

**REPORT FROM: NEIGHBOURHOOD SERVICES MANAGER**

**TO: COLNE AND DISTRICT COMMITTEE**

**DATE: 9 NOVEMBER 2017**

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**PROPOSED INTRODUCTION OF BUSINESS PERMITS TO A  
RESIDENT PERMIT PARKING SCHEME: DERBY STREET, COLNE**

**PURPOSE OF REPORT**

Following a request from a local business, Neighbourhood Services undertook a survey on Derby Street in Colne to investigate the possibility of a limited number of permits being made available for local businesses within the resident permit parking scheme, and report back on the outcome of the survey.

**RECOMMENDATIONS**

- (1) That 10 business permits be issued for the use of businesses on Derby Street, Colne.
- (2) That the permits be limited to two per business, with the permits only being valid between the hours of 8.30am and 5.30pm Monday to Friday.
- (3) That businesses be charged £30 for each business permit.
- (4) That Lancashire County Council be requested to amend the Traffic Regulation Order for resident permit parking on Derby Street in Colne to reflect the new parking restrictions.
- (5) That the introduction of business permits be reviewed in 12 months' time to assess any impact on parking.

**REASON FOR RECOMMENDATIONS**

- (1) To help support local businesses within the Derby Street area.

**ISSUE**

1. The current Traffic Regulation Order for Derby Street in Colne limits parking to residents only. For this, the residents must purchase a parking disc at a cost of £17 per annum and display the disc within their vehicle when parking within the bay area.

2. Currently, there are 35 residential premises within the area surveyed which are eligible to purchase a permit. At the time of surveying, 30 parking permits have been issued for this year, nine of which are visitor permits.
3. There are a small number of businesses on Derby Street. These businesses are finding it increasingly difficult to find a parking space within the Derby Street area of Colne.
4. A questionnaire regarding the possibility of introducing business permits to the parking scheme was sent to the residents and local businesses and a parking duration survey has been undertaken. The business permits would be made available for businesses which are currently sited on Derby Street. A plan showing the area surveyed and the extent of the residents' parking bays can be found in Appendix 1.
5. A copy of Lancashire County Council's (the Highway Authority) eligibility criteria for residents-only parking can be found in Appendix 2.
6. 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.
7. Although the above criteria do not strictly apply in this case as the scheme is already in place, the principles have been applied in order to measure the strength of feeling of the residents and to establish if there is a significant problem for non-permit holders in the area.
8. Detailed results of the parking duration survey are available on request.

## **Survey Results**

9. A total of 43 properties were surveyed, with 17 replies:

In favour of providing business permits.....	4 (9 per cent of properties surveyed)
Against providing business permits.....	13 (30 per cent of properties surveyed)
No reply .....	26 (61 per cent of properties surveyed)

## **Analysis of the Survey Results**

10. It has been assumed that a non-returned questionnaire would indicate that the residents concerned do not see a need for the introduction of business permits to the scheme.
11. The result of the questionnaire indicates that there is no strong desire for the introduction of the scheme.
12. Comments from businesses who support the introduction of business permits include:
  - "It would really help the difficulties in parking in the area if this was to become a reality. There are plenty of unoccupied spaces during business hours."
  - "Parking outside the nursery is very busy with the locals that do not want to pay for a permit. This makes it difficult for parents to access us and dangerous for children leaving the setting."

13. Comments from residents who do not support the introduction of business permits include:

- “It is ‘RESIDENTS only parking’.”
- “The business premises in Derby Street have a yard to park in. Also, there is a car park on Stanley Street.”
- “Many of us on this street have old and infirm relatives that can’t walk very far and therefore need to be able to park near to our houses.”
- “It is a struggle sometimes to park as it is.”
- “Despite paying for parking on Derby Street, it still remains difficult to find a parking space. Allowing businesses to park here would exacerbate the problem.”

### Parking Duration Survey

14. 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 local office and shop hours.

Day		Morning		Noon		Afternoon	
		Odds (%)	Evans (%)	Odds (%)	Evans (%)	Odds (%)	Evans (%)
Mon	Capacity	14	20	20	14	29	23
	Residential	100	100	100	80	100	100
Tue	Capacity	14	11	17	11	23	9
	Residential	100	100	100	100	100	100
Wed	Capacity	17	14	17	9	29	14
	Residential	100	100	100	100	100	80
Thur	Capacity	20	11	11	9	17	11
	Residential	100	100	100	100	100	100
Fri	Capacity	14	14	20	14	26	11
	Residential	100	100	71	100	89	100
Sat	Capacity	26	14	20	9	23	14
	Residential	89	100	89	100	100	100
Sun	Capacity	37	11	31	11	31	11
	Residential	100	100	100	100	91	100

15. The maximum capacity within the permit parking bays is 24 vehicles on the odds side of Derby Street and 11 vehicles on the evens side.
16. During the working week lunchtime visit, the maximum number of vehicles parked on the odds side of Derby Street at any one time was 20 per cent, and of those vehicles 100 per cent were residential. On the evens side at the same time the capacity was 14 per cent and of those vehicles 100 per cent were residential. It is to be expected that the majority of vehicles should be owned by the residents as this area is residents-only parking. What is significant is the low capacity.
17. There is no evidence to indicate an increase in traffic during the lunchtime visit from either the morning or evening visits, which would indicate that there is not a significant problem for residential parking during the day due to local businesses. The capacity within the residents’ parking bays from Monday to Friday at lunchtime peaked on Monday and Wednesday

afternoon when there was 29 per cent capacity. Therefore, there would be scope to introduce additional permit users at this time.

18. There also does not appear to be much difference between parking patterns during the week and weekend.
19. Non-residential vehicles tended to park at the top of Derby Street where there are a couple of businesses. There is a No Parking restriction at the top of Derby Street (see Appendix A) which means that vehicles from these businesses try to park on the next block down nearest to their business, making them much sought after parking places. If business permits were to be introduced, new users must appreciate that the permit entitles them to park within the permit area, and does not guarantee that they will still be able to park near to their business premises.
20. If business permits were introduced, it is suggested that the permit be priced at £30 as this is the price currently used for other schemes in Pendle.
21. LCC is also currently reviewing the administration of residents-only parking. This may involve them taking back the service. If this was the case, it is likely that the annual charge for a permit would increase although it is unknown at this stage what the increase would be.
22. Members should also consider the time restriction of these permits. I would suggest that the resident permit remains at 24/7 but that the business permit should be restricted to within the hours of 8.00am to 5.30pm Monday to Friday. Outside of these hours would be a contravention of the Traffic Regulation Order and therefore enforceable by Lancashire Parking Services.

## **Conclusions**

23. Despite there being strength of feeling from the residents to not introduce business permits, the traffic study would indicate that there is more than sufficient availability for additional vehicles to be able to parking in the parking bays.
24. It is recommended that 10 business permits be introduced and that this be reviewed in 12 months' time to see if there has been an impact on parking on Derby Street.

## **IMPLICATIONS**

**Policy:** None arising directly from the report.

**Financial:** See paragraph 21 above.

**Legal:** In order to enforce permit-only parking, a Traffic Regulation Order will have to be made. This will be done by Lancashire County Council once full approval is given.

**Risk Management:** None arising directly from the report.

**Health and Safety:** None arising directly from the report.

**Sustainability:** None arising directly from the report.

**Community Safety:** None arising directly from the report.

**Equality and Diversity:** None arising directly from the report.

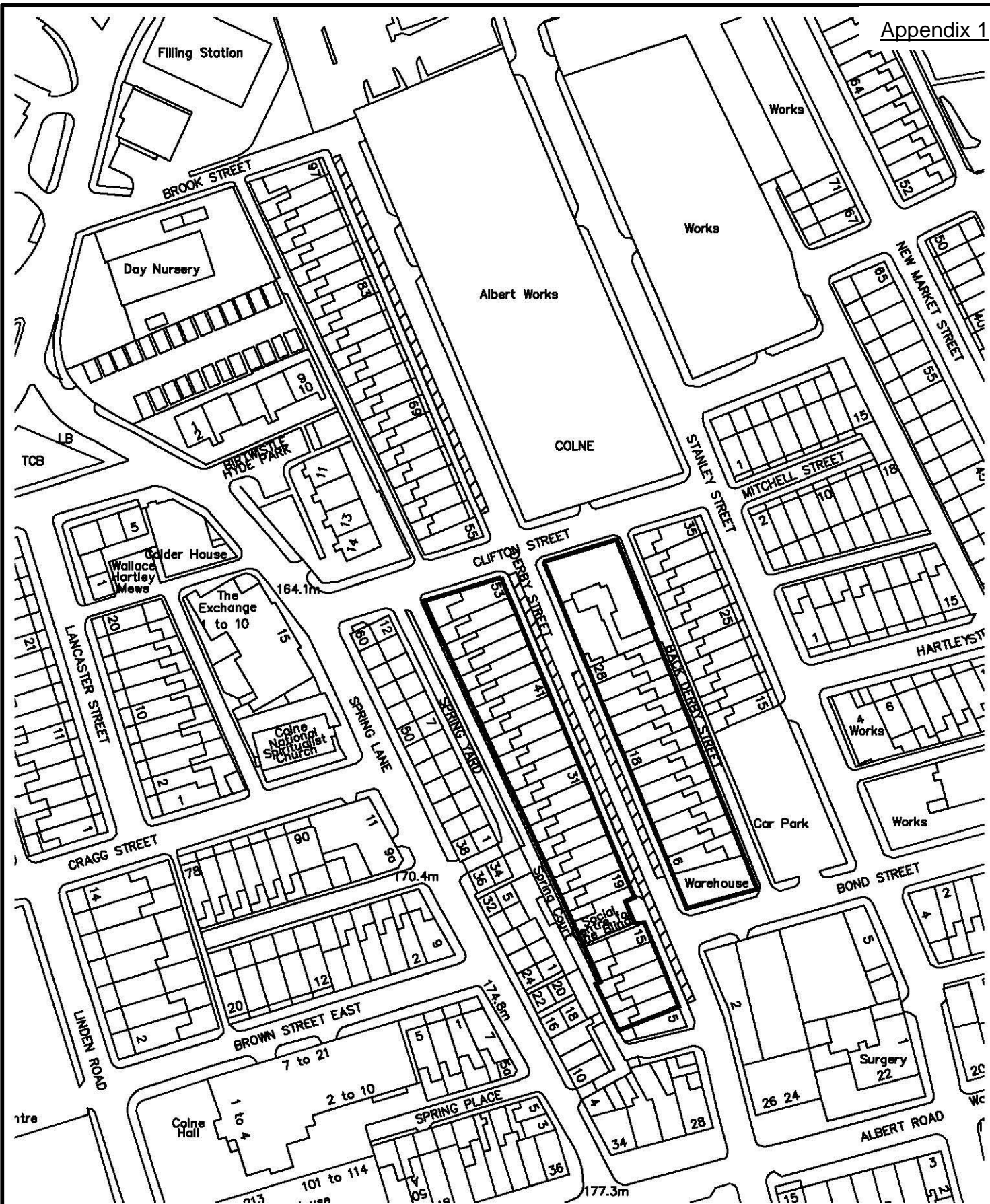
## **APPENDICES**

Appendix 1: Residents Parking Area Plan.

Appendix 2: LCC Revised Criteria.

## **LIST OF BACKGROUND PAPERS**

None.



**Neighbourhood Services**  
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DRAWING NO

**SERVICE**  
Neighbourhood Services

**PROJECT**  
Residents Parking

**DESCRIPTION**  
Derby Street, Colne - Business Permits

**SERVICE**  
1:1250

**DRAWN BY**  
MH

**DATE**  
8 Sept 2017

Revisions

No.	Detail	Date
<input type="checkbox"/>	Properties Surveyed	
<input checked="" type="checkbox"/>	Parking Bays	



### **Criteria for Residential Parking Permit Schemes**

1. Not less than 67 per cent of the available kerb space should be occupied for more than six hours between 8.00am and 6.00pm on five or more days in a week from Monday to Saturday and a bona fide need of the residents should be established.

Note: "Available kerb space" is defined as the length of unrestricted carriageway where parking could be permitted. This would of course exclude junctions, accesses and areas subject to existing waiting restrictions (but not limited waiting).

2. Not more than 50 per cent of the car-owning residents have or could make parking available within the curtilage of their property, or within 200 metres (walking distance) of that property in the form of rented space or garages, etc. Off-street parking space should not be available within 200 metres walking distance.

Note: Off-street car parks are considered as an available facility for local residents but not where an hourly/daily charge is made (eg pay and display) unless contract arrangements or similar have been provided.

3. The peak or normal working day demand for residents' spaces should be able to be met.

Note: The parking problem or peak demand time may be outside the normal working day, eg next to a shift-working factory or hospital, and this should be taken into consideration.

4. When considering the introduction of concessions for residents within an existing restricted area, the re-introduction of a limited number of parked vehicles should not negate the original reasons for introducing the restrictions.
5. The police should be satisfied that a reasonable level of enforcement of the proposals can be maintained, or alternatively that enforcement could be adequately carried out by some alternative means.
6. The proposals should be acceptable to the greater proportion of the residents. A 75 per cent response rate from households, with greater than 50 per cent of these being in favour of the scheme, is considered acceptable.
7. The introduction of the scheme should not be likely to cause unacceptable problems in adjacent roads.
8. Permits for non-residential premises should be able to be limited in their issue to essential operational use only.