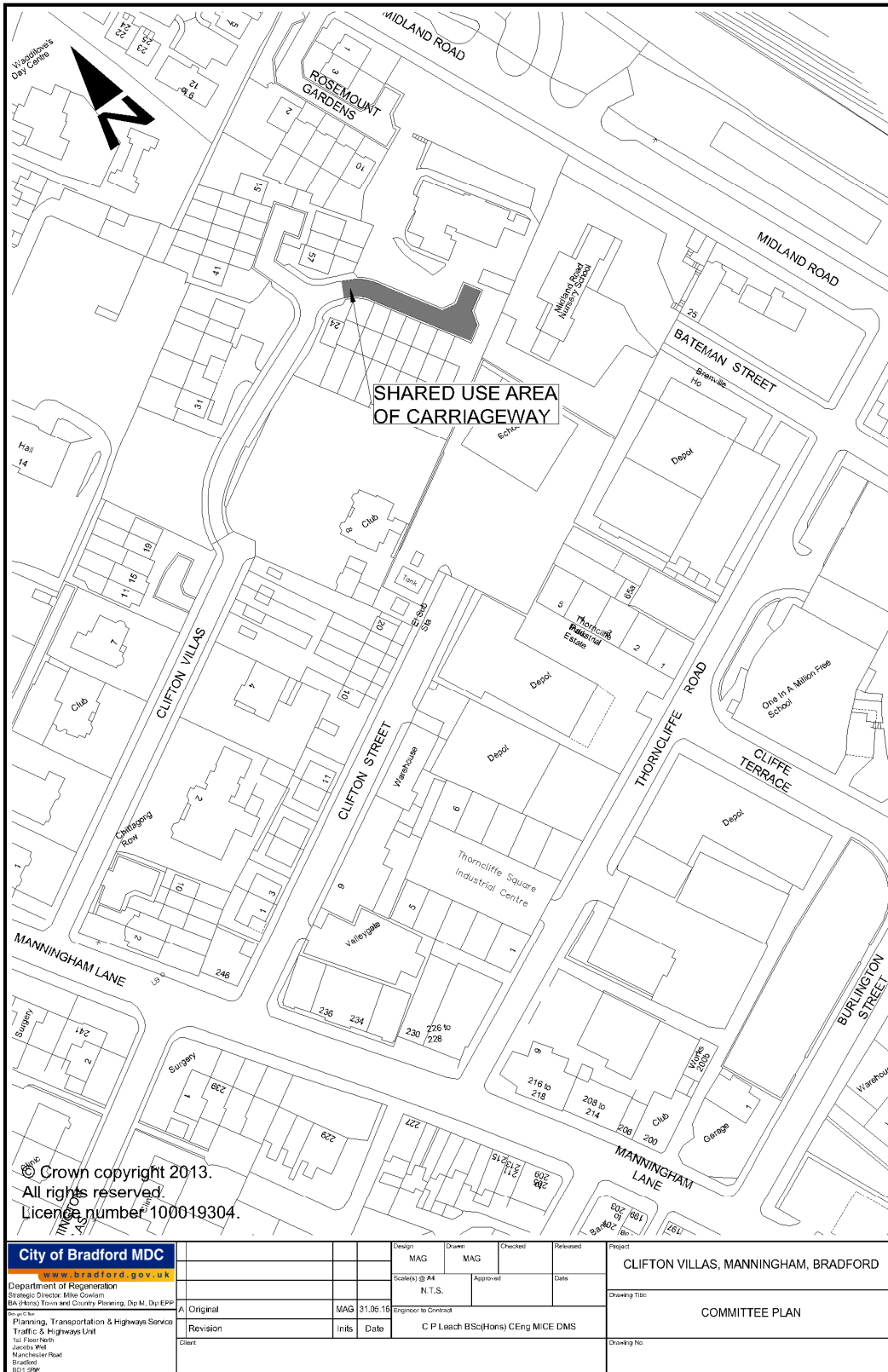
Firebird Homes are constructing a further 13 dwellings, for Manningham Housing Association, with on street parking places for visitors on the north eastern end of Clifton Villas. At the planning stage of the new housing development a gated access to Midland Road Nursery School and Children's Centre was considered. However the Police were concerned that parents may decide to use Clifton Villas as a 'parking Area' which may raise parking issues. In view of these comments the gate was removed from the planning application.

The petition was signed by 37 residents of Clifton Villas, the remaining signatures were non residents (168) who may take their children to the nursery by car and use Clifton Villas as an alternative point of access to the school should a gate be provided.

It is considered that the introduction of an alternative access to the school via Clifton Villas would attract additional traffic onto this residential street at the start and end of the school day. As Clifton Villas is narrow and in the vicinity of the school boundary wall there is no footway therefore pedestrians share the carriageway with other motor vehicles, the additional traffic would bring about road safety issues and congestion. The additional traffic would probably become an issue for the residents who would then expect the Council to resolve the problems in the future.

Recommendation

That the request for a pedestrian access from Clifton Villas to Midland Road Nursery School and Children's' Centre be noted and no further action be taken.



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City of Bradford MDC www.bradford.gov.uk Department of Regeneration Strategic Director, Mike Giveman BA (Hons) Town and Country Planning, Dip M, Dip EPP Planning, Transportation & Highways Service Traffic & Highways Unit 1st Floor North Jacobs Way Manchester Road Bradford BD1 1SP	Design	MAG	Drawn	MAG	Checked		Released		Project	CLIFTON VILLAS, MANNINGHAM, BRADFORD
	Scale(s)	@ A4	Approved		Date				Drawing Title:	COMMITTEE PLAN
	Revision	Original	MAG	01.06.16	Engineer to Contract				Drawing No.:	
	Client		Initis	Date	C P Leach BSc(Hons) CEng MICE DMS					

Dear Sir / Madam

22/03/2016

I the undersigned hereby submit the attached petition under the statutory guidance from the Department for Education. This means that local authorities are under a duty to have regard to it when carrying out their duties in relation to home to school travel and transport, and sustainable travel.

The purpose of this petition is to ask the Local Authority to install a gate at the wall at the bottom of Clifton Villas to gain access to Midland Road Nursery School and Children's Centre. This access will benefit the children and Parents living in Clifton Villas and surrounding Streets. The main benefits including safety of children are mentioned below together with Local authority obligations.

Benefits of a gate access.

- It will benefit Children from independent travel training which can result in a skill for life.
- It will have environmental improvements, health benefits and enhanced child safety and security.
- It will improve accessibility to school, which is an important source of information to Children and parents.
- It will promote Walking to school, which is an effective way to increase physical activity in children and Carers.
- It will provide health benefits for children, and their families, through active journeys, such as walking.
- It can also bring significant environmental improvements, through reduced levels of congestion and improvements in air quality to which children are particularly vulnerable.
- It will improve and facilitate a child's attendance at school.
- This will make easy arrangements for all children who cannot reasonably be expected to walk long distances to school because of their mobility problems or because of associated health and safety issues related to their special educational needs (SEN) or disability.

In view of the above facts, I sincerely hope that this request will be acceded to for the best interests of children attending Midland Road School and Children's Centre

**On Behalf of Manningham Housing Association
Response to the Petition for Access to Midland Road Nursery School BD8**

INTRODUCTION

Manningham Housing Association (MHA) was created in 1986 by the Bangladeshi Youth Organisation as a result of research into poor housing conditions in the Manningham and inner city districts of Bradford with a high BME population. MHA serves to meet the demand for large family homes suitable for extended families and provide other housing tenures offering good quality affordable homes for Bradford's diverse community. MHA owns over 1400 homes which it manages in the Bradford District to help meet the districts acute shortage of housing. As part of MHA's commitment to deliver more affordable homes it had acquired the freehold of land and buildings at Clifton Villas BD8 in 2003-4 from the Local Authority who sold the land as two separate lots which were surplus to the LA's requirements and through a competitive tender. The site has been redeveloped with a total of 42 new family homes built in 3 phases consisting of 3, 4, & 5 bedroom houses. The third and final phase of thirteen homes is forecast for completion by August 2016 and built (as in previous phases) in accordance with the conservation, highways and planning department's requirements. MHA have however recently received a local petition requesting for an access route to be provided between the new housing scheme and the Midland Road School Nursery. MHA have given the request for a proposed access route some serious consideration and after careful examination MHA have accordingly dismissed the petition for an access between the two sites, for the following reasons:

MHA's OPPOSITION TO THE PETITION

1. MHA do not want nor require any access between the new affordable homes scheme and the Midland Road School Nursery. MHA require the affordable housing scheme to remain as it has been formally designed and approved, having only one source of access in and out from the public highway of Clifton Villas.
2. The scheme has been designed with full highways approval and the initial suggestion for an access was considered at planning stage and this was not acceptable by the highways and planners of which MHA fully accept the justifications to disapprove an access between the housing scheme and the school site.
3. The housing scheme has been designed to receive full certification of Secure By Design which has taken on board the scope of preventative measures to reduce the risk of crime burglary and anti-social behaviour. The single access route of the small estate and the components MHA has used for the housing scheme have been certified to help reduce the risk and fear of theft and crime and anti-social behaviour on the scheme.
4. MHA had given suitable consideration with the option to provide a pedestrian access for the school from the housing scheme but after diligent thought MHA dismissed this option as it would have led to an increase in traffic and pedestrian flow to and from the serenity of the housing scheme.
5. To have an access route between the school and the housing scheme would generate unnecessary management problems with MHA's residents and the general public hence no access provided.
6. There has been no access between the school and the land for over 12 years.
7. Although it is appreciated that MHA and the school do serve the same customer group, MHA (as a considerate landlord) do strongly consider that it would unsuitable to provide a direct access between both sites.
8. MHA have had various meetings with the School Head, the School Governors and community Ward Officers to confirm that MHA is are unable to accept an access route through the housing scheme to the school and cannot accommodate the schools requirements.
9. The access required by the school will conflict with the private parking bays of plot 12 which is adjacent to the boundary wall.
10. It would be more fitting to consider an alternative access route into the school grounds from another location i.e. from Midland Road which provides a more appropriate route and one which doesn't affect the housing scheme on Clifton Villas BD8.

I trust you can appreciate and accept the above reasons for Manningham Housing Association's rejection of the petition for access from the MHA Clifton Villas housing scheme to the Midland Road Nursery School BD8.

Nigel S Guy
Managing Director - Firebird Homes Ltd
Bank House 30 Manor Row
Bradford BD1 4QE

Date 01/06/16



CRITERIA FOR PRIORITISING REQUESTS FOR COMMUNITY ON-STREET PERMIT PARKING SCHEMES

A. Basic Evaluation

- 1) **Working Day**
80% of available on-street spaces to be occupied:
 - a) for more than 6 hours per day and
 - b) for more than 4 days per week
- 2) **Evening**
80% of available on-street spaces to be occupied:
 - a) for more than 4 hours per evening and
 - b) for more than 4 evenings per week
- 3) **Weekend**
80% of available on-street spaces to be occupied for more than 6 hours on either a Saturday or Sunday

Note: The applicant will be asked for the worst day/time to ensure the basic evaluation results are as accurate as possible

B. Detailed analysis of sites

- 1) Residential car ownership to be determined by standard letter.
- 2) Not more than 50% of properties have off-street parking.
- 3) Ensure that normal demand for residents parking can be met.
- 4) Ensure that the introduction of a formal scheme would not be detrimental to the area.
- 5) The type of scheme (i.e. exclusive for residents or some limited waiting provision for non-permit holders) be determined dependent on the needs of the local community.
- 6) Match the operational hours/days of the scheme to the problem times (e.g. overcome weekday commuter issue using a Monday to Friday 8am to 6pm Order).