

Report of the Strategic Director (Regeneration) to the meeting of the Shipley Area Committee to be held on 19 October 2016.

Subject:

R

A petition requesting the introduction of a Residents Only Permit Parking (ROPP) scheme on Morton Lane & Ryshworth Crescent, Crossflatts, Bingley.

Summary statement:

This report considers a petition requesting the introduction of a ROPP scheme on Morton Lane and Ryshworth Crescent, Crossflatts, Bingley. The petitioners have expressed concerns regarding the lack of on street parking availability outside their homes on Morton Lane between 8am – 6.30pm.

The petitioners have also expressed concerns that their garages/off street parking facilities at the rear of their properties on Ryshworth Crescent are obstructed by school traffic.

It is recommended:

- 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 a proposal to consider the introduction of 'limited parking' on Morton Lane and Ryshworth Crescent be included on the list of traffic management scheme candidates to be considered annually by this Area Committee for possible inclusion within its future programme of works.
- 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 informed accordingly.

Ward 2 – Bingley

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Portfolio:
Regeneration, Planning and Transport

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Overview & Scrutiny Area:
Environment and Waste Management



1. SUMMARY

- 1.1 A 21-signature petition has been received from the residents of Morton Lane and Ryshworth Crescent, Crossflatts, Bingley. A copy of the petition's request is attached to this report as Appendix 1.
- 1.1 The lead petitioner is a resident living on Ryshworth Crescent, Morton Lane, Crossflatts, Bingley.

2. BACKGROUND

- 2.1 The petitioners have expressed concerns over the lack of on-street parking places outside their homes on Morton Lane between 8am and 6.30pm, and have requested that a Residents Only Permit Parking (or similar) scheme be introduced on Morton Lane and Ryshworth Crescent.
- 2.2 The petitioners also expressed concern regarding vehicular obstruction of driveways and garages at the rear of the properties off Ryshworth Crescent due to school traffic.
- 2.3 Crossflatts Primary school is situated on the east of Morton Lane with residential properties on the west of the road. The section of road at the rear of the residential properties on Morton Lane is called Ryshworth Crescent.
- 2.4 Morton Lane currently benefits from a 20 mph zone scheme funded by this Committee several years ago. All properties on Morton Lane have off-street parking facilities/garages to the rear with access via Ryshworth Crescent. A location plan is attached to this report as Appendix 2.
- 2.5 Local members are aware of the petition's request.

3. OTHER CONSIDERATIONS

- 3.1 Parking and congestion is a problem outside many schools throughout the District. However, there is no one 'fits-all' solution applicable to addressing every case; each one having to be considered on its individual merits.
- 3.2 There is certain criteria that prospective streets must meet before a Residents Only Permit Parking scheme can be considered. This criteria includes (amongst others) the fact that residential streets must encounter severe parking problems on a regular basis and for long periods of time.



- 3.3 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 facilities such as schools. However, on the basis that more than 50% of properties on Morton Lane / Ryshworth Crescent have off-street parking facilities, that criteria outlined within Item 2 of Section B (Detailed Analysis of Sites) (Appendix 3 of this report refers) is not met. As all 6 items within Section B of Appendix 3 of this report must be met, consideration cannot be given to the introduction of a permit parking scheme on Morton Lane/Ryshworth Crescent at this moment in time.
- 3.4 During recent site observations in Morton Lane, it was observed that long-stay day-time parking by non-residents made it difficult for residents of nos. 1 to 57 Morton Lane (West side) to park close to their properties. It was also observed that on street long-stay parking was available on the opposite side of Morton Lane (East side) near Morton Bridge.
- 3.5 The introduction of parking restrictions (such as 'No Parking during a 1 hour period during the day') in front of properties nos 1-57 Morton Lane would potentially displace the current long-stay parking to the other side of the road, and in doing so, allow the residents of nos 1-57 increased parking opportunities (albeit of limited duration) outside their homes.
- 3.6 Obstruction of garages and driveways with dropped kerbs is a matter West Yorkshire Police or the Council's Parking Services sections could potentially carry out appropriate enforcement action.
- 3.7 The Shipley Area Committee at its meeting on 1st July 2015 approved finance to process a Traffic Regulation Order (TRO) in the Crossflatts Area to address the current long-stay parking problems. Work to progress the proposed TRO has not yet commenced.

4. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

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

5. OPTIONS

5.1 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.



- That a proposal to consider the introduction of 'limited parking' on Morton Lane and Ryshworth Crescent be included on the list of traffic management scheme candidates to be considered annually by this Area Committee for possible inclusion within its future programme of works.
- 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 informed accordingly.

(Recommended)

5.2 Option 2 –

- That provision of informal Keep Clear Bar markings be placed across all the off-street street parking facilities on Morton Lane and Ryshworth Crescent

(Not recommended)

5.3 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)

6. **FINANCIAL & RESOURCE APPRAISAL**

- 6.1 The estimated cost of promoting a free-standing TRO to modify the existing parking arrangements in Morton Lane Area would be £6,000.
- 6.2 If Morton Lane were to be included within that TRO associated with Crossflatts (for which this Committee has previously allocated scheme funding (Item 3.7 of this report relates)) an additional £1,500 would be required to meet the additional consultation costs.

7. **RISK MANAGEMENT AND GOVERNANCE ISSUES**

There are no risk management implications

8. **LEGAL APPRAISAL**

There are no legal implications at present



9. AREA COMMITTEE WARD PLAN IMPLICATIONS

There is no implication that development and implementation of schemes included in this report support priorities within the Shipley Area Committee Ward Plans 2015-16.

10. OTHER IMPLICATIONS

None

10.1 EQUALITY & DIVERSITY

In the event that a scheme was developed, 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 emission 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.

11. NOT FOR PUBLICATION DOCUMENTS

None.



12. RECOMMENDATIONS

- 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 a proposal to consider the introduction of 'limited parking' on Morton Lane and Ryshworth Crescent be included on the list of traffic management scheme candidates to be considered annually by this Area Committee for possible inclusion within its future programme of works.
- 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 informed accordingly.

13. APPENDICES

13.1 **Appendix 1**– A copy of the petitioner's request.

13.2 **Appendix 2** – A location plan showing the current parking restrictions in the area.

13.3 **Appendix 3** - The current criteria (as approved in 2001 the by Executive Committee) regarding consideration of a Residents Only Permit Parking scheme – (Appendix 4)

14. BACKGROUND DOCUMENTS

14.1 Report to the Shipley Area Committee on 1 July 2015



APPENDIX 1

Report to the Shipley Area Committee

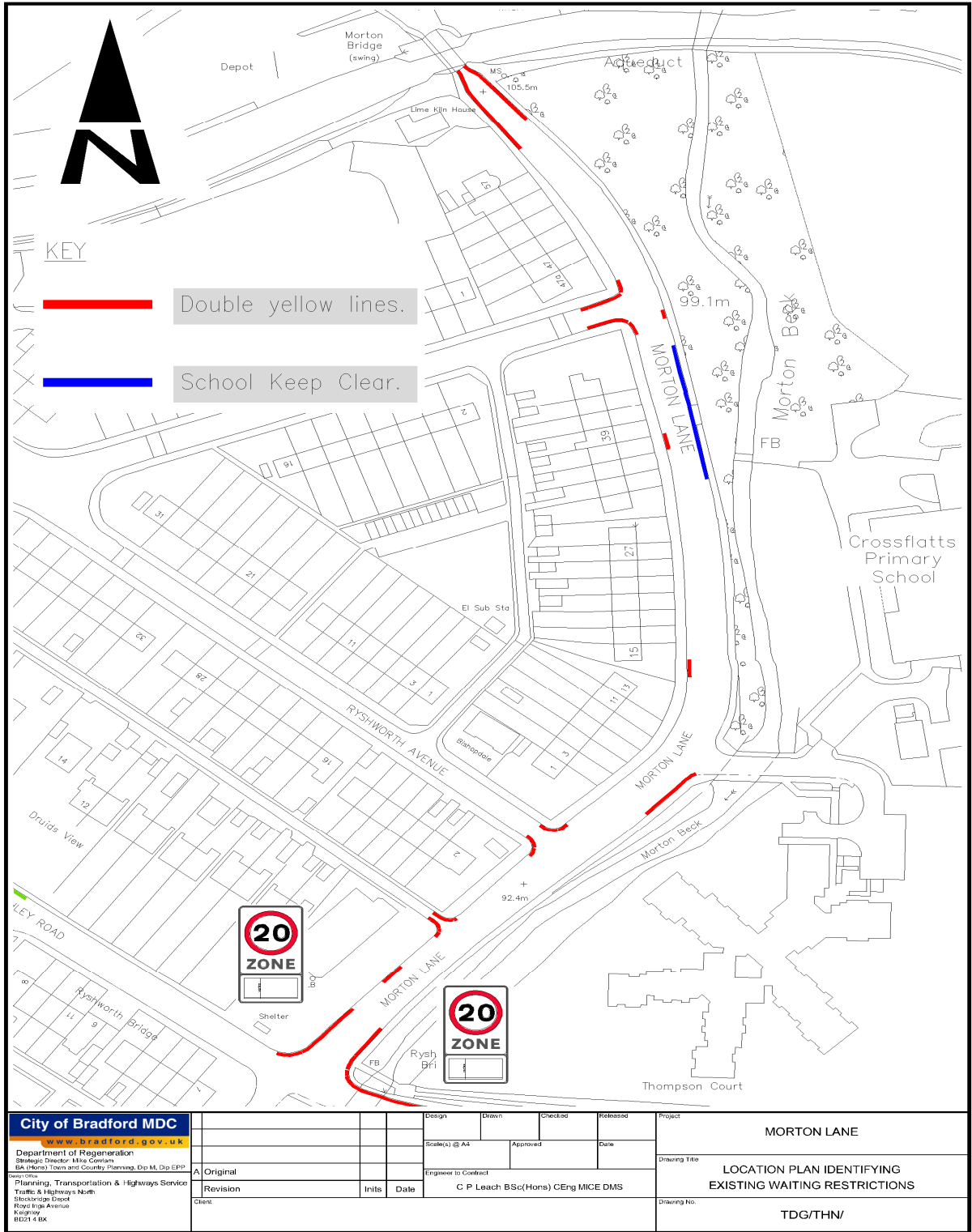
Due to the increase in parking between 8a.m. and 6.30p.m. on weekdays along Ryshworth Crescent/Morton Lane, it is becoming almost impossible for residents to park anywhere near their houses.

Even at the rear of the houses, there are problems relating to this extra school traffic and access to garages being restricted etc.

I am a resident of Ryshworth Crescent/Morton Lane and would like to see a Parking Permit or equivalent put in place for residents.

House number	Postal code	Name	Signature
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Design	Drawn	Checked	Released	Project
Scale(s) @ A4	Approved	Date	MORTON LANE	
Revision	Initials	Date	Drawing Title	
Original			LOCATION PLAN IDENTIFYING EXISTING WAITING RESTRICTIONS	
Revision			Drawing No.	
Client			TDG/THN/	

Project	MORTON LANE
Drawing Title	LOCATION PLAN IDENTIFYING EXISTING WAITING RESTRICTIONS
Drawing No.	TDG/THN/



**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)

