

## DELEGATED OFFICER EXECUTIVE DECISION NOTICE

<b>SERVICE AREA:</b>	Engineering Services PLACE
<b>SUBJECT MATTER:</b>	<b>TRAFFIC REGULATION ORDERS REQUIRED FOR THE PROPOSED TRAFFIC CALMING SCHEME, PUFFIN CROSSING, BUS STOP RELOCATIONS AND ASSOCIATED ROAD MARKINGS FOR THE LUMB LANE, CRYER STREET AREA, DROYLSDEN.</b>
<b>DECISION:</b>	Approval be given to re-advertise the necessary Traffic Regulation Orders and other proposals for public consultation for the position of the current proposed traffic calming scheme, the location of the puffin crossing, bus stop relocations and associated road markings.
<b>DECISION TAKER(S):</b>	Nick Fenwick,
<b>DESIGNATION OF DECISION TAKER (S):</b>	Interim Director of Place
<b>DATE OF DECISION:</b>	28 July 2022
<b>REASON FOR DECISION:</b>	The report outlines the position of the current proposed traffic calming scheme, the location of the puffin crossing, bus stop relocations and associated road markings and requests approval to re-advertise the necessary Traffic Regulation Orders and other proposals for public consultation.
<b>ALTERNATIVE OPTIONS REJECTED (if any):</b>	If the advertisements are not carried out none of the above features can be implemented
<b>CONSULTEES:</b>	Ward Cllrs, emergency services and the wider public and stake holders
<b>FINANCIAL IMPLICATIONS: (Authorised by Borough Treasurer)</b>	<p>The estimated cost of the proposed scheme is £100,000.</p> <p>There is existing S106 funding of £60,000 available, this includes a clause for index linked increases which increase the value of the S106 agreement to £67,620.</p> <p>Discussions have taken place between the Department for Education (DfE) and the Council's Engineering Department with a view to obtaining the remaining funding required to complete the scheme (approximately £33,000). DfE have given their approval to fund this value.</p>
<b>LEGAL IMPLICATIONS: (Authorised by Borough Solicitor)</b>	<p>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 in Appendix 1.</p> <p>The statutory consultation and advertisement procedure the Council must follow is detailed in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. If there are unresolved objections to the proposed Orders then the decision as to whether to implement them will rest</p>

	with the Speakers Panel (Planning).	
<b>CONFLICT OF INTEREST:</b>	none	
<b>DISPENSATION GRANTED BY STANDARDS COMMITTEE ATTACHED:</b>	n/a	
<b>ACCESS TO INFORMATION:</b>	Appendix 1	S.122 of Road Traffic Regulation Act 1984
	Appendix 2	Highway Code Extract
	Appendix 3	Waiting Restrictions
	Appendix 4	Road Humps
	Appendix 5	Road Humps
	Appendix 6	Zig Zags
	Appendix 7	Speed Limit
	Appendix 8	Bus Stops
	Appendix 9	Crossing
	<p>The background papers relating to this report can be inspected by contacting, Ian Hall, Engineer - Traffic Operations, Engineering, Operations and Neighbourhoods, Place, by:</p> <p> Telephone: 0161 342 3988</p> <p> E-mail: <a href="mailto:ian.hall@tameside.gov.uk">ian.hall@tameside.gov.uk</a></p>	



**Signed** **Dated: 28 July 2022**  
**Nick Fenwick, Interim Director of Place**

## DELEGATED OFFICER EXECUTIVE DECISION REPORT

<b>SERVICE AREA:</b>	Engineering Services PLACE
<b>SUBJECT MATTER:</b>	<b>TRAFFIC REGULATION ORDERS REQUIRED FOR THE PROPOSED TRAFFIC CALMING SCHEME, PUFFIN CROSSING, BUS STOP RELOCATIONS AND ASSOCIATED ROAD MARKINGS FOR THE LUMB LANE, CRYER STREET AREA, DROYLSDEN.</b>
<b>DATE OF DECISION:</b>	28 July 2022
<b>DECISION TAKER(S):</b>	Nick Fenwick
<b>DESIGNATION OF DECISION TAKER (S):</b>	Interim Director of Place
<b>REPORTING OFFICER:</b>	Emma Varnam, Assistant Director, Operations and Neighbourhoods, Place
<b>REPORT SUMMARY:</b>	The report outlines the position of the current proposed traffic calming scheme, the location of the puffin crossing, bus stop relocations and associated road markings and requests approval to re-advertise the necessary Traffic Regulation Orders and other proposals for public consultation.
<b>RECOMMENDATION:</b>	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, traffic calming features and associated road markings, as detailed in Section 2.0 of this report.
<b>JUSTIFICATION FOR THE DECISION:</b>	To promote road safety and reduce traffic speeds in the vicinity of the Laurus Ryecroft School Lumb Lane Droylsden
<b>ALTERNATIVE OPTIONS REJECTED (if any):</b>	If the advertisements are not carried out none of the above features can be implemented
<b>CONSULTEES:</b>	Ward Cllrs, emergency services and the wider public and stake holders
<b>FINANCIAL IMPLICATIONS: (Authorised by Section 151 Officer)</b>	The estimated cost of the proposed scheme is £100,000.  There is existing S106 funding of £60,000 available, this includes a clause for index linked increases which increase the value of the S106 agreement to £67,620.  Discussions have taken place between the Department for Education (DfE) and the Council's Engineering Department with a view to obtaining the remaining funding required to complete the scheme (approximately £33,000). DfE have given their approval to fund this value.
<b>LEGAL IMPLICATIONS: (Authorised by Borough</b>	The Council has a statutory duty, which it must have regard to under section 122 of the Road Traffic Regulation Act 1984

<b>Solicitor)</b>	<p>which is set out in Appendix 1.</p> <p>The statutory consultation and advertisement procedure the Council must follow is detailed in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. If there are unresolved objections to the proposed Orders then the decision as to whether to implement them will rest with the Speakers Panel (Planning).</p>																			
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<b>DISPENSATION GRANTED BY STANDARDS COMMITTEE ATTACHED:</b>	N/A																			
<b>ACCESS TO INFORMATION:</b>	<table border="1" data-bbox="632 629 1433 936"> <tr> <td>Appendix 1</td> <td>S.122 of Road Traffic Regulation Act 1984</td> </tr> <tr> <td>Appendix 2</td> <td>Highway Code Extract</td> </tr> <tr> <td>Appendix 3</td> <td>Waiting Restrictions</td> </tr> <tr> <td>Appendix 4</td> <td>Road Humps</td> </tr> <tr> <td>Appendix 5</td> <td>Road Humps</td> </tr> <tr> <td>Appendix 6</td> <td>Zig Zags</td> </tr> <tr> <td>Appendix 7</td> <td>Speed Limit</td> </tr> <tr> <td>Appendix 8</td> <td>Bus Stops</td> </tr> <tr> <td>Appendix 9</td> <td>Crossing</td> </tr> </table> <p>The background papers relating to this report can be inspected by contacting Ian Hall, Engineer - Traffic Operations, Engineering, Operations and Neighbourhoods, Place, by:</p> <p> Telephone: 0161 342 3988</p> <p> E-mail: <a href="mailto:ian.hall@tameside.gov.uk">ian.hall@tameside.gov.uk</a></p>		Appendix 1	S.122 of Road Traffic Regulation Act 1984	Appendix 2	Highway Code Extract	Appendix 3	Waiting Restrictions	Appendix 4	Road Humps	Appendix 5	Road Humps	Appendix 6	Zig Zags	Appendix 7	Speed Limit	Appendix 8	Bus Stops	Appendix 9	Crossing
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## 1. INTRODUCTION

- 1.1 As part of the proposals to build the new Laurus Ryecroft High School on Lumb Lane, Droylsden, it was agreed that a scheme to introduce a controlled pedestrian crossing and traffic calmed area to front the school would be funded by the developer.
- 1.2 The scheme comprised a number of different elements:-
- A controlled pedestrian crossing on Lumb Lane near its junction with Cryer Street, to allow pupils to cross safely when going to and from school;
  - Changes to the waiting restrictions in the area to increase road safety and protect other road users;
  - The relocation of two bus stops and associated clearway road markings to allow for the new pedestrian crossing;
  - School keep clear markings;
  - A 20mph speed limit zone and associated traffic calming features.
- 1.3 In July 2020, in line with the statutory legal process, a scheme was advertised publicly for a period of 28 days. During the consultation period a number of objections were received, including objections from elected Members and the Police.
- 1.4 Objections to the proposed scheme included the location of the pedestrian crossing in relation to the bus stops, the revised bus stop locations and the waiting restrictions.
- 1.5 In an attempt to appease some of the objectors, discussions were held with Transport for Greater Manchester (TfGM) over the necessity for the bus stops to remain. However, TfGM were adamant that the bus stops are well used and an integral part of the area. To remove one or both of the stops would mean that the distance between the remaining stops would exceed that which is recommended by TfGM as good practice.
- 1.6 Following a review of the objections and discussions with the elected Members and the Police the scheme was redesigned. The partly revised scheme was advertised for public consultation in September 2021, covering: design of crossing point, bus stop locations and associated clearways, school zig zag markings and traffic calming features, including 20mph speed limit. Changes to waiting restrictions were not advertised in this round of adverts. During the consultation period a number of additional objections were received.
- 1.7 Legislation that covers the introduction of Traffic Regulation Orders in England; The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, Section 16(2) states that; *'No order shall be made after the expiration of the period of two years beginning with the date on which a notice of proposals relating to the order is first published.'*
- 1.8 As the date that the Traffic Regulation Orders were initially advertised was July 2020, this two year period has expired, and to comply with the above legislation, a revised public notice must be written and published for public consultation.
- 1.9 From the objections to the scheme already received, there are some changes to the initial publication that can be made to appease objectors and these are reflected in the proposals below. This will probably not negate further objections to the scheme but will hopefully bring reassurance to other / previous objectors that their views have been recognised.
- 1.10 It is intended to re-advertise the physical features for traffic calming in a similar manner for the same reasons. The new design minimises the impact on parking and bus journeys for passengers. These are set out in section 2.2 below.
- 1.11 All the objections to the scheme are to be discussed in a further report to Speakers Panel,

including any raised as a result of this proposed public consultation, so as to give a complete overview of the issues objectors feel are of importance.

## 2. PROPOSALS

2.1 The proposed restrictions and features to be advertised are set out in 2.2 – 2.7.

### 2.2 THE TAMESIDE METROPOLITAN BOROUGH (LUMB LANE, CRYER STREET AND BROOKLANDS DRIVE) (PROHIBITION OF WAITING) ORDER 2022 (See Appendix B, Waiting Restrictions)

<b>Proposed amendment to the original public notice</b>		
<b>No Waiting Monday to Friday 7.30am to 4.30pm</b>		
Cryer Street (west side)		from a point 5 metres north of its junction with Lumb Lane to its junction with Brooklands Drive.
Brooklands Drive (both sides)		from its junction with Cryer Street for a distance of 5 metres in a westerly direction.

<b>No Waiting at Any Time</b>		
Lumb Lane (northwest side)		from a point 104 metres southwest of its junction with Cryer Street to a point 36 metres northeast of that junction.
Lumb Lane (southeast side)		from a point 10 metres southwest of its junction with Brookside Avenue to a point 34 metres northeast of its junction with Cryer street.

### 2.3 **HIGHWAYS ACT 1980, Traffic Calming Features, Lumb Lane, Droylsden** **Flat Top Humped Puffin Crossing** (See Appendix 4 and 5, Road Humps)

<b>Flat Top Humped Puffin Crossing - (Length of top 6m; height 75mm; ramp gradient 1 in 15)</b>		
<u>Road</u>	<u>Ref.n</u> <u>o</u>	<u>Location</u>
Lumb Lane	HP - 1	Centred about a point approximately 22 metres southwest of its junction with Cryer Street.

#### **Flat Topped Road Humps**

<b>Flat Topped Road Humps - ( height 75mm; length of top 7m long, ramp 1:15 gradient)</b>		
<u>Road</u>	<u>Ref.no</u>	<u>Location</u>
Lumb Lane	C1	Centred about a point approximately 24 metres southwest of its junction with Brookside Avenue (outside No. 85 Lumb Lane)
	C2	Centred about a point approximately 48 metres northeast of its junction with Cryer Street (outside No. 41 Lumb Lane)
	C3	Centred about a point approximately 38 metres south of its junction with Andrew Street. (outside No. 208 Lumb Lane)
	C4	Centred about a point approximately 34 metres north of its junction with Andrew Street. (outside No. 184 Lumb Lane)
	C5	Centred about a point approximately 32 metres west of its junction with the access road to the east side of 142 Lumb Lane. (outside No. 156 Lumb Lane)

2.4 **THE TAMESIDE METROPOLITAN BOROUGH (LUMB LANE, DROYLSDEN) (SCHOOL ENTRANCE PROHIBITION OF STOPPING) ORDER 2022**  
**(See Appendix 6, School Entrance Zig Zags)**

<b>No Stopping Monday to Friday, 8am to 5pm</b>	
Lumb Lane (west side)	from a point 62 metres north of its junction with Andrew Street to a point 68 metres west of its junction with the access road on the east side of 142 Lumb Lane.

2.5 **TAMESIDE METROPOLITAN BOROUGH COUNCIL (LUMB LANE, CRYER STREET AREA, DROYLSDEN) (20MPH SPEED LIMIT) ORDER 2022**  
**(See Appendix 7, Speed Limit)**

<b>20mph Speed Limit</b>	
Lumb Lane	from a point 70 metres west of its junction with Brookside Avenue to a point 20 metres east of its junction with the access road adjacent to the east side of 142 Lumb Lane.
Brookside Avenue	Its entire length
Brooklands Drive	Its entire length
Woodleigh Drive	Its entire length
Cryer Street	Its entire length
Wayne Close	Its entire length
Hyde Andrew Street	Its entire length

2.6 **PROPOSED BUS STOP CLEARWAYS**  
**(See Appendix 8, Bus Stop Clearways)**

<b>No Waiting at Any Time</b>	
Lumb Lane (north side)	from a point 16 metres northeast of its junction with Cryer Street for a distance of 19 metres in a north easterly direction
Lumb Lane (south side)	from a point 5 metres northeast of its junction with Brookside Avenue for a distance of 16 metres in a south westerly direction

2.7 **TAMESIDE METROPOLITAN BOROUGH COUNCIL, PROVISION OF PUFFIN CROSSING**  
**(See Appendix 9, Crossing)**

A crossing on Lumb Lane centred around a point 22 metres southwest of the junction with Cryer Street. A controlled zone area from its junction with Cryer Street for a distance of 45 metres in a south westerly direction.

**3. FUNDING**

3.1 These proposals are to be funded by the Section 106 contributions that were agreed as part of the planning consent for the construction of the new Laurus Rycroft High School, Droylsden.

**4. RECOMMENDATIONS**

4.1 As set out at the front of the report.