

<b>Report To:</b>	<b>STRATEGIC PLANNING AND CAPITAL MONITORING PANEL</b>
<b>Date:</b>	9 October 2017
<b>Reporting Officer:</b>	Ian Saxon – Assistant Director, Environmental Services
<b>Subject:</b>	<b>OBJECTIONS TO PROPOSED PAID PARKING TRAFFIC REGULATION ORDERS, ASHTON TOWN CENTRE</b>
<b>Report Summary:</b>	<p>This report outlines objections from local businesses, residents and community leaders to a proposed paid parking scheme which supports the changes and improvements in the public realm as a result of investments in the redevelopment of Ashton Market, the re-location of the college into the Town Centre, the planned Transport Interchange and other developments to support economic growth.</p> <p>These proposals also provide for a total town centre parking offer, using the latest technology to identify available spaces and new payment options covering both on and off - street parking in Ashton Town Centre.</p>
<b>Recommendations:</b>	That authority is given for the necessary action to be taken in accordance with the Road Traffic Regulation Act 1984 to make the following order, as amended; the TAMESIDE METROPOLITAN BOROUGH (ON STREET PARKING) (PAID PARKING) (ASHTON TOWN CENTRE, ASHTON-UNDER-LYNE) ORDER 2017 and TAMESIDE METROPOLITAN BOROUGH (ASHTON TOWN CENTRE, ASHTON-UNDER-LYNE) (PROHIBITION OF WAITING, LIMITED WAITING, LOADING AND LOADING ONLY) ORDER 2017 as detailed in Appendix D and illustrated in Appendix E, Drawing No. 001, 002, and 003.
<b>Links to Community Strategy:</b>	<p>Transport Infrastructure Schemes are linked to promoting</p> <p>A safe environment</p> <p>An attractive Borough and</p> <p>A prosperous society</p>
<b>Policy Implications:</b>	This proposal supports the Council's policies to develop economic growth and deliver a thriving retail offer in town centres by providing the necessary transport infrastructure, including the availability of affordable and accessible car parking arrangements.
<b>Financial Implications:</b>	The report proposes the introduction of paid-for, on street parking, having considered the numerous options and objections received. This will still ensure that Tameside will remain amongst the best value boroughs in Greater Manchester for town centre parking.
<b>(Authorised by the Section 151 Officer)</b>	<p>There are no changes to the off-street parking charges.</p> <p>Any costs associated with the introduction of the new</p>

proposals will be met from within the current service budget.

**Legal Implications:**

**(Authorised by the Borough Solicitor)**

This matter is being considered by this Panel as it has delegated authority under terms of reference to deal with *'the determination of Highway orders relating to strategic matters, which are the subject of objections received during the public consultation process'*. Before making a decision, Members should ensure that they have read and understood the Equality Impact Assessment (EIA) attached as Appendix H, in order to make sure that they comply with the Council's duties under equalities legislation.

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**.

**Governance arrangements:**

**(if applicable, the intended governance arrangements e.g. key or executive decision)**

Advertisement and implementation of Traffic Regulation Orders

**Risk Management:**

If these proposals aren't approved and implemented, there will be no enforcement of the pedestrianised area of Ashton town centre by manually operated bollards. The Council will have an on-going maintenance liability on its revenue budget, with no identified funding available.

Objectors have a limited right to challenge the Orders in the High Court.

**Access to Information:**

**Appendix A** – S.122 of Road Traffic Regulation Act 1984

**Appendix B** – Schedules: advertised proposals

**Appendix C** –Objections received

**Appendix D** – Schedule : recommended proposals

**Appendix E** – Drawing No. 001 - 3 recommended proposals

**Appendix F** – Greater Manchester on street pay and display parking charges

**Appendix G** – Ashton car parks: locations, capacity and tariff

**Appendix H** – Equality Impact Assessment (Ashton Town Centre – Traffic, Parking and Pedestrians (On Street Parking Proposals))

All documentation can be viewed by contacting Alan Jackson Head of Environmental Services (Highways and Transport) by:



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## 1. INTRODUCTION

- 1.1 Recently there have been significant changes and improvements in the public realm in Ashton town centre as a result of investments in the redevelopment of Ashton Market, the re-location of Tameside College into the Town Centre, the planned Transport Interchange and other developments which support economic growth to the area. These positive changes to the public realm have had the effect of substantially increasing and changing vehicular and pedestrian movements in the town centre. In order to protect the town centre from detrimental changes to parking behaviour there is a need to control on street parking. This is the driving force behind the proposals and the reason why the potential scheme is being revisited.
- 1.2 In order to achieve the Council's ambitious plans to deliver a high quality, well-connected setting for new developments, the following primary design objectives have been agreed by the Public Realm Task Group:

Objective 1	Improve pedestrian accessibility and environment of Wellington Road between the new developments
Objective 2	Improve pedestrian crossing safety and experience between the Transport Interchange and new developments
Objective 3	Improve the quality of the urban environment
Objective 4	Lower traffic speeds on Wellington Road and Albion Way

- 1.3 Previous reports have provided support for the changes and improvements that were needed, to be supported by a strategy that includes a balanced provision for motorists (both for the free movement of traffic and the provision of suitable parking) and for pedestrians and shoppers to move in a safe environment.
- 1.4 Consequently an area bounded by Park Parade to the south, Boodle Street to the north, Cavendish Street to the west and St Michael's Square to the east was identified as 'town centre' for the purposes of the review of traffic, parking and pedestrians. Within the identified area, there is a wide variety of different facilities on offer, including retail, educational, recreational, health facilities, light industry and businesses together with residential areas, Council pay and display car parks and private car parks.
- 1.5 The Council has a legal duty to secure the provision of suitable and adequate parking facilities on and off the highway. In order to achieve this duty it is important to ensure that parking facilities are well managed and sustainable so that they are available for the people intended.
- 1.6 In November 2014, the Council reduced its charges on its town centre car parks to encourage greater patronage and promote economic growth. This, along with the introduction of more car parks in the town has seen an increase in patronage of the car parks and increased footfall in the town centre. In total there are spaces for around 1,085 cars on Council owned Pay and Display car parks and with an additional 1,261 spaces available on private car parks to the west of Cavendish St, making a total of over 2,300 available spaces. There are an additional 5 car parks to the east of Cavendish Street that are pay and display, which total 549 spaces.

- 1.7 Should the decision be made by the Strategic Planning and Capital Monitoring Panel to agree and implement the proposals as outlined in this report a communications campaign will be undertaken to explain the decision and its implications to relevant stakeholders including business owners in Ashton town centre, community groups based in, or using venues in, Ashton town centre and the wider general public who visit Ashton town centre for work, leisure, business and retail purposes. The aim of the communications plan will be provide clear and consistent answers and key messages to the questions likely to be raised by the stakeholders referenced above. Communications would be across a number of channels including website, social media (Twitter, Facebook, Instagram), Tameside Citizen (free newspaper to all households and businesses in Tameside) and local press and radio.

These key messages include:

- The introduction of on street parking and the pedestrianisation of the town centre form part of the investment into the redevelopment of Ashton town centre to support economic growth;
- Even with the introduction of paid for on-street parking - Tameside will remain amongst the best value boroughs in Greater Manchester for town centre parking;
- We have a varied and flexible parking offer in Ashton across Council owned and on-street parking suiting both short and long stays in the town centre – prices range from free 30 minutes on-street and no more than £2 per day in our Council owned off-street car parks; and
- There are no changes to the off-street parking charges.

## **2 BACKGROUND TO PROPOSALS**

- 2.1 The Council has previously supported proposals for the introduction of a more innovative approach to parking within Ashton, allow the potential for Controlled Parking Zones where applicable, and the use of technological solutions for the payment of charges in the form of a cashless system.
- 2.2 A business case was developed and following a Key Decision, Traffic Regulation Orders advertised to implement the scheme.
- 2.3 Objections were received to the proposed traffic orders and an objection report written in line with legal requirements. Whilst these objections were mitigated against in the Objection Report, the objections were upheld by the Council's Speakers Panel on 26 May 2016 and the scheme did not progress.
- 2.4 Plans were drafted to improve further pedestrian safety by exploring the re-commissioning of rise and fall bollards on Old Street and re-visited the business case for the Town Centre pedestrian and traffic offer.
- 2.5 The Council recognised that this incompatible mixture of pedestrians, cyclists and motorised traffic, also encompasses the redeveloped Market Ground and surrounding areas as shown in Figure 1 below.



Figure 1

- 2.6 In order to provide a safer environment for all users of the highway in the area, it was proposed to reinstate rise and fall traffic bollards within the town centre and to introduce additional rise and fall bollards to support the Ashton Town Centre Public Realm initiative. These bollards would reinforce the Traffic Regulation Orders that are currently in position but that are regularly abused by drivers.
- 2.7 Figure 2 below, identifies the proposed location of new bollards and identifies the location of existing bollards.

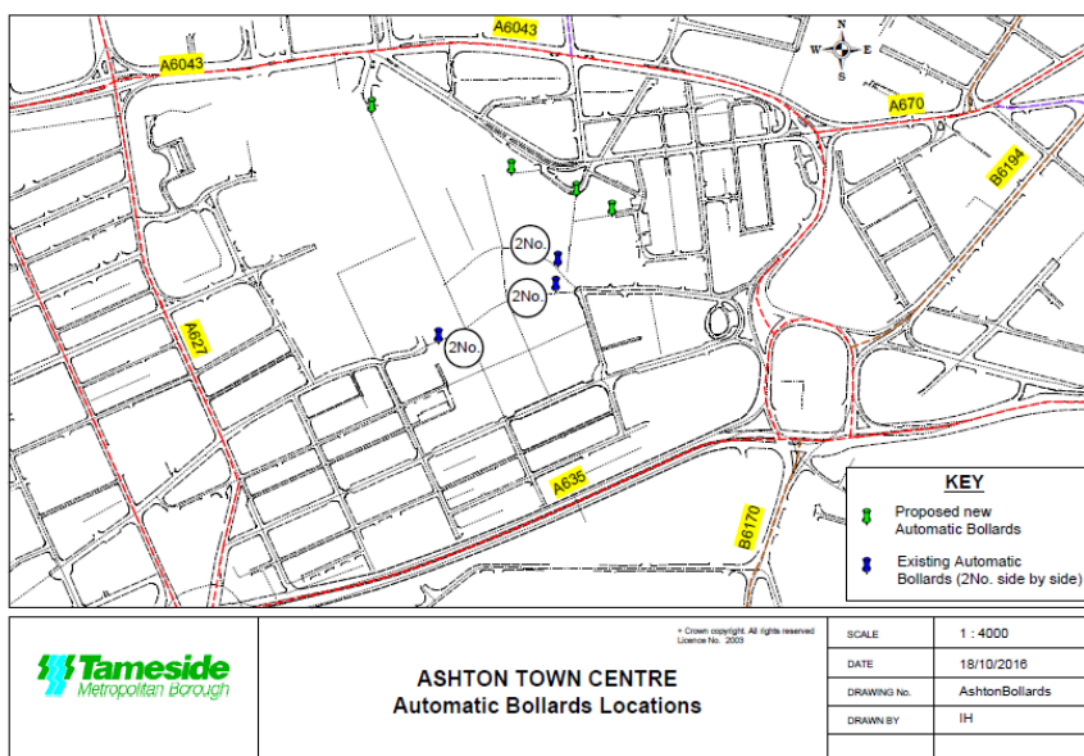


Figure 2

## PROPOSED SCHEME

### **3 ON-STREET PAID PARKING**

- 3.1 In order to resource the introduction of the bollards and thereby restore the safe environment for shoppers visiting the town centre, the opportunity was taken to revisit the Paid Parking scheme that had previously been discussed.
- 3.2 To make any new proposals for paid parking that withstand the demands of the modern customer, it was proposed to advertise for public comments a 'smart' and cashless system for on-street parking.
- 3.3 The extent of the proposals advertised can be seen in Appendix B to this report.
- 3.4 Details of the objections to the advertised proposals can be seen in Appendix C to this report.

#### **Off – street car parks**

- 3.5 The reduction in the charges on town centre car parks has encouraged greater patronage of the car parks and increased footfall in the town centre.
- 3.6 Under the proposals, there would be no changes to the off - street parking machines, i.e. cash would still be able to be used.
- 3.7 It is recognised that there is an opportunity to enhance the existing car parks within the town centre to make users more aware of their parking options.
- 3.8 Intelligent signage can be installed to inform drivers of alternative car parks if the one they are approaching is full either by smart app or by text and signage at the car park entrance.
- 3.9 Car park usage information can be available for drivers to be guided to an alternative location.

#### **Controlled parking zones (cpz)**

- 3.10 In identifying which streets (and sections of streets) to introduce on-street paid parking, care was taken to ensure that areas with residential properties were not adversely affected and in order to mitigate any displaced parking to residential areas surrounding the town centre several residential areas have been questioned as to their support for the implementation of Controlled Parking Schemes. This would secure parking for residents, businesses and their visitors to the exclusion of others. The streets / areas identified are as follows:
- Union Street area
  - Adam Street area
  - Crown Street
  - Newton Street
  - Enville Street
  - Wellington Street
- 3.11 Whilst historically, the Council has received many calls for the introduction of parking for residents and businesses within the town centre, the areas have been surveyed for residents' comments and 'buy in' to any scheme. None of the areas surveyed met the level of support required to introduce a CPZ and it is not proposed to introduce a zone in any of the areas even if this wider scheme were to be supported by this Panel.

### **Traffic regulation orders**

- 3.12 To support and meet the needs of both motorists (for the free movement of traffic and the provision of suitable parking), and for pedestrians or shoppers to move in a safe environment, the Council utilises a whole range of Traffic Regulation Orders (TROs); including waiting restrictions, reduced speed limits, permit parking, loading only areas, taxi ranks, bus lanes and pedestrian only areas.
- 3.13 To allow the introduction of a safer town centre environment it was proposed to introduce waiting restrictions throughout the town centre.
- 3.14 Full details of the advertised TROs are included in Appendix D.

## **4. POTENTIAL CHANGES TO THE PROPOSALS**

- 4.1 In view of the objections received it is recognised that some changes to the proposals may help overcome potential difficulties that may be experienced by users of the highway or adjacent properties.
- 4.2 Having read and understood the objections put forward there were a number of potential changes to the proposals. The options below outline the impact that those changes may have:
- 4.3 **Option 1a - Provide free parking for up to 30 minutes:-**  
This will allow drivers to access shops etc for short durations and keep the turnover of parking spaces available. It will still mean that the driver will have to register the vehicle on the app as always. The objections from the sorting office and Grafton House would be appeased but the duration is not really sufficient to satisfy the Church of the Nazarene.
- 4.4 **Option 1b - Provide free parking for up to one hour:-**  
This will help all the objectors but will mean that the rate of revenue raised will be reduced thereby increasing the time taken to repay the cost of installing the bollards.
- 4.5 **Option 2 - Exclude the west end of Stamford Street Central (near the Church of the Nazarene) from the proposals.**  
This would help maintain the church's help in the community by providing the services they currently do.
- 4.6 **Option 3 - Graduated payment for parking:-**  
Make each whole hour equate to £1, i.e. up to one hour - £1, up to two hours - £2, up to three hours £3 etc. This will allow parking but not a blanket £5 for more than one hour's parking. If the maximum allowable parking was 7 hours that would generate more than the £5 previously proposed but allow others to pay less. This may not reduce on street parking as it may be seen as competitive pricing and preferable to parking at an off street car park. A hybrid combination of free parking up to 30 minutes / 1 hour and graduated parking charges could be a further flexible option to be considered.
- 4.7 **Option 4 – Introduce a maximum parking period of two hours**  
As Option 3 above, but limit maximum stay to two for a £2 fee A hybrid combination of free parking up to 30 minutes or 1 hour and graduated parking charges could be a further flexible option to be considered.
- 4.8 **Option 5 - Reduced tariff on some town centre car parks:-**  
The tariff on the Church Street Council owned car parks could be altered so as to include parking for up to half an hour at a reduced rate of 20p. This would allow cheap short stay access to the post office sorting office, Grafton House Preparatory School and other local

amenities such as the Council customer services and Citizen's Advice. Capacity on those car parks would be an issue.

#### 4.9 **Option 6 - Small number of on street pay and display machines :-**

In order to mitigate the criticism of the proposed cashless payment method, the provision of a small number of pay and display machines would provide an alternative and additional way to pay.

#### 4.10 Summary table of the impact of any potential change to the proposals

Option Number	Option	Notes	Objection Resolved					
			Paid Parking	Neg Effect on Businesses	Tariff	Cashless System	Repeat Exercise	Neg Effect on Residents and Amenities
1a	Free half hour parking	Still a need to use phone to log in	N/A	✓	✓		N/A	✓
1b	Free one hour parking	Still a need to use phone to log in	N/A	✓	✓		N/A	✓
2	Exclude part of Stamford St	Helps Church and nearby shops	N/A	✓	✓	✓	N/A	✓
3	Graduated payment system	£1 per hour increase	N/A		✓		N/A	
4	Introduce maximum stay of £2 for 2 hours	£1 per hour charge	N/A		✓		N/A	
5	Reduce tariff car parks to 20p	Reduced income on car park? Helps school and church etc.	N/A	✓	✓		N/A	✓
6	Small number of machines on street	Additional cost to install scheme	N/A			✓	N/A	
1a + 3			N/A	✓	✓		N/A	✓
1a + 2			N/A	✓	✓	✓	N/A	✓

4.11 In the 2016 scheme, several objections were received surrounding the Albion Street waiting restriction proposals. These objections were recognised and the required changes were added to the 2017 scheme consultation documents (Appendix B). There have been no further objections to the revised proposals and it is accepted that those objections have now been overcome.

4.12 The purpose of the Paid Parking scheme is to protect the town centre from detrimental changes to parking behaviour in general but particularly on street parking. However, it is recognised that this is highly controversial and forward thinking. The potential impact on businesses has to be taken into account as well as the impact on road safety. It is with this in mind that **Option 1a. free parking for half hour parking on street** together with Option 4 (Maximum stay of 2 hours) Charges £1 for 1 hour and £2 for two hours, is recommended.

## **5. EQUALITY IMPACT ASSESSMENT (EIA)**

- 5.1 An Equality Impact Assessment (EIA) has been completed regarding these proposals and is attached as Appendix H to this report. The EIA identifies a number of impacted groups and provide various mitigations in order to address the identified groups' needs. These are detailed in the objection responses and included in the options in Appendix H.

## **6. RECOMMENDATION**

That authority is given for the necessary action to be taken in accordance with the Road Traffic Regulation Act 1984 to make the following order, as amended; the TAMESIDE METROPOLITAN BOROUGH (ON STREET PARKING) (PAID PARKING) (ASHTON TOWN CENTRE, ASHTON-UNDER-LYNE) ORDER 2017 and TAMESIDE METROPOLITAN BOROUGH (ASHTON TOWN CENTRE, ASHTON-UNDER-LYNE) (PROHIBITION OF WAITING, LIMITED WAITING, LOADING AND LOADING ONLY) ORDER 2017 as detailed in Appendix D and illustrated in Appendix E, Drawing No. 001, 002, and 003, as set out at the front of the report.

## **APPENDIX 'A'**

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

- (50) 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:
  - (50) 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;
  - (50) 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.

# APPENDIX B

## Previously advertised Schedule

### Schedule 1: On Street Parking – Paid Parking

Charging hours - Monday to Saturday inclusive 8am – 6pm	
	Charge
Up to ½ hour	£1.00
1 hour	£2.00
Over 1 hour	£5.00

Turner Lane (west side)	From a point 88 metres north of its junction with Wellington Road for a distance of 48 metres in a northerly direction
Turner Lane (east side)	From a point 15 metres south of its junction with Union Street for a distance of 45 metres in a southerly direction
Alexandra Road (north west side)	From a point 15 metres south west of its junction with Union Street for a distance of 20 metres in a south westerly direction
Alexandra Road (south east side)	From a point 7 metres north east of its junction with Turner Lane to a point 15 metres south west of Union Street
Penny Meadow (north side)	From a point 8 metres west of its junction with Wimpole Street to a point 8 metres east of its junction with Glebe Street
Penny Meadow (north side)	From a point 3 metres west of its junction with Newton Street to a point 3 metres east of its junction with Enville Street
Penny Meadow (north side)	From a point 3 metres west of its junction with Enville Street to a point 9 metres east of its junction with Cowhill Lane
Newton Street (west side)	From a point 15 metres north of its junction with Penny Meadow to its junction with Wimpole Street
Enville Street (east side)	From a point 5 metres north of its junction with Penny Meadow to its junction with Wimpole Street
Cowhill Lane (east side)	From a point 5 metres south of its junction with Wimpole Street to a point 10 metres north of its junction with Penny Meadow
Parking bay within the St Michaels Square parking area (west side)	Between the easterly boundary of St Michael's Square and the eastern side of the southbound leg of the internal circulatory road, from a point approximately 5 metres south of Old Street for approximately 23 metres in a southerly direction metres
Parking bay within the St Michaels Square parking area (east side)	3 metre wide strip to the east of the northbound leg of the internal circulatory road, from a point 10 metres south of its junction with Old Street for a distance of 24 metres in a southerly direction
Parking bay within the St Michaels Square parking area (south west side)	From a point 2 metres north of the north boundary of Stamford Street Central for a distance of 5 metres in a northerly direction and from the south western side of the northbound leg of the internal circulatory road in a westerly direction to a point 11 metres from the frontage of 114 Stamford Street at the northern edge of the bay and to a point 4.6 metres from the frontage of 114 Stamford Street at the southern edge of the bay
Old Street (south side)	From a point 75 metres east of its junction with George Street for a distance of 25 metres in an easterly direction
Old Street (south side)	From a point 20 metres east of its junction with George Street for a distance of 16 metres in an easterly direction
Old Street	From a point 40 metres east of its junction with George Street for a

(south side)	distance of 10 metres in an easterly direction
Stamford Street Central (north side)	From a point 27 metres east of its junction with George Street for a distance of 51 metres in an easterly direction
Stamford Street Central (north side)	From a point 23 metres west of its junction with George Street for a distance of 73 metres in a westerly direction
Grey Street (west side)	From a point 5 metres south of its junction with Fleet Street to a point 5 metres north of its junction with Church Street
Church Street (north side)	From a point 15 metres west of its junction with Grey Street for a distance of 15 metres in a westerly direction
Church Street (north side)	From a point 65 metres west of its junction with Grey Street to a point 5 metres east of its junction with Warrington Street
Warrington Street (east side)	From a point 5 metres south of its junction with Fleet Street to a point 5 metres north of its junction with Church Street
Warrington Street (east side)	From a point 5 metres south of its junction with Stamford Street Central to a point 5 metres north of its junction with Fleet Street
Stamford Street Central (north side)	From a point 10 metres west of its junction with Warrington Street for a distance of 46 metres in a westerly direction.
Fleet Street (south side)	From a point 29 metres west of its junction with Warrington Street for a distance of 9 metres in a westerly direction
Fleet Street (south side)	From a point 10 metres west of its junction with Warrington Street for a distance of 15 metres in a westerly direction
Church Street (north side)	From a point 15 metres west of its junction with Warrington Street to a point 45 metres east of its junction with Delamere Street
Delamere Street (west side)	From a point 30 metres south of its junction with Fleet Street in a southerly direction to the cul de sac end
Delamere Street (east side)	From a point 5 metres south of its junction with Stamford Street Central to a point 5 metres north of its junction with Fleet Street
Stamford Street Central (north side)	From a point 10 metres west of its junction with Delamere Street to a point 21 metres east of its junction with Booth Street
Fleet Street (south side)	From a point 10 metres west of its junction with Delamere Street to a point 50 metres east of its junction with Booth Street
Booth Street (east side)	From a point 2 metres north of its junction with Wood Street to a point 2 metres south of its junction with Wellington Street
Booth Street (east side)	From a point 5 metres north of its junction with Stamford Street Central to a point 3 metres south of its junction with Wood Street
Booth Street (east side)	From a point 5 metres north of its junction with Fleet Street to a point 5 metres south of its junction with Stamford Street Central
Stamford Street Central (north west side)	From a point 15 metres west of its junction with Booth Street to a point 10 metres east of its junction with Mill Lane
Mill Lane (west side)	From a point 5 metres south of its junction with Stamford Street to a point 5 metres north of its junction with Fleet Street
Booth Street (east side)	From a point 2 metres north of its junction with Wellington Street to a point 2 metres south of its junction with Wych Street
Wellington Street (south side)	From a point 5 metres east of its junction with Booth Street for a distance of 15 metres in an easterly direction
Wellington Street (south side)	From a point 26 metres east of its junction with Booth Street for a distance of 26 metres in an easterly direction

Delamere Street (west side)	From a point 20 metres south of its junction with Old Street to a point 3 metres north of its junction with Wellington Street
Old Street (south side)	From a point 30 metres west of its junction with Booth Street for a distance of 24 metres in a westerly direction
Old Street (north side)	From a point 14 metres east of its junction with Oldham Road to a point 43 metres east of its junction with Oldham Road
Williamson Street (south side)	From a point 31 metres east of its junction with Oldham Road for a distance of 12 metres in an easterly direction
Cotton Street East (north side)	From a point 13 metres east of its junction with Oldham Road to a point 40 metres west of its junction with Gas Street

## **Schedule 2: No Waiting at Any Time**

<b>No Waiting at Any Time</b>	
Penny Meadow (north side)	From its junction with Wimpole Street for a distance of 8 metres in a westerly direction.
Cowhill Lane (east side)	From a point 5 metres south of its junction with Wimpole Street up to and including its cul-de-sac end
Albion Street (west side)	From a point 10 metres south of its northerly cul-de-sac end for a distance of 10 metres in a southerly direction
Albion Street (east side)	From a point 15 metres north of its junction with Crickets Lane North to a point 10 metres south of its northerly cul-de-sac end, including the whole of its easterly cul-de-sac end
Wood Street (both sides)	From its junction with Oldham Road (spur) to its junction with Booth Street
Booth Street (east side)	From a point 5 metres north of its junction with Fleet Street in a southerly direction up to its cul-de-sac end
Moss Street East (both sides)	From its junction with Cavendish Street to its junction with Oldham Road
Wellington Street (north side)	From a point 15 metres west of its junction with Booth Street to its junction with Delamere Street.
Wellington Street (south side)	From its junction with Delamere Street for a distance of 34 metres in a westerly direction.
Newton Street (west side)	From its junction with Penny Meadow for a distance of 15 metres in a northerly direction.
Newton Street (east side)	From its junction with Penny Meadow for a distance of 5 metres in a northerly direction.

## **Schedule 3: No Waiting & No Loading at Any Time**

<b>No Waiting &amp; No Loading at Any Time</b>	
Albion Street (north east side)	From its junction with Crickets Lane North for a distance of 15 metres in a northerly direction
Albion Street (south west side)	From its junction with Crickets Lane North for a distance of 12 metres in a northerly direction.
Wellington Street	From its junction with Delamere Street to its junction with the Wellington Street / Wood Street link road

(both sides)	
Wellington Street / Wood Street link road (both sides)	From its junction with Wellington Street to its junction with Wood Street
Wood Street (both sides)	From its junction with Wellington Street / Wood Street link road to its junction with Delamere Street.

**Schedule 4: Loading Only Monday – Friday 9am – 5pm**

<b>Loading Only Monday – Friday 9am – 5pm</b>	
Albion Street (full width of road)	From its northerly cul-de-sac end for a distance of 10 metres in a southerly direction.

**Schedule 5: Limited Waiting**

<b>Limited Waiting 1 hour, no return within 2 hours Mon-Sat 8am – 6pm</b>	
Albion Street (west side)	From a point 12 metres north of its junction with Crockets Lane North to a point 20 metres south of its cul de sac end.

All underlying orders to be revoked that conflict with the proposal

## APPENDIX C

### OBJECTIONS TO THE PAID PARKING SCHEME

166 letters of objection were received from businesses and residents to the proposals, along with a petition. Many of the letters refer to several points of concern and these have been reflected below.

Reason for Objection	Number	Response
Paid Parking being introduced before 2020 and to any charge in principle.	110 letters plus 2,700 signature petition	Many towns both nationally and within Greater Manchester charge for parking on street. It is seen as an acceptable practise in other areas, so why not in Tameside? The amount of parking that takes place on Ashton's streets creates obstructions for pedestrians and loading/unloading alike. Shops struggle to access their premises with bulky and heavy objects and pedestrians step out between parked cars to cross the road. Whilst it is acknowledged that there is a desire for some on street parking to take place the vast majority may be catered for in off street parking facilities, leaving the roads clearer to help other users of the highway. The existing pay and display car parks can accommodate in excess of the potentially displaced vehicles and at a cheaper rate of payment.
The potential negative effect on businesses	50	As the second highest area of concern, many of the objections came from businesses themselves and an MP along with other representatives of the business community and members of the public. Many felt that the town centre was in decline and that this scheme would encourage people to seek alternative places to shop where parking is free. Similarly, having paid parking in place will not encourage new businesses to the town centre. Objectors felt that charging for on street parking did not offer any benefits for either businesses or customers and that they had faced challenging circumstances in recent years as a direct result of the redevelopment work that has been going on in the town centre. Some felt that the charges would impact on low paid workers or those that are required to come and go for their work. With all of the changes that are taking place in the town and the increased footfall that development brings it is right to strive for an environment where pedestrians come first over the vehicle. This is an effective way of reducing congestion caused by parking but leave the highway open to be used where suitable.
Tariff	43	The main source of concern regarding tariff was that it was set too high with no free parking time proposed. However, the charge of £5 for stays in excess of one hour was seen by some as not too high to prevent a lot of people from parking all day, therefore parking will not reduce and the safety aspect of the scheme will not be realised. Others thought the charges were purely there as an income stream. To park all day on an outer zone car park costs £2.

		<p>To park for 5 days per week would cost £25 on street as opposed to £10 in a car park. It is accepted that some people will park and not be deterred by the cost but it is not anticipated that this will result in the same levels of parking on street that takes place at present.</p>
Cashless system	32	<p>Many objectors argued that significant numbers of people do not have smart phones which are necessary for the transaction to be completed. Some suggested that the proposal was discriminatory towards older residents/visitors who were the least likely to own mobile phones and if they did own smart phones were unlikely to be able to understand or willing to engage with this method of payment. Others were critical that there was not an alternative method of payment on offer. Some objectors felt that using their mobile phone to pay for parking would make them more likely to be victims of crime, particularly in relation to visiting banks to deposit business cash. Many people also questioned the cost of implementation of such a scheme and that the equipment for such a scheme had already been purchased.</p> <p>Whether we like it or not, the world is looking towards technology for help in everyday situations and parking is no exception. Not having the right change or any coins is, for some a real problem which can be overcome by the cashless system proposed.</p> <p>It is accepted that certain visitors to the town will not be comfortable in using a mobile telephone to pay to park as it involves having to set up an account with the service provider. However that will not have to happen each time. As with an Oyster card or by contactless payment it only needs to be triggered and the bay identified to enable the parking bay to be utilised.</p> <p>There would be a smart phone app which people will be able to download. The app will have a dual function of providing information and direction to available parking spaces in real time and also the ability to pay for parking via it when the vehicle is in situ. Users would be expected to use their phones in a responsible manner with the appropriate hands free equipment when using this app to direct them to spaces, much like the use of 'sat nav' systems. People not using the app to identify available spaces will not be prohibited from parking on street providing they have a method through which to make payment. Payment via mobile telephone. For those who do not have a smart phone or do not wish to use the app, payment for parking can also be made either via a phone call or text message. The road signs associated with the paid parking will provide full details of each method of payment.</p> <p>There has been no purchase of equipment for these proposals or any order for such like made.</p>

Repeat exercise	18	<p>Several objection letters mentioned the fact that there had been a similar scheme proposed last year which was not supported by the Panel and asked why, in view of that, are the proposals being brought back for discussion again?</p> <p>There are several issues that are being dealt with within these proposals, namely, road safety, environmental amenity and congestion. In order to address the road safety issue surrounding the pedestrianised area along Market Street, Old Street, Wellington Street and Bow Street, it is proposed to install collapsible bollards that will prevent vehicles entering the area where pedestrians have priority. The funding for these bollards to be manned each day would be raised by the introduction of paid parking. Environmental amenity and congestion are inextricably linked in that reducing parking on street will reduce congestion and improve the aesthetics of the area.</p>
The potential negative effect on residents and amenities	12	<p>Grafton House Preparatory School; they are concerned that parents will have to pay £2 per day in order to drop off and pick up their children attending the nursery. The nursery provides funded nursery places some of which are intended to provide early years care to children from low income homes. The owner cites that as part of their contract with the Council that these places must be provided without barriers of charge.</p> <p>Church of the Nazarene. Part of their objection is based on the significant number of volunteer workers that attend the church who would be made to pay for the parking outside the church. They also suggest that the congestion is caused by people parking in one space for an hour then moving to another, effectively parking for free all day on street. It is accepted that this does happen and the way in which the legal orders are currently written this is not illegal. Any charges for on street parking may deter this practice but would potentially make the volunteers leave and cause the reduction in services that the church provide.</p> <p>A solicitor submitted an objection on behalf of Royal Mail Group Ltd regarding their post office sorting office. They maintain that they need the limited waiting area to the front of their property to enable customers to pick up letters and parcels which are often heavy.</p>

## APPENDIX D

### Schedule : Recommended On Street Parking – Paid Parking

Charging hours - Monday to Saturday inclusive 8am – 6pm	
	Charge
Up to ½ hour	Free
Up to 1 hour,	£1.00
Up to 2 hour, no return within 3 hours	£2.00

Turner Lane (west side)	From a point 76 metres north of its junction with Turner Lane to a point 15 metres south of its junction with Turner Street
Turner Lane (east side)	From a point 15 metres south of its junction with Union Street for a distance of 45 metres in a southerly direction
Alexandra Road (north west side)	From a point 15 metres south west of its junction with Union Street for a distance of 20 metres in a south westerly direction
Alexandra Road (south west side)	From a point 7 metres north east of its junction with Turner Lane to a point 15 metres south west of Union Street
Penny Meadow (north side)	From a point 8 metres west of its junction with Wimpole Street to a point 8 metres east of its junction with Glebe Street
Penny Meadow (north side)	from a point 3 metres west of its junction with Newton Street to a point 3 metres east of its junction with Enville Street
Penny Meadow (north side)	from a point 3 metres west of its junction with Enville Street to a point 9 metres east of its junction with Cowhill Lane
Newton Street (west side)	from a point 15 metres north of its junction with Penny Meadow to its junction with Wimpole Street
Enville Street (east side)	From a point 5 metres north of its junction with Penny Meadow to its junction with Wimpole Street
Cowhill Lane (east side)	from a point 5 metres south of its junction with Wimpole Street to a point 10 metres north of its junction with Penny Meadow
Parking bay within the St Michaels Square parking area (west side)	Between the easterly boundary of St Michael's Square and the eastern side of the southbound leg of the internal circulatory road, from a point approximately 5 metres south of Old Street for approximately 23 metres in a southerly direction metres
Parking bay within the St Michaels Square parking area (east side)	3 metre wide strip to the east of the northbound leg of the internal circulatory road, from a point 10 metres south of its junction with Old Street for a distance of 24 metres in a southerly direction
Parking bay within the St Michaels Square parking area (south west side)	from a point 2 metres north of the north boundary of Stamford Street Central for a distance of 5 metres in a northerly direction and from the south western side of the northbound leg of the internal circulatory road in a westerly direction to a point approx. 2.7 metres from the frontage of 114 Stamford Street at the northern edge of the bay and to a point 4.6 metres from the frontage of 114 Stamford Street at the southern edge of the bay
Old Street (south side)	from a point 75 metres east of its junction with George Street for a distance of 25 metres in an easterly direction
Old Street (south side)	from a point 20 metres east of its junction with George Street for a distance of 16 metres in an easterly direction

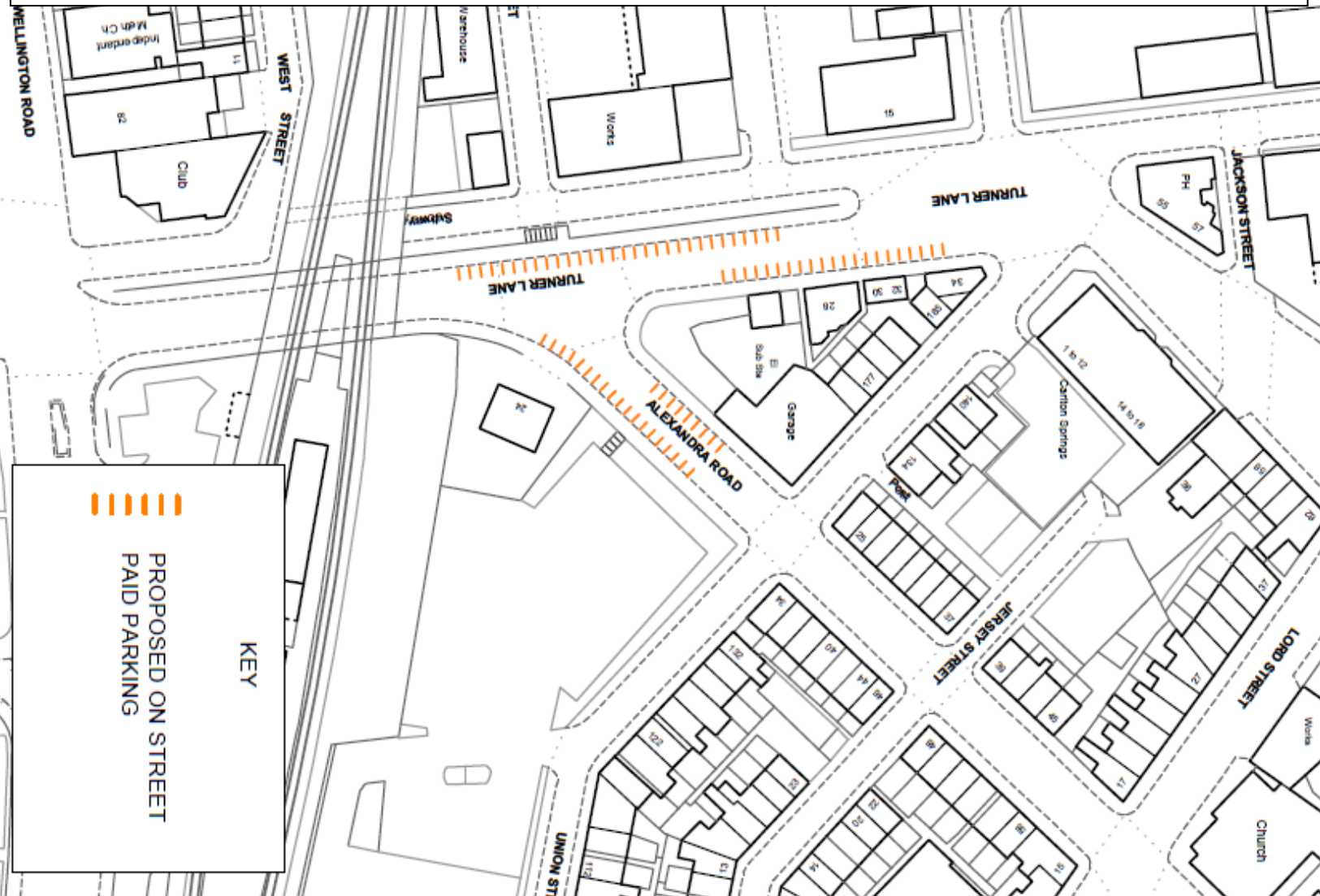
Old Street (south side)	from a point 40 metres east of its junction with George Street for a distance of 10 metres in an easterly direction
Stamford Street Central (north side)	from a point 27 metres east of its junction with George Street for a distance of 51 metres in an easterly direction
Stamford Street Central (north side)	from a point 23 metres west of its junction with George Street for a distance of 73 metres in a westerly direction
Grey Street (west side)	from a point 5 metres south of its junction with Fleet Street to a point 5 metres north of its junction with Church Street
Church Street (north side)	from a point 15 metres west of its junction with Grey Street for a distance of 15 metres in a westerly direction
Church Street (north side)	from a point 65 metres west of its junction with Grey Street to a point 5 metres east of its junction with Warrington Street
Warrington Street (east side)	from a point 5 metres south of its junction with Fleet Street to a point 5 metres north of its junction with Church Street
Warrington Street (east side)	from a point 5 metres south of its junction with Stamford Street Central to a point 5 metres north of its junction with Fleet Street
Stamford Street Central (north side)	From a point 10 metres west of its junction with Warrington Street for a distance of 46 metres in a westerly direction.
Fleet Street (south side)	from a point 29 metres west of its junction with Warrington Street for a distance of 9 metres in a westerly direction
Fleet Street (south side)	from a point 10 metres west of its junction with Warrington Street for a distance of 15 metres in a westerly direction
Church Street (north side)	from a point 15 metres west of its junction with Warrington Street to a point 45 metres east of its junction with Delamere Street
Delamere Street (west side)	from a point 30 metres south of its junction with Fleet Street in a southerly direction to the cul de sac end
Delamere Street (east side)	from a point 5 metres south of its junction with Stamford Street Central to a point 5 metres north of its junction with Fleet Street
Stamford Street Central (north side)	from a point 10 metres west of its junction with Delamere Street to a point 21 metres east of its junction with Booth Street
Fleet Street (south side)	from a point 10 metres west of its junction with Delamere Street to a point 50 metres east of its junction with Booth Street
Booth Street (east side)	from a point 2 metres north of its junction with Wood Street to a point 2 metres south of its junction with Wellington Street
Booth Street (east side)	from a point 5 metres north of its junction with Stamford Street Central to a point 3 metres south of its junction with Wood Street
Booth Street (east side)	from a point 5 metres north of its junction with Fleet Street to a point 5 metres south of its junction with Stamford Street Central
Stamford Street Central (north west side)	from a point 15 metres west of its junction with Booth Street to a point 10 metres east of its junction with Mill Lane
Mill Lane	From a point 5 metres south of its junction with Stamford Street to a point 5 metres north of its junction with Fleet Street
Booth Street (east side)	from a point 2 metres north of its junction with Wellington Street to a point 2 metres south of its junction with Wych Street
Wellington Street (south side)	from a point 5 metres east of its junction with Booth Street for a distance of 15 metres in an easterly direction
Wellington Street	from a point 26 metres east of its junction with Booth Street for a distance of 26 metres in an easterly direction

(south side)	
Delamere Street (west side)	from a point 20 metres south of its junction with Old Street to a point 3 metres north of its junction with Wellington Street
Old Street (south side)	from a point 30 metres west of its junction with Booth Street for a distance of 24 metres in a westerly direction
Old Street (north side)	from a point 14 metres east of its junction with Oldham Road to a point 43 metres east of its junction with Oldham Road
Williamson Street (south side)	from a point 31 metres east of its junction with Oldham Road for a distance of 12 metres in an easterly direction
Cotton Street East (north side)	from a point 13 metres east of its junction with Oldham Road to a point 40 metres west of its junction with Gas Street

<b>No Waiting at Any Time</b>	
Penny Meadow (north side)	From its junction with Wimpole Street for a distance of 8 metres in a westerly direction.
Cowhill Lane (west side)	From a point 5 metres south of its junction with Wimpole Street up to and including its cul-de-sac end
Albion Street (west side)	from a point 10 metres south of its northerly cul-de-sac end for a distance of 10 metres in a southerly direction
Albion Street (east side)	from a point 15 meters north of its junction with Crickets Lane North to a point 10 metres south of its northerly cul-de-sac end, including the whole of its easterly cul-de-sac end
Wood Street (both sides)	From its junction with Oldham Road (spur) to its junction with Booth Street
Booth Street (east side)	From a point 5 metres north of its junction with Fleet Street in a southerly direction up to its cul-de-sac end
Moss Street East (both sides)	From its junction with Cavendish Street to its junction with Oldham Road
Wellington Street (north side)	From a point 15 metres west of its junction with Booth Street to its junction with Delamere Street.
Wellington Street (south side)	From its junction with Delamere Street for a distance of 34 metres in a westerly direction.
Newton Street (west side)	From its junction with Penny Meadow for a distance of 15 metres in a northerly direction.
Newton Street (east side)	From its junction with Penny Meadow for a distance of 5 metres in a northerly direction.
<b>No Waiting &amp; No Loading at Any Time</b>	
Albion Street (north east side)	from its junction with Crickets Lane North for a distance of 15 metres in a northerly direction
Albion Street (south west side)	From its junction with Crickets Lane North for a distance of 12 metres in a northerly direction.
Wellington Street (both sides)	From its junction with Delamere Street to its junction with the Wellington Street / Wood Street link road
Wellington Street / Wood Street link road (both sides)	From its junction with Wellington Street to its junction with Wood Street

Wood Street (both sides)	From its junction with Wellington Street / Wood Street link road to its junction with Delamere Street.
<b>Loading Only Monday – Friday 9am – 5pm</b>	
Albion Street (full width of road)	From its northerly cul-de-sac end for a distance of 10 metres in a southerly direction.
<b>Limited Waiting, 1 hour, no return within 2 hours Monday – Saturday 8am – 6pm</b>	
Albion Street (west side)	From a point 12 metres north of its junction with Crickets Lane North to a point 20 metres south of its northerly cul-de-sac end.

# APPENDIX E: DRAWING NO. 001 – PROPOSED TRAFFIC REGULATION ORDERS – ASHTON TOWN CENTRE



Engineering Service  
Tameside MBC  
Council Offices  
Wellington Road, Ashton-Under-Lyne  
Tameside, OL8 6DL

Drawn By : CK

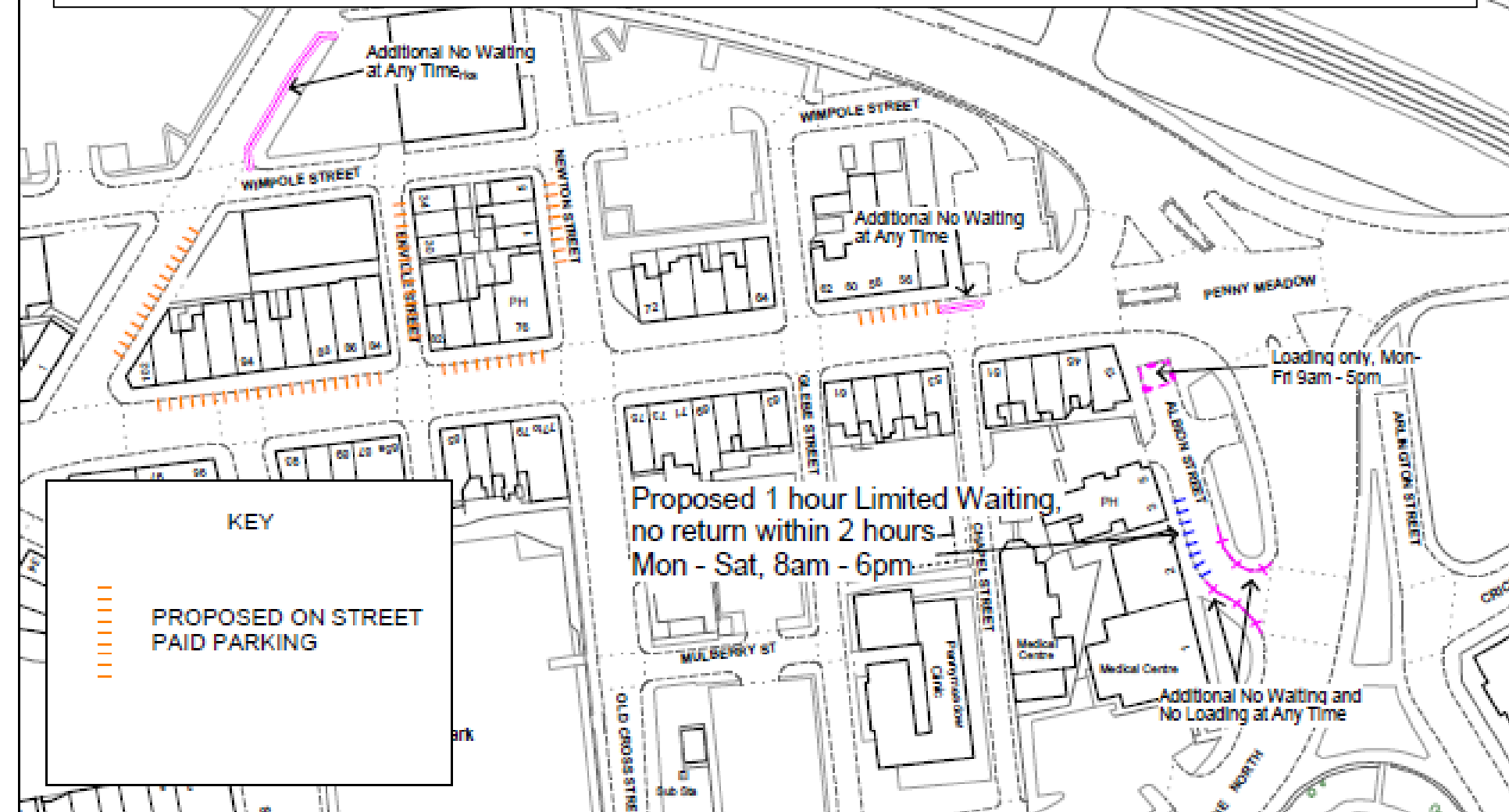
Date : 10/5/2016

Scale : NTS

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APPENDIX C: DRAWING NO. 001 - PROPOSED TRAFFIC REGULATION ORDERS - ASHTON TOWN CENTRE

## APPENDIX E: DRAWING NO. 002 – PROPOSED TRAFFIC REGULATION ORDERS – ASHTON TOWN CENTRE



Engineering Service  
Tameside MBC  
Council Offices  
Wellington Road, Ashton-Under-Lyne  
Tameside, OL6 6DL

APPENDIX E: DRAWING NO. 004 - RECOMMENDED CHANGE TO PROPOSED TRAFFIC REGULATION ORDERS - ASHTON TOWN CENTRE

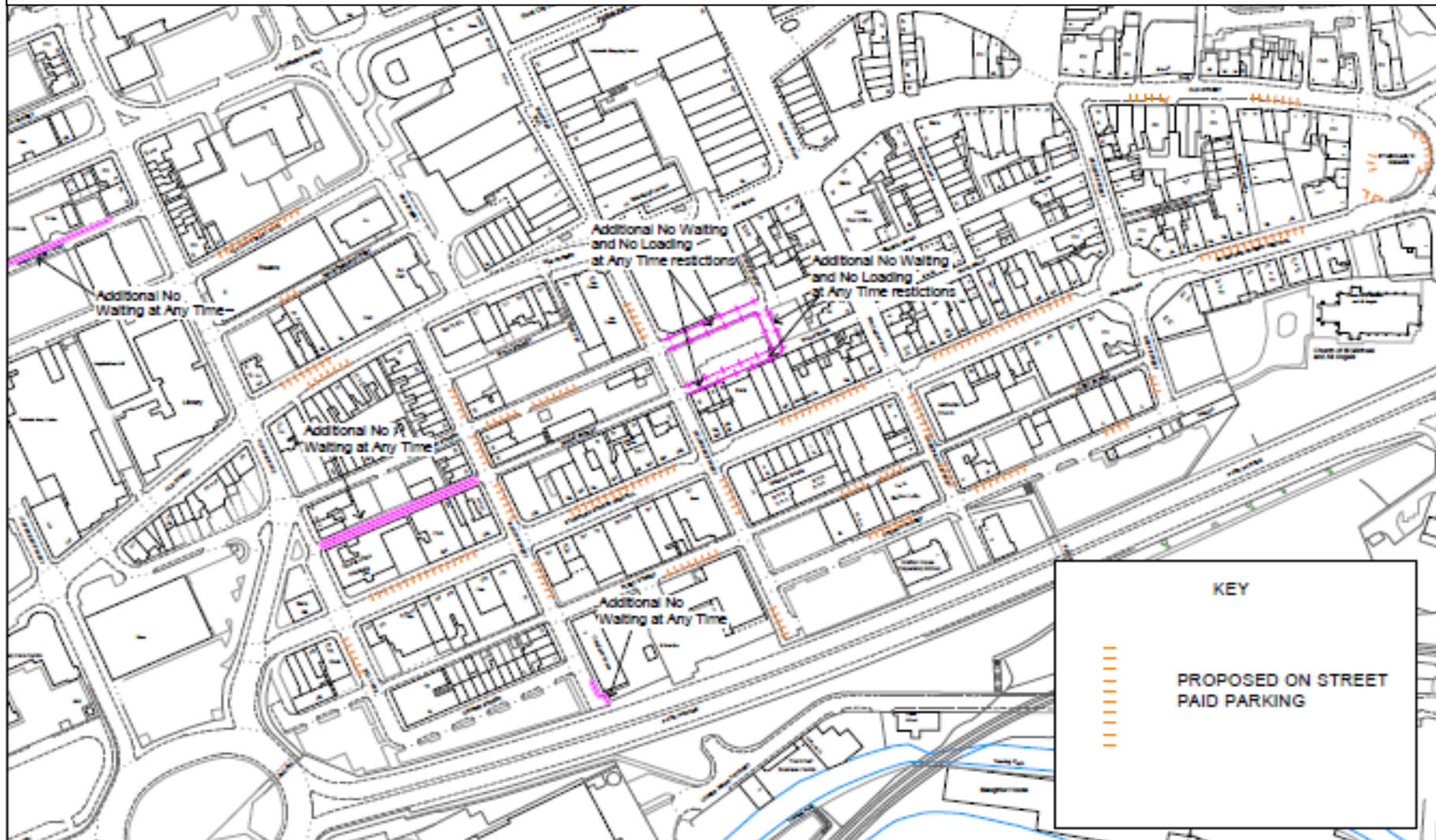
Drawn By : CK

Scale : NTS

Date: 10/5/2016

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# APPENDIX E: DRAWING NO. 003 – PROPOSED TRAFFIC REGULATION ORDERS – ASHTON TOWN CENTRE



Engineering Service  
Tameside MBC  
Council Offices  
Wellington Road, Ashton-Under-Lyne  
Tameside, OL8 5DL

APPENDIX C: DRAWING NO. 003 - PROPOSED TRAFFIC REGULATION ORDERS - ASHTON TOWN CENTRE

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Scale : NTS

Date : 10/5/2016

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## APPENDIX F: GREATER MANCHESTER ON STREET PAY AND DISPLAY CHARGES

### Greater Manchester Local Authorities On Street Paid Parking Information

Town	on street paid parking	hours of operation	charges*									Link to info
			Up to 30 mins	Up to 1 hour	Up to 1 hour 30 mins	Up to 2 hours	up to 3 hours	3-4 hours	4-5 hours	5-6 hours	over 6 hours	
Bolton	Yes	8.30am - 6.00pm, Monday to Saturday	£1	£1.50	n/a	n/a	n/a	n/a	n/a	n/a	n/a	<a href="http://www.bolton.gov.uk/sites/DocumentCentre/Documents/ParkingFees-OnStreet.pdf">http://www.bolton.gov.uk/sites/DocumentCentre/Documents/ParkingFees-OnStreet.pdf</a>
Bury	Yes	8am - 6pm, Monday to Saturday	£1	£1.70	n/a	£3.40	n/a	n/a	n/a	n/a	n/a	<a href="http://www.bury.gov.uk/index.aspx?articleid=11346">http://www.bury.gov.uk/index.aspx?articleid=11346</a>
Manchester	Yes	Monday to Sunday, 8am till 8pm	£1.50	£3	£5	£6.00	n/a	n/a	n/a	n/a	n/a	<a href="http://www.manchester.gov.uk/info/471/parking_in_public_areas/146/on-street-parking">http://www.manchester.gov.uk/info/471/parking_in_public_areas/146/on-street-parking</a>
Oldham	Yes	no specific charging information although the website does indicate that there is on street paid parking										<a href="http://www.oldham.gov.uk/info/200527/car_parks/809/oldham_town_centre_car_parks">http://www.oldham.gov.uk/info/200527/car_parks/809/oldham_town_centre_car_parks</a>
Rochdale	largely limited waiting, only two sites with on street paid parking	Monday to Sunday, 8am till 6pm	free	free	free	free	free	90p	£1.20	£1.50	£2.80	<a href="http://www.rochdale.gov.uk/parking-roads-and-transport/Pages/council-car-parks.aspx#RochOS">http://www.rochdale.gov.uk/parking-roads-and-transport/Pages/council-car-parks.aspx#RochOS</a>
Salford	no information											
Stockport	Yes	Monday - Saturday	n/a	90p	n/a	£1.80	£2.70	£3.60	£4.50	£5.40	£6.30	<a href="http://www.stockport.gov.uk/2013/3006/traffic/35138/parkinglocationsandcharges">http://www.stockport.gov.uk/2013/3006/traffic/35138/parkinglocationsandcharges</a>
Trafford	Yes	Monday to Saturday 9am - 5pm	20p	n/a	n/a	50p	£1	£2	£3	n/a	n/a	<a href="http://www.trafford.gov.uk/residents/transport-and-streets/parking/parking-in-trafford.aspx">http://www.trafford.gov.uk/residents/transport-and-streets/parking/parking-in-trafford.aspx</a>
Wigan	Yes	various	80p	£1.10	n/a	£2.10	£3.20	n/a	n/a	n/a	n/a	<a href="http://www.wigan.gov.uk/Resident/Parking-Roads-Travel/Parking/Wigan-car-parks.aspx">http://www.wigan.gov.uk/Resident/Parking-Roads-Travel/Parking/Wigan-car-parks.aspx</a>

\*Inner zones used for illustrative purposes

## APPENDIX G: PLAN OF CAR PARKS AND THE NUMBER OF SPACES IN ASHTON TOWN CENTRE



Car Park	Spaces	Car Park	Spaces
<b>1</b> Ikea, OL6 7TE	<b>350</b>	<b>11</b> Ladysmith Shopping Centre, OL6 7JH	<b>186</b>
<b>2</b> Aldi, OL6 7DQ	<b>80</b>	<b>12</b> Swan Street, OL6 6LB	<b>32</b>
<b>3</b> Ashton Retail Park, OL6 7DQ	<b>130</b>	<b>13</b> Old Cross Street, OL6 6HA	<b>149</b>
<b>4</b> Ashton Rail Station, OL6 6JP	<b>35</b>	<b>14</b> Mulberry Street, OL6 6HA	<b>49</b>
<b>5</b> Union Street, OL6 6JA	<b>212</b>	<b>15</b> Delamere Street, OL6 7NA	<b>20</b>
<b>6</b> Henrietta Street, OL6 6HW	<b>73</b>	<b>16</b> Old Street, OL6 7SF	<b>60</b>
<b>7</b> Wimpole Street, OL6 6GB	<b>40</b>	<b>17</b> Lidl, OL6 7NQ	<b>91</b>
<b>8</b> The Arcades, OL6 7AE	<b>523</b>	<b>18</b> Crown Street/Mill Lane, OL6 7PQ	<b>71</b>
<b>9</b> Burlington Street (North), OL6 7DG	<b>15</b>	<b>19</b> Church Street No.1, OL6 6XE	<b>71</b>
<b>10</b> Water Street/Ashton Pool, OL6 7AH	<b>64</b>	<b>20</b> Church Street No.2, OL6 6XE	<b>74</b>

Private Car Park

Council Car Park

**NB – THERE ARE A NUMBER OF PRIVATE UN-MADE CAR PARKS IN THE TOWN CENTRE AREA WHICH ARE NOT INCLUDED ON THIS PLAN**

### COUNCIL RUN PAY AND DISPLAY CAR PARK TARIFF IN ASHTON TOWN CENTRE

Period of Waiting during Charging Hours Monday to Saturday inclusive 8am - midnight	Cost
Up to 30 minutes	50p
Up to 3 hours	£1.00
All day	£2.00
Evening Charges: 6pm to midnight	£1.00

## APPENDIX H

# Equality Impact Assessment: Ashton Town Centre – Traffic, Parking and Pedestrians (On Street Parking Proposals)

Subject / Title	ASHTON TOWN CENTRE – TRAFFIC, PARKING & PEDESTRIANS (ON STREET PARKING PROPOSALS)
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Service Unit	Service Area	Directorate
Traffic Operations	Environmental Services (Highways)	Place

Start Date	Completion Date
June 2017	

Lead Officer	Jody Hawkins
Service Unit Manager	Alan Jackson
Assistant Executive Director	Ian Saxon

EIA Group (lead contact first)	Job title	Service
Jody Hawkins	Environmental Services Manager	Environmental Services (Highways)
Andrew Marsh	Engineer	Environmental Services (Highways)
Alan Jackson	Head of Environmental Services (Highways & Transport)	Environmental Services (Highways)

### PART 1 – INITIAL SCREENING

*An Equality Impact Assessment (EIA) is required for all Key Decisions that involve changes to service delivery. All other changes, whether a Key Decision or not, require consideration for the necessity of an EIA.*

*The Initial Screening is a quick and easy process which aims to identify:*

- *those projects, policies, and proposals which require a full EIA by looking at the potential impact on any of the equality groups*
- *prioritise if and when a full EIA should be completed*
- *explain and record the reasons why it is deemed a full EIA is not required*

*A full EIA should always be undertaken if the project, policy or proposal is likely to have an impact upon people with a protected characteristic. This should be undertaken irrespective of whether the impact is major or minor, or on a large or small group of people. If the initial screening concludes a full EIA is not required, please fully explain the reasons for this at 1e and ensure this form is signed off by the relevant Service Unit Manager and Assistant Executive Director.*

<b>1a.</b>	<b>What is the project, policy or proposal?</b>	To introduce rise and fall bollards to protect the town centre pedestrianised areas and cashless mobile telephone paid parking on street in Ashton town centre
<b>1b</b>	<b>What are the main aims of the project, policy or proposal?</b>	To review and update traffic movements and on street parking in Ashton town centre due to on-going redevelopment within the town centre and the effects this will have on vehicular and pedestrian movements. The scheme will introduce rise and fall bollards to protect pedestrians and replace existing Limited Waiting parking on street with a cashless mobile telephone parking system with the ability to identify available spaces on the highway in real time via a mobile app.

**1c. Will the project, policy or proposal have either a direct or indirect impact on any groups of people with protected equality characteristics?**

**Where a direct or indirect impact will occur as a result of the policy, project or proposal, please explain why and how that group of people will be affected.**

<b>Protected Characteristic</b>	<b>Direct Impact</b>	<b>Indirect Impact</b>	<b>Little / No Impact</b>	<b>Explanation</b>
Age		✓		<b>Not all drivers, in particular those who are elderly, will have access to a mobile phone which is required in order to register</b>

				for free parking or make a payment to park. Those who do have access to a mobile may not be confident to use it as a method of payment. No alternative method of payment is proposed as part of this scheme.
Disability			✓	Disabled badge holders are permitted to park on street within paid parking bays for an unlimited time and without charge or registering.
Ethnicity			✓	
Sex / Gender			✓	
Religion or Belief			✓	
Sexual Orientation			✓	
Gender Reassignment			✓	
Pregnancy & Maternity			✓	
Marriage & Civil Partnership			✓	
<b>Are there any other groups who you feel may be impacted, directly or indirectly, by this project, policy or proposal? (e.g. carers, vulnerable residents, isolated residents)</b>				
<b>Group (please state)</b>	<b>Direct Impact</b>	<b>Indirect Impact</b>	<b>Little / No Impact</b>	<b>Explanation</b>
Vulnerable and isolated residents of Tameside		✓		As the scheme removes the majority of free, limited waiting on the highway within the town centre, some people accessing local services, such as doctors surgeries, dentists, job centre and / or community / support groups, may be forced to register and / or pay to continue to park on street, find an alternative method of travel or park elsewhere and walk to their destination. This may

				detrimentally affect some residents more than others.
Low income residents		✓		As the scheme removes the majority of free, limited waiting on the highway within the town centre, some people accessing local amenities such as childcare, housing providers, job centre may be forced to register and / or pay to continue to park on street, find an alternative method of travel or park elsewhere and walk to their destination. This may detrimentally affect some residents more than others.

*Wherever a direct or indirect impact has been identified you should consider undertaking a full EIA or be able to adequately explain your reasoning for not doing so. Where little / no impact is anticipated, this can be explored in more detail when undertaking a full EIA.*

1d.	Does the project, policy or proposal require a full EIA?	Yes	No
		Yes	
1e.	What are your reasons for the decision made at 1d?	The proposed scheme could have a negative impact on the elderly, vulnerable and isolated residents and low income residents due to the proposed introduction of on street parking charges to be made via a cashless mobile telephone system. This will be explored in the full EIA.	

*If a full EIA is required please progress to Part 2.*

## **PART 2 – FULL EQUALITY IMPACT ASSESSMENT**

### **2a. Summary**

*To review and update on street parking in Ashton town centre due to on-going redevelopment within the town centre and the effects this will have on vehicular and pedestrian movements. The scheme will replace existing Limited Waiting parking on street with a cashless mobile telephone parking system with the ability to identify available spaces on the highway in real time via mobile app.*

*The main impact of this scheme will be that vehicles are charged for parking on street within Ashton town centre and will have to make payment for that parking using a cashless mobile telephone system. This EIA identifies that the protected characteristics of Age and Disability may be indirectly affected as a result of this scheme and additionally vulnerable and / or isolated residents of Tameside and low income residents of Tameside may be adversely affected by the proposals. These groups may be affected as a result of their lack of access to or ability to use mobile phones and / or their ability to pay for the on street parking places that they may currently use for free, once charging is introduced.*

*In most cases there is viable alternative parking available albeit in off road car parks where the charging tariffs are significantly less than the proposals for on street parking.*

*Disabled people with blue badges have alternative parking facilities - utilising on street paid parking places without having to make payment and for an unlimited amount of time provided they display their blue badge in the prescribed manner.*

### **2b. Issues to Consider**

The proposed scheme is designed to improve safety and the parking offer for all residents and visitors to Ashton Town Centre following extensive and on-going town centre redevelopment. As it is proposed to introduce a cashless payment system for on street parking, and that registration is compulsory for all drivers except disabled, it was felt that a full EIA was required. Disabled people who hold a Blue Badge would continue to be able to park in the paid parking bays without registration, charge or time limit.

The concerns centre on access to mobile telephones with which registration or payment for parking can be made and the proposed charging tariff, with the exception of the half hour free parking, being a bar to certain groups of Tameside residents accessing town centre services.

Eight of the ten Greater Manchester local authorities already have on street pay and display parking in place on the streets in their town centres. The majority of authorities charge for ½ hour parking which the proposed scheme does not and the hour long parking is broadly comparable to what is being proposed in Ashton, however, many allow a longer time in

which to park than that proposed in Ashton. See Appendix F for a more detailed breakdown of the other authorities on street pay and display charges.

## 2c. Impact

The following groups have been identified as those which may be impacted as a result of the proposals for on street parking:

**Age** – there are two identified areas within the proposals that may negatively impact on elderly residents / visitors. The first being that potentially fewer elderly people have access to or regularly use a mobile phone and as such would not have the ability / desire to register and / or pay for on street parking as required by the proposed cashless parking offer. There may also be those who lack confidence in using their mobile phone to make payment; the second being that a lack of smart phone ownership within this demographic would prevent them from using the real time parking space information app that is part of this parking proposal.

**Vulnerable and isolated residents** – the proposed registration requirement and charging regime may bar some residents from parking on street as they may currently do for a limited time with no charge. This could impair their ability to easily access amenities and services located in Ashton town centre such as housing providers, doctors, dentists, childcare providers, support groups, council customer services, Citizens Advice Bureau, post office sorting office etc.

**Low income residents** – the proposed registration requirement and charging regime may impact on some residents / visitors ability to access town centre services by charging for more than a half hour parking on street where currently there is no charge. This could affect those who may have less access to a mobile phone and require very short stay parking such as to access childcare provision and the post office sorting office.

## 2d. Mitigations *(Where you have identified an impact, what can be done to reduce or mitigate the impact?)*

*Elderly access to mobile phones to pay for on street parking*

*Although payment meters could be introduced as part of the scheme, this has a financial consequence to the council and it is felt that there is acceptable and accessible alternative parking available via off street car parks in Ashton Town Centre where cash payment can be made and the charging tariff is set at favourable rates. There are many car parks, council owned and private, across the town centre, all with similar tariffs, Appendix 2 illustrates the locations and capacity of those car parks. The additional distance that people may have to walk in order to get to where they are visiting compared to on street parking will be minimal.*

<i>Elderly ability to use mobile phone to make payment</i>	<i>An information leaflet will also be made available for distribution with instructions of how payment for parking should be made. Information about how the cashless payment method works will also be made available via the council website.</i>
<i>Elderly access to smart phones in order to use the app which provides real time on street parking bays.</i>	<i>The council are considering the implementation of car park information boards which would provide real time information on car park space availability on council owned car parks. Ability to access the app does not prevent vehicles from parking in available spaces, it is an information tool that is likely to become increasingly common as technology and access to it improves.</i>

<i>Low income residents' ability to park affordably in the town centre in order to access services / amenities.</i>	<p><i>There is a demand for extremely short stay parking in the Church Street area - this is to access the nursery and post office sorting office. As such it is proposed to remove the ½ hour charge for on street parking. Whilst this does mean that people accessing those services will have to register for parking the financial burden has been removed.</i></p> <p><i>For all other services / amenities that low income residents may be visiting in the town centre it is felt that there is acceptable and accessible alternative parking available via off street car parks where cash payment can be made and the charging tariff is set at favourable rates. There are many car parks, both council owned and private, across the town centre, all with similar tariffs. The additional distance that people may have to walk in order to get to where they are visiting will be minimal.</i></p>
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<b>2f. Monitoring progress</b>		
<b>Issue / Action</b>	<b>Lead officer</b>	<b>Timescale</b>
<i>Limited Waiting on Albion Street is monitored to ensure that it is broadly working as intended.</i>	<i>Jody Hawkins</i>	<i>Post implementation</i>
<i>Ensure that information pertaining to the use of mobile phones for payment is kept up to date on the council's website</i>	<i>Tracey Johnson</i>	<i>Annually</i>
<i>Progress update including monitoring the usage of the on street spaces and number of fines issued etc</i>	<i>Tracey Johnson</i>	<i>Annually</i>

<b>Signature of Service Unit Manager</b>	<b>Date</b>
<b>Signature of Assistant Executive Director</b>	<b>Date</b>

### **Guidance Notes**

The purpose of an EIA is to aid the Council's compliance with the public sector equality duty (section 149 of the Equality Act 2010), which requires that public bodies, in the exercise of their functions, pay 'due regard' to the need to eliminate discrimination, victimisation, and harassment; advance equality of opportunity; and foster good relations. To this end, there are a number of corporately agreed criteria:

- An Equality Impact Assessment (EIA) is required for all Key Decisions that involve changes to service delivery. All other changes, whether a Key Decision or not, require consideration for the necessity of an EIA.
- The decision as to whether an EIA is required rests with the relevant Service Unit Manager (SUM), in consultation with the appropriate Assistant Executive Director (AED) where necessary. Where an EIA is not required, the reason(s) for this must be detailed within the appropriate report by way of a judgement statement.
- EIAs must be timely, with any findings as to the impact of a change in policy or procedure which affects residents, service users, or staff, being brought to the attention of the decision maker in the body of the main accompanying report. As such, EIAs must be conducted alongside the development of any policy change, with appropriate

mitigations integrated into its development where any potentially detrimental or inequitable inequitable impact is identified.

**1c. Will the project, policy or proposal have either a direct or indirect impact on any groups of people with protected equality characteristics?**

**Where a direct or indirect impact will occur as a result of the policy, project or proposal, please explain why and how that group of people will be affected.**

Protected Characteristic	Direct Impact	Indirect Impact	Little / No Impact	Explanation
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### How to complete the EIA Form

EIAs should always be carried out by at least 2 people, and as part of the overall approach to a service review or service delivery change. Guidance from case law indicates that judgements arrived at in isolation are not consistent with showing 'due regard' to the necessary equality duties.

### Part 1 – Initial Screening

The Initial Screening is a quick and easy process which aims to identify:

- those projects, policies, and proposals which require a full EIA by looking at the potential impact on any of the equality groups
- prioritise if and when a full EIA should be completed
- explain and record the reasons why it is deemed a full EIA is not required

A full EIA should always be undertaken if the project, policy or proposal is likely to have an impact upon people with a protected characteristic. This should be undertaken irrespective of whether the impact is major or minor, or on a large or small group of people. If the initial screening concludes a full EIA is not required, please fully explain the reasons for this at 1e and ensure this form is signed off by the relevant Service Unit Manager and Assistant Executive Director.

Wherever a direct or indirect impact has been identified you should consider undertaking a full EIA or be able to adequately explain your reasoning for not doing so. Where little / no impact is anticipated, this can be explored in more detail when undertaking a full EIA.

The table overleaf is an example of what part 1c of the screening process may look like. In this example we have used a review of the services delivered at Children's Centres and the impact this may have.

Age	✓			Children's Centre services are targeted to the 0 to 5 age group
Disability		✓		Some Children's Centre users may be disabled
Ethnicity		✓		Children's Centre users come from a range of ethnic backgrounds
Sex / Gender		✓		Children's Centres are not gender specific
Religion or Belief			✓	
Sexual Orientation			✓	
Gender Reassignment			✓	
Pregnancy & Maternity	✓			Children's Centres provide services to pregnant women
Marriage & Civil Partnership			✓	
<b>Are there any other groups who you feel may be impacted, directly or indirectly, by this project, policy or proposal? (e.g. carers, vulnerable residents, isolated residents)</b>				
<b>Group (please state)</b>	<b>Direct Impact</b>	<b>Indirect Impact</b>	<b>Little / No Impact</b>	<b>Explanation</b>
Lone Parents		✓		Children's Centre users may include lone parents
Disadvantaged families	✓			Children's Centres support the most disadvantaged families, with an aim to reduce inequalities in child development and school readiness.

## Part 2 – Full Equality Impact Assessment

If a full EIA is required then part 2 of the EIA form should be completed.

## **2a. Summary**

In this section you should:

- Explain the reason why the EIA was undertaken i.e. the main drivers such as a change in policy or legislation etc. This can be a combination of factors.
- Outline what the proposals are
- Summarise the main findings of the EIA - what are the main impacts of the change in policy and what protected characteristic groups do they effect?
- Summarise what measures have been put in place to mitigate any negative impact and how the success of these measures will be monitored

It may be useful to complete this section towards the end of the EIA process.

## **2b. Issues to Consider**

In this section you should give details of the issues you have taken into consideration when coming to your proposals / recommendations and outline the protected characteristic group(s) affected - Age, Ethnicity, Disability, Gender, Sexual Orientation, Religion / Belief, Gender Reassignment, Pregnancy/Maternity, Marriage/Civil Partnership, and how people associated with someone with a particular characteristic (i.e. a carer of a disabled and / or elderly person may be affected (you can refer to the information in 1c identifying those groups who may be affected)

Considerations should include (but are not limited to):-

- Legislative drivers. How have you considered the Equality Act, and the elimination of discrimination, victimisation and harassment, and the three arms of the PSED in coming to a decision / set of proposals i.e. the need to take into account the specific needs of disabled people above and beyond the general needs of other service users? You should consider similar circumstances where a similar service has been provided and changed, and whether this has been challenged. What rules / laws was it challenged under, and what lessons have you taken from this? This can include things such as Judicial Reviews or cases considered by the relevant Ombudsman.
- Comparative data and examples of learning from other areas / benchmarking (linked to legal issues as above)
- Financial considerations. How have your recommendation / proposals been shaped by finances / resources available (please note –legal rulings have indicated that the need to make savings alone is not likely to be deemed sufficient on its own to justify reduction in services)
- Service user information. What information do you hold about service users and their protected characteristics? How does this compare to comparative data i.e. national / regional picture?

- Consultation, engagement & feedback. What work has been done to ensure interested parties have been made aware of proposed changes, and that comments have been recorded and have the opportunity to influence the final decision? You should detail when consultation took place, those involved i.e. staff, service users, timescales. Any consultation should be timely in order to ensure that all participants are able to contribute fully.

## **2c. Impact**

Use this section to outline what the impact of the changes being proposed is likely to be based on the evidence, and consultation & engagement? Will there be a disproportionate impact on a particular group/s? Does the evidence indicate that a particular group is not benefiting from the service as anticipated? What are the uptake / participation rates amongst groups? Where a greater impact on a particular group is recorded, is this consistent with the policy's aims? Does the policy include provision for addressing inequality of delivery / provision?

Try to distinguish clearly between any negative impacts that are or could be unlawful (which can never be justified) and negative impacts that may create disadvantage for some groups but can be justified overall (with explanation). Similarly, does the evidence point to areas of good practice that require safeguarding? How will this be done?

## **2d. Mitigations**

Where any potential impacts have been identified as a result of the EIA, you should detail here what can be done to reduce or mitigate these.

## **2e. Evidence Sources**

Use this section to list all sources of information that the EIA draws upon. Evidence can include surveys & questionnaires (either service based or Corporate wide), policy papers, minutes of meetings, specific service user consultation exercises, interviews etc

Detailed statistical data is available via the Integrated Assessment tools on the Intranet - <http://intranet2.tameside.gov.uk/integratedassessment/>

If you need help consulting customer groups, guidance is available at <http://www.tameside.gov.uk/consultation/strategy> via the Consultation Toolkit.

*NB – this section is not asking you to give details of your findings from these sources, just the sources from which evidence and considerations were drawn.*

## **2f. Monitoring Progress**

Use this section to identify any ongoing issues raised by the EIA, how these will be monitored, who is the lead officer responsible and expected timescale.

## **Sign Off**

Once the EIA is complete this should be signed off by the relevant SUM and AED.

### **2e. Evidence Sources**

*The Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2002 / 2016 (newly updated) provide the legal framework by which Traffic Regulation Orders pertaining to parking regulation can be implemented.*

*Consultation responses - Statutory public consultation will be undertaken in line with changing the Traffic Regulation Orders associated with on street parking in Ashton town centre. Notices will be advertised on street furniture within the affected area and be published in The Reporter newspaper, businesses and residents within the affected area.*

*Surveys of the council owned car parking provision have been undertaken to ensure that there is capacity availability on those car parks for displaced vehicles affected as a consequence of this scheme.*