

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

Date: 23 September 2020

Reporting Officer: Emma Varnam – Assistant Director of Operations and Neighbourhoods

Subject: **OBJECTION TO THE TAMESIDE METROPOLITAN BOROUGH COUNCIL (MOSSLEY ROAD, ASHTON UNDER LYNE) (PROHIBITION OF WAITING) ORDER 2020**

Report Summary: The report outlines an objection and comments received in relation to the proposals to introduce no waiting at any time restrictions on Rose Hill Road, Ashton-under-Lyne following a 28 day statutory consultation in July / August 2020.

Recommendations: It is recommended that the Panel reviews the objections and comments received and that authority is given for the necessary action to be taken, in accordance with the Road Traffic Regulation Act 1984, to introduce the No Waiting At Any Time restrictions as set out in the TAMESIDE METROPOLITAN BOROUGH COUNCIL (MOSSLEY ROAD, ASHTON UNDER LYNE) (PROHIBITION OF WAITING) Order 2020 and scheduled in Section 5 of this report.

Corporate Plan: Improvements to the highway network support the Council in delivering all 8 priorities of the Corporate Plan, with a particular focus on 'Infrastructure and Environment', 'Nurturing Communities' and 'Longer and Healthier Lives'.

Policy Implications: None arising from the report.

Financial Implications: As set out in Section 4 of this report, this scheme is to be funded the Mayor's Challenge Fund.
(Authorised by the statutory Section 151 Officer & Chief Finance Officer) The Council has received funding approval for the development costs for this scheme. There is no funding risk in respect of development costs incurred by the Council.

Legal Implications: Members should have regard to the Council's statutory duty under S.122 of the Road Traffic Regulations 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 and Extract from the Highway Code.
Appendix B – Published and Proposed Restrictions.
Appendix C – Proposed Layout (HS6051-009-GN-DR-0004_P01).

Background Information: The background papers relating to this report can be inspected by Contacting Joe Sparkman, Cycling Development Officer:-



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1. INTRODUCTION

- 1.1 The Mayor's Challenge Fund (MCF) aims to kick start the delivery of a vision for Greater Manchester to become a city region where walking and cycling are the natural choices for shorter journeys. This supports Greater Manchester's Transport Strategy 2040, the Made to Move report and the Bee Network infrastructure proposal.
- 1.2 The MCF has so far made £160 million available to deliver schemes across Greater Manchester between now and 2022. This has been made possible thanks to national government's Transforming Cities Fund. This aims to improve productivity and spread prosperity through investment in public and sustainable transport in some of the largest English city regions. This was first announced by the Prime Minister in November 2017.
- 1.3 The Chadwick Dam scheme aims to improve cycle and walking facilities within Stamford Park and connecting towards Ridge Hill, Tameside Hospital and Mossley Road. A parallel cycle and pedestrian crossing (Tiger Crossing) is proposed to cross Mossley Road and to provide access towards Rose Hill Road. Scheme drawings are provided in **Appendix C**.
- 1.4 The scheme includes the introduction of the following restrictions and features, which were advertised by Public Notice in July 2020:-
- No Waiting At Any Time Restrictions on Mossley Road and Rose Hill Road.
 - An extension of the existing 20 mph Zone on Rose Hill Road.
 - A Parallel Crossing on Mossley Road.
 - A Shared Footway / Cycle facility on Mossley Road and Rose Hill Road.
 - A Flat Topped Road Hump on Rose Hill Road.
 - A 24 hour Bus Stop Clearway on Mossley Road.
- 1.5 The public notice was advertised between 23 July and 21 August 2020 and four responses were received.
- 1.6 Respondent 1 was from TfGM's Traffic Management Team identifying specific design requirements in relation to the flat topped road hump. This was not an objection and the issues have been resolved through ongoing discussion and agreement.
- 1.7 The other three responses, one of which was a formal objection, were from local residents in relation to the No Waiting At Any Time restrictions. This report provides information in relation to all of these responses, to provide the Panel with a full picture of the issues and views expressed.
- 1.8 This report also describes responses received to the MCF Consultation, held in February / March 2020, in relation to parking concerns on Rose Hill Road.
- 1.9 There were no other responses or issues identified in relation to the other items included on the public notice. It is therefore intended to introduce the proposed measures that are not affected by the objections or comments received, as identified in Section 1.4 above, and as previously advertised.

2. OBJECTIONS

- 2.1 The objection, and the two other responses that raised concerns regarding the proposed No Waiting At Any Time restrictions, were from residents on Rose Hill Road.
- 2.2 Respondent 2 identified a specific objection relating to the availability of parking in close proximity to their property on Rose Hill Road and that the extension of parking restrictions will push cars further up the road, which they indicated is already busy with limited on-street

parking available. They highlighted the fact that they do not have a driveway and further correspondence is ongoing to identify whether it would be possible to accommodate a driveway at some point in the future. This respondent also indicated support for a parking permit scheme to deter hospital staff from using their street to park on.

- 2.3 Respondent 3 expressed support for the proposed scheme in helping to tackle traffic and parking issues. However, the respondent identified a concern in relation to the availability of parking for residents and their visitors. This respondent also expressed support for a parking permit scheme to allow residents to park.
- 2.4 Respondent 4 identified that parking has long been a concern for local residents, with hospital staff and patients using the road for free parking. Concern was expressed regarding the availability of parking for residents and support was expressed for a parking permit scheme to allow residents to park.
- 2.5 During the MCF Consultation held in February / March 2020, four responses were recorded in relation to parking concerns on Rose Hill Road. One was received by email and three were recorded following detailed discussions with local residents who attended consultation events. Three of these responses were supportive of introducing parking restrictions, three were supportive of measures to slow and control vehicles, two mentioned a need to restrict parking access for staff from the hospital, one did not support the use of double yellow lines and one highlighted concerns with parking at drop-off / pick-up times for the nearby Inspire Academy. One of the responses noted that parked traffic on Rose Hill Road presents an issue for buses, which use this route.

3. OFFICER RESPONSE

- 3.1 The scheme proposes to introduce a new parallel crossing (Tiger Crossing) on Mossley Road. This includes zig zag lines that define the controlled area of the crossing. This area extends across the end of Rose Hill Road, which is fully compliant with standards. It does mean however, that it is important that vehicles approaching the controlled area should not have their forward visibility obscured by factors such as parked vehicles.
- 3.2 The scheme proposes to introduce a new raised table across the entrance to Rose Hill Road and to extend the existing 20 mph Zone to cover the full length of Rose Hill Road. These measures are designed to support slower vehicle speeds and the raised table provides a level surface for pedestrians crossing the road. The scheme also proposes to introduce dropped kerbs, to facilitate an uncontrolled crossing approximately 30m north of Mossley Road, to provide access towards a separate pedestrian route on the west side of Rose Hill Road.
- 3.3 To support the measures outlined above, and in acknowledging the majority of the relevant MCF Consultation responses, it is proposed to include the installation of No Waiting At Any Time restrictions (Double Yellow Lines) to either side of the proposed crossing and extending into Rose Hill Road itself. This will improve forward visibility for vehicles approaching the junction, the proposed pedestrian crossings, the raised table and the parallel crossing on Mossley Road and improve intervisibility between drivers, pedestrians and cyclists. The double yellow lines will also reduce the likelihood of vehicles parking close to the junction, improving access for large vehicles turning in or out of Rose Hill Road.
- 3.4 Following receipt of the responses to the advertised traffic orders, a small change is proposed to the extent of No Waiting At Any Time restrictions on Rose Hill Road. The last 5m on the west side of the road were originally drawn to coincide with the dropped kerb driveway access to property no. 117. We therefore propose to remove this last 5m of the advertised restrictions on the west side of Rose Hill Road.

- 3.5 The existing double yellow lines extend north from Mossley Road by approximately 17m on the east side of Rose Hill Road and 16m on the west side of Rose Hill Road. The proposals extend these by 19m and 21m respectively. However, the first 6m on the east side have dropped kerb driveway access, which is therefore not available for parking. The impact is therefore estimated to be a loss of 13m / 2 parking spaces on the east side of Rose Hill Road and 21m / 4 parking spaces on the west side of Rose Hill Road.
- 3.6 Three of the responses expressed support for a parking permit scheme to be introduced along Rose Hill Road, to provide increased parking opportunities for residents and their visitors. We do not believe that this would be suitable at this location for the following reasons:-
- Resident Support: In order to implement a successful permit scheme, over 50% of the affected residents need to be in support.
 - Scope: Rose Hill Road provides onward connectivity along Palace Road to the west and towards Weymouth Road to the north. This means that it would be difficult to define an appropriate boundary for a successful permit scheme. Without a clearly defined network for the permit scheme, parking congestion is likely to be displaced to adjacent areas.
 - Visitors: Permit schemes can be restrictive for visitors, when a resident doesn't have the required visitors permit. This can adversely affect those who might rely on regular visitors for their health or wellbeing.
 - Enforcement: The resources available to enforce parking permit schemes are limited and it is not always possible to achieve enforcement in a timely manner.
 - Effectiveness: Parking Permit schemes are not effective in tackling certain types of parking. For example they are not considered to be effective at preventing parking associated with school drop-off / pick-up.
 - Cost: The cost to implement and administer a parking permit scheme needs to be met by local residents in line with Council policy. This can be prohibitive and often impacts support for a permit scheme to be introduced.
 - The cost to implement a permit scheme can vary but is likely to be in the region of £2,000 in total.
 - The ongoing cost to local residents is currently £30 per permit, per year, up to a maximum of two resident permits and one visitors permit per property.
- 3.7 The requests in relation to parking permits have been kept on the system for consideration in the future but this is considered to be outside the remit of this scheme.

4. FUNDING

- 4.1 All scheme funding is coming from the Mayor's Challenge Fund (MCF).
- 4.2 The scheme secured Programme Entry approval in June 2018. This means that the scheme is subject to a successful business case submission. A draft business case has been prepared and this is currently being reviewed by Transport for Greater Manchester.
- 4.3 The Council has already received formal approval for the development costs for this scheme, which has enabled the scheme design and the business case to be progressed.

5. CONCLUSION – PROPOSALS / SCHEDULE OF WORKS

- 5.1 It is recommended that the No Waiting At Any Time restrictions are introduced as set out in the table below. The extent of the restrictions on the west side of Rose Hill Road has been reduced by 5m from that advertised on the public notice, as noted in Section 3.4 above.

Introduce No Waiting At Any Time Restrictions:

Mossley Road south east side	from its junction with Park Square for a distance of 137 metres in a north easterly direction.
Mossley Road north west side	from a point 50 metres south west of its junction with Rose Hill Road to a point 30 meters north east of that junction.
Mossley Road, south side	from a point 185 metres north east of its junction with Mellor Road for a distance of 70 metres in a north easterly direction.
Mossley Road, north side	from a point 15 metres west of its junction with Old Road to a point 15 metres east of that junction.
Old Road, both sides	from its junction with Mossley Road for a distance of 10 metres in a northerly direction.
Rose Hill Road east side	from its junction with Mossley Road for a distance of 36 metres in a northerly direction.
Rose Hill Road, west side	from its junction with Mossley Road for a distance of 37 metres in a northerly direction.

6. RECOMMENDATIONS

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