

Report To: **SPEAKERS PANEL (PLANNING)**
Date: 20 March 2024
Reporting Officer: Emma Varnam (Assistant Director, Operations and Neighbourhoods)

Subject: **OBJECTIONS TO: -
TRAFFIC REGULATION ORDER TO INTRODUCE WAITING RESTRICTIONS WITHIN THE KING STREET AND OVAL DRIVE AREA, DUKINFIELD**

Report Summary: This report outlines the objections received to the proposed waiting restrictions within the King Street and Oval Drive area of Dukinfield.

Recommendations: That authority is given for the necessary action to be taken in accordance with the Road Traffic Regulation Act 1984 to introduce the Traffic Regulation Order, as detailed in Section 2.2 of this report subject to the amendments detailed in Section 6.2 of this report.

Links to Community Strategy: Improvements to the highway network support the Council in delivering all 8 priorities of the Corporate Plan.

Policy Implications: None arising from the report.


Financial Implications: The estimated costs of processing and implementing the proposed Traffic Regulation Order is £3,000. This is inclusive of advertising costs, staff time and associated road markings. The scheme will be funded by Traffic Management Budgets within the Place Directorate Capital Programme.

Legal Implications: The Council has a statutory duty, which it must always have regard to under Section 122 of the Road Traffic Regulation Act 1984 which is set out in **Appendix 2**.

Risk Management: If the proposed waiting restrictions are not implemented obstructive parking will continue to occur.

Access to the documents:	Appendix 1	Highway Code Extract
	Appendix 2	Section 122 – Road Traffic Regulation Act 1984
	Appendix 3	Plan – showing proposals as advertised.
	Appendix 4	Plan – showing proposals as amended

The background papers relating to this report can be inspected by contacting Joanne Biddle, Engineer, Traffic Operations:

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1. BACKGROUND

- 1.1 King Street, Dukinfield is a classified road (A627) that forms part of the borough's strategic route network, it is subject to a 30mph speed limit and conveys a significant amount of traffic through the borough.
- 1.2 In recent years concerns have been raised about the inter-visibility between road users at the junction of King Street and the unnamed access road between 196 and 198 King Street. The latter is unadopted but provides access to the rear of a number of residential properties on King Street, a business premises (Spike's Barber Shop) and two residential garages. Residents and customers of the barber's also park here.
- 1.3 Concrete bollards have been installed at this junction in an attempt to deter obstructive parking and prevent vehicles from driving over the adopted footway (pavement) but vehicles continue to park on King Street up to both sides of this junction. When cars are parked here the visibility of motorists emerging from the access road to join King Street is compromised as they do not have a clear view of the busy road that they are joining.
- 1.4 Concerns have also been raised by local residents and a ward member with regard to vehicles double parking on the 'S' bend of Silver Close, Dukinfield. Silver Close is a narrow residential cul-de-sac so double parked vehicles can make it difficult for motorists to negotiate, as well as restricting access for larger vehicles like the refuse waggon, delivery vehicles and the emergency services. Vehicles parking too close to this junction also hinders visibility for vehicles emerging from Silver Close onto Oval Drive.
- 1.5 Should the proposed waiting restrictions on Oval Drive and Silver Close be approved, there is the potential for parking to be displaced around the opposite junction of Oval Drive and Angel Close. For that reason waiting restrictions are proposed at this junction also.
- 1.6 The Highway Code expressly states that drivers must not stop or park opposite or within 10 metres (32 feet) of a junction. For reference Rule 243 is attached at **Appendix 1** to this report.
- 1.7 The Council has a statutory duty which it must always have regard to under Section 122 of the Road Traffic Regulation Act 1984 which is set out in **Appendix 2** to this report.
- 1.8 A scheme to introduce waiting restrictions within the King Street and Oval Drive Area was advertised on the 27 April 2023.

2. INITIAL PROPOSALS / SCHEDULE OF WORKS

- 2.1 The proposed restrictions as advertised are set out at section 2.2.
- 2.2 **TAMESIDE METROPOLITAN BOROUGH (KING STREET AND OVAL DRIVE AREA, DUKINFIELD) (PROHIBITION OF WAITING) ORDER 2023**

<u>SCHEDULE</u>		
No Waiting at Any Time		
Angel Close (both sides)	-	from its junction with Oval Drive for a distance of 10 metres in a northerly direction.
King Street (east side)	-	from a point 15 metres north of its junction with the unnamed access road between 196 and 198 King Street to a point 15 metres south of that junction.

Oval Drive (north side)	-	from a point 10 metres south west of its junction with Angel Close to a point 10 metres east of that junction.
Oval Drive (south side)	-	from its junction with Silver Close for a distance of 10 metres in a westerly direction.
Silver Close (east side)	-	from its junction with Oval Drive for a distance of 43 metres in a southerly direction.
Silver Close (west side)	-	from its junction with Oval Drive for a distance of 49 metres in a south-easterly direction.

2.3 A plan showing the proposals is attached at **Appendix 1** to this report.

3. OBJECTIONS

- 3.1 During the consultation period the Council received 10 objections to the proposed scheme.
- 3.2 Many of the objectors are concerned that the introduction of the proposed waiting restrictions within the Oval Drive area will further reduce the availability of on street parking for residents and their visitors, in an area where on street parking is already extremely limited. Some are residents of King Street who have no access to off road parking and currently park where the waiting restrictions are proposed.
- 3.3 Some objectors expressed concerns that vehicles which currently park on Silver Close or Oval Drive could be displaced either further into the residential housing estate or onto Boyds Walk (another side road to the east of King Street) potentially leading to neighbour disputes over parking and to vehicles being vandalised.
- 3.4 Some objectors' claim that the proposed restrictions are unnecessary as there are no problems at the locations where vehicles currently park and that there have been no accidents to justify the proposed restrictions.
- 3.5 One objector acknowledges that it is difficult to exit from the unnamed access road between 196 and 198 King Street onto King Street but claims that as the access road is only used infrequently by a couple of residents the proposed restrictions are disproportionate to the hazard that this presents.
- 3.6 An objection has been received from the owner of Spike's Barbershop, located at 196 King Street on the basis that the proposed waiting restrictions on King Street will make it awkward for customers to park within the vicinity of their business.

4. OFFICER RESPONSE

- 4.1 The officer responses below correspond to the similarly numbered points raised above: -
- 4.2 While it is appreciated that parking in this area is at a premium and that it may be desirable for residents and their visitors to park on the public highway outside or near to their properties there is no legal entitlement to do so. Although on street parking is accommodated wherever possible the primary function of the highway is for the conveyance of traffic. However, having considered the objections it is proposed to amend the restriction on the east side of Silver Close from 43 metres to 10 metres, this will restrict parking to within 10 metres of the junction

but will allow for parking to take place on the east side of Silver Close. The restriction on the west side of Silver Close remains unchanged to prevent double parking on the 'S' bend.

- 4.3 It is acknowledged that the imposition of the proposed waiting restrictions may displace parking to elsewhere within the estate or onto adjoining side roads, arguably to more suitable locations that are away from the junctions and bends. If neighbour disputes, criminal activity or vandalism were to arise as a consequence any such incidents should be reported to the police.
- 4.4 In recent years residents and councillors have raised concerns with regard to reduced visibility at the named junctions and double parking on the 'S' bend of Silver Close. Taking these requests into account together with the Council's own onsite observations the scheme is deemed necessary and justified in this instance. There have been no reported 'injury incidents' at these junctions to date, however the Council aims to take a proactive approach where a safety concern has been brought to its attention.
- 4.5 The unadopted access road between 196 and 198 King Street provides vehicular access to the rear of a number of residential properties on King Street, a business premises and two residential garages. Vehicles do park here so it is not unreasonable to assume that this road is used for both access and egress. A resident who does use this road on a regular basis has raised concerns with the Council on many occasions with regard to vehicles parking up to and around this junction. They have also reported a number of 'near misses' when exiting onto King Street owing to visibility being severely reduced.
- 4.6 It is noted that Spike's Barbershop has a private forecourt at the front of their shop designated as 'Customer Parking Only' which has space for at least one vehicle to park. There is also a sign on the gable end of their building politely requesting that the unadopted access road adjacent to their premises be left clear for salon customers during working hours. Aside from at the junctions, parking on the east side of King Street between Boyds Walk and Brownlea Avenue is unrestricted so customers can park here, within the vicinity of the salon. However, having considered the objections it is proposed to reduce the restrictions on King Street from 15 metres to 10 metres at both sides of this junction. This will still serve to enhance visibility by preventing parking up to and around this junction, while allowing for more on street parking on the east side of King Street.

5. FUNDING

- 5.1 The scheme will cost approximately £3,000 to process and implement. This is inclusive of advertising costs, staff time and lining works.
- 5.2 These works will be financed from existing Traffic Management Budgets within the Place Directorate.

6. CONCLUSION - PROPOSALS / SCHEDULE OF WORKS

- 6.1 Having fully considered the objections it is proposed to amend the advertised restrictions, as detailed at section 6.2 to this report.
- 6.2 **TAMESIDE METROPOLITAN BOROUGH (KING STREET AND OVAL DRIVE AREA, DUKINFIELD) (PROHIBITION OF WAITING) ORDER 2023**

<u>Proposed amendment SCHEDULE</u>		
No Waiting at Any Time		
Angel Close (both sides)	-	from its junction with Oval Drive for a distance of 10 metres in a northerly direction.

King Street (east side)	-	from a point 10 metres north of its junction with the unnamed access road between 196 and 198 King Street to a point 10 metres south of that junction. <i>(A reduction of 5 metres both sides from what was previously advertised).</i>
Oval Drive (north side)	-	from a point 10 metres south west of its junction with Angel Close to a point 10 metres east of that junction.
Oval Drive (south side)	-	from its junction with Silver Close for a distance of 10 metres in a westerly direction.
Silver Close (east side)	-	from its junction with Oval Drive for a distance of 10 metres in a southerly direction. <i>(A reduction of 33 metres from what was previously advertised)</i>
Silver Close (west side)	-	from its junction with Oval Drive for a distance of 49 metres in a south-easterly direction.

6.3 A plan showing the amended proposals is attached at **Appendix 4** to this report.

7. RECOMMENDATION

7.1 As set out at the beginning of the report.