

Bolton Council

Report to: Executive Cabinet Member
Environmental Services

Date: 10th July 2017

Report of: Director of Place

Report No: ECMES/06/17a

Contact Officer: Harry Booth

Tele No: (01204) 336477

Report Title: Wimberry Hill Road, Great Bank Road, Leigh Road, Hartford Road,
Allenby Grove, Mabel Street, Wigan Road Westhoughton.
Waiting Restrictions – Objections Report – (Traffic Order 303873
TRO367

Non-Confidential This report does **not** contain information which warrants its consideration in the absence of the press or members of the public.

Recommendations: Having considered the objections and the views of Ward Members, the Director of Place recommends the Executive Cabinet Member Environmental Services to agree the introduction of the proposed restrictions indicated in this report to the ones advertised in April 2017.

Decision:

Background Doc(s): Copy letters/e-mails of objection held on file in the Highways and Engineering Development Services Section.

Signed:

Leader / Executive Member

Monitoring Officer

Date:

Summary:

The Director of Place agreed the promotion of waiting restrictions on the above named streets within the Westhoughton North and Chew Moor & Westhoughton South Ward Areas in order to help alleviate traffic management issues by reducing obstructions and improving sight lines on the above named streets.

The proposal was advertised in April 2017 and 11 responses were received to the proposals from local residents. 6 of these were objections. This report sets out the reasons given for the representations and gives a response to them.

Having considered the objections and the views of Ward Members, the Director of Place recommends the Executive Cabinet Member Environmental Services to agree the introduction of the restrictions indicated in this report and as originally advertised in April 2017.

Background information

1. The restrictions proposed in this order are intended to address complaints of obstruction in the locations as advertised, with the intention of reducing obstructions, improving sightlines and assisting in traffic flow.
2. The proposals as advertised are:

<u>DELETIONS:</u>	
<u>No Waiting At Any Time</u>	
Wimberry Hill Road (east side)	From its junction with Chorley Road for a distance of 30 metres in a southerly direction.
Wimberry Hill Road (east side)	From a point 30 metres south of its junction with the extended southerly kerbline of Chorley Road for a distance of 70 metres in a southerly direction
Wimberry Hill Road (both sides)	From its junction with Chorley Road for a distance of 30 metres in a southerly direction
Wimberry Hill Road (west side)	From a point 30 metres south of its junction with Chorley Road for a distance of 15 metres in a southerly direction
Hartford Road (north side)	From its junction with Leigh Road for a distance of 33 metres in a westerly direction.
Hartford Road (south side)	From its junction with Leigh Road for a distance of 40 metres in a westerly direction
<u>ADDITIONS:</u>	
<u>No Waiting At Any Time</u>	
Wimberry Hill Road (east side)	From the extended southern kerbline of its intersection with Chorley Road, east side, to a point 15 metres south of the extended southerly kerbline of Elland Close..
Wimberry Hill Road (east side)	From a point 66 metres south of the extended southern kerbline of Elland Close to its junction with Great Bank Road.
Wimberry Hill Road (west side)	From the extended southern kerbline of its intersection with Chorley Road, west side, for a distance of 78 metres in a southerly direction.
Wimberry Hill Road (west side)	From a point 170 metres south of the extended southerly kerbline of Chorley Road, west side to its junction with Great Bank Road.

Great Bank Road (north side)	From a point 85 metres west of the extended westerly kerbline of Barrs Fold Road to its junction with Wimberry Hill Road
Great Bank Road (south side)	From its junction with Wimberry Hill Road in an easterly direction to a point 15 metres west of its intersection with the extended westerly kerbline of Barrs Fold Road, west side.
Leigh Road (east side)	From a point 20 metres south of its intersection with the extended southerly kerbline of Industrial Sreet in a southerly direction to a point 30 metres south of its intersection with the extended southerly kerbline of Hydrangea Close, south side
Leigh Road (East of Lee Hall Park) (west side)	From its junction with Hartford Road, north side, to a point 30 metres south of its intersection with the extended southerly kerbline of Hydrangea Close, south side
Leigh Road (North of Lee Hall Park) (north side)	From its junction with the extended western kerbline of Leigh Road (East of Lee Hall Park), west side, for a distance of 12 metres in a westerly direction
Hartford Road (both sides)	From its junction with the extended kerbline of its intersection with Leigh Road, west side, to a point 15 metres west of its junction with the intersection of its extended kerbline of Marsham Road, west side.
Leigh Road (west side)	From the extended point of its intersection with the southerly kerbline of Mabel Street for a distance of 163 metres in a southerly direction
Wigan Road (north side)	From a point 15 metres west of its itersction with the extended kerbline of Allenby Grove west side, to a point 15 metres east of its intersection with the extended kerbline of Allenby Grove, east side.
Allenby Grove (both sides)	From its junction with the extended northern kerbline of its intersection with Wigan Road, for a distance of 15 metres in a northerly direction.
Wigan Road (north side)	From a point 15 metres east of the extended eastern kerbline of DobbBrow Road, To a point 15 metres west of the extended western kerbline of Dobb Brow Road

<u>No Waiting Mon-Fri 8.00am – 9.30am</u>	
Leigh Road (west side)	From a point 20 metres south of its intersection with the extended southern kerbline of Industrial Street to its intersection with the northerly kerbline of Mabel Street.
Mabel Street (both sides)	From its junction with the extended kerbline of its intersection with Leigh Road, west side, for a distance of 15 metres in a westerly direction.

Objection/Representation

- Following advertising of the proposals, we received a total of 11 representations of which 6 were objections details of which are as follows:

Residents 1,2,3, are concerned about the loss of parking spaces on Wigan Road due to displacement of parking to their area, whilst resident 1 & 2 are additionally concerned regarding disability access. Resident 4 (on behalf of both themselves and neighbour) is concerned about access to their properties being obstructed by the displacement of parking on Leigh Road that this order would cause thereby obstructing sightlines on a 40mph road as well as difficulty for refuse collection. Residents 4,5,11 request consideration to extending the restrictions to prevent displacement outside their properties, resident 2,3 requests alternative measures such as bollards instead of restrictions. All the above residents would be directly affected by these proposals.

Residents 6,7,8,9,10 are all in favour of the proposals although all request consideration be given to additional restrictions to prevent displacement.

Observations

- The proposed restrictions are intended to address indiscriminate parking in the areas whilst trying to minimise displacement issues thereby causing the minimum of inconvenience to residents. Leigh Road has the longest restrictions relating to this order which may deter displacement of parking by commuters .
- In relation to Allenby Grove and Dobb Brow Road it is proposed to introduce junction protection restrictions through this order with the intention of causing minimum disruption to residents.
- Parking to assist disability issues is allowed on all the proposed restrictions for a limited time period.
- Waste Management have been consulted in relation to this order and have raised no concerns about the proposals.
- Members are reminded that an objection report is not able to increase the length of or to introduce new restrictions, it is only possible to reduce or remove proposed restrictions.

Consultation

9. Representatives of the Chief Constable, County Fire and Rescue Service, Greater Manchester Ambulance Service and the Director General of the Passenger Transport Executive have been consulted and the Police have no objections to the restrictions as originally advertised.

Parking Services, Licensing and Waste Management have been consulted regarding this report and have made no comment.

Views of Ward Members

10. The views of Ward Members have been requested and no comment has been made.

Financial implications and implementation

11. The cost for the promotion of this order is £3,075. In addition to this there will be some signing and lining required at an estimated cost of £4,600. This will be funded by the forums of both Westhoughton North and Chew Moor & Westhoughton South.

Recommendation

12. Having considered the objections and the views of Ward Members, the Director of Place recommends the Executive Cabinet Member Environmental Services to agree the introduction of the proposed restrictions as indicated in this and as advertised in April 2017