

## **Report of the Director of Regeneration to the meeting of the Shipley Area Committee to be held on 27 July 2016.**

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### **Subject:**

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Petition requesting the introduction of traffic measures on Carlton Road, Shipley.

### **Summary statement:**

This report considers a petition requesting the introduction of traffic calming, a residents permit parking scheme, and the introduction of a 'One-way' traffic system or 'Point Closure' (ie. physical closure) on Carlton Road, Shipley.

### **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.
- This Committee notes the petitioners' concerns and recommends no further action regarding the request for traffic calming, and a one-way traffic system or point closure.
- West Yorkshire Police be formally advised of the petitioners' concerns regarding enforcement of the existing 20mph speed limit on Carlton Road ,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**

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**Portfolio:**  
Regeneration, Planning and Transport

**Overview & Scrutiny Area:**

**Environment & Waste Management**



## 1. SUMMARY

- 1.1 A 15 signature petition has been received from residents of 10 properties which all have vehicular access via Carlton Road, Saltaire. The petitioners' request is attached to this as report Appendix 1.
- 1.2 The lead petitioner is a resident of one of these 10 properties..

## 2. BACKGROUND

- 2.1 The petitioners claim that following completion of the Saltaire Roundabout Improvement Works, Carlton Road residents have experienced the following:
  - A large increase in the number of vehicles (including HGVs) using the road as a 'cut-through' to avoid traffic on the main road;
  - Speeding vehicles;
  - A major increase in parking on the road by non-residents.
- 2.2 The petitioners claim that as a result of the Saltaire Roundabout Improvement Works:
  - It is difficult to cross Carlton Road;
  - Residents' pets are injured;
  - The on-street parking makes it difficult to drive along Carlton Road;
  - Residents' property is being damaged;
  - Residents driveways are blocked by non-residents' parking
  - It is difficult to enter and exit Carlton Road at its junction with Bingley Road.
- 2.3 The petitioners have requested the following measures be introduced on Carlton Road:
  - Traffic calming;
  - A residents permit parking scheme;
  - The introduction of a 'One-way' traffic system or 'Point Closure' (ie. physical closure).
- 2.4 Local Members have been advised of the petition. One local Member shares the traffic concerns of the residents and would back any measures that may mitigate the incidence of through traffic and HGV movements on Carlton Road. The Member goes on to claim that it may be sensible to consider all three of those side roads as an integrated whole, and I would like the Area Committee to properly address this problem of traffic volumes, speeds and HGV movements on all of these side roads as a matter of urgency.

2.5 Carlton Road is approximately 130 metres long and the carriageway is 5.5 metres wide. The widths of its western and eastern footways are 1.7 metres, with each footway having an adjoining 1.9 metres wide grass verge. The road is subject to a 20mph speed. The road has residential properties along both sides. All of the properties fronting Carlton Road (and having a Carlton Road postal address) have off-street parking facilities. There is a row of shops fronting onto Bingley Road; the row of shops commencing on the eastern side of its junction with Carlton Road. These shops include a delicatessen, dry cleaners, physio therapy clinic, two hair and beauty salons, a barbers, dentist, news agent, and dry cleaner. The row of shops has a lay-by fronting them, within which parking is limited to two hours Mon – Sat, 9.30am – 4.30pm. A veterinary practice fronts onto Bingley Road and is located approximately 50 metres west of its junction with Carlton Road. A location plan identifying Carlton Road and its immediate surrounding area is shown within that plan attached as Appendix 2 to this report.

## 2.6 **Traffic Speeds and Traffic Calming**

The petitioners have expressed concerns with traffic speeds along Carlton Road. A speed survey carried out on Saturday 7, Sunday 8, and Monday 9 May 2016 show that north-bound (ie. downhill towards Dallam Avenue), the respective daily mean speeds during the 3 day survey period were 17.1mph, 19.4mph, and 18.0mph. The respective speeds south-bound (ie. uphill towards Bradford Road) were 18.1mph, 20.6mph, and 18.8 mph. The survey results are tabulated within Appendix 3 of the report.

2.6.1 Given that recorded means speeds were below or close to the existing 20mph speed limit, the introduction of traffic calming features on Carlton Road as a speed reducing measure (and as requested by the petitioners) is not considered appropriate.

## 2.7 **Traffic Volumes**

2.7.1 The petitioners claim that since the replacement of Saltaire Roundabout with traffic signals, there has been a large increase in the number of vehicles (including HGVs) using Carlton Road as a 'cut-through' to avoid traffic on Bingley Road.

2.7.2 Following the replacement of the roundabout with signals, a classification survey was carried out on Thursday 8 May 2014 to determine traffic volumes on Carlton Road. That survey showed that between 07:00am and 11:00am, 48 vehicles (including 1 HGV) travelled north-bound along Carlton Road (ie. towards Carlton Avenue). The number of vehicles recorded between 03:00pm and 07:00pm and travelling the same direction was 44 (with no HGVs being recorded). The respective figures south-bound (ie towards Bingley Road) were 59 vehicles and 81 (with no HGVs being recorded during either the am or pm survey periods).

2.7.3 Further registration and vehicle classification surveys were undertaken on the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> of June, 2015 (07:00-10:00) & (15:30 – 18:30). The results of that survey are tabulated below:

Road name	Avg. No. of vehicles	Avg. No. of HGVs	% of HGV
Carlton Road	82	1	1.22

2.7.4 A data logger unit recorded traffic volumes at a given point on Carlton Road on Saturday 7, Sunday 8, and Monday 9 May 2016. The results (Appendix 3 refers) showed that on Monday 9 May 2016, 149 vehicles were recorded as travelling north-bound (ie downhill) along Carlton Road, with 183 travelling uphill. The data logger unit is unable to classify different vehicle types.

2.7.5 Specifically in response to the petition to which this report relates, a manual classified volumetric survey was commissioned and carried out on 6 July 2016 between 07:00am and 07:00pm. The results showed that 151 motor vehicles travelled south-bound (towards Bingley Road during the 12 hour survey period), with only 1 of the 151 vehicles being a HGV. 148 vehicles (including a single HGV) were recorded travelling north-bound (towards Carlton Avenue) during the same 12 hour survey period.

2.7.5 Volumetric survey results regarding the pre-Saltaire junction improvement works are not included within this report, and therefore a 'before-and-after' comparison cannot be made. However, four separate sets of volumetric survey results obtained post Saltaire Junction improvement works have been included (items 2.7.2, 2.7.3, 2.7.4, and 2.7.5 of this report refers) and these show HGV volumes to be low.

## 2.8 On-Street Parking

2.8.1 The petitioners also claim a major increase in parking on Carlton Road by non- residents and vehicular obstruction of driveways on Carlton Road.

2.8.2 Obstruction of private driveways with dropped kerbs is something West Yorkshire Police and/or the Council's Parking Services Unit could potentially investigate with a view to carrying out enforcement.

2.8.3 The petitioners have requested time-restricted parking for non-residents and residents-only permit parking.

- 2.8.4 Survey data relating to parking demand on Carlton Road before-and-after the Saltaire junction improvement works is not available. However, there is no obvious link between the junction scheme and parking demand on Carlton Road, and the petitioners' request for time-restricted parking on Carlton Road for non-residents would not be practical, as some of the customers to the nearby shops fronting Bingley Road require a significant period of shopping time (particular those visiting the hair salons, tattooist, physiotherapist, dry cleaners, dentist or veterinary practice).
- 2.8.5 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.
- 2.8.6 All the properties immediately fronting Carlton Road have off-street parking Facilities (ie. a garage, driveway or hard-standing with dropped kerbs capable of accommodating a parked motor vehicle).
- 2.8.7 The 2001 policy document regarding on-street permit parking schemes acknowledges that competition for on-street parking spaces can be intense where there is demand for residents parking close to attractions such as shops. However, on the basis that more than 50% of properties on Carlton Road 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 Carlton Road.

## 2.9 **'One-way' traffic system or 'Point Closure'**

- 2.9.1 The petitioners have requested the introduction of a 'One-way' traffic system or 'Point Closure' (ie. physical closure) on Carlton Road.
- 2.9.2 A one-way system could potentially result in increased traffic flows on the three adjacent sides roads (ie. Sleningford Road, Tower Road, and Dallam Road). In addition, traffic speeds on one-way roads are often higher than on two-way roads due to drivers on the former knowing they are unlikely to meet opposing traffic.
- 2.9.3 Due to the narrowness of the carriageway, a physical point-closure would require a 'turning facility' for those drivers who inadvertently drove down the road to the closure point and then needed to turn around (rather than reverse out which could not be condoned). The turning facility would require the conversion of part of the existing grass verge into carriageway and potentially the loss of some of the trees within the verge. It could also potentially require the promotion of a Traffic Regulation Order to prohibit parking within the turning head.

### **3. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION**

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

### **4. OPTIONS**

#### **4.1 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.
- This Committee notes the petitioners' concerns and recommends no further action regarding the request for traffic calming and a one-way traffic system or point closure.
- West Yorkshire Police be formally advised of the petitioners' concerns regarding enforcement of the existing 20mph speed limit on Carlton Road ,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.

#### **4.2 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.

### **5. FINANCIAL & RESOURCE APPRAISAL**

The estimated cost of introducing each of the following is generally in the region of £6,000 (including consultation, legal fees, and physical construction (ie. signing and lining))

- a residents' permit parking scheme;
- a one-way traffic system;
- a point closure (ie. a physical closure)

The cost of providing vertical traffic calming features would approximately be in the region of £5,000 - £10,000.

**6. RISK MANAGEMENT**

There are no risk management implications

**7. LEGAL APPRAISAL**

There are no legal implications at present

**8. OTHER IMPLICATIONS**

**8.1 EQUALITY AND DIVERSITY**

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

**8.2 SUSTAINABILITY IMPLICATIONS**

There are no sustainability implications

**8.3 GREENHOUSE GAS EMISSIONS IMPACTS**

There are no implications regarding greenhouse gas emissions impacts

**8.4 COMMUNITY SAFETY IMPLICATIONS**

There are no community safety implications.

**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 NOT FOR PUBLICATION DOCUMENTS**

None

## **9. RECOMMENDATIONS**

### **9.1 Option 1 –**

- 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.
- That this Committee notes the petitioners' concerns and recommends no further action regarding the request for traffic calming and a one-way traffic system or point closure.
- That West Yorkshire Police be formally advised of the petitioners' concerns regarding enforcement of the existing 20mph speed limit on Carlton Road , Shipley.
- 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.
- That the lead petitioner be advised 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)



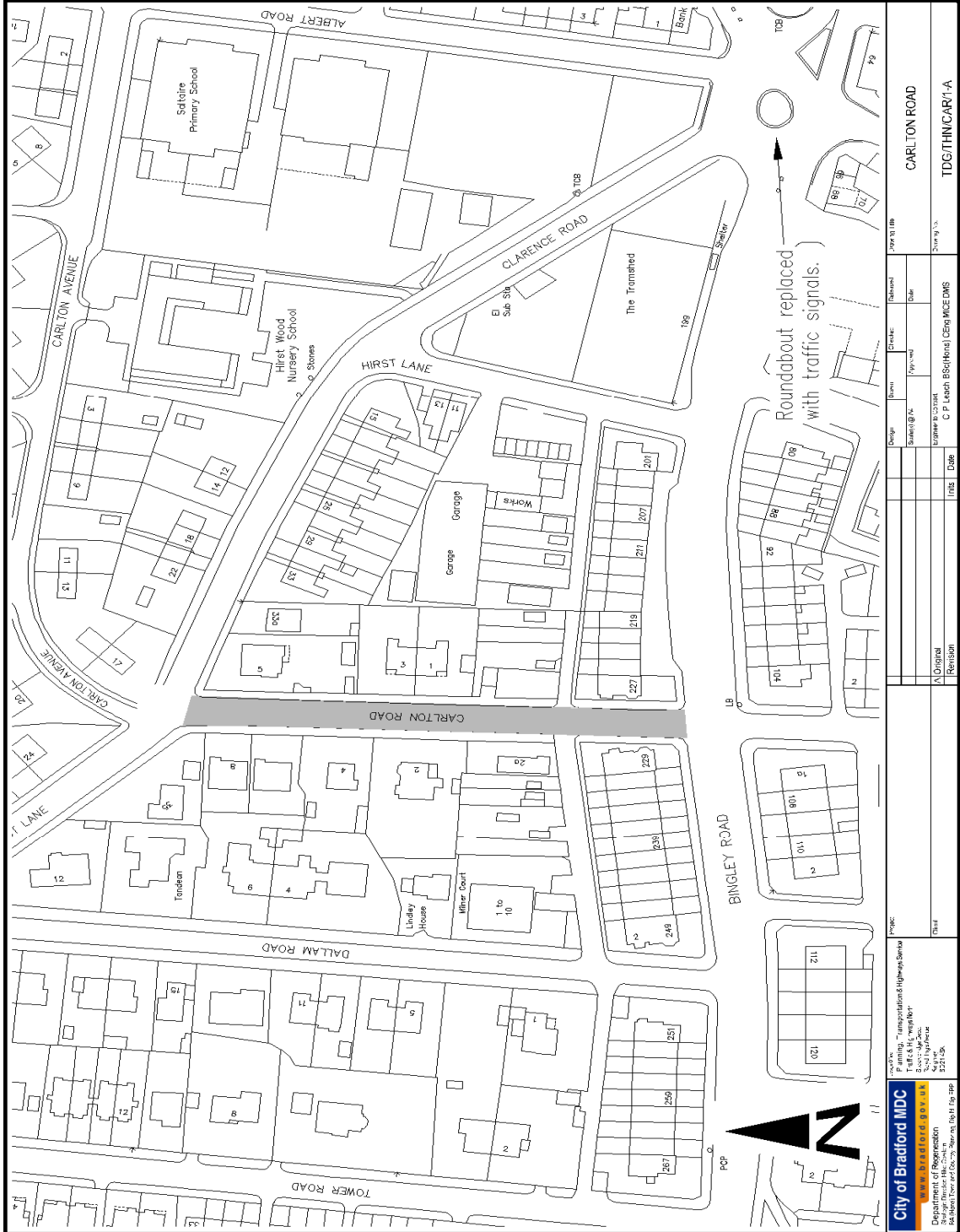
## Appendix 1

### Petition to Bradford Metropolitan District Council to address traffic issues on Carlton Road, Shipley.

<p><b>Petition summary and background</b></p>	<p>Following the completion of the Saltire Roundabout Improvement works, residents of Carlton Road have experienced a sustained increase in significant traffic issues on Carlton Road. These include:</p> <ul style="list-style-type: none"> <li>• a large increase in the number of vehicles using the road as a 'cut-through' to avoid traffic on the main road, including HGVs;</li> <li>• speeding vehicles (despite the implementation of a 20 mph limit);</li> <li>• a major increase in parking on the road by non-residents.</li> </ul> <p>These issues impact on residents negatively, some examples of these impacts are:</p> <ul style="list-style-type: none"> <li>• the safety of residents is being compromised as it is regularly difficult to cross the road safely, with pedestrians reporting incidents of 'near misses' by cars when trying to cross the road with children;</li> <li>• residents' pets being injured;</li> <li>• difficulty driving along Carlton Road due to inappropriate parking by non-residents;</li> <li>• residents' property being damaged;</li> <li>• residents being unable to access their property due to driveways and garages being blocked by non-residents' parking;</li> <li>• difficulty safely entering and exiting Carlton Road at the junction with Bingley Road.</li> </ul> <p>Residents feel the issues outlined will only be further exacerbated once the proposed changes to Hirst Lane for waiting/loading/parking are implemented (LEG/PCD/CEB/72895), and if the pending planning application ref 14/04337/FUL is granted.</p>
<p><b>Action petitioned for</b></p>	<p>We, the undersigned, are concerned residents of Carlton Road who urge our Council Leaders to act now in order to alleviate the issues raised in this petition by implementing the following measures:</p> <ul style="list-style-type: none"> <li>• installation of speed bumps along Carlton Road (consider also implementing these along Hirst Lane);</li> <li>• time restricted parking for non-residents and residents-only permit parking;</li> <li>• one-way access only to enter Carlton Road from Bingley Road but no access to exit Carlton Road onto Bingley Road, with the appropriate lane blocked at the junction with Bingley Road. Or consider making Carlton Road a no through road at the junction with Bingley Road.</li> </ul>

Printed Name	Signature	Address	Comment	Date

Appendix 2



### Appendix 3

**Speed & Volumetric Survey Results For Carlton Road, Saltaire  
(Downhill – ie Towards Dallam Road)**

<b>Date</b>	<b>Mean average speed</b>	<b>85<sup>th</sup> Percentile Speed*</b>	<b>Traffic Volume</b>
Sat 7 May 2016 (24 hour period)	17.1 mph	21.9 mph	148
Sun 8 May 2016 (24 hour period)	19.4 mph	24.2 mph	98
Mon 9 May 2016 (24 hour period)	18.0 mph	23.3 mph	149

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

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

<b>Date</b>	<b>Average (mean) speed</b>	<b>85<sup>th</sup> Percentile Speed*</b>	<b>Traffic Volume</b>
Sat 7 May 2016 (24 hour period)	18.1 mph	22.7 mph	174
Sun 8 May 2016 (24 hour period)	20.6 mph	25.2 mph	91
Mon 9 May 2016 (24 hour period)	18.8 mph	23.6 mph	183

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

**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)