



Report To:	SPEAKERS PANEL (PLANNING)
Date:	25 July 2018
Reporting Officer:	Ian Saxon – Director of Operations and Neighbourhoods
Subject:	OBJECTIONS TO PROPOSED NO WAITING AT ANY TIME RESTRICTIONS ON DERAMORE CLOSE, ASHTON UNDER LYNE
Report Summary:	The report outlines correspondence both objecting to and in support of the advertised, proposed extension to the existing waiting restrictions around Deramore Close, Ashton under Lyne.
Recommendations:	It is recommended that the Panel review the objections and responses then give the authority for the necessary action to be taken to introduce the scheme, as revised, including the experimental introduction of 1 hour limited waiting, no return within 2 hours Monday to Friday 8am – 5pm, along the north side of Deramore Close, in accordance with the Road Traffic Regulation Act 1984, to make the following order TAMESIDE METROPOLITAN BOROUGH (DERAMORE CLOSE, ASHTON UNDER LYNE) (PROHIBITION OF WAITING) ORDER 2018, as detailed in Section 6.3 of this report.
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: (Authorised by the Section 151 Officer)	The funding for the scheme will be taken from the Traffic Operations, Traffic Regulation Order budget 2018/2019.
Legal Implications: (Authorised by the Borough Solicitor)	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 .
Risk Management:	Objectors have a limited right to challenge the Orders in the High Court.
Access to the documents:	Drawing No.001: Proposed extension of 'no waiting at any time' restrictions on Deramore Close Ashton under Lyne. Drawing No 002: Revision of Scheme 'no waiting at any time & limited waiting, 9am – 5pm, Monday to Saturday' restrictions on Deramore Close, Ashton under Lyne. All documentation can be viewed by contacting Lauren Redfern. Traffic Operations by:  Telephone:0161 342 3927  e-mail: lauren.redfern@tameside.gov.uk

1. BACKGROUND

- 1.1 Deramore Close is a small residential street, providing access to the 7 properties fronting Deramore Close, the rear of 8 properties on Darnton Road and 4 properties on Mellor Road.
- 1.2 Over the last 10 years there have been many developments in the area and with car ownership on the rise, some of the residents of Deramore Close have become increasingly frustrated with the situation. Non-residents parking on the street are a bone of contention for residents trying to undertake normal daily duties.
- 1.3 In 2008, Tameside General Hospital was extended and a new entrance created off Darnton Road, this in turn made the areas of Mellor Road and Deramore Close increasingly attractive to park on for workers and visitors to the hospital, thus avoiding the costs of having to pay for parking.
- 1.4 In 2009 Stamford Park was transformed following an award of £3.2 million made by the Heritage Lottery Fund and the Big Lottery Fund, consequently encouraging people to travel to the area often by car, with limited on street parking available, Deramore Close was again used to park vehicles causing access issues for the residents.
- 1.5 In 2009 waiting restrictions were advertised on Deramore Close to try and control the ad hoc parking which was occurring, there were objections and the scheme was reduced to the waiting restrictions that are in place to date.
- 1.6 In 2013 an experimental 'Controlled Parking Zone' was introduced on Mellor Road allowing only residents and residents' visitors to park along the street, this proved successful and remains in place to this day. However due to the limited amount of space on street to park, it was not deemed a suitable solution for Deramore Close as the residents would be expected to pay for permits without any guarantee of a space, potentially only 3 available at any one time on the street. A consultation in 2017 proved this and subsequently the scheme was abandoned.
- 1.7 The residents have reported that obstructive parking along the stretch has now come to an all-time high and is posing a threat to residents as emergency services could not gain access if necessary. A proposal to extend the existing restriction to include the entire road was advertised March 2018 with a 28 day objection period. Twelve objectors and seven supporters have sent in correspondence expressing their views, the details are documented below.

2. OBJECTIONS

- 2.1 Four objections were received from Mellor Road, the residents are subject to 'no waiting at any time' restrictions to the frontage of their properties:
- 2.2 The proposals will prevent residents from parking in the area outside their garages which are located on Deramore Close.
- 2.3 **Response** if the full area of Deramore Close were to be covered by waiting restrictions it would prevent all people from parking, with the exception of disabled badge holders.
- 2.4 The residents are unaware of any issues which are currently on going along Deramore Close and have certainly not been subject to obstructed access to the road or their property.

- 2.5 **Response** there have been many years of complaints received for this area from many residents.
- 2.6 One resident has disabled dependants and therefore the increase in parking restrictions will increase congestion where vehicles are able to park thus exacerbating their personal issues.
- 2.7 **Response** blue badge holders are able to park on double yellow lines for a three hour period as long as they are not causing an obstruction or danger in doing so.
- 2.8 Six objections were received from, or on behalf of residents from Darnton Road, all but one of the objectors are subject to 'no waiting at any time' restrictions to the frontage of their property.
- 2.9 The introduction of 'no waiting at any time' restrictions along the full length of Deramore Close will in effect leave residents with nowhere to park their vehicles, one resident has reported this is unfair and unnecessary.
- 2.10 **Response** The introduction of waiting restrictions on both sides of Deramore Close will have a negative effect on residents living within the close vicinity who rely on parking their vehicles within this street due to waiting restrictions to the frontages of the properties. For information, there is a pay and display car park near to the hospital.
- 2.11 It is perceived the introduction of waiting restrictions will lead to congestion on other streets in the area.
- 2.12 **Response** there is an element of parking that occurs that is not connected to Deramore Close residents. It is fair to say that this will have to be relocated elsewhere.
- 2.13 The residents of Deramore Close have access to off street parking for at least two vehicles. Introducing waiting restrictions to the rear of the Darnton Road properties will restrict residents from parking within the close vicinity to their properties, likely to result in residents having to park on the public car park off Mellor Road, thus incurring a cost.
- 2.14 **Response** Agreed. However, parking that does occur on the street sometimes blocks the driveways. This will not happen if lines are there.
- 2.15 A point was noted that the introduction of further restrictions in the area may have a negative impact on the value of the properties as they will effectively be without parking.
- 2.16 **Response** What effect the proposals might have on the property values within that area is not directly relevant to the committee's decision.
- 2.17 A resident of Deramore Close and a further resident of Darnton Road also objected however, the objections have been withdrawn on condition that the revision of the proposals is approved.

3. SUPPORT

- 3.1 Seven letters of support have been received following the consultation, four from residents of Deramore Close, one from Darnton Road and two from family members on behalf of residents currently residing on Deramore Close.
- 3.2 The current parking situation is causing a lot of stress with the current residents of Deramore Close, the limited parking is causing problems for access with regards property

maintenance, deliveries, and visitors. Deramore Close can safely allow 4 cars to be parked, these spaces are often taken by hospital staff and visitors. The supporters have stated that if necessary an emergency vehicle would have great difficulty gaining access to the properties as the road is frequently obstructed, especially early to late evening. Some of the local residents have multiple vehicles and use of works vans, thus causing congestion on the narrow street.

- 3.3 One resident has a particular issue when vehicles park opposite the driveway to the property, reducing the road width to approx. 2.5 metres forcing them to drive over the kerb, thus resulting in damage to the vehicle.

4. CONCLUSION

- 4.1 It is always difficult to find a happy medium when introducing waiting restrictions as the inconvenience to residents can be great. However, the close is narrow and will not facilitate parking on both sides of the road. If parking was restricted to one side of the road, 3 metres of free flowing carriageway would remain, therefore emergency access would be maintained. Parking spaces could be provided on the north side of Deramore Close and could be limited to 1 hour during the working day to prevent people parking to visit or work at Tameside General Hospital, ultimately leaving them available for to visitors of the residents. It would be the intention to introduce the 1 hour limited waiting as an experimental order, thus allowing the residents six months to raise comments or objections to the time limited parking spaces. If objections are made within six months, the scheme can be revised, amended or implemented on a permanent basis following a further report to the appropriate panel meeting. If no objections are received, the scheme can be made permanent without a further report.

- 4.2 This is the revised proposal that is now recommended to the Panel.

5. FUNDING

- 5.1 The introduction of the scheme will be funded by the Traffic Operations, Traffic Regulation Order budget 2018/2019

6. PROPOSALS / SCHEDULE OF WORKS

- 6.1 The original proposals were to introduce no waiting at any time restrictions along both sides and including the cul de sac end of Deramore Close as shown on Drawing 001. Following objections to the proposals a revised scheme has been designed, which will allow some on street parking, the details have been illustrated on Drawing 002.

6.2 ORIGINAL PROPOSALS (Drawing No. 001)

No waiting at any time restrictions

Deramore Close, both sides	Entire length, up to and including its cul de sac end
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6.3 REVISED PROPOSALS (Drawing No. 002)

No waiting at any time restrictions

South side	From a point 7 metres east of the boundary line of property numbers 1 & 2 Deramore Close for a distance of 52 metres in a westerly direction.
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The Tameside Metropolitan Borough Council (DARNTON ROAD, DERAMORE CLOSE, MELLOR ROAD AND WILLOW WOOD CLOSE, ASHTON UNDER LYNE)(PROHIBITION OF WAITING) ORDER 2009 shall be amended to reflect these proposals.

**Experimental introduction of Limited Waiting, 1 hour no return within 2 hours
Monday to Friday, 8am-5pm**

North side	From the projected boundary line of properties number 1 & 2 Deramore Close for a distance of 11 metres in a westerly direction
North side	From a point 18 metres west of the projected boundary line of properties number 1 & 2 Deramore Close for a distance of 8 metres in a westerly direction
North side	From a point 33 metres west of the projected boundary line of properties number 1 & 2 Deramore Close for a distance of 6 metres in a westerly direction

7. RECOMMENDATION

7.1 As set out at the front of the report.

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.