


<b>Report To:</b>	<b>SPEAKERS PANEL (PLANNING)</b>
<b>Date:</b>	4 September 2019
<b>Reporting Officer:</b>	Emma Varnam – Assistant Director, Operations and Neighbourhoods
<b>Subject:</b>	<b>OBJECTIONS TO PROPOSED PARKING TRAFFIC REGULATION ORDERS, ASHTON TOWN CENTRE</b>
<b>Report Summary:</b>	This report outlines objections received from local businesses and residents to proposed limited parking scheme for Ashton town centre which is designed to replace the paid parking scheme.
<b>Recommendations:</b>	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, as originally advertised, the TAMESIDE METROPOLITAN BOROUGH (STAMFORD STREET AREA, ASHTON UNDER LYNE) (RESTRICTION OF WAITING) ORDER 2019 as detailed in 5.1 below.
<b>Links to Community Strategy:</b>	Transport Infrastructure Schemes are linked to promoting A safe environment An attractive Borough and A prosperous society
<b>Policy Implications:</b>	This proposal supports the Council's policies to develop economic growth and deliver a thriving retail offer in town centres by providing the necessary transport infrastructure, including the availability of affordable and accessible car parking arrangements.
<b>Financial Implications:</b> (Authorised by the Section 151 Officer)	The funding for this scheme is to be met by the Parking Services budget
<b>Legal Implications:</b> (Authorised by the Borough Solicitor)	The Panel should have regard to s122 Road Traffic Regulation Act 1987, which is at <b>Appendix A</b>
<b>Governance arrangements:</b> (if applicable, the intended governance arrangements e.g. key decision, executive decision)	Advertisement and implementation of Traffic Regulation Orders
<b>Risk Management:</b>	Objectors have a limited right to challenge the Orders in the High Court.
<b>Access to Information:</b>	<b>Appendix A</b> – S.122 of Road Traffic Regulation Act 1984  All documentation can be viewed by contacting Alan Jackson

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## 1. INTRODUCTION

- 1.1 A report was submitted to the Strategic Planning and Capital Monitoring Panel in 9 October 2017 which reported the objections received to a scheme to introduce Cashless Parking in 140 on street bays in Ashton Town Centre. The scheme relied on customers using the RingGo App to register their parking requirements and pay online.
- 1.2 The scheme had been supported by the Executive Board on 17 January 2017 and subsequently advertised for public objections and comments.
- 1.3 The Strategic Planning and Capital Monitoring Panel supported the introduction of the scheme with recommendations to review the scheme on a 6, 12 and 18 month basis.
- 1.4 The scheme was introduced on street on 1 November 2018 with a 'soft introduction' whereby drivers were not issued with ticket when offending and notices were put up to inform them of the parking duration and methods of payment. The scheme came in to full operation on the 19 November 2018.
- 1.5 Following a series of negative comments from both residents and the business community a decision to suspend the operation was made and came into effect at 2.00pm on 7 January 2019.
- 1.6 As a result of this suspension of cashless on-street parking, there is currently unregulated parking taking place at these locations and, although the Council is currently in the process of reviewing its car parking arrangements across the borough, this current situation must be addressed.
- 1.7 A Delegated Decision report was written and approval granted to advertise, for public comments and objections, a scheme re-introducing free limited waiting around Ashton town centre.

## 2. PROPOSALS

- 2.1 The Council advertised the proposals to introduce limited waiting on the roads listed in 5.1 below on 11 July 2019 and the final day for objections or comments was 2 August 2019.

## 3. OBJECTIONS

- 3.1 Six objections have been received and a breakdown of the points raised is below.
- 3.2 **Agreed with scheme** - Three of the objectors agreed with the necessity of the scheme however, went on to request changes to the proposals.
- 3.3 **Two free hours to park, not one** – Of the objectors above, two of them wanted the time available to park increasing to two hours instead of just one hour.
- 3.4 **Change time limits to end at 4pm, not 6pm** – One objector wanted to be able to park after 4pm for longer than one hour. The proposals currently are 8am until 6pm.
- 3.5 **Objects to the scheme** – One objector did not want the scheme to go ahead due to the cost of parking all day on car parks and the impact of removing free parking on the town centre.

- 3.6 **Objects to the scheme** – Two objectors did object to the scheme due to the restrictions on parking as they are residents. One of them wanted the council to consider parking permits for the residents to buy.

#### 4. RESPONSES

- 4.1 **Two free hours to park, not one** – The scheme that was in place prior to the on street paid parking scheme allowed parking for one hour, no return in two hours. This allowed a regular turnover of vehicles and anyone wishing to park longer used the car parks. Two hours free parking is considerably generous when compared with other boroughs and would reduce turnover.

- 4.2 **Change time limits to end at 4pm, not 6pm** – The proposed time restraints of one hour from 8am until 6pm are a standard time to coincide with shopping / working districts and allow parking from 5pm until 9am without moving the vehicle. This is designed to maximise the area for shopping during the day and allow residents to park in the evening and through the night unimpeded. If the time were to be changed to 4pm, it would allow parking from 3pm until 9am. The reason for the change stated in the objection was to increase footfall. It is not clear how the change would increase footfall as the parking is still free and available. All it would increase is the duration that a vehicle can be parked, thereby reducing the available turnover of spaces.

- 4.3 **Objects to the scheme** – This was based on the cost of all day parking on the off street car parks, as the objector works in the town centre, as well as the impact of removing free parking on the town centre. Since the removal of the paid parking scheme, the parking bays have been unregulated and the majority of parking has taken place by vehicles staying all day. This is not the intention of the bays. They are there to provide short duration parking for visitors to the area to shop etc. It has been almost impossible to find a parking space on street due to the amount of long stay parking taking place and this has had a negative impact on the town centre. The cost of the off street parking is £2 per day and is amongst the cheapest in Greater Manchester.

- 4.4 **Objects to the scheme** – Residents of two areas affected by the proposals feel that this is unfair on them as they have enjoyed the free, unlimited parking that the recent removal of paid parking has allowed. They believe that their personal circumstances will deteriorate if this scheme is approved. The advertised proposals will allow them to park for free from 5pm until 9am each day. This is better for them than the paid parking scheme and generally the same as previously in place for many years. One of the objectors requested parking permits to park near their house and dedicated parking bays for this use. The parking provided for the town centre is designed for all visitors and users of the area, not just for residents. Generally the only designated spaces are for disabled and loading, with all other being open to general use. To have a space reserved for permit holders who may have gone to work for the day, leaving the bay empty, seems a less than efficient use of the bay. Whilst it is understood that the recent changes have made the parking better for the residents, it has always been understood that this was a temporary measure borne from the removal of the paid parking, it was never meant to be the final scheme.

#### 5. CONCLUSION

- 5.1 The proposed scheme has the same limits in terms of effective hours as the original scheme, before paid parking, and this did not cause people problems that were insurmountable. The residents presumably occupied their properties whilst the original one hour limited parking was in place but have enjoyed free unlimited parking since January and understandably do not want this to change now. However it is not in the best interests of the town that free on street all day parking in the town centre is allowed to continue. It is

for this reason that it is recommended that the proposals remain unchanged as set out in the table below:

<b><u>Limited Waiting to 1 hour no return in 2 hours, 8.00am to 6.00pm</u></b>	
<b>Road Name</b>	<b>Location</b>
Alexandra Road (north west side)	from a point 15 metres south west of its junction with Union Street for a distance of 20 metres in a south westerly direction
Alexandra Road (south west side)	from a point 7 metres north east of its junction with Turner Lane to a point 15 metres south west of Union Street
Booth Street (east side)	from a point 2 metres north of its junction with Wood Street to a point 2 metres south of its junction with Wellington Street
Booth Street (east side)	from a point 5 metres north of its junction with Stamford Street Central to a point 3 metres south of its junction with Wood Street
Booth Street (east side)	from a point 5 metres north of its junction with Fleet Street to a point 5 metres south of its junction with Stamford Street Central
Booth Street (east side)	from a point 2 metres north of its junction with Wellington Street to a point 2 metres south of its junction with Wych Street
Church Street (north side)	from a point 15 metres west of its junction with Grey Street for a distance of 15 metres in a westerly direction
Church Street (north side)	from a point 65 metres west of its junction with Grey Street to a point 5 metres east of its junction with Warrington Street
Church Street (north side)	from a point 15 metres west of its junction with Warrington Street to a point 45 metres east of its junction with Delamere Street
Cotton Street East (north side)	from a point 13 metres east of its junction with Oldham Road to a point 40 metres west of its junction with Gas Street
Cowhill Lane (east side)	from a point 5 metres south of its junction with Wimpole Street to a point 10 metres north of its junction with Penny Meadow
Delamere Street (west side)	from a point 18 metres south of its junction with Fleet Street in a southerly direction to the cul de sac end
Delamere Street (east side)	from a point 5 metres south of its junction with Stamford Street Central to a point 5 metres north of its junction with Fleet Street
Delamere Street (west side)	from a point 20 metres south of its junction with Old Street to a point 3 metres north of its junction with Wellington Street
Enville Street (east side)	from a point 5 metres north of its junction with Penny Meadow to its junction with Wimpole Street
Fleet Street (south side)	from a point 29 metres west of its junction with Warrington Street for a distance of 9 metres in a westerly direction
Fleet Street (south side)	from a point 10 metres west of its junction with Warrington Street for a distance of 15 metres in a westerly direction

Fleet Street (south side)	from a point 10 metres west of its junction with Delamere Street to a point 50 metres east of its junction with Booth Street
Grey Street (west side)	from a point 5 metres south of its junction with Fleet Street to a point 5 metres north of its junction with Church Street
Mill Lane (west side)	from a point 5 metres south of its junction with Stamford Street to a point 5 metres north of its junction with Fleet Street
Newton Street (west side)	from a point 15 metres north of its junction with Penny Meadow to its junction with Wimpole Street
Old Street (south side)	from a point 75 metres east of its junction with George Street for a distance of 25 metres in an easterly direction
Old Street (south side)	from a point 20 metres east of its junction with George Street for a distance of 16 metres in an easterly direction
Old Street (south side)	from a point 45 metres east of its junction with George Street for a distance of 10 metres in an easterly direction
Old Street (south side)	from a point 30 metres west of its junction with Booth Street for a distance of 24 metres in a westerly direction
Old Street (north side)	from a point 14 metres east of its junction with Oldham Road to a point 43 metres east of its junction with Oldham Road
Penny Meadow (north side)	from a point 8 metres west of its junction with Wimpole Street to a point 8 metres east of its junction with Glebe Street
Penny Meadow (north side)	from a point 3 metres west of its junction with Newton Street to a point 3 metres east of its junction with Enville Street
Penny Meadow (north side)	from a point 3 metres west of its junction with Enville Street to a point 9 metres east of its junction with Cowhill Lane
Parking bay within the St Michaels Square parking area (west side)	between the easterly boundary of St Michael's Square and the eastern side of the southbound leg of the internal circulatory road, from a point 13 metres south east of its junction with Old Street for a distance of 16 metres in a southerly direction
Parking bay within the St Michaels Square parking area (east side)	a 3 metre wide strip to the east of the northbound leg of the internal circulatory road, from a point 10 metres south of its junction with Old Street for a distance of 24 metres in a southerly direction
Parking bay within the St Michaels Square parking area (south west side)	from a point 2 metres north of the north boundary of Stamford Street Central for a distance of 5 metres in a northerly direction and from the south western side of the northbound leg of the internal circulatory road in a westerly direction to a point approx. 2.7 metres from the frontage of 114 Stamford Street at the northern edge of the bay and to a point 4.6 metres from the frontage of 114 Stamford Street at the southern edge of the bay
Stamford Street Central (north side)	from a point 27 metres east of its junction with George Street for a distance of 51 metres in an easterly direction

Stamford Street Central (north side)	from a point 23 metres west of its junction with George Street for a distance of 73 metres in a westerly direction
Stamford Street Central (north side)	from a point 10 metres west of its junction with Warrington Street for a distance of 46 metres in a westerly direction.
Stamford Street Central (north side)	from a point 10 metres west of its junction with Delamere Street to a point 21 metres east of its junction with Booth Street
Stamford Street Central (north west side)	from a point 15 metres west of its junction with Booth Street to a point 10 metres east of its junction with Mill Lane
Turner Lane (west side)	from a point 88 metres north of its junction with Wellington Road for a distance of 48 metres in a northerly direction
Turner Lane (east side)	from a point 15 metres south of its junction with Union Street for a distance of 45 metres in a southerly direction
Warrington Street (east side)	from a point 5 metres south of its junction with Fleet Street to a point 5 metres north of its junction with Church Street
Warrington Street (east side)	from a point 5 metres south of its junction with Stamford Street Central to a point 5 metres north of its junction with Fleet Street
Wellington Street (south side)	from a point 5 metres east of its junction with Booth Street for a distance of 15 metres in an easterly direction
Wellington Street (south side)	from a point 28 metres east of its junction with Booth Street for a distance of 26 metres in an easterly direction
Williamson Street (south side)	from a point 31 metres east of its junction with Oldham Road for a distance of 12 metres in an easterly direction

## 6. RECOMMENDATION

As set out on the front 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.



