

Report to: **SPEAKERS PANEL (PLANNING)**

Date: 12 February 2020

Reporting Officer: Emma Varnam, Assistant Director Operations and Neighbourhoods

Subject: **OBJECTIONS TO THE TAMESIDE METROPOLITAN BOROUGH (ST ALBAN'S AVENUE AREA, ASHTON UNDER LYNE) (PROHIBITION OF WAITING) ORDER 2018**

Report Summary: The report outlines correspondence received objecting to the proposed prohibition of waiting order Ashton-under-Lyne following a 28 day statutory consultation in November 2018.

Recommendations: It is recommended the panel review the objections and that authority is given for the necessary action to be taken in accordance with the Road Traffic Regulation Act 1984 to make the following order **TAMESIDE METROPOLITAN BOROUGH (ST ALBAN'S AVENUE AREA, ASHTON UNDER LYNE) (PROHIBITION OF WAITING) ORDER 2018** as detailed in Section 5.1 of this report.

Corporate Plan: Improvements to the highway network support the Council in delivering eight of the priorities with in the Corporate Plan.

Policy Implications: None arising from the report.

Financial Implications: The funding for the scheme will be taken from the Traffic Operations, Traffic Regulation Order budget 2019/2020.
(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: Objectors have a limited right to challenge the Orders in the High Court.

Access to Information: **Appendix A** – S.122 of Road Traffic Regulation Act 1984
Appendix A1 – Highway Code Extract
Appendix B – Drawing No.001: Proposed restrictions

Background Information: All documentation can be viewed by contacting Joanne Biddle, Traffic Operations by:
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 e-mail: joanne.biddle@tameside.gov.uk

1. INTRODUCTION

- 1.1 St Albans Avenue is the principal route through a densely populated residential housing estate, known locally as Hartshead estate.
- 1.2 Holden Clough Primary School is situated to the north east of Hartshead estate. St. Albans Avenue runs alongside the eastern and western boundaries of the school, effectively forming a 'U' shape. The schools main entrance is sited on the western boundary and 'School Keep Clear' markings are provided at the school's frontage.
- 1.3 School related parking is common along the section of road where the prohibition of waiting order is proposed. When parking takes place close to the bend outside the school entrance vehicles often have to give way to oncoming traffic.
- 1.4 In recent years the school has been developed, expanding from a single form entry to a two form entry. As a consequence there has been an inevitable increase in both pedestrian and vehicular traffic which has exacerbated congestion around the school.
- 1.5 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 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.
- 1.6 Many of the residential properties opposite and adjacent to the school's main entrance have private driveways. A number of these residents have had white 'H-bar' markings installed to discourage parking across their driveways. However, from complaints received it would appear that these courtesy markings are not always observed.
- 1.7 Tameside MBC has received numerous complaints over many years from local residents and parents/carers of pupils that attend Holden Clough Primary School; the Head Teacher has also contacted the Traffic Operations team directly to express his concerns.
- 1.8 Site observations were made during school morning drop off and afternoon collection periods. During the morning period parking predominantly occurred on St Albans Avenue between Whalley Grove and St David's Close and within Whalley Grove and Stainmore Avenue which are short, residential, cul-de-sac roads. Generally parking took place along the southern side of St Albans Avenue to the east of the school access and on the northern side of St Albans to the west of the school access.
- 1.9 A scheme was advertised in November 2018 proposing 'No waiting at any time' on St Albans Avenue (north side and south side) and at the junctions of Whalley Grove and Stainmore Avenue (both sides).
- 1.10 During the statutory consultation period 5 objections were received. The objections raised are summarised below.

2. OBJECTIONS

- 2.1 The main issue of contention, raised by three of the objectors, is that congestion outside the school on St Albans Avenue is only an issue at school opening and closing times and that an 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 would be preferable. Another suggested that the proposed waiting restrictions are too long and that the length should be reconsidered.

- 2.2 Another objected on the basis that implementation of the proposed order would merely shift the parking problem to another part of the estate. Concerns were also raised that parking would become more concentrated around the pedestrian entrance to the school.
- 2.3 The fourth objector suggested that parking facilities could be improved within the school grounds to allow parents to drop off and collect their children closer to the school.

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 on the length of road covered by the proposed waiting restrictions would obstruct the highway. Similarly, the proposed restrictions are on a relatively sharp bend and around junctions; all locations where vehicles are unable to physically park without obstructing the highway. Reducing the time span of the proposed restrictions would imply that it is acceptable to park here at other times throughout the day. Reducing the physical length of the proposed restrictions would allow vehicles to park closer to locations where they are already causing an obstruction.
- 3.2 Implementation of the proposed order will inevitably disperse 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. One exception is around the new school entrance located on the schools eastern boundary between Exeter Drive and Westminster Avenue. However, as part of the signing and lining to be associated with this proposed traffic regulation order, 'School Keep Clear' markings will also be introduced in this location also and parking levels monitored to see if any further action is required.
- 3.3 Any changes to parking provision within the school grounds are the responsibility of the school and outside the remit of the Council's Highway and Transport Service.

4. FUNDING

- 4.1 The introduction of the scheme will be funded by the Traffic Operations, Traffic Regulation Order budget 2019/2020.

5. CONCLUSION – PROPOSALS / SCHEDULE OF WORKS

- 5.1 It is recommended to introduce the waiting restriction as advertised, as set out in the Schedule below and shown in Drawing 001 **Appendix B**.

St Alban's Avenue	
North side	From a point 20 metres west of its junction with Whalley Grove in an easterly direction to a point 42 metres east of its junction with Stainmore Avenue
South side	From a point 10 metres west of its junction with Stainmore Avenue in an easterly direction to a point level with the boundary between properties 91 and 93 St Alban's Avenue
Whalley Grove	
Both sides	From its junction with St Alban's Avenue in a northerly direction for a distance of 15 metres
Stainmore Avenue	

Both sides	From its junction with St Alban's Avenue in a southerly direction for a distance of 15 metres
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6. RECOMMENDATIONS

6.1 As set out at the front of the report.