

TRAFFORD METROPOLITAN BOROUGH COUNCIL

Report to: Executive Member for Environment, Air Quality and Climate Change
Date: July 2018
Report for: Approval
Report of: Principal Engineer, Traffic and Transportation, One Trafford.

Report Title

Stretford Cycleway – Proposed Cycle Improvements, Restrictions and Mandatory Cycle Lanes CONSIDERATION OF OBJECTIONS

Summary

The Government sees more and safer cycling strategies as important tools for cities to unlock a range of cross cutting economic and social benefits that enable growth. In an endeavour to improve the uptake of cycling for local journeys, 60.0km of new, mostly segregated cycle lanes, have been provided in Greater Manchester since the advent of the Cycle City Initiative in 2013. Whilst this goes some way to achieve Transport for Greater Manchester's (TfGM's) 2025 ambition for 10% of all journeys within the city region to be undertaken by bike, TfGM expects that they will need to construct another 45.0km of high quality segregated cycle routes by 2018.

The Stretford Cycleway will help realise this objective by replacing several existing discontinuous advisory cycle lanes with mandatory cycle lanes, enhance existing mandatory cycle lanes utilising physical cycle lane delineators, and introduce cycle friendly geometry and economical use of green coloured surfacing at high risk locations. The scheme will significantly improve the experience of new and existing cyclists whilst reducing the risk of cyclist and vehicle conflict.

A proposal to introduce various no waiting and no loading/unloading (at any time) restrictions and no loading/unloading (Monday to Friday, 7.30-9.30am and 4.00-6.30pm) was approved in July 2017 and formally advertised in September 2017.

These restrictions were considered necessary to supplement the mandatory cycle lanes that were identified in the July 2017 report.

In response, a total of 5 objections were received to the advertised proposal. The Council has given careful consideration to the objections received. All relevant matters referred to by the objecting members of public have been considered and the Council concludes that the objections should not be maintained in the interests of the effective management and regulation of the highway network and that, consequently, the proposal should be implemented as advertised, as shown on **Drawing No. CO00201013-TMU-01** and as described in the Schedules to this report.

Recommendations

Approval is sought to the following:

- 1) That the results of the consultation be noted.
- 2) That following careful consideration of the objections and comments received, authorisation be given to make and introduce the Traffic Regulation Order as advertised and detailed in Schedule 1 and as shown on **Drawing No. CO00201013-TMU-01** within this report, as soon as is practicable.
- 3) That the objectors are notified of the Council's decision.

Contact person for further information:

Name: Paul Bentley

Telephone No: 0161 672 6529

Project file: None

1.0 BACKGROUND

- 1.1 The Stretford Cycleway follows the Stretford/Talbot Road corridor through north Trafford and south Manchester – an important radial route to both the regional centre and the universities. This is an existing busy road corridor to the southwest of Manchester city centre (A5067/A5041). All parts of the corridor carry over 10,000 vehicles per day, and the busiest parts carry over 20,000 vehicles per day. It forms an important radial route into the regional centre, and also the university area, centred on Oxford Road, to the east of the proposed Cycleway. It is the principal route into this area from the west and southwest, and serves many popular student living areas including Hulme and Old Trafford.
- 1.2 To the southwest, the Cycleway will link to the A56 corridor in Stretford, which forms the most significant highway corridor to/from the regional centre on the southwest side of the conurbation, and to the Bridgewater Cycleway, which will enable continued journeys to the southwest towards Sale and Altrincham.
- 1.3 Facilities for cyclists on the Stretford Road corridor are limited to discontinuous advisory cycle lanes, which are often blighted by parked vehicles. In places, the widths of these lanes are significantly less than the 1.5m required by UK standards, occasionally as narrow as 1.0m.

- 1.4 A consultation exercise took place on draft proposals in May 2016. Public consultation took place from Monday 13th June 2016 until Wednesday 29th June 2016.
- 1.5 Consultation leaflets were produced and distributed to residential and commercial properties in the immediate vicinity of the proposed schemes. Two separate consultation leaflets were produced; one for Talbot Road and one for Stretford Road and approximately 1600 and 2500 leaflets were distributed for the two schemes respectively. All leaflets included a removable blank page and a Freepost envelope for submitting comments by post.
- 1.6 A webpage was published on Trafford Council's consultation website which was live for the full duration of the consultation period. The webpage included an overview of the proposals, PDF copies of the leaflets for both schemes and a section for submitting comments electronically.
- 1.7 A drop-in presentation event was held at Trafford Town Hall on Thursday 16th June 2016 at which larger scale scheme plans were available for review by members of the public. Members of the design team and TFGM were present to answer queries.
- 1.8 The proposed schemes were also presented to, and discussed with, members of local cycling groups at Cycle Forum meetings on 29th June 2016 and 4th July 2016.
- 1.9 In total, 124 responses have been received for both schemes by post, email, via the webpage and in person. 45 (36%) of the responses are specific to Talbot Road and 26 (21%) of the responses are specific to Stretford Road. The remaining 53 (43%) responses are non-specific and/or relate to both schemes.
- 1.10 The responses received can be split into the following five categories:
- 1) Responses in support of the proposals with no additional recommendations.
 - 2) Responses in support of the proposals with additional recommendations.
 - 3) Responses against the proposals with alternative recommendations.
 - 4) Responses against the proposals with no alternative recommendations.
 - 5) Other

1.11 Overall, the number of positive responses received from the public consultation exceeds the number of negative responses, as follows:

- 1) 23 (51%) of the Talbot Road specific responses were in support of the proposal.
- 2) 19 (42%) were against the proposal.
- 3) 18 (69%) of the Stretford Road specific responses were in support of the proposal.
- 4) 3 (12%) were against the proposal.
- 5) 41 (77%) of the nonspecific responses and those relating to both schemes were in support of the proposal.
- 6) 7 (13%) were against the proposal.

1.12 Subsequently, in July 2017, the Director of Growth and Regulatory Services gave authorisation for the advertisement of the proposed TRO which was subsequently advertised on 31st August 2017. This commenced the formal 21 day advertisement period during which objections could be submitted.

1.13 A letter and plan providing details of the proposed TRO was delivered to all affected frontages to the proposal on the day the TRO was advertised.

1.14 During the 21-day advertisement period, a total of 5 separate objections were received to the proposed TRO. The objections received have been summarised together with an Officer's response to the issues raised can be found appended to this report this report.

2.0 CONSIDERATION OF OBJECTIONS

2.1 The objections are centred on the section of Stretford Road, between Northumberland Road and East Union Street.

2.2 The objectors are concerned about a loss of available on street parking, more specifically, in the vicinity of no's. 526 to 534 Stretford Road.

2.3 The objectors have also raised concerns regarding restricted access and complete loss of access to the forecourt area immediately outside no's. 526 to 534 Stretford Road because of the proposed installation of the Wand Orca units providing segregation between the proposed cycle lane and parked vehicles.

- 2.4 No's. 526 to 534 Stretford Road comprise 5 commercial/business premises consisting of;
- A hot food takeaway
 - A flooring/carpet retailer
 - A refrigeration wholesaler
 - A language school
 - A convenience store/off licence
- 2.5 The original proposal, as advertised, sought to introduce Mandatory Cycle Lanes along Stretford Road protected with Wand Orcas as a method of segregation. The lanes will be introduced along Stretford Road up to the Trafford boundary with Manchester; Manchester Council will continue the scheme within their boundary. The proposals are for both sides of the road and will operate at all times.
- 2.6 Whilst there is no requirement to formally advertise the Council's intention to introduce Mandatory Cycle Lanes, to prevent parking from taking place within the Mandatory Cycle Lanes, to maintain cyclist safety and to assist with enforcement, it was considered appropriate to introduce additional new lengths of 'at any time' waiting restrictions adjacent to the Mandatory Cycle Lane locations where currently no restrictions are in force.
- 2.7 Between Northumberland Road and Henrietta Street (south side of Stretford Road) it will be necessary to introduce a new section of no waiting at any time restriction to prevent on street parking that currently takes place along this section of Stretford Road.
- 2.8 At a small number of locations, loading/unloading will be maintained for premises directly from Stretford Road. At these locations, advisory cycle lanes will be introduced with an on-street (unregulated) parking bay marked out adjacent to it. No physical segregation will be installed between the parking bay and advisory cycle lane to facilitate loading and unloading to the adjacent residential and/or business premises.
- 2.9 Further to the objections received, the proposal was revised in accordance with the above, to ensure that on street parking was provided adjacent to the business premises no's. 526 to 534 Stretford Road (where it did not conflict with an existing vehicular access/driveway).

- 2.10 The revised proposal also removes the previously proposed on-street parking adjacent to the dropped kerb vehicle access (driveway) that currently exists outside no's. 534 and 530 Stretford Road. This will ensure that access to the forecourt area outside these premises remains unrestricted.
- 2.11 It should be noted that no changes or alterations to the proposed TRO were made to the proposal or required to facilitate loading/unloading to no's. 526 to 534 Stretford Road. However, some modification of the proposed on-street parking bays was undertaken to maintain vehicular access to the existing off-street parking that two of the premises benefit from.
- 2.12 The objectors were subsequently advised of these minor changes, via a letter and accompanying plan, appended to this report. This resulted in further requests for the provision of dedicated loading/unloading facilities to serve these properties.
- 2.13 In response to the request for dedicated loading/unloading facilities, it should be noted that the proposed on-street parking bays are to be unregulated and as such could be used for deliveries to or from these premises for an unlimited duration. Additionally, to regulate the bays for the purposes of Goods Vehicle Loading Only would prohibit their use by general traffic and visitors to the business premises and could therefore be considered counter-productive to the needs of the businesses and all road users in general.
- 2.14 Drivers currently parking on the south side of Stretford Road, opposite these business premises, visiting these premises, could be sufficiently accommodated in the surrounding roads; specifically, Henrietta Street and Northumberland Road.
- 2.15 The Council does not recognise illegitimate vehicle access, i.e. where a kerb has been dropped/laid flush to the carriageway to provide access to a driveway or other off-street parking area. Subsequently it would not be appropriate for the design of this scheme to recognise locations where vehicles have no legitimate right of way over the footpath. Driving over the footway is an offence under section 72 of the Highways Act 1835 and is also prohibited by rule 145 of the Highway Code.
- 2.16 The Council concludes that the objections should be overruled and the proposal implemented as advertised.

3.0 COMMENTS

- 3.1 **Chief Constable's View:** no objection to the proposal.
- 3.2 **Chief Fire Officer's View:** no objection to the proposal.
- 3.3 **Transport For Greater Manchester's View:** no comments to make on the proposal
- 3.4 **Ambulance Services' View:** no objection to the proposal.
- 3.5 **Hackney Carriage Driver / Operator Representative's View:** no comments received.
- 3.6 **Ward Members' Comments:**

Cllr Anne Duffield; No objections
Cllr Whit Stennett; No objections

4.0 CONCLUSIONS

- 4.1 All relevant matters referred to by the objectors have been considered and the Council concludes that the objections should be overruled and the proposed TRO should be implemented as advertised.
- 4.2 It is therefore recommended that authorisation be given to make and introduce the Traffic Regulation Order as detailed in Schedule 1 to this report and as shown on Drawing No. **CO00201013-TMU-01** as soon as is practicable.
- 4.3 It is also recommended that the objectors be informed of the Council's decision.

5.0 SCHEDULES

SCHEDULE 1 – TO BE ADVERTISED

5.1. Borough of Trafford (Prohibition of Waiting and Loading and Provision of Parking) Order 2001 (As amended) – to be amended to include the following:-

Street	Side	From	To	Code
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Ward: Clifford & Longford	1326 (07/18)
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Street	Side	From	To	Code
Stretford Road, Old Trafford	North	A point 128 metres west of its junction with Nuttall Street	A point 25 metres east of its junction with Nuttall Street	7A
Stretford Road, Old Trafford	North	A point 14 metres west of its junction with Chorlton Street	A point 27 metres east of its junction with Northumberland Road	7A
Stretford Road, Old Trafford	North	A point 14 metres west of its junction with East Union Street	A point 94 metres east of its junction with East Union Street	7A
Stretford Road, Old Trafford	North	A point 30 metres west of its junction with Johnson Street	A point 28 metres east of its junction with Johnson Street	7A
Stretford Road, Old Trafford	North	A point 12 metres west of its junction with Trent Close	Its junction with Lucy Street	7A
Stretford Road, Old Trafford	South	Its junction with Talbot Place	A point 111 metres east of its junction with Carver Street	7A5P
Stretford Road, Old Trafford	South	A point 111 metres east of its junction with Carver Street	A point 59 metres east of its junction with Essex Way	7A

SCHEDULE 2 – TO BE REVOKED

5.2 Borough of Trafford (Prohibition of Waiting and Loading and Provision of Parking) Order 2001

Street	Side	From	To	Code
Stretford Road, Old Trafford	North	A point 128 metres northwest of its junction with Nuttall Street	A point 12 metres north east of its junction with Nuttall Street	7A
Stretford Road, Old Trafford	North	A point 9 metres southwest of its junction with Chorlton Street	Its junction with Chorlton Street	7A
Stretford Road, Old Trafford	North west	Its junction with Chorlton Street	A point 25 metres northeast of its junction with Northumberland Road	7A
Stretford Road, Old Trafford	North west	Its junction with East Union Street	A point 7 metres southwest of its junction with East Union Street	7A
Stretford	North	Its junction with East Union	A point 85 metres northeast	7A

Ward: Clifford & Longford

1326 (07/18)

Road, Old Trafford		Street	of its junction with East Union Street	
Stretford Road, Old Trafford	North west	Its junction with Johnson Street	A point 27 metres northeast of its junction with Johnson Street	7A
Stretford Road, Old Trafford	North	A point 7 metres west of its junction with White Street	Its junction with Lucy Street	7A
Stretford Road, Old Trafford	South	Its junction with Talbot Place	A point 132 metres east of its junction with Carver Street	7A5P
Stretford Road, Old Trafford	South	A point 132 metres east of its junction with Carver Street	A point 23 metres northeast of its junction with Northumberland Road	7A
Stretford Road, Old Trafford	South	Its junction with Henrietta Street	A point 40 metres southwest of its junction with Henrietta Street	7A
Stretford Road, Old Trafford	South	Its junction with Henrietta Street	A point 59 metres east of its junction with Essex Way	7A

Codes

7A No waiting at any time

7A5P No Waiting at any time & No Loading Monday to Friday, 7.30-9.30am and 4.00-6.30pm

SCHEDULE 3

5.3 Resolution to re-designate the following lengths of existing footway as cycle tracks using powers contained within sections 65(1) and 66(4) of the Highways Act 1980 to allow their shared use by pedestrians and cyclists.

Street	Side	From	To
Stretford Road, Old Trafford	North	A point 66 metres south west of its junction with Nuttall Street	A point 93 metres south west of its junction with Nuttall Street
Stretford Road, Old Trafford	South	A point 38 metres south west of its junction with Cornbrook Street	A point 68 metres south west of its junction with Cornbrook Street
Stretford Road, Old Trafford	South	A point 20 metres south west of its junction with Henrietta Street	A point 47 metres south west of its junction with Henrietta Street
Stretford	South	A point 41 metres south west	A point 72 metres south west of its

Street	Side	From	To
Road, Old Trafford		of its junction with Henry Street	junction with Henry Street

6.0 APPENDICES THIS REPORT

- **Appendix A** – plan CO00201013-TMU-01
- **Appendix B** – TRO notification letter
- **Appendix C** – comments objections received to the advertised TRO inc. Officer's response
- **Appendix D** – letter/plan CO00201013-C-01 sent to objectors in response to comments received, confirming modification to scheme detailed design

Relationship to Policy Framework/Corporate Priorities	none
Financial	The cost of introducing the proposals, estimated to be £2,800, is to be funded from the 2018/19 Integrated Transport Capital budget – Stretford Road/Talbot Road, Stretford Cycleway. (9263968)
Legal Implications:	The proposed Traffic Regulation Order is being progressed in accordance with the Road Traffic Regulation Act 1984 and the Traffic Signs Regulations & General Directions 2016 and if implemented will be enforced by the Council's Parking Services or be self-enforcing.
Equality/Diversity Implications	none
Sustainability Implications	none
Staffing/E-Government/Asset Management Implications	none
Risk Management Implications	Risk of challenge to the High Court is low.
Health and Safety Implications	Improvements to the highway network will improve safety for all road users.

Other Options

The non-implementation of the proposals to which objections have been raised would be detrimental to highway safety.

Consultation

In addition to the statutory advertising the proposals have been the subject of direct consultation with all affected frontages and with local ward councillors. The consultation was also posted on-line during the consultation period.

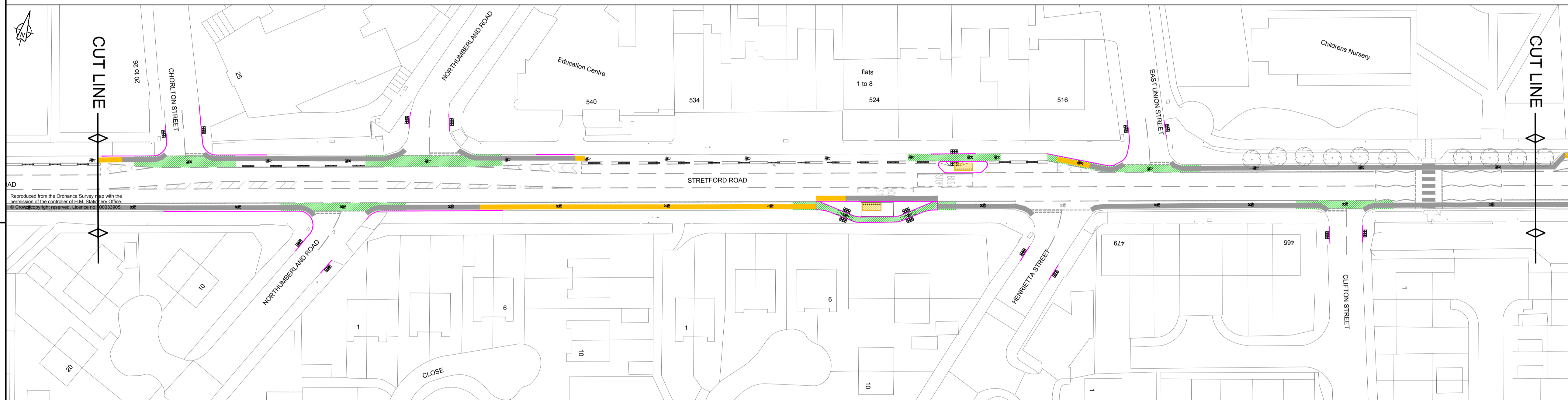
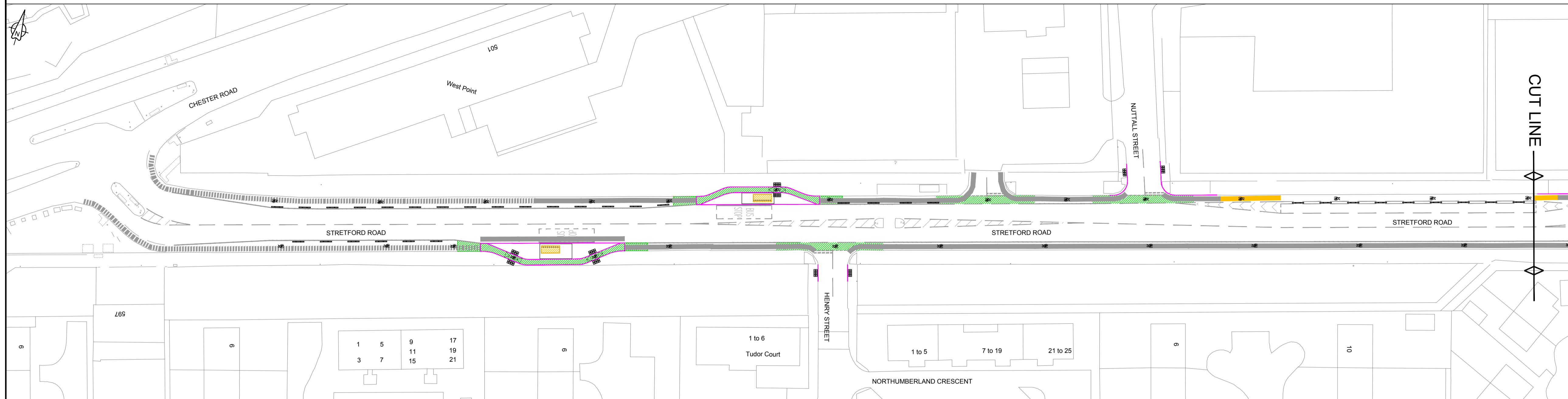
Reasons for Recommendation

To enable the proposed Traffic Order to be introduced and enforced, in the interests of promoting cycling and highway safety.










Finance Officer Clearance **MH** (Mark Hughes for Technical Finance Manager)
Legal Officer Clearance **CK** (Claire Kefford - Legal Services)

CORPORATE DIRECTOR, PLACE 

To confirm that the Financial and Legal Implications have been considered.




KEY

-  Existing no waiting at any time restriction
-  Existing no waiting at any time and no loading/unloading Monday to Friday 7:30am to 9:30am & 4:00pm to 6:30pm restriction
-  Proposed no waiting at any time restriction
-  Proposed bus shelter
-  Proposed kerblines
-  Proposed uncontrolled pedestrian crossing
-  Proposed uncontrolled pedestrian crossing across cycle track with ramp up / down
-  Orca and wand
-  Green cycle way surface treatment

Rev	Revision details	Chkd	Appd	Date

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Client
 **Trafford Council**

Project Name
Stretford Cycleway (Stretford Road)

Drawing Title
TMU Report

Original Drawing Size : A1 Scale : 1:500
 Dimensions : -

Drawing Status
CONSULTATION

Suitability
 I

Drawing No
CO0201013-TMU-01

Rev
 0

- Appendix B – TRO notification letter/plan



To The Occupier

Traffic & Transportation
Carrington Depot
148 Manchester Road
Manchester
M31 4QN

31st August 2017

Dear Sir / Madam,

Stretford Road Cycling Improvements – Proposed Waiting Restrictions

Work has started on a region-wide programme to improve cycling facilities. These proposed local improvements are part of the Greater Manchester wide Cycle City Programme which aims to reshape our region to make cycling safer, more accessible and part of our culture, and to connect Greater Manchester's 2.7 million residents to key destinations. More information about the wider programme here: <http://cycling.tfgm.com/Pages/Cycle-City.aspx>.

The proposed Stretford Road cycling improvement scheme is part of the proposed Stretford Cycleway which will follow the Talbot Road and Stretford Road corridor through south Manchester and north Trafford.

To support the cycling improvements the Council proposes to make some changes to parking and waiting restrictions on Stretford Road as detailed on the drawing on the reverse of this letter. The legal Notice and plans are available to view on-line at www.trafford.gov.uk/trafficregulationorders then by clicking on 'Amendment No. 194'. A copy of the Draft Order and plans, together with a statement of reasons can also be viewed at Altrincham Access Trafford, Stamford New Road, Altrincham, and at Access Trafford, Sale Waterside, Sale, during their normal opening hours.

Objections to the proposals, together with the grounds on which they are made, should be sent, in writing, to the address below or by e-mail to traffordtraffic@amey.co.uk by 21st September 2017. Any objections received will be reported back to be duly considered prior to a final decision being made. If no objections are received the proposals will be implemented as soon as is practicable.

If you have any questions please get in touch by e-mailing traffordtraffic@amey.co.uk or leave a message on the traffic section's voicemail on 0161 694 8970 and an officer will get back to you as soon as possible, although please note this may not be the same day. Please mention that your call is about the Stretford Road cycle scheme.

If you are not the owner of the property, please ensure that you bring this letter to the attention of your landlord.

Yours faithfully,

Spencer Pritchard

Spencer Pritchard
Senior Engineer
For and on behalf of One Trafford

Amey LG Limited | company number 3612746 | registered in England & Wales
Registered address at The Shearard Building, Edmund Halley Road, Oxford, OX4 4DQ
www.amey.co.uk



- **Appendix C** – comments objections received to the advertised TRO inc Officer's response

Unique ID	Objection to Proposed TRO?	Summary of Objection/Comments	Officer's Response
1	Y	Nowhere for himself, customers and deliveries to park or load/unload from if scheme is implemented. Business will suffer as a result.	<p>Detail design has been revised to ensure:</p> <ul style="list-style-type: none"> • Access to the legitimate vehicular crossings/driveway access to the forecourt area of no's. 526 to 534 Stretford Road is maintained. • Available on-street parking adjacent to no's. 526 to 534 Stretford Road is maintained without compromising legitimate vehicular access. • Loading/unloading can take place from legally parked vehicles, through adequate space to be provided by specific spacing of the reduced size Wand Orca units. <p>The Council does not recognise illegitimate vehicle access, i.e. where a kerb has been dropped/laid flush to the carriageway to provide access to a driveway or other off-street parking area. Subsequently it would not be appropriate for the design of this scheme to recognise locations where vehicles have no legitimate right of way over the footpath. Driving over the footway is an offence under section 72 of the Highways Act 1835 and is also prohibited by rule 145 of the Highway Code.</p>
2	Y	Nowhere for his customers to park and reduced parking will increase demand for on-street parking considering the flats next door. Business will suffer as a result.	<p>Detail design has been revised to ensure:</p> <ul style="list-style-type: none"> • Access to the legitimate vehicular crossings/driveway access to the forecourt area of no's. 526 to 534 Stretford Road is maintained. • Available on-street parking adjacent to no's. 526 to 534 Stretford Road is maintained without compromising legitimate vehicular access. • Loading/unloading can take place from legally parked vehicles, through adequate space to be provided by specific spacing of the reduced size Wand Orca units. <p>The Council does not recognise illegitimate vehicle access, i.e. where a kerb has been dropped/laid flush to the carriageway to provide access to a driveway or other off-street parking area. Subsequently it would not be appropriate for the design of this scheme to recognise locations where vehicles have no legitimate right of way over the footpath. Driving over the footway is an offence under section 72 of the Highways Act 1835 and is also prohibited by rule 145 of the Highway Code.</p>

3	Y	Proposal will result in problems for customer parking	<p>Detail design has been revised to ensure:</p> <ul style="list-style-type: none"> • Access to the legitimate vehicular crossings/driveway access to the forecourt area of no's. 526 to 534 Stretford Road is maintained. • Available on-street parking adjacent to no's. 526 to 534 Stretford Road is maintained without compromising legitimate vehicular access. • Loading/unloading can take place from legally parked vehicles, through adequate space to be provided by specific spacing of the reduced size Wand Orca units. <p>The Council does not recognise illegitimate vehicle access, i.e. where a kerb has been dropped/laid flush to the carriageway to provide access to a driveway or other off-street parking area. Subsequently it would not be appropriate for the design of this scheme to recognise locations where vehicles have no legitimate right of way over the footpath. Driving over the footway is an offence under section 72 of the Highways Act 1835 and is also prohibited by rule 145 of the Highway Code.</p>
4	Y	Existing allocated off-street parking will be blocked, vehicle access via dropped kerb will be block by Wand Orcas, business depends on existing on-street parking. Requesting an update on scheme after objection period.	<p>Detail design has been revised to ensure:</p> <ul style="list-style-type: none"> • Access to the legitimate vehicular crossings/driveway access to the forecourt area of no's. 526 to 534 Stretford Road is maintained. • Available on-street parking adjacent to no's. 526 to 534 Stretford Road is maintained without compromising legitimate vehicular access. • Loading/unloading can take place from legally parked vehicles, through adequate space to be provided by specific spacing of the reduced size Wand Orca units. <p>The Council does not recognise illegitimate vehicle access, i.e. where a kerb has been dropped/laid flush to the carriageway to provide access to a driveway or other off-street parking area. Subsequently it would not be appropriate for the design of this scheme to recognise locations where vehicles have no legitimate right of way over the footpath. Driving over the footway is an offence under section 72 of the Highways Act 1835 and is also prohibited by rule 145 of the Highway Code.</p>
5	Y	Proposal does not consider existing dropped kerb access and allocated parking space, the business is depended on on-street parking on north and south side of Stretford Road.	<p>Detail design has been revised to ensure:</p> <ul style="list-style-type: none"> • Access to the legitimate vehicular crossings/driveway access to the forecourt area of no's. 526 to 534 Stretford Road is maintained. • Available on-street parking adjacent to no's. 526 to 534 Stretford Road is maintained without compromising legitimate vehicular access. • Loading/unloading can take place from legally parked vehicles, through adequate space to be provided by specific spacing of the reduced size Wand Orca units. <p>The Council does not recognise illegitimate vehicle access, i.e. where a kerb has been dropped/laid flush to the carriageway to provide access to a driveway or other off-street parking area. Subsequently it would not be appropriate for the design of this scheme to recognise locations where vehicles have no legitimate right of way over the footpath. Driving over the footway is an offence under section 72 of the Highways Act 1835 and is also prohibited by rule 145 of the Highway Code.</p>

- **Appendix D** – letter/plan CO00201013-C-01 sent to objectors in response to comments received, confirming modification to scheme to be included in detailed design



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Traffic & Transportation
 Tatton House
 11 Caldey Road
 Roundthorn Industrial
 Estate
 Manchester
 M23 9LF
 16th April 2018
 CO00201013

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Stretford Road Cycling Improvements – Proposed Waiting Restrictions

As you will recall, in September 2017, Trafford Council published its intention to introduce a Traffic Regulation Order (TRO) (reference Amendment No. 194) in relation to the above matter to which you formally submitted an objection via email and letter dated 20th September 2017.

Further to the issues and points raised by you and others relating to this proposal, the design of the works to be implemented has been revised.

Please find attached plan number CO00201013-C-01 which provides detail of the revised proposal near your property.

Further to the issues raised the revised proposal will;

- Maintain access to the legitimate vehicular crossings/driveway access to the forecourt area of no's. 526 to 534 Stretford Road.
- Maintain the available on-street parking adjacent to no's. 526 to 534 Stretford Road.
- Allow loading/unloading to take place from parked vehicles, through adequate space to be provided between the Wand Orca units.

The Council does not recognise illegitimate vehicle access, i.e. where a kerb has been dropped/laid flush to the carriageway to provide access to a driveway or other off-street parking area. Subsequently it would not be appropriate for the design of this scheme to recognise locations where vehicles have no legitimate right of way over the footpath. Driving over the footway is an offence under section 72 of the Highways Act 1835 and is also prohibited by rule 145 of the Highway Code.

Continued.....

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 Registered address at The Shearad Building, Edmund Halley Road, Oxford, OX4 4DQ
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Taking the above into consideration, I would be grateful to receive your further comments and confirmation whether you wish to maintain your objection to the proposed TRO or having considered the revised design and points raised, you no longer wish to formally object to the proposed TRO. Responses can be made via the above postal or email address.

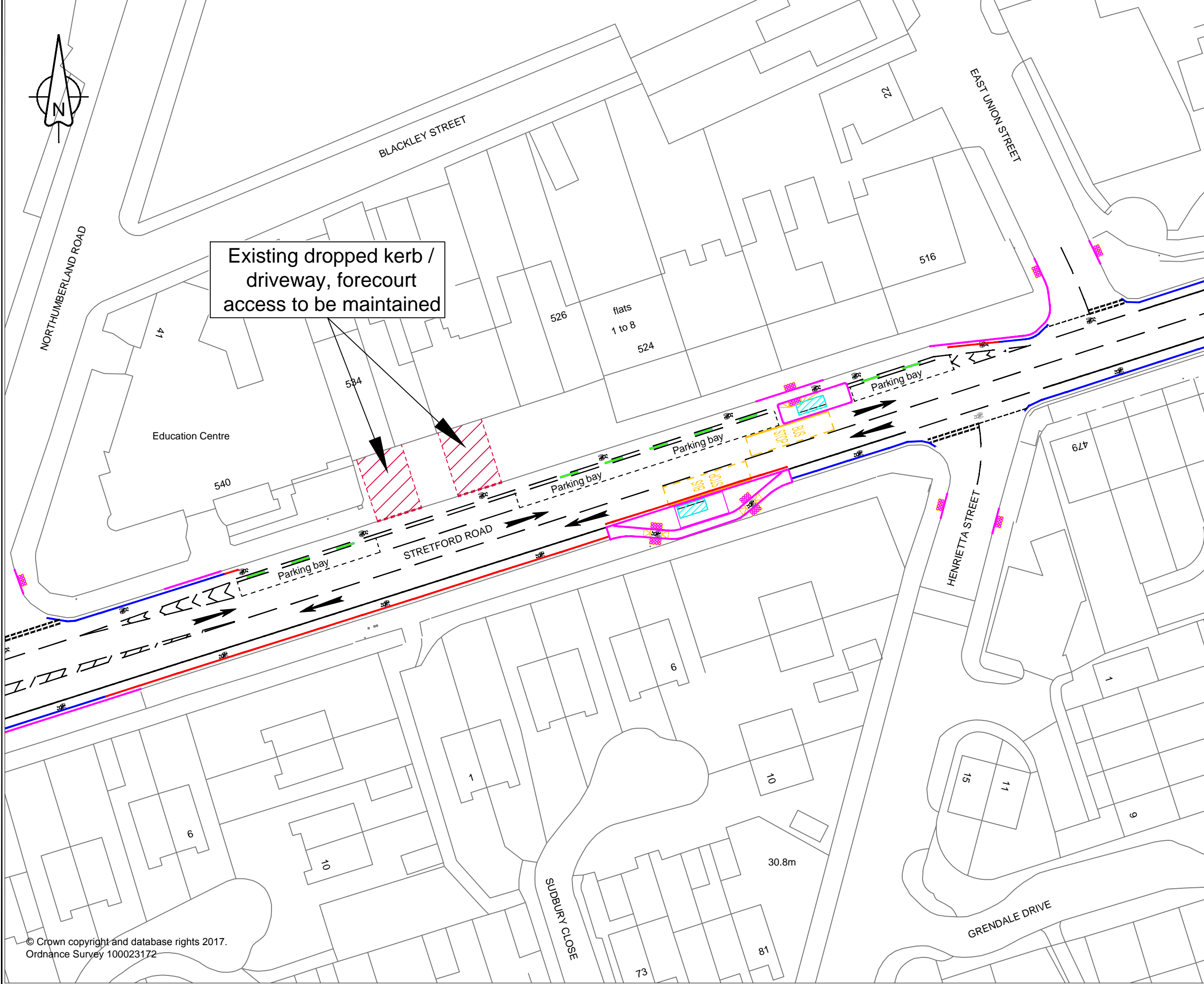
I hope the information is clear but if you have any questions please get in touch by e-mailing traffordtraffic@amey.co.uk or by leaving a message on the traffic section's voicemail on 0161 694 8970 and an officer will get back to you as soon as possible, although please note this may not be the same day. When leaving a telephone message please mention that your call is about the Stretford Cycleway scheme.

Thank you for your cooperation with this matter.

Yours faithfully,

Spencer Pritchard

Spencer Pritchard
Senior Engineer
For and on behalf of One Trafford



DESIGN HAZARDS

(The following information has been collected from Preconstruction Information and the Amey CDM Hazard Management Process.)

1. Please enter project specific hazards here.

- KEY**
- Existing no waiting at any time restriction
 - Proposed no waiting at any time restriction
 - Proposed bus shelter
 - Proposed kerbline
 - Proposed uncontrolled pedestrian crossing
 - Proposed uncontrolled pedestrian crossing across cycle track with ramp up / down
 - Rediweild Greenwich Wand Orca 2500mm long x 175mm wide with 800mm high x 80mm diameter rebound pole cones (wands) within mandatory cycle lane



Rediweild Greenwich Wand Orca

Rev	Revision details	Chkd	Appd	Date
	Designed: SNP			Date: 22/03/18
	Drawn: SA			Date: 23/03/18
	Checked: SNP			Date: 28/03/18
	Approved: SS			Date: 29/03/18

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Client

ONE TRAFFORD

Project Name
**Stretford Cycleway
(Stretford Road)**

Drawing Title
Consultation

Original Drg Size : A3 Scale : 1:500
Dimensions : -

Drawing Status Suitability
Consultation I

Drawing No Revision
CO00201013-C-01 0