

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

**Date:** 13 December 2017

**Reporting Officer:** Ian Saxon, Assistant Director, Environmental Services

**Subject:** **OBJECTIONS TO PROPOSED CLARENCE STREET AND SIDE ROADS, STALYBRIDGE (PROHIBITION OF WAITING) ORDER 2017**

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

**Recommendations:** It is recommended that an amended scheme is 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 (CLARENCE STREET AND SIDE ROADS, STALYBRIDGE) (PROHIBITION OF WAITING) ORDER 2017 as detailed in Section 4.3 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 2017/18 Traffic Regulation Order Capital Budget of £30,000. At 30 September 2017 there has been £5,437 spent against this budget leaving a maximum balance of £24,563 available to be spent in 2017/18.  
**(Authorised by the Borough Treasurer)**


**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: Advertised restrictions  
**Appendix C** – Drawing No. 002: Recommended Scheme

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## 1. BACKGROUND

- 1.1 The Council have recently introduced traffic signals at Clarence Street / Bayley Street / Whitelands Road junction in Stalybridge.
- 1.2 In association with the signal works, waiting restrictions were advertised for public consultation on Clarence Street from north of its junction with Stamford Drive to south of its junction with Tame Street and along significant sections of both Whitelands Road and Bayley Street.
- 1.3 The proposals were predominantly to protect the approaches to the signals from parked vehicles and assist the free flow of traffic through the junction.
- 1.4 Junction protection markings on Frederick Street and Stamford Drive were also advertised due to concerns raised of safety around those junctions.

## 2. OBJECTIONS

- 2.1 None of the statutory consultees or TfGM raised objections to the proposals.
- 2.2 Two objections were received to the proposed scheme, one from a business on Whitelands Road and the other signed by two local residents from Clarence Street
- 2.3 The business objected to the length of the waiting restrictions on Whitelands Road which would extend beyond the entrance to their building. They have indicated that they would not object if the restrictions were reduced so as not to extend beyond this entrance, as customers need access to carry loads to and from the area, which may not necessarily be seen legally as loading and unloading.

### **Response:**

- 2.4 The potential difficulties that waiting restrictions might cause the business if the restrictions were to be introduced, on balance, would not negatively impact on the overall safety aspect of the scheme in this specific area and, therefore, it is recommended to reduce the restrictions by 30 metres to reflect this.
- 2.5 The residents' objection relates to
  - The extent of the waiting restrictions along Clarence Street and the two side junctions of Stamford Drive and Frederick Street.
  - They are concerned that displaced vehicles will park further along Clarence Street causing more disruption to traffic approaching the Stamford Street signal controlled junction.
  - They have a large transit van which cannot fit on their driveway and they need to load and unload this vehicle
  - They normally park on Stamford Drive so that they can see the van, but park it away from the houses that face onto that street, to minimise impact to those residents, and avoid obstruction on Clarence Street.
  - They would wish for a permit to park.

### **Response**

- 2.6 The waiting restrictions on Clarence Street afford sight line visibility for vehicles exiting Fredrick Street and Stamford Drive. They also cover the dropped crossings on Clarence Street which are near the junctions and may be obstructed by displaced vehicles. In addition to this, vehicles should not park opposite junctions as stated within the Highway Code. It is therefore not recommended to amend the lengths of proposed waiting restrictions with that area.

2.7 The proposed waiting restrictions would not impact on the ability for loading and unloading as there is an automatic exemption for such activities within these types of Traffic Regulation Orders.

2.8 It is proposed to reduce the length of restrictions on Frederick Street and Stamford Drive to the minimum of 10 metres to allow parking except where there is a dropped crossing that might be obstructed i.e. vehicular access to the properties to the south of Frederick Street.

### 3. FUNDING

3.1 These proposals are being funded from the Traffic Operations capital budget 2017/18.

### 4. PROPOSALS / SCHEDULE OF WORKS

4.1 The proposed restrictions, to which the objections were received, are set out in section 4.2, below and illustrated in Drawing No. 001 (**Appendix B**). The recommended scheme is set out in section 4.3, Schedule 2 below and illustrated in Drawing No. 002 (**Appendix C**).

#### 4.2 Advertised proposals:

Introduce no waiting at any time restrictions on

- a) Clarence Street (west side) - from a point 27 metres south of the projected south-westerly kerb-line of Tame Street to a point 15 metres north of its junction with Frederick Street.
- b) Clarence Street (east side) - from a point 25 metres south of its junction with Tame Street to a point 25 metres north of its junction with Stamford Drive.
- c) Frederick Street (north side) - from its junction with Clarence Street for a distance of 15 metres in a westerly direction.
- d) Frederick Street (south side) - from its junction with Clarence Street for a distance of 22 metres in a westerly direction.
- e) Stamford Drive (both sides) - from its junction with Clarence Street for a distance of 15 metres in an easterly direction.
- f) Whitelands Road (both sides) - from its junction with Clarence Street for a distance of 100 metres in a westerly direction.
- g) Bayley Street (both sides) - from its junction with Clarence Street for a distance of 100 metres in an easterly direction.

#### 4.3 Proposed amended scheme:

Introduce No Waiting At Any Time restrictions on:

- a) Clarence Street (west side) - from a point 27 metres south of the projected south-westerly kerb-line of Tame Street to a point 15 metres north of its junction with Frederick Street.
- b) Clarence Street (east side) - from a point 25 metres south of its junction with Tame Street to a point 25 metres north of its junction with Stamford Drive.

- c\*) Frederick Street (north side) - from its junction with Clarence Street for a distance of 10 metres in a westerly direction.
- d) Frederick Street (south side) - from its junction with Clarence Street for a distance of 22 metres in a westerly direction.
- e\*) Stamford Drive (both sides) - from its junction with Clarence Street for a distance of 10 metres in an easterly direction.
- f) Whitelands Road (north side) - from its junction with Clarence Street for a distance of 100 metres in a westerly direction.
- g\*) Whitelands Road (south side) - from its junction with Clarence Street for a distance of 70 metres in a westerly direction.
- h) Bayley Street (both sides) - from its junction with Clarence Street for a distance of 100 metres in an easterly direction.

(\*indicates amended length of restriction)

## 5. RECOMMENDATION

- 5.1 It is recommended that an amended scheme is 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 (CLARENCE STREET AND SIDE ROADS, STALYBRIDGE) (PROHIBITION OF WAITING) ORDER 2017 as detailed in Section 4.3 of this report.

## **APPENDIX 'A'**

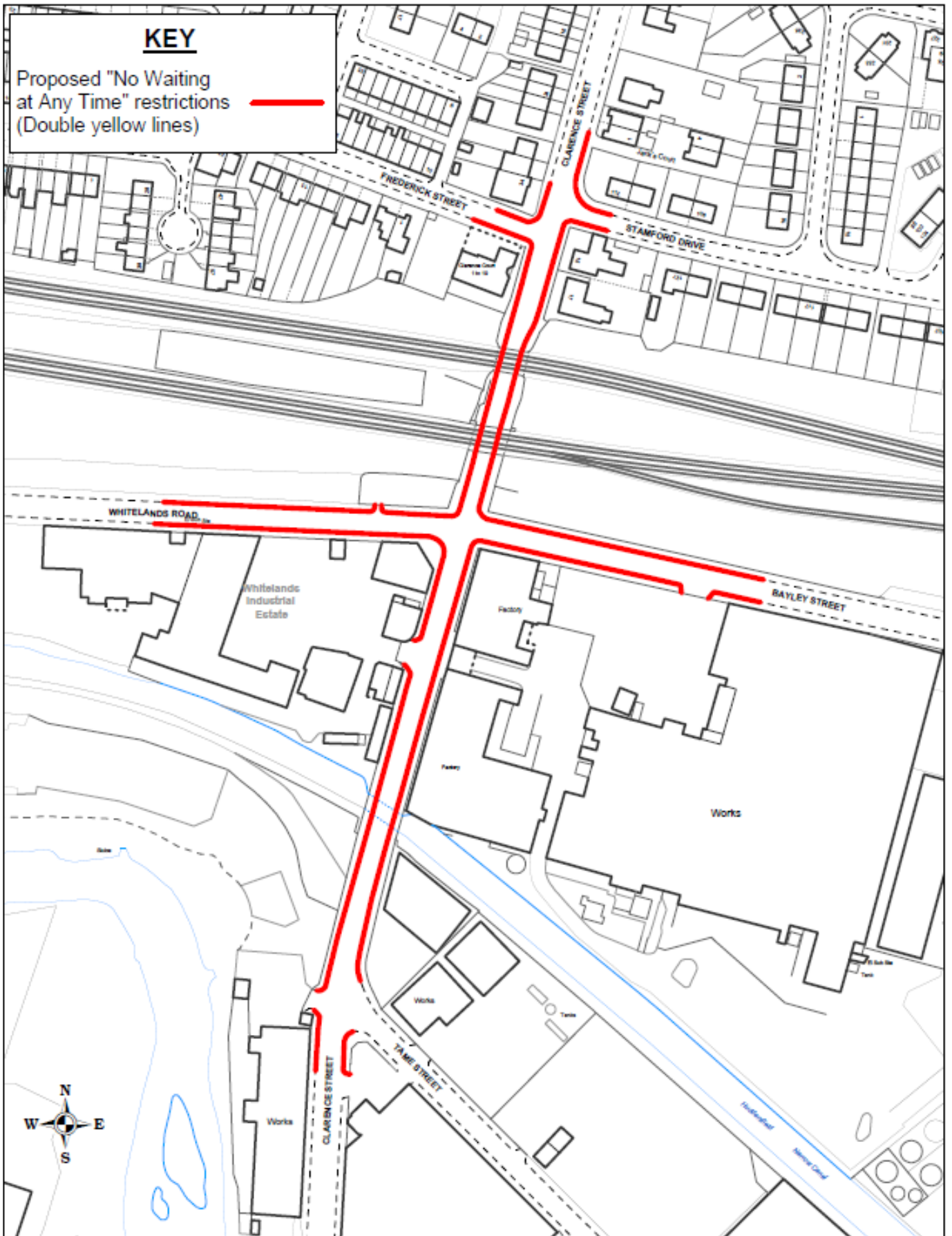
### **Section 122 Road Traffic Regulation Act 1984**

- (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.

APPENDIX 'B'

CLARENCE STREET AREA, ADVERTISED RESTRICTIONS

Drawing No. 001



**APPENDIX 'C'**

**CLARENCE STREET AREA, RECOMMENDED SCHEME**

**Drawing No. 002**

