

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

**Date:** 7 September 2016

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

**Subject:** **OBJECTIONS TO PROPOSED MOTTRAM ROAD AND ST PAULS HILL ROAD WAITING RESTRICTIONS.**

**Report Summary:** The report outlines objections received to the proposed waiting restrictions.

**Recommendations:** It is recommended that the proposed restrictions as advertised be implemented and 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 THE TAMESIDE METROPOLITAN BOROUGH (MOTTRAM ROAD AND ST PAULS HILL ROAD, HYDE) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 2016 as detailed in Section 5.2 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:** The costs associated with implementation of this scheme are being funded through the Strategic and Local Traffic Regulation Orders' and 'Road Marking and Warning Signs' capital budget for 2016/17  
**(Authorised by the Section 151 Officer)**

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

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

**Access t** **Appendix A** – S.122 of Road Traffic Regulation Act 1984  
**Appendix B** – Drawing No. 001: Proposed restrictions  
All documentation can be viewed by contacting Ian Hall, Traffic Operations by:

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## 1. BACKGROUND

- 1.1 A Traffic Regulation Order (TRO) scheme was identified for Mottram Road, St Pauls Hill Road and St Michaels Road, Hyde through a borough wide review of TRO requests. Subsequently a scheme which comprised of relaxing some of the day time waiting restrictions on Mottram Road and introduction of “No Waiting at Any Time” protection markings on St Pauls Hill Road & St Michaels Road was designed to improve road safety and facilitate traffic movement along St Pauls Hill Road on the bend at its approach to the junction of Mottram Road, the scheme also affords additional parking facilities for Mottram Road. Following consultation with local ward councillors, approval to advertise the scheme was gained through the Delegated Decision Report – Traffic Regulation Order Programme 2015/16 – 2017/18 on 10 December 2015.
- 1.2 The request for relaxation of some of the waiting restrictions on Mottram Road and requests for additional waiting restriction on St Pauls Hill Road was original raised by local residents.
- 1.3 No objections to the proposed scheme were received from the statutory consultees or TfGM with regards bus routes.

## 2. OBJECTIONS AND RESPONSES

- 2.1 There have been eight objections from residents, 5 from Mottram Road, 2 from St Pauls Hill Road and 1 from Crossbridge Road, a petition containing approximately 20 signatories from 13 properties on Mottram Road and 1 property on St Pauls Hill Road, was also received during the consultation period. The objections are summarised below along with the responses:
- 2.2 **The signed petition requested that the restrictions on Mottram Road be removed altogether not simply relaxed.** They indicate that Mottram Road is busier on a Saturday than other days of the week and therefore if the restriction can be relaxed for Saturdays, then they should be allowed to park there during the rest of the week.
- 2.3 **Response:** In fact the volume of traffic along Mottram Road on a Saturday is slightly less than most week day traffic it is also anticipated the number of heavy goods vehicles would be less and therefore narrower running lanes on Mottram Road can more easily be accommodated on Mottram Road on Saturdays.
- 2.4 **The petition also asked if a free permit system could be considered** for parking on Mottram Road with one permit per household.
- 2.5 **Response:** Such a scheme would come with an expectation of 24/7 parking for residents, which Mottram Road cannot provide due to the nature of the route, A57. In addition to this, there is an annual charge of £30 per permit and would require the majority of residents within the area to agree to such a scheme. Such schemes only address commuter parking issues such as accurse around Hospitals, Town Centres and Railway Stations etc., they do not address over demand issued caused by excessive car ownership for the available on street parking available or that of local residents on adjacent side street needing to park their vehicles within side streets due to parking restriction on their road. It is for these reasons that a controlled parking scheme is not considered a suitable alternative to the proposed scheme.
- 2.6 **Loss of on street parking facilities and the displaced vehicles parking further into the estate** causing more disruption to residents on St Pauls Hill Road and St Michaels Road.

- 2.7 **Response:** It is always difficult to strike a balance between the need to facilitate safe traffic movement and minimise disruption to frontagers. The continuing growth in vehicle ownership has often resulted in people parking their vehicles in more inappropriate locations, such as close to junctions, on bends affecting forward visibility for drivers, and double parking on narrow streets so that vehicles encroach onto footways causing obstruction to pedestrians etc. The proposed restriction will improve both drivers' and pedestrians' intervisibility and safety at the junction of St Pauls Hill Road and St Michaels Road and around the inclined bend on St Pauls Hill Road. It also allows free vehicular movement into and out of that junction. Although the proposed restrictions will displace vehicles, the Highway Code indicates that vehicles should not park within 10 metres of a junction, opposite a junction or on a bends.
- 2.8 **Objections received from Mottram Road, made reference to damage to their vehicle that have parked further into the estate which involved police intervention.**
- 2.9 **Response:** This is an issue between neighbours and the Police as the highway is for the passage and re-passage of vehicles.
- 2.10 **Why is this area being targeted** when there had been no accidents on St Pauls Hill Road and would like to see proof of any near misses. Complaints about the severe cuts that are affecting child services and vulnerable people services etc. and thinks the money would be better spent on other services such as pot holes etc. Asks why aren't all other similar bends throughout the Borough being considered or the double parking on Joel Lane, Hyde.
- 2.11 **Response:** There have been no recorded injury incidents along St Pauls Hill Road within the last three years. Officers can confirm there have been complaints from other local residents concerning the parking on St Pauls Hill Road on the bend at its approach to Mottram Road and accept their reports of near misses. However vehicles are parking on that bend that does interfere with opposing drivers' intervisibility whilst negotiating that bend. As with all other public services, Tameside Council's Traffic and Highway Services have received cuts to their budgets. However officers are unable to comment on the local constituent's ideology of where the Council should or should not spend / invest their budgets. The Council accept that there are other locations within the borough that might benefit from parking controls, however, this report outlines the objections received to the proposed restrictions highlighted within this report
- 2.12 **The restrictions were too extreme** and put forward alternative solutions, two of which recommended placing the restrictions on the outside of the bend on St Pauls Hill Road. One objector suggested placing them on the inside of the bend and extending the proposed restriction further along St Michaels Road on the west side to cover just past the grass verge area. The remaining objector asked if the restriction could be stopped just before their driveway, to enable their visitors to park.
- 2.13 **Response:** It would not be advisable to consider reducing the length of the proposed waiting restriction on the inside of the bend on St Pauls Hill Road as parking within the inside of a bend would have the greatest impact on reducing the intervisibility of opposing traffic. With regards to consideration of relaxing the restrictions across a resident's driveway, it is a double drive and is situated close to the apex of the inside of the bend on St Pauls Hill Road, taking this into consideration, and the comments raised above, it would not be recommended to relax the proposed restrictions. Although consideration could be given to relax some of the restriction on the outside of the bend, as this would have less of an impact on drivers intervisibility, this area is mainly covered by driveways, and although this would allow visitors to their properties the ability to park, this could reduce the road to single lane traffic working which would not be recommended on a bend. As no such request was received from those properties that live on that side of St Pauls Hill Road, the possibility of obstructive parking to their driveways by other drivers and that within the

highway code it states that people should not park on a bend, it would not be recommended to relax the proposed restrictions from those advertised.

**2.14 Resident of St Pauls Hill Road proposed a residents' only parking scheme.**

**2.15 Response:** Such a scheme would not resolve the problems of inappropriate parking within the inclined bend on St Pauls on the approach to Mottram Road or obstructing access or egress of vehicles negotiating the junction of St Pauls Hill Road and St Michaels Road. In addition to this, such schemes are not free of charge (£30 per permit) and would require the majority of residents within the area to agree to such a scheme. Such schemes only address commuter parking issues such as accurse around Hospitals, Town Centres and Railway Stations etc., they do not address over demand issued caused by excessive car ownership for the available on street parking available or that of local residents on adjacent side street needing to park their vehicles within side streets due to parking restriction on their road. As this would not address the issue of obstructive parking, it is not considered that a controlled parking scheme a suitable alternative. Please note due to the financial restraints placed on the Council, the promotion of controlled parking schemes are financed by the local residents.

**3. CONCLUSION**

3.1 Having reviewed the extent of the restrictions and the comments made by the objector and taking the above into consideration and the potential improvements to pedestrian and vehicular visibility, the avoidance of congestion and the general improvements to safety around the bend on St Pauls Hill Road and the junction of St Michaels Road, it is recommended that the proposed restrictions as advertised as indicated within Article 5.2 below and illustrated in **Appendix B** be implemented.

**4. FUNDING**

4.1 It is estimated that the remaining cost of the proposals identified in the report will be approximately £400 and will be funded from the 'Strategic and Local Traffic Regulation Orders' and 'Road Marking and Warning Signs' capital budget for 2016/17

**5. PROPOSALS / SCHEDULE OF WORKS**

5.1 The proposed restrictions as advertised are set out in 5.2.

5.2 THE TAMESIDE METROPOLITAN BOROUGH (MOTTRAM ROAD AND ST PAULS HILL ROAD, HYDE) (PROHIBITION OF WAITING) ORDER 2016 – as advertised

<b>No Waiting at Any Time restrictions on:-</b>		
St Pauls Hill Road (east & south side)	-	from a point 32 metres south of its junction with Mottram Road to a point 12 metres west of its junction with St Michael's Road.
St Pauls Hill Road (west side)	-	from a point 32 metres south of its junction with Mottram Road for a distance of 41 metres in a southerly direction.
St Michael's Road (both sides)	-	from its junction with St Pauls Hill Road for a distance of 12 metres in a southerly direction.

<b>No Waiting Monday to Friday, 7.30am – 6.00pm restrictions on:-</b>		
Mottram Road (north side)	-	from a point 45 metres east of Taylor Street for a distance of 47 metres in an easterly direction.
Mottram Road (north side)	-	from a point 6 metres east of Ellis Street for a distance of 22 metres in an easterly direction.
Mottram Road (south side)	-	from a point 31 metres east of Werneth Road for a distance of 25 metres in an easterly direction.
Mottram Road (south side)	-	from a point 17 metres west of St Pauls Hill Road for a distance of 30 metres in a westerly direction.

## **6. RECOMMENDATION**

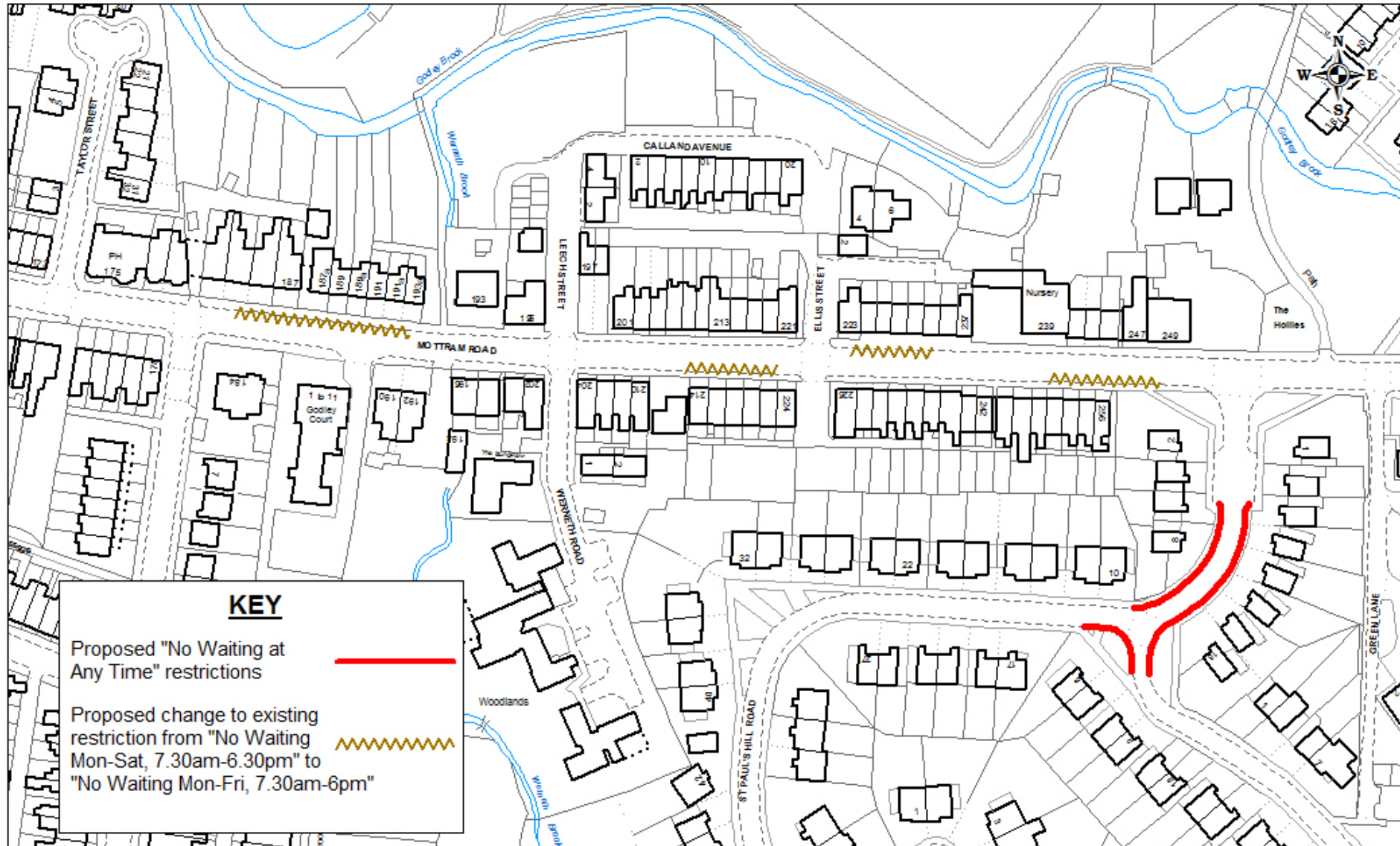
- 6.1 It is recommended that the proposed restrictions as advertised be implemented and that authority is given for the necessary action to be taken in accordance with the Road Traffic Regulation Act 1984 to make the following order THE TAMESIDE METROPOLITAN BOROUGH (MOTTRAM ROAD AND ST PAULS HILL ROAD, HYDE) (PROHIBITION AND RESTRICTION OF WAITING) ORDER 2016 as detailed in Section 5.2 of this 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.

# APPENDIX B



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

## Mottram Rd / St Pauls Hill Road Area Proposed Waiting Restrictions

Drawn By : Ian Hall

Scale : 1:1000

Date : February 2016

Drg - MottramRdStPaulsHillRd01