



LPTIP A647 Bradford Road Parking Surveys Summary

DATE:	30 May 2019	CONFIDENTIALITY:	Confidential
SUBJECT:	Analysis of parking surveys conducted on Bradford Road and the adjacent off-streets		
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Introduction

Average delays of approximately two minutes in the AM peak inbound and one minute in the PM outbound were recorded between the Bradford border and Dawsons Corner with bus journey variation times of up to 10 minutes along this section. A cause of slow bus journey times is that parked vehicles in the left lane reduce the capacity of this key arterial route. As well as being an inefficient use of limited road space, this adversely affects buses as they are required to move in and out of the left lane around parked vehicles in order to access bus stops.

There is an opportunity to convert the left lane on the east and westbound approach to a bus priority lane and restrict on-street parking during the hours the bus lane is operational (current proposals for 07:00-10:00 and 16:00-19:00). Creating a bus priority lane would make bus journey times more reliable, with the current variability in delay of up to 10 minutes being largely eliminated.

Stakeholder Engagement

A programme of public and stakeholder engagement proportionate to the scale of the proposals was undertaken in November and December 2018. This included an extensive programme to promote the LPTIP A647 scheme through on-line consultation on the Connecting Leeds website and various other methods including public drop-in events. A total of 138 respondents were recorded to have provided feedback on proposals between Gain Lane and Ederoyd Grove. There was a split in opinions, with 43% of respondent feeling somewhat positive, and 43% also feeling somewhat negative. 14% felt neutral.

Respondents were also asked to state why they felt the way they did. Many agreed that the proposals would improve the bus services. With 44% of respondents feeling this way. However, it was also common for respondents to feel that the proposals would cause delays for traffic (43%).

134 respondents outlined which aspects of the scheme proposals they supported. 40% supported a new bus priority lane whilst 38% supported restrictions to on-street parking. 16% supported none of the scheme proposals and 7% supported a new toucan crossing east of Woodhall Lane.

Respondents providing feedback on the Connecting Leeds website could provide additional comments on the scheme proposals. Within the comments, it was common for respondents to raise concern over increased congestion created by the bus priority lanes. With many respondents feeling as though this proposal would create congestion during peak-times and during school drop-off hours.

Other respondents felt there is high levels of congestion by Thornbury Barracks roundabout as drivers attempt to turn either left towards Calverley or right towards Pudsey and queues can extend back to Gain Lane. Respondents felt that converting one of the lanes into a bus only lane would create even further congestion along this section.



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The feedback from the online consultation suggests that respondents were more in favour of restricting on-street parking along Bradford Road as opposed to retaining parking. Respondents often felt that parking along Bradford Road was dangerous as cars are made to cross into different lanes to avoid parked vehicles. Other respondents felt that parked vehicles were a cause of congestion.

However, there has been concerns raised by Farsley and Calverley Ward Members over the removal of on-street parking along Bradford Road due to the impact it may have on residents.

Methodology

To understand how frequently vehicles are parked along this section of Bradford Road, parking surveys were conducted by a subcontractor over two separate days between the hours of 05:00-24:00. The parking surveys were separated into two sites:

- **Site 1- Bradford Road/Moorland Road (appendix A); and**
- **Site 2- Bradford Road between Woodhall Lane and Dawsons Corner (appendix B)**

As shown in the plans, the sites were separated by the junction of Woodhall Lane/Galloway Lane (Thornbury Barracks) and both surveys covered the adjacent off-streets.

The data was collected using telescopically mounted video cameras and the information was subsequently extracted onto excel spreadsheets, detailing the time a vehicle was parked, the reasoning for parking, the type of vehicle that was parked, and how long the vehicle was parked for.

The parking surveys also included any restrictions or obstructions to parking on each site and zone. For instance, if it was only permitted to park on the road during specific times, or if there were double yellow lines anywhere on the road.

Once the data was received from the subcontractor, further analysis was conducted to highlight how many cars were parked for longer than three minutes during peak hours (between 07:00-10:00 and 16:00-19:00) from the data collected over the two days. Less than three minutes was deemed as a drop-off / pick up, which would be permitted as part of the design proposals on Bradford Road. The duration of each day was split into 5-minute intervals to gather a better understanding as to when the most common times vehicles were parking along Bradford Road and the adjacent off-streets.

The data was then presented on two plans (**appendix A and B**) to show the max accumulation of parked vehicles within each zone surveyed.

Results

Site 1- Bradford Road/ Moorland Road

As shown in **appendix A**, site 1 is separated into four zones. Zones A, B, C represent the Bradford Road on the westbound approach. Zone D represents a side road, Moorland Road.

The preferred design option is to create a bus priority lane and restrict parking on Bradford Road (zones A, B, and C) when the bus lane is operational.

The plan shows that parking along this section of Bradford Road over a two-day period was low. The max accumulation of park vehicles for more than three minutes during the peak periods with zones A, B, C was:

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- Day 1- Two vehicles between 09:15-10:00; and
- Day 2- Two vehicles between 17:40-17:50

These vehicles were parked within zones A, and B. No vehicles were recorded to have parked in zone C over the two-day observation (this is already covered by parking restrictions).

Zone D represents the side road, Moorland Road. At present there is unrestricted parking on this side road and the proposals do not alter this. The max accumulation of parked vehicles for more than three minutes within a peak period was five vehicles between 07:00-07:40.

An estimated seven parking on-street spaces are within zone D which suggests that Moorland Road has the capacity for vehicles parked on Bradford Road to be used as an alternative parking destination. It is also important to consider that most of the properties located on Bradford Road and Moorland Road have private driveways which could be used as an alternative to on-street parking.

Site 2- Bradford Road between Woodhall Lane and Dawsons Corner

As shown in **appendix B**, site 2 is separated into nine zones. Zones C, E, G, I each represent different sections of the main eastbound and westbound sections of Bradford Road. The other sections represent:

- Zone A- Woodhall Park Drive;
- Zone B- Womersley Place;
- Zone D- Meadow Park Drive;
- Zone F- Ederoyd Drive; and
- Zone H- Ederoyd Grove

As with site 1, the preferred design option for site 2 is to create a bus priority lane and restrict parking on Bradford Road when the bus lane is operational.

Zones C, E, G, and I represent where the restrictions to parking would be enforced along Bradford Road. The max accumulation of parked cars between these zones for more than three minutes during the peak hours over the 2-day observation were:

- Day 1- Four vehicles between 08:00-09:00; and
- Day 2- Six vehicles between 07:00-08:00

During the peak periods none of these vehicles parked on-street were associated with customers of the Post Office located in zone E. The Post Office has four off-street parking spaces.

The other zones represent side roads adjacent with Bradford Road. These side roads currently have unrestricted parking and the scheme designs do not include altering this. The following will discuss each of the side road zones:

Zone A represents Woodhall Park Drive. As shown, the max accumulation of parked vehicles for more than three minutes in this zone was four vehicles between 09:20-09:25. The estimated capacity for on-street parking in this zone is eight vehicles.

Zone B represents Womersley Place. The max accumulation of parked vehicles for more than three minutes in this zone was three vehicles between 07:00-10:00. Womersley Place however is a private road and cannot be considered as an alternative for vehicles parking on Bradford Road.



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Zone D represents Meadow Park Drive. The max accumulation of parked vehicles for more than three minutes in this zone was three vehicles between 07:00-10:00. The estimated capacity for on-street parking in this zone is six vehicles.

Zone F represents Ederoyd Drive. The max accumulation of parked vehicles for more than three minutes in this zone was seven vehicles between 07:00-07:50. The estimated capacity for on-street parking in this zone is nine vehicles.

Zone H represents Ederoyd Grove. The max accumulation of parked vehicles for more than three minutes in this zone was seven vehicles between 09:00-10:00. This is the estimated max capacity for on-street parking on Ederoyd Grove.

Surveys conducted on the above zones show that on-street parking was frequent over the hours observed and close to maximum capacity was recorded across the zones. However, it is important to acknowledge that most homes within each zone have access to private off-street parking, which can be used as an alternative to parking on the side roads.

Summary and Conclusions

The parking surveys for both sites 1 and 2 suggest that there is a low accumulation of vehicles parking on Bradford Road for more than three-minutes during the peak hours surveyed (07:00-09:00 and 16:00-19:00).

The surveys conducted on the side streets adjacent with Bradford Road, on both sites, show that vehicles do frequently parked on the side streets during peak hours. However, considering that the majority of the properties on Bradford Road/ the side streets have private driveways, and the estimated capacity for on-street parking on the side streets, leads to the conclusion that restricting parking during bus operation times on Bradford Road would not cause significant disruption to vehicles parking in the area. This suggests that vehicles can use the side streets as an alternative to parking on Bradford Road.

Legend

- Boundary of parking surveys (site 1)
- Zone Boundaries on Bradford Road (Site 1)

APPENDIX A

Parking surveys were taken over 2 separate days between the hours of 05:00-24:00 to assess the impact of restricted parking between peak hours (07:00-10:00, 16:00-19:00). Plan shows the max accumulation of vehicles parked for more than 3 minutes within the boundary shown.

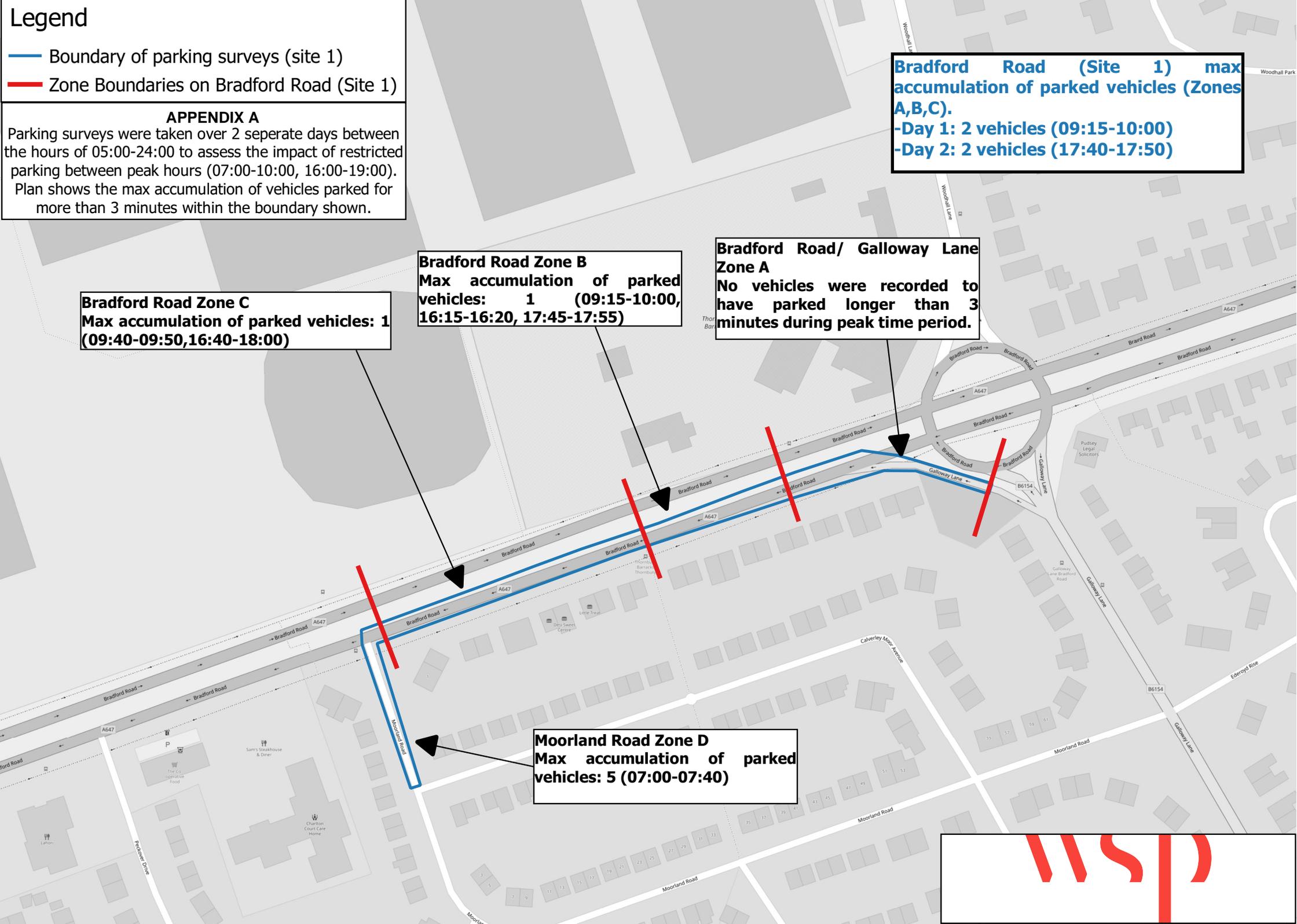
Bradford Road (Site 1) max accumulation of parked vehicles (Zones A,B,C).
-Day 1: 2 vehicles (09:15-10:00)
-Day 2: 2 vehicles (17:40-17:50)

Bradford Road/ Galloway Lane Zone A
No vehicles were recorded to have parked longer than 3 minutes during peak time period.

Bradford Road Zone B
Max accumulation of parked vehicles: 1 (09:15-10:00, 16:15-16:20, 17:45-17:55)

Bradford Road Zone C
Max accumulation of parked vehicles: 1 (09:40-09:50, 16:40-18:00)

Moorland Road Zone D
Max accumulation of parked vehicles: 5 (07:00-07:40)



Legend

- Boundary of parking surveys (Site 2)
- Zone boundaries on Bradford Road (Site 2)

APPENDIX B

Parking surveys were taken over 2 separate days between the hours of 05:00-24:00 to assess the impact of restricted parking between peak hours (07:00-10:00, 16:00-19:00). Plan shows the max accumulation of vehicles parked for more than 3 minutes within the boundary shown.



Bradford Road (Site 2) max accumulation of parked vehicles (Zones C,E,G,I).
-Day 1: 4 vehicles (08:00-09:00)
-Day 2: 6 vehicles (07:00-08:00)

Meadow Park Drive zone D
Max accumulation of parked vehicles: 3 (07:00-10:00)

Bradford Road zone C
Max accumulation of parked vehicles: 1
(07:05-07:10,18:55-19:00)

Womersley Place zone B
Max accumulation of parked vehicles: 3 (07:00-10:00)

Bradford Road zone G
Max accumulation of parked vehicles: 2 (09:50-10:00)

Woodhall Park Drive zone A
Max accumulation of parked vehicles: 4 (09:20-09:25)

Bradford Road zone I
Max accumulation of parked vehicles: 2 (07:00-10:00)

Bradford Road zone E
Max accumulation of parked vehicles: 2
(07:05-07:10,09:25-09:40,18:10-18:15)

Ederoyd Grove zone H
Max accumulation of parked vehicles: 7 (09:00-10:00)

Ederoyd Drive zone F
Max accumulation of parked vehicles: 7 (07:00-07:50)

