

TRAFFORD METROPOLITAN BOROUGH COUNCIL

Report to: Executive Member for Environment, Air Quality and Climate Change
Date: July 2019
Report for: Approval
Report of: Principal Engineer, Traffic and Transportation, One Trafford.

Report Title

**Mersey Road Area, Sale (Proposed Residents' Permit Parking Scheme and Associated New and Amended Waiting and Loading/Unloading Restrictions)
CONSIDERATION OF OBJECTIONS**

Summary

A proposal to introduce a residents' permit parking scheme and associated new and amended waiting and loading/unloading restrictions was approved in July 2018 (report ref. 1325 07/18) and formally published on 30th August 2018 (Amendment No. 212) as shown on drawing number **CO00201089-D-TRO-01** appended to this report.

Following the publication of the proposed Traffic Regulation Order (TRO), 203 individual objections were received from residents, local businesses and their employees. Of those objections, 138 were received from households in the area either directly or via two petitions that were submitted. The remaining 65 objections were from businesses in the area.

Having considered the objections and petitions received along with the results of previous consultations, approval is sought to make, with minor modifications and introduce the TRO as shown on drawing number **CO00201089-D-TRO-02** and as described in the Schedules to this report.

Several omissions were made in error during the original advertisement of the proposed TRO. For those omitted proposals to be progressed, they will now need to be advertised independently from the main scheme, as shown on drawing number **CO00201089-D-TRO-PH2**.

Recommendations

Approval is sought to the following:

- 1) That the results of the consultation be noted.
- 2) That following careful consideration of the objections, petitions and comments received, authorisation be given to make with minor modifications and introduce the Traffic Regulation Order, detailed in Schedules 1 & 2 and shown on **Drawing No. CO00201089-D-TRO-02** within this report, as soon as is practicable.
- 3) That the objectors and petitioners are notified of the Council's decision.
- 4) That authorisation be given to advertise the intention of making the Traffic Regulation Order referred to in schedule 3 to this report, as shown on drawing number **CO00201089-D-TRO-PH2** and, if no objections are maintained, that the Order be made, in whole or in part, and the proposal implemented, with a view to being introduced after those measures outlined in schedules 1 & 2.

Contact person for further information:

1.0 BACKGROUND

- 1.1 The Council has been contacted by residents and Ward Members who have requested that consideration be given to the introduction of a residents' parking scheme and additional waiting and loading restrictions in the Mersey Road area, Sale.
- 1.2 Typically, residential roads to the north west of Cross Street are experiencing high levels of long stay parking demand from employees of businesses in this locality and from shoppers visiting the retail area in and around Cross Street.
- 1.3 The original proposal sought to introduce a residents' permit parking scheme and additional waiting and loading/unloading restrictions. Additionally, to ensure traffic can freely flow along these residential roads and to maintain access for essential service vehicles and refuse vehicles etc. additional restrictions of no waiting and no loading/unloading at any time were also proposed.
- 1.4 Approval to consult with residents on the original proposal was granted following consideration of report ref. 1275 (03/17).
- 1.5 Subsequently, a consultation exercise was completed in May 2017. The results of which are;
- 1200 documents delivered.
 - 371 responses received – a response rate of 31%.
 - 57% (212) of respondents were supportive of the introduction of resident parking controls.
- 1.6 An in-depth analysis of the consultation responses was conducted between officers and Ward Members at a meeting convened in September 2017. Further to this meeting, it was clear that within the original consultation area, there was a divide between roads where a majority of respondents considered there to be a need for parking controls (Area 1, closest to A56) and residents of roads that did not consider there to be any need whatsoever.
- 1.7 Based on a TRO being progressed for Area 1, a number of roads were identified within the remaining area that would likely experience a transfer of demand for long stay on-street parking. These roads were grouped as Area 2 and the remaining roads grouped as Area 3.
- 1.8 In December 2017, residents of roads in Area 1 and Area 3 were informed of the results of the consultation exercise. At the same time, residents of roads in Area 2 were notified of the results and were further consulted on whether they were supportive of the introduction of parking controls in their road in light of the results of the consultation from residents of roads in Area 1 and the likelihood of a TRO being implemented in Area 1 roads and risk of transfer of long stay on-street parking. The areas are shown on drawing No.CO00201089-C-03 for information.
- 1.9 The results of the additional consultation exercise for Area 2 residents are;

- 118 documents delivered.
- 39 responses received – a response rate of 33%.
- 76% (25) of respondents were supportive of the introduction of resident parking controls.

1.10 It was therefore considered appropriate to include Area 2 roads in the proposed TRO to be progressed.

1.11 A proposal to introduce a residents' permit parking scheme and associated new and amended waiting and loading/unloading restrictions was subsequently approved in July 2018 (report ref. 1325 07/18) and formally published on 30th August 2018 (Amendment No. 212).

1.12 The published proposal is shown on drawing number CO00201089-D-TRO-01 appended to this report.

2.0 CONSIDERATION OF OBJECTIONS

2.1 Further to the publication of the proposed TRO, a total of 203 objections were received to the scheme proposal. Of those objections, 138 were received from households in the immediate area. A further 65 objections were received from local business and their employees directly adjacent to the proposal.

2.2 The Council has given careful consideration to the objections received and has provided a summary of the objections and the Council's responses in **Appendix A** to this report.

2.3 A summary on a road by road basis of the representations received from residents is as follows (2 of the representations did not state which road the resident lived in);

Arnside Grove	1	Florence Street	1	Park Road	2
Atkinson Road	3	Glebelands Road	7	Somerset Place	5
Belmont Road	3	Heywood Grove	1	Southern Road	10
Cross Street	1	Lawson Grove	2	Whitefield Road	2
Dane Mews	1	Lyons Fold	11	Mersey Road	9
Doveston Road	1	Merton Road	6	York Avenue	2
Park Avenue	3	Unknown	2		

2.4 In addition to the residential objections received, objections were received from several businesses in the immediate area and their employees. This equates to a further 65 letters/emails stating their objection to the proposed published TRO.

2.5 Arnside Grove: issues raised;

- Shared use bay and additional waiting restrictions are unjustified.

2.6 Officers Response:

- The result of the May 2017 consultation, revealed that 100% of respondents were supportive of the introduction of parking controls to address long-stay parking from non-residents, therefore it is not considered appropriate or justified to revise the proposed measures for this location.

2.7 Atkinson Road: issues raised;

- One household may require 4 individual permits.

- Insufficient on-street parking space available for residents.
- Proposed no waiting 8am to 6pm restriction particularly will disadvantage residents.

2.8 Officers Response:

- The result of the May 2017 consultation, revealed that 56% of respondents were supportive of the introduction of parking controls to address long-stay parking from non-residents.
- The proposal has been revised to remove the originally proposed no waiting 8am to 6pm restriction.
- Households will be eligible to apply for 2 permits per household and 2 vehicles may be registered to a single permit.

2.9 Belmont Road: issues raised;

- No justification for the scheme.
- Local businesses will be impacted.
- Parking demand likely to transfer, root cause of the problem has not been addressed.

2.10 Officers Response:

- Extensive areas of long-stay on-street parking will be retained throughout the area under the revised scheme presented for approval.
- Parking demand much less likely to transfer as a result.
- Proposal to introduce junction protection at the junction of Belmont Road and Park Avenue will keep the junction free of parking reducing road safety risks.

2.11 Cross Street: issues raised;

- Request also made for a loading bay on Cross Street as resident owns a business on Cross Street.
- Resident above a business premises will require a resident parking permit.

2.12 Officers Response:

- Extensive areas of long-stay on-street parking will be retained throughout the area under the revised scheme presented for approval by the removal of originally proposed no waiting 8am to 6pm restriction.
- Loading to premises fronting Cross Street will remain possible using the nearest adjacent side street available.
- It would not be possible to provide a dedicated loading facility on Cross Street due to the significant traffic flow and volume of through traffic that uses Cross Street. Additionally, the Council does not provide dedicated facilities for individual businesses on the public highway.
- Consideration is normally given to residential permit requests on roads immediately adjoining a permit scheme and if considered appropriate and justified a permit will be issued.

2.13 Dane Mews: issues raised;

- Undoped road should be included to deter and prevent parking demand from transferring from nearby roads subject to the proposed restrictions.

2.14 Officers Response:

- Extensive areas of long-stay on-street parking will be retained throughout the area under the revised scheme presented for approval by the removal of originally proposed no waiting 8am to 6pm restriction.
- Should parking transfer, further measures will be considered and progressed if justified.

2.15 Doveston Road: issues raised;

- Two residents from one household raised concerns regarding the hours of operation of the Permitted Parking Area (9am to 5pm) and requested they be extended due to issues associated with a nearby martial arts school.

2.16 Officers Response:

- The result of the May 2017 consultation, revealed that 95% of respondents were supportive of the introduction of parking controls to address long-stay parking from non-residents, therefore it is not considered appropriate or justified to revise the proposed measures for this location.
- Extensive areas of long-stay on-street parking will be retained throughout the area under the revised scheme presented for approval by the removal of originally proposed no waiting 8am to 6pm restriction.

2.17 Officers Response:

- The result of the May 2017 consultation, revealed that 73% of respondents were supportive of the introduction of parking controls to address long-stay parking from non-residents, therefore it is not considered appropriate or justified to revise the proposed measures for this location.
- No other roads would be subject to a 7am to 7pm restriction. Inconsistent times of operation throughout a scheme result in difficulties with enforcement and reduce natural compliance with the restrictions in force throughout an area.

2.18 Florence Street: issues raised;

- Insufficient parking space for resident vehicles, request for additional shared use or residents' bay opposite residential properties.

2.19 Officers Response:

- The result of the May 2017 consultation, revealed that 75% of respondents were supportive of the introduction of parking controls to address long-stay parking from non-residents. Therefore, it is not considered appropriate or justified to revise the proposed measures for this location.
- Florence Street is not wide enough to provide a marked parking bay on-street on both sides of the road and retain sufficient space for HGV access.

2.20 Glebelands Road: issues raised;

- Lack of available on-street parking fronting residential properties on south side of road due to proposed No Waiting Monday to Friday 8am to 6pm restriction.

2.21 Officers Response:

- Existing areas of long-stay on-street parking will be retained on the south side of the road under the revised scheme presented for approval by the removal of the originally proposed no waiting 8am to 6pm restriction over a substantial length. It is considered beneficial, however, to include a restriction between Gordon

Avenue and Windsor Avenue as parking in this locality often results in congestion issues during the working week, especially when loading takes place associated with businesses in the locality. Considering a specific objection from one resident, a section of waiting restriction is now proposed to operate between 9am and 5pm, Monday to Friday on the highway fronting numbers 11 / 13 Glebelands Road. It is intended that this be advertised separately and implemented following the main scheme.

- The proposal to introduce a limited waiting / permit holders parking bay operating 2 hours maximum with no return within 2 hours except for permit holders between 9am to 5pm, Monday to Friday on Glebelands Road outside numbers 15 / 17 was omitted from the original advert in error. Therefore, this part of the proposal will need to be re advertised.

2.22 Heywood Grove: issues raised;

- Lack of available on-street parking for residents.

2.23 Officers Response:

- Existing areas of long-stay on-street parking will be retained on the south east side of the road under the revised scheme presented for approval by the removal of originally proposed no waiting 8am to 6pm restriction.

2.24 Lawson Grove: issues raised;

- Insufficient parking space for resident vehicles.
- Impact on residents from Glebelands Road who use Lawson Grove as an overspill when Glebelands Road is fully occupied.

2.25 Officers Response:

- Lawson Grove has been removed from the proposal and no restrictions are now proposed as a result.

2.26 Lyons Fold: issues raised;

- Insufficient parking space for resident vehicles due to the proposed No Waiting Monday to Friday 8am to 6pm.
- On-street parking currently not an issue for residents.
- A resident permit does not guarantee a space outside an individual resident's property.

2.27 Officers Response:

- The result of the May 2017 consultation, revealed that 40% of respondents were supportive of the introduction of parking controls to address long-stay parking from non-residents.
- Due to the likelihood of parking restrictions being implemented in the adjacent Mersey Road where long-standing parking problems have been reported, parking demand is almost certain to transfer to Lyons Fold.
- Following careful consideration of the comments/objections received and the petition signed by residents of Lyons Fold a compromise situation is considered appropriate. Existing areas of long-stay on-street parking will be retained on the north and west side of the road under the revised scheme presented for approval by the removal of originally proposed no waiting 8am to 6pm restriction.

- The previously proposed shared use limited waiting and permit holder bay is to be retained in the proposal that the recommendation of this report seeks approval for.

2.28 Mersey Road: issues raised;

- Insufficient parking space for resident vehicles due to the proposed No Waiting Monday to Friday 8am to 6pm.
- Request the introduction of a 'Past the Point' scheme like Doveston Road proposal.
- A resident permit does not guarantee a space outside an individual resident's property.
- More than 2 resident permits are required.
- Cost of permits and visitor permits should not be borne by residents for an issue not created by residents.

2.29 Officers Response:

- The result of the May 2017 consultation, revealed that 80% of respondents were supportive of the introduction of parking controls to address long-stay parking from non-residents.
- 'Past the Point' parking is only recommended for those roads where it is not possible to provide parking on both sides of the carriageway and permit 2-way traffic flow.
- The modest fees for permits provide residents with a benefit (the removal during the weekday daytime of the nuisance created by vehicles parked by non-residents) that would not otherwise exist. It is Borough-wide Council policy to charge for resident and visitor permits; the fees derived contribute towards the costs of administration, the production of the permits and an element of the enforcement costs.
- A property with some form of off-street parking, i.e. driveway or garage is eligible to apply for 1 resident permit. Properties with no form of off-street parking are eligible to apply for 2 resident permits. Up to 2 vehicles can be registered to a single permit at one time. In exceptional circumstances the Council can issue more than 2 permits and requests will be considered on an individual basis based on appropriate checks and evidence being provided, i.e. council tax register, vehicle registration documents, evidence of working patterns.
- Following careful consideration of the comments/objections received sections of unrestricted long-stay on-street parking will be retained on the east side of the road under the revised scheme presented for approval with the removal of the originally proposed no waiting 8am to 6pm restriction.
- The previously proposed shared use limited waiting and permit holder bay is to be retained in the proposal that the recommendation of this report seeks approval for.

2.30 Merton Road: issues raised;

- Insufficient parking space for resident vehicles due to the proposed No Waiting Monday to Friday 8am to 6pm.
- Request the introduction of a 'Past the Point' scheme like Doveston Road proposal.
- Cost of permits and visitor permits should not be borne by residents for an issue not created by residents.

2.31 Officers Response:

- The result of the May 2017 consultation, revealed that 60% of respondents were supportive of the introduction of parking controls to address long-stay parking from non-residents. However, in view of the significant level of objection received from residents and the petition signed by residents of 18 of the 20 properties contained within Merton Road, the proposal presented in the recommendation of this report has been revised to effectively remove Merton Road all together from the proposal. The result of which is a substantial level of long-stay on-street parking in the immediate area for all non-permit holders (subject to normal Highway Code parking rules) will be provided and existing levels of on-street parking demand are likely to continue or even increase.

2.32 Park Avenue: issues raised;

- Insufficient parking space for resident vehicles due to the proposed No Waiting Monday to Friday 8am to 6pm.
- Request the introduction of a 'Past the Point' scheme like Doveston Road proposal.
- A resident permit does not guarantee a space outside an individual resident's property.
- More than 2 resident permits are required.
- Cost of permits and visitor permits should not be borne by residents for an issue not created by residents.

2.33 Officers Response:

- The result of the May 2017 consultation, revealed that 72% of respondents were supportive of the introduction of parking controls to address long-stay parking from non-residents.
- 'Past the Point' parking is only recommended for those roads where it is not possible to provide parking on both sides of the carriageway and permit 2-way traffic flow.
- The modest fees for permits provide residents with a benefit (the removal during the weekday daytime of the nuisance created by vehicles parked by non-residents) that would not otherwise exist. It is Borough-wide Council policy to charge for resident and visitor permits; the fees derived contribute towards the costs of administration, the production of the permits and an element of the enforcement costs.
- A property with some form of off-street parking, i.e. driveway or garage is eligible to apply for 1 resident permit. Properties with no form of off-street parking are eligible to apply for 2 resident permits. Up to 2 vehicles can be registered to a single permit at one time. In exceptional circumstances the Council can issue more than 2 permits and requests will be considered on an individual basis based on appropriate checks and evidence being provided, i.e. council tax register, vehicle registration documents, evidence of working patterns.
- Following careful consideration of the comments/objections received sections of unrestricted long-stay on-street parking will be retained on the east side of the road under the revised scheme presented for approval with the removal of the originally proposed no waiting 8am to 6pm restriction.
- The previously proposed shared use limited waiting and permit holder bay is to be retained in the proposal that the recommendation of this report seeks approval for.
- It should be noted that a small section of the proposed measures for Park Avenue was omitted in error from the advertised proposals, therefore, these

restrictions will need to be advertised again, as shown on drawing number **CO00201089-D-TRO-PH2** and any objections raised considered at that time.

2.34 Park Road: issues raised;

- Insufficient parking space for resident vehicles due to the proposed restrictions for Merton Road transferring parking demand to Park Road.
- Cost of permits and visitor permits should not be borne by residents for an issue not created by residents.

2.35 Officers Response:

- The result of the May 2017 consultation, revealed that 67% of respondents were supportive of the introduction of parking controls to address long-stay parking from non-residents, therefore it is not considered appropriate or justified to revise the proposed measures for this location.
- As stated above, Merton Road has effectively been removed from the proposed TRO, as such long-stay on-street parking will remain available and is unlikely to transfer to Park Road.
- The modest fees for permits provide residents with a benefit (the removal during the weekday daytime of the nuisance created by vehicles parked by non-residents) that would not otherwise exist. It is Borough-wide Council policy to charge for resident and visitor permits; the fees derived contribute towards the costs of administration, the production of the permits and an element of the enforcement costs.

2.36 Somerset Place: issues raised;

- Insufficient parking space for resident vehicles due to the proposed No Waiting Monday to Friday 8am to 6pm.
- Proposed 'Past the Point' parking should be extended to accommodate residents.
- 2 permits insufficient for some residents.

2.37 Officers Response:

- In view of the significant level of objection received from residents during the 2 consultation exercises, the proposal presented in the recommendation of this report has been revised to effectively remove Somerset Place all together from the proposal. The result of which is a substantial level of long-stay on-street parking in the immediate area for all non-permit holders (subject to normal Highway Code parking rules) will be provided and existing levels of on-street parking demand are likely to continue or even increase.

2.38 Southern Road: issues raised;

- Insufficient parking space for resident vehicles due to the proposed No Waiting Monday to Friday 8am to 6pm.
- Unrestricted road space is likely to result in congestion.

2.39 Officers Response:

- Along the north side Southern Road, the previously proposed No Waiting Monday to Friday 8am to 6pm has been removed under the revised scheme presented for approval.
- This will assist in retaining some limited long-stay on-street parking for non-residents; due to the presence of residential driveways much of this road space

will only be available for residents to effectively use to park, obstructing their own driveway.

2.40 Whitefield Road: Issues raised;

- Request inclusion in the proposed published TRO due to likely transfer of demand for long-stay on-street parking.

2.41 Officers Response:

- Whitefield Road extends beyond the identified scheme boundary and does not have a history of indiscriminate and inconsiderate parking associated with long-stay non-residential vehicles.
- The removal of Merton Road from the proposal all together (subject to the approval of the recommendation of this report) will effectively provide a substantial level of long-stay on-street parking in the immediate area for all non-permit holders (subject to normal Highway Code parking rules) and will assist in preventing the transfer of parking demand to Whitefield Road.
- Should parking transfer, further measures will be considered and progressed if justified.

2.42 York Avenue: Issues raised;

- Level of on-street parking appears set to increase.
- Unrestricted road space is likely to result in congestion/safety issues.
- Lack of enforcement of existing limited waiting on-street parking bay.

2.43 Officers Response:

- The result of the May 2017 consultation, revealed that 100% of respondents were supportive of the introduction of parking controls to address long-stay parking from non-residents, therefore it is not considered appropriate or justified to revise the proposed measures for this location.
- York Avenue is currently subject to a No Waiting Monday to Saturday 8am to 5pm along its west side, while on its east side parking is permitted Monday to Saturday 8am to 5pm (1 hour no return for 1 hour). The proposal and recommendation sought to amend the hours of operation of both the No Waiting restriction and the Limited Waiting times of operation.
- The proposed TRO included standard junction protection (near Atkinson Road) to allow the effective enforcement of Highway Code Rule 243 states; "DO NOT stop or park: ... opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space, near the brow of a hill or hump bridge" It was originally thought that the proposal would provide a safe and clear distance to allow a vehicle to turn into York Avenue before encountering a parked vehicle in the small section of unrestricted road space to be provided.
- It was also assumed that the small section of unrestricted road space would provide a small increase in overall available parking in York Avenue as compared to the existing site conditions.
- After further consideration however, it is considered that the width of carriageway available on York Avenue is not adequate to allow for vehicles to be parked on both sides, therefore, it is proposed to keep the existing restrictions in place on York Avenue and not make any changes.

2.44 Business/Employee Objections: Issues raised;

- Impact on the local economy; visitors not being able to park will shop elsewhere.

- Employers will not be able to attract suitably skilled new employees.
- Existing employees will seek alternative employment due to unsustainable travel arrangements.
- Published proposed TRO does not adequately provide for non-residents and does not represent a balanced reflection of the needs of the wider Sale community.
- Views of businesses have not been acceded to in spite of significant contribution to Trafford economy and Trafford Council through business rates.

2.45 Officers Response:

- Whilst the Council does not provide dedicated on-street parking for individual businesses or their employees, the results of consultation and comments and objections received to the published proposed TRO have been fully considered and taken into account. Subsequently, the scheme has been suitably revised to remove extensive sections of the originally proposed No Waiting 8am to 6pm restriction (single yellow line). The result of which will be to effectively provide a substantial level of long-stay on-street parking in the immediate area for all non-permit holders (subject to normal Highway Code parking rules).
- Alternative long-stay off-street parking is also available in the immediate area; Q-Park Waterside is approximately 10 minutes walking distance away and provides 440 standard vehicle parking spaces. Discounted season tickets are also available should commuters regularly wish to use this facility.

2.46 Two separate petitions were also received.

2.47 Petition 1 contained signatures from 48 individual households (87 signatures). It stated, "We collectively call on Trafford Council to withdraw the above proposal presented by letter on 30th August 2018 and pledge not to penalise residents in the Southern Road / Mersey Road community by introducing a resident parking scheme"

2.48 Officers Response: From the initial consultation (May 2017), it was apparent that the majority of residents of these roads that responded, considered there to be a problem with long-stay on-street parking from non-residents and that they were supportive of the introduction of parking controls. However, following the publication of the proposed TRO and subsequent comments and objections that were received, the crux of many of these objections is the proposed No Waiting Monday to Friday 8am to 6pm (single yellow line) restriction.

2.49 Large extents of this proposed restriction have been removed from the proposal that is now presented for approval and as such it is considered that this revised proposal will acceded to the wishes of the signatories of this petition.

2.50 Petition 2 contained signatures from 19 individual households (20 signatures), 18 of which were from Merton Road. It stated, "We the undersigned object to the revised parking scheme of 30th August 2018 for the following reasons; 1. The reduction of on-road parking for residents. 2. The inconvenience and cost of permits for residents, visitors and trades people. 3. Safety issues as a result of the proposed waiting restriction on one side of the road facilitating the increased speed of through traffic"

2.51 Officers Response: From the initial consultation (May 2017), it was apparent that the majority of residents of Merton Road that responded, considered there to be a problem

with long-stay on-street parking from non-residents and that they were supportive of the introduction of parking controls. However, following the publication of the proposed TRO the petition received has been signed by residents of 18 out of 20 properties in total.

2.52 In view of this overwhelming majority of residents opposed to the measures for Merton Road specifically, as published in the proposed TRO, it is considered appropriate to remove Merton Road all together from the proposal

2.53 **Summary of amendments (road by road basis):**

Road	Summary of Revised Proposal
Abbey Road	No change
Arnside Grove	Proposed single yellow line, south east side - removed
Atkinson Road	Proposed single yellow line, south west side (between Southern Road and Merton Road) - removed
Belmont Road	No change
Denmark Road	A short extent of double yellow lines on the north east side, from its junction with Cross Street.
Doveston Grove	No change
Doveston Road	No change
Elm Grove	No change
Florence Street	No change
Glebelands Road	Proposed single yellow line, south west side (between Mersey Road and Gordon Avenue) - removed and replaced with a proposal for a short section of single yellow line on the highway just fronting numbers 11 / 13.
Gordon Avenue	No change
Heywood Grove	Proposed single yellow line, south east side - removed
Lawson Grove	All proposals removed
Lyons Fold	Proposed single yellow line, north and west side - removed
Marley Drive	No change
Mersey Road	Proposed single yellow line, east side/south east side (between Glebelands Road and Southern Road) - removed
Merton Road	All proposals removed
Park Avenue	Proposed single yellow line, north east side (between Southern Road and York Avenue) - removed
Park Road	No change
Somerset Place	All proposals removed
Southern Road	Proposed single yellow line, north side (between no.26 and Lyons Fold) – removed
Ventnor Avenue	No change
York Avenue	All proposals removed
York Road	No change

2.54 The following highlights the impact of the changes to unrestricted on-street road space outlined above;

- Advertised scheme: 394m of unrestricted on-street road space, equivalent to 72 saloon car spaces. Compared with;
- Proposed scheme: 1,432m of unrestricted on-street road space, equivalent to 260 saloon car spaces.

3.0 COMMENTS

- 3.1 **Chief Constable's View:** Greater Manchester Police would have no objection to this proposal.
- 3.2 **Chief Fire Officer's View:** No Comments received
- 3.3 **Transport For Greater Manchester's View:** No Comments received
- 3.4 **Ambulance Services' View:** There are no objections to the attached proposals
- 3.5 **Hackney Carriage Driver / Operator Representative's View:** No Comments received.
- 3.6 **Ward Member Comments:**

Councillor Rigby: *Having looked at the Officers recommendations including the recent amendments I am happy for the report to go forward*

Councillor Lamb: *Happy with the TMU report to progress to the Exec Member*

Councillor Hartley (who was elected in May 2019 has been provided with the background information to the scheme and was given the opportunity to make comments). Councillor Hartley's comments are shown below, with the officer response to each comment:

Safety at Park Rd School

There are No Waiting restrictions around the corners at the junctions of Lansdowne Rd and Park Rd and Abbey Rd and Park Rd. However, opposite the end of Abbey Rd, parking seems to be permitted on Park Rd. I'm concerned that this causes an obstruction around that area which makes it harder for parents/children to cross the road. Please could you consider extending the no waiting restriction from the corner of Lansdowne Rd/Park Rd along the west side of Park Rd past the junction with Abbey Rd. I've spoken to the residents at 75 Park Rd and they are happy for the no waiting restriction to be extended in this way.

You may also wish to consider similar restrictions on Park Rd opposite the junction with Merton Rd, which is another key crossing point for parents/children walking to Park Rd School.

Officer Response

It is already proposed to introduce double yellow lines at the junctions of Park Road / Abbey Road and Park Road / Lansdowne Road. The double yellow lines on the west side of Park Road could be extended as part of phase 2 to be in line with those proposed for the east side, just north of the junction with Abbey Road. With regards to the Merton Road junction, it is already proposed to introduce double yellow lines opposite.

Park Avenue

Residents in the unadopted cul-de-sac on Park Ave (around 26c Park Ave) have raised concerns about the 2 hour waiting time allowed on Park Ave directly opposite the cul-de-sac. They think allowed parking here will make it dangerous for them to exit onto Park

Ave. Please could you consider a no waiting restriction just for this small stretch of Park Ave.

Officer Response

Removing part of the proposed permit parking bay on Park Avenue opposite the private cul-de-sac would lead to a loss of on-street parking for residents on Park Avenue. Vehicles are already being parked on either side and opposite this junction without incident and the current proposal aims to formalise that parking. However, if future access issues arise from parked vehicles, then the council could re-visit the request to implement double yellow lines opposite the junction and carry out a consultation with immediately affected residents.

Southern Rd (north section from junction with Park Ave to Mersey Rd)

Somerset Place

Residents of these two streets have raised concerns with me about the implementation of the scheme.

During the first consultation in May 2017, a majority of residents were not supportive of parking restrictions:

- *Southern Rd – Support 9 (39%), Do not support 14*
- *Somerset Place – Support 1 (14%), Do not support 6*

On plan C-02 – these roads are shown in Area 3 – indicating that the scheme would not be implemented there. However, by plan C-03, these roads were included in Area 2, meaning the scheme would be advertised to apply there due to parking migration from Area 1. I'm not sure what changed for the counsel to re-designate these roads from Area 3 (no parking migration effect) to Area 2 (parking migration effect).

Officer Response

Plan C-02 was included within an internal report and was never publicly issued. However, on closer inspection it appears that the key denoting the areas was incorrect. The symbols for Area 2 and Area 3 were transposed in error. The Area 2 symbol should have shown the orange cross hatching and this indicated that those roads contained within the area would be subject to further consultation, which was carried out in December 2017.

However, I can see that these roads were included in the second consultation in Dec 2017 with the results as follows:

Do you think parking will transfer from Area 1?

- *Southern Rd – Yes 12, No 1*
- *Somerset Place – Yes 3, no 8.*

Options

- *Southern Rd – Do nothing 3, Restrictions as proposed 8, Alternative restrictions 2*
- *Somerset Place – Do nothing 6, Restrictions as proposed 3, Alternative restrictions 2*

So on Somerset Place, the second consultation showed a clear majority of residents who responded did not think parking migration would be a problem and did not want any restrictions, and yet the scheme is still being implemented there.

On Southern Rd, 12/13 thought parking migration would be a problem and 10/13 wanted some sort of restrictions. However, since then the council has received a petition from residents on Southern Rd/Mersey Rd objecting to the scheme and asking for it to be withdrawn. Residents in 48 households signed the petition, 25 of these households are on the northern section of Southern Rd. This is a higher rate of resident engagement than either of the council's two consultations, almost twice as many as responded to the second consultation. There are 46 households on that section, meaning that 54% of households signed the petition asking for the scheme to be withdrawn. Of the remaining 46% some may have been unwilling to sign the petition because they were in favour of the scheme, but some households may have not been contacted to seek their views, so in reality the 54% figure could be a lot higher.

I realise the plan has been adjusted so that north side of this section of Southern Road is unrestricted parking and the south side is waiting for 2 hrs max between 9am-5pm except residents.

However, given a clear majority of residents on this section of Southern Rd and on Somerset Place are against any restrictions, I think the council should respond to residents' wishes (as they have done on Merton Rd) and not implement the scheme on these two streets.

Officer Response

It is agreed that it is likely that the majority of residents on Somerset Place are against any type of parking control measures and do not believe that parking migration will take place once Area 1 is introduced. Therefore, it is proposed to remove the proposals from Somerset Place and leave that road as it is.

The decision to include Southern Road (between Lyons Fold and Park Avenue) within the scheme was due to the results of the second consultation where the majority of the respondents agreed that if Area 1 were to be introduced, their road would suffer from parking migration and that in that case, they would support the introduction of parking control measures. Also, the reason that the proposed parking bays are located on the southern side of the carriageway is in order to protect parking for the residents opposite the club at the western end. Therefore, it was felt best to leave the northern side of the carriageway un-restricted.

4.0 CONCLUSIONS

- 4.1 Careful consideration to the objections and comments received has been given and a summary of the objections and the Council's responses are shown in Appendix A.
- 4.2 It is proposed to amend the scheme to take into account these comments wherever possible. Where not possible it is considered that the relevant objections should be overruled in the interests of the effective management and regulation of the highway network and the proposed revised TRO be implemented.
- 4.3 The amended scheme significantly increases the availability of on-street unrestricted parking compared to the original proposal.
- 4.4 It is recommended that authorisation be given to make and introduce the amended Traffic Regulation Order as detailed in Schedule 1 to this report and as shown on Drawing No. **CO00201089-D-TRO-02** as soon as is practicable.

- 4.5 Should any parking migration be identified on roads in the immediate locality of the scheme, further measures will be considered and progressed if justified.
- 4.6 It is also recommended that the objectors and petitioners be informed of the Council's decision.
- 4.7 Several omissions were made in error during the original advertisement of the proposed TRO. For those omitted proposals to be progressed, they will now need to be advertised independently from the main scheme, as shown on drawing number **CO00201089-D-TRO-PH2**.
- 4.8 It is recommended, however, that the rest of the originally advertised scheme is introduced in isolation to the above omissions, as it is assumed that their introduction at a later date will not cause any significant parking issues in the short term.

5.0 SCHEDULES

- 5.1 The schedules that were originally advertised had a number of proposals omitted in error. These are detailed as numbers 1, 2 & 3 below. There are also additional proposals that are felt necessary due to a review of objections and potential mitigation measures. These proposals are detailed as 4, 5 & 6 below.
- 1) A disabled parking bay located outside number 29 Elm Grove
 - 2) The proposed Single Yellow Lines and Limited waiting / permit parking bays on Park Avenue, between Belmont Road and Southern Road
 - 3) A small section of double yellow line on the north east side of Denmark Road.
 - 4) A single yellow line on Glebelands Road outside numbers 11 / 13
 - 5) A limited waiting / permit parking bay on Glebelands Road outside numbers 15 / 17
 - 6) The double yellow lines on the west side of Park Road to be extended to be in line with those proposed for the east side, just north of the junction with Abbey Road.
- 5.2 The above elements of the proposal will now need to be formerly advertised if they are to be progressed and introduced. However, it is recommended that the rest of the originally advertised scheme is introduced in isolation to the above omissions, as it is assumed that their introduction at a later date will not cause any significant parking issues in the short term.

SCHEDULE 1

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

Street	Side	From	To	Code
Atkinson Road (Main Carriageway), Sale	south west	A point 50 metres southwest of its junction with Atkinson Road (southwest arm)	A point 8 metres northwest of its junction with York Road	7A

Atkinson Road, Sale	south west	A point 8 metres northwest of its junction with York Road	Its junction with York Road	7A5P
Denmark Road, Sale	south west	Its junction with Cross Street	A point 20 metres northwest of its junction with Cross Street	7A5P
Denmark Road, Sale	south west	A point 48 metres southeast of its cul-de-sac end	Its cul-de-sac end	6C
Elm Grove, Sale	south west	A point 105 metres northwest of its junction with Cross Street	A point 110 metres northwest of its junction with Cross Street	Dis
Elm Grove, Sale	south west	A point 119 metres northwest of its junction with Cross Street	A point 124 metres northwest of its junction with Cross Street	Dis
Mersey Road, Sale	south west	Its junction with Cross Street	Its junction with Arnside Grove	7A5P
Park Avenue, Sale	North east	A point 19 metres northwest of its junction with Cross Street	A point 116 metres northwest of its junction with Cross Street	LJ6C
Park Avenue, Sale	south west	A point 16 metres northwest of its junction with Cross Street	Its junction with York Avenue	6C
Park Road, Sale	North east	A point 13 metres northwest of its junction with Southern Road	A point 13 metres southeast of its junction with Southern Road	7A
Park Road, Sale	North east	A point 15 metres northwest of its junction with Southern Road	A point 17 metres northwest of its junction with Southern Road	7A

SCHEDULE 2

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
Abbey Road, Sale	north west	Its junction with Park Road	A point 6 metres northeast of its junction with Park Road	7A
Abbey Road, Sale	south east	Its junction with Park Road	A point 6 metres northeast of its junction with Park Road	7A
Abbey Road, Sale	north west	Its junction with Park Avenue	A point 18 metres southwest of its junction with Park Avenue	7A
Abbey Road, Sale	south east	Its junction with Park Avenue	A point 4 metres southwest of its junction with Park Avenue	7A
Abbey Road, Sale	south east	A point 4 metres southwest of its junction with Park Avenue	A point 25 metres southwest of its junction with Park Avenue	LM5ERPAJ
Abbey Road,	all	A point approximately 6	A point approximately	PP5ERPAJ

Sale	sides	metres northeast of its junction with Park Road	18(N) & 25(S) metres southwest of its junction with Park Avenue	
Abbey Road, Sale	north west	A point 73 metres northwest of its junction with Park Road	A point 78 metres northwest of its junction with Park Road	RPCaj7A
Arnside Grove, Sale	north west	Its junction with Mersey Road	A point 5 metres southwest of its junction with Mersey Road	7A
Arnside Grove, Sale	south east	Its junction with Mersey Road	A point 5 metres southwest of its junction with Mersey Road	7A
Arnside Grove, Sale	north west	A point 5 metres southwest of its junction with Mersey Road	A point 25 metres southwest of its junction with Mersey Road	LM5ERPAJ
Arnside Grove, Sale	All Sides	A point 25 metres southwest of its junction with Mersey Road	its cul-de-sac end, including its cul-de-sac end	PP5ERPAJ
Atkinson Road, Sale	south west	Its junction with York Road	A point 8 metres northwest of its junction with York Road	7A
Atkinson Road, Sale	south west	A point 8 metres northwest of its junction with York Road	A point 7 metres southeast of its junction with Atkinson Road (southwest arm)	LM5ERPAJ
Atkinson Road, Sale	North east	A point 15 metres southeast of its junction with Southern Road	A point 183 metres northwest of its junction with York Avenue	LM5ERPAJ
Atkinson Road (southeast arm), Sale	All Sides	Its junction with Atkinson Road (southwest arm)	A point 35 metres southeast of its junction with Atkinson Road (southwest arm) including turning head	PP5ERPAJ
Belmont Road, Sale	south	A point 5 metres west of its junction with Park Avenue	A point 5 metres east of its junction with Park Avenue	7A
Denmark Road, Sale	North east	A point 19 metres northwest of its junction with Cross Street	A point 28 metres northwest of its junction with Cross Street	7A
Denmark Road, Sale	south west	Its junction with Cross Street	A point 28 northwest of its junction with Cross Street	7A
Denmark Road, Sale	North east	A point 5 metres northwest of its junction with Cross Street	A point 19 metres northwest of its junction with Cross Street	LM5ERPAJ
Denmark Road, Sale	All sides	A point 28 metres northwest of its junction with Cross Street	Its cul-de-sac end	PP5ERPAJ
Doveston	North east	Its junction with Glebelands Road	A point 23 metres southeast of its	7A

Road, Sale			junction with Glebelands Road	
Doveston Road, Sale	south west	Its junction with Glebelands Road	A point 8 metres southeast of its junction with Glebelands Road	7A
Doveston Road, Sale	Both	Its junction with Mersey Road	A point 9 metres northeast of its junction with Mersey Road	7A
Doveston Road, Sale	south west	A point 8 metres southeast of its junction with Glebelands Road	A point 23 metres southeast of its junction with Glebelands Road	LM5ERPAJ
Doveston Road, Sale	All Sides	A point 23 metres southeast of its junction with Glebelands Road	A point 9 metres northeast of its junction with Mersey Road	PP5ERPAJ
Elm Grove, Sale	south west	A point 24 metres northwest of its junction with Cross Street	A point 83 metres northwest of its junction with Cross Street	LM5ERPAJ
Elm Grove, Sale	south west	A point 88 metres northwest of its junction with Cross Street	A point 139 metres northwest of its junction with Cross Street	LM5ERPAJ
Elm Grove, Sale	North east	A point 24 metres northwest of its junction with Cross Street	A point 139 metres northwest of its junction with Cross Street	LM5ERPAJ
Florence Street, Sale	south west	Its junction with Glebelands Road	A point 4 metres northwest of its junction with Glebelands Road	7A
Florence Street, Sale	North east	A point 20 metres northwest of its junction with Cross Street	A point 75 metres northwest of its junction with Cross Street	LM5ERPAJ
Glebelands Road, Sale	south west	Its junction with Gordon Avenue	A point 3 metres northwest of its junction with Gordon Avenue	7A
Glebelands Road, Sale	south west	A point 2 metres southeast of its junction with Windsor Avenue	A point 3 metres northwest of its junction with Windsor Avenue	7A
Glebelands Road, Sale	south west	A point 13 metres southeast of its junction with Doveston Road	A point 4 metres northwest of its junction with Doveston Road	7A
Glebelands Road, Sale	North east	A point 15 metres southeast of its junction with Ventnor Avenue	A point 7 metres northwest of its junction with Ventnor Avenue	7A
Glebelands	North	A point 77 metres	A point 15 metres	5C

Road, Sale	east	northwest of its junction with Florence Street	southeast of its junction with Ventnor Avenue	
Glebelands Road, Sale	North east	A point 7 metres northwest of its junction with Ventnor Avenue	A point 124 metres northwest of its junction with Ventnor Avenue	5C
Gordon Avenue, Sale	south east	Its junction with Glebelands Road	A point 11 metres southwest of its junction with Glebelands Road	7A
Gordon Avenue, Sale	north west	Its junction with Glebelands Road	A point 7 metres southwest of its junction with Glebelands Road	7A
Gordon Avenue, Sale	south east	A point 11 metres southwest of its junction with Glebelands Road	A point 60 metres southwest of its junction with Glebelands Road	LM5ERPAJ
Gordon Avenue, Sale	north west	A point 7 metres southwest of its junction with Glebelands Road	A point 52 metres southwest of its junction with Glebelands Road	LM5ERPAJ
Heywood Grove, Sale	north west	Its junction with Southern Road	A point 4 metres southwest of its junction with Southern Road	7A
Heywood Grove, Sale	south east	Its junction with Southern Road	A point 5 metres southwest of its junction with Southern Road	7A
Heywood Grove, Sale	north west	A point 4 metres southwest of its junction with Southern Road	A point 27 metres southwest of its junction with Southern Road	LM5ERPAJ
Heywood Grove, Sale	All Sides	A point approximately 27 metres southwest of its junction with Southern Road	its cul-de-sac end including its cul-de sac end	PP5ERPAJ
Lansdowne Road, Sale	both	Its junction with Park Road	A point 10 metres southwest of its junction with Park Road	7A
Lyons Fold, Sale	north	Its junction with Mersey Road	A point 3 metres west of its junction with Mersey Road	7A
Lyons Fold, Sale	south	Its junction with Mersey Road	A point 4 metres west of its junction with Mersey Road	7A
Lyons Fold, Sale	South & east	A point 49 metres west of its junction with Mersey Road	A point 61 metres north of its junction with Southern Road	7A
Lyons Fold, Sale	east	A point 8 metres north of its junction with Southern Road	Its junction with Southern Road	7A
Lyons Fold, Sale	south	A point 4 metres west of its junction with Mersey Road	A point 49 metres west of its junction with Mersey Road	LM5ERPAJ

Lyons Fold, Sale	east	A point 61 metres north of its junction with Southern Road	A point 8 metres north of its junction with Southern Road	LM5ERPAJ
Marley Drive, Sale	both	Its junction with Park Road	A point 6 metres east of its junction with Park Road	7A
Mersey Road west/east arm, Sale	south west	its junction with Cross Street	A point 2 metres northwest of its junction with Arnside Grove	7A
Mersey Road west/east arm, Sale	south west	A point 42 metres northwest of its junction with Arnside Grove	A point 55 metres northwest of its junction with Arnside Grove	7A
Mersey Road west/east arm, Sale	south west	A point 5 metres southeast of its junction with Somerset Place	A point 6 metres northwest of its junction with Somerset Place	7A
Mersey Road west/east arm, Sale	North east	A point 9 metres southeast of its junction with Doveston Road	A point 5 metres northwest of its junction with Doveston Road	7A
Mersey Road west/east arm, Sale	North east	Its junction with Mersey Road north/south arm	A point 5 metres southeast of its junction with Mersey Road north/south arm	7A
Mersey Road, north/south arm, Sale	west	Its junction with Lyons Fold	A point 2 metres north of its junction with Lyons Fold	7A
Mersey Road, north/south arm Sale	west	Its junction with Lyons Fold	A point 2 metres south of its junction with Lyons Fold	7A
Mersey Road, north/south arm Sale	north west	Its junction with Southern Road	A point 10 metres north east of its junction with Southern Road	7A
Mersey Road west/east arm, Sale	North east	A point 5 metres northwest of its junction with Doveston Road	A point 5 metres southeast of its junction with Mersey Road north/south arm	5C
Mersey Road west/east arm, Sale	south west	A point 2 metres northwest of its junction with Arnside Grove	A point 42 metres northwest of its junction with Arnside Grove	LM5ERPAJ
Mersey Road, west/east arm, Sale	south west	A point 55 metres northwest of its junction with Arnside Grove	A point 5 metres southeast of its junction with Somerset Place	LM5ERPAJ
Mersey Road, west/east arm, Sale	south west	Its junction with Southern Road	A point 6 metres northwest of its junction with Somerset Place	LM5ERPAJ
Mersey Road, north/south	north west	A point 10 metres northeast of its junction with Southern Road	A point 2 metres south of its junction with Lyons Fold	LM5ERPAJ

arm, Sale				
Mersey Road, north/south arm, Sale	west	A point 2 metres north of its junction with Lyons Fold	A point 12 metres south of its junction with Glebelands Road	LM5ERPAJ
Park Avenue, Sale	north east	A point 19 metres northwest of its junction with Cross Street	A point 114 metres northwest of its junction with Cross Street	5C
Park Avenue, Sale	south west	A point 10 metres southeast of its junction with York Avenue	A point 3 metres northwest of its junction with York Avenue	7A
Park Avenue, Sale	south west	A point 3 metres northwest of its junction with York Avenue	A point 15 metres southeast of its junction with Southern Road	LM5ERPAJ
Park Road, Sale	south west	A point 10 metres southeast of its junction with Lansdowne Road	A point 10 metres northwest of its junction with Lansdowne Road	7A
Park Road, Sale	south west	A point 97 metres northwest of its junction with Whitefield Road	A point 10 metres southeast of its junction with Lansdowne Road	LM5ERPAJ
Park Road, Sale	south west	A point 71 metres northwest of its junction with Whitefield Road	A point 97 metres northwest of its junction with Whitefield Road	7A
Park Road, Sale	South west	A point 10 metres northwest of its junction with Whitefield Road	A point 71 metres northwest of its junction with Whitefield Road	5C
Park Road, Sale	North east	A point 10 metres south of its junction with Marley Drive	A point 10 metres north of its junction with Marley Drive	7A
Park Road, Sale	North east	A point 4 metres southeast of its junction with Abbey Road	A point 5 metres northwest of its junction with Abbey Road	7A
Park Road, Sale	North east	A point 42 metres southeast of its junction with Abbey Road	A point 4 metres southeast of its junction with Abbey Road	5C
Park Road, Sale	North east	A point 6 metres northwest of its junction with Southern Road	A point 17 metres northwest of its junction with Southern Road	5C
Park Road, Sale	North east	Its junction with Southern Road	A point 6 metres northwest of its junction with Southern Road	7A
Park Road, Sale	North east	Its junction with Southern Road	A point 13 metres southeast of its junction with Southern Road	7A

Park Road, Sale	North east	A point 8 metres northwest of its junction with Merton Road	A point 13 metres southeast of its junction with Southern Road	5C
Park Road, Sale	North east	A point 9 metres south of its junction with Merton Road	A point 32 metres south of its junction with Merton Road	LM5ERPAJ
Somerset Place, Sale	both	Its junction with Mersey Road	A point 5 metres southwest of its junction with Mersey Road	7A
Southern Road, Sale	North east	Its junction with Lyons Fold	A point 10 metres southeast of its junction with Lyons Fold	7A
Southern Road, Sale	North east	A point 5 metres northwest of its junction with Mersey Road north/south arm	Its junction with Mersey Road north/south arm	7A
Southern Road, Sale	south east	A point 5 metres northwest of its junction with Heywood Grove	A point 5 metres southeast of its junction with Heywood Grove	7A
Southern Road, Sale	north west	A point 15 metres northeast of its junction with Park Road	A point 32 metres northeast of its junction with Park Road	5C
Southern Road, Sale	north west	A point 57 metres northeast of its junction with Park Road	A point 80 metres northeast of its junction with Park Road	5C
Southern Road, Sale	north west	A point 123 metres northeast of its junction with Park Road	A point 15 metres southwest of its junction with Park Avenue	5C
Southern Road, Sale	south east	A point 23 metres northeast of its junction with Park Road	A point 85 metres northeast of its junction with Park Road	LM5ERPAJ
Southern Road, Sale	south east	A point 16 metres northeast of its junction with Atkinson Road	A point 15 metres southwest of its junction with Park Avenue	LM5ERPAJ
Southern Road, Sale	south east	A point 34 metres northeast of its junction with Park Avenue	A point 5 metres northwest of its junction with Heywood Grove	LM5ERPAJ
Southern Road, Sale	south east	A point 5 metres southeast of its junction with Heywood Grove	Its junction with Mersey Road west/east arm	LM5ERPAJ
Ventnor Avenue, Sale	south west	Its junction with Glebelands Road	A point 10 metres northwest of its junction with Glebelands Road	7A
Ventnor Avenue, Sale	North east	Its junction with Glebelands Road	A point 7 metres northwest of its junction with Glebelands Road	7A

Ventnor Avenue, Sale	North east	A point 7 metres northwest of its junction with Glebelands Road	A point 57 metres northwest of its junction with Glebelands Road	LM5ERPAJ
Ventnor Avenue, Sale	south west	A point 10 metres northwest of its junction with Glebelands Road	A point 54 metres northwest of its junction with Glebelands Road	LM5ERPAJ
Windsor Avenue, Sale	north west	Its junction with Glebelands Road	A point 3 metres southwest of its junction with Glebelands Road	7A
Windsor Avenue, Sale	south east	Its junction with Glebelands Road	A point 4 metres southwest of its junction with Glebelands Road	7A

SCHEDULE 3

Intent to be advertised

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

Denmark Road, Sale	north east	Its junction with Cross Street	A point 5 metres northwest of its junction with Cross Street	7A
Elm Grove, Sale	South west	A point 83 metres northwest of its junction with Cross Street	A point 88 metres northwest of its junction with Cross Street	RPCaj7A
Glebelands Road, Sale	south west	Its junction with Gordon Avenue	A point 3 metres northwest of its junction with Gordon Avenue	7A
Glebelands Road, Sale	south west	A point 3 metres northwest of its junction with Gordon Avenue	A point 2 metres southeast of its junction with Windsor Avenue	5E
Glebelands Road, Sale	south west	A point 3 metres northwest of its junction with Windsor Avenue	A point 38 metres southeast of its junction with Doveston Road	5E
Glebelands Road, Sale	south west	A point 13 metres southeast of its junction with Doveston Road	A point 38 metres southeast of its junction with Doveston Road	LM5ERPAJ
Park Avenue, Sale	both	Its junction with Belmont Road	A point 3 metres south of its junction with Belmont Road	7A
Park Avenue, Sale	west	A point 3 metres south of its junction with Belmont Road	A point 5 metres north of its junction with Abbey Road	LM5ERPAJ
Park Avenue, Sale	west	A point 5 metres north of its junction with Abbey Road	A point 5 metres southeast of its junction with Abbey Road	7A

Park Avenue, Sale	west	A point 5 metres southeast of its junction with Abbey Road	A point 12 metres north of its junction with Southern Road	LM5ERPAJ
Park Avenue, Sale	east	A point 3 metres south of its junction with Belmont Road	A point 38 metres south of its junction with Belmont Road	LM5ERPAJ
Park Road, Sale	south west	A point 10 metres northwest of its junction with Lansdowne Road	A point 30 metres northwest of its junction with Lansdowne Road	7A

CODES:

7A5P: No Waiting at any time & No Loading Mon-Fri 7.30-9.30am & 4-6.30pm

7A: No Waiting 'at any time'

LM5ERPAJ: Limited Waiting 2 hours No Return 2 hours Mon-Fri 9am-5pm - Except 'AJ' Permit holders

5C: No Waiting Mon to Fri 8am to 6pm

RPCaj7A: Disabled badge holder permit parking At Any Time

PP5ERPAJ: Permitted Parking Area (Past the Point parking) Mon-Fri 9am-5pm – 'AJ' permit holders only

6C: No Waiting Mon-Sat 8am-6pm

5E: No Waiting Mon-Fri 9am-5pm

LJ6C: Limited Waiting 1 hour No Return 1 hour Mon-Sat 8am-6pm

6.0 APPENDICES TO THIS REPORT

- **CO00201089-D-TRO-01**
- **CO00201089-D-TRO-02**
- **CO00201089-D-TRO-PH2**
- **CO00201089-C-03**
- **Mersey Road Area Parking Scheme - Appendix A Summary of Objections and Council's Response**

Relationship to Policy Framework/Corporate Priorities	none
Financial	The cost of providing the restrictions, estimated to be £37,000, is to be funded from the 2018/19 Integrated Transport Capital budget. (9264381)
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

Leaving out the proposed restrictions to which objections have been raised would be detrimental to resident amenity, highway safety and would also lead to obstruction for other road users.

Consultation

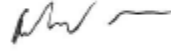
In addition to the statutory advertising the proposals have been the subject of direct consultation with all affected frontages and with local ward councillors. The consultation was also posted on-line during the consultation period.

Reasons for Recommendation

To enable the necessary parking restrictions to be introduced and enforced, to enhance resident amenity, in the interests of highway safety and to discourage obstruction of the highway.

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

CORPORATE DIRECTOR OF PLACE (electronic)



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