

BOROUGH OF TRAFFORD (PROHIBITION OF WAITING AND LOADING AND PROVISION OF PARKING) ORDER 2001 (AMENDMENT NO 194)(PART C) ORDER 2018

NOTICE IS HEREBY GIVEN that Trafford Borough Council has made an Order under the Road Traffic Regulation Act 1984.

The effect of the Order will be to amend the Borough of Trafford (Prohibition of Waiting and Loading and Provision of Parking) Order 2001, as amended, ("the 2001 Order") by the introduction or removal of the following provisions:

- | | | | | |
|----|----------------------------------------------------------------------------------------|------|---|------|
| a) | No Waiting At Any Time | Code | - | 7A |
| b) | No Waiting At Any Time No Loading Monday – Friday, 7.30am – 9.30am and 4pm – 6.30pm | Code | - | 7A5P |

on the lengths of roads specified in Schedules 1a, 1b and 2 hereto by the addition, to the Schedule to the 2001 Order, of the length of road specified in Schedules 1a & 1b below and by the removal, from the Schedule to the 2001 Order, of the lengths of road specified in Schedule 2 below.

SCHEDULE 1– Proposed

| Street | Side | From | To | Code |
|------------------------------|-------|---------------------------------------------------------------|-----------------------------------------------------------------|------|
| Stretford Road, Old Trafford | North | A point 128 metres west of its junction with Nuttall Street | A point 25 metres east of its junction with Nuttall Street | 7A |
| Stretford Road, Old Trafford | North | A point 14 metres west of its junction with Chorlton Street | A point 27 metres east of its junction with Northumberland Road | 7A |
| Stretford Road, Old Trafford | North | A point 14 metres west of its junction with East Union Street | A point 94 metres east of its junction with East Union Street | 7A |
| Stretford Road, Old Trafford | North | A point 30 metres west of its junction with Johnson Street | A point 28 metres east of its junction with Johnson Street | 7A |
| Stretford Road, Old Trafford | North | A point 12 metres west of its junction with Trent Close | Its junction with Lucy Street | 7A |
| Stretford Road, Old Trafford | South | Its junction with Talbot Place | A point 111 metres east of its junction with Carver Street | 7A5P |
| Stretford Road, Old Trafford | South | A point 111 metres east of its junction with Carver Street | A point 59 metres east of its junction with Essex Way | 7A |

SCHEDULE 1b - Proposed

| Street | Side | From | To | Code |
|------------------------------|------------|-----------------------------------------------------------------|-----------------------------------------------------------------|------|
| Erskine Street, Old Trafford | South west | Its junction Stretford Road | A point 6 metres southeast of its junction with Stretford Road | 7A |
| Lucy Street, Old Trafford | North east | Its junction Stretford Road | A point 16 metres northwest of its junction with Stretford Road | 7A |
| Lucy Street, Old Trafford | South west | Its junction Stretford Road | A point 7 metres northwest of its junction with Stretford Road | 7A |
| Stretford Road, Old Trafford | North | Its junction with Lucy Street | Its junction with Erskine Street | 7A |
| Stretford Road, Old Trafford | South | A point 24 metres southwest of its junction with Erskine Street | Its junction with Erskine Street | 7A |

SCHEDULE 2 - Revoked

| Street | Side | From | To | Code |
|------------------------------|------------|------------------------------------------------------------------|----------------------------------------------------------------------|------|
| Stretford Road, Old Trafford | North | A point 128 metres northwest of its junction with Nuttall Street | A point 12 metres north east of its junction with Nuttall Street | 7A |
| Stretford Road, Old Trafford | North | A point 9 metres southwest of its junction with Chorlton Street | Its junction with Chorlton Street | 7A |
| Stretford Road, Old Trafford | North west | Its junction with Chorlton Street | A point 25 metres northeast of its junction with Northumberland Road | 7A |
| Stretford Road, Old Trafford | North west | Its junction with East Union Street | A point 7 metres southwest of its junction with East Union Street | 7A |
| Stretford Road, Old Trafford | North | Its junction with East Union Street | A point 85 metres northeast of its junction with East Union Street | 7A |
| Stretford Road, Old Trafford | North west | Its junction with Johnson Street | A point 27 metres northeast of its junction with Johnson Street | 7A |
| Stretford Road, Old Trafford | North | A point 7 metres west of its junction with White Street | Its junction with Lucy Street | 7A |
| Stretford Road, Old Trafford | South | Its junction with Talbot Place | A point 132 metres east of its junction with Carver Street | 7A5P |
| Stretford Road, Old | South | A point 132 metres east of its | A point 23 metres northeast of its | 7A |

| | | | | |
|------------------------------|-------|------------------------------------|-------------------------------------------------------------------|----|
| Trafford | | junction with Carver Street | junction with Northumberland Road | |
| Stretford Road, Old Trafford | South | Its junction with Henrietta Street | A point 40 metres southwest of its junction with Henrietta Street | 7A |
| Stretford Road, Old Trafford | South | Its junction with Henrietta Street | A point 59 metres east of its junction with Essex Way | 7A |

The proposals for Gladstone Road, Chassen Road, Bradfield Road and Moss Vale Road, Urmston, which were advertised at the same time as the above, were made operative on 5th February 2018 and the proposals for the Trafford General Area which were advertised at the same time as the above, were made operative on 1st August 2018

The proposals for Stretford Road, Lucy Street and Erskine Street within Schedule 1b above were previously advertised as Amendment 213 on 11th October 2018.

The Order will come into operation on 9th November 2018, and a copy, together with maps showing the lengths of road to which it relates may be inspected at Stretford Library Information desk during the normal opening hours and online at: www.trafford.gov.uk/trafficregulationorders

If you wish to question the validity of the Order or any provision contained in it, on the grounds that it is not within the powers contained in the Road Traffic Regulation Act 1984, or that any requirement of that Act or of any instrument made under it has not been complied with in relation to the Order you may, within six weeks from 8th November 2018 apply to the High Court for that purpose.

Dated: 8th November 2018

One Trafford/Trafford Council,
Traffic Section,
Tatton House,
11 Caldey Road,
Manchester,
M23 9LF

Abbreviated for papers

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The effect of the Order will be to amend the Borough of Trafford (Prohibition of Waiting and Loading and Provision of Parking) Order 2001, as amended, ("the 2001 Order") by the introduction or removal of restrictions on lengths of Stretford Road, Erskine Street and Lucy Street, Old Trafford.

The proposals for Gladstone Road, Chassen Road, Bradfield Road and Moss Vale Road, Urmston, which were advertised at the same time as the above, were made operative on 5th February 2018 and the proposals for the Trafford General Area which were advertised at the same time as the above, were made operative on 1st August 2018

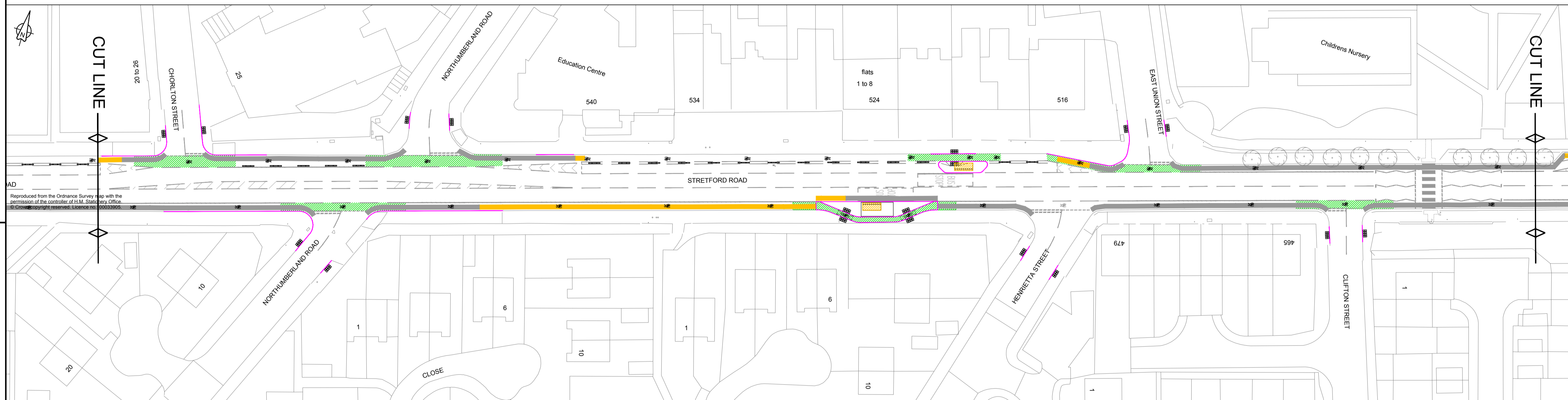
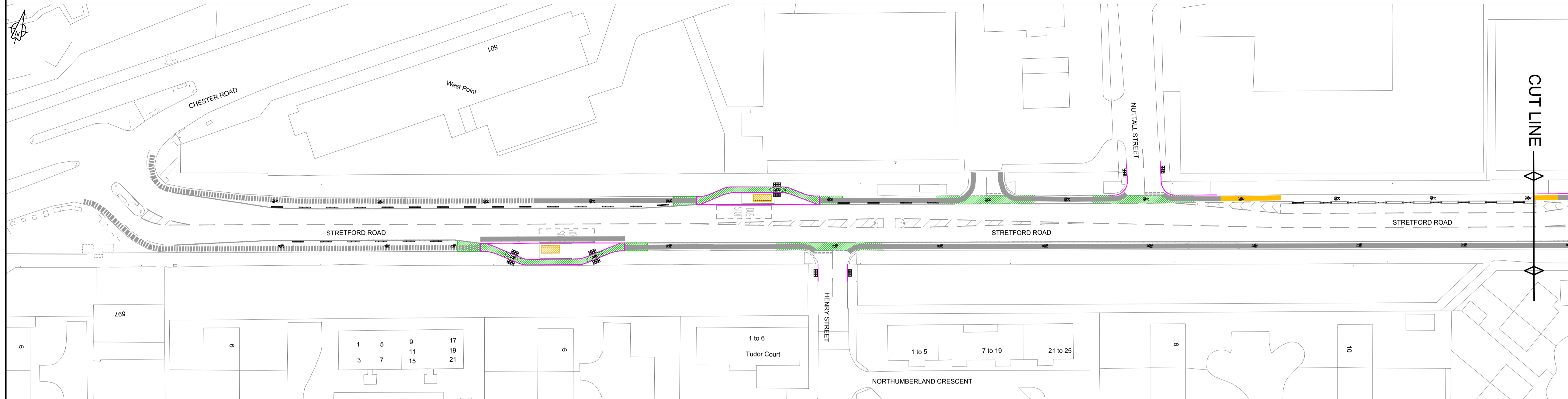
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One Trafford/Trafford Council, Traffic Section, Tatton House, 11 Caldey Road, Manchester, M23 9LF

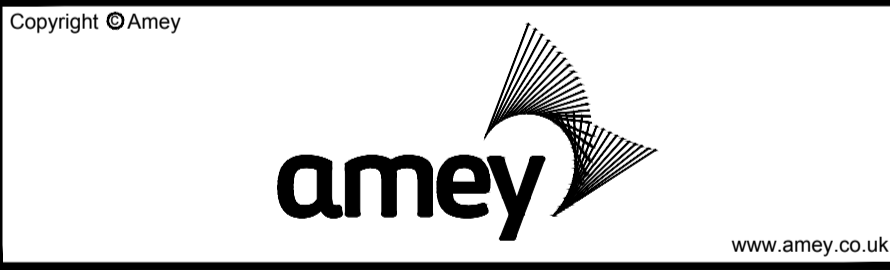


KEY

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

| Rev | Revision details | Chkd | Appd | Date |
|-----|------------------|------|------|------|
| | | | | |

Designed: DI Date: 14/11/2016
 Drawn: DI Date: 14/11/2016
 Checked: Date:
 Approved: Date:



Client
working with **Trafford Council**

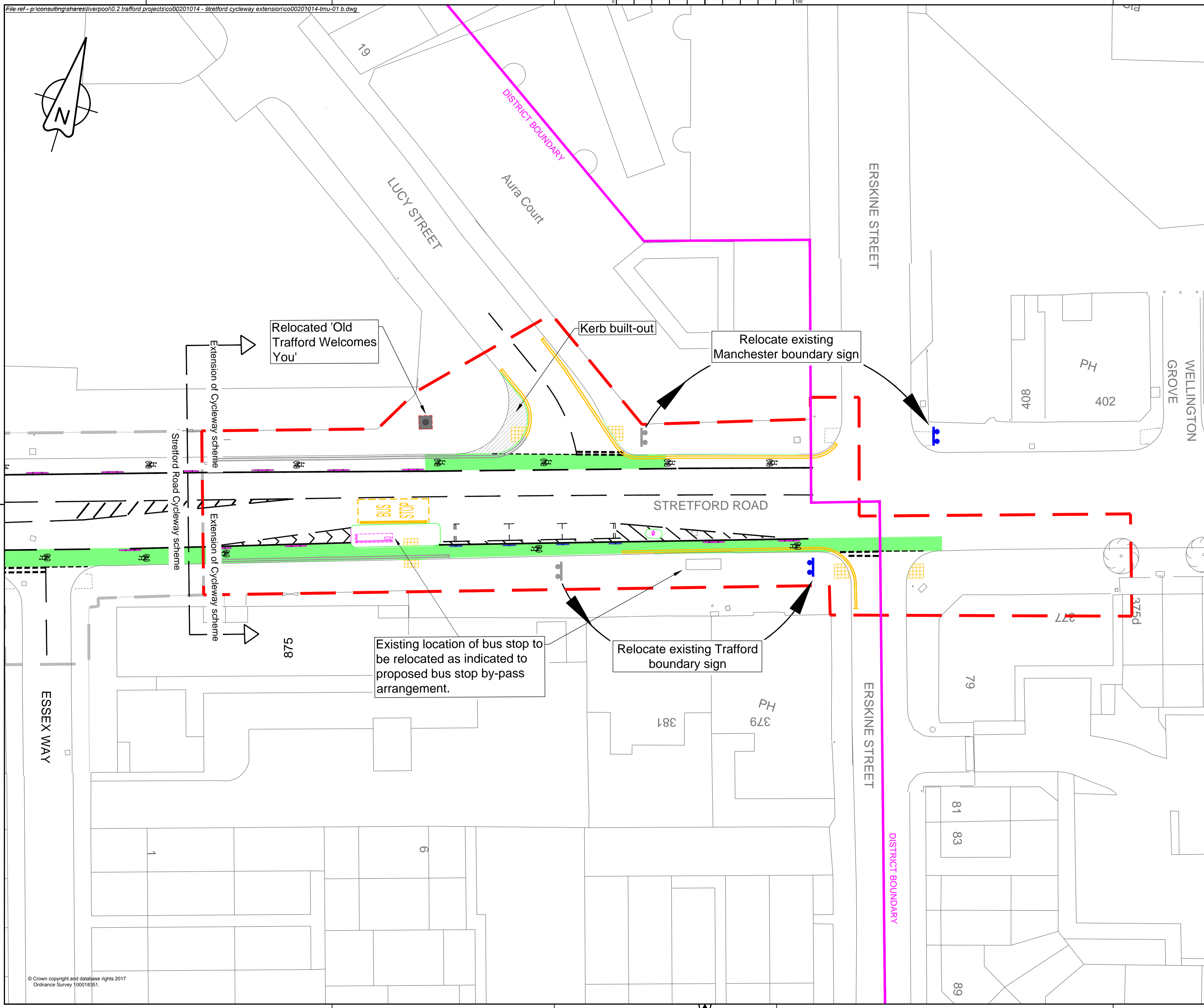
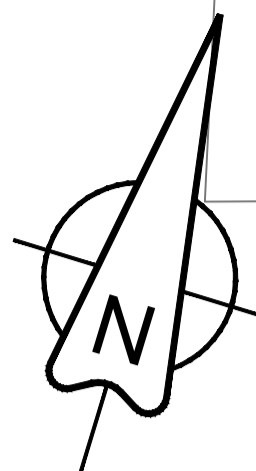
Project Name
Stretford Cycleway (Stretford Road)

Drawing Title
TMU Report

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

Drawing Status
CONSULTATION Suitability
 I

Drawing No
CO00201013-TMU-01 Rev
 0



RESIDUAL DESIGN HAZARDS
 (The following information has been collected from Preconstruction Information and the Arney CDM Hazard Management Process.)

The designers draw the readers attention to key residual Construction Health and Safety Hazards that have not been eliminated from the designs shown on the drawings by the design process. These hazards are identified below:

1. Live traffic adjacent to site.
2. Work at height. Objects must be prevented from falling onto adjacent land / highway.
3. A copy of all received Statutory Undertakers drawings are included in the package of works for information. All services must be verified by the Contractor through liaison with the various undertakers and by using detection equipment prior to any excavations taking place.
4. Working in proximity of bridge structure
5. Unknown 3 Inspection Chambers

ENVIRONMENTAL HAZARDS
 (The following information has been collected from Preconstruction Information and Arney Process ENV1-EnvAssess-FR-01- Environmental Assessment - Planning & Design.)

1. Works to be carried out outside bird nesting season, which is between March & August (Inclusive).
2. Any invasive / injurious plants must be handled, stored and disposed of in accordance with relevant legislation.
3. If any protected species are encountered, works should cease immediately and the environmental team notified.
4. Noise from plant and machinery to be kept to a minimum due to being in a residential area

KEY

- Safetrack Green coloured surfacing
- Redweld Greenwich Wand Orca 2500mm long x 175mm wide with two 800mm high x 80mm diameter rebound pole cones (wands)
- Redweld Greenwich Wand Orca 1500mm long x 175mm wide with one 800mm high x 80mm diameter rebound pole cone (wand)
- Proposed Double Yellow Lines - No Waiting At Any Time
- Existing/Previously Advertised Double Yellow Lines - No Waiting At Any Time
- Manchester/Trafford boundary sign

| | | | | |
|--------------|-----------------------------------------------------------|--------------|------|----------|
| B | Erskine Street TRO revised | SNP | SS | 02/10/18 |
| A | Traifford/Manchester boundary signs to be relocated added | SNP | SS | 13/09/18 |
| Rev | Revision details | Chkd | Appd | Date |
| Designed: DE | | Date: Feb 18 | | |
| Drawn: DE | | Date: Feb 18 | | |
| Checked: MF | | Date: Feb 18 | | |
| Approved: GR | | Date: Feb 18 | | |

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Client

Project Name
Stretford Cycleway Extension

Drawing Title
Consultation

| | |
|----------------------------------------|------------------|
| Original Drawing Size : A1 | Scale : 1:200 |
| Dimensions : M | |
| Drawing Status TMU REPORT | Suitability I |
| Drawing No CO00201014-TMU-01 | Rev B |

STRETFORD ROAD, OLD TRAFFORD

The Stretford Cycleway follows the Stretford/Talbot Road corridor through north Trafford and south Manchester (A5067/A5041) and forms an important radial route into the regional centre, and also the university area, centred on Oxford Road, to the east of the proposed Cycleway. It is the principal route into this area from the west and southwest, and serves many popular student living areas including Hulme and Old Trafford.

A consultation took place on draft proposals in May 2016.

In total, 124 responses have been received for both schemes. 45 (36%) of the responses are specific to Talbot Road and 26 (21%) of the responses are specific to Stretford Road. The remaining 53 (43%) responses are nonspecific and/or relate to both schemes.

Consideration has been given to the results of the consultation when devising the final scheme. The measures proposed in this scheme have been developed in accordance with Greater Manchester Cycling Design Guidance and will contribute to Transport for Greater Manchester's (TfGM's) aim to have 10% of journeys within Greater Manchester to be taken by bike.

A local uptake in cycle use will be encouraged through an encompassing package of measures intended to increase the attractiveness, convenience and safety for cyclists and other road users. The main features of the scheme have been designed to provide an uninterrupted safe route for cyclists with minimal effect on existing road users and pedestrians

Physical segregation is proposed by the use of Orcas, a type of low level segregation which will delineate the edge of the cycle lane and provide a physical boundary limiting vehicle incursion onto the cycleway. A number of locations will include bollards placed within the Orca installation. There will be no loss of available carriageway width for general traffic as a result of these features. Such features have been successfully used on other CCAG schemes within Greater Manchester will provide a degree of physical segregation for cyclists and create an exemplar on-highway cycleway scheme.

On Stretford Road Island Bus Stops will limit the potential conflict between buses and cyclists by diverting cyclists away from the traffic lane and around the rear of the bus stop. This measure will require the re-designation of the lengths of existing footway as cycle tracks using powers contained within sections 65(1) and 66(4) of the Highways Act 1980 to allow their shared use by pedestrians and cyclists.

The scheme will end at the Trafford boundary but Manchester Council will continue the scheme within their boundary, in due course.

At a small number of locations, loading will need to be maintained for premises directly from Stretford Road. At these locations, advisory cycle lanes will be introduced with an on street (unregulated) parking bay marked out adjacent to it. No physical segregation will be installed between the parking bay and advisory cycle lane to facilitate loading and unloading to the adjacent residential and business premises.

It is proposed to amend the 'no waiting' restrictions currently in place at various locations on Stretford Road to ensure that their start and end points are consistent and coincide with appropriate locations on site in accordance with the changes to be implemented to kerb lines along the length of the route.

Between Northumberland Road and Henrietta Street it will be necessary to introduce a new section of no waiting at any time restriction to prevent on street parking that currently takes place along this section of Stretford Road.