REGULATORY PANEL (PLANNING AND TRANSPORTATION)	5th March 2009	PART 1
		OPERATIONAL
SUBJECT: TRAFFIC MANAGEMENT UNIT		POLICY
REPORT OF: URBAN VISION PARTNERSHIP		FOR DECISION

1.0. PURPOSE OF REPORT.

This report details the proceedings of the Traffic Management Unit on 28th January 2009 and puts forward the recommendation of the Unit regarding the following:-

a) A57 Liverpool Road, Barton.
b) A57 Cadishead Way, Cadishead.
c) Booth Street / Clowes Street, Salford.
d) Queen Street, Walkden.
e) Middlewood Locks development, Ordsall.
f) Sedgefield Close, Langworthy.

2.0 RECOMMENDATIONS.

2.1 That approval be given to recommendations of the Unit on each item considered in the report.

3.0. ROUTE.

3.1 Regulatory Panel (Planning and Transportation)

4.0. IMPLICATIONS.

4.1.	Resources:	Unless otherwise stated, all schemes to be funded from the existing Revenue budget.
4.2.	Performance Review:	No implications.
4.3.	Environmental:	Improved road safety and environmental conditions.
4.4.	Equal Opportunities:	No implications.
4.5.	Community Strategy:	No implications.
4.6.	Anti-Poverty:	No implications.
4.7.	Customer Consultation and Involvement:	No implications.

IF YOU HAVE ANY QUERIES PLEASE CONTACT MRS T PATEL 0161 779 4914	BACKGROUND DOCUMENTS: AS ENCLOSED
QUALITY CONTROL	Report prepared by: Mr. A. Williams Reviewed by: MRS T PATEL
Urban Vision Partnership Ltd, Emerson House, Albert Street, Eccles, M30 0TE	

a) **Ward(s) Affected:** Barton, Winton.

Ward Councillors: N.Potter, J. Mullen, D.Jolley, P.Boshell, D.Lancaster, M.Morris.

Contact Officer: Gaynor Ikiz (x4920)

A57 Liverpool Road, Barton.

A complaint has been received regarding increased traffic delays in the morning peak period on the A57 Liverpool Road, Barton due to parked vehicles on the approach to the M60 roundabout.
Vehicle transporters have no alternative but to park on the 'no waiting at any time' restrictions and deliver vehicles to Claybank Motors. It is claimed deliveries are made between 7am and 9am and the transporters always obstruct one of the two available traffic lanes.
It is proposed to introduce a loading ban to prevent vehicles parking at this location at peak hours Monday to Friday.
Emergency services have no objections to the proposals.

3 Year Collision Analysis

No recorded collisions.

Estimated Cost

£700

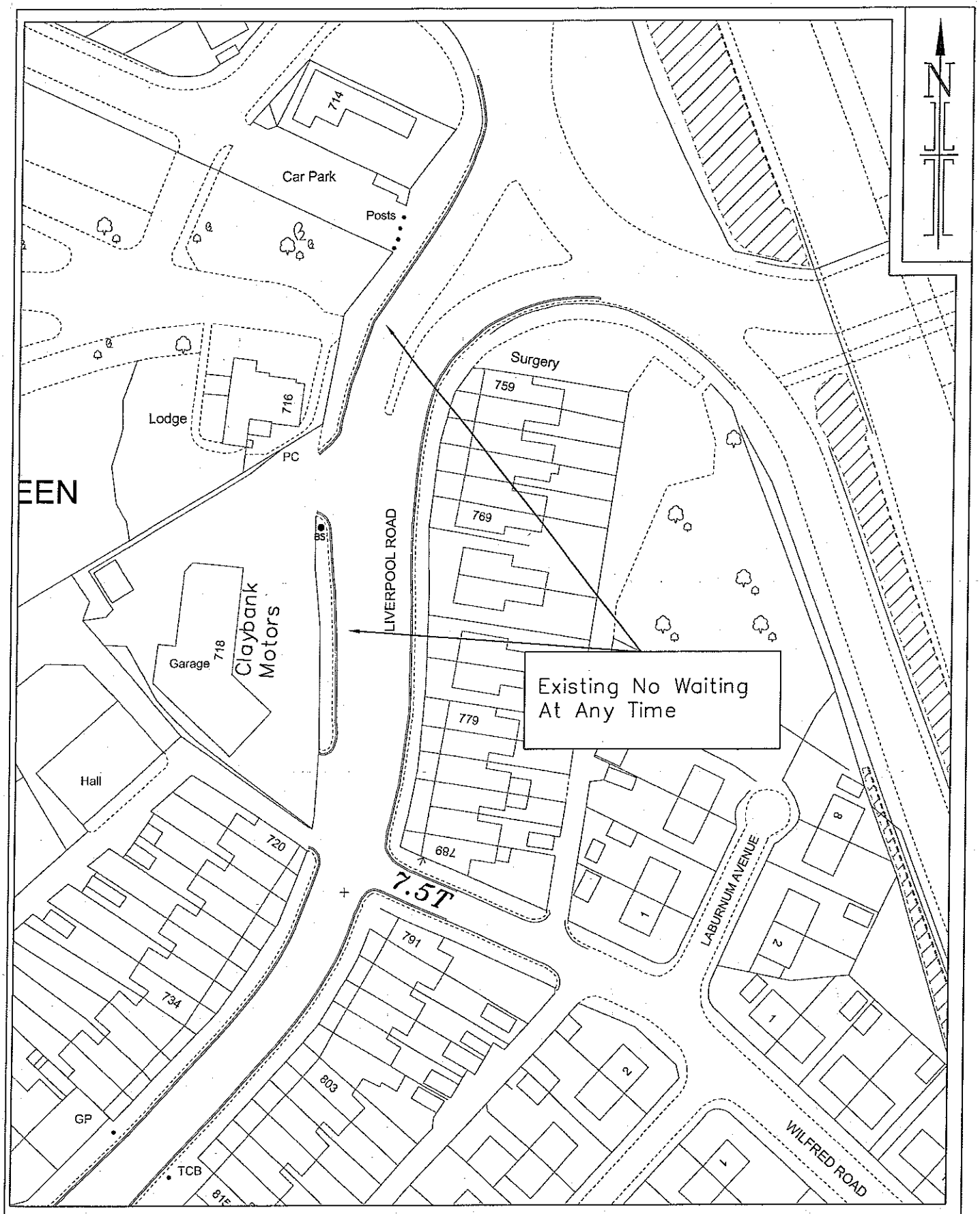
Recommendation

Introduction of

No Loading Monday to Friday

7.00am to 9.30am and 4.00pm to 6.30pm.

A57 Liverpool Road, west side, from the M60 roundabout in a southerly direction for a distance of 115 metres.



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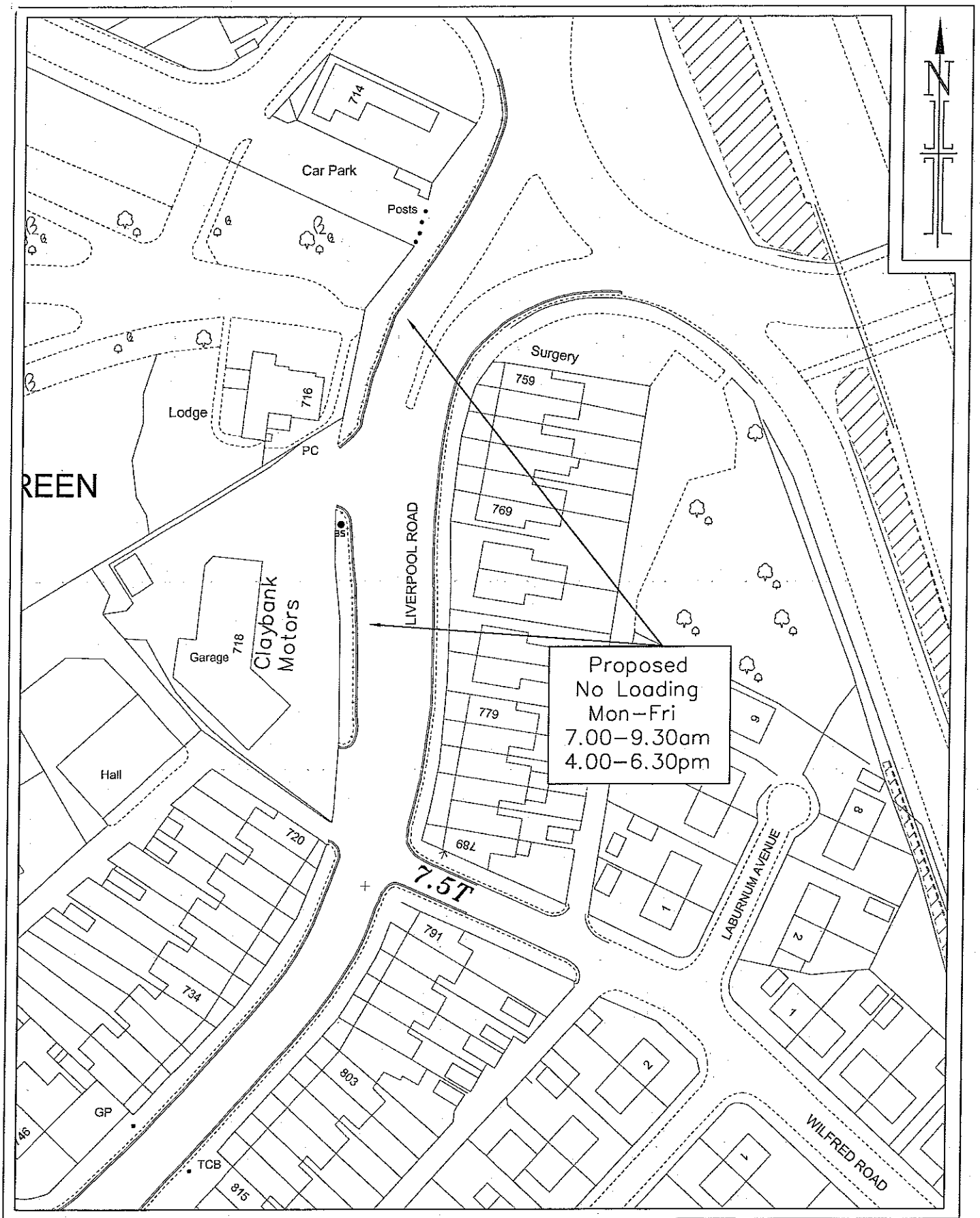
Project
Traffic Management Unit

Title
A57 Liverpool Road, Barton
Introduction of loading ban

Drawing Status Existing

Dwg No

Drawn GB
Checked MWK
Date Jan 09
Scale @A4
Do Not Scale



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Traffic Management Unit

Title
A57 Liverpool Road, Barton
Introduction of loading ban

Drawing Status Proposed

Dwg No

Drawn GB
Checked MWK
Date Jan 09
Scale @A4
Do Not Scale

b) **WARD(S) AFFECTED:** Cadishead

WARD COUNCILLORS: L.Bramer-Kelly, K.Mann, L.Hill

CONTACT OFFICER: Gaynor Ikiz (X4920)

A57 Cadishead Way- Pedestrian Refuge request.

A request has been received for the introduction of a pedestrian refuge on Cadishead Way in the vicinity of Irlam Wharf Road (50mph section).

There are existing tactile dropped crossings guiding pedestrians to cross Cadishead Way in this vicinity but pedestrians are finding it difficult to cross both lanes of traffic especially during peak hours. The road at this location is not wide enough to accommodate a refuge.

Investigations have revealed there is enough room for a refuge to be introduced within the existing hatched area prior to the right hand turning lane into Irlam Wharf Road. The overall length of the proposed refuge is 6.5 metres long, 2 metres wide, providing a 2.7metre crossing area. Forward visibility of approaching vehicles meets requirements at the proposed location from both directions. To encourage pedestrians to use the safer proposed crossing it is considered that the existing facilities and approach footways be removed.
Emergency Services have no objections to the proposals.

3 Year Collision Analysis

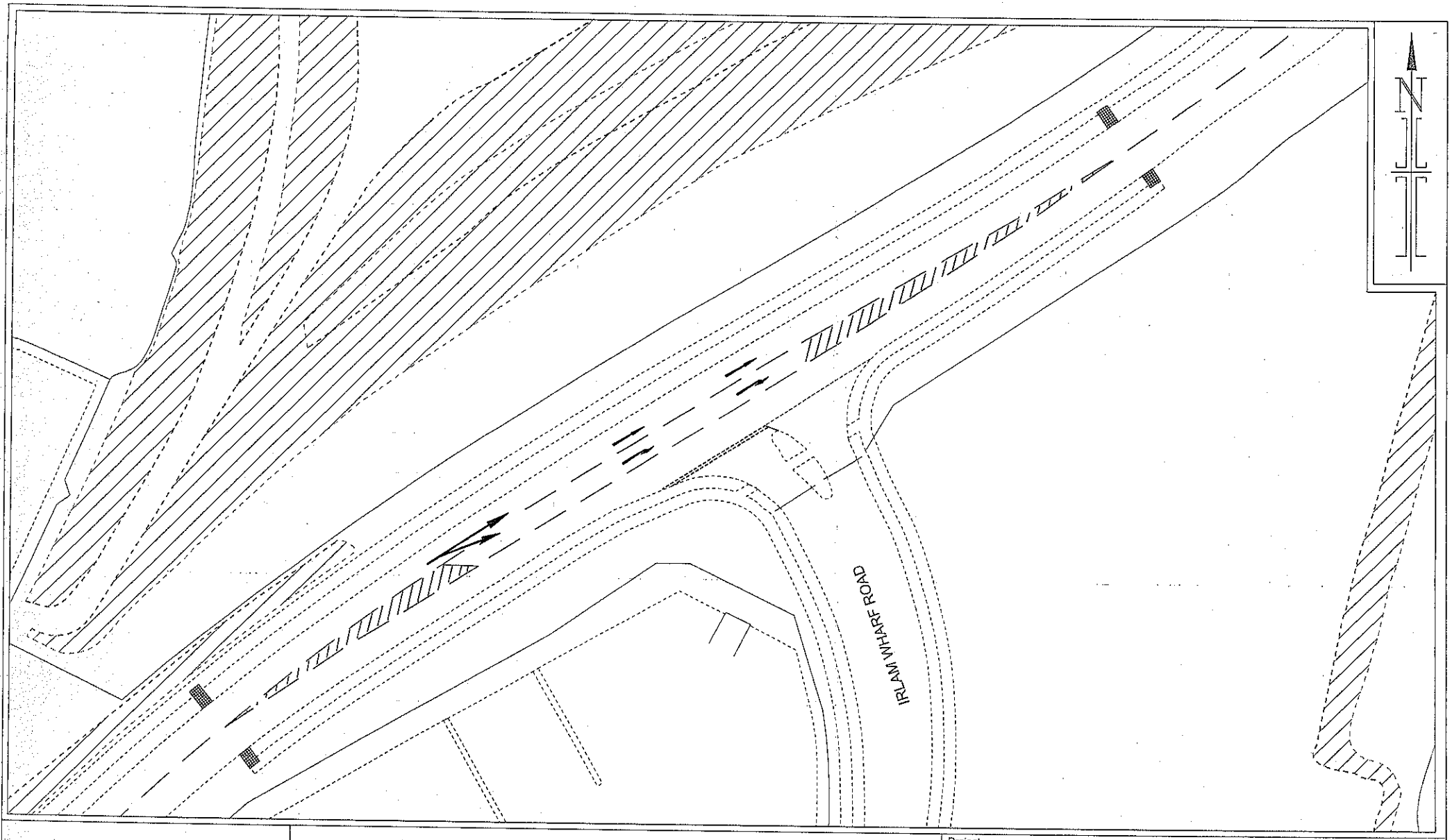
No recorded pedestrian collisions at the proposed location.

Estimated Cost

£10,000 - £15,000

RECOMMENDATION

Proceed with scheme as shown in the plans, subject to funding being available.



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Project

Traffic Management Unit

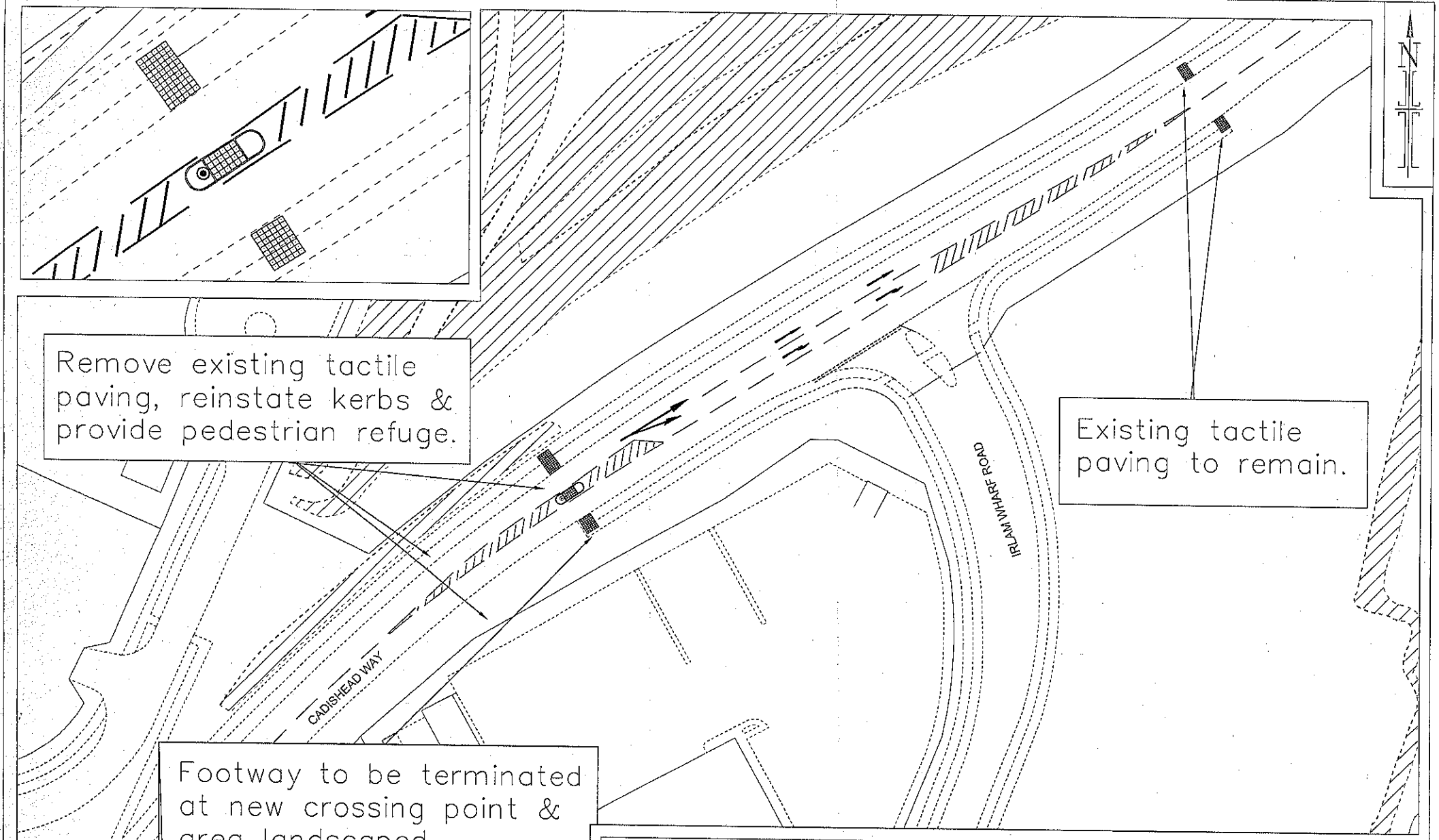
Title

Cadishead Way

Drawn	GB
Checked	MWK
Date	Dec 08
Scale	@A4 Do Not Scale

Drawing Status Existing

Dwg No



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Project: Traffic Management Unit

Title: Cadishead Way Pedestrian Refuge

Drawn: GB
Checked: MWK
Date: Jan 08
Scale: @A3 Do Not Scale

Drawing Status: Proposed

Dwg No

c) **WARD(S) AFFECTED:** Ordsall.

WARD COUNCILLORS: A.Clague, P.Dobbs, R.Mashiter.

CONTACT OFFICER: Andrew Williams (X4876)

Booth Street / Clowes Street, Salford

A complaint has been received from the Fire Brigade, and also from the managing agents for The Edge Apartments on Clowes Street Salford as regards access for emergency services when attending the apartment block, which consists of 275 apartments.
Clowes Street does have a daytime waiting restriction but the street is quite narrow, so any parked vehicle severely restricts access. Vehicles can legitimately park outside the hours of the waiting restrictions but this has caused problems for the Fire Brigade when trying to gain access along this street. There have also been occasions when vehicles park blocking access to the risers, one of which is situated in Booth Street and one in Clowes Street.
The rear of this property is accessed via Booth Street, which is also subject to daytime waiting restrictions. Problems arise here in the evening due to a nearby restaurant, which employs valet parking. This results in a large number of vehicles being parked indiscriminately and seriously restricting emergency access into Booth Street.
In order to alleviate any problems it is proposed to introduce No Waiting At Any Time and No Loading restrictions on Clowes Street, and also introduce No Waiting At Any Time on sections of Booth Street with some loading bans.
Whilst investigating these issues it came to light that the CPZ order still includes pay and display bays on Booth Street. These bays have previously been removed but the order was not updated at that time. It is proposed to delete these bays from the order, as they are no longer in existence, having been removed when parking was de criminalized.
Emergency Services have no objections to the proposals.

3 Year Collision Analysis

No recorded collisions.

Estimated Cost

£5,000

RECOMMENDATION

Amendment of: The City Of Salford (Parking Places And Controlled Parking Zone) Order 2001

Amend Schedule 1 Part 1 (Designated parking places)

Delete
S1 referring to Booth Street.

Amend Schedule 2 Part 1 (No Waiting between 8.00am and 6.00pm Mondays to Fridays and between 8.00am and 12.30pm on Saturdays)

Delete
Clowes Street and amend Booth Street to read:

Booth Street, south west side, from a point 32 metres south east of its junction with Chapel Street, in a southeasterly direction for a distance of 67 Metres.

Amend Schedule 2 Part 2 (No Waiting At Any Time)

Add
Booth Street, south west side, from the junction with Chapel Street, in a southeasterly direction for a distance of 32 metres.

Booth Street, south west side, from a point 99 metres south east of its junction with Chapel Street in a southeasterly direction for its full length.

Booth Street, north east side, from its junction of Chapel Street in a southeasterly direction for its full length.

Clowes Street, both sides, from its junction with Chapel Street in a southeasterly direction for a distance of 100 metres.

Amend Part 5 Schedule 2 (No Loading at any time)

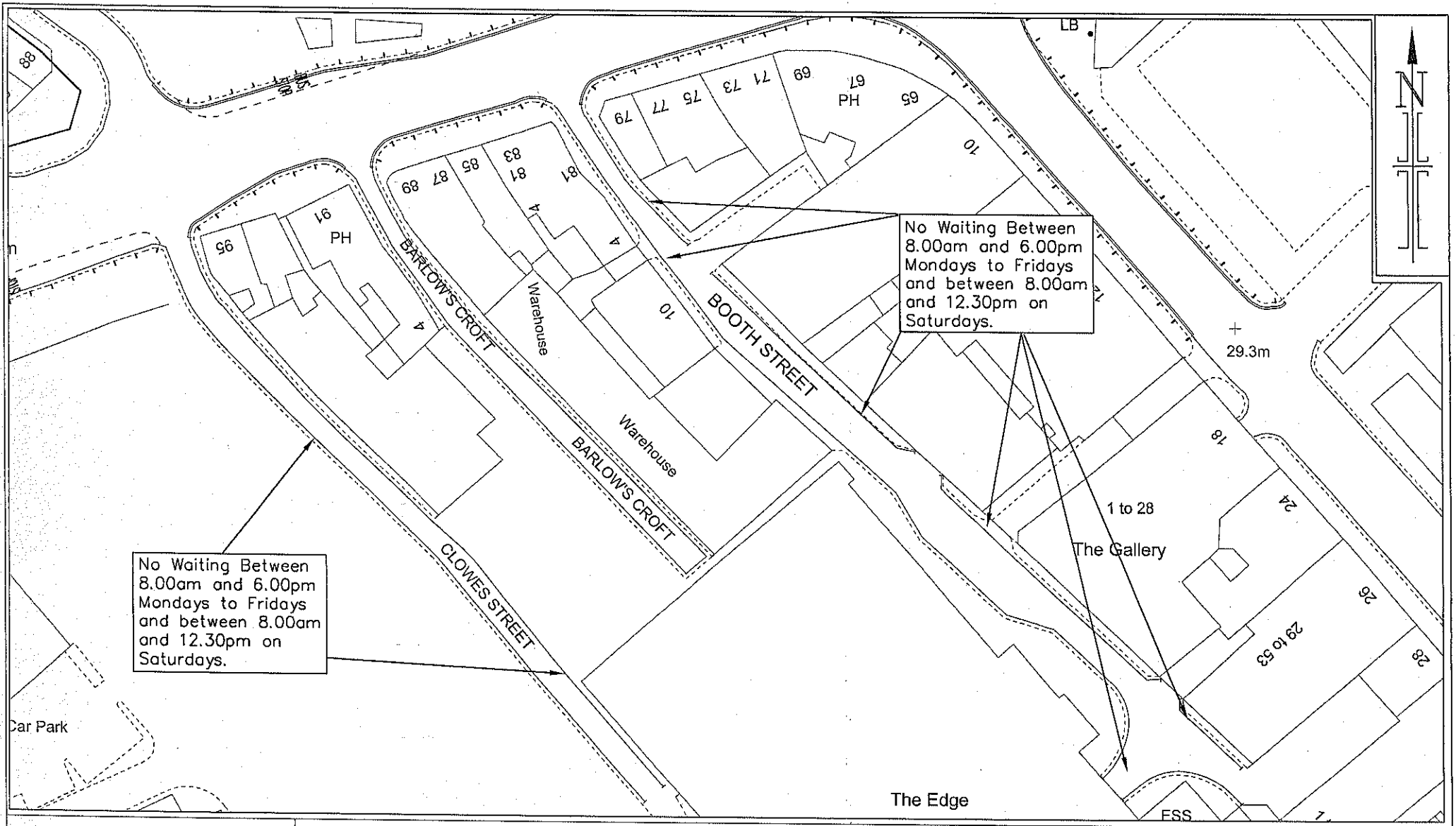
Add:

Booth Street, south west side, from the junction with Chapel Street, in a southeasterly direction for a distance of 32 metres.

Booth Street, south west side, from a point 99 metres south east of its junction with Chapel Street in a southeasterly direction for its full length.

Booth Street, north east side, from its junction of Chapel Street in a southeasterly direction for a distance of 22 metres.

Clowes Street, both sides, from its junction with Chapel Street in a southeasterly direction for a distance of 100 metres.



Client:

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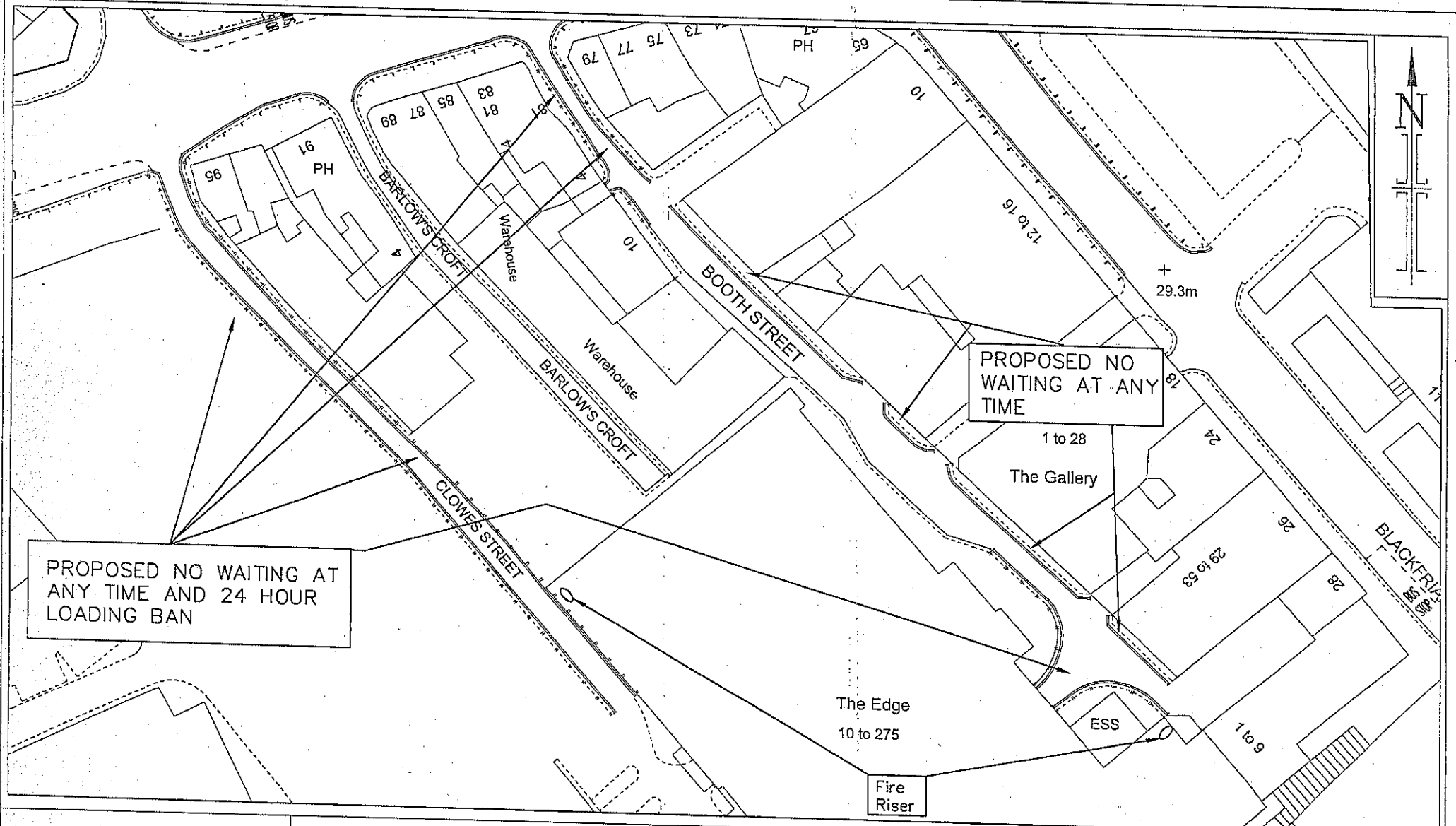
Project
Traffic Management Unit
Booth Street / Clowes Street

Title
Amendment To Waiting Restrictions

Drawn	AW
Checked	JB
Date	Jan 09
Scale	@A4 Do Not Scale
Drawing Status	Existing
Dwg No	



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Project
Traffic Management Unit
Booth Street / Clowes Street

Title
Amendment To Waiting Restrictions

Drawn	AW
Checked	JB
Date	Jan 09
Scale	@A4 Do Not Scale
Drawing Status	Proposed
Dwg No	

d) **Ward(s) Affected:** Walkden North Ward.

Ward Councillors: V.Devine, B.Miller, B.Pennington.

Contact Officer: Andrew Williams (X4876)

Queen Street.
A complaint has been received regarding the Disabled Parking bays on Queen Street car park Walkden. At present these bays are not enforceable and are being used by non blue badge holders.
It is proposed to amend the Traffic Regulation order to make these bays enforceable in an attempt to combat the abuse.
Emergency services have no objections to the proposals.

3 Year Collision Analysis

No recorded collisions.

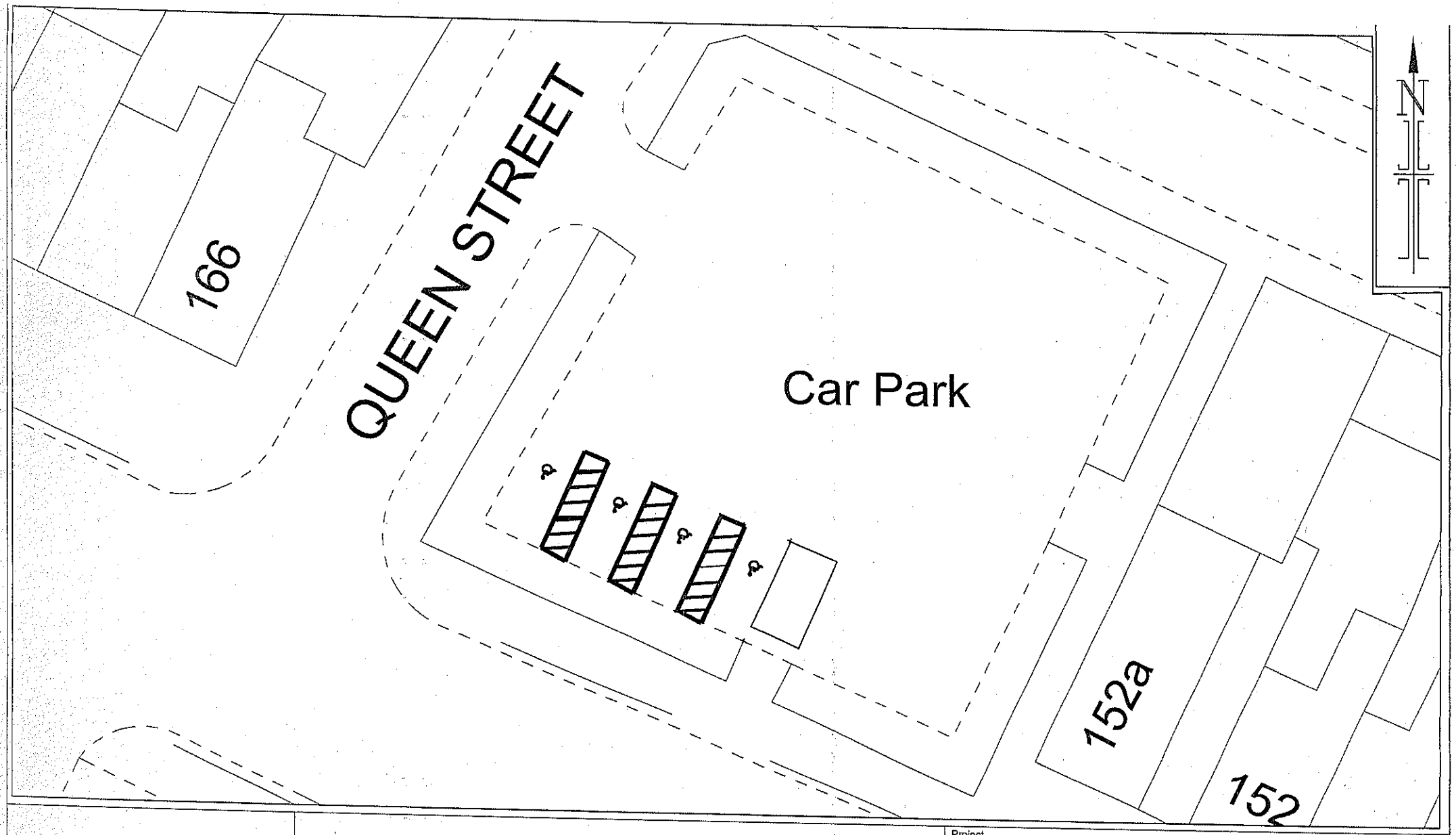
Estimated Cost

£1,000

Recommendation

Amendment of: THE CITY OF SALFORD (OFF STREET PARKING PLACES AND CAR PARKS WITH DISABLED SPACES) ORDER 2002

Amend Schedule 5 to include Queen Street Car Park Walkden, to include the four disabled parking bays in this car park.



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Project
Traffic Management Unit

Title
Queen Street Car Park

Drawn	AW
Checked	JB
Date	Jan 09
Scale	@A4 Do Not Scale

Drawing Status Existing / Proposed

Dwg No

e) **Ward(s) Affected:** ORDSALL

Ward Councillors: A.CLAGUE, P.DOBBS, R. MASHITER

Contact Officer: Maurice Kean (X4916)

Middlewood Locks Development, Ordsall.

Background

The initial infrastructure highway improvements required as part of the S278 Agreement for the Middlewood Locks development in Ordsall have been completed and require the amendment of the existing and introduction of new traffic regulation orders to enforce the proposed operation of the highway network.

The development has provided improved traffic signal controlled junctions at Oldfield Road – Middlewood Street – Liverpool Street and the replacement of the old roundabout to a new traffic signal controlled junction at Middlewood Street – East Ordsall Lane – Wilburn Street. In addition a new toucan crossing facility has been provided on East Ordsall Lane to provide access to the newly reconstructed section of the British Waterways Manchester to Bury canal and maintain a route along the towpath to Trinity Way and ultimately west towards Oldfield Road.

The new highway scheme incorporates mandatory cycle lanes along Middlewood Street and Hampson Street to connect into the existing cycle routes into Manchester regional centre at Trinity Way. These new facilities also connect to the existing advisory lanes on Liverpool Street to Albion Way. Mandatory on carriageway and shared use cycle/ pedestrian routes have also been introduced along both sides of East Ordsall Lane to form part of the national cycle route No.6 which passes through the area. The route also connects into the new Toucan and canal towpaths.

New 24 hour no waiting restrictions and peak hour loading and unloading ban are proposed on all the approaches to the new traffic signal controlled junctions on the important strategic routes for the area at Liverpool Street and East Ordsall Lane to maintain through capacity in the peak periods and to prevent general parking on the carriageway approaches.

It is also necessary to revoke redundant traffic regulation orders which refer to the stopped up highway sections of Hampson Street, Oldham Street and West Duke Street which have been absorbed into the development site.
Emergency services have no objections to the proposals.

Proposals.
Introduction of 24 hour No Waiting Restrictions and Peak Hour Loading / Unloading Restrictions 7.30 –9.30 am, 4.00-6.30 pm Mon –Fri.

- Oldfield Road- both sides – from the northern kerbline of Barlow Road to Cow lane
- Liverpool Street – north side – from the eastern kerbline of Craven Street to Oldfield Road.
- Liverpool Street – south side – from the eastern kerbline of Clare Street to Oldfield Road.
- Wilburn Street – both sides – from Middlewood Street/Hampson Street for a distance of 20 metres in a southerly direction.
- East Ordsall Lane – both sides – from Middlewood Street/Hampson Street for a distance of 59 metres in a northerly direction.

Introduction of on carriageway Mandatory 24 hour cycle lane restrictions.

- Middlewood Street – both sides – from Oldfield Road to East Ordsall Lane / Wilburn Street
- Hampson Street – both sides – from Trinity Way to East Ordsall Lane / Wilburn Street.
- Oldfield Road – both sides – from Barlow Road to Cow Lane.
- East Ordsall Lane – both sides – from Middlewood Street / Hampson Street to a point 73 metres south of the southern elevation of the railway viaduct across East Ordsall Lane.
- Liverpool Street – north side – from the eastern kerbline of Craven Street to Oldfield Road.
- Liverpool Street – south side – from the eastern kerbline of Clare Street to Oldfield Road.

Notice of introduction of shared use pedestrian/cycle facility on footway.

- East Ordsall Lane – west side - from a point 17 metres north of Middlewood Street/ Hampson Street for a distance of 57 metres in a northerly direction.
- East Ordsall Lane – east side – from a point 125 metres south of the south elevation of the the railway viaduct across East Ordsall Lane for a distance of 23 metres in a southerly direction.

Amendments to existing waiting traffic regulation orders.

The City of Salford (Liverpool Street) (Prohibition of Waiting) Order 1974

The schedule to be amended in that the reference to Liverpool Street to read:

- Liverpool Street, Salford 5, north side - from Cross lane to the eastern kerbline of Craven Street.
- Liverpool Street, Salford 5, south side – from Cross Lane to the eastern kerbline of Clares Street

The City of Salford (Oldfield Road) (Prohibition of Waiting) Order 1973

The schedule to be amended in that the reference to Oldfield Road to read:

- Oldfield Road – both sides – from Hope Street to Cow Lane.

Revocation of existing traffic regulation orders.

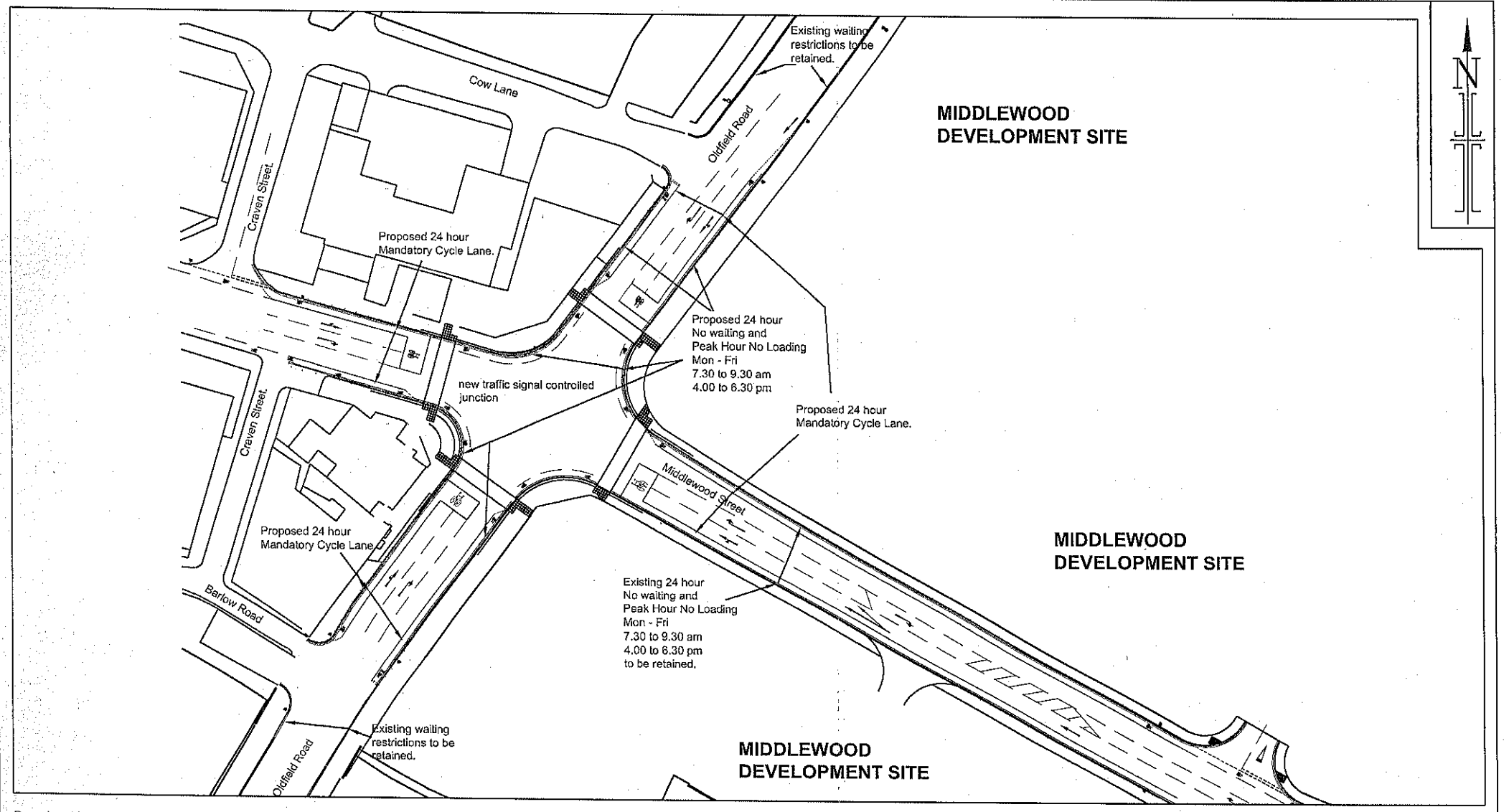
- City of Salford (Hampson Street/ Middlewood Street) (Prohibition of Waiting) Order 1972.
- The City of Salford (Oldham Street and West Duke Street, Salford 5) (Prohibition of waiting) Order 1994

Estimated Costs

Costs borne by the developer as part of S278 Agreement for works to the highway.

Recommendation

In the interests of highway safety and the safe operation of the new highway network it is recommended that the proposed amendments to existing traffic regulation orders and the introduction of the new traffic regulation orders be approved for advertising by the City Solicitor.



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UKAS QUALITY MANAGEMENT 015

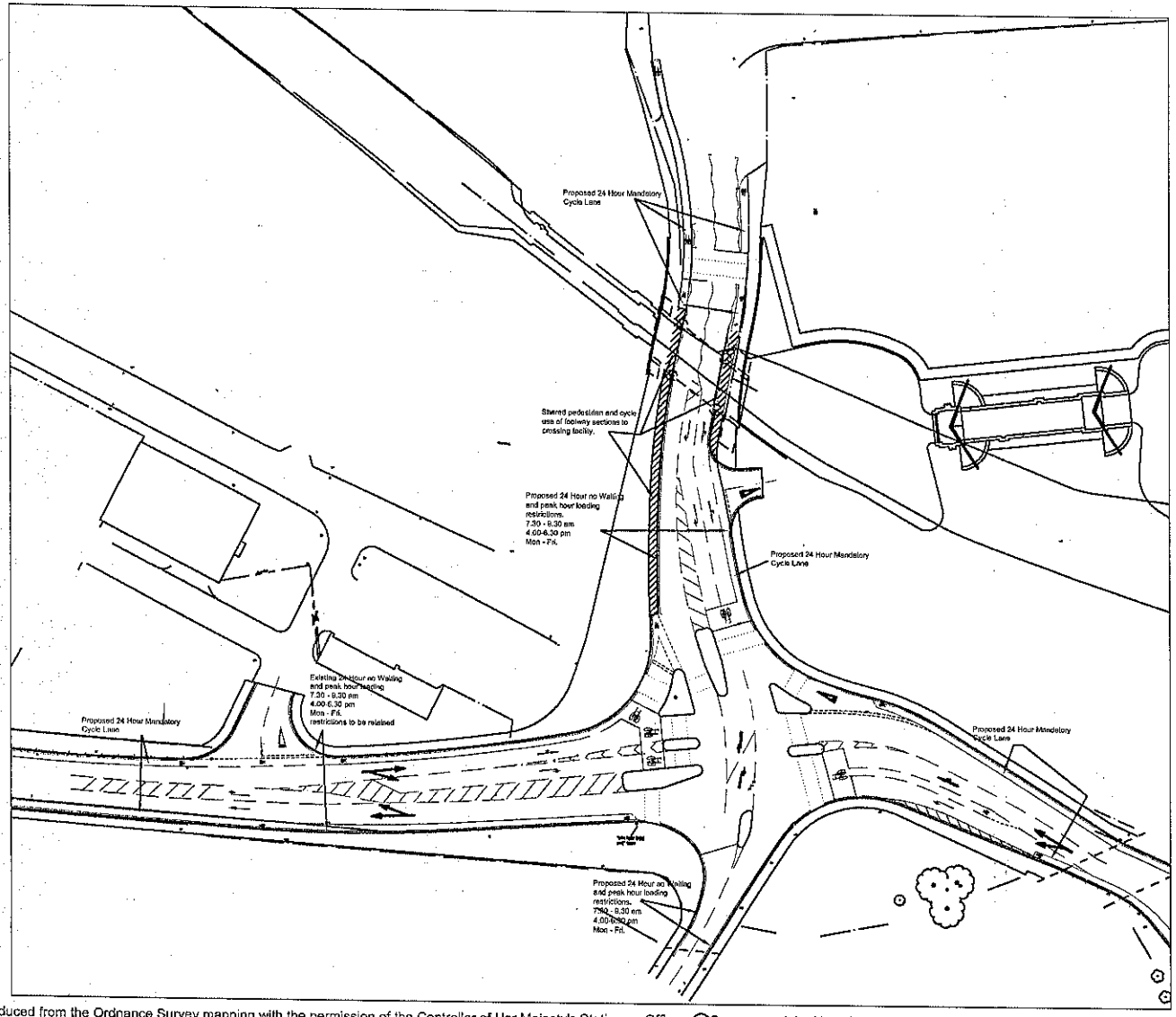
Project
Middlewood Locks

Title
Proposed TRO's
Oldfield Rd / Liverpool Street

Drawn	mwek
Checked	mwek
Date	Jan 2009
Scale	1:1000 @A4 Do Not Scale

Drawing Status

Dwg No TMU/jan09



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Project **Middlewood Locks TRO's**

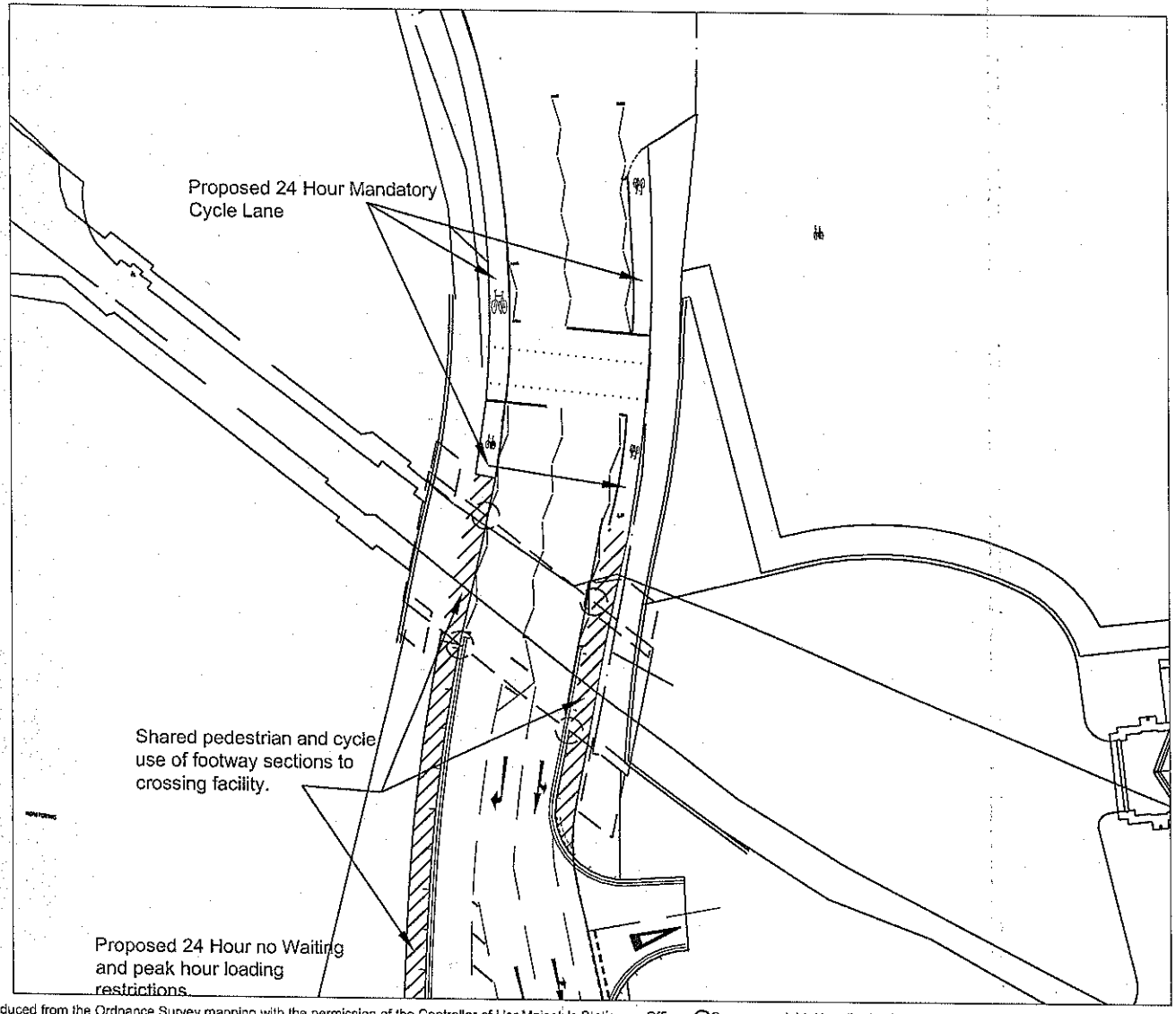
Title **Proposed Traffic Orders**

Middlewood St. / East Ordsall Lane

Drawn	MWEK
Checked	MWEK
Date	Jan 2009
Scale	1:1250 @A4 Do Not Scale

Drawing Status

Dwg No E/TMU/Jan09



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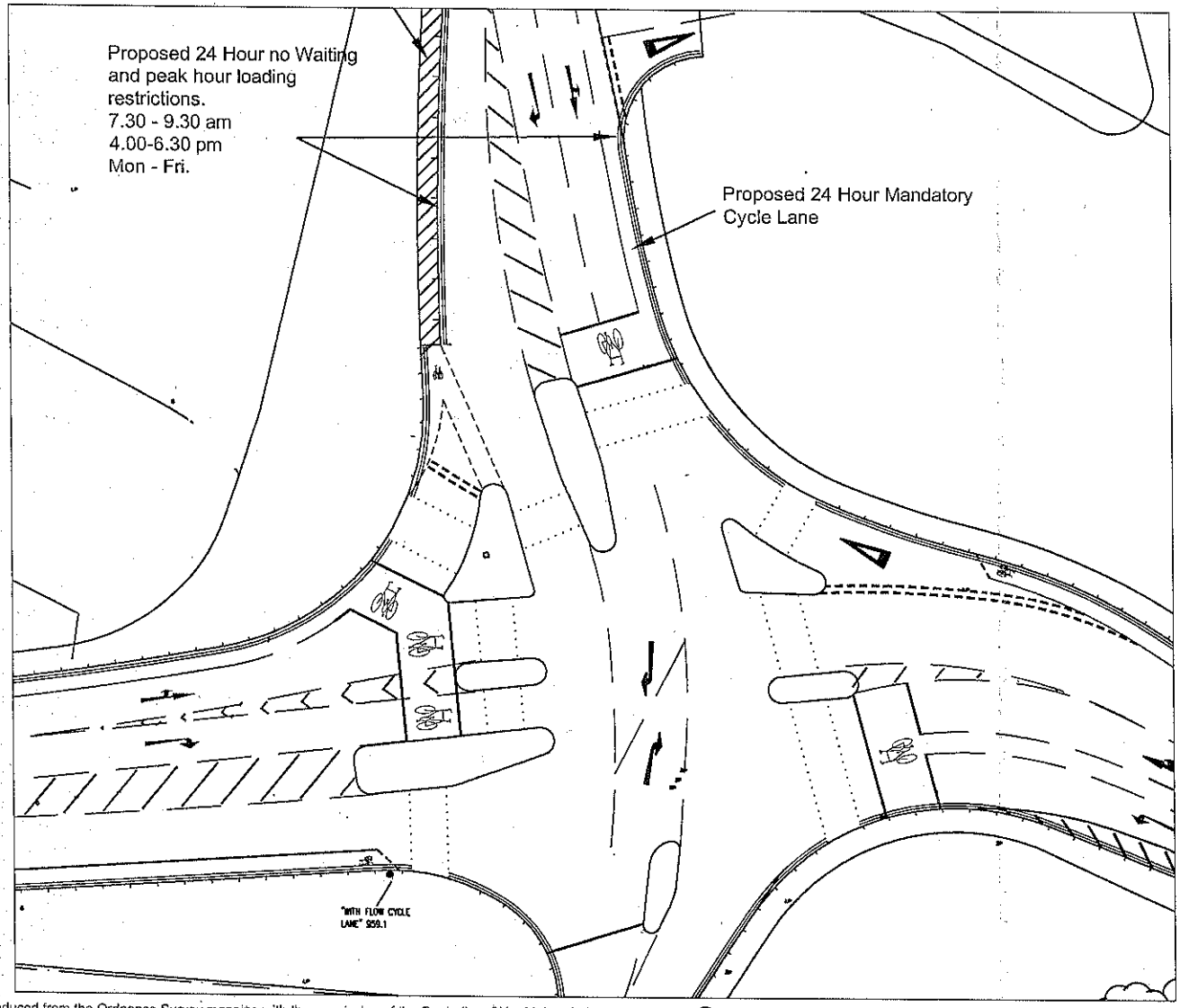
Project
Middlewood Locks TRO's

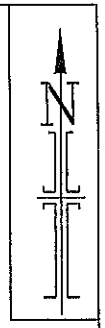
Title
Proposed Traffic Orders Plan 1

Drawn	MWEK
Checked	MWEK
Date	Jan 2009
Scale	1:500 @A4 Do Not Scale

Drawing Status

Dwg No E/TMU/Jan09





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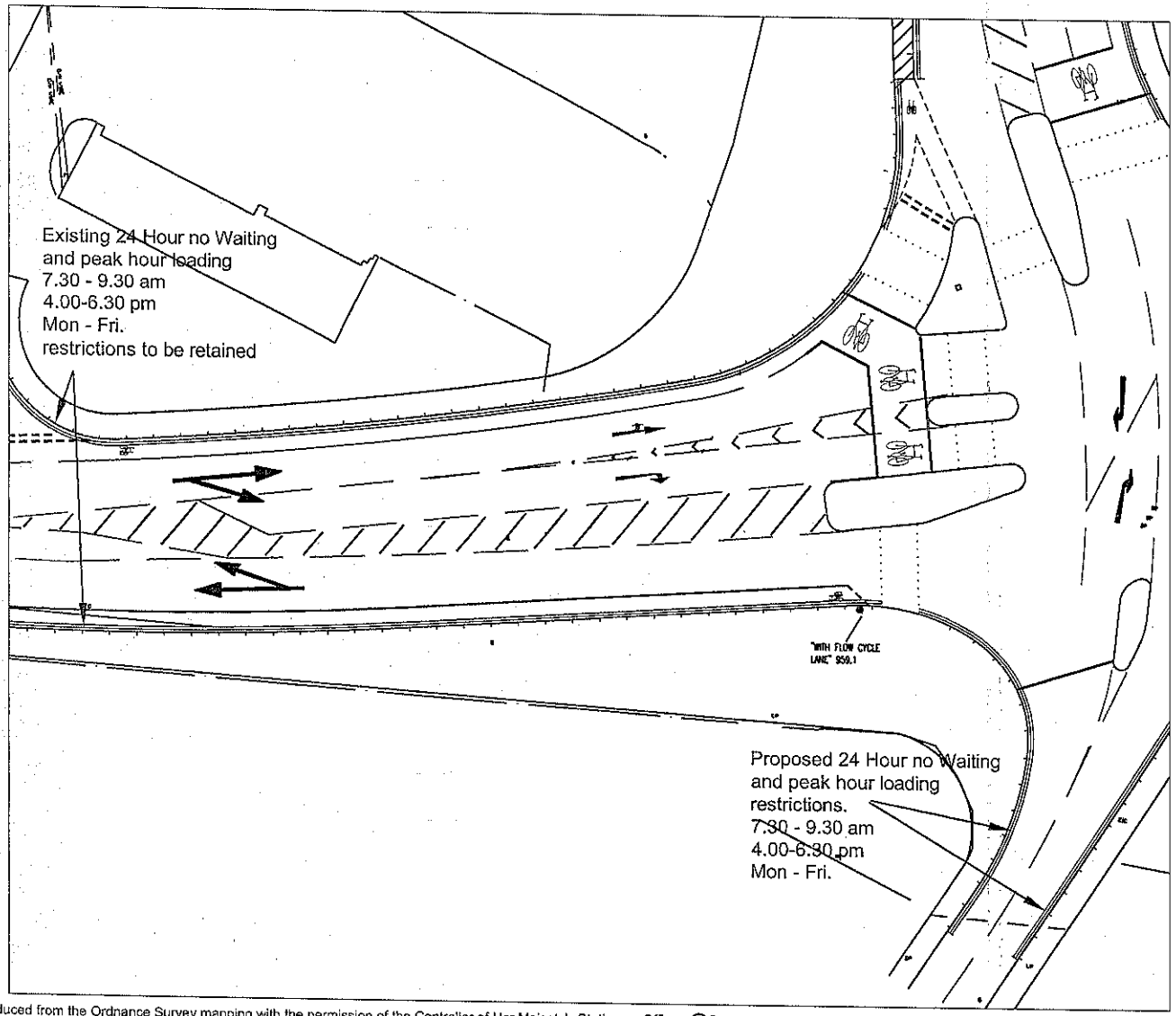
Project
Middlewood Locks TRO's

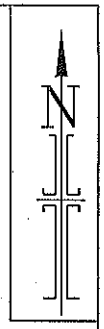
Title
Proposed Traffic Orders
Plan 2

Drawn	MWEK
Checked	MWEK
Date	Jan 2009
Scale	1:500 @A4 Do Not Scale

Drawing Status

Dwg No E/TMU/Jan09





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UKAS QUALITY MANAGEMENT 015

Project
Middlewood Locks TRO's

Title
Proposed Traffic Orders
Plan 3

Drawn	MWEK
Checked	MWEK
Date	Jan 2009
Scale	1:500 @A4 Do Not Scale

Drawing Status

Dwg No E/TMU/Jan09

Plan3

f) **Ward(s) Affected:** Langworthy

Ward Councillors: L.E.Drake, G.C.Loveday, J.D.Warmisham.

Contact Officer: Anthony Corlett(X4877)

Sedgefield Close – Traffic Calming.
Community Committee scheme.

Concerns were raised by workers at the Children's Centre on Segdgefield Close, about the speed that vehicles approached the entrance to the centre. It was requested that some form of calming should be introduced. The measures to be introduced include the construction of a road hump on the stretch of road leading to the entrance of the Chilren's Centre with an additional set of speed cushions as detailed in the attached plan. The crossing facilities at the entrance to the centre are to be improved with the installation of tactile paving in the footway. Following consultation with ward Councillors it has been decided that Edgehill Close is also to be treated. The entrance to Edgehill Close already has a pinch point, which will act as an entry feature. In addition to this, two sets of speed cushions will be constructed in locations detailed in the attached plan. Due to access issues it has not been possible to space the cushions at 60mtr. Intervals, however, the scheme does not seek to achieve 20mph speeds and therefore they fall within the guideline distances to comply with traffic calming guidelines. Emergency services have no objections to the proposals.

3 Year Collision Analysis

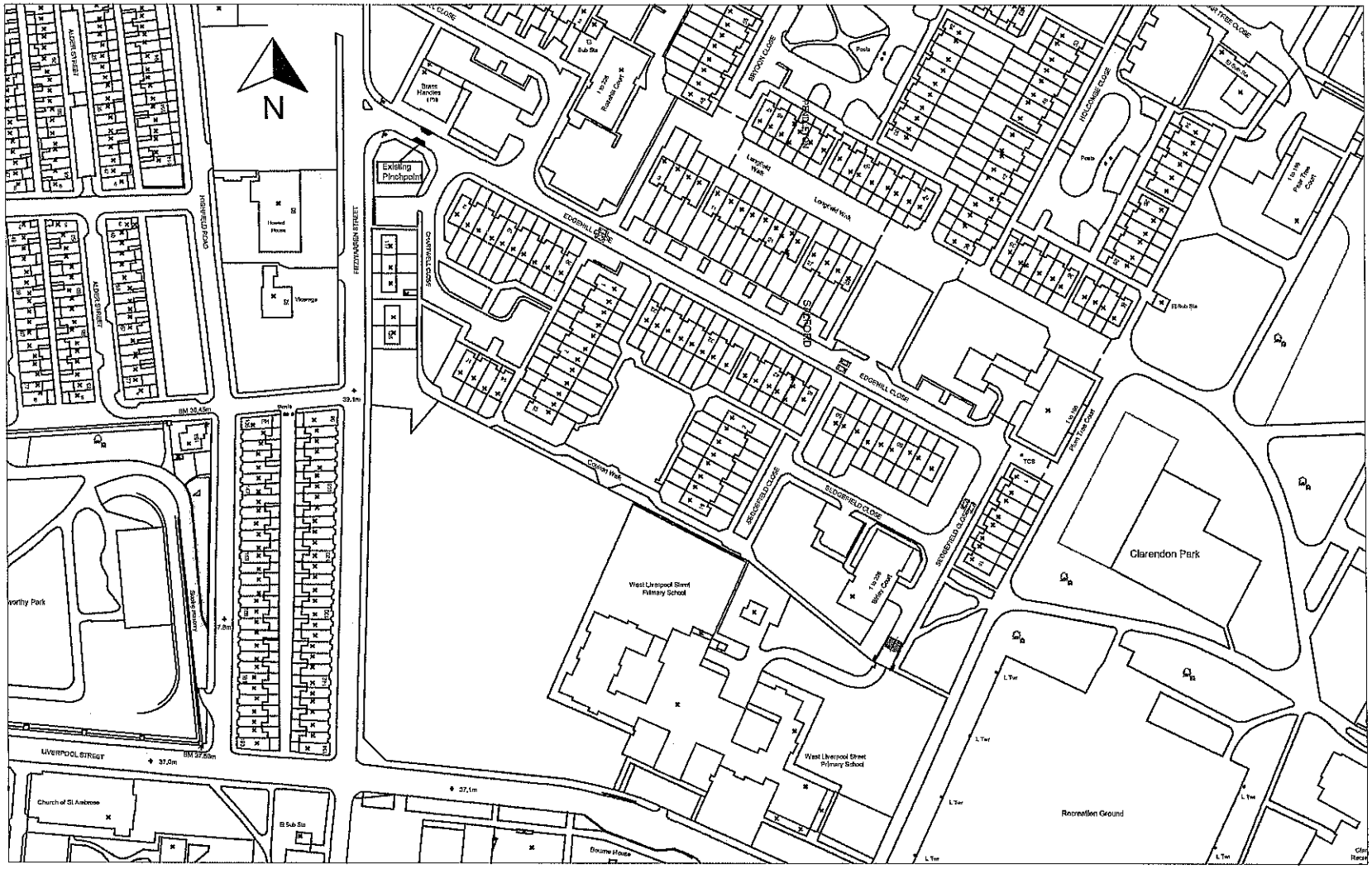
Two slight injury collisions in the last three years.

Estimated Cost

An estimated cost of £24,000 to be funded by the Ordsall / Langworthy Community Committee.

Recommendation

Construction of a speed hump and speed cushions on Sedgefield Close and two sets of cushions on Edgehill Close.



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UKAS QUALITY MANAGEMENT 016

Project
Ordsall and Langworthy Devolved Budget

Title
Sedgefield Close / Edgehill Close
Proposed Traffic Calming

Drawn	AC
Checked	
Date	27/11/08
Scale	1:2000 @A4 Do Not Scale

Drawing Status Feasability

Dwg No HP13000/GA