

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

**Date:** 14 February 2024

**Reporting Officer:** Emma Varnam – Assistant Director, Operations and Neighbourhoods, Place

**Subject:** **OBJECTIONS TO STAMFORD DRIVE TO GRANVILLE STREET SCHEME, STALYBRIDGE AND ASHTON-UNDER-LYNE**

**Report Summary:** The report outlines the objections received to the Stamford Drive to Granville Street scheme.

**Recommendations:** It is recommended that authority is given for the necessary action to be taken in accordance with the Road Traffic Regulation Act 1984 and the Highways Act 1980 to introduce the Traffic Regulation Orders, toucan crossing, shared footway/cycleway areas and raised table crossings, as detailed in Section 5 of this report.

**Links to Community Strategy:** Improvements to the highway network support the council in delivering all 8 priorities of the Corporate Plan.

**Policy Implications:** None arising from the report.

**Financial Implications:** The scheme will be funded in full by Mayors Challenge Fund grant with no cost liability to the Council.

**Legal Implications:** The Council has a statutory duty, which it must have regard to under Section 122 of the Road Traffic Regulation Act 1984 which is set out at **Appendix 1**.  
The Public Sector Equality Duty requires public authorities to have due regard to certain equality considerations when exercising their decision making functions. The Equality Impact Assessment at **Appendix 6** is included to assist Members in this regard.

**Risk Management:** If this scheme is not implemented vehicular traffic will continue to use Reyner Street and Frederick Street as a ‘rat run’ to avoid the traffic signals at the Stamford Street/Clarence Street junction, often at inappropriate speeds. There will be no improvement to the walking and cycling infrastructure within the neighbourhoods to the south of the A635 and the anticipated health, economic and environmental benefits that this scheme could bring will not be achieved.

<b>Access to the documents:</b>	<b>Appendix 1</b>	S.122 of the Road Traffic Regulation Act 1984
	<b>Appendix 2</b>	Plan – Clarence Street Area
	<b>Appendix 3</b>	Plan – Reyner Street Area
	<b>Appendix 4</b>	Draft POD Order – Frederick Street
	<b>Appendix 5</b>	Draft NWAAT Order – Clarence Street

<b>Appendix 6</b>	Equality Impact Assessment Form
<b>Appendix 7</b>	Revised Plan – Clarence Street Area
<b>Appendix 8</b>	Features Notice

The background papers relating to this report can be inspected by contacting Joanne Biddle, Senior Engineer, Traffic Operations:



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## 1 BACKGROUND

- 1.1 As part of the Greater Manchester Mayor's Challenge Fund (MCF) Tameside Council is delivering a programme of improvements to the walking and cycling infrastructure within the borough. The vision is to make it easier and more attractive for people to move around Greater Manchester by foot or by bike, especially for shorter journeys, and to help create a more connected and accessible region.
- 1.2 To inform the design development process for all of the proposed MCF schemes in Tameside an initial borough-wide consultation was held in 2020. A more detailed consultation followed between 12 December 2022 and 14 January 2023 to obtain feedback on specific schemes, including this one.
- 1.3 The aim of the Stamford Drive to Granville Street scheme is to make the neighbourhoods south of the A635 Stamford Street, between Ashton and Stalybridge, a safer and a more pleasant environment for residents and to provide improved connectivity for pedestrians and cyclists. This will be achieved by reducing the speed and volume of traffic and by prioritising pedestrian and cycle movements across Clarence Street.
- 1.4 At the present time, Reyner Street and Frederick Street in Ashton-under-Lyne are being used as a 'cut through' by motorists wishing to bypass the traffic signals at the Stamford Street/Clarence Street junction. Local residents have expressed their concerns regarding both the speed and volume of traffic using these narrow, residential streets on a daily basis. To address this the scheme proposals include the closure of Frederick Street to motorised traffic, at its junction with Clarence Street. As a result residents of Reyner Street, Park Crescent, Bangor Street and Frederick Street will still be able to enter via Reyner Street (off Stamford Square) but as Reyner Street is in part 'one way', residents would have to exit via Rutland Street and Granville Street. It is thought that the potential benefits of the closure would outweigh any inconvenience resulting from the diversion for local traffic.
- 1.5 The closure of Frederick Street also provides an opportunity to introduce a toucan crossing on Clarence Street, which would connect the residential streets to either side. To accommodate the crossing, a shared footway/cycleway is required on the eastern side of Clarence Street, which requires the footway (pavement) to be widened. As a result of the reduced road space additional 'No Waiting At Any Time Restrictions' will be required on both the east and west sides of Clarence Street to prevent parking where the road narrows.
- 1.6 To further support reduced vehicle speeds, raised table crossings are proposed on Reyner Street – at its junction with Stamford Square, and on Stamford Drive – at its junction with Clarence Street. Raised table crossings are a traffic calming measure that will reduce the speed of vehicles turning into and out of these side roads, whilst also allowing pedestrians to cross the road at the same level as the footway (pavement).
- 1.7 In October 2023 director approval was obtained to formally advertise the following proposals, as shown on the drawings in **Appendix 2** and **Appendix 3**:
  - A prohibition of driving order on Frederick Street, Ashton-under-Lyne (attached at **Appendix 4**);
  - A prohibition of waiting order on Clarence Street, Stalybridge (attached at **Appendix 5**);
  - A signalised toucan crossing on Clarence Street, Stalybridge;
  - Shared footway and cycle facilities on Clarence Street, Frederick Street and Stamford Drive;
  - Raised table crossings on Reyner Street and Stamford Drive.

The decision can be viewed via the following link [Decision - PROPOSED TRAFFIC REGULATION ORDERS, TOUCAN CROSSING, SHARED FOOTWAY/CYCLEWAY](#)

## [AREAS AND RAISED TABLE CROSSINGS - STAMFORD DRIVE TO GRANVILLE STREET SCHEME, STALYBRIDGE AND ASHTON-UNDER-LYNE \(moderngov.co.uk\)](#)

- 1.8 The scheme was advertised on 5 October 2023 for a period of 28 days. Adverts were published in the local newspaper (the Tameside Reporter) and the consultation documents made available on the Council's public website. Notices were put up on street within the vicinity of the proposals and although not a legal requirement, copies of the Notice were hand delivered to approximately 500 local residents who could be directly affected by the proposals.
- 1.9 An Equality Impact Assessment (EIA) has been undertaken to support the development and delivery of the MCF Stamford Drive to Granville Street scheme and will continue to be updated as the scheme progresses. The EIA identified a number of potential impacts that are relevant to groups with specific protected characteristics. The latest version of the EIA Report is attached at **Appendix 6** to this Report.

## **2 REPRESENTATIONS OBJECTING TO THE PROPOSED SCHEME**

- 2.1 During the 28 day consultation period 9 formal objections were received together with one request for an amendment to the scheme. The formal objections raised are summarised below.
- 2.2 Six of the objectors are opposed to the closure of Frederick Street on the basis that this would leave the residential area to the west of Clarence Street with only two routes into the estate, via Reyner Street or Granville Street, and only one route out, via Granville Street. Concerns were also raised that new dwellings being built within the area (on Reyner Street and potentially on Rutland Street) could lead to an increase in vehicular traffic. As well as the general inconvenience, concerns were also raised with regard to vehicular traffic having to exit from Granville Street onto Stamford Square, which is a busy road, impacting right turning vehicles in particular.
- 2.3 A number of objectors also raised concerns regarding response times for the emergency services, access for the refuse collection service and access to the New Life Church (on St James Street) if Frederick Street were to be closed to motorised traffic. One objector also queried what would happen in the event that Granville Street had to be closed, given that this is the only exit for vehicular traffic.
- 2.4 Four of the objectors are opposed to the closure of Frederick Street on the basis that the closure will force more traffic onto Stamford Square and Clarence Street, which are busy routes used by commercial vehicles, HGVs and buses. Thereby adding to congestion on the strategic route network at peak times and potentially increasing both air and noise pollution within the area.
- 2.5 Two objectors queried why it is necessary to install a toucan crossing between two signalised junctions (one of which already has a pedestrian crossing facility). Concerns were raised that this could lead to tailbacks in both directions when the crossings are in use.
- 2.6 One objector opposes the proposed road narrowing and associated 'no waiting at any time' restrictions on Clarence Street. The objector is a disabled person and the imposition of the proposed waiting restrictions would prevent them, their carer and visitors from being able to park on the road outside or near to their property. Their property does not have a driveway.
- 2.7 One objector queried why a raised table crossing is necessary on Stamford Drive, given that Stamford Drive has been closed to 'through traffic'.

- 2.8 One local resident does not object to the scheme in principal but has requested a yellow box marking on Clarence Street, at its junction with Stamford Drive, to help facilitate vehicular access to / from Stamford Drive when there is queuing or stationary traffic on Clarence Street.

### **3 OFFICER RESPONSES**

- 3.1 The officer responses below correspond to the similarly numbered points raised above:
- 3.2 The closure of Frederick Street at its junction with Clarence Street achieves a number of key objectives for the scheme.
- 3.2.1 Firstly, it is recognised that there are two through routes that avoid signalised crossings / junctions on the A635 Stamford Street / Stamford Square. The first is in both directions between Granville Street and Frederick Street and the second is one-way only from Reyner Street to Frederick Street. Through traffic, avoiding the traffic lights, tends to give rise to higher vehicle speeds. A closure at any other location would not address both of these routes. The proposed closure addresses both of these routes and will prevent traffic from travelling through this residential neighbourhood.
- 3.2.2 Traffic data collected between Oct 2021 and Jan 2022 indicated that 85% of drivers on Reyner Street and Rutland Street were travelling at or below 26 mph (the 85<sup>th</sup> percentile speed). This is considered to be slightly above what would be expected for this 20 mph Zone. The same data indicated that 74% of trips within this residential neighbourhood enter and exit within a 5 minute period. The proposed closure is therefore expected to have a significant impact on the volume of traffic on the internal roads.
- 3.2.3 The scheme is also aiming to provide improved pedestrian and cycle connectivity between Frederick Street and Stamford Drive. The closure of Frederick Street, at the junction with Clarence Street, creates the space that is necessary for the introduction of a toucan crossing at this location. This will make active travel a more viable alternative for short journeys and improve connectivity between Ashton and Stalybridge.
- 3.2.4 It is important to acknowledge that this community will rely on Granville Street and Reyner Street as the only access points, with Granville Street being the only exit. Given the anticipated reduction in through traffic, which often coincides with peak periods, the capacity of the existing two lane exit is anticipated to be sufficient to cater for the expected traffic volumes.
- 3.2.5 Regarding the operation of the Granville Street / A635 Stamford Square junction, it is anticipated that there will not be a significant increase in traffic using the junction. This is due to a reduction in through traffic resulting from the closure of Frederick Street. A review of the accident history at this location has identified one personal injury accident within the 5 years ending 31/03/2023. This relates to a vehicle turning right out of Granville Street and this was unfortunately classified as a serious personal injury accident.
- 3.3 If approval were given to close Frederick Street at its junction with Clarence Street the emergency services, refuse collection service and other relevant stakeholders would all be formally notified so that they could adjust their routes accordingly. The New Life Church on St James Street is still accessible via either Reyner Street (one way) or Granville Street. In the event that Granville Street has to be closed, e.g. for utility streetworks or road maintenance, access could be maintained using the wide junction mouth at the Stamford Square/Granville Street junction or alternative arrangements could be made on a temporary basis.
- 3.4 Considering the impact on the B6431 Clarence Street and the A635 Stamford Street / Stamford Square. The number of trips passing through the residential community (exiting within 5

minutes of having entered) has been estimated as being between 50 and 60 vehicles per hour. The Greater Manchester Urban Traffic Control team (GMUTC) carried out an analysis, using the traffic data collected between Oct 2021 and Jan 2022 to assess the impact of this increase in traffic using the Stamford Street / Clarence Street junction. This indicated that the junction will operate efficiently and within capacity in the morning and evening peaks, regardless of whether the additional traffic is using the junction.

- 3.5 The proposed toucan crossing is positioned close to Clarence Street and Frederick Street. This is considered to be a key desire line between residential neighbourhoods in Ashton and Stalybridge. The signalised junction to the north does not have any controlled pedestrian facilities. The junction to the south, with Whitelands Road and Bayley Street, has pedestrian crossings with push button control. However, it is not considered likely that anyone would travel the 90m south from Frederick Street, under the two railway bridges, to use this crossing, and then return to access Stamford Drive. Whitelands Road and Bayley Street are also very different in character, with no residential properties. It is therefore much less likely that pedestrians would use the crossing at this location to facilitate east – west access.
- 3.6 The proposed reduction in carriageway width / widening of the footway is an integral part of the scheme and is to provide sufficient space for a shared footway / cycleway on the east side of Clarence Street.
  - 3.6.1 This is required in order to provide the proposed toucan crossing. The reason for the objection is appreciated and understood but the fact remains that the primary purpose of the public highway is for the conveyance of pedestrians, cyclists and vehicles.
  - 3.6.2 Under normal circumstances Blue Badge holders can park for up to three hours on double yellow lines, on the proviso that no obstruction is caused. However, if the road width is reduced parking could not take place without causing an obstruction on the network.
  - 3.6.3 Following the receipt of objections to the proposed No Waiting at Any Time restrictions, the design has been reviewed and a revised plan prepared. The extent of the proposed additional double yellow lines has been reduced by approximately 5 metres on both sides of the road, reducing the loss of parking from 5 spaces to 3 spaces. A revised plan is attached at **Appendix 7** to this report.
  - 3.6.4 The objector has indicated that they would be prepared to mitigate their objection if the scheme could include for the provision of a driveway at their property. Given the size and scale of the proposed scheme, it would be possible to incorporate an approved vehicular dropped crossing of the footway as part of the works. However, this would be subject to planning approval and would not extend to the construction of a private driveway.
- 3.7 The proposed raised table crossings, at the junctions of both Stamford Drive and Reyner Street, have been designed as both a traffic calming measure, to reduce the speed of motorised traffic turning into and out of these side roads, and to create an informal focal point for pedestrians/cyclists to cross. They can also act as a gateway feature, marking a change in character upon entering a residential street.
- 3.8 Although, a yellow box or 'KEEP CLEAR' road markings can be used to indicate that a road or junction must be kept clear of waiting or queuing vehicles, this would not be possible in this instance due to the 'control area' for the proposed toucan crossing. This is defined by the white zig-zag road markings, which extend across the junction in this case. No other signage or road markings may be placed within the controlled area of a pedestrian crossing. The volume of traffic entering or emerging from Stamford Drive will be limited due to the fact that this is a no through road.

## 4 FUNDING

- 4.1 The scheme, if formally approved by Transport for Greater Manchester, will be fully funded from the council's Mayor's Walking and Cycling Challenge grant funding allocation.

## 5 PROPOSALS

- 5.1 The proposals, as amended, are shown on the drawings attached at **Appendix 3** and **Appendix 7** of this report.
- 5.2 The proposed Prohibition of Driving Traffic Regulation Order is attached at **Appendix 4** of this report.
- 5.3 The proposed No Waiting at Any Time restrictions, revised as described in Section 3.6.3 above, are set out in the table below. Subject to approval, the draft Prohibition of Waiting Traffic Regulation Order attached in **Appendix 5** of this report will be amended to reflect the revised restrictions.

<u>Proposed Amended No Waiting at Any Time Restrictions:</u>	
Clarence Street (east side)	from a point 25 metres north of its junction with Stamford Drive for a distance of 6 metres in a northerly direction (a reduction of 5 metres from when first advertised).
Clarence Street (west side)	from a point 15 metres north of its junction with Frederick Street for a distance of 27 metres in a northerly direction (a reduction of 5 metres from when first advertised).

- 5.4 The Features Notice as advertised is attached at **Appendix 8** of this report.

## 6 RECOMMENDATIONS

- 6.1 As set out at the front of this report.