



Report To:	SPEAKERS PANEL (PLANNING)
Date:	29 May 2019
Cabinet Deputy / Reporting Officer:	Ian Saxon – Director of Operations and Neighbourhoods
Subject:	OBJECTIONS TO PROPOSED TRAFFIC REGULATION ORDERS: NO WAITING AND NO LOADING AT ANY TIME, AND ONE-WAY TRAFFIC AND CONTRAFLOW PEDAL CYCLE LANE, ON PARK ROAD, DUKINFIELD
Report Summary:	The report outlines objections received to the proposed orders on Park Road, Dukinfield, following a 28 day statutory consultation that ended on 14 December 2018.
Recommendations:	<p>It is recommended that 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 orders as detailed in Section 6.1 of this report:</p> <ul style="list-style-type: none"> • TAMESIDE METROPOLITAN BOROUGH (PARK ROAD, DUKINFIELD) (ONE-WAY TRAFFIC AND CONTRAFLOW PEDAL CYCLE LANE) ORDER 2018; and • TAMESIDE METROPOLITAN BOROUGH COUNCIL (PARK ROAD, DUKINFIELD) (NO WAITING AND NO LOADING AT ANY TIME) ORDER 2018.
Links to Community Strategy:	The proposals underpin a number of priorities within the Tameside Sustainable Community Strategy, and in particular the delivery of safe environments and supportive communities, health and wellbeing.
Policy Implications:	None arising from the report.
Financial Implications: (Authorised by the Section 151 Officer)	The funding for the scheme will be taken from the Transport Asset Management Plan budget.
Legal Implications: (Authorised by the Borough Solicitor)	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 .
Risk Management:	Objectors have a limited right to challenge the Orders in the High Court.
Access to the documents:	<p>Appendix A - S.122 of Road Traffic Regulation Act 1984. Appendix B – Highway Code Extract. Appendix C – Drawing No. HS6051-032/001_P02 – Contraflow Cycle Lane Proposed Layout and HS6051-032/006_P01 – Existing Parking Arrangement.</p> <p>All documentation can be viewed by contacting Michael Hughes. Highways (Assets and Networks):</p> <p> Telephone: 0161 342 3704</p> <p> e-mail: michael.hughes@tameside.gov.uk</p>

1 BACKGROUND

- 1.1 Park Road, Dukinfield (between Riverside and Crescent Road) was resurfaced in June 2018 as part of the Council's road resurfacing programme. As part of this programme, officers assess the potential to improve the road layout for the benefit of all users.
- 1.2 The current road layout at Park Road is one-way for all traffic, facilitating movements in the eastbound direction only. It is considered that there is the width available to introduce additional facilities for cyclists, and specifically to permit the westbound movement, as well as formalising existing parking at the roadside.
- 1.3 The proposal includes the removal of a traffic lane and the introduction of a mandatory contra-flow cycle lane on the south side of this section of Park Road and the introduction of informal parking bays on the north side of the road – see **Appendix C**.
- 1.4 The mandatory contra-flow cycle lane will be protected by the introduction of traffic islands at the start and end, and by a form of 'light segregation' in between. The 'light segregation' comprises modular units spaced at regular intervals and positioned just inside the cycle lane. The units are typically 2.5m long, 175mm wide and 80mm high and can be fitted with vertical cones to make them more conspicuous.
- 1.5 A Traffic Regulation Order is required to be able to install the mandatory cycle lane and it is also proposed to introduce a 'No Waiting and No Loading at Any Time' restriction to prevent obstructive parking within the cycle lane. These orders were advertised on 15 November 2018 and the consultation period closed on 14 December 2018.
- 1.6 During the consultation period for the proposed Traffic Regulation Orders, comments and queries were received from Greater Manchester Police (GMP) as well as five objections. The objections were all from or on behalf of the residents at Rock Terrace. This comprises four properties located at the junction of Park Road and the B6445 Riverside, which are accessed via steps that rise up from the back of the footway.

2 COMMENTS FROM GREATER MANCHESTER POLICE

- 2.1 Comments and queries were received from GMP within the consultation period for the advertised Traffic Regulation Orders and in subsequent correspondence during February 2019. These were as follows:
 - Concerns were identified in relation to the vulnerability of cyclists within the contraflow cycle lane, with specific reference to:
 - The forward visibility of motorists travelling towards the junction with Riverside.
 - The downhill gradient and right hand bend approaching the junction.
 - Whether physical separation was proposed between the cycle lane and the traffic lane.
 - The available carriageway width in relation to the cycle lane and the addition of vehicular nearside parking.
 - The swept path for vehicles turning right into Park Road.
 - Whether vertical features are proposed in combination with the modular 'light segregation' units.
- 2.2 Responses were provided to GMP in February and March 2019, providing further scheme details and changing the location of the traffic island at the western end of Park Road to provide better protection to cyclists in the cycle lane. GMP have subsequently confirmed that they have no objection to the proposed scheme.

3 OBJECTIONS

- 3.1 All of the objections raised relate mainly to parking in proximity to the four properties at Rock Terrace. Concerns were expressed in relation to a detrimental impact on parking provision. These are: the lack of alternative land or driveways; the presence of elderly residents or those with health conditions who might find it difficult to walk a greater distance or to cross the road; the difficulty for visitors, those with young children, those with shopping or deliveries; reduced property values; reduced security associated with parking further from their properties; and safety concerns associated with walking further to or from a parking space.
- 3.2 One objection identifies safety concerns associated with the proposed contraflow cycle lane. The issues identified are: litter collection in the gutter, compounded by the lack of wheelie bin access; a perceived accident risk associated with the existing junction between Park Road and the B6445 Riverside; the safety of contraflow cycle lanes and potential conflict with larger vehicles turning into Park Road from Crescent Road; and the available width for the traffic lane once the cycle lane and parking are implemented.
- 3.3 Three of the objections mention doubts regarding the benefit for cyclists given the short length of the proposed cycle lane and the observation that very few cyclists currently use the route.
- 3.4 One objection mentions an alternative proposal, starting the cycle lane part way along the link, to enable resident parking at the eastern end of the road to continue.
- 3.5 Following receipt of the objections, responses were sent on 8 February 2019 to provide further scheme details and to set out how the scheme addresses the concerns raised. An opportunity to withdraw the objections was provided but this was not taken up.
- 3.6 Solicitor's letters were received dated 20 February and 25 April 2019, with a response provided to the first letter. The letters reiterate the original objection as well as making the following points:
- **Parking Availability:** The letters suggest that with no resident's parking permits proposed, if the parking area is full, residents would have to park a considerable distance from their property. The letters express concerns regarding the availability of parking and suggest that during the day they are often used by local businesses.
 - **Resident's Permit Scheme:** They have requested that four spaces are allocated for use by the residents of Rock Terrace, in order to strike a better balance between the interests of the local residents and the interests of the wider community.
 - **Alternative Proposal:** An alternative is suggested, catering for cyclists on the other side of Park Road.
 - **Access for the Emergency Services:** It is suggested that access will be made more difficult for emergency service vehicles.

4 OFFICER RESPONSE

- 4.1 Given the location of Rock Terrace, at the junction between Park Road and the B6445 Riverside, vehicles parked in close proximity to the residential properties are located immediately adjacent to the give way line. The highway code (Rule 243) states "DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" (see **Appendix B**). Parking in close proximity to the junction does not comply with the highway code and could present a distraction or visibility obstruction to vehicles approaching the junction. It is therefore considered that vehicles should not be permitted or encouraged to park at that location. The existing parking arrangements are shown on drawing HS6051-032/006_P01 in **Appendix C**.

- 4.2 The scheme introduces marked parking bays on the north side of Park Road, which will accommodate approximately 11 vehicles. The nearest parking space will be positioned approximately 40m from the steps used to access the properties at Rock Terrace.
- 4.3 In considering the likely availability of parking spaces along Park Road, and the potential need for residents' parking permits, Council officers have visited the location at various different times of the day, and throughout the week. These informal observations indicate that there are regularly several parking spaces available and that at no time has there been a problem in finding a parking space on Park Road during these times of observation. Whilst some local businesses will use Park Road for parking from time to time, and the availability of parking will vary, there are no other residential or commercial properties with direct access from Park Road. It is therefore considered that there should generally be good parking opportunities for the residents of Rock Terrace.
- 4.4 Considering the potential for any parking permit scheme, even a small scheme can be complex to implement, with numerous associated issues. These include the initial up-front funding, from local residents and the annual permit charges. Given the likely availability of parking it is not thought that this would be necessary.
- 4.5 The introduction of a kerbed traffic island at the eastern end of Park Road will separate the proposed cycle lane from the traffic lane, enable pedestrians to cross Park Road at this location and will create a safer alignment for vehicles approaching the Riverside junction. When combined with the reduced width of the traffic lane this should encourage a reduction in vehicle speeds, which should improve safety.
- 4.6 The proposed traffic islands and the introduction of 'light segregation' will reinforce the separation between motor vehicles and cyclists but will not prevent access for street cleaning vehicles. It will therefore be possible to deal with any waste spillages that could occur within the cycle lane.
- 4.7 In relation to the safety of cyclists using the contraflow cycle lane consideration has been given to the swept path of large vehicles turning from Crescent Road into Park Road. Analysis shows that large vehicles will be able to make the right turn without encroaching into the proposed cycle lane. Considering the left turn into Park Road, it is not considered possible for large articulated vehicles to safely make the turn into Park Road in the existing situation. The proposed cycle lane will further restrict the movement of large vehicles turning left into Park Road. However, this movement is catered for by a shorter alternative route, using Riverside to avoid the one-way section. It is therefore considered very unlikely that large vehicles will attempt this manoeuvre. The use of a traffic island, between the cycle lane and the traffic lane, will protect cyclists by deterring large vehicles encroaching into the cycle lane. The uphill gradient on Crescent Road will also act to slow vehicles making the left turn.
- 4.8 Considering the available width to accommodate the proposed facilities, the existing paved carriageway is approximately 7.4m wide. This is sufficient to accommodate 1.8m to 2.2m wide parking bays and a cycle lane approximately 2.0m wide. The traffic lane will therefore be at least 3.2m wide.
- 4.9 Considering the potential benefit to cyclists; the Made to Move report, published in December 2017 by Greater Manchester's Cycling and Walking Commissioner, was adopted unanimously by all of the district leaders. The report identified 15 steps to transforming the way people get around in Greater Manchester and set out a goal to double and then double again cycling in Greater Manchester. The first step was to publish Beelines – A detailed cycling and walking infrastructure proposal, with a vision to make Greater Manchester the first city wide region in the UK to have a fully joined up cycling and walking network, connecting every neighbourhood and community, and to make cycling and walking a viable choice for those that don't do so now. The route between Dukinfield and Stalybridge,

including Park Road, was included in the Beelines infrastructure proposal, now called the Bee Network.

- 4.10 Two alternative proposals were indicated and these are described briefly below with the reasons why they are not considered to be suitable.
- 4.11 One alternative suggestion was to start the cycle lane, and the associated restrictions, part way along Park Road. This would not be possible without compromising the objectives of the scheme. Park Road is designated as a one-way street and therefore all vehicles, including cyclists, are restricted from travelling westbound along Park Road. The restrictions are required over the full length of the road to permit cyclists to travel in a westbound direction.
- 4.12 A second alternative suggestion was to allocate space for cyclists on the other side of the road; this presumes that parking could then be provided on the south side of the road. This option is not considered to be a safe alternative for a number of reasons. Firstly, by placing westbound cyclists on the north side of the road puts them in an unnatural position, on the right hand side of the road, which would also create potential conflicts at the junctions at each end of the route. At Crescent Road cyclists would be entering the junction environment on the right hand side of the road, facing oncoming traffic emerging from Wharf Street. At the eastern end of the road, at the junction with Riverside, cyclists indicating left to turn into the contraflow cycle lane would be put at unacceptable risk by crossing in front of vehicles emerging from the one-way street. In addition, parking along the south side of Park Road is considered less safe due to being positioned on the inside of the bend.
- 4.13 In relation to access for the emergency services, it is not considered that there is any significant change to the existing situation. The emergency services will be exempt from the restrictions imposed by the traffic orders and will therefore be able to access the cycle lane. Even without accessing over the proposed traffic island, it will be possible for an emergency service vehicle to stop within 15m of the steps used to access the properties at Rock Terrace.
- 4.14 We believe that the scheme adequately addresses the concerns raised and that there are significant potential benefits to the wider community associated with the delivery of a fully joined up cycling network. The Park Road scheme will support the wider network by improving links between Stalybridge and Dukinfield.

5 FUNDING

- 5.1 The scheme will be funded by the Transport Asset Management Plan budget for the town of Dukinfield, Cost Centre NC800906.
- 5.2 The scheme cost estimate is presented in the table below.

Table 5.1 – Scheme Cost Estimate

Item	Cost
Works Items (Incl. 8% Preliminaries)	£16,880
Contingency (10%)	£1,688
Sub Total	£18,568
Design & Supervision (5%)	£928
Total	£19,496

6 PROPOSALS / SCHEDULE OF WORKS

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

One-Way Traffic and Contraflow Pedal Cycle Lane Order

Schedule 1 – Contraflow Pedal Cycle Lane		
Park Road (south side)	from its junction with Riverside to its junction with Crescent Road	in a westerly direction.
Schedule 2 – One Way Road Adjacent to the Contraflow		
Park Road (north side)	from its junction with Crescent Road to its junction with Riverside	in an easterly direction.

No Waiting and No Loading at Any Time Order

Schedule		
Park Road (south side)	from its junction with Crescent Road to its junction with Riverside.	

7 RECOMMENDATION

- 7.1 It is recommended that 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 orders as detailed in Section 6.1 of this report:

- TAMESIDE METROPOLITAN BOROUGH (PARK ROAD, DUKINFIELD) (ONE-WAY TRAFFIC AND CONTRAFLOW PEDAL CYCLE LANE) ORDER 2018; and
- TAMESIDE METROPOLITAN BOROUGH COUNCIL (PARK ROAD, DUKINFIELD) (NO WAITING AND NO LOADING AT ANY TIME) ORDER 2018.

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

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.

APPENDIX C

Drawings

Drawings:

- HS6051-032/001_P02 – Contraflow Cycle Lane Proposed Layout.
- HS6051-032/006_P01 – Existing Parking Arrangement.