

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

Date: 27 May 2020

Reporting Officer: Emma Varnam, Assistant Director Operations and Neighbourhoods

Subject: **OBJECTION TO THE PROPOSAL TO INTRODUCE THE TAMESIDE METROPOLITAN BOROUGH (STAMFORD STREET, MOSSLEY) (PUFFIN CROSSING) 2019**

Report Summary: The report outlines correspondence received objecting to the proposals to introduce a controlled crossing facility on Stamford Street, Mossley following a 28 day statutory consultation in November 2019.

Recommendations: It is recommended the panel review the objection and that authority is given for the necessary action to be taken in accordance with the Road Traffic Regulation Act 1984 to introduce a controlled crossing point described as the **TAMESIDE METROPOLITAN BOROUGH (STAMFORD STREET, MOSSLEY) (PUFFIN CROSSING) 2019** 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 scheme will be funded from Safer Roads fund. £0.06m has been allocated for works to introduce the Puffin Crossing.
(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: The limited right for objectors to challenge some Traffic Regulation Orders in the High Court does not apply to a decision to introduce a pedestrian crossing.

Access to Information: **Appendix A** - S.122 of Road Traffic Regulation Act 1984
Appendix B - Drawing No.001: Proposed restrictions

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

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1.0 INTRODUCTION

- 1.1 Highways England have allocated an amount of money to improve road safety along the A670, the route runs from the Oldham Boundary at Saddleworth along Stockport Road in to Mossley, along Stamford Street, Mossley Road and into Ashton Town Centre via Mossley Road. However, the scheme was limited within Tameside to the length of A670 from the Oldham Boundary to Mossley Road adjacent to Ashton Golf Club land, thereby excluding the stretch that runs on to Ashton town centre.
- 1.2 Historically, concerns have been raised regarding pedestrian safety crossing Stamford Street, Mossley outside St. Georges Primary School. The footway on the east side is very narrow and is used by school children and parents accessing the school on foot.
- 1.3 The scheme to widen the footway and introduce a controlled Puffin crossing at this location was advertised in November 2019 for 28 days and one objection was received the details are highlighted below.

2.0 OBJECTION

- 2.1 The objector is the school crossing patrol who has worked on this point for 8 years. Under normal circumstances a report such as this would not identify the objector but in this instance it is felt that as the objector is carrying out the role of a crossing, albeit only when school is in progress, her opinion should be carefully considered.
- 2.2 There is a concern regarding the speed at which vehicles approach the crossing area and stopping distances required.
- 2.3 It is noted that there are currently problems with parking in the area as parents attending the school often park on the controlled zone outside the school and on the pavement thus forcing pedestrians to proceed in the live carriageway.
- 2.4 The objector feels the crossing facility should be manually controlled during busy school periods, with the crossing facility being in place when it is not feasible to have human intervention on street.

3.0 OFFICER RESPONSE

- 3.1 Tameside MBC commissioned a Road Safety Audit by an independent company. The recommendations have been noted and the measures suggested will be actioned, including advance warning of the crossing, an additional signal head and additional High Friction Surfacing. For the purpose of the report, the recorded speeds were within the guidelines set by the Department for Transport for the introduction of a controlled crossing.
- 3.2 As part of the scheme it is intended to introduce high visibility guard rail along Mossley Road and bollards on the footway to prevent drivers being able to mount the kerb, ensuring pedestrians are kept as segregated from the live carriageway as possible. It is also proposed to widen the footway on the northwest side which will narrow the carriageway, ultimately making the live carriageway too narrow to facilitate parked cars. The proposal also addresses the relocation of the bus stop. The bus stop is located in the School Crossing Patrol's crossing area, which is less than desirable. It was initially proposed to move the bus stop eastwards towards Mossley town centre, Transport for Greater Manchester and Greater Manchester Police raised objections regarding the new location, noting that it may encourage vehicles to overtake on a double white line system. It has been agreed the bus stop is omitted from this location entirely.

- 3.3 There has been a desire locally from residents, the school and local councillors to try and introduce a formal crossing facility within the location of the school for many years. A puffin crossing at this location will be in situ 24 hours a day, 7 days a week. The aim of the crossing is to ensure pedestrian safety on Stamford Street during and outside of school times. Due to the local infrastructure, on a hill between bends, the crossing has been designed for optimum forward visibility for both north and south bound traffic.
- 3.4 There is no evidence to suggest human control has a higher success rate of safety than a traffic signal head. Driving through a 'red' traffic signal is a criminal offence and can be enforced by the police.
- 3.5 The objector is employed as a School Crossing Patrol and is currently appointed to the crossing point at this location (Stamford Street, Mossley). The school have stated that they can no longer support the School Crossing Patroller and have only extended the role until a crossing can be provided. There is no scope for having a patroller to man the full time Puffin crossing. It must be noted, if the proposal for the Puffin crossing is approved there will be alternative locations for the objector to work, still within Tameside MBC.

4.0 FUNDING

- 4.1 All funding will be met by the Safer Roads Fund, £60,000 has been allocated for works to introduce the puffin crossing

5.0 CONCLUSION - PROPOSALS / SCHEDULE OF WORKS

- 5.1 It is recommended that the proposals are introduced as advertised, set out in the table below:

Introduce a Controlled Puffin Crossing Point:

Stamford Street	centred 24 metres east of Barkwell Lane, the 'controlled zone' will prevent stopping on zig zag markings, both sides of Stamford Street from its junction with Barkwell Lane for a distance of 52 metres in a north easterly direction
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6.0 RECOMMENDATIONS

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