


Report To:	SPEAKERS PANEL (PLANNING)
Date:	19 October 2022
Reporting Officer:	Emma Varnam – Assistant Director of Operations and Neighbourhoods
Subject:	OBJECTIONS TO THE PROPOSED TRAFFIC CALMING SCHEME, PUFFIN CROSSING, BUS STOP RELOCATIONS AND ASSOCIATED ROAD MARKINGS FOR THE LUMB LANE, CRYER STREET AREA, DROYLSDEN.
Report Summary:	The report outlines objections received to the proposed traffic calming scheme, the location of the puffin crossing, bus stop relocations and associated road markings.
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, puffin crossing, traffic calming features and associated road markings, as detailed in Section 4.5 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:	<p>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.</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>
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 .
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</p> <p>Appendix A1 – Highway Code Extract</p> <p>Appendix B – Objections and responses</p> <p>Appendix C – Originally advertised drawings</p> <p>Appendix D – Final Scheme plans</p> <p>All documentation can be viewed by contacting Ian Hall, Traffic Operations by:</p> <p> Telephone:0161 342 3988</p>

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1 BACKGROUND

- 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 introduction of 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 and design 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 objections regarding bus stop locations, discussions were held with Transport for Greater Manchester (TfGM) over the necessity for the bus stops to remain, as the crossing location and required approach distances moved the bus stops further away from the crossing to areas that the residents did not approve of. 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. Only some elements of the revised scheme needed legally to be re-advertised at that stage, so they were advertised for public consultation in September 2021. During the consultation period a number of further objections were received.
- 1.7 It was intended that a report to Speakers Panel would be written and submitted immediately after this second phase of consultation but matters surrounding changes in the cost of the scheme due to external influences required an amendment to the initial funding agreement with the Department of Education.
- 1.8 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.'
- 1.9 As the date that the Traffic Regulation Orders were initially advertised was July 2020, this two year period had expired, and as some elements of the revised scheme relied on aspects of those adverts, to comply with the above legislation, the public notices had to be re-advertised for public consultation.
- 1.10 A decision was taken to re-advertise the scheme as a whole so that it would be clear to everyone what was finally being proposed. This consultation was a combination of the previous two, which reflected changes to the original scheme in order to appease some of the objections received. It would still allow people to object if there were elements that they did not like.

1.11 The objections to each of the stages of the scheme are discussed in this report so as to give a complete overview of the issues raised. Where the objections were able to be accommodated is highlighted in **Appendix B**.

2 INITIAL PROPOSALS / SCHEDULE OF WORKS

2.1 The proposed restrictions as advertised in July 2020 are set out in 2.2 below. (see **Appendix C**)

2.2 THE TAMESIDE METROPOLITAN BOROUGH (LUMB LANE, CRYER STREET AND BROOKLANDS DRIVE) (PROHIBITION OF WAITING AND LOADING) ORDER 2020

<u>SCHEDULE 1</u>		
No Waiting and No Loading at Any Time		
Cryer Street (west side)	-	from 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 10 metres in a westerly direction.

<u>SCHEDULE 2</u>		
No Waiting at Any Time		
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 Cryer Street.

THE TAMESIDE METROPOLITAN BOROUGH (LUMB LANE, DROYLSDEN) (SCHOOL ENTRANCE PROHIBITION OF STOPPING) ORDER 2020

<u>SCHEDULE</u>		
No Stopping Mon – Fri, 8am to 5pm in School Entrance Area		
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.

TAMESIDE METROPOLITAN BOROUGH COUNCIL (LUMB LANE, CRYER STREET AREA, DROYLSDEN) (20MPH SPEED LIMIT) ORDER 2020

Schedule		
Impose a speed limit of 20 miles per hour on:-		
1) 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 to the east side of 142 Lumb Lane.
2) Brookside Avenue	-	Its entire length
3) Brooklands Drive	-	Its entire length
4) Woodleigh Drive	-	Its entire length
5) Cryer Street	-	Its entire length
6) Wayne Close	-	Its entire length
7) Hyde Street	-	Its entire length
8) Andrew Street	-	Its entire length

Proposed Bus Stop relocations

Schedule		
Proposed relocation of bus stops – EH3624 & EH3626		
Lumb Lane (north side) EH3624	-	from opposite 73 Lumb Lane to outside of 252.
Lumb Lane (south side) EH3626	-	from outside of 53 Lumb Lane to outside of 79 Lumb Lane.

Flat Top Humped Puffin Crossing

Flat Top Humped Puffin Crossing - (Length of top 16m; height 75mm; ramp gradient 1 in 15)		
<u>Road</u>	<u>Ref.no</u>	<u>Location</u>
Lumb Lane	HP - 1	Centred about a point approximately 25 metres southwest of its junction with Cryer Street.

Speed Cushions

Speed Cushions - (Width Approx. 1.7m; height 75mm; 3.7m long)		
<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 18 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)

3.1 The objections received during the whole of the consultation periods are summarised in **Appendix B** together with the responses.

4 FINAL SCHEME AS ADVERTISED IN AUGUST 2022

4.1 The entire final scheme was re-advertised in August 2022 (as indicated in 1.10) with amendments to the Cryer Street restrictions and change of traffic calming features, as a result of the objections received at that point. (See **Appendix D**)

4.2 THE TAMESIDE METROPOLITAN (LUMB LANE, CRYER STREET AND BROOKLANDS DRIVE, DROYLSDEN) (PROHIBITION OF WAITING) ORDER 2022

<u>SCHEDULE 1</u>		
No Waiting Monday to Friday, 7.30am to 4.30pm		
Cryer Street (west side)	-	from a point 5 meters 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.

<u>SCHEDULE 2</u>		
No Waiting at Any Time		
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
Cryer Street (both sides)	-	from its junction with Lumb Lane for a distance of 5 metres in a northerly direction.

THE TAMESIDE METROPOLITAN BOROUGH (LUMB LANE, DROYLSDEN) (SCHOOL ENTRANCE PROHIBITION OF STOPPING) ORDER 2022

No Stopping Mon – Fri, 8am to 5pm in School Entrance Area		
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.

TAMESIDE METROPOLITAN BOROUGH COUNCIL (LUMB LANE, CRYER STREET AREA, DROYLSDEN) (20 MPH SPEED LIMIT) ORDER 2022

<u>SCHEDULE</u>

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 Street	-	Its entire length
Andrew Street	-	Its entire length

Proposed Bus Stop Clearways (24 hour)

Schedule		
Proposed Bus Stop 24 Hour Clearways EH3624 & EH3625, Lumb Lane, Droylsden		
Lumb Lane (north side)	-	from a point 19 metres east of its junction with Cryer Street for a distance of 16 metres in an easterly direction.
Lumb Lane (south side)	-	from a point 45 metres west of its junction with Cryer street for a distance of 16 metres in a westerly direction.

Flat Top Humped Puffin Crossing

Flat Top Humped Puffin Crossing - (Length of top 6m; height 75mm; ramp gradient 1 in 15)		
<u>Road</u>	<u>Ref.no</u>	<u>Location</u>
Lumb Lane	HP – 1	Centred about a point approximately 22 metres southwest of its junction with Cryer Street.

Flat Top Road Humps

Flat Top Road Humps - (Length of top 7m; height 75mm; ramp gradient 1 in 15)		
<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)

TAMESIDE METROPOLITAN BOROUGH COUNCIL PROVISION OF PUFFIN CROSSING NOTICE

It is proposed to install a “Puffin” pedestrian crossing on Lumb Lane in Droylsden, approximately 22 metres south west of its junction with Cryer Street.

The crossing will incorporate a controlled area indicated by zig-zag markings along the carriageway where parking and loading will be prohibited. The extent of the controlled area will be on Lumb Lane (both sides) - from its junction with Cryer Street for a distance of 45 metres in a south-westerly direction.

5 FUNDING

- 5.1 These proposals are funded by the Section 106 contributions that were agreed as part of the planning consent for the construction of the new Laurus Ryecroft High School, Droylsden.

6 RECOMMENDATION

- 6.1 As set out at the beginning of the report.