
REPORT OF THE STRATEGIC DIRECTOR PLACE

TO LEAD MEMBER BRIEFING FOR
PLANNING, TRANSPORT AND SUSTAINABLE DEVELOPMENT

ON 15th November 2022

**CITY OF SALFORD (MEADOW ROAD AREA, SALFORD) (PROHIBITION OF
WAITING) ORDER 2022**

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:

- (i) accede to the objection(s) in part; and
 - (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:

Meadow Road is a relatively new residential housing development which is situated close to the University of Salford, in the Broughton ward of Salford.

Since its completion several requests have been made to the East Salford Community Committee Highways Task Group to introduce restrictions as parking by students is causing access difficulties for large service vehicles and residents themselves.

The draft proposals are intended to ensure safe access and egress, especially for service and emergency vehicles. They will also help keep pedestrian crossing points clear with a reasonable amount of visibility so pedestrians can see approaching vehicles and be seen.

The Traffic Management Unit have been formally consulted on the proposals for introducing No Waiting At Any Time restrictions, on the 3rd May 2022 and there were no adverse comments received or concerns raised.

The scheme was publicly advertised between 4th August 2022 to 25th August 2022

BACKGROUND DOCUMENTS: See Appendix

KEY DECISION: N/A

DETAILS:

As a new development it is always essential that we review restrictions in the area, to ensure highway safety is maintained, also to ensure that the onsite restrictions are appropriate and in line with local residents needs, as far as possible without unduly compromising highway safety.

Following completion of the development and problems with accessibility being experienced, it is proposed to implement junction protection to maintain access especially for service and emergency vehicles. The junction protection also serves to provide a safe crossing point at junction for pedestrians, ensuring visibility for both drivers and pedestrians.

It was also proposed to put restrictions in the cul-de-sac ends, to enable service vehicles to turn round and exit in a forward gear. But following consultations and receipt of objections, we have consulted our Environmental Services colleagues. They advised that they had been experiencing collection difficulties, but that the proposed junction protection should be sufficient in resolving the access issues they are experiencing.

Environmental Services also advised that turning head restrictions would not impact them, as they carefully reverse down most of the short cul-de-sacs, as such we are proposing to remove the turning head restrictions.

Additionally, site observations during the daytime, also confirmed there was little or no parking in the turning heads in question during the daytime when most service vehicles operate.

As the area is all residential properties it is also proposed to make the area a 20mph Zone, allowing all of the residents to benefit from lower traffic speeds, there were no objections to the area being made 20mph. This would make the environment safer and encourage sustainable modes of transport like cycling and walking.

PROPOSAL

No waiting at any time on appropriate junctions and provision of a 20mph zone for the residential estate.

CONSIDERATION OF OBJECTIONS

The following table summarises the objections received and outlines the response in reply. Any information that could help identify individuals or their home address has been removed or blanked out, in accordance with data protection act 2018

There were 4 representations made, one of which was confirmed as not being an objection to the No Waiting At Any Time proposals. Another was withdrawn when proposals were revised without the including of turning head restrictions. Two objections to the NWAAT proposals remain and are summarised below.

OBJECTOR 1 First email	REPONSE 1
Enquiring if restriction will be enforced. (Confirmed as not an objection)	Advised yes restrictions will be enforced, but level of enforcement may be limited once initial enforcement period is over, but if there is continued problems and we are made aware we will endeavour to attend more regularly.
OBJECTOR 2 First email	REPONSE 1
I wish to object to these plans. I do not feel that they go far enough and will force parking into other areas of the estate.	Explained the proposals are a balance as we do not wish to cover the estate with restrictions as it would impact residents themselves.
OBJECTOR 2 Second email	
I do wish to uphold my objection, concerned we did not consult residents Association or taken wider risk-factors into account. Also concerned about service vehicle access (bins not being emptied), damage to verges should people start parking on them, and worried about emergency vehicle access. Also wanted analysis of how we came to the current design layout.	Advised ok with upholding objection. Explained the consultation process Advised we would contact parking services, if collections were being missed. Advised if people started parking on verges we would review and take any action deemed necessary to resolve any knock-on effects. Assured him emergency services would get through. Explained thoughts behind draft proposals, relating to Highway code rule 243 (not parking within 10m of a junction and in turning heads).

OBJECTOR 3 First email	REPOSE 1
<p>Objector opposed to restrictions in turning head where they and their visitors park.</p> <p>Also advise that service vehicles reverse down this street so do not need use of turning head. Concerned we will force more parking on to section before turning head which will prevent others getting others getting through. Especially bin wagons</p>	<p>Advise turning head was for just that, so vehicles can turn round in.</p> <p>Also advise that if waste services advised they do indeed reverse down this street and do not require restrictions we can consider removing those in the turning head.</p> <p>Also advised further restrictions are unlikely to be considered until these proposals have been completed and the parking situation has settled down again, so we can access if there are any knock on effects that need to be addressed.</p>
OBJECTOR 3 Second email	REPOSE 2
<p>Basically, reiterating the initial objection, but mentioning additional restriction on the one side of the road up to turning head.</p>	<p>Waste service have got back to us and that we are now proposing to remove the waiting restrictions from the turning heads. As report is that waste services reverse down these short side roads.</p> <p>Asked in light of change would they be happy to withdraw objection? Not had reply, but initially that was the main argument for the objection the turning head restrictions</p>
OBJECTOR 4 First email	REPOSE 1
<p>Opposed to turning head restrictions but withdrew objection when they were removed from proposals.</p>	<p>Also advise that if waste services advised they do indeed reverse down this street and do not require restrictions we can consider removing those in the turning head.</p> <p>Waste service have got back to us and that we are now proposing to remove the waiting restrictions from the turning heads. As report is that waste services reverse down these short side roads.</p>

1. All objectors will be invited to the Traffic Advisory Panel meeting.

Members of the Traffic Advisory Panel will be invited to join the Lead Member Briefing. There will be an opportunity for objectors to make representations to the Lead Member during the meeting.

Deliberations of the Lead Member Briefing meeting online

This matter was considered at a meeting Date 15th November 2022.

Recommendation

It is the recommendation of Traffic Advisory Panel that, the modifications as detailed within this document are approved for implementation the making of the Traffic Regulation Order in the modified form.

KEY COUNCIL POLICIES: Local Transport Plan N/A

EQUALITY IMPACT ASSESSMENT AND IMPLICATIONS: N/A

Local Councillor Comments

Local councillors were advised of the objections received from residents, relating to the No Waiting At Any Time restrictions. They were also made aware of recommendation to amend the scheme, following site observations and consultation with waste services. As site observations, indicating there was not an issue with parking in the turning heads at times when service vehicles are operating, supporting the removal of the restrictions from the turning heads.

Councillors agreed to the proposed amendments, considering the feedback from waste services and following site visits.

ASSESSMENT OF RISK:

The proposals will be an effective way of ensuring safe access, egress and visibility at junctions and bends for all vehicles. The 20mph Zone will also allow all the residents to benefit from lower traffic speeds, encouraging walking and cycling in the area.

LEGAL IMPLICATIONS General statement

Date provided: 30/07/2021

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

None, proposals being funded by developer

PROCUREMENT IMPLICATIONS Supplied by: N/A

HR IMPLICATIONS Supplied by: N/A

OTHER DIRECTORATES CONSULTED: None

CONTACT OFFICER: Ray Scholes E – mail raymond.scholes@salford.gov.uk

WARDS TO WHICH REPORT RELATES:

Broughton, Salford – Cllr M. Brabiner, Cllr J. King, Cllr J. Merry

APPENDIX:

- A. Original proposed schedules and revised NWAAT schedule (Below)
- B. Legal Site Notice (Below)
- C. Original Meadow Road NWAAT proposal plans, 010144-01-SCC-RMK-TT-DR-C-0001,
Original Meadow Road Area 20mph proposals plan, 010144-01-SCC-RMK-TT-DR-C-0002
and Meadow Road revised NWAAT proposal plan 010144-01-SCC-RMK-TT-DR-C-0003

Note

(All of the appendix C plans are attached)

APPENDIX A - ORIGINAL SCHEDULES

Schedule 1

Introduction of: 'No Waiting At Any Time' TRO Restriction

Road Name	Side	Schedule details
Cranesbill Close	Both sides	From its Cul-de-sac end in a northerly direction for 15m, including all the turning head
Cranesbill Close	Both sides	From the southern extended kerb line of Clover Drive, in a southerly direction for 12m
Clover Drive	Both sides	From the western extended kerb line of Meadow Road, in a westerly direction for 10m
Clover Drive	South and north sides	From a point 50m west of the western extended kerb line of Meadow Road, South side, in a westerly, then northerly and then easterly direction round the cul-de-sac ends, to a point on north

		side, 73m west of the western extended kerb line of Meadow Road, a total distance of 81.5m
Meadow Rd Cul-de-sac 51-57	North east side	From the eastern extended kerb line Meadow Road, in a south easterly direction for 32m including turning head
Meadow Rd Cul-de-sac 51-57	South west side	From the eastern extended kerb line Meadow Road, in a south easterly direction for 10m
Cowslip Close	Both sides	From the western extended kerb line Meadow Road, in a westerly direction for 10m
Cowslip Close	Both side	From its Cul-de-sac end in an easterly direction for 15m, including all the turning head
Riverside	Both sides	From the eastern extended kerb line of Meadow Road, in an easterly direction for 10m
Riverside	North west side	From a point 32 metres east of eastern extended kerb line of Meadow Road, in a north easterly direction for 24.5m
Riverside	South east side	From a point 32 metres east of eastern extended kerb line of Meadow Road, in a north easterly direction for 33m
Mallow Drive	Both sides	From the western extended kerb line Meadow Road, in a westerly direction for 10m
Mallow Drive	Both sides	From its Cul-de-sac end in an easterly direction for 14m, including all the turning head
Vela Walk	Both sides	From the north eastern extended kerb line Meadow Road, in a north easterly direction for 10m
Vela Walk	Both sides	From its Cul-de-sac end in a south westerly direction for 21m, including all the turning head
Meadow Road	Both sides	From its southern Cul-de-sac end, in a north easterly direction for 15m, including all the turning head
Meadow Road	West Side	From a point 10m north of northern extended kerb line of Clover Drive, to a point 10m south of southern extended kerb line Clover Drive
Meadow Road	East Side	From a point 18m north of northern extended kerb line of Meadow Rd cul-de-sac 51 – 57, to a point 10 metres south of southern extended kerb line of Meadow Rd cul-de-sac 51 – 57
Meadow Road	East side	From a point 10m north of the northern extended kerb line of Riverside, to a point 10m south of the southern extended kerb line of Riverside
Meadow Road	West side	From a point 10m north of northern extended kerb line of Cowslip Close, to a point 10m south of southern extended kerb line Cowslip Close
Meadow Road	West side	From a point 10m north of northern extended kerb line of Mallow Drive to a point 10m south of southern extended kerb line Mallow Drive
Meadow Road	East side	From a point 10m north of northern extended kerb line of Vela Walk, to a point 10m south of southern extended kerb line of Vela Walk

Schedule 2

Introduce: 20mph Speed Limit Order

Road Name	Extent
Meadow Road	Entire length

Vela Walk	Entire length
Mallow Drive	Entire length
Cowslip Close	Entire length
Clover Drive	Entire length
Cranesbill Close	Entire length

APPENDIX A REVISED SCHEDULE

Schedule 1

Introduction of: No Waiting At Any Time restrictions

Road Name	Side	Schedule details
Cranesbill Close	Both sides	From the southern extended kerb line of Clover Drive, in a southerly direction for 12m
Clover Drive	Both sides	From the western extended kerb line of Meadow Road, in a westerly direction for 10m
Clover Drive	South side	From a point 50m west of the western extended kerb line of Meadow Road, in a westerly direction for 25m
Cowslip Close	Both sides	From the western extended kerb line Meadow Road, in a westerly direction for 10m
Riverside	Both sides	From the eastern extended kerb line of Meadow Road, in an easterly direction for 10m
Riverside	North west side	From a point 32 metres east of eastern extended kerb line of Meadow Road, in a north easterly direction for 24.5m
Riverside	South east side	From a point 32 metres east of eastern extended kerb line of Meadow Road, in a north easterly direction for 33m
Mallow Drive	Both sides	From the western extended kerb line Meadow Road, in a westerly direction for 10m
Meadow Road	West Side	From a point 10m north of northern extended kerb line of Clover Drive, to a point 10m south of southern extended kerb line Clover Drive
Meadow Road	East Side	From a point 18m north of northern extended kerb line of Meadow Rd cul-de-sac 51 – 57, to a point 10 metres south of southern extended kerb line of Meadow Rd cul-de-sac 51 – 57
Meadow Road	East side	From a point 10m north of the northern extended kerb line of Riverside, to a point 10m south of the southern extended kerb line of Riverside
Meadow Road	West side	From a point 10m north of northern extended kerb line of Cowslip Close, to a point 10m south of southern extended kerb line Cowslip Close

Meadow Road	West side	From a point 10m north of northern extended kerb line of Mallow Drive to a point 10m south of southern extended kerb line Mallow Drive
Meadow Road	East side	From a point 10m north of northern extended kerb line of Vela Walk, to a point 10m south of southern extended kerb line of Vela Walk

APPENDIX B

Original site notice

Salford City Council proposes to make the following Orders under the Road Traffic Regulation Act 1984. The title and effects of the Orders is as follows; **City of Salford (Meadow Road Area, Salford) (Prohibition of Waiting) Order 2022**

Proposed No Waiting At Any Time on:

Cranesbill CI - Both sides from its Cul-de-sac end in a northerly direction for 15m, including all the turning head.

Both sides from the southern extended kerb line of Clover Drive, in a southerly direction for 12m.

Clover Dr – Both sides from the western extended kerb line of Meadow Road, in a westerly direction for 10m.

South and north sides from a point 50m west of the western extended kerb line of Meadow Road, South side, in a westerly, then northerly and then easterly direction round the cul-de-sac ends, to a point on north side, 73m west of the western extended kerb line of Meadow Road, a total distance of 81.5m.

Cowslip CI – Both sides from the western extended kerb line Meadow Road, in a westerly direction for 10m.

Both sides from its Cul-de-sac end in an easterly direction for 15m, including all the turning head.

Riverside – Both sides from the eastern extended kerb line of Meadow Road, in an easterly direction for 10m. North west side from a point 32 metres east of eastern extended kerb line of Meadow Road, in a north easterly direction for 24.5m. South east side from a point 32 metres east of eastern extended kerb line of Meadow Road, in a north easterly direction for 33m.

Mallow Dr – Both sides from the western extended kerb line Meadow Road, in a westerly direction for 10m. Both sides from its Cul-de-sac end in an easterly direction for 14m, including all the turning head.

Meadow Rd - Both sides from its southern Cul-de-sac end, in a north easterly direction for 15m, including all the turning head. West Side from a point 10m north of northern extended kerb line of Clover Drive, to a point 10m south of southern extended kerb line Clover Drive. East Side from a point 18m north of northern extended kerb line of Meadow Rd cul-de-sac 51 – 57, to a point 10 metres south of southern extended kerb line of Meadow Rd cul-de-sac 51 – 57. East side from a point 10m north of the northern extended kerb line of Riverside, to a point 10m south of the southern extended kerb line of Riverside. West side from a point 10m north of northern extended kerb line of Cowslip Close, to a point 10m south of southern extended kerb line Cowslip Close. West side from a point 10m north of northern extended kerb line of Mallow Drive to a point 10m south of southern extended kerb line Mallow Drive. East side from a point 10m north of northern extended kerb line of Vela Walk, to a point 10m south of southern extended kerb line of Vela Walk.

City of Salford (Meadow Road Area, Salford) (20 mph Speed Limit) Order 2022

The effect of the Order will be to introduce 20mph speed limit on the following lengths of road for their entire length. Meadow Rd, Vela Walk, Mallow Drive, Cowslip Cl, Clover Dr, Cranesbill Cl. A copy of the proposed Order together with plans showing the proposals and a statement of the Council's reasons for proposing to make the Order may be inspected at Swinton Gateway, 100 Chorley Road, Swinton, M27 6BP Monday to Friday 9am to 6pm. Details can be viewed online at <http://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 Fiona Ledden, City Solicitor PO BOX 532, TOWN HALL, MANCHESTER, M60 2LA, or phlegal@manchester.gov.uk by 28th July 2022 quoting ref GS/OUT1093/981
John Searle, Strategic Director Place, Salford Civic Centre, Chorley Road, Swinton, Salford M27 5DA

Dated: 7th July 2022

Notes

- Highlighted red text above donates turning head restrictions proposed to be remove from the order.
- Clover Dr south side and turning head restrictions are to be replaced with 10m of junction protection either side of its junction with Cranesbill Cl.