

Lead Member for Planning and Sustainable Development

Dear Member,

You are invited to attend the meeting of the Lead Member for Planning and Sustainable Development to be held as follows for the transaction of the business indicated.

Miranda Carruthers-Watt
Proper Officer

DATE: Tuesday, 8 October 2019

TIME: 1.00 pm

VENUE: The Boardroom, 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.

AGENDA

- 1 **Apologies for absence.**
- 2 **Declarations of interest.**
- 3 **Items for Decision (Part 1 - Open to the Public):**
 - 3a Traffic Regulation Order - Howard Street Area, Ordsall and Langworthy. (Pages 1 - 18)
 - 3b Minutes of previous meeting. (Pages 19 - 20)
- 4 **Exclusion of the Public.**
- 5 **Items for Decision (Part 2 - Closed to the Public): No Items.**
- 6 **Any other business.**

Contact Officer:
Claire Edwards

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E-Mail: claire.edwards@salford.gov.uk

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Part 1 - Open to the Public	ITEM NO.
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REPORT OF THE STRATEGIC DIRECTOR PLACE

TO THE LEAD MEMBER BRIEFING FOR
PLANNING AND SUSTAINABLE DEVELOPMENT

ON 8TH OCTOBER 2019

**TITLE: CITY OF SALFORD (HOWARD STREET AREA, ORDSALL AND
LANGWORTHY) (PROHIBITION OF WAITING) ORDER 2019**

CONSIDERATION OF OBJECTION TO PROPOSED
WAITING RESTRICTIONS

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 Orders advertised; as presented and considered by the Traffic Advisory Panel and as listed in the attached schedule and implement accordingly.

EXECUTIVE SUMMARY:

The Proposed No Waiting at Any Time restrictions has been promoted by the Ordsall and Langworthy Community Committee Highways Task Group following concerns raised to them by residents in the area. The restrictions are required in the interest of highway safety and to ensure that delivery and refuse collection vehicles can gain access to the properties within the area and are not restricted by long stay parking.

The sole objector to the advertised proposal has not expressed any particular location(s) of concern, but has reiterated that residents need to park. If residents are parking in locations identified for restrictions, they are creating a hazard to other road, compromising road safety and on occasions causing access difficulties for larger vehicles that are required to access the area.

DETAILS:

HOWARD STREET AREA – NO WAITING AT ANY TIME PROPOSALS

Background

Requests have been made to Ordsall and Langworthy Community Committee Highways Task Group, to introduce a series of waiting restrictions in the Howard Street area, following complaints from residents regarding unsafe parking, mainly by commuters. This unsafe parking is causing traffic flow and access issues, as parking is occurring on junctions and at narrow points.

The intention of this scheme is to introduce 'No Waiting at Any Time' Traffic Regulation Order in the Howard Street area. The restriction will prevent indiscriminate parking, which causes difficulties for traffic to pass and access issues.

The 'No Waiting at Any Time' restrictions will ensure that accessibility for local residents and service vehicles is available in the Howard Street area. The restriction will also ensure that vehicles are parked in a safe manner in the area and provide accessibility for service vehicles.

The affected lengths of the proposals are detailed below:

Proposals

It is therefore proposed to provide "No Waiting At Any Time" (NWAAT) restrictions on Howard Street, Joule Close, Kershope Grove, Wythop Gardens, Sangster Court, Byrom Street, Enbridge Street, Rowland Street, Isaac Close and Gurtrude Close. To ensure safe access and egress into and around the estate so that parking is better managed and indiscriminate and obstructive parking is reduced allowing safe access for all vehicles especially service vehicles and emergency services.

Details of the proposals are shown in the attached plans, UV/008572-09/11/19/001,002 and 003 as outlined above.

BACKGROUND DOCUMENTS:

Legal Notice of proposals
Statement of reasons
Plans of the proposal.
Letters and emails from and to the objector.

KEY DECISION: NO

**CITY OF SALFORD
(HOWARD STREET AREA, ORDSALL AND LANGWORTHY)
(PROHIBITION OF WAITING) ORDER 2019**

Under the Road Traffic Regulation Act 1984. The effect of the Order will be to introduce **No Waiting at Any Time** on:

Howard Street – (i) west side, from its junction with northerly kerblines of Netherland Street, for a distance of 19m in a north easterly direction
(ii) west side, from its junction with southerly kerblines of Netherland Street, for a distance of 68m in a south westerly direction
(iii) west side, from a point 7m from its junction with southerly kerblines of Montford Street, for a distance of 29.5m in a south westerly direction
(iv) east side, from a point 13.5m north west of its junction with northerly kerblines of Netherland Street, for a distance of 5.5m in a north easterly direction
(v) east side, from a point 20m south west of its junction with southerly kerblines of Montford Street, for a distance of 5.5m in a south westerly direction.

Joule Close – (i) east side, from a point 35.3m south west of its junction with Howard Street, for a distance of 33.3m in a south westerly, south easterly and north easterly direction
(ii) east side, from a point 50.5m south west of its junction with Howard Street, for a distance of 8.5m in a north easterly and easterly direction.

Steeple Drive – (i) south side, from a point 92.5m east of its junction with easterly kerblines of Howard Street, for a distance of 12m in a westerly direction
(ii) north side, from its junction with westerly kerblines of Wythop Gardens, for a distance of 5m in a north westerly direction
(iii) north side, from its junction with easterly kerblines of Wythop Gardens, for a distance of 5m in a south easterly direction.

Kershope Grove – both sides, from its junction with southerly kerblines of Steeple Drive, for a distance of 4.2m in a south westerly direction.

Wythop Gardens - both sides, from its junction with northerly kerblines of Steeple Drive, for a distance of 4.2m in a north easterly direction.

Sangster Court – (i) north side, from a point 8m east of its junction with easterly kerblines of Howard Street, for a distance of 26m in a south easterly and north easterly direction.
(ii) south side, from a point 27m east of its junction with easterly kerblines of Howard Street, for a distance of 8m in a south easterly and south direction.

Byrom Street – (i) north side, from its junction with westerly kerblines of Enbridge St, for a distance of 14m in a westerly direction
(ii) south side, from its junction with westerly kerblines of Enbridge St, for a distance of 5.7m in a westerly direction.

Enbridge Street – (i) west side, from its junction with northerly kerblines of Byrom Street, to the projected southerly kerblines of Rowland Street
(ii) east side, from a point 6m north of its junction with projected northerly kerblines of Byrom Street, in a south westerly direction to its junction with Gertrude Close
(iii) east side, from a point 49m north of its junction with northerly kerblines of Byrom Street, to the projected southerly kerblines of Rowland Street.

Rowland Street – (i) south side, from its junction with westerly kerblines of Isaac Close, for a distance of 5m in a north westerly direction
(ii) south side, from its junction with easterly kerblines of Isaac Close, for a distance of 5m in a south easterly direction
(iii) north side, from a point 18m east of its junction with projected easterly kerblines of Isaac Close, for a distance of 15m in a south easterly direction
(iv) south side, from a point 29m west of westerly kerblines of Isaac Close to its junction with Enbridge Street and
(v) north side, from a point 29m west of westerly kerblines of Isaac Close to the westerly kerblines of Enbridge Street.

Isaac Close – (i) both sides, from its junction with southerly kerblines of Rowland Street, for a distance of 5m in a south westerly direction
(ii) east side, from a point 49.5m south west of its junction with southerly kerblines of Rowland Street, for a distance of 30.8m in a south westerly, easterly and north easterly direction.

Gertrude Close – (i) both sides, from its junction with Enbridge Street, for a distance of 9m in a south westerly direction
(ii) east side, from a point 36.5m south west of its junction with Enbridge Street, to a point 51.5m including the entire length of the turning head on the eastern side of Gertrude Close.

Existing Orders will be amended so as to be consistent with the proposal.

A copy of the proposed Order, plans of the area and a statement of the Council's reasons for proposing to make the Order may be examined at Salford Civic Centre, Chorley Rd, Swinton, M27 5AS, 8.30am-4.30pm Mon-Fri. Details can be viewed online at www.salford.gov.uk/parking-roads-and-travel/roads/traffic-orders/. If you wish to object to the proposed Order you should send the grounds of your objection in writing to phlegal@manchester.gov.uk or PO BOX 532, TOWN HALL, MANCHESTER, M60 2LA, by 18th July 2019 quoting Ref: L/JGL/OUT1094/271

Dated: 27th June 2019 Ben Dolan, Strategic Director Place.

Statement of Reasons

CITY OF SALFORD (HOWARD STREET AREA, ORDSALL AND LANGWORTHY) (PROHIBITION OF WAITING) ORDER 2019

1.0 INTRODUCTION

A request has been made to Urban Vision from Ordsall and Langworthy Community Committee Highways Task Group to introduce 'No Waiting at Any Time' restrictions on various streets in the Howard Street Area of Ordsall, Salford (see NWAAT schedule below).

2.0 BACKGROUND

The intention of this scheme is to introduce 'No Waiting at Any Time' Traffic Regulation Order in the Howard Street area. The restriction will prevent indiscriminate parking, which causes difficulties for traffic to pass and hinders the safe access and egress of vehicle access in to and out of the area especially service vehicles and could pose problems for emergency services (Fire engines in particular).

3.0 PROPOSALS

It is therefore proposed to provide "No Waiting At Any Time" (NWAAT) restrictions on Howard Street, Joule Close, Steeple Drive, Kershope Grove, Wythop Gardens, Sangster Court, Byrom Street, Enbridge Street, Rowland Street, Isaac Close and Gurtrude Close.

To ensure safe access and egress into and around the estate so that parking is better managed and indiscriminate and obstructive parking is reduced allowing safe access and egress for all vehicles especially service vehicles and emergency services.

4.0 LEGAL POSITION

Traffic Regulation Orders :

The grounds for making traffic regulation orders are set out in Section 1 of the Road Traffic Regulation Act 1984 ('the RTRA'). The main grounds are listed below:

- a) For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of such danger arising.
- b) For preventing damage to the road or any building on or near the road.
- c) For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- d) For preventing the use of the road by vehicular traffic of a kind which or its use by vehicular traffic in a manner, which is unsuitable, having regard to the existing character of the road or adjoining property.
- d) For preserving or improving the amenities of the area through which the road runs.
- e) For any of the purposes specified in paragraphs (a) to (c) of subsection 1 of section 87 of the Environment Act 1995 (Air Quality).

General

In addition Section 122 of the RTRA requires the Council when exercising its functions under this Act to do so in such a way as (so far as practicable having regard to the matters specified below) to secure the expeditious convenient and safe movement of traffic and the provision of suitable and adequate parking facilities on and off the highway The matters specified are:

- a) the desirability of securing and maintaining reasonable access to premises;
- b) the effect on the amenities of an area;
- c) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- 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 Council to be relevant.

5.0 **STATEMENT OF REASONS**

Introducing 'No Waiting at Any Time' restrictions will ensure that accessibility for local residents, service vehicles and emergency services is available at all times. Ensuring safe access and egress is possible and that suitable sight lines are maintained in the interests of highway safety through the area.

6.0 **COMPARISON OF THESE PROPOSALS WITH EXISTING SITUATION**

- 6.1 The additional NWAAT parking restrictions within the Howard Street Area of Orsall will prevent vehicles parking at or close to junctions, it will also prevent vehicles parking in such a way that parking does not unduly narrow carriageway width, to a point where safe access is compromised and or visibility is restricted, so as to cause a hazard to other road users. The existing layout allows for random and indiscriminate parking which is creating access and visibility issues, thus compromising highway safety. The revised restrictions will ensure safe access and egress and improve sightlines reducing risk of collisions and improving road safety.

7.0 **CONSIDERATION OF ALTERNATIVE SOLUTIONS**

- 7.1 There are no viable alternatives to the proposed No Waiting At Any Time restrictions, which would ensure improved highway safety and provide safe access and egress. The existing traffic management if the area is not safe and to maintain existing layout would be to the detriment of highway safety.

8.0 **CONSULTATIONS AND ISSUES RAISED**

8.1 The Traffic Regulations Orders require the Council to consult with a number of bodies before making an order:

In all cases:

- The Freight Transport Association.
- The Road Haulage Association.
- Such other organisations representing people likely to be affected by the Order.

Where the order may affect :

- another Council's road – that Council
- a Crown Road – the appropriate Crown authority
- a road subject to a concession – the concessionaire
- a tram service – the operator of the service
- the route of a local bus service – the operator of the service
- The passage of ambulances or fire fighting vehicles the chief officer of the NHS trust/ the fire and rescue authority.

The Council must ensure that consultation is carried out at a time when proposals are still at a formative stage, that adequate time is given to allow consideration by consultees and that results are conscientiously taken into account when finalising proposals.

8.2 The Chief Constable has been consulted and no adverse comments were received.

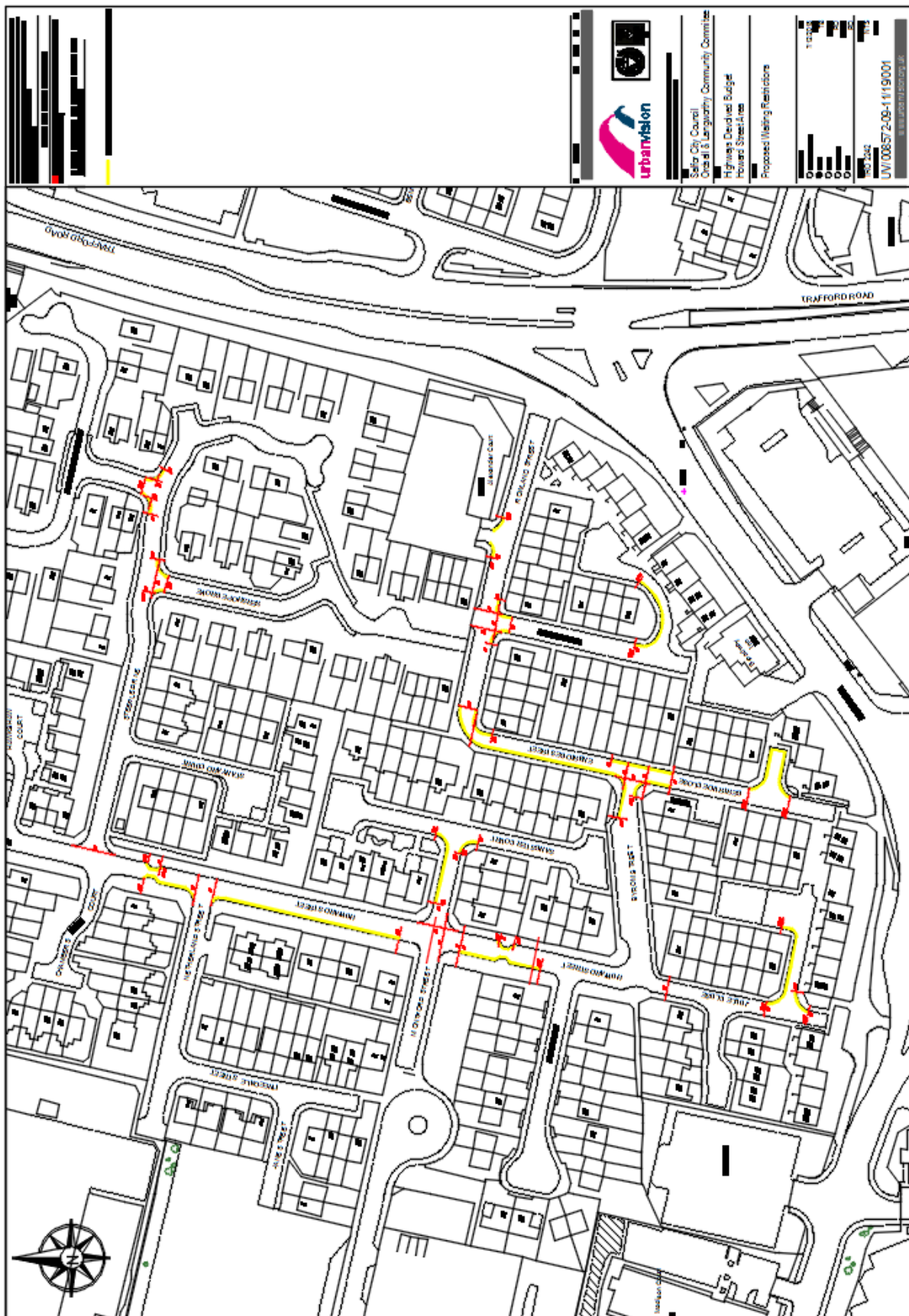
8.3 The Chief Fire Officer has been consulted and no adverse comments were received.

8.4 The Chief Ambulance Officer has been consulted and no adverse comments were received.

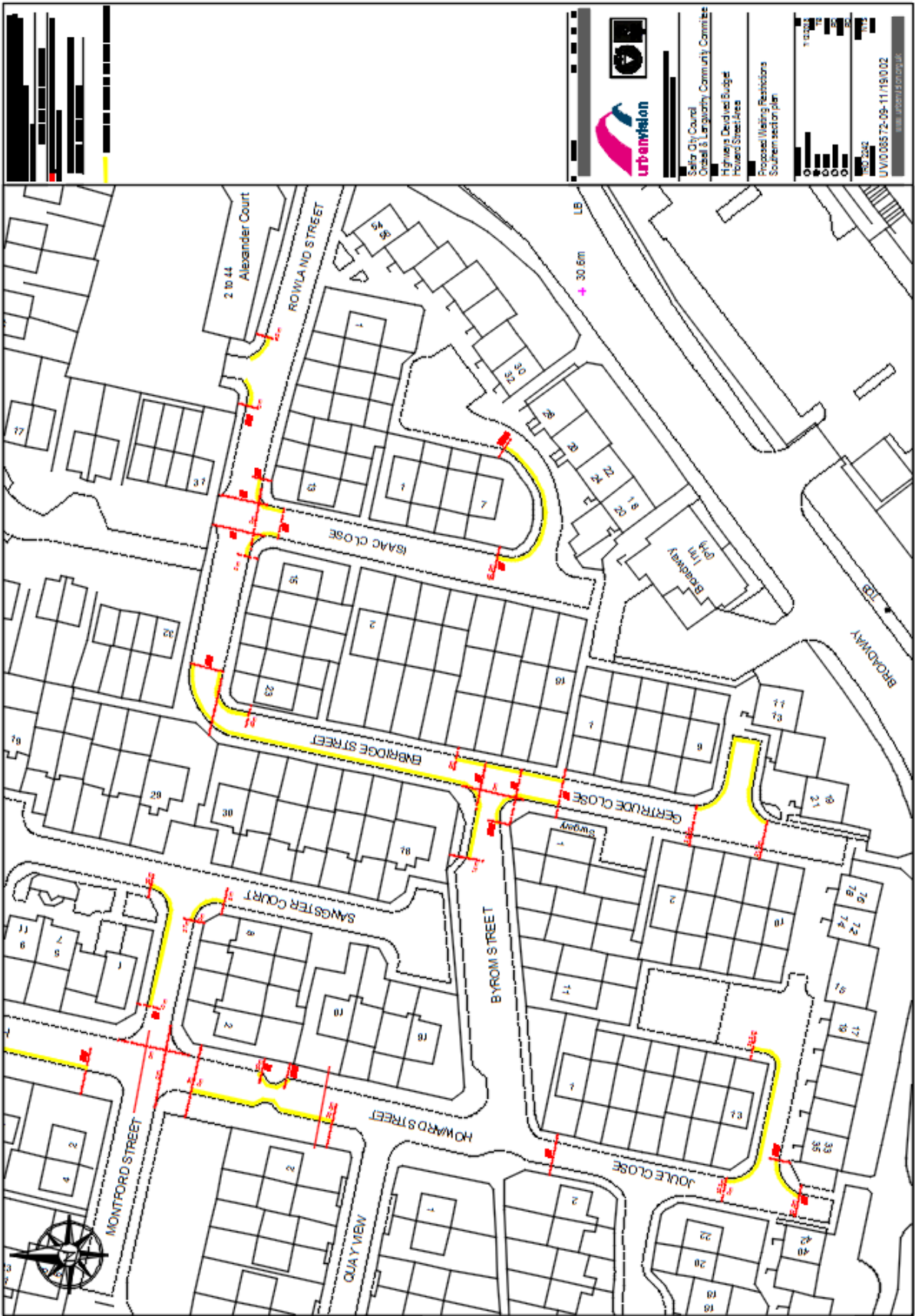
8.5 The Transport for Greater Manchester Chief Executive Officer has been consulted and no adverse comments were received.

8.6 Parking Services have been consulted and have no concerns regarding the proposals.

HOWARD STREET NWAAT PROPOSALS, WHOLE AREA PLAN

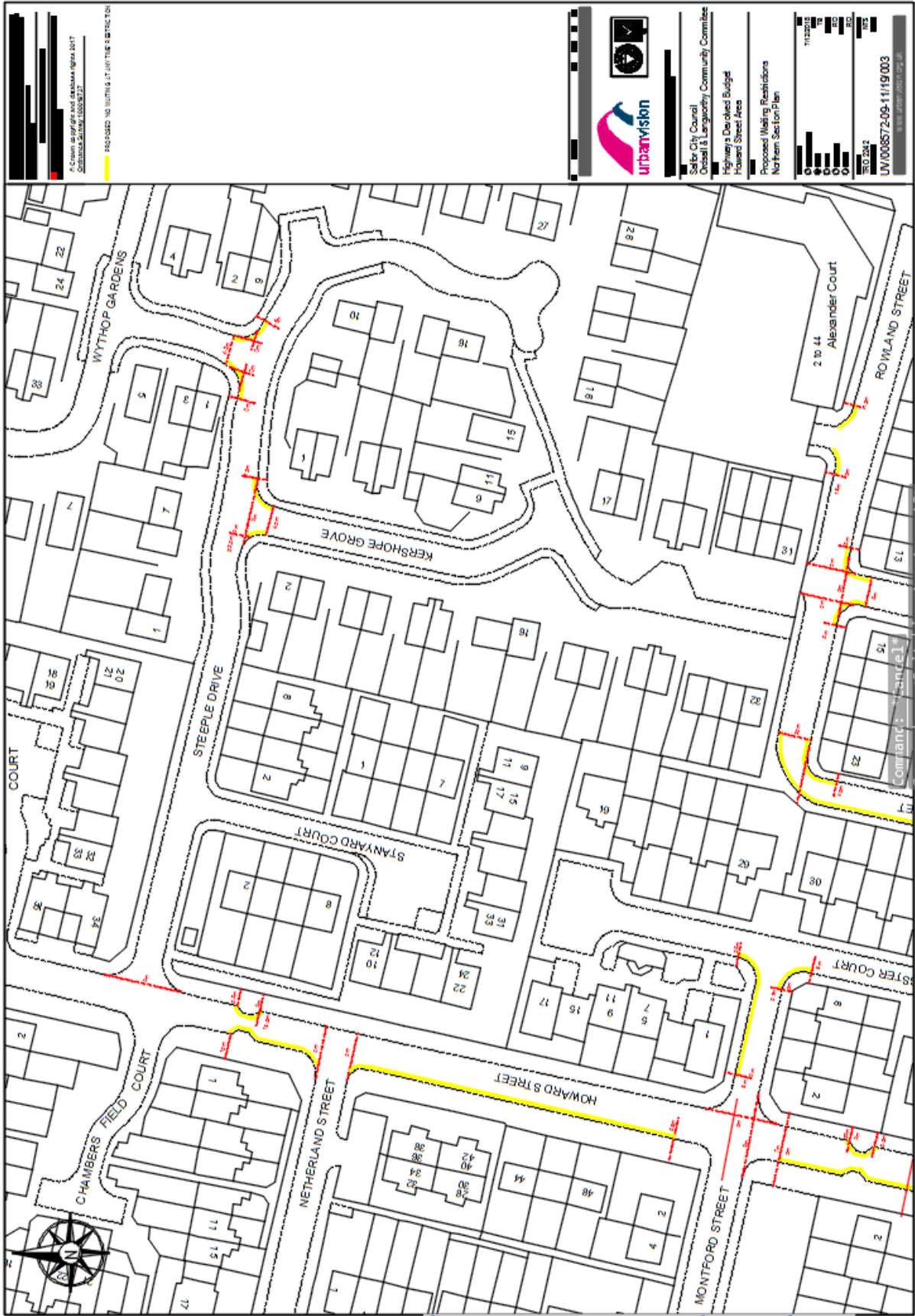


**APPENDIX 3B – HOWARD STREET NWAAT PROPOSALS,
SOUTHERN SECTION PLAN**



APPENDIX 3C – HOWARD STREET NWAAT PROPOSALS,

NORTHERN SECTION PLAN



DETAILS OF OBJECTION:

One objection was received

OBJECTOR 1 - COMMENTS AND RESPONSES

Initial Communication

Re: objection to proposed No Waiting At Any Time

I am a disabled resident with a blue badge. It is extremely difficult to find alternative housing in a housing crisis.

I object to this plan as

1. Residents need to park
2. Because of serious ongoing gangs, it is not always safe to park on certain roads (at the moment I am parking in a safer area a little further away that is part of this proposed plan).
3. There are always parking opportunities at present, it is just aggressive unreasonable neighbours and gangs.

The police have been involved and there is currently a CCTV on Howard Street which is rare due to lack of cameras.

Anonymous name (and anonymous reasons which are recognisable) due to personal safety and safety of my property

Reply 1

Good Morning

I have been forwarded your email in relation to Howard Street Area TRO proposals.

I would firstly like to say we appreciate that residents have to park, but the restrictions proposed are in relation to resident's concerns. In that double parking is making long lengths of Howard Street and other roads effectively one-way, additionally parking on bends is creating sight line issues, making access and egress difficult or hazardous and parking in turning heads is again making it difficult for vehicles to turn round, especially for service vehicles.

All the proposals are in the best interests of the residents, I would also add that most of the parking problems are during the day time, which are caused by commuters parking and the proposals should have little impact on residents parking.

In relation to your parking on Howard Street, we would be happy to provide a disabled parking bay on Howards Street to the rear of your property.

Kind regards

Second Communication

Thank you for your email.

The street does not become one way. There are always spaces.

I cannot park directly outside my property as there are safety issues there is currently a cctv up because of this and the police has been involved.

I have asked my landlord if my back garden can become a place to park as there are stones down just need a wider gate and curve.

There are other alternatives like residential permits.

I need to park during the day time too as do other elderly or disabled.

This is not an acceptable response and the reason / problem is inaccurate. How many residents were consulted or gave feedback?

Reply 2

Hi

Thanks for getting back to me, Not sure where you are talking about when you say there are always spaces, are we talking about Howard Street to the rear of your property.

I can see that if you park directly outside your house it may restrict access to your neighbours access opposite.

Yes a solution would be to create off street parking, but this is something you would need to discuss with the property owners as they would need to put in a hard standing and apply for a vehicular crossing point to be installed.

The alternative you mention is not possible as the area does not meet criteria for residents parking in that more than 50% of residents with cars have off street parking or the potential for off street parking. Additionally not sure that majority of residents would want to pay the annual fee for permits.

As stated previously measures are in the interests of road safety and were proposed due to residents themselves raising concerns.

Happy to discuss / reconsider any particular location you may have concerns with, but we would not remove the scheme as a whole, on highway safety grounds.

Kind regards

Third Communication

Thank you for your email.

I do not restrict the access of any residents.

There are definitely always spaces.

I thought residents can have permits without paying.

I am deeply concerned about the responses given being untrue, and there only being one very extreme solution which would mean no parking for the many residents in flats.

Safety and crime has also been overlooked.

Residents are allowed to park their cars. This is not Manchester City Centre.

Particularly as many are disabled and elderly.

I will continue to appeal this.

Reply 3

Hi

Thanks for getting back to me, there has been some misunderstanding, I did not say you do or have restricted access for other residents, just that you could if parking at the fronting of your property, which I had assumed is why you don't.

You also keep saying there are always spaces, but you have still not confirmed where you are talking about?

With regards to residents permit parking schemes, they are paid for by resident in the form of annual fees, only in special circumstances are the fees waived and that is only for a year or two if on a trial basis or if some other organisation is paying for the scheme like scheme round Salford Royal Hospital area.

I do not consider my responses to be untrue, please advise what you believe to be untrue.

With regards to safety and crime being over looked, we are again proposing these restrictions in the interest of safety, we as a local authority traffic section are unable to deal with crime issues, as that would be a police matter for them to deal with, if you have crime issues please contact the police on the non emergency number 101.

In light of your initial and subsequent correspondence, I can advise that we will consider this an objection to the proposals, I will be in contact again to let you know about progress of your objection. Kind regards

Forth Communication

Thank you for your email.

"You keep saying there are always spaces but have not confirmed where."

I did not know I was to confirm where.

There are always spaces currently on the whole estate including Howard Street and the other named streets on the notice that is up.

It is not safe to park on the front property or back of my property (police and councilors are long term involved eg CCTV up). And this would not obstruct any neighbours if anyone did, so is untrue.

There also wouldn't be enough spaces for everyone in Sangster Court if all other areas were removed.

The police already deal with issues and are aware.

Because of the nature of this estate, residents should be able to chose where to park if there are gangs on certain roads.

Removing all parking when there are so many flats and disabled and elderly residents, does not deal with crime (or road safety). So this statement is also untrue.

I believe you are actually referring to road safety which is clearly not what I was talking about.

However, the statement that the street becomes one way, is not road safe, and services can't access is untrue. For example bins always get emptied, and recent housing workmen were all able to get easy access (they did have a lot of vehicles which they successfully parked for months but have now gone).

There needs to be more accuracy and more alternatives rather than simply removing all parking.

For example, I am unsure why permit schemes just one option, would involve residents paying money (this should be looked at more generally).

Particularly as this is not Manchester City Centre but a large estate with many roads and spaces at present.

Reply 4

Hi

I will respond once I have looked further in to your comments, via mayors office as he is now included him in the conversation.

Kind regards

Communication four was also sent to the Mayor, as such further communications were via complaints UV

Reply 4 from Complaints UV

Dear

Thank you for contacting the City Mayor with regards to your objection to the proposed "No Waiting At Any Time" restrictions' in the vicinity of Howard Street, Ordsall. The City Mayor has requested we provide you with a response on his behalf.

Having spoken to our Traffic Management Team at Urban we will register your objection and concerns. The objections we receive will then be presented to the Transport Advisory Panel who will in turn make a decision as to whether to or not to go ahead with the restrictions. You will be advised of the details of the meeting in due course, the meeting is a public meeting and you are welcome to attend.

We have offered to provide a disabled bay on Howard Street where you advised you park, in order to assist you if the scheme was to go ahead. There would be no fee for this bay as it would be implemented as part of the Traffic Regulations Order. However, the disabled bay is only an advisory bay, and can be used by any Blue Badge holder.

I am sorry to hear of the crime and safety issues in this area, and if you are still concerned you can telephone the Police on 101.

With regards to Social Housing information please see below link which may be helpful to you.

<https://www.salford.gov.uk/housing/>

If you require any further assistance please do not hesitate to contact me.

Kind regards

Fifth Communication

Dear

Cc: GM Mayor, local media, councillor

Thank you for your reply.

As already said, a blue badge is not a good option because of crime ie there's a cctv up.

Also there are problems with the ever changing blue badge scheme.

I am unsure why there aren't other options, as the reasons and plans for total non waiting are not valid or accurate. It is not central Manchester.

For example, if its simply a commuter parking problem then resident permits. However, resident permits should be permanently free. There is no reason why residents should have to pay for permits because of non residents eg also near Salford Royal subsidised by the hospital who have NHS austerity (I have informed Salford Royal).

I have found Urban Vision and their reasons completely unprofessional.

Finally, asking me to move house which is not easy to do in these times, is also not a valid option or response.

Regards

Sixth Communication

Dear

Cc: Salford Star Magazine/media, GM Mayor, Cllr

Please can you tell me:

1. When the public meeting is eg time and place?
2. How much residents throughout Salford with car parking permits are charged?

Kind regards

Reply 5 & 6 from Complaints UV

Dear

Thank you for your email.

I am sorry, but we are unable to advise you at this moment in time, the time and date of when the Transport Advisory Panel will take place, but we will inform you in due course.

With regards to how much residents throughout Salford with car parking permits are charged, we do not have data about how much in total residents of Salford are charged for permits, only that the standard charge is £50 per house hold per year.

Please note your correspondence has been registered as an **objection**, rather than a complaint about a service we have, or have not provided and therefore objections of this nature are not dealt with through the complaints procedure.

Kind regards

Consideration of Objection

The formal objection has been considered and responses sent to the resident objecting.

Please see above for objection and responses.

In light of resident's concerns about parking we have reviewed the scheme, and can confirm that we consider all the proposals appropriate in the interests of highway safety.

Steeple Drive – Restrictions are just junction protection maintaining minimum sightlines, anyone parking closed to junction would be causing a hazard to other road users.

Howard Street – Restrictions required to prevent double parking preventing two-way traffic flows and obstructive access ways on the west side of the road.

Sangster Court – Restriction to protect junctions, maintaining minimum sightlines and prevent obstructive parking restricting access egress to properties 2-8

Joule Close – Restriction to protect junctions, maintaining minimum sightlines and prevent obstructive parking restricting access egress to properties 21-35

Byrom Street - Restriction to protect junctions, maintaining minimum sightlines.

Gertrude Close – South end protection of turning head.

Junction with Byrom St, restrictions junction protection to maintain access including prevention of parking opposite junction, which would restrict access for larger vehicles (bin wagon) as road is narrow.

North west side restrictions to prevent double parking, which is effectively making this length one way and with a bend at top of this length of road, it makes seeing oncoming cars impossible.

Rowland Street - Restrictions are just junction protection maintaining minimum sightlines, anyone parking closed to junction would be causing a hazard to other road users.

Isaac Close – Restrictions to prevent parking on north side of bend which would obstruct sight lines.

Local Councillor Comments

Local councillors have been advised that we have an objection to the proposals.

Recommendation

As the only objection is to the whole scheme and not any particular portion of the proposals, it is recommended that the objection be over ruled, in the interest of road safety, as many of the proposed restrictions are considered essential, to maintain safe access and sightlines.

Should the objector to the proposal attend Traffic Advisory Panel meeting, consideration could be given to any particular locations of concern.

KEY COUNCIL POLICIES: Local Transport Plan

EQUALITY IMPACT ASSESSMENT AND IMPLICATIONS: N/A

ASSESSMENT OF RISK:

Implementation of the No Waiting At Any Time restrictions would ensure safe access and egress and protect minimum sightlines, improving road safety in the area, especially for children, cyclists and other vulnerable road users.

LEGAL IMPLICATIONS:

When commissioning contracts for the procurement of goods, services or the execution of works, the Council must comply with the requirements of the Public Contracts Regulations 2015 (PCR) and its own Contractual Standing Orders (CSO's) failing which the decision may be subject to legal challenge.

The report seeks approval for the instruction of Urban Vision Partnership Limited to introduce waiting restrictions in the Howard Street area as set out in the report. In that regard, the Council will effectively appoint Urban Vision under the terms of the exclusivity arrangement with them contained in the Development Services Partnership Agreement which provides the Council with suitable rights and protections. In any event, the value of the works does not exceed £10,000, for which CSO's provide that an informal written quotation from 1 (or more) suitable person(s) or firm(s) is compliant.

A Traffic Regulation Order will be required to introduce the prohibition of waiting restrictions. This should not give rise to any particular legal implications provided the works and procedures are carried out in accordance with the relevant statutory requirements, which would include the consideration of any objections to the proposed TRO.

FINANCIAL IMPLICATIONS

The cost of the proposed scheme will be met from the approved Highways Devolved Capital Allocation for Ordsall & Langworthy, in the 2018/19 financial year

Expenditure code: D10809

PROCUREMENT IMPLICATIONS

Urban Vision Partnership was procured through a fully compliant OJEU process. The services outlined within the report are delivered under the exclusivity agreement in line with the Council's contractual standing orders.

HR IMPLICATIONS: N/A

OTHER DIRECTORATES CONSULTED: None

CONTACT OFFICER: Ray Scholes

TEL NO: 0161 779 4991

WARDS TO WHICH REPORT RELATES: Ordsall

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PLANNING AND SUSTAINABLE DEVELOPMENT
LEAD MEMBER BRIEFING

19 September 2019, 4.30pm

PRESENT: Councillor Antrobus - in the Chair

OFFICERS: Robert Owen - Traffic & Transportation, Urban Vision
Opu Anwar - Highways Design, Urban Vision
Claire Edwards - Democratic Services

1. APOLOGIES FOR ABSENCE

There were no apologies for absence submitted.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. DECISION ITEMS (PART 1 – OPEN TO THE PUBLIC)

(a) Salford Bolton Network Improvement Programme – A666 Manchester Road – A666 Bolton Road Area, Salford

A report of the Strategic Director Place was submitted which detailed objections that had been received with regard to proposals to provide regional centre bound bus lanes, improved bus stop provision, improved cycle facilities and upgraded pedestrian crossing facilities along the A666 corridor, including Manchester Road, Clifton and Bolton Road, Pendlebury. As part of the scheme, a suite of traffic regulation orders were proposed, which included the bus lanes along with the complementary waiting and loading restrictions that would be required to ensure that the anticipated benefits of the improvements were fully realised for buses, general traffic, cyclists and pedestrians. Following the advertisement of the traffic regulation orders, 73 objections were received as a result of which amendments were made to the advertised proposals. The report had been considered at the meeting of the Traffic Advisory Panel held on 13th June 2019 at which a number of the objectors had made representations in respect of the proposals. An addendum to the report provided further information with regard to the background / outline business case, costs and value for money.

Councillor Antrobus referred to correspondence that had been received from Janice Pattinson and noted her concerns.

RESOLVED: THAT the amended proposals, as detailed in the report, be approved and implemented accordingly.

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