

REPORT FROM: NEIGHBOURHOOD SERVICES MANAGER

TO: NELSON COMMITTEE

DATE: 7 NOVEMBER 2016

Report Author: Sandra Farnell
Tel. No: 01282 661053
E-mail: sandra.farnell@pendle.gov.uk

**PROPOSED INTRODUCTION OF A RESIDENTS-ONLY PARKING SCHEME:
RHODA STREET, NELSON**

PURPOSE OF REPORT

Following a request from residents of 41–69 and 38–66 Rhoda Street in Nelson, it was resolved on 4 July 2016 that the Neighbourhood Services Manager be requested to undertake a 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, due to the results of the survey providing no overwhelming majority in favour of the introduction of a residents-only parking scheme, and the traffic surveys not providing evidence to support the introduction of a scheme, a scheme should not be introduced for the residents of Rhoda Street.

REASON FOR RECOMMENDATION

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

BACKGROUND

1. A petition was received from the residents of Rhoda Street in Nelson asking that consideration be given to the introduction of a residents-only parking scheme for 41–69 and 38–66 Rhoda Street. It was resolved at this Committee on 4 July 2016 that the Neighbourhood Services Manager be requested to undertake a survey for the possible introduction of a residents-only parking scheme and to report back to this Committee on the outcome of the survey. Numbers 46 and 48 Hallam Road and 18 Earl Street in Nelson were also included in the proposed scheme.

ISSUE

2. A resident's questionnaire regarding the possibility of introducing residents-only parking was sent to the residents and a parking duration survey was undertaken in September 2016.

3. A plan showing the area surveyed and the extent of the proposed residents' parking bays can be found in Appendix 1.
4. A full copy of the eligibility criteria for residents only parking as set down by Lancashire County Council (LCC) can be found in Appendix 2.
5. 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.
6. Detailed results of the parking duration survey are available on request.

SURVEY RESULTS

7. A total of 33 residential properties which would be entitled to a permit were surveyed, with 10 replies.

 In favour of providing the scheme..... 9 (27 per cent of total properties surveyed)
 Against providing the scheme..... 1 (3 per cent of total properties surveyed)
 No reply 23 (70 per cent of total properties surveyed)
8. We indicated clearly 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

9. The results of the questionnaire indicate that there is no strong desire for the introduction of the scheme, with only 30 per cent (10) of the residents responding to the survey.
10. Comments from residents in favour of the scheme seemed to focus around issues with parking from workers of a nearby factory using Rhoda Street to park on rather than the factory car park.

PARKING DURATION SURVEY

11. 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 three times per day during the working week and weekend.

Date		Morning	Noon	Evening
		%	%	%
Mon	Capacity	52	39	58
	Residential	69	50	39
Tue	Capacity	55	61	35
	Residential	65	59	45
Wed	Capacity	61	55	48
	Residential	74	59	47
Thur	Capacity	61	61	32
	Residential	47	42	70

Fri	Capacity	55	45	45
	Residential	71	50	64
Sat	Capacity	45	45	45
	Residential	79	71	57
Sun	Capacity	65	48	32
	Residential	75	80	70

12. The maximum capacity available within a suggested permit parking bay (see plan in Appendix 2) is 31 vehicles.
13. During the week the maximum number of vehicles parked on Rhoda Street at any one time equated to 61 per cent capacity, and of those vehicles 74 per cent were residential. However, on the majority of occasions the capacity was between 55 and 60 per cent and, of those, half were residential vehicles.
14. The majority of non-residential parking was on the gable ends of Hallam Road and at the bottom end of Rhoda Street.
15. In general, a parking pattern emerged of residential vehicles parking in similar places on the street. On the whole there was not much variance to this pattern which would indicate that residents, at least during the time of the survey, did not have too much of a problem being able to park outside or near to their home.
16. There was no significant issue with parking at the weekend.

CONCLUSION

17. There is insufficient strength of feeling from the questionnaire results to introduce a scheme.
18. The survey demonstrates that on the majority of occasions residential vehicles on both sides of the street could find a parking space either outside or near to their property. Visitors to these same properties may have had to park further away but there was still more than 33 per cent available kerbside parking on this bottom section of Rhoda Street. It is therefore recommended that a residents-only parking is not introduced to Rhoda Street.

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 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.

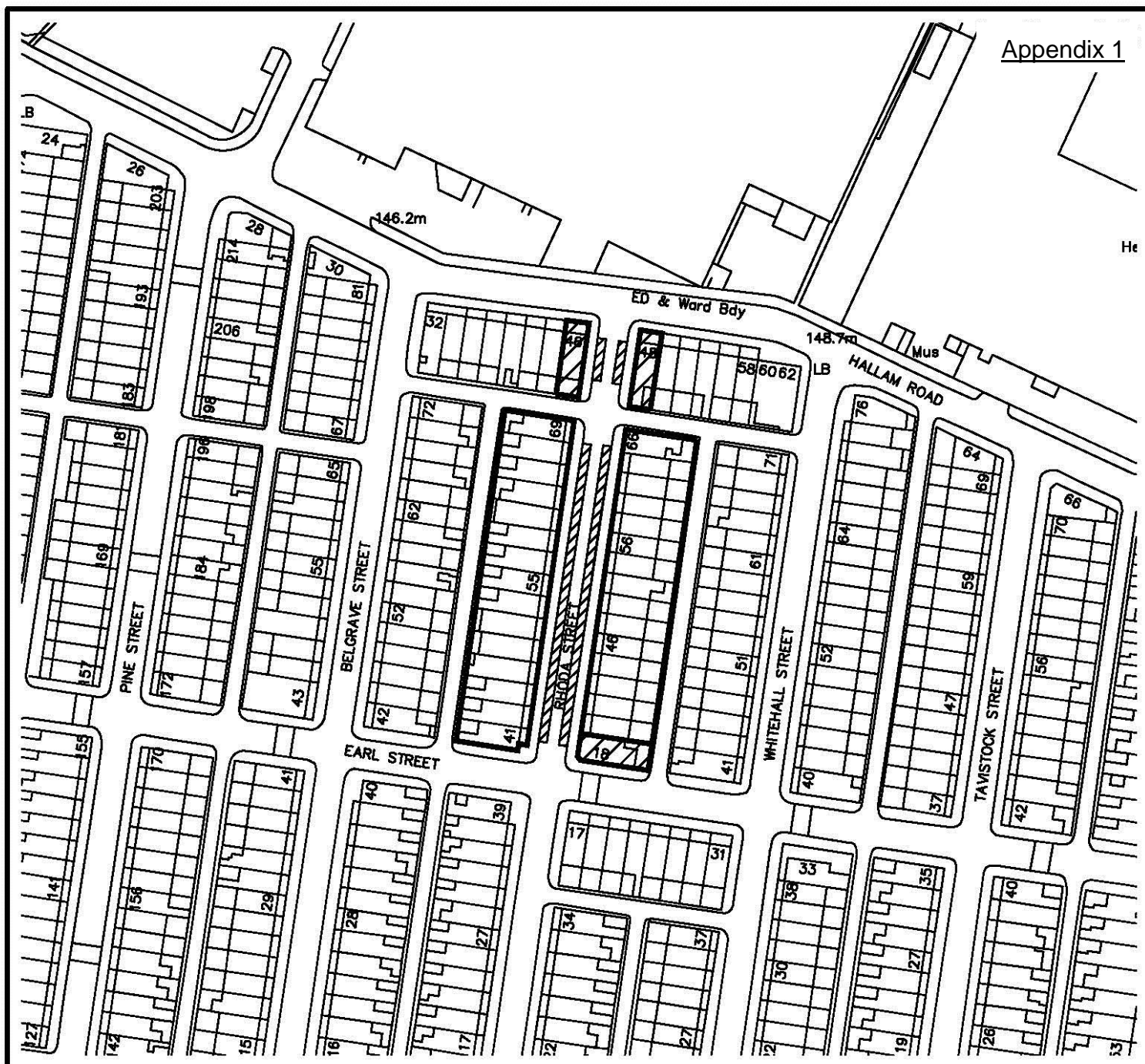
Equality and Diversity: None arising directly from this report.

APPENDICES

Appendix 1 – Residents-Only Parking Area Plan.
Appendix 2: LCC Criteria.

LIST OF BACKGROUND PAPERS

None.



Neighbourhood Services
 Neighbourhood Services Manager:
 Peter Atkinson BSc (Hons), DipT, CEng, MICE, MCIHT

*Elliott House, 9 Market Square, Nelson,
 Lancashire BB9 0LX*
 Tel: (01282) 661661
 Fax: (01282) 661043

DRAWING NO

SERVICE
 Neighbourhood Services

PROJECT
 Proposed Residents-Only Parking
 Scheme




DESCRIPTION
 Rhoda Street, Nelson

SERVICE
 1:1250

DRAWN BY

MH

DATE
 14 Sept 2016

	Eligible Households
	Additional Properties Surveyed
	Parking Bays



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.