

Report to: **Speakers Panel (Planning)**

Date: 16 November 2022

Reporting Officer: Emma Varnam - Assistant Director, Operations and Neighbourhoods, Place

Subject: **OBJECTIONS TO THE PROPOSED TAMESIDE METROPOLITAN BOROUGH COUNCIL BUS STOP CLEARWAY (24 HOUR) CHEETHAM HILL ROAD, DUKINFIELD 2022**

Report Summary: The report outlines correspondence received objecting to the proposal to introduce a new 24 hour Bus Stop Clearway on Cheetham Hill Road, Dukinfield, following a 28 day consultation, which included the frontagers within the immediate vicinity of the proposed Bus Stop Clearway.

Recommendations: It is recommended that the panel review the objections and that authority is given to implement the 24 hour Bus Stop Clearway in accordance with The Traffic Signs Regulations and General Directions 2016 as detailed in Section 5.1 of this report.

Corporate Plan: 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: This report summarises the objections received to the proposed traffic management scheme. If the scheme goes ahead, the cost of the associated road markings is estimated at £200. This will be funded from existing Traffic Management Revenue budgets within the Place Directorate.
(Authorised by the statutory Section 151 Officer & Chief Finance Officer)


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.**
(Authorised by the Borough Solicitor)

Risk Management: Non-implementation may put bus passengers at risk.

Access to Information: **Appendix A** - S.122 of Road Traffic Regulation Act 1984
Appendix B – Notice to frontagers
Appendix C – Drawing No. 001:

Background Information: The background papers relating to this report can be inspected by contacting, Joanne Biddle:

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1. INTRODUCTION

- 1.1 Cheetham Hill Road, Dukinfield (B6175) is a classified road that forms part of the borough's strategic route network. Bus stop EH0328 is located on the west side of Cheetham Hill Road approximately outside property No. 310. This bus stop is served by services 221, 346, 389 and school service 127. There are up to 5 buses an hour for services 221, 346 and 389 and one AM 127 school service.
- 1.2 In September 2021 bus stop EH0328 was upgraded to include a raised platform and a bus stop clearway installed, i.e. a bus stop 'cage' consisting of solid and dashed yellow lining together with the wording 'BUS STOP'. With the exception of buses, vehicles must not stop or park within a bus stop clearway. However, following a complaint from a resident it transpired that frontagers had not been consulted prior to the clearway being installed and it was subsequently removed.
- 1.3 At this point the council wrote to Transport for Greater Manchester (TfGM) to establish the necessity for a clearway at this location. TfGM responded that they would like to see this clearway reinstated to ensure the full benefit of the raised platform at the recently upgraded stop. If vehicles other than buses continue to park here, passengers using this stop will have to alight and embark from the bus while it is stopped in a live lane of traffic. This is an unsafe practice as passengers cannot access the footway without going between parked vehicles as well as causing congestion on an already busy road. If buses are unable to pull up parallel to the boarding kerb, it can also restrict access to and from buses for the mobility impaired, and push chair users.
- 1.4 Buses pulling up against the boarding kerb has become more important given the increasing provision of fully accessible buses, in accordance with the Public Service Vehicles Accessibility Regulations (PSVAR). The benefits of low-floor and "kneeling" buses are considerably reduced if the bus cannot get to the kerb.
- 1.5 The council's formal procedure for the consultation and implementation of bus stop clearways is as follows:-
 - a) Ward Members consultation;
 - b) Frontagers within the immediate vicinity of the proposed bus stop clearway are formally consulted by letter;
 - c) That there is a minimum consultation period of 21 days within which objections can be made in writing to Engineering Services;
 - d) That if no objections are received within this period of time then the proposals are implemented; and
 - e) That if objections are received during this period of time then a report outlining the objections will be considered by Speakers Panel.
- 1.6 In August 2022 the Ward Members for Dukinfield were sent a copy of the Notice to introduce a 24 hour bus stop clearway on Cheetham Hill Road (west side), from a point 45 metres north of its junction with Yew Tree Lane for a distance of 23 metres in a northerly direction. No objections were received.
- 1.7 On the 15 September 2022 frontagers within the immediate vicinity of the proposals were hand delivered a copy of the Notice and a plan showing the location of the proposals. During the 28 day consultation period, correspondence from two objectors was received. The objections raised are summarised below.

2. REPRESENTATIONS OBJECTING TO THE PROPOSED SCHEME

- 2.1 Both objectors contend that bus stop EH0328 is located too close to the signal controlled junction at Yew Tree Lane and that when buses are stopped here it causes the traffic to back up over the pedestrian crossing, especially when two buses turn up at the same time. The congestion is particularly bad at school pick up/drop off times given the close proximity to the schools within the area. The objectors have suggested that the bus stop could either be moved to a different location or removed completely.
- 2.2 One objector also raised concerns that emergency service vehicles may be unable to get through when a bus or buses are pulled up at the stop, especially given the close proximity to the Ambulance Station on Dewsnap Lane, Dukinfield.
- 2.3 The same objector queried the location of the bus stop clearway in relation to the bus stop and believes that the clearway is too long and an 'eyesore'.
- 2.4 One resident reports to have witnessed anti-social behaviour from school children and other people waiting at this stop.
- 2.5 It has been reported that the council litter bin previously sited at this bus stop had been removed, leading to increased littering in the gardens adjacent to the bus stop.
- 2.6 If the proposed clearway is installed one objector will be unable to park on the road outside their property as they have done for over 40 years. They cannot park on the road opposite their property, Monday to Friday between the hours of 8am-9.30am and 4pm-6pm owing to the existing limited waiting restrictions on the east side of Cheetham Hill Road.
- 2.7 Both objectors state that they need to be able to park outside their own house owing to either their own disabilities or the disabilities of their dependant. If the proposed clearway is installed they will be unable to do so.
- 2.8 One objector raised concerns that if the proposed clearway is installed they will be unable to reverse onto their driveway off Cheetham Hill Road.
- 2.9 One objector believes that the installation of the proposed clearway will adversely affect the value of their property and that their car insurance premiums will increase.

3. OFFICER RESPONSE

- 3.1 Bus stop EH0328 is located on Cheetham Hill Road, Dukinfield approximately 50 metres from its junction with Yew Tree Lane, which is well within the parameters of bus stop design guidance. The stop has been in its current position for 13 years and neither the council nor TfGM are aware of any issues with the location of this stop or its proximity to the signalised junction. If this stop was to be removed completely this would result in the distance between the next and previous stop being over 450 metres which is above TfGM's recommended guidance. It is not TfGM's policy to move or remove bus stops unless on road safety grounds.

This stop is not listed as a timing point so buses should only stop to board and alight passengers, however there are occurrences in the timetable where two buses are due to arrive together or within a minute of each other. The waiting restrictions around the junction of Cheetham Hill Road/Yew Tree Lane and on the east side of Cheetham Hill Road restrict parking to keep the junction clear and facilitate traffic flow at peak times. Owing to the nature of the road and close proximity to four schools localised congestion is inevitable at school pick up/drop off times. In slow moving and queuing traffic it is expected that the pedestrian crossings is to be left clear, in line with Rule 192 of the Highway Code.

- 3.2 As above at 3.1 this bus stop is not listed as a timing point so buses will only stop to board and alight passengers intermittently for short periods of time. Cheetham Hill Road is not

dissimilar to a number of roads within the borough that are also on a bus route and therefore it is assumed that in an emergency, motorists, including the bus driver would move to allow an emergency service vehicle through, provided that it is safe to do so. Regardless, the ability of the bus to be parallel to the kerb will allow more road space for any emergency vehicle to travel past, which is not easily possible with the current arrangement as a stopping bus will be forced to double park due to parked cars and vans.

- 3.3 The bus stop pole is sited approximately outside No.310 Cheetham Hill Road, Dukinfield. The proposed clearway has been designed to allow approximately 14 metres for buses to pull up and stop parallel to the kerb where passengers are boarding and a clear exit distance of at least 9 metres. This is to allow buses leaving the stop to re-join the general lane of traffic without overhanging the kerb. The proposed road marking, is a bus stop 'cage' comprising of solid and dashed yellow lining and the wording 'BUS STOP', to diagram 1025.1 of the Traffic Signs Regulations and General Directions 2016. The TSRGD 2016 sets out the design of official traffic signs that can be placed on or near roads in England, Scotland and Wales.
- 3.4 Anti-social behaviour, including verbal abuse, harassment, intimidation or threatening behaviour should be reported to the police in the first instance and to the schools if it is school pupils who are the perpetrators.
- 3.5 It is likely that the litter bin was removed whilst the bus stop upgrade was undertaken. The council's Operations and Greenspace team are arranging for the bin to be replaced.
- 3.6 Although the Council is not unsympathetic to the resident's situation and understands that on street parking is often at a premium, there is no legal entitlement for residents to park on the public highway outside or near to their property address. The limited waiting restrictions on the east side of Cheetham Hill Road have been implemented to enhance the flow of traffic along this route at peak times. Revoking these restrictions could lead to further congestion on the network and therefore is not an option. However, the resident would be able to park on the road opposite their property at weekends and outside of the restricted hours Monday to Friday.
- 3.7 As above at 3.6. However, the Council can offer Blue Badge holders who have no access to off street parking the opportunity to apply for an advisory disabled parking bay. Although the bay could not be sited directly outside the resident's property it could be sited within close proximity where there are no parking restrictions. As such bays operate on a courtesy basis all applications are subject to consultation with neighbouring properties. Further information on how to apply for an advisory parking bay can be found on the council's public website at: <https://www.tameside.gov.uk/TrafficManagement/Advisory-Disabled-Parking-Bays>
- 3.8 The implementation of the proposed clearway would not prevent the resident from completing the necessary manoeuvre to reverse park on to their driveway, providing there is not a bus stopped in the clearway at that time of doing so.
- 3.9 There is no evidence to suggest that the implementation of a bus stop clearway would impact on property prices within the vicinity of the restriction nor that car insurance premiums would be affected if the vehicle is still being parked on the public highway within the same post code area.

4. FUNDING

The cost of associated road markings (approximately £300) will be funded from within the existing Traffic Regulation Order budget.

5. CONCLUSION - PROPOSALS / SCHEDULE OF WORKS

- 5.1 It is recommended that the proposals are introduced as per the initial notice given to the frontagers, set out below and attached at **Appendix B**.

SCHEDULE

Tameside Metropolitan Borough Council proposes to introduce a 24 hour bus stop clearway on Cheetham Hill Road (west side), from a point 45 metres north of its junction with Yew Tree Lane for a distance of 23 metres in a northerly direction.

TAMESIDE METROPOLITAN BOROUGH COUNCIL BUS STOP CLEARWAY (24 HOUR)
CHEETHAM HILL ROAD, DUKINFIELD 2022

6. RECOMMENDATION

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