

Subject: Extension of Disc Controlled Parking **Status:** For Publication

Report to: The Cabinet

Date: 23/01/08

Report of: Head of Regeneration

Portfolio

Holder: Regenerating and Promoting Rossendale

Key Decision: No

Forward Plan General Exception Special Urgency

1. PURPOSE OF REPORT

1.1 An Overview and Scrutiny Car Park Task and Finish Group was set up to look at the way in which car parks in Rossendale were managed. The Group produced a report recommending the introduction of short stay parking restrictions in the form of pay and display or additional disc parking areas. As a result Cabinet decided that disc parking be extended throughout the borough.

1.2 This report is to present for consideration the objections received in response to implementation of the Traffic Regulation Order which introduces Disc Parking Controls in the following car parks:

Bacup - Bacup Baths, Bank Street, Rochdale Road.

Crawshawbooth - Adelaide Street, Water Street.

Haslingden - Coal Hey Street, Hindle Street, New Street.

Rawtenstall - Ormerod Street.

Whitworth - Hall Street, Market Street.

Disc Parking will restrict parking to a maximum stay of two hours on the above car parks ensuring turnover of spaces and move availability of parking for shoppers and visitors to the towns. Plans of the car parks are attached to this report.

2. CORPORATE PRIORITIES

2.1 The matters discussed in this report impact directly on the following corporate priorities and associated corporate objective.

- Delivering Quality Services to Customers (Customers, Improvement): Provision of short stay parking facilities in the town centres will enable customers to visit the town where currently many car parks are taken by all day parkers.
- Delivering Regeneration across the Borough (Economy, Housing) Availability of short stay parking places provides parking facilities for visitors thereby supporting town centre regeneration.
- Promoting Rossendale as a cracking place to live and visit (Economy) Availability of short stay parking places provides parking facilities for those wanting to visit town centre shopping areas.
- Well Managed Council (Improvement, Community Network) Introduction of short stay parking provision meets the recommendations of national parking guidance as detailed in the Joint Lancashire Structure Plan and the Local Transport Plan.

3. RISK ASSESSMENT IMPLICATIONS

3.1 All the issues raised and the recommendation(s) in this report involve risk considerations as set out below:

- There may be some short term adverse publicity but as identified by previous work carried out by the car park task and finish group the introduction of short stay parking areas addresses the vast majority of peoples wishes. Administrative changes to the Traffic Regulation Order will also minimize the potential risk of legal challenge.

4. BACKGROUND AND OPTIONS

4.1 Option 1: Agree to implement Traffic Regulation Order in order to introduce disc parking controls on suggested car parks.

4.1.1 The Joint Lancashire Structure Plan and the Local Transport Plan recommends introducing short stay restricted parking in all town centres to support their operation and secure their long term future. Both plans are statutory documents that set out Lancashire County Council's policies on parking.

4.1.2 Introducing borough wide off street restrictions will not only increase the available parking for shoppers and visitors through creating turnover of spaces but will also encourage drivers to use alternative modes of transport. There is also an imbalance of off street parking provision across the borough as the only town within the borough which has short stay parking provision is Rawtenstall.

4.1.3 Monitoring of displaced parking will take place following the introduction of additional disc parking areas. Residents parking schemes may need to be introduced once the full impact is known.

4.1.4 Commuters and those employed in the town centre will be able to park on other unrestricted town centre car parks, outer town car parks and unrestricted streets.

4.2 Option 2: No change.

4.2.1 Most long stay parkers are commuters or staff of businesses who work in the town centres. These people will be able to park close to their place of work but shoppers and visitors to the town centres will continue to struggle to find available parking spaces which will have an effect on trade and town centre longevity.

COMMENTS FROM STATUTORY OFFICERS:

5. SECTION 151 OFFICER

5.1 In order to ensure the desired customer benefits, the changes will require some degree of enforcement from Parking Attendants. It is anticipated that the additional costs of this enforcement will be funded from additional Penalty Charge Notices (PCN's) issued.

6. MONITORING OFFICER

6.1 The council has carried out the required statutory consultation for the introduction of disc parking which will restrict parking to a maximum stay of two hours. The proposed disc parking areas are shown on the attached plans. In the event that cabinet agree to the officer recommendation the order will be made and become valid within a period of 14 days from the date of making the order.

7. HEAD OF PEOPLE AND ORGANISATIONAL DEVELOPMENT (ON BEHALF OF THE HEAD OF PAID SERVICE)

7.1 No comments received.

8. CONCLUSION

8.1 Introduction of additional disc parking areas will ensure turnover of parking spaces making them available to shoppers and visitors. Parking restrictions will become consistent across the borough ensure fairness to all.

9. RECOMMENDATION

9.1 To agree implementation of the Traffic Regulation Order to implement 2 hour maximum stay parking on the car parks indicated on the attached plans.

10. CONSULTATION CARRIED OUT

- 10.1 Consultation was previously carried out through area forums and car park usage surveys as part of the work carried out by the Overview and Scrutiny Car Park Task and Finish Group. Details are attached which includes information from Area Forums and results of polls undertaken by the Rossendale Free Press.
- 10.2 The Traffic Regulation Order has been advertised for a period of 21 days in accordance with the legal requirements. The following objections were received:

Haslingden

Two objections have been received from members of public regarding business premises in Haslingden. They state the proposals will make premises less attractive with no parking available for staff. They are also concerned about availability of spaces for residential properties which surround some of the car parks.

One objection has been received regarding availability of parking for care workers visiting residents of central flats which are designated accommodation for the over 50s.

Whitworth

One objection has been received regarding ownership of land surrounding Market Street car park. This has been resolved.

Two objections include concerns about displacements of vehicles outside nearby residential properties.

One objection has been received regarding availability of parking space for dental practice staff on Market Street.

Bacup

Three objections have been received regarding availability of parking space for health care professionals working at Irwell Medical Centre. They are concerned that staff will not have access to their vehicles at short notice for urgent call outs.

One objection has been received regarding availability of parking for people attending whole day courses at the Maden Centre.

Crawshawbooth

One objection has been received regarding lack of parking for residents who currently use Adelaide Street car park.

Rawtenstall

One objection has been received concerned about availability of parking for commuters, those employed in the town centre and the displacement of their vehicles onto residential streets.

Three other letters were received making suggestions to improve parking restrictions in Rawtenstall. These letters do not object to the Traffic Regulation Order itself.

10.3 Response to Objections

Monitoring of displaced parking will take place following the introduction of additional disc parking areas. Residents parking schemes may need to be introduced once the full impact is known.

All responses to objections will include suggested alternative parking areas.

Leaflets will be produced and distributed to give information on location of car parks.

Commuters and those employed in the town centre will be able to park on other unrestricted town centre car parks, outer town car parks and unrestricted streets.

There is limited town centre parking space therefore priority of this space must be made available to visitors and customers to maintain town centre longevity.

Parking on unrestricted streets is available in all areas identified in the objection letters.

11. EQUALITY IMPACT ASSESSMENT

Is an Equality Impact Assessment required Yes

Is an Equality Impact Assessment attached Yes

12. BIODIVERSITY IMPACT ASSESSMENT

Is a Biodiversity Impact Assessment required No

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Background Papers	
Document	Place of Inspection
14 objection letters	Enclosed with report
Car park plans	Enclosed with report
Extracts from Car Park Task and Finish Group Report	Enclosed with report