

## TRAFFORD COUNCIL

**Report to:** Executive Member for Environmental and Regulatory Services  
**Date:** June 2021  
**Report for:** Approval  
**Report of:** Principal Engineer, Traffic and Transportation, One Trafford.

### Report Title

**High Elm Road area, Hale Barns  
Proposed Waiting Restrictions  
CONSIDERATION OF OBJECTIONS**

### Summary

The Council has been contacted by residents and ward members regarding inconsiderate parking in the High Elm Road area of Hale Barns. A subsequent informal consultation also raised similar issues.

Residents mentioned that there are issues concerned with parking from people using Manchester Airport, who often leave their vehicles for long periods of time close to the junctions of High Elm Road/Hale Road and High Elm Road/Warren Drive. This parking is restricting visibility for vehicles negotiating these junctions which compromises road safety.

Parking predominantly at the opening and closing times of Elmridge Primary School close to the junctions of High Elm Road/Elmridge Drive and Elmridge Drive/Wilton Drive is restricting access and visibility for pedestrians and vehicles, which compromises road safety for both pedestrians and vehicles.

The proposals, as shown on drawing E9086-F were formally advertised on 8<sup>th</sup> October 2020 and received 19 objections and 1 other representation.

Having considered the objections received, approval is sought to introduce the restrictions as advertised in accordance with drawing E9086-F.

### 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 E9086-F within this report, as soon as is practicable.
- 3) The area will be monitored following the introduction of these restrictions and a further report, for additional restrictions or amendment of existing, progressed in due course if required.
- 4) That the objectors be informed of the decision made.

Contact person for further information:

Name: Keith Harris

**Ward: Hale Barns**

1359 (06/21)

## **1.0 BACKGROUND**

- 1.1 High Elm Road is a residential road between A538 Hale Road and Tithebarn Road in Hale Barns. High Elm Road can be relatively busy especially at peak times and is on the route of two bus services.
- 1.2 This area is located close to Manchester Airport and Elmridge Primary School which is situated on Wilton Drive and is accessed from the south east via High Elm Road and Elmridge Drive.
- 1.3 Currently there are minimal waiting restrictions in the area, except for a School Keep Clear Marking outside Elmridge Primary School and junction protection 'No waiting at any time' restrictions on Elm Ridge Drive at its junction with A538 Hale Road.
- 1.4 Complaints have been received that on occasions vehicles from people using Manchester Airport are being parked on High Elm Road for extended periods of time, especially close to its junctions with A538 Elm Road and Warren Drive. This is restricting visibility which causes a road safety problem.
- 1.5 It has also been reported that at Elmridge Primary School opening and closing times vehicles are being parked at the High Elm Road/Elmridge Drive and at the Elmridge Drive/Wilton Drive junctions. These junctions are located on a popular pedestrian route to Elmridge Primary School and this parking is restricting access and visibility for both pedestrians and vehicles.

## **2.0 INFORMAL CONSULTATION**

- 2.1 In May 2019, the Council carried out an informal consultation with residents and affected frontages in High Elm Road, High Elm Drive, Elmridge Drive, Wilton Drive, Warren Drive and Hale Road, who all received a consultation letter and questionnaire seeking their views on parking issues in the area. Residents raised similar issues such as parking on High Elm Road close to the junction with Hale Road and Warren Drive. The issue regarding parking at School opening and closing times was also mentioned.
- 2.2 Having considered the original parking complaints, the feedback from the informal consultation, and site observations by Traffic Engineers, it was considered appropriate to seek to introduce a Traffic Regulation Order to provide junction protection waiting restrictions at four locations; High Elm Road/Elmridge Drive, Elmridge Drive/Wilton Drive, High Elm Road/Warren Road and High Elm Road/Hale Road.
- 2.3 It was not felt appropriate to propose more widespread restrictions to tackle all day or school pick up/drop off parking away from the junctions, as this could merely displace the parking to other locations.

## **3.0 FORMAL ADVERTISEMENT**

- 3.1 The formal advertisement of the proposals was undertaken on 8<sup>th</sup> October 2020 for three weeks, which included advertisement in a local newspaper, on the Council's website, and letters and plans being delivered to residents in the area.

3.2 During the formal advertisement, 20 comments were received and 19 were objections to some aspect of the proposals. Eight live on High Elm Road, seven on Warren Drive, 3 on High Elm Drive, 1 on Wilton Drive and 1 on Hale Road.

#### **4.0 CONSIDERATION OF THE OBJECTIONS**

4.1 The detail of the objections/representations received, and responses are detailed in Appendix 2. The points raised can be summarised as follows.

- One says that restrictions at the High Elm Road/Elmridge Drive junction may cause more problems than it fixes, however another resident asks for additional restrictions to be placed opposite Elmridge Drive.
- One says the restrictions are inadequate and asks that waiting limited to 4 hours is introduced on the whole of High Elm Road.
- One says the parking problems will increase on High Elm Drive.
- One says a rethink is needed but offers no suggestion.
- One says the parking will not be resolved on the bend on High Elm Road between Warren Drive and Ravenswood Drive
- One says parking will be pushed along High Elm Road to between Greengate and Longsides Road.
- One says double yellow lines should be extended along High Elm Road from Hale Road.
- Three ask for restrictions to be imposed at the junction of High Elm Road and High Elm Drive, however one respondent does NOT want restrictions there.
- Seven respondents ask for the restrictions on High Elm Road either side of Warren Drive to be longer than advertised.
- One suggests that the restrictions will make parking worse on Hale Road/Brooks Drive.

4.3 The Council has given careful consideration to the representations received and has provided a summary of the objections and the Council's response in the table in Appendix 2.

4.4 One resident who has requested yellow lines around the corners of the junction of High Elm Road and High Elm Drive sent a copy of an independent report prepared on behalf of residents in order to respond to planning application 92659/FUL/17, by Elmridge Primary School, to expand the school in 2017. A copy of the report is attached for reference in Appendix 3. The planning application was granted with no conditions relating to on-street parking controls.

4.5 The Council concludes that the objections should be overruled and the proposal implemented as advertised. After the restrictions are implemented, parking will be kept under observation.

If parking does migrate to other locations consideration will be given to the introduction of additional waiting restrictions.

## 5.0 COMMENTS

5.1 **Chief Constable's View:** None received

5.2 **Chief Fire Officer's View:** None received

5.3 **TfGM – Traffic Managers (Bus Operations) View:** No comments or issues to raise

5.4 **Ambulance Service's View:** No objections to the proposals

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

5.6 **Ward Members' Comments:**

**Councillor Morgan:** There is an issue through Warburton Green with airport parking, which would be good to be looked at eventually, but these proposals will displace minimal parking onto other parts of the road but will significantly improve safety. I'm happy to agree to them.

**Councillor Myers:** None received.

**Councillor Butt:** The issue of obstructive/inappropriate parking at the locations detailed in the report have been a source of complaints for several years now. Consequently, it has become increasingly hazardous for local residents, pedestrians and other road users. I believe the proposed restrictions will be welcome by local residents on the whole and note that the parking will be kept under observation. Please note my agreement with the recommendations in the report.

## 6.0 CONCLUSIONS

6.1 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.

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

## 7.0 SCHEDULES

**This is the suggested Schedule to be implemented.**

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
A538 Hale Road, Hale Barns	South East	Its junction with High Elm Road	A point 15 metres south east of its junction with High Elm Road	7A
A538 Hale Road, Hale Barns	South East	Its junction with High Elm Road	A point 10 metres north west of its junction with High Elm Road	7A

High Elm Road, Hale Barns	South East	Its junction with A538 Hale Road	A point 18 metres south of its junction with A538 Hale Road	7A
High Elm Road, Hale Barns	North West	Its junction with A538 Hale Road	A point 16 metres south of its junction with A538 Hale Road	7A
High Elm Road, Hale Barns	South East	Its junction with Warren Drive	A point 15 metres north east of its junction with Warren Drive	7A
High Elm Road, Hale Barns	South East	Its junction with Warren Drive	A point 10 metres south west of its junction with Warren Drive	7A
High Elm Road, Hale Barns	North East	Its junction with Elmridge Drive	A point 5 metres south east of its junction with Elmridge Drive	7A
High Elm Road, Hale Barns	North East	Its junction with Elmridge Drive	A point 5 metres north west of its junction with Elmridge Drive	7A
Elmridge Drive, Hale Barns	Both sides	Its junction with High Elm Road	A point 5 metres north east of its junction with High Elm Road	7A
Elmridge Drive, Hale Barns	South East	Its junction with Wilton Drive	A point 5 metres north east of its junction with Wilton Drive	7A
Elmridge Drive, Hale Barns	South East	Its junction with Wilton Drive	A point 5 metres south west of its junction with Wilton Drive	7A
Wilton Drive, Hale Barns	Both sides	Its junction with Elmridge Drive	A point 5 metres south east of its junction with Elmridge Drive	7A

**Codes:**

7A - No Waiting 'At Any Time'

Appendix 1 – Drawing E9086-F

Appendix 2 – Table of comments received and responses

Appendix 3 – Transport Technical Note 17488/TN/01 – regarding planning application 92659/FUL/17

## APPENDIX 2 – TABLE OF COMMENTS RECEIVED AND RESPONSES

No.	Address	Comments	Response
1	High Elm Road	<p>Parking on High Elm Road is busy most days. The parents parking for the school are often inconsiderate in how they park and block driveways etc. I would be concerned that by placing restrictions at the junction of High Elm Road and Elmridge Drive it would cause more inconsiderate parking at school drop off and pick up times as the parents would have fewer places to park and could park in even more inconsiderate ways.</p> <p>The junction of High Elm Road and Hale Road is very dangerous because there are often cars parked - whether the cars are left as a result of people travelling from the airport I am not sure but I do know that the parking causes problems.</p> <p>I recognise that something needs to be done but I am concerned that particularly at the junction of High Elm Road and Elmridge Drive it may cause more problems that it fixes.</p>	<p>The advertised proposals were in response to the informal resident's consultation undertaken last year where most respondents commented about safety at junctions. Some respondents did ask for longer lengths of restrictions, but comments have also been received about the danger of merely transferring parking to other locations should be the measures be too widespread.</p> <p>The proposals suggested were considered the minimum necessary to 'protect' junctions from parked cars, which accords with advice to motorists in the Highway Code not to stop or park opposite or within 10 metres (32 feet) of a junction.</p> <p><b>Recommended to overrule as an objection</b></p>
2	High Elm Road	<p>I am commenting only on the proposal for the area of High Elm Road from Hale Road to around Warren Drive. (Not commenting on Elm Ridge Drive / Wilton Drive.)</p> <p>The proposal is inadequate to deal with the nature of the parking problem and in actual fact will make it worse for me and my immediate neighbours.</p> <p>The problem parking on High Elm Road has three main elements.</p> <ol style="list-style-type: none"> <li>1. Cars and Campervans are parked typically for 4 days to 2 weeks by people who park and take a taxi to the airport.</li> <li>2. Construction workers park each morning and car share to Liverpool, High Elm Road being nearest free parking to Junction 6 of M56</li> <li>3. At peak holiday periods Meet and Great parking companies park cars hard against each</li> </ol>	<p>The advertised proposals were in response to the informal resident's consultation undertaken last year where most respondents commented about safety at junctions. Some respondents did ask for longer lengths of restrictions, but comments have also been received about the danger of merely transferring parking to other locations should be the measures be too widespread.</p> <p>The proposals suggested were considered the minimum necessary to 'protect' junctions from parked cars, which accords with advice to motorists in the Highway Code not to stop or park opposite or within 10 metres (32 feet) of a junction.</p> <p><b>Recommended to overrule as an objection</b></p>

	<p>other on High Elm Road. Same drivers arrive with multiple cars.</p> <p>Ironically there is very little parking where you propose to put yellow lines. The main areas of parking are clear of the corners.</p> <p>Over the last few years the volume of traffic on High Elm Road, which is a bus route, has increased significantly. High Elm Road has become a rat run following major works on Hale Road over the past few years and once discovered drivers continue to use it.</p> <p>Parking on High Elm Road in the area between 67 High Elm Road to number 79 both sides of the road causes me two issues. It will be similar for my neighbours on both sides of the road.</p> <p>The first problem I have with long term parking is that parked vehicles, particularly larger 4x4, campers and vans, often <b>create an extremely dangerous situation in which my family members have to drive out of our driveway into the road with no vision of the road and are unable to observe oncoming traffic.</b> We usually reverse cars into our driveway to minimise the risk but this creates a further risk when reversing in and traffic approaches at speed (heading towards Hale Road) around the bend at 69 High Elm Road. The approaching vehicles have reduced visibility and limited room for an avoidance manoeuvre due to parked vehicles.</p> <p>Second issue is that due to <b>long term parking queues form back from the junction</b> with Hale Road and the road often gridlocks due to parked cars reducing the traffic flow. In turn we are <b>faced with very high levels of traffic pollution at peak travel times from cars buses and trucks.</b></p> <p>The third issue is more specific to me. I train and compete horses. There have been occasions when I have been unable to drive my pick-up plus</p>	
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3	High Elm Road	<p>We make the following observations relating to your plans:</p> <ol style="list-style-type: none"> <li>1. Roads cannot be cleaned due to parked cars</li> <li>2. Airport holiday cars parked, with taxis collecting/returning occupants</li> <li>3. Cars left all day used as a car park</li> <li>4. Badly parked cars cause difficulty for owner occupiers to exit into roadway</li> <li>5. Cars parked on each side of road causing local buses difficulty in passing</li> <li>6. High Elm Road is a fast-moving road with traffic jams with possible accidents</li> <li>7. Persons parking cars for long/short periods consider it their right to park cars</li> <li>8. Persons have been known to utilize this road to sell cars in the past</li> <li>9. Various building projects are planned causing probable vehicle congestion</li> <li>10. No. 75 has applied for demolition &amp; building of TWO houses</li> <li>11. No. 80 has applied for large building modifications</li> <li>12. It is possible that building will be undertaken at No 69 with large plot</li> <li>13. No. 73 may be considering demolition &amp; rebuild</li> </ol>	<p>The advertised proposals were in response to the informal resident's consultation undertaken last year where most respondents commented about safety at junctions. Some respondents did ask for longer lengths of restrictions, but comments have also been received about the danger of merely transferring parking to other locations should be the measures be too widespread.</p> <p>The proposals suggested were considered the minimum necessary to 'protect' junctions from parked cars, which accords with advice to motorists in the Highway Code not to stop or park opposite or within 10 metres (32 feet) of a junction.</p> <p><b>Recommended to overrule as an objection.</b></p>

		<p>14. Your Answer is “No waiting signs down this end of High Elm Road” With all the above in mind you may need second thoughts ???</p>	
4	High Elm Road	<p>You state in your letter that you do not wish to transfer the problem from one area to another but regret to inform you that this has already happened.</p> <p>Once the new houses started to be built at the junction of Warren Drive and High Elm Road parking spaces were taken up by the various tradesmen working on the new properties. As a consequence, the cars using the road for airport parking now leave their cars on the stretch of road between Elmridge Drive and Chapel Lane a length of road about 60 mtrs long.</p> <p>I note that you have proposed putting a five mtr double yellow line at both corners of Elmridge Drive and High Elm Road but I fail to see with such a short restriction it is going to solve the airport parking problem. The people mostly park on the opposite left hand side of High Elm Road where no access to driveways are required.</p> <p>I can understand your proposal to put yellow lines on the corner from a safety angle as this will hopefully reduce incidents of inconsiderate parking by the parents of Elmridge School but cannot understand why this is banded as airport parking.</p> <p>Covid has played a major part in the decreased number of cars using the stretch of road to park instead of paying for the car parking at the airport. Last summer 2019 I had people parking for over two weeks right up to my driveway entrance. This obstructed my view when reversing out of my drive. I have to watch for traffic both ways on High Elm Road and cars also turning out of Elmridge Drive. This also applies to my next door neighbour.</p> <p>I have had many near accidents as some people will not give way and are driving too fast. Taxis are also pulling</p>	<p>The advertised proposals were in response to the informal resident’s consultation undertaken last year where most respondents commented about safety at junctions. Some respondents did ask for longer lengths of restrictions, but comments have also been received about the danger of merely transferring parking to other locations should be the measures be too widespread.</p> <p>The proposals suggested were considered the minimum necessary to ‘protect’ junctions from parked cars, which accords with advice to motorists in the Highway Code not to stop or park opposite or within 10 metres (32 feet) of a junction.</p> <p><b>Recommended to overrule as an objection but after the restrictions are implemented the junction area opposite Elm Ridge Drive 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>

		<p>up unloading and loading suitcases at all times of the day and night.</p> <p>Follow-up email: Many thanks for your email with comments that I have noted. I can understand that you have to comply with the Highway Code and that it may not be possible to put double yellow lines where I have identified problems to the left of my drive. I would however request that parking restrictions be put opposite Elmridge Drive which would give me a clearer view and space to get out of my drive. It may also help to relieve some of the congestion at school time as the T junction would be clear of cars. This restriction would be a length of around 5 mtrs.</p>	
5	High Elm Road	<p>The proposed scheme will fail, as it is not adequately designed to resolve the parking issues on High Elm Road. This will be due to the road users being able to continue to park on unrestricted areas of High Elm, which does not solve the problem raised by the residents.</p> <p>The scheme that needs to be considered should be such that allows for residents parking only on High Elm in such a way that it does not cause inconvenience to the local residents but yet makes it impossible for other road users to use parking on High Elm Road and taking the bus from Hale Road to Manchester airport.</p> <p>It is also very disappointing that the engineers have completely ignored and discarded the previous scheme proposed by Mr Ashton relating to our property, which is on a bend. This was the result of months of email correspondence, with evidence, and it included a number of site visits to agree the proposed scheme by Mr Ashton.</p> <p>It is rather frustrating that Mr Harris failed to consult with us further, even after we contacted him regarding the parking issue, which appears to be a complete waste of Mr Ashton's review of the issues, proposal, time and effort and a very unfair treatment of the</p>	<p>The advertised proposals were in response to the informal resident's consultation undertaken last year where most respondents commented about safety at junctions. Some respondents did ask for longer lengths of restrictions, but comments have also been received about the danger of merely transferring parking to other locations should be the measures be too widespread.</p> <p>It is not normal practice to promote double yellow lines outside residential properties unless the properties are very close to restrictions that are being introduced to 'protect' specific locations from parked vehicles, such as a junction or a school entrance. This location is some 50 metres away from Warren Drive, the nearest junction.</p> <p>The proposals suggested were considered the minimum necessary to 'protect' junctions from parked cars, which accords with advice to motorists in the Highway Code not to stop or park opposite or within 10 metres (32 feet) of a junction.</p> <p><b>Recommended to overrule as an objection</b></p>

		<p>whole situation. In addition, the time and effort that we have put in to try and resolve this matter has also been lost due to miscommunication.</p> <p>The current proposed scheme made by Mr Harris will simply push the problem further up the road towards our property and it will only make matters worse. We are certain the proposed scheme will not improve the current parking situation; as entry and exiting from the property, which is on a bend, will be even more dangerous and difficult for us as residents.</p> <p>As a result of the unsatisfactory recent chain of events, we arranged to meet our local M.P. Sir graham Brady and asked for his help regarding this circumstance. He has contacted Cllr Dave Morgan and asked for his assistance in this matter.</p> <p>We therefore appreciate it if you can review the scheme and perhaps set up a local committee, which can help with the consultation process.</p>	
6	High Elm Road	<p>Our property is number xx High Elm Road. High Elm Drive is the second entrance for the pupils of Elmridge School. Unfortunately, we do not have a driveway in front of our house and many cars park in front each day and it is quite chaotic at school times.</p> <p>The plans you have proposed will mean that traffic will be forced further down High Elm Road, and I know that some neighbours have asked if a No waiting sign can be on the corner of High Elm Drive as well, this would create a very serious problem for us we wouldn't be able to have access to our front door by car and it would prevent family, friends or work people parking. The other neighbours won't be affected in the same way, and I hope No waiting won't be considered for the corner of High Elm Drive.</p>	<p>Noted. Three other residents have requested that restrictions imposed at this junction.</p> <p><b>Recommended to note this comment but after the restrictions are implemented, the junction of High Elm Drive and High Elm Road 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>
7	High Elm Road	<p>I live at xx High Elm Road (<i>between Longsides Road and Greengate</i>) and I believe the changes would as stated in your proposal, simply move the problem elsewhere on High Elm Road, namely in front of my property! We had a choice of a property on High</p>	<p>The advertised proposals were in response to the informal resident's consultation undertaken last year where most respondents commented about safety at junctions. Some respondents did ask for longer lengths of</p>

		<p>Elm Road, near Elmridge School, when we bought our house 24 years ago, however we deliberately chose xx, to avoid school traffic. We believe that these changes from either end of High Elm road will push parking towards the middle of High Elm Road, where we live and we will suffer as the current residents on either end of High Elm Road currently suffer. Clearly this is inequitable. 2. The speed of cars travelling up &amp; down High Elm Road, is of increasing concern. Some cars travelling well in excess of 30mph. The road is used as a through road to avoid Hale Road &amp; being a road feeding to a primary school, traffic calming measures should be instituted. I am requesting that speed bumps be installed, which will divert traffic back onto Hale Road</p>	<p>restrictions, but comments have also been received about the danger of merely transferring parking to other locations should be the measures be too widespread.</p> <p>The proposals suggested were considered the minimum necessary to 'protect' junctions from parked cars, which accords with advice to motorists in the Highway Code not to stop or park opposite or within 10 metres (32 feet) of a junction.</p> <p><b>Recommended to overrule as an objection</b></p> <p>Regarding the request for road humps, historically, in times when the Council received significant amounts of government funding in relation to local road safety schemes, we were able to implement significant numbers of traffic calming schemes. However, at the present time we receive no such external funding and therefore we are only able to install such measures where there is a demonstrable road safety issue, to which we believe traffic calming would provide a viable solution. There is a requirement to prioritise the limited resources where greatest benefit will be derived. It is in this context that any road safety concerns are investigated and prioritised for any action which we consider appropriate.</p> <p>The Council could not justify the installation of traffic calming at this present time on High Elm Road. However, the request will stay on our waiting list and be assessed if funding becomes available.</p>
8	High Elm Road	<p>We reside at No xx High Elm Road with our young family (<i>near Hale Road</i>).</p> <p>Whilst the proposal to place waiting restrictions as shown are welcomed, in our view, the extent of</p>	<p>The advertised proposals were in response to the informal resident's consultation undertaken last year where most respondents commented about safety at junctions. Some respondents did ask for longer lengths of</p>

	<p>the restrictions woefully fall short and fail to cover the most affected area, which is further along the road outside our address where the bus stop is positioned.</p> <p>Displacing the waiting vehicles at the junction will just add further to this problem, moving more vehicles further to the location outside our home, which we object to, as this is where the main problem already exists.</p> <p>The issues with the parking are and have been seriously significant outside our house (not on the corner of the junction) and I have raised them with the police, the council and my local MP on a number of occasions.</p> <p>The congestion comes from the parked vehicles creating an obstruction and in turn a bottle neck of cars starting from outside my house and up to the junction. The road has become very busy since the rejuvenation of the Hale Barns Square and the traffic lights on Hale Road. High Elm Road is now used as a cut through and cars often driving in excess speed are using the road more frequently and the re-routing of double decker school buses has changed the traffic use and safety of the road entirely.</p> <p>The main issue with parked cars at the top of the road is the long stay parking outside our address for the airport. In addition, the area outside our house is used as a rest stop for taxi drivers (where rubbish is dumped) and cars are left daily for car sharing (car pooling) as it is a convenient location by the motorway. This along with parent parking for school bus collections (this has been increased since double yellow lines were added to Brooks Drive opposite) cause major traffic problems on the top end of the road.</p> <p>Our access gates are frequently blocked by parked cars. Our gate bell is rang for the arrival of taxi's called by those strangers leaving their car outside our address and calling an</p>	<p>restrictions, but comments have also been received about the danger of merely transferring parking to other locations should be the measures be too widespread.</p> <p>The proposals suggested were considered the minimum necessary to 'protect' junctions from parked cars, which accords with advice to motorists in the Highway Code not to stop or park opposite or within 10 metres (32 feet) of a junction.</p> <p><b>Recommended to overrule as an objection</b></p> <p>Regarding the request for traffic calming, historically, in times when the Council received significant amounts of government funding in relation to local road safety schemes, we were able to implement significant numbers of traffic calming schemes. However, at the present time we receive no such external funding and therefore we are only able to install such measures where there is a demonstrable road safety issue, to which we believe traffic calming would provide a viable solution. There is a requirement to prioritise the limited resources where greatest benefit will be derived. It is in this context that any road safety concerns are investigated and prioritised for any action which we consider appropriate.</p> <p>The Council could not justify the installation of traffic calming at this present time on High Elm Road. However, the request will stay on our waiting list and be assessed if funding becomes available.</p>
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9	High Elm Drive	<p>I live in High Elm Drive and find that cars are parked on both corners at the junction of High Elm which blocks your view and is dangerous. I think that restrictions would help.</p>	<p>Two other residents have requested the same and another resident has stated they do not want restrictions imposed at this junction.</p> <p><b>Recommended to overrule as an objection but after the restrictions are implemented, the junction of High Elm Drive and High Elm Road 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>
10	High Elm Drive	<p>We live in High Elm Drive. Our junction with High Elm Road gets extremely busy at school times, for parking and through traffic trying to negotiate all the parked cars.</p> <p>If your parking proposal simply moves the offending airport parkers down the road this will add to the current situation at High Elm Drive,</p>	<p>The advertised proposals were in response to the informal resident's consultation undertaken last year where most respondents commented about safety at junctions. Some respondents did ask for longer lengths of restrictions, but comments have also been received about the danger of merely transferring</p>

		<p>particularly with young children dodging in between the cars as they do not always attend to crossing the road as they should.</p> <p>We and my neighbours are of the view that this is what will happen.</p> <p>Finding a way of stopping airport parker's in this area must be your main objective not simply moving the problem down the road.</p>	<p>parking to other locations should be the measures be too widespread. An alternative could be to install time limited restrictions, say waiting limited to up to 4 hours, but that could also lead to merely transferring the parking elsewhere.</p> <p>The proposals suggested were considered the minimum necessary to 'protect' junctions from parked cars, which accords with advice to motorists in the Highway Code not to stop or park opposite or within 10 metres (32 feet) of a junction.</p> <p><b>Recommended to overrule as an objection but after the restrictions are implemented, the junction of High Elm Drive and High Elm Road 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>
11	High Elm Drive	<p>Although the corners proposed would stop indiscriminate parking and also help safety, I believe that the corners exiting where I live, High Elm Drive, are the corners which need, even more than those under consideration. At school times there is quite heavy foot traffic entering and exiting the Drive and traffic is not only parked on High Elm drive, but round and into this small avenue. As you are probably aware, traffic moves very speedily both ways on High Elm Road and I believe opening up these two corners would improve safety considerably. Exits from the two homes on this corner are both in the drive and at some considerable distance from the corner and would not intrude into their access if double yellow lines were introduced.</p>	<p>Two other residents have requested the same and another resident has stated they do not want restrictions imposed at this junction.</p> <p><b>Recommended to overrule as an objection but after the restrictions are implemented, the junction of High Elm Drive and High Elm Road 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>
12	Wilton Drive	<p>Thank you for your letter dated 8<sup>th</sup> October and the helpful conversation today. Your proposals are welcome but I would be grateful if you could consider the following: -</p>	<p>Two other residents have requested the same and another resident has stated they do not want restrictions imposed at this junction.</p>

		<p>1) Yellow lines around the corners of the junction of <u>High Elm Road</u> and <u>High Elm Drive</u>. Cars park across the corners making it difficult/unsafe to enter and exit <b>High Elm Drive</b>.</p> <p>2) 20mph Signage and road markings along High Elm Road to stop speeding drivers. This is an area where children can wander into the road. High Elm Road is increasingly used as a bypass to avoid the traffic lights at hale barns shopping precinct.</p> <p>Attached is a traffic report dated 8-12-2017 for the vicinity of high elm road and Elmridge primary school for your consideration in respect of line markings etc in the area.</p>	<p>The traffic report is attached as Appendix 3. This related to Planning Application 92659/FUL/17 in respect of replacing mobile classroom and storage area with an extension, new main hall, new entrance, car park reconfiguration and new playground. The application was granted with no conditions relating to on-street parking controls.</p> <p><b>Recommended to overrule as an objection but after the restrictions are implemented, the junction of High Elm Drive and High Elm Road 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> <p>Regarding the request for a 20mph speed limit, 20mph signs can only be erected where a legal 20mph Speed Limit Order has been made and currently these are only introduced as part of an area-wide scheme with associated traffic calming measures, which would generally be implemented in areas where there are significant levels of existing injury accidents, or where we believe there would be significant other benefits brought about by a reduction in speed limit or the application of traffic calming features. Historically, in times when the Council received significant amounts of government funding in relation to local road safety schemes, we were able to implement significant numbers of traffic calming schemes. However, at the present time we receive no such external funding and therefore we are only able to install such measures where there is a demonstrable road safety issue, to which we believe traffic calming would provide a viable solution. There is a requirement to prioritise the limited resources where greatest benefit will be derived. It</p>
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			is in this context that any road safety concerns are investigated and prioritised for any action which we consider appropriate.
13	Hale Road	<p>I live at xxx Hale Road just near the corner junction of Hale Road and High Elm Road.</p> <p>I am a dog walker too and daily walk up and down High Elm Road. Whilst there is some congestion with cars parking near the junction I think it is wholly inaccurate to suggest people are parking there for Manchester Airport. The same cars would be parked there for some time and this simply isn't the case. The cars parked there on the whole tend to be taxis waiting for their next journey to be called in and parents dropping off and collecting children from the variety of school buses that pick up around the corner on Hale Road or from the bus stop opposite 446 Hale road at the corner of Hale Road/Brooks Drive. If this zone is made no waiting at any time where will those parents in cars park to collect their children?</p> <p>Please advise what alternative solutions you are proposing for them as by stopping the current situation you could indeed make the matter even worse along Hale Road/Brooks Drive.</p>	<p>The advertised proposals were in response to the informal resident's consultation undertaken last year where most respondents commented about safety at junctions. Some respondents did ask for longer lengths of restrictions, but comments have also been received about the danger of merely transferring parking to other locations should be the measures be too widespread. An alternative could be to install time limited restrictions, say waiting limited to up to 4 hours, but that could also lead to merely transferring the parking elsewhere.</p> <p>The proposals suggested were considered the minimum necessary to 'protect' junctions from parked cars, which accords with advice to motorists in the Highway Code not to stop or park opposite or within 10 metres (32 feet) of a junction.</p> <p>It should be noted there are already 'No waiting at any time' restrictions from Hale Road along Brooks Road for a distance of some 50 metres.</p> <p>An alternative could be to install time limited restrictions, say waiting limited to up to 4 hours, but that could also lead to merely transferring the parking elsewhere. A Resident's Permit Parking Scheme would be the alternative way to stop long stay parking by non-residents. However, Trafford Council has recently approved consultations for a further 10 schemes across the Borough and there is currently no intention to consider such a proposal this in this area.</p> <p><b>Recommended to overrule as an objection.</b></p>

14	Warren Drive	<p>Thank you for your letter outlining the proposed waiting restrictions at the corner of Warren Drive and High Elm Road Hale Barns. We are encouraged that our concerns have been listened to. I would urge that the double yellow lines should extend further onto High Elm Road in both directions. You will see that there is a bend in the road to the left and visibility is difficult coming out of Warren Drive when there are parked cars. Therefore, I would ask that the lines should extend further to the left of Warren Drive.</p> <p>Further there are a number of people who leave their cars along this stretch of road and up to Hale Road and then take a taxi to the airport, leaving their cars for days and weeks. This causes a very significant traffic problem on a busy road. It is a bus route and also where children are collected from their school buses. Having cars parked along this stretch is dangerous and regularly there are parked cars on both sides making it impossible for two vehicles to pass by and especially buses. I would therefore suggest that it is appropriate to have double yellow lines all the way along one side of High Elm Road from Warren Drive to Hale Road.</p>	<p>The advertised proposals were in response to the informal resident's consultation undertaken last year where most respondents commented about safety at junctions. Some respondents did ask for longer lengths of restrictions, but comments have also been received about the danger of merely transferring parking to other locations should be the measures be too widespread.</p> <p>The proposals suggested were considered the minimum necessary to 'protect' junctions from parked cars, which accords with advice to motorists in the Highway Code not to stop or park opposite or within 10 metres (32 feet) of a junction.</p> <p><b>Recommended to overrule as an objection.</b></p>
15	Warren Drive	<p>We are encouraged that our concerns have been listened to and I am supportive of current proposals and I would urge that the double yellow lines should extend further onto High Elm Road in both directions.</p> <p>There are a number of people who leave their cars along this stretch of road and up to Hale Road and then take a taxi to the airport, leaving their cars for days and weeks. This causes a very significant traffic problem on a busy road. It is a bus route and also where children are collected from their school buses. Having cars parked along this stretch is dangerous and regularly there are parked cars on both sides making it impossible for two vehicles to pass by and especially buses. I would therefore suggest that it is appropriate to have double yellow lines all the way along one side of High</p>	<p>The proposals suggested were considered the minimum necessary to 'protect' junctions from parked cars, which accords with advice to motorists in the Highway Code not to stop or park opposite or within 10 metres (32 feet) of a junction.</p> <p><b>Recommended to overrule as an objection.</b></p>

		<p>Elm Road from Warren Drive to Hale Road.</p> <p>You will also see that there is a bend in the road to the left and visibility is difficult coming out of Warren Drive when there are parked cars. Therefore, I would ask that the lines should extend further to the left of Warren Drive.</p>	
16	Warren Drive	<p>Thank you for your letter and for the proposals to introduce no waiting at any time measures in the area. These are very much welcome however, as a resident of Warren Drive, I do not feel as though the planned changes will be sufficient.</p> <p>The proposals at the top of High Elm Road and its junction with Hale Road are sufficient; it is the Warren Drive/High Elm Road junction that I do not feel is sufficient. I feel as though the length of the lines need to be extended. The key issue is that when leaving Warren Drive, restricted visibility is a hazard and puts drivers at very real risk of collision. In the southern aspect, toward Greengate, this is often the location used by airport parkers and parked cars often park all the way down to the new houses. For this reason, I do not feel the no waiting at any time restrictions on this aspect are long enough and think they should be extended so that they are closer to the newbuild houses. On the northern aspect, the length is more reasonable although I worry that if a longer vehicle parks here, the view may be obscured. Since vehicles tend to accelerate as they get through the often double parked area having left Hale Road, I wonder whether a small extension of the no waiting at any time restrictions here may be considered: taking it as far as the Hillcrest boundary may be more reasonable - it will provide extra length of clear view but should have a limited impact on parking.</p> <p>I believe the restrictions suggested for Elm Ridge Drive are entirely appropriate. This is a school area, when restrictions are most necessary.</p>	<p>The proposals suggested were considered the minimum necessary to 'protect' junctions from parked cars, which accords with advice to motorists in the Highway Code not to stop or park opposite or within 10 metres (32 feet) of a junction.</p> <p><b>Recommended to overrule as an objection.</b></p>

17	Warren Drive	<p>We believe that the length of the Double Yellow Lines on the Corner of High Elm Road and Warren Drive needs to be longer to stop vehicles restricting the view when coming out of Warren Drive. To make it safer the Double Yellow Lines need to be at Least One Car Longer to 18 mtrs North East of the Junction with Warren Drive and similar South West of the Junction with Warren Drive.</p> <p>We are also very worried about the Junction with High Elm Road and Hale Road during Peak Traffic Times, due to Parking on Both sides of High Elm Road and would recommend that Double Yellow Lines are Needed at least 25 mtrs from Hale Road on both sides of High Elm Road.</p>	<p>The proposals suggested were considered the minimum necessary to 'protect' junctions from parked cars, which accords with advice to motorists in the Highway Code not to stop or park opposite or within 10 metres (32 feet) of a junction.</p> <p><b>Recommended to overrule as an objection.</b></p>
18	Warren Drive	<p>I am a resident of Warren Drive and have been very concerned for a very long time regarding safely driving out of Warren Drive onto High Elm Road, due to cars parked on the corner of High Elm Road / Warren Drive severely restricting our view. As such, we welcome the proposal to introduce no waiting double yellow lines at the corner of High Elm / Warren Drive and feel this is a significant step forwards in preventing a potentially very serious vehicle collision.</p> <p>There are a number of people who leave their cars along this stretch of road and up to Hale Road and then take a taxi to the airport, leaving their cars for days and weeks. This causes a very significant traffic problem on a busy road.</p> <p>It is a bus route and also where children are collected from their school buses. Having cars parked along this stretch is dangerous and regularly there are parked cars on both sides making it impossible for two vehicles to pass by and especially buses.</p> <p>I am attaching a few pictures to show just how obstructive it is whilst driving out of Warren Drive onto High Elm Road. These were taken at around midday when there is no traffic. So you</p>	<p>The proposals suggested were considered the minimum necessary to 'protect' junctions from parked cars, which accords with advice to motorists in the Highway Code not to stop or park opposite or within 10 metres (32 feet) of a junction.</p> <p><b>Recommended to overrule as an objection.</b></p>

		<p>can imagine how bad it would be during peak hours.</p> <p>Therefore, I believe that the length of the double yellow lines on the corner of High Elm and Warren Drive needs to be longer, vehicles parked just beyond the proposed no waiting lines will still significantly restrict the view when pulling out of Warren Drive. To be safe, I believe that the no waiting lines need to be at least 1 car length longer to 18 metres north-east of the junction with Warren Drive and 15 metres south-west of the junction with Warren Drive.</p> <p>I feel this is very important and needs to be implemented in order to significantly reduce the likelihood of future vehicle collisions.</p>	
19	Warren Drive	<p>I am a resident of Warren Drive (<i>different resident from previous entry</i>) and have been very concerned for a long time regarding safely driving out of Warren Drive onto High Elm Road, due to cars parked on the corner of High Elm Road / Warren Drive severely restricting our view. As such, we welcome the proposal to introduce no waiting double yellow lines at the corner of High Elm / Warren Drive and feel this is a significant step forwards in preventing a potentially very serious vehicle collision.</p> <p>There are a number of people who leave their cars along this stretch of road and up to Hale Road and then take a taxi to the airport, leaving their cars for days and weeks. This causes a very significant traffic problem on a busy road.</p> <p>It is a bus route and also where children are collected from their school buses. Having cars parked along this stretch is dangerous and regularly there are parked cars on both sides making it impossible for two vehicles to pass by and especially buses.</p> <p>I believe that the length of the double yellow lines on the corner of High Elm</p>	<p>The proposals suggested were considered the minimum necessary to 'protect' junctions from parked cars, which accords with advice to motorists in the Highway Code not to stop or park opposite or within 10 metres (32 feet) of a junction.</p> <p><b>Recommended to overrule as an objection.</b></p>

		<p>and Warren Drive needs to be longer, vehicles parked just beyond the proposed no waiting lines will still significantly restrict the view when pulling out of Warren Drive. To be safe, I believe that the no waiting lines need to be at least 1 car length longer to 18 metres north-east of the junction with Warren Drive and 15 metres south-west of the junction with Warren Drive.</p> <p>I feel this is very important and needs to be implemented in order to significantly reduce the likelihood of future vehicle collisions.</p>	
20	Warren Drive	<p>We are residents of Warren Drive and have been very concerned for a long time regarding safely driving out of Warren Drive onto High Elm Road, due to cars parked on the corner of High Elm Road / Warren Drive severely restricting our view. As such, we welcome the proposal to introduce no waiting double yellow lines at the corner of High Elm / Warren Drive and feel this is a significant step forwards in preventing a potentially very serious vehicle collision.</p> <p>However, we believe that the length of the double yellow lines on the corner of High Elm and Warren Drive need to be longer, vehicles parked just beyond the proposed no waiting lines will still significantly restrict the view when pulling out of Warren Drive. To be safe, we believe that the no waiting lines need to be at least 1 car length longer to <b>18 metres</b> north-east of the junction with Warren Drive and <b>15 metres</b> south-west of the junction with Warren Drive.</p> <p>We feel this is very important and needs to be implemented in order to significantly reduce the likelihood of future vehicle collisions.</p>	<p>The proposals suggested were considered the minimum necessary to 'protect' junctions from parked cars, which accords with advice to motorists in the Highway Code not to stop or park opposite or within 10 metres (32 feet) of a junction.</p> <p><b>Recommended to overrule as an objection.</b></p>

Relationship to Policy Framework/Corporate Priorities	none
Financial	The cost of providing the restrictions, estimated to be £1000, is to be funded from the Integrated Transport Capital budget (9265120)

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 proposals could be implemented as advertised. However, it is considered that the amended scheme will help with those concerns by residents that parking availability is being lost whilst maintaining safety at the junctions.

### **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**  
**Legal Officer Clearance**

**MCJHH (for Technical Finance Manager)**  
**CK (for Legal Services)**

**CORPORATE DIRECTOR, PLACE** (electronic)



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