

TRAFFORD METROPOLITAN BOROUGH COUNCIL

Report to: Executive Member, Environment, Air Quality and Climate Change
Date: September 2020
Report for: Approval
Report of: Principal Engineer, Traffic and Transportation, One Trafford.

Report Title

**Clayton Close, Chorlton Road, and Bold Street, Stretford.
Proposed Waiting Restrictions
CONSIDERATION OF OBJECTIONS**

Summary

The Council have been contacted by Trafford Housing Trust and the emergency services who have requested that consideration be given to the introduction of waiting restrictions on Clayton Close, Bold Street, and Chorlton Road in Stretford.

There is a high demand for parking in the area by residents who have limited off street parking, also local businesses and customers, and students attending a nearby college. This can often lead to inconsiderate parking, such as at junctions and on Clayton Close which is a significant problem if emergency services needed to attend the three tower blocks.

There were 2 informal consultations before the proposals as shown on drawing E9003-01 Rev 01 were formally advertised on 7th November 2019 and received 3 objections. The main reason for the objections was that the proposals would reduce available parking for residents and their visitors.

Having considered the objections received, approval is sought to introduce an amended scheme as shown on plan E9003-02 Rev A, which will reduce the level of waiting restrictions and hence the availability of parking for residents but achieve the objectives of maintaining safe vehicular access especially to the tower blocks. As the restrictions are less restrictive it is not considered that re-advertising would be required.

Recommendations

Approval is sought to the following:

- 1) That the results of the consultation and objections received be noted.
- 2) That following careful consideration of the objections and comments received, authorisation be given to make and implement the Traffic Regulation Order with minor modifications, as shown on drawing number E9003-02 Rev A, and in the schedule contained within this report.
- 3) That the objectors be informed of the decision made.

Contact person for further information:

Name: Keith Harris

Telephone No: 07514 971807

1.0 BACKGROUND

- 1.1 Chorlton Road/Bold Street/Clayton Close is a busy area of Stretford which borders with Manchester and contains residential properties including three tower blocks, Loreto College, and several trade businesses.
- 1.2 Clayton Close situated in Stretford off Bold Street provides access to three residential tower blocks which each contain approximately 86 flats.
- 1.3 Clayton Close which currently has no parking restrictions is often heavily parked on with vehicles parking on both sides of the road and partially on the footways. The parking is from a mixture of nearby businesses, students from Loreto College and residents. The parking causes access problem for both vehicles and pedestrians, with a major concern being emergency service access to the tower blocks via Clayton Close especially should a major incident occur.
- 1.4 The Chorlton Road/Bold Street junction and the west side of Chorlton Road is also experiencing problems with parking. The Council has received reports of vehicles parking on or too close to this junction and on the west side of Chorlton Road, which has been confirmed by site visits. The parking which is predominantly associated with the trading estate located on Chorlton Street opposite the junction with Bold Street often concern vans and larger vehicles and is restricting visibility and access for both motorists and pedestrians trying to safely negotiate this junction and travel along Chorlton Road.
- 1.5 It should be noted that although there is a car park associated with the Tower blocks, this is relatively small and has not got the capacity to cater for all the vehicles owned by the residents. Hence there is a high level of on street parking in the area.

2.0 INFORMAL CONSULTATION

- 2.1 Two informal consultations with residents have taken place on proposed schemes to introduce waiting restrictions to deal with the parking issues in the area. Following consideration of the feedback from the consultations the scheme was modified to take into consideration comments received. The changes including the provision of day time restrictions on Bold Street between Pickering Street and Drayton Street to prevent the predominantly day time issue of vehicles parking on both sides of the road on this section of Bold Street, which was restricting safe access.

2.2 In addition, the initial design was altered with the removal of proposed waiting restrictions on the east side of Clayton Close, to allow more parking provision for the residents of the tower blocks. It is considered that this could be achieved without affecting access along Clayton Close to the tower blocks. It should also be noted that Trafford Housing Trust who manages the tower blocks is intending to introduce a permit holders parking scheme within the associated private carpark which should improve parking provision for residents.

3.0 FORMAL ADVERTISEMENT

3.1 The formal advertisement of the proposals was undertaken on 7th November 2019 for three weeks, which included advertisement in a local newspaper and letters and plans being delivered to all residents in the area.

3.2 During the formal advertisement, 3 objections were received from residents, concerning the effect that the restrictions would have no parking places for residents.

4.0 CONSIDERATION OF THE OBJECTIONS

4.1 During the formal advertisement of the proposals 3 objections were received from residents, details of which are as follows below:

4.2 The objections received considered that the proposed waiting restrictions would make parking more difficult for themselves and their visitors.

4.3 Investigations, including site visits were undertaken by traffic engineers to assist in the consideration of the points raised by the objections, and to ascertain whether the scheme could be amended to help with these concerns whilst achieving the objectives of the scheme.

4.4 A summary of the objections received, and the points raised are detailed in the table as follows:

OBJECTION	RESPONSE
<p>Objection 1 Not enough parking spaces with some residents having more than one vehicle; The housing association won't provide more off-street parking and hence residents have to park on street. There is also parking from a local college. Agrees with the proposed double yellow</p>	<p>It is accepted that there is a shortage of parking places for the residents of the tower blocks and therefore the scheme has been amended to allow access in the area particularly for emergency service vehicles to the flats, whilst maximising available parking spaces in</p>

lines on Chorlton Road.	the area. It is still proposed to provide the waiting restrictions as advertised on Chorlton Road.
<p>Objection 2</p> <p>Was surprised that the restrictions were the same as those proposed in the informal consultation.</p> <p>The issue is a lack of parking spaces for residents of the tower blocks, who have to park on street with no alternative options.</p> <p>Does agree that there is an issue with parking but does not feel that the introduction of waiting restrictions is not the answer.</p>	<p>The proposals were amended following the consultations with residents however, it is accepted that there is a shortage of parking places for the residents of the tower blocks and therefore the scheme has been amended to allow access in the area particularly for emergency service vehicles to the flats, whilst maximising available parking spaces in the area.</p> <p>Unfortunately, there are no other options than restricting parking, at junctions in the area and on one side of Clayton Close and Bold Street to improve vehicle access in the area.</p>
<p>Objection 3</p> <p>Objects due to the lack of parking spaces available for residents of the tower blocks and considers that the proposed waiting restrictions will further reduce parking for residents.</p>	<p>It is accepted that there is a shortage of parking places for the residents of the tower blocks and therefore the scheme has been amended to allow access in the area particularly for emergency service vehicles to the flats, whilst maximising available parking spaces in the area.</p>

5.0 COMMENTS

5.1 **Chief Constable's View:** GMP have no objections.

5.2 **Chief Fire Officer's View:** None received.

5.3 **Transport for Greater Manchester's View:** No comments or issues to raise.

5.4 **Ambulance Services' View:** No objections.

5.5 **Hackney Carriage Driver / Operator Representative's View:** None received.

5.6 Ward Members' Comments:

Cllr Whit Stennett: None received

Cllr Sophie Taylor: None received

Cllr Akilah Akinola: None received

6.0 CONCLUSIONS

6.1 That the results of the consultation be noted.

6.2 That following careful consideration of the objections and comments received, authorisation be given to introduce an amended, lesser scheme as shown on drawing E9003-02 Rev A and schedule 1 of this report.

6.3 Regulation 14 of the 1996 Regulations enables an order making authority to modify an Order in consequence of any objections or otherwise, before it is made. Where substantial changes are to be made, the order making authority must notify those likely to be affected by the modifications giving them an opportunity to make a representation which the authority shall consider. In this matter, it is considered that the likely changes being considered are considered to be less restrictive than the advertised proposals and hence new proposals would not need re-advertising/reconsulting.

7.0 SCHEDULES

This is the suggested Schedule to be implemented.

Borough of Trafford (Prohibition of Waiting and Loading and Provision of Parking) Order 2001, as amended: *to be amended to include the following:-*

Schedule 1

Street	Side	From	To	Code
Chorlton Road, Stretford	East	Its junction with Bold Street	A point 35 metres north of its junction with Bold Street	7A
Chorlton Road, Stretford	East	Its junction with Bold Street	A point 66 metres south of its junction with Bold Street	7A
Bold Street, Stretford	North	Its junction with Chorlton Road	A point 16 metres east of its junction with Chorlton Road	7A
Bold Street, Stretford	North	Its junction with Pickering Street	A point 5 metres west of its junction with Pickering Street	7A
Bold Street, Stretford	North	Its junction with Pickering Street	A point 10 metres east of its junction with Pickering Street	7A
Bold Street, Stretford	North	Its junction with Drayton Street	A point 5 metres west of its junction with Drayton Street	7A
Bold Street, Stretford	North	Its junction with Drayton Street	A point 5 metres east of its junction with Drayton Street	7A
Bold Street, Stretford	South	Its junction with Clayton Close	A point 7 metres east of its junction with Clayton Close	7A
Bold Street, Stretford	South	Its junction with Clayton Close	A point 10 metres west of its junction with Clayton Close	7A
Bold Street, Stretford	South	Its junction with Chorlton Road	A point 60 metres east of its junction with Chorlton Road	7A
Clayton Close, Stretford	East	Its junction with Bold Street	A point 7 metres south of its junction with Bold Street	7A
Clayton Close, Stretford	West	Its junction with Bold Street	A point 35 metres south of its junction with Bold Street	7A

Codes:

7A No Waiting 'At Any Time'

Relationship to Policy Framework/Corporate Priorities	none
Financial	The cost of providing the restrictions, estimated to be £500, is to be funded from the Integrated Transport Capital budget (9265120)
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 safety for all road users.

Other Options

The proposals could be implemented as advertised. However, it is considered that the amended scheme will help with those concerns by residents that parking availability is being lost whilst maintaining safety at the junctions.

Consultation

In addition to the statutory advertising the proposals have been the subject of direct consultation with all affected frontages and with local ward councillors. The consultation was also posted on-line during the consultation period.

Reasons for Recommendation

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

Finance Officer Clearance
Legal Officer Clearance

MCJH (for Technical Finance Manager)
CK (Claire Kefford for Legal Services)

**CORPORATE DIRECTOR OF ECONOMIC GROWTH, ENVIRONMENT AND
INFRASTRUCTURE (electronic)** 

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

Ward: Clifford

1307 (08/20)