

**REPORT FROM: CENTRAL AND REGENERATION SERVICES
ENGINEERING AND SPECIAL PROJECTS MANAGER**

TO: BARROWFORD AND WESTERN PARISHES COMMITTEE

DATE: 3 JULY 2014

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**PROPOSED INTRODUCTION OF RESIDENTS-ONLY PARKING SCHEME:
RUSHTON STREET, BARROWFORD**

PURPOSE OF REPORT

Following the receipt of a petition from residents of Rushton Street to this Committee on 7 November 2013, a site meeting with officers from Lancashire County Council and Lancashire Constabulary and a report to this Committee of 6 March 2014 it was resolved that the Engineering and Special Projects Manager be requested to undertake a further survey of Rushton Street and Broadway Place, Barrowford, without prior notice to the school and parents of children at the school and report back on the outcome of this additional survey.

RECOMMENDATIONS

- (1) That, due to the results of the traffic survey again providing insufficient evidence to support the introduction of a scheme, residents-only parking not be introduced on Rushton Street, Barrowford.
- (2) That the school be thanked for their pro-active work in trying to improve road safety on Rushton Street.
- (3) That officers from the Engineering and Special Projects continue to work the LCC Highways and Lancashire Constabulary in order to find a solution to the parking and road safety issues in and around Barrowford Primary School.

REASONS FOR RECOMMENDATIONS

- (1) The traffic surveys results do not provide evidence to support the introduction of a scheme.
- (2) To acknowledge the hard work that the children and teachers of the school.
- (3) To improve road safety near to Barrowford Primary School.

ISSUE

1. A questionnaire regarding the possibility of introducing residents-only parking was previously sent to the residents of Rushton Street (and Broadway Place) in December 2013. It was not felt that an additional questionnaire was required for this additional study as it was already established that there was a strong desire from the residents of Rushton Street to introduce a residents-only parking scheme.

Questionnaire Results

Rushton Street

2. A total of 18 properties were surveyed, with 13 replies.

In favour of providing the scheme 13 (100 per cent, as a percentage of those replied)

Against providing the scheme 0 (0 per cent, as a percentage of those replied)

No reply 5 (28 per cent, as a percentage of total properties surveyed)

Broadway Place/School

3. A total of 9 properties were surveyed, with 4 replies.

In favour of providing the scheme 3 (75 per cent, as a percentage of those replied)

Against providing the scheme 1 (25 per cent, as a percentage of those replied)

No reply 5 (56 per cent, as a percentage of total properties surveyed)

Analysis of the Survey Results

4. The results of the questionnaire indicate that there is a strong desire for the introduction of the scheme, with 100 per cent of those who replied from Rushton Street being in favour of the scheme.
5. From the eight properties on Broadway Place and the school, we received three questionnaires in support of the scheme.
6. Only one property was against the scheme. They commented that the introduction of residents-only parking on Rushton Street would make the problems of congestion at school opening and closing times on Broadway Place worse.

Parking Duration Survey

7. A new parking study was carried out over several days in May and June, and the dates of the study were not disclosed to either the residents or the school.
8. 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. A plan showing the area surveyed and the extent of the proposed residents' parking bays can be found in Appendix 1.
9. Lancashire County Council's (the highway authority) eligibility criteria for residents parking can be found in Appendix 2.
10. Detailed results of the parking duration survey are available on request.

11. A separate check of vehicles owned by staff from the school was made in December 2013 and this information was used again for this second study. In total on this survey, seven vehicles from the school parked on Rushton Street, but never regularly, and on only one occasion in some instances. It would be unfair to say that there was an established pattern of parking of vehicles confirmed as belonging to people from the school, and on the whole traffic from the school either parked within the school grounds or well away from the junction of Rushton Street and Broadway Place. Whilst the survey was undertaken there was no significant evidence of long-stay parking directly related to the school affecting the availability of on-street parking for residents.
12. One of the survey days was conducted during half term (Wednesday, 28 May 2014) and on this occasion the capacity went down to 47 per cent. There does therefore appear to be a link between parking problems on Rushton Street and the school being open. However, it has just not been established with this survey from where the vehicles originate.
13. The table below indicates the percentage of parking space taken on each of the visits (capacity) and of these vehicles what percentage belonged to residents (shaded). It should be noted that all visits were conducted four times a day (apart from half term) with the morning and afternoon visits focused around school opening and closing times.

Date		Morning	Noon	School Closing	Evening
Wed, 21 May	Capacity	100%	100%	107%	80%
	Residential	40%	33%	31%	67%
Wed, 28 May	Capacity	47%	47%		47%
	Residential	71%	57%		43%
Mon, 2 Jun	Capacity	80%	73%	100%	100%
	Residential	50%	45%	40%	60%
Tue, 3 Jun	Capacity	100%	80%	87%	87%
	Residential	40%	42%	38%	54%
Fri, 6 Jun	Capacity	107%	87%	93%	93%
	Residential	50%	38%	29%	43%

CONCLUSIONS

14. For the purposes of residents-only parking, there is a maximum capacity of 15 cars on Rushton Street, Barrowford. However, all vehicles on Rushton Street were counted, and this includes vehicles at the bottom of Rushton Street on the opposite side of the street to the properties. Therefore, when capacity has been exceeded this includes vehicles which may currently park outside the area where residents-only parking would be located. This second survey in general reflects the findings of the first survey insofar as it demonstrates that the street was busy on most occasions although there was some availability of parking. The exception to this is the first day (21 May 2014) when capacity was exceeded. However, as there was not a high level of kerb space occupied for more than six hours per day it is thought at this stage that LCC would not support an application for residents-only parking on Rushton Street, Barrowford.
15. The purpose of this second report was to establish if a survey carried out without any prior warning to the school and parents of children at the school would provide a different result of the normal parking situation.
16. In the main, the teachers at the school continue to use the school playground, and although there were a small number of instances where vehicles belonging to the school were parked on Rushton Street there was not a regular pattern, and it is our opinion that this could be stopped by having a word with the vehicle owners in question.

17. Other vehicles belonging to the school were parked on Broadway Place as in the previous survey.
18. The school has been campaigning to clamp down on irresponsible driving and the children recently demonstrated outside the school asking parents to stop parking on the zigzags.
19. This is a positive step and the school children should be thanked for their pro-active work.
20. However, there remains an issue with the amount of vehicles entering Ruston Street at school opening and closing times which creates congestion onto Gisburn Road. It is therefore recommended that alternative traffic calming should continue to be looked at and to this end officers of Engineering and Special Projects should continue to liaise with LCC Highways and Lancashire Constabulary and report back to this Committee the findings of these discussions.

IMPLICATIONS

Policy: None arising directly from this report.

Financial: None arising directly from this report.

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 after full approval was given.

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.

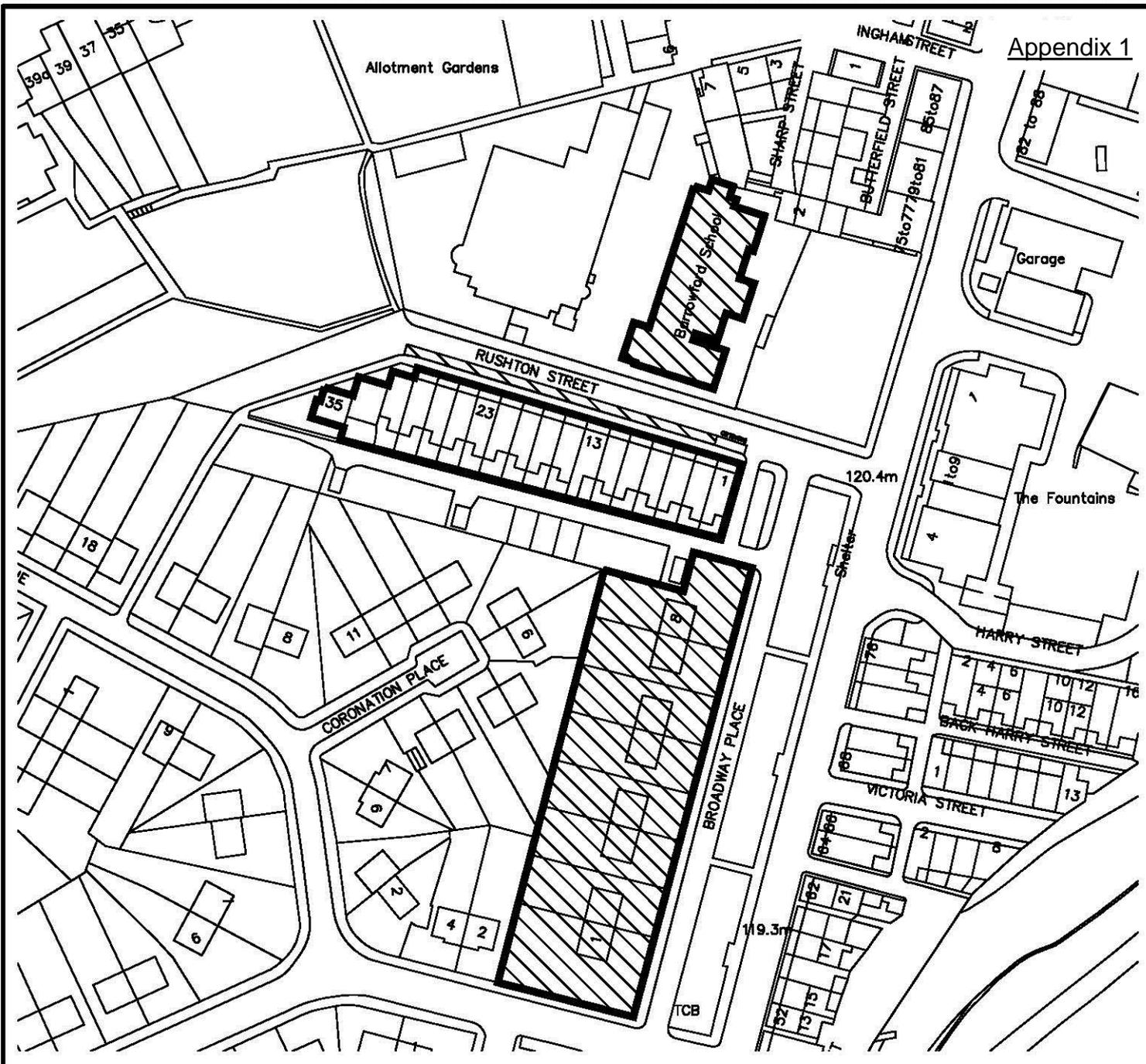
APPENDICES

Appendix 1: Plan of Proposed Residents-Only Parking Area.

Appendix 2: LCC's Criteria for Residential Parking Permit Schemes.

LIST OF BACKGROUND PAPERS

Report to BWPAC on 6 March 2014.



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PROJECT Proposed Residents-Only Parking Scheme	DRAWN BY MH								
DESCRIPTION Rushton Street, Barrowford	DATE 27 Nov 2013								
DRAWING NO /									

Your Comments

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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.