

APPENDIX B

Cryer Street Waiting Restrictions:-	
Reason for Objection	Officer Response
It is difficult to find parking on Cryer Street. The proposed waiting restrictions will make it harder.	<p>The Council originally advertised a “No Waiting and No Loading at Any Time” restriction on Cryer Street, west side, from its junction with Lumb Lane to its junction with Brooklands Drive. However, having considered the objections an amended scheme was advertised. (See 4.2)</p> <p>The proposed amendment will help to accommodate residential parking on Cryer Street, outside of the School’s general opening times.</p> <p>There was no additional objection to this proposal.</p>
If restrictions are introduced, residents will park directly outside their houses, which will cause bigger problems for vehicles coming out of the school.	<p>On the east side of Cryer Street vehicles currently park on the wide footway outside the terraced properties, an arrangement which allows for parking near these properties whilst still maintaining the free flow of traffic. If vehicles choose to park wholly on the carriageway, as indicated by the objector, this would cause an issue for traffic exiting the School.</p> <p>The amended proposals would allow residents of Cryer Street to continue to park their vehicles on the west side of Cryer Street in the evenings and over weekends and therefore would minimise the highlighted issue.</p>
The proposed restrictions will make it harder to sell my house in future	<p>What effect the proposed waiting restrictions might have on the property values within that area is not directly relevant to the Panel’s decision and such schemes do not fall under any compensation requirements.</p>
The previous school could not cope with the traffic for 350 pupils. What is it going to be like catering for 1500 pupils?	<p>Observations have been undertaken on Cryer Street at school pick up and drop off periods. The school run in both instances ranges from 30 minutes to 40 minutes, which is in line with most school in Tameside.</p> <p>Since the new school has opened, a new vehicle access point off Lumb Lane has been formed, whereby vehicles enter via the newly formed north entrance and exit onto Cryer Street.</p> <p>Although it was observed in both instances (at school pick up and drop off times) that traffic is congested on Cryer Street it is made worse by vehicles parking in the area where it is proposed to implement waiting restrictions. The disruption to Cryer Street should be minimised with the introduction of the restrictions.</p>

Concerns have been raised with regards to health issues for Cryer Street and Brooklands Drive residents due to car fumes. Requests have been made for pollution survey to be undertaken.	The proposed scheme has been put forward to minimise disruption and improve the movement of traffic within that area which should help to reduce the impact of emissions.
No child was involved in a road traffic collision on Cryer Street when other school was there.	<p>The Council only has access to reported road accidents that occurred on the public highway and that involved an injury incident.</p> <p>Following a search of these records it can be confirmed that a number of historical injury incidents involving a child, did occur between 1988 and 2010 within this area.</p> <p>One incident occurred on Cryer Street, a number have occurred at the junction of Cryer Street and Lumb Lane and two incidents occurred on Lumb Lane, where children were crossing at the rear of a stationary bus.</p>
The proposed puffin crossing on Lumb Lane will obstruct cars exiting Cryer Street onto Lumb Lane and therefore would obstruct vehicles entering Brooklands Drive.	<p>At present, there is a School Crossing Patroller operating on Lumb Lane (at the southwest junction of Cryer Street). It is not envisaged that a puffin crossing would hinder traffic movement out of Cryer Street to any further extent.</p> <p>Vehicles exiting via the school's one-way system onto Cryer Street have right of way. Vehicles parking on the west side of Cryer Street (during school opening times) are therefore restricting clear access to Brooklands Drive.</p> <p>The proposed amended restriction on the west side of Cryer Street should help to rectify this issue and allow for unobstructed access to Brooklands Drive.</p>
The proposed restrictions will displace vehicles (8 cars & 2 vans) from Cryer Street and these will move to Brooklands Drive.	<p>There are no plans to implement restrictions on the residential side of Cryer Street and therefore the parking arrangement on the east side should be unaffected.</p> <p>Observations show that one vehicle parking during the school drop off / picking up period will be affected by the proposals on the west side of Cryer Street however, the proposed amended restrictions would allow for parking in the evenings and over weekends, outside of school opening times.</p>
Lumb Lane Waiting Restrictions:-	
Reason for Objection	Officer Response
Displaced vehicles will move to Lumb Lane (east side) between Hyde Street and the	Although the proposed scheme has been designed to minimise disruption to local residents it is

<p>Memorial Gardens, where there are already problems of pavement parking.</p> <p>This will worsen and hinder people with prams and mobility scooters. The resident recommends implementing waiting restrictions there.</p>	<p>recognised that some vehicles currently parking on Lumb Lane may be displaced.</p> <p>Whilst it is hoped that these vehicles will be parked appropriately, parking within the area will be monitored and should obstruction to the carriageway or footway take place appropriate action will be taken.</p>
<p>Displaced vehicles will move closer to the bends situated near Hyde Street and Littlemoss Industrial Park. This would obscure visibility for cars travelling in both directions between the bends.</p>	<p>The Council recognises that the proposed scheme may displace some vehicles that currently park on Lumb Lane.</p> <p>Whilst it is hoped that these vehicles will be parked appropriately, parking in the area will be monitored and appropriate action taken, should dangerous or obstructive parking occur.</p> <p>On-site observations would indicate that there is suitable available parking within this area of Lumb Lane, that would not interfere with the movement of traffic or visibility splays around these bends.</p>
<p>A resident situated close to the easterly bend of Lumb Lane (near to Hyde Street), has requested a dropped crossing for the purpose of creating off street parking due to proposed restrictions.</p>	<p>At the present time there are no plans to implement waiting restrictions outside this resident's property. Moreover, the frontage of this property is too small to accommodate a suitable off street parking facility.</p> <p>Although the resident has expressed concerns with regards to displaced vehicles parking within the vicinity of their address, the Council is unable to provide designated parking areas for individuals on the public highway.</p>
<p>No consideration for the residents in the area or the parking of their vehicles.</p>	<p>On Lumb Lane, within the area of Cryer Street and Brookside Avenue (between the two bends) it has been observed that there are typically 9 vehicles parking within that stretch of road, although it is appreciated that this may change from time to time:</p> <ul style="list-style-type: none"> • 2 vehicles parking on the approach to the westerly bend; • 3 vehicles parking to the west of Brookside Avenue; • 1 vehicle parking close to the easterly bend; • 3 vehicles parking to the east of Brookside Avenue <p>With the exception of the three vehicles parking to the east of Brookside Avenue, which will be directly affected by the proposed scheme, vehicles can continue to park within this vicinity.</p> <p>The location of the new puffin crossing and controlled zone covers the frontages of eight properties on the south side of Lumb Lane, to the</p>

	<p>east of Brookside Avenue. The main access to these properties is gained off Lumb Lane.</p> <p>For safety reasons, a controlled zone for a puffin crossing is subject to one of the most stringent forms of parking restriction that totally prohibits parking and loading at all times.</p> <p>Although there are certain circumstances where the recommended length of this feature can be reduced, owing to the nature of the road and the visibility requirement between pedestrian and driver, a reduction in the proposed length of the controlled zone is not recommended in this instance.</p> <p>The proposed length of the double yellow lines on the approach to this feature is recommended to maintain good driver visibility of the puffin crossing and to improve traffic flow in and around the proposed new bus stops. If vehicles were allowed to park opposite the bus stops whilst a bus was stationary at the stop, traffic on Lumb Lane could potentially be held up, which may lead to vehicles backing up onto the crossing itself.</p> <p>For safety reasons, a reduction in the proposed lengths of waiting restriction or a reduced duration of when the restrictions remain in force, is not recommended in this instance.</p> <p>Currently, there is limited scope for displaced vehicles to park on Lumb Lane at either side of the proposed scheme, but bearing in mind the existing parking that takes place, this may result in residents having to park some distance away from their properties, outside other residential properties.</p> <p>Alternatively, residents may choose to park either on Brookside Avenue or within the access road area to the rear of the properties. However, the latter is un-adopted and Tameside Council have no management or maintenance influence within that area.</p>
<p>Both Brookside Avenue and the rear access road are narrow; an increase of parked cars will cause access issues and wear and tear to private road.</p>	<p>The Council recognises that Brookside Avenue and the rear access road to the frontages of Lumb Lane are un-adopted roads and therefore the maintenance, management and upkeep of these areas rests with the frontages and not Tameside Council.</p>
<p>Increased usage of Brookside Avenue will also cause disruption to residents of 77 & 79 Lumb Lane and also 1 & 2 Brookside Avenue. Their properties and gardens border the access points into Brookside Avenue. For these residents in particular</p>	<p>Currently there appears to be a number of residents of Lumb Lane who choose to park either within Brookside Avenue and or within the area of land adjacent to the rear access road.</p> <p>The Council cannot determine whether this would increase due to the proposed waiting restrictions, as</p>

there will be an increase in noise and air pollution.	this would be determined by the local residents themselves as they make alternative parking arrangements. However, any additional vehicles parking within that area is likely to be small and therefore, any increase in noise and or air pollution is likely to be negligible.
Can the proposed double yellow lines along Lumb Lane be reconsidered or alternatively reduced in length between 77 and 47 Lumb Lane. The reduction of these will also mean the current bus stop close to 47 Lumb Lane can remain in place.	The proposed “No Waiting at Any Time” restriction on the approach to the puffin crossing have been put forward so as to maintain drivers inter-visibility of both the signals and pedestrians wishing to cross, improve the movement of traffic around any stationary buses at the bus stops and improve the movement of traffic in and out of Cryer Street.
Can the restrictions around the puffin crossing be “No Parking Monday to Friday 8am until 5pm”	Taking into account that the puffin crossing will be in operation at all times and that the bus services along Lumb Lane operate between 5.30am to 11.50pm, it is recommended that the proposed waiting restrictions be implemented as advertised, i.e. “No Waiting At Any Time”.
Brooklands Drive Waiting Restrictions:-	
Reason for Objection	Officer Response
<p>The Proposed “No Waiting at Any Time restriction” on Brooklands Drive would prevent residents from parking outside their houses. The objector has three cars and is concerned that the 24-hour restrictions would be unfair as this is a residential road.</p> <p>The proposed “School No Stopping” restriction is Monday to Friday 8am until 5pm. Can the same restrictions apply to Brooklands Drive and Cryer Street or allow resident permits.</p>	<p>It was proposed to introduce “No Waiting and No Loading at Any Time” restrictions on Brooklands Drive for a distance of 10 metres from its junction with Cryer Street.</p> <p>These restrictions were proposed to keep the junction clear of parked cars and therefore aid both pedestrian and vehicular movement around this junction.</p> <p>However, having considered the objections it is proposed to amend these restrictions to “No Waiting Monday to Friday 7.30am to 4.30pm” which will cover the school’s busy periods and accommodate overnight and weekend parking for residents.</p> <p>It is also proposed to reduce these restrictions from 10 metres to 5 metres. (see 4.2)</p> <p>Residents parking permits would not allow residents to park in contravention of any existing or proposed waiting restrictions and therefore would provide no benefit in this instance.</p>
The School seems to get what it wants. The school is already bigger and closer to the house than the plans that were shown to the residents before it was built	<p>With regard to the school being bigger and closer to the resident’s property than the plans originally presented to the residents, this is outside the scope of this report.</p> <p>As part of the planning process, Tameside Council recognised the benefits of the provision of a formal crossing point to assist the school’s patrons and</p>

	<p>other vulnerable members of the local community to cross the road safely 24 hours a day, 7 days a week.</p>
<p>At a meeting the School said that there would be no need for traffic calming or restrictions as they will have 3 to 4 teachers acting as traffic marshals.</p>	<p>As part of the Laurus Ryecroft School Travel Plan of March 2020, the school made a commitment that senior staff members will continue to monitor the use of the one system that they have implemented through their school grounds, and to monitor the highway beyond the school ground to the neighbouring bus stops.</p> <p>Their aim is to address any issues on local roads that are in association with the operation of their school and to encourage parents to use the school site and the one-way system that they have implemented.</p> <p>On all site inspections, members of staff from the Laurus Ryecroft School have been seen to be undertaking this commitment.</p> <p>As part of the planning conditions for the school, the highway authority recognised the need for a formal crossing and traffic-calming scheme, on the public highway within the vicinity of the school.</p> <p>The proposed restrictions on Brooklands Drive have been put forward to improve access for vehicle and pedestrian traffic during the school run.</p>
<p>Objectors thinks that this will go ahead anyway as workers have been seen 'marking out'.</p>	<p>Temporary water based spray paint marks have been used along Lumb Lane. These marking were used to ascertain widths of footway at specific points along this route in association with this scheme.</p> <p>Also general maintenance of existing road markings have been undertaken.</p> <p>However, Tameside Council is going through the formal processes with regards to the proposed scheme. It is at this meeting where the Council formally hears the objections to this scheme and makes a final decision as to whether to implement, amend or abandon the proposals.</p>
<p>Traffic Calming Features</p>	
<p>Reason for Objection</p>	<p>Officer Response</p>
<p>In favour of 20mph but against speed humps, as believes that such features lead to an increase in pollution and are not helpful for cyclists.</p>	<p>In the study by Boulter et al. (2001), the atmospheric pollution concentrations associated with the types of scheme and levels of traffic were calculated using a dispersion model and were found to be well below the 2000 Air Quality Strategy standards.</p> <p>A change in speed limit alone is not supported by Police as it needs to be self-enforcing.</p>

<p>Concerns with regard to increased noise levels, cars breaking / speeding up and HGVs loads being bounced around.</p> <p>Many heavy lorries will cause excess noise.</p>	<p>Under normal circumstances, there would be an anticipated reduction in road noise levels within areas where traffic-calming features are implemented. However, due to the nature of this road and the amount of HGVs currently using it, it is possible that there may be an increase in traffic noise levels.</p>
<p>Concerns that traffic calming features will slow down the response times of emergency vehicles.</p>	<p>As part of the formal consultation process, all emergency service were consulted with regards to the proposed scheme.</p> <p>No objections were received from any of the emergency services with regard to response times</p>
<p>Concern that traffic calming features will cause discomfort and back injury to drivers and passengers and that patrons of buses may fall.</p>	<p>Studies have shown that although it is not possible to predict the effect of such forces on people with pre-existing spinal conditions, it was considered that vehicle occupants with healthy spines are very unlikely to be injured because of single or repeated traversing of road humps constructed to recommended dimensions.</p> <p>However, concerns were raised from TfGM with regard to the originally designed speed cushions, and the lack of waiting restrictions around these cushions, as parked cars may prevent bus drivers from straggling those cushions correctly. An alternative scheme of Flat Top Road Humps were put forward, to minimise the impact on residential parking within that area, to which TfGM approved.</p>
<p>Concern that heavy lorries will cause vibration and sends shockwaves through the ground.</p>	<p>(Watts & Harris, 1996; Harris et al., 1999). Measurements of vibrations were made for a wide range of vehicle types crossing a selection of road humps and speed cushions at a range of speeds. The results of these studies show that speed cushions and road humps can produce perceptible levels of ground-borne vibration, and that vehicles with a gross vehicle weight over 7.5 tonnes generate the highest levels. However, even under these worst case conditions, it is very unlikely that the introduction of the road humps pose a significant risk of even minor damage to property.</p>
<p>Concern re cost to motorists, i.e. using more petrol, brake pads, damage caused to suspension, oil sumps etc.</p>	<p>Although this is down to the style of driving, vehicles travelling over road humps that conform to the Highways (Road Hump) Regulations, at appropriate speeds should not suffer damage or wear and tear on their vehicle or brake pads.</p>
<p>Concerns that motorists could be dazzled or confused by vehicles driving over the traffic calming features with headlights on and that this could cause an accident.</p>	<p>The Council have implemented numerous traffic calming schemes throughout Tameside and are not aware of any incidents that are a result of motorists being dazzled or confused by flashing lights or the illusion of flashing lights when driving over such features.</p>

<p>Also that raised headlights could cause disturbance to nearby houses.</p>	<p>In addition, there have been no reports of disturbance being caused to nearby houses due to raised headlights.</p>
<p>Suggestion that there are other suitable forms of active enforcement, such as chicanes, speed cameras and intelligent bumps that could be used as an alternative to speed cushions.</p>	<p>Although there are numerous types and forms of traffic calming features that the Council can employ for the purpose of implementing a 20mph scheme, due to the size and width of the road and the type of vehicle using it, the most effective form of management control for Lumb Lane, Droylsden is speed cushions.</p> <p>Chicanes could not be implemented due to the size of vehicle using this highway and the width of available road space. Speed cameras only influence speed compliance over a short section of highway and this area would not meet the criteria for such a camera.</p> <p>To date there are no intelligent bumps that are approved for use on the public highway by the Department of Transport.</p>
<p>One objector does not agree with speed cushions being put outside houses where they park.</p> <p>Suggestion that cushions need placing before and after the bend facing Hadfield house, and before and after the entrance into the Maunders estate where the accidents happen.</p> <p>Will not accept having a speed bump outside house, considers this unacceptable for many reasons.</p>	<p>The proposed scheme is designed in and around the Laurus Rycroft School, for the protection of vulnerable member of the public.</p> <p>For a 20mph scheme to be successful, the placement of traffic calming features need to be carefully considered and spaced accordingly to encourage a consistent speed of traffic throughout and to discourage acceleration / deceleration practises.</p> <p>Bends on the highway are in themselves a form of traffic calming. However, the influence on speed of traffic through bends is very much dependent on the radius and the degree of deflection that occurs around that bend. The positioning of the flat top humps also has to take into consideration the location of a junction. In this instance the placement of the flat top humps has been carefully considered to encourage a consistent speed of traffic throughout the proposed 20mph Zone.</p> <p>Wherever practicable, such features are positioned away from properties. However, in this instance the features need to be positioned within the vicinity of residential properties in order to successfully encourage greater speed compliance.</p>
<p>Concern that car fumes will result in white render on the exterior of house looking dirty and unattractive.</p>	<p>It is not anticipated that the proposed scheme would have any additional impact on the rendering of the property.</p>
<p>Concern that property value will be reduced.</p>	<p>What effect the proposed traffic calming features might have on the property values within that area is</p>

	not directly relevant to the Panel's decision, and such schemes do not fall under any compensation requirements.
Concern that debris falling from vehicles, could cause damage, punctured tyres etc.	It is the responsibility of all drivers to ensure the safe securement of any loads they may be transporting. Traffic calming features implemented in accordance with the Highways (Road Hump) Regulations, would not displace any securely fixed loads over and above what that vehicle may encounter throughout its expected journey.
School Zig-Zags	
Reason for Objection	Officer Response
If residents want to park their car outside their house in the daytime but cannot because of the zig-zags "No Stopping between 8am and 5pm" then other residents may lose parking outside their own house during the day, can a permit scheme be considered.	<p>The proposed Zig-Zag School marking would not remove any residential parking within that area. The marking extends across both access points to the rear entrances of 172 and 166 to 168 Lumb Lane respectively, both private off street parking areas; the two private access roads to Cinderland Hall Farm and their outbuildings; and the newly formed northerly access to the Laurus Ryecroft High School.</p> <p>The introduction of a permit scheme for residents is unlikely to be beneficial. Such a scheme would automatically have exemptions for the purposes of dropping off and picking up passengers. Additionally, residents would have to pay annually for permits to be able to park on the public highway, which currently they would be able to do free of charge.</p>
Bus Stop Relocation (Bus stop Clearway EH 3625) – Droylsden Bound mainly	
Reason for Objection	Officer Response
Because of the speed of vehicles approaching the bends, moving the bus stops nearer to the bends will be dangerous.	<p>Each time a new bus stop is proposed, a site visit to check for hazards is carried out between the Police, the Council and TfGM (buses).</p> <p>The site visit has recognised that although the proposals are to move the stops nearer to each bend this is still within the guidance distance for this situation, and the locations have been approved as suitable by all parties.</p>
Buses will stop over the junction/access point to Brookside Avenue. This may cause disruption to deliveries and emergency access and general access issues for local residents.	EH3625 near Brookside Avenue (towards Droylsden) – is served by services 230, 231 and school service 864. There are 4 buses an hour (230 and 231) and 1 bus a day (15:23) for school service 864. The stop is not listed as a timing point so buses should only stop momentarily to allow passengers to board and alight. Whilst this may cause a moment of delay it will not impede on visibility as the bus will have moved off before an egressing vehicle can access Lumb Lane.

	<p>This junction is comparable to the junction of Mossley Road and Park Square in Ashton-under-Lyne, near Tameside Hospital, and has not caused any reported issues.</p> <p>Buses will move on if emergence vehicle access is required.</p>
Remove bus stops altogether	<p>Due to the location of the proposed puffin crossing, the two bus stops that are nearby must be relocated.</p> <p>In the Droylsden bound direction, the stop before the revised location is approximately 400 metres away; the stop after the revised location is approximately 490 metres away.</p> <p>In the Ashton bound direction, the stop before the revised location is approximately 140 metres away; the stop after the revised location is approximately 420 metres away.</p> <p>Within Greater Manchester's urban areas, guidelines state that the ideal spacing between bus stops is 250-300 metres. This distance can be increased depending upon the location, but ideally this should be no more than 400 metres (approximately 5 minutes walking distance) where possible.</p> <p>The distance that bus passengers are willing/able to walk is assessed on a range of factors, which include the topography within the area and the distance between the next and previous stops. If the above stops were to be removed the distance between the next and previous stops would be over 500 metres which is above TfGM's recommended guidance.</p>
Road Traffic Collision has occurred in 2016 within the vicinity of Brookside Avenue because of speed and the bend causing damage to their fence and next-door neighbour's wall. Parked cars have been written off.	The design of the proposed scheme is based around the reduction of the speed of traffic within this vicinity and should therefore help to minimise any risk of accident associated with speed.
Passengers will be able to see directly into our home and garden, which poses issues of both privacy and security. It may affect our mental health adversely. (this objection applies to both north and south bus stops)	Whilst this is unfortunate, it is no different to thousands of other houses in the country.
Disruption to bin collection	Refuse waggon have exemption with regards to waiting on double yellow line and bus stop clearways. It is not envisaged that the proposed scheme would have any impact on bin collection.

<p>Concerns of rubbish and damage to property</p>	<p>As part of the Laurus Ryecroft School Travel Plan of March 2020, the school made a commitment that senior staff members will continue to monitor the highway beyond the school ground to the neighbouring bus stops which should mitigate the concerns raised.</p>
<p>A bus stop here would have a detrimental impact on house values (both bus stops)</p>	<p>What effect the proposed bus stops might have on the property values within these area is not directly relevant to the Panel's decision and such schemes do not fall under any compensation requirements.</p>
<p>With double yellow lines and a bus stop within this area, displaced vehicles will park in Brookside Avenue, create further tension between residents due to already scarce parking.</p>	<p>The Council have no control over where displaced vehicles may choose to park, However it is the responsibility of the driver to park appropriately.</p>
<p>With the Highway Code clearly stating vehicles shouldn't stop less than 10 metres from a junction.</p>	<p>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"</p> <p>In this instance, due to the topography of the road, the positioning of the Puffin Crossing, the approaching bend, the low volume of vehicle traffic using the side street, and the short duration the buses will be stopped. Approval for positioning a Bus Stop Clearway across this junction has been considered appropriate.</p>
<p>Concerns raised with regards broken down buses and access.</p>	<p>This would be seen as an unforeseen circumstance, and the chances of this occurring is very slight.</p>
<p>Concerns were raised with regards to noise pollution and vehicle pollution as they have asthmatic child.</p>	<p>The objector has since moved, However, currently, the bus stops directly outside similar residential properties further up the road. The proposed relocated bus stop across Brookside Avenue, would have a lesser impacted on residential properties in that the bus stop runs up to the gable end of one property and the length of a bus would stop approximately level with the other gable end of the property on the other side of Brookside Avenue.</p> <p>Therefore the impact of noise and vehicle pollution would be expected to be less than those currently being experienced by residents were the current bus stop is located.</p>
<p>Request that the existing bus stop outside of 53 remains were it is.</p>	<p>The proposed relocation of the bus stop outside 53 to across Brooklands Drive, has been put forward on safety grounds.</p> <p>Were ever possible, bus stops are best placed on the leaving side of pedestrian crossing, to enable approaching traffic to see the pedestrians.</p> <p>Also consideration has to take into account the desire line of pedestrians. In this instance, the</p>

	<p>majority if not all the pedestrians wishing to cross Lumb Lane from the bus stop would be towards Cryer Street. As the current bus stop towards Droylsden is prior to Cryer Street and before the proposed puffin crossing, there may be a desire for pedestrian to cross the road prior to proposed facility, and therefore putting themselves at risk.</p> <p>It is for this reason the proposed relocation of the bus stop has been put forward.</p>
<p>A resident provided bus stop design guide line from other areas such as London and Belfast.</p>	<p>Currently there is no national guidance on bus stop design.</p> <p>However, the design guidance booklets provided were in connection with bus stops located away from junctions and provided guidance with regards to sight line visibilities for drives exiting junctions etc.</p> <p>This has been noted and considered. In this instance, this would place the bus stop to close to an approaching bend. Bearing this in mind and the expected low vehicle movements around this junction, the implementation of a bus stop clearway across this junction is considered to be the best option.</p>
<p>If the bus stop locations are to do with the location of the puffin crossing. Could the crossing be moved closer to Cryer Street.</p>	<p>The position of the crossing point has been carefully considered, bearing in mind vehicles turning out of Cryer Street and Brookside Avenue, pedestrian desire lines etc. There is no alternative location as to where this crossing point could be considered.</p>
<p>Some residents have made reference to the school entrance no longer being off Cryer Street.</p>	<p>Although the School Entrance has now been relocated to the north east side of the school site. It must be borne in mind that there is still pedestrian access off Cryer Street.</p>
<p>Current bus stop situated approximately half way between the terraced properties on Lumb Lane, which better serves the ageing community within that area.</p>	<p>The proposed bus stop is approximately 60 metres further south than the midpoint of these properties. Unfortunately the proposed crossing point cannot be positioned anywhere else, and as mentioned above, the current bus stop would be prior to the proposed crossing, which is not desirable due to pedestrian especially children may choose to cross the road prior to the proposed crossing point.</p>
<p>Objections were received by the Police with regards to both bus stop relocations. Although they approved these locations, they requested that these proposed area needed to be covered by a Bus Stop clearway.</p>	<p>The proposed bus stop clearways were incorporated within the scheme when advertised in September 2021.</p>
<p>Bus Stop Relocation (Bus stop Clearway EH3624) – Ashton Bound mainly</p>	
<p>Reason for Objection</p>	<p>Officer Response</p>

<p>The proposed bus stop will be in close proximity to the proposed Flat Top Humped Puffin Crossing; this will cause a safety risk of falling for those passengers wishing to use the proposed bus stop.</p>	<p>The Flat Top Humped Puffin Crossing - (Length of top 6m; height 75mm; ramp gradient 1 in 15) has been chosen as this is preferred by bus operatives so as to cause minimal disruption to their services.</p>
<p>Bus stop would hinder view when pulling out of Cryer Street to Droylsden. Oncoming traffic would only have approx. 25 yards to see a car.</p>	<p>The recommended Stopping Sight Distance for a 20mph road is 22 metres which is provided.</p> <p>As indicated previously each time a bus stop is proposed, a site visit to check for hazards is carried out between the Police, the Council and TfGM (buses). In this instance the siting of this bus stop is considered to be appropriate.</p>
<p>The proposed bus stop will block my driveway, and raised concerns about the duration to which this will be blocked of at the start and end of the school day.</p>	<p>Careful consideration has been given to the siting of this bus stop, bearing in mind the proximity of bends, side roads and the proposed puffin crossing. The stop is not listed as a timing point so buses should only stop momentarily to allow passengers to board and alight. Whilst this may cause a moment of delay and is unfortunate, it is no different to thousands of other houses in the country where bus stops cover driveways.</p>
<p>Intends to sell his house and raised concerns to the loss of parking outside of his premises and the potential loss of property value after renovating his property, would be devastating after all the hour & money that has been put into it</p>	<p>As indicated above, careful consideration has been given to the siting of the proposed bus stop, and due to the typography of this area of Lumb Road, no better alternative location could be found.</p> <p>What effect the proposed bus stops might have on the property values within these area is not directly relevant to the Panel's decision and such schemes do not fall under any compensation requirements</p>
<p>Puffin Crossing</p>	
<p>Reason for Objection</p>	<p>Officer Response</p>
<p>Objection from the Police were received with regards the length of the flat top humped puffin crossing. Concerns were raised with regards the hump projecting into the Controlled Zone area of the crossing point. They also raised concerns with regards to the shortened length of the controlled zone on the exit side of the puffin crossing within the vicinity of Brookside Avenue.</p>	<p>Amendments were made to the extent of the flat top hump and controlled zone area to accommodate these objections and re-advertised in September 2021.</p>
<p>Object to the beeping noise that the crossing will make especially with the schools late night activities.</p>	<p>As the proposed puffin crossing is situated within the vicinity of residential properties the audible sound system will be disabled during the evening.</p>
<p>Nearly, all the new schools in Tameside do not have crossings. Most of the schools in Tameside including Primary schools do not have crossings, including New Charter Academy one of the biggest schools in the</p>	<p>As part of the planning conditions for the school, the highway authority recognised the need for a formal crossing within the vicinity of this school.</p>

<p>country. (Droylsden Academy, Moorside Street Academy and Manchester Road School)</p>	
<p>The crossing will bring people to a single point directly outside my property for which I am concerned for my safety. Anyone crossing the road is able to do safely and without direction at other points along Lumb Lane.</p>	<p>The prime consideration for the implementation of any such crossing facility is the desire line of where people wish to cross.</p> <p>In this instance, the Laurus Ryecroft High School facility is the prime focal point for pupils/visitors, which generates significant numbers of pedestrians wishing to cross Lumb Lane.</p> <p>There are no other areas along this route which have both the pedestrian desire line and the required sight line visibilities between drivers and pedestrians wishing to cross, on either side of the road.</p> <p>The school has made a commitment for senior school staff to monitor the highway beyond the school ground to the neighbouring bus stops.</p> <p>Their aim is to try to address any issues on local roads that are in association with the operation of their school. This should help to ease any concerns residents may have with regard to their safety.</p>
<p>Loss of parking for visitors, which includes access for visitors who have blue disabled badges, where will provision be made for access arrangements.</p> <p>Endure this 24/7 365 days of the week a puffin crossing and associated works when the only reason for installation is for school children who may only use it in school term/ time only.</p>	<p>There is scope for displaced vehicles to park on Lumb Lane to either side of the proposed scheme.</p> <p>Disabled driver also have a dispensation and are able to park within the areas where there are double yellow lines for up to three hours.</p> <p>As part of the planning process, Tameside Council recognised the benefits of the provision of a formal crossing point to assist the school's patrons and other vulnerable members of the local community to cross the road safely 24 hours a day, 7 days a week.</p>
<p>Difficulties will be encountered when carrying out the weekly shopping and transferring children safely from car to home etc.</p>	<p>This is the difficulty when considering the placement of features such as puffin crossings within residential areas.</p> <p>The properties that would be situated within the area of a puffin crossing controlled zone (i.e. the white zig-zag area) would not be able to load and unload directly outside their properties.</p> <p>The total length of the controlled zone from start to finish is 45 metres.</p> <p>Loading and unloading could take place within the areas of the proposed waiting restrictions (i.e. on the double yellow lines), this would include the safe transfer of children to and from their vehicle.</p>

	<p>However, once the loading and unloading has been completed vehicles would need to be moved.</p> <p>Alternatively, loading and unloading could potentially be undertaken on Brookside Avenue or in the rear access road.</p>
<p>Request the bus stop on the North West of Lumb Lane "EH3624" be moved nearer to the rear of 17/19 Brooklands Drive.</p>	<p>This would put the bus stop in front of the proposed crossing point, and therefore hinder inter-visibility between driver and pedestrians wishing to cross at the puffin crossing.</p>