

**REPORT FROM: HOUSING, HEALTH AND ENGINEERING SERVICES
MANAGER**

TO: COLNE AND DISTRICT COMMITTEE

DATE: 5 DECEMBER 2019

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**PROPOSED INTRODUCTION OF A RESIDENTS-ONLY PARKING SCHEME:
CALDER STREET, COLNE**

PURPOSE OF REPORT

Following a request from residents of Calder Street in Colne, it was resolved that the Housing, Health and Engineering Services Manager be requested to undertake a survey of the area for the possible introduction of a residents-only parking scheme and to report back on the outcome of the survey.

RECOMMENDATION

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 indicating no evidence to support the introduction of a scheme, a scheme not be introduced for Calder Street.

REASONS FOR RECOMMENDATIONS

The survey results provide no evidence to support the introduction of a scheme for Calder Street, Colne.

HISTORY

1. A petition was received from residents requesting that consideration be given to the introduction of a residents-only parking scheme on Calder Street, Colne. It was resolved at this Committee on 7 February 2019 that:

“a survey be undertaken on the possible introduction of a residents-only parking scheme on Calder Street, Colne.”

ISSUE

2. A questionnaire regarding the possibility of introducing a residents-only parking scheme was sent to the residents and a parking duration survey was undertaken.

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

SURVEY RESULTS

7. A total of 19 properties were surveyed, with 8 replies.

In favour of providing the scheme..... 7 (88 per cent of those replied)
 Against providing the scheme..... 1 (12 per cent of those replied)
 No reply 11 (58 per cent of total properties surveyed)

ANALYSIS OF THE SURVEY RESULTS

8. The results of the questionnaire indicate that there is only a small desire for the introduction of the scheme on Calder Street as the majority of residents did not reply.
9. It has been assumed that a non-returned questionnaire would indicate that the residents concerned did not see a need for the introduction of a residents-only parking scheme.

PARKING DURATION SURVEY

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

Date		Morning	Noon	Afternoon	Evening
		%	%	%	%
Mon	Capacity	55	45	45	-
	Residential	92	50	50	-
Tues	Capacity	64	27	68	-
	Residential	75	83	60	-
Weds	Capacity	50	55	50	-
	Residential	91	50	73	-
Thurs	Capacity	73	41	50	-
	Residential	81	67	64	-
Fri	Capacity	68	50	64	-
	Residential	80	73	93	-
Sat	Capacity	68	64	73	95
	Residential	93	100	75	76
Sun	Capacity	100	82	91	86
	Residential	86	89	85	95

11. The maximum capacity available within a suggested permit parking bay (see plan in Appendix 2) is 22 vehicles (including six echelon parking and three parked on the highway in front of private garages).
12. During the week, the maximum number of vehicles parked on Calder Street at any one time equated to 51 per cent capacity and of those vehicles 75 per cent were residential.
13. Whilst the number of vehicles parked on Calder Street did increase at the weekend, especially on the Sunday, the majority of the vehicles were residential.
14. Of the seven properties that replied positively to the introduction of a residents-only parking scheme, four of the properties had more than one vehicle. The rules for residents-only parking allow for a permit for each vehicle registered at the property.
15. The introduction of a scheme would therefore make no difference to the current parking arrangements on the street.

CONCLUSION

16. Whilst it remains that the majority of residents either do not want residents-only parking or do not perceive there to be problem, LCC will not approve the introduction of a residents-only parking scheme. Multiple vehicle ownership by some of the residents also means that the introduction of a scheme would not make any difference to the parking on site.
17. It is therefore recommended that this application be refused.

IMPLICATIONS

Policy: None arising directly from this report.

Financial: None arising directly from this report. All costs would be met by and all income accrued retained by LCC.

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: See paragraphs 26 to 28 of the report, with respect to double parking.

Equality and Diversity: None arising directly from this report.

APPENDICES

Appendix 1: LCC Criteria.

Appendix 2: Residents-Only Parking Area Plan.

LIST OF BACKGROUND PAPERS

None.

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).

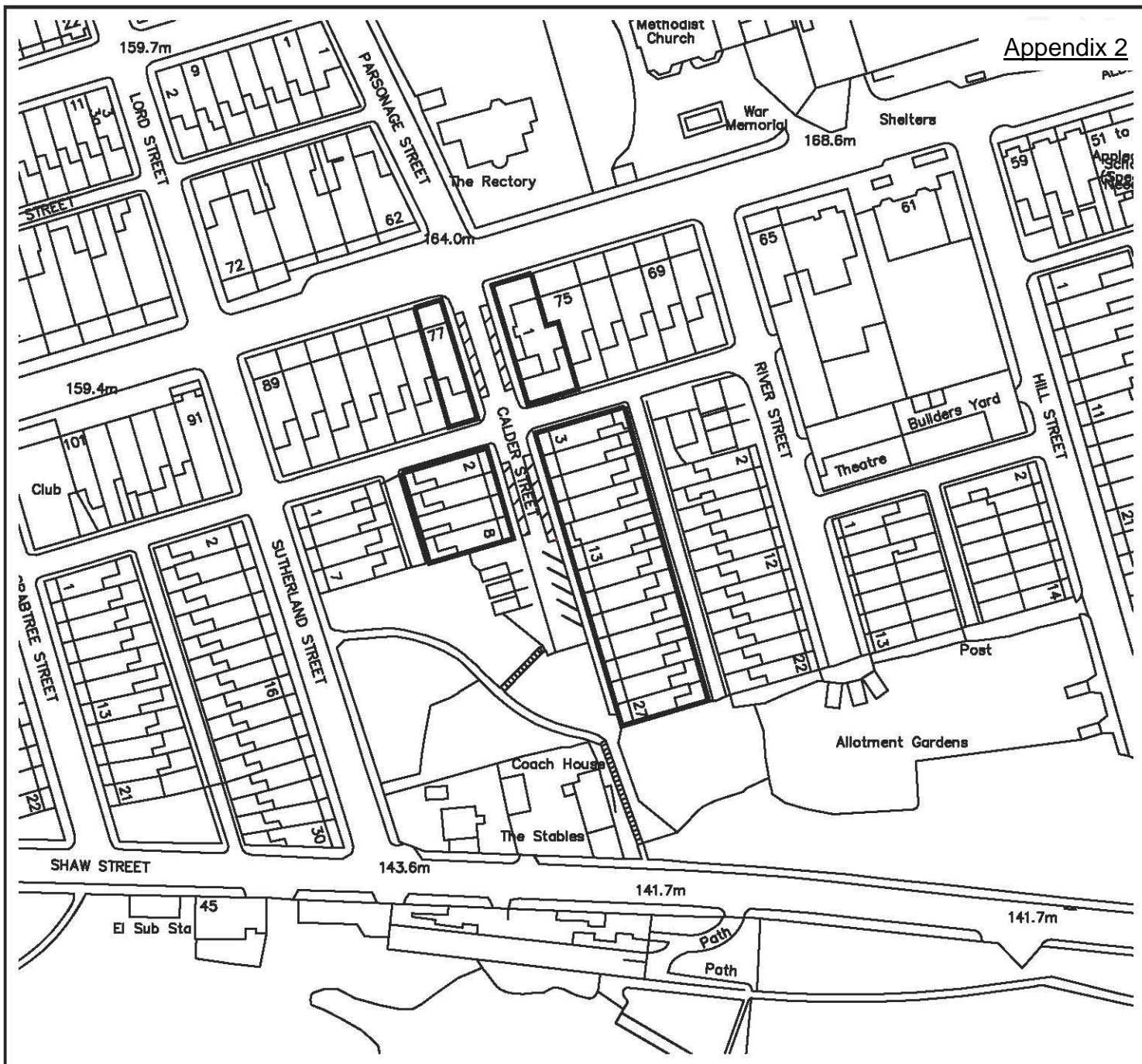
2. Not more than 50 per cent of the car-owning residents have or could make parking available within the curtilage of their property, or within 200 metres (walking distance) of that property in the form of rented space or garages, etc. Off-street parking space should not be available within 200 metres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



<p>Housing, Health and Engineering Housing, Health and Engineering Manager: Julie Whittaker</p> <p><i>Town Hall, Market Street, Nelson, Lancashire BB9 7LG</i> Tel: (01282)661661</p>	<p>SERVICE Housing, Health and Engineering</p>	<p>SERVICE 1:1250</p>	
	<p>PROJECT Proposed Residents-Only Parking Scheme</p>	<p>DRAWN BY MH</p>	
	<p>DESCRIPTION Calder Street, Colne</p>	<p>DATE 5 June 2019</p>	
<p>DRAWING NO /</p>			

Your Comments

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