

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

Date: 25 July 2018

Reporting Officer: Ian Saxon – Director of Operations and Neighbourhoods

Subject: **OBJECTIONS TO PROPOSED NO WAITING AT ANY TIME RESTRICTIONS ON RIDGE HILL AREA, STALYBRIDGE ORDER 2018**

Report Summary: The report outlines correspondence received objecting to the proposed waiting restrictions around the Ridge Hill Lane area of Stalybridge following a 28 day statutory consultation in May 2018.

Recommendations: It is recommended the panel review the objections 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 TAMESIDE METROPOLITAN BOROUGH (RIDGE HILL AREA, STALYBRIDGE) (PROHIBITION OF WAITING) ORDER 2018 as detailed in Section 5.1 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 funding for the scheme will be taken from the Traffic Operations, Traffic Regulation Order budget 2018/2019.
(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 A1 – Highway Code Extract
Drawing No.001: Proposed introduction of 'no waiting at any time' restrictions around the Ridge Hill Area, Stalybridge.
All documentation can be viewed by contacting Lauren Redfern. Traffic Operations by:
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1. BACKGROUND

- 1.1 The area locally known as Ridge Hill is densely populated with residents of all ages. Over the last 10 years as car ownership rises, many residents are being put in danger when travelling around the estate on foot due to the high levels of on-street parking.
- 1.2 Children are encouraged to walk to school, enhancing confidence and practical skills when using the highway, this also keeps children active and the areas outside the schools less congested. It has been reported that the junctions and pavements in the area are obstructed causing visibility issues between pedestrians and vehicles. As a result of this a number of complaints have been received by the Traffic Operations section of Tameside MBC and the Jigsaw Group, representing the residents of Ridge Hill Estate. The complaints are requesting waiting restrictions be implemented around the estate to assist parents when traveling around the area with young children and prams.
- 1.3 The haphazard parking is also having an adverse effect on the free flow of traffic around the estate including the frontage to the school. A scheme has been designed and advertised in an attempt to address some of the complaints by enhancing safety in the area.
- 1.4 Three objections have been received focusing on the area at Coniston Drive.
- 1.5 The objections do not refer to Ambleside, Buckingham Road, Fellside Green, Ridge Hill Lane, School Crescent and Windermere Road, it is therefore intended to introduce these restrictions and only the proposals at Coniston Drive be discussed within this report.

2. OBJECTIONS

- 2.1 Parking is currently at a premium within the area as most residents have more than one vehicle and limited or no access to off street parking, often resulting in residents having to park away from their properties when they arrive home late from work. This is a great inconvenience when managing children, shopping and other goods.
- 2.2 Two of the objectors note the grassed spaces could be better used to facilitate parking as they have been altered at other locations throughout the estate.
- 2.3 Two of the objectors have raised concerns that removing the parked vehicles will encourage vehicles to travel at a higher speed as the sight lines will be clearer.
- 2.4 One of the objectors has existing waiting restrictions outside their property. The introduction of waiting restrictions along Coniston Drive will prevent them from parking their works van within clear sight of their residence, potentially encouraging it to be vandalised. The resident has had CCTV fitted to their property to ensure the vehicle is monitored at all hours as vandalism is a regular occurrence in the area.

3. OFFICER RESPONSE

- 3.1 The waiting restrictions have been proposed following complaints received from the residents in the local area regarding safety of the pedestrians, mainly on their route to school and navigating around the estate. Whilst we fully appreciate vehicle ownership is on the rise the highway must remain as safe and free flowing as possible.
- 3.2 Tameside MBC no longer has funding available to replace grassed areas with hard standing, there are too many complications and hidden costs regarding utility services and drainage. It is often the case that the housing association carry out this work if they feel it is necessary to do so.

- 3.3 Coniston Drive measures around 6 metres wide. This is too narrow to permit vehicles to park on both sides. The proposals would prevent parking around the bend at the easterly end of Coniston Drive and then along the north side, therefore formalising the existing parking arrangements. It is not anticipated this will have any detrimental effect in increasing the speed of traffic
- 3.4 In order for the resident's vehicle to be seen from the property it would have to be parked within 10 metres of the junction. Rule 243 of the Highway Code states DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space (**Appendix A1**), as this does not comply with the code we should not permit vehicles parking in that location.

4. FUNDING

- 4.1 The introduction of the scheme will be funded by the Traffic Operations, Traffic Regulation Order budget 2018/2019

5. PROPOSALS / SCHEDULE OF WORKS

- 5.1 It is proposed to introduce the proposals as originally advertised, as set out in the Schedule below.

No Waiting at Any Time

Coniston Drive

both sides	from its junction with School Crescent for a distance of 15 metres in a south easterly direction.
north east side	from its junction with Ridge Hill Lane to a point 10 metres north west of Windermere Road.
south west side	from its junction with Ridge Hill Lane to a point 15 metres north west of Fellside Green.

6. RECOMMENDATION

- 6.1 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.

APPENDIX 'A1'

The Highway Code

Introduction to the Highway Code

'This Highway Code applies to England, Scotland and Wales. The Highway Code is essential reading for everyone.

The most vulnerable road users are pedestrians, particularly children, older or disabled people, cyclists, motorcyclists and horse riders. It is important that all road users are aware of the Code and are considerate towards each other. This applies to pedestrians as much as to drivers and riders.'

Knowing and applying the rules

'Knowing and applying the rules contained in The Highway Code could significantly reduce road casualties. Cutting the number of deaths and injuries that occur on our roads every day is a responsibility we all share. The Highway Code can help us discharge that responsibility.'

Rule 243

DO NOT stop or park:

- near a school entrance
- anywhere you would prevent access for Emergency Services
- at or near a bus or tram stop or taxi rank
- on the approach to a level crossing/tramway crossing
- opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space
- near the brow of a hill or hump bridge
- opposite a traffic island or (if this would cause an obstruction) another parked vehicle
- where you would force other traffic to enter a tram lane
- where the kerb has been lowered to help wheelchair users and powered mobility vehicles
- in front of an entrance to a property
- on a bend
- where you would obstruct cyclists' use of cycle facilities

except when forced to do so by stationary traffic.