

REPORT OF THE STRATEGIC DIRECTOR PLACE

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

ON

24TH AUGUST 2022

**TITLE: City Of Salford (Bray Avenue, Dale Avenue, Lulworth Road And
Weymouth Road, Salford) (Prohibition Of Waiting) Order 2022**

RECOMMENDATIONS:

That the Lead Member for Planning, Transport and Sustainable Development consider the contents of this report 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 Bray Avenue and Dale Avenue at the junction with Weymouth Road in Barton & Winton. A scheme has been developed to provide 'No Waiting at Any Time' Traffic Regulation Order (TRO) on all junctions in the area – Bray Avenue, Dale Avenue and Lulworth Road.

The Traffic Management Unit have been formally consulted on the proposals on 16th April 2021 and there were no adverse comments received. The TRO was legally advertised on 7th April 2022 until 28th April 2022, during which time 4 objections and one comment have been received.

BACKGROUND DOCUMENTS:

Appendix 1 – Schedules as advertised

KEY DECISION:

No

DETAILS:

Bray Avenue, Dale Avenue and Lulworth Road are residential two-way roads, subject to 30mph speed limit. Weymouth Road is leading to businesses units and is used by Heavy Goods Vehicles.

A request has been made to Salford City Council by the Eccles Highways Task Group following a Highways Devolved Budget application to provide 'No Waiting at Any Time' restrictions at the junction Bray Avenue/Weymouth Road.

Dale Avenue is experiencing similar issues with inconsiderate parking which cause visibility issues for drivers and pedestrians at the junction with Weymouth Road. Lulworth Road has marked double yellow lines however there is no corresponding Traffic Regulation Order (TRO). Additionally, there are double yellow lines around the bend further south on Lulworth Road which also do not have a supporting TRO.

A consultation exercise has been carried out in July and November 2021 to gain residents' views about the proposal. 85 letters were posted out covering the agreed area. The letters detailed the proposals and offered residents the opportunity to write or e-mail their support, concerns or comments regarding the proposals.

In total 29 responses have been received. The return rate was 34% by Tuesday 30th November 2021. The summary of results is shown in the tables below:

| Response Type | Count | Percent [%] |
|----------------|-----------|-------------|
| Support | 20 | 24 |
| Do not support | 8 | 9 |
| Invalid | 1 | 1 |
| SUM | 29 | 34 |

Table 1 Response summary by survey option

| Street | Support | Do not support | Invalid | Grand Total |
|--------------------|-----------|----------------|----------|-------------|
| Bray Avenue | 3 | 0 | 0 | 3 |
| Dale Avenue | 4 | 2 | 0 | 6 |
| Lulworth Road | 5 | 0 | 1 | 6 |
| Weymouth Road | 8 | 6 | 0 | 14 |
| Grand Total | 20 | 8 | 1 | 29 |

Table 2 Breakdown of responses by street

The overall response rate to this consultation is 34% and of those households that did respond the support rate to the proposal is 69%. The Eccles Highways Task Group reviewed the consultation results and decided to progress the proposed scheme.

Currently vehicles are parking in a manner which is causing a hazard for other drivers and pedestrians. The new restriction will prevent people from hazardous parking. Also visibility for pedestrians crossing the road at the junction is obstructed. If the proposals are introduced safety for both drivers and pedestrians will be improved.

In order to discourage inconsiderate parking which takes place at junctions Bray Avenue/Weymouth Road, Dale Avenue/Weymouth Road and Lulworth Road/Weymouth Road it is proposed to introduce 'No Waiting at Any Time' restrictions on all junctions to improve visibility for all highway users as well as any service and emergency vehicles. It is also proposed to provide double yellow lines around the bend on Lulworth Road where the visibility for drivers is compromised when vehicles are parking there.

The scheme to introduce 'No Waiting at Any Time' restrictions at every junction was officially advertised in April 2022 for 21 days. Additionally a letter was sent to previously consulted residents advising about the consultation outcome and details about the scheme.

CONSIDERATION OF REPRESENTATIONS

A summary of the main grounds of the 4 objections received and the engineer's response to those points - is set out below. All representations are redacted.

Objection: It will cause severe parking problems to the residents of all the roads concerned and beyond. Directly affected residents, residents who do not have off-street parking facility and businesses workers and their visitors will add further parking issues.

Response: The residents and other road users would have to find available parking place. It is not Salford City Council's responsibility to provide parking places, only to maintain safe traffic flow. 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. Provision of 'No Waiting at Any Time' (double yellow lines) would mean that Salford City Council's Civil Enforcement Officers can enforce the waiting restrictions as well as the police.

Objection: If some of these companies do not have sufficient parking for their staff, visitors, customers etc, then perhaps they should not have been given permission to operate their businesses here, the council should seriously investigate these operations and what can be done to alleviate their impact on the issues concerned.

Response: The planning applications for the businesses were considered in line with appropriate Local Highway Authority policies and the parking provision was sufficient

at the time. The resident was informed that if they think that businesses on Weymouth Road are not using their parking provisions, relying on the nearby on-street parking only, the objector can submit a request for planning enforcement investigation.

Objection: I would like to object to how residents have been made aware (or not) of these proposals.

Response: The scheme was advertised in a newspaper, on site (on street lighting columns, digituff print), on Salford City Council Website (link below) and in Swinton Gateway. Additionally all previously consulted residents received a letter with consultation results and scheme details.

<https://www.salford.gov.uk/parking-roads-and-travel/roads/traffic-orders/bray-avenue-dale-avenue-lulworth-road-and-weymouth-road/>

After considering all of the representations an amended scheme has been drafted which reduces lengths of 'No Waiting at Any Time' restrictions on Weymouth Road at junction with Bray Avenue and Dale Avenue from 10 metres originally proposed to 6 metres. The new restrictions are being proposed as a compromise between the demand for on-street parking in this residential area, whilst still maintaining visibility for all road users.

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.

KEY COUNCIL POLICIES:

Local Transport Plan

EQUALITY IMPACT ASSESSMENT AND IMPLICATIONS:

N/A

ASSESSMENT OF RISK:

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

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.

FINANCIAL IMPLICATIONS:

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

PROCUREMENT IMPLICATIONS:

There are no procurement implications.

HR IMPLICATIONS:

N/A

CLIMATE CHANGE IMPLICATIONS:

N/A

OTHER DIRECTORATES CONSULTED:

None

CONTACT OFFICER:

Judyta Hands

E-mail: judyta.hands@salford.gov.uk

Mike Kilby

E-mail: michael.kilby@salford.gov.uk

WARDS TO WHICH REPORT RELATES:

Barton & Winton

John Searle

Strategic Director, Place