

**REPORT FROM: NEIGHBOURHOOD SERVICES MANAGER**

**TO: NELSON COMMITTEE**

**DATE: 6 NOVEMBER 2017**

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

**PURPOSE OF REPORT**

Following a request from residents of 3–35 and 2–36 Albert Street in Nelson, it was resolved on 6 February 2017 that the Neighbourhood Services Manager be requested to undertake a survey for the possible introduction of a residents-only parking scheme. Subsequently, following a low receipt of questionnaires from a survey in July, it was resolved to issue a further questionnaire in September 2017 and to report back to this Committee on the outcome of the survey.

**RECOMMENDATION**

- (1) That members be asked to consider whether to introduce a scheme for the residents due to the results of the survey providing a majority in favour of the introduction of a residents-only parking scheme on Albert Street and the traffic surveys indicating evidence to support the introduction of a scheme.
- (2) Alternatively, members may wish to consider expanding the coverage of a residents-only parking scheme to include Every Street and Mosley Street and that a further traffic survey be conducted to include Every Street and Mosley Street.
- (3) That members note that the issues with regard to the request for one-way traffic on Albert Street have been passed to Lancashire County Council (Highways).

**REASONS FOR RECOMMENDATIONS**

- (1) The survey results provide overwhelming evidence to support the introduction of a scheme on Albert Street Nelson.
- (2) To take into account the knock-on effect of residents-only parking being introduced to Albert Street Nelson.
- (3) For further consideration to be given to the movement of traffic on Albert Street.

## BACKGROUND

1. Following a request by residents to Cllr Nadeem Ahmed that consideration be given to the introduction of a residents-only parking scheme for 3–35 and 2–36 Albert Street, it was resolved at this Committee on 6 February 2017 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 on the outcome of the survey. Numbers 42–62 Albert Street and 115, 117, 119, 126 and 128 Every Street Nelson were also included in the survey.
2. A report was submitted to this Committee on 3 July 2017. It was reported that at the time the survey was undertaken there were a number of empty properties which had affected the results of the survey. It was therefore resolved that:

*“The Neighbourhood Services Manager be requested to resend the questionnaire.”*

## ISSUE

3. A further questionnaire regarding the possibility of introducing residents-only parking was hand-delivered to the residents in September 2017.
4. It was not felt necessary to conduct a further parking study and therefore for the benefit of this report the figures from the study conducted in July 2017 have been used.
5. A plan showing the area surveyed and the extent of the proposed residents’ parking bays can be found in Appendix 1.
6. 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.
7. 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. Due to there being a lower number of properties interested in residents-only parking at Nos 42–62, I have, on this occasion, not included the survey results for this section of Albert Street. The rest of this report will therefore concentrate on properties numbered 3–35 and 2–36 only.
10. 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.
11. In this area, 25 residential properties which would be entitled to a permit were surveyed with 23 replies.

In favour of providing the scheme.....	23 (92 per cent of total properties surveyed)
Against providing the scheme.....	0 (0 per cent of total properties surveyed)
No reply .....	1 (4 per cent of total properties surveyed)
Empty property.....	1 (4 per cent of total properties surveyed)

## ANALYSIS OF THE SURVEY RESULTS

12. The results of the questionnaire indicate that there is a very strong desire for the introduction of the scheme with 92 per cent (23) of the residents responding positively to the survey.
13. Of the returned questionnaires, 13 residents asked that Albert Street be made one-way. This matter has been referred to Lancashire County Council Highways as a separate issue.

## PARKING DURATION SURVEY

### Survey Results for Properties Numbered 3–35 and 2–36

14. 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
		%	%	%
<b>Mon</b>	Capacity	79	71	57
	Residential	27	20	19
<b>Tue</b>	Capacity	82	89	86
	Residential	39	32	29
<b>Wed</b>	Capacity	93	79	89
	Residential	42	32	28
<b>Thur</b>	Capacity	89	79	79
	Residential	44	36	45
<b>Fri</b>	Capacity	79	82	79
	Residential	45	35	27
<b>Sat</b>	Capacity	86	82	93
	Residential	54	43	35
<b>Sun</b>	Capacity	64	54	68
	Residential	56	60	37

15. The maximum capacity available within a suggested permit parking bay (see plan in Appendix 1) is 28 vehicles. It should be noted that additional parking takes place on the gable ends of Every Street. For the purpose of this report, this area has not been designated as residents-only parking.
16. During the week the maximum number of vehicles parked on Albert Street at any one time equated to 93 per cent capacity, and of those vehicles 42 per cent were residential. On the majority of occasions, the capacity was between 79 and 90 per cent, and of those between 20 and 40 per cent were residential vehicles.
17. In general, a parking pattern emerged of non- residential vehicles parking in similar places on the street on a regular basis. On the whole, there was not much variance to this pattern which would indicate that residents, at least during the time of the survey, would have problems parking near to their properties on a regular basis.
18. On several occasions, officers saw evidence of vehicles meeting head on with nowhere to pass due to parking on both sides of the street. As the parking was at capacity, this resulted

in vehicles having to reverse down the whole of Albert Street to Every Street. This occasionally involved vehicles reversing out onto Manchester Road.

19. Officers did not witness any vehicles travelling at high speed whilst the survey was conducted.
20. Since conducting these surveys, officers have been approached by residents of 117–129 and 128–136 Every Street asking for consideration to be given to the introduction of residents-only parking on their section of Every Street. A petition has been handed in to the Council and has been reported separately to this meeting.
21. The introduction of residents-only parking on Albert Street is likely to have a direct impact on parking on Every Street and vice versa. It is therefore recommended that both areas should be surveyed simultaneously. It is also recommended that any re-survey should also include Mosley Street so as to alleviate the risk of parking problems moving from one street to another.

## **CONCLUSIONS**

22. The results of the questionnaire indicate that there is a very strong desire for the introduction of the scheme.
23. The traffic survey confirmed that parking is at a premium on Albert Street, and there is sufficient evidence that non-residential vehicles are causing a problem regularly for more than six hours per day.
24. The survey demonstrates that on the majority of occasions, residential vehicles on both sides of the street would on occasion have difficulty finding a parking space either outside or near to their property.
25. Visitors to these same properties may have had to park further away but it should be noted that there is still sufficient available kerbside parking on the bottom section of Albert Street (property numbers 42–62).
26. The introduction of a scheme on one section of Albert Street, Nelson, does increase the risk of non-residential parking increasing on the other section.
27. The request for residents-only parking on Every Street, Nelson, should be considered in conjunction with this scheme and not separately.
28. It should be noted that formalising the parking for residents would decrease the amount of available parking space (within the residents' parking area), and could in fact increase the problems that resident are currently experiencing from multiple vehicle ownership on the street.
29. A small number of residents asked that Albert Street be made one-way. Officers also witnessed problems with traffic not being able to travel up and down Albert Street. This matter has been referred to Lancashire County Council Highways as a separate issue.

## **IMPLICATIONS**

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

**Financial:** LCC may potentially ask for a contribution to the signing and lining of the area. This would be met through a capital programme bid and is likely to be in the region of £3,500. 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. It is unknown at this stage what the increase would be.

**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.

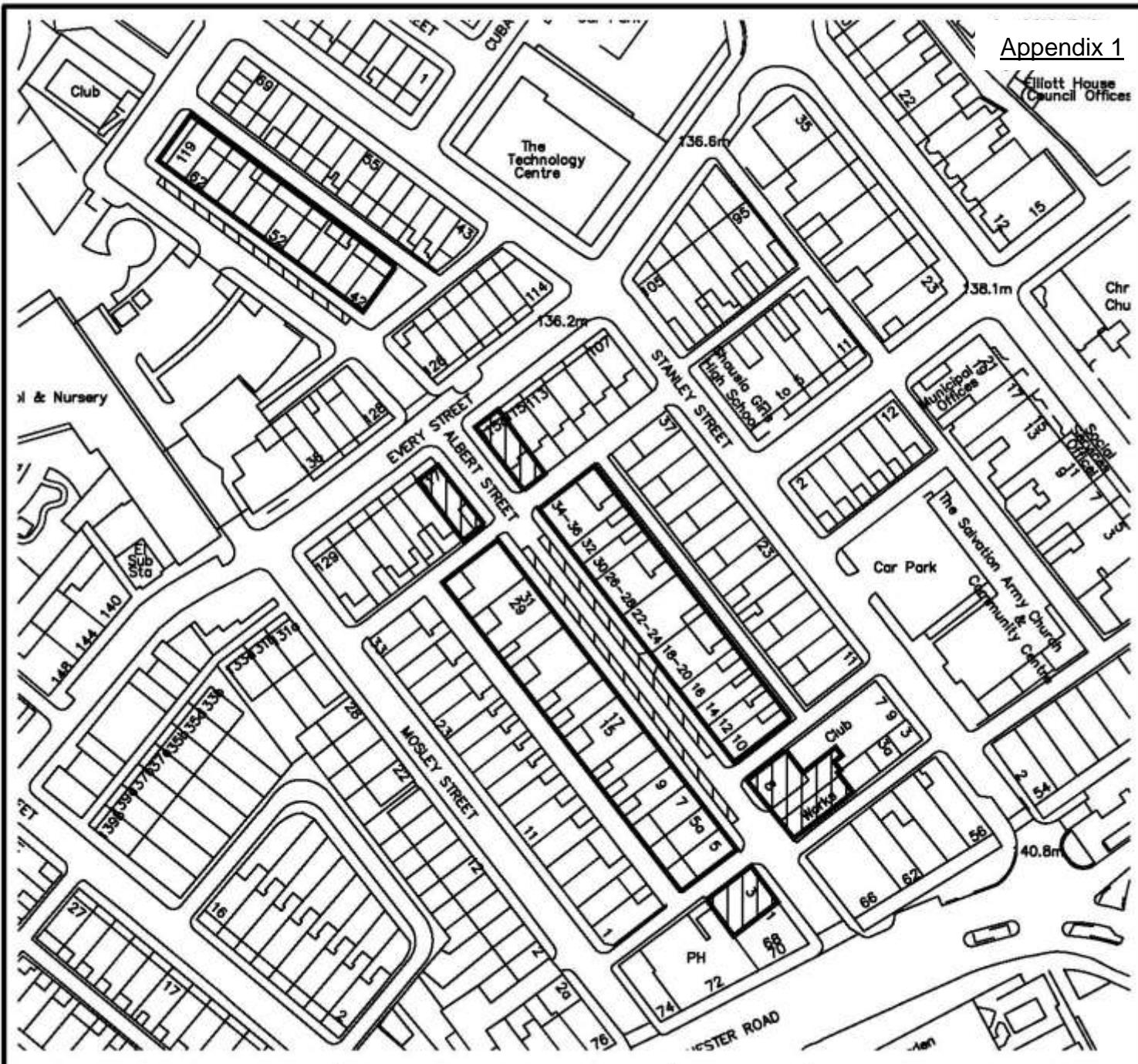
## **APPENDICES**

Appendix 1: Residents-Only Parking Area Plan.

Appendix 2: LCC Criteria.

## **LIST OF BACKGROUND PAPERS**

None.



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		Eligible Households							
		Additional Properties Surveyed							
	Parking Bays								
<p><b>PROJECT</b>                  Proposed Residents-Only Parking Scheme</p>	<p><b>DRAWN BY</b>                  MH</p>								
<p><b>DESCRIPTION</b>                  Albert Street, Nelson</p>	<p><b>DATE</b>                  8 Mar 2017</p>								



**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.