

Bolton Council

Report to: Executive Cabinet Member
Environmental Services

Date: 15 August 2016

Report of: Director of Place

Report No: ECMES/18/16b

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Report Title: **Runworth Area Proposed Waiting Restrictions (Traffic Order 303805) Objections Report**

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 traffic regulation order amended as detailed in Appendix 1 to this report.

Decision:

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

Signed: _____
Leader / Executive Member

Monitoring Officer

Date: _____

Summary:

The Director of Place agreed the promotion of revisions to waiting restrictions at various locations in the Rumworth area under the Scheme of Delegation in May 2016.

The proposals were advertised in May 2016 and four representations were received. This report details 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 traffic regulation order amended as detailed in Appendix 1 to this report.

Background information

1. Rumworth Ward councillors have identified locations within their ward where inconsiderate parking is obstructing the free movement of vehicles.
2. The Director of Place agreed to the promotion of a traffic regulation order introducing waiting restrictions at these locations under the Scheme of Delegation. The proposal was advertised in May 2016 and representations were received from the following:-

SC Company Director, Rasbottom Street
HP Resident, Wigan Road
SS Resident, Ryley Avenue
YG Business Proprietor, High Street

The locations of objectors properties / businesses is annotated on the plans at Appendix 2

Representations-Objections

3. SC is a director of a company based in Rasbottom Street, Bolton. SC considers that the introduction of the proposed restrictions on Rasbottom Street are excessive and requests that the extent of the restriction is reduced.
4. HP is a resident of Wigan Road, Bolton in the vicinity of the proposed restrictions on Back Wigan Road South. HP considers that the loss of residential parking amenity resulting from the proposed restrictions is excessive and will prove problematical for residents. HP has requested that restrictions be limited to the southern side of Back Wigan Road South.
5. SS is a resident of Ryley Avenue, Bolton in the vicinity of the proposed restrictions on Back Wigan Road South. SS considers that the loss of residential parking amenity resulting from the proposed restrictions is excessive and will prove problematical for residents. HP has requested that restrictions be limited to the northern side of Back Wigan Road South.
6. YG is the proprietor of a business located in High Street, Bolton. YG objects because he considers that the proposed restrictions in Back High Street to the side of his business premises will severely impact on loading / unloading operations related to his business activities. He also states that there has been no history of difficulties being caused at this location as a result of parked or loading / unloading operations and that the proposed restrictions are therefore unnecessary.

Observations

7. There have been no representations to the majority of the waiting restrictions proposed as part of the Rumworth Area Traffic Regulation Order, and these restrictions will be implemented as advertised.
8. The proposal to introduce 'no waiting at any time' restrictions on Rasbottom Street arose after concerns from regarding obstructive parking at the entrance to an off street parking area from the local business which owned the car park. It is on behalf of this business that SC has asked that the extent of the proposed restrictions be reduced to minimise the loss of kerbside parking space. A reduction in the extent of the proposed restriction here would be acceptable.

9. The proposed 'no waiting at any time' restrictions at Back Wigan Road South were developed as a result of residents' concerns regarding obstructive parking impeding access to off road parking spaces within the curtilage of their properties. The properties front onto Wigan Road where there are extensive existing waiting restrictions in place. The implementation of 'no waiting at any time' restrictions down one side of the road only would maintain access for through traffic while still providing a reasonable level of parking. It is considered that implementing the restrictions only on the southern side of the road will provide the most beneficial outcome with regard to parking availability as it will improve access to off road secure parking areas.
10. The proposed 'no waiting at any time restrictions' at Back High Street and at the High Street / Back High Street junction were proposed in order to benefit the company which has objected to their implementation. It is considered appropriate that these proposed restrictions are now deleted from the proposed order.

Consultation

11. Representatives of the Chief Constable, County Fire and Rescue Service, Greater Manchester Ambulance Service and Transport for Greater Manchester were consulted on the original proposals and no adverse comments were received.

Views of Ward Members

12. The views of Ward Members have been requested on the content of this report and no adverse comments have been received.

Financial implications and implementation

13. The cost for the legal traffic order and associated road markings is £4,000. If approved, the restrictions will be funded by the Rumworth Area Forum.

Recommendation

14. 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 traffic regulation order amended as detailed in Appendix 1 to this report.

Appendix 1: Amended Traffic Order Schedule

DELETIONS

No Waiting Any Time

Annis Road – both sides	From its junction with Deane Church Lane for a distance of 15 metres in a north-easterly direction.
Cannon Street – west side	From its junction with Derby Street for a distance of 27 metres in a northerly direction

ADDITIONS

No Waiting Any Time

Annis Road – both sides	From its junction with Deane Church Lane to a point 7 metres north east of the north easterly kerb line of Deane Church Lane.
Baldwin Street – north west side	From the extended south westerly kerb line of Rasbottom Street for 5 metres in a south westerly direction.
Rasbottom Street – south west side	From the extended north westerly kerb line of Baldwin Street for 15 metres in a north westerly direction.
<i>Rasbottom Street – south west side</i>	<i>From the extended north westerly kerb line of Baldwin Street for 11 metres in a north westerly direction.</i>
Cannon Street – west side	From its junction with Derby Street to a point 52 metres north of the extended north westerly kerb line of Derby Street
Cannon Street – west side	From a point 10 metres north of the projected northerly kerb line of Sandwich Crescent to a point 10 metres south of the extended southerly kerb line of Sandwich Crescent
Sandwich Crescent – both sides	From its junction with Cannon Street to a point 10 metres west of the projected westerly kerb line of Cannon Street
High Street – south west side	From a point 3 metres north west of the projected north westerly kerb / channel line of Back High Street West to a point 3 metres south east of the projected south easterly kerb / channel line of Back High Street West.

High Street – south west side	From a point 3 metres north west of the projected north westerly kerb / channel line of Back Bowness Road to a point 3 metres south east of the projected south easterly kerb / channel line of Back Bowness Road.
High Street – south west side	From the projected south easterly kerb line of Back High Street to a point 4 metres south east of the projected south easterly kerb line of Back High Street.
Grundy Street – north west side	From its junction with High Street to its junction with Back High Street.
Back High Street – both sides	From a point 17 metres south west of the projected south westerly kerb line of High Street to a point 59 metres north west of the extended north westerly kerb line of Grundy Street.
Back High Street West – both sides	From its junction with High Street to a point 5 metres south west of the projected south westerly kerb line of High Street.
Back High Street South – both sides	From its junction with Bridgeman Street to a point 7 metres north west of the projected north westerly kerb line of Bridgeman Street.
Back High Street South – both sides	From a point 7 metres north west of the projected north westerly kerb / channel line of Back Bowness Road (east of Back High Street South) to a point 5 metres south east of the projected south easterly kerb / channel line of Back Bowness Road (east of Back High Street South).
Back Bowness Road – both sides	From its junction with High Street to a point 5 metres south west of the projected south westerly kerb line of High Street.
Back Bowness Road – both sides	From its junction with Back High Street South to a point 3 metres north east of the projected kerb / channel line of Back High Street South.
Back Bowness Road – both sides	From its junction with Back High Street South to a point 5 metres south west of its junction with Back High Street South.
Back Bowness Road – north west side	From a point 10 metres north east of the projected north easterly kerb line of Pike Road to a point 5 metres south west of the projected south westerly kerb line of Pike Road.
Back Bowness Road – south east side	From a point 8 metres north east of the projected north easterly kerb line of Pike Road to a point 5 metres south west of the projected south westerly kerb line of Pike Road.

Back Bowness Road – both sides	From its junction with Swan Lane to a point 5 metres north east of the projected north easterly kerb line of Swan Lane
Swan Lane – north east side	From a point opposite the projected south easterly kerb line of Auburn Street for a distance of 10 metres.in a south easterly direction.
Pike Road – south west side	From its junction with Back Bowness Road to a point 18 metres north west of the projected north westerly kerb line of Bowness Road.
Pike Road – south west side	From a point 16 metres south east of the extended south easterly kerb line of Bowness Road to a point 17 metres north west of the projected north westerly kerb line of Ribblesdale Road.
Pike Road – south west side	From a point 17 metres south east of the extended south easterly kerb line of Ribblesdale Road to a point 21 metres north west of the projected north westerly kerb line of Bridgeman Street.
Pike Road – north east side	From its junction with Back Bowness Road to a point 17 metres north west of the projected north westerly kerb line of Bowness Road.
Bowness Road – south east side	From a point 22 metres north east of the projected north easterly kerb line of Swan Lane for a distance of 9 metres in a north easterly direction.
Back Ribblesdale Road – both sides	From a point 11 metres south east of the projected south easterly kerb line of Bowness Road to a point 75 metres south west of the projected south westerly kerb line of Pike Road.
Back Ribblesdale Road – both sides	From its junction with Bowness Road to a point 5 metres south east of the projected south easterly kerb line of Bowness Road.
Back Ribblesdale Road – both sides	From its junction with Pike Road to a point 5 metres south west of the projected south westerly kerb line of Pike Road.
Ribblesdale Road – south east side	From a point 19 metres north east of the projected north easterly kerb line of Swan Lane for a distance of 10 metres in a north easterly direction.
Back Bridgeman Street – both sides	From a point 13 metres south east of the projected south easterly kerb line of Ribblesdale Road to a point 90 metres south west of the projected south westerly kerb line of Pike Road.
Back Bridgeman Street – both sides	From its junction with Ribblesdale Road to a point 5 metres south east of the projected south easterly kerb line of Ribblesdale Road.

Back Bridgeman Street – both sides	From its junction with Pike Road to a point 5 metres south west of the projected south westerly kerb line of Pike Road.
Swan Lane – south west side	From a point 29 metres south east of the projected south easterly kerb line of Derby Street for a distance of 10 metres in a south easterly direction.
Swan Lane – south west side	From a point 16 metres north west of the projected north westerly kerb line of Auburn Street for a distance of 10 metres in a north westerly direction.
Back Goldsmith Street – both sides	From its junction with Swan Lane to a point 5 metres south west of the projected south westerly kerb line of Swan Lane.
Back Auburn Street – both sides	From its junction with Swan Lane to a point 5 metres south west of the projected south westerly kerb line of Swan Lane.
Back Wigan Road South – both sides	From its junction with Hawthorne Road in a westerly direction to its cul-de-sac end.
<i>Back Wigan Road South – south side</i>	<i>From its junction with Hawthorne Road in a westerly direction to its cul-de-sac end.</i>
Hawthorne Road – west side	From a point 3 metres north of the projected northerly kerb line of Back Wigan Road South to a point 3 metres south of the projected southerly kerb line of Back Wigan Road South.

Appendix 2: Plans Showing Proposed Restrictions (including location of objectors' properties / business premises shown ★)