

Agenda for a meeting of the Shipley Area Committee to be held on Wednesday, 15 June 2016 at 6.00 pm in the Council Chamber at Bingley Town Hall

Members of the Committee – Councillors

CONSERVATIVE	LABOUR	GREEN PARTY
Heseltine Shaw Barker Davies Riaz Townend	Greenwood Ross-Shaw	Love

Alternates:

CONSERVATIVE	LABOUR	GREEN PARTY
Cooke Ellis Pennington M Pollard D Smith Whiteley	Hinchcliffe	H Hussain Warnes

Notes:

- This agenda can be made available in Braille, large print or tape format on request by contacting the Agenda contact shown below.
- The taking of photographs, filming and sound recording of the meeting is allowed except if Councillors vote to exclude the public to discuss confidential matters covered by Schedule 12A of the Local Government Act 1972. Recording activity should be respectful to the conduct of the meeting and behaviour that disrupts the meeting (such as oral commentary) will not be permitted. Anyone attending the meeting who wishes to record or film the meeting's proceedings is advised to liaise with the Agenda Contact who will provide guidance and ensure that any necessary arrangements are in place. Those present who are invited to make spoken contributions to the meeting should be aware that they may be filmed or sound recorded.
- If any further information is required about any item on this agenda, please contact the officer named at the foot of that agenda item.

Decisions on items marked * are not Executive functions and may not be called in under Paragraph 8.7 of Part 3E of the Constitution.

From:

To:

City Solicitor

Agenda Contact: Palbinder Sandhu

Phone: 01274 432269

E-Mail: palbinder.sandhu@bradford.gov.uk



A. PROCEDURAL ITEMS

1. ALTERNATE MEMBERS (Standing Order 34)

The City Solicitor will report the names of alternate Members who are attending the meeting in place of appointed Members.

2. APPOINTMENT OF CHAIR (Standing Order 35)

To appoint a Chair for the Municipal Year 2016/2017.

3. APPOINTMENT OF DEPUTY CHAIR (Standing Order 35)

To appoint a Deputy Chair for the Municipal Year 2016/2017.

4. DISCLOSURES OF INTEREST

(Members Code of Conduct - Part 4A of the Constitution)

To receive disclosures of interests from members and co-opted members on matters to be considered at the meeting. The disclosure must include the nature of the interest.

An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.

Notes:

- (1) *Members may remain in the meeting and take part fully in discussion and voting unless the interest is a disclosable pecuniary interest or an interest which the Member feels would call into question their compliance with the wider principles set out in the Code of Conduct. Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.*
- (2) *Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations, and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.*
- (3) *Members are also welcome to disclose interests which are not disclosable pecuniary interests but which they consider should be made in the interest of clarity.*
- (4) *Officers must disclose interests in accordance with Council Standing Order 44.*



5. MINUTES

Recommended –

That the minutes of the meetings held on 16 and 30 March 2016 be signed as a correct record (previously circulated).

(Palbinder Sandhu – 01274 432269)

6. INSPECTION OF REPORTS AND BACKGROUND PAPERS

(Access to Information Procedure Rules – Part 3B of the Constitution)

Reports and background papers for agenda items may be inspected by contacting the person shown after each agenda item. Certain reports and background papers may be restricted.

Any request to remove the restriction on a report or background paper should be made to the relevant Strategic Director or Assistant Director whose name is shown on the front page of the report.

If that request is refused, there is a right of appeal to this meeting.

Please contact the officer shown below in advance of the meeting if you wish to appeal.

(Palbinder Sandhu - 01274 432269)

7. PUBLIC QUESTION TIME

(Access to Information Procedure Rules – Part 3B of the Constitution)

To hear questions from electors within the District on any matter this is the responsibility of the Committee.

Questions must be received in writing by the City Solicitor in Room 112, City Hall, Bradford, BD1 1HY, by mid-day on Monday 13 June 2016.

(Palbinder Sandhu - 01274 432269)



B. BUSINESS ITEMS

8. PETITION REQUESTING THE INTRODUCTION OF A 'RESIDENTS ONLY PERMIT PARKING' SCHEME ON BACK KIRKGATE, SHIPLEY

Shipley
1 - 12

The Strategic Director of Regeneration will submit **Document “A”** which considers a petition requesting the introduction of a ‘Residents Only Permit Parking’ scheme on Back Kirkgate, Shipley. The letter which accompanied the petition also expresses concerns regarding lack of enforcement of the ‘Prohibition of Motor Vehicles (Except for Access Only)’ Order on Back Kirkgate, as well as speeding and vehicular obstruction of garages and driveways on Back Kirkgate.

Recommended –

- (1) That the Committee notes the petitioners’ concerns and recommends no further action regarding the request for a permit parking scheme at this moment in time. However, the petitioners’ request be reconsidered should the Council’s permit parking policy criteria be revised.**
- (2) That West Yorkshire Police be formally advised of the petitioners’ concerns regarding enforcement of the existing ‘Prohibition of Driving (Except for Access)’ Order on Back Kirkgate, Shipley.**
- (3) That the petitioners be advised that obstruction of private driveways and/or garages is something West Yorkshire Police and/or the Council’s Parking Services Unit could potentially investigate with a view to carrying out enforcement.**
- (4) That the lead petitioner be informed accordingly.**

(Environment and Waste Management Overview and Scrutiny Committee)

(Simon D’Vali – 01535 618181)

9. PETITION REQUESTING THE INTRODUCTION OF TRAFFIC CALMING ON ROADS WITHIN CULLINGWORTH VILLAGE

Bingley
Rural
13 - 32

The Strategic Director of Regeneration will submit **Document “B”** which considers a petition requesting the introduction of traffic calming within Cullingworth Village. The petition goes on to request that consideration be given to the provision of safety cameras or other measures to address local traffic concerns.



Recommended –

- (1) On the basis of the speed survey results contained within this report, B6144 Haworth Road be included on the list of traffic management scheme candidates to be considered annually by this Committee for possible inclusion within its future programme of locally determined works; and
- (2) On the basis of the volumetric ‘through traffic’ survey results contained within this report, Hallows Park Road, Sunningdale Crescent, Westhill Avenue and Greenside Lane be included within this Committee’s list of scheme candidates considered annually for possible inclusion within its future programme of locally determined works; and
- (3) In the event of the mini-roundabout at the junction of Manywells Brow and B6144 Cullingworth Road not being included within the list of proposed casualty reduction schemes to form part of this Committee’s 2016/17 Safer Roads Scheme Programme, that the mini-roundabout be included on the list of scheme candidates to be considered annually by this Committee for possible inclusion within its future programme of locally determined works.
- (4) That the lead petitioner be informed accordingly.

(Environment and Waste Management Overview and Scrutiny Committee)

(Simon D’Vali – 01535 618181)

10. OBJECTIONS TO PROPOSED TRAFFIC REGULATION ORDER FOR PARKING RESTRICTIONS WITHIN BURLEY VILLAGE

Wharfedale
33 - 48

The Strategic Director of Regeneration will submit **Document “C”** which considers 37 objections received from local residents, businesses and road users to proposals to introduce parking restrictions in and around Burley village.

Recommended –

- (1) That the proposed Traffic Regulation Order 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 Document “C”) 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.

(2) That the objectors be advised accordingly.

(Environment and Waste Management Overview and Scrutiny Committee) (Simon D'Vali – 01535 618181)

11. PETITION FOR 'RESIDENTS ONLY PERMIT PARKING' SCHEME ON RHODES STREET, BACK RHODES STREET WEST, BAKER STREET AND BACK BAKER STREET WEST, SALTAIRE

Shipley
49 - 66

The Strategic Director of Regeneration will submit **Document “D”** which considers a petition requesting the introduction of a ‘Residents Only Permit Parking’ scheme on Rhodes Street, Back Rhodes Street West, Baker Street and Back Baker Street West, Saltaire.

Recommended –

(1) That Rhodes Street, Back Rhodes Street West, Baker Street and Back Baker Street West be included on the list of traffic management scheme candidates to be considered annually by this Committee for possible inclusion within its future programme of works.

(2) That the lead petitioner be informed accordingly.

(Environment and Waste Management Overview and Scrutiny Committee) (Simon D'Vali – 01535 618181)

12. REQUEST FOR AN EXCEPTION TO INFORMAL DISABLED PERSONS PARKING POLICY - GRANGE ROAD, BURLEY IN WHARFEDALE

Wharfedale
67 - 74

The Strategic Director of Regeneration will submit **Document “E”** which considers a request for an Informal Disabled Persons Parking Place (DPPP) where the applicant does not satisfy all the criteria laid down in the Council’s approved policy, but still wishes to pursue the provision of a facility.

Recommended –

That the request for an Informal DPPP at Grange Road, Burley in Wharfedale, be processed, and if there are no objections, a space be installed. If there are objections, the request be referred back to this Committee.

(Environment and Waste Management Overview and Scrutiny Committee)

(Simon D'Vali – 01535 618375)



13. * DATES OF FUTURE MEETINGS

Recommended –

That the meetings of the Committee during the 2016/17 Municipal Year be held on the following dates (venues to be confirmed):

Wednesday 29 June 2016 (SCAPAG) at 1800 in Shipley Town Hall
Wednesday 20 July 2016 (Highways) at 1800 in Bingley Town Hall
Wednesday 7 September 2016 (SCAPAG)
Wednesday 21 September 2016 (Highways)
Wednesday 19 October 2016 (SCAPAG)
Wednesday 23 November 2016 (Highways)
Wednesday 14 December 2016 (SCAPAG)
Wednesday 1 February 2017 (Highways)
Wednesday 15 February 2017 (SCAPAG)
Wednesday 15 March 2017 (Highways)
Wednesday 29 March 2017 (SCAPAG)

(Palbinder Sandhu - 01274 432269)

THIS AGENDA AND ACCOMPANYING DOCUMENTS HAVE BEEN PRODUCED, WHEREVER POSSIBLE, ON RECYCLED PAPER



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

Subject:

A

Petition requesting the introduction of a 'Residents Only Permit Parking' scheme on Back Kirkgate, Shipley.

Summary statement:

This report considers a petition requesting the introduction of a 'Residents Only Permit Parking' scheme on Back Kirkgate, Shipley. The letter which accompanied the petition also expresses concerns regarding lack of enforcement of the 'Prohibition of Motor Vehicles (Except for Access Only)' Order on Back Kirkgate, as well as speeding and vehicular obstruction of garages and driveways on Back Kirkgate.

It is recommended that:

- This Committee notes the petitioners' concerns and recommends no further action regarding the request for a permit parking scheme at this moment in time. However, the petitioners' request be reconsidered should the Council's permit parking policy criteria be revised.
- West Yorkshire Police be formally advised of the petitioners' concerns regarding enforcement of the existing 'Prohibition of Driving (Except for Access)' Order on Back Kirkgate, Shipley.
- The petitioners be advised that obstruction of private driveways and/or garages is something West Yorkshire Police and/or the Council's Parking Services Unit could potentially investigate with a view to carrying out enforcement.
- The lead petitioner be advised accordingly.

Ward 22 – Shipley

Mike Cowlam
Strategic Director
(Regeneration)

Report Contact: Simon D'Vali
Phone: (01535) 618181

E-mail: simon.dvali@bradford.gov.uk

Portfolio:

Regeneration, Planning and Transport

Overview & Scrutiny Area:

Environment & Waste Management



City of Bradford
Metropolitan District Council



1. SUMMARY

- 1.1 A 23 signature petition has been received from residents of 13 terraced properties on Back Kirkgate, Shipley. The petitioners' request is attached to this as report Appendix 1.
- 1.2 The lead petitioner is a resident of one of these 13 terraced properties.

2. BACKGROUND

- 2.1 The petitioners have requested that parking on Back Kirkgate, Shipley, be restricted to permit holders only.
- 2.2 Local Members have been advised of the petition.
- 2.3 Back Kirkgate links St Pauls Road and Windsor Road, Shipley, and is identified within that drawing attached to this report as Appendix 2.
- 2.4 Back Kirkgate is 160 metres long and the carriageway is 4.45 metres wide. The respective widths of its northern and southern footways are 1.42 and 1.47 metres. The road is subject to a 30mph speed limit.
- 2.5 The road has residential terraced properties backing onto its southern kerbline, and a mixture of residential and bed-and-breakfast terraced properties backing onto its northern kerbline.
- 2.6 Back Kirkgate has a 'Prohibition of Motor Vehicles (Except for Access)' Order along its length. The petitioner's have expressed concern with the lack of enforcement of the Access Only Order (enforcement being the responsibility of West Yorkshire Police).
- 2.7 The petitioners have also expressed concerns with traffic speeds along Back Kirkgate. The results of on-site speed and volumetric surveys are shown within Appendix 3 of this report. The results show that the highest recorded speed was 18.5 mph.
- 2.8 The traffic volumes recorded on Back Kirkgate (Appendix 3 of this report refers) suggest Back Kirkgate is used as a 'through route' by some drivers accessing St Pauls Road from Windsor Road (and vice versa). However, the electronic data logger unit which collected the volumetric data only recorded vehicles as they travelled immediately adjacent of the logger (and were not able to record the volume of traffic which entered Back Kirkgate at one end and exited at the other end). Accurately identifying the volume of traffic using Back Kirkgate as a through route would require a survey carried out by enumerators.
- 2.9 The petitioners also expressed concern regarding vehicular obstruction of garages and driveways on Back Kirkgate. Obstruction of private driveways with dropped kerbs is something West Yorkshire Police and/or the Council's Parking Services

Report to the Shipley Area Committee

Unit could potentially investigate with a view to carrying out enforcement.

3.0 The Council's Existing Resident Permit Parking Policy

- 3.1 In 2001, Bradford Council's Executive Committee approved an amended policy regarding the criteria to be met to give consideration to on-street permit parking schemes. The current criteria (as approved in 2001) is shown within Appendix 4 of this report.
- 3.2 Of the 55 properties fronting Back Kirkgate, 30 have off-street parking facilities (ie. a garage, driveway or hard-standing) with dropped kerbs capable of accommodating a parked motor vehicle.
- 3.3 In addition to the 30 properties with off-street parking facilities incorporating dropped kerbs, 7 properties have off-street garages or hard-standing facilities without dropped kerbs. During a survey of off-street parking on Back Kirkgate on the morning of Friday 27 May 2016, some of these 7 garages/hard-standings had vehicles parked on them.
- 3.4 On the basis that more than 50% of properties on Back Kirkgate have off-street parking facilities, that criteria outlined within Item 2 of Section B (Detailed Analysis of Sites) (Appendix 4 of this report refers) is not met. As all 6 items within Section B of Appendix 4 of this report must be met, consideration cannot be given the introduction of a permit parking scheme on Back Kirkgate.

4. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

- 4.1 This report has not been considered by the Overview and Scrutiny Committee.

5. OPTIONS

Option 1 –

- This Committee notes the petitioners' concerns and recommends no further action regarding the request for a permit parking scheme at this moment in time. However, the petitioners' request be reconsidered should the Council's permit parking policy criteria be revised;
- West Yorkshire Police be formally advised of the petitioners' concerns regarding enforcement of the existing 'Prohibition of Driving (Except for Access)' Order on Back Kirkgate, Shipley;
- The petitioners be advised that obstruction of private driveways and/or garages is something West Yorkshire Police and/or the Council's Parking Services Unit could potentially investigate with a view to carrying out enforcement.

Option 2 –

Members may prefer to take a course of action other than that indicated in the above options or the recommendations, in which case they will receive appropriate guidance from officers.

6. FINANCIAL & RESOURCE APPRAISAL

The estimated cost of introducing a residents' permit parking scheme is generally in the region of £6,000 (including consultation, legal fees, and physical construction (ie. signing and lining)).

7. RISK MANAGEMENT

There are no risk management implications

8. LEGAL APPRAISAL

There are no legal implications at present

9. OTHER IMPLICATIONS

9.1 EQUALITY AND DIVERSITY

In the event that a scheme were developed, due regard would be given to Section 149 of the Equality Act 2010.

9.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications

9.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no implications regarding greenhouse gas emissions impacts

9.4 COMMUNITY SAFETY IMPLICATIONS

There are no community safety implications.

9.5 HUMAN RIGHTS ACT

There are no implications for human rights

9.6 TRADE UNION

There are no implications for the trade unions

9.7 WARD IMPLICATIONS

None

9.8 NOT FOR PUBLICATION DOCUMENTS

None

10. RECOMMENDATIONS

10.1 Option 1_– This Committee notes the petitioners' concerns and recommends no further action regarding the request for a permit parking scheme at this moment in time. However, the petitioners' request be reconsidered should the Council's permit parking policy criteria be revised.

10.2 That West Yorkshire Police be formally advised of the petitioners' concerns regarding enforcement of the existing 'Prohibition of Driving (Except for Access)' Order on Back Kirkgate, Shipley.

10.3 That the petitioners be advised that obstruction of private driveways and/or garages is something West Yorkshire Police and/or the Council's Parking Services Unit could potentially investigate with a view to carrying out enforcement.

10.4 That the lead petitioner be informed accordingly.

11. APPENDICES

11.1 An outline of the petitioner's request - (Appendix 1)

11.2 Location plan - (Appendix 2)

11.3 Speed and Volumetric Survey Results - (Appendix 3)

11.4 The current criteria (as approved in 2001 the by Executive Committee) regarding consideration of a Residents Only Permit Parking scheme – (Appendix 4)

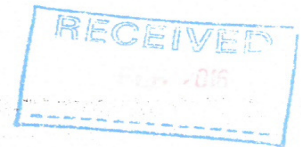
12. BACKGROUND DOCUMENTS

12.1 Report of the Transportation, Design and Planning Director to the meeting of the Executive Committee on 31 July 2001 (Document AH)

Appendix 1

To Mr Craig Williams
Traffic and Highways (north)
Stockbridge depot
Royd Ings Avenue
Keighley
BD21 4BX

From [REDACTED]
[REDACTED]
Shipley
BD18 [REDACTED]



16th February 2016

Dear Mr Williams

It has been suggested to me by Liz Bailey, Council Warden Team Leader that I write to you with my concerns regarding Access Only signs at both ends of Back Kirkgate, and residents concerns re traffic and parking.

My issues are as follows:

- Nobody seems to notice the Access Only signs and if they do see them, they must choose to ignore them. They have never been enforced. Maybe large white lettering on the road itself might be noticed more.
- People working in Shipley have been habitually parking on Back Kirkgate which directly affects residents of both Kirkgate and Alexandra Road because we cannot park at the front of our houses. If I leave my parking space there is usually nowhere to park and unload my shopping due to these other car users, who have been parking all day, almost every day. They park inconsiderately across gateways and over dropped kerbs, despite polite requests not to. This leaves residents and their visitors all battling for spaces. However, since the parking warden has issued warnings, this has greatly improved, but I suspect it might not be for long unless more permanent measures are in place.
- In connection with the above, my neighbour parks her car in her garage which is slightly recessed and when cars are parked as closely as possible to the end of her wall, as well as opposite, she is often unable to get her car in or out.
- Parking on pavements ..this has been mentioned in the warnings issued but I have to stress even if it is just the residents parking, it is necessary to tuck cars in on the pavements, otherwise bin collections, emergency services and delivery wagons for example would not be able to get through and nor would many cars!

Report to the Shipley Area Committee

- The speed at which some cars come down the street is an issue. There are young families living here and I cringe when I hear a fast car racing down the street from the top, in case a child is in the way.

Liz has informed me that you are going to be reconsidering regulations re some of the surrounding streets and I would urge you to please reconsider Back kirkgate. Some kind of permit scheme would be most beneficial, as well as traffic calming measures.

Yours sincerely

[Redacted]
[Redacted]
Email: [Redacted]
Mobile: [Redacted]

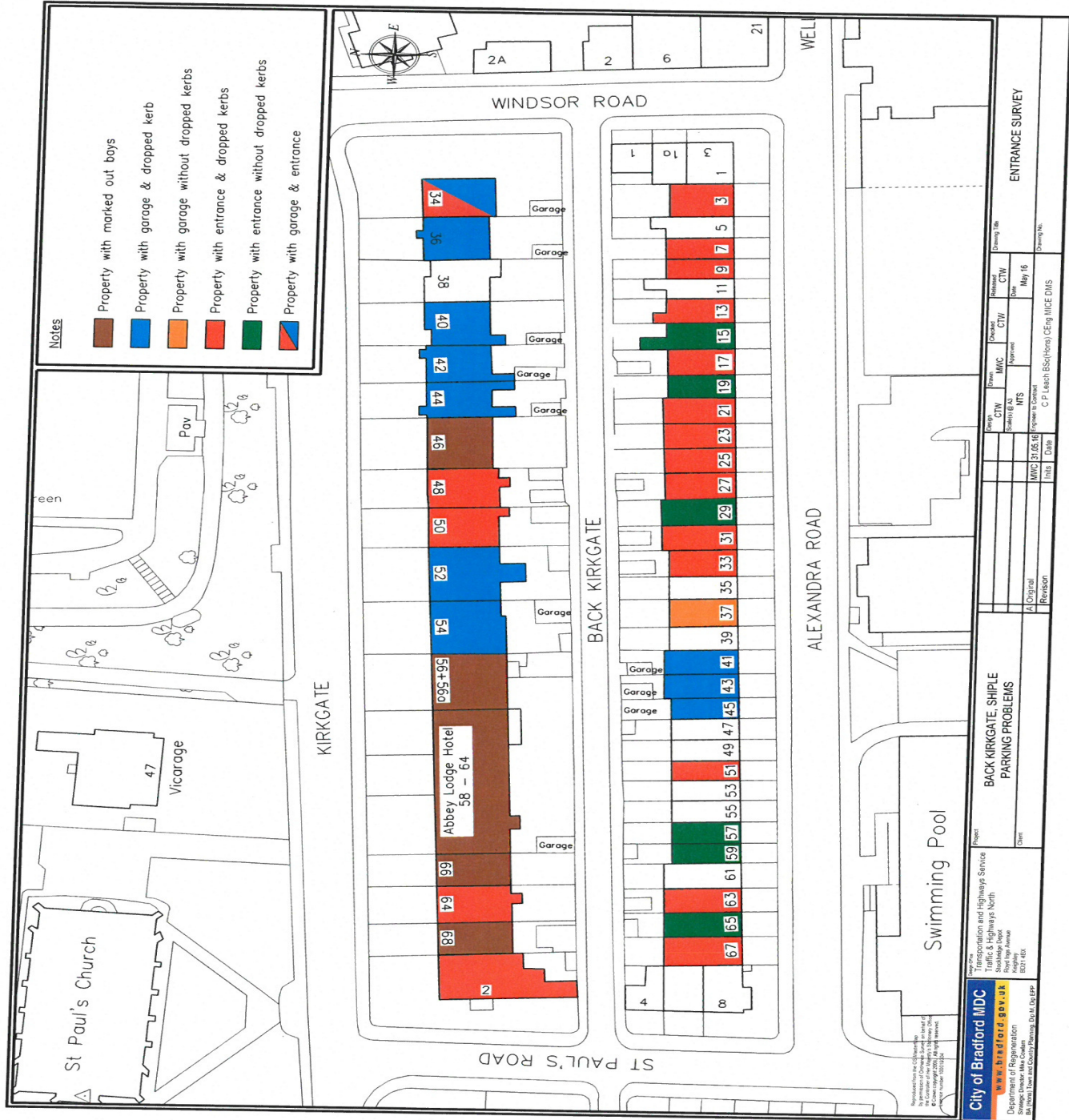
Name

Address

These signatures represent the majority of residents in the lower half of the street. Those who have not signed were either not available at the time, or not car owners, therefore unaffected. All the above were entirely in agreement with the content of the letter, and were all very pleased that the issue is being addressed.

Thankyou.

Report to the Shipley Area Committee
Appendix 2



Appendix 3

**Speed & Volumetric Survey Results For Back Kirkgate, Shipley
(Towards St Pauls Road)**

Date	Mean average speed	85th Percentile Speed*	Traffic Volume
Sat 7 May 2016 (24 hour period)	16.3 mph	N/A	9
Sun 8 May 2016 (24 hour period)	13.5 mph	N/A	2
Mon 9 May 2016 (24 hour period)	15.5 mph	18.5 mph	10
Tue 10 May 2016 (24 hour period)	18.5 mph	23.1 mph	12

* the speed at or below which 85% of vehicles are travelling

**Speed & Volumetric Survey Results For Back Kirkgate, Shipley
(Towards Windsor Road)**

Date	Average (mean) speed	85th Percentile Speed*	Traffic Volume
Sat 7 May 2016 (24 hour period)	14.6 mph	18.3 mph	32
Sun 8 May 2016 (24 hour period)	15.8 mph	19.4 mph	31
Mon 9 May 2016 (24 hour period)	15.3 mph	19.0 mph	34
Tue 10 May 2016 (24 hour period)	15.2 mph	19.9 mph	32

* the speed at or below which 85% of vehicles are travelling

Appendix 4

AMENDED 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 (ie 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 (eg overcome weekday commuter issue using a Monday to Friday 8.00am to 6.00pm Order)

Report to the Shipley Area Committee

Please answer only ONE of questions B, C and D

Question B:

Generally, are 80% of available on-street parking spaces occupied for more than 6 hours per day and for more than 4 days per week?

Yes

No

Question C:

Generally, are 80% of available on-street parking spaces occupied for more than 4 hours per evening and for more than 4 evenings per week?

Yes

No

Question D:

Which times are worst on a weekend?

.....
.....
.....
.....

Question E:

When do you experience most difficulties parking on the street?
(Please provide particular days and times below)

.....
.....

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

Subject:

B

Petition requesting the introduction of traffic calming on roads within Cullingworth Village

Summary statement:

This report considers a petition requesting the introduction of traffic calming within Cullingworth Village. The petition goes on to request that consideration be given to the provision of safety cameras or other measures to address local traffic concerns.

It is recommended that:

- On the basis of the speed survey results contained within this report, B6144 Haworth Road be included on the list of traffic management scheme candidates to be considered annually by this Committee for possible inclusion within its future programme of locally determined works; and
- On the basis of the volumetric 'through traffic' survey results contained within this report, Hallows Park Road, Sunningdale Crescent, Westhill Avenue and Greenside Lane be included within this Committee's list of scheme candidates considered annually for possible inclusion within its future programme of locally determined works; and
- In the event of the mini-roundabout at the junction of Manywells Brow and B6144 Cullingworth Road not been included within the list of proposed casualty reduction schemes to form part of this Committee's 2016/17 Safer Roads Scheme Programme, that the mini-roundabout be included on the list of scheme candidates to be considered annually by this Committee for possible inclusion within its future programme of locally determined works.

Ward 03 – Bingley Rural

**Mike Cowlam
Strategic Director
(Regeneration)**

**Report Contact: Simon D'Vali
Phone: (01535) 618181**

E-mail: simon.dvali@bradford.gov.uk

**Portfolio:
Regeneration, Planning and Transport**

Overview & Scrutiny Area:

Environment & Waste Management



**City of Bradford
Metropolitan District Council**



1.0 SUMMARY

- 1.1 A 158 signature petition has been received from residents of various streets and roads within Cullingworth Village. 33 of the signatories are not local residents of Cullingworth. The petitioners' request is attached (verbatim) as Appendix 1 to this report.
- 1.2 The lead petitioner is a resident of Cullingworth.

2.0 BACKGROUND

- 2.1 The petitioners have expressed concern with the volume and speed of traffic at various locations within Cullingworth Village. They have also expressed concern with the parking which occurs in Cullingworth and make reference to road safety incidents they claim have occurred on the pedestrian crossings on Halifax Road, Cullingworth. The petitioners request traffic calming measures to reduce traffic speeds and volumes and improve road safety. They also request that an assessment be made regarding the potential for the introduction of road humps, safety cameras, or other measures to reduce residents' road safety fears.
- 2.2 The roads and streets comprising Cullingworth Village are identified within Appendix 2 of this report. The three main routes into/out of the southern end of Cullingworth Village are B6144 Cullingworth Road, B6144 Haworth Road and Manywells Brow, and there is a mini roundabout located at the junction of these three roads. Some drivers travelling along Cullingworth Road and heading towards the northern end of the village choose to avoid negotiating the mini-roundabout and instead use Hallows Park Road, Sunningdale Crescent, or Westhill Avenue as a through route. The two main routes into/out of the northern end of the village are Keighley Road and B6429 Bingley Road. The northern and southern ends of the village are linked by Halifax Road which has a mixture of residential and retail premises along its length, and a side road (New School Lane) on which Cullingworth Primary School is located. Halifax Road has two pedestrian crossing facilities located along its length and is an important link route for traffic travelling between Halifax and Bingley (and vice versa). Parkside secondary school is located at the northern end of Parkside Terrace.
- 2.3 All the roads or sections of road identified within Appendix 2 of this report (with the exception of those road sections shaded pink) are subject to a 30mph speed limit. Cullingworth Road, Haworth Road, Manywells Brow, Halifax Road, Hallows Park Road, Sunningdale Crescent, Westhill Avenue, Greenside Lane and Parkside Terrace are all bus routes.
- 2.4 In previous years, Vehicle Activated Signs have been erected on Halifax Road, B6429 Halifax Road and Keighley Road, and traffic calming features have been introduced on Parkside Terrace. Formal waiting restrictions have also been introduced on Mill Street/Lodge Street, and Station Road.

2.5 Local Members have been informed of the petition, and one Member has advised that the main concerns are those listed below:

- Speeding on Haworth Road especially on the stretch in the 30mph limit from Coldspring House to the mini-roundabout outside The Fleece public house;
- The bends on Keighley Road and traffic speeds towards the village;
- Through Greenside Lane/Hallowes Park Road/Sunningdale Avenue – (which are bus routes either for the school or regular services);
- The junctions within the village – The Fleece, Greenside Lane/Halifax Road/Mill Street, Church Lane/Halifax Road;
- Parking/driving behaviour associated with Cullingworth Primary School and Parkside Schools and the Co-operative Foodstore;
- Other routes into the village.

The Member also states that there is a significant difference of opinion within the village between those residents who want to drive through the village without encountering parked vehicles (the drivers of which may be attending local shops and amenities) and those who are keen to see the village amenities thrive and therefore accept the need for parking. The Member also states that parking at safe locations within the village can be a speed reducing measure in itself.

3.0 Traffic Collisions

3.1 Council records show that in the five year period ending 31 December 2015, 19 traffic collisions resulting in personal injury have occurred within Cullingworth Village. The location of the traffic collisions is identified within Appendix 2 of this report.

3.2 Of the 19 collisions, 16 were slight in terms of their severity, 2 were serious and 1 was fatal.

3.3 There are no identified patterns regarding the geography or causation factors associated with the 9 collisions which did not occur at the mini-roundabout.

4.0 Speed and Volumetric Survey Results

4.1 Data logger units were erected at various locations within the village with a view to collecting traffic speed and volumetric data.

4.2 The locations where the data loggers were erected are tabulated below:

Site Location	Existing Speed Limit
B6144 Haworth Road, Cullingworth (close to its junction with Turf Lane)	30mph
B6144 Cullingworth Road (close to its junction with Sunningdale Crescent)	30mph
Halifax Road, Cullingworth (close to its junction with South Road)	30mph
Hallowes Park Road, Cullingworth (on lighting column no.7 Hallowes Park Road)	30mph
Sunningdale Crescent (on lighting column No.3 fronting No. 31 Sunningdale Crescent)	30mph
Keighley Road (on lighting column No.8 fronting No.8 Keighley Road)	30mph
Hallas Lane (Bridleway No.204) (on lighting column No.4 Hallas Lane)	30mph

4.3 The speed and volumetric data associated with each of the data logger sites is identified within Appendix 3 of this report.

4.4 A survey of 'through traffic' using Hallowes Park Road, Sunningdale Crescent, Westhill Avenue and Greenside Lane was undertaken on Wednesday 25 May 2016 during the morning peak period (07:30 – 09:30) and evening peak period (15:00 – 18:00). A survey location plan, and the analysed survey results are shown within Appendix 4 of this report.

5.0 OTHER CONSIDERATIONS

5.1 In the Devolved Budget – Safer Roads Scheme report for the 2015/16 financial year (presented to this Committee on 1 July 2015) the mini-roundabout at the junction of Manywells Brow with Haworth Road, Cullingworth, was ranked 5th within the 'reserve list' of potential Shipley Area Casualty Reduction Schemes 2015/16. Proposed treatment of the mini-roundabout included improved advance warning signs and new carriageway markings at a cost of £4,000. The site was not included within this Committee's agreed 2015/16 Casualty Reduction Schemes programme.

5.2 Analysis of traffic collisions giving rise to personal injury within Cullingworth for the latest 5 year period will take place at the start of the 2016/17 financial year, with a view to identifying sites which, on the basis of the traffic collision record, this Committee may want to include within its future Local Safety Schemes programme.

5.3 B6144 Cullingworth Road is the only site located within Cullingworth Village which is currently included within this Committee's list of scheme candidates considered annually for possible inclusion within its programme of Locally Determined schemes. Consideration has previously been given to extending the length of the existing 30mph speed limit on Cullingworth Road, with a sum of £10,000 being required, but to date, the site has not been included within this Committee's works programme.

- 5.4 The petitioners have made a specific request that an assessment be made regarding the possible provision of safety (speed) cameras within the village. The criteria regarding the introduction of safety cameras (as adopted by the West Yorkshire Casualty Reduction Partnership (Appendix 5 of this report refers)) is not met with respect to roads within Cullingworth Village.

6.0 OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

- 6.1 This report has not been considered by the Overview and Scrutiny Committee.

7.0 OPTIONS

7.1 Option1

On the basis of the speed survey results contained within this report, B6144 Haworth Road be included on the list of traffic management scheme candidates to be considered annually by this Committee for possible inclusion within its future programme of locally determined works; and

On the basis of the volumetric 'through traffic' survey results contained within this report, Hallowes Park Road, Sunningdale Crescent, Westhill Avenue and Greenside Lane be included within this Committee's list of scheme candidates considered annually for possible inclusion within its future programme of locally determined works; and

In the event of the mini-roundabout at the junction of Manywells Brow and B6144 Cullingworth Road not been included within the list of proposed casualty reduction schemes to form part of this Committee's 2016/17 Safer Roads Scheme Programme, that the mini-roundabout be included on the list of scheme candidates to be considered annually by this Committee for possible inclusion within its future programme of locally determined works. (Recommended)

- 7.2 Option 2 – Members may prefer to take a course of action other than that indicated in the above options or the recommendations, in which case they will receive appropriate guidance from officers. (Not Recommended)

8.0 FINANCIAL & RESOURCE APPRAISAL

- 8.1 The cumulative cost of promoting an area wide scheme within Cullingworth Village to address petitioners' concerns are unknown at this stage and any funding allocated to undertake any design work would need to be sourced from this Committees Devolved Budget. However, it is anticipated that the cumulative costs including design, processing and legal fees and works costs would be above the level of funding generally available to the Area Committee for traffic management measures. Furthermore, it has been acknowledged at a West Yorkshire level that there needs to be a re-focus on Casualty Reduction in order to meet the KSI reduction target within the Local Transport Plan. Therefore it has been determined

Report to the Shipley Area Committee (by the LTP Board and resolved by the Transport Committee) that the next 3 years Implementation Plan (2014-2017) will introduce an evidence-based approach to prioritise a significant proportion of the budget available for Traffic Management measures to address those sites where it is expected that highways improvements will improve safety and reduce casualties.

8.2 The funding split determined by WYCA is 70% for Casualty Reduction schemes and 30% for Locally Determined schemes, such as on-street parking management, speeding or other community priorities (where there are perhaps perceived safety issues rather than a history of recorded collisions).

8.3 With the exception of the mini-roundabout, (the traffic collision record of which will be re-analysed at the start of the 2016/17 financial year (sections 5.1 and 5.2 of this report refers)) there has not been a history of recorded collisions resulting in injury at any site within Cullingworth Village. Accordingly (with the possible exception of the mini-roundabout) no locations within the village could be prioritised for an allocation of the 70% Casualty Reduction funding, and any of the works which the petitioners' have requested would therefore need to be funded by either:

- The 30% funding allocation designated for Locally Determined schemes;
- The Council's own reserves; or
- An external funding body.

However, the revised funding criteria which are being applied by external funding bodies (eg. Enhancement in GVA or carbon reduction) mean that it is unlikely that a scheme could be developed which demonstrates such benefits in the short to medium term.

9.0 RISK MANAGEMENT

There are no risk management implications

10.0 LEGAL APPRAISAL

There are no legal implications at present

11.0 OTHER IMPLICATIONS

11.1 EQUALITY AND DIVERSITY

In the event that a scheme were developed, due regard would be given to Section 149 of the Equality Act 2010.

11.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications

11.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no implications regarding greenhouse gas emissions impacts

11.4 COMMUNITY SAFETY IMPLICATIONS

There are no community safety implications.

11.5 HUMAN RIGHTS ACT

There are no implications for human rights

11.6 TRADE UNION

There are no implications for the trade unions

11.7 WARD IMPLICATIONS

None

11.8 NOT FOR PUBLICATION DOCUMENTS

None

12.0 RECOMMENDATIONS

12.1 Option1

On the basis of the speed survey results contained within this report, B6144 Haworth Road be included on the list of traffic management scheme candidates to be considered annually by this Committee for possible inclusion within its future programme of locally determined works; and

On the basis of the volumetric 'through traffic' survey results contained within this report, Hallows Park Road, Sunningdale Crescent, Westhill Avenue and Greenside Lane be included within this Committee's list of scheme candidates considered annually for possible inclusion within its future programme of locally determined works; and

In the event of the mini-roundabout at the junction of Manywells Brow and B6144 Cullingworth Road not being included within the list of proposed casualty reduction schemes to form part of this Committee's 2016/17 Safer Roads Scheme Programme, that the mini-roundabout be included on the list of scheme candidates to be

Report to the Shipley Area Committee
considered annually by this Committee for possible inclusion within its future
programme of locally determined works.

12.2 That the lead petitioner be informed accordingly.

13.0 APPENDICES

13.1 The petitioner's request (Appendix 1)

13.2 A location plan identifying those streets to which this report relates and traffic collisions resulting in personal injury (Appendix 2)

13.3 Speed and volumetric survey Data (Appendix 3)

13.4 'Through traffic' volumetric survey data (including survey location plan)-(Appendix 4)

13.5 Safety camera criteria (Appendix 5)

14.0 BACKGROUND DOCUMENTS

14.1 Report of the Strategic Director, Regeneration and Culture to the meeting of this Committee on 1 July 2015.

Appendix 1

Cullingworth village traffic calming measures needed. Our small village is getting too busy

- [Browse all current ePetitions](#)

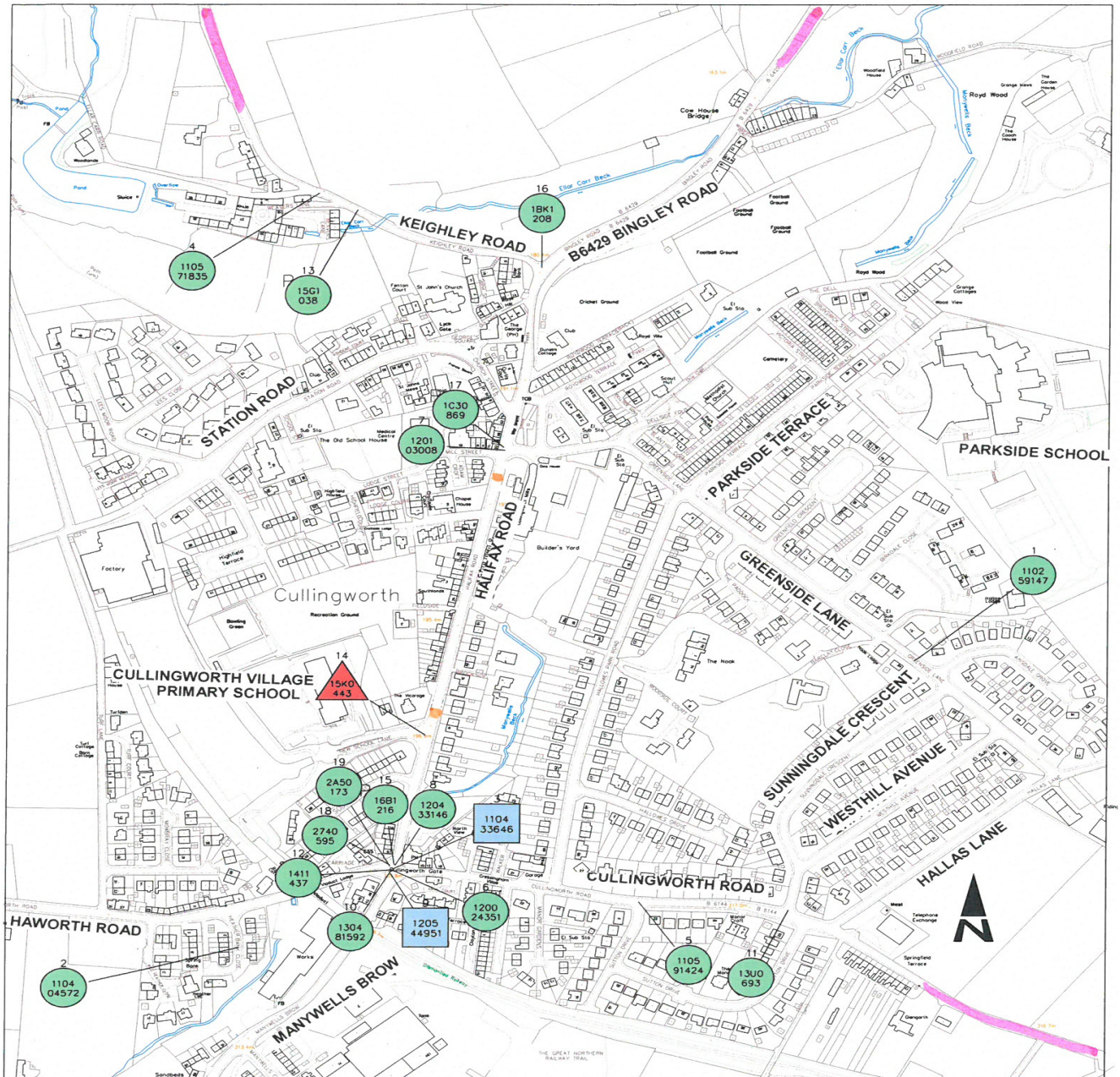
We as residents would like the safety of our roads to be urgently looked at. There have been a few incidents on the main road through the village and on the crossings. We see daily the parking issue cause near misses and the speed it like a motorway. We have issues all around the village with speeding, inconsiderate parking and road safety.

We as residents would like the safety of our roads to be urgently looked at. There have been a few incidents on the main road through the village and on the crossings. We see daily the parking issue cause near misses and the speed it like a motorway. We have issues all around the village with speeding, inconsiderate parking and road safety.

We are requesting that traffic calming measures are put in place to reduce traffic, speed and incidents occurring. We impose the village needs to be assessed for speed bumps, cameras or other measures to decrease the daily issues and fear for safety with the residents

This Paper petition ran from 26/03/2015 to 10/07/2015 and has now finished.

158 people signed this Paper petition.



Appendix 3

Speed and volumetric survey data relating to B6144 Haworth Road, Cullingworth (close to its junction with Turf Lane and within a 30mph speed limit).

Direction of Travel: Towards the junction of Halifax Road with Cullingworth Road

	Survey Date			
	Sat 13 Sept 2014 (24 hour period)	Sun 14 Sept 2014 (24 hour period)	Mon 15 Sept 2014 (24 hour period)	Tues 16 Sept 2014 (24 hour period)
Mean (average) speed	34.0mph	33.4mph	33.0mph	33.0mph
85th percentile speed*	40.2mph	39.7mph	39.2mph	39.0mph
Total Volume	2096	1919	2644	2626

*The speed at or below which 85% of vehicles are travelling

Direction of Travel: Towards the junction Of Haworth Road with A629 Halifax Road (ie. towards Flapitt Spring)

	Survey Date			
	Sat 13 Sept 2014 (24 hour period)	Sun 14 Sept 2014 (24 hour period)	Mon 15 Sept 2014 (24 hour period)	Tues 16 Sept 2014 (24 hour period)
Mean (average) speed	35.2mph	34.7mph	34.8mph	34.8mph
85th percentile speed*	40.6mph	40.4mph	40.4mph	40.5mph
Total Volume	2085	1964	2510	2476

*The speed at or below which 85% of vehicles are travelling

Appendix 3 (Cont)

Speed and volumetric survey data relating to B6144 Cullingworth Road, Cullingworth (close to its junction with Sunningdale Crescent and within a 30mph speed limit).

Direction of Travel: Towards Wilsden

	Survey Date			
	Tues 19 Jan 2016 (24 hour period)	Wed 20 Jan 2016 (24 hour period)	Thurs 21 Sept 2016 (24 hour period)	Fri 22 Jan 2016 (24 hour period)
Mean (average) speed	31.8mph	30.9mph	31.3mph	31.6mph
85th percentile speed*	36.6mph	35.7mph	35.7mph	36.4mph
Total Volume	3277	3247	2644	3177

*The speed at or below which 85% of vehicles are travelling

Direction of Travel: Towards Mini-roundabout

	Survey Date			
	Tues 19 Jan 2016 (24 hour period)	Wed 20 Jan 2016 (24 hour period)	Thurs 21 Sept 2016 (24 hour period)	Fri 22 Jan 2016 (24 hour period)
Mean (average) speed	30.3mph	30.0mph	30.4mph	30.2mph
85th percentile speed*	35.0mph	34.8mph	35.0mph	35.0mph
Total Volume	3256	3283	3061	3228

*The speed at or below which 85% of vehicles are travelling

Appendix 3 (Cont)

Speed and volumetric survey data relating to Halifax Road, Cullingworth (close to its junction with South Road, Cullingworth and within a 30mph speed limit).

Direction of Travel: Towards Manywells Mini-Roundabout

	Survey Date			
	Thur 4 Sept 2014 (24 hour period)	Fri 5 Sept 2014 (24 hour period)	Sat 6 Sept 2014 (24 hour period)	Sun 7 Sept 2014 (24 hour period)
Mean (average) speed	25.3mph	26.1mph	26.9mph	27.5mph
85th percentile speed*	30.4mph	30.5mph	30.8mph	32.4mph
Total Volume	3879	4092	3119	2585

*The speed at or below which 85% of vehicles are travelling

Direction of Travel: Towards Harden

	Survey Date			
	Thur 4 Sept 2014 (24 hour period)	Fri 5 Sept 2014 (24 hour period)	Sat 6 Sept 2014 (24 hour period)	Sun 7 Sept 2014 (24 hour period)
Mean (average) speed	26.0mph	25.7mph	27.3mph	27,1mph
85th percentile speed*	30.4mph	30.7mph	32.2mph	30.9mph
Total Volume	3959	3887	2987	2761

*The speed at or below which 85% of vehicles are travelling

Appendix 3 (Cont)

Speed and volumetric survey data relating to Hallowes Park Road, Cullingworth (data logger erected on lighting column No.7 outside No31 Hallowes Park Road, and within a 30mph speed limit).

Direction of Travel: Towards Green Lane

	Survey Date				
	Sat 9 Jan 2016 (24 hour period)	Sun 10 Jan 2016 (24 hour period)	Mon 11 Jan 2016 (24 hour period)	Tues 12 Jan 2014 (24 hour period)	Wed 13 Jan 2016 (24 hour period)
Mean (average) speed	24.0mph	22.5mph	25.0mph	25.4mph	25.6mph
85th percentile speed*	31.0mph	29..8mph	30.2mph	30.7mph	30.8mph
Total Volume	433	408	571	593	603

*The speed at or below which 85% of vehicles are travelling

Direction of Travel: Towards Howarth Road

	Survey Date				
	Sat 9 Jan 2016 (24 hour period)	Sun 10 Jan 2016 (24 hour period)	Mon 11 Jan 2016 (24 hour period)	Tues 12 Jan 2014 (24 hour period)	Wed 13 Jan 2016 (24 hour period)
Mean (average) speed	27.1mph	28.0mph	26.2mph	26.2mph	26.5mph
85th percentile speed*	34.1mph	34.1mph	32.4mph	32.8mph	32.9mph
Total Volume	430	281	606	629	687

*The speed at or below which 85% of vehicles are travelling

Appendix 3 (Cont)

Speed and volumetric survey data relating to Sunningdale Crescent, Cullingworth (data logger erected on lighting column No.3 outside No.31 Sunningdale Crescent ,and within a 30mph speed limit).

Direction of Travel: Towards Greenside Lane

	Survey Date – 23 February 2016						
	09:00 – 10:00am	10:00 – 11:00am	11:00 – 12:00am	12:00 – 13:00pm	13:00 – 14:00pm	14:00 – 15:00pm	15:00 – 16:00pm
Mean (average) speed	19.6 mph	20.8 mph	21.4mph	19.4mph	21.4mph	19.0 mph	20.6mph
85th percentile speed*	23.8 mph	25.6 mph	25.3mph	24.5mph	25.5mph	24.4 mph	25.0mph
Total Volume	14	11	14	17	14	20	21

*The speed at or below which 85% of vehicles are travelling

Direction of Travel: Towards B6144 Cullingworth Road

	Survey Date – 23 February 2016						
	09:00 – 10:00am	10:00 – 11:00am	11:00 – 12:00am	12:00 – 13:00pm	13:00 – 14:00pm	14:00 – 15:00pm	15:00 – 16:00pm
Mean (average) speed	24.1 mph	24.8 mph	21.7mph	21.5mph	23.5mph	23.0 mph	23.5mph
85th percentile speed*	28.6 mph	27.4 mph	25.3mph	24.8mph	29.5mph	28.6 mph	27.5mph
Total Volume	16	16	19	20	16	33	24

*The speed at or below which 85% of vehicles are travelling

Appendix 3 (Cont)

Speed and volumetric survey data relating to Keighley Road, Cullingworth (data logger erected on lighting column No.8 outside No.8 Keighley Road, and within a 30mph speed limit).

Direction of Travel: Towards Keighley

	Survey Date			
	Thur 25 Feb 2016 (24 hour period)	Fri 26 Feb 2016 (24 hour period)	Sat 27 Feb 2016 (24 hour period)	Sun 28 Feb 2016 (24 hour period)
Mean (average) speed	27.5mph	27.7mph	28.0mph	28.1mph
85th percentile speed*	31.4mph	32.6mph	32.5mph	32.7mph
Total Volume	1680	1786	1324	1001

*The speed at or below which 85% of vehicles are travelling

Direction of Travel: Towards Cullingworth Village

	Survey Date			
	Thur 25 Feb 2016 (24 hour period)	Fri 26 Feb 2016 (24 hour period)	Sat 27 Feb 2016 (24 hour period)	Sun 28 Feb 2016 (24 hour period)
Mean (average) speed	27.3mph	27.3mph	27.8mph	27.6mph
85th percentile speed*	30.8mph	30.9mph	32.2mph	31.5mph
Total Volume	1809	1875	1359	1013

*The speed at or below which 85% of vehicles are travelling

**Speed and volumetric survey data relating to Hallas Lane, Cullingworth (unadopted highway);
Data logger erected on lighting column No.4 and within a 30mph speed limit.**

Direction of Travel: Towards B6144 Cullingworth Road

	Survey Date
	Thur 25 Feb 2016 (24 hour period)
Mean (average) speed	11.7 mph
85th percentile speed*	14.5 mph
Total Volume	11

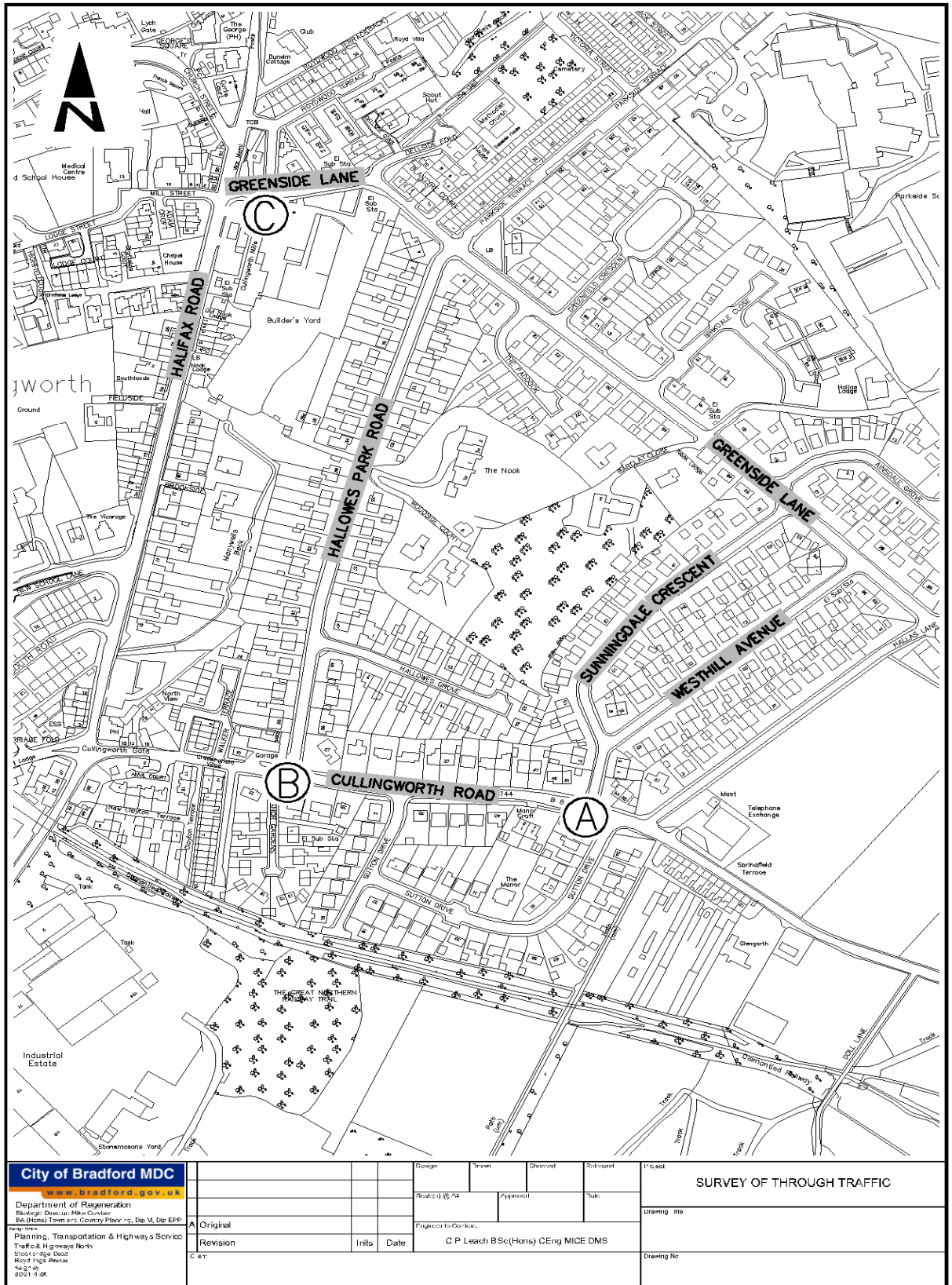
*The speed at or below which 85% of vehicles are travelling

Direction of Travel: Towards Greenside Road

	Survey Date
	Thur 25 Feb 2016 (24 hour period)
Mean (average) speed	9.5 mph
85th percentile speed*	N/A mph
Total Volume	5

*The speed at or below which 85% of vehicles are travelling

Report to the Shipley Area Committee
Appendix 4



Appendix 4 (Cont)

	Time Period	
	Morning Peak Period (07:30 – 09:30)	Evening Peak Period (15:00 – 18:00)
Volume of traffic using Hallowes Park Road to access Cullingworth Road from Halifax Road (ie. Location C to B)	38	41
Volume of traffic using Hallowes Park Road to access Halifax Road from Cullingworth Road (ie. Location B to C)	28	29
Volume of traffic using Sunningdale Crescent or Westhill Avenue to access Cullingworth Road from Halifax Road (ie. Location C to A)	21	9
Volume of traffic using Sunningdale Crescent or Westhill Avenue to access Halifax Road from Cullingworth Road (ie. Location A to C)	N/A	N/A

Survey date: Wednesday 25 May 2016

Appendix 5

What are the criteria for getting new cameras installed in West Yorkshire?

These have changed over the years but since April 2009 we have been working to the following conditions based on the number of accidents where someone is Killed or Seriously Injured (KSI) and a points system where each KSI accident scores 5 points and slight injury accidents score 1. Fixed camera lengths automatically qualify for mobile enforcement as well and both can be used together.

For General Fixed Cameras

At least 4 accidents causing death or serious injury in the previous 5 complete years prior to commissioning of the site.

And

A score of at least 36 points per km if the speed limit is 40mph or less and 30 points per km if the speed limit is over 40mph.

And

Surveyed traffic speeds showing 1 vehicle in 10 is exceeding the speed limit by 10% plus 2mph outside of peak periods for 40mph limits and below, or by 5mph for limits above 40mph.

Mobile Enforcement

Liveried enforcement vehicles parked in conspicuous locations on signed lengths of road.

At least 1 KSI collision per km in the previous 3 complete years prior to commissioning of the site.

And

A score of at least 11 points per km if the speed limit is 40mph or less and 9 points per km if the speed limit is over 40mph.

And

Surveyed traffic speeds showing 1 vehicle in 10 is exceeding the speed limit by 10% plus 2mph outside of peak periods for 40mph limits and below, or by 5mph for limits above 40mph.

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

C

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)

Mike Cowlam
Strategic Director (Regeneration)

Portfolio:

Regeneration, Planning and Transport

Report Contact: Simon D'Vali
Phone: (01535) 618181
E-mail: simon.dvali@bradford.gov.uk

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

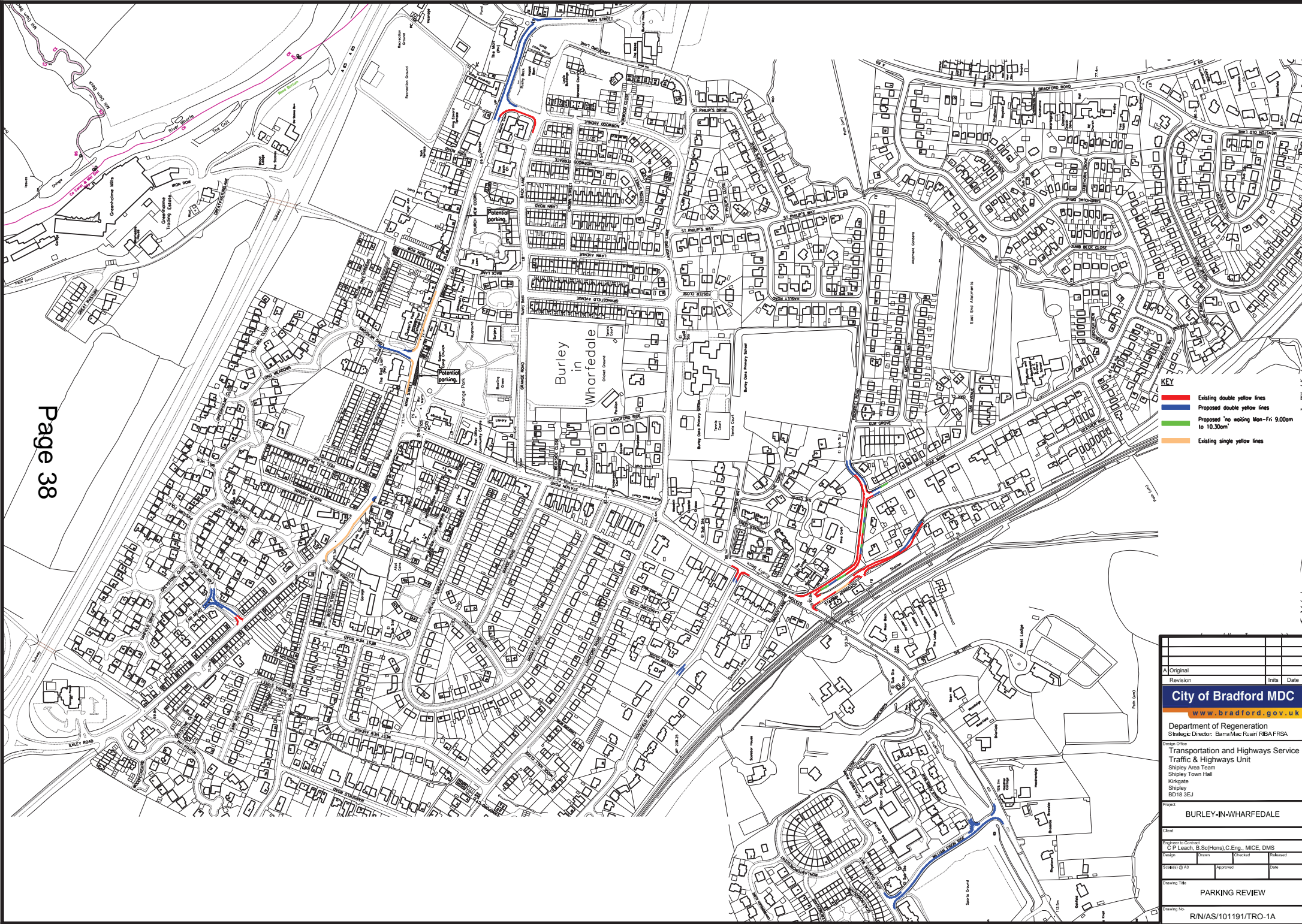
11.1 Appendix 1 - Drawing No. R/N/AS/101191/TRO -1A, showing the Burley parking proposals as formally advertised.

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

City of Bradford MDC	
www.bradford.gov.uk	
Department of Regeneration Strategic Director: Barra Mac Ruairi RIBA FRSA	
Design Office Transportation and Highways Service Traffic & Highways Unit Shipyale Area Team Shipyale Town Hall Kirkgate Shipyale BD18 3EU	
Project BURLEY-IN-WHARFEDALE	
Client C P Leach, B.Sc(Hons), C.Eng., MICE, DMS	
Design	
Drawn	
Checked	
Released	
Scale	
Author	
Approved	
Date	
Drawing Title PARKING REVIEW	
Drawing No. R/N/AS/101191/TR/0-1A	

Appendix 2

17 Objections relating to proposals on Far Mead Croft	Officer comments
<ul style="list-style-type: none"> • 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. • 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. • 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. 	<ul style="list-style-type: none"> • 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. • 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. • 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.

<ul style="list-style-type: none"> • 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. • 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. • Reduce the length of the proposed double yellow lines to allow two more parking spaces on Far Mead Croft. • 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. 	<ul style="list-style-type: none"> • 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. • 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. • 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. • 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.
<p>2 objections relating to proposals on Long Meadows</p>	<p>Officers' comments</p>
<ul style="list-style-type: none"> • 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. • This area is also used by local residents to park in order to shop in 	<ul style="list-style-type: none"> • 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. • The Council must seek to balance the concerns of objectors against the

<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"> • 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. • 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. • The proposed restrictions on Long Meadows would be difficult to justify as this section of Long Meadows is well used. 	<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"> • 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. • 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. • 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.
<p>3 objector - Proposals relating to Main Street, Burley-In-Wharfedale</p>	<p>Officer comments</p>
<ul style="list-style-type: none"> • The information should be online to give opportunity to road users to comment on the proposals. This should be simple to do. 	<ul style="list-style-type: none"> • 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.

<ul style="list-style-type: none"> • 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. • 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. 	<ul style="list-style-type: none"> • 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. • 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.
<p>1 Objectors - proposals relating to Southfield Road</p>	<p>Officer comments</p>
<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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.

<ul style="list-style-type: none"> • Potential plan to construct up to 700 houses. It would be better to provide parking facilities for local residents to shop and worship locally. • 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. 	<ul style="list-style-type: none"> • The issue of the impact of any potential development will be considered by the Council's Planning Section and Highway Development Control team. • 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.
<p>1 objection- Ron Lawton Crescent, Burley-In-Wharfedale</p>	<p>Officer comments</p>
<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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.
<p>1 Objection – John Gilmour Way</p>	<p>Officer's comments</p>
<ul style="list-style-type: none"> • Objects to the proposed double yellow lines on the western side of 	<ul style="list-style-type: none"> • The proposed parking restrictions on this section of William Fison Ride

<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"> 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. 	<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>1 Objection - The Copse, Burley-In-Wharfedale</p>	<p>Officer's comments</p>
<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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.

<p>1 Objection - Harvest Croft</p>	<p>Officer's comments</p>
<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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.
<p>1 Resident of Stirling Road, Burley-In-Wharfedale</p>	<p>Officer's comments</p>
<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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. <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>2 Objections - Main Street, Burley-In-Wharfedale</p>	<p>Officer's comments</p>
<ul style="list-style-type: none"> Objection to the proposed parking restrictions on Main Street particularly around the church and 	<ul style="list-style-type: none"> Concerns have been expressed regarding obstructive parking on that section of Main Street within

<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"> • 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? • Proposed parking restrictions would displace cars into the residential areas. • There is a need for a crossing facility on Main Street near the new Co-Op food store. 	<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"> • 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., • 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. • 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.
<p>1 Objection - Station Road, Burley-In-Wharfedale</p>	<p>Officer's comments</p>
<ul style="list-style-type: none"> • Objection to the parking proposals in the village as the section of Station Road near Hanover Way has not 	<ul style="list-style-type: none"> • The issue of potential parking problems on Station Road had not been reported during the parking

<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"> 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. 	<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"> 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.
<p>4 Objection - Rose Bank</p>	
<ul style="list-style-type: none"> Myself and several residents are not happy with the Proposed parking restrictions on Rose Bank. The restriction should be extended up to no 11. 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. 	<ul style="list-style-type: none"> 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. The only proposed parking restriction on Rose Bank is outside no. 3, and involves 'No Waiting 9am – 10.30am Mon – Fri'.
<p>2 Resident re – Southfield Road</p>	<p>Officers Comments</p>
<ul style="list-style-type: none"> When the restrictions on Prospect Road near the Station were introduced several years ago, the 	<ul style="list-style-type: none"> The main objectives of the proposed parking restrictions around the Station are to prevent obstructive

<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"> 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. 	<p>parking and long-stay commuter parking.</p> <ul style="list-style-type: none"> The proposed double lines on Southfield Road are aimed at addressing obstructive parking near Willow Close and preventing obstructive parking across residential drive ways .
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Report of the Strategic Director of Regeneration to the meeting of the Shipley Area Committee to be held on 15 June 2016

Subject:

D

Petition requesting the introduction of a 'Residents Only Permit Parking' scheme on Rhodes Street, Back Rhodes Street West, Baker Street and Back Baker Street West, Saltaire.

Summary statement:

This report considers a petition requesting the introduction of a 'Residents Only Permit Parking' scheme on Rhodes Street, Back Rhodes Street West, Baker Street and Back Baker Street West, Saltaire.

It is recommended that:

- Rhodes Street, Back Rhodes Street West, Baker Street and Back Baker Street West, Saltaire, be included on the list of traffic management scheme candidates to be considered annually by this Committee for possible inclusion within its future programme of works.

Ward 22 – Shipley

Mike Cowlam
Strategic Director
(Regeneration and Culture)
Report Contact: Simon D'Vali
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E-mail: simon.dvali@bradford.gov.uk

Portfolio:
Regeneration, Planning and Transport

Overview & Scrutiny Area:
Environment & Waste Management



1. SUMMARY

- 1.1 A 38 signature petition has been received from residents of 14 terraced properties on Rhodes Street and 11 terraced properties on Baker Street. The 14 properties on Rhodes Street account for 20 of the petition signatories, whilst the 11 properties on Baker Street account for 15 Signatories. Three of the signatories are not local residents. The petitioners' request is attached (verbatim) to this report as Appendix 1.
- 1.2 The lead petitioner is a resident of Rhodes Street.

2. BACKGROUND

- 2.1 The petitioners have expressed concern with the amount of parking on Rhodes Street and Baker Street by staff and students attending nearby Shipley College, and by commuters who use Saltaire Rail Station. The petitioners have asked that parking on Rhodes Street and Baker Street be restricted to residents only, and that a Residents Only Permit Parking (ROPP) scheme be introduced on these streets.
- 2.2 Following discussions between the lead petitioner and Council highway Engineers, it was agreed that (for logistical reasons) any consideration of a ROPP scheme on Rhodes Street and Baker Street should also include Back Rhodes Street West and Back Baker Street West.
- 2.3 The four streets to which the petition relates are identified within Appendix 2 of this report. All four streets link Caroline Street to the North, and a short link road running adjacent to Saltaire Road to the south. Saltaire Road is an important arterial route into/out of Shipley.
- 2.4 Rhodes Street and Baker Street are both 7.35m wide, whilst the respective widths of Back Rhodes Street West and Back Baker Street West are 4.95m and 4.85m.
- 2.5 The length of all four streets is approximately 100 metres. There is a yellow 'SCHOOL-KEEP-CLEAR' carriageway marking fronting the Aireview Central Pupil Referral Unit on Baker Street. 'No Waiting At Any Time' parking restrictions exist at the junctions of all four roads with Caroline Street and at the southern ends of Rhodes Street and Back Baker Street West.
- 2.6 All four streets are subject to a 20mph speed limit. Vehicles tend to park along both sides of Baker Street and Rhodes Street, but only on the western side of Back Baker Street West and eastern side of Back Rhodes Street West. On Back Rhodes Street West and Back Baker Street West, some drivers choose to park partially on the footway due to the limited carriageway width.
- 2.7 Parking on many of the nearby streets within Saltaire is restricted to short-stay parking (2 hours) and/or permit parking. A plan identifying the on-street parking restrictions within close proximity to Rhodes Street, Rhodes Street West, Baker Street, and Baker Street West is attached to this report as Appendix 3.

- 2.8 Local Members have been advised of the petition, and two Shipley Ward Members have expressed support for the petitioners and hope the Council can assist.
- 2.9 One of the two Ward Members urges colleagues to support any measures (including the petitioners requested ROPP scheme) that will calm these streets and if possible divert traffic away from them,
- 2.10 A Member suggests the main problem for residents is during early evenings when the college has adult education classes, and stresses that as a result, any ROPP scheme restrictions would have to cover early evening (and thereby extend beyond the 6pm period often associated with ROPP schemes). The Member also states that any ROPP scheme would need to include Back Rhodes Street West and Back Baker Street West in addition to Rhodes Street and Baker Street.
- 2.11 Bradford Council has agreed policy criteria regarding the consideration of ROPP schemes.

The Basic Evaluation relating to evening parking demand (and to which the survey data (Appendix 5 refers) associated with this report can (in part) be applied) is shown below:

Basic Evaluation

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 ON-STREET PARKING SURVEY

- 3.1 On 2 October 2015, the residents of Rhodes Street, Back Rhodes Street West, Baker Street and Back Baker Street West received a covering letter, plan and questionnaire explaining that a petition had been received requesting the provision of an ROPP scheme on Rhodes Street and Baker Street. The residents of the properties were asked to provide their vehicle registration details so a survey could be carried out to determine the extent of on-street parking on Rhodes Street, Back Rhodes Street West, Baker Street and Back Baker Street West by residents and non-residents alike.
- 3.2 A copy of the correspondence and questionnaire which residents received is attached as Appendix 4 to this report.
- 3.3 36 of the 64 questionnaires were completed and returned. Of these 36, 5 respondents had no vehicle registered at their property, whilst 19 provided details of 1 vehicle at their property. 10 respondents had 2 registered vehicles whilst the remaining 2 questionnaires provided details of 3 vehicles at both properties.
- 3.4 An on-street parking survey was carried out on Monday 9 November 2015 between

07:00 and 10:00 (the morning peak period) and between 16:00 and 19:00 (the evening peak period) on Rhodes Street, Back Rhodes Street West, Baker Street and Back Baker Street West.

- 3.5 The survey enumerators recorded the registration details of those vehicles observed during each 30 minute increment throughout the survey periods.
- 3.6 The survey results are tabulated within Appendix 5 of this report and are discussed in sections 3.7 – 3.10 of this record.

3.7 **Rhodes Street**

Current parking tends to occur along both sides of the road, with this arrangement accommodating a total of 34 parked vehicles. At no point during the morning peak period (07.00-10.00) were there less than 17 parked cars within the study area (up to a maximum of 25 (a 74% occupancy rate) between 09:30 and 10:00am). This suggests that parking availability is currently well utilised (albeit by non-local residents). There was always at least 9 available parking spaces during any of the morning observation periods.

During the evening peak period (16:00-19:00), there were always at least 13 available parking spaces during any of the evening observation periods, and the highest occupancy rate of available on-street parking spaces (some 62%) occurred between 16:00 – 16:30, and between 17:30 – 18:00.

3.8 **Baker Street**

Current parking tends to occur along both sides of the road, with this arrangement accommodating a total of 26 parked vehicles. There were always at least 9 available parking spaces during any morning observation period, with the highest occupancy rate (some 65%) occurring between 9:30 – 10:00.

There were always at least 12 available parking spaces during any of the evening observation periods, with the highest occupancy rate (some 54%) occurring between 16:00 – 16:30.

3.9 **Back Rhodes Street West**

Due to the limited road width, current parking tends to occur only along its eastern side, with this arrangement accommodating a total of 17 parked vehicles. There was, during certain morning observation periods, only one or two parking spaces available, with 94% of available on-street spaces being occupied between 7:00–7:30.

During 5 of the six 30 minute evening observation periods, no residents' vehicles were parked. There were sometimes as few as 4 available parking spaces during the evening observation periods, with 76% of available on-street spaces being occupied between 17:30 – 18:30.

3.10 **Back Baker Street West**

Due to the limited road width, current parking tends to occur only along its western side, with this arrangement accommodating a total of 17 parked vehicles.

There was always at least 6 available parking spaces during the morning observation periods. During the morning, the highest occupancy rate of available on-street parking spaces (some 65%) occurred between 7:00 – 7:30.

During some evening observation periods, there were only 2 or 3 available parking spaces, with 88% of available on-street spaces being occupied between 18:00 – 18:30.

4. **OTHER CONSIDERATIONS**

- 4.1 The Council has agreed policy criteria regarding the provision of ROPP schemes. The results of the on-street parking survey carried out on Monday 9 November 2015 suggests that only Back Rhodes Street West and Back Baker Street West would be likely to meet the Council's agreed policy criteria regarding the provision of a ROPP scheme (particularly regarding that criteria detailed in 2.11 of this report). However, if a ROPP scheme were to be introduced on only Back Rhodes Street West and Back Baker Street West, non-residents who currently park on these two streets could choose to park on Rhodes Street and/or Baker Street as a convenient alternative, thereby compounding the existing parking problems on these two streets for local residents.

5. **OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION**

- 5.1 This report has not been considered by the Overview and Scrutiny Committee.

6. **OPTIONS**

- 6.1 Option 1 – That Rhodes Street, Back Rhodes Street West, Baker Street and Back Baker Street West be included on the list of traffic management scheme candidates to be considered annually by this Committee for possible inclusion within its future programme of works. (Recommended)
- 6.2 Option 2 – Officers could be instructed to progress the provision of a Residents Only Permit Parking scheme on Rhodes Street, Back Rhodes Street West, Baker Street and Back Baker Street West (or one or more of these streets) for which this Committee would need to allocate the required £6,000 scheme funding (Not Recommended)
- 6.3 Option 3 – Members may prefer to take a course of action other than that indicated in the above options or the recommendations, in which case they will receive appropriate guidance from officers. (Not Recommended)

7. FINANCIAL & RESOURCE APPRAISAL

The estimated cost of introducing the requested ROPP scheme on Rhodes Street, Back Rhodes Street West, Baker Street and Back Baker Street West would be in the region of £6,000 (including consultation, legal fees, and physical construction (i.e. signing and lining)).

8. RISK MANAGEMENT

There are no risk management implications

9. LEGAL APPRAISAL

There are no legal implications at present

10. OTHER IMPLICATIONS

10.1 EQUALITY AND DIVERSITY

In the event that a scheme were developed, due regard would be given to Section 149 of the Equality Act 2010.

10.2 SUSTAINABILITY IMPLICATIONS

There are no sustainability implications

10.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no implications regarding greenhouse gas emissions impacts

10.4 COMMUNITY SAFETY IMPLICATIONS

There are no community safety implications.

10.5 HUMAN RIGHTS ACT

There are no implications for human rights

10.6 TRADE UNION

There are no implications for the trade unions

10.7 WARD IMPLICATIONS

None

10.8 NOT FOR PUBLICATION DOCUMENTS

None

11. RECOMMENDATIONS

- 11.1 Option 1 - That Rhodes Street, Back Rhodes Street West, Baker Street and Back Baker Street West be included on the list of traffic management scheme candidates to be considered annually by this Committee for possible inclusion within its future programme of works.
- 11.2 That the lead petitioner be informed accordingly.

12. APPENDICES

- 12.1 The petitioner's request (Appendix 1)
- 12.2 A location plan identifying those streets to which this report relates (Appendix 2)
- 12.3 On-street parking restrictions within the locale (Appendix 3)
- 12.4 Covering letter and questionnaire to local residents advising them of the petition (Appendix 4)
- 12.5 On-street parking survey results (Appendix 5)

13. BACKGROUND DOCUMENTS

- 13.1 Report of the Transportation, Design and Planning Director to the meeting of the Executive Committee held on 31 July 2001

Appendix 1

Petition

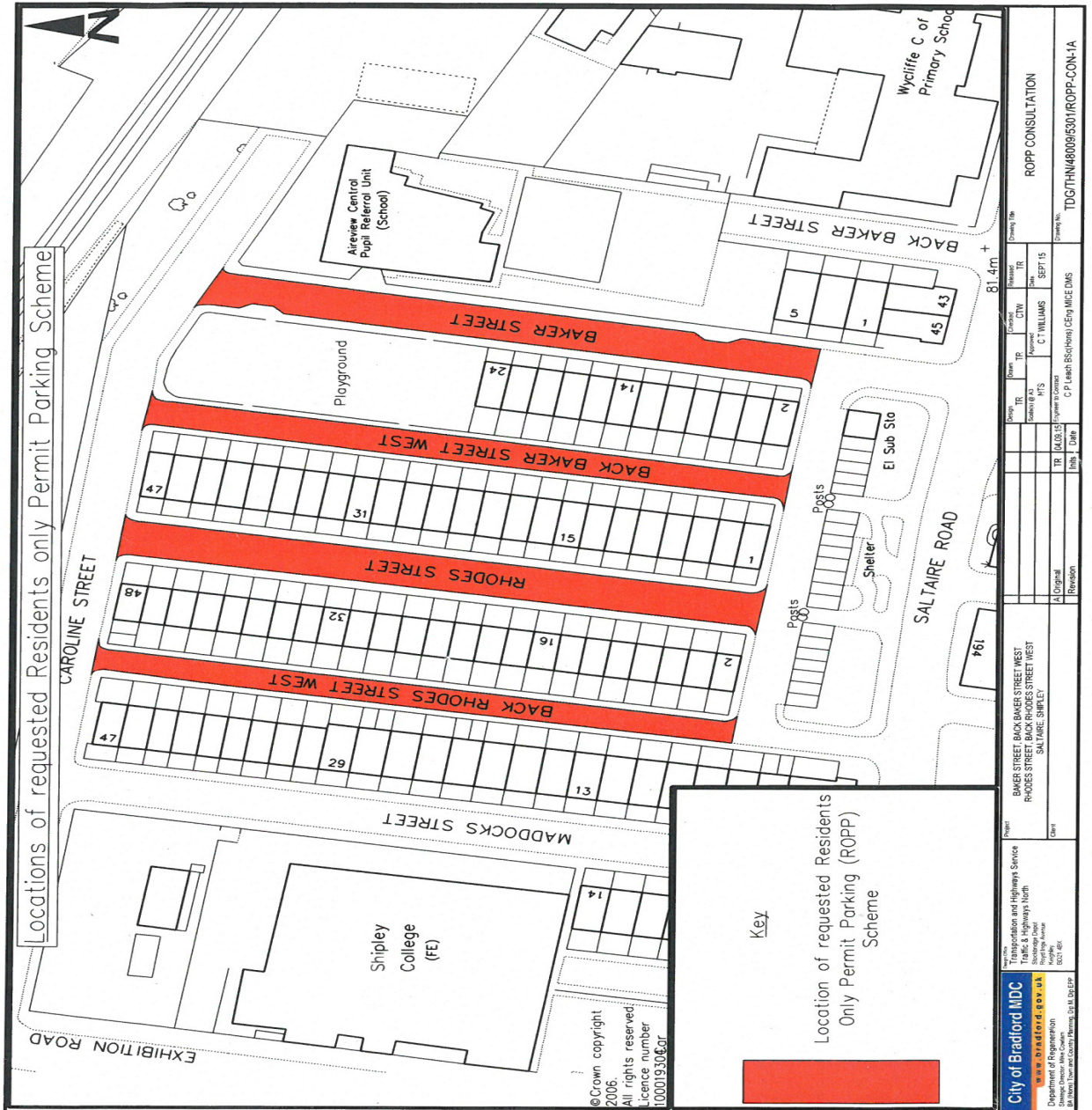
Request for measures to deal with parking problems on Rhodes Street and Baker Street Shipley to allow residents to have permit only parking.

To David Heseltine, Chair, Shipley Area Committee,
Bradford Metropolitan District Council

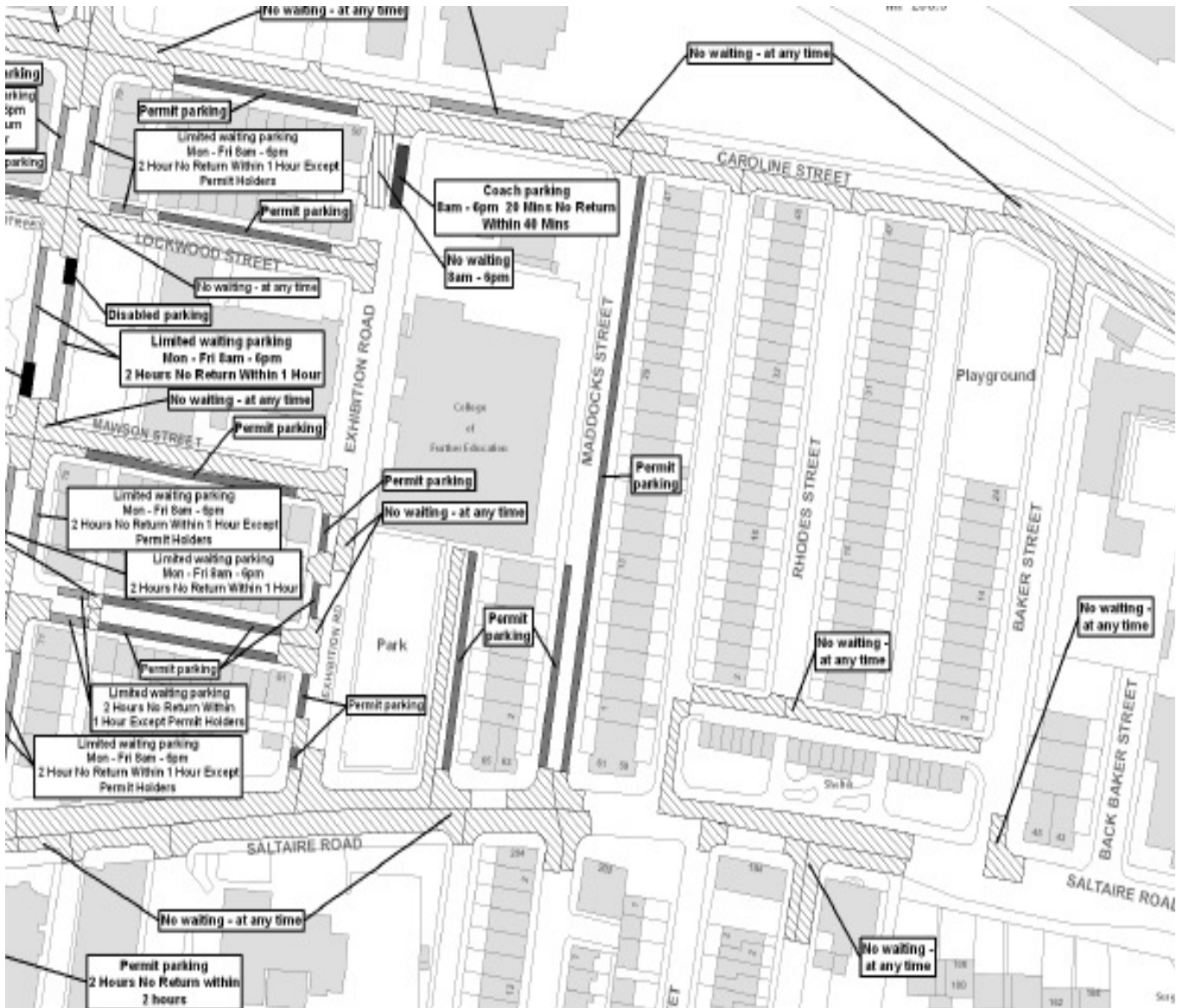
- We, the undersigned, are concerned about parking on our street from Shipley College staff and students, and people who commute via Saltaire railway station.
- The situation makes it difficult and sometimes impossible to park on our own street, let alone outside our own houses. This is especially difficult when returning with heavy shopping, elderly and disabled relatives visiting, and being able to oversee your own vehicle for security.

Print Name	Address	Signature	Date
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Appendix 2



Appendix 3



Appendix 4

City of Bradford MDC

www.bradford.gov.uk

Department of Regeneration

Stockbridge Depot
Royd Ings Avenue
Keighley
BD21 4BX

Tel: (01535) 618294

Email: craig.williams@bradford.gov.uk

Date: 2nd October 2015

Hand delivered to residents of
Rhodes Street, Baker Street,
Back Rhodes Street West, and
Back Baker Street West.

Dear Resident,

Re: Rhodes Street, Baker Street, Back Rhodes Street West and Back Baker Street West, Shipley.

I write to advise you that the Council has received a petition requesting the introduction of a 'Residents Only Permit Parking' (ROPP) Scheme on Rhodes Street, Baker Street, Back Rhodes Street West and Back Baker Street West, Shipley (identified with 'shading' on the attached location plan).

In due course, the petition will be presented to the Shipley Area Committee for its consideration.

In order to assess whether the Council's criteria is met regarding the consideration of an ROPP scheme, it may be necessary to carry out a survey of on-street parking on those streets to which the petition relates.

Prior to possibly commissioning an on-street parking survey, I will need to ascertain the registration details of those vehicles which belong to local residents (as this information will enable me to determine which parked vehicles belong to residents, and which to non-residents). I would therefore be grateful if you could complete and return (within the enclosed FREEPOST envelope) the attached questionnaire, as analysis of the questionnaires will help determine whether a survey of on-street parking should be carried out, and if so, when. The deadline for receipt of completed questionnaires is 26th October 2015.

Please rest assured that all information provided within the questionnaire will remain strictly confidential.

I will inform the lead petitioner in due course of the date the Committee will be considering the petition.

I thank you in anticipation of your cooperation.

Yours faithfully

Craig Williams
Senior Engineer
Traffic & Highways (North) Encs



City of Bradford
Metropolitan District Council



Appendix 4 (Cont)

REQUEST FOR RESIDENTS PERMIT PARKING SCHEME QUESTIONNAIRE

Please note – all responses to this questionnaire will be confidential.

Street name: House number:

Occupant's name:

Number of vehicles in household:

Registration number of:

Vehicle 1: Vehicle 2:

Vehicle 3: Vehicle 4:

How many of your vehicles are usually parked on Rhodes Street?
.....

How many of your vehicles are usually parked on Baker Street?
.....

How many of your vehicles are usually parked on Back Rhodes Street West?
.....

How many of your vehicles are usually parked on Back Baker Street West?
.....

How many of your vehicles are usually parked in a driveway?

How many of your vehicles are usually parked in a private garage?

Is there a disabled permit parking place outside your property?

Question A:

When do the worst parking problems occur? *(Please tick one box only)*

- | | | |
|-----------------------------|--------------------------|---|
| Working Day (8am till 6pm) | <input type="checkbox"/> | if ticked please answer question B only. |
| Evening (6pm till midnight) | <input type="checkbox"/> | if ticked please answer question C only. |
| Weekend | <input type="checkbox"/> | if ticked please answer question D only. |
| Very infrequently or never | <input type="checkbox"/> | if ticked, thank you for completing the form. |

P.T.O.

Appendix 4 (Cont)

Please answer only ONE of questions B, C and D

Question B:

Generally, are 80% of available on-street parking spaces occupied for more than 6 hours per day and for more than 4 days per week?

Yes

No

Question C:

Generally, are 80% of available on-street parking spaces occupied for more than 4 hours per evening and for more than 4 evenings per week?

Yes

No

Question D:

Which times are worst on a weekend?

.....
.....
.....

Question E:

When do you experience most difficulties parking on the street?
(Please provide particular days and times below)

.....
.....

Appendix 5

On-Street Parking Survey Results

Rhodes Street

NB - Road can accommodate 34 parked vehicles.

Observation Period	Number of observed parked vehicles during each 30 minute observation period	Number of residents' cars observed during each 30 minute observation period	Number of available parking spaces during each 30 minute observation period	Occupancy rate (ie. percentage of on-street parking space utilised)
7.00 - 7.30	24	3	10	71%
7:30 - 8.00	23	3	11	68%
8.00 - 8.30	20	2	14	59%
8.30 - 9.00	17	2	17	50%
9.00 - 9.30	20	2	14	59%
9.30 - 10.00	25	3	9	74%
16.00 - 16.30	21	6	13	62%
16.30 - 17.00	19	5	15	56%
17.00 - 17.30	20	8	14	59%
17.30 - 18.00	21	12	13	62%
18.00 - 18.30	13	7	21	38%
18.30 - 19.00	18	9	16	53%

Appendix 5 (Cont)

On-Street Parking Survey Results (Cont)

Baker Street

NB - Road can accommodate 26 parked vehicles.

Observation Period	Number of observed parked vehicles during each 30 minute observation period	Number of residents' cars observed during each 30 minute observation period	Number of available parking spaces during each 30 minute observation period	Occupancy rate (ie. percentage of on-street parking space utilised)
7.00 - 7.30	9	2	17	35%
7:30 - 8.00	7	1	19	27%
8.00 - 8.30	10	1	16	38%
8.30 - 9.00	16	1	10	62%
9.00 - 9.30	11	1	15	42%
9.30 - 10.00	17	1	9	65%
16.00 - 16.30	14	1	12	54%
16.30 - 17.00	9	1	17	35%
17.00 - 17.30	8	1	18	31%
17.30 - 18.00	6	2	20	23%
18.00 - 18.30	5	2	21	19%
18.39 - 19.00	4	2	22	15%

On-Street Parking Survey Results (Cont)

Back Rhodes Street West

NB - Road can accommodate 17 parked vehicles.

Observation Period	Number of observed parked vehicles during each 30 minute observation period	Number of residents' cars observed during each 30 minute observation period	Number of available parking spaces during each 30 minute observation period	Occupancy rate (ie. percentage of on-street parking space utilised)
7.00 - 7.30	16	3	1	94%
7.30 - 8.00	15	2	2	88%
8.00 - 8.30	12	2	5	71%
8.30 - 9.00	6	0	11	35%
9.00 - 9.30	8	0	9	47%
9.30 - 10.00	10	0	7	59%
16.00 - 16.30	8	0	9	47%
16.30 - 17.00	9	0	8	53%
17.00 - 17.30	12	0	5	71%
17.30 - 18.00	13	0	4	76%
18.00 - 18.30	13	1	4	76%
18.30 - 19.00	12	0	5	71%

Appendix 5 (Cont)

On-Street Parking Survey Results (Cont)

Back Baker Street West

NB - Road can accommodate 17 parked vehicles.

Observation Period	Number of observed parked vehicles during each 30 minute observation period	Number of residents' cars observed during each 30 minute observation period	Number of available parking spaces during each 30 minute observation period	Occupancy rate (ie. percentage of on-street parking space utilised)
7.00 - 7.30	11	4	6	65%
7.30 - 8.00	9	4	8	53%
8.00 - 8.30	9	4	8	53%
8.30 - 9.00	8	4	9	47%
9.00 - 9.30	7	3	10	41%
9.30 - 10.00	5	3	12	29%
16.00 - 16.30	10	5	7	59%
16.30 - 17.00	11	4	6	65%
17.00 - 17.30	11	4	6	65%
17.30 - 18.00	14	6	3	82%
18.00 - 18.30	15	7	2	88%
18.30 - 19.00	12	5	5	71%

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

Subject:

E

REQUEST FOR AN EXCEPTION TO INFORMAL DISABLED PERSONS PARKING POLICY – GRANGE ROAD, BURLEY IN WHARFEDALE

Summary statement:

This report considers a request for an Informal Disabled Persons Parking Place (DPPP) where the applicant does not satisfy all the criteria laid down in the Council's approved policy, but still wishes to pursue the provision of a facility.

It is recommended that:

- **This Committee approves the relaxation of the criteria for the provision of a DPPP in this instance and that the usual consultation with Ward Councillors and neighbours be carried out.**

Ward 26 – Wharfedale

**Mike Cowlam
Strategic Director
(Regeneration)**

Portfolio:

Regeneration, Planning and Transport

**Report Contact: Simon D'Vali
Phone: (01535) 618181**

Overview & Scrutiny Area:

Environment and Waste Management

E-mail: simon.dvali@bradford.gov.uk



1. SUMMARY

- 1.1 This report considers a request via Social Services to provide a Disabled Persons Parking Place (DPPP) for an applicant who does not satisfy all the criteria laid down in the Council's approved policy for the provision of an informal DPPP.
- 1.2 It is recommended that the criteria for the provision of an informal DPPP be relaxed in this instance and that the usual consultation with Ward Councillors and neighbours be carried out. The criteria for the provision of an informal DPPP are attached as Appendix 1 to this report.

2. BACKGROUND

- 2.1 A request has been received via Social Services for an Informal DPPP on Grange Road, Burley in Wharfedale. The applicant meets all the policy criteria with the exception of owning a car which is registered to his address. The applicant requires 24 hours a day, 7 days a week, assistance by a support worker who needs to transport him to various day services in their car. A summary of the criteria for the allocation of such spaces is attached as Appendix 1 to this report. The location of the site is shown on drawing no. TGD/THN/102137/28A, attached as Appendix 2 to this report.
- 2.2 Current policy recommends that any application not meeting the approved criteria should be referred to Social Services to ascertain whether there are exceptional circumstances that warrant further consideration. If such circumstances exist then the application, along with supporting documentation, should be referred to the relevant Committee for review.
- 2.3 Social Services have confirmed that the applicant is in receipt of the higher rate of attendance allowance and has been issued with a blue badge.

3. OTHER CONSIDERATIONS

Members will be aware that the provision of an Informal DPPP on a highway does not reserve the space for the applicant alone. The space would also be available for any disabled person blue badge holder to use.

4. OVERVIEW AND SECURITY COMMITTEE CONSIDERATION

This report has not been considered by the Overview and Scrutiny Committee.

5. OPTIONS

Members should be mindful that the policy is tailored towards providing Informal DPPP's for the most needy cases.

6. FINANCIAL AND RESOURCE APPRAISAL

6.1 Financial

The cost of implementing each DPPP is approximately £100. Finance has been allocated from the Integrated Transport Measures Capital Programme for the current financial year.

6.2 Resources

The introduction of DPPP's can be processed within existing staff resources.

7. RISK MANAGEMENT

The carers need to park close to the client's property in order to minimise potential road safety risks.

8. LEGAL APPRAISAL

Informal DPPP's in residential areas are not supported by Traffic Regulation Orders, making Council Warden intervention in disputes more problematical.

9. OTHER IMPLICATIONS

9.1 EQUALITY AND DIVERSITY

There are no Equal Rights implications.

9.2 SUSTAINABILITY IMPLICATIONS

There are no significant sustainability implications.

9.3 GREENHOUSE GAS EMISSIONS IMPACTS

There are no implications regarding greenhouse gas emissions impacts

9.4 COMMUNITY SAFETY IMPLICATIONS

The provision of an Informal DPPP at the location detailed within this report would not create any road safety hazards.

9.5 HUMAN RIGHTS ACT

There are no implications on the Human Rights Act.

9.6 TRADE UNION

There are no Trade Union implications.

9.7 WARD IMPLICATIONS

None

10. NOT FOR PUBLICATION DOCUMENTS

None.

11. RECOMMENDATIONS

That the request for an Informal DPPP at Grange Road, be processed, and if there are no objections, a space should be installed. If there are objections, the request be referred back to Committee.

12. APPENDICES

Appendix 1 Current criteria for the provision of Disabled Persons Parking Places.

Appendix 2 Grange Road – Drawing no. TGD/THN/102137/28A.

13. BACKGROUND DOCUMENTS

Report 'Q' of the Transportation, Design and Planning Director to the meeting of the Shipley Area Committee held on 21 September 2005.

CRITERIA FOR INFORMAL DISABLED PERSONS PARKING PLACES IN RESIDENTIAL AREAS

a) Applicant Eligibility

- i). The applicant must be either the owner or driver of the vehicle, or a member of the household of the owner/driver.
- ii) The applicant must possess a disabled persons parking permit (blue badge).
- iii) The applicant must receive the higher rate of mobility component of the Disability Living Allowance.
- iv) The applicant must not have accessible off-street parking.

If any of the above criteria are not met, the application should be rejected.

b) Site Suitability

- i) Is the site on a junction (or within 5 metres)?
- ii) Is the site within a turning head where turning movements would be obstructed?
- iii) Is there already permit parking in place?
- iv) Are there existing waiting or loading restrictions in force?
- v) Is the road less than 4.8 metres wide?
- vi) Is the property frontage less than 5.0 metres long? (A minimum 5.0 metre long space is recommended).
- vii) Is the site on an unadopted road where the surface is poor, making it impossible to provide and maintain the markings?
- viii) Are there any other factors that would compromise road safety (i.e. on the inside of a bend)?

If any of the above site suitability tests are not met, the application should be rejected.

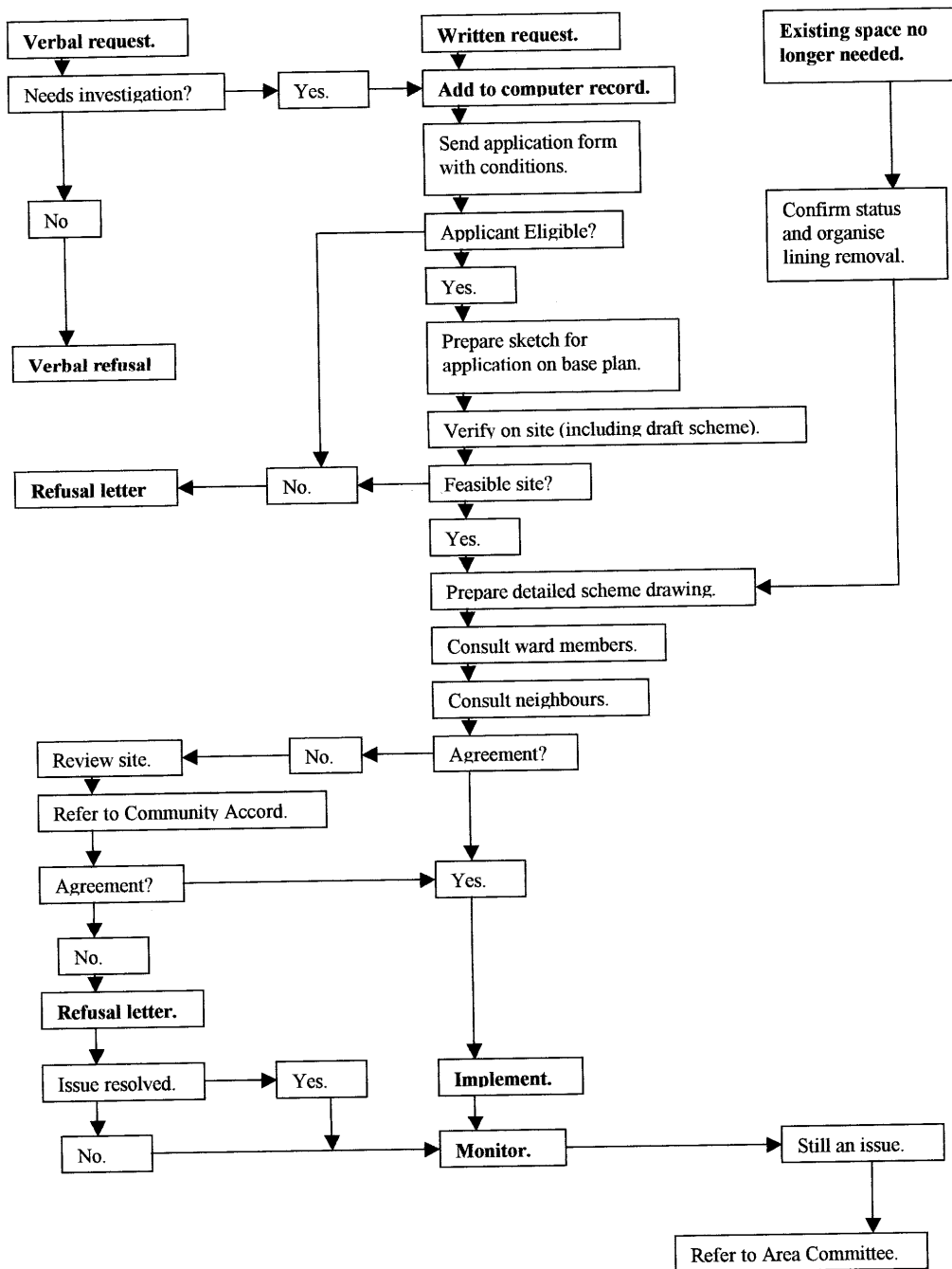
c) Associated Issues

- i) If the applicant does not have a car, but otherwise meets the criteria in (a), and is regularly transported by access bus or ambulance (e.g. a number of times per week), then a "Keep Clear" marking could be provided if obstruction by the transport vehicle is a road safety problem (i.e. on busy A, B or C classified roads where the vehicle cannot pull into the kerb due to parked cars).
- ii) If "Keep Clear" markings are requested across a driveway to aid egress, the application should be refused if the problem is a neighbour dispute and no outside influences apply. An exception may be considered if the site is close to shops or other similar outside influences.
- iii) If an application does not meet the above criteria, (a) or (b) but it is considered that exceptional circumstances exist, then the matter should be referred to the appropriate Area Committee.

d) Process

- i) The process to be followed is shown in chart form on the “Informal Disabled Persons Parking Places In Residential Areas – Process Chart”.
- ii) Consult neighbours likely to be affected directly by the provision of the requested parking place. It is suggested that 3 properties to either side and those directly opposite should be consulted.

ADVISORY DISABLED PERSONS PARKING PLACES IN RESIDENTIAL AREAS - PROCESS CHART



APPENDIX 2

