

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

Date: 21 March 2018

Reporting Officer: Ian Saxon – Director, Operations and Neighbourhoods,

Subject: **OBJECTIONS TO PROPOSED LIMITED WAITING RESTRICTIONS IN THE AREA OF KING STREET HYDE**

Report Summary: The report outlines objections received to the proposed limited waiting restrictions on King Street, Tanner Street and Clarendon Street, Hyde.

Recommendations: It is recommended 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 (KING STREET, TANNER STREET AND CLARENDON STREET, HYDE) (RESTRICTION OF WAITING) ORDER 2018” as advertised and detailed in Section 4.2 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 Traffic Regulation Order Capital Budget 2017/18.
(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 to Information **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 The Grafton Street area of Hyde is home to the Grafton Centre, an Indian Restaurant, Car Sales Centres, Technology Company and a Pay and Display car park.
- 1.2 The area is separated from the town centre by the M67, but connected by footbridges to the bus station.
- 1.3 The carriageways surrounding the car park are covered by double yellow lines and a loading ban which prevents parking, including parking by disabled badge holders.
- 1.4 There are three short sections of highway that are not covered by waiting restrictions, one each on King Street, Tanner Street and Clarendon Street, that can accommodate a total of approximately 16 vehicles.
- 1.5 From observations it appears that all day parking does take place.
- 1.6 The Grafton Centre caters for many elderly and disabled clients and it is understood that many users would not be capable of parking further afield and walking the distance to the centre. An element of short term parking would make the centre more appealing and possibly more well used, and disabled users may park within this area free of any time restraints. In addition, the restriction could also assist other local businesses for parking for their customers.
- 1.7 A scheme was designed which proposed to introduce 2 hours limited waiting no return within 4 hours restrictions within the area of King Street, Tanner Street and Clarendon Street, Hyde. The proposals were advertised in the Tameside Reporter newspaper and on street furniture in the affected area, in line with the Council's legal obligations, on 11 February 2018 for a period of 28 days as detailed in Section 4.2 and illustrated in Drawing No. 001 (**Appendix B**). Copies of the proposals were also available at the Council's Customer Services and via the Council's Traffic Regulation Orders webpage.
- 1.8 As a result of the advertised scheme; seven objections were received from local businesses.
- 1.9 An appraisal of the objections and comments received to the proposals are detailed in Section 2 below.

2. OBJECTIONS

- 2.1 Two objections received by a local firm in the vicinity of the proposed restrictions, one of whom indicated they write as a representative of that firm and canvassed all employees for their feedback.
- 2.2 Their own car park overflows by approximately ten vehicles each day whose staff / visitors have to find alternative parking, and as it is, some have to park within the town centre car parks. They indicated verbally that the proposed two hours limited waiting is not long enough for their clients as most meetings last more than half a day.
- 2.3 Raised concerns for the Grafton Centre and the elderly that use this centre and are sure many are there for longer than two hours and have lunch at the centre.
- 2.4 Indicated that proposed restrictions are likely to have a significant negative impact on the running of their business.

- 2.5 Made alternative recommendation for both:-
- a) Introducing on-street paid parking but with no time limit, to operate at same rate of the existing Grafton Street Pay & Display Car Park.
 - b) Recommend widening existing carriageway to accommodate perpendicular parking rather than the existing parallel parking both on King Street and Clarendon Street, therefore increasing available on street parking within that area by 10 vehicles.

Response to Local Business

- 2.6 The proposed restrictions have been put forward to try and assist most businesses within the vicinity. In this instance it is recognised that the proposed restrictions would not help this local business. Although it should be noted the Council have reviewed the Grafton Street Pay & Display off street charges and will be increasing these charges to reflect the Hyde town centre charges and this will take effect from Monday 2 April 2018. This is anticipated to reduce the demand placed on this car park by other users whom it is anticipated will migrate to parking within either more central car parks, or other highways further away from the town centre. Taking this into consideration it is anticipated that the local business should be able to obtain parking within the nearby facilities.
- 2.7 Although the Council have not received any objection from the Grafton Centre itself, in response to the local business concerns for that centre, it is anticipated the proposed restrictions will help free up some parking for both short term visitors to the centre and other local businesses but will also enable disabled drivers both visiting the centre and other local business the ability to park up without time restraints.
- 2.8 In response to the recommendation of introducing both on-street paid parking and alterations to the highway network within that area to accommodate more on street parking. These fall outside the scope of this report, and such considerations may be borne in mind for future considerations.
- 2.9 Five objections were received from a business operating on the opposite side of the M67 Motorway.
- 2.10 One objector claims the existing arrangements do not affect the existing day to day operations of the local businesses.
- 2.11 All objected to loss of available free non-restricted day time parking within the town centre or surrounding areas, and one objector pertained to the loss of parking within the top storey of multi storey car park, and loss of parking due to waiting restrictions being introduced within surrounding streets.
- 2.12 Many staff travel miles to work, where public transport is not an option.
- 2.13 The business has approximately 200 workers, and indicates there is already insufficient available parking provision even taking into account the local pay and display car parks.
- 2.14 Indicated that the on street parking within the vicinity of King Street is full by 7.30am and the Grafton Street Car Park is full by 9am, and some staff already use the Clarendon Street / Doctors surgeries car park. Proposed restriction would further aggravate the situation and reduce available parking within the town centre car parks, as more staff will migrate to these car parks further reducing town centre parking provision.
- 2.15 Indicated that the proposed new two hour bays may be under-utilised as they are situated some distance from the town centre shops. Some do not see the difference from a turnover of vehicle usage and vehicle parking in the same location all day. Also indicated that there would be a higher risk of accidents in the area, if there were a turnover of vehicles. Due to

there being no turning facilities within any of the three streets, therefore vehicles have to reverse along the street into parking spaces.

- 2.16 One employee indicated that the proposed restrictions could make them late for work, as they would have to park further away from their works, as they are involved in a school run, and the later arrival to work means they would have to park further away from work.
- 2.17 If employees would have to pay for parking provision due to lack of free parking provision this would impact on their lives, as they already have minimal disposable income.

Response to Business Above

- 2.18 It is always difficult to manage the highway network to suit all user demands placed on that highway. In this instance it was noted that other local business but primarily The Grafton Centre within the vicinity of these streets were finding difficulties in ascertaining available parking provision for their patrons.
- 2.19 The proposed scheme has therefore been put forward to try and address this issue, whilst still enabling parking for all concerned, albeit in most circumstances not free of charge. The Council do not have any obligation to provide free parking. The proposed scheme does not remove any parking provision within that area; it does, however, alter its available use to shorter stay parking for most users, as blue badge holders have exemptions from time restraint.
- 2.20 The Council cannot and do not dictate the mode of transport people choose to take to their destination or intervene in the manner in which firms manage their own car parks.
- 2.21 As already stated within the response to local businesses above, the Council has reviewed the charges for Grafton Street Pay & Display Car Park and will be increasing the charging band to match the town centre car parks from 2 April 2018. Bearing this in mind and that there are vehicles parking within that car park whose users work within the town centre, it is, therefore, anticipated that there will be a migration of vehicles that presently park within Grafton Street Pay & Display Car Park that may now choose to park within the town centre car parks closer to their works. In addition, some of the vehicles parking on street may also migrate to town centre car parks, therefore decreasing the number of available long stay parking spaces in the town centre car parks.
- 2.22 The Council monitor charging bands within off street car parks to manage these car parks and provide for both long stay and short stay parking to try and balance the need for customer, commuter and town centre resident parking alike. If it comes to light through the town centre and business forums and other forms of communication that the Council receives etc., that an area experiences an imbalance in parking provision then the Council at that time may review the charging bands within car parks to try and address these issues.
- 2.23 We cannot predict at this time the level of usage these proposed limited waiting bays will have throughout the whole of the day by customers, patrons, disabled drivers or the local businesses, shoppers and or patrons of the doctors surgery. It is, however, anticipated that the proposals would assist the Grafton Centre which caters for many elderly and disabled clients and it is understood that many users would not be capable of parking further afield and walking the distance to the centre. It may also assist with parking for other local firms for their clients. The Council recognises and accepts that if the proposals go ahead there would more than likely be a higher turnover of vehicles within this vicinity and therefore the associated traffic accident risks may be higher. However to put the risk in context, it is no higher risk than many other cul-de-sac roads throughout the borough.

- 2.24 Having taken into consideration the objections relating to the waiting restrictions for King Street, Tanner Street and Clarendon Street, Hyde, it is recommended that Speakers Panel approve the scheme as advertised, as detailed in the Schedule of Section 4.2.
- 2.25 If approved by the Speakers Panel, a final notice stating that the order has been made would be required to be advertised, the associated road markings and post and plates erected to reflect the new limited waiting restrictions.

3. FUNDING

- 3.1 These proposals are being funded from the Traffic Operations capital budgets 2017/18.

4. PROPOSALS / SCHEDULE OF WORKS

- 4.1 The proposed restrictions as advertised are set out in section 4.2, Schedule below and illustrated in Drawing No. 001 (**Appendix B**).
- 4.2 Advertised proposed Schedule:

Limited Waiting 2 hours no return within 4 hours	
King Street (east side)	from its junction with Grafton Street in a southerly direction to a point 5 metres north of its cul-de-sac end.
Tanner Street (west side)	from its junction with Grafton Street in a southerly direction to a point 5 metres north of its cul-de-sac end.
Clarendon Street (east side)	from a point 5 meters north of its cul-de-sac end (situated to the north of the M67 eastbound off slip road) for a distance of 17 metres in a northerly direction.

5. RECOMMENDATION

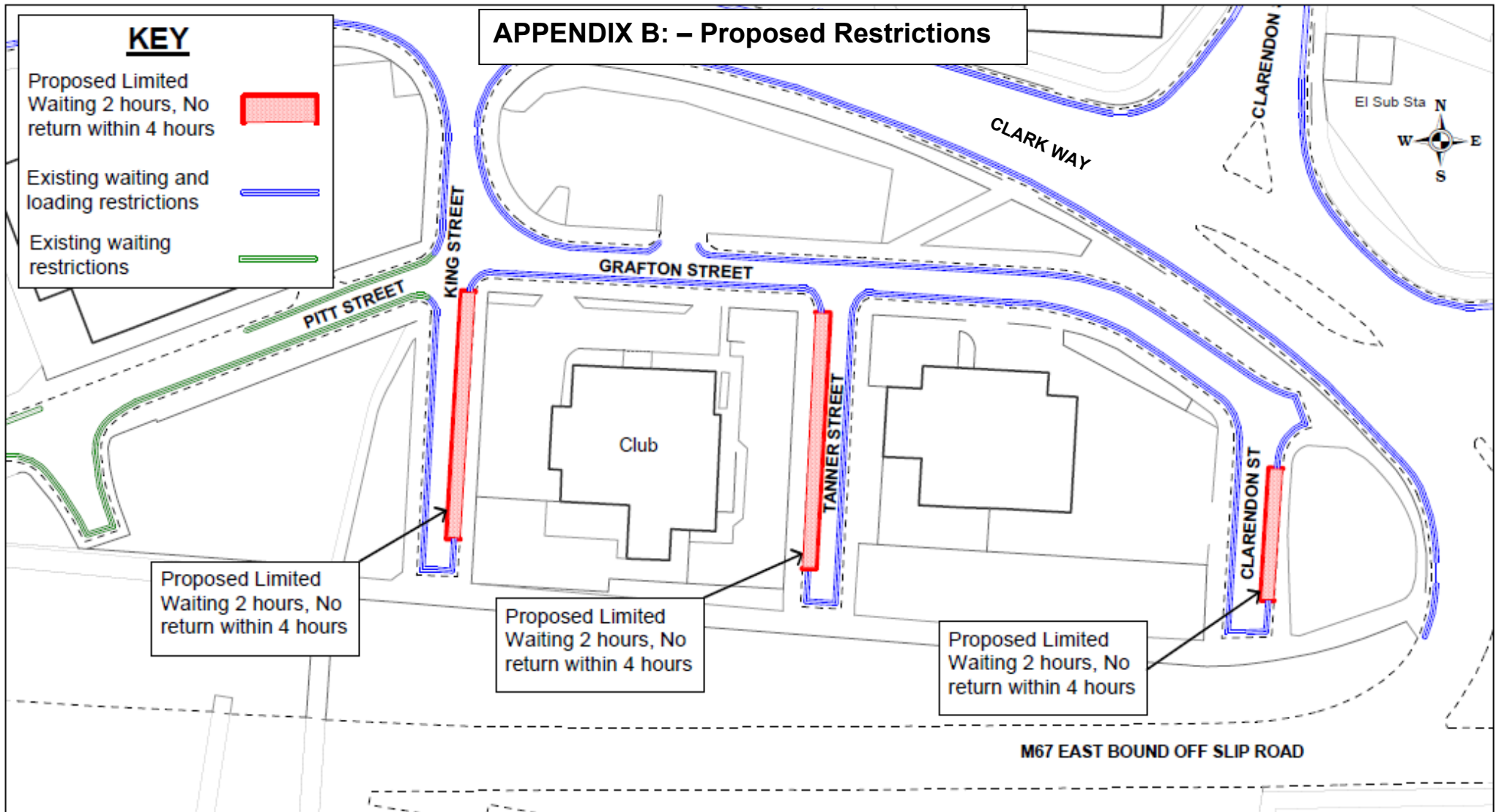
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APPENDIX 'A'

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.



	<p><small>+ Crown copyright. All rights reserved Licence No. 2003</small></p> <h2 style="margin: 0;">KING ST, TANNER ST & CLARENDON ST, HYDE PROPOSED LIMITED WAITING RESTRICTIONS</h2>	SCALE	1 : 700
		DATE	04/12/2017
		DRAWING No.	KingStAreaProp01
		DRAWN BY	Ian Hall