

**REPORT OF THE STRATEGIC DIRECTOR PLACE**

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**TO LEAD MEMBER BRIEFING FOR  
PLANNING, TRANSPORT AND SUSTAINABLE DEVELOPMENT**

**ON**

**24<sup>TH</sup> AUGUST 2022**

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**TITLE: City of Salford (Ashbourne Road, Austen Road, Barton Lane, Cecil Road, Fairless Road, Gaskell Road, Pleasant Road, Trafford Road, Barton & Winton) (Prohibition of Waiting) Order 2022**

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**RECOMMENDATIONS:**

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

- (i) accede to the objection(s) in part;
  - (ii) approve the modifications to the scheme as set out in this report; and
  - (iii) authorise the making of the Traffic Regulation Order in the modified form.
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**EXECUTIVE SUMMARY:**

The Eccles Highways Task Group received complaints about visibility issues on Ashbourne Road at the junction with Barton Lane and Trafford Road in Eccles. A scheme has been developed to provide 'No Waiting at Any Time' Traffic Regulation Order (TRO) on all junctions in the area – Pleasant Road, Cecil Road, Ashbourne Road, Gaskell Road, Austen Road and Fairless Road.

The Traffic Management Unit have been formally consulted on the proposals on 7<sup>th</sup> July 2021 and there were no adverse comments received. The TRO was legally advertised on 9<sup>th</sup> September 2021 until 4<sup>th</sup> October 2021, during which time 17 objections have been received and 4 support.

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## BACKGROUND DOCUMENTS:

Appendix 1 – Schedules as advertised

Appendix 2 – Plans as advertised

Appendix 3 – Recommended amended schedules

Appendix 4 – Recommended amended plans

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## KEY DECISION:

No

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## DETAILS:

Ashbourne Road, Austen Road, Cecil Road, Fairless Road, Gaskell Road and Pleasant Road are a two-way residential streets heavily parked on both sides, all subject to 20mph speed limit. Cars are parking close to the junctions with Trafford Road and Barton Lane. This causes difficulties for vehicles joining traffic on Trafford Road and Barton Lane and for service vehicles to access the area.

Complaints have been received by the Eccles Highways Task Group for some time with requests to introduce road safety measures on the Ashbourne Road Area in Barton & Winton. A scheme has been designed consisting of junction protections ('No Waiting at Any Time') on Ashbourne Road/Trafford Road junction and Ashbourne Road/Barton Lane junction. The scheme was advertised in February 2018, however due to significant number of objections from local residents the scheme was not implemented.

Currently vehicles are parking in a manner which is causing problems for vehicles and pedestrians at all previously mentioned junctions with Trafford Road and Barton Lane. A new scheme has been developed consisting of junction protections on all junctions along Trafford Road and Barton Lane to increase visibility for both pedestrians and vehicles.

To address safety issues in Ashbourne Road Area it is proposed to introduce a 'No Waiting at Any Time' prohibitions at all above mentioned junctions with Trafford Road and with Barton Lane to prevent vehicles parking close to the junctions. This will ensure that accessibility for local residents and service vehicles is available as well as assisting in the general safe movements of vehicles.

The scheme for 10 metres of 'No Waiting at Any Time' at every junction was officially advertised in September 2021 for 21 days. Additionally local Ward Councillors sent a letter to residents in the area informing them about the scheme. The letter highlighted the parking issue, agreed that 10 metres of junction clearance is advisable according to the Highway Code and asked residents to make representations. The Councillors advised in the letter that they would in fact support 5 metres of prohibition of waiting.

12 out of 17 objectors have objected to proposed 10 metres, but they would support Councillors' suggestion to introduce 5 metres at each junction.

## CONSIDERATION OF REPRESENTATIONS

A summary of the six main grounds of objection from the 17 objectors - and the engineer's response to those points - is set out below. As mentioned before, 12 objectors would support 5 metres restrictions at all junctions. Whilst there is scope to reduce some lengths of restrictions, it should be noted that the amendments are dependent on site specifics.

**Support:** Public safety must not be comprised purely for the convenience of a few people who do not wish to walk to and from their vehicles and homes. A lesser restriction of 5 metres would simply not be sufficient, hence why the measures pertaining to the highway code rule 243 must be implemented and adhered to.

**Response:** Highway Code rule 243 says do not stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space. This rule applies regardless of waiting restrictions implemented on site. If the 'No Waiting at Any Time' is reduced, it would not mean the parking within 10 metres is allowed. It would mean that Salford City Council's Civil Enforcement Officers can enforce the waiting restrictions as well as the police.

**Objection:** The area should be made Residents' Permit Parking only to stop other people parking on our street.

**Response:** The Residents' Parking Scheme (RPS) survey can be considered by the Eccles Highways Task Group. However, residents need to be aware that there are criteria for such schemes to be implemented. The RPS are not introduced to prevent other residents parking in the street; they are introduced across a zone. Also, they are introduced, when parking problems are caused by businesses or other large employees (such as Hospital, University) and there is no such demand in this area. The vast majority of parking will be residents, their visitors and those carrying out services in the area.

**Objection:** Salford Council needs to intervene and stop anymore terraced properties in this area from being converted into house of multiple occupancy (HMO).

**Response:** All HMOs in the Ashbourne Road scheme area require a planning application submitted, which is subject to its own statutory consultation. This consultation includes highways representatives who will make appropriate comments on the application. It is widely acknowledged that many properties have more than one car, even those that are not HMO's. A majority of properties in this area have no off-street parking provision and as a result of this parking demand in these streets is high.

**Objection:** I still feel very strongly about how fast cars come down Cecil from the top shop, the speed is unbelievable and the bumps don't stop them. The streets should be made one-way.

**Response:** If the one-way system is implemented speeds might increase. The average speeds from surveys undertaken in September 2018 are shown in the table below.

Average workday speed [mph]	
Fairless Road	13.6
Ashbourne Road	11.9
Cecil Road	12.4
Pleasant Road	15.2

Additionally, the Eccles Highways Task Group has approved speed humps reconstruction scheme on Ashbourne Road and Cecil Road, to ensure their effectiveness.

**Objection:** I am in favour of a 5m restriction of parking proposal. Quite of number of my neighbours I've spoken to is also in favour as it is very difficult spotting oncoming vehicles.

**Response:** Whilst shortening the restrictions would be beneficial for residents, it should be noted that the advice in the Highway Code remains. All amendments are subject to monitoring, review and dependent on site specifics.

**Objection:** Although I sometimes struggle with parking, I am sure if any restrictive markings are added to restrict parking on my road, I would feel very anxious and vulnerable trying to park elsewhere. We don't have designated parking spaces and some houses have up to three cars and often vans.

**Response:** The resident would have to find available parking place. It is not Salford City Council's responsibility to provide parking places for residents. Providing road markings to formalise on-street parking can be considered, but this is unlikely to increase the space available. There is no possibility to limit residents' cars per household.

**Objection:** Installing these road markings on Cecil Road where it joins Barton Lane will cause a further reduction in the space available for the parking of vehicles on Cecil Road as there is no off-street parking. This reduction in car parking spaces will then lead to an increase in the number of people deliberately parking in front of the alley gates on Cecil Road, gates that are used by both me and my neighbours to exit the rear of our properties.

**Response:** An Access Protection Marking (APM) could be provided across alley gates on Cecil Road, to alert motorists to the fact that there is a private access at that point which must be kept clear. The APM comprises of an elongated white 'H' marking which is advisory only but can help to further highlight the access to an off-street parking facility. Obstruction can be dealt with by the Police. Obstruction of the

driveways can be dealt with by Parking Services on 0161 779 4987 Monday – Friday 8.30am to 4.00pm.

After considering the representations an amended scheme has been drafted which reduces lengths of 'No Waiting at Any Time' restrictions within the 20mph speed limit area.

The 5 metres junction protections are proposed at junctions:

- Trafford Road – Pleasant Road,
- Trafford Road – Cecil Road,
- Trafford Road – Ashbourne Road.

The unchanged 10 metres are being proposed at junction Barton Lane – Fairless Road and on Barton Lane at every considered junction as the road is subject to 30mph speed limit. The reduced lengths of restrictions are proposed at junction Trafford Road – Fairless Road and roads off Barton Lane: Pleasant Road, Cecil Road, Ashbourne Road, Gaskell Road and Austen Road. The Salford City Council's Road Safety Team agrees to the amended scheme as a compromise between keeping the junctions clear from parked vehicles and allowance for on-street parking for residents.

The recommended amended scheme is reproduced in Appendix 3 and on the plan in Appendix 4.

## DELIBERATIONS OF THE TRAFFIC ADVISORY PANEL

Traffic Advisory Panel members and the objectors will be invited to join the Lead Member Briefing meeting.

## RECOMMENDATION

That the Lead Member for Planning, Transport and Sustainable Development consider the objections, the contents of this report and make a decision to authorise the making of the Traffic Regulation Order in modified form as set out in this report, scheduled in Appendix 3 and on the plans in Appendix 4.

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## KEY COUNCIL POLICIES:

Local Transport Plan

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## EQUALITY IMPACT ASSESSMENT AND IMPLICATIONS:

N/A

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## ASSESSMENT OF RISK:

The restrictions will be provided in accordance with the Traffic Signs Manual and Traffic Sign Regulations and General Directions (TSRGD 2016).

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## LEGAL IMPLICATIONS:

The Council, by virtue of the Road Traffic Regulation Act 1984 can introduce orders to manage traffic. Where Traffic Regulation Orders are required, they 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 a proposed TRO.

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## FINANCIAL IMPLICATIONS:

The scheme is funded from Highways Devolved Capital Budget for Eccles in 2022-2023 financial year.

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## PROCUREMENT IMPLICATIONS:

There are no procurement implications.

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## HR IMPLICATIONS:

N/A

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## CLIMATE CHANGE IMPLICATIONS:

N/A

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## OTHER DIRECTORATES CONSULTED:

None

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## CONTACT OFFICER:

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## WARDS TO WHICH REPORT RELATES:

Barton & Winton

John Searle  
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