

**Report To:** **SPEAKERS PANEL (PLANNING)**

**Date:** 26 April 2017

**Reporting Officer:** Ian Saxon – Assistant Executive Director, Environmental Services

**Subject:** **OBJECTIONS TO PROPOSED WAITING RESTRICTIONS – DURHAM STREET, DROYLSDEN WHARF ROAD AND BRIDGEWATER WHARF, DROYLSDEN**

**Report Summary:** The report outlines objections received to the advertised proposed waiting restrictions in relation to the above roads.

**Recommendation:** It is recommended that authority be given for the necessary action to be taken in accordance with the Road Traffic Regulation Act 1984 to seal The Tameside Metropolitan Borough (Durham Street, Droylsden Wharf Road and Bridgewater Wharf) (Prohibition of Waiting and Restriction of Loading) Order 2016.



**Links to Community Strategy:** The proposals underpin a number of targets within the Tameside Community Strategy (2009-2019) and more especially in the promotion of a Safe Environment through the provision of safer roads in our Town Centres and elsewhere.

**Policy Implications:** None arising from the report.

**Financial Implications:** None. Costs to be borne by the developer, Watkin Jones.  
(Authorised by the Section 151 officer)

**Legal Implications:** Members should have regard to the Council's statutory duty under S122 of the Road Traffic Regulation Act 1984 which is set out in **Appendix A**.  
(Authorised by the Borough Solicitor)

**Risk Management:** Objectors have a limited right to challenge the Orders in the High Court.

**Background papers:** **Appendix B** – Drawing No.001:  
All documentation can be viewed by contacting Andy Marsh, Traffic Operations by:  
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## 1. BACKGROUND

- 1.1 Following the approval and subsequent construction of dwellings in connection with the Droylsden Wharf Marina project, Traffic Regulation Orders were advertised to enable all classes of vehicles to safely negotiate the small network of roads, namely Durham Street, Droylsden Wharf Road and Bridgewater Wharf (under construction). It should be noted that this new development embraces the shared space concept where (apart from a small section of Durham Street) the highway does not have separate footways, encouraging better road manners and lower vehicle speeds. The (original) Orders proposed No Waiting at any Time on :
- Bridgewater Wharf, both sides full length
  - Droylsden Wharf Road, both sides full length
  - Durham Street, both sides full length apart from the northeast side of Durham Street from a point 65m from its junction with Market Street up to a point 14m from Market Street (covered by an existing no waiting at any time / no loading at peak times restriction).
- 1.2 Following the closing date of the advertised order, 13 objections were received, however, 7 have subsequently been withdrawn or resolved after consultation and reasoned debate.

## 2. OBJECTIONS (Outstanding)

| No | Objection                                                                                                                                                                                                                          | Officer Response                                                                                                                                                                                                                                         |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | That the estate has been badly planned. People living on the canal boats should not be parking in the area, provision should be made on the opposite side of the canal, hence freeing up space for visitors to the new development | The estate has received planning permission and the developer has built the infrastructure according to the approved drawings. The TRO's are required to ensure adequate manoeuvring space for the emergency services and the refuse collection vehicle. |
| 2  | Other roads in the area do not have the same restrictions preventing parking especially for those with 2 cars and no parking for visitors                                                                                          | The revised restrictions are a good compromise between allowing sufficient on street parking but also providing enough space for the emergency services and the refuse collection vehicle to circulate.                                                  |
| 3  | Everybody parks sensibly, there is no need for parking restrictions                                                                                                                                                                | Observations have shown that double parking is regularly taking place and there is insufficient room for delivery and refuse vehicles, resulting in hazardous reversing over long distances, hence the need for waiting restrictions.                    |
| 4  | Majority of households have 2 cars and there is no alternative parking.                                                                                                                                                            | As above.                                                                                                                                                                                                                                                |
| 5  | The imposition of waiting restrictions will prevent those households with only 1 off road parking space to park on the road, restrictions only needed at the corners of Durham St adjacent to the marina.                          | As above.                                                                                                                                                                                                                                                |
| 6  | The imposition of waiting restrictions will prevent those households with only 1 off road parking space to park on the road, restrictions only needed                                                                              | As above.                                                                                                                                                                                                                                                |

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|  | at the corners of Durham St adjacent to the marina (duplicate objection, different resident). |  |
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### 3 FUNDING

- 3.1 These proposals are being funded by the Developer of the adjacent site, Watkin Jones.

### 4. PROPOSALS/SCHEDULE OF WORKS

- 4.1 Having considered the high level of objections to the original proposals and the highway safety issues associated in maintaining adequate accessibility for the emergency services and deliveries, a compromise has to be agreed. The proposed waiting restrictions shown in **Appendix B** Drawing No.001 are deemed to be the “best fit” taking into consideration the sinuous nature of the kerblines and the varying carriageway widths of Durham Street and Droylsden Wharf Road.
- 4.2 The shared space road width on Droylsden Wharf Road is too narrow to implement No Waiting at any Time outside residential property as some driveways are not long enough to accommodate an average car length. For this reason, the proposed No Waiting at any Time is now only proposed at the junction of Durham Street. The No Waiting at any Time restriction on the residential (South West) side of Durham Street has been relaxed so that it doesn’t affect any of the objectors. The No Waiting at any Time restriction on the non-residential (North East) side has been relaxed up to the point where the road width dips below 5.8m, it would be impractical and unsafe to relax the restrictions any further.
- 4.3 In terms of parking spaces available – the new proposals allow for at least 1 space outside each property on Droylsden Wharf Road and outside numbers 1- 27 Durham Street, those remaining properties where No Waiting at any Time is proposed, private (off street) bays (or driveways) are provided.
- 4.4 It should be noted that no objections to No Waiting at any Time were received regarding Bridgewater Wharf.
- 4.5 The revised proposals are as follows:-

Maintain the existing No Waiting at Any Time and No Loading 8am – 9.30am and 4.30pm – 6pm restrictions (both sides) on Durham Street Droylsden from its junction with Market Street for a distance of 14m in a north westerly direction, (no change from original proposal).

Introduce No Waiting at Any Time restrictions on -

- 1) Durham Street (north west and north east side) from a point 20m south west of Droylsden Wharf Road to a point 120m from its junction with Market Street (includes turning head 20m south west of Droylsden Wharf Road, but excludes private parking spaces).
- 2) Durham Street (south east and south west side) from a point 20m south west of Droylsden Wharf Road to a point 132m from its junction with Market Street and from a point 67m from Market Street to a point 14m from its junction with Market Street.
- 3) Droylsden Wharf Road (south west side) from its junction with Durham Street for a distance of 25m in a south easterly direction.

- 4) Droylsden Wharf Road (north east side) from its junction with Durham Street for a distance of 3m in a south easterly direction.
- 5) Bridgewater Wharf (both sides) from its junction with Canal Street up to and including both its cul-de-sac ends.

Introduce No Waiting and No Loading on -

- 6) Droylsden Wharf Road (both sides) 8am – 9.30am and 4.30pm – 6pm from its junction with Market Street for a distance of 15m (no change from original proposal).

## **5. RECOMMENDATION**

- 5.1 It is recommended that the proposed waiting restrictions described in 4.2 above (shown in Appendix B Drawing No.001) be implemented as determined by the Council's statutory duty under S122 of the Road Traffic Regulation Act 1984.

## **APPENDIX 'A'**

### **Section 122 Road Traffic Regulation Act 1984**

- (1) It shall be the duty of every local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in sub-section (2) below) to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- (2) The matters referred to in sub-section (1) above, as being specified in this sub-section are:
  - (a) The desirability of securing and maintaining reasonable access to premises;
  - (b) The effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
  - (c) The strategy prepared under Section 80 of the Environment Act 1995 (national air quality strategy);
  - (d) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
  - (e) Any other matters appearing to the local authority to be relevant.