

TRAFFORD BOROUGH COUNCIL

Report to: Executive Member for Highways, Parks and Environmental Services
Date: June 2017
Report for: Approval
Report of: Principal Engineer, Traffic and Transportation, One Trafford.

Report Title

**Ashover Street, Gorse Hill, Stretford
Proposed Disabled Persons' Permit Parking Bays - Consideration of Objections.**

Summary

The report summarises the objections and comments received to a proposal to introduce 2 disabled persons' permit bays on Ashover Street, Gorse Hill, Stretford, and recommends that the proposed bays be implemented, following assessments of both of the applicants' needs, by the One Stop Resource Centre.

Recommendations

Agreement is sought to the following;

1. That the results of the consultation be noted.
2. That, following careful consideration of the objections received and the recommendations of the One Stop Resource Centre, authorisation be given to make and introduce the Traffic Regulation Order, as advertised, and as shown on the plan.
3. That the objectors be informed of the outcome, following consideration of the objection and comments received.

Contact person for further information:

Name: Dorothy Stagg
Extension: 0161 673 6534
Background Papers: None.

1.0 BACKGROUND

1.1 Two disabled residents of Ashover Street, Gorse Hill, Stretford, who are blue badge holders, have each made a request for a disabled persons' permit parking space, as the parking spaces close to the houses are regularly fully parked. A report was submitted to the Traffic Management Unit in October 2016 and the proposal was advertised in January 2017. Following a consultation with nearby residents, 2 letters of objection were received.

1.2 OBJECTIONS:

1. Parking on Ashover Street (a small narrow road) is difficult enough.
2. Proposed bay outside 19 extends across the passageway between 19 and 21 restricting access. The parking on the odd numbered side of Ashover Street begins outside no 1 and is directly in line with the end of that house – therefore parking should be available outside each house respectively.
3. We already have significant problems with parking on Ashover Street in part due to the large number of vehicles at certain properties including no 19.
4. If you were to have considerably more disabled drivers on this street you would soon encounter a serious problem with space as you are effectively allocating spaces that are bigger than the properties and trying to take space from outside of other properties as a result.

Responses:

1. Ashover Street can be heavily parked especially at evenings and weekends.
- 2-4. Regulatory Parking Bays are a minimum length of 6.6 metres long however, the proposal is to introduce 'permit holder bays' which can be implemented at a shorter length. In this case 2 bays, each measuring 5.5 metres long with a gap between them of 5.5 metres are proposed, to maximise parking on Ashover Street but still allow an average sized vehicle to be parked within each bay (although dimensions within the schedule are in whole numbers).

1.3 Assessments of each of the applicants' needs have been undertaken by the One Stop Resource Centre with the following comments, by the Occupational Therapist, applicable to both applicants:

"The applicant has a substantial permanent ambulatory disability, is a blue badge holder and is unable to access their car, as a parking space in close proximity to the address cannot be found for a major portion of most days.

Please can you arrange for a disabled marked parking bay to be processed through your department"

2.0 COMMENTS

2.1 **Chief Constable's View:** GMP have no objections to the proposals.

2.2 **TfGM's View (P.T.E.):** No comments received

2.3 **Chief Fire Officer's View:** GMFRS has no objections.

2.4 **Ambulance Service View:** There are no objections to the proposals.

2.5 **Hackney Carriage Drivers/Operator Representative's View:** The Taxi Trade has no comments on this.

2.6 **Ward Councillors' Comments:**

Councillor Cordingley: On balance, I have to support your proposals. I acknowledge the parking pressures that exist there, but in some ways that makes it more important that I support your proposal.

Councillor Walsh: I am absolutely in favour of this proposal.

3.0 CONCLUSION

Following consideration of the objections and comments received from residents and the comments received from the One Stop Resource Centre it is recommended that the current traffic Order be amended to introduce the two disabled permit parking bays, as advertised, and invite the applicants to apply for the relevant permits.

4.0 SCHEDULE

Proposed Revocation of Existing Restrictions

Street	Side	From	To	Code
Ashover Street, Gorse Hill, Stretford	south east	a point 5 metres southeast of its junction with Thomas Street	a point 10 metres northeast of its junction with Longford Road	RPB

Proposed Restrictions

Street	Side	From	To	Code
Ashover Street, Gorse Hill, Stretford	south east	a point 5 metres southwest of its junction with Thomas Street	a point 68 metres southwest of its junction with Thomas Street	RPB
Ashover Street, Gorse Hill, Stretford	south east	a point 68 metres southwest of its junction with Thomas Street	a point 74 metres southwest of its junction with Thomas Street	RPC
Ashover Street, Gorse Hill, Stretford	south east	a point 74 metres southwest of its junction with Thomas Street	a point 79 metres southwest of its junction with Thomas Street	RPB
Ashover Street, Gorse Hill, Stretford	south east	a point 79 metres southwest of its junction with Thomas Street	a point 85 metres southwest of its junction with Thomas Street	RPC
Ashover Street, Gorse Hill, Stretford	south east	a point 85 metres southwest of its junction with Thomas Street	a point 10 metres northeast of its junction with Longford Road	RPB

Codes: Residents' Parking Area B Match Day Restrictions
Disabled Residents' Permit C Parking At Any Time

Code - RPB
Code - RPC

Relationship to Policy Framework/Corporate Priorities	none
Financial	The cost of providing the restrictions, estimated to be £250, is to be funded from the Integrated Transport Capital budget. (Sch 2473 - 9264164)
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

Leaving out the proposed restrictions to which objections have been raised would be detrimental to resident amenity, highway safety.

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.

Finance Officer Clearance

MCJH

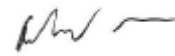
(Mark Hughes - for Technical Finance Manager)

Legal Officer Clearance

CK

(Claire Kefford - Legal Services)

CORPORATE DIRECTOR OF GROWTH AND REGULATORY SERVICES



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