

Report of the Director of Place to the meeting of the Shipley Area Committee to be held on 15 March 2017

AM**Subject:**

A report in response to a petition requesting the introduction of a residents permit parking scheme on a section on Church Street, Cullingworth.

Summary statement:

This report considers a petition requesting the introduction of a residents permit parking scheme on that section of Church Street immediately fronting properties nos.4 – 14 Church Street and no.1 Francis Square.

It is recommended:

- **That the petitioners' request for a residents permit parking scheme on a section of Church Street, Cullingworth, be included within that list of scheme candidates considered annually by this Committee for possible inclusion within its future Capital Works Programme.**
- **That the lead petitioner be advised accordingly.**

Ward 03 – Bingley Rural

**Steve Hartley
Strategic Director
(Place)**

Portfolio:**Housing, Planning and Transport**

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Overview & Scrutiny Area:**Environment and Waste Management**

1. Summary

This report considers a petition requesting the introduction of a residents only Permit Parking (ROPP) scheme on that section of Church Street immediately fronting properties nos.4 – 14 Church Street and no.1 Francis Square. The petitioners claim that in recent years, parking has become increasingly difficult for local residents due to parking associated with the nearby public house, church, village hall, and shop.

2. Background

- 2.1 In September 2016, the Council received a petition from eight residents of Church Street, Cullingworth, requesting the introduction of a residents permit parking scheme on that section of Church Street immediately fronting properties nos.4 – 14 Church Street and no.1 Francis Square. A copy of the petition is attached as Appendix 1 to this report.
- 2.2 The petitioners have requested a permit parking scheme at the location shown within Appendix 2 of this report due to claims that in recent years, convenient on-street parking availability has become limited due to parking demand being generated by:
 - St John's Church (which has no dedicated car park);
 - 'THS' hair salon; and
 - Functions at Cullingworth Village Hall.
- 2.3 The petitioners also claim that the current parking situation will be exacerbated if Cullingworth Village Hall is relocated to Lodge Street/Mill Street, and new housing is constructed on the site of the existing village hall.
- 2.4 Properties nos.4 – 14 Church Street have no off-street parking availability, whilst no.1 Francis Square has off-street parking provision for at least one vehicle (this parking provision being accessed via Francis Square car park (commonly referred to as the Village Hall car park).
- 2.5 With the exception of a 10 metre length of 'No Waiting At Any Time' parking restriction (extending from its junction with Halifax Road) on the same side of Church Street as properties nos 4 – 14 Church Street, this side of the road has no parking restrictions.
- 2.6 'No Waiting At Any Time' parking restrictions are in place on the opposite side of Church Street (ie. fronting Curtis House). Curtis House has off-street parking provision comprising seven parking bays.
- 2.7 Wilsden Village Hall (of which there are proposals to relocate to Lodge Street/Mill Street, Cullingworth) adjoins no.1 Francis Square, and has a car park (referred to as Francis Square within Appendix 2 of this report) comprising 17 formal parking bays. Parking within the Village Hall/Francis Square car park is unrestricted.

- 2.8 On 13 December 2016, those residents immediately fronting the requested permit parking bay received a covering letter and questionnaire. Residents were asked to complete and return the questionnaire (attached to this report as Appendix 3). The information contained within the questionnaires enabled an on-street parking survey to be carried out on 16 January 2017, and for analysis to determine which surveyed vehicles belonged to residents.
- 2.9 The linear section of Church Street to which the survey related can accommodate a maximum of seven vehicles at any one time, and the survey monitored the parking situation during the morning period 07:00 – 10:00, and afternoon period 15.00 – 19.00.
- 2.10 The parking survey results (shown within Appendix 4 of this report), show that during the survey period 07:00 – 10:00, for 3 of the 30 minute survey periods, only 2 parking spaces were available, whilst for the remaining four 30 minute survey periods, at least 3 spaces were available.
- 2.11 During the entire afternoon survey period (15:00 – 19:00), six of the seven parking spaces were occupied. The same six vehicles remained parked within the survey zone throughout the entire four hour afternoon survey period. On the basis of the questionnaire responses, only two of the six vehicles belonged to local residents.
- 2.12 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 5 of this report.

3. OVERVIEW AND SCRUTINY COMMITTEE CONSIDERATION

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

4. Options

4.1 Option 1 (Recommended)

- That the petitioners' request for a residents permit parking scheme on a section of Church Street, Cullingworth, be included within the list of scheme candidates considered annually by this Committee for possible inclusion within its future Capital Works Programme.
- That the lead petitioner be advised accordingly.

4.2 **Option 2 (Not Recommended)**

- That no further action be taken regarding the petitioners' request for a residents permit parking scheme on a section of Church Street, Cullingworth.
- That the lead petitioner be advised accordingly.

4.3 **Option 3 (Not Recommended)**

- 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

5.1 **Financial**

The costs necessary to introduce the requested scheme (including the processing of the associated Traffic Regulation Order) would be in the region of £7,000 and would need to be allocated from this Committee's capital allocation.

5.2. **Resources**

The requested traffic management scheme (if progressed) could be processed within existing staff resources.

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 the requested scheme was progressed, 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 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

Church Street, Cullingworth, is situated in Bingley Rural.

9. NOT FOR PUBLICATION DOCUMENTS

None

10. RECOMMENDATIONS

10.1 Option 1 (Recommended)

- That the petitioners' request for a residents permit parking scheme on a section of Church Street, Cullingworth, be included within the list of scheme candidates considered annually by this Committee for possible inclusion within its future Capital Works Programme.
- That the lead petitioner be advised accordingly.

11. APPENDICES

11.1 A copy of the petition – Appendix1

11.2 Drawing No.TDG/THN/48233/1 identifying the location of the requested ROPP Bay – Appendix 2

- 11.3 Questionnaire regarding ROPP requests – Appendix 3
- 11.4 Results of on-street parking survey carried out on Monday 16th January 2017 – Appendix 4
- 11.5 Amended criteria for prioritising requests for community on-street permit parking schemes – Appendix 5

12. BACKGROUND DOCUMENTS

- 12.1 Report to the Strategic Director (Regeneration) in 2001 regarding ROPP policy.

Appendix 1

10th September 2016

Bradford Metropolitan District Council
Transport and Roads

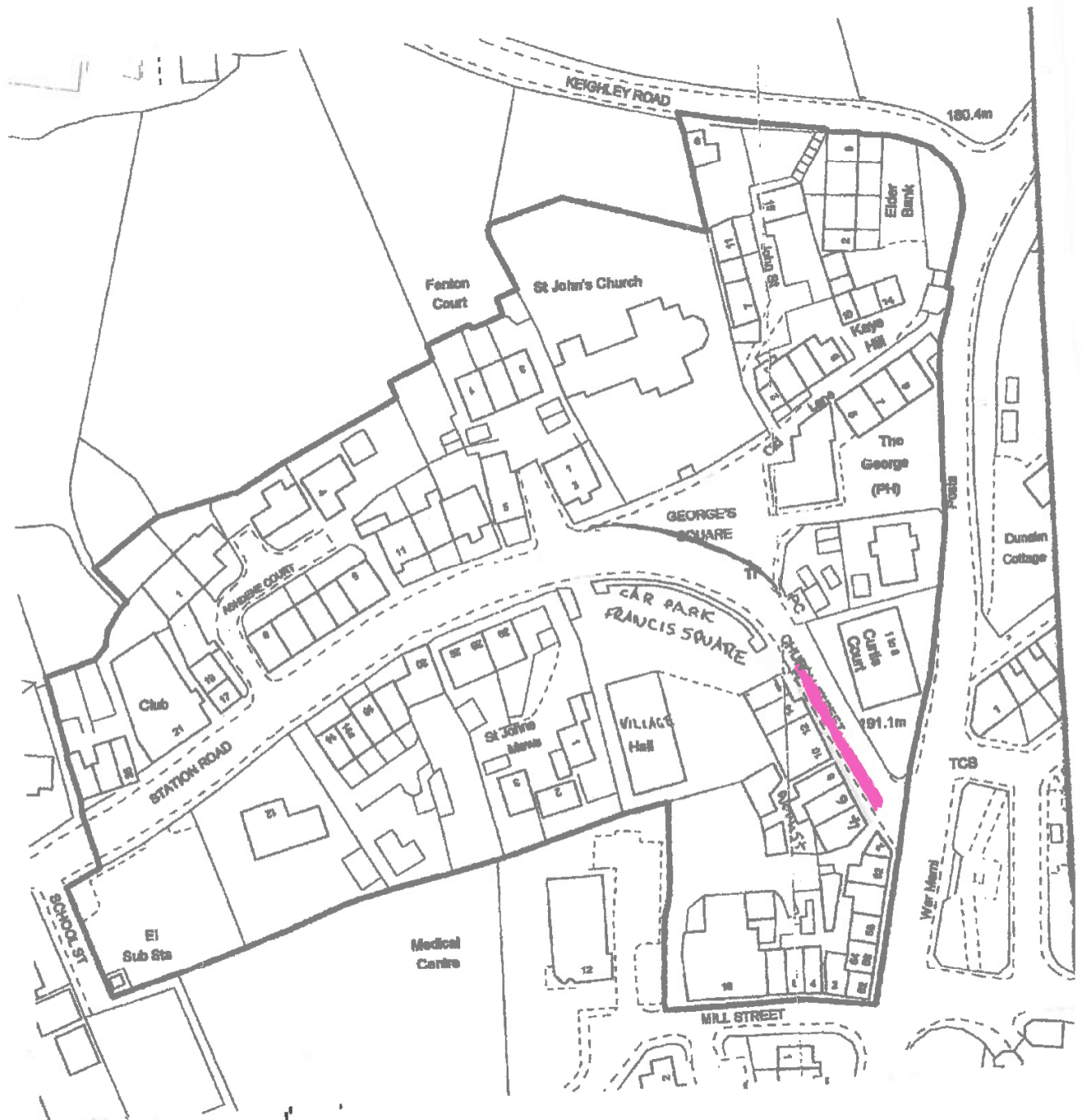
Petition by residents of Church Street, Cullingworth for residents only car parking permit scheme.

Dear Sir or Madam,

All the residents of the above street wish to apply for a resident's only parking scheme, they are :-

Our main reasons for this request are as follows:-

- Parking has become increasingly difficult over recent years due to the expansion of The George public house which continues to increase in popularity due in main to its excellent restaurant which causes its car park to overflow into Church Street, particularly at peak times such as Sunday lunch time.
- St John's Church has periodic high demands on car parking space on Church Street. It has no car park of its own and used to use the George square car park in front of The George Public House. This has become impossible due to the increase in popularity of The George.
- THS (The Hair Studio) hairdressers at 2 Church Street can often take up to half the parking spaces on Church Street.
- The Village Hall has its own car park which is often used by Church Street residents (as a last resort), patrons of The George public house and people attending functions at St John's Church. Many of the functions held at the Village Hall cause an overspill of the car park onto Church Street. This has become more frequent due to the increase in functions as the Village hall strives to gain increased funds towards the construction of a new Village Hall at a different site.
- Looking to the future, it is now seems certain that a new Village Hall will be constructed on Mill Gate and new housing constructed on the site of the old Village Hall and car park. The loss of this valuable car parking space will turn an extremely difficult situation into an impossible to manage state. We already have anger and conflict caused by the current situation. We believe that residents should have first call on available car parking space.



AREAS MENTIONED IN PETITION
PROPOSED RESIDENTS PERMIT PARKING SCHEME

Appendix 2

City of Bradford MDC
 Planning, Transportation & Highways Services
 City of Bradford Metropolitan District Council
 3800-3802, The Arcade
 3801-3804, The Arcade
 3805-3806, The Arcade
 3807-3808, The Arcade
 3809-3810, The Arcade
 3811-3812, The Arcade
 3813-3814, The Arcade
 3815-3816, The Arcade
 3817-3818, The Arcade
 3819-3820, The Arcade
 3821-3822, The Arcade
 3823-3824, The Arcade
 3825-3826, The Arcade
 3827-3828, The Arcade
 3829-3830, The Arcade
 3831-3832, The Arcade
 3833-3834, The Arcade
 3835-3836, The Arcade
 3837-3838, The Arcade
 3839-3840, The Arcade
 3841-3842, The Arcade
 3843-3844, The Arcade
 3845-3846, The Arcade
 3847-3848, The Arcade
 3849-3850, The Arcade
 3851-3852, The Arcade
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 3855-3856, The Arcade
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 3859-3860, The Arcade
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 3873-3874, The Arcade
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 3877-3878, The Arcade
 3879-3880, The Arcade
 3881-3882, The Arcade
 3883-3884, The Arcade
 3885-3886, The Arcade
 3887-3888, The Arcade
 3889-3890, The Arcade
 3891-3892, The Arcade
 3893-3894, The Arcade
 3895-3896, The Arcade
 3897-3898, The Arcade
 3899-3900, The Arcade

CHURCH STREET, CULLINGWORTH
 Project: CHURCH STREET, CULLINGWORTH
 C. ref: [blank]

REQUESTED RESIDENTS PERMIT PARKING
 Drawing Title: REQUESTED RESIDENTS PERMIT PARKING
 Drawing No: [blank]
 Date: [blank]
 Drawn by: [blank]
 Checked by: [blank]
 Approved by: [blank]
 TGD/THN/482331

Appendix 3

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 that section of Church Street shown shaded orange on the attached plan?
.....

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.

Please answer only ONE of questions B and C

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)

.....
.....

Please return the completed questionnaire in the Freepost envelope by Friday 13th January 2017.

Appendix 4

Results of on-street parking survey carried out on Monday 16th January 2017.

Survey Period	Total no. of parked vehicles	Occupancy Rate	No. of residents' vehicles	No. of non-residents' vehicles
7:00	5	71%	2	3
7:30	4	57%	2	2
8:00	4	57%	2	2
8:30	3	43%	1	2
9:00	4	57%	1	3
9:30	5	71%	1	4
10:00	5	71%	1	4
15:00	6	86%	2	4
15:30	6	86%	2	4
16:00	6	86%	2	4
16:30	6	86%	2	4
17:00	6	86%	2	4
17:30	6	86%	2	4
18:00	6	86%	2	4
18:30	6	86%	2	4
19:00	6	86%	2	4

Appendix 5

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)