

Report To: **SPEAKERS PANEL (PLANNING)**

Date: 5 October 2016

Reporting Officer: Ian Saxon – Assistant Executive Director – Environmental Services

Subject: **OBJECTIONS TO PROPOSED (CRAVENWOOD, PALACE ROAD AND ROSE HILL ROAD, ASHTON UNDER LYNE)(PROHIBITION OF WAITING AND SCHOOL ENTRANCE PROHIBITION OF STOPPING) ORDER 2016**

Report Summary: The report outlines the objection received to the proposed waiting restrictions.

Recommendations: It is recommended that the original scheme be implemented and that authority is given for the necessary action to be taken in accordance with the Road Traffic Regulation Act 1984 to make the following order THE TAMESIDE METROPOLITAN BOROUGH (CRAVENWOOD, PALACE ROAD AND ROSE HILL ROAD, ASHTON UNDER LYNE)(PROHIBITION OF WAITING AND SCHOOL ENTRANCE PROHIBITION OF STOPPING) ORDER 2016 as detailed in Section 4.2 of this report.

Links to Community Strategy: The proposals underpin a number of targets within the Tameside Community Strategy (2009-2019) and more especially in the promotion of a Safe Environment through the provision of safer roads in our Town Centres and elsewhere.

Policy Implications: None arising from the report.


Financial Implications: The costs associated with implementation of this scheme are being funded through the Traffic Regulation Order Capital Budget 2016/17.
(Authorised by the Section 151 Officer)


Legal Implications: Members should have regard to the Council's statutory duty under S122 of the Road Traffic Regulation Act 1984 which is set out in **Appendix A**.
(Authorised by the Borough Solicitor)

Risk Management: Objectors have a limited right to challenge the Orders in the High Court.

Access to the documents: **Appendix A** – S.122 of Road Traffic Regulation Act 1984
Appendix B – Drawing No. 001: Proposed restrictions

All documentation can be viewed by contacting Lauren Redfern, Traffic Operations by:

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1. BACKGROUND

- 1.1 In 2009 a housing estate was built adjacent to Rose Hill Methodist Primary School, as part of the development, the school entrance was re-configured and an entrance was put on the new road, Cravenwood, with the exit from the school utilising the previous entrance onto Rose Hill Road
- 1.2 The majority of primary schools within Tameside Metropolitan Borough Council have 'no stopping on school entrance markings' in place and waiting restrictions around the junctions. When Cravenwood was built, this was not taken into consideration and as such the visitors to the school began parking on the pavements and obstructing the junction. We were first contacted by the school in 2013.
- 1.3 Since then a Sure Start centre and a nursery have opened on the site and the school has been extended to accommodate a further 60 children per year, this issue is only going to worsen as car ownership continues to grow.
- 1.4 In addition to the above, the morning rush sees residents regularly blocked in their driveways and on some occasions due to double parking the road has been completely obstructed.
- 1.5 A scheme to introduce waiting restrictions was advertised to address these issues on 19th May 2016 with a 28 day objection period. One objection was received.

2. OBJECTION

Objection – resident of Rose Hill Road

- 2.1 The resident agrees something should be done to prevent the chaos which occurs every morning and afternoon. However, they do not feel a 24 hour restriction is relevant and would result in the residents being penalised, it is felt the times of the prohibition should be limited to 8:45 – 9:00 and 15:00 – 15:30, Monday – Friday during term time as these are the only times the road becomes congested with traffic, otherwise the road is clear.
- 2.2 The resident also fears, the introduction of parking restriction will result in visitors parking further along Rose Hill Road thus causing access problems for residents in the future and the solution to this problem may be an extension to the waiting restrictions, which will cause further restrictions for them when the school is closed during, evenings, weekends and school holidays.

Response

- 2.3 The waiting restrictions have been advertised as recommended in the Highway Code, which states 'a vehicle must not be parked with 10 metres (32 feet) of a junction.' At no time should a vehicle be parked where the waiting restrictions have been advertised, vehicles parking in this manner cause problems with intervisibility between drivers/ pedestrians, cyclists etc.
- 2.4 If problems do occur in the future we would be able to install a 'H Bar' marking to help prevent obstructive parking across driveways.

3. FUNDING

- 3.1 These proposals are being funded from the Traffic Operations capital budget 2016/17.

4. PROPOSALS / SCHEDULE OF WORKS

4.1 The proposed restrictions, to which the objection was received in relation too, are set out in section 4.2, below and illustrated in Drawing No. 001 (**Appendix B**).

4.2 Advertised proposals,:

No Waiting at Any Time

- (i) Rose Hill Road, east side, from a point 10 metres north of its junction with Cravenwood to a point 10 metres south of that junction.

5. RECOMMENDATION

5.1 As set out at the front of the report.

APPENDIX 'A'

Section 122 Road Traffic Regulation Act 1984

- (1) It shall be the duty of every local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in sub-section (2) below) to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

- (2) The matters referred to in sub-section (1) above, as being specified in this sub-section are:
 - (a) The desirability of securing and maintaining reasonable access to premises;
 - (b) The effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - (c) The strategy prepared under Section 80 of the Environment Act 1995 (national air quality strategy);
 - (d) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - (e) Any other matters appearing to ...the local authority.... to be relevant.