

Report to:	SPEAKERS PANEL (PLANNING)
Date:	21 October 2020
Reporting Officer:	Emma Varnam, Assistant Director Operations and Neighbourhoods
Subject:	OBJECTIONS TO THE PROPOSED TAMESIDE METROPOLITAN BOROUGH (VARIOUS STREETS, MOSSLEY) (PROHIBITION OF WAITING) ORDER 2020
Report Summary:	The report outlines correspondence received objecting to the proposal to introduce new No Waiting At Any Time restrictions on various streets in Mossley following a 28 day statutory consultation in June 2020.
Recommendations:	It is recommended the panel review the objections 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 TAMESIDE METROPOLITAN BOROUGH (VARIOUS STREETS, MOSSLEY) (PROHIBITION OF WAITING) ORDER 2020 as detailed in Section 5.1 of this report.
Corporate Plan:	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: (Authorised by the statutory Section 151 Officer & Chief Finance Officer)	Any costs relating to the implementation of the proposed new measures, such as signage, road markings and public notices in the press will be funded from existing Traffic Management and Regulation Orders budgets in 2020-21.
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 Information:	Appendix A - S.122 of Road Traffic Regulation Act 1984 Appendix B - Drawing No.001 Appendix C - Drawing No.002
Background Information:	The background papers relating to this report can be inspected by Contacting Joanne Biddle



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1. INTRODUCTION

- 1.1 Following requests from local residents, councillors and the fire service together with onsite observations made by officers of the Engineering Services Department the Council proposes to implement new No Waiting At Any Time Restrictions in the area known as 'Top Mossley' and within Mossley town centre. All of the proposed waiting restrictions have been designed to enhance the flow of traffic and improve site line visibility at various junctions within the area (please see Drawing No. 001 and Drawing No.002 for reference).
- 1.2 In addition, the Council proposes to revoke some existing waiting restrictions within the area that are no longer deemed necessary on site.

2. REPRESENTATIONS OBJECTING TO THE PROPOSED SCHEME

- 2.1 The scheme proposals were advertised in June 2020. During the statutory consultation period 12 objections were received; the concerns raised by the objectors are summarised below.
- 2.2 The foremost objections to the proposed scheme concern the introduction of new No Waiting At Any Time restrictions. Eight of the twelve objectors voiced concerns that residents who currently park their vehicles where the new waiting restriction are proposed would be displaced in an area where parking is already at a premium. Four of the objectors were of the opinion that this displacement of parking would lead to an increase in congestion that would not only impact on the accessibility for emergency service vehicles and impede the refuse collection wagons but could also lead to tensions within the local community.
- 2.3 Six objectors raised concerns that they will not have the amenity to park outside their own properties if the new waiting restrictions are imposed, of these objectors some also expressed concerns in terms of accessibility for disabled residents or those with young children.
- 2.4 With regard to the Lees Road (east side) element of the scheme three objectors contended that vehicles parking on street outside properties 9-23 Lees Road act as a barrier between pedestrians on the footway and a busy road prone to speeding traffic. It was suggested that the cars themselves act as a traffic calming measure given that vehicles are forced to slow down and give way to opposing traffic.
- 2.5 A number of the objectors do not object to the scheme in its entirety but have requested reductions of certain elements of the No Waiting At Any Time restrictions:

a)

Lees Road east side	from its junction with Greaves Street for a distance of 15 metres in a northerly direction
Lees Road east side	from a point 15 metres north of its junction with Quickedge Road to a point 15 metres south of that junction

b)

Chapel Street south side	from its junction with Stamford Street to a point 10 metres east of it junction with Wyre Street
Wyre Street west side	from its junction with Chapel Street for a distance of 60 metres in a southerly direction

c)

Quickedge Road Both sides	from its junction with Lees Road for a distance of 15 metres in a north easterly direction
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d)

Cross Street north side	from its junction with Stockport Road to its junction with Lees Road
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e)

Dean Street both sides	from its junction with Arundel Street for a distance of 10 metres in a north westerly direction
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- 2.6 One objector claimed that the imposition of No Waiting At Any Time restrictions would devalue the price of their property.
- 2.7 Three objectors suggested that the No Waiting At Any Time restrictions on Greaves Street, Lees Road and Quick Edge Road are unnecessary as the vehicles that park here do so responsibly, that there are few problems with access or obstruction on Lees Road and that the visibility at these junctions is generally good. Similarly, another objector contended that as there are no historical safety concerns on Dean Street junction protection marking are not needed at this location either.
- 2.8 Two objectors queried why planning permission has been granted for new housing developments within Mossley town centre that do not have off street parking facilities.
- 2.9 One objector queried the advertising requirements for the proposed scheme and another whose property fronts on to some of the proposed restrictions claims not to have received notice of these proposals.
- 2.10 Two objectors suggested that residents only parking should be considered as an alternative to waiting restrictions.

3. OFFICER RESPONSE

- 3.1 The officer responses below correspond to the similarly numbered points below:
- 3.2 The various elements of this scheme have been designed to increase the site line visibility of junctions within the Top Mossley area. Parking at a junction can cause a major hazard as it reduces visibility for both motorists and pedestrians who may be crossing the road. Rule 243 of the Highway Code dictates that drivers must not park within 10 metres of a junction; this is to allow motorists emerging from, or turning into the junction a clear view of the road they are joining. From an engineering perspective road safety must be the primary concern.
- 3.3 Whilst it may be desirable, there is no legal entitlement for a resident to park on the public highway outside their own property address. The public highway is provided for 'the passage and re passage of vehicles'. Although Blue Badge holders are eligible for some concessions, i.e. they may park on double yellow lines for up to three hours, providing it is safe to do so, they must not park within 15 metres of a junction.
- 3.4 Given that motor vehicles are transient in nature they should not be relied upon to act as a barrier or as a traffic calming measures. If road safety is in question at this location, this should be assessed and dealt with as a separate issue outside the scope of this report.

3.5

- a) Consideration could potentially be given to reducing the proposed restrictions on Lees Road (east side) from its junction with Greaves Street for a distance of 15 metres in a northerly direction by one car length from 15 metres to 10 metres, but it is not recommended that the proposed restrictions on Lees Road (east side) from a point 15 metres north of its junction with Quickedge Road to a point 15 metres south of that junction is reduced given that the gradient of the hill hinders visibility at this junction.
- b) The waiting restrictions at this location have been designed to discourage parking in the mouth of a junction and to facilitate access to Mossley Fire Station. For these reasons no reduction of these elements are recommended.
- c) Owing to the topography of Quick Edge Road visibility is reduced, therefore reductions are not recommended.
- d) Reductions have been requested here to facilitate short term parking for local amenities like the post office but owing to the width of the footway on the north side of Cross Street parking on both sides of the carriageway would prohibit the flow of vehicular traffic. Vehicles can continue to park on the south side of Cross Street aside from where existing and new No Waiting At Any Time restrictions are proposed at its junction with Stockport Road and Lees Road respectively.
- e) For the reasons stated above at 3.2 no reductions are recommended.

3.6 There is no evidence to suggest that this would be the case.

3.7 Over the years the Council has received numerous requests from different sources, concerning reduced visibility at various junctions in Top Mossley. Taking into account these requests in conjunction with onsite engineering observations this scheme is deemed necessary but has been designed to a minimum to ensure that motorists are still able to park in Top Mossley and within the Town Centre but in locations where it is safe to do so.

3.8 Any questions relating to planning policy are outside the remit of the Council's Engineering Service.

3.9 In line with statutory processes public notices for this scheme were advertised in the local press and on street (on Thursday 25 June 2020). In addition any properties adjacent to the proposed restrictions will have been hand delivered a notice. This letter drop is not part of the legal requirement for serving a public notice and is discretionary. Criticism is common over the start and end points of the exercise, with others that are not directly contacted feeling deliberately left out. However, the fact that they have submitted an objection to the proposals suggests that the statutory process and extent of the letter drop has been successful in its purpose.

3.10 The purpose of Controlled Parking Schemes, i.e. residents only permit parking, is to give priority of available road space to residents and to alleviate the problems associated with long stay commuter or non-local parking, that can occur on streets that are in close proximity to large amenities. They do not address the over demand for available on street parking or reserve parking spaces directly outside individual houses. In addition, such schemes can only be taken forward on the proviso that more than 50% of all residents are in favour and if those in favour are prepared to fund the initial outlay of the scheme and pay an annual permit fee. Residents only parking would have no bearing on the proposed no waiting at any time restrictions.

4. FUNDING

- 4.1 All funding will be met by the Traffic Operations annual Traffic Regulation Order Budget 2020/2021.

5. CONCLUSION - PROPOSALS / SCHEDULE OF WORKS

- 5.1 It is recommended that the proposals are introduced as advertised, set out in the table below:

SCHEDULE

'No Waiting at Any Time' restrictions:

Argyle Street both sides	from its junction with Stamford Street for a distance of 10 metres in an easterly direction
Chapel Street south side	from its junction with Stamford Street to a point 10 metres east of its junction with Wyre Street
Chapel Street North side	from its junction with Stamford Street to a point 10 metres east of the easterly projected kerbline of Wyre Street
Cross Street north side	from its junction with Stockport Road to its junction with Lees Road
Cross Street south side	from its junction with Lees Road for a distance of 10 metres in an easterly direction
Dean Street both sides	from its junction with Arundel Street for a distance of 10 metres in a north westerly direction
Dyson Street both sides	from Arundel Street for a distance of 10 metres in a westerly direction
Greaves Street both sides	from its junction with Lees Road for a distance of 15 metres in an easterly direction
Hanover Street both sides	from its junction with Stamford Road for a distance of 20 metres in a southerly direction
Lancaster Street both sides	from its junction with Stamford Street for a distance of 10 metres in a westerly direction
Lees Road west side	from its junction with Shire Croft for a distance of 15 metres in a north westerly direction
Lees Road east side	from its junction with Greaves Street for a distance of 15 metres in a northerly direction
Lees Road east side	from a point 15 metres north of its junction with Quickedge Road to a point 15 metres south of that junction
Market Street both sides	from its junction with Stamford Street for a distance of 10 metres in a south easterly direction

Quickedge Road both sides	from its junction with Lees Road for a distance of 15 metres in a north easterly direction
Shire Croft both sides	from its junction with Lees Road for a distance of 10 metres in a westerly direction
Stamford Street west side	from a point 10 metres north of its junction with Lancaster Street to a point 10 metres south west of that junction
Stamford Street east side	from a point 10 metres north of Argyle Street to its junction with Chapel Street
Stockport Road east side	from a point 15 metres north east of its junction with Midge Hill to a point 15 metres south west of that junction
Wyre Street west side	from its junction with Chapel Street for a distance of 60 metres in a southerly direction
Wyre Street east side	from its junction with Chapel Street for a distance of 15 metres in a southerly direction

Revoke the existing waiting restrictions on i) Stockport Road, north west side, from a point 10 metres north east of Cross Street for a distance of 80 metres in a north easterly direction. ii) Stamford Street, north west side, from a point 11 metres south of Lancaster Street to its junction with Waterton Lane.

The Order TAMESIDE METROPOLITAN BOROUGH (VARIOUS STREETS, MOSSLEY) (PROHIBITION OF WAITING) ORDER 2020

6. RECOMMENDATIONS

6.1 As set out at the front of the report.