

## TRAFFORD METROPOLITAN BOROUGH COUNCIL

**Report to:** Director of One Trafford Partnership  
**Date:** July 2020  
**Report for:** Approval  
**Report of:** Principal Engineer, Traffic and Transportation, One Trafford.

### Report Title

**Broad Lane, Hale.  
Proposed Waiting Restrictions  
CONSIDERATION OF OBJECTIONS**

### Summary

The Council has been contacted by residents and ward members regarding inconsiderate parking on Broad Lane in Hale Barns.

Residents have mentioned that there are issues concerned with obstructive parking on Broad Lane and its junctions with Hale Road and Ashmeade which is obscuring visibility and vehicular access. There is also parking on the footways which restricts pedestrian access.

It was proposed to introduce 'no waiting any time' restrictions at the junctions of Broad Lane/Hale Road and Broad Lane/Ashmeade, and 'No waiting Monday to Friday, 8am-5pm on the eastern side of Broad Lane to improve access and road safety.

There was an informal consultation on the proposals, as shown on drawing E9024-01 Rev A. The proposals were formally advertised on 16<sup>th</sup> January 2020 which received 3 objections, with a further response supporting the proposals.

Having considered the objections received, approval is sought to introduce the restrictions as advertised in accordance with drawing E9024-01 Rev A.

### Recommendations

Approval is sought to the following:

- 1) That the results of the consultation and objections received 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, as detailed in Schedule 1 and as shown on Drawing E9024-01 Rev A 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: Keith Harris

Telephone No: 07514 971807

## **1.0 BACKGROUND**

- 1.1 Broad Lane is a residential road situated between A538 Hale Road and Bankhall Lane in Hale Barns. The properties are predominantly detached, with residents having off street parking facilities.
- 1.2 Complaints have been received from residents about parking issues on Broad Lane, which include workers from a nearby hotel administration building, parking on and too close to the Broad Lane/Hale Road junction. This parking restricts visibility at the junction, which in turn affects safe vehicular access for vehicles turning in and out of the junction. There have also been complaints about vehicles parking too close to the Broad Lane/Ashmeade junction, which is causing similar visibility issues for motorists negotiating this junction.
- 1.3 It was therefore proposed to introduce 'No waiting at any time' waiting restrictions to remove parking at these junctions which will improve road safety and access.
- 1.4 Complaints have also been received about vehicles parking on the footway on Broad Lane to the south of the junction with Hale Road. Vehicles have been observed on occasions almost entirely blocking the footway which then forces pedestrians to walk in the carriageway. This compromises road safety and access especially for vulnerable pedestrians. Investigations indicate that some of this parking is being undertaken by contractors working at a series of on-going developments on properties along Broad Lane and occurs predominantly during the day time.
- 1.5 An informal consultation was undertaken with residents which resulted in a mixture of responses, but the consensus was that there were parking issues on Broad Lane, which were detrimental to safe vehicular and pedestrian access. Concern was expressed that proposed waiting restrictions may lead to parking being transferred to other nearby locations, which is a possibility, but it would most likely be to locations less hazardous.
- 1.6 Having considered the original parking complaints, the feedback from the informal consultation, and site observations it was considered appropriate to seek to introduce a Traffic regulation order to provide waiting restrictions as indicated on the attached plan E9024-01 Rev A and the schedule contained within this report.

## 2.0 FORMAL ADVERTISEMENT

- 2.1 The formal advertisement of the proposals was undertaken on 16<sup>th</sup> January 2020 for three weeks, which included advertisement in a local newspaper, on the Council's website and letters and plans being delivered to all residents in the area.
- 2.2 During the formal advertisement, 3 objections were received from residents, with one email offering support for the proposed restrictions.

## 3.0 CONSIDERATION OF THE OBJECTIONS

- 3.1 During the formal advertisement of the proposals 3 objections were received from residents, details of which are as shown in the table below. In addition there was one email in support of the proposals.
- 3.2 A summary of the objections received, and the points raised are detailed in the table as follows:

OBJECTION	RESPONSE
<p><b>Objection 1</b></p> <p>The current plans you have proposed for yellow lines don't include any lines on the side of our house (xx Broad Lane). We live on a slight curve and already have trouble getting out of driveway when cars and vans are parked directly outside our house.</p> <p>My neighbours and I already have mirrors on trees to help us see but I feel if you don't include lines on our side of the road we will find it even hard to leave our driveway safely. As you are probably aware Broad Lane is an extremely busy road. So I am asking the council to consider painting yellow lines on our side of the road as well as the rest of the road.</p>	<p>Taking into account the informal consultation, while there was a mixture of responses, the consensus was that there were parking issues on Broad Lane but it is considered that installing restrictions on both sides of Broad Lane would be over-restrictive.</p> <p>The restrictions were proposed only on the eastern side of the road as that is the side the majority of pedestrians use, particularly as the footway on the west side is very narrow and for the majority doesn't meet the desirable minimum 1.2m width.</p> <p><b>Recommended to overrule as an objection</b></p>
<p><b>Objection 2</b></p> <p>I would like to object to and table an alternative idea to the proposed 'yellow line' parking restrictions on</p>	<p>Residents do not have an inherent right to be able to park their vehicles outside or in the vicinity of their own</p>

<p>the full length of Broad Lane as I mentioned in my previous response to the proposals.</p> <p>As a Broad Lane resident of 21 years, the traffic and parking situation has only ever been a problem when developments are being completed and the sheer volume of traffic is because of contractors and delivery vehicles related to these developments. I believe there is now just one development to be completed, there were three at the time of your last proposal. Once planning is approved there is no schedule system to allow one development at a time. As a resident this is very frustrating, not just because of the volume of traffic but the damage caused to the road surfaces by these heavy goods vehicles. At certain times of the day, there is a build up of traffic where Broad Lane meets Hale Road because of the school a little further down the road.</p> <p>However, whilst I agree with the need to double yellow lines at the entrance to Broad Lane from Hale Road and Ashmeade for the sake of safety, adding the proposed parking restrictions to the full length of Broad Lane will have consequences in the long term for residents and will mean my family and visitors will not be able to park outside my property. Our house is situated on one of the narrowest parts of Broad Lane, with particularly narrow footpaths and parking on the side of the road without the proposed restrictions will be nearly impossible and would likely block the road.</p> <p>Maybe a permit system could be introduced so that legitimate residents (and their visitors) are able to park on the road. Alternatively,</p>	<p>property.</p> <p>However, the Council has introduced a number of residents' parking schemes within various parts of the Borough. These are generally in areas where the residents rely solely on parking spaces on-street as the only way they can park close to their homes. All properties on Broad Lane have off-street parking, and residents would not be eligible for permits. Therefore, a parking permit scheme is not appropriate for Broad Lane.</p> <p>Taking into account the informal consultation, while there was a mixture of responses, the consensus was that there were parking issues on Broad Lane, which were detrimental to safe vehicular and pedestrian access.</p> <p><b>Recommended to overrule as an objection</b></p>
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<p>maybe consider yellow lines only on the wider parts of the road.</p> <p>In addition, whatever is decided, can I be assured that whilst the painting of the yellow lines is taking place, that the road surface will be renewed.</p>	
<p><b>Objection 3</b></p> <p>I am a resident of Broad Lane and as such was pleased to receive your letter of 16 January 2020. I do not recall receiving the letter you mentioned in late 2018, so I am pleased to have the opportunity to comment now.</p> <p>I agree that the parking of vehicles has long been a dangerous problem on Broad Lane, as you outlined, and I very much welcome and support the proposals set out in your letter.</p> <p>I would like to raise a related problem on Broad Lane at the point shown. People habitually park in the area shaded yellow (at the southern end of the proposals opposite Bankhall Lane) to post letters, or indeed for other reasons. This forces vehicles travelling down Broad Lane to move out into the middle of the road where Broad Lane joins Bankhall Lane – at precisely the point where vehicles are turning left from Bankhall Lane onto Broad Lane where visibility up Broad Lane is difficult. The potential for a collision is great and I have witnessed many near misses. I feel strongly that in the interest of safety, parking should be restricted with double yellow line in the area shaded yellow. I appreciate that people will want to park in order to post letters etc, but parking could be more safely allowed just south of the letter box. At this point vehicles are turning right from the second junction of Bankhall Lane onto Broad Lane and the splay</p>	<p>Some amount of on-street parking near letter boxes is desirable to cater for access. No issues related to obstructive or inconsiderate parking in the vicinity of the letter box were raised as part of the informal consultation process or on-site observations.</p> <p>It is recommended the restrictions be implemented as advertised.</p> <p><b>Recommended to overrule as an objection but after the restrictions are implemented the area around Broad Lane/Bankhall Lane will be kept under observation. If parking does migrate to this location consideration will be given to the introduction of additional waiting restrictions.</b></p>

of the road is such that visibility up Broad Lane is far better. Vehicles parked in the area shaded yellow also affect safe vehicular access for vehicles turning into and out of the junction of Broad Lane and the private lane (shaded pink) on which the properties numbered 25, 25A, 25B and 25C Broad Lane are situated.	
<b>Comment in support:</b> I would like to emphasise that the proposals are a safety measure to help prevent serious accidents and deaths.	Noted

3.3 The Council has given careful consideration to the objections received and has provided a summary of the objections and the Council's response in the table above.

3.4 The Council concludes that the objections should be overruled and the proposal implemented as advertised. After the restrictions are implemented the area around Broad Lane/Bankhall Lane will be kept under observation. If parking does migrate to this location consideration will be given to the introduction of additional waiting restrictions.

#### 4.0 COMMENTS

4.1 **Chief Constable's View:** GMP have no objection to this proposal and would support Trafford MBC's commitment to monitor the area post installation to ascertain whether further 'pinch points' are subsequently created and consider additional measures if deemed necessary.

4.2 **Chief Fire Officer's View:** None received.

4.3 **Transport for Greater Manchester's View:** None received.

4.4 **Ambulance Services' View:** None received.

4.5 **Hackney Carriage Driver / Operator Representative's View:** None received.

4.6 **Ward Members' Comments:**

**Cllr David Morgan:** Is happy with the report.

**Cllr Dylan Butt:** None received.

**Cllr Patrick Myers:** In agreement with the proposal

## 5.0 CONCLUSIONS

5.1 All relevant matters referred to by the objectors have been taken into account and the Council concludes that the objections should be overruled and the proposal should be implemented as advertised.

5.2 It is also recommended that the objectors be informed of the Council's decision.

## 6.0 SCHEDULES

Borough of Trafford (Prohibition of Waiting and Loading and Provision of Parking) Order 2001, as amended: *to be amended to include the following:* -

### Schedule 1

Street	Side	From	To	Code
Ashmeade, Hale Barns	Both	Its junction with Broad Lane	A point 10 metres east from its junction with Broad Lane.	7A
A538 Hale Road, Hale Barns	South West	Its junction with Broad Lane	A point 10 metres north west from its junction with Broad Lane.	7A
A538 Hale Road, Hale Barns	South West	Its junction with Broad Lane	A point 20 metres south east from its junction with Broad Lane.	7A
Broad Lane, Hale Barns	Both	Its junction with A538 Hale Road	A point 20 metres south from its junction with Hale Road.	7A
Broad Lane, Hale Barns	East	Its junction with Ashmeade	A point 10 metres south of its junction with Ashmeade.	7A
Broad Lane, Hale Barns	East	Its junction with Ashmeade	A point 10 metres north of its junction with Ashmeade.	7A
Broad Lane, Hale Barns	East	A point 20 metres south from its junction with Hale Road	A point 10 metres north of its junction with Ashmeade.	5S
Broad Lane, Hales Barns	East	A point 10 metres south from its junction with Ashmeade	To its junction with Bankhall Lane.	5S

### Codes:

7A No Waiting 'At Any Time'



5S - No Waiting 'Monday to Friday, 8am to 5pm'

## **Appendix**

E9024-01 Rev A Proposed Waiting Restrictions

Relationship to Policy Framework/Corporate Priorities	none
Financial	The cost of providing the restrictions, estimated to be £1,000, is to be funded from the Integrated Transport Capital budget. (9264890)
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**

Including the proposed restrictions to which objections have been raised would be detrimental to resident amenity. After the restrictions are implemented the area around Broad Lane/Bankhall Lane will be kept under observation. If parking does migrate to this location consideration will be given to the introduction of additional waiting restrictions.

### **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**

**MCJH (Mark Hughes for Technical Finance Manager)**

**Legal Officer Clearance**

**CK (Claire Kefford for Legal Services)**

**Ward: Hale Barns**

**1358 (07/20)**

**CORPORATE DIRECTOR OF ECONOMIC GROWTH, ENVIRONMENT AND INFRASTRUCTURE** (electronic)

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

