

REPORT FROM: HOUSING, HEALTH AND ENGINEERING MANAGER

TO: WEST CRAVEN COMMITTEE

DATE: 5 JANUARY 2021

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**PROPOSED INTRODUCTION OF A RESIDENTS-ONLY PARKING SCHEME:
LONG ING LANE, BARNOLDSWICK**

PURPOSE OF REPORT

Following the results of a questionnaire from residents of Long Ing Lane, Barnoldswick, to this Committee on 6 October 2020 in support of a residents-only parking scheme, it was resolved that the Housing, Health and Engineering Manager be requested to undertake a traffic survey to see if this would further support the introduction and report back to this Committee on the outcome of the survey.

RECOMMENDATION

- (1) That, due to the results of the traffic survey providing no evidence to support the introduction of a scheme, a scheme not be introduced on Long Ing Lane, Barnoldswick.

REASON FOR RECOMMENDATION

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

BACKGROUND

1. A petition was received from residents requesting that consideration be given to introducing a residents-only parking scheme for 31–49 Long Ing Lane, Barnoldswick.
2. At this Committee on 7 July 2020 it was requested that a survey be conducted and the results of the survey be submitted to a future meeting.
3. Ordinarily, surveys conducted for residents-only parking have included a questionnaire to the residents and a simultaneous on-site traffic study. Due to circumstances surrounding Covid-19 and the lockdown, it was felt that any kind of traffic study 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. It was also felt it was more efficient to initially 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

- 4. A questionnaire regarding the possibility of introducing a residents-only parking was sent to the residents of 31–49 Long Ing Lane, Barnoldswick, in August 2020.
- 5. Following the results of the questionnaire being favourable at this Committee on 6 October 2020, it was resolved that a traffic study should be carried out.
- 6. A plan showing the area and the extent of the proposed residents-only parking bay can be found in Appendix 2.

TRAFFIC SURVEY RESULTS

- 7. A copy of the parking duration survey is available on request.
- 8. The table below indicates the percentage of parking spaces taken on each of the visits (capacity) and of these vehicles what percentage belonged to residents (shaded). It should be noted that visits were conducted three times per day during the working week and at weekends.

		Morning	Noon	Evening
Mon	Capacity	100%	83%	116%
	Residential	100%	100%	100%
Tues	Capacity	83%	66%	116%
	Residential	80%	75%	86%
Weds	Capacity	83%	116%	83%
	Residential	100%	86%	100%
Thurs	Capacity	66%	66%	116%
	Residential	100%	100%	86%
Fri	Capacity	116%	83%	83%
	Residential	86%	80%	80%
Sat	Capacity	100%	116%	100%
	Residential	83%	100%	100%
Sun	Capacity	116%	100%	100%
	Residential	100%	100%	100%

- 9. The maximum capacity available within the officially marked out parking bays is six vehicles.
- 10. There is no evidence to indicate that there is an issue with non-residential traffic parking in the area.
- 11. There also does not appear to be much difference between parking patterns during the week and the weekend. 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.
- 12. On several occasions there were more vehicles parked than would be space for in an official parking bay. The regulated parking bay may become oversubscribed as there may be more

vehicles owned by residents of Long Ing Lane than space within the bay. The capacity of the parking bay will be six cars with 10 properties eligible for permits.

13. It therefore would seem preferential to retain the current parking routine.

CONCLUSION

14. Despite there being a strength of feeling from the residents to introduce a residents-only parking scheme, the traffic study does not indicate that there is an issue with non-residential parking. It is therefore recommended that a scheme is not introduced.

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: None arising directly from the report.

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

Minute 14 of WCAC on 7 July 2020.

Report to WCAC on 6 October 2020.

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).

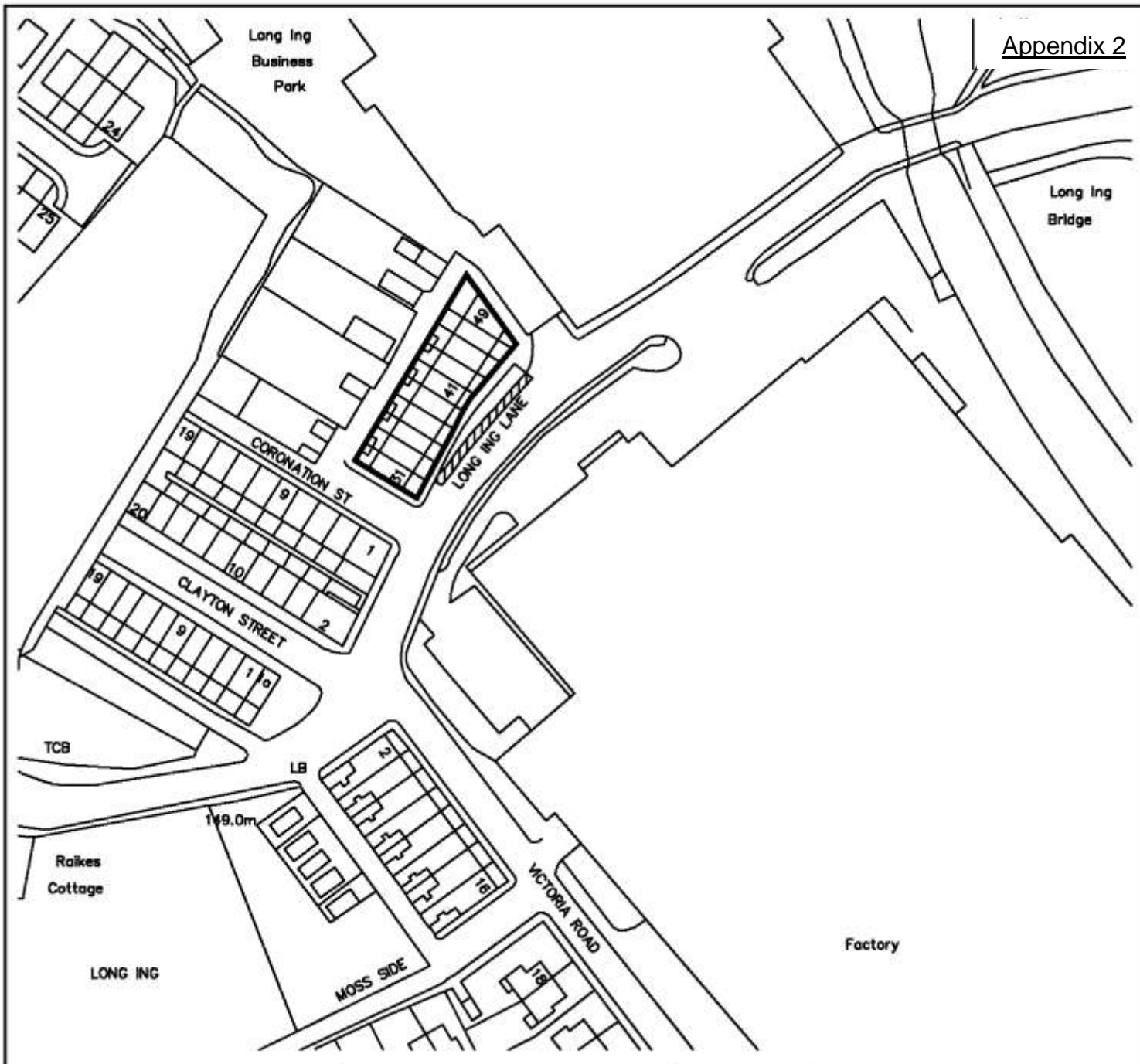
2. Not more than 50 per cent of the car-owning residents have or could make parking available within the curtilage of their property, or within 200 metres (walking distance) of that property in the form of rented space or garages, etc. Off-street parking space should not be available within 200 metres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



Housing, Health and Engineering Housing, Health and Engineering Manager: Julie Whittaker Town Hall, Market Street, Nelson, Lancashire BB9 7LG Tel: (01282) 661661	SERVICE Neighbourhood Services	SERVICE 1:1250	<table border="1"> <tr> <td><input type="checkbox"/></td> <td>Eligible Households</td> <td></td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td>Additional Properties Surveyed</td> <td></td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td>Parking Bays</td> <td></td> </tr> </table>	<input type="checkbox"/>	Eligible Households		<input checked="" type="checkbox"/>	Additional Properties Surveyed		<input checked="" type="checkbox"/>	Parking Bays	
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PROJECT Proposed Residents-Only Parking Scheme	DRAWN BY MH											
DESCRIPTION Long Ing Lane, Barnoldswick	DATE 7 Aug 2020											
DRAWING NO /												

Your Comments

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