

TRAFFORD METROPOLITAN BOROUGH COUNCIL

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

Report Title

Grove Lane, Hale.
Proposed Waiting Restrictions
CONSIDERATION OF OBJECTIONS

Summary

A number of requests have been received from local ward councillors and residents to investigate the parking that takes place along Grove Lane in Hale. These requests concern visibility, pedestrian safety and access to properties.

It is proposed to introduce waiting restrictions on the junctions of Grove Lane with Lomond Avenue, Hermitage Road, Highfield Road, Delahays Road along with formalising the bus stops along Grove Lane.

There was an informal consultation on several options before these proposals, most popular with residents, as shown on drawing E9008-3 Rev B were formally advertised on 5th March 2020 when 3 objections were received. 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 drawing E9008-4 Rev A, which will reduce the level of waiting restrictions and hence increase the availability of parking for residents but achieve the objectives of maintaining safe vehicular access. 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 introduce the waiting restrictions scheme with minor modifications as shown on drawing number E9008-4 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 There is a community centre on Grove Lane, Hale which attracts a lot of visitors at various times during the day. These facilities are the traffic generators attributing to the parking that is occurring at the junctions. The inconsiderate parking results in complaints being received by the council.
- 1.2 The parking on the junctions severely obstructs visibility to the detriment of the safety of pedestrians and motorists alike. It is considered therefore, that measures are introduced to improve safety of all road users.

2.0 INFORMAL CONSULTATION

- 2.1 An informal consultation was carried out with the residents of Grove Lane to seek their views on the type of restriction, if any, they would like to see implemented.
- 2.2 The options they were presented with were:

Option A

No waiting at any time restriction on the junctions of Delahays Road, Highfield Road, Hermitage Road, Lomond Avenue and Moss Lane.

No waiting Monday – Sunday 10am-2.30pm – 5pm-9pm along Grove Road excluding the stretch outside numbers 35-87.

Formalisation of the bus stops

Option B

No waiting at any time restriction on the junctions of Delahays Road, Highfield Road, Hermitage Road, Lomond Avenue and Moss Lane along with formalisation of the bus stops.

Option C

Do nothing

- 2.3 The consultation was delivered to 120 properties and we received a response from 54 properties.
 - 11 voted for option A
 - 30 voted for option B
 - 7 voted to do nothing
 - 6 gave no preference

There were 16 requests for residents permit scheme.

3.0 FORMAL ADVERTISEMENT

- 3.1 The formal advertisement of the proposals was undertaken on 5th March 2020 for three weeks, which included an advertisement in a local newspaper, on the Trafford website and letters and plans were delivered to residents in the area.
- 3.2 During the formal advertisement, 5 comments were received and 3 were objections to some aspect of the proposals.

4.0 CONSIDERATION OF THE OBJECTIONS

- 4.1 The details of the 3 objections and further 2 comments received from residents 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 Following consideration of the points raised by objectors, minor modifications have been made to the scheme, which have included small reductions in the length of waiting restrictions on Grove Lane west of its junction with Delahays Road; on Grove Lane west of its junction with Lomond Avenue and on Lomond Avenue north of the junction with Grove Lane. It is considered that the amended scheme, as shown on drawing **E9008-4 Rev A** and in the Schedule attached to this report, will maintain safety at the junctions.
- 4.5 A summary of the objections received, and the points raised are detailed in the table as follows:

OBJECTION	RESPONSE
OBJECTION 1 I'm writing to your good selves in relation to the proposed waiting restrictions on Grove Lane, Hale, and I have to state categorically that I must protest against the plans you have put forward. Looking at the map you have provided, these restrictions will directly affect me and my family. We are the residents of xx Grove Lane, and the proposed parking restrictions apply to the road area directly outside our house. This will be most inconvenient as, though we do have a drive on which we park our car, we do often have family and friends over to visit, and if they can't park in front of our house, where are they supposed to park? They could park in front of someone else's house, but wouldn't that defeat the object of the planned proposal? I'm sure that would go down well with our neighbours. This whole proposal seems ill-conceived, if the parking restriction's point is reduce inconsiderate parking, by reducing the amount of parking space available isn't this going to exacerbate the situation rather than improving it? I can understand the point in making the bus stop area restricted, and the street corner	Rule 243 of the Highway Code states you must not park opposite or within 10 metres (32 feet) of a junction , except in an authorised parking space. The junction of Lomond Avenue with Grove Lane is marked with a broken edge of carriageway white line and the proposed double yellow lines extend beyond this line in order to protect visibility for motorists turning out of Lomond Avenue. Recommended to overrule as an objection. However, the length of restriction on the east side of Lomond Avenue could be reduced from 17m to 10m from its junction with Grove Lane to retain on-street parking where it does not obscure visibility at the junction. In addition, the length of restriction on Grove Lane to the west of Lomond Avenue could be reduced from 15m to 12m.

<p>leading into Lomond Avenue, especially as that road is often blocked with non-residents parking on there and causing hazards on the threshold of that road where it joins with Grove Lane, but to extend that parking restriction right across the area outside our property is inconsiderate to us and our parking needs. Amongst the relatives that come to visit us regularly are family members with small children, and elderly members with disabilities which make being able to park directly outside our house essential. In addition to the reasons already given, we are a growing family, and if at some point in the future we wish to add an additional car to the household to make things easier, we will have nowhere to park it should these restrictions come into play. I actually find it quite disconcerting that a proposal that so directly affects our household so specifically wasn't run past us sooner rather than at this late juncture when it seems almost to be a done deal. So it is for these many reasons that I feel that I must object to the outlined proposals. I hope my reasons are stated clear enough here, but if you need any further clarification please feel free to contact me regarding this matter at any time</p>	
<p>Objection 2 We live at xx Delahays Road so our drive and home is on Grove Lane (at the crossroads) so I'm sure you can imagine we appreciate the parking issues but also that we want to ensure the end result works for us as home owners and residents.</p> <p>We would like to see the "no waiting at any time" line down the side of our home reduced to the same length as opposite. As well the restriction outside the front of our house (not around the corner) removed.</p>	<p>Rule 243 of the Highway Code states you must not park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space.</p> <p>However, the junction of Delahays Road and Grove Lane is traffic signal controlled and has advanced cycle stop lanes (ASL) on the Grove Lane eastbound approach to Delahays Road and on the Delahays Road northbound approach to Grove Lane. The proposals are therefore intended not just to prevent parking at the junction but allow cyclists to access the advanced cycle box, hence the advertised restrictions are longer on the north than the south side of Grove Lane. However, reducing the length of double yellow line on the north side of Grove Lane from 24m to 18m would increase the availability of parking but still prevent a parked vehicle from obstructing access to the ASL.</p> <p>The length of restriction on Delahays Road, north of Grove Lane, at 8m, is the</p>

	<p>minimum considered necessary to allow safe passage of cyclists through the junction and the safety of all vehicles turning left from Grove Lane as visibility onto Delahays Road is limited at this point by the boundary fence of No. 47.</p> <p>Recommended to overrule an element of this objection but make a minor amendment as detailed above.</p>
<p>Objection 3</p> <p>I would like to respond to the proposal for parking restrictions as I feel this does not go far enough to resolve the inconsiderate parking for many of the residents, including myself, on Grove Lane.</p> <p>In fact, by imposing the planned restrictions, this could increase inconsiderate parking in the areas where there are no restrictions, as there will be less room for people to park across the length of the road. Those who are parking inconsiderately tend to be visiting the Islamic centre and this will continue as they don't have an alternative option for parking. Therefore, I feel there's needs to be restrictions which help us and other residents, whether this is permit parking or at least introducing single white lines outside driveways.</p> <p>I am including photographic evidence of the inconsiderate parking we have experienced on many occasions which affects access to our driveway. This type of parking makes it more difficult to get on and off the drive safely on what is a busy road. This is particularly concerning to me as I have an 18 month old child in the car and it also caused me a lot of concern when I was pregnant as I was worrying about being blocked in and needing to get to the hospital.</p>	<p>The restrictions were carefully considered to improve access and road safety in the area whilst not transferring parking to other places within the area.</p> <p>Generally, and given that many residents have existing off street parking there is enough off-street parking for residents and their guests and hence a resident permit holders scheme would not be appropriate.</p> <p>Obstructive parking across driveways is a matter which is enforced by the police, although it is difficult to enforce as this requires an officer to witness the offence.</p> <p>An alternative would be for residents to apply through the council website for an 'access protection marking' which can highlight driveways to motorists and hence discourage people obstructing driveways.</p> <p>Recommended to overrule this element as an objection.</p>
<p>Representation 4</p> <p>I agree with the suggestions but would ask you to please include parking restrictions for the bus stop opposite number 4 and 6 Grove Lane. I have on many occasions had to ask people not to park over the bus stop area. It is a dangerous corner and this is a constant problem. There is also a bus shelter in</p>	<p>It is recommended that the impact of these restrictions are kept under observation and if parking is an issue at other bus stops along Grove Lane consideration would be given to introducing further bus stop clearway markings following consultation with affected frontagers.</p>

front of the funeral directors that I feel should have restricted parking lines. I'm not sure why you have missed these out as this end of Grove lane is also badly affected by the high volume of traffic using and parking on Grove lane	
Representation 5 I do not think the proposals will make any difference. It will just push people to park further up, not achieving anything.	Whilst it is accepted that there will be some transference of some parking, the scheme will limit the amount of obstructive parking particularly near junctions.

5.0 COMMENTS

- 5.1 **Chief Constable's View:** None received.
- 5.2 **Chief Fire Officer's View:** None received.
- 5.3 **Transport for Greater Manchester's View:** None received.
- 5.4 **Ambulance Services' View:** None received.
- 5.5 **Hackney Carriage Driver / Operator Representative's View:** None received.
- 5.6 **Ward Members' Comments:**

Cllr Alan Mitchell: Is delighted to support the proposal.

Cllr Patricia Young: Is happy with the proposals.

Cllr Denise Louise Haddad: 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 a lesser amended scheme as shown on drawing E9008-4 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.
- 6.4 It is also recommended that the objectors be informed of the Council's decision.

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
Moss Lane, Hale	East	Its junction with Grove Lane	A point 15 metres north of its junction with Grove Lane	7A
Bancroft Road, Hale	East	Its junction with Grove Lane	A point 15 metres south of its junction with Grove Lane	7A
Lomond Ave, Hale	West	Its junction with Grove Lane	A point 15 metres north of its junction with Grove Lane	7A
Lomond Ave, Hale	East	Its junction with Grove Lane	A point 10 metres north of its junction with Grove Lane	7A
Hermitage Road, Hale	Both	Its junction with Grove Lane	A point 10 metres southwest of its junction with Grove Lane	7A
Highfield Road, Hale	Both	Its junction with Grove Lane	A point 15 metres south of its junction with Grove Lane	7A
Delahays Road, Hale	West	A point 13 metres south of its junction with Grove Lane	A point 8 metres north of its junction with Grove Lane	7A
Grove Lane, Hale	North	Its junction with Moss Lane	A point 15 metres east of its junction with Moss Lane	7A
Grove Lane, Hale	South	Its junction with Bancroft Road	A point 15 metres east of its junction with Bancroft Road	7A
Grove Lane, Hale	North	A point 12 metres west of its junction with Lomond Ave	A point 20 metres east of its junction with Lomond Ave	7A
Grove Lane, Hale	South	A point 19 metres west of its junction with Hermitage Road	Its junction with Hermitage Road	7A
Grove Lane, Hale	South	Its junction with Hermitage Road	Its junction with Highfield Road	7A
Grove Lane, Hale	South	Its junction with Highfield Road	A point 17 metres east of its junction with Highfield Road	7A
Grove Lane, Hale	North	Its junction with Delahays Road	A point 18 metres west of its junction with Delahays Road	7A
Grove Lane, Hale	South	Its junction with Delahays Road	A point 15 metres west of its junction with Delahays Road	7A

Codes:

7A No Waiting 'At Any Time'

Appendix

E9008-3 Rev B – Advertised Proposed Waiting Restrictions

E9008-4 Rev A – Revised Proposed Waiting Restrictions

Relationship to Policy Framework/Corporate Priorities	none
Financial	The cost of providing the restrictions, estimated to be £1,000, is to be funded from the Integrated Transport Capital budget. (9264890)
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

MCJH (Mark Hughes for Technical Finance Manager)

Legal Officer Clearance

CK (Claire Kefford for Legal Services)

CORPORATE DIRECTOR, PLACE

(electronic)

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