

Report to:	SPEAKERS PANEL (PLANNING)
Date:	24 February 2021
Reporting Officer:	Emma Varnam, Assistant Director Operations and Neighbourhoods
Subject:	OBJECTIONS TO THE PROPOSED TAMESIDE METROPOLITAN BOROUGH COUNCIL BUS STOP CLEARWAY (24 HOUR) CLARENDON ROAD, HYDE 2019
Report Summary:	The report outlines correspondence received objecting to the proposal to introduce a new 24 hour Bus Stop Clearway on Clarendon Road, Hyde, following a 21 day consultation, which included the frontages' within the immediate vicinity of the proposed Bus Stop Clearway.
Recommendations:	It is recommended the panel review the objection 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: (Authorised by the statutory Section 151 Officer & Chief Finance Officer)	The cost of associated road markings and signage (approximately £300) will be funded from within the existing Traffic Regulation Order budget should the proposed scheme proceed.
Legal Implications: (Authorised by the Borough Solicitor)	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 .
Risk Management:	None implementation may put bus passengers at risk.
Access to Information:	Appendix A – S.122 of Road Traffic Regulation Act 1984 Appendix B – Drawing No. 001: Appendix C – Supplementary questions
Background Information:	The background papers relating to this report can be inspected by Contacting, Joanne Biddle, Engineer:  Telephone: 0161 342 2879  e-mail: joanne.biddle@tameside.gov.uk

1. INTRODUCTION

- 1.1 The Council has been approached by Transport for Greater Manchester (TfGM) on behalf of one of their bus operators whose services are having difficulty accessing the bus stop that is located on Clarendon Road Hyde at its junction with Bedford Avenue. This is due to residents parking their vehicles at this location.
- 1.2 As a consequence of vehicles parking here passengers using this stop are having to alight and embark from the bus whilst 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.
- 1.3 To facilitate access to this bus stop the Council proposes to introduce a 24 hour bus stop clearway on Clarendon Road at its junction with Bedford Avenue for a distance of 30 metres in a north easterly direction.

2. REPRESENTATIONS OBJECTING TO THE PROPOSED SCHEME

- 2.1 The frontages to where the Bus Stop Clearway is proposed were notified of the Council intention in October 2019. During this 21 day consultation period one objection was received; this objection is summarised below.
- 2.2 The objector raised concerns that the implementation of a Bus Stop Clearway at this location will result in a loss of 4-5 on street parking spaces in an area where residents do not have access to off street parking and where parking is already at a premium.
- 2.3 The objector suggested that the proposed 24 hour Bus Stop Clearway is a disproportionate response, given that buses only need to access this stop for a couple of minutes at a time.
- 2.4 The objector requested that the Bus Stop Clearway be limited to hours during the working day only which would allow residents to park on street in the evenings and overnight at this location.

3. OFFICER RESPONSE

- 3.1 The officer responses below correspond to the similarly numbered points above:
- 3.2 Whilst it is appreciated and understood that parking in this area is at a premium, passengers using public transport should not be put in danger when using this bus service. Although it may be desirable there is no legal entitlement for a resident to park on the public highway outside their own property address. The public highway is provided for 'the passage and re passage of vehicles'.
- 3.3 Easy access on all bus services should be facilitated wherever possible. Accessing the bus from the footway is not only safer but also enables people with mobility problems to gain the height necessary to make access easier.
- 3.4 Enquiries have been made with the bus operator with regard to the Bus Stop Clearway being introduced Monday to Saturday between the hours of 08:00 and 18:00 but as this service operates between 06:00 and 23:20 the Bus Stop Clearway is required to cover all operational times of day.

4. FUNDING

- 4.1 All funding will be met by the Traffic Operations annual Traffic Regulation Order Budget 2020/2021.

5. CONCLUSION - PROPOSALS / SCHEDULE OF WORKS

- 5.1 It is recommended that the proposals are introduced as per the initial notice given to the frontages', as set out below.

6. SCHEDULE OF WORKS

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

SCHEDULE	
Bus Stop Clearway (24 hour)	
Column 1	Column 2
Clarendon Road, Hyde at its junction with Bedford Avenue for a distance of 30 metres.	north easterly direction

- 6.2 TAMESIDE METROPOLITAN BOROUGH COUNCIL BUS STOP CLEARWAY (24 HOUR) CLARENDON ROAD, HYDE 2019

- 6.3 Original Proposals: Drawing No. 001

7. SUPPLEMENTARY QUESTIONS

- 7.1 This report was presented to Speakers Panel (Planning) on the 16 December 2020. Following representations from Jody Hawkins (Highways Manager) and Ross Stafford, a representative from Stagecoach Manchester, Members of the Panel had further questions with regard to this proposal. To allow officers more time to gather the requested information the decision was subsequently deferred.

- 7.2 The supplementary questions and the responses provided by TfGM and Stagecoach Manchester respectively are listed in **Appendix C** to this report.

8. RECOMMENDATIONS

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