
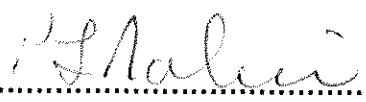


EXECUTIVE DECISION NOTICE



SERVICE AREA:	CHILDREN, LEARNING AND ECONOMIC SERVICES Economic and Technical Services
SUBJECT MATTER:	PROMOTION OF ASHTON NORTHERN BYPASS STAGE 2 RELATED TRAFFIC REGULATION ORDERS
DECISION:	Delegation to Assistant Executive Director Economic and Technical Services for the promotion of Traffic Regulation Orders and Parking Places Orders (under the Road Traffic Regulation Act 1984) as required for the operation of the Ashton Northern Bypass Stage 2, Ashton-under-Lyne.
DECISION TAKER(S):	Councillor Peter Robinson
DESIGNATION OF DECISION TAKER (S):	Executive Member for Transport and Development
DATE OF DECISION:	8 July 2011
REASON FOR DECISION:	Implementing the recommended Orders, under the Road Traffic Regulation Act 1984, which will allow the safe, free-flow of vehicles and pedestrians along the Ashton Northern Bypass Stage 2 and adjacent streets and will help support a more prosperous Ashton town centre.
ALTERNATIVE OPTIONS REJECTED (if any):	Not to use Highway Authority powers to promote the Traffic Orders that are felt to be necessary to safely manage the highway is not considered a defensible position. However, if objections are received, negotiations with the objector(s) to resolve the issues will be undertaken and modifications considered without prejudicing the safety of the scheme.
CONSULTEES:	<ul style="list-style-type: none"> • Borough Solicitor • Borough Treasurer • Ashton St Peters Ward Councillors, including the Ashton District Assembly Chair.
FINANCIAL IMPLICATIONS: (Authorised by Borough Treasurer)	All costs associated with preparing the required Traffic Regulation Orders following the statutory processes and the physical implementation of approved Orders will be funded from the Ashton Northern Bypass Stage 2 approved budget within the Engineer's Capital Programme.
LEGAL IMPLICATIONS: (Authorised by Borough Solicitor)	<ul style="list-style-type: none"> • Regard should be given to the Council's Statutory Duty under s122 of the Road Traffic Regulation Act 1984, which is set out in Appendix A. • Objections received to the proposed Traffic Regulation Orders will need to be considered by Speaker's Panel before the Orders can be made. Objectors have a

	limited right to challenge the Order in the High Court.
CONFLICT OF INTEREST:	None
DISPENSATION GRANTED BY STANDARDS COMMITTEE ATTACHED:	None
ACCESS INFORMATION: TO	<p>The background papers relating to this report can be inspected by contacting the report author, Jody Hawkins on:</p> <p>Telephone: 0161 342 2932</p> <p> e-mail: jody.hawkins@tameside.gov.uk</p>

Signed  Dated 8-7-2011
Councillor Peter Robinson – Executive Member (Transport and Development)

EXECUTIVE DECISION REPORT

SERVICE AREA:	CHILDREN, LEARNING AND ECONOMIC SERVICES Economic and Technical Services
SUBJECT MATTER:	PROMOTION OF ASHTON NORTHERN BYPASS STAGE 2 RELATED TRAFFIC REGULATION ORDERS
DATE OF DECISION:	8 July 2011
DECISION TAKER	Councillor Peter Robinson
DESIGNATION OF DECISION TAKER;	Executive Member for Transport and Development
REPORTING OFFICER:	Robin Monk - Assistant Executive Director – Economic and Technical Services
REPORT SUMMARY:	The Council needs to use its powers as Highway Authority to promote Traffic Orders to safely manage the highway. This report outlines the background to this requirement.
RECOMMENDATIONS:	Authorise the Assistant Director Economic and Technical Services to promote the Orders (under the Road Traffic Regulation Act 1984) set out in Appendix B , and, subject to any objections, to make and implement the Orders subject to any appropriate modifications arising as a result of consultations and publicity of the Orders..
JUSTIFICATION FOR DECISION:	The Orders are necessary to achieve the full benefits of the Ashton Northern Bypass Stage 2 in reducing traffic and improving road safety on Wellington Road and Penny Meadow, improving the town centre environment and attractiveness, and enabling measures to benefit buses cyclists and pedestrians and improve facilities for parking, waiting and loading vehicles on the relieved routes.
ALTERNATIVE OPTIONS REJECTED (if any):	Not to use Highway Authority powers to promote the Traffic Orders that are felt to be necessary to safely manage the highway is not considered a defensible position. However, if objections are received, negotiations with the objector(s) to resolve the issues will be undertaken and modifications considered without prejudicing the safety of the scheme.
CONSULTEES:	Borough Solicitor Borough Treasurer Ashton St Peters Ward Councillors, including the District Assembly Chair.
FINANCIAL IMPLICATIONS: (Authorised by Borough Treasurer)	All costs associated with preparing the required Orders following the statutory processes and the physical implementation of approved Orders will be funded from the Ashton Northern Bypass Stage 2 approved budget.

LEGAL IMPLICATIONS: (Authorised by Borough Solicitor)	<ul style="list-style-type: none"> • Regard should be given to the Council's Statutory Duty under s122 of the Road Traffic Regulation Act 1984, which is set out in Appendix A. • Objections received to the proposed Traffic Regulation Orders will need to be considered by Speaker's Panel before the Orders can be made. Objectors have a limited right to challenge the Order in the High Court.
RISK MANAGEMENT:	Not promoting the additional traffic orders could prejudice the delivery and operation of the Ashton Northern Bypass Stage 2 and the safety of highway users.
LINKS TO COMMUNITY PLAN:	The provision of the Ashton Northern Bypass Stage 2 and these associated traffic regulation measures will help support a more prosperous Tameside and a safer environment within Ashton.
ACCESS TO INFORMATION:	The background papers relating to this report can be inspected by contacting the report author Jody Hawkins on:  Telephone: 0161 342 2932  e-mail: jody.hawkins@tameside.gov.uk

REPORT

1. BACKGROUND INFORMATION

- 1.1 The construction of the Ashton Northern Bypass Stage 2 (Albion Way) is currently underway and should be completed by the end of 2011.
- 1.2 The Secretary of State for Transport confirmed Compulsory Purchase and Side Roads Orders for Ashton Northern Bypass Stage 2 on 5 August 2008 following a Public Local Inquiry held in the Council Offices in January 2008. The Orders were unopposed; all objections having been withdrawn prior to the opening of the Inquiry.
- 1.3 The Side Roads Order makes provision for the stopping up and improvement of streets and private means of access affected by the construction of the classified road.
- 1.4 The Traffic Regulation Orders and Parking Places Order identified and set out in this report will enable the full benefits of Ashton Northern Bypass Stage 2 and previous highways infrastructure investment to be realised.
- 1.3 In conjunction with opening of the Bypass these Orders will:
- remove through traffic except for buses and cycles from the bypassed section of Wellington Road;
 - improve road safety on Wellington Road and Penny Meadow;
 - improve the town centre environment and attractiveness;
 - provide on street pay and display parking
 - establish waiting and speed restrictions on the Bypass; and
 - rationalise traffic flow and waiting and loading restrictions on adjacent streets .

2.0 PROPOSAL

- 2.1 The required Orders have been identified and are set out as follows:
- **Appendix B** - Orders (under the Road Traffic Regulation Act 1984) as required for the operation of the Ashton Northern Bypass Stage 2.
- 2.2 It is proposed that once advertised, any objections that may be received will be investigated and, if not resolved, a report will be presented to Speaker's Panel for determination under the normal process.

3.0 RECOMMENDATION

- 3.1 Authorise the Assistant Director Economic and Technical Services to promote the Orders (under the Road Traffic Regulation Act 1984) set out in **Appendix B**, and, subject to any objections, to make and implement the Orders subject to any appropriate modifications arising as a result of consultations and publicity of the Orders

APPENDIX 'A'

Section 122 Road Traffic Regulation Act 1984

- (1) It shall be the duty of every local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in sub-section (2) below) to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- (2) The matters referred to in sub-section (1) above, as being specified in this sub-section are:
- (a) The desirability of securing and maintaining reasonable access to premises;
 - (b) The effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - (c) The strategy prepared under Section 80 of the Environment Act 1995 (national air quality strategy);
 - (d) The importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - (e) Any other matters appearing to ...the local authority.... to be relevant

APPENDIX B

No Waiting At Any Time

Albion Way (both sides)	- from its junction with Wellington Road to its junction with Penny Meadow.
Cowhill Lane (west side)	- from a point 25 metres north-east of its junction with Wimpole Street in a northerly direction up to and including its cul-de-sac end.
Cowhill Lane (east side)	- from a point 30 metres north of its junction with Wimpole Street in a northerly and easterly direction up to and including its cul-de-sac end.
Cowhill Lane (west side)	- from its junction with Albion Way to and including its junction with Albemarle Street.
Cowhill Lane (east side)	- from its junction with Albion Way for a distance of 18 metres in a northerly direction.
Harley Street (west side)	- from its junction with Albion Way for a distance of 12 metres in a southerly direction.
Harley Street (west side)	- from its junction with Wellington Road for a distance of 7 metres in a northerly direction.
Harley Street (east side)	- from its junction with Albion Way to its junction with Wellington Road.
Penny Meadow (south side)	- from its junction with Crickets Lane North to its junction with Market Street.
Penny Meadow (north side)	- from its junction with Albion Way to a point 8 metres west of its junction with Wimpole Street.
Penny Meadow (north side)	- from a point 8 metres east of its junction with Glebe Street to a point 3 metres west of its junction with Newton Street.
Penny Meadow (north side)	- from a point 3 metres east of its junction with Enville Street to a point 3 metres west of that junction.
Penny Meadow (north side)	- from a point 9 metres east of its junction with Cowhill Lane to its junction with Henrietta Street.
Alexandra Road (south-east side)	- from its junction with Turner Lane for a distance of 7 metres in a north-easterly direction.
Turner Lane (east side)	- from its junction with Albion Way to its junction with Alexandra Road.
Turner Street (east side)	- from a point opposite the southerly kerb line of Warre Street to its junction with Turner Lane
Wellington Road (north-east side)	- from its junction with Harley Street to its junction with Camp Street.

- Wellington Road (south-west side) - from a point 75 metres south-east of its junction with Warrington Street to a point 120 metres north-west of its junction with Market Street.
- Glebe Street (both sides) - from its junction with Penny Meadow up to and including its junction with Wimpole Street.
- Wimpole Street (both sides) - from its junction with Glebe Street to a point 22 metres north of its junction with Penny Meadow.
- Wimpole Street (both sides) - from its junction with Penny Meadow for a distance of 6 metres in a northerly direction.

No Waiting & No Loading Monday to Saturday from 7.30am to 6,00pm

- Wellington Road (south-west side) - from its junction with Warrington Street for a distance of 35 metres in an south-easterly direction.

No Waiting At Any Time and No Loading Mon – Sat, 7.30 – 9.30am & 4.30 – 6pm

- Penny Meadow (north side) - from its junction with Albion Way to its junction with Whiteacre Road.
- Penny Meadow (south side) - from its junction with Crickets Lane North to its junction with Crickets Lane.

Loading Only

- Wellington Road (south-west side) - from a point 35 metres south-east of its junction with Warrington Street for a distance of 40 metres in an south-easterly direction.
- Harley Street (west side) - from a point 12 metres south of its junction with Albion Way to a point 7 metres north of its junction with Wellington Road.

Limited Waiting 30 minutes, Mon – Sat, 8am to 6pm.

- Penny Meadow (north side) - from a point 8 metres west of its junction with Wimpole Street to a point 8 metres east of its junction with Glebe Street.
- Penny Meadow (north side) - from a point 3 metres west of its junction with Newton Street to a point 3 metres east of its junction with Enville Street.
- Penny Meadow (north side) - from a point 3 metres west of its junction with Enville Street to a point 9 metres east of its junction with Cowhill Lane.

Dual Carriageway – Prescribed route

- Wellington Road (easterly bound traffic) - from its junction with Camp Street to its junction with Henrietta Street on either side of that carriageway so as to keep the central island on the right hand side, or off side of the vehicle.

One-way traffic working

Column 1	Column 2
Harley Street - from its junction with Albion Way to its junction with Wellington Road.	In a southerly direction
Wimpole Street – from a point 26 metres east of its junction with Glebe Street to its junction with Penny Meadow.	In an easterly then southerly direction

Revocation of One-Way traffic working (reverts back to two way traffic)

Wimpole Street	- from its junction with Cowhill Lane to its junction with Henrietta Street.
Henrietta Street	- from its junction with Camp Street to its junction with Wellington Road

No Left Turn

From Harley Street onto Wellington Road except for cycles

Contraflow Bus and Cycle Lane

Wellington Road (east bound carriageway)	- from its junction with Albion Way to its junction with Harley Street
Wellington Road (west bound carriageway)	- from its junction with Harley Street to its junction with Warrington Street.

Bus and Cycle Gate

Wellington Road (both sides)	- from its junction with Harley Street to its junction with Camp Street.
Wellington Road (north side)	- from its junction with Camp Street for a distance of 24 metres in a south easterly direction.

Restricted Road – speed restricted to 30MPH

Albion Way	- Its entire length
------------	---------------------

24 hour Disabled Bay (maximum stay 3 hours)

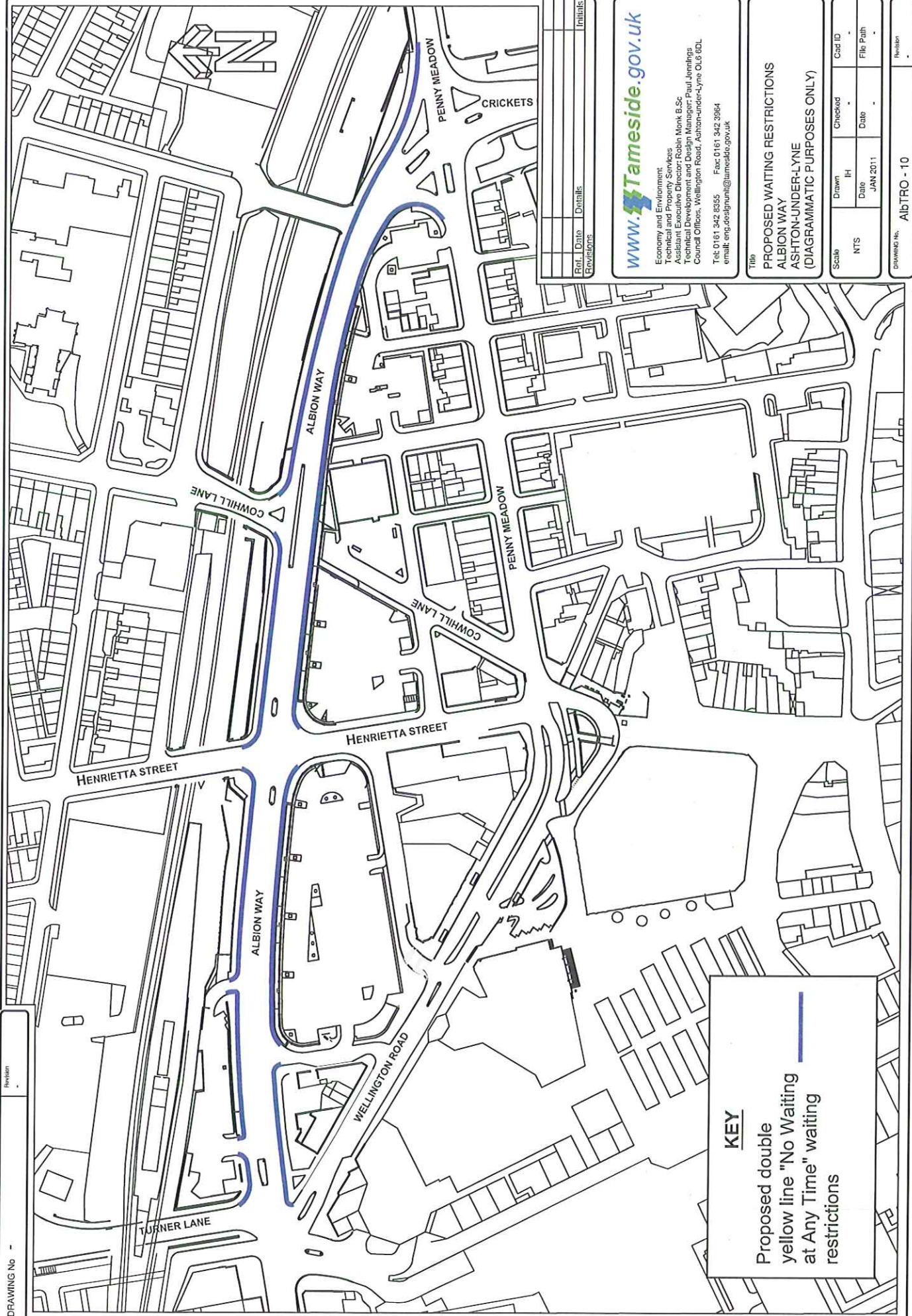
Column 1	Column 2	Column 3	Column 4	Column 5
<u>Parts of roads in Tameside Metropolitan Borough</u>	<u>Position in which vehicle may wait</u>	<u>Class of vehicle</u>	<u>Days and hours of operations of parking place</u>	<u>Maximum period that vehicle may wait</u>
Wimpole Street (east side) from a point 8 metres north of its junction with Penny Meadow for a distance of 3.6 metres in a northerly direction.	Wholly within the limits of the parking place, perpendicular to the easterly kerb line of Wimpole Street.	Disabled Persons' vehicle displaying in the relevant position a disabled person's badge.	All days and hours	3 hours

ON STREET PAY & DISPLAY BAYS, Mon – Sat, 8am – 6pm, (max stay 3 hours)

Column 1	Column 2	Column 3	Column 4	Column 5
Parts of road designated to be used as a parking place	Manner of standing in the parking place	Days of operation of the parking place	Hours of operation of the parking place	Maximum number of parking bays with the parking place.
The seven parking bays on the west side of Wimpole Street situated some 6 metres north of its junction with Penny Meadow for a distance of 17 metres in a northerly direction, more accurately defined on the attached drawing. (Wimpole St P&D – 04)	Wholly within the limits of the parking bay which is positioned within the parking place at 90 degrees to the west kerb line.	Monday to Saturday	8am – 6pm	7
The five parking bays on the east side of Wimpole Street situated some 11 metres north of its junction with Penny Meadow for a distance of 12 metres in a northerly direction, as more accurately defined on the attached drawing (Wimpole St P&D – 04)	Wholly within the limits of the parking bay which is positioned within the parking place at 90 degrees to the east kerb line.	Monday to Saturday	8am – 6pm	5

PAY & DISPLAY PARKING CHARGE

Period of Waiting during Charging Hours Mon - Sat inclusive 8am – 6pm	Cost
Up to 1 hour	£1.00
1 - 2 hours	£2.00
2 - 3 hours	£2.50
Maximum period for which vehicles may wait during charging hours	3 hours



KEY

Proposed double
yellow line "No Waiting
at Any Time" waiting
restrictions

Rev.	Date	Details	Initials

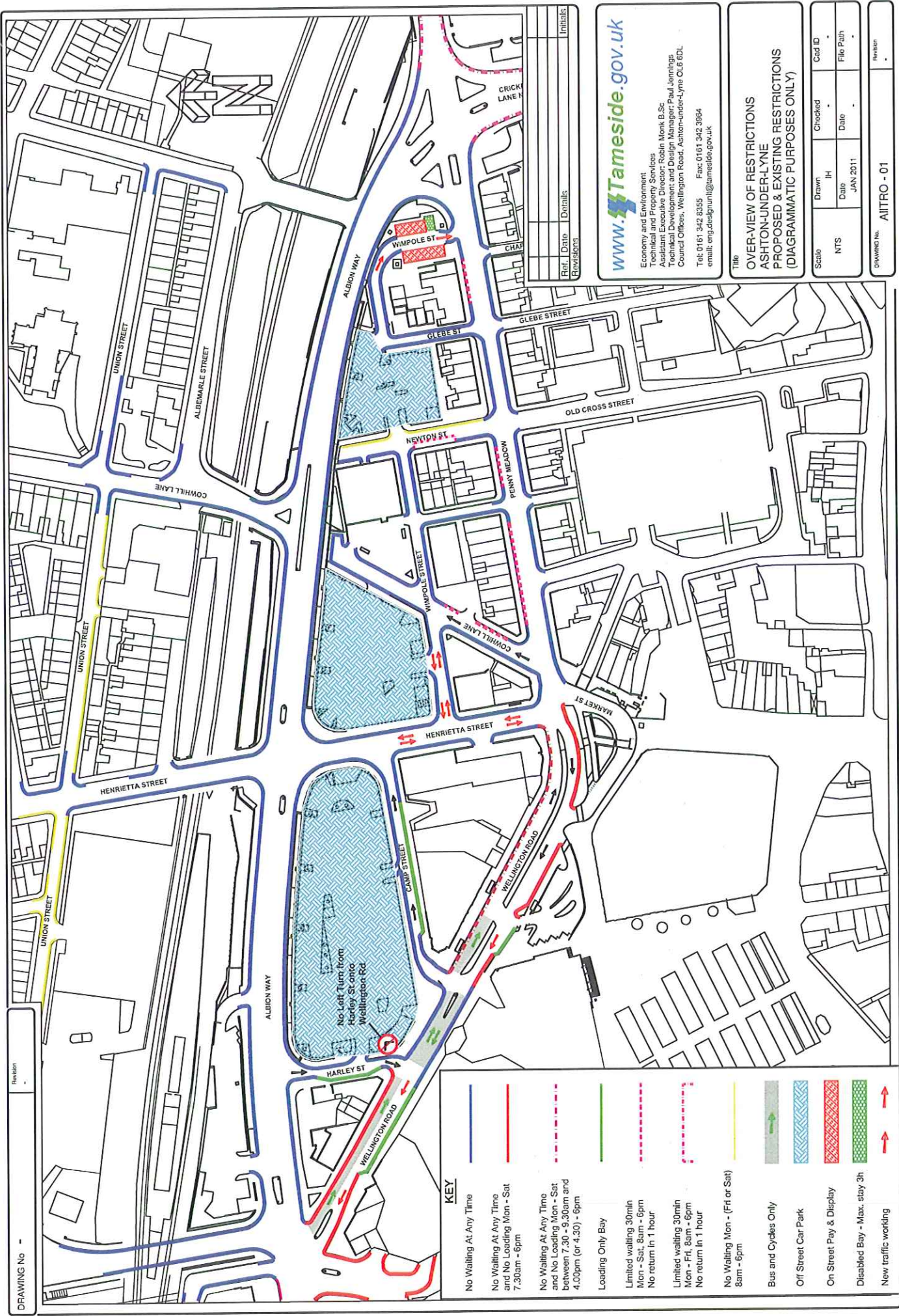
www.tameside.gov.uk

Economy and Environment
Councillor Robin Mork B.Sc.
Assistant Executive Director
Technical Development and Design Manager: Paul Jennings
Council Offices, Wellington Road, Ashton-under-Lyne OL6 6DL
Tel: 0161 342 5355 Fax: 0161 342 3964
email: eng.design@tameside.gov.uk

PROPOSED WAITING RESTRICTIONS
ALBION WAY
ASHTON-UNDER-LYNE
(DIAGRAMMATIC PURPOSES ONLY)

Scale	Drawn	Checked	Card ID
NTS	JH		
Date	Date	Date	File Path
JAN 2011			

Drawn No.	Revision
AlbTRO - 10	



www.tameside.gov.uk

Economy and Environment
Technical and Property Services
Assistant Executive Director
Council Offices, Wellington Road, Ashton-under-Lyne OL6 6DL
Tel: 0161 342 8355 Fax: 0161 342 3964
email: eng.designunit@tameside.gov.uk

Revisions

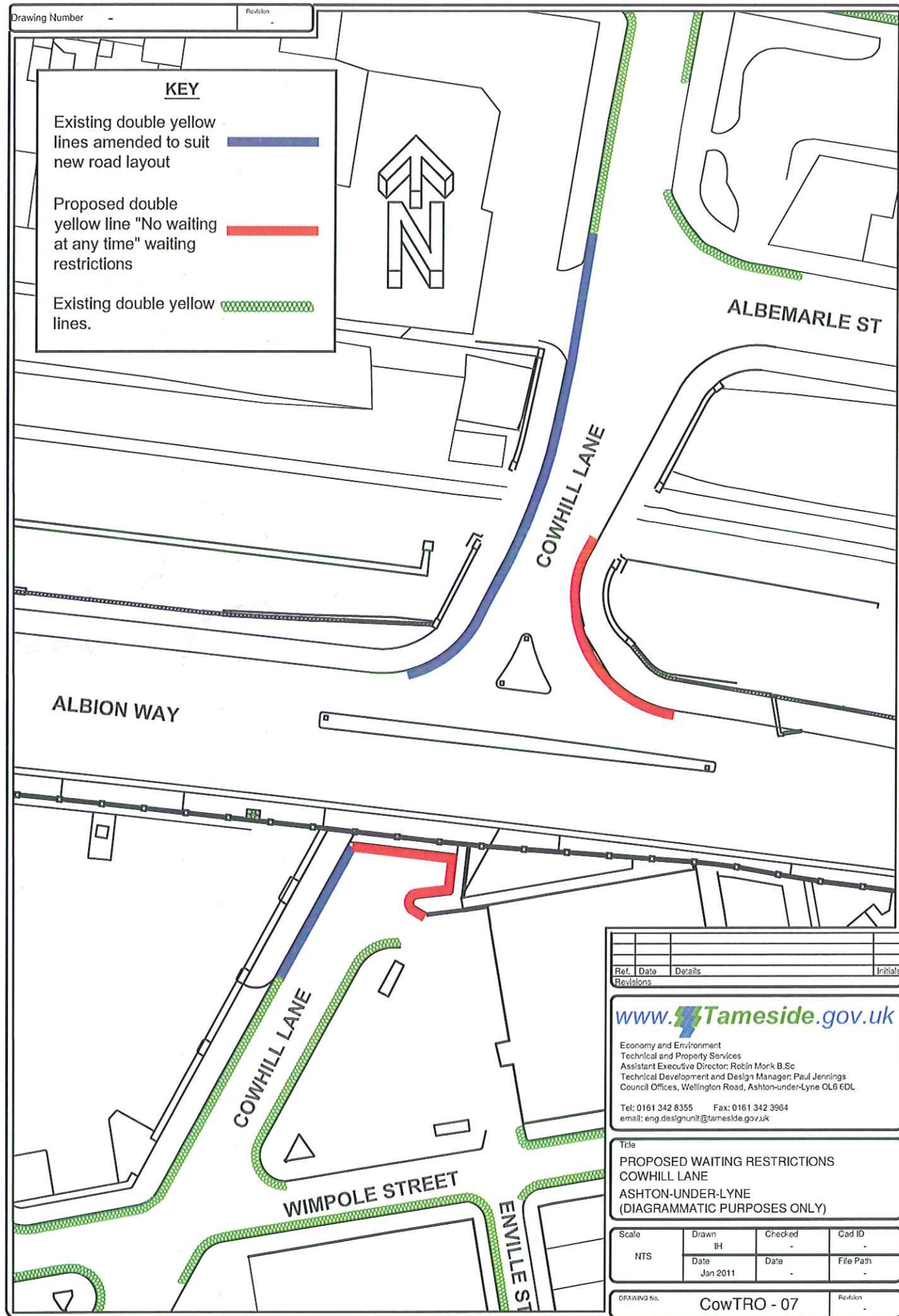
Rev.	Date	Details	Initials

**OVERVIEW OF RESTRICTIONS
ASHTON-UNDER-LYNE
PROPOSED & EXISTING RESTRICTIONS
(DIAGRAMMATIC PURPOSES ONLY)**

Scale	Drawn	Checked	Cad ID
NTS	JH		
	Date	Date	File Path
	JAN 2011		

DRAWING No. **AITRO - 01** Revision

- KEY**
- No Waiting At Any Time
 - No Waiting At Any Time and No Loading Mon - Sat 7:30am - 6pm
 - No Waiting At Any Time and No Loading Mon - Sat between 7:30 - 9:30am and 4:00pm (or 4:30) - 6pm
 - Loading Only Bay
 - Limited waiting 30min Mon - Sat 8am - 6pm No return in 1 hour
 - Limited waiting 30min Mon - Fri 8am - 6pm No return in 1 hour
 - No Waiting Mon - (Fri or Sat) 8am - 6pm
 - Bus and Cycles Only
 - Off Street Car Park
 - On Street Pay & Display
 - Disabled Bay - Max. stay 3h
 - New traffic working



1

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

26

27

28

29

30

31

32

33

34

35

36

37

38

39

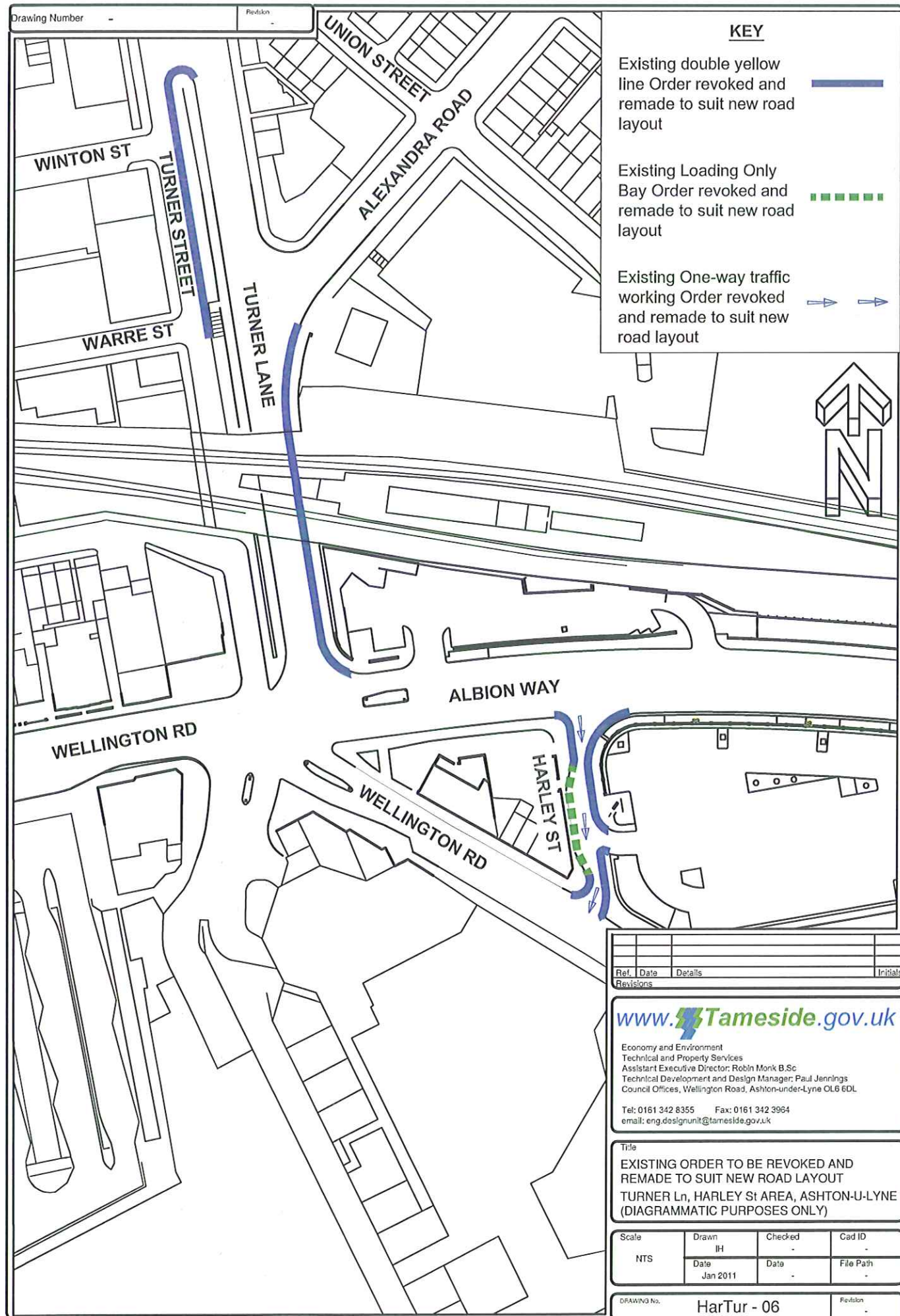
40

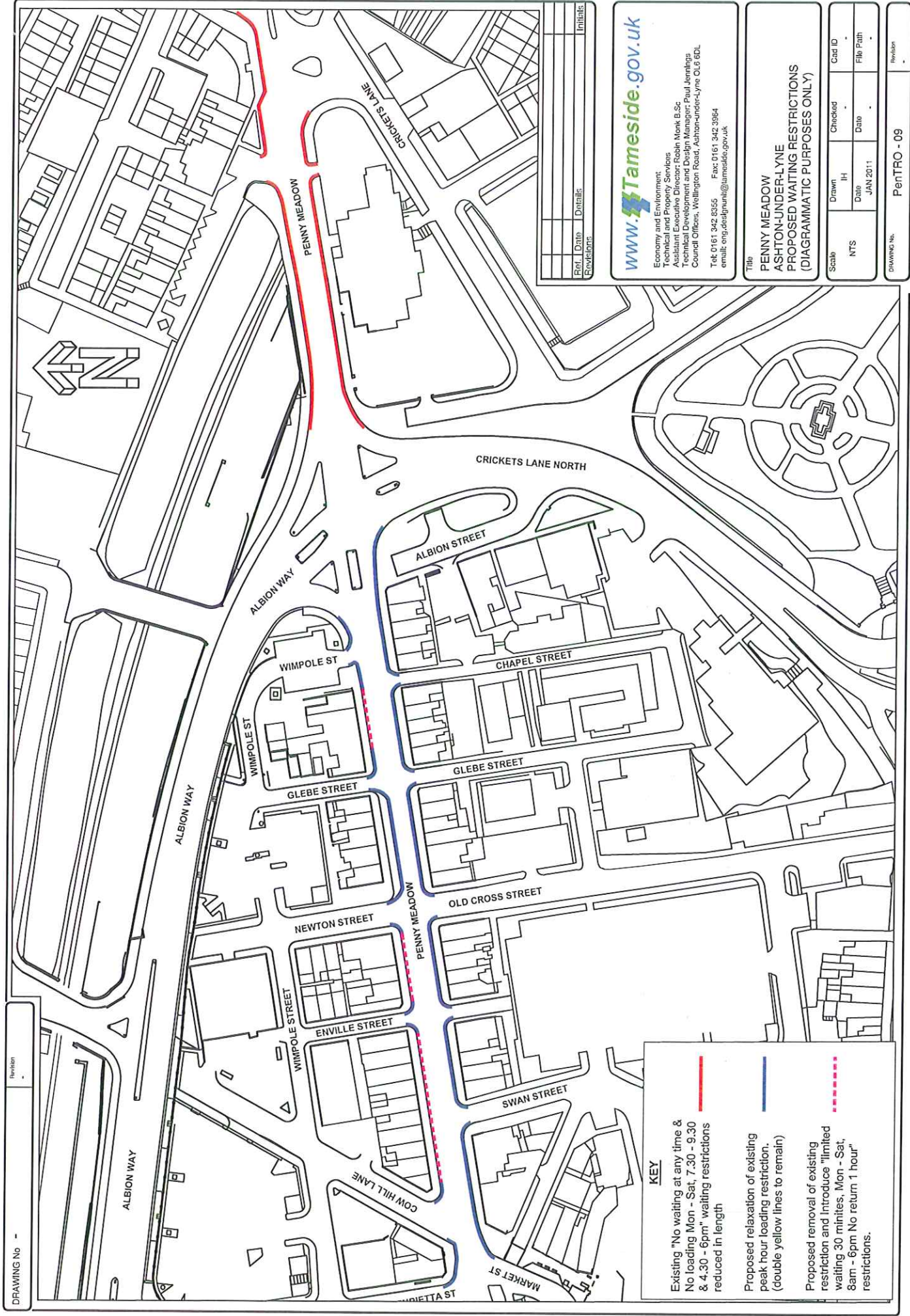
41

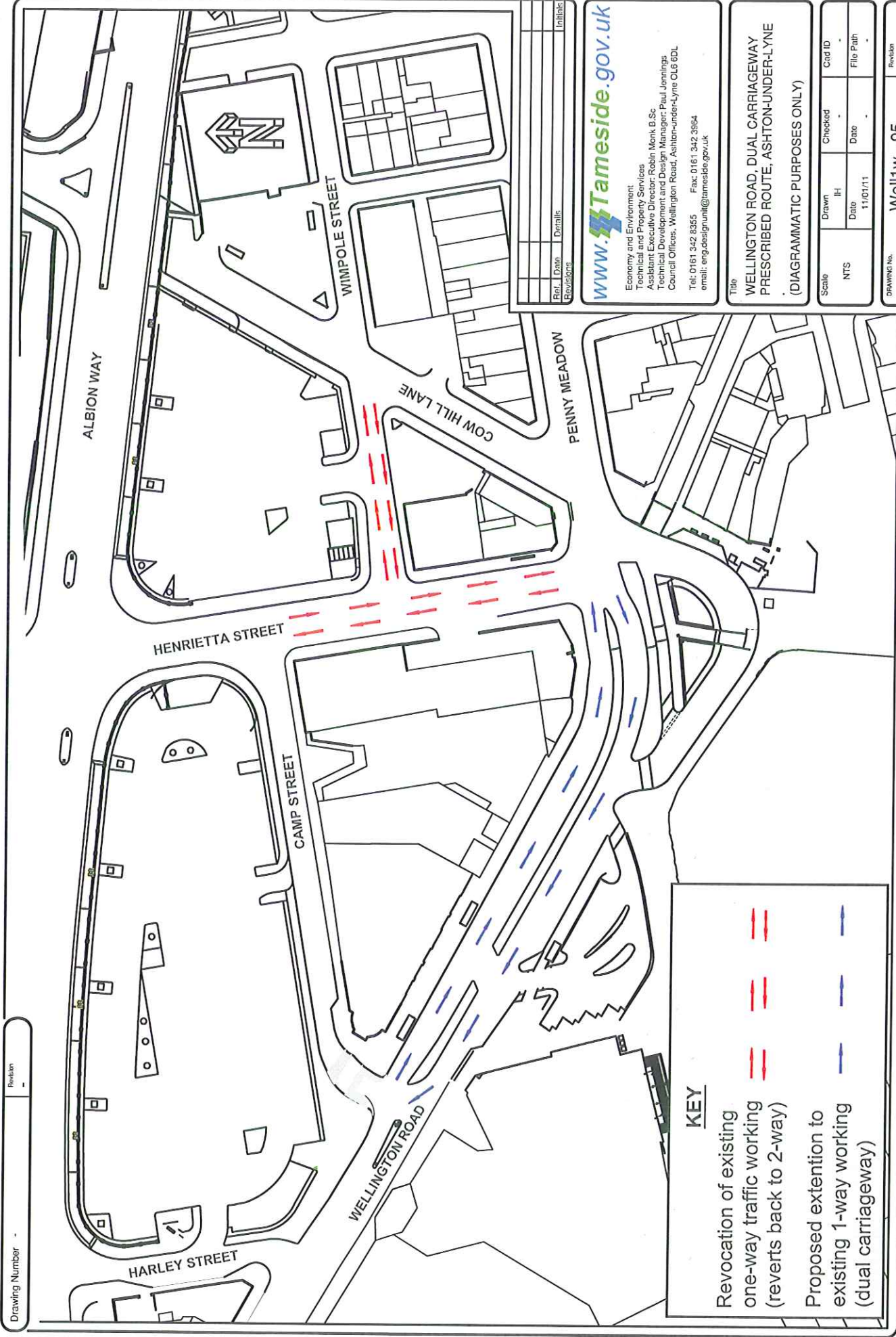
42

43

44







Ref.	Date	Details	Initials

www.tameside.gov.uk

Economy and Environment
Technical and Property Services
Assistant Executive Director: Robin Monk B.Sc.
Technical Director: Paul Jennings
Council Offices, Wellington Road, Ashton-under-Lyne OL8 6DL
Tel: 0161 342 8355 Fax: 0161 342 3664
email: eng.designunit@tameside.gov.uk

Title
WELLINGTON ROAD, DUAL CARRIAGEWAY
PRESCRIBED ROUTE, ASHTON-UNDER-LYNE
(DIAGRAMMATIC PURPOSES ONLY)

Scale	Drawn	Checked	Cad ID
NTS	JH	-	-
	Date	Date	File Path
	11/01/11	-	-

DRAWING No.	Revision
Well1w - 05	-

