
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 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.

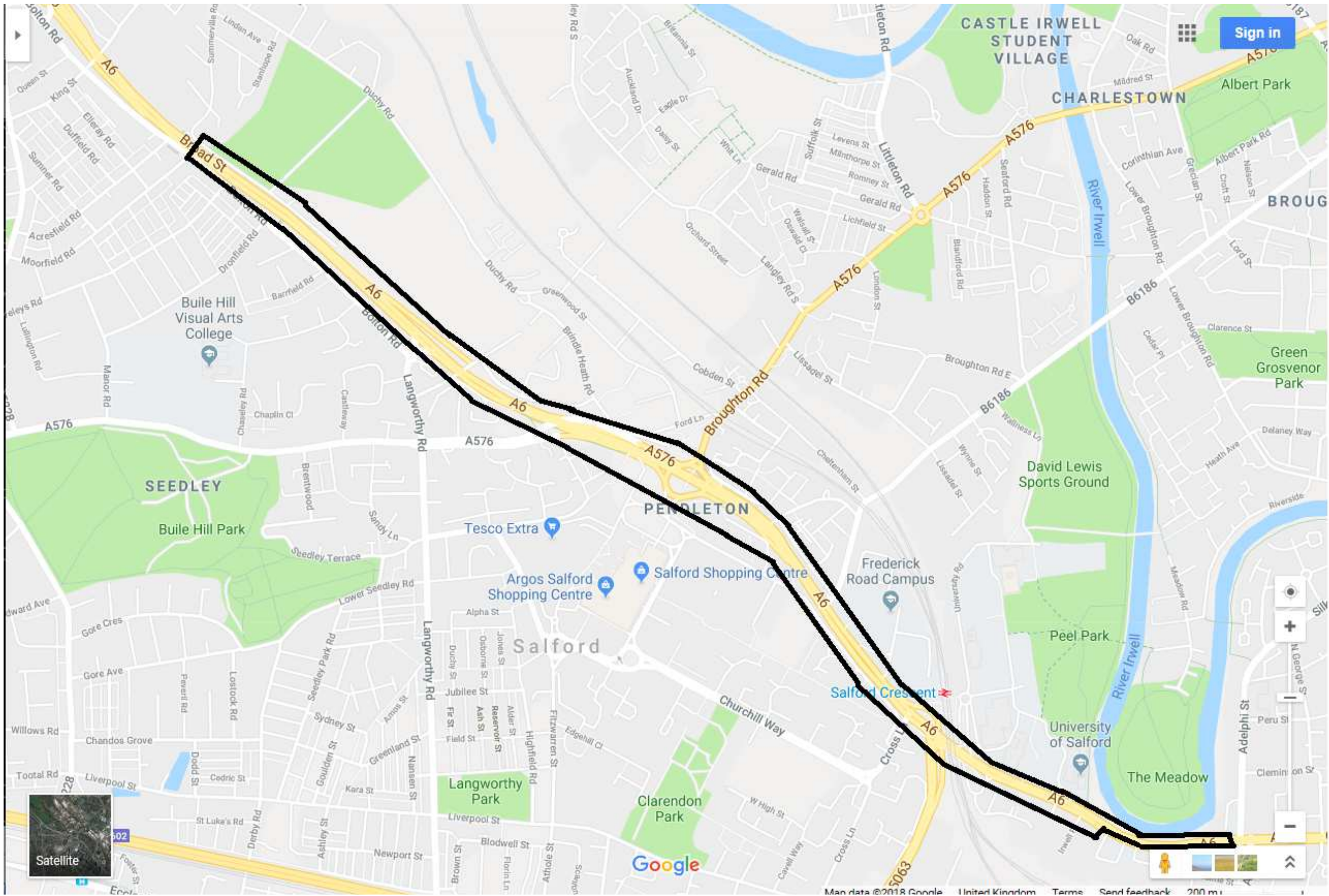
Response by email 21.08.2018

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

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