

REPORT OF THE STRATEGIC DIRECTOR PLACE

TO LEAD MEMBER BRIEFING FOR PLANNING, TRANSPORT AND SUSTAINABLE DEVELOPMENT ON 21ST MARCH 2023

TITLE: CITY OF SALFORD (CRAIG HALL AND PRESTON AVENUE, IRLAM)
(PROHIBITION OF WAITING) ORDER 2023

RECOMMENDATIONS:

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

Authorise the making of the Traffic Regulation Order in the form given in the Notice of Proposals as set out in this report.

EXECUTIVE SUMMARY:

The Irlam & Cadishead Highways Task Group received complaints about vehicles parking at the entrance to Craig Hall Day Centre (Springwood Primary School – Craig Hall Site) preventing access for staff, visitors, maintenance vehicles and emergency services. A scheme has been developed to provide 'No Waiting at Any Time' Traffic Regulation Order (TRO) at the entrance to the Craig Hall Day Centre.

The Traffic Management Unit have been formally consulted on the proposals on 24th April 2020 until 8th May 2020 and there were no adverse comments received. The TRO was legally advertised on 14th October 2021 until 8th November 2021, during which time 1 objection has been received.

BACKGROUND DOCUMENTS:

Appendix 1 – Schedules as advertised
Appendix 2 – Plan as advertised

KEY DECISION:

No

DETAILS:

A request was received from the Springwood Primary School regarding obstructive parking at the vehicular access point serving these facilities. These concerns were reviewed by the Irlam & Cadishead Highways Task Group who prioritised funding to introduce waiting restrictions on Preston Avenue outside of the centre.

There are terraced houses opposite the entrance to Craig Hall with no or limited off-street parking provision and subject to 'No Waiting' Monday – Friday 9am – 5pm (single yellow lines). This is resulting in vehicles parking along the south side of Preston Avenue up to the entrance to Craig Hall. This is causing vehicles to park close to the entrance to Craig Hall obstructing access for staff, visitors, maintenance vehicles and emergency services.

To address these concerns, it was proposed to introduce a permanent Traffic Regulation Order for 'No Waiting At Any Time' restrictions. The extents of the restrictions cover both sides of the Craig Hall access road and a 5 metre extent on the south side of Preston Avenue.

These proposals will ensure access is maintained to the Springwood Primary School site at all times. The measures will also provide improved visibility at the junction and additional manoeuvring space for all vehicles.

CONSIDERATION OF REPRESENTATIONS

A summary of the main grounds of the 1 objection received and the engineer's response to those points - is set out below. The representation is redacted.

Objection: Objector complained that residents were not consulted prior to the legal advertisement of the scheme. They have also noted there is limited space to park along Preston Avenue due to the current single yellow lines along the north side of Preston Avenue which is often taken up by staff from Craig Hall.

Objector also asked if it was possible to have the restrictions only in the entrance to Craig Hall and not extend to Preston Avenue. Also, if the current restrictions could be changed to a shorter period of time.

Response: There is no requirement to have a formal consultation before a scheme is formally advertised. The statutory requirement is to advertise a scheme in a newspaper. Additionally, site notices were posted on site for the public to see.

The 'No Waiting at Any Time' restrictions should not be reduced to the access of Craig Hall as the proposed restrictions are already at the minimum length of 5

metres, which is a compromise between the demand for on-street parking in the residential area, whilst still maintaining visibility for all road users. Any changes to the existing restrictions would need to be introduced separately, as this TRO contains only extension of the double yellow lines. The resident has received Highways Devolved Budget Application form to fill in, so the Irlam & Cadishead Highways Task Group can consider changes and approved funding.

DELIBERATIONS OF THE TRAFFIC ADVISORY PANEL

Traffic Advisory Panel members and the objector will be invited to join the remote 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 its original form as set out in this report, scheduled in Appendix 1.

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 Irlam & Cadishead 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

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WARDS TO WHICH REPORT RELATES:

Cadishead and Lower Irlam

John Searle

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