

Traffic Advisory Panel

Dear Member,

You are invited to attend the meeting of the Traffic Advisory Panel to be held as follows for the transaction of the business indicated.

Miranda Carruthers-Watt
Proper Officer

DATE: Thursday, 6 September 2018

TIME: 12.00 pm, or at the later rising of the Planning & Transportation
Regulatory Panel

VENUE: Salford Suite, Salford Civic Centre, Chorley Road, Swinton

In accordance with 'The Openness of Local Government Bodies Regulations 2014,' the press and public have the right to film, video, photograph or record this meeting.

The role of the Traffic Advisory Panel is consultative. Decisions in respect of items on the agenda will be made at a future Briefing of the Lead Member for Planning & Sustainable Development, having considered the representations and comments made at this meeting.

AGENDA

- 1 Apologies for absence.
- 2 Declarations of interest.
- 3 Minutes of proceedings. (Pages 1 - 2)
- 4 Newlands Drive - TRO 2157. (Pages 3 - 12)
- 5 City of Salford (Salford Crescent, Salford) (Clearway Exemption for Buses, Prohibition of Stopping on the Verge or Footway and Revocation) Order 2018. (Pages 13 - 32)
- 6 Any other business.

Contact Officer:
Claire Edwards, Democratic Services

Tel No: 0161 793 2602
E-Mail: claire.edwards@salford.gov.uk

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TRAFFIC ADVISORY PANEL

19th July 2018

Meeting commenced: 11.18 a.m.
" ended: 11.35 a.m.

PRESENT: Councillors Dickman, K. Garrido, Linden, Mashiter, McIntyre, Warmisham and P. Wheeler

1. APPOINTMENT OF CHAIR

In the absence of Councillor Antrobus, Lead Member for Planning & Sustainable Development, Councillor Mashiter was appointed as Chair for the duration of the meeting.

- Councillor Mashiter – in the Chair -

2. WELCOME AND APOLOGIES FOR ABSENCE

The Chair welcomed those present and outlined the procedure for the meeting. He explained that the role of the Traffic Advisory Panel is consultative and indicated that a decision in respect of the proposal to be considered would be made at a future Briefing of the Lead Member for Planning & Sustainable Development, having considered the report and representations and comments at this meeting.

Apologies for absence were submitted on behalf of Councillors Antrobus, Burch, Clarke, Dawson, Hamilton, Hunt and Morris.

3. DECLARATION OF INTEREST

There were no declarations of interest.

4. MINUTES OF PROCEEDINGS

The minutes of the meeting held on 5th July 2018 were agreed as a correct record.

5. City of Salford (Introduction of Traffic Calming on Old Clough Lane – Walkden) Including One Road Hump and Nine Sets of Speed Cushions

The Panel considered a report of the Strategic Director Place which detailed nine objections that had been received with regard to a proposal to introduce one road hump and nine sets of speed cushions along Old Clough Lane. The report indicated that a request had previously been received from the Little Hulton & Walkden Community Committee and residents of Old Clough Lane to review the speed of vehicles and the level of traffic along the road, with a view to introducing a traffic calming scheme. Over the last three years, three informal consultation exercises had been carried out with local residents, Ward Councillors and the emergency services, along with traffic counts, which had confirmed the extent of the speeding problem on Old Clough Lane. The consultations had indicated that speed cushions were the least objectionable option of most residents. They were also the preferred option for the emergency services and bus services and have a proven track record in reducing traffic speeds. A 20mph speed limit on Old Clough Lane has already been introduced, in line with Salford City Council's schools safety initiative. On review, it was considered appropriate to impose a 20mph zone over not only Old Clough Lane, but also the residential side streets that have not been included in the two existing 20mph zones, covering the residential areas to the north east end of Old Clough Lane, (Crompton Street) and the south west end of Old Clough Lane (Rydal Crescent and Birch Road). The purpose of the proposals is to reduce traffic speed in the vicinity of the school, address residents' concerns relating to traffic speed along Old Clough Lane and rationalize the existing 20mph zones in to one area.

The Panel were advised of a late representation that had been received with regard to the proposed scheme, which related to (a) the impact of new housing developments on the infrastructure of the local roads and residents and the need for this to be considered when planning permission was granted, and (b) issues regarding the traffic lights located at the junction of Old Clough Lane and East Lancashire Road including their impact in terms of Old Clough Lane being used as a thoroughfare.

In 2017, the Traffic Advisory Panel had considered objections to the proposed 20mph speed limit, at which time an objector had expressed concern that the lowered speed limit in itself was insufficient to reduce vehicle speeds and improve road safety on Old Clough Lane. The Lead Member for Planning & Sustainable

Development had indicated that officers should investigate and implement a traffic calming scheme to alleviate those concerns.

The Panel noted the further background information provided in the report, together with the detail of the nine objections that had been received and the responses that had been provided.

The Panel expressed general support regarding the proposed scheme.

The Chair indicated that the Lead Member for Planning & Sustainable Development would make a decision regarding the proposed scheme at a future Lead Member Briefing.

| | |
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| Part 1 - Open to the Public | |
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REPORT OF THE STRATEGIC DIRECTOR PLACE

TO THE LEAD MEMBER FOR STRATEGIC PLANNING

TRAFFIC ADVISORY PANEL

6th September 2018

TITLE: Newlands Drive – TRO 2157

RECOMMENDATIONS:

That the Lead Member for Strategic Planning consider the contents of this report and the deliberations of the Traffic Advisory Panel and make a decision to

Overrule the objections and go ahead with the proposal as advertised.

EXECUTIVE SUMMARY:

A proposal has been put forward through the Claremont & Weaste Community Committee to introduce a Traffic Regulation Order (TRO) for 'Limited Waiting' restrictions and 'No Waiting at Any Time' junction protection at the junction of Newlands Drive and Parkway to allow bin waggon access.

The proposal intends to address concerns raised by the local community and Salford City Councils Environmental Team regarding lack of bin wagon access. Inconsiderate and a high volume of residents parking is stopping refuse vehicles from accessing and servicing Newlands Drive.

Waiting restrictions will allow the refuse vehicles to park up and service Newlands Drive while the Junction protection will allow space and visibility for vehicles to move in and out of Newlands Drive safely. The TRO was advertised on the 12th July 2018 for a period of 21 days and received one objection.

UV Officers recommend that the objections are taken into consideration and the TRO is agreed. Members of the Highways Task Group have requested the views of the Traffic Advisory Panel on this matter.

Background

During the last two years complaints have been raised regarding dangerous parking stopping refuse vehicles accessing and servicing Newlands Drive. It was decided by local councillors through Highways Task Group that waiting restrictions should be put in place to allow bin wagons to service Newlands Drive.

During the design phase it was decided, along with waiting restrictions along one side of Newlands Drive, junction protection should also be put in place to keep the junction clear and allow vehicles to enter and exit the road safely. It is proposed to put in approx. 5 meters on both sides of the junction.

Nobody should be legally parking on or around a junction as stated in the Highway Code, Rule 234.

Do Not stop or park opposite or within 10 meters of a junction, except in an authorised parking space.

The proposed restrictions are the minimum required to enforce the need to keep a junction clear for both safe access and visibility issues.

It is proposed to have the limited waiting restrictions in place Monday-Friday 9am - 4pm to allow refuse vehicles access. Currently Newlands Drive refuse collection takes place on a Thursday but to future proof the collection changing days, the whole working week is included in the restrictions. Residents are still able to park outside of these restricted hours.

As per the TRO process, consultation with local residents was undertaken with some residents of Parkways and all residents of Newlands Drive. This consultation consisted of a letter and plan about the proposed restrictions. Following this consultation, a resident got in touch highlighting the issue of cars parking on the opposite side of the junction, this parking was restricting movements and safe visibility. It was decided to include 10m of Double Yellow Lines at both sides of its junction with Parkway. This will keep both sides of the junction clear to allow full access and movement of bin wagons.

Proposals:

Introduction of: **Waiting Restrictions**

| | |
|----------------|---|
| Newlands Drive | North West side, from a distance of 5.2m from its junction with the north eastern kerblines of Parkway for a distance of 12.5m in a north easterly direction. |
|----------------|---|

Introduction of: **No Waiting at Any Time Restrictions**

| | |
|----------------|--|
| Newlands Drive | North West side, from its junction with the north eastern kerblines of Parkway for a distance of 5.2m in a north easterly direction. |
|----------------|--|

| | |
|----------------|---|
| Newlands Drive | South East side, from its junction with the North Eastern Kerbline of Parkway for a distance of 5.2m in a north easterly direction |
| Parksway | North East side, from its junction with the North Westerly kerbline of Newlands Drive for a distance of 4.5m in a North Westerly direction. |
| Parksway | North East Side, from its junction with the South Easterly kerbline of Newlands Drive for a distance of 4.5m is a South Easterly direction. |

Consideration of Objections

The following table summarises the general points raised by the objections and provides a response:

| OBJECTION | REPONSE |
|--|--|
| The proposed restrictions will make parking on Parkways worse | While nobody has a legal right to park outside their property or on and around a junction, Officers accept this is a residential area with very limited off-street parking available and there tends to be more than 1 vehicle per household. The majority of properties on both Newlands Drive and Parkways have driveways which they are able to park on, it is a select few houses which don't have a driveway and they have been considered throughout the whole process. Instead of restricted the whole of Newlands Drive and Parkways the minimum needed has been put in place to allow residents to still park while Newlands Drive can be serviced by refused vehicles. |
| Bin collection is only on Thursday, when then are the restrictions in place Monday to Friday. | Bin Collection, although happens on a Thursday now, is not fixed and may change in the future. In order to future proof the access all working days have been included. If the restrictions were only appropriate on Thursday and this changed a whole new TRO and the required process will be needed, and the money required may not be available. |
| Why can the environmental team not park on Parkways and residents bring their bins to the end of Newlands Drive. | There is currently one resident who has assisted bin collection. Meaning the environmental team is required to collect the residents bin from inside their property and empty in, parking on Newlands Drive itself would allow this to happen. There are eleven properties on Newlands Drive and if all properties were to bring their bins to the junction (some being left all day) it would create an unsafe hazard on both the footway and road. |

The objection email is attached to this report.

Deliberations of the Traffic Advisory Panel

The matter is to be considered at a meeting on the 6th September 2018. The objectors have been informed of the date and time of the meeting should they wish to attend.

Recommendation

The proposed parking restrictions have the aim of improving safe access for bin wagons servicing Newlands Drive while also allowing local residents parking by not restricting the whole area.

During the design process residents were consulted and the scheme was advertised on site and only one objection was raised.

The objection raised is about the potential of exacerbating the current parking issues, to stop this from happening the minimum needed has been put in place to allow access while still allow residents to park. The need for future proofing and assisted bin collection need also taking into consideration.

As such it is recommended that the proposed parking restrictions are approved and put in place as designed and advertised.

KEY COUNCIL POLICIES: Local Transport Plan

EQUALITY IMPACT ASSESSMENT AND IMPLICATIONS:

ASSESSMENT OF RISK:

Implementation of parking restrictions would improve access for bin wagons; however there is a risk that it will generate parking problems for local residents who may be unable to park outside or near to their homes. All efforts have been made to reduce the impact on local parking while designing the restrictions. If the restrictions do not go in, there is a risk of the environmental being unable to service Newlands Drive in the right way.

LEGAL IMPLICATIONS:

Not applicable

FINANCIAL IMPLICATIONS:

The costs are to be met from the Block 3 Highways Capital allocation of the Claremont & Waste devolved budget from the 2017/18 financial year.

PROCUREMENT IMPLICATIONS:

Not applicable

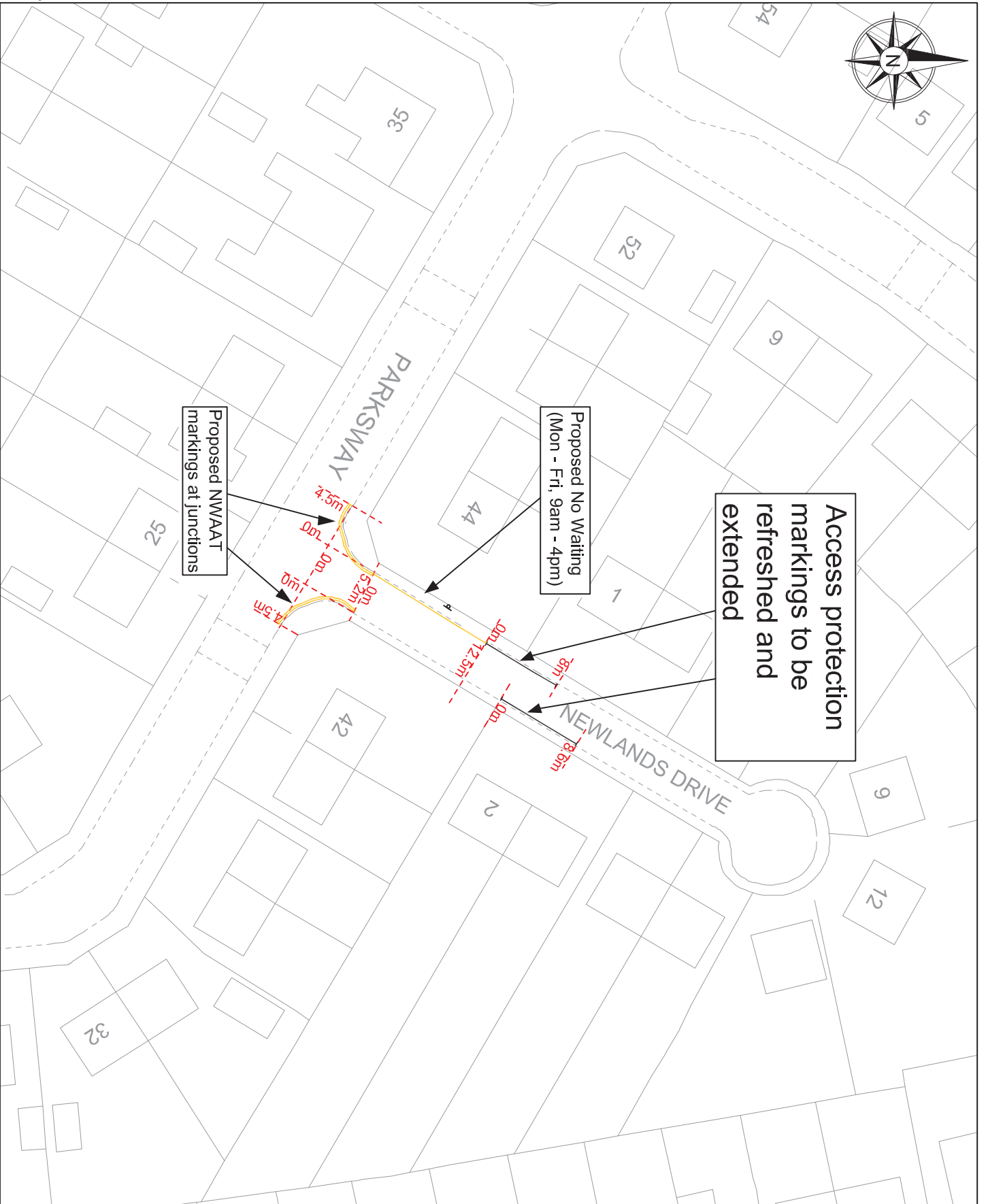
HR IMPLICATIONS Supplied by: N/A.

OTHER DIRECTORATES CONSULTED: None.

CONTACT OFFICER: Alex Parkin TEL NO: 0161 779 4922

WARDS TO WHICH REPORT RELATES: Weaste & Seedley

Ben Dolan
Strategic Director, Place



The drawing is copyright of Urban Vision Partnership. It is to be used for the project for which it was prepared. All dimensions are to be checked to be correct to the nearest millimetre. The drawing is to be used for construction purposes only. It is not to be used for any other purpose. The drawing is to be used for construction purposes only. It is not to be used for any other purpose. The drawing is to be used for construction purposes only. It is not to be used for any other purpose.

HEALTH AND SAFETY INCORPORATION
 It is the responsibility of the contractor to ensure that all safety measures are taken during the construction of the works. The contractor is to be responsible for obtaining all necessary permits and approvals. The contractor is to be responsible for ensuring that all safety measures are taken during the construction of the works. The contractor is to be responsible for ensuring that all safety measures are taken during the construction of the works.

Proposed Road Markings
 No Waiting Restrictions (Mon-Fri, 9am-4pm)
 TSKGD 2016 Diag: 1017
 Quantity Required: 12.5m
 No Waiting At Anytime Restrictions
 TSKGD 2016 Diag: 1018.1
 Approx. Quantity: 17.3

Sign Ref 1 to be installed on new post. Mounting Height: 2.1m
 Post Dia: 76mm

Access Protection Marking
 TSKRGD 2016 Diag: 1017.1
 Quantity Required: Approx: 16.8m



| Sign Ref | Location | Quantity |
|------------|----------------|----------|
| Sign Ref 1 | Newlands Drive | 20 |

| Material | Class No | Area |
|------------|----------|------|
| Sign Ref 1 | 20 | 20 |

2. Second Issue
 20/03/18 AB CH RO
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Urban Vision Partnership Ltd, The Centre, Chelvey Road,
 Salford, Salford, M27 5AS, T: 0161 779 4800
 Salford City Council

Project: C&W HDB 2017-2018
 Newlands Drive Waiting Restrictions
 Drawing: Proposed General Arrangement

| Approval Status | Date |
|---------------------|------------|
| Feasibility/ Sketch | 20/03/2018 |
| Design | 20/03/2018 |
| Construction | 20/03/2018 |
| As Built | 20/03/2018 |

Project Number: Newlands Drive-1200-02
 Drawing Number: www.urbanvision.co.uk

Good Afternoon Alex,

Please see email below from a [REDACTED] who objects to the proposals on Newlands Drive and Parkway. Please respond, her email address is [REDACTED]

Kind regards

Gurmail Singh

On Friday, 13 July 2018 15:06:28 UTC+1, [REDACTED] wrote:

Good Afternoon

I live on Parkway at no 46 and am constantly struggling to park due to issues with the residents from Newlands Drive parking outside my home. If this proposal goes ahead that will make it 10 times worse. I have lived here for 23 years and feel upset at the idea of this happening. I am assuming this is to do with the bin waggons but we only have a collection on a Friday so why does it need to be Mon-Fri and why can't the residents of Newlands Drive bring their bins to the bottom of the driveway. The on-going problems with parking will just be exacerbated by this action. I strongly object to this proposal. Parking is very tight as it is and this will create more problems than rectify them. I look forward to your response.

Yours Faithfully

[REDACTED]

From: alex.parkin@urbanvision.org.uk

To: [REDACTED]

Hello Lorraine,

I am emailing regarding the objection you raised to the proposed TRO for parking restrictions on Newlands Drive and Parkway.

I understand that as a resident of Parkway you are worried about parking on your street when the new restrictions are put in place. The aim of the restrictions are not to take away residents parking but to keep crossing points and accesses clear. Attached is a drawing of the proposed restrictions.

The aim of putting in place the waiting restrictions is to allow bin wagons to access the road and to reduce parking at the junction of Newlands Drive and Parkway. By removing parking at the junction, it allows bin wagons to park on and service newlands drive without blocking Parkway. The double yellow lines going on both sides of the junction have been placed there to keep the junction clear of parked cars for safety and access reasons. The scheme was originally designed to have double yellow lines on only the west side of the junction, but through consultation residents expressed concern and a wish to have further parking restrictions. Following this it was decided to put double yellow lines on both sides of the junction.

The proposed double yellow lines will only enforce a section of road where cars are currently legally unable to park, as per the highway code. If a car parks within 10 meters of a junction they are in breach of the Highway Code and as such liable for a parking penalty:

Rule 243 of the Highway Code states that you 'DO NOT stop or Park except when forced to do so by stationary traffic:

- Anywhere you would prevent access for emergency services
- Opposite of within 10 meters (32 feet) of a junction, except in an authorised parking space
- Where the kerb has been lowered to help wheelchair users and powered mobility vehicles
- In front of an entrance to a property
- On a bend
- Where you would obstruct cyclists use of cycle facilities

By putting double yellow lines in place we are clearing the access for cars entering and exiting newlands drive and for the safety of all vehicles traveling on Newlands Drive and Parkway. We are also keeping the junction clear so footway users have a safe place to cross.

Referring to your question regarding why the restrictions will be in place Monday to Friday and not only Friday. This is to future proof the bin wagon access, if the date and time of bin collection was to change on your street the parking restrictions would allow for this. Cars will still be able to park on this section of road outside of the restricted hours.

The other query you raised was, if the bin wagons could park on Parkway and the bins could be dragged down from newlands drive. Currently there are one or two assisted collections on Newlands Drive, this means that certain residents are not able to move their bin from their house to the desired location on the footway meaning that the environmental team have pre-arranged to assist the resident with their bin collection. Collection of the bins needs to happen on newlands drive to allow for these assisted bin collection.

I hope the above gives you an idea about why we are proposing the restrictions and that we have taken the needs of local residents into account when designing these restrictions.

We do take your objection seriously and as such the proposed scheme will be going before the Traffic Advisory panel. The panel is made up of Councillors, including the Lead Member for Transport and they will take the proposed scheme along with objections raised into consideration and decide if the scheme will go ahead. As you have objected to the scheme you are welcome to come along to the meeting and represent your objections for consideration by councillors. The Traffic Advisory Panel will take place around lunch time on Thursday 6th September, if you would like to attend please let me know and I can send you more details of the meeting.

If you have any further questions that I have not covered above or if you have any further comments please feel free to give me a ring or send me an email.

Thanks

Alex

Regards

Alexandra (Alex) Parkin (Previously Bulmer) BSC(Hons), MSC, AMIHE, MCIHT

Sustainable Transport Planner

Urban Vision Partnership Limited

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| Part 1 - Open to the Public | |
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REPORT OF THE STRATEGIC DIRECTOR PLACE

TO LEAD MEMBER FOR PLANNING AND SUSTAINABLE DEVELOPMENT

TRAFFIC ADVISORY PANEL

6th September 2018

TITLE: City of Salford (Salford Crescent, Salford) (Clearway Exemption for Buses, Prohibition of Stopping on the Verge or Footway and Revocation) Order 2018

RECOMMENDATIONS:

That the Lead Member for Planning and Sustainable Development consider the contents of this report and the deliberations of the Traffic Advisory Panel and make a decision to:

Approve the Traffic Regulation Order (TRO) as advertised and implement accordingly i.e. the objections are overruled.

EXECUTIVE SUMMARY:

Complaints have been received regarding parking near Salford Crescent train station. There is a problem of inconsiderate drivers parking on the footway between A6 Crescent and University Road, endangering pedestrians and causing an obstruction.

A traffic management scheme has been designed to introduce a 'Clearway with exemption for Buses and Proposed No Stopping on the Verge or Footway' Traffic Regulation Order for the A6 road to cover the extents as indicated on the attached Appendix 1.

The Traffic Regulation Order to introduce 'Clearway with exemption for Buses and Proposed No Stopping on the Verge or Footway' order was legally advertised on 19th July 2018 for 21 days, during the time one objection and one comment has been received in connection to the proposal.

Background

Complaints have been received regarding parking issues near Salford Crescent train station where inconsiderate drivers parking on the footway between A6 Crescent and University Road are, endangering pedestrians and causing an obstruction. The affected area is shown on the Appendix 2.

There is a clearway Traffic Regulation Order covering the main carriageway – Crescent however there is no regulation covering footways and verges. That means that the current inconsiderate footway parking cannot be enforced on this location by the Councils Civil Enforcement contractor.

It is therefore proposed to amend the existing Clearway Traffic Regulation Order to include the prohibition of stopping on verge and footway. The existing Clearway TRO on the A6 covers main carriageway and the lengths of the new restriction in the schedules below which are the same as those on site. Definitions within the Order are to be amended to cover verges and footways. These restrictions are detailed in Appendix 1.

Currently there is Traffic Regulation Order in place which needs to be amended to cover verges and footways. Also the historic TRO refers to Quay Street near University Road which no longer exists on site. The definitions and road name will be amended, however lengths of roads covered by existing clearway TRO are to remain.

The new restriction would prevent people from hazardous footway parking where it is currently taking place near Salford Crescent Station. If parking issues occur on different lengths of roads covered by new TRO they could be enforced once appropriate signage is in place.

A scheme to introduce the 'No Stopping Exemption for Buses and Proposed No Stopping on the Verge or Footway' was consulted upon by the Traffic Management Unit, local councillors and emergency services on 11th May 2018.

Following the consultation to the proposals, no objections were received.

The scheme was subject to formal legal advertising on 19th July 2018, for 21 days until 9th August 2018. During this period one objection and one comment has been received in connection to the proposal.

The Comment

The comment is reproduced at Appendix 3. The comment is made by a resident. No objection was made to the scheme however the resident wanted clarification to the below aspects:

1. The order is proposed by Salford City Council however contact details are for Manchester City Council. *The resident was advised that Salford and Manchester Legal Services are combined and they are based in Manchester.*
2. What are the extents of the proposed order as it is not clear from the plan showing only where parking problem appears and legal schedule describing lengths of road covered by the proposed order? *The resident received a plan*

shown on Appendix 4 to advise in overall which roads will be covered by the new TRO. For details resident should refer to the schedule.

3. Will Royal Mail vehicles be exempted? *The resident was advised that they can collect from the carriageway as they do at present.*
4. What kind of buses does the proposed exemption include? *The resident was advised that all of buses will be included in exemption as defined in the relevant legislation.*
5. What alternative parking arrangements have been made for vehicles which are currently parking on the traffic island as they are usually on legitimate railway business? *The resident was advised that this is up to business to provide parking places for their employees. Footway parking cannot be a solution.*
6. Will new proposed order affect also Salford City Council vehicles? *The resident was advised that there are standard exemptions for maintenance vehicles in many TRO's.*

In the light of the above the resident has no objections to the proposal.

The Objection

The objection is reproduced at Appendix 5. The objection is made by the train station employee on the grounds the employee holds a disabled parking pass (Blue Badge) because of difficulty in walking any distance and as there are no provisions for the disabled to park near the station he is objecting to the scheme so he can park on the footway near Salford Crescent train station and continue his employment. The employee states that this is the Council responsibility to take reasonable steps to assist. The employee feels it is a discrimination against the disabled if the Council forbid him to have a fair access to work place.

Consideration of the Objection

Urban Vision engineers agree that disabled badge holders need to be considered as part of the wider improvements that are required to improve accessibility at this and numerous other stations across the City however parking on the footway is not an appropriate solution. Salford Crescent is well connected with buses and trains which can be used by disabled people to access Salford Crescent station.

Allowing vehicles to park on the footway causes problems for the disabled and for pedestrians in general to travel across the island and pavements. Furthermore the visibility splay is decreased for vehicles exiting from University Road and joining the A6 Crescent near the island where the inconsiderate parking is taking place. Also vehicles are on occasion parked facing the oncoming traffic, so those driving onto and off the pavement are a danger to other road users.

The extent of the problem is shown in Appendix 6. These photos have been taken by Urban Vision Engineers as well pedestrians using the pavement when submitting complaints about the issue.

Currently Urban Vision engineers are looking at options to improve the accessibility of Salford Crescent Station and this may include improved crossing facilities and parking places for the disabled. In the meantime the inconsiderate parking needs to be dealt with appropriate measures.

Therefore, officers recommend that 'No Stopping Exemption for Buses and Proposed No Stopping on the Verge or Footway' restriction should be implemented as advertised.

Recommendation

It is recommended that the TRO be brought into effect in the original form scheduled at Appendix 1 hereto.

Appendix:

1. TRO schedule as advertised
2. Plan of affected area
3. Comment
4. Plan showing the approximate extents of the proposal
5. Objection
6. Photos

APPENDIX 1

PROPOSAL:

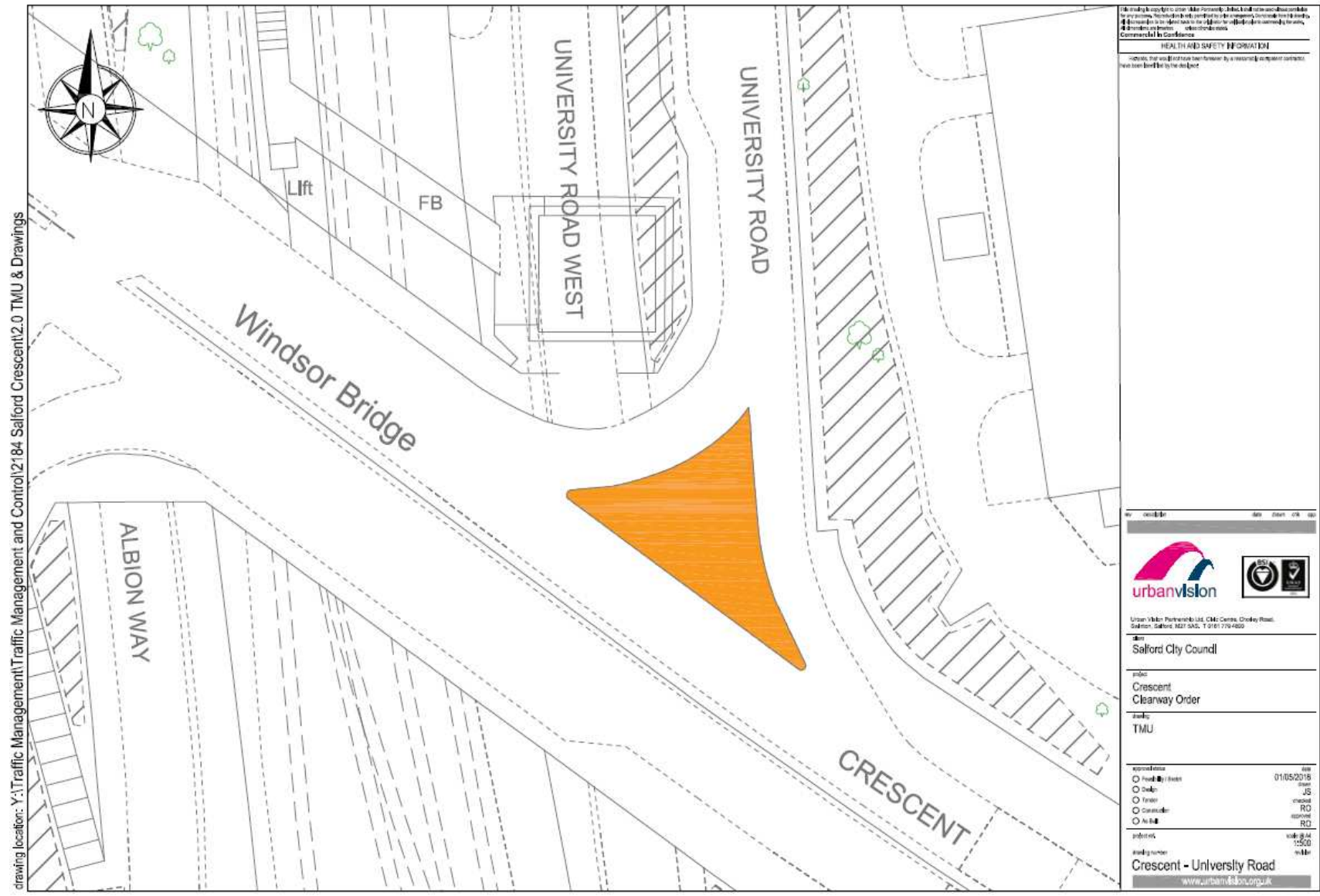
Revocation of:

| Revocation of TRO 26-2-119d |
|---|
| THE GREATER MANCHESTER COUNTY (BROAD STREET AND ECCLES OLD ROAD, SALFORD) (CLEARWAY) (COUNTY) ORDER 1977 |

Introduction of:

| NO STOPPING OR WAITING AT ANY TIME (ON CARRIAGEWAY, VERGES AND FOOTWAYS – EXEMPTION FOR BUSES) | | |
|---|---|--|
| | From | To |
| Broad Street (A6), Salford | North side, from a point 60 metres west of the westerly kerblines of Adelphi Street in a westerly direction | A point 190 metres west of Summerville Road including the roundabout at Broughton Road, slip roads to and from Broad Street to the Broughton Road roundabout, south bound slip road from the Broughton Road roundabout to Salford Precinct for a distance of 51 metres, and north bound slip road from Salford Precinct to the Broughton Road roundabout for a distance of 49 metres, slip road from east bound carriageway to Charles Street slip road from a point 10 metres north of Bolton Road to west bound carriageway. |
| | South side from a point 25 metres east of the easterly kerblines of Irwell Place in a north westerly direction | |
| Eccles Old Road (A576), Salford | East bound carriageway from a point 200 metres west of the east bound slip road of Broad Street to the Broughton Road roundabout. | |

APPENDIX 2



APPENDIX 3

Comment received by email 25.07.2018

Dear sir/madam,

Traffic Order L/TG/OUT1093/642

I recently saw this traffic order on the following Salford City Council webpage:

<https://www.salford.gov.uk/parking-roads-and-travel/roads/traffic-orders/salford-crescent/>

There are some aspects of the order that confuse me, and I wonder if you could possibly clarify them for me.

1. The order is proposed by Salford City Council, but the contact details are for Manchester City Council. I feel this is unusual - is there any reason for this?
2. The attached .pdf diagram does not clearly illustrate all of the roads affected by the proposed order. It is much easier to understand the order with a visual illustration - for example, the reference to Summerville Road is very confusing, since (as far as I know) there is no junction of Summerville Road with Broad Street, and without a diagram it is impossible to understand what is meant. Could such a visual diagram be included, please?
3. Will Royal Mail vehicles be exempted? If not, how can mail be collected from the post box outside the Working Class Movement Library legally?
4. Does the proposed exemption include all buses, or only certain kinds of bus?
5. I have noticed that vehicles occasionally park on the traffic island in front of Salford Crescent station, and that these vehicles are usually on legitimate railway business. It is difficult to see where else they could park. What alternative parking arrangements have been made for these vehicles to park legally to allow the smooth running of the railway? For example, there is no shortage of space to introduce a number of allocated parking bays - has this been considered?
6. I have also frequently noticed Salford City Council sanitation vehicles parked or stopped on the footway on some of the roads concerned, whilst emptying bins or otherwise cleaning the area. If the proposed order is introduced, will it also apply to Council vehicles on legitimate business, and how does the Council intend to comply with its own regulations?

Thank you for your assistance.

Urban Vision response by email 20.08.2018

Good Afternoon,

Thank you for your e-mail and sorry for late reply. Please see below responses to your questions.

1. Salford and Manchester Legal Services have been combined for a number of years, they are based in Manchester.
2. Please find attached plan showing the whole proposal. For details please refer to site notice.
3. They can collect from the carriageway as they do at present.
4. Buses as defined in the relevant legislation.
5. That is an issue for the train companies or rail operators to deal with, these vehicles may be on legitimate station business but they should not be parking on the footway. There will be no exemption for these vehicles to park on the traffic island.
6. There are standard exemptions for maintenance vehicles in many TRO's.

There is an existing Traffic Regulation Order for the clearway on carriageway. The only change with this proposal is to add the same clearway restriction for footways and verges along the roads described in schedules.

In terms of the above answers can you please confirm you have no objections to the proposal?

Response by email 20.08.2018

Good afternoon,

Thank you for this information.

Regarding Q3: As I understand it, no vehicle may stop on the carriageway, because (a) there is a bus lane; and (b) this section is also an Urban Clearway, where stopping is not permitted. Could you clarify, please?

Regarding Q5: I understand what you say, but feel there would be great benefit to allowing people to go about their legitimate business more easily. For example, it is not even possible to drop off a friend or relative outside Salford Crescent station legally due to traffic regulations; lives of residents would be made much easier if we could do this. In addition, there is plenty of space to create parking bays near the station (meter-controlled if appropriate) that might allow station staff to do their jobs more easily, and encourage people to stop off at, rather than merely pass through, the Crescent.

There is no need to respond further to Q5, but if you could clarify Q3, that would be appreciated.

Regards,

Urban Vision response by email 21.08.2018

Good Morning,

Please see answers below.

Question 3: No vehicle can stop on carriageway because there is a clearway order which prohibits vehicles to stop or wait. There are standard exemptions for this for services vehicles and buses, so they can operate along the road.

Question 5: Whilst dropping off is not permitted on A6 you can drop off passengers on University Road which is more convenient than stopping on busier road or obstructing the bus lane.

Hope the above clarifies your concerns. In regards of that can you please confirm you have no objections to the proposed scheme?

Any questions please do not hesitate to ask.

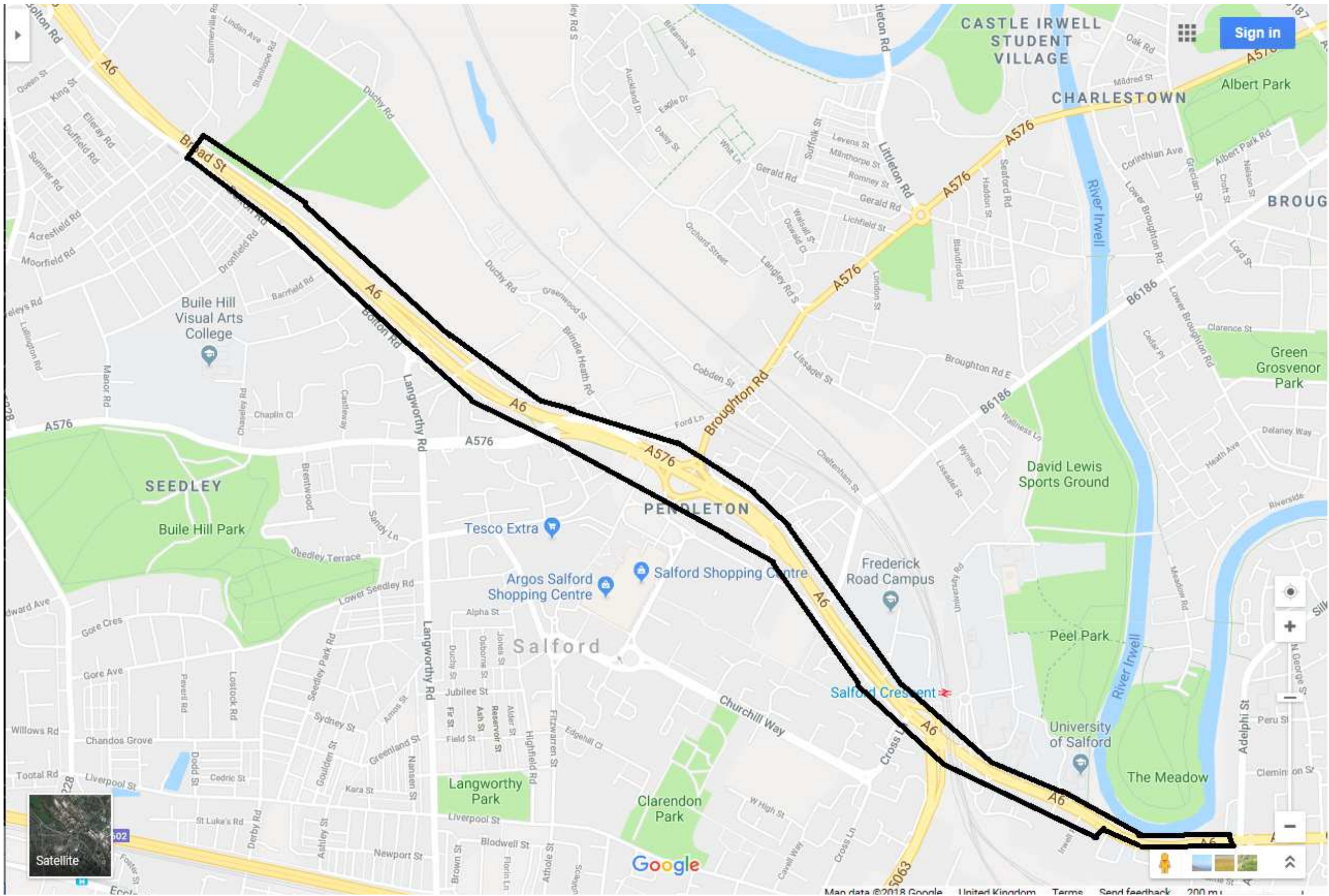
Response by email 21.08.2018

Good afternoon,

Thank you for your reply. I can confirm that I do not wish to submit any objection relating to this matter.

Regards,

APPENDIX 4



APPENDIX 5

Objection received by email 31.07.2018

Reference GS/OUT1093/642

Can I lodge an objection to this order restricting parking on the verge/ traffic island outside Salford Crescent railway station, on the grounds that as a disabled parking permit holder employed at said station that this would restrict me from continuing my employment with Arriva northern rail, as my employment disability adaptations are partially to allow me parking at the station entrance because of my difficulty in walking any distance, my shifts are up to 12 hours and my disabled parking permit only allows me to park 3 hours in restricted areas.

Is there any way this area be adapted for disabled parking as an alternative as there are no disabled parking areas available at the station or in the area.

Regards

Urban Vision response by email 20.08.2018

Good Afternoon,

Thank you for your e-mail and sorry for late reply.

Parking on the verge and footway creates difficulties for pedestrians, including those with wheelchairs, mobility scooters and prams/pushchairs. I have attached a photo where you can clearly see the problem of inconsiderate parking. I do understand your difficulties but this is the matter for you and Arriva Rail to resolve. Footway parking is not an acceptable solution and there is no other parking provision available to serve this station.

This area is under review in terms of the Crescent Masterplan as well as reviews of the increasing demands that are expected at Salford Crescent station. Due to the foregoing, changes to the existing parking provision are not currently proposed.

In terms of the above answers can you please confirm you have no objections to the proposal?

Response by email 20.08.2018

Hi, yes I still object as you clearly state there is no provision for disabled parking, the cars in the photograph are contractors under the remit of network rail I totally agree their parking is not acceptable , when I park on the island I park off to the right and

cause no obstruction to pedestrians or disabled users or the 12 feet wide pavement area as controller of the highways and part of the council it is your responsibility to take reasonable steps to assist the disabled! Whether they are public or railway employees they are still disabled,

I have given you a solution of marking disabled bays and allowing disabled people to gain access to public transport, as an employee whom assists disabled travellers at the station not having parking areas causes difficulties for these members of the public, tfgm and the local council should provide such access to allow disabled people to travel freely, for work or pleasure,

Arriva north has no control of the public highways, you as the highways department does have such power to provide suitable facilities for the disabled,

This I feel is descrimination against the disabled if you forbid me to have fair access to my work place

APPENDIX 6



Deliberations of the Traffic Advisory Panel

The matter is to be considered at a meeting on 6th September 2018. The objector has been informed of the date of the meeting to enable them to attend.

Recommendation

That the Lead Member for Planning and Sustainable Development consider the contents of this report and the deliberations of the Traffic Advisory Panel and make a decision to introduce 'No Stopping Exemption for Buses and Proposed No Stopping on the Verge or Footway' on A6 road as set out in this report.

KEY COUNCIL POLICIES: Local Transport Plan

EQUALITY IMPACT ASSESSMENT AND IMPLICATIONS:

N/A

ASSESSMENT OF RISK:

Implementation of the restrictions would decrease the risk of collisions and improve pedestrian safety.

LEGAL IMPLICATIONS: N/A

FINANCIAL IMPLICATIONS: N/A

PROCUREMENT IMPLICATIONS: N/A

HR IMPLICATIONS Supplied by: N/A

OTHER DIRECTORATES CONSULTED: None

CONTACT OFFICER: Judyta Szylejko

TEL NO: 0161 779 6097

WARD TO WHICH REPORT RELATES: Irwell Riverside and Ordsall & Langworthy

Ben Dolan
Strategic Director, Place

Comment received by email 25.07.2018

Dear sir/madam,

Traffic Order L/TG/OUT1093/642

I recently saw this traffic order on the following Salford City Council webpage:

<https://www.salford.gov.uk/parking-roads-and-travel/roads/traffic-orders/salford-crescent/>

There are some aspects of the order that confuse me, and I wonder if you could possibly clarify them for me.

1. The order is proposed by Salford City Council, but the contact details are for Manchester City Council. I feel this is unusual - is there any reason for this?
2. The attached .pdf diagram does not clearly illustrate all of the roads affected by the proposed order. It is much easier to understand the order with a visual illustration - for example, the reference to Summerville Road is very confusing, since (as far as I know) there is no junction of Summerville Road with Broad Street, and without a diagram it is impossible to understand what is meant. Could such a visual diagram be included, please?
3. Will Royal Mail vehicles be exempted? If not, how can mail be collected from the post box outside the Working Class Movement Library legally?
4. Does the proposed exemption include all buses, or only certain kinds of bus?
5. I have noticed that vehicles occasionally park on the traffic island in front of Salford Crescent station, and that these vehicles are usually on legitimate railway business. It is difficult to see where else they could park. What alternative parking arrangements have been made for these vehicles to park legally to allow the smooth running of the railway? For example, there is no shortage of space to introduce a number of allocated parking bays - has this been considered?
6. I have also frequently noticed Salford City Council sanitation vehicles parked or stopped on the footway on some of the roads concerned, whilst emptying bins or otherwise cleaning the area. If the proposed order is introduced, will it also apply to Council vehicles on legitimate business, and how does the Council intend to comply with its own regulations?

Thank you for your assistance.

Urban Vision response by email 20.08.2018

Good Afternoon,

Thank you for your e-mail and sorry for late reply. Please see below responses to your questions.

1. Salford and Manchester Legal Services have been combined for a number of

years, they are based in Manchester.

2. Please find attached plan showing the whole proposal. For details please refer to site notice.

3. They can collect from the carriageway as they do at present.

4. Buses as defined in the relevant legislation.

5. That is an issue for the train companies or rail operators to deal with, these vehicles may be on legitimate station business but they should not be parking on the footway. There will be no exemption for these vehicles to park on the traffic island.

6. There are standard exemptions for maintenance vehicles in many TRO's.

There is an existing Traffic Regulation Order for the clearway on carriageway. The only change with this proposal is to add the same clearway restriction for footways and verges along the roads described in schedules.

In terms of the above answers can you please confirm you have no objections to the proposal?

Response by email 20.08.2018

Good afternoon,

Thank you for this information.

Regarding Q3: As I understand it, no vehicle may stop on the carriageway, because (a) there is a bus lane; and (b) this section is also an Urban Clearway, where stopping is not permitted. Could you clarify, please?

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