

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

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Portfolio:
Regeneration, Planning and Transport

Overview & Scrutiny Area:

Environment & Waste Management



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

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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!

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- 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

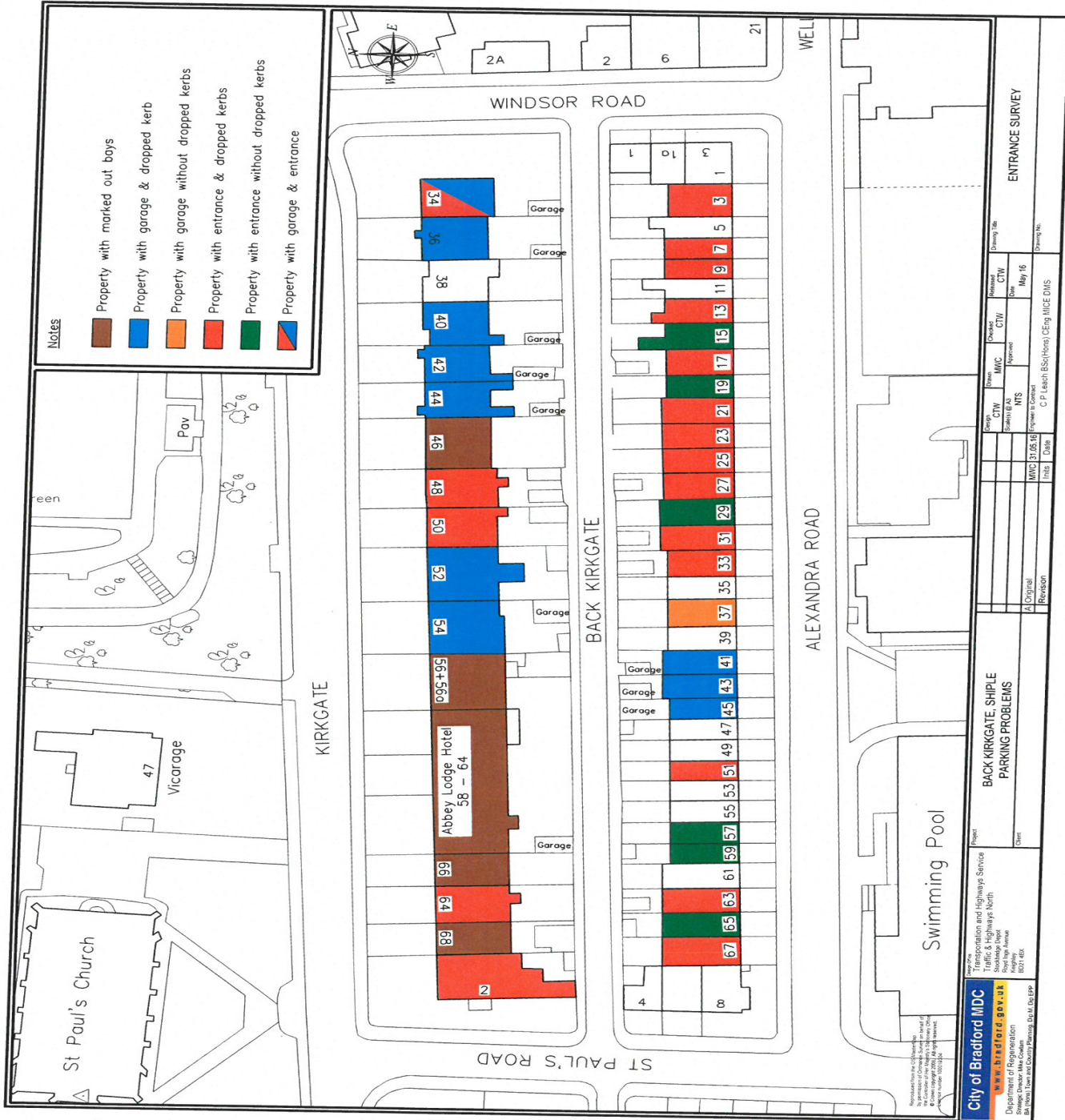
Address

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.

[Redacted]
[Redacted]

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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)

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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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