



Parking in Pendle

Baseline

Towards a new parking policy and parking strategies for Pendle

1. PARKING IN PENDLE - BACKGROUND

We currently do not have a parking policy or strategy for Pendle. We now propose to produce an overarching parking policy followed by area specific parking strategies for the 5 main towns in Pendle.

Some background work was carried out on a Pendle Parking Strategy before parking was handed over to the Engineers' Section. Previous work included surveys of all car parks across Pendle, conducted in 2019 and a supplementary review of car parks in Nelson town centre, conducted in 2022.

Previous reviews have concluded that one size does not fit all. Each area is managed by a different Area Committee sometimes with Town Councils involved and all have different views and issues relating to the car parks.

We now propose to initiate an overarching policy for all car parks, focusing on the following headings:

- Short Stay Pay and Display
- Short Stay Disc and Enforcement
- Long Stay Car Parks
- Residents Only Parking
- Business Permits
- Car Park Maintenance
- EV Charge Points in Car Parks
- General issues

Once we have produced an overarching parking policy, we will initiate area specific parking strategies for each of the 5 main towns in Pendle: Nelson, Brierfield, Colne, Barnoldswick and Earby

2. PARKING POLICY

Baseline and issues arising:

Short Stay Pay and Display

We manage the enforcement of one short stay, pay and display car park at Wavelengths, Nelson on behalf of Pendle Leisure Trust. PBC does not have any pay and display car parks at present to manage other than Wavelengths and this is for enforcement only.

As part of this review, we need to consider the benefits of introducing pay and display to some of the town centre car parks to generate revenue to help maintain the car parks. The revenue generated would be spent across the whole of Pendle on maintenance and improvements of all car parks in Pendle and would not be ringfenced for a particular town.

Short-stay Disc and Enforcement

We currently have several short stay car parks in Nelson, Colne and Brierfield town centres which are controlled using a disc for parking a maximum 2 and a half hours. Parking enforcement is managed by NSL (a subsidiary of Marston Holdings) on behalf of the Council as part of a partnership working with several other local district authorities, called Chipside Lancashire. Under the Traffic Management Act the enforcement of short stay disc parking cannot be managed by Town and Parish Councils.

Long-stay Car Parks

There are several Long Stay car parks across Pendle in town centres, urban and rural areas. As part of this review, we will be looking at how these car parks are used daily to establish whether they can be changed to one of the following:

- Short-stay car park
- long-stay pay and display
- transferred to town and parish councils or
- put on the surplus to requirement list

Residents Only Parking

One of the car parks in Nelson - Cuba Street Car Park, has a section which is for local residents only. As part of the policy, we would review the number of parking bays required and the annual charge which is currently £55 including VAT. We need to check the new ratable value with Property Services and discuss this with Area Committees i.e. does the annual charge for a permit need to be increased? For example, for Cuba St, the recommended fee for a permit was £300 (as per rateable value at that time) but Nelson AC agreed a charge of £30 per permit. As mentioned above, the current charge is still only £55.

Business Permits

The annual cost of a business permit is currently £110 including VAT, do we want to increase this? Currently, we can only issue 50 permits a year, do we want to increase the number of permits we issue? Are we charging too little for resident and business permits?

A survey is required to establish how many cars currently have permits. Business permits to be advertised/promoted more widely. This is a way of bringing in more revenue for other parking costs such as maintenance.

Car Park Maintenance

As referred to above, to maintain the car parks we need a large enough budget to cover the cost of regular maintenance, including litter picking and weed killing as well as funding for ad hoc repairs such as potholes, trip hazards, repairs to signage and new signage.

We used to have an asset maintenance budget to cover proactive maintenance for resurfacing and/or relining. Could this budget be reinstated? Reports and bids were also submitted to the PBC Capital Programme for funding for ad hoc enhancement works on car parks. Could this be restored as well as applying for additional funding from the Area Committees' budgets for additional funds for maintenance?

The current regular car park maintenance carried out by Environmental Services needs to be reviewed together with costs. We may require a revised maintenance regime for all car parks across Pendle to ensure they are all always free of litter and weeds. A review of car park signage is also required. This is to help raise visitor expectations and experience when they arrive in Pendle.

EV Charge Points in Car Parks

In March 2023 a report was drafted to the Policy & Resources Committee proposing that the Council develop its own electric vehicle charging infrastructure. This would involve employing a preferred supplier to deliver the charging facilities in the Council's car parks.

This proposal came about following the Climate Emergency Working Group in September 2021. The specification required tenderers to install at least one rapid (min 40kWh) charger in each of four specified car parks in the towns of Barnoldswick, Brierfield, Colne and Nelson with the provision to propose more chargers within these and additional town centre car parks if deemed feasible.

The scheme was tendered. Some tenderers confirmed that they would not require funding as they would be able to fully finance the project with a likely timescale of 6 months between approval and the charge points being installed and ready to use. Other proposals would require match funding, and this would extend the delivery phase by several months.

However, the draft report was not submitted and there was no final decision on the proposed EV charge points. The tender process would need to be restarted and funding secured, if required.

When considering where to locate the EV charge points, we would need to also take into consideration new funding announced from LCC to be allocated towards on street EV charge points, primarily for residential areas that do not have private driveways such as streets with terraced houses. There is potential funding for around 200 EV charge points in each district authority across Lancashire.

General issues

We also need to consider the following within the overarching policy:

- Review the role or purpose of the car parks in the car parking plans for each area. This will vary in each town.
- Ensure car parks support our existing regeneration schemes such as Town Deal projects in Nelson town centre as well as UKSPF, LUF and Long-term Towns Plan for Nelson or in Colne, car parks would need to cater for visitors to the new LUF funded Heritage Quarter and regenerated Marketplace.
- Review of our current parking disc system in Pendle, for example, are there too many short stay car parks, can we convert some of the short stay to long stay? Are any of our car parks redundant, could they be transformed into green spaces for example
- Review the current cost of car park enforcement using parking discs and a review of Chipside to establish current costs compared with income from parking fines.
- Review of Pendle Council staff parking, resident and business permits.

3. PARKING STRATEGIES FOR EACH TOWN

Once the Car Parking Policy document is finished, we propose to follow this by producing Parking Strategies for each town highlighting the specific issues relating to the 5 main towns in Pendle.

Parking Strategy baselines:

a. Nelson

There are 16 car parks in Nelson:

Name Of Car Park	Number of Bays	Long/ Short Stay	Shoppers	workers	residents	commuter	Park	Electric Vehicle Charge Points – proposed location
Booth Street	17	S		x				
Broadway	47	S	X	x		x		x
Calder Street	32	L	x	x	x			
Carr Road	72	L					x	
Chatham Street	20	L	x		x			
Chapel Street	67	L		x		x		
Cuba Street	23	L		x	x			x
Every Street	20	S		x	x	x		
Leeds Road	10	L			x			
Nelson Town Centre	150	S	x					X Home Bargains
Netherfield Road	10	L		x				
New Brown Street	22	S	x	x				
Palace	28	L	x	x				
Rigby Street	35	L		x				
Sagar Street	16	L		x		x		
Stanley Street	20	S	x	x	x			

The main issues in Nelson are:

- There are 16 public car parks. 7 of which are short stay. Morrisons and Nelson Town Centre (Home Bargains) are managed privately but are classed as public and are signed accordingly. PBC also manage the enforcement of Wavelengths car park (adj. the Sports Centre) on behalf of the PLT.
- Following Officer recommendation, the Palace Car Park (28 bays) was changed from short stay to long stay in July 2017
- On street parking is managed by Lancashire County Council and we are not able to gain information on what increase there's been on on-street parking since the demolition of the Multi Storey car park.
- Evidence of long stay users moving vehicles on the short stay car parks will possibly, following recommendation, bring about the decrease in the number of short stay and increase in long stay car parks in the town and subsequently decrease the amount of on street parking.
- A further usage/footfall and customer surveys to be carried out as well as a review of the agreement with Morrisons on car parking.

- In 2009 following discussions with the Primary Care Trust a report went to Nelson Area Committee. It resolved that 41 spaces at Carr Road Car Park be, made available for the Primary Care Trust and that the Executive be requested to consider allowing 50% of this license fee to be allocated to Nelson Committee. The Executive resolved that the request from the Primary Care Trust be refused and the car park be retained for public use. Despite a further request of Nelson Area Committee on 5th October the Executive would not re-consider their decision to allocate 41 spaces to the PCT, with 50% of the fees going to Nelson Area Committee. To this day this car park continues to be underused. The PCT use Morrisons car park for their staff/overflow.

b. Brierfield

There are 4 car parks in Brierfield:

Name Of Car Park	Number of Bays	Long/ Short Stay	Shoppers	Workers	residents	commuters	Electric Vehicle Charge Points – proposed location
Cross Street	30	L			1		
Holden Road	24	L			x		
Wood Street	30	L			x		
Tunstill Square	32	L/S	x	x	x		x

The main issues in Brierfield are:

- Of the 4 public car parks, 3 are long stay.
- Tunstill Square to the rear of the Town Hall is part long/short stay. Originally it was all short stay (disc controlled) and we supplied some permits for staff who work at the Health Centre adjacent to the car park, but this was amended and some long stay bays were introduced.
- The 3 long stay car parks are used mainly by residents.
- Previously it was recommended that Cross Street Car Park is sold to Together Housing (adjacent), but it was resolved that no further action should be taken. Recently some problems with an adjoining retaining wall on Council land have been identified, and it's like some high costs will be incurred.

c. Colne

There are 12 car parks in Colne:

Name Of Car Park	Number of Bays	Long/ Short Stay	Shoppers	Workers	residents	commuters	Heritage area	Electric Vehicle Charge Points – proposed location
Colne Lane	26	L/S	x					x
Cross Skelton Street	41	L	x		x			
Dockray Street	90	S	x					x
Great George Street	6	L	x	x			x	
Greenfield Road	45	L			x			

Hawley Street	16	L			x			
Midgeley Street	35	L			x			
Nelson Street	44	L	x	x			x	
Queen Street	29	L			x			
Stanley Street	22	L			x			
Thomas Street	11	L			x			
Windy Bank	10	L			x			
Parliament Street	30	S	x					x

The main issues in Colne are:

- There are 13 public car parks in Colne, 3 are short stay disc parking. However, 3 of these are currently out of action: parking on Parliament St is currently not being enforced due to the ongoing works at the Market; we are awaiting a car parking order to be completed before enforcement can start on Colne Lane which will be part Short Stay and part Long Stay.
- The largest car park in Colne is Dockray Street, behind the library, with 90 bays. This is currently under used and could possibly be looked at for long stay or having a % used as Business Permit Only (report to MT 4 Jan 22). There's currently a resolution from July 2017 for a maximum of 10 permits
- Hawley Street Car Park has been declared surplus.
- We have never been able to get Pay & Display approved, despite reports over the years. Management Team - 4 Jan 22 report - suggested further investigation of Pay & Display again.

d. Barnoldswick

There are 8 car parks in Barnoldswick:

Name Of Car Park	Number of Bays	Long/ Short Stay	Shoppers	Workers	Residents	Commuters	Electric Vehicle Charge Points – proposed location
Brook Street	20	L	x				
Jepp Hill	6	L			x		
North Ave	21	L			x		
Rainhall Road	57	L			x		
Station Road	22	L	x	x		x	
Wellhouse Road	79	L	x				x
Walmsgate	18	L			x		
West Close Road	Not lined			x			

The main issues in Barnoldswick are:

- There are 8 public car parks in Barnoldswick. All long stay. The disc parking scheme lasted on 3 car parks from September 2004, when it was introduced in Pendle following decriminalisation until February 2005 when it was removed following a petition from the Barnoldswick Community Association.
- A survey was carried out in 2018 on Wellhouse Rd Car Park to look at re-introducing disc parking but was put on hold.

- We receive a small income from the rental of parking bays to Lloyds Bank on Wellhouse Rd car park once per fortnight.
- Rainhall Road Car Park (large and under used) has been looked at for housing land, but no further action has been taken to date.

e. [Earby](#)

There are 2 car parks in Earby:

Name Of Car Park	Number of Bays	Long/ Short Stay	Shoppers	Workers	Residents	Commuter	Electric Vehicle Charge Points – proposed location
Albert Street	50	L			X		X
Water Street	8	L	X		X		

The main issues in Earby are:

- 2 long stay car parks which are well used.
- We derive no income from them.
- There is a section of short stay parking on the main high street which isn't well enforced by LCC (they don't find it cost effective to make the journey out to Earby). The enforcement team is based in Burnley.

4. [PROCESS](#)

To initiate the process, we suggest a report to the 3 Area Committees with the aim of establishing working groups for the 5 towns with car park enforcement.

The working groups would review the main issues in their area and identify any new issues and/or area specific problems. This would include identifying preferred locations for EV charge points. This could be in the form of a meeting and/or a walk around all the car parks in each town to set the baseline.

In order to achieve the parking policy and strategies, we would like to request the assistance of a consultant to conduct usage surveys, car park condition surveys etc and to review the current baseline in each town. NSL who we already work with, have done surveys like this for us in the past and so we would include them within the tender process as well as Jacobs and Atkins. The consultant would be asked to undertake the surveys, analyse the data and compare new data with previous surveys and to report back to us.

Once the surveys are done and the working groups consulted, we propose that the policy and area specific parking strategies are written up either internally by the Project Manager (Engineering and Cycling) or by the appointed consultant.