

REPORT FROM: NEIGHBOURHOOD SERVICES MANAGER

TO: NELSON COMMITTEE

DATE: 7 NOVEMBER 2016

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**PROPOSED INTRODUCTION OF A RESIDENTS-ONLY PARKING SCHEME:
117–129 AND 116–136 EVERY STREET, NELSON**

PURPOSE OF REPORT

Following previous reports to this Committee, including the last one in January 2016, a request has been made for the Neighbourhood Services Manager to undertake a further survey for the possible introduction of a residents-only parking scheme and to report back to this Committee on the outcome of the survey.

RECOMMENDATION

- (1) That, despite there being a strong desire from some residents for the introduction of the scheme, the traffic study continues to provide insufficient evidence to support the introduction of a residents-only parking scheme in accordance with the guidelines set by Lancashire County Council and therefore a scheme should not be introduced.

REASON FOR RECOMMENDATION

- (1) The traffic study results do not provide sufficient evidence to support the introduction of a scheme.

BACKGROUND

1. Following previous reports and additional requests from residents, a further report came to this Committee in January 2016 requesting the introduction of residents-only parking for 117–129 Every Street.

At the time it was resolved:

“That residents-only parking scheme be implemented at 117–129 Every Street.”

2. This was then referred to the Traffic Liaison Meeting between officers of Lancashire County Council, Pendle Borough Council and the Police in April 2016 where it was resolved that:

“The TLM feels there is limited gain in conducting another survey in the area as there have been no issues or change in circumstances to warrant another survey.

The TLM does not support the introduction of the scheme.”

3. Since then, discussions have been held between Nelson Committee councillors, county councillors and LCC Highways officers, and it was agreed to conduct a further study.
4. It was also agreed to include numbers 116–136 Every Street, Nelson, in the study to see if this showed a significant difference to the parking study figures.

ISSUE

5. In September 2016 a questionnaire was hand-delivered to properties regarding the possibility of introducing residents-only parking and a parking duration survey was also undertaken.
6. A plan showing the area surveyed and the extent of the proposed residents-only parking bays can be found in Appendix 1.
7. Lancashire County Council (LCC) will only support residents-only parking where the district authority can clearly show a high level of available kerb space is occupied for more than six hours between 8am and 6pm on five or more days in a week. LCC also requires that the proposal should be acceptable to the greater proportion of the residents. A 75 per cent response rate from households, with more than 50 per cent of these being in favour of the scheme, is considered acceptable.
8. Detailed results of the parking duration survey are available on request.

SURVEY RESULTS

9. A total of 17 residential properties which would be entitled to a permit were surveyed, with 11 replies.

In favour of providing the scheme..... 11 (65 per cent of total properties surveyed)
Against providing the scheme..... 0 (0 per cent of total properties surveyed)
No reply 3 (35 per cent of total properties surveyed)
10. We clearly indicated on the questionnaire that it would be assumed that a non-returned form meant that the resident did not want residents-only parking introduced.

ANALYSIS OF THE SURVEY RESULTS

11. The results of the questionnaire indicate that there is a strong desire from some residents for the introduction of a scheme.
12. The table below indicates the percentage of parking spaces taken on each of the visits (capacity) and of these vehicles what percentage belonged to residents (shaded). It should be noted that visits were conducted three times per day during the working week and at weekends, and were done to coordinate with school opening and closing times and local office hours.

Date		Morning	Noon	Afternoon
		%	%	%
Mon, 12 Sept	Capacity	70	75	90
	Residential	79	73	55
Tue, 13 Sept	Capacity	65	65	55
	Residential	77	46	55
Wed, 14 Sept	Capacity	65	65	60
	Residential	69	62	67
Thur, 15 Sept	Capacity	65	90	75
	Residential	69	56	67
Fri, 16 Sept	Capacity	40	75	45
	Residential	75	67	67
Sat, 17 Sept	Capacity	70	65	85
	Residential	100	92	71
Sun, 18 Sept	Capacity	65	60	45
	Residential	100	100	100

13. The maximum capacity available within a suggested permit parking bay (and including disabled bays) is 20 vehicles.
14. During the working week lunchtime visit, the maximum number of vehicles parked on this section of Every Street at any one time was 90 per cent (this was on the Thursday) and of those vehicles 56 per cent were residential. This equates to there being only two parking spaces still available. It had been 65 per cent on the morning visit and 75 per cent for the teatime visit so the capacity had not been at 90 per cent for anything more than three hours. On average, over the working week, the capacity was 62 per cent and of this 66 per cent of the vehicles parked belonged to residents.
15. The high capacity on the Monday afternoon visit was in part due the high volume of visiting cars for Eid al-Adha.
16. There was no significant issue with non-residential parking on Every Street at the weekend.
17. It has been established that a small number of the properties have multiple vehicle ownership. It could be argued that this may enhance the perceived issue with parking for residents as it will not always be possible to park several vehicles owned by a resident adjacent to their property.
18. There was insufficient evidence to support the argument that the nearby school caused short-stay parking problems at school opening and closing times.

CONCLUSION

19. There is a strong desire from some residents to introduce residents-only parking. Whilst the traffic study does provide evidence that there is a high volume of parking on Every Street, there is still insufficient evidence to support it being long-stay parking by non-residents. Therefore, a scheme should not be introduced.

IMPLICATIONS

Policy: None arising directly from this report.

Financial: Residents only parking permits currently cost £17.

Legal: In order to enforce a residents-only parking scheme, a Traffic Regulation Order would have to be made. This would be done by Lancashire County Council once full approval was given by them.

Risk Management: None arising directly from this report.

Health and Safety: None arising directly from this report.

Sustainability: None arising directly from this report.

Community Safety: None arising directly from this report.

Equality and Diversity: None arising directly from this report.

APPENDICES

Appendix 1: Residents-Only Parking, Every Street, Nelson.

LIST OF BACKGROUND PAPERS

None.



Neighbourhood Services
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DRAWING NO

SERVICE
 Neighbourhood Services

PROJECT
 Proposed Residents-Only Parking
 Scheme

DESCRIPTION
 115A, 117-128 and 116-136 Every Street,
 Nelson

SERVICE
 1:1250

DRAWN BY
 MH

DATE
 14 Sept 2016

<input type="checkbox"/>	Eligible Households	
<input checked="" type="checkbox"/>	Additional Properties Surveyed	
<input checked="" type="checkbox"/>	Parking Bays	



Your Comments

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