

REGULATORY PANEL (PLANNING AND TRANSPORTATION)	19 OCTOBER 2006	PART 1
SUBJECT: TRAFFIC MANAGEMENT UNIT		OPERATIONAL
REPORT OF: THE DIRECTOR OF URBAN VISION		POLICY
		FOR DECISION

1.0. PURPOSE OF REPORT.

This report details the proceedings of the Traffic Management Unit on the 27 September 2006 and puts forward the recommendation of the Unit regarding the following:-

- a) Devonshire Street/Rigby Street, Salford
- b) Townsend Road, Swinton
- c) Greenleach Lane, Worsley
- d) Greenleach Lane, Worsley
- e) Worsley Road, Swinton
- f) Irwell Grove, Eccles
- g) Russell Street, Walkden
- h) Victoria Road, Eccles
- i) Wellington Street, Salford
- j) Fitzwarren Street/Cross Lane/Belvedere Road, Salford
- k) Ordsall Lane, Salford

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.

<u>IF YOU HAVE ANY QUERIES</u> <u>PLEASE CONTACT</u> MRS T PATEL 0161 793 3839	<u>BACKGROUND DOCUMENTS:</u> AS ENCLOSED
<u>QUALITY CONTROL</u>	Report prepared by: MISS G BURGESS Reviewed by: MRS T PATEL
Urban Vision Partnership Ltd, Emerson House, Albert Street, Eccles, M30 0TE	

WARD(S) AFFECTED: BROUGHTON
WARD COUNCILLORS: J KING, J MERRY, B MURPHY
CONTACT OFFICER: GAYNOR BURGESS (X4920)

a) DEVONSHIRE STREET/RIGBY STREET, SALFORD

Bradshaw Children's Centre located on Devonshire Street, Salford has recently had alterations carried out to their building and the pedestrian entrance has been relocated to Rigby Street.

A request has been received to remove the school keep clear markings/signs from Devonshire Street and relocate to Rigby Street. Emergency services have no objections.

3 Year Accident Analysis

No recorded accidents

Estimated Cost

£1,100

RECOMMENDATION

AMENDMENT OF

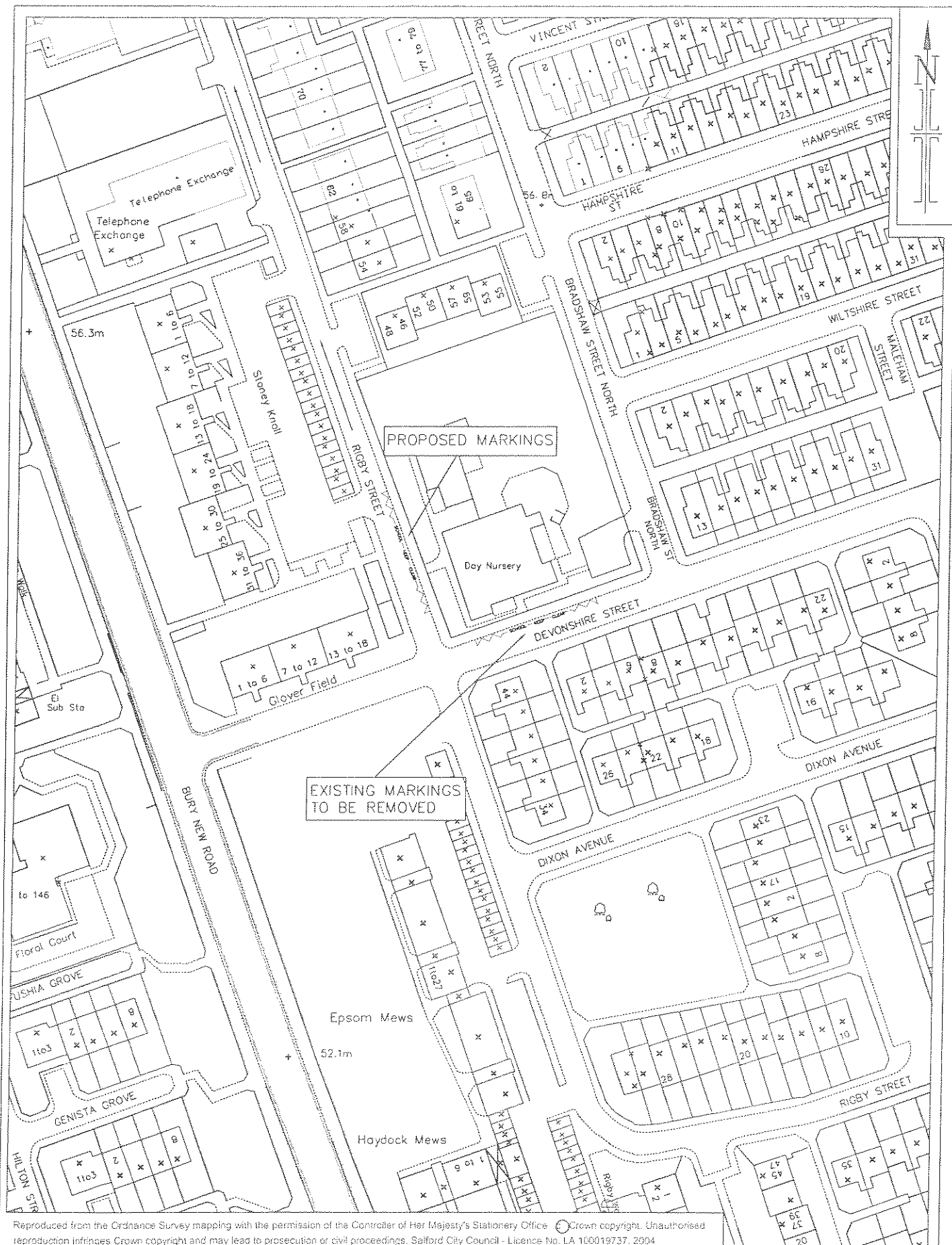
THE CITY OF SALFORD (VARIOUS SCHOOL ENTRANCES, SALFORD) (CLEARWAY)
ORDER 2000

In so far as it relates to:

Bradshaw Nursery School – Devonshire Street, Salford

To read:

Bradshaw Children's Centre – Rigby Street, Salford



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Contact Details: Name: Gaynor Burgess Telephone: 0161 799 4920 email: gaynor.burgess@urbanvision.org.uk



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Project

Traffic Management Unit

Title

**Devonshire St/Rigby St, Salford
School Keep Clear**

Drawing Status Proposed/Existing

Draw No S/09/06

Drawn GB

Checked MWK

Date Sept 06

Scale 1:1250 @A4
Do Not Scale

WARD(S) AFFECTED: PENDLEBURY
WARD COUNCILLORS: B LEA, M LEA, B WARNER
CONTACT OFFICER: GAYNOR BURGESS (X4920)

b) TOWNSEND ROAD. SWINTON

A complaint was received earlier in the year, regarding larger vehicles being parked at the junction of Dudley Road/Station Road, Swinton. A report was submitted to the Traffic Management Unit and the Unit recommended that a letter be sent to residents asking that they do not park within 10 metres of the junction rather than waiting restrictions being introduced.

As a result of this letter a request has been received for the restrictions on Townsend Road, Swinton to be removed to allow additional on street parking for residents. There are no waiting at any time restrictions on Townsend Road from its junction with Station Road for a distance of 36 metres.

The restrictions were introduced in 1975. Local knowledge suggests they were introduced to prevent visitors to Swinton Rugby Ground parking their vehicles. The ground has since been sold and a housing estate built.

Site visits have been undertaken and it is considered the restrictions could be reduced without compromising highway safety. It is therefore proposed to reduce the restrictions from 36 metres to 15 metres. Emergency services have no objections.

3 Year Accident Analysis

Not recorded accidents

Estimated Cost

£600

RECOMMENDATION

AMENDMENT OF

THE GREATER MANCHESTER COUNTY (DUDLEY ROAD AND TOWNSEND ROAD, SWINTON) (PROHIBITION OF WAITING) (CITY) ORDER, 1975

IN SO FAR AS IT RELATES TO:

Townsend Road, both sides, from Station Road to the westerly side of the rear passage to No 166 Station Road

To read:

Townsend Road, both sides, from Station Road in a south easterly direction for a distance of 15 metres.



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Project

Traffic Management Unit

Title

Townsend Road, Swinton

Drawn GB

Checked MWK

Date Sept 06

Scale 1:1250

@A4

Do Not Scale

Drawing Status Existing

Dwg No SW/02/06



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Project

Traffic Management Unit

Title

Townsend Road, Swinton

Drawing Status

proposed

Dwg No

SW/03/00

Drawn GB

Checked MWK

Date Sept 06

Scale 1:1250 @A4
Do Not Scale

WARD(S) AFFECTED: WORSLEY

WARD COUNCILLORS: G COMPTON, K GARRIDO, I MACDONALD

CONTACT OFFICER: SAMANTHA SENIOR (X4862)

c) GREENLEACH LANE, WORSLEY

A request has been received from a resident of Greenleach Lane for an extension of the existing restrictions at the junction of Walkden Road and Greenleach Lane due to vehicles parking on the new speed management rippleprint patch that has just been installed.

Vehicles are parking along the rippleprint and motorists have to drive around the vehicles therefore not effectively using the speed management feature. It is therefore intended to introduce No Waiting restrictions along the northern side of Greenleach Lane for a distance of 17 metres, details of which are contained within this report and are shown on Dwg No 001.

Emergency services have no objections.

3 Year Accident Analysis

No recorded accidents

Estimated Cost

£500

RECOMMENDATION

INTRODUCTION OF:

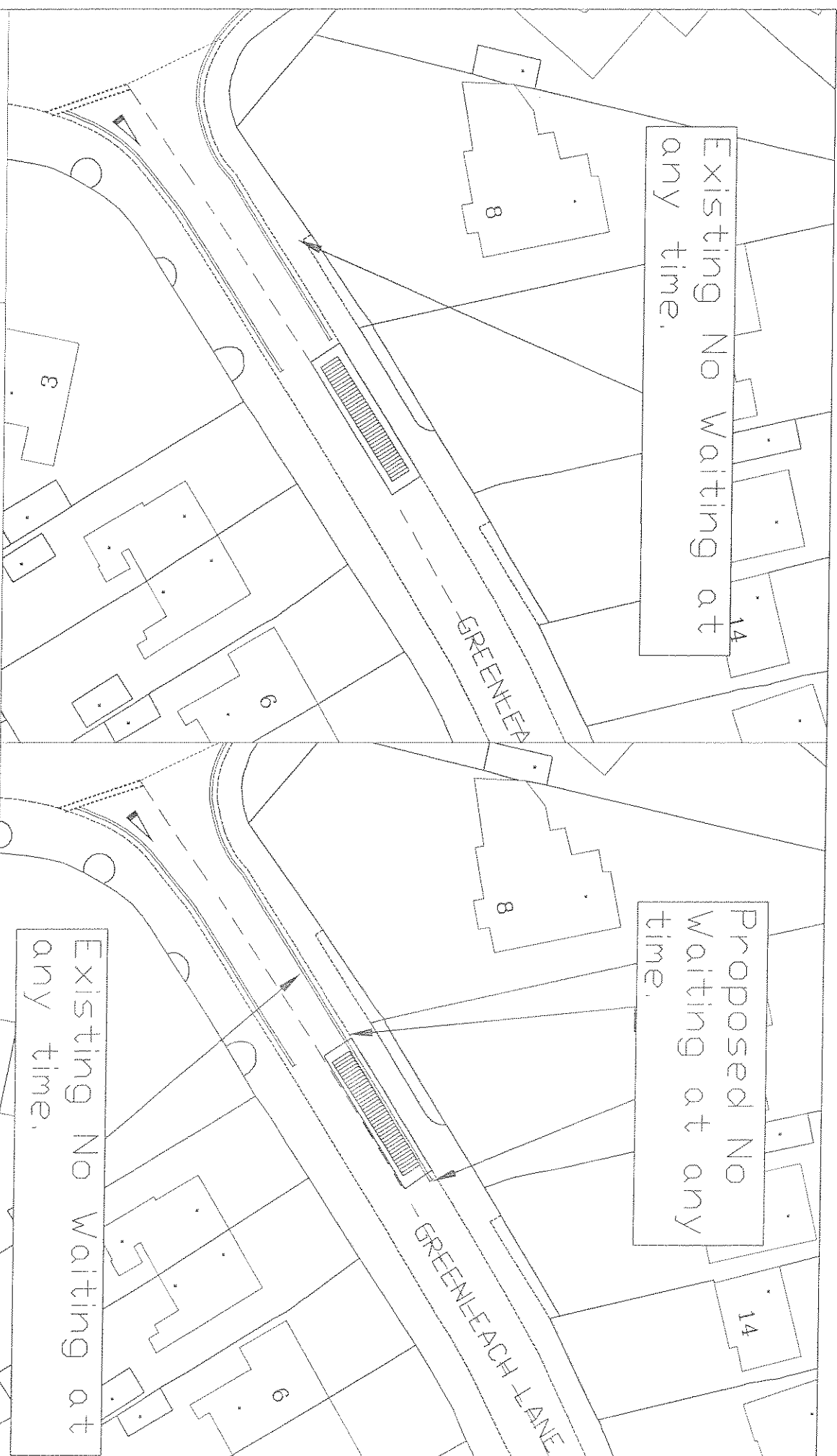
NO WAITING AT ANY TIME

Greenleach Lane, north side, from a point 30 metres north east of the eastern kerbline of Walkden Road, in a north easterly direction for a distance of 17 metres.

Existing No Waiting at any time.

Proposed No Waiting at any time.

Existing No Waiting at any time.



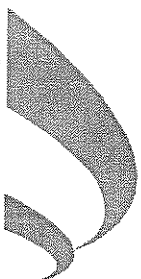
Client:

Name: Samantha Senior

Telephone: 0161 779 4862

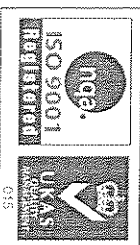
Email:

samantha.senior@urbanvision.org.uk



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Project
Greenleach Lane

Title

Proposed Waiting Restrictions

Drawing Status

Draw No 001

Drawn	SS
Checked	
Date	14/08/2006
Scale	1:500 @A4
Do Not Scale	

WARD(S) AFFECTED: WORSLEY

WARD COUNCILLORS: G COMPTON, K GARRIDO, I MACDONALD

CONTACT OFFICER: SAMANTHA SENIOR (X4862)

d) **GREENLEACH LANE, WORSLEY**

A request has been received from Worsley Civic Trust and Amenity Society for the introduction of double yellow lines along the east side of Greenleach Lane to prevent double parking along Greenleach Lane and improve safety around Sparrow Park.

It is therefore intended to introduce no waiting restrictions, details of which are contained within this report, and are shown on Dwg No 001 – Existing and 002 - Proposed.

Emergency services have no objections however the Road Casualty Reduction Group did raise concerns that the introduction of waiting restrictions along this stretch may result in an increase in vehicle speed.

3 Year Accident Analysis

1 reported accident

Estimated Cost

£750

RECOMMENDATION

INTRODUCTION OF

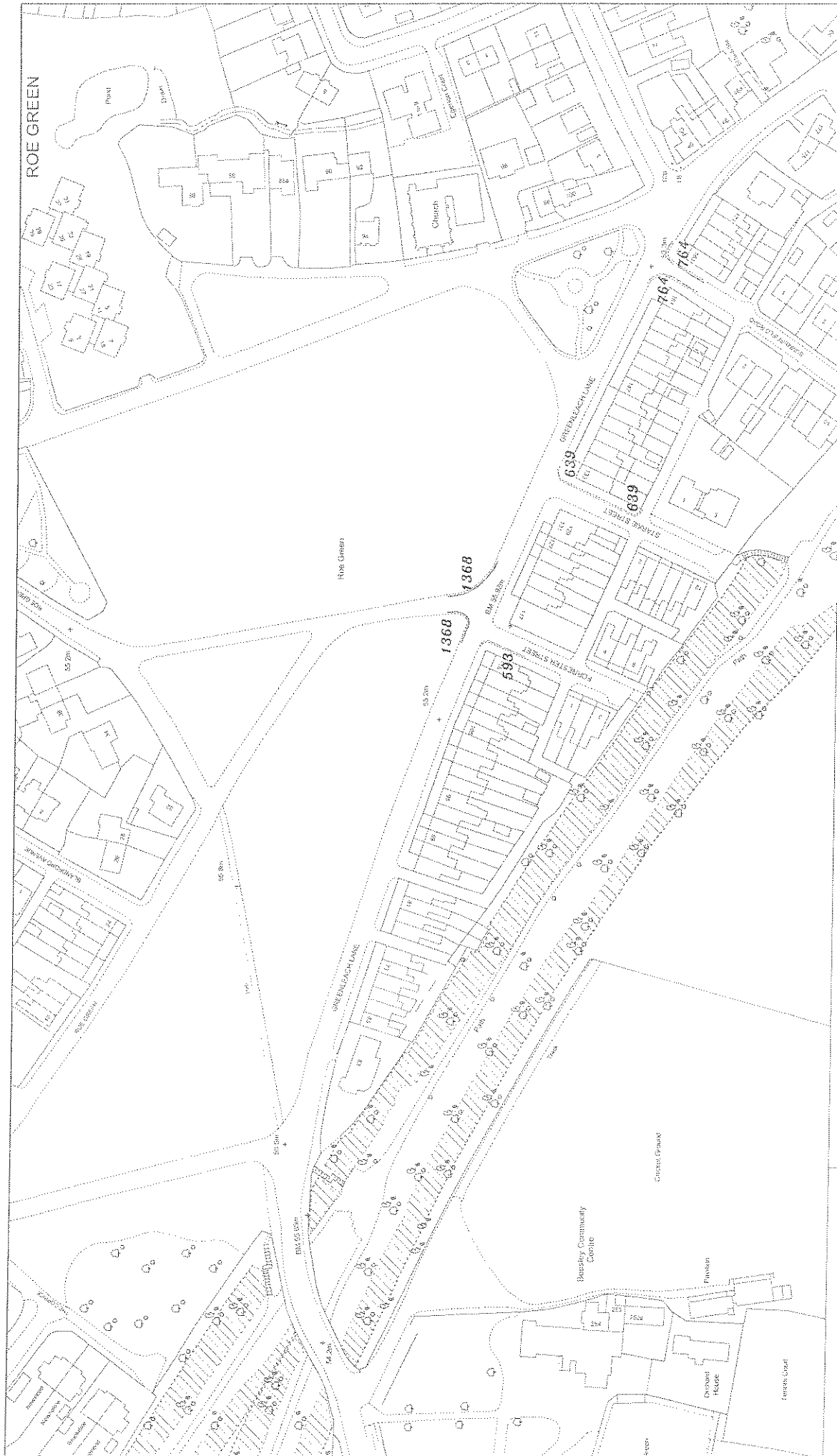
NO WAITING AT ANY TIME

Greenleach Lane – north side from a point 67 metres west of the western kerbline of Old Clough Lane in an easterly direction to a point 10 metres west of the junction of the unnamed road running through the Green.

Greenleach Lane – north side from the south western kerbline of Roe Green in a north westerly direction to a point 10 metres east of the junction of the unnamed road running through the Green.

Old Clough Lane – both sides, from the northern kerbline of Greenleach Lane, in a northerly direction for a distance of 10 metres.

Greenleach Lane – south side, from a point 4 metres west of the western kerbline of Old Clough Lane in a westerly direction for a distance of 30 metres.



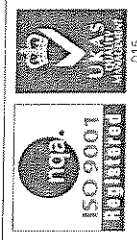
Project

Greenleach Lane

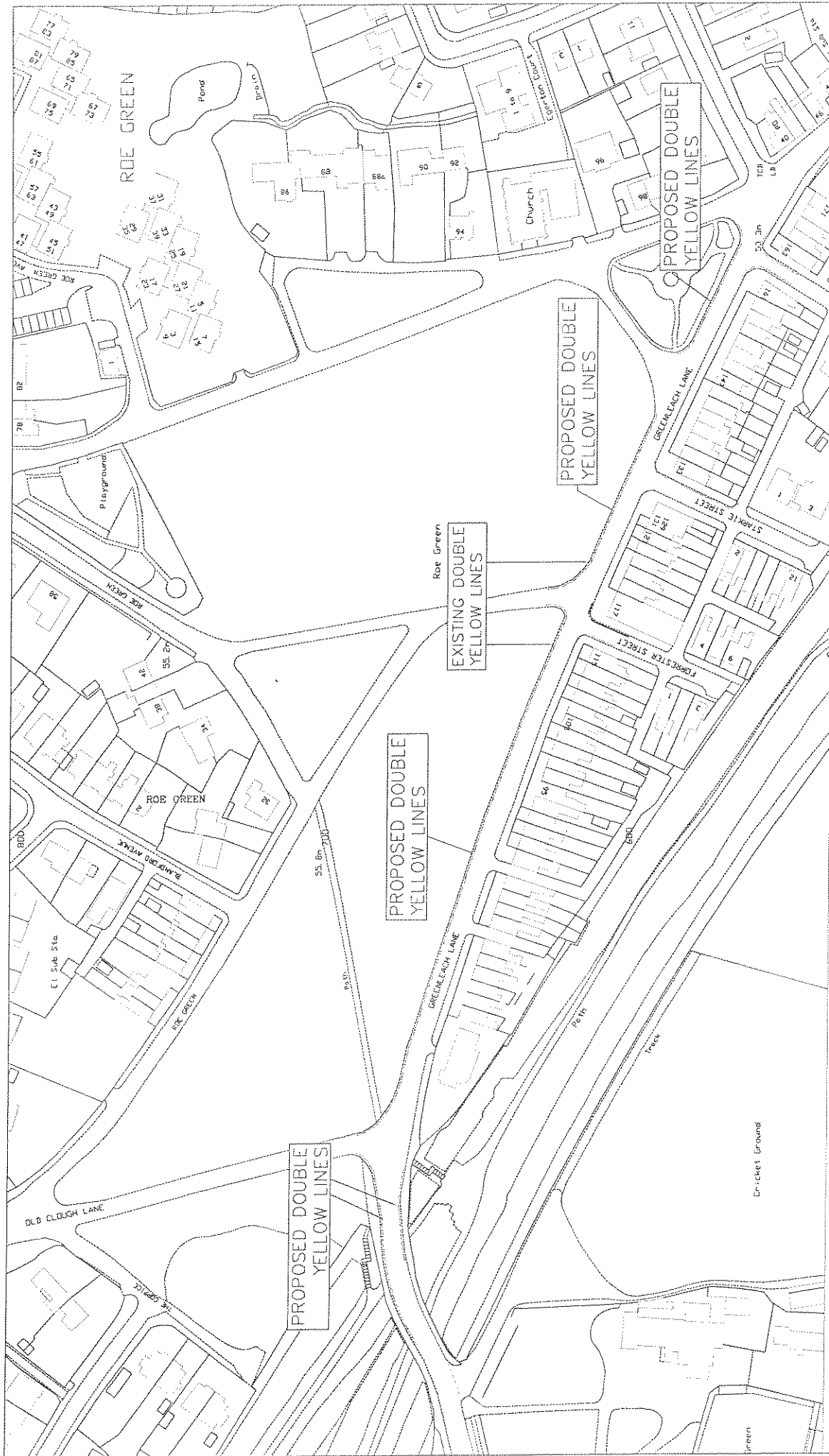
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Client:
Name: Samanth Senior
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Email: samantha.senior@urbanvision.org.uk



Title		Drawn	SS
Existing Waiting Restrictions		Checked	
		Date	05/09/2006
		Scale	NTS @A4
Drawn Status		Do Not Scale	
Dwg No. 001 - Existing			



Project

Greenleach Lane, Worsley

Drawn	SS
Checked	
Date	March 2006
Scale	NTS @A4
Do Not Scale	
Drawing Status	
Exp No. 002 - Proposed	



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WARD(S) AFFECTED: WORSLEY

WARD COUNCILLORS: G COMPTON, K GARRIDO, I MACDONALD

CONTACT OFFICER: SAMANTHA SENIOR (X4862)

e) WORSLEY ROAD, SWINTON

A request has been received from residents of Worsley Road for extending the existing waiting restrictions on Worsley Road. Site visits have highlighted that vehicles are parking along the very narrow stretch of footway between 354 and 356 Worsley Road restricting access for pedestrians.

It is therefore intended to introduce No Waiting restrictions along the south side of Worsley Road for a distance of 14 metres, details of which are contained within this report and are shown on Dwg No 001. Emergency services have no objection.

3 Year Accident Analysis

There have been two reported collisions within the area, at the junction of Worsley Road and Moorside Road, however parked vehicles on Worsley Road did not contribute to the collisions.

Estimated Cost

£500

RECOMMENDATION

INTRODUCTION OF

NO WAITING AT ANY TIME

Worsley Road, south side, from a point 50 metres west of the western kerblines of Stott Road in a westerly direction for a distance of 14 metres.

WARD(S) AFFECTED: BARTON
WARD COUNCILLORS: D JOLLEY, J MULLEN, N POTTER
CONTACT OFFICER: SAMANTHA SENIOR (X4862)

f) IRWELL GROVE, ECCLES

A request has been received from Brookes Limited for changes to the existing waiting and loading restrictions along Irwell Grove due to the level of parking that exist within the area. Vehicles are parking along the narrow stretch of Irwell Grove restricting access to their property.

It is therefore intended to introduce No Waiting Monday-Saturday 8am-4pm and extend the current waiting and loading restrictions, details of which are contained within this report and are shown on Dwg No 001. Emergency services have no objections.

3 Year Accident Analysis

No recorded accidents

Estimated Cost

£800

RECOMMENDATION

INTRODUCTION OF

NO WAITING MON - SAT 8AM – 4PM

Irwell Grove, south side, from a point 45 metres south west of the western kerblines of Irwell Avenue in a north easterly direction for a distance of 15 metres.

NO WAITING AT ANY TIME

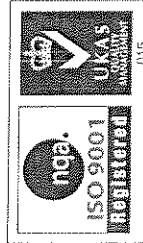
AND NO LOADING MON - FRI 7.30AM - 9.30AM AND 4.00PM - 6.00PM & SAT 7.30AM - 9.30AM

Irwell Grove, south side from the eastern kerblines of Irwell Avenue in a north easterly direction for a distance of 30 metres.



Project		Irwell Grove	
Title	Introduction and extension of existing waiting restrictions		
Drawn	SS	Checked	
Date	18/07/2006	Scale	1:1250 @A4
Drawing Status		Do Not Scale	
Dwg No.		001	

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WARD(S) AFFECTED: WALKDEN NORTH

WARD COUNCILLORS: V DEVINE, B MILLER, B PENNINGTON

CONTACT OFFICER: SAMANTHA SENIOR (X4862)

g) RUSSELL STREET, WALKDEN

A request has been received from a resident of Russell Street for improvements at the junction of Manchester Road East and Russell Street due to the level of parking that exists at this junction. A site investigation has highlighted that vehicles are parking along both sides of Russell Street restricting visibility from Russell Street for vehicular traffic.

It is therefore intended to introduce No Waiting restrictions at the junction of Manchester Road East and Russell Street, details of which are contained within this report. Details of proposed waiting restrictions are shown on Dwg No 001. Emergency services have no objections.

3 Year Accident Analysis

No recorded accidents

Estimated Cost

£500

RECOMMENDATION

INTRODUCTION OF

NO WAITING AT ANY TIME

Russell Street, both sides, from the northern kerbline of Manchester Road East, in a northerly Direction for a distance of 10 metres

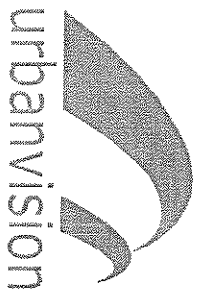
Manchester Road East, north side, from a point 10 metres south east of the eastern kerbline of Russell Street in a north westerly direction for a distance of 24 metres.



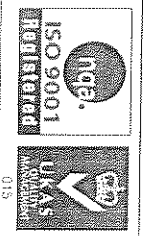
Existing layout

Proposed no waiting at any time

Client:
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Project
Russell Street

Title
Proposed No Waiting at any time

Drawn	SS
Checked	
Date	11/08/2006
Scale	1:500 @A4
Do Not Scale	

Drawing Status: Pkg No. 001

WARD(S) AFFECTED: ECCLES

WARD COUNCILLORS: A BROUGHTON, J MURPHY, E SHEEHY

CONTACT OFFICER: SAMANTHA SENIOR (X4862)

h) VICTORIA ROAD, ECCLES

A request has been received from the employees of New Granville Respite Home for the introduction of a loading bay outside 10 Victoria Road to assist with the dropping off and picking up of disabled residents.

Site investigations have highlighted that at times there is nowhere for the minibus to park, making it difficult to drop off residents. It is therefore intended to introduce a loading only bay outside no. 10 Victoria Road, details of which are contained within this report, and are shown on Dwg No 001. Emergency services have no objections.

3 Year Accident Analysis

No recorded accidents

Estimated Cost

£850

RECOMMENDATION

INTRODUCTION OF

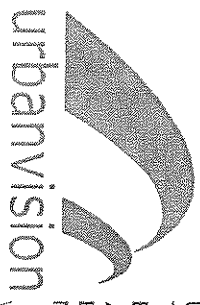
LOADING ONLY BAY

Victoria Road, north side, from point 70 metres east of the eastern kerbline of Westminster Road in an easterly direction for a distance of 13.2 metres.

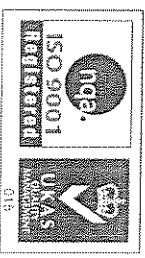


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Project
Victoria Road, Eccles

Title
Introduction of a loading only bay

Drawn	SS
Checked	
Date	30/08/2006
Scale	1:1250 @A4
Do Not Scale	
Drawing Status	Draw No 001

WARD(S) AFFECTED: IRWELL RIVERSIDE
WARD COUNCILLORS: S COEN, J HULMES, J MURPHY
CONTACT OFFICER: SAMANTHA SENIOR (X4862)

i) WELLINGTON STREET, SALFORD

A request has been received from the Head teacher of St. Peter and St. John Primary School, with regards to the current waiting restrictions on Wellington Street. Motorists are parking their vehicles along Wellington Street all day, and restrict access and parking along Wellington Road for parents and teachers.

Site investigations have highlighted that the road is very narrow and that all day parking restricts access for teachers and parents. It is therefore intended to introduce No Waiting Monday-Friday 8am-6pm restrictions and a limited waiting bay along the northern side of Wellington Street, details of which are contained within this report and are shown on Dwg Nos 001-existing and 002-proposed. Emergency services have no objections.

3 Year Accident Analysis

No recorded accidents

Estimated Cost

£1300

RECOMMENDATION

INTRODUCTION OF:

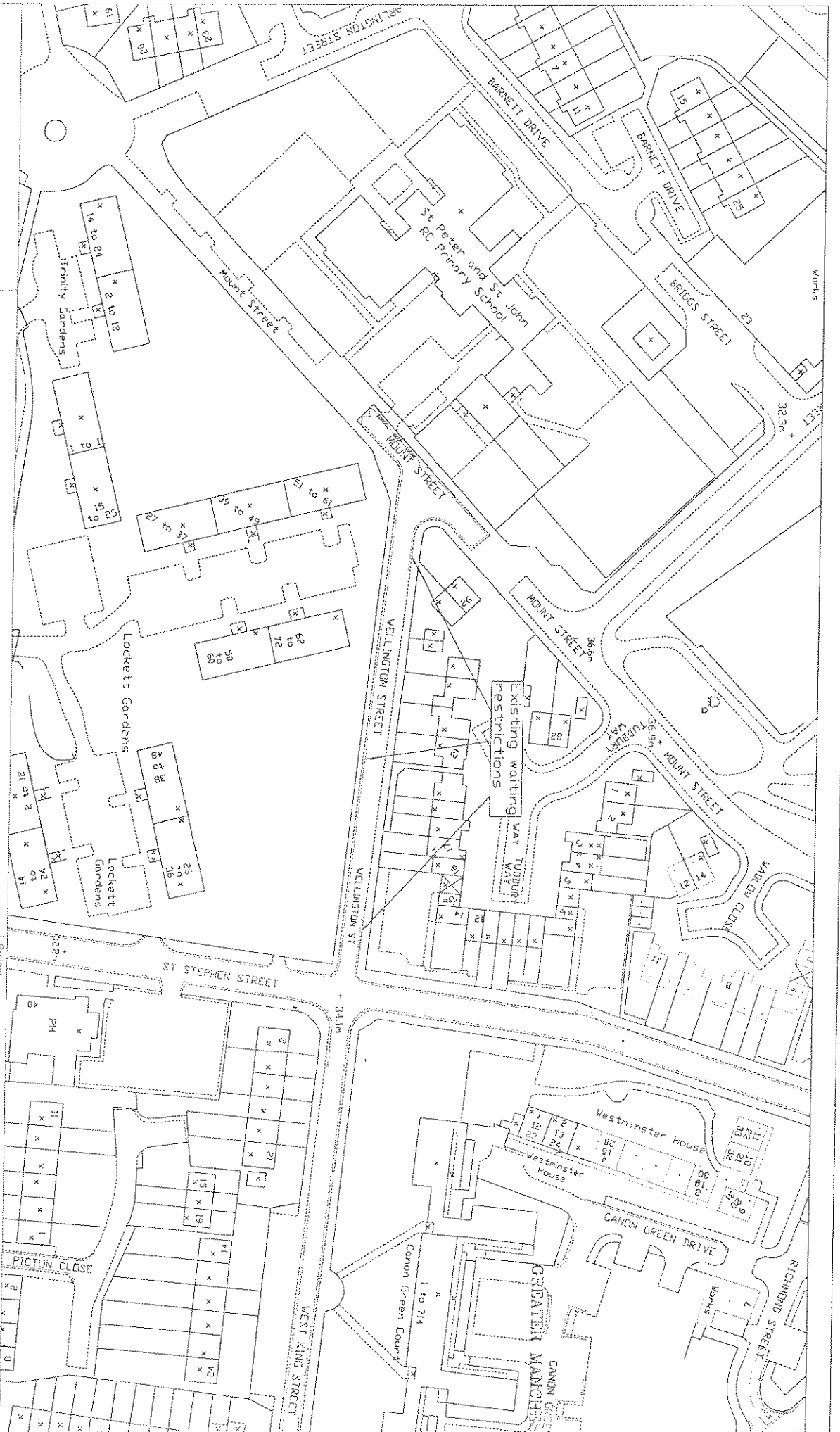
NO WAITING MON - FRI 8AM – 6PM

Wellington Street, north side, from a point 15 metres east of the eastern kerblines of Mount Street in an easterly direction for a distance of 45 metres.

LIMITED WAITING

MON - FRI 8AM – 6PM - 2 HOURS NO RETURN WITHIN 1 HOUR

Wellington Street, north side, from point 15 metres west of the western kerblines of St. Stephen Street in a westerly direction for a distance of 45 metres.

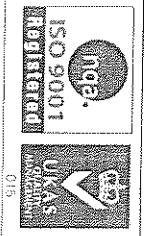


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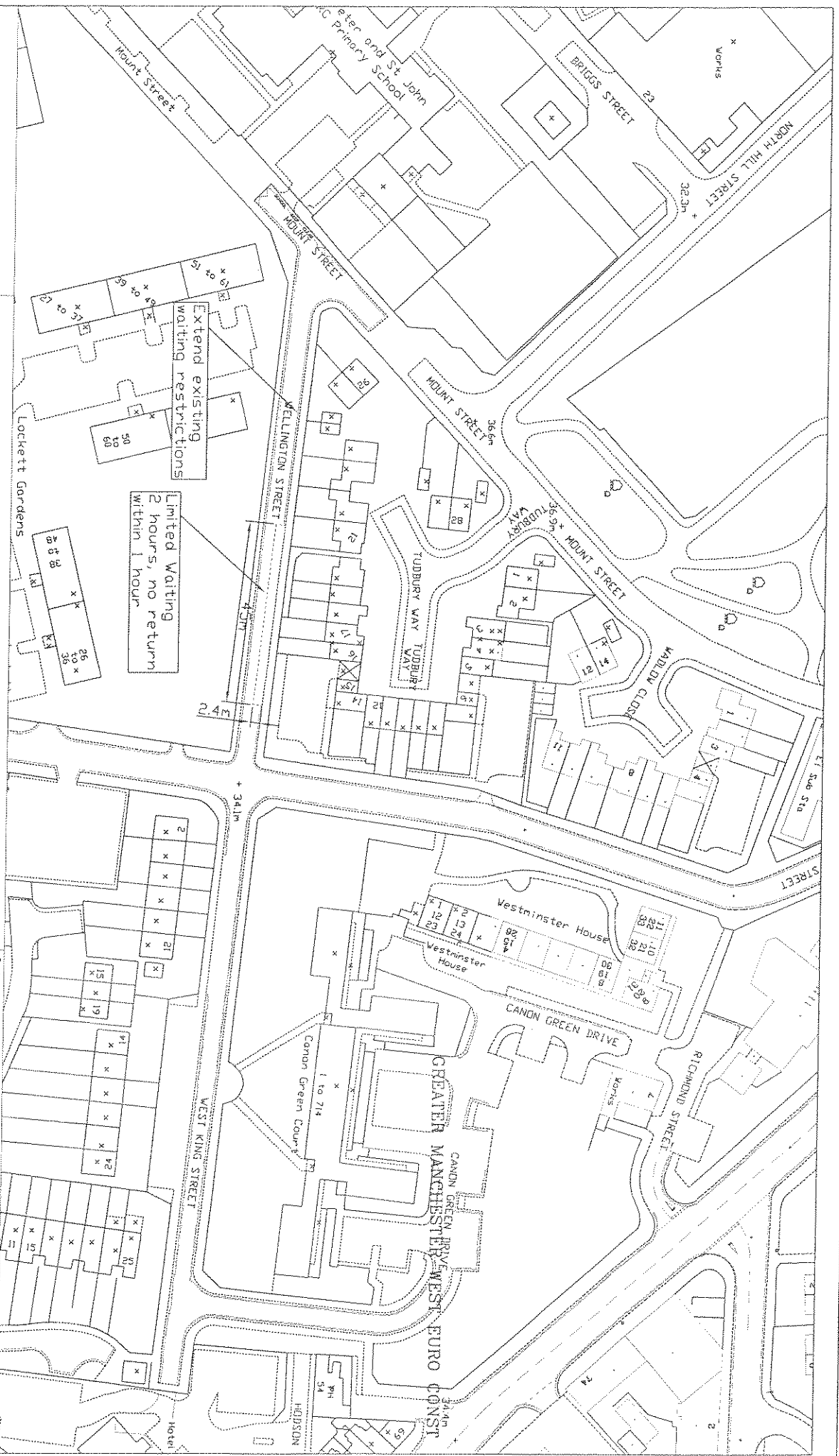
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Project:
Wellington Street

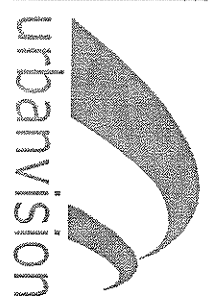
Title:
Introduction of waiting restrictions
and limited waiting bay

Drawn: SS	Checked: SS
Date: 05/09/2006	Scale: 1:1250 @ A4
Do Not Scale	
Drawing Status: Dwg No. 001-Existing	

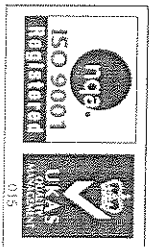


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Project
Wellington Street

Proposed Waiting Restrictions

Drawn	SS
Checked	
Date	03/08/2006
Scale	1:1250 @A4
Do Not Scale	
Drawing Status	Draw No 002-Proposed

WARD(S) AFFECTED: LANGWORTHY

WARD COUNCILLORS: J WARMISHAM, G LOVEDAY, A SALMON

CONTACT OFFICER: CHRIS PAYNE (X4922)

j) **FITZWARREN STREET, CROSS LANE, BELVEDERE ROAD, SALFORD**

Approximately twelve months ago at a meeting of the Ordsall & Langworthy Community Committee concern was expressed by both the residents and councillors at the level of heavy goods vehicles which use both Fitzwarren Street, Cross Lane and Belvedere Road. Particular concern was also focused to the redevelopment of the existing shopping area in Pendleton and the envisaged growth of vehicles that would now access the new development

The situation was such that the size and numbers of vehicles was causing considerable discontent within the community due to the associated nuisance caused by the visual and noise intrusion generated by this class of vehicle.

It was considered that these routes were favoured by HGV drivers as they provided quick access to Salford Shopping City and the A6 Broad Street.

Traffic Counts were undertaken which identified in the worst case 153 vehicles of this class used Fitzwarren Street in one day. This level of HGV usage which is excessive would cause disturbance to the local community due to the close proximity of properties to the highway and as such it was deemed that vehicles of this category would need to be directed towards a more appropriate route along Primary Network.

Concern was also expressed at the speed of vehicles that use Fitzwarren Street and a request was submitted for a traffic calming scheme to control this problem. Analysis of accident data identified that there had only been two recorded personal injury collisions in this area and this in itself would not generally identify the area for consideration of a scheme of this nature.

However analysis of the speed data obtained from the traffic counts identified that the 85thile speed along Fitzwarren Street was generally in excess of the 30 mph speed limit and would benefit from minor measures to reduce the general speed of vehicles along the road. It was considered and recommended that a single width restriction reducing the carriageway to between 3 and 3.5m with priority working would provide satisfactory speed reduction for vehicles travelling towards the residential properties on Fitzwarren Street. This would also assist in making this route less favourable to HGV vehicles but would still be accessible by buses.

In relation to Belvedere Road traffic data identified that in the worst case 37 vehicles of this class used Belvedere Road. Although not excessive this would cause considerable disturbance to the residents of Thorn Court due to its close proximity to the junction of Belvedere Road with Cross Lane. During site observations it was noted through damage to the footways and grass verges at the junction, that large vehicles are overrunning these areas in order to negotiate the junction. Due to the impracticalities and cost of re designing the junction and to reduce the problems experienced by local residents it is deemed that HGV vehicles must also be deterred from this route.

In relation to Cross Lane even though no traffic count data has been obtained this is the next available route for HGV vehicles to rat run towards Salford Shopping City and situated close to residential properties it is deemed that measures are required to stop the situation from occurring.

A number of proposals were presented to the Community Committee and schemes as per the plans attached were approved and agreed to be funded via the Highways Devolved Budget for the Ordsall & Langworthy area.

For information purposes only as part of the overall scheme several signs are to be introduced within the area directing HGV vehicles bound for Salford Shopping City via the primary route network. This is also to be funded from the devolved budget.

The unit recommended that the scheme be progressed with a width restriction of 3.5 metres. GMP will not support weight restrictions without physical restrictions, as they do not have the manpower to enforce the order.

3 Year Accident Analysis

Fitzwarren Street: Two recorded personal injury collisions

Belvedere Road: One " " " "

Cross Lane Two " " " "

Estimated Cost

Approximately £24721 to be funded through the highways devolved budget.

RECOMMENDATION

INTRODUCTION OF

3.5 METRE WIDTH RESTRICTION

Fitzwarren Street, Salford

INTRODUCTION OF

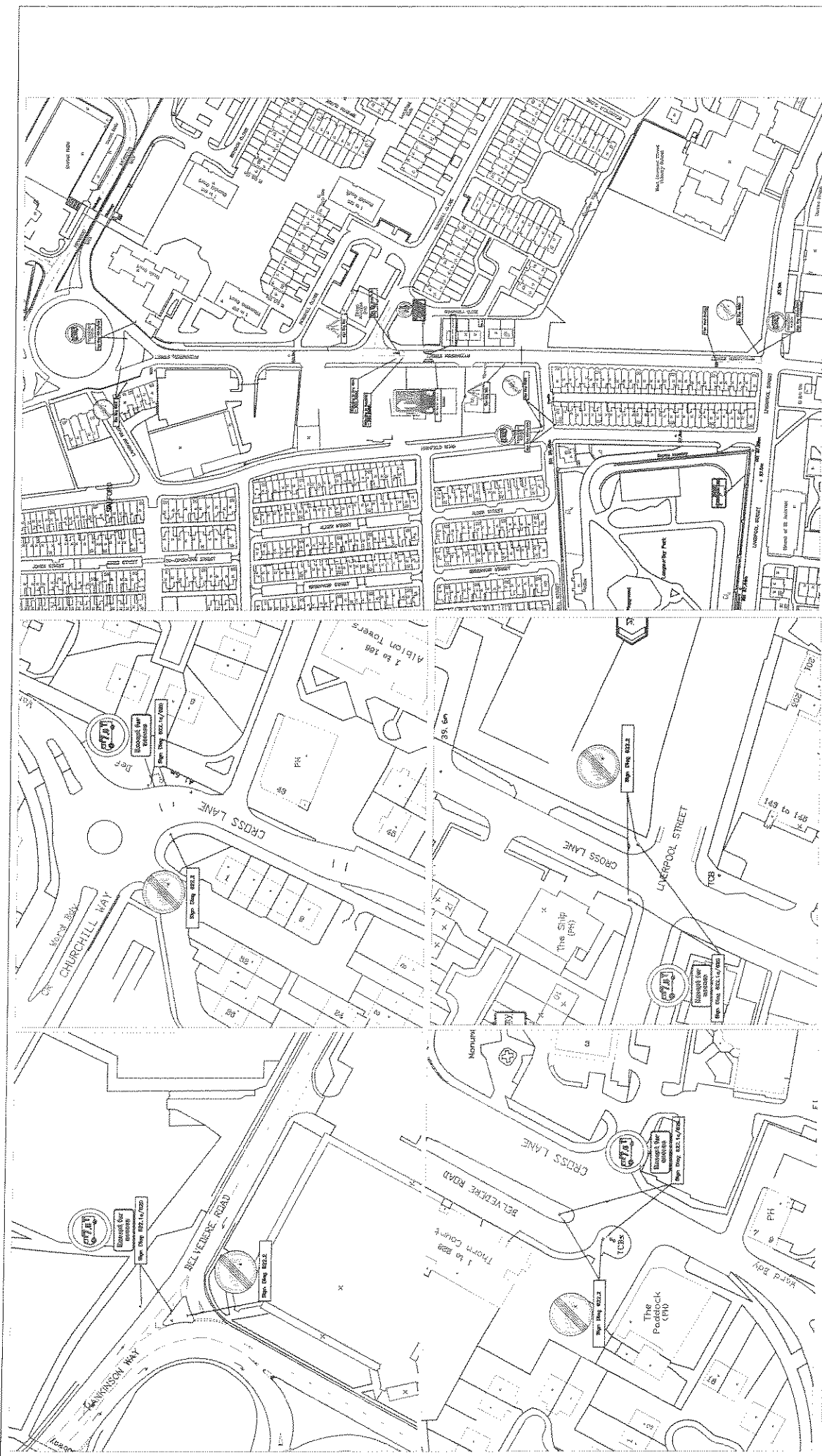
7500 KGS (7.5 TON) WEIGHT LIMIT RESTRICTION WITH EXEMPTION FOR ACCESS

Fitzwarren Street, from its junction with Liverpool Street to its junction with Heywood Way.

Alder Street, from its junction with Fitzwarren Street to its junction with Highfield Road.

Belvedere Road, for its entire length.

Cross Lane, from its junction with Liverpool Street to its junction with Churchill Way.



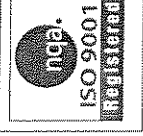
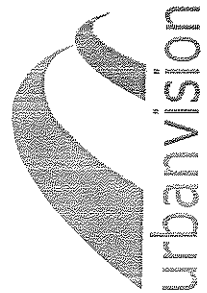
Client: Salford City Council

Name: Chris Payne

Telephone:

Email:

Urban Vision Partnership Limited.
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Emerson House,
Albert St.
Eccles,
Manchester. M30 0TE
www.urbanvision.org.uk



Title

Goods Vehicle 7.5ton Maximum
Gross Weight Restriction
3.0/3.5m width restriction
Traffic Restraint Measures

Drawn CJP

Checked JRB

Date

Scale

Do Not Scale
@A4

PATH

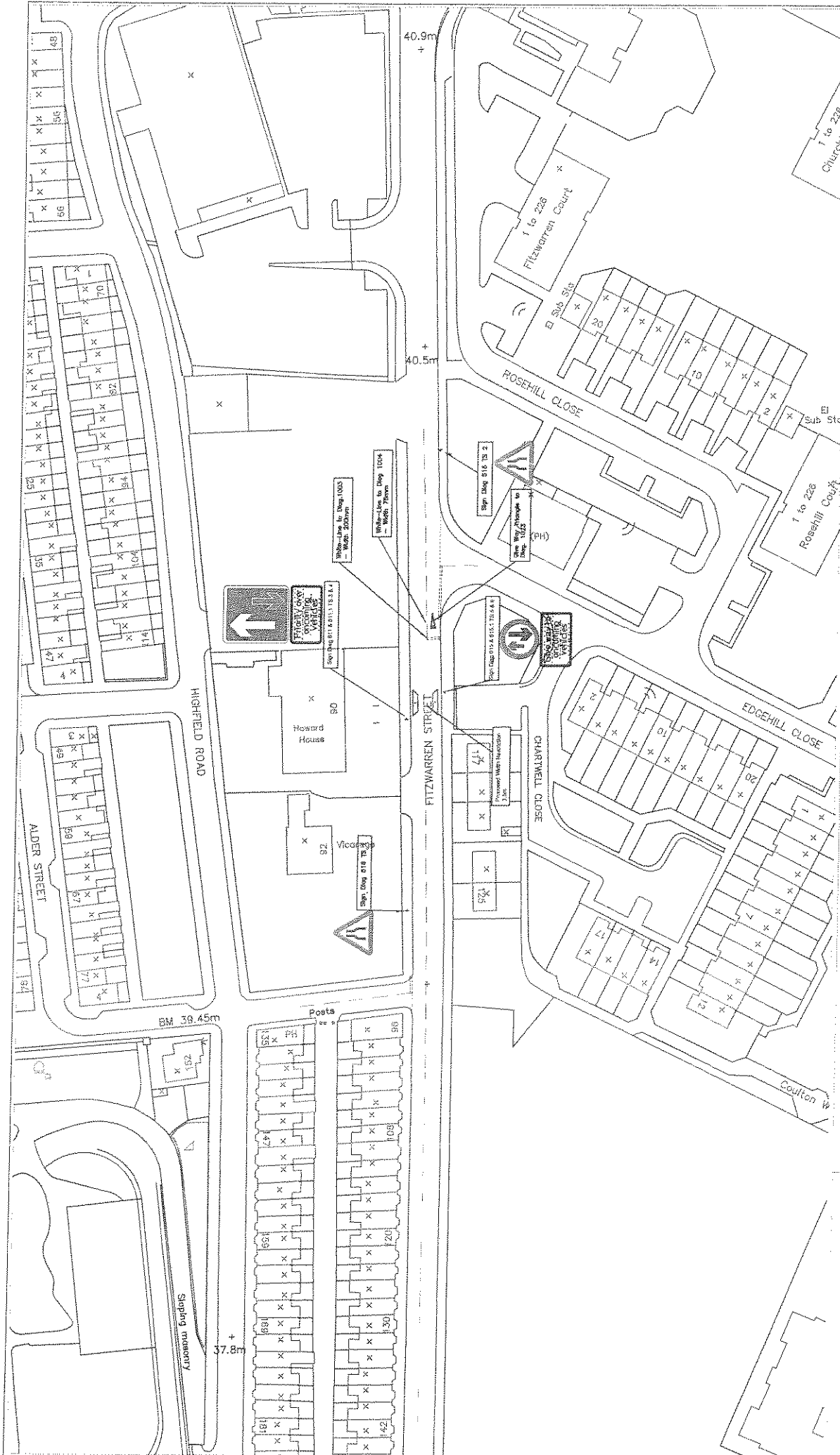
Drawing Status

Dwg No

5

BUILDNAM BUILDNO DWGGROUP RELNUM RELNAM

RELNAM



Client: Salford City Council
Name: Chris Payne
Telephone:
Email:

Project: Fitzwarren Street, Salford
Ordsall & Langworthy Community Committee

Urban Vision Partnership Limited.
The Traffic & Transportation Group,
Emerson House,
Albert St.
Eccles,
Manchester. M30 0TE
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Title: Traffic Restraint Measures

Drawn:
Checked:
Date:
Scale: @A4
Do Not Scale

Project: Drawing Status: **3**

Project: Drawing Status: **3**

Project: Drawing Status: **3**

Project: Drawing Status: **3**

WARD(S) AFFECTED: ORDSALL
WARD COUNCILLORS: A CLAGUE, P DOBBS, T HAROLD
CONTACT OFFICER: CHRIS PAYNE (X4922)

k) ORDSALL LANE, SALFORD

At a recent meeting of the Ordsall & Langworthy Community Committee the curator for Ordsall Hall has requested whether a limited waiting restriction could be introduced within the layby on Ordsall Lane adjacent to the hall.

The construction of the layby in question was originally funded by the Hall as a means of providing coaches with the ability to park off the main highway

It has however been found that the layby has vehicles parked in this location for long periods particularly on the days when Manchester United have football matches taking place, which prevents its original intention of allowing coaches to park and allow passengers to board and alight. This coincides with the busiest days for visitors to Ordsall Hall.

The curator also identified that on match days the area leading up to the entrance of the hall has parked vehicles which compromising intervisibility between vehicles. It is therefore deemed that the most appropriate measures are a limited waiting restriction within the layby and a no waiting restriction leading up to the junction with Guy Fawkes Street.

During match days it is commonly known that Ordsall Lane has a considerable number of parked vehicles that is generally controlled by Police no waiting cones and residents only signs positioned at junction areas. However we have recently been informed that the Greater Manchester Police are no longer providing this service that leaves potential problems of vehicles parking uncontrolled within junction areas.

During site observations on Ordsall Lane at its junction with Worrall Street there were a number of parked vehicles on the footways within the junction area whilst drivers were waiting at a local mobile catering trailer. It could be seen by the associated tyre scuff marks on the kerb face that this is a regular occurrence and the condition of the footways is such that their construction has become dilapidated.

In view of this it is also considered appropriate to address these situations now by implementing waiting regulations around the junction areas along Ordsall Lane up to and including its junction with Oldfield Road.

It is also considered appropriate to introduce no waiting at anytime regulations on the southerly side of Ordsall Lane from the junction with Warburton Street to the junction with Worrall Street. As this may have implications for the local community in terms of parking migration. In order to assess the situation and have the scope to amend or reduce the extent of the restrictions it is deemed that these measures should be introduced by way of an experimental order for 18 months prior to consider the effect prior to making the order permanent. Emergency services have no objections.

3 Year Accident Analysis

8 Slight Injury Collisions
3 Serious Injury Collisions

Estimated Cost

Approximately £1000

RECOMMENDATION

INTRODUCTION OF

LIMITED WAITING 30 MINUTES NO RETURN WITHIN 2 HOURS

Ordsall lane, north side, from a point 26m north east of its junction with the easterly kerbline of Warbuton Street for a distance of 53m in a north easterly direction.

INTRODUCTION OF

NO WAITING AT ANY TIME

Ordsall Lane, north side, from a point 79 m north east of the junction with the easterly kerbline of Warbuton Street to a point 15m north east of the junction with easterly kerbline of Guy Fawkes Street.

Ordsall Lane, north side, from a point 15m south west of the junction with the westerly kerbline of Nine Acre Drive to a point 15 m north east of the junction with the easterly kerbline of Nine Acre Drive.

Ordsall Lane, north side, from a point 15 m south west of the junction with the westerly kerbline of St Clements Drive to a point 15m north east of the junction with the easterly kerbline of St Clements Drive.

Ordsall Lane, north side, from a point 15m south west of the junction with the southern kerbline of West Park Street to a point 45m north east of the junction with the easterly kerbline of Oldfield Road.

Ordsall Lane, south side, from a point 21 metres south west of the junction with the westerly kerbline of Worrall Street for a distance of 66 metres in a north easterly direction.

Guy Fawkes Street both sides from its junction with the northerly kerbline of Ordsall Lane for a distance of 17m in a north westerly direction.

Hillgate Avenue both sides from the junction with Guy Fawkes Street for a distance of 32 metres in a north easterly then north westerly direction.

Nine Acre Drive both sides from its junction with the northerly kerbline of Ordsall Lane for a distance of 10m in a north westerly direction.

St Clements Drive both sides from its junction with the northerly kerbline of Ordsall Lane for a distance of 10m in a north westerly direction.

West Park Street both sides from its junction with the northerly kerbline of Ordsall Lane for a distance 10m in a north westerly direction.

Oldfield Road both sides from its junction with the northerly kerbline of Ordsall Lane for a distance of 28 m in north easterly direction.

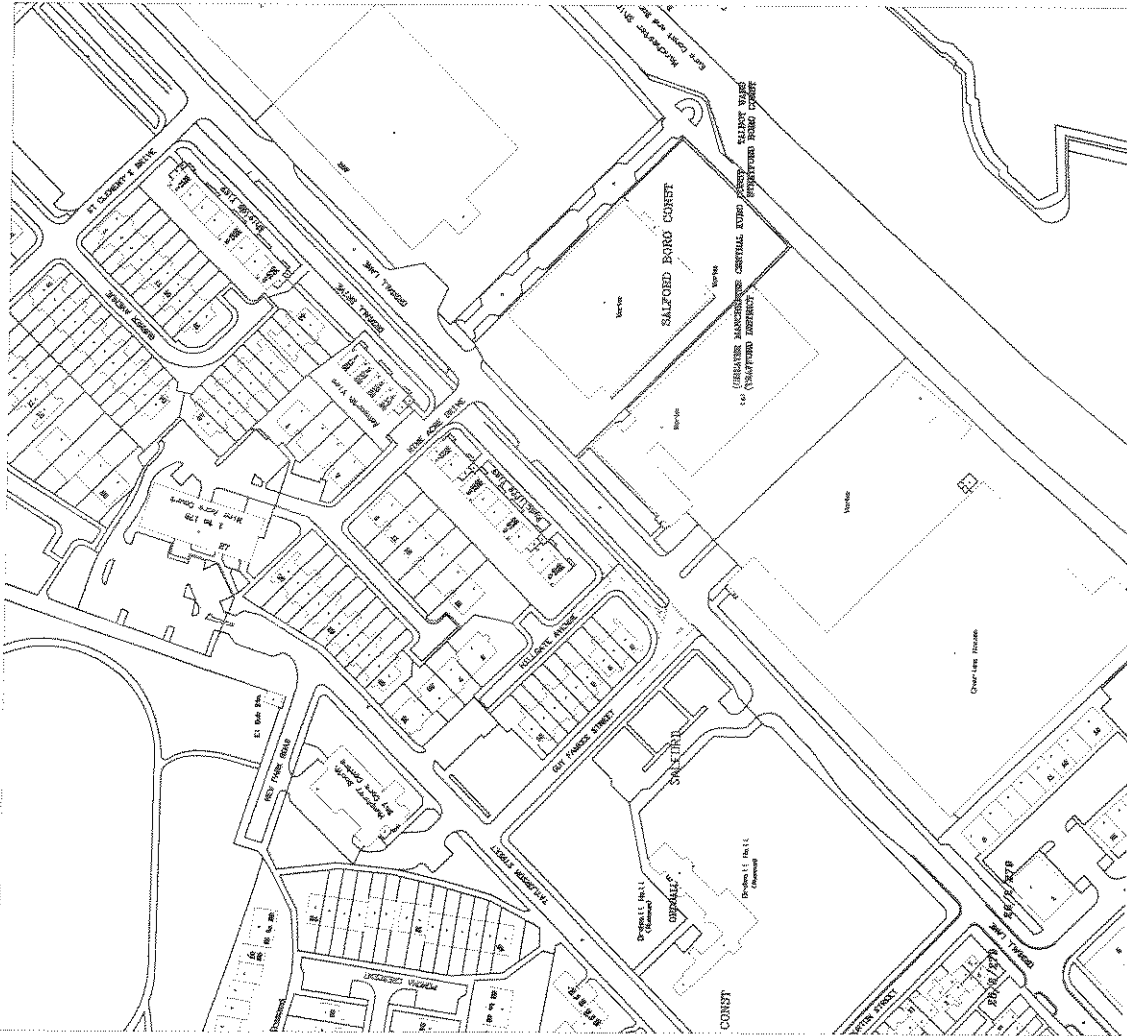
Worrall Street both sides from its junction with the southerly kerbline of Ordsall Lane for a distance of 28m in a southerly direction.

INTRODUCTION OF

18 MONTH EXPERIMENTAL ORDER

NO WAITING AT ANY TIME

Ordsall Lane, south side, from a point 21m south west of the junction with the westerly kerbline of Worrall Street in a south westerly direction to a point opposite the junction with Warburton Street



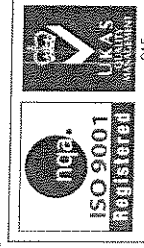
Client: Salford City Council

Name:

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Manchester. M30 0TE
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Project

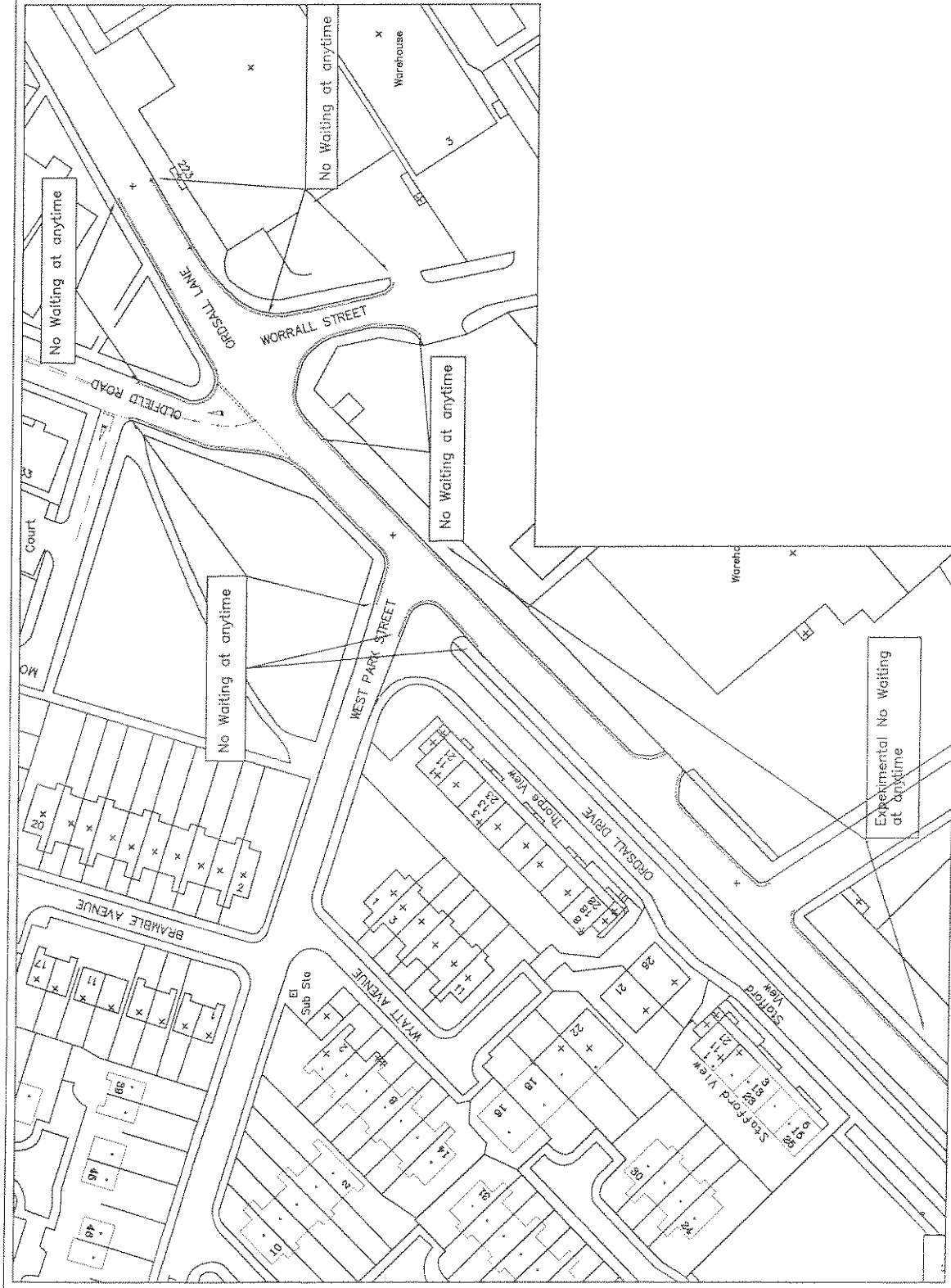
Ordsall Lane, Salford

Title Existing Layout

Drawn CJP
Checked JRB
Date Sep 06
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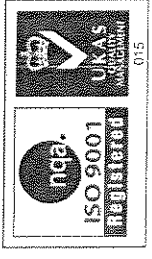
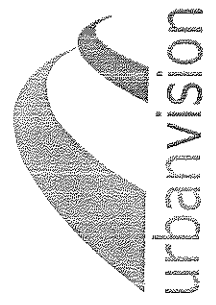
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Drawing Status Existing
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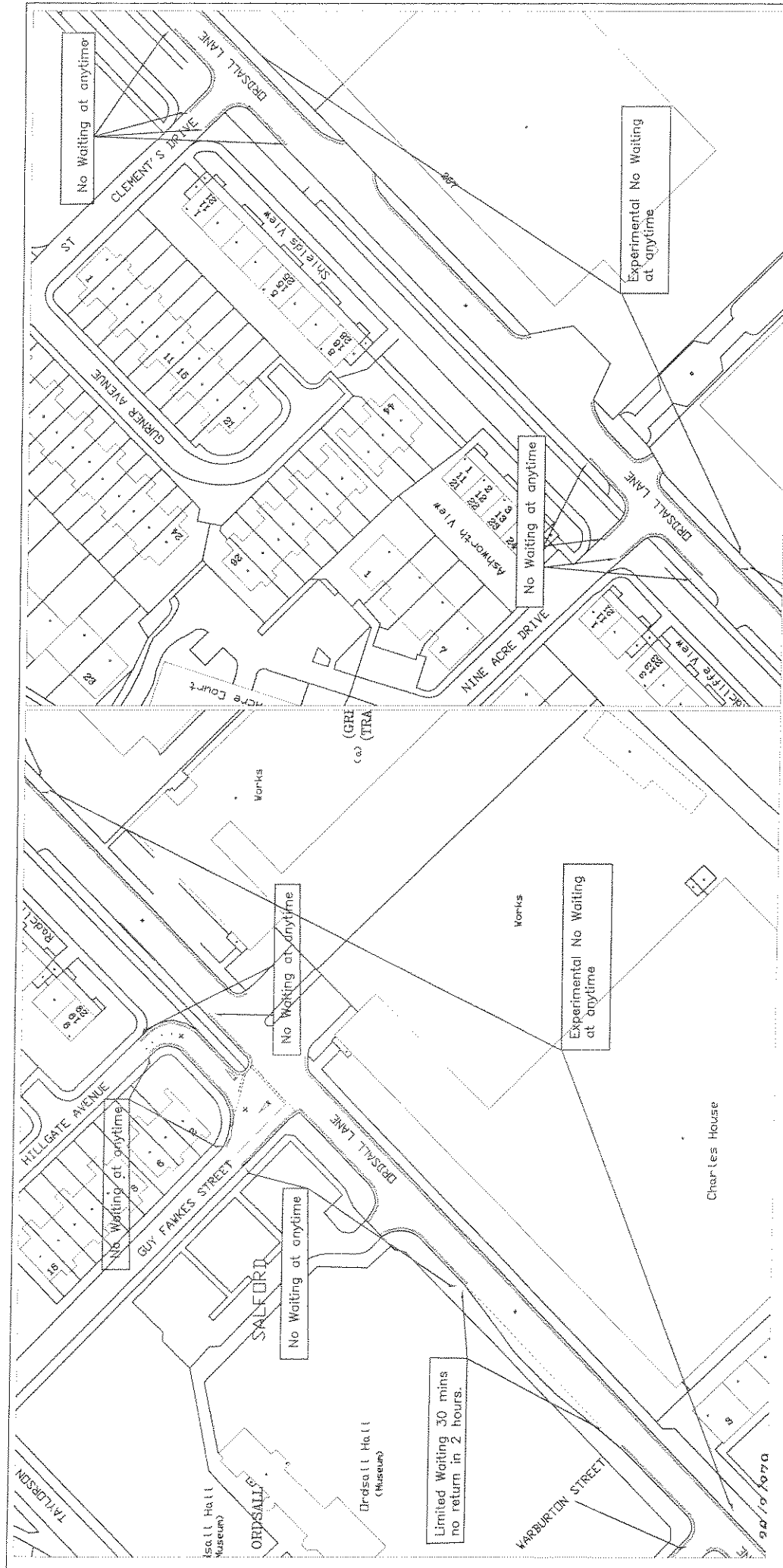




Ordsall Lane, Salford

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Client: Salford City Council	Project: Ordsall Lane, Salford
Name:	Title: Introduction of no waiting and limited waiting regulations
Telephone:	Drawn: CJP
Email:	Checked: JRB
	Date: Sep 06
	Scale: 1:1250 @A4
PATH	Dwg No
	Proposed
	BUILDNO
	DWGGROUP
	RELNUM
	RELNAM



Client: Salford City Council Name: Telephone: Email:		Project: Ordsall Lane, Salford Drawing Status: Proposed Dwg No:	
Urban Vision Partnership Limited. The Traffic & Transportation Group, Emerson House, Albert St. Eccles, Manchester. M30 0TE www.urbanvision.org.uk		Title: Introduction of no waiting and limited waiting regulations Drawn: CJP Checked: JRB Date: Sep 06 Scale: 1:1250 @A4	
 		BUILDNAM BUILDNO DWGGROUP RELNUM RELNAM	
PATH		20/09/07	