

Trafford Borough Council

Report to: Executive Member for Environment, Air Quality and Climate Change
Date: December 2018
Report for: Approval
Report of: Principal Engineer, Traffic and Transportation, One Trafford

Report Title

North Altrincham Parking Scheme
Proposed Residents' Permit Parking Scheme, Waiting Restrictions & One Way Traffic Order
CONSIDERATION OF OBJECTIONS

Summary

The Council has received multiple requests for an extension of the existing North Altrincham Parking Scheme to tackle an increase in commuter parking in the area.

Following a parking survey conducted in September 2017, there was a clear indication that commuter parking was taking place on several roads within the area. As a result, an informal consultation letter containing a plan detailing the proposals was sent out to frontages in the area in December 2017. Following a review of the feedback and comments received from the consultation, it is now proposed to introduce a number of restrictions as shown on drawings numbered **CO00201170-D-TRO-NAPS-01, 02, 03 and 04**, attached.

An informal consultation letter was also sent to residents in the area surrounding Roberts House with proposals to amend the hours of the existing parking restrictions on Gladstone Road and Harcourt Road, as well as introduce a Residents' Permit Parking only 'past this point' restriction on Whitley Place. Following a review of the feedback the proposals have been amended and can be seen on drawing number **CO00201170-D-TRO-NAPS-05** attached.

All proposals are to improve parking accessibility for residents and benefit road safety by alleviating obstruction issues in the area. In July 2018, the restrictions were formally advertised, and a total of 36 objections were received from residents and businesses within the North Altrincham Parking Scheme extents.

The Council has given careful consideration to the objections received. All relevant matters referred to by the objectors have been taken into account and the Council concludes that the objections should be overruled in the interests of the effective management and regulation of the highway network and that, consequently, the proposal should be implemented as advertised, as shown on drawings No's. CO00201170-D-TRO-NAPS-01, 02, 03, 04 and 05 and as described in Schedules 1 & 2 to this report.

Recommendations

Approval is sought to the following:

- 1) That the results of the consultation be noted.
- 2) That following careful consideration of the objections and comments received, authorisation be given to make and introduce the Traffic Regulation Order as detailed in Schedules 1 & 2, as advertised and as shown on drawing **CO00201170-D-TRO-NAPS-01, 02, 03, 04 and 05** within this report, as soon as is practicable.
- 3) That the objectors are notified of this decision.

Contact person for further information:

Name: Noel Nhengu
Telephone No: 0161 694 8970
Project file: None

1.0 BACKGROUND

- 1.1 In response to a number of requests to extend the existing North Altrincham Parking Permit Scheme and review existing parking restrictions, a parking beat survey was taken on Thursday 5th September & Friday 6th September 2017. This was conducted over a stage of three intervals between 6am and 7pm. The first vehicle count was recorded at 6am to provide a baseline figure of residents parking out of work hours at their own properties. The vehicle count during office hours was taken at 11am to indicate where commuter parking was occurring in the area and the final count was taken at 5:30pm to determine whether the parking levels would drop once the working day had finished.
- 1.2 The unrestricted sections of Oldfield Road, west of its junction with Weldon Road were highlighted from the survey results as one of the worst roads to suffer from commuter parking during office hours. Only four vehicles were present during the early morning count however this figure rose to 48 during the late morning vehicle count. This is a clear indication of commuter parking. Staff from nearby offices were also observed parking on the bend of Oldfield Road opposite to John Leigh Park and walking in the direction of Manchester Road.
- 1.3 Oldfield Road is a bus route with insufficient road width to accommodate parking and allow for two-way traffic, particularly at the section adjacent to John Leigh Park. During the site survey, multiple vehicles were forced to 'give way' to oncoming traffic due to the road being reduced to a single track. There were also visibility issues caused by vehicles parking on or around the bend.
- 1.4 The Medway Crescent Estate was also surveyed, with the vehicle count increasing significantly during working hours and dropping again after 5:30pm. The main areas to suffer from the commuter parking within the estate were at the Oldfield Road and Swale Drive junctions.
- 1.5 Lawrence Road and Weldon Road are the two main residential roads that were found to have substantial commuter parking, with both sides of these roads experiencing increases in vehicle counts during office hours. Vehicle counts can be seen in Appendix A to this report.
- 1.6 There are several businesses with limited off-street car parking spaces on the northerly side of Norman Road. The results from the survey indicate that many of the staff park on-street from the early hours through to around 5pm, after which the on-street vehicle numbers drop dramatically. However, it is worthwhile noting that some of the vehicles may be temporarily parking in the area due to the ongoing development to the north of Lawrence Road.
- 1.7 The existing double yellow lines on Bridgewater Embankment are currently not enforceable. During the parking survey, vehicles were observed parking on the double yellow lines on Bridgewater Embankment, with some parking entirely on the footway; this type of parking causes obstruction to both vehicles and pedestrians.
- 1.8 Roberts House is located on Manchester Road, between Gladstone Road and Harcourt Road. It was previously used as office space until recently being developed into residential apartments. With a limited number of parking spaces available in the new apartment block, the Council has received requests to amend the operational hours of the existing permit parking in the area to reflect the change of use of the building, and to ensure that the residents' existing parking patterns are not adversely affected.

2.0 CONSIDERATION OF OBJECTIONS

In response to the formal consultation, a total of 51 responses were received. 15 responses were supportive of the scheme whilst 36 were formal objections.

2.1 A summary of the submissions and the council's response is provided in Appendix A of this report

2.2 Weldon Road Area South

In Weldon Road Area South, 23 responses were received, four of which were expressions of support for the residents parking scheme.

The other 19 responses were objections (some with multiple objections, taking the total to 21), of which:

- Ten residents objected and subsequently requested an extension to the operation times of the residents parking bays and/or residents parking areas.
- Six residents objected to one-way traffic only proposal on Weldon Road on the grounds of detour routes.
- A single objection objected to the scheme in this area due to concerns for increased vehicle speeds.
- One resident objected to the limit on allowed visitor waiting time and the visitor permit parking system.
- A single objection was received with regards to residents having to pay for parking permits.
- One objection concerned available parking in the area for John Leigh Park and school pick-up/drop-off duties.
- A single objector considered that the whole scheme was unnecessary.

Objection and requests for extended restrictions (residents and permit holders exempt) within the area

2.2.1. Whilst attempting to mitigate the effect of parking restrictions towards residents, their vehicles and their visitors, careful consideration has been given to the restriction times (on resident exempt parking bays) levied on each highway.

2.2.2 Areas which are closer to 'generators' of problem vehicle parking are given a longer restriction on resident parking bays across the day for all days of the week. As the distance increases away from these 'hot spots' it is considered that the restrictions on the resident parking bays can be reduced.

2.2.3 In this location, the new resident permit parking bays and parking areas (PPA) will operate from 9.00a.m. to 5.00p.m. Monday to Friday and will make a significant impact in breaking many drivers' habits of leaving vehicles indiscriminately. It is important to

state again that a balance has to be struck between implementing controlled parking measures and also facilitating some on street parking for visitors and service providers to residents, businesses and other members of the community.

Objections to the one-way proposal on Weldon Road

- 2.2.4 With respect to the proposed one way traffic proposal on Weldon Road, this measure has enabled an increased number of residents parking bays to be incorporated within this highway, hopefully satisfying demand for residents parking.
- 2.2.5 It is considered that other advantages to this proposal are also, dissuading non-resident drivers from entering the area of Weldon Road, Place Road and Lock Road from the south, simplifying a known hazardous junction at Lawrence Road/Weldon Road and facilitating an efficient route from the local area to the distributor highways of Oldfield Road and Manchester Road.
- 2.2.6 Unfortunately, when introducing 'one way traffic' on a highway detour routes are inevitable. However, these detour routes are unpredictable due to the decision making which drivers will take far in advance of reaching their destination.
- 2.2.7 The inconvenience which may be experienced in invoking a slightly longer journey for some residents must be balanced against the wider benefit of achieving accessibility of parking and improved road safety for the residents of Weldon Road and its peripheral area.

Objection regarding potential for an increase in speeding vehicles (vehicle speeds)

- 2.2.8 In relation to an increase in speeding vehicles (drivers), Trafford Borough Council is committed to monitoring the North Altrincham Area for vehicle speeds, after the scheme is implemented.

Objection regarding the limit on allowed visitor waiting time and the visitor permit parking system.

- 2.2.9 Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles (and manage the vehicle parking requirements for the area), the only realistic approach to implementing the North Altrincham residents parking scheme has been to set a limit upon the number of vehicle parking permits for each household, with the opportunity to purchase daily permits for visitors.
- 2.2.10 The restriction to waiting on parking bays and areas within the residents parking scheme still allows limited waiting for 'parked vehicles' for up to one hour or up to two hours (depending on the location of the bay) within the scheme. Careful thought has been given to the lengths of restrictions in all locations to deter commuter vehicles parked throughout the day, whilst still allowing goods, services and visitors to have sufficient vehicular access and parking to properties in the area.
- 2.2.11 It is considered that the scheme as a whole will allow sufficient flexibility to allow for the majority of visitor and service deliveries to households without a need for using a visitor permit. It is considered that the cost of £11.00 for a booklet of 25 daily permits

(44p each) is not unreasonable for those visits/appointments which require a longer stay.

Objection to payment by residents for parking permits

2.2.12 With regards to payment, resident permits and visitor permits are a set fee across Trafford Borough. The fee is to cover the administration costs of the permits and partly goes towards the enforcement costs associated with the permit schemes.

Objection regarding available parking for John Leigh Park and School drop-off/pick-up facilities

2.2.13 Parking for visitors to John Leigh Park has been given careful consideration. Under the proposals visitors to the park (who wish to park their vehicle) have the availability of limited waiting areas Monday to Friday 9.30a.m. to 5.00p.m. (maximum stay of one hour with no return for a period of two hours) on Oldfield Road. There are also three disabled parking bays on this highway.

2.2.14 Visitors to the park may also use the residents parking bays on the southern sections of Lawrence Road and Weldon Road which have limited waiting Monday to Friday 9.00a.m. to 5.00p.m. (maximum stay two hours with no return for two hours). Under the proposals there is also a section of residents parking bays on the south-western section of Weldon Road, which allows for vehicles parked Monday to Friday 9.30a.m. to 3.00p.m. with a maximum stay of two hours no return for two hours, which is in response to users of John Leigh Park.

2.2.15 With reference to school pick-up/drop-off duties it is considered that there is sufficient scope and flexibility within the proposed scheme to facilitate these needs. Although sympathetic to the individual concerns of residents, it is beyond the scope of the Authority to micro manage the requirements of each household but more over to provide a framework by which the vehicular requirements of households can be catered for in a high percentage of cases.

2.2.16 This is also a situation where as much as possible parents are to be encouraged to consider alternatives to drop-off/pick-up by car in accordance with ongoing promotion and proposals (aims) for shorter journeys by Transport for Greater Manchester (e.g. Walking Support for Schools)

Objection regarding the parking scheme being unnecessary

2.2.17 This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users. The scheme is in response to Trafford Borough Council having received multiple requests for an extension of the existing North Altrincham Parking Scheme, to tackle an increase in commuter parking in the area.

2.2.18 It must be stated also that the success of these measures relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems and that careful consideration has been given to the nature and type of parking restrictions (restriction to waiting) which are proposed for the area.

2.3 Weldon Road Area North

In Weldon Road Area North, six responses were received, one of which was an expression of support for the residents parking scheme.

The other five responses were objections (some with multiple objections, taking the total to 11), of which:

- Five residents objected to residents having to pay for parking permits
- Four residents objected and subsequently requested an extension to the operation times of the residents parking bays and/or residents parking areas.
- One resident objected to one-way traffic only proposal on Weldon Road on the grounds of detour routes.
- A single resident objected to the scheme in this area due to current levels of enforcement.

Objection to payment by residents for parking permits

2.3.1 Please refer to section 2.2.12

Objection and requests for extended restrictions (residents and permit holders exempt) within the area

2.3.2 Please refer to sections 2.2.1, 2.2.2 and 2.2.3

Objections to the one-way proposal on Weldon Road

2.3.3 Please refer to sections 2.2.4, 2.2.5, 2.2.6 and 2.2.7

Objection due to lack of current enforcement

2.3.4 It is known that some access concerns can be exacerbated when suitable enforcement is not present on a regular basis. Under proposals for the scheme, a significant proportion of the permit(s) fee will go towards the enforcement costs associated with the scheme. Trafford Council is committed to resolving these concerns with Trafford Parking Services taking the lead on this.

2.4 Medway Crescent Area

In Medway Crescent, 13 responses were received, eight of which were expressions of support for the residents parking scheme.

The other five responses were objections (some with multiple objections, taking the total to seven), of which:

- Two residents objected to residents having to pay for parking permits.
- Two residents objected due to being a multiple vehicle household (three or more).

- Two residents objected regarding potential for an increase in speeding vehicles (vehicle speeds)
- A single objection was received regarding the limit on allowed visitor waiting time and the visitor permit parking system.

Objection to payment by residents for parking permits

2.4.1 Please refer to section 2.2.12

Objection due to being a multiple vehicle household (three or more).

2.4.2 This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.

2.4.3 Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles, a realistic approach to implementing and managing The North Altrincham residents parking has been to set a limit upon the number of vehicle parking permits for each household, with the opportunity to purchase daily permits for visitors.

2.4.4 Transport for Greater Manchester, with the full backing of the Greater Manchester Combined Authority are continuing to invest in transport projects with the aim of providing a fully integrated and world class transport network for the region. As well as delivering an efficient and accessible network, there will inevitably be a focus towards promoting public transport facilities and walking and cycling with the aim of reducing private vehicle journeys and potentially the need for private vehicle ownership at its current level.

2.4.5 This shift of behaviour will not happen instantly of course but the long-term effect of changing transport behaviour is expected to provide a benefit to journey planning and journey times for commuters, provide a much safer highway environment for our communities and provide a healthier environment for everyone.

2.4.6 Although it is appreciated that car ownership provides opportunity and independence (and a degree of safety and security) for the individual and indeed families, the ownership of multiple vehicles within one household is a choice.

Objection regarding potential for an increase in speeding vehicles (vehicle speeds)

2.4.7 Please refer to section 2.2.8

Objection regarding the limit on allowed visitor waiting time and the visitor permit parking system.

2.4.8 Please refer to sections 2.2.9, 2.2.10 and 2.2.11

2.5 Roberts House Area

In the Roberts House Area four objection responses were received (some with multiple objections, taking the total to seven) of which:

- One resident objected to residents having to pay for parking permits.
- Two residents objected due to being a multiple vehicle household (3 or more).
- Three residents objected stating that the residents parking scheme was unnecessary.
- A single objection was received relating to environmental concerns.

Objection to payment by residents for parking permits

2.5.1 Please refer to section 2.2.12

Objection due to being a multiple vehicle household (3 or more).

2.5.2 Please refer to sections 2.4.2, 2.4.3, 2.4.4, 2.4.5 and 2.4.6

Objection regarding the parking scheme being unnecessary

2.5.3 Please refer to sections 2.2.17 and 2.2.18

Objection on the grounds of environmental concerns.

2.5.4 This scheme is intended to provide accessible parking to residents of the North Altrincham area with further emphasis upon providing a safe highway environment for all road users. The parking scheme is in response to concerns relating to a large volume of daily commuter parking in North Altrincham, and consideration that a complete scheme should be implemented to deter a 'migration' of parked vehicles from one locality to another.

2.5.5 Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles, a realistic approach to implementing and managing The North Altrincham residents parking scheme (and current reliance upon private vehicle usage), has been to set a limit upon the number of vehicle parking permits for each household, with the opportunity to purchase daily permits for visitors.

2.5.6 Transport for Greater Manchester, with the full backing of the Greater Manchester Combined Authority are continuing to invest in transport projects with the aim of providing a fully integrated and world class transport network for the region. As well as delivering an efficient and accessible network, there will inevitably be a focus towards promoting public transport facilities and walking and cycling with the aim of reducing

private vehicle journeys and potentially the need for private vehicle ownership at its current level.

- 2.5.7 This shift of behaviour will not happen instantly of course, but the long-term effect of changing transport behaviour is expected to provide a benefit to journey planning and journey times for commuters, provide a much safer highway environment for our communities and provide a healthier environment (with particular regards to air pollution) for everyone.

2.6 Townfield Gardens Area

In the Townfield Gardens Area 10 responses were received, six of which were an expression of support for the residents parking scheme.

The other four responses were objections (some with multiple objections, taking the total to nine), of which:

- Three residents objected to residents having to pay for parking permits.
- Two residents objected due to being a multiple vehicle household (three or more vehicles).
- Three residents Objected with concerns for current enforcement
- A single objection was received relating to congestion and available parking at school drop-off/pick-up times.

Objection to payment by residents for parking permits

- 2.6.1 Please refer to section 2.2.12

Objection due to being a multiple vehicle household (3 or more).

- 2.6.2 Please refer to sections 2.4.2, 2.4.3, 2.4.4, 2.4.5 and 2.4.6

Objection due to lack of current enforcement

- 2.6.3 Please refer to section 2.3.4

Objection due to congestion and available parking for school drop-off/pick-up

- 2.6.4 It is known that some access problems persist in due to school time parking, and this is largely due to inconsiderate and/or illegal parking of vehicles by parent drivers. Such enforcement issues have been mentioned in a number of cases, and as such Trafford Council is committed to resolving these concerns with Trafford Parking Services taking the lead on this.

- 2.6.5 This is also a situation where as much as possible parents are to be encouraged to consider alternatives to drop-off/pick-up by car in accordance with ongoing promotion and proposals (aims) for shorter journeys by Transport for Greater Manchester (e.g. Walking Support for Schools)

2.7 Bridgewater Embankment Area

In the Bridgewater Embankment Area a single objection was received from Pay Stream Account services Ltd:-

Objection regarding limited parking available for the 120 staff who work in Mansion House at this location.

- 2.7.1 The proposed extension of the North Altrincham residents parking scheme has emerged following a significant number of requests to tackle the ongoing access problems which residents have due to commuters parking their vehicles on residential roads.
- 2.7.2 Complaints from residents have not only been concerned with their own vehicular access, and indeed road safety, but statements that council and emergency vehicles have also been hindered in accessing residential roads. Pedestrian safety and vehicle damage have also been highlighted because of the continuing high level of parked vehicles across the day and evening periods.
- 2.7.3 It is understood that the importance of business and employment growth in the Altrincham and the Greater Manchester Region is also a high priority, however, there are inevitably competing demands from all road users on a limited highway network.
- 2.7.4 Transport for Greater Manchester, with the full backing of the Greater Manchester Combined Authority are continuing to invest in transport projects with the aim of providing a fully integrated and world class transport network for the region. As well as delivering an efficient and accessible network, there will inevitably be a focus towards promoting public transport facilities and walking and cycling with the aim of reducing private vehicle journeys.
- 2.7.5 This shift of behaviour will not happen instantly of course but the long-term effect of changing transport behaviour is expected to provide a benefit to journey planning and journey times for commuters, provide a much safer highway environment for our communities and provide a healthier environment for everyone, whilst maintaining the economic growth of the region.
- 2.7.6 There are several alternatives modes of transport in and out of Altrincham centre including Altrincham Interchange, the current bus network, Navigation Road station, dedicated cycle lanes and Bridgewater Way cycle route.
- 2.7.7 There are also several car parks in Altrincham.
- 2.7.8 Information can also be sought through Trafford Council and Transport for Greater Manchester in setting up a Company Travel Plan to assist employees in sourcing alternative modes of transport in their commute to and from work.

2.8 Church Road Area

A communication has also recently been received from The Claim Guys Ltd, of Lynnfield House, Church Road, Altrincham.

This concern once again centred upon the fact that there is limited parking available for the 900 staff who work at this location.

2.8.1 Please refer to sections 2.7.1 to 2.7.8

A summary of the submissions and the council's response is provided in Appendix A of this report.

3.0 COMMENTS

3.1 **Chief Constable's View:** GMP have no objection to this environmental proposal, however it would echo the concern of residents in that the potential for vehicle speeds within these areas may increase as the carriageways are cleared of parked vehicles. Areas subject to these identified trends may subsequently require an engineered solution to alleviate the LHA introduced issue in lieu of police speed enforcement action.

3.2 **Chief Fire Officer's View:** No comments received

3.3 **Transport for Greater Manchester's View:** No comments received

3.4 **Ambulance Services' View:** No Objections

3.5 **Hackney Carriage Driver / Operator Representative's View:** No comments received

3.6 **Ward Members' Comments:**
Cllr Young – I fully support these proposals
Cllr Coggins – The plans look good to me

4.0 CONCLUSIONS

4.1 All relevant matters referred to by the objectors have been considered and it is concluded that the objections should be overruled and the proposal should be implemented as advertised.

4.2 It is therefore recommended that authorisation be given to make and introduce the Traffic Regulation Order as detailed in Schedule 1 & 2 to this report and as shown on drawings CO00201170-D-TRO-NAPS-01, 02, 03, 04 and 05 as soon as is practicable.

4.3 It is also recommended that the objectors be informed of this decision.

5.0 SCHEDULES

SCHEDULE 1 – PROPOSED WAITING RESTRICTIONS

Street	Side	From	To	Code
Bridgewater Embankment Altrincham	South	Its junction with Manchester Road	A point 32 metres south west of its junction with Manchester Road	7A
Bridgewater Embankment Altrincham	South	A point 62 metres south west of its junction with Manchester Road	A point 63 metres south west of its junction with Manchester Road	7A
Bridgewater Embankment Altrincham	North	Its junction with Manchester Road	A point 68 metres south west of its junction with Manchester Road	7A
Devonshire Road Altrincham	South	A point 53 metres west of its junction with Manchester Road	A point 30 metres west of its junction with Manchester Road	LM7DRPH
Devonshire Road Altrincham	North	A point 7 metres east of its junction with Weldon Road	A point 5 metres west of its junction with Princes Road	LM7DRPH
Gladstone Road Altrincham	North	A point 15 metres east of its junction with Manchester Road	A point 29 metres east of its junction with Manchester Road	7D
Gladstone Road Altrincham	North	A point 29 metres east of its junction with Manchester Road	A point 6 metres north west of its junction with Whitley Place	LK7DRPG
Gladstone Road Altrincham	North	A point 5 metres south east of its junction with Whitley Place	A point 48 metres south east of its junction with Whitley Place	LK7DRPG
Gladstone Road Altrincham	South	A point 20 metres east of its junction with Manchester Road	A point 15 metres north west of its junction with Hawarden Road	LK7DRPG
Harcourt Road Altrincham	North	A point 15 metres east of its junction with Manchester Road	A point 25 metres east of its junction with Manchester Road	SL7Y
Harcourt Road Altrincham	North	A point 25 metres east of its junction with Manchester Road	A point 25 metres north west of its junction with Hawarden Road	LK7DRPG
Harcourt Road Altrincham	South	A point 25 metres east of its junction with Manchester Road	A point 65 metres east of its junction with Manchester Road	7D

Harcourt Road Altrincham	South	A point 65 metres east of its junction with Manchester Road	A point 9 metres north west of its junction with Hawarden Road	LK7DRPG
Hartley Road Altrincham	Both sides	Its junction with Oldfield Road	A point 10 metres south east of its junction with Oldfield Road	7A
Lawrence Road Altrincham	East	A point 5 metres south of its junction with Norman Road	A point 5 metres north of its junction with Place Road	LM7DRPH
Lawrence Road Altrincham	West	A point 5 metres south of its junction with Norman Road	A point 24 metres north west of its junction with Medway Crescent	LM5ERPH
Lawrence Road Altrincham	North east	A point 8 metres south east of its junction with Place Road	A point 7 metres north west of its junction with Weldon Road	LM5ERPH
Lawrence Road Altrincham	South west	A point 10 metres north west of its junction with Weldon Road	A point 75 metres north west of its junction with Weldon Road	LM5ERPH
Lawrence Road Altrincham	South west	Its junction with Weldon Road	A point 10 metres north west of its junction with Weldon Road	7A
Medway Crescent Altrincham	Both Sides	Its junction with Oldfield Road	A point 10 metres north west of its junction with Oldfield Road	7A
Norman Road Altrincham	South east	A point 8 metres south west of its junction with Woodfield Road	A point 2 metres north of its junction with Lock Road	LK7DRPH
Oldfield Road Altrincham	North Side	A point 10 metres south west of its junction with Medway Crescent	A point metres north east of its junction with Medway Crescent	7A
Oldfield Road Altrincham	South West	A point 31 metres south west of its junction with Hartley Road	A point 10 metres north east of its junction with Hartley Road	7A
Oldfield Road Altrincham	North	A point 46 metres north west of its junction with Weldon Road	A point 107 metres north east of its junction with Medway Crescent	7A
Oldfield Road Altrincham	North west	A point 82 metres north east of its junction with Medway Crescent	A point 107 metres north east of its junction with Medway Crescent	LM5N

Oldfield Road Altrincham	North west	A point 13 metres north east of its junction with Medway Crescent	A point 82 metres north east of its junction with Medway Crescent	5E
Oldfield Road Altrincham	North west	A point 15 metres south west of its junction with Medway Crescent	A point 171 metres south west of its junction with Medway Crescent	5E
Oldfield Road Altrincham	South east	A point 15 metres north east of its junction with Hartley Road	A point 172 metres north east of its junction with Hartley Road	5E
Princes Road Altrincham	East	A point 5 metres south of its junction with Woodfield Road	A point 3 metres north of its junction with Devonshire Road	LM7DRPH
Princes Road Altrincham	East	A point 4 metres south of its junction with Devonshire Road	A point 5 metres north of its junction with Newby Drive	LM7DRPH
Richmond Road Altrincham	South west	A point 15 metres south east of its junction with The Mount	A point 15 metres north west of its junction with Townfield Road	LK5XXRPZ
Richmond Road Altrincham	North east	A point 5 metres south east of its junction with The Mount	A point 5 metres north west of its junction with Townfield Road	LK5XXRPZ
The Mount Altrincham	North west	A point 135 metres west of its junction with Church Street	A point 115 metres west of its junction with Church Street	LK5XXRPZ
The Mount Altrincham	North west	A point 105 metres west of its junction with Church Street	A point 58 metres west of its junction with Church Street	LK5XXRPZ
Townfield Gardens Altrincham	North east	A point 16 metres north west of its junction with Townfield Road	A point 86 metres north west of its junction with Townfield Road	LK5XXRPZ
Townfield Gardens Altrincham	South west	A point 54 metres north west of its junction with Townfield Road	A point 81 metres north west of its junction with Townfield Road	LK5XXRPZ
Townfield Gardens Altrincham	South	A point 97 metres north west of its junction with Townfield Road	A point 119 metres north west of its junction with Townfield Road	LK5XXRPZ
Townfield Road Altrincham	South east	A point 87 metres south west of its junction with Church Street	A point 22 metres south west of its junction with Church Street	LK5XXRPZ

Weldon Road Altrincham	East	A point 4 metres south of its junction with Woodfield Road	A point 11 metres north of its junction with Devonshire Road	LM7DRPH
Weldon Road Altrincham	West	Its junction with Pollen Road	A point 29 metres north of its junction with Pollen Road	7A
Weldon Road Altrincham	West	Its junction with Lawrence Road	A point 32 metres north of its junction with Oldfield Road	7A
Weldon Road Altrincham	West	A point 32 metres north of its junction with Oldfield Road	A point 10 metres north of its junction with Oldfield Road	LM5N
Weldon Road Altrincham	West	A point 4 metres north of its junction with Place Road	A point 9 metres south west of its junction with Place Road	7A
Weldon Road Altrincham	North west	A point 8 metres north east of its junction with Lawrence Road	A point 9 metres south west of its junction with Place Road	LM5ERPH
Weldon Road Altrincham	South east	A point 6 metres south west of its junction with Lansdowne Road	A point 9 metres north east of its junction with Oldfield Road	LM5ERPH
Woodfield Road Altrincham	South	A point 44 metres east of its junction with Princes Road	A point 18 metres south west of its junction with Manchester Road	LK7DRPH
Woodfield Road Altrincham	South	A point 6 metres east of its junction with Princes Road	A point 38 metres east of its junction with Princes Road	LK7DRPH
Woodfield Road Altrincham	South	A point 5 metres east of its junction with Weldon Road	A point 54 metres east of its junction with Weldon Road	LK7DRPH
Woodfield Road Altrincham	South	A point 14 metres west of its junction with Weldon Road	A point 4 metres south west of its junction with Weldon Road	LK7DRPH

SCHEDULE 1A – Proposed Area of Highway Designated as Permit Parking Places

Name of Parking Place	Area of Highway Designated as Parking Places, the area described below in this column being an area forming part of the carriageway and footway and/or verge of a specified highway, is a Permit Parking Place	Code
Bemrose Avenue Altrincham	Both the southerly and northerly arms in their entirety (including the central grass verge), from their junctions with Weldon Road to their junctions with Lock Road	PP5ERPH

Jubilee Way Altrincham	In its entirety from its junction with Woodfield Road to its cul-de-sac end, including the turning head.	PP5DRPH
Lock Road Altrincham	In its entirety from its junction with Norman Road to its junction with Place Road	PP5ERPH
Medway Crescent Altrincham	In its entirety from its junction with Oldfield Road to its junction with Lawrence Road	PP5ERPH
Place Road Altrincham	In its entirety from its junction with Weldon Road to its junction with Lawrence Road	PP5ERPH
Pollen Road Altrincham	In its entirety from its junction with Weldon Road to its junction with Lock Road	PP5ERPH
Severn Close Altrincham	In its entirety from its junction with Swale Drive to its cul-de-sac end	PP5ERPH
Spey Close Altrincham	In its entirety from its junction with Medway Crescent to its cul-de-sac end	PP5ERPH
Stour Close Altrincham	In its entirety from its junction with Swale Drive to its cul-de-sac end	PP5ERPH
Swale Drive Altrincham	In its entirety from its junction with Medway Crescent to its cul-de-sac end	PP5ERPH
Tweed Close Altrincham	In its entirety from its junction with Medway Crescent to its cul-de-sac end	PP5ERPH
Waveney Drive Altrincham	In its entirety from its junction with Medway Crescent to its cul-de-sac end	PP5ERPH
Weldon Road Altrincham	In its entirety from its junction with Devonshire Road to its junction with Place Road	PP5ERPH
Woodfield Road Altrincham	From a point 6 metres west of its junction with Norman Road to its westerly cul-de-sac end	PP5DRPH

1.0 SCHEDULE 2 – PROPOSED ONE-WAY TRAFFIC FLOW

Road	From	To	Direction of traffic
Weldon Road	Its junction with Lansdowne Road	Its junction with Lawrence Road	In that direction (a southerly direction)

2.0 SCHEDULE 3 – RESTRICTIONS TO BE REVOKED

Street	Side	From	To	Code
Bridgewater Embankment Altrincham	Both	Its junction with Manchester Road	A point 32 metres west of its junction with Manchester Road including turning head	7A
Devonshire Road Altrincham	South	A point 53 metres west of its junction with Manchester Road	A point 30 metres west of its junction with Manchester Road	LM5ERPH

Devonshire Road Altrincham	North	A point 7 metres east of its junction with Weldon Road	A point 5 metres west of its junction with Princes Road	LM5ERPH
Gladstone Road Altrincham	North	A point 15 metres east of its junction with Manchester Road	A point 31 metres east of its junction with Manchester Road	6C
Gladstone Road Altrincham	North	A point 31 metres east of its junction with Manchester Road	A point 6 metres north west of its junction with Whitley Place	LM5ERPG
Gladstone Road Altrincham	North	A point 5 metres east of its junction with Whitley Place	A point 48 metres east of its junction with Whitley Place	LM5ERPG
Gladstone Road Altrincham	South	A point 20 metres east of its junction with Manchester Road	A point 15 metres north west of its junction with Hawarden Road	LM5ERPG
Harcourt Road Altrincham	North	A point 15 metres east of its junction with Manchester Road	A point 30 metres east of its junction with Manchester Road	SL5E
Harcourt Road Altrincham	North	A point 30 metres east of its junction with Manchester Road	A point 25 metres north west of its junction with Hawarden Road	LM5ERPG
Harcourt Road Altrincham	South	A point 25 metres east of its junction with Manchester Road	A point 65 metres east of its junction with Manchester Road	6C
Harcourt Road Altrincham	South	A point 65 metres east of its junction with Manchester Road	A point 9 metres north west of its junction with Hawarden Road	LM5ERPG
Norman Road Altrincham	South east	A point 8 metres south west of its junction with Woodfield Road	A point 2 metres north of its junction with Lock Road	LM7DRPH
Princes Road Altrincham	East	A point 5 metres south of its junction with Woodfield Road	A point 3 metres north of its junction with Devonshire Road	LM7DRPH
Princes Road Altrincham	East	A point 4 metres south of its junction with Devonshire Road	A point 5 metres north of its junction with Newby Drive	LM5ERPH
Richmond Road Altrincham	South west	A point 15 metres south of its junction with The Mount	A point 15 metres north of its junction with Townfield Road	LM5NRPZ
Richmond Road Altrincham	North east	A point 5 metres south of its junction with The Mount	A point 5 metres north of its junction with Townfield Road	LM5NRPZ
The Mount Altrincham	North west	A point 135 metres west of its junction with Church Street	A point 59 metres west of its junction with Church Street	LM5NRPZ

Townfield Gardens Altrincham	North east	A point 16 metres west of its junction with Townfield Road	A point 86 metres west of its junction with Townfield Road	LM5NRPZ
Townfield Gardens Altrincham	South west	A point 54 metres north west of its junction with Townfield Road	A point 81 metres north west of its junction with Townfield Road	LM5NRPZ
Townfield Gardens Altrincham	South west	A point 97 metres north west of its junction with Townfield Road	A point 119 metres north west of its junction with Townfield Road	LM5NRPZ
Townfield Road Altrincham	South east	A point 87 metres south west of its junction with Church Street	A point 22 metres south west of its junction with Church Street	LM5NRPZ
Weldon Road Altrincham	East	A point 4 metres south of its junction with Woodfield Road	A point 11 metres north of its junction with Devonshire Road	LM7DRPH
Weldon Road Altrincham	West	A point 5 metres south of its junction with Pollen Road	A point 11 metres south of its junction with Pollen Road	5E
Weldon Road Altrincham	West	A point 26 metres south of its junction with Pollen Road	A point 36 metres south of its junction with Pollen Road	5E
Weldon Road Altrincham	West	A point 5 metres north of its junction with Pollen Road	A point 5 metres south of its junction with Pollen Road	7A
Weldon Road Altrincham	West	A point 32 metres north of its junction with Oldfield Road	A point 10 metres north of its junction with Oldfield Road	LQ5ERPH
Weldon Road Altrincham	West	A point 5 metres north of its junction with Place Road	A point 5 metres south of its junction with Place Road	7A
Woodfield Road Altrincham	South	A point 44 metres east of its junction with Princes Road	A point 18 metres south west of its junction with Manchester Road	LM7DRPH
Woodfield Road Altrincham	South	A point 6 metres east of its junction with Princes Road	A point 38 metres east of its junction with Princes Road	LM7DRPH
Woodfield Road Altrincham	South	A point 5 metres east of its junction with Weldon Road	A point 54 metres east of its junction with Weldon Road	LM7DRPH

Woodfield Road Altrincham	South	A point 14 metres west of its junction with Weldon Road	A point 4 metres south west of its junction with Weldon Road	LM7DRPH
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Codes:

- 5E: No Waiting Monday – Friday 9am – 5pm
6C: No waiting Monday – Sat 8am – 6pm
7A: No Waiting At Any Time
7A7A: No Waiting At Any Time + No Loading At Any Time
LM5N: Limited Waiting 2 hours No Return 2 hours Monday-Friday 9.30am-3pm
LM5ERPG: Limited Waiting 2 hours No Return 2 hours Monday-Friday 9am-5pm Except
Area G permit holders
LQ5ERPH: Limited Waiting 3 hours No Return 3 hours Monday-Friday 9am-5pm Except
Permit H holders
LM5NRPZ: Limited Waiting 2 hours No Return 2 hours Monday-Friday 9.30am-3pm
Except Permit Z Holders
LM5ERPH: Limited Waiting 2 hours No Return 2 hours Monday-Friday 9am-5pm Except
Permit H Holders
LM7DRPH: Limited Waiting 2 hours No Return 2 hours Monday-Sun 8am-8pm Except
Permit H Holders
SL5E: Loading Only Monday-Friday 9am-5pm

New Codes:

- 7D: No Waiting Monday – Sun 8am – 8pm
LK7DRPG: Limited Waiting 1 hours No Return 2 hours Monday – Sun 8am-8pm Except
Area G permit holders
SL7Y: Loading Only Monday – Sun 9am – 8pm
LK7DRPH: Limited Waiting 1 hour No Return 2 hours Monday – Sun 8am-8pm Except
Area H permit holders
LM7DRPH: Limited Waiting 2 hours No Return 2 hours Monday – Sun 8am – 8pm Except
Area H permit holders
PP5ERPH: Past this Point Permit Parking Monday – Friday 9am – 5pm Permit H Holders
Only
PP5DRPH: Past this Point Permit Parking Monday – Sun 8am – 8pm Permit H Holders
Only
LM5ERPH: Limited Waiting 2 hours No Return 2 hours Monday – Friday 9am – 5pm
Except Area H permit holders
LK5XXRPZ: Limited Waiting 1 hour No Return 2 hours Monday – Friday 9.30am – 6pm
Except Area Z permit holders

APPENDIX A

ROAD	LOG	OBJECT/ SUPPORT	NATURE OF OBJECTION	COUNCIL'S RESPONSE
UNKNOWN TOWNFIELD GARDENS	NAR 01	SUPPORT	<p>I am in agreement of the revision of parking in Townfield Gardens. I must bring to your attention that daily parking on double lines and length of stay are flouted. I feel we need more traffic enforcement officers to police this as we never see them from one day to the next.</p> <p>Considered as a letter of support</p>	N/A
OLDFIELD ROAD MEDWAY CRESCENT AREA	NAR 02	SUPPORT	<p>I write to register my support for the above scheme along Oldfield Road.</p> <p>Considered as a letter of support</p>	N/A
HARCOURT ROAD ROBERTS HOUSE AREA	NAR 03	OBJECT	<p>This amendment discourages parking by non-residents by making it harder but encourages it by residents by making it easier. It is therefore pointless and does not address the issues of congestion and obstruction caused by parked cars or the ill health caused by pollution from car traffic.</p> <p>All it does is change the cars parked on the scheme's roads to include a higher proportion of vehicles owned by residents.</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles, a realistic approach to implementing and managing The North Altrincham residents parking, and current reliance upon private vehicle usage, has been to set a limit upon the number of vehicle parking permits for each household, with the</p>

			<p>It is a discriminatory amendment as it discriminates in favour of residents at the expense of other people.</p> <p>The council should not provide guaranteed parking to those who own housing with no off-road parking as this encourages car ownership among such people. The council should not be encouraging car ownership at all because of all the problems it causes such as congestion and ill health.</p> <p>I suggest that a scheme is introduced that is fair to everyone and does not favour residents, and does not encourage car ownership and multiple car ownership by those with terraced houses or limited drive space.</p> <p>Double yellow lines along all the streets in the scheme would be one way of doing this.</p> <p>Considered as an objection</p>	<p>opportunity to purchase daily permits for visitors.</p> <p>Transport for Greater Manchester, with the full backing of the Greater Manchester Combined Authority are continuing to invest in transport projects with the aim of providing a fully integrated and world class transport network for the region. As well as delivering an efficient and accessible network, there will inevitably be a focus towards promoting public transport facilities and walking and cycling with the aim of reducing private vehicle journeys and potentially the need for private vehicle ownership at its current level.</p> <p>This shift of behaviour will not happen instantly of course but the long-term effect of changing transport behaviour is expected to provide a benefit to journey planning and journey times for commuters, provide a much safer highway environment for our communities and provide a healthier environment for everyone.</p> <p>Recommended to overrule as an objection</p>
<p>JUBILEE WAY WELDON ROAD AREA</p>	<p>NAR 04</p>	<p>SUPPORT</p>	<p>I write to response to your amended parking plan on Jubilee Way. Great that you have decided to amend the scheme to residents only parking Monday-Sun 8-8 as this will rectify the issues we are currently facing.</p>	<p>N/A</p> <p>Only selected properties of Jubilee Way and Norman Road will be eligible to apply for permits. Residents on the private roads of</p>

			<p>The only concern I have is that you have sent this to the private roads of Maximus and Minerva, should it not only go to people who have a house facing the road Jubilee Way and not those in the two private roads or those with houses facing the canal? Otherwise the problem will still occur if its opened out to all roads and not just the houses with a front on Jubilee Way?</p> <p>Considered as a letter of support</p>	<p>Maximus Drive and Minerva Close will not be eligible for permits.</p>
<p>SWALE DRIVE MEDWAY CRESCENT AREA</p>	<p>NAR 05</p>	<p>SUPPORT</p>	<p>I'd like to express my support for the proposed scheme.</p> <p>My only concern is that the traffic will speed up as a result of no parking on Oldfield road by the park which could pose a higher risk to pedestrians, especially children. I'd like to see traffic calming measures put in place here i.e. speed bumps.</p> <p>Considered as a letter of support</p>	<p>N/A</p> <p>Once scheme has been implemented the Authority has committed to assess any speeding concerns raised.</p>
<p>SWALE DRIVE MEDWAY CRESCENT AREA</p>	<p>NAR 06</p>	<p>SUPPORT</p>	<p>We, the owners and residents of ## Swale Drive, Altrincham. WA14 4UD, wish to support the proposals for the above scheme as set out in in drawing number CO00201170-D-TRO-NAPS-03. The inconvenience and dangers to driver residents and visitors and to pedestrians fully justify the scheme. It can only be a matter of time until such inconsiderate parking lead to fatalities and the blockage of fire tenders and ambulances. We have already seen the blocking of refuse lorries necessitating the return to depot for a</p>	<p>N/A</p>

			<p>smaller vehicle to complete the day's collection. The implementation of this scheme is extremely urgent. As with all schemes of this kind we hope that monitoring will be carried out in order to ascertain any minor alterations that may help to make the final scheme the best for the area.</p> <p>Considered as a letter of support</p>	
<p>OLDFIELD ROAD MEDWAY CRESCENT AREA</p>	<p>NAR 07</p>	<p>OBJECT</p>	<p>As per our telephone conversation yesterday, I am emailing you to confirm what we discussed in writing.</p> <p>We have received the proposed amendment for parking restrictions to Oldfield Rd/Medway Crescent and I strongly object to the 'No Waiting' parking proposal on Oldfield Road.</p> <p>We have four cars in our household as there are three families living in the house. The drive only holds two cars. We have two children living here, one aged under a year old. Our drive will only house two cars, unlike the drives opposite in the proposed zone.</p> <p>I feel it is unfair due to no fault of our own that we will not be able to park anywhere near our house if the proposed no waiting is enforced. This would not only impact our family but also any visitors to the house or any work that would need to be carried out at the house. The baby suffers from bronchitis and this necessitates visits from the</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles, a realistic approach to implementing and managing The North Altrincham residents parking has been to set a limit upon the number of vehicle parking permits for each household, with the opportunity to purchase daily permits for visitors.</p> <p>Transport for Greater Manchester, with the full backing of the Greater Manchester Combined Authority are continuing to invest in transport projects with the aim of providing a fully integrated and world class transport network for the region. As well as delivering an efficient and accessible network, there will inevitably be a focus towards promoting public transport</p>

			<p>paediatric nursing team who may have to carry equipment.</p> <p>You have explained that Oldfield Road is too small to allow parking permits on both sides, as I suggested during our conversation, we propose resident parking permits down one side of Oldfield Road instead.</p> <p>Due to the nature of the working patterns of the members of the household i.e. shift work and working from home, this necessitates more than two cars being at the house during the day (between the hours of 9-5 Monday to Friday).</p> <p>I also feel that by leaving the road clear of cars will encourage drivers to speed which has been the case on this road for many years.</p> <p>I hope these factors will be taken into consideration.</p> <p>Considered as an objection</p>	<p>facilities and walking and cycling with the aim of reducing private vehicle journeys and potentially the need for private vehicle ownership at its current level.</p> <p>This shift of behaviour will not happen instantly of course but the long-term effect of changing transport behaviour is expected provide a benefit to journey planning and journey times for commuters, provide a much safer highway environment for our communities and provide a healthier environment for everyone.</p> <p>Although it is appreciated that Car ownership provides opportunity and independence (and a degree of safety and security) for the individual and indeed families, the ownership of multiple vehicles within one household is a choice.</p> <p>Recommended to overrule as an objection</p>
<p>WELDON ROAD WELDON ROAD AREA</p>	<p>NAR 08</p>	<p>OBJECT</p>	<p>Thank you very much for the letter drop today. One concern that was flagged up by ourselves and a number of residents was that the traffic island just past the roundabout on Lawrence Road at the junction of Place Road may need to be altered to allow easier access to both the rear of our house which is via the smaller roundabout on Place and also access to the front via Place. If</p>	<p>The traffic island at the junction of Weldon Road/Lawrence Road should not be a problem if the one-way traffic proposal on Weldon Road is implemented (with the aid of correct signage).</p> <p>Detour routes are inevitable but unpredictable due to the decision making which drivers will</p>

			<p>the present layout is retained then we would have to drive all the way to the bottom of Lawrence turn right towards wood field and then right onto Weldon and travel the full length of the road, which frankly would be barking mad. Is there plans within the parking scheme to alter the Place / Lawrence junction.</p> <p>We had a meeting with our elected members we also flagged up the HGV's that use our road which as you appreciate is not best. They creep through at crawling pace to avoid wrecking the cars. Was this mentioned to you and if so can we do something about this.</p> <p>Considered as an objection</p>	<p>take far in advance of reaching their destination. The inconvenience which may be experienced in invoking a slightly longer journey for some residents must be balanced against the wider benefit of achieving accessibility of parking and improved road safety for the residents of Weldon Road and its peripheral area.</p> <p>Recommend to Overrule as an objection.</p>
<p>HARCOURT ROAD ROBERTS HOUSE AREA</p>	<p>NAR 09</p>	<p>OBJECT</p>	<p>I have a fundamental problem with the scheme as presented which will materially affect my life as Grandparents pick up my children after school and need to park on Harcourt Road. At the moment they can park after 3pm. Under the new scheme they can't visit even on weekends. Do not even try to patronise me and say we can buy visitor permits - thanks very much. I can now pay more for something I don't want or need.</p> <p>Equally I cannot return home from work until after 7pm nor park on my street at weekends without buying a permit. Previously I have been told I can only buy one permit as I have a small drive. However, since an extension and having a bigger car, it will no longer fit on the drive. My only option</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles, a realistic approach to implementing and managing The North Altrincham residents parking has been to set a limit upon the number of vehicle parking permits for each household, with the opportunity to purchase daily permits for visitors.</p>

			<p>on this is to hope that I can now buy another permit. Brilliant.</p> <p>The absolute worst part of this is that you failed to respond to me previously and you still have not outlined what you hope to achieve with this on Harcourt Road.</p> <p>There is no issue with parking in the evening or weekends. Why is this required at all? Why until 8pm and why weekends?</p> <p>Considered as an objection</p>	<p>The success of this scheme relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p> <p>It is also beyond the scope of the Authority to micro manage particular situations relating to each household but more over to provide a framework by which the vehicular requirements of households can be catered for in a high percentage of cases.</p> <p>Recommend to Overrule as an objection.</p>
<p>UNKNOWN TOWNFIELD ROAD AREA</p>	<p>NAR 10</p>	<p>OBJECT</p>	<p>I wish to object to the proposed amendment of parking scheme in Townfield Road area of Altrincham, on the basis that it will adversely affect households with multiple cars who already struggle to manage with the existing parking controls. For example, I live in this area and there are four adults in my house. This increasingly reflects the realities of modern family life where our adult children are not able to afford housing, but need cars for work purposes. We are only allowed to purchase one resident parking permit because we have some off-street parking but this is insufficient. I understand the Council's intention here but this will unfairly penalise residents who will be unable to park anywhere near their own homes unless the permit scheme is extended to allow the purchase of a least one additional</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles, a realistic approach to implementing and managing The North Altrincham residents parking has been to set a limit upon the number of vehicle parking permits for each household, with the opportunity to purchase daily permits for visitors.</p> <p>Transport for Greater Manchester, with the full backing of the Greater Manchester Combined Authority are continuing to invest in transport</p>

			<p>resident's permits over and above the current entitlement - so a minimum of two for all households. This should not be an issue if the Council's stated aim of tackling commuter parking is valid as it would leave more spaces to be occupied by residents.</p> <p>I would not object if the provision of resident's parking permits is extended as this would meet the needs of all residents and the aims of the proposed amendment.</p> <p>Considered as an objection</p>	<p>projects with the aim of providing a fully integrated and world class transport network for the region. As well as delivering an efficient and accessible network, there will inevitably be a focus towards promoting public transport facilities and walking and cycling with the aim of reducing private vehicle journeys and potentially the need for private vehicle ownership at its current level.</p> <p>This shift of behaviour will not happen instantly of course but the long-term effect of changing transport behaviour is expected provide a benefit to journey planning and journey times for commuters, provide a much safer highway environment for our communities and provide a healthier environment for everyone.</p> <p>Although it is appreciated that Car ownership provides opportunity and independence (and a degree of safety and security) for the individual and indeed families, the ownership of multiple vehicles within one household is a choice.</p> <p>Recommended to overrule as an objection</p>
<p>MEDWAY CRESCENT MEDWAY CRESCENT AREA</p>	<p>NAR 11</p>	<p>OBJECT</p>	<p>1. I am expected to pay for a permit to park outside my property, whereas I can park freely at the moment. The parking scheme proposals are clearly to deal with commuter based problems elsewhere yet</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p>

			<p>I and other residents are being financially penalised.</p> <p>2. Equally, I am expected to purchase 25 'daily' use cards for visitors wishing to park on-street during the hours of parking restriction (9-5). The same point above applies here. Residents are financially penalised to support the Council's wider objectives. Also to provide an example, if residents have visitors, cleaners, workmen etc. who are only visiting for a short amount of time (say an hour), then it seems unreasonable for that to trigger the use of a purchased day card.</p> <p>In summary, whilst I am supportive of the wider objectives of the parking scheme, I <u>object</u> to it as currently proposed as it creates issues for me as a resident and my visitors in response to existing problems largely outside of the estate.</p> <p>In order to address my concerns, I would be very grateful if a parking permit scheme / controls which are more sympathetic to residential amenity is put forward. That could include:-</p> <ol style="list-style-type: none"> 1. 'past this point' parking for permit holders only or up to 2 hours (no return within 2 hours etc) type provision for visitors etc. 2. A more flexible permit system. I expect that all residents within the area would acknowledge that there is absolutely no 	<p>It must be stated also that the success of this scheme relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles, a realistic approach to implementing and managing The North Altrincham residents parking has been to set a limit upon the number of vehicle parking permits for each household, with the opportunity to purchase daily permits for visitors.</p> <p>Resident permits and visitor permits are a set fee across Trafford Borough, the fee is to cover the administration costs of the permits and partly goes towards the enforcement costs associated with the permit schemes.</p> <p>Recommend to overrule as an objection</p>
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			<p>issue with residential related parking on the roads. The only issue is associated with existing commuter parking which could be worsened in the future if the controls around Oldfield Road are implemented. In that respect, why could all properties not be issued with parking permits which could be used flexibly and displayed on any vehicle with a genuine reason to visit a residence?</p> <p>In summary, I would hope that the Council, can be more proactive, forward thinking and sympathetic to imposing costs on residents who currently experience no problems on their road, can accommodate residential parking (including visitors) without issue and at no cost. That could be achieved with cost-free / lower cost flexible parking permits and perhaps ability for short term visitors without permit.</p> <p>Considered as an objection</p>	
<p>PLACE ROAD WELDON ROAD AREA</p>	<p>NAR 12</p>	<p>SUPPORT</p>	<p>I'm in favour of anything that means I can park in front of my own home when I get back from work.</p> <p>Considered as a letter of support</p>	<p>N/A</p>
<p>RICHMOND ROAD</p>	<p>NAR 13</p>	<p>OBJECT</p>	<p>I am writing to object to the proposed amendment of parking scheme in Townfield Road area of</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham</p>

Ward: Altrincham

1321 (10/18)

TOWNFIELD ROAD AREA			<p>Altrincham. This will adversely affect my household who have 3 cars. We have great difficulties in parking within the existing arrangements. I have recently received a parking ticket despite my best efforts to 'shuffle' cars to comply with the existing regulations. As we have some off- road parking, we are only allowed to purchase 1 resident permit. I would not object to the proposed changes if additional parking permits for houses with multiple cars were made available.</p> <p>Considered as an objection</p>	<p>area with further emphasis upon providing a safe highway environment for all road users.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles, a realistic approach to implementing and managing The North Altrincham residents parking has been to set a limit upon the number of vehicle parking permits for each household, with the opportunity to purchase daily permits for visitors.</p> <p>Transport for Greater Manchester, with the full backing of the Greater Manchester Combined Authority are continuing to invest in transport projects with the aim of providing a fully integrated and world class transport network for the region. As well as delivering an efficient and accessible network, there will inevitably be a focus towards promoting public transport facilities and walking and cycling with the aim of reducing private vehicle journeys and potentially the need for private vehicle ownership at its current level.</p> <p>This shift of behaviour will not happen instantly of course but the long-term effect of changing transport behaviour is expected provide a benefit to journey planning and journey times for commuters, provide a much safer highway</p>
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				<p>environment for our communities and provide a healthier environment for everyone.</p> <p>Although it is appreciated that Car ownership provides opportunity and independence (and a degree of safety and security) for the individual and indeed families, the ownership of multiple vehicles within one household is a choice.</p> <p>Recommended to overrule as an objection</p>
OLDFIELD ROAD MEDWAY CRESCENT AREA	NAR 14	SUPPORT	<p>I fully support the proposals detailed in that letter.</p> <p>Considered as a letter of support</p>	N/A
UNKNOWN WELDON ROAD AREA	NAR 15	SUPPORT	<p>I am writing to express my support for the aforementioned traffic regulation order.</p> <p>Considered as a letter of support</p>	N/A
UNKNOWN WELDON ROAD AREA	NAR 16	SUPPORT	<p>I am writing to express my support for the aforementioned traffic regulation order.</p> <p>Considered as a letter of support</p>	N/A
GLADSTONE ROAD	NAR 17	OBJECT	<p>I strongly object to the proposed changes to the parking in Gladstone Rd. I fail to see why there is a problem, now or in the future, the scheme in place works fine. It is not a</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p>

ROBERTS HOUSE AREA			<p>problem parking in the evenings nor at weekends. I strongly object to these plans and feel they are totally unnecessary and totally unacceptable. I won't be able to park my own car outside my house or have visitors now without paying money out. Who benefits from this other than the council as usual?</p> <p>Considered as an objection</p>	<p>It must be stated also that the success of this scheme relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles, a realistic approach to implementing and managing The North Altrincham residents parking has been to set a limit upon the number of vehicle parking permits for each household, with the opportunity to purchase daily permits for visitors.</p> <p>Resident permits and visitor permits are a set fee across Trafford Borough, the fee is to cover the administration costs of the permits and partly goes towards the enforcement costs associated with the permit schemes.</p> <p>Recommend to Overrule as an Objection</p>
WELDON ROAD AREA NORMAN ROAD	NAR 18	OBJECT	<p>I am writing to you regarding the amendments to the existing north Altrincham Parking scheme, I am a resident at ## Norman Road Altrincham.</p> <p>We have had the residents parking scheme since 2012/13 and this was a scheme that I fully</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of this scheme relies upon the need for it to be</p>

		<p>supported liaising an officer from the Traffic Section at Trafford council.</p> <p>When it was first introduced, officers from the Traffic Section and Parking listened to us residents, and the scheme has really helped with congestion in the area.</p> <p>Ours is quite unique as the problems of congestion happen at night due to the Budenberg apartments on Woodfield Rd which have underground parking but very few people choose to use or purchase a parking space.</p> <p>Currently the hours outside our property allow two hours for anyone else or visitors to park there. This has worked really well and deters anybody staying any longer.</p> <p>The new scheme proposes to only allow one hour for Norman Road, I don't agree with this and would like it to remain as two hours.</p> <p>The two hours waiting scheme has worked perfectly well since it was introduced and would mean me using an excessive amount of visitors passes for family etc. to stay.</p> <p>Can this please be reconsidered and remain as a two-hour waiting on Norman Road. Our property</p>	<p>implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p> <p>In certain areas of North Altrincham, it has been observed that vehicles are being moved on a regular basis from bay to bay to bay, throughout the day, in order to avoid parking penalties. It is considered that the 2 hour lay-over period is fostering this activity.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles, a realistic approach to implementing and managing The North Altrincham residents parking has been to set a limit upon the number of vehicle parking permits for each household, with the opportunity to purchase daily permits for visitors.</p> <p>Resident permits and visitor permits are a set fee across Trafford Borough, the fee is to cover the administration costs of the permits and partly goes towards the enforcement costs associated with the permit schemes.</p> <p>Recommend to Overrule as an Objection</p>
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			<p>is not near any town centre or tramline to warrant in my opinion such a short stay as an hour.</p> <p>I have spoken to my neighbours who also agree it works perfectly well for us as residents on Norman Road.</p> <p>Considered as an objection</p>	
<p>WELDON ROAD AREA WELDON ROAD</p>	<p>NAR 19</p>	<p>SUPPORT</p>	<p>I offer my support to the proposed one way scheme and change to parking on Weldon Road. My daughter lives at number ## with a young baby and finds it impossible some days to park near her house. Moving baby and pram on her own is difficult.</p> <p>As a visitor to my daughter's house I often have to park in a neighbouring street and then move the car after two hours. I would gladly pay for visitor permits, if it helps relieve the current problem, which really is a massive inconvenience to residents and their visitors.</p> <p>Considered as a letter of support</p>	<p>N/A</p>
<p>WELDON ROAD AREA WELDON ROAD</p>	<p>NAR 20</p>	<p>OBJECT</p>	<p>I am writing with regards to the North Altrincham Parking scheme – Weldon Road, which is my place of residence. Although in the initial questionnaire I voted that I was in favour of the scheme, I now feel it falls short of my expectations. I was under the impression that Weldon Road would benefit from the restrictions as other roads in the surrounding area have. Your proposal of Monday-Friday 9-5 will not benefit</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of this scheme relies upon the need for it to be implemented as a complete scheme, due to</p>

			<p>myself or other residents on this road. I am a single parent and work for the ambulance service. I have to leave at 7:15am and then go straight to work until after 5pm as do most of the residents of Weldon Road. Why would I support a scheme that would not guarantee me a parking space between 5pm in the evening and 9am in the morning and also on Saturday and Sunday, when I'm at home. We also have several blocks of flats and local business' in the vicinity of Weldon Road, which is the main concern, as people park their cars and vans overnight and at weekends and sometimes for weeks when they are away.</p> <p>To pay for a permit and visitors parking would not be of any benefit to myself. I have just undergone second grade breast cancer and had to go to Christie's hospital every day for the last four weeks and parking has been one of the most stressful things during my treatment, not knowing if I could park again outside my house. I would therefore only be in favour of the scheme if I was to benefit from a restriction of 8am to 8pm Monday – Sun with 2 hours no return.</p> <p>Considered as an objection</p>	<p>the potential for vehicle migration with its associated problems.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles and their visitors, careful consideration has been given to the restriction times (on resident exempt parking bays) levied in certain parts of the Weldon Road district.</p> <p>Areas which are closer to 'generators' of problem vehicle parking are given a longer restriction on resident parking bays across the day for all days of the week. As the distance increases away from these 'hot spots' it is considered that the restrictions on the resident parking bays can be reduced.</p> <p>On Weldon Road the new parking bays will operate from 9.00a.m. to 5.00p.m. Monday to Friday and will make a significant impact in breaking many drivers habits of leaving vehicles indiscriminately.</p> <p>With regards to payment, resident permits and visitor permits are a set fee across Trafford Borough. The fee is to cover the administration costs of the permits and partly goes towards the enforcement costs associated with the permit schemes.</p> <p>Recommend to Overrule as an Objection</p>
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<p>WELDON ROAD AREA LAWRENCE ROAD</p>	<p>NAR 21</p>	<p>OBJECT</p>	<p>I spoke to you on Friday lunchtime regarding an amendment to the proposed permit parking in Lawrence Road Altrincham, and at your suggestion have contacted my neighbours, some of whom intend to email yourself to support the amendment.</p> <p>The following points support our argument in favour of an amendment for permit parking from 9am-5pm to 8am-8pm, in line with Lawrence Road, numbers 21-65(north):</p> <ul style="list-style-type: none"> ● Residents from the Bundenburg Apartments regularly park after work along the north section of Lawrence Road, this will inevitably transfer to the south section (71-111) unless both sections of the road have equal restrictions. ● Residents from Roberts House on Manchester Road park in the roads between Manchester Road and Lawrence Road. The proposal for many of the roads in this section is 8am-8pm, Monday to Sunday, making it virtually impossible to park in that area. Lawrence Road is only 5 minutes walk from Robert House. ● Lock Rd, Pollen Rd, Bemrose Ave, and part of Weldon Rd, plus the Medway estate will have 'Past this Point' Permit Parking Scheme, the knock-on effect of this will increase parking in Lawrence Road. ● People on a late afternoon/evening shift at the local Call Centre will be able to park from 3pm until late. 	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of this scheme relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles and their visitors, careful consideration has been given to the restriction times (on resident exempt parking bays) levied in certain parts of the Lawrence Road area.</p> <p>Areas which are closer to 'generators' of problem vehicle parking are given a longer restriction on resident parking bays across the day for all days of the week. As the distance increases away from these 'hot spots' it is considered that the restrictions on the resident parking bays can be reduced.</p> <p>On the southern section of Lawrence Road the new parking bays will operate from 9.00a.m. to 5.00p.m. Monday to Friday and will make a significant impact in breaking many drivers habits of leaving vehicles indiscriminately. It is</p>
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			<p>●Employees from the local funeral directors also park their vehicles in Lawrence Road.</p> <p>All of the above points will restrict parking for the residents of Lawrence Road.</p> <p>As a Driving Instructor as well as a resident I feel that the continuity of regulations across the whole of Lawrence Road, would be less confusing for drivers, ensure the Parking Schemes success and assist Civil Enforcement Officers.</p> <p>Considered as an objection</p>	<p>important to state again that a balance has to be struck between implementing controlled parking measures and also facilitating on street parking for visitors and service providers to residents, businesses and other members of the community.</p> <p>With regards to payment, resident permits and visitor permits are a set fee across Trafford Borough. The fee is to cover the administration costs of the permits and partly goes towards the enforcement costs associated with the permit schemes.</p> <p>Recommend to Overrule as an Objection</p>
<p>WELDON ROAD AREA LAWRENCE ROAD</p>	<p>NAR 22</p>	<p>OBJECT</p>	<p>Following my Letter of Agreement dated 28 July to your Proposals dated 26 Jul, I have become aware of a Drawback. Neighbours have pointed out to me that having a Residents Permit covering 9 - 5 PM will allow People without Permits to park from 3PM onwards until 11AM the following Day. This must not be allowed as it stops the Holders of Permits from parking.</p> <p>I am sure this was not your intention. The Residents of a number of nearby roads, such as Medway Crescent, Place Road and Lock Road are being given sole rights to park on their roads, yet Lawrence Road Residents are not given sole rights</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of this scheme relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles and their visitors, careful consideration has been given to the restriction</p>

			<p>Lawrence Road is the busiest road in the Scheme and is also one of the first roads reached by Office Workers looking for a space to park.</p> <p>A better Scheme would allow Permit Parking to 8 PM, not 5 PM, and I would ask you to give this serious Consideration. It would be much fairer on the Residents</p> <p>Considered as an objection</p>	<p>times (on resident exempt parking bays) levied in certain parts of the Lawrence Road area.</p> <p>Areas which are closer to 'generators' of problem vehicle parking are given a longer restriction on resident parking bays across the day for all days of the week. As the distance increases away from these 'hot spots' it is considered that the restrictions on the resident parking bays can be reduced.</p> <p>On the southern section of Lawrence Road the new parking bays will operate from 9.00a.m. to 5.00p.m. Monday to Friday and will make a significant impact in breaking many drivers habits of leaving vehicles indiscriminately. It is important to state again that a balance has to be struck between implementing controlled parking measures and also facilitating on street parking for visitors and service providers to residents, businesses and other members of the community.</p> <p>With regards to payment, resident permits and visitor permits are a set fee across Trafford Borough. The fee is to cover the administration costs of the permits and partly goes towards the enforcement costs associated with the permit schemes.</p> <p>Recommend to Overrule as an Objection</p>
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<p>TOWNFIELD ROAD AREA TOWNFIELD GARDENS</p>	<p>NAR 23</p>	<p>OBJECT</p>	<p>I am emailing to object to the proposed changes to the parking scheme around Townfield Road.</p> <p>I live in Townfield Gardens, where we only had a we only had a residents' parking scheme introduced a couple of years ago, and further changes seem unnecessary.</p> <p>The existing residents' parking scheme on Townfield Gardens was imposed largely at the insistence of the then chairperson of directors of the Townfield Gardens Management Company (TGMC). Unfortunately, this person refused to listen to any residents who did not agree with their views, and it is my understanding that they gave the impression to the council that all residents were in agreement and in favour of a scheme – this was not the case. Yes, all residents received a questionnaire from the council before the scheme was imposed, but I do feel the views of individual residents were outweighed by that of TGMC.</p> <p>The current board of directors of TGMC have imposed further restriction on the estates' private property, and have made it difficult for some residents to use the communal parking spaces. Key operated bollards were installed in the parking spaces, but keys only initially given to those residents the directors decided should have one. I had to argue with the chairperson and caretaker in order to get a key, and was only</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of these measures relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles and their visitors, careful consideration has been given to the restriction times (on resident exempt parking bays) levied in certain parts of the Lawrence Road area.</p> <p>Areas which are closer to 'generators' of problem vehicle parking are given a longer restriction on resident parking bays across the day for all days of the week. As the distance increases away from these 'hot spots' it is considered that the restrictions on the resident parking bays can be reduced.</p> <p>In the Townfield Gardens area, the new parking bays will operate from 9.30a.m. to 6.00p.m. Monday to Friday and will make a significant impact in breaking many drivers' habits of leaving vehicles indiscriminately. It is important to state again that a balance has to</p>
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		<p>eventually given one after the caretaker swore at me, which I find completely unacceptable. They also told me that other people who hadn't initially been given a key "can't have one". I do not know whether they have prevented other people having keys or not, and I appreciate that you have no control over how TGMC allocated parking on private land to residents, but I just wanted to illustrate that the directors have their own agenda and do not consider the needs or wishes of all property owners. Similarly, they do not represent the view of all property owners.</p> <p>I did not support or agree with the current scheme being imposed, I spoke with and emailed the traffic department about this several times when the current scheme was proposed. My reasons for not agreeing with the current scheme are as follows, and I still stand by those reasons:</p> <p>The only problem with parking in Townfield Gardens is due to the careless, dangerous, and often illegal manner in which parents park when dropping off and collecting their children from Altrincham C of E Primary School on Church Walk. The existing scheme does not address that issue in any way as it does not incorporate the times when the school starts or finishes each day. The proposed changes will not address this issue either, and they still do not incorporate school start and finish times, and even if they did the maximum 1 hour stay and no return within 2</p>	<p>be struck between implementing controlled parking measures and also facilitating on street parking for visitors and service providers to residents, businesses and other members of the community.</p> <p>It continues to be the case that a realistic approach to implementing and managing The North Altrincham residents parking has been to set a limit upon the number of vehicle (registered) parking permits for each household, with the opportunity to purchase daily permits for visitor parking.</p> <p>With regards to payment, resident permits and visitor permits are a set fee across Trafford Borough. The fee is to cover the administration costs of the permits and partly goes towards the enforcement costs associated with the permit schemes.</p> <p>Recommend to Overrule as an Objection</p>
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		<p>hours would not prevent dangerous and illegal parking by parent dropping off and picking up their children. The existing parking regulations that do apply at school drop off and pick up times (double yellow lines and the yellow zig-zag zone outside the school entrance) are ignored by parents, and not enforced by traffic officers. This is a far greater issue than any office staff parking in the area, as you mention in your letter, and until these existing regulations are enforced I have no confidence that any new regulations will be enforced, therefore I do not think they will have any effect.</p> <p>Parking is not an issue at the times of the day covered by the proposed scheme, and therefore I see no need for the existing scheme, or for it to be made even more restrictive.</p> <p>The existing scheme discriminates unfairly against people who regularly use vehicles that are not registered to them personally and wish to park these vehicles outside their own homes. For example, I share a car with other members of their family (that car is registered to other family members at another address in Altrincham), use vehicles that belong to my employer, and/or use hire vehicles for my work. But because those vehicles are not registered to me, I am unable to get a residents' parking permit and have to use visitor permits, which work out significantly more expensive when parking on a daily, or even</p>	
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			<p>regular basis. I feel very strongly that this discriminated unfairly against residents of Townfield Gardens who use vehicles that are registered to someone else at a different address.</p> <p>I look forward to hearing from you with your response to my objections.</p> <p>Considered as an objection</p>	
<p>WELDON ROAD AREA LAWRENCE ROAD</p>	<p>NAR 24</p>	<p>OBJECT</p>	<p>after our phone conversation in the week I have spoken to several of my neighbours and the general feeling is we would like to have the same parking plan as the lower end of our road i.e. 8am 8pm there is too many ways to take advantage of the 9am 5pm and I think we will be in much the same mess as we are now.I live at No xx. Regards</p> <p>Considered as an objection</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of these measures relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles and their visitors, careful consideration has been given to the restriction times (on resident exempt parking bays) levied in certain parts of the Lawrence Road area.</p> <p>Areas which are closer to 'generators' of problem vehicle parking are given a longer restriction on resident parking bays across the</p>

				<p>day for all days of the week. As the distance increases away from these 'hot spots' it is considered that the restrictions on the resident parking bays can be reduced.</p> <p>In the Southern section of Lawrence Road, the proposed parking bays will operate from 9.00a.m. to 5.00p.m. Monday to Friday (limited waiting two hours with no return for two hours),and will make a significant impact in breaking many drivers habits of leaving vehicles indiscriminately. It is important to state again that a balance has to be struck between implementing controlled parking measures and also facilitating on street parking for visitors and service providers to residents, business premises and other members (and facets) of the community.</p> <p>Recommend to Overrule as an Objection</p>
<p>WELDON ROAD AREA LAWRENCE ROAD</p>	<p>NAR 25</p>	<p>OBJECT</p>	<p>My name is xx and I live at number xx Lawrence Road. I've lived here with my husband and 10 Month old daughter for three Months now and was so happy to hear that there's going to be a permit holders scheme introduced in this area because we've never managed to park outside our house before! I'm currently 7 Months pregnant and have to regularly walk down the</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of these measures relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p>

			<p>road holding my daughter in my arms because we just can't find a space nearer.</p> <p>As I say, I was happy to hear about the new scheme being introduced but it's been brought to my attention that the scheme will actually mean anyone can park on Lawrence road from 3pm (2 hours before 5) until 11am the next morning (2 hours after 9am). And with other roads being permit holders only, or having parking restrictions which are 8am-8pm means that our lovely road is in fact going to be busier than before.</p> <p>It's so unfortunate that the local call centre doesn't have parking, but it's making it very difficult for residents of Lawrence Road to park outside their homes, and we shouldn't have to sacrifice our living situation for their work life. I have my concerns regarding this and I'm really hoping that something can be done to help our road out.</p> <p>Considered as an objection</p>	<p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles and their visitors, careful consideration has been given to the restriction times (on resident exempt parking bays) levied in certain parts of the Lawrence Road area.</p> <p>Areas which are closer to 'generators' of problem vehicle parking are given a longer restriction on resident parking bays across the day for all days of the week. As the distance increases away from these 'hot spots' it is considered that the restrictions on the resident parking bays can be reduced.</p> <p>In the Southern section of Lawrence Road, the proposed parking bays will operate from 9.00a.m. to 5.00p.m. Monday to Friday (limited waiting for two hours with no return for two hours), and will make a significant impact in breaking many drivers' habits of leaving vehicles indiscriminately. It is important to state again that a balance has to be struck between implementing controlled parking measures and also facilitating on street parking for visitors and service providers to residents, business premises and other members (and facets) of the community.</p> <p>Recommend to Overrule as an Objection</p>
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<p>WELDON ROAD AREA LAWRENCE ROAD</p>	<p>NAR 26</p>	<p>OBJECT</p>	<p>I do not feel the proposed scheme of permit parking on one end of Lawrence Road from 9am until 5pm with general parking for 2 hours would solve the problem for residents and feel strongly that these hours should be amended from 8am to 8pm in line with the proposals for the lower end of the road to avoid potential problems of non-residents still being able to park from 3pm until 11am the following morning.</p> <p>Considered as an objection</p>	
<p>WELDON ROAD AREA WOODFIELD ROAD</p>	<p>NAR 27</p>	<p>OBJECT</p>	<p>Your map for Woodfield Road & Weldon Road is out of date. There are houses on both sides of Woodfield Road where your map shows gaps & on Weldon Road where the map shows the Pavilion.</p> <p>I cannot see any point in you amending the parking restrictions as they are not monitored. We have illegal parking every day between 1 - 21 Woodfield Road but if you check your records you will find that very few parking tickets are issued. Reducing the restriction to 1 hour will not make any difference unless there is improvement in the monitoring for which we are paying by purchasing a permit.</p> <p>I also want to object to the idea of making part of Weldon Road one way. This will be very inconvenient to residents on the estate and as it</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of these measures relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles and their visitors, careful consideration has been given to the restriction times (on resident exempt parking bays) levied in certain parts of the parking scheme area, in order to provide an optimal solution.</p>

			<p>does not usually cause any problems I cannot see a need for a change.</p> <p>Considered as an objection</p>	<p>With respect to the proposed one way traffic proposal on Weldon Road, detour routes are inevitable but unpredictable due to the decision making of drivers well in advance of their destination. The inconvenience which may be experienced in invoking a slightly longer journey for some residents must be balanced against the wider benefit of achieving accessibility of parking and improved road safety for all residents of Weldon Road and its peripheral area.</p> <p>Recommend to overrule as an objection</p>
<p>WELDON ROAD AREA POLLEN ROAD</p>	<p>NAR 28</p>	<p>OBJECT</p>	<p>As residents of Pollen Road we are delighted to see some changes are planned. The increased volume of all day parking outside our property has caused great annoyance and inconvenience over the last few months especially with two young children. Although the planned changes are positive we also have concerns about weekend parking. People often park from Friday- Sunday on Pollen Road, recently I have spoken to three people who have been moving their vehicle on a Monday morning after leaving it on a Friday, all of whom have been residents of the Budenburg flats who cannot/ do not have a parking space. As I am sure you can imagine this causes infuriation for residents of our road who can therefore not park outside their property of even on the street.</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of these measures relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles and their visitors, careful consideration has been given to the restriction times (on resident exempt parking bays) levied in certain parts of the Lawrence Road area.</p>

			<p>We would also like to raise concerns about the parking on Oldfield road. It is quite literally ‘an accident waiting to happen’. We are pleased to see huge changes are planned for directly opposite the park however parking on Oldfield road is now incredibly busy, at times I am unable to pass with a pram as cars are parked so far onto the pavement. We think the WHOLE of the road (up to the roundabout) needs to be permit holders only as surely you are only ‘shifting the problem’ further down the road by not doing this.</p> <p>Considered as an objection</p>	<p>Areas which are closer to ‘generators’ of problem vehicle parking are given a longer restriction on resident parking bays across the day for all days of the week. As the distance increases away from these ‘hot spots’ it is considered that the restrictions on the resident parking bays can be reduced.</p> <p>In the vicinity of Pollen Road, the proposed parking bays will operate from 9.00a.m. to 5.00p.m. Monday to Friday, and will make a significant impact in breaking many drivers habits of leaving vehicles indiscriminately. It is important to state again that a balance has to be struck between implementing controlled parking measures and also facilitating on street parking for visitors and service providers to residents, business premises and other members (and facets) of the community.</p> <p>Concerns with respect to congestion and safety on Oldfield Road are expected to be solved by the proposed waiting restrictions to be implemented as part of this scheme on Oldfield Road.</p> <p>Recommend to Overrule as an Objection</p>
<p>WELDON ROAD AREA PLACE ROAD</p>	<p>NAR 29</p>	<p>OBJECT</p>	<p>I'm writing with regards to the one-way flow on Weldon Road as part of the North Altrincham Parking Scheme - Weldon Road Area. I fully support the introduction of the parking restrictions</p>	<p>With respect to the proposed one way traffic proposal on Weldon Road, consideration of traffic direction is based upon observational parking surveys which show that commuter or</p>

			<p>but there is one element of the scheme I disagree with. As a resident on Place Road, the one-way flow on Weldon Road going from Place Road to Lawrence Road doesn't seem to be the right direction of flow. You can't get to Place Road from Lawrence Road due to the island as part of the roundabout so the only way from Oldfield Road would be to double back on ourselves on Lawrence Road or go through the estate at Rutland Road.</p> <p>The parking restrictions need to go ahead but would like you to review the flow of the one way on Weldon or remove the island at the roundabout to enable residents to get on to Place and Lock Road from Lawrence Road.</p> <p>Considered as an objection</p>	<p>non-resident parking largely enters this highway from the Lawrence Road/Weldon Road junction. It is also of some concern to local residents and indeed the Authority that vehicles have been observed entering Weldon Road from this junction in an illegal manner, in effect crossing onto the wrong side of the carriageway to avoid manoeuvring around the existing traffic island/pedestrian refuge.</p> <p>It is considered that maintaining the flow of traffic southbound on Weldon Road, dissuades indiscriminate vehicle parking within the immediate locality of Weldon Road, Place Road and Lock Road. It is also considered that one way traffic only (southbound) will also solve the problem of dangerous driving by some people when entering Weldon Road from the Lawrence Road junction.</p> <p>A further consideration is that southbound flow does allow for a more suitable vehicle exit from the wider Weldon Road area, via Oldfield Road and Manchester Road.</p> <p>When a one-way traffic only proposal is implemented, detour routes are inevitable but unpredictable due to the decision making of drivers well in advance of their destination. The inconvenience which may be experienced in invoking a slightly longer journey for some</p>
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				<p>residents must be balanced against the wider benefit of achieving accessibility of parking and improved road safety for all residents of Weldon Road and its peripheral area</p> <p>The roundabout junction at Lawrence Road/Place Road is to be amended as part of the implementation works.</p> <p>Recommend to overrule as an objection</p>
<p>WELDON ROAD AREA LOCK ROAD</p>	<p>NAR 30</p>	<p>OBJECT</p>	<p>Having read the revised parking scheme, I am pleased that these plans will soon go ahead, however, I must object to the hours proposed for the 'past this point' resident parking restrictions. As a resident of Lock Road I am affected by this and I feel that the hours should be extended to Monday-Sun, 8am-8pm as they are in the adjacent streets e.g. Devonshire Road and Lawrence Road.</p> <p>The problem with parking in this area started when the Budenberg apartments were built, which provided limited parking for residents and visitors, resulting in cars parking on the surrounding streets, often for days or weeks at a time. To restrict parking in my area to only Monday-Friday, 9am-5pm will mean the residents of the flats will park on our roads after 5pm leaving few spaces for when myself and my neighbours return from work. The restrictions need to be the same everywhere as non-residents will soon realise they can park in the</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of these measures relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles and their visitors, careful consideration has been given to the restriction times (on resident exempt parking bays) levied in certain parts of the Lawrence Road area.</p> <p>Areas which are closer to 'generators' of problem vehicle parking are given a longer restriction on resident parking bays across the day for all days of the week. As the distance</p>

			<p>'past this point' all evening and weekend. Space are already limited as it is all on street parking.</p> <p>Considered as an objection</p>	<p>increases away from these 'hot spots' it is considered that the restrictions on the resident parking bays can be reduced.</p> <p>In the vicinity of Lock Road, the proposed parking bays will operate from 9.00a.m. to 5.00p.m. Monday to Friday, and will make a significant impact in breaking many drivers habits of leaving vehicles indiscriminately. It is important to state again that a balance has to be struck between implementing controlled parking measures and also facilitating on street parking for visitors and service providers to residents, business premises and other members (and facets) of the community.</p> <p>Recommend to Overrule as an Objection</p>
<p>MEDWAY CRESCENT AREA SWALE DRIVE</p>	<p>NAR 31</p>	<p>SUPPORT</p>	<p>I wish to register my complete support from 7 of the residents in Swale Drive.</p> <p>We had suffered greatly over the last 2 years with the growing number of vehicles and irresponsible parking.</p> <p>It's affected genuine people wanting to spend an hour in park and can't park. Dustman have had to return with a smaller truck. Getting in driveway sometimes crazy as they park opposite, or over your drives restricting access. The parking restrictions are needed desperately.</p>	<p>N/A</p>

			<p>Cars sometimes struggle to get through as double parked. Delivery lorries can't get through and police were called. I have spoken to 7 other residents of Swale Drive all of whom support the restrictions.</p> <p>Considered as a letter of support</p>	
<p>MEDWAY CRESCENT AREA UNKNOWN ROAD</p>	<p>NAR 32</p>	<p>OBJECT</p>	<p>The current proposals are for restrictions from 9am to 5pm, Monday to Friday only.</p> <p>Ideally i would like to see the times reduced so they finish approx 3pm to 4pm. This will enable my nieces to be dropped off after school without the need for a parking token to be used. An alternative to this is to do a waiting period of say 1 hour. This would enable the drop off and also accommodate other members of the family when they call in for short periods during this time.</p> <p>On a separate note, it suggests that one permit can have two vehicle registration numbers on it. Do these vehicle registrations have to be registered and insured against my address as this could be one alternative to the above. My Mum calls on a regular basis during these hours but she doesn't live at my address so I wasn't sure if she was eligible?</p> <p>Considered as an objection</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of these measures relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles and their visitors, careful consideration has been given to the restriction times (on resident exempt parking bays) levied in certain parts of the Lawrence Road area.</p> <p>Areas which are closer to 'generators' of problem vehicle parking are given a longer restriction on resident parking bays across the day for all days of the week. As the distance increases away from these 'hot spots' it is</p>

				<p>considered that the restrictions on the resident parking bays can be reduced.</p> <p>In the Medway Crescent area, the proposed parking bays will operate from 9.00a.m. to 5.00p.m. Monday to Friday, and will make a significant impact in breaking many drivers habits of leaving vehicles indiscriminately. It is important to state again that a balance has to be struck between implementing controlled parking measures and also facilitating on street parking for visitors and service providers to residents, business premises and other members (and facets) of the community.</p> <p>It is also beyond the scope of the Authority to micro manage the particular situation(s) relating to each household but more over to provide a framework by which the vehicular needs of households can be met in a high percentage of cases.</p> <p>A residents parking permit is allowed to have two vehicle registrations on it, although it can only be used for one vehicle at a time. The vehicles must be registered to an address within the scheme area.</p> <p>Recommend to Overrule as an Objection</p>
WELDON ROAD AREA	NAR 33	OBJECT	This scheme is a stealth tax on the residents just like the green bin tax. I like most of the residents	This scheme is intended to provide accessible parking to residents of the north Altrincham

LAWRENCE ROAD			<p>are at work between the hours that are being proposed. Therefore, we would be paying for an empty space, except for five weeks of the year for holidays. Need to find other land for parking areas and get businesses to pay for them. Put the signs up but provide free permits for residents.</p> <p>You will be moving the problem to somewhere else in the area and have to go through this procedure once again.</p> <p>Considered as an objection</p>	<p>area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of these measures relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles and their visitors, careful consideration has been given to the restriction times (on resident exempt parking bays) levied in certain parts of the Lawrence Road area.</p> <p>Areas which are closer to 'generators' of problem vehicle parking are given a longer restriction on resident parking bays across the day for all days of the week. As the distance increases away from these 'hot spots' it is considered that the restrictions on the resident parking bays can be reduced.</p> <p>In the southern section of Lawrence Road the proposed parking bays will operate from 9.00a.m. to 5.00p.m. Monday to Friday (limited waiting two hours with no return for two hours), and will make a significant impact in breaking many drivers habits of leaving vehicles indiscriminately.</p>
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				<p>It is important to state again that a balance has to be struck between implementing controlled parking measures and also facilitating on street parking for visitors and service providers to residents, business premises and other members (and facets) of the community.</p> <p>With regards to payment, resident permits and visitor permits are a set fee across Trafford Borough. The fee is to cover the administration costs of the permits and partly goes towards the enforcement costs associated with the permit schemes.</p> <p>Recommend to Overrule as an Objection</p>
<p>WELDON ROAD AREA LAWRENCE ROAD</p>	<p>NAR 34</p>	<p>OBJECT</p>	<p>I would like to address my concern about the 9am to 5pm timings. When we drop our child off at school shortly after 8am, within seconds someone parks in the space outside our house and so when we come back we can't park anywhere close to home. We have tried putting cones out just for the 20 minutes we are away, but even then they remove them and park outside our home anyway. The same can happen after 3.30pm. I would request that the times are extended.</p> <p>I agree with the 2 hour permitted parking so that people can enjoy John Leigh Park but people</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of these measures relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles and their visitors, careful consideration has been given to the restriction</p>

			<p>have been parking all day in the 2 hour only spaces.</p> <p>One more point - I would like to think that the spaces opposite John Leigh Park on Oldfield Road would be considered and reserved for people visiting the park. Cars parking all day along that stretch is dangerous for visibility for vehicles coming out of nearby junctions.</p> <p>Considered as an objection</p>	<p>times (on resident exempt parking bays) levied in certain parts of the Lawrence Road area.</p> <p>Areas which are closer to 'generators' of problem vehicle parking are given a longer restriction on resident parking bays across the day for all days of the week. As the distance increases away from these 'hot spots' it is considered that the restrictions on the resident parking bays can be reduced.</p> <p>In the southern section of Lawrence Road the proposed parking bays will operate from 9.00a.m. to 5.00p.m. Monday to Friday (limited waiting two hours with no return for two hours), and will make a significant impact in breaking many drivers habits of leaving vehicles indiscriminately.</p> <p>It is important to state again that a balance has to be struck between implementing controlled parking measures and also facilitating on street parking for visitors and service providers to residents, business premises and other members (and facets) of the community.</p> <p>Concerns with respect to congestion and safety on Oldfield Road are expected to be solved by the proposed waiting restrictions to be implemented as part of this scheme on Oldfield Road.</p>
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				<p>Parking for visitors to John Leigh Park has been given careful consideration, however parking facilities on Oldfield Road</p> <p>within this vicinity cannot be accommodated due to the importance of this highway as a local distributor road. Visitors to the park may also use the residents parking bays on the southern sections of Lawrence Road and Weldon Road which have limited waiting Monday to Friday 9.00a.m. to 5.00p.m. (maximum stay two hours with no return for two hours).</p> <p>Under the proposals there is also a section of residents parking bays on the south-western section of Weldon Road, which allows for vehicles parked Monday to Friday 9.30a.m. to 3.00p.m. with a maximum stay of two hours no return for two hours, which is in response to users of John Leigh Park.</p> <p>Recommend to overrule as an objection</p>
<p>WELDON ROAD AREA LAWRENCE ROAD</p>	<p>NAR 35</p>	<p>OBJECT</p>	<p>I wanted to let you know my concerns over the proposed permit scheme from 9-5 for Lawrence Road.</p> <p>As I'm sure you are aware we struggle to get parked during the day, I moved to Lawrence Road last year and my removal van could not park outside</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of these measures relies upon the need for it to be implemented as a complete scheme, due to</p>

			<p>my house which caused so many issues and an already stressful day was made worse.</p> <p>I would like to ask if we can have 8am - 8pm for all of Lawrence Road as this will reduce the people who park there daily to go to work at the call centre.</p> <p>If you need any further information please let me know.</p> <p>Thank you in advance for hearing my concerns & I look forward to hearing if this scheme can be modified.</p> <p>Considered as an objection</p>	<p>the potential for vehicle migration with its associated problems.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles and their visitors, careful consideration has been given to the restriction times (on resident exempt parking bays) levied in certain parts of the Lawrence Road area.</p> <p>Areas which are closer to 'generators' of problem vehicle parking are given a longer restriction on resident parking bays across the day for all days of the week. As the distance increases away from these 'hot spots' it is considered that the restrictions on the resident parking bays can be reduced.</p> <p>In the southern section of Lawrence Road the proposed parking bays will operate from 9.00a.m. to 5.00p.m. Monday to Friday (limited waiting for two hours with no return for two hours), and will make a significant impact in breaking many drivers habits of leaving vehicles indiscriminately.</p> <p>It is important to state again that a balance has to be struck between implementing controlled parking measures and also facilitating on street parking for visitors and service providers to residents, business</p>
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				premises and other members (and facets) of the community. Recommend to overrule as an objection.
WELDON ROAD AREA LAWRENCE ROAD	NAR 36	OBJECT	<p>I am writing about the proposed amendment to the existing North Altrincham parking Scheme proposals.</p> <p>Firstly, thank you for listening to residents. I live on Lawrence Road and introducing the scheme will greatly ease the parking difficulties which have got increasingly worse for us over the last few years. I just have one point to raise about the amended scheme - the proposed one way arrangement up Weldon Road. My concern would be that this would increase traffic on Lawrence Road which has already increased dramatically in recent years due to all of the new residences on Norman/Woodfield Road so I would request that this be reconsidered.</p> <p>Considered as an objection</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of these measures relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p> <p>The proposed one way traffic proposal on Weldon Road, has enabled the Authority to implement a greater number of parking spaces on Weldon Road, hopefully satisfying demand for all residents on this highway.</p> <p>However, this has not been the only consideration with respect to this particular measure.</p> <p>It is considered from observational surveys that commuter or non-resident vehicles largely enters the Lock Road, Place Road Weldon Road area along Weldon Road from the Lawrence Road/Weldon Road junction.</p>

				<p>It is also of some concern to local residents and indeed the Authority that vehicles have been observed entering Weldon Road from this junction in an illegal manner, in effect crossing onto the wrong side of the carriageway to avoid manoeuvring around the existing traffic island/pedestrian refuge.</p> <p>By introducing a way traffic only southbound on Weldon Road, it is considered that indiscriminate vehicle parking within the immediate locality of Weldon Road, Place Road and Lock Road will be discouraged. It is also considered that one way traffic only (southbound) will also solve the problem of dangerous driving by some people when entering Weldon Road from the Lawrence Road junction.</p> <p>A further consideration is that a southbound flow on Weldon Road does allow for a more suitable vehicle exit from the wider Weldon Road and Lawrence Road area, via Oldfield Road and Manchester Road.</p> <p>With respect to increased traffic on Lawrence Road, because of the one-way traffic proposal on Weldon Road, it is considered that detour routes are inevitable but unpredictable due to the decision making of drivers well in advance of their destination.</p>
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				<p>The inconvenience which may be experienced with some increase in traffic on Lawrence Road (which is debateable) and invoking a slightly longer journey for some residents, must be balanced against the wider benefit of achieving accessibility of parking and improved road safety for all residents of Weldon Road, Lawrence Road and the peripheral area.</p> <p>Recommend to overrule as an objection</p>
<p>TOWNFIELD ROAD AREA UNKNOWN ROAD</p>	<p>NAR 37</p>	<p>SUPPORT</p>	<p>I am writing in support of the proposal to amend the North Altrincham parking scheme- Townfield Road.</p> <p>This should greatly reduce the problem provided that traffic wardens regularly patrol. It would be helpful if the parking restrictions could also include a Saturday as well, as this is also problematic and the offices appear to operate in the evening and weekends.</p> <p>It would also be helpful, particularly on the side of the road with the 1930's houses if the spaces are marked out. There are 2 spaces then a gap for the drives, however people frequently park in the middle and do not seem to realise there is space for 2 cars. This would also assist.</p> <p>Considered as a letter of support</p>	<p>N/A. The existing road markings will be renewed as part of the implementation works however, we are unable to provide individually marked parking bays.</p>

<p>WELDON ROAD AREA UNKNOWN ROAD</p>	<p>NAR 38</p>	<p>OBJECT</p>	<p>I wish to object to the above proposal. The proposed scheme will run on week days between 9am and 5pm. However, parking during week days is not the main issue, as many residents leave in their cars to go to work. The main problem, as I'm sure you're aware, is parking in the evening and at weekends. The proposed scheme is therefore unnecessary, and does nothing to relieve the more significant problem of post-5pm and weekend parking.</p> <p>This has become an increasing issue in recent years, and is the result of the council granting planning permission to new developments in the area without adequate parking provision. Yet residents are now expected to pay for permits to solve a daytime parking issue that isn't significant, and does nothing to address the real problem.</p> <p>Some of the people who park in the area during the day are doing so to use the Metrolink at Navigation Road. They're doing the so-called "right thing" by using public transport. Where exactly are they expected to park, given there is woefully inadequate parking in the Metrolink car park, and they cannot now park within walking distance of the station?</p> <p>This proposal is a cynical ploy by the council to get even more money out of local residents: first of all by granting planning permission to build or</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of this scheme relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles and their visitors, careful consideration has been given to the restriction times (on resident exempt parking bays) levied in certain parts of the Weldon Road and Lawrence Road area.</p> <p>Areas which are closer to 'generators' of problem vehicle parking are given a longer restriction on resident parking bays across the day for all days of the week. As the distance increases away from these 'hot spots' it is considered that the restrictions on the resident parking bays can be reduced.</p> <p>On Weldon Road and its immediate locality the new parking bays/areas will operate from 9.00a.m. to 5.00p.m. Monday to Friday and will make a significant impact in breaking many drivers habits of leaving vehicles</p>
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			<p>convert new developments in the area to cash-in on more council tax, and then by charging local residents for parking permits to fix the alleged daytime parking issue, while ignoring the real problem of evening and weekend parking - a problem that has been caused by the council.</p> <p>I'd be interested to see your data on the parking issues in the area. As a resident of six years, no one has asked me for my views on whether and when parking is a problem. If the scheme is to be introduced, it should be done at no cost to residents, who are not to blame for this mess.</p> <p>Considered as an objection</p>	<p>indiscriminately. It is important to state again that a balance has to be struck between implementing controlled parking measures and also facilitating on street parking for visitors and service providers to residents, businesses and other members of the community.</p> <p>With regards to payment, resident permits and visitor permits are a set fee across Trafford Borough. The fee is to cover the administration costs of the permits and partly goes towards the enforcement costs associated with the permit schemes.</p> <p>The Greater Manchester Combined Authority is continuing to invest in transport projects with the aim of providing a fully integrated and world class transport network for the region. As well as delivering an efficient and accessible network, there will inevitably be a focus towards promoting public transport facilities and walking and cycling with the aim of reducing private vehicle journeys.</p> <p>This shift of behaviour will not happen instantly of course but the long-term effect of changing transport behaviour is expected provide a benefit to journey planning and journey times for commuters, provide a much safer highway environment for our communities and provide a healthier environment for everyone, whilst</p>
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				maintaining the economic growth of the region. Recommend to Overrule as an Objection
MEDWAY CRESCENT AREA MEDWAY CRESCENT	NAR 39	OBJECT	<p>With regards to the proposed parking scheme in the Medway Crescent area, whilst I am supportive of the need to introduce a solution to eliminate the current problems around dangerous parking caused by workers from local businesses, I have a number of concerns around the current proposal that form the basis of the objection I am formally raising to you via email today:</p> <ul style="list-style-type: none"> • I do not believe that local residents should have to pay for the right to park outside of their own house, particularly since the problem is not being caused by local residents and instead by a local business. • With the council and road tax that we already pay annually, at the minimum each household should be granted free of charge resident passes for each person on the electoral register at the property with the option to subsequently purchase additional resident passes if required, • The restriction of 1 residents permit per household is inappropriate, we have a 5 bed house and regularly have 3 adults at the address and therefore require at least 2 residents parking permits, other houses 	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of this scheme relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles and their visitors, careful consideration has been given to the restriction times (on resident exempt parking bays) levied in certain parts of the area.</p> <p>Areas which are closer to 'generators' of problem vehicle parking are given a longer restriction on resident parking bays across the day for all days of the week. As the distance increases away from these 'hot spots' it is considered that the restrictions on the resident parking bays can be reduced.</p>

			<p>impacted have driveways for 3 or more cars, we do not have this as an option.</p> <ul style="list-style-type: none"> • Visitor passes should also be granted free of charge to local residents, again the cost of this should already be covered in the council tax paid and local residents should not be penalised for having visitors. The current plans do not allow for any visitors parking even for short stay visitors. • I do not understand why the plans for Lawrence Road are different to Medway Crescent given its close proximity to Medway Crescent? The plan for Lawrence Road where 2 hours limited waiting time is being proposed would be more appropriate for Medway Crescent as at least it would also for visitors without having to utilise visitor passes for frequent visitors (e.g. babysitters, weekly cleaner etc). <p>Considered as an objection</p>	<p>On Medway Crescent the new 'past this point' parking area will operate from 9.00a.m. to 5.00p.m. Monday to Friday and will make a significant impact in breaking many drivers habits of leaving vehicles indiscriminately.</p> <p>It is important to state again that a balance has to be struck between implementing controlled parking measures and also facilitating on street parking for visitors and service providers to residents, businesses and other members of the community.</p> <p>With regards to payment, resident permits and visitor permits are a set fee across Trafford Borough. The fee is to cover the administration costs of the permits and partly goes towards the enforcement costs associated with the permit schemes.</p> <p>The Greater Manchester Combined Authority is continuing to invest in transport projects with the aim of providing a fully integrated and world class transport network for the region. As well as delivering an efficient and accessible network, there will inevitably be a focus towards promoting public transport facilities and walking and cycling with the aim of reducing private vehicle journeys.</p> <p>This shift of behaviour will not happen instantly of course but the long term effect of changing</p>
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				<p>transport behaviour is expected to provide a benefit to journey planning and journey times for commuters, provide a much safer highway environment for our communities and provide a healthier environment for everyone, whilst maintaining the economic growth of the region.</p> <p>Recommend to Overrule as an Objection</p>
<p>MEDWAY CRESCENT AREA OLDFIELD ROAD</p>	<p>NAR 40</p>	<p>OBJECT</p>	<p>Thank you for the revised and updated parking scheme proposal and the opportunity to express support as well as to express objections. Whereas the changes to the proposed scheme on Weldon Rd, Lawrence Rd, Medway Crescent and its offshoots are broadly supported I wish to strongly object to the proposed changes on Oldfield Road.</p> <p>The major stated objective of the proposed scheme is to alleviate the significant problem of commuter parking from nearby offices. The proposed “No Waiting Monday-Friday 9am-5pm” restriction on both sides of Oldfield Road beyond the park bend is unnecessary to meet the stated objective and has hugely significant unintended consequences. If implemented as proposed the restrictions will indeed move the commuters elsewhere but it will also prevent access to people using John Leigh Park. The handful of spaces provided in the proposal are nowhere near enough for a typical non-rainy day. This</p>	<p>Parking for visitors to John Leigh Park has been given careful consideration, however parking facilities on Oldfield Road within this vicinity cannot be accommodated further due to the importance of this highway as a local distributor road.</p> <p>Under the proposals visitors to the park (who wish to park their vehicle) have the availability of limited waiting areas Monday to Friday 9.30a.m. to 3.00p.m. (maximum stay for two hours with no return for two hours) on Oldfield Road. There are also three disabled parking bays on this highway.</p> <p>Visitors to the park my also use the residents parking bays on the southern sections of Lawrence Road and Weldon Road which have limited waiting Monday to Friday 9.00a.m. to 5p.m. (maximum stay for two hours with no return for two hours)</p>

			<p>would however be accommodated by placing time limited free parking bays as on Lawrence Road and Weldon Road (Limited Waiting Monday-Friday 9am-5pm Max Stay 2 hrs no return 2 hrs).</p> <p>Furthermore, the proposed “No Waiting at Any Time” restriction on the north side of Oldfield Road bend also misses the stated objective. As stated in the original proposal this currently acts as an informal “priority working” scheme when cars are parked on the north side of the bend and is surely a good thing. If removed this will immediately increase the speeds at which cars and busses take the bend, and in the worst possible area, namely just ahead of a zebra crossing in the easterly direction. The busses currently also slow down drastically to negotiate the parked cars which is hugely positive and desirable for safety reasons. The north side of the bend could therefore be better served by time limited free parking bays (Limited Waiting Monday-Friday 9am-5pm Max Stay 2 hrs no return 2 hrs).</p> <p>Considered as an objection</p>	<p>Concerns with respect to congestion and safety on Oldfield Road are expected to be solved by the proposed waiting restrictions to be implemented as part of this scheme on Oldfield Road. The issue of speeding vehicles has been agreed to be monitored following proposed implementation of the scheme.</p> <p>Recommend to overrule as an objection</p>
<p>WELDON ROAD AREA LAWRENCE ROAD</p>	<p>NAR 41</p>	<p>OBJECT</p>	<p>##### gave me your email address to express my concerns about the permit parking scheme being enforced only between 9am-5pm. As a resident of Lawrence Road for 11 years I have seen first hand the issues caused by unrestricted parking in the area and I think that</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p>

			<p>the current proposal wouldn't be sufficient to allow all homeowners to be able to park close to our own homes, as we should be able to.</p> <p>If the lower section of Lawrence Road has restrictions from 8am-8pm this will only cause the extra vehicles that normally park there to move to the upper half which will make it even harder for us residents. The two main groups of extra vehicles come from workers at Roberts House and at the call-centre on Manchester Road. Both of these are only short distances to Lawrence Road and I believe that drivers who would park on nearby streets (which would be free from these cars under the proposal) would simply park at the upper end of Lawrence Road. Workers on an afternoon shift would be able to park on Lawrence Road well into the evening and night in this situation, meaning I will still be unable to park outside my house when I come home from work. In addition to this, the neighbouring roads of Lock Road and Place road are currently scheduled to have a total ban on non-permit vehicles, which would again clog up Lawrence Road.</p> <p>Under the proposed scheme the nearby roads are guaranteed to see a reduction in parking due to the necessity for a permit or with a time restriction for parking which is suitable (8am-8pm). I believe that without the upper half of Lawrence Road being granted the same status,</p>	<p>It must be stated also that the success of this scheme relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles and their visitors, careful consideration has been given to the restriction times (on resident exempt parking bays/areas) levied in certain parts of the area.</p> <p>Areas which are closer to 'generators' of problem vehicle parking are given a longer restriction on resident parking bays across the day for all days of the week. As the distance increases away from these 'hot spots' it is considered that the restrictions on the resident parking bays can be reduced.</p> <p>On the southern section of Lawrence Road the new residents parking bays will operate from 9.00a.m. to 5.00p.m. Monday to Friday (with limited waiting of two hours with no return for two hours) and will make a significant impact in breaking many driver's habits of leaving vehicles indiscriminately.</p> <p>The Place Road, Lock Road area is slightly more restrictive, operating from 9.00a.m. to</p>
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			<p>the area outside my house will become clogged with vehicles and make it harder to park myself since the displaced cars will try and park here. The only way to stop this is to make the whole of Lawrence Road no parking from 8am-8pm unless you have a permit.</p> <p>Considered as an objection</p>	<p>5.00p.m. Monday to Friday (with no limited waiting)</p> <p>It is important to state again that a balance has to be struck between implementing controlled parking measures and also facilitating on street parking for visitors and service providers to residents, businesses and other members of the community.</p> <p>Recommend to Overrule as an Objection</p>
<p>MEDWAY CRESCENT AREA MEDWAY CRESCENT</p>	<p>NAR 42</p>	<p>SUPPORT</p>	<p>My husband and I are residents at xx Medway Crescent and we are very keen for this scheme to be introduced. For the past 2 years it has been like living in a permanent car park.</p> <p>Could you please confirm that the double yellow lines will stay in place which are on the corners of Medway and Oldfield (also those on Hartley and Oldfield) and which extend to opposite our drive? We would be very keen for these to remain as it is a military exercise to try and manoeuvre my car off the drive? Before they were there, there were times when I literally could not get my car out.</p> <p>Considered as a letter of support</p>	<p>The existing double yellow lines will not be affected by the introduction of the scheme.</p>
<p>WELDON ROAD AREA WELDON ROAD</p>	<p>NAR 43</p>	<p>OBJECT</p>	<p>As a resident of Weldon Road, Altrincham I would like to object to the introduction of the proposed parking restriction scheme.</p>	<p>The proposed extension of the North Altrincham residents parking scheme has emerged following a significant number of requests to tackle the ongoing access problems which residents have due to</p>

			<p>The scheme would provide no benefits to my household, and would result in additional costs and inconveniences to myself and visitors. In the last six years of living here I have never found parking on the street to be a problem. Even during the day, when local office workers park on the street, I have always been able to find a space nearby. As a parent to a small child I have not experienced any issues with the parking situation.</p> <p>The introduction of restricted parking may also negatively affect the property values of the street.</p> <p>The scheme as outlined would also add a one way system to the street. This would result in a extra journey time along adjacent roads in order to park in front of my house, as I most frequently access from the Oldfield Road. This longer, alternative route would include the need to make a right turn from Laurence Road onto Place Road. However, due to the traffic islands adjacent to this roundabout, it is not possible to make this turn legally or safely.</p> <p>Furthermore, I believe this will have a negative impact on the town, as the employees of local businesses who currently park on Weldon Road during the day (when many of the residents are not using the parking spaces) will be forced to park elsewhere in a town that already has limited parking, potentially causing unintended serious traffic issues elsewhere in the town. This scheme</p>	<p>commuters parking their vehicles on residential roads.</p> <p>Complaints from residents have not only been concerned with their own vehicular access, and indeed road safety, but statements that council and emergency vehicles have also been hindered in accessing residential roads. Pedestrian safety and vehicle damage have also been highlighted because of the continuing high level of parked vehicles across the day and evening periods.</p> <p>In the southern section of Lawrence Road the proposed parking bays will operate from 9.00a.m. to 5.00p.m. Monday to Friday (limited waiting for two hours with no return for two hours), and will make a significant impact in breaking many drivers habits of leaving vehicles indiscriminately.</p> <p>It is important to state that a balance has to be struck between implementing controlled parking measures and also facilitating on street parking for visitors and service providers to residents, business premises and other members (and facets) of the community.</p> <p>The roundabout junction at Lawrence Road/Place Road is to be amended as part of the implementation works for this scheme</p>
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			<p>can only act as a deterrent to businesses investing in the town.</p> <p>If there is a concern regarding commuter parking, we suggest the council should concentrate time, effort and money to find an area to develop for car parking, supporting local businesses to grow, rather than the costs to alter the roads and administer this scheme.</p> <p>Considered as an objection</p>	<p>It is understood that the importance of business and employment growth in the Altrincham and the Greater Manchester Region is also a high priority, however, there are inevitably competing demands from all road users on a limited highway network.</p> <p>Transport for Greater Manchester, with the full backing of the Greater Manchester Combined Authority are continuing to invest in transport projects with the aim of providing a fully integrated and world class transport network for the region. As well as delivering an efficient and accessible network, there will inevitably be a focus towards promoting public transport facilities and walking and cycling with the aim of reducing private vehicle journeys.</p> <p>This shift of behaviour will not happen instantly of course but the long term effect of changing transport behaviour is expected to provide a benefit to journey planning and journey times for commuters, provide a much safer highway environment for our communities and provide a healthier environment for everyone, whilst maintaining the economic growth of the region.</p> <p>There are several alternatives modes of transport in and out of Altrincham centre including Altrincham Interchange, the current bus network, Navigation Road station,</p>
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				<p>dedicated cycle lanes and Bridgewater Way cycle route.</p> <p>There are also several car parks in Altrincham and there are proposals to create a new one at the Grafton Centre.</p> <p>Recommend to Overrule as an Objection</p>
<p>MEDWAY CRESCENT AREA MEDWAY CRESCENT</p>	<p>NAR 44</p>	<p>SUPPORT</p>	<p>I am writing to support the proposed parking permit plan as it is the easiest way to tackle the office parking problem in the neighbourhood. Although in the bigger picture, I believe that the main problem can only be solved by providing affordable long term parking spaces for office workers, shop workers, businessmen and women, tradesmen and visitors to towns. I know that this problem is not unique to Altrincham.</p> <p>I am pleased to know that we can put two car registration numbers on the same resident permit. My question in relation to this is what are the provisions if we change one or both of cars within the year which the permit is purchased. Are there any provisions to amend the permit without incurring additional costs?</p> <p>Considered as a letter of support</p>	<p>Should a resident change vehicles, there is an administration fee for the amendment of the permit.</p>
<p>BRIDGEWATER EMBANKMENT AREA BRIDGEWATER EMBANKMENT</p>	<p>NAR 45</p>	<p>OBJECT</p>	<p>I write further to receipt of the information regarding the proposed amendment to the existing North Altrincham Parking Scheme – Bridgewater Embankment.</p>	<p>The proposed extension of the North Altrincham residents parking scheme has emerged following a significant number of requests to tackle the ongoing access</p>

Ward: Altrincham

1321 (10/18)

			<p>We are tenants occupying the 2nd Floor and part of the fourth floor of Mansion House and currently we employ 213 staff of which over 120 are based at Mansion House, and with expected growth this will increase.</p> <p>Currently there is insufficient available parking for our staff and this is something we are always looking to address. This causes problems recruiting and retaining staff. Whilst only a few of our employees park on the road it will have a negative impact if they can no longer do this.</p> <p>Whilst we understand the reasons behind the proposed amendments we would ask you to consider this in the context of the above and we also know that other businesses in the area encounter the same problems.</p> <p>The issue we have is that there is no feasible alternative parking, or not enough, nearby so would ask you to consider any decision with this in mind or else advise of what proposals are in place to provide this facility to businesses in this area. We understand that there is a request for planning permission for car parking on or near Navigation Road but it seems the application was made over 6 months ago by, I believe, our landlords.</p>	<p>problems which residents have due to commuters parking their vehicles on residential roads.</p> <p>Complaints from residents have not only been concerned with their own vehicular access, and indeed road safety, but statements that council and emergency vehicles have also been hindered in accessing residential roads. Pedestrian safety and vehicle damage have also been highlighted because of the continuing high level of parked vehicles across the day and evening periods.</p> <p>It is understood that the importance of business and employment growth in the Altrincham and the Greater Manchester Region is also a high priority, however, there are inevitably competing demands from all road users on a limited highway network.</p> <p>Transport for Greater Manchester, with the full backing of the Greater Manchester Combined Authority are continuing to invest in transport projects with the aim of providing a fully integrated and world class transport network for the region. As well as delivering an efficient and accessible network, there will inevitably be a focus towards promoting public transport facilities and walking and cycling with the aim of reducing private vehicle journeys.</p>
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			<p>The local economy is reliant on businesses being able to recruit and retain staff, if they cannot park this will have an adverse effect on that local economy.</p> <p>Considered as an objection</p>	<p>This shift of behaviour will not happen instantly of course but the long-term effect of changing transport behaviour is expected to provide a benefit to journey planning and journey times for commuters, provide a much safer highway environment for our communities and provide a healthier environment for everyone, whilst maintaining the economic growth of the region.</p> <p>There are several alternatives modes of transport in and out of Altrincham centre including Altrincham Interchange, the current bus network, Navigation Road station, dedicated cycle lanes and Bridgewater Way cycle route.</p> <p>There are also several car parks in Altrincham and there are proposals to create a new one at the Grafton Centre.</p> <p>Recommend to Overrule as an Objection</p>
<p>WELDON ROAD AREA LAWRENCE ROAD</p>	<p>NAR 46</p>	<p>OBJECT</p>	<p>We understand from Mr xx, resident of number xx that he has already been in touch with you regarding concerns expressed by residents regarding the current proposed scheme of permit parking from 9am - 5pm, allowing general parking for up to 2 hours.</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of this scheme relies upon the need for it to be</p>

			<p>We understand the lower section of Lawrence Road were originally 9 AM to 5 PM but secured an amendment to the hours to 8 AM to 8 PM.</p> <p>As resident of Lawrence road for over 5 years I am all too familiar with the difficulties faced for residents finding parking spaces close to their house and the reasons for this.</p> <p>Residents from the Bundenburg apartments regularly park after working a lower section of Lawrence Road which will of course transfer to our section if the lower section has 8 AM to 8 PM. It is not fair and reasonable to allow the lower section these amended hours whilst retaining the 9 AM until 5 PM for section as we will simply face all the issues the lower section complained of before their amendment was agreed.</p> <p>Residents from Robert's house on Manchester Road parking on the roads between Lawrence Road and Manchester Road. The proposal for these roads is also 8 AM to 8 PM Monday until Saturday making it impossible for any parking in the area and Lawrence Road is only a five minute walk away. Clearly that we will face a backlash of this.</p> <p>Similarly employees of the local call centre on a late afternoon/evening shift will be able to park from 3 PM until late on our road. Furthermore,</p>	<p>implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles and their visitors, careful consideration has been given to the restriction times (on resident exempt parking bays/areas) levied in certain parts of the area.</p> <p>Areas which are closer to 'generators' of problem vehicle parking are given a longer restriction on resident parking bays across the day for all days of the week. As the distance increases away from these 'hot spots' it is considered that the restrictions on the resident parking bays can be reduced.</p> <p>On the southern section of Lawrence Road the new residents parking bays will operate from 9.00a.m. to 5.00p.m. Monday to Friday (with limited waiting of two hours with no return for two hrs) and will make a significant impact in breaking many driver's habits of leaving vehicles indiscriminately.</p> <p>It is important to state again that a balance has to be struck between implementing controlled parking measures and also facilitating on street parking for visitors and</p>
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			<p>employees from the funeral directors will also park their vehicles in Lawrence Road.</p> <p>I have a 7-year-old child and experience great difficulty parking already when returning home after I finishing work and collecting my son from school (any time from 4.30 to 6 PM). If the proposed 9 AM to 5 PM parking permit is maintained this will mean that I am unlikely to ever be able to park outside my house as residents and employees from the aforementioned buildings/businesses are likely to have already taken the limited parking spaces. This will mean I will need to park some distance from my home and struggle with shopping and my young son to my house.</p> <p>A hope this email meets with sympathy and understanding of the significant difficulties the residents of the upper section of Lawrence Road will face if the parking restrictions are not brought in line with the neighbouring roads i.e. from 8 AM to 8 PM. It cannot be right nor fair that the surrounding roads have the extended hours from 8 AM to 8 PM we only have restricted parking between 9 AM and 5 PM. As there will be 2 hour permitted parking this will effectively mean anyone can park there between 3pm and 11am the next morning.</p> <p>Considered as an objection</p>	<p>service providers to residents, businesses and other members of the community.</p> <p>Recommend to Overrule as an Objection</p>
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<p>ROBERTS HOUST AREA GLADSTON E ROAD</p>	<p>NAR 47</p>	<p>OBJECT</p>	<p>I would like to <u>object to the proposed amendment to the North Altrincham Parking Scheme – Roberts House Area in the strongest possible terms.</u></p> <p>The current Monday to Friday, 8am-5pm, 2 hour restriction scheme works well and does not need modification; I live at ## Gladstone Road and there are always parking places available in the street.</p> <p>The Roberts House development has not adversely impacted on available parking places in Gladstone Road. If Trafford Council was concerned about the impact of Roberts House on local parking then you the Council should not have given planning permission for the development without adequate parking for each flat in the first instance.</p> <p>The proposals outlined in your letter would mean that for a 3 bedroom houses like mine with 3 council tax paying adults owning cars would, not all be able to park their cars in the street outside their home during the weekday evenings and at weekends without paying for daily parking vouchers; this is totally scandalous and disgraceful. The current Monday-Friday system is workable for multiple car owners who are out at work during the day and should remain</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of this scheme relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems. In this respect it is considered that Gladstone Road, Harcourt Road and Whiteley Place could be particularly susceptible to a migration of non-resident vehicles, because of their immediate access from Manchester Road. It is considered that this susceptibility also includes the weekend period.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles and their visitors, careful consideration has been given to the restriction times (on resident exempt parking bays/areas) levied in certain parts of the area.</p> <p>Areas which are closer to ‘generators’ of problem vehicle parking are given a longer restriction on resident parking bays across the day for all days of the week. As the distance increases away from these ‘hot</p>
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			<p>unchanged. People need to be able to park outside of the homes in which they live.</p> <p>For elderly persons who have family visiting during week and at weekends they would need to pay for parking vouchers. Also, any residents who have family, friends and visitors outside normal working hours and at weekends would have to pay for parking vouchers to have people visit their homes in Gladstone Road; this is beyond outrageous. The proposed changes are merely a money making scheme for Trafford Council; central Altrincham does not even have such restrictive parking conditions.</p> <p>Trafford Council need to keep the current parking restrictions as they are, 8am-5pm Monday to Friday and need to make a third parking permit available as a minimum for any revised parking scheme.</p> <p>Implementation of the proposed scheme will result in residents protests; I have also copied my objection to my local councillors.</p> <p>Considered as an objection</p>	<p>spots' it is considered that the restrictions on the resident parking bays can be reduced.</p> <p>On Gladstone Road it is proposed to increase the restriction to limited waiting one hour maximum stay with no return within two hours, operating Monday to Sun, 8.00a.m. to 8.00p.m. (resident permit holders exempt).</p> <p>It is considered this change will continue to dissuade drivers from parking indiscriminately in this area and also dissuade the practice of no resident vehicles being moved every two hours from bay to bay, which it is known to be a common activity in this area.</p> <p>It is important to state again that a balance has to be struck between implementing controlled parking measures to discourage 'problem' parking and also facilitating on street parking for visitors and service providers to residents, businesses and other members of the community, to the best of our ability.</p> <p>With regards to payment, resident permits and visitor permits are a set fee across Trafford Borough. The fee is to cover the administration costs of the permits and partly goes towards the enforcement costs associated with the permit schemes</p>
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				Recommend to Overrule as an Objection
WELDON ROAD AREA LAWRENCE ROAD	NAR 48	OBJECT	<p>I write as a resident of ## Lawrence Road and am broadly supportive of the proposals to introduce new and expand existing parking restrictions in the area.</p> <p>However, I do share concerns of other residents who have communicated with me about the potential for these proposals to place additional congestion on the southern section of Lawrence Road by moving those looking for parking into the area. I understand Mr Nigel Rose will have communicated with you his concerns, which I share.</p> <p>I would appreciate it if further consideration is given to extending 0800-2000 parking restrictions to the southern area of Lawrence Road.</p> <p>I do appreciate that given Altrincham's expansion, there are going to be increasing demands on residential parking that are increasingly challenging to manage. That is why I consider the council, via these restrictions, should try to influence behaviour of employers, employees and others coming into the area to utilise the plentiful public transport facilities that are available.</p> <p>Considered as an objection</p>	<p>The proposed extension of the North Altrincham residents parking scheme has emerged following a significant number of requests to tackle the ongoing access problems which residents have due to commuters parking their vehicles on residential roads.</p> <p>Complaints from residents have not only been concerned with their own vehicular access, and indeed road safety, but statements that council and emergency vehicles have also been hindered in accessing residential roads. Pedestrian safety and vehicle damage have also been highlighted because of the continuing high level of parked vehicles across the day and evening periods.</p> <p>It must be stated also that the success of this scheme relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles and their visitors, careful consideration has been given to the restriction times (on resident exempt parking bays/areas) levied in certain parts of the area.</p>

				<p>Areas which are closer to 'generators' of problem vehicle parking are given a longer restriction on resident parking bays across the day for all days of the week. As the distance increases away from these 'hot spots' it is considered that restrictions can be eased somewhat.</p> <p>In the southern section of Lawrence Road the proposed parking bays will operate from 9.00a.m. to 5.00p.m. Monday to Friday (limited waiting two hours with no return for two hours), and will make a significant impact in breaking many drivers habits of leaving vehicles indiscriminately.</p> <p>It is also important to state that a balance has to be struck between implementing controlled parking measures to discourage 'problem' parking and also facilitating on street parking for visitors and service providers to residents, businesses and other members of the community, to the best of our ability.</p> <p>Transport for Greater Manchester, with the full backing of the Greater Manchester Combined Authority are continuing to invest in transport projects with the aim of providing a fully integrated and world class transport network for the region. As well as delivering an efficient and accessible network, there will inevitably</p>
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				<p>be a focus towards promoting public transport facilities and walking and cycling with the aim of reducing private vehicle journeys.</p> <p>This shift of behaviour will not happen instantly of course but the long-term effect of changing transport behaviour is expected provide a benefit to journey planning and journey times for commuters, provide a much safer highway environment for our communities and provide a healthier environment for everyone, whilst maintaining the economic growth of the region.</p> <p>Recommend to Overrule as an Objection</p>
<p>WELDON ROAD AREA WELDON ROAD</p>	<p>NAR 49</p>	<p>OBJECT</p>	<p>We wish to object as we think the proposals for Weldon Road are unnecessary, this both refers to the parking restrictions and the implementation of a one-way system. The restrictions will have no benefit to us as existing residents and this will not impede people speeding around Weldon Road onto Lawrence Road, in fact the implementation of the one-way system will likely make this situation worse. The result is that we will be required to purchase a car parking permit just in case we wish to park on street during the day when working from home. There are elements which are common sense such as no parking along Oldfield Rd around the bend adjacent to the park which we would agree with however the removal of the parking here will likely remove one</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of these measures relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems. Ultimately, the scheme attempts to avoid a shift of the problem from one part of the local area to another part of the local area.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and</p>

			<p>hazard but increase speeds as two-way traffic can then move freely and this has not been considered in the proposals - again Oldfield Road is a street where people presently drive too fast.</p> <p>Thank you for the opportunity to respond to these proposals and please consider this response as an objection.</p> <p>Considered as an objection</p>	<p>their vehicles and their visitors, careful consideration has been given to the restriction times (on resident exempt parking bays) levied in certain parts of the parking scheme area, in order to provide an optimal solution.</p> <p>With respect to the proposed one way traffic proposal on Weldon Road, this measure has enabled an increased number of residents parking bays to be incorporated within this highway, hopefully satisfying demand for residents parking.</p> <p>It is considered that other advantages to this proposal are also, dissuading non-resident drivers from entering the area of Weldon Road, Place Road and Lock Road from the south, simplifying a known hazardous junction at Lawrence Road/Weldon Road and facilitating an efficient route from the area to the distributor highways of Oldfield Road and Manchester Road.</p> <p>When introducing one-way traffic working on a highway, detour routes are inevitable but unpredictable due to the decision making of drivers well in advance of their destination. The inconvenience which may be experienced in invoking a slightly longer journey for some residents must be balanced against the wider benefit of achieving accessibility of parking</p>
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				<p>and improved road safety for all residents of Weldon Road and its peripheral area.</p> <p>The Authority is aware of concerns relating to the potential for speeding vehicles following proposed implementation of the scheme. The Authority has committed to monitoring this situation.</p> <p>With regards to payment, resident permits and visitor permits are a set fee across Trafford Borough. The fee is to cover the administration costs of the permits and partly goes towards the enforcement costs associated with the permit schemes.</p> <p>Recommend to overrule as an objection</p>
<p>WELDON ROAD AREA WELDON ROAD</p>	<p>NAR 49</p>	<p>OBJECT</p>	<p>I refer to your letter regarding the proposed amendment to the existing North Altrincham parking scheme - Weldon Road area. Whilst I was absolutely delighted that it is intended to proceed with the permit parking scheme on the part of Weldon Road between Place Road and Oldfield Road, I was dismayed that you are considering making that part of Weldon Road one way.</p> <p>I have lived on that part of Weldon Road for 30 years and yes, people use it as a short cut to avoid the main road but the problems only started when a few years ago a number of surrounding roads became permit parking areas. That</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of these measures relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems. Ultimately, the scheme attempts to avoid a shift of the problem from one part of the local area to another part of the local area.</p>

			<p>resulted in more cars being parked on Weldon Road and therefore, there was nowhere to pull in with cars coming from both directions. I believe this problem will be alleviated with the new permit parking scheme ie less cars, more places to pass.</p> <p>Under the new proposals, If I drive to Weldon Road from the centre of Altrincham or the direction of the M56/M6, every time I come home I will have to drive three sides of a square - along Lawrence Road, try and negotiate the ridiculous layout from Lawrence Road (that would have to be improved!) into Place Road and then turn right up Weldon Road. Either that or drive further down Manchester Road (congested at the best of times) and turn left into Rutland Road, right into Lansdowne Road and then up Weldon Road. All a complete nightmare!</p> <p>I urge you to reconsider this proposal and not make part of Weldon Road one way.</p> <p>Considered as an objection</p>	<p>With respect to the proposed one way traffic proposal on Weldon Road, this measure has enabled an increased number of residents parking bays to be incorporated within this highway, hopefully satisfying demand for residents parking.</p> <p>It is considered that other advantages to this proposal are also, dissuading non-resident drivers from entering the area of Weldon Road, Place Road and Lock Road from the south, simplifying a known hazardous junction at Lawrence Road/Weldon Road and facilitating an efficient route from the area to the distributor highways of Oldfield Road and Manchester Road.</p> <p>When introducing one-way traffic working on a highway, detour routes are inevitable but unpredictable due to the decision making of drivers well in advance of their destination. The inconvenience which may be experienced in invoking a slightly longer journey for some residents must be balanced against the wider benefit of achieving accessibility of parking and improved road safety for all residents of Weldon Road and its peripheral area.</p> <p>The roundabout junction at Lawrence Road/Place Road will be amended as part of the implementation works for this scheme.</p>
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				Recommend to overrule as an objection
MEDWAY CRESCENT AREA LAWRENCE ROAD	NAR 50	SUPPORT	<p>Thank you for sending your latest proposals for the above parking scheme. I am fully in favour of your proposals, and I would ask you to proceed as fast as possible. It has taken a very long time to reach this point, and by now I have been forced to apply for a Disabled Badge. I cannot walk more than about 40 yards, and I am therefore marooned all day in my house. The scheme will change my life back to how it was 7 years ago when I was last free to leave my house during the day.</p> <p>Considered as a letter of support</p>	N/A
TOWNFIELD ROAD AREA	NAR 51	OBJECT	<p>I wish to oppose this proposal, as I believe this will not improve matters, just add to resident's problems.</p> <p>I suggest restrictions remain the same 9.30a, to 3pm, with a change to "No return to Zone Z".</p> <p>Long standing parking problems – These occur during school term times at dropping off and picking up time. Morning congestion has slightly lessened since school started to open at 8am.</p> <p>The main congestion is approximately 2.45pm to 3:45pm, longer on occasions, especially on Friday which is possibly due to late pick-ups (school open until 5pm), residents returning from work and office workers cars.</p>	<p>This scheme is intended to provide accessible parking to residents of the north Altrincham area with further emphasis upon providing a safe highway environment for all road users.</p> <p>It must be stated also that the success of these measures relies upon the need for it to be implemented as a complete scheme, due to the potential for vehicle migration with its associated problems. Ultimately, the scheme attempts to avoid a shift of the problem from one part of the local area to another part of the local area.</p> <p>Whilst attempting to mitigate the effect of parking restrictions towards residents and their vehicles and their visitors, careful</p>

			<p>A one-hour limit will make no difference to this issue because school traffic does not stay for so long.</p> <p>Recent parking problems – Workers from officers across the road on Church Street can and do park their car for two hours, then move their vehicle across the road, or to another bay within the zone for a further two hours. They repeat the same exercise 2 hours later and so enjoying free parking all day.</p> <p>I propose “No return to Zone Z” should solve this parking problem. There would be difficulties for workers finding alternative free parking in such close proximity to their workplace.</p> <p>Visitor permits – If the amendment is agreed, I suggest cheaper ticket, up to 2 hours, for service visitors (e.g. carers, domestics, gardeners etc.)</p> <p>In addition a permit to cover the extended hours at the current cost of £11.00 per book x 25 tickets should be available.</p> <p>I have lived at my current address for 30 years, the past 20 years retired. I come and go 2-3 times per day during the week and have little trouble in parking on my return, in spite of the office workers.</p>	<p>consideration has been given to the restriction times (on resident exempt parking bays) levied in certain parts of the parking scheme area, in order to provide an optimal solution.</p> <p>With this in mind, the parking restrictions (residents exempt) within the Townfield Gardens area are to be changed from limited waiting two hours with no return for two hours Monday to Friday 9.30a.m. to 3.00p.m. to limited waiting one hour no return for two hours Monday to Friday 9.30a.m. to 6.00p.m.</p> <p>It is considered that these more stringent and extensive restrictions will mitigate the issue of vehicles being parked for two hours and then moved on to another residents parking bay and visa-versa. The proposals will however still afford adequate parking for school ‘pick up’ and ‘drop off’ traffic, and allow for visitors and service providers to local residences.</p> <p>With regards to payment, resident permits and visitor permits are a set fee across Trafford Borough. The fee is to cover the administration costs of the permits and partly goes towards the enforcement costs associated with the permit schemes.</p> <p>Recommend to overrule as an objection</p>
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			<p>I do not attempt to return home between 2:45 – 4pm during school term times. I have accepted over the years, that this is an ongoing inconvenience.</p> <p>In my experience the present regulations, following the removal of parking meters, have worked well up to the arrival of the office workers, who I consider to be exploiting a loophole in the system.</p>	
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Relationship to Policy Framework/Corporate Priorities	none
Financial	The cost of providing the restrictions, estimated to be £40000, is to be funded from the 2017/18 Integrated Transport Capital budget (9264613).
Legal Implications:	The proposed Traffic Regulation Order is being progressed in accordance with the Road Traffic Regulation Act 1984 and the Traffic Signs Regulations & General Directions 2016 and if implemented will be enforced by the Council's Parking Services or be self-enforcing.
Equality/Diversity Implications	none
Sustainability Implications	none
Staffing/E-Government/Asset Management Implications	none
Risk Management Implications	Risk of challenge to the High Court is low.
Health and Safety Implications	Improvements to the highway network will improve local amenity and safety for all road users.

Other Options

Taking into account the proposed parking scheme in the North Altrincham area, it is considered that leaving out the proposed restrictions to which objections have been raised would be detrimental to resident amenity, highway safety and would also lead to obstruction for other road users.

Consultation

An informal consultation was carried out prior to the statutory advertising of the scheme. Both were direct consultations with frontages in the vicinity of the proposals and with local ward Councillors. The consultation was also posted on-line during the statutory consultation period.

Reasons for Recommendation

To enable the necessary parking restrictions to be introduced and enforced in the interests of highway safety and to discourage obstruction of the highway.

Finance Officer Clearance **MCJH** **(for Technical Finance Manager)**

Legal Officer Clearance **CK** **(Legal Services)**

CORPORATE DIRECTOR OF PLACE 

To confirm that the Financial and Legal Implications have been considered.

Ward: Altrincham

1321 (10/18)