

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

**TO: NELSON COMMITTEE**

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

**PURPOSE OF REPORT**

Following the request from residents of Lonsdale Street in Nelson to this Committee on 3 February 2020, it was resolved that the Housing, Health and Engineering Manager be requested to undertake a survey for the possible introduction of a residents-only parking scheme and report back to this Committee 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, a further traffic survey should not be carried out and that a scheme should not be introduced for the residents of Lonsdale Street, Nelson.

**REASON FOR RECOMMENDATION**

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

**BACKGROUND**

1. A petition was received from residents requesting that consideration be given to introducing a residents-only parking scheme for Lonsdale Street, Nelson.
2. At this Committee on 3 February 2020, it was requested that a survey be conducted and the results of the survey be submitted to a future meeting.
3. Due to circumstances surrounding Covid-19 and the lockdown, it was felt that any kind of survey should be put on hold until local businesses were re-opened and children were back at school. This would give a better reflection of normal parking patterns.

4. Ordinarily, surveys conducted for residents-only parking have included a questionnaire to the residents and a simultaneous on-site traffic study. It was felt that it was more efficient to initially just carry out the questionnaire as this can determine whether the scheme is likely to meet the criteria set down by Lancashire County Council (see Appendix 1) without the need for a traffic study.

## ISSUE

5. A questionnaire regarding the possibility of introducing a residents-only parking was sent to the residents in August 2020. The residents of 60–94 Lonsdale Street and several businesses on Lonsdale Street were consulted.
6. LCC 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. A plan showing the area and the extent of the proposed residents-only parking bay can be found in Appendix 2.

## SURVEY RESULTS

8. A total of 18 residential properties together with 12 businesses were surveyed, with seven replies (23 per cent).
9. In favour of providing the scheme..... 5 (16 per cent of total properties surveyed)  
Against providing the scheme..... 2 (7 per cent of total properties surveyed)  
No reply ..... 23 (77 per cent of total properties surveyed)
10. For the purposes of this survey, it was noted on the questionnaire that any residents who did not reply to the survey did not want residents-only parking introduced.
11. Those who did reply in the main were in favour of the introduction of residents-only parking. However, those who were against the scheme, and those who did not reply at all, were in the majority (13 out of the 18 properties and not surprisingly all of the businesses).
12. The main issue for those residents who were in favour of the scheme was that some of the residents were elderly and preferred to have their vehicle or visitors' vehicles as near to their property as possible; also residents commented that the number of cars attached to the local businesses meant that vehicles were blocking the pavements and making it difficult for pedestrians to walk. Also that cars had to park on the back street due to there being no space available on the front street.

## CONCLUSION

13. Despite the feeling of the residents who did respond to the survey, the results do not indicate a strong majority in favour of the scheme. It is recommended that a further traffic study is not completed and that residents-only parking is not introduced for residents of Lonsdale Street, Nelson.

## IMPLICATIONS

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

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

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

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

**Community Safety:** See paragraph 12 of the report, with respect to parking on the highway.

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

## **APPENDICES**

Appendix 1: LCC Criteria.

Appendix 2: Plan of Proposed Residents-Only Parking Area.

## **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.

