

Strategic Director – (Place)

**DECISION SHEET
(for no spending, revenue spending or capital expenditure of less than £100,000)**

SUBJECT: Ilkley Parking Review Objections

PLAN/DRAWING NO: (attached).

APPENDICES: Appendix 1 – Background information and plans. Appendix 2 – objections.

MATTER FOR CONSIDERATION:

Objections received to the Ilkley Parking Restrictions/Residents Permit Parking and On-Street charging.

RESOLUTION

I, Steve Hartley. Strategic Director - Place to the City of Bradford Metropolitan District Council, pursuant to Article 14.20 of the Constitution hereby resolve: -

- a) ~~That the objections in respect of the proposed parking restrictions, residents permit parking and on-street charging in Ilkley be overruled and the Order be sealed and implemented as advertised, or;*~~
- b) ~~That the objections in respect of the proposed parking restrictions, residents permit parking and on-street charging in Ilkley be upheld and the scheme be abandoned, or;*~~
- c) That the objections in respect of the proposed parking restrictions, residents permit parking and on-street charging in Ilkley be upheld/partially upheld and others overruled and the scheme be modified where appropriate changes can be made and the modified Order be sealed and implemented;*
- d) That those making representations be informed accordingly.

(* Delete as appropriate)

Dated this: 27th day of March 2019
Signed

Steve Hartley, Strategic Director - Place
Signed

Councillor Ross-Shaw, Portfolio Holder - Regeneration, Planning and Transport

BACKGROUND INFORMATION:

Following Public concern over indiscriminate, all day parking in residential streets, the council decided to commission an independent review of Ilkley parking arrangements for residents, business use, shoppers and commuters. The review made seven key recommendations. MP for Keighley, John Grogan conducted a survey of every household in Ilkley regarding the independent review of Ilkley parking. 712 households responded to the questionnaire. Following this and as a first tranche approach by way of alleviating concerns, designs were made for on-street parking for the inner business area close to the rail station and shops. This also encompassed some residential streets in the vicinity. The scheme was consulted on. This included three public exhibitions and online documents. The exhibitions were well attended and a large number of 'Have your Say' forms have been completed.

A summary report was presented to the Council's Executive on 8th January 2019.

PROGRAMME: Ilkley Parking Review

PROGRAMME YEAR: 2018/19.

PROGRAMME PREVIOUSLY APPROVED ON: 8 January 2018

LOCATION: Ilkley Town Centre

PROJECT NO: 103997

PROPOSAL:

It is proposed to restrict general parking on residential streets with residents permit parking schemes, restrict indiscriminate parking where vehicles hinder traffic flow and introduce on-street parking charges in Ilkley Town Centre.

This holistic approach to manage parking will ensure parking for residents, turn over of vehicles for business use, and control commuter parking

DRAWING No:

SUPPORTING INFORMATION:

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).

Short stay pay and display: It is proposed the tariff is £1.00 per hour, maximum stay 2 hours with a free for the first 30 minutes period.

This proposed change is due to past problems managing and enforcing free periods in pay and display car parks, which recently resulted in a decision to remove free periods from all district pay and display spaces.

Long stay pay and display: There are areas close to the town centre where pay and display parking would be proposed, but the demand may predominantly be for longer

stays and commuter parking. As there is limited conflict in demand, Officers are proposing these areas become pay and display parking with no maximum stay, The table below gives locations and numbers of spaces:

Loading Bays: A new loading bay is proposed for Weston Road to formalise loading / unloading for the shops along Leeds Road.

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.

Commuter Parking: While some paid for commuter parking will remain, the scheme does not accommodate the level of commuter parking presently experienced in Ilkley.

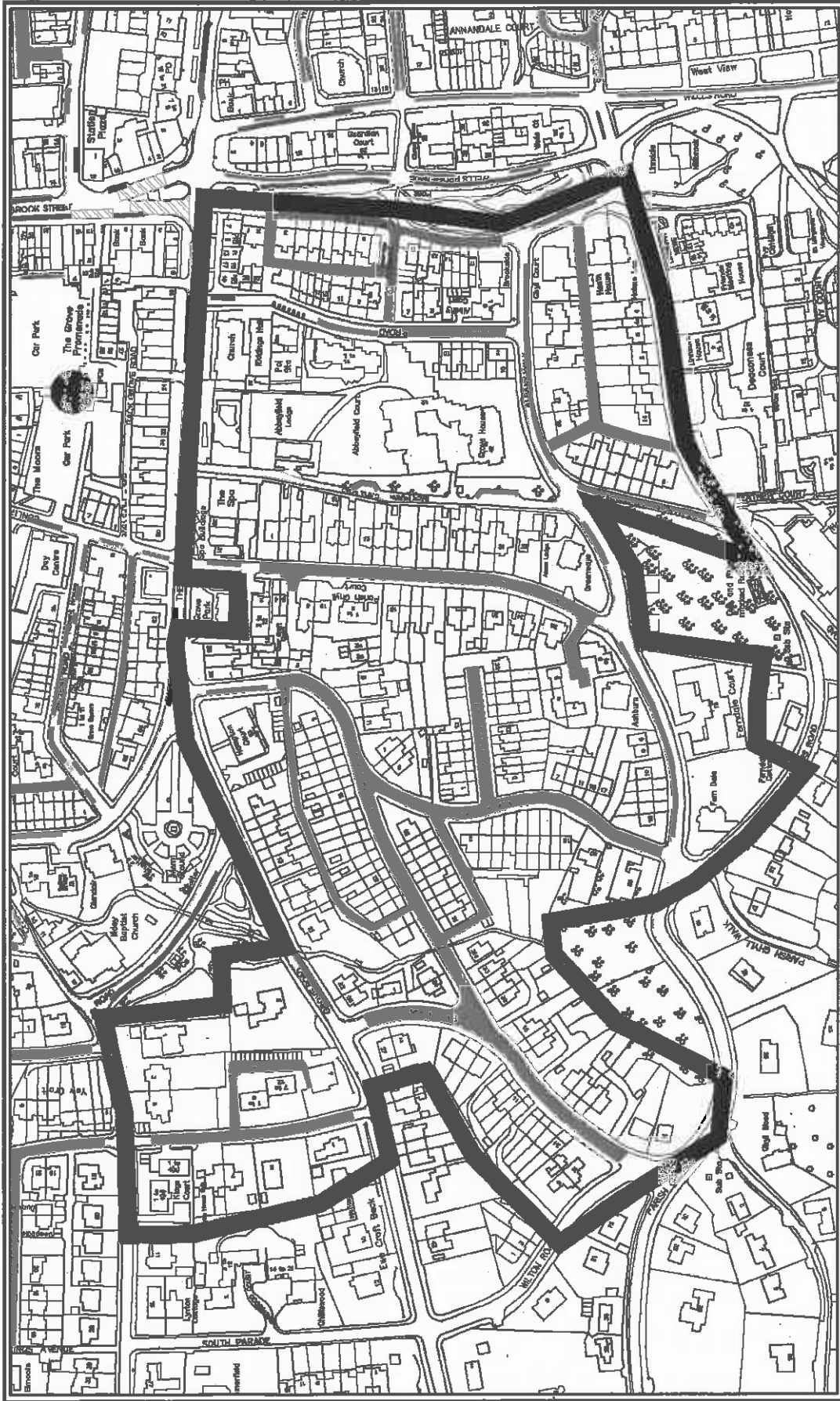
This may lead to a number of possible outcomes:

- 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

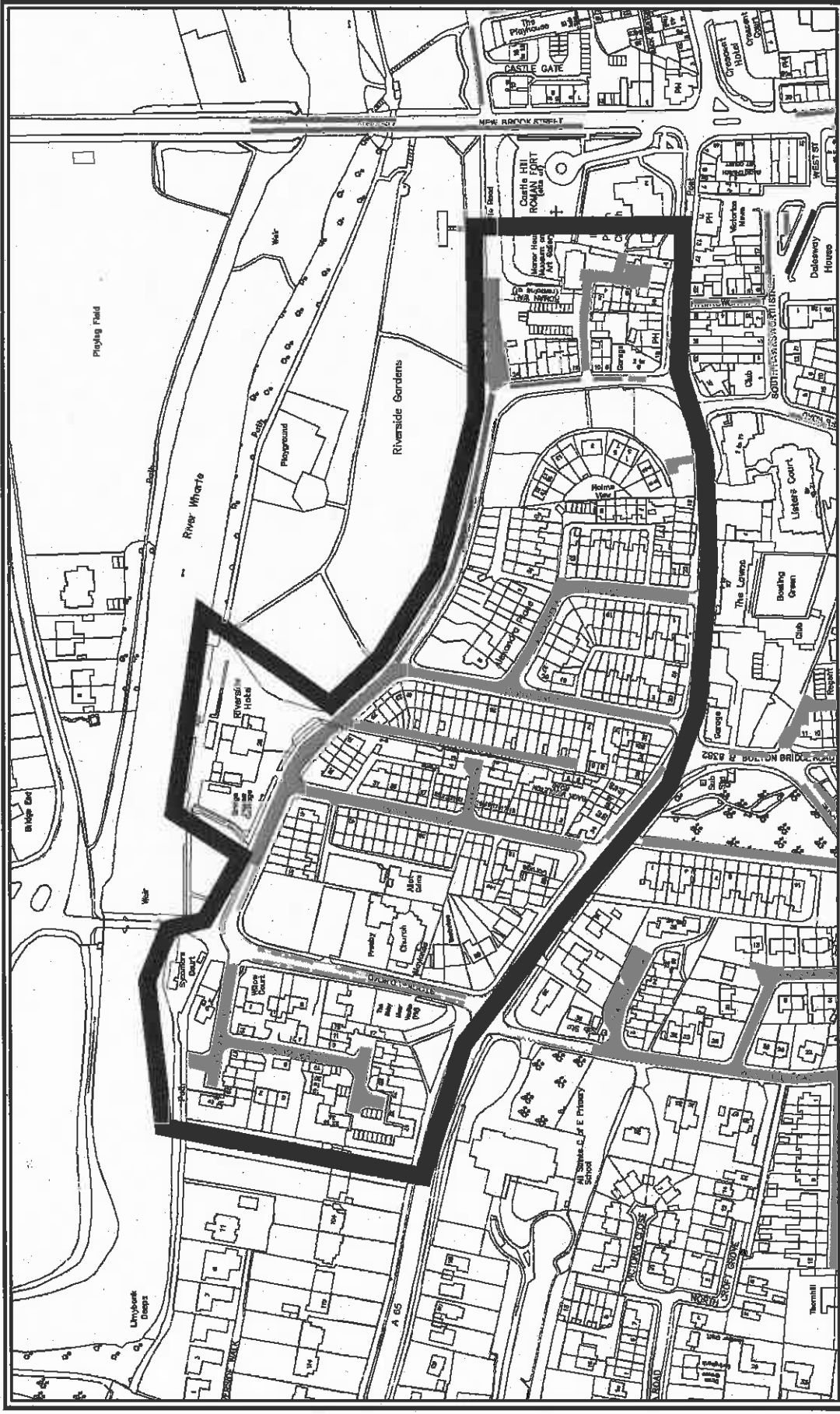
Consideration could be given to providing extra parking. A possible site has been identified at Ben Rhydding.

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.

It is already proposed to significantly increase Contract parking rates in South Hawksworth Street, and there will no longer be any unrestricted parking around the periphery of the centre, while 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. A further examination of business use is required.



<p>CITY OF BRADFORD 100 S. BRADFORD ST. BRADFORD, NC 28604 Department of Public Works</p>		<p>INLEY PARKING REVIEW</p>		<p>PERMIT PARKING ZONE 2</p>	
<p>Project: Planning, Transportation & Highways Service Date: 10/13/2017 2017-2018</p>	<p>Sheet: 1 of 1</p>	<p>Scale: 1" = 100'</p>	<p>Author: Richard Corder</p>	<p>Checker: Richard Corder</p>	<p>Permit No: PHS/TH-NV/103997/ZONE 2</p>
<p>Original</p>	<p>Revision</p>	<p>Date</p>	<p>Drawn</p>	<p>Checked</p>	<p>Approved</p>



City of BRADFORD METROPOLITAN DISTRICT COUNCIL Department of Planning Transport and Access Services		Project: ILKLEY PARKING REVIEW C. ref:		Planning: Transport and Access Services Traffic & Street Works Date: 22/02/2017 Page: 1 of 1 Ref: 1617/16	
A/C Ref: 1617/16 Revision:	Design: Benjamin Date:	User: Benjamin Name: Benjamin	Council:	Location:	Drawing No:
Author: Richard Calder Checked: Richard Calder Date:	Date:	Date:	Date:	Date:	Date:
PERMIT PARKING ZONE 3 P/HS/THIN/103997/ZONE 3					

Ilkley Parking Review - Formal Objections

Generic Officer Comments

Comment A (171 objections noted) – Worker parking concerns

It is proposed to issue special permits to people working in Ilkley. These will allow the workers to park in specified streets.

Further details of issue cannot yet be confirmed. The Council is consulting with businesses to determine the number of permits required. Once this is complete, allocation can be organised. There will be a limit on the number of permits issued on individual streets subject to the daytime needs of residents.

The special permits will initially be issued free of charge. The Council will however review the cost of introducing such schemes, maintaining them, and administering the permits, and a reasonable charge to cover these costs may be considered in the future.

Comment B (24 objections noted) – Requests to extend the scheme

Concerns have been expressed that displaced vehicles will cause additional parking problems on roads further outside Ilkley. It is difficult to definitively identify how parking behaviour will change following implementation of the review. Extents of the scheme have been determined to minimise problems caused by displaced parking but it is acknowledged some areas may experience displacement. Any areas of displacement in the short term will be in less densely populated parts of the town where parking can be accommodated without impact on traffic flow. The Council is therefore committed to monitoring the impact of the scheme as soon as introduced and taking all necessary steps, including the progression of a new Traffic Regulation Order to ensure the problems caused by displaced parking are minimised.

Comment C (48 objections noted) – Commuter parking concerns

While commuter parking will be reduced around the centre and surrounding residential areas, there will still be the opportunity to park for longer periods either in paid for bays including car parks on Wharfe View Road and Railway Road, or further away from the town centre. Through charging of long stay parking places, commuters will be encouraged to consider alternative modes of transport, while still having the opportunity to park if modal shift is not possible.

The Council is also committed to pursuing options to develop a park and ride facility in Ben Rhydding and has committed up to £150,000 to develop plans for a park and ride scheme.

Extra parking at Steeton and Silsden Station is also being provided.

Comment D (53 objections noted) – The extents of the scheme is excessive

While the scheme covers some areas that don't presently have parking problems, these areas may become attractive to displaced vehicles if they are not included.

Comment E (135 objections noted) – Less visitors will come to Ilkley

While the scheme will mean those people who wish to visit Ilkley for more than 30 minutes may have to pay, the scheme and tariffs have been designed to minimise this impact. The cost of parking will remain less than parking within the majority of spaces in the similar towns of Skipton (£1.20 per hour) and Harrogate (£1.20 to £1.40 per hour)

The 30 minute free period will allow for a free “one stop shop” visit and will encourage turnover in the most desirable locations while still allowing for a longer stay for those who wish to visit more than one shop or to browse, be it at a charge.

Some visitor parking will be lost in residential areas close to the town centre but these areas are generally fully parked throughout the day, with little turnover of vehicles.

Parking for visitors will also still be available in South Hawkesworth Street, Wharfe View Road and Railway Road car parks.

Comment F (42 objections noted) – The impact on Ben Rhydding

There is the potential for some displacement of commuter parking to Ben Rhydding. The Council will therefore review the implications of the scheme on Ben Rhydding as soon as it is introduced.

The Council has secured £150,000 to develop plans for a park and ride scheme.

Comment G (20 objections noted) – Limited waiting / disc parking in residential areas

The Council considered the possibility of introducing either limited waiting or a disc system in the residential parking areas but concerns over enforcement, abuse and administration were raised.

There was also a concern that allowing limited waiting within the residential areas would make the issue of special permits to Ilkley workers problematic.

Comment H (79 objections noted) – It will ruin the town

The proposals are designed to balance the needs of all users with the exception of commuters who do not work in Ilkley. The amount of on street parking availability will not change significantly, parking simply being managed by location.

Tariffs will mean visitors will be required to pay, however the tariffs are at a level which is below, or consistent with similar town centres such as Skipton and Harrogate where demand for parking spaces is still high.

Comment J (12 objections noted) – Residents with drives will still receive permits

While residents with drives will still be eligible for permits, it is not expected they will abandon their drives for on street parking. Allocation of permits to residents with drives also provides for residents whose drives are not big enough to park all vehicles registered to the property.

Comment K (13 objections noted) – Walkers parking on Stockeld Road.

It is proposed Stockeld Road will be restricted to three hours maximum stay to ensure it does not become attractive to commuters. Walkers who leave their vehicles on Stockeld Road for more than three hours will no longer be able to do so.

Unrestricted parking will still however be allowed on the other side of the bridge along Denton Road which will allow walkers to leave their vehicles for more than three hours.

Comment L (49 objections noted) – Objections to charging / charging being just a source of revenue.

It is not unusual for towns similar to Ilkley to charge for parking both on and off street.

While charging will provide a source of revenue for the Council, the motivation behind the parking review and the recommendations were to look at solutions to long standing parking issues in Ilkley. The tariffs are also designed to encourage turnover of vehicles

Charges will not only cover initial and ongoing costs, but should generate a surplus, some of which can be considered for reinvestment into the Ilkley streetscape, cycle infrastructure and other public realm improvements.

Comment M (10 objections noted) – People will drive further.

Some people will inevitably drive further to find a place to park to use public transport, however, others may choose to car share, cycle, walk or use public transport.

The West Yorkshire Combined Authority and Bradford Council are working together to provide alternative additional park and ride provision. Proposals include additional parking at Steeton Station and provision of a car park close to the Ben Rhydding Station.

Comment N (27 objections noted) – Challenging the status of the highway

Objections are made on the grounds that the Council are proposing to introduce residents parking restrictions on private roads and accesses. These locations include Back Albany Walk, Castle Road, Westville Close, Hospital Walk, Yewbank Terrace, Mount Pleasant, Castle Hill and Castle Yard. While in some cases parts of these roads have been confirmed as private, and therefore removed from the scheme, the majority of these roads have been identified as unadopted highway on the Council's highway register, highway which the public have a right of access over, but not maintained are not maintained at public expense.

Further challenges have been received and these have been forwarded to the Highway Registry team for further consideration. If confirmed as private, these roads will be removed from the scheme.

It should be noted also that the Council does not intend to promote any of these areas for parking, the roads being included to ensure any displacement of parked vehicles does not end up obstructing these roads. In these cases, bays will not be physically marked out.

Comment P (123 objections noted) – More parking is required

The intention is to readdress the balance between different highway users in Ilkley Town centre. The Council is exploring options to provide additional commuter parking away from Ilkley but close to train stations,

The Council will work with Ilkley Town Council to explore further opportunities that may arise to provide additional parking within the town centre but also needs to address existing parking conflict through management of existing on street provision.

Comment Q (61 objections noted) – Commuters will just be displaced into other areas.

Any displacement will take place in low density populated areas of Ilkley where traffic flow will be less affected. The Council will monitor the impact post implementation.

Comment R (11 objections received) – Proposals do not meet local and regional policy

Long stay parking will still be available in Ilkley town centre.

Outside the scope of the project, extra parking is being provided at Steeton and Silsden station and monies have been secured to investigate park and ride provision at Ben Rhydding station.

Managing commuter parking within Ilkley town centre will encourage modal shift for journeys into Ilkley.

Comment S (9 objections received) – Progress has not been through a democratic process

Throughout development of this review, significant consultation has taken place, there being 1,400 responses to the original consultation in 2017, 712 responses to an independent questionnaire organised in late 2017, and 800 responses to the review consultation in 2018.

A report on the proposals was presented to the Council's Executive and the matter has been discussed at full Council numerous times.

Comment T (8 objections received) – Does not meet the report recommendations

All the recommendations are being put forward for implementation, some recommendations are longer term than others such as the urban realm improvements.

Comment U (292 objections received) – Unique objections

These objections are considered individually within the Objection Summary.

Comment V (2 objections received) – Lack of long term strategy

The proposals are intended to provide a better balance for different users over the long term.

Comment W (35 objections received) – Residents parking operational times

Operational times are proposed to reflect charging times, Mondays to Sundays 8.00am to 6.00pm. While operational times can be reduced to ensure commuters do not park in residential areas for full days, this will allow displacement from paid for bays into residential areas during the working day. This would compromise the management of special permits

for people working in Ilkley because available kerb-space for such permit holders will no longer be identifiable.

Comment X (9 objections received) - Financial Benefit for residents included in the scheme

There is evidence to support the view that residents parking schemes affect house prices

Comment Y (26 objections received) – Taxi provision

Various comments have been received regarding the provision of the taxi ranks on Railway Road and Station Road.

Opinions vary with some objectors supporting the proposed taxi rank on station Road but requesting removal of the existing taxi rank in Railway Road for road safety, anti-social behaviour and over-ranking reasons, while others are concerned that the provision of the taxi rank on Station Road will encourage u turns on station road and giving rise to road safety concerns.

Officers are aware there are concerns regarding over-ranking. Provision of an additional taxi rank may discourage this and lead to greater compliance, particularly if greater enforcement is also proposed.

A taxi rank outside the station will also increase access to and from the railway station more effectively than signing or a taxi freephone.

If problems remain with over-ranking on Railway Road, or underuse on Station Road, the provision of taxi ranks in Ilkley can be reviewed further.

Comment Z (45 objections received) – Criticism of consultation / requests for delay while further consultation is undertaken

This scheme has been ongoing for over two years and there have been three significant consultation exercises resulting in responses from, 1,400, 712 and 800 people respectively.

Proposals have been advertised on street, in the local press, through social media, on the Council's web-site and by letter drop on more than one occasion. The consultation has been comprehensive.

While it is acknowledged some residents, businesses, commuters, workers and visitors to Ilkley may not have been made aware of the proposals, the Council has taken all reasonable steps to consult.

Comment AA (7 objections received) - Residents parking is not needed

In the original consultation, 67% of residents responding considered parking on their street caused a safety issue, 60% considered parked vehicles obstructed the footway, 58% considered parked vehicles obstructed access to properties, and 50% found it difficult to find a space to park on street.

Comment AB (1 objection received) – Objects to charges at the swimming pool.

Consideration of charging at the swimming pool is not within the remit of this scheme.

Comment AC (9 objections received) – The scheme is a waste of money/money should be spent elsewhere.

The scheme is expected to generate a surplus on an annual basis, some of which will be considered for reinvestment in projects to improve Ilkley's public realm.

Comment AD (7 objections received) – Changes to the South Hawkesworth Street car park

A number of objections were received to the reduction in the maximum stay of South Hawkesworth Street car park to a maximum of two hours.

While any changes to the car park will be considered formally through a separate process, the advertised proposals are to restrict the maximum stay in the car park to 6 hours.

Comment AE (6 objections received) – Residents Outside the scope of the scheme will be disadvantaged

Residential permits are not proposed to allow easy access to the town centre, but to make parking close to their homes more accessible.

Parking will still be available, but will need to be paid for if parking is for more than 30 minutes.

Comment AF (5 objections received) – The proposals will lead to residential streets being empty during the day

Special permits issued to workers in Ilkley will maximise available kerb space to ensure occupancy is maximised without causing significant conflict in demand.

Comment AG (7 objections received) – Objects to proposed or future charges for permits

There will initially be no charge for the issue of permits, The Council cannot guarantee all permits will remain free for an indefinite period of time but any charges proposed in future will be consistent with overall district policy and will only cover the cost of introducing, maintaining and administering permit schemes.

Comment AH (24 objections received) – Longer free stay in pay and display areas

A free stay of up to 30 minutes is proposed in all on street pay and display areas which is in line with the recommendations in the Consultant's report. This is designed to encourage turnover while still allowing longer stays at a charge.

Requests have been received to increase the length of time allowed to park for free to allow for more shopping, browsing etc. but this would discourage turnover.

Comment AJ (9 objections received) – Crossbeck Road

A number of objections have been received regarding permit parking on Crossbeck Road. Residents living in odd numbers will be eligible for permits but residents in even numbers will not.

Residents only permit parking is not proposed as part of this project along Crossbeck Road and while junctions will be protected with no waiting at any time restrictions, the majority of Crossbeck Road will remain unrestricted.

A number of odd numbered properties have boundaries onto other roads where residents only parking is proposed, hence inclusion in the list of properties eligible for a permit.

Crossbeck Road will continue to be monitored and if displaced parking causes further parking problems for residents of Crossbeck Road, consideration will be given to introducing residents parking on Crossbeck Road under phase 2. If this is progressed, both odd and even numbered properties will be eligible for a permit.

Comment AK (9 objections received) – New development continues to be approved, which increases parking pressure in the town centre

While the consideration and highway impact of any new development is considered separate to this process, Officers will liaise with Highways Development Control to ensure implications of any new development on parking in the centre of Ilkley is taken into account when considering applications.

Comment AL (7 objections received) – Park and ride required

Requests have been received for a park and ride to be introduced before the scheme was implemented, were received. Sites were suggested at both the east and west side of Ilkley.

The feasibility of a park and ride site in Ben Rhydding is presently being considered. There are no proposals to extend the scope of this feasibility study to other sites to the west of Ilkley at present, although extension of the car park at Steeton is also being progressed.

The West Yorkshire Combined Authority Park and Ride study reviewed all stations in the region. The proposals are in accordance with the outcome of this study.

Comment AM (3 objections received) – Proposals are a reaction to 1 or 2 complaints)

The conflict in parking demand has been an issue for a number of years. Studies identified parking in residential streets was a problem for the majority of residents and numerous complaints are received annually.

Ward Councillors have raised concerns about parking in Ilkley for a number of years.

Comment AN (1 objection received) – Criticism of surveys

Surveys undertaken have been comprehensive, they were conducted by independent transport consultants Steer Davies Gleave in accordance with industry standards and are well documented in the 2017 Ilkley Parking Review consultant's report.

Comment AP (12 objections received) – Residents know about parking problems when they purchased properties

The demand for parking in Ilkley has continued to increase over a number of years. Many residents purchased properties when the demand for parking in residential streets was not as high as it is now.

Comment AQ (3 objection received) – Public transport improvements

Officers are consulting bus operators and cycle groups but this should not delay the introduction of the parking review.

Comment AR (5 objections received) – Coach bays

There are presently two coach bays in Ilkley, one on Railway Road allowing coaches to park for up to 1 hour, and the other on West Street allowing coaches to wait for up to 15 minutes.

Proposals include the removal of the coach bay on Railway Road.

Both these bays do not allow coaches to wait for longer periods so are mainly used for dropping off and picking up. Site observations suggest the coach bay on Railway Road is significantly underutilised.