

Part I

Electoral Divisions affected:
Accrington North; Rishton
and Clayton-Le-Moors

Pennine Reach: Proposal to Introduce a Residents Only Permit System on Car Parking Areas in Clayton-Le-Moors

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Executive Summary

Approval is sought for the introduction of a parking permit system on the five car parking areas listed within the report. The car parking areas have, or are proposed to be, introduced as part of the Pennine Reach public transport improvement scheme in Hyndburn.

This is deemed to be a Key Decision and the provisions of Standing Order No. 25 have been complied with.

Recommendation

The Cabinet Member for Highways and Transport is requested to approve:

- i. the proposed parking management restrictions and arrangements described in this report;
- ii. that a residents only permit system be introduced for those car parking areas identified within this report that have been, or are proposed to be, constructed as part of the Pennine Reach scheme;
- iii. that the County Council's Parking Enforcement Service is authorised to administer the permit scheme and undertake enforcement in accordance with existing policies, procedures and charging arrangements; and
- iv. the pricing listed within this report and that future pricing of the permit scheme be modified in line with any future policy decision by the County Council.

Background and Advice

Pennine Reach is a joint scheme with Blackburn with Darwen Council to establish a rapid transit bus route along the Accrington – Blackburn - Darwen corridors. The scheme is designed to improve connectivity within the Hyndburn and Blackburn with Darwen areas, assisting with regeneration and economic growth. It also involves the provision of new bus stations in Accrington and Blackburn.

One element of the scheme is the proposal to introduce two bus lanes in the Clayton-Le-Moors area of Hyndburn. These two bus lanes are proposed to be located on Whalley Road, one near to the Sparth Road junction and one near to the Hare and Hounds Junction. Both of these bus lanes are subject to the introduction of Traffic Regulation Orders (TROs) and as such will be undergoing public consultation in the near future.

The two bus lanes are as follows:

Bus Lane 1 – Whalley Road, Clayton-Le-Moors, between Clayton Hall Drive and Warwick Avenue, travelling in a Southerly direction for an approximate length of 341 metres.

Bus Lane 2 – Whalley Road, Clayton-Le-Moors, between Brisbane Street and Blackburn Road, travelling in a North-Westerly direction for an approximate length of 325 metres.

When initial plans for the entire Pennine Reach scheme were presented to members of the public in 2008, residents and businesses along the lengths of the suggested bus lane near to the Hare and Hounds raised concerns about the loss of on street parking that the bus lane would cause. In addition, residents and businesses on the northern side of the Hare and Hounds junction also raised concerns about the proposed parking restrictions around the junction preventing on street parking for residents and customers. In order to alleviate concerns, included within the approved bid for the scheme was the proposal to create car parking in the area for those residents and businesses affected by the proposed bus lane and parking restrictions.

Whilst these car parking areas are being introduced to help alleviate concerns of loss of parking, should the proposed bus lanes be introduced, there is no requirement for the bus lanes to be confirmed prior to confirming the permit scheme. The car parking areas and permit scheme will be reviewed should the bus lanes not be approved.

There are 5 parking areas that either have already been created or are proposed to be created as outlined below:

North of the Hare and Hounds Junction

1. Canal Street

This car parking area is being created to alleviate concerns raised by residents and businesses about the loss of on street parking due to the proposed introduction of

parking restrictions (double yellow lines) on the northern side of the Hare and Hounds junction.

The area will provide 14 parking spaces. There are two residential properties that will be affected by the parking restrictions. It is therefore suggested to allocate two of these spaces to the residents only parking permit scheme to allow residents only parking for 24 hours a day. The remaining 12 spaces will be free to anyone to park on subject to a maximum stay of 30 minutes with no return within 2 hours between the hours of 8am and 6pm, Monday to Saturday.

This car park has now been constructed.

South of the Hare and Hounds Junction

2. Clayton Street

This car parking area is being created to alleviate concerns raised by residents and businesses about the loss of on street parking due to the proposed introduction of the bus lane to the south of the Hare and Hounds junction.

The area will provide 46 parking spaces and 6 disabled parking spaces as required in the planning permission for the site. It is suggested that permits will be offered to residents of Whalley Road only within the lengths of the bus lane. It is proposed that all of these spaces will be for residents only between the hours of 7pm and 7am. Between the hours of 7am and 7pm it is suggested that spaces are available for anyone, including blue badge holders, without a permit for up to 30 minutes with no return within 2 hours. Residents with a permit are able to park all day with no restriction.

This should allow customers of businesses the ability to park during opening hours whilst also providing parking for residents.

This car park has now been constructed.

3. Frank Street

The Frank Street car parking area is currently being designed prior to a planning application. If successful and planning permission is granted, this parking area would be 24 hour parking for those residents who hold a permit only.

4. William Street (Eastern side of Carriageway)

The William Street Eastern parking area will be an on street parking bay along the length of William Street. It is suggested that this will be made available to those residents of Whalley Road who would be affected by the proposed bus lane. The parking would be available to those residents who hold a parking permit only and would be for a period of 24 hours a day.

5. William Street (Western side of Carriageway)

The William Street Western parking area will be an on street parking bay along the length of William Street. It is proposed that this area will be made available to residents who hold a parking permit only for 24 hours a day.

Pricing Strategy

The price of a permit would initially be set at £25 for a 12 month permit. It is suggested that permits are offered at a 100% discount for the first 12 months of operation and would therefore be free to residents for that period. Following this 12 month period, the discount would be removed and the £25 fee would be payable for any residents wishing to use car parking spaces.

The fee would be subject to regular review in line with future county council policy decisions.

The terms and conditions of the permit scheme will be in line with other permit schemes throughout the county.

General Principles

It is proposed that permits would be offered to those residents who are deemed eligible by allocating addresses to parking areas. Any special requests such as introducing on street disabled parking bays (or moving existing ones currently on Whalley Road) will be considered as part of the application process. Permits will initially be limited to one permit per household. Households will be able to apply for additional permits but these will only be granted if there are less applications for permits than there are parking spaces. Additional permits will be offered on a first come first serve basis if there are any additional permits available. There would be no guarantee of additional permits being available on an ongoing basis to ensure that basic demand can be met.

The number of permits that will be offered is yet to be determined but it is anticipated that there will be enough spaces created to allow every household to be offered 1 permit each. It should be noted that the issuing of a permit to a household does not provide them with a specific parking bay nor does it guarantee that there will be an available space to park.

Enforcement of the scheme will be carried out by the Parking Services team in line with existing policies.

Consultations

Consultations took place in 2008 with regard to the overall Pennine Reach scheme. This consultation highlighted the need for car parking spaces.

The consultation for each of the bus lanes is still to be undertaken and as such the bus lanes may not be introduced. The consultation for Bus Lane 1 is expected to

commence in November 2015, with the consultation for Bus lane 2 to follow shortly afterwards.

Consultations specific to the parking scheme have not yet been undertaken. If this report is approved, households eligible for a parking permit will be identified and written to and asked to apply for a permit.

Implications:

This item has the following implications, as indicated:

Risk management

- Financial

The introduction of this permit scheme will require administrative resources to set up the scheme and to issue permits to residents. This will be undertaken by the county council's Parking Services without any requirement for additional resources. The administrative costs of the long term management of the scheme will be met by the income from issuing permits.

The enforcement of the permit scheme will also be undertaken by the Parking Services Team in line with current enforcement practice.

The construction and installation of the required signs and lining will be funded from the Pennine Reach Scheme's capital budget, which was approved for submission by the County Council's Cabinet in April 2013 and given Final Funding approval by the DfT in October 2013.

The maintenance of the car parking areas will be funded from the Public & Integrated Transport revenue budget. This has been accounted for within the decision made by the Cabinet Member for Highways and Transport on 10 November 2015 on the Pennine Reach Statutory Quality Bus Partnership which includes details of the revenue implications of Pennine Reach.

List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A