

REPORT FROM: HOUSING, HEALTH AND ENGINEERING MANAGER

TO: NELSON COMMITTEE

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

PURPOSE OF REPORT

Following the results of a questionnaire from residents of Holly Street, Nelson, to this Committee on 5 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 should not be introduced on Holly Street, Nelson.
- (2) Members may wish to review this decision once further information regarding the enforcement of the school zigzags is provided by Lancashire County Council.

REASON FOR RECOMMENDATION

- (1) The traffic survey results do not provide evidence to support the introduction of a scheme.
- (2) To take into consideration any future parking habits on Holly Street, Nelson.

BACKGROUND

1. A petition was received from residents requesting that consideration be given to introducing a residents-only parking scheme for Holly 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. 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 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. It was also felt that 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.

4. A questionnaire regarding the possibility of introducing a residents-only parking scheme was sent to the residents of Holly Street, Nelson, in August 2020.

ISSUE

5. Following the results of the questionnaire being reported as unfavourable due to a lack of replies at this Committee on 5 October 2020, a second questionnaire was sent to the residents in late October and this time was more favourable. It was therefore decided that a traffic study should be carried out.
6. It should be noted that the local school was open when the survey was carried out.
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 copy of the parking duration survey is available on request.
9. 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	69%	69%	31%
	Residential	55%	44%	25%
Tues	Capacity	46%	62%	54%
	Residential	50%	75%	71%
Weds	Capacity	46%	69%	46%
	Residential	17%	78%	75%
Thurs	Capacity	62%	23%	69%
	Residential	63%	100%	44%
Fri	Capacity	85%	38%	69%
	Residential	55%	60%	56%
Sat	Capacity	77%	85%	62%
	Residential	90%	91%	88%
Sun	Capacity	85%	69%	85%
	Residential	100%	100%	91%

10. The maximum capacity available within the officially marked out parking bays is 13 vehicles.
11. Lancashire County Council (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 6 hours between 8am and 6pm on five or more days in a week.

12. Whilst the capacity is on average 56% during the working week, of this 58% of the vehicles are residential. The highest capacity was Friday morning at 85% which equates to 11 vehicles. However, six of these were residents' cars. There is no evidence to indicate that there is an issue with non-residential traffic parking in the area.
13. There also does not appear to be much difference between parking patterns during the week and the weekend 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.
14. A number of non-residential cars were parked on the school zigzags during the working week. These have not been included in the survey as they did not have a detrimental impact on the parking availability for residents. It is likely that these cars were from the school and that for whatever reason Lancashire County Council were not enforcing in this area at the time of the survey.
15. Enquiries have been made with Lancashire County Council regarding this and I am awaiting a response. The response may have an impact on future parking in the area. For example, if the area is enforced the school traffic may start to park outside the residents' houses again.

CONCLUSION

16. 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 at this time.
17. Members may wish to consider reviewing this decision following any response from Lancashire County Council regarding the enforcement of the school zigzags.

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

None.

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).

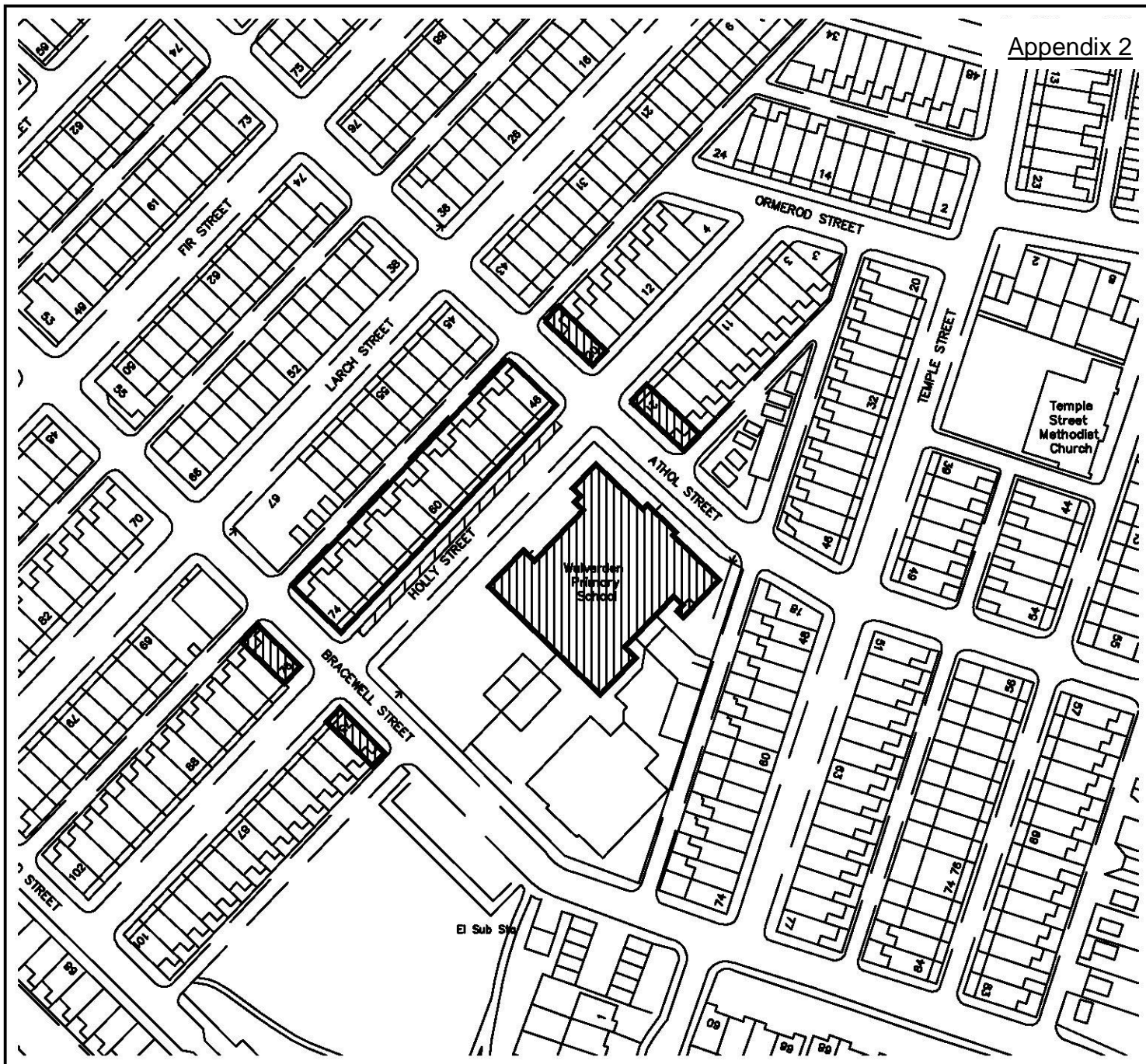
2. Not more than 50 per cent of the car-owning residents have or could make parking available within the curtilage of their property, or within 200 metres (walking distance) of that property in the form of rented space or garages, etc. Off-street parking space should not be available within 200 metres 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> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td>Additional Properties Surveyed</td> </tr> <tr> <td><input checked="" type="checkbox"/></td> <td>Parking Bays</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 Holly Street, Nelson	DATE 7 Aug 2020								
DRAWING NO /									

Your Comments

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