

Report of the Strategic Director Place to the meeting of Executive to be held on 8th January 2018

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Subject:

Ilkley Parking Review

Summary statement:

This report updates the Executive on the progress of the Ilkley parking review. It also details the findings from the recent public consultation on the proposed parking controls which have been developed in response to the key recommendations of the parking review, the costs of the implementation and the issues associated with the introduction. The report also seeks approval from Executive to progress with the introduction.

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Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

**Environment and Waste Management
& Regeneration and Environment**

1. SUMMARY

- 1.1 This report updates the Executive on the progress of the Ilkley parking review.
- 1.2 The findings from the recent public consultation exercise on the proposed parking controls which have been developed in response to the Parking Review recommendations are also described together with the costs associated with their introduction and operation.
- 1.3 The report also seeks approval from Executive to progress with their introduction.

2. BACKGROUND

- 2.1 Following Public concern over indiscriminate, all day parking in residential streets, the Council commissioned an independent review of Ilkley parking arrangements for residents, business use, shoppers and commuters via Steers consultants. At a conclusion of this review seven key recommendations for improvements to the existing arrangements were made by the consultants.
 - **Recommendation 1:** Protect on-street parking for use by short stay shoppers and encourage turnover by introducing charges for short stay on-street bays within the town centre that are currently subject to waiting restrictions.
 - **Recommendation 2:** Introduce resident parking schemes to reduce commuter parking in residential areas. Areas of parking stress close to Ilkley station are identified as requiring controls on commuter parking to protect parking for residents.
 - **Recommendation 3:** Increase tariffs at South Hawksworth Street car park and reinvest additional income into improved parking facilities. Tariffs should be introduced at other Council operated car parks in Ilkley, but at a lower rate to reflect their distance from the main shopping area.
 - **Recommendation 4:** Improve Blue Badge parking provision through ensuring all Blue Badge parking bays are to good practice standards and convert some on street spaces to Blue Badge bays on Brook Street.
 - **Recommendation 5:** Review the business permit scheme with a view to reducing business permit parking provision.
 - **Recommendation 6:** Improve presentation and co-ordination of alternative travel options, in particular the frequent public transport routes in the Wharfe Valley corridor.
 - **Recommendation 7:** Undertake an urban realm study to identify ways of improving the pedestrian environment to facilitate and encourage more walking trips to Ilkley town centre.
- 2.2 Following publication of the study a survey of households to gauge the level of support for the report findings was undertaken. In total 712 households responded and a summary of the results of the survey are shown in Figure 1. When asked if they supported any of the recommendations in the parking study 86% of households confirmed they agreed with one or more of the recommendations listed.

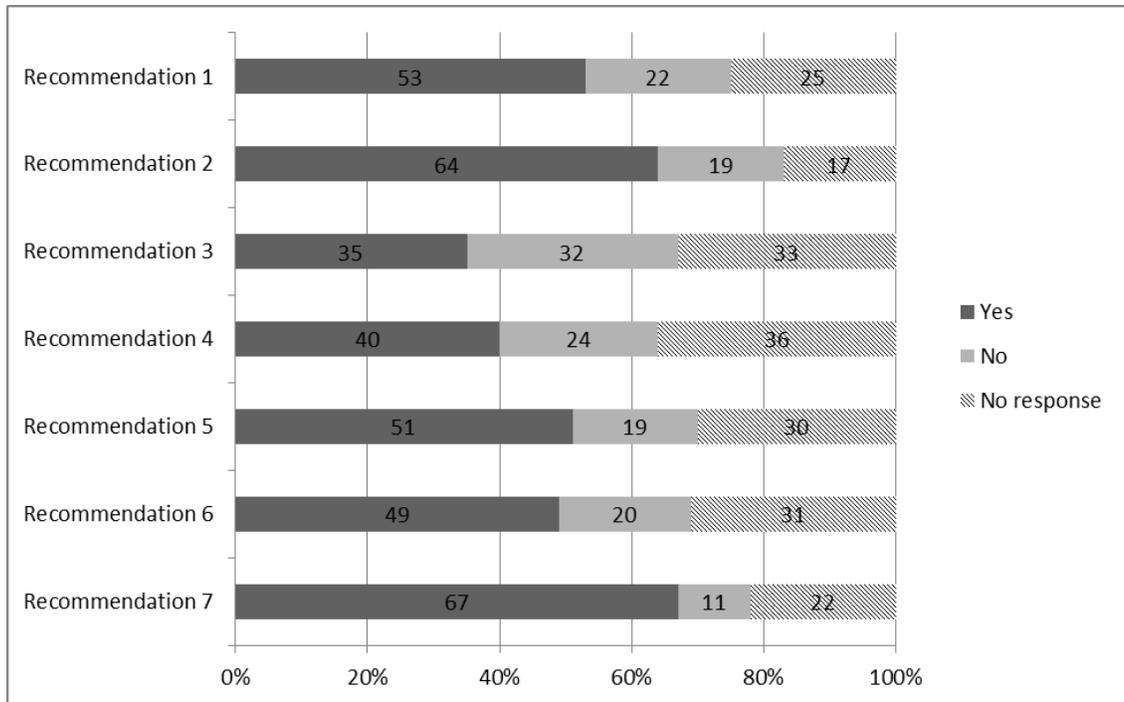


Figure 1: Comparison of Responses to Review Recommendations

2.3 As a first phase approach by way of alleviating concerns, designs were prepared for on-street parking for the inner business area close to the rail station and shops. These designs also encompassed some residential streets in the vicinity. The scheme was consulted on via three public exhibitions and an on-line consultation webpage. The summary of the results of this consultation are shown in paragraph 2.5 below.

2.5 Public Exhibition ‘Have your say’ responses

Three public exhibitions were held earlier this year on the proposals for dealing with parking issues in Ilkley. Each of these exhibition sessions was well attended and a large number of “Have your say” forms on the proposals were completed and returned.

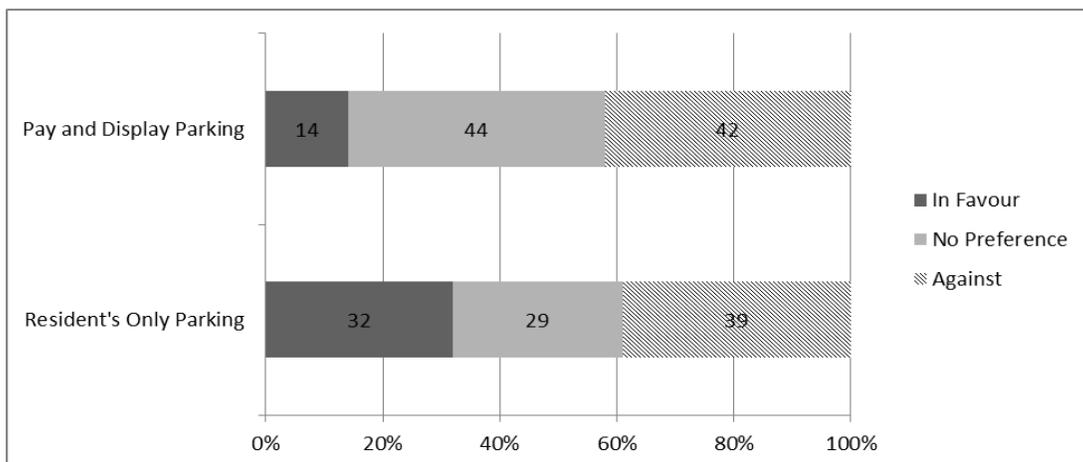


Figure 2: Have Your Say Responses

2.6 In addition to providing responses to the main elements of the consultation specific comments were provided in relation to other parking related matters. These included:

- 13% would like to see more off street parking being made available through park and ride at Ben Rhydding, Addingham or a multi storey/second deck at Tesco's;
- 8% would like to see the proposals extended to other areas;
- 7% asked for Stockheld Road and Old Bridge Lane to be reconsidered;
- 9% expressed concerns that the proposals would have a negative impact on businesses;
- 5% expressed concern that parking problems would just be displaced;
- 5% expressed concern that the proposals would deter shoppers and visitors;
- 3% expressed concern for parking for lower paid workers in Ilkley;
- 6% raised disc parking;
- 6% raised issues regarding parking in Ben Rhydding; and
- 2% were against the proposed charges at Ilkley Lido.

2.7 Existing parking spaces in Ilkley

Currently there are 943 off-street parking spaces in the town, including 329 operated by the Council, and 614 by private car park operators such as supermarkets etc. Of these only one, 28 space private car park, allows use by the general public all other car parks serviced a specific shop or amenity.

There are two car parks in the town centre, which are subject to parking charges, South Hawksworth Street (60p per hour, £6.00 all day), and Boyes car park, (£1 for 2 hours and £1 for each hour thereafter).

As well as South Hawksworth Street (230 spaces), the Council operates Wharfe View Road (36 spaces) and Railway Road (23 spaces) car parks. Within 400m of the train station, 1,320 on-street spaces were identified, 200 of which were subject to some form of parking restriction, either limited waiting and/or residents parking, disabled parking, coach and taxi parking or police parking. 72% of these spaces were occupied during weekdays, whilst at weekends the occupancy rate dropped to 67%. It is worth noting however, that of those spaces closer to the town centre, which were designed for general use, demand outweighs supply significantly and occupancy figures regularly approach 100% throughout the day.

There is one car park in the town centre which is subject to parking charges, South Hawksworth Street.

PHASE 1 PARKING PROPOSALS

2.8 **Short stay pay and display:**

The table below gives locations and numbers of proposed short stay pay and display parking within the study area. Short stay P&D parking charges are proposed to be £1.00 / hour with a maximum stay of 2 hours. It is also proposed that the first 30 minutes of parking is provided free.

LOCATION	METRES	NUMBER OF VEHICLES	NOTES
Railway Rd	25	5	
Station Rd	105	21	
Whitton Croft Rd	130	26	Shared residents parking
The Grove	195	39	
Riddings Rd	14	3	
South Hawksorth St	108	25	
Cunliffe Rd	75	15	
New Brook Street	40	8	
Brook St	100	20	
Bridge Lane	12	2	
Regent Rd	146	29	Shared residents parking
Station Road	45	9	
Cowpasture Road	45	9	Shared residents parking
Wells Road	50	10	
Chantry Drive	120	24	Shared residents parking
Riddings Road	25	5	
Wells Promenade	250	50	Some shared residents parking
St James Road	20	4	
	1505	304	

2.9 Long stay pay and display:

There are areas close to the town centre where pay and display parking could be proposed, but the demand may predominantly be for longer stays and commuter parking. As there is limited conflict in demand it is proposed that these areas become pay and display parking with no maximum stay, the table below gives locations and numbers of spaces:

LOCATION	METRES	NUMBER OF VEHICLES	NOTES
Castle Road	40	8	
Wharfe View Road	40	8	
Weston Road	30	6	
Railway Rd	200	40	
Grove Road	130	26	
Kings Road	120	24	
New Brook Street	120	24	
Bridge Lane	160	32	Shared residents parking
	840	168	

The removal of the time limit on these roads also allows the opportunity for commuter/business parking whilst still discouraging its use by price. The proposed charges of £1.00 per hour ,for up to 2 hours, and £5.00 for over two hours are consistent with proposed charges on other long stay car parks.

2.10 Resident's Permit Parking:

By far the highest number of complaints received about parking relate to commuters parking in residential areas, stopping residents from parking near their own properties. As there are a large number of residential streets in close proximity to Ilkley town centre, it is proposed six new residents parking zones are introduced, which are shown respectively in Appendices 1 to 6 attached:

Zone 1 Chapel Lane Area	Zone 2 Parish Ghyll Area	Zone 3 Riverside Area	Zone 4 Leeds Rd/Little Lane Area	Zone 5 Cowpasture Road Area
Yewbank Terrace Yewbank Close Westville Road Kingsway Drive Westville Avenue Westville Road Chapel Lane Regent Road The Grove Bolton Bridge Road Cunliffe Road South Hawksworth Street Hawksworth Street	Grove Road St James' Road Oakburn Road Parish Ghyll Road Riddings Road Wells Walk Wells Promenade The Riddings Eaton Road Westville Road Ashburn Place Back Parish Ghyll Road Albany Walk St Margarets Terrace	Castle Road Bridge Lane Alexandra Crescent Lister Street Middleton Road Castle Road Castle Hill Castle Yard Stockeld Way Old Bridge Rise Saddlers Croft	Nile Road Trafalgar Road Victory Road Nelson Road Wellington Road Golden Butts Road Wilmot Road Morningson Road Brewery Road Mayfield Road Railway Road Little Lane Lower Wellington Road Wharfe View Road Castle Road	Cowpasture Road Chantry Drive Chantry Close Whitton Croft Road Sedbergh Park Sedbergh Drive Belle View Tivoli Place Richmond Place Bridge Lane Wells Road Station Road Wells Promenade Skelda Rise Ilkley Hall Park Springs Lane Sefton Drive
Zone 6 Middleton Avenue				

OTHER PARKING PROPOSALS:

2.11 Disabled Persons Parking Bays:

Disabled persons blue badge holders can already park on single and double yellow lines where there is no loading restriction for up to 3 hours, in car parks without time limit, and in designated disabled persons parking bays. It is proposed to provide additional or extended disabled persons parking bays on Brook Street (6 new spaces), Parish Ghyll Road (3 new spaces) and Station Road (3 additional spaces).

2.12 Loading Bays:

A new loading bay is proposed for Weston Road to formalise loading / unloading for the shops along Leeds Road, based on feedback from the Ilkley Business Forum and Town Council.

2.13 **Coach Bays:**

The coach bay on Railway Road is underused, it is proposed to replace with long stay pay and display parking. The coach bay on South Hawksworth Street is used on a regular basis; it is proposed to retain this.

2.14 **Commuter Parking:**

The scheme does not accommodate the level of commuter parking presently experienced in Ilkley as it aims to better balance the competing demands of commuters, shoppers and residents and therefore more provision for under-served residents and shoppers requires a reduction in the unregulated parking that commuters were using, often outside peoples homes. This may lead to a number of possible outcomes:

- Commuter parking associated with the railway station could transfer to other stations where long stay parking is more readily available and still free.
- Commuters could park further away from the centre and walk in.
- There is a modal shift and more commuters opt to take a different form of transport to their destination.

As part of the strategy to deal with displacement of commuter parking it is recommended that consideration should be given to providing extra parking at station locations. As part of the West Yorkshire+ Transport Fund's rail station car park extension programme a proposal for creation of additional parking Ben Rhydding has been identified and proposals for this extension are currently being developed by Bradford Officers in conjunction with the Combined Authority's project team.

2.15 **Business Users:**

Business users either park in the contract parking area in the South Hawksworth Street car park, or compete with commuters for the unrestricted parking areas around the town centre.

In line with the recommendations of the independent parking review, It is proposed to significantly increase contract parking rates in South Hawksworth Street as well as any unrestricted parking around the periphery of the centre. Whilst some businesses may be eligible for permits if they are situated within a residents only permit parking zone it is unlikely there will remain any free parking available for business users. Work is ongoing to identify the needs of local businesses with officers having visited a number of businesses to discuss their needs. Effective engagement has also taken place with the Ilkley BID Development Board over potential ways to accommodation the needs of businesses within Ilkley Town Centre.

3. **OTHER CONSIDERATIONS**

- 3.1 Introducing the scheme as proposed has the potential to cause migration of existing long stay parking to other residential streets currently outside of the proposed boundary. The situation will require careful management and will be monitored once the scheme goes live.

- 3.2 The proposal requires the advertisement of Traffic Regulation Orders (Residents Permit Parking, Waiting Restrictions, Loading Bays, Disabled Parking Bays, Long and Short Stay Parking). Any objections to the proposals will need to follow the democratic process and as such, implementation of the scheme could take up to six months.

4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 Capital costs of implementing the scheme described above has been estimated to be circa £268,000. These costs include all design, development and legal charges associated with implementing the required Traffic Regulation Orders as well as costs associated with installation of the necessary signing, lining and pay and display machines.
- 4.2 The annual revenue costs of operating the parking measures described above including P&D machine maintenance and operational costs would be £90,500 which would be covered through parking charges.

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

- 5.1 There are no significant risks arising out of the implementation of the proposed recommendations.

6. LEGAL APPRAISAL

- 6.1 All actions necessary to introduce the parking controls described within the contents of this report are within the Council's powers and/or duties as Local Highway Authority.

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

In preparing the parking proposals for Ilkley due consideration has been given to the needs of vulnerable groups and users.

7.2 SUSTAINABILITY IMPLICATIONS

There are no direct sustainability issues.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

As part of the proposals, engagement with the bus companies is taking place and improvement of the routes (managed parking) may see increased bus patronage. This could in turn, reduce unnecessary or short car journeys into Ilkley improving emission levels.

7.4 COMMUNITY SAFETY IMPLICATIONS

There are no community safety implications.

7.5 HUMAN RIGHTS ACT

There are no issues relating to the Human Rights Act with this proposal.

7.6 TRADE UNION

There are no Trade Union issues arising.

7.7 WARD IMPLICATIONS

Traffic patterns and modal shift may occur in the Ilkley Ward which would be of benefit to the residents of Ilkley. Careful monitoring of traffic will be required following the implementation of the proposals.

7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS (for reports to Area Committees only)

None.

7.9 IMPLICATIONS FOR CORPORATE PARENTING

There are no Corporate Parenting duty implications arising from this report.

7.10 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None.

8. NOT FOR PUBLICATION DOCUMENTS

None.

9. OPTIONS

9.1 There are a number of possible options which Executive may consider as a consequence of this report which are:

9.1.1 Executive may support the recommended first phase approach to dealing with parking issues in Ilkley.

9.1.2 Executive may wish to maintain the status quo of parking provision within Ilkley town centre.

9.1.3 Executive may wish to consider alternative approaches to dealing with the recommendations from the Ilkley Parking Review which are not listed here and for which appropriate officer advice will be provided.

10. RECOMMENDATIONS

10.1 That the Executive notes the findings of the Public Consultation;

10.2 That Executive notes and endorses the proposals as developed as the first phase of enhancements resulting from the Ilkley Parking Review;

11. APPENDICES

11.1 App1: Zone 1 Permit Parking Zone;
App 2: Zone 2 Permit Parking Zone;
App 3: Zone 3 Permit Parking Zone;
App 4: Zone 4 Permit Parking Zone;
App 5: Zone 5 Permit Parking Zone;
App 6: Zone 6 Permit Parking Zone.

12. BACKGROUND DOCUMENTS

12.1 Ilkley Parking Review (Steer).



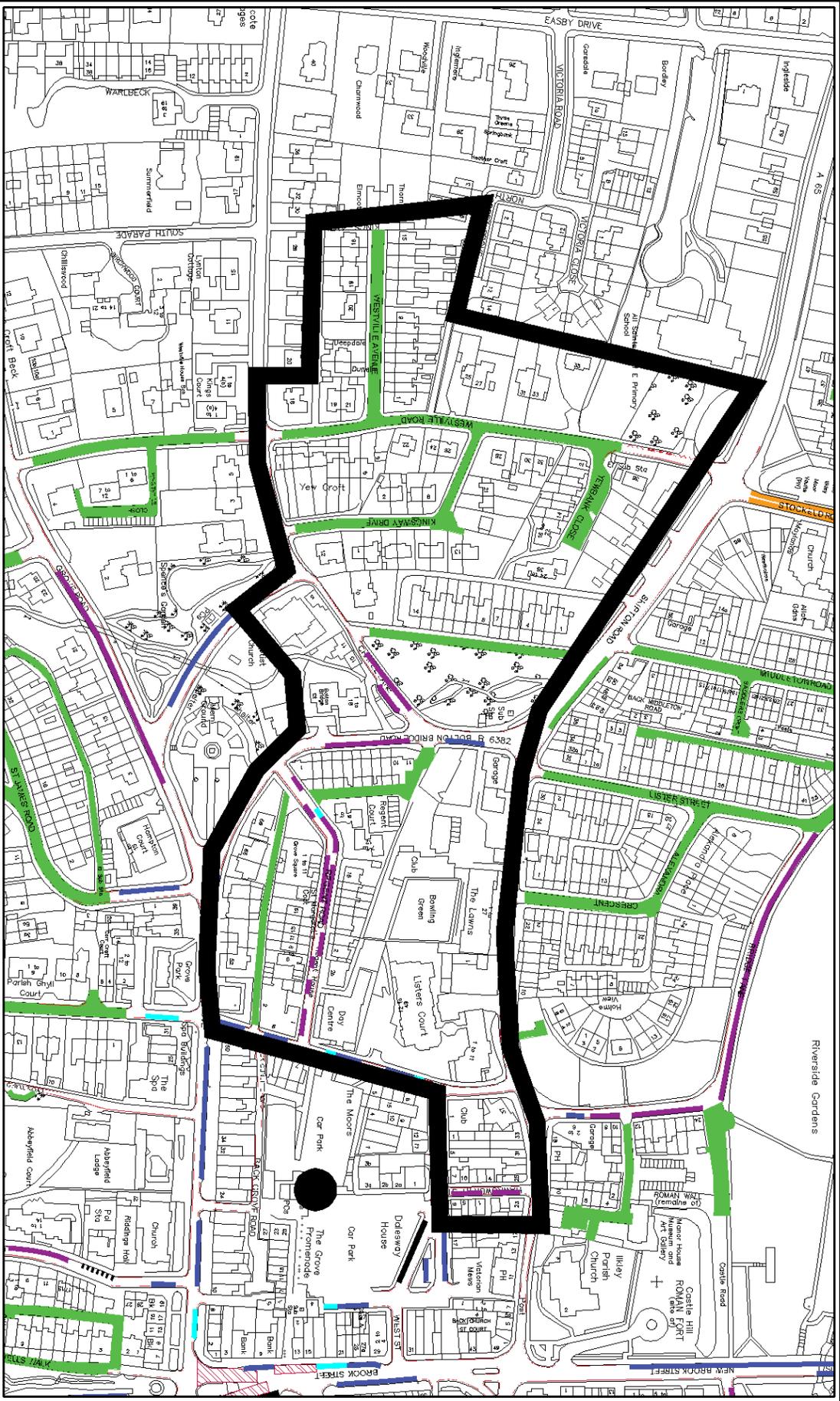
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Project: Planning, Transportation & Highways Service
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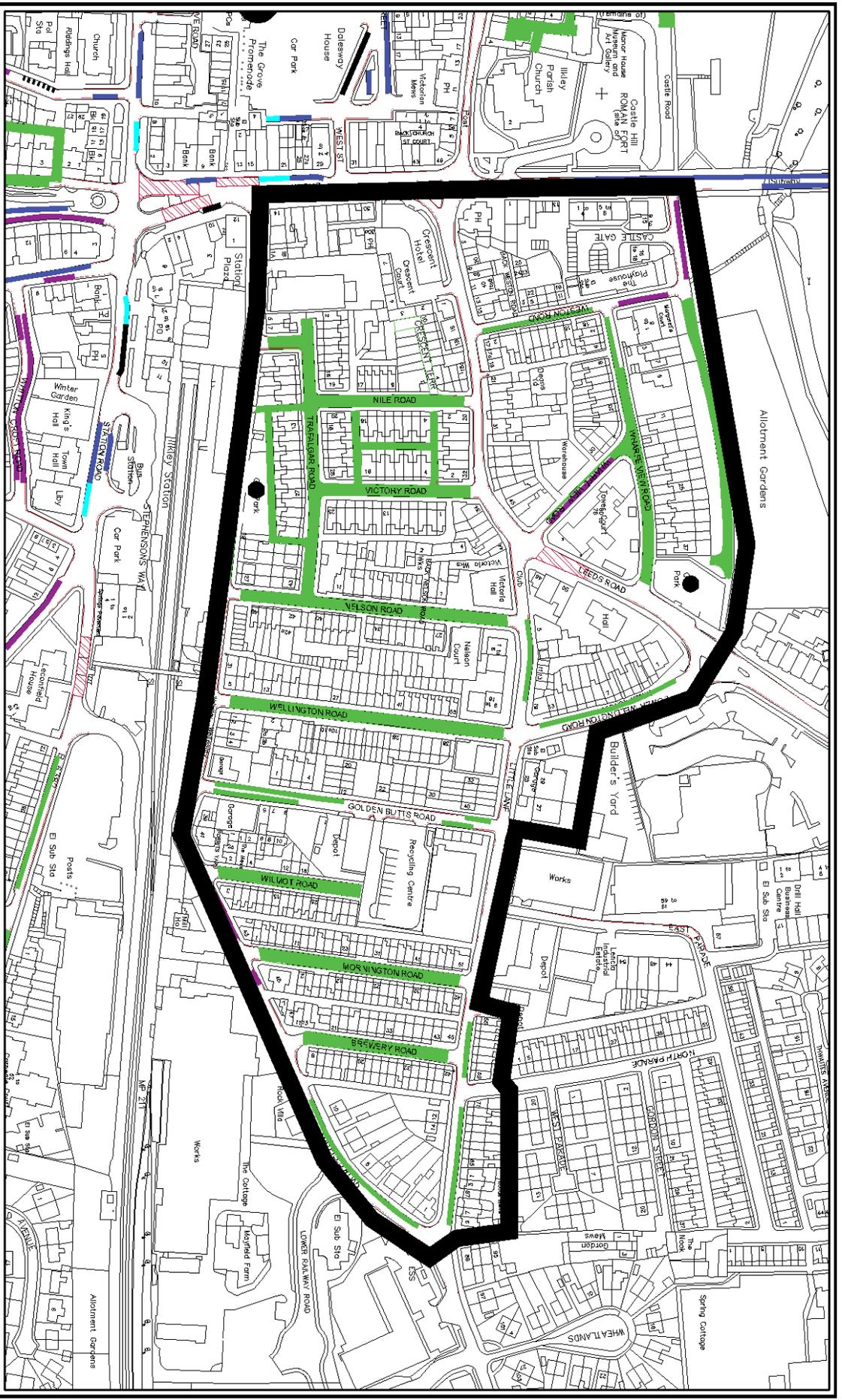
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Project: Planning, Transportation & Highways Service
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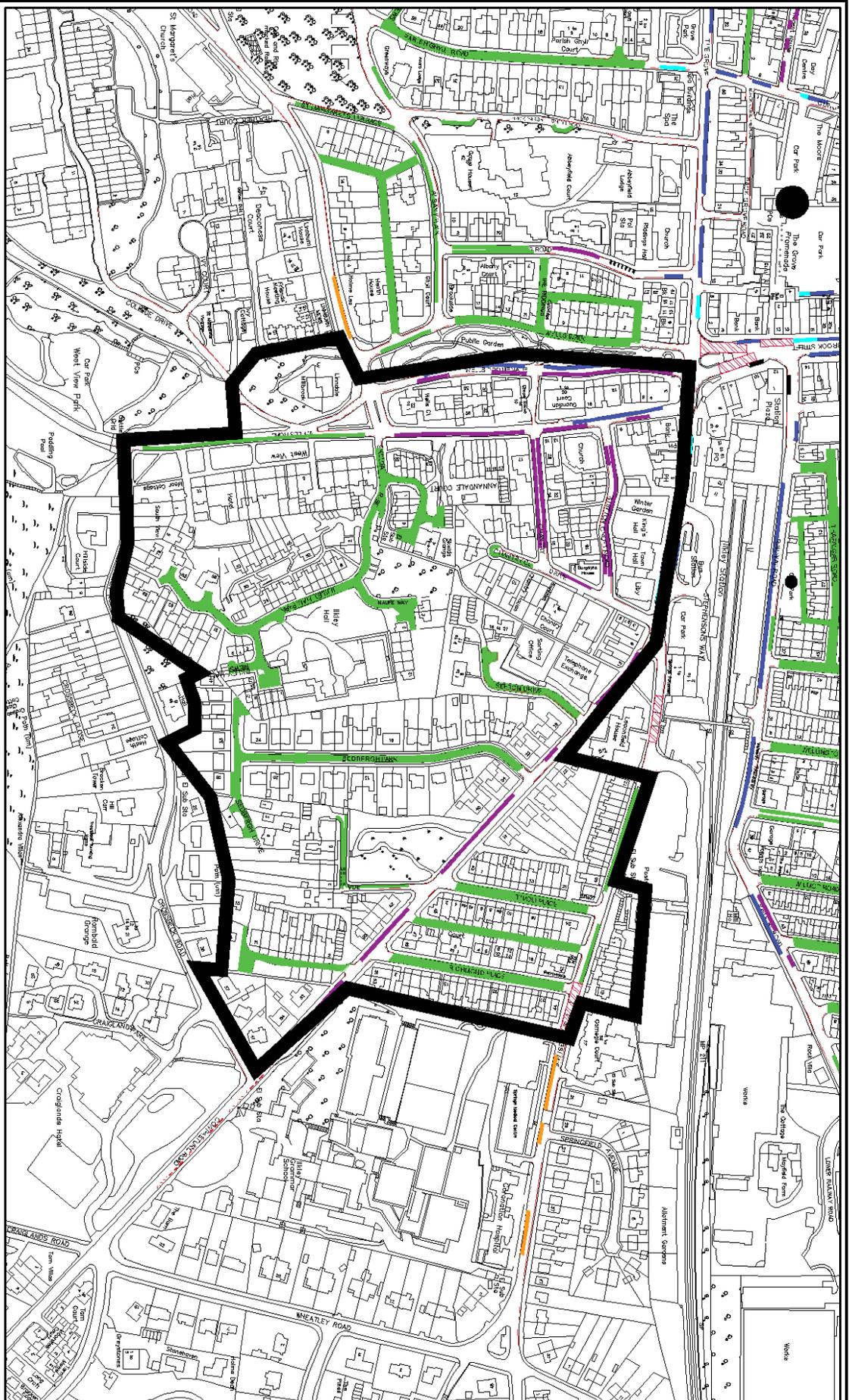
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LILLEY PARKING REVIEW

Revision	Date	By	Checked	Approved
A	Original			

Scale: 1:2500
 Prepared by: Roland Calder, B.Eng.(Hons), I.Eng., MICE
 Drawing No: P/HS/THN/103997/ZONE 5



Rev	Description	Date
A	Original	

Stage	Date	Author	Checked	Approved
Submitted				
Reviewed				
Approved				

Scale	Author	Checked	Approved
Scale 1:500			
Scale 1:1000			
Scale 1:2000			

