

---

**REPORT OF THE STRATEGIC DIRECTOR PLACE**

---

TO LEAD MEMBER FOR PLANNING AND SUSTAINABLE DEVELOPMENT

LEAD MEMBER BRIEFING

10<sup>th</sup> November 2020

---

Salford City Council (Swinton Greenway, Various Streets, Swinton and Eccles, Salford) (Prohibition and Restriction of Waiting, School Keep Clear, Loading Parking Places, 20 mph Speed Limit Zone, Footway Conversion to a Shared Use Unsegregated Footway/Cycle Track, Zebra and Puffin Pedestrian Crossings, Road Humps and Amendment) Order 2020

---

**RECOMMENDATIONS:**

That the Lead Member for Strategic Planning and Sustainable Development consider the contents of this report and makes a decision to:

Authorise the making of the amended Traffic Regulation Order as set out in this report.

---

**EXECUTIVE SUMMARY:**

Salford City Council has developed plans to improve the cycling routes between Swinton and Monton, extending Salford's existing traffic-free cycle network. The Swinton Greenway proposals will improve both off-road and on-road links to encourage cycling and walking in Salford, promoting more sustainable travel and helping to create healthier and more attractive neighbourhoods. It is designed in conjunction with proposals to ensure connectivity to Salford's wider walking and cycling network.

Swinton Greenway will include the 2.5km route between Manchester Road, Swinton and Monton Road, Monton with several additional links to schools, colleges and the wider community to improve accessibility for pedestrians and cyclists as much as possible. The route will be as accessible as possible, being a minimum width of 3m in width wherever possible and will cover a total length of 7km, 5km of which will be off road with the remainder being on road.

The majority of the off-road link is an existing route that extends from Monton Road through to A6 Manchester Road in Swinton, which will be widened in places and upgraded to facilitate an upgraded shared cycle and pedestrian route. There are various junctions, where the off-highway route links into the adopted highway.

The proposed highway works will provide continuity to the route, which, in turn, connects to a wider network of improvements to existing infrastructure that will encourage and promote walking and cycling.

The scheme proposes to introduce shared pedestrian and cycle paths, new controlled and uncontrolled crossing facilities, the introduction of 20 mph zones and new parking restrictions as well as amendments to existing restrictions to deliver the infrastructure and ensure that the full benefits of the scheme are delivered.

The proposals were consulted with the Traffic Management Unit (TMU) on 6<sup>th</sup> April 2020.

TMU comments were reviewed and amendments were made to the detail of the scheme. No other objections were received from TMU members to the scheme.

The Traffic Regulation Orders (TRO) for the various constituent parts of the wider proposal was advertised on the 18<sup>th</sup> June 2020 for a period of 21 days. Some elements have led to objections and some had no objections. Detail of the objections are contained below covering each individual element.

Following consideration of the objections, some amendment is suggested to the advertised proposal to enable the proposal to proceed.

The Lead Member for Planning & Sustainable Development requested further information relating to the benefits of the scheme and indicated that he would make a decision regarding the proposed scheme at a future Lead Member Briefing.

Having considered the additional information, the Lead Member was minded to make a decision to approve the amended proposal.

---

## BACKGROUND:

Salford City Council has developed plans to improve the cycling routes between Swinton and Monton, extending Salford's existing traffic-free cycle network. The Swinton Greenway proposals will improve both off-road and on-road links to encourage cycling and walking in Salford, promoting more sustainable travel and helping to create healthier and more attractive neighbourhoods. It is designed in conjunction with proposals to ensure connectivity to Salford's wider walking and cycling network.

Swinton Greenway will include the 2.5km route between Manchester Road, Swinton and Monton Road, Monton with several additional links to schools, colleges and the wider community to improve accessibility for pedestrians and cyclists as much as possible. The route will be as accessible as possible, being a minimum width of 3m in width wherever possible and will cover a total length of 7km, 5km of which will be off road with the remainder being on road.

The majority of the off-road link is an existing route (mainly definitive footpath) that extends from Monton Road through to A6 Manchester Road in Swinton, which will be widened in places and upgraded to facilitate an upgraded shared cycle and pedestrian route. There are various junctions, where the off-highway route links into the adopted highway. The proposed highway works will provide continuity to the route, which, in turn, connects to a wider network of plans for improvements to existing infrastructure that will encourage and promote walking and cycling.

The scheme proposes to introduce shared pedestrian and cycle paths, new controlled and uncontrolled crossing facilities, introduction of 20 mph zones and new parking restrictions as well as amendments to existing restrictions. Therefore, it is proposed to introduce the following Traffic Regulation Orders and crossing facilities as part of the Swinton Greenway scheme

---

PROPOSAL:

The following table outlines the advertised proposals:

No.	Road Name	Ward	Proposal
J9	Bradford Road-	Swinton South & Eccles	Revoke existing TRO's and introduce shared facilities, Prohibition of Waiting, 20mph zone & NWAAT.
J10	Folly Lane	Swinton South & Eccles	Revoke existing TRO's and introduce NWAAT & Toucan Crossing with shared facilities.
J11	Hereford Road	Eccles	Introduce NWAAT and shared facilities.
J12	Campbell Road	Swinton South	Revoke existing TRO, introduce NWAAT, Zebra Crossing, 20mph Zone and shared facilities.
J13	Pine Grove	Eccles	Introduce NWAAT, School Keep Clear, 20mph zone, Prohibition of Waiting and shared facilities.
J14	Chatsworth Road	Eccles	Revoke existing TRO and introduce shared facilities, NWAAT, and raised traffic calming.
J15	Dorchester Road	Swinton South	Revoke existing TRO and introduce Loading Bay, shared facilities, Parallel Zebra Crossing, 20mph zone and NWAAT.
J15	Overdale	Swinton South	Revoke existing TRO and introduce Zebra Crossing, shared facilities, School Keep Clear, Prohibition of Waiting and NWAAT.

---

CONSIDERATION OF OBJECTIONS:

Each element was advertised separately to ensure that, insofar as possible, only those locations and elements which raised objections need to be considered further.

There were **no objections** to the following four elements of the advertised proposals. It is proposed that they proceed unchanged to the advertised restrictions.

J11 Hereford Road - Introduce NWAAT and shared facilities.

J14 Chatsworth Road - Revoke existing TRO and introduce shared facilities, NWAAT, and raised traffic calming.

J15 Dorchester Road - Revoke existing TRO and introduce Loading Bay, shared facilities, Parallel Zebra Crossing, 20mph zone and NWAAT.

J16 Overdale - Revoke existing TRO and introduce Zebra Crossing, shared facilities, School Keep Clear, Prohibition of Waiting and NWAAT.

There were **objections** to the following elements of the advertised proposals.

J9 Bradford Road - Revoke existing TRO's and introduce shared facilities, Prohibition of Waiting, 20mph zone & NWAAT.

There was only one objection relating to this element of the proposals summarised below; There is no objection to the proposed 20mph speed limit. The points of objection are summarised in the table below:

Objection	Response
Excessive waiting restrictions	The extents of the restrictions have been reduced in line with the revised plan and schedule.
Objection in principle to shared footway/cycleway	Shared areas have been kept to an absolute minimum as part of the design process and are only utilised where necessary and where the width is appropriate for both pedestrians and cyclists to share.

The revised schedules are contained at appendix A with the revised plans at appendix B. These indicate a reduction in the amount of NWAAT restriction on Bradford Road.

J10 Folly Lane - Revoke existing TRO's and introduce NWAAT & Toucan Crossing with shared facilities.

There are 8 objections relating to the double yellow lines advertised as part of this proposal, one which included a petition with 41 signatures, against the double yellow lines from both the immediate and wider area. Two of these representations support the provision of the toucan crossing. The points of objection are summarised in the table below:

Objection	Response
A lack of consultation with the properties directly affected.	The statutory requirement to advertise in a local paper was carried out, in addition site notices were posted as well as the details being placed on the Councils website. Additional information was posted out upon request. The majority of properties directly affected, as well as some further afield included within the petition have raised objections to the proposed waiting restrictions and as such the consultation has reached those directly affected as well as the wider community.
The provision of double yellow lines will impact on a number of terraced properties that have no alternative parking provision	The public highway is provided and maintained at public expense for the passage and re-passage of traffic. On street parking is tolerated where it can be accommodated safely and without affecting highways capacity. Numerous iterations and reviews of the highway layout in this area have been undertaken and these have not identified a satisfactory alternative location for the crossing or a safe and acceptable layout with which the on street parking can be retained.
The restriction will lead to a reduction in house prices.	There are a wide range of different factors which can have an impact on house prices, both positively and negatively. The availability of on street parking is just one of these factors.

Deliveries, visitors, tradesmen and carers will experience issues.	Loading and unloading can take place on waiting restrictions. Tradesmen can unload their tools and equipment and then move the vehicle to an alternative location. Visitors and carers can park on nearby unrestricted lengths of highway
Concerns with regards to shared surface	Shared areas have been kept to an absolute minimum as part of the design process and are only utilised where necessary and where the width is appropriate for both pedestrians and cyclists to have adequate space share in safety.
Crossing in is wrong place and needs to be near Birch Road	Extensive work has been undertaken with regards to the crossing location, considering the wider connections. This includes a peer review of the design and location by highway engineers not directly involved in the scheme. The advertised location is considered best to provide the connections to the wider and future cycle network. Furthermore, the provision of the crossing is supported by two of the objectors to the advertised waiting restrictions.
No need to amend the length of the restrictions on South Avenue	The revised proposal retains the existing restrictions on South Avenue, without amendment.

The revised schedules, which relate to the changes to the advertised proposals at South Avenue only are contained at appendix A with the revised plans at appendix B.

J12 Campbell Road - Revoke existing TRO, introduce NWAAT, Zebra Crossing, 20mph Zone and shared facilities.

44 objections have been submitted in relation to the Campbell Road element of the proposals. The 20mph has been welcomed by numerous objectors and some of the objectors offered support to the improvement of cycling and walking facilities in the area. The points of objection are summarised in the table below:

Objection	Response
The junction protection restriction will cause difficulties for residents, particularly those that own more than one car.	Whilst the advice within the Highway Code is that vehicles should not park within 10m of the junction, the primary justification for the restrictions on Campbell Road is to enable pedestrians to use the improved dropped crossings and to enable them a view of approaching traffic. It is suggested that the restrictions are reduced in length to 5m to keep the dropped crossings clear of parked vehicles in line with the revised plans and schedules. Whilst parking within 10m of the junction may still compromise visibility for motorists and pedestrians, the introduction of the lower speed limit will promote safer operation of the highway network in the area.
The restrictions have been requested by Bellway to	These restrictions have been proposed as part of

assist deliveries.	the Swinton Greenway Scheme and are not being proposed to assist Bellway deliveries.
Nobody will benefit from these restriction	All pedestrians in the area will benefit from improved dropped crossings that are clear of parked vehicles. Drivers will also be offered improved visibility with the introduction of the revised proposals and the introduction of a lower speed limit will benefit all road users and residents.
The restrictions will lead to a reduction in house prices.	There are a wide range of different factors which can have an impact on house prices, both positively and negatively. The availability of on street parking is just one of these factors. Notwithstanding the restriction have been reduced to 5m instead of 10, providing additional parking capacity near the corners, albeit this is against the advice within the Highways Code.
The introduction of junction protection will affect vehicle insurance premiums.	As on street parking does not guarantee a particular space, car drivers/owners need to ensure that their insurer is aware of the full circumstances when taking out an insurance policy.
The restrictions will relocate parking to other less suitable locations	Parking should not take place within 10m of a junction, notwithstanding, the restrictions are proposed to be reduced to 5m.
Lack of consultation	The statutory requirement to advertise in a local paper was carried out, in addition site notices were posted as well as the details being placed on the Councils website. Additional information was posted out upon request. The majority of properties directly affected have raised objections to the proposed waiting restrictions and as such the consultation has reached those directly affected.
Loading and unloading of shopping and deliveries	Loading and unloading can take place on waiting restrictions.
Enforcement of the 20mph limit	The Council will undertake monitoring of the effectiveness of the 20mph speed limit and can take further action if necessary
No need for zebra crossing	The zebra crossing has been removed from the proposals, with the crossing point now proposed as a raised uncontrolled crossing.

The revised schedules, which relate to the changes to the advertised proposals are contained at appendix A with the revised plans at appendix B.

J13 Pine Grove - Introduce NWAAT, School Keep Clear, 20mph zone, Prohibition of Waiting and shared facilities.

A total of 16 objections have been submitted in relation to the proposals at Pine Grove, all in relation to the advertised waiting restrictions. There are no objections to the introduction of the 20mph zone, some of the representations supported this element. The point of objection are summarised in the table below:

Objection	Response
Lack of consultation	The statutory requirement to advertise in a local paper was carried out, in addition site notices were posted as well as the details being placed on the Councils website. Additional information was posted out upon request. The majority of properties directly affected have raised objections to the proposed waiting restrictions and as such the consultation has reached those directly affected.
School Traffic is the main issue here, outside of drop off/pick up times there are few issues. The school parking is for very short durations and only during term times.	These measures are being proposed to improve walking and cycling connections, which will give a choice of sustainable travel opportunities to and from the school. This scheme has the potential to reduce car based school trips to this and other schools in the area.
Footways too narrow for shared use -short lengths of little benefit	Shared areas have been kept to an absolute minimum as part of the design process and are only utilised where necessary and where the width is appropriate for both pedestrians and cyclists to share.
Advertised restriction will just compound the issues for residents	The advertised restrictions have been reconsidered and lesser extents of restrictions are contained within the attached schedules and plans.
Advertised restriction swill make school time traffic worse which is the biggest problem	The advertised restrictions have been reconsidered and lesser extents of restrictions are contained within the attached schedules and plans.
Request for residents parking	As the majority of properties in the area have the benefit of off street parking, the site does not meet the criteria for residents parking. Furthermore, as a number of the objectors have highlighted, there are few parking issues in the area outside school arrival and departure times, again this indicates that a residents parking scheme is not appropriate or justified.
The introduction of yellow lines will lead to reduced house prices	There are a wide range of different factors which can have an impact on house prices, both positively and negatively. The availability of on street parking is just one of these factors.

The revised schedules, which relate to the changes to the advertised proposals are contained at appendix A with the revised plans at appendix B.

---

**PROPOSALS DETAIL WITH SCHEDULE:**

The amended schedules are contained at appendix A with the revised plans contained at appendix B.

---

## RECOMMENDATION:

It is recommended that, following consideration of the objections received that the amended scheme be introduced as contained within the revised schedules and plans.

---

## STATEMENT OF REASONS:

The Swinton Greenway proposals will improve both off-road and on-road links to encourage cycling and walking in Salford, promoting more sustainable travel and helping to create healthier and more attractive neighbourhoods. It is designed in conjunction with proposals to ensure connectivity to Salford's wider walking and cycling network.

This package of Traffic Regulation Orders supports the provision of a number of individual highways elements which when combined with the related infrastructure serve to provide connections to surrounding neighbourhoods to and from the 'off-highway' Swinton Greenway sections as well as providing key crossing points to provide improved connections between the 'off-highway' sections.

The scheme proposes to introduce shared pedestrian and cycle paths, new controlled and uncontrolled crossing facilities, introduction of 20 mph zones and new parking restrictions as well as amendments to existing restrictions to deliver the infrastructure and ensure that the full benefits of the scheme are delivered.

---

## COMPARISON OF THESE PROPOSALS WITH EXISTING SITUATION:

The provision of improved walking and cycling connections delivers numerous benefits, assisting in delivering benefits towards resolving the societal problems that are felt across Britain—an obesity epidemic, air quality issues and congested streets. Congestion alone is estimated to cost businesses in Greater Manchester £1.3 billion annually.

The Bee Network proposals, of which this forms a small part, is not for people who already cycle or walk for the majority of their journeys. It is to assist the two thirds of people who currently use their car as their main mode of transport, to walk or cycle for more journeys.

Improved local cycling facilities will unlock the potential of local roads and communities. The provision of easy crossing points will open up increased opportunities to walk and cycle. Planned wider connections will enable longer journeys to be undertaken by active means.

---

## CONSIDERATION OF ALTERNATIVE SOLUTIONS:

These proposals have been developed to make the best use of existing 'recreational' routes, connecting them to the adjacent neighbourhoods and providing improved crossings and better cycling environments in the adjacent neighbourhoods. They have been developed in line with the Bee Network aspirations and vision.

Some alternatives elements of the proposal have been investigated, however, it is considered that this proposal makes the best use of the existing off highway network whilst ensuring appropriate, safe and



suitable on highway improvements are delivered to promote walking and cycling and the Bee Network

---

KEY COUNCIL POLICIES: Local Transport Plan

---

EQUALITY IMPACT ASSESSMENT AND IMPLICATIONS:

The proposed improvements will make the highway network safer and the surrounding area more accessible for all road users.

---

ASSESSMENT OF RISK: Low Risk:

Each package of the scheme will be individually developed and will individually follow the council's approval process. The works are of a similar nature to projects delivered previously and the City Council and TfGM have appropriate project management processes in place.

---

FINANCIAL IMPLICATIONS:

The proposed scheme will be funded from the Mayor's Challenge Fund (MCF) subject to full business case approval. Works are anticipated to commence on site during Winter 2020/21.

---

PROCUREMENT IMPLICATIONS: Not applicable

---

HR IMPLICATIONS: Not applicable

---

OTHER DIRECTORATES CONSULTED: TfGM & Emergency Services

---

CONTACT OFFICER: Robert Owen (0161 779 4848)

WARDS TO WHICH REPORT RELATES: Swinton South & Eccles, Salford.

Ben Dolan  
Strategic Director, Place

---

**Appendix**

- A. Proposed Amended Schedules.
- B. Drawings Detailing the Amended proposals.

APPENDIX: A PROPOSED AMENDED TRAFFIC REGULATION ORDERS:

**The Schedules are divided into each location and numbered as follows – not all sites have items in each schedule:**

Schedule: 1 'Prohibition of Waiting Monday to Friday (8.45 am to 4.30 pm)'

Schedule: 2 'No Waiting at Any Time'

Schedule: 3 '20mph Zone'

Schedule: 4 'No Stopping Mon-Fri 8am -5pm on school entrance markings'

Schedule: 5 'Parallel Zebra Crossing'

Schedule: 6 'Zebra Crossing'

Schedule: 7 'Toucan Crossing'

Schedule: 8 'Change of Use from Footway to Shared Facility'

Schedule: 9 'Goods Vehicles Loading Only- At any Time'

Schedule: 10 'Raised Junction Table'

Schedule: 11 'Road Hump'

Schedule: 12 'Speed Table'

J9	Bradford Road-	Swinton South and Eccles
----	----------------	--------------------------

**Schedule: 2 'No Waiting at Any Time'**

Bradford Road, Eccles, South side, from north western extended kerblineline of Cavendish Road for a distance of 23.5 metres in north westerly direction.

Bradford Road, Eccles, North side, from north western extended kerblineline of Cavendish Road for a distance of 250 metres in north westerly direction.

Bradford Road, Eccles, South side, from a point 10 metres south eastern extended kerblineline of Welbeck Road for a distance of 110 metres in north westerly direction.

Cavendish Road, Eccles, Both sides, from south western extended kerblineline of Bradford Road for a distance of 20 metres in south westerly direction.

Welbeck Road, Eccles, Both sides, from south western extended kerblineline of Bradford Road for a distance of 10 metres in south westerly direction.

Godolphin Close, Eccles, Both sides, from north eastern extended kerblineline of Bradford Road for a distance of 10 metres in north easterly direction.

J10	Folly Lane	Swinton South and Eccles
-----	------------	--------------------------

**Schedule: 2 'No Waiting at Any Time'**

Folly Lane & Rocky Lane, Swinton South & Eccles, both sides, from a point 10 metres northern extended kerblines of Birch Road to a point 15 metres southern extended kerblines of Chorlton Fold for a distance of 325 metres in a southerly direction.

Folly Lane, Swinton South & Eccles, east side, from a point 9 metres northern extended kerblines of South Avenue to a point 15 metres southern extended kerblines of Chorlton Fold for a distance of 248 metres in a southerly direction.

Birch Road, Swinton South, Both sides, from western extended kerblines of Folly Lane for a distance of 23 metres in a westerly direction.

J12	Campbell Road	Swinton South
-----	---------------	---------------

**Schedule: 2 'No Waiting at Any Time'**

Campbell Road, Swinton South, South west side, from a point 5 metres north of north western extended kerblines of Morpeth Street to a point 5 metres south of south eastern extended kerblines of Morpeth Street in a south easterly direction.

Campbell Road, Swinton South, North east side, from a point 5 metres north of north western extended kerblines of West Meade to a point 5 metres south of south eastern extended kerblines of West Meade in a south easterly direction.

Campbell Road, Swinton South, Both sides, from a point 5 metres north of north western extended kerblines of Enfield Road / Gorse Road to a point 5 metres south of south eastern extended kerblines of Enfield Road / Gorse Road in a south easterly direction.

Campbell Road, Swinton South, North east side, from a point 5 metres north of north western extended kerblines of Wood Garth Drive to a point 5 metres south of south eastern extended kerblines of Woodgarth Drive in a south easterly direction.

Campbell Road, Swinton South, North east side, from a point 5 metres north of north western extended kerblines of Wyville Drive to a point 5 metres south of south eastern extended kerblines of Wyville Drive in a south easterly direction.

Campbell Road, Swinton South, North east side, from a point 5 metres north of north western extended kerblines of Marlow Drive for a distance of 5 metres south eastern extended kerblines of Marlow Drive in a south easterly then westerly direction.

Campbell Road, Swinton South, South west side, from a point 5 metres north of north western extended kerblines of Thorn Road for a distance of 5 metres of south eastern extended kerblines of Thorn Road in a south easterly then westerly direction.

Campbell Road, Swinton South, Both sides, from a point 5 metres southern extended kerblines of Marlow Drive for a distance of 42 metres in a south westerly direction.

Morpeth Street, Swinton South, Both sides, from south western extended kerblines of Campbell Road for a distance of 5 metres in a south westerly direction.

West Meade, Swinton South, Both sides, from north eastern extended kerblines of Campbell Road for a distance of 5 metres in a north easterly direction.

Gorse Road, Swinton South, Both sides, from south western extended kerblineline of Campbell Road for a distance of 5 metres in a south westerly direction.

Enfield Road, Swinton South, Both sides, from north eastern extended kerblineline of Campbell Road for a distance of 5 metres in a north easterly direction.

Woodgarth Drive, Swinton South, Both sides, from north eastern extended kerblineline of Campbell Road for a distance of 5 metres in a north easterly direction.

Wyville Drive, Swinton South, Both sides, from north eastern extended kerblineline of Campbell Road for a distance of 5 metres in a north easterly direction.

Thorn Road, Swinton South, Both sides, from south western extended kerblineline of Campbell Road for a distance of 5 metres in a south westerly direction.

Marlow Drive, Swinton South, Both sides, from north eastern extended kerblineline of Campbell Road for a distance of 5 metres in a north easterly direction.

J13	Pine Grove	Eccles
-----	------------	--------

**Schedule: 2 'No Waiting at Any Time'**

Park Road, Eccles, Both sides, from a point 10 metres north of north western extended kerblineline of Grange Drive / Pine Grove to a point 10 metres south of south eastern extended kerblineline of Grange Drive / Pine Grove in a south easterly direction.

Grange Drive, Eccles, Both sides, from south western extended kerblineline of Park Road for a distance of 10 metres in a south westerly direction.

Pine Grove, Eccles, Both sides, from north eastern extended kerblineline of Park Road for a distance of 10 metres in a north easterly direction.

Pine Grove, Eccles, South side, from a point 10 metres south of south western extended kerblineline of Poplar Road to a point 10 metres north of north eastern extended kerblineline of Poplar Road in a north easterly direction.

Poplar Road, Eccles, Both sides, from south of south eastern extended kerblineline of Pine Grove for a distance of 10 metres in a south easterly direction.

Poplar Road & Park Road, Eccles, West side, from a point 88.5 metres south of south eastern extended kerblineline of Pine Grove for a distance of 25 metres in a south easterly then westerly direction.

Quaker Lane, Eccles, North east side, from its northern extended kerblineline of Park Road for a distance of 25 metres in an easterly then south easterly direction.