



Report To:	SPEAKERS PANEL (PLANNING)
Date:	14 February 2018
Reporting Officer:	Ian Saxon – Director of Operations and Neighbourhoods
Subject:	OBJECTION TO PROPOSED WAITING RESTRICTIONS – FAIRFIELD ROAD, DROYLSDEN
Report Summary:	The report outlines an objection received to the advertised proposed waiting restrictions in relation to the above roads.
Recommendation:	It is recommended that authority be given for the necessary action to be taken in accordance with the Road Traffic Regulation Act 1984 to seal The Tameside Metropolitan Borough (FAIRFIELD ROAD, DROYLSDEN) (PROHIBITION OF WAITING) ORDER 2017
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 is to be taken from the on street parking budget
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:	<p>Drawing No.001: Fairfield Rd Droylsden – Proposed No Waiting at any Time Restrictions</p> <p>All documentation can be viewed by contacting Andy Marsh, Traffic Operations by:</p> <p> Telephone: 0161 342 3929</p> <p> e-mail: andrew.marsh@tameside.gov.uk</p>

1. BACKGROUND

- 1.1 Representations have been received from ward Councillors on behalf of residents from the vicinity requesting that waiting restrictions be introduced to relieve poor visibility due to parked vehicles at the junction of Fairfield Road and Peel Street, Droylsden.

2. OBJECTION

- 2.1 A representation has been received from a business located adjacent to the proposed waiting restrictions. It is argued that the waiting restrictions will prevent potential customers from stopping in close proximity to the junction of Fairfield Road and Peel Street and the business will lose trade in the process.
- 2.2 An area of land on the opposite side to the business was identified by the objector as a possible parking area for customers to the shop; however, upon further investigation the land cannot be used or developed for the exclusive use of the business or customers.
- 2.3 The objector highlighted that the recent road narrowing and one way section at the junction of Peel Street and Fairfield Road displaced 2 customer vehicle spaces by the construction of the footway build out.

3. OFFICER RESPONSE

- 3.1 The lengths of the proposed waiting restrictions are quite modest for a junction where visibility out of the side road is compromised. The proposed restrictions on Fairfield Road either side of Peel Street are 5 metres and 12 metres respectively; it should be noted that vehicles should not normally park within 10 metres of a junction and this proposal only seeks to reinforce this.
- 3.2 Current advice indicates that the area of land opposite the business is an informal parking area for nearby residents who have no off street parking. During the working day, it is believed that customers to the business can still use this area of land for informal parking.
- 3.3 The road narrowing at the junction was required to reinforce the one way section - a shorter length would not discourage drivers to disobey the one way flow.

4. FUNDING

- 4.1 The funding for the scheme is to be taken from the on street parking budget.

5. PROPOSALS / SCHEDULE OF WORKS

- 5.1 Having considered the objection, the proposed waiting restrictions shown in Drawing No.001 are deemed to be quite modest in terms of protecting the junction to maintain adequate visibility. It is not felt that the loss of parking provision will impact unduly on the adjacent business as there is adequate on street parking either side of the proposed restrictions and on the nearby side streets. It is therefore proposed that the proposal be implemented as below -
- 5.2 Introduce "No Waiting at Any Time" on Fairfield Road, south side from a point 5m west of its junction with Peel Street to a point 12m east of that junction.

6. RECOMMENDATION

- 6.1 It is recommended that the proposed waiting restrictions described in 5.2 above (shown in Drawing No.001) be implemented as determined by the Council's statutory duty under S122 of the Road Traffic Regulation Act 1984.

APPENDIX 'A'

Section 122 Road Traffic Regulation Act 1984

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