

## Report of the Strategic Director (Place) to the meeting of the Executive to be held on 7<sup>th</sup> March 2017

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**BP****Subject:**

Bradford City Centre - Proposed amendments to on-street vehicle parking charges and changes to some designated pay and display and limited waiting bays.

**Summary statement:**

This report considers the objections received to the proposals to extend the hours of on-street parking charges to 8a.m – 6p.m on Monday to Saturday (currently 10a.m – 4.30p.m) and to introduce a fixed £1 charge on Sundays in pay and display bays within Bradford city centre.

The report also considers the objections received to introduce pay and display bays on Canal Road, Valley Road, Bolton Road and Mill Street, which are currently designated as limited waiting parking bays, and to a proposal to provide a bus bay on Upper Piccadilly.

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Steve Hartley  
Strategic Director (Place)

**Portfolio:**

Regeneration, Planning and Transport

Report Contact: Richard Gelder  
Highway Services Manager  
Phone: (01274) 437603  
E-mail: [richard.gelder@bradford.gov.uk](mailto:richard.gelder@bradford.gov.uk)

**Overview & Scrutiny Area:**

Environment and Waste Management

## 1. SUMMARY

- 1.1 This report considers the objections received to the proposals to extend the hours of on-street parking charges to 8a.m – 6p.m on Monday to Saturday (currently 10a.m – 4.30p.m) and to introduce a fixed £1 charge on Sundays in pay and display bays within Bradford city centre.
- 1.2 The report also considers the objections received to introduce Pay and Display bays on Canal Road, Valley Road, Bolton Road and Mill Street, which are currently designated as Limited Waiting parking bays, and to a proposal to provide a bus bay on Upper Piccadilly.

## 2. BACKGROUND

- 2.1 At its meeting of 25<sup>th</sup> February 2016 Full Council considered a report on Executive's budget for 2016/17 and 2017/18. At this meeting Council made the following resolution regarding the budget:

### **Resolved –**

- 1.1 (e) **That the Executive's amended service saving proposals for 2017/18 as detailed in the amended Appendix E to Council Document "R" be approved, requiring the Chief Executive, Strategic Directors and Directors to take necessary action during 2016/17 to ensure that these savings are fully achievable for 2017/18.**

Part of these proposals consisted of changes to on-street parking charges in Bradford city centre, comprising:

- The extension of on-street charging hours from 8a.m to 6p.m.
- The introduction of a Sunday flat rate charge of £1.

- 2.2 On-street parking charges in Bradford city centre currently operate between 10a.m and 4.30p.m Monday to Saturday. These charges were originally designed to encourage shoppers into the city centre either before or following the charging period. However, wardens have reported that many of the premium on-street spaces are being taken up by owners and workers at the adjacent businesses for convenience parking, effectively reducing parking availability to visitors for shopping purposes.
- 2.3 The current charging hours allow each pay and display space to be occupied until midday for a fee of £1.40 and all day for £4.90. The Council's off-street city centre car parks are currently charged at £4 per day, meaning that for an additional 90p per day, it is possible to park on-street outside businesses all day. It is felt that the proposed extension of on-street charging hours will encourage business owners and workers to use central off-street car parks, as the introduction of extended parking charges would result in a cost of £7 for all day parking, thereby freeing up spaces on-street for shoppers to park.

- 2.4 The proposal to increase the on-street charging hours would also achieve some consistency with other local authorities within West Yorkshire, as highlighted in the table below, which shows that all the other authorities operate on-street charges between the hours of 8a.m and 6p.m.

<b>Authority</b>	<b>Charge per hour</b>	<b>Maximum stay</b>	<b>Operational hours</b>	<b>Evening charge</b>	<b>Sunday charge</b>
Leeds	£1.70 – £3.00	2hrs	8-6 Mon - Sun	£2.00 Mon - Sun	£1/4hrs - £4 over 4hrs. £2 evening charge
Wakefield	90p	1hr	8-6 Mon – Sat	No	No
Kirklees	£1.00 for 45mins	90mins	8-6 Mon-Sat, Sun from 12pm	No	£1.00 per visit
Calderdale	£1.00	1/2/4hrs	8-6 Mon - Sat	No	No
Bradford	70p	2hrs	10 – 4:30 Mon - Sat	No	No

- 2.5 A streetscape regeneration scheme for the "top of town" is currently being developed which includes proposals for modifications to North Parade, Northgate, Rawson Road, James Street, John Street, Godwin Street and Darley Street. The nature of the regeneration proposals being considered may have implications for the revision to parking charges proposed within this report.
- 2.6 Following an initial informal consultation process, objections to the proposals were received from the Bradford District Chamber of Trade on 17 June 2016, and these are detailed in Appendix 2. Other objections were received following the advertisement of the Traffic Regulation Order, which was advertised between 25 January and 15 February 2017, and these are also detailed in Appendix 2.
- 2.7 A consultation on the parking review for the Canal Road area (to include Canal Road, Valley Road, Bolton Road and Mill Street) was also undertaken during July 2016. This initial review proposed that existing limited waiting bays on Bolton Road be changed to become pay and display bays between the hours of 8a.m - 8p.m Monday to Saturday (currently 10a.m - 4.30p.m), and 11a.m - 5p.m on Sunday, and

that existing limited waiting bays on Canal Road and Mill Street be amended to become pay and display bays with the same charging hours, but also allowing permit parking between 4.30p.m – 8p.m Monday to Friday and all day Saturday and Sunday. The reasoning behind the extension in charging hours on these streets was to mirror the opening times of The Broadway shopping centre, and to encourage shoppers to use the centre car park rather than parking on-street in a developing residential area.

- 2.8 The Canal Road parking review also included amendments to several specific parking bays within the city centre generally, to facilitate requests made by current occupiers of adjacent buildings. Included within these proposals was the introduction of a bus bay outside No.42 Piccadilly adjacent to Auburn House, which is now occupied by Hft, a national charity providing services for people with learning disabilities. The proposed bus bay would replace a length of existing pay and display parking, with the resultant loss of two spaces.
- 2.9 An objection to the Canal Road parking review was received from the Bradford District Chamber of Trade on 8<sup>th</sup> September 2016, and these are also detailed in Appendix 2.
- 2.10 A subsequent review of the initial proposals for the Canal Road area, taking into account the Bradford District Chamber of Trade's objections, amended the on-street parking charging hours so that they were consistent with the wider city centre area, whilst still allowing permit parking on both Canal Road and Mill Street. The amended proposals are shown on Dwg. No. TDG/TCHW/41112/CANAL RD AREA/TRO-5A in Appendix 1.

### **3. OTHER CONSIDERATIONS**

- 3.1 There are no other considerations at this time.

### **4. FINANCIAL & RESOURCE APPRAISAL**

#### **4.1 Financial Appraisal**

- 4.1.1 The income received from on-street pay and display charges in Bradford city centre in the financial year 2015/16 was £435,365. The projected income if all the existing bays are extended to 8a.m to 6p.m will be an additional £100K and the projected income for the introduction of a £1 fixed Sunday charge will be an additional £40K, both these figures being based on surveys of current usage.
- 4.1.2 In the financial year 2015/16, £305,475 (70% of the total revenue) was derived from the streets that are the subject of the objection received from the Bradford District Chamber of Trade. If the objection is upheld, it is estimated that the Council will generate £42K of the £140K detailed in 4.1.1 above.
- 4.1.3 Estimated costs associated with the amendments to the city centre due to this on-street parking review will be £30K, comprising of £19K for new pay and display machines for Canal Road, Valley Road, Bolton Road and Mill Street, £3K for software alterations to existing pay and display machines and £8K for the replacement of sign plates, and these costs will be met from existing financial resources.

## **4.2 Resource Appraisal**

4.2.1 The scheme can be delivered through the use of existing resources.

## **5. RISK MANAGEMENT AND GOVERNANCE ISSUES**

5.1 There are no perceived risks arising out of the implementation of the proposed recommendation.

## **6. LEGAL APPRAISAL**

6.1 The City Solicitor has confirmed that there are no specific legal issues arising from this report. The course of action proposed is in general accordance with the Council's powers as Highway Authority.

## **7. OTHER IMPLICATIONS**

### **7.1 EQUALITY & DIVERSITY**

This review has considered the views of all people within the Community including those with special needs.

### **7.2 SUSTAINABILITY IMPLICATIONS**

There are no sustainability implications arising from this report.

### **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

There are no direct implications arising from this report.

### **7.4 COMMUNITY SAFETY IMPLICATIONS**

There are no direct implications arising from this report.

### **7.5 HUMAN RIGHTS ACT**

There are no direct implications arising from this report.

### **7.6 TRADE UNION**

There are no direct implications arising from this report.

### **7.7 WARD IMPLICATIONS**

There are no Ward or area implications

## **8. NOT FOR PUBLICATION DOCUMENTS**

8.1 None.

## **9. OPTIONS**

- 9.1 There are a number of options which Executive may wish to consider in relation to this matter, including:
- (a) Over ruling the objections received to the proposals and approving their introduction as proposed.
  - (b) Uphold the objections received from the Bradford District Chamber of Trade, whereby the shopping streets of Kirkgate, Westgate, Manor Row, Cheapside, North Parade, Sunbridge Road (from its junction with Godwin Street to City Park) and Bank Street (from its junction with Market Street to its junction with Hall Ings) continue as pay and display charging hours between 10a.m – 4.30p.m Monday - Saturday, with no charges on a Sunday. The limited waiting bays on Canal Road, Valley Road, Bolton Road and Mill Street remain as the existing restriction, but still allow for permit parking. The proposal to provide a bus bay on Upper Piccadilly be rejected.
  - (c) Uphold the objections received from the other objectors outlined in Appendix 2, whereby no changes are made to existing on-street parking charges to the streets at the “top of town”.
  - (d) Or to approve various elements of option 9.1(a), (b) and (c) above as the Executive determines is appropriate.

## **10. RECOMMENDATIONS**

- 10.1 That Executive approves the introduction of the revised on-street parking charges as described in this report, with the exception of the implementation of a £1 Sunday flat rate charge to some “top of town” streets, namely North Parade, Northgate, Rawson Road, Godwin Street and Darley Street, where regeneration proposals may affect on-street parking provision, as referred to in section 2.5 of the report. The proposed bus bay on Upper Piccadilly be approved.
- 10.2 That all objectors be notified of the Executive’s decision.

## **11. APPENDICES**

Appendix 1: Dwg. No. TDG/TCHW/41112/CANAL RD AREA/TR0-5A  
Appendix 2: Table listing objections received and officer comments.

## **12. BACKGROUND DOCUMENTS**

- 12.1 Decision Sheet 53/16: Parking review of Bradford city centre to include amendments and hours of charging in pay and display bays.
- 12.2 Decision Sheet 49/15: Parking review of Little Germany and Wapping, Bradford to include amendments of on-street restrictions to take account of the adjacent Broadway Centre opening hours
- 12.3 Decision Sheet 48/15: Traffic Regulation Order – introduction of a bus bay parking space outside No.42 Piccadilly, Bradford.