


<b>Report to:</b>	<b>Speakers Panel (Planning)</b>
<b>Date:</b>	16 November 2022
<b>Reporting Officer:</b>	Emma Varnam – Assistant Director, Operations and Neighbourhoods, Place
<b>Subject:</b>	<b>TAMESIDE METROPOLITAN BOROUGH (ST ALBANS AVENUE AREA, ASHTON-UNDER-LYNE) (PROHIBITION OF WAITING) ORDER 2022</b>
<b>Report Summary:</b>	This report outlines objections received to the proposed waiting restrictions within the St Albans Avenue Area, Ashton-under-Lyne.
<b>Recommendations:</b>	It is recommended that authority is given for the necessary action to be taken in accordance with the Road Traffic Regulation Act 1984 to introduce the Traffic Regulation Order as detailed in Section 7.2 of this report.
<b>Corporate Plan:</b>	Improvements to the highway network support the Council in delivering all 8 priorities of the Corporate Plan.
<b>Policy Implications:</b>	None arising from the report.
<b>Financial Implications: (Authorised by the statutory Section 151 Officer &amp; Chief Finance Officer)</b>	The proposed scheme is to be funded from existing Traffic Management Revenue budgets within the Place Directorate. The estimated cost of implementation is £2,600. This is inclusive of staff time, advertising costs and the associated road markings and signage.
<b>Legal Implications: (Authorised by the Borough Solicitor)</b>	<p>The Council has carried out consultation and advertised the proposed Order as required by The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.</p> <p>The Council has a statutory duty, which it must always have regard to under S122 of the Road Traffic Regulation Act 1984 which is set out in <b>Appendix A</b>.</p>
<b>Risk Management:</b>	Objectors have a limited right to challenge the Orders in the High Court.
<b>Access to Information:</b>	<p><b>Appendix A</b> - S.122 of Road Traffic Regulation Act 1984</p> <p><b>Appendix B</b> – Public Notice</p> <p><b>Appendix C</b> – Drawing No. 001</p>
<b>Background Information:</b>	<p>The background papers relating to this report can be inspected by contacting, Joanne Biddle:</p> <p> Telephone: 0161 342 2879</p> <p> e-mail: <a href="mailto:joanne.biddle@tameside.gov.uk">joanne.biddle@tameside.gov.uk</a></p>

## 1. INTRODUCTION

- 1.1 Holden Clough Community Primary School is situated on St Albans Avenue, Ashton-under-Lyne, to the north east of a densely populated residential housing estate, known locally as Hartshead estate.
- 1.2 In recent years the school has been developed, expanding from a single form entry to a two form entry. This has inevitably led to an increase in both pedestrian and vehicular traffic which has exacerbated congestion around the school.
- 1.3 St Albans Avenue is the principal route through Hartshead estate, the road runs alongside the eastern and western boundaries of the school, effectively forming a 'U' shape. The school's main entrance is sited on the western boundary.
- 1.4 At the school's main entrance, there are existing 'school keep clear' road markings that are to be retained. In February 2020 approval was also given to implement 'no waiting at any time' restrictions on St Albans Avenue and around its junctions with Whalley Grove and Stainmore Avenue, these restrictions were introduced to address problem parking around the school's main entrance and are to be retained.
- 1.5 Since the latter restrictions have been implemented dangerous and obstructive parking is now occurring around the school's newly formed pedestrian entrance that is sited on the eastern boundary of the school. Predominantly at school opening and closing times vehicles have been witnessed parking at or near the bend opposite the pedestrian entrance and double parking too close to the junctions of Exeter Drive and Westminster Close, which impedes traffic flow and often leads to conflict between pedestrians and drivers.
- 1.6 Additionally, St Albans Avenue is served by the 231 bus service that runs throughout the school peak period, calling at stops which are less than 200m from the school's pedestrian entrance. Owing to vehicles parking at or near the bend buses travelling in opposing directions are frequently at an impasse, resulting in yet further localised congestion and delays to the bus service.
- 1.7 In response to numerous complaints from local residents, the Headteacher at Holden Clough Community Primary School, parents/carers of children attending the school, ward members and the local Member of Parliament a scheme to address the issues of road safety and congestion was designed and advertised in May 2022. The proposals, as advertised, are detailed in the Public Notice, attached at '**Appendix B**' and illustrated in Drawing No.001 attached at '**Appendix C**'.
- 1.8 During the statutory consultation period no objections were received to the proposed 'No Stopping Monday-Friday 8am-5pm in school entrance area' on St Albans Avenue (west side);
- 1.9 Four objections were received to the proposed 'No Waiting at Any Time' restrictions and one request was made for an amendment to the scheme.
- 1.10 Communication was received from Transport for Greater Manchester's Bus Services Directorate, seeking assurance that the existing bus stop clearway heading westbound, approximately outside No.71 St Albans Avenue (not shown on the plan) is to be retained. Confirmation was given that the existing clearway is to be retained.
- 1.11 The objections/comments raised are summarised below.

## 2. REPRESENTATIONS OBJECTING TO THE PROPOSED SCHEME

- 2.1 The main issue of contention, raised by four of the five objectors, is that congestion around the school on St Albans Avenue and the adjacent side roads is only an issue at school opening and closing times and that the proposed Order for 'No Waiting at Anytime' is excessive. It was suggested that parking restrictions are only necessary when the school is operational and that an order for limited waiting, Monday-Friday, 8am-5pm would be preferable.
- 2.2 Two of the objectors suggested that the proposed 'No Waiting at Any Time' restrictions on St David's Close "from its junction with St Albans Avenue for a distance of 15 metres" are unnecessary and excessive.
- 2.3 Another objector expressed concerns that further waiting restrictions around the school would displace parking and 'push the problem' further up and down Hartshead estate.
- 2.4 Two objectors suggested that there should be a pick up/drop off facility within the school grounds to reduce congestion around the school.
- 2.5 The resident of number 77 St Albans Avenue has expressed their support for the proposals but has requested an extension of the waiting restrictions to cover the full extent of their property, in order to stop parking and facilitate access to their driveway. The resident describes how a 'bottleneck' forms when vehicles parking on the west side of St Albans Avenue often cause vehicles travelling in a northerly direction to stop and give way to traffic travelling in the opposite direction. If a vehicle is stopped here the resident cannot access their driveway when entering from the bottom of the estate.

### **3. OFFICER RESPONSE**

- 3.1 While the obstruction to through traffic occurs predominantly at school opening and closing times, any vehicle parking at any time either too close to the bends or too close to the junctions, on the lengths of road covered by the proposed 'No Waiting at Any Time' restrictions would either obstruct the highway or block private driveways. Reducing the time span of the proposed restrictions would imply that it is acceptable to park here at other times throughout the day and therefore is not recommended.
- 3.2 Implementation of the proposed waiting restrictions would inevitably displace parking. If St David's Close is not included within this scheme it is highly likely that vehicles will park at this junction, given the close proximity to the school. Parking at a junction can cause a major hazard as it reduces visibility for both motorists and pedestrians who may be crossing the road. Rule 243 of The Highway Code dictates that drivers must not park within 10 metres of a junction. This is to allow motorists emerging from, or turning into the junction a clear view of the road they are joining. Although 15 metres is optimum, in this instance it is considered that the proposed restrictions could be reduced from 15 metres to 10 metres in length, on both sides of St David's Close.
- 3.3 Implementation of the proposed restrictions would inevitably displace parking to elsewhere on the estate, in the main however parents/carers would be parking in locations where they would be less likely to obstruct traffic, i.e. away from the bends and not at the junctions of the side roads adjacent to the school. Additionally, if the scheme is approved it is the intention to offer affected residents 'H-markings', i.e. white access protection road markings to discourage drivers from parking over private driveways.
- 3.4 Any changes to parking provision within the school grounds is the responsibility of the school and outside the remit of Engineering Services in terms of this scheme.
- 3.5 The scheme has been designed to allow for some parking along the straight section of St Albans Avenue (west side) opposite the main entrance to the school. The waiting restrictions,

as advertised, do cover the entrance to the driveway of number 77 to deter parking over the driveway itself. Whilst the council appreciates that standing traffic that is forced to wait/give way to oncoming traffic may hinder access/egress to the driveway of number 77 if entering from the bottom of the estate (although not if entering from the top), an extension of the waiting restrictions would only serve to move this problem further down the road and further reduce the available on street parking.

An extension of the waiting restrictions along the whole of the straight section of St Albans Avenue (west side) to join up with the existing waiting restrictions on the left hand bend was considered within the context of this scheme, however the removal of parked cars could potentially lead to an increase in vehicle speeds along the straight section which would not improve road safety outside the school.

#### 4. INITIALLY ADVERTISED PROPOSALS/SCHEDULE OF WORKS

4.1 The proposed 'No Waiting at Any Time' restrictions as advertised are set out in 4.2

#### 4.2 TAMESIDE METROPOLITAN BOROUGH (ST ALBANS AVENUE AREA, ASHTON-UNDER-LYNE) (PROHIBITION OF WAITING) ORDER 2022

<b>No Waiting at Any Time restrictions on:</b>	
St Albans Avenue (east side)	from a point 10 metres north-east of its junction with Westminster Avenue to a point 32 metres north-west of its junction with St David's Close.
Westminster Avenue (both sides)	from its junction with St Albans Avenue for a distance of 15 metres in a south-easterly direction.
Exeter Drive (both sides)	from its junction with St Albans Avenue for a distance of 15 metres in an easterly direction.
St David's Close (both sides)	From its junction with St Albans Avenue for a distance of 15 metres in a southerly direction.

#### 5. FUNDING

5.1 The proposed scheme, if approved, is to be funded from existing Traffic Management Revenue budgets within the Place Directorate. The estimated cost of implementation is £2,600.00. This is inclusive of staff time, advertising costs and the associated road markings and signage.

#### 6. CONCLUSION PROPOSALS / SCHEDULE OF WORKS

6.1 It is recommended that the scheme is implemented as advertised, subject to the reduction of the length of the 'No Waiting at Anytime' restrictions on St David's Close (both sides) from 15 metres to 10 metres.

#### 7. FINAL SCHEDULE OF WORKS

7.1 It is recommended that the proposals are introduced as set out in 7.2.

<b>No Waiting at Any Time restrictions on:</b>	
St Albans Avenue (east side)	from a point 10 metres north-east of its junction with Westminster Avenue to a point 32 metres north-west of its junction with St David's Close.

Westminster Avenue (both sides)	from its junction with St Albans Avenue for a distance of 15 metres in a south-easterly direction.
Exeter Drive (both sides)	from its junction with St Albans Avenue for a distance of 15 metres in an easterly direction.
St David's Close (both sides)	From its junction with St Albans Avenue for a distance of 10 metres in a southerly direction.

## 8. RECOMMENDATIONS

- 8.1 As set out at the front of the report.