

# Bolton Council

**Report to:** Executive Cabinet Member  
Environmental Services

**Date:** 16 April 2018

**Report of:** Director of Place

**Report No:** ECMES/23/18

**Contact Officer:** Harry Booth

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**Report Title:** **Astley Bridge and Sharples (Various Streets) - Proposed Traffic Order Waiting Restrictions (Traffic Order 303886). Objection 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 proposed restrictions indicated and altered as shown this report

**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 streets referred to within this report for the purposes of reducing obstruction, and improving sightlines on some roads within this report

The proposal was advertised in November 2017 and 14 responses were received to the proposals following consultation. A breakdown of the responses shows 12 were notifications of objection. And 2 were notifications of support.

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 as amended.

## Background information

1. The Executive Member is reminded that the restrictions originally proposed in this order were intended to address complaints of obstruction in these locations, with the intention of reducing obstructions, improving sightlines improving safety and assisting with traffic flow.

## Objection/Representation

2. Following advertising of the proposals, we received a total of 14 representations 12 of which were objections and two of support details of which are as follows:

### Objections

Hugh Lupus Street & Ashworth Lane:	Objectors 1 and 2 query junction protection at 5&6 metres is too long. Will residents be allowed to park outside properties at school term time. Also restriction times too long.
Eagley Way:	Objector 3 queries why we are placing restrictions as parking very infrequent only occasional times by bowlers who will probably park on Blackburn Road instead.
The Gardens:	Objectors 4 and 5 fear restrictions will cause hostility between residents should have cleared junctions as emergency vehicles will be unable to gain access if required.
Westcliffe Road:	Objector 6 and 7 feels length of restrictions too long.
Belmont Road:	Objector 8 asks if residents will be allowed permit parking as Fears employees from local businesses will use them. Objector 9 has regularly parked on the footway outside his premises where there is ample room to do so without impeding residents, wants to know if they can continue to do so.
Sharples Avenue:	Objectors 10 and 11 will lose on street parking, one has c.c.t.v. set up to monitor their vehicle.
Holden Avenue:	Objector 12 states it was agreed some time ago that restrictions would be longer than proposed by this order.

### Support

The Gardens:	Support 1 hopes this will improve access in this area.
Eagley Way:	Support 2 in favour of restrictions.

### Observations:

The Executive Member is reminded that these were proposed with the intention of reducing obstruction and improving sightlines thereby improving safety and access. The following observations have been made:

#### Hugh Lupus Street/Ashworth Lane;

The length of NWAT restrictions proposed are 6 metres and 5 metres respectively. This has sympathetically been proposed as a minimum length which will provide sightlines whilst still providing parking opportunity. To reduce the length further would render them ineffective.

The Highway Code suggests 10 metres as a minimum advisory length. There is no provision to place term time restrictions, there being so many variations to the term dates, it would prove difficult to enforce. The same would apply to reducing restriction times as the times are likely to vary with after school activities taking place.

Eagley Way;

There have been occasions where the road has become blocked due to this, also sightlines are poor. There is no evidence that motorists may choose to park on Blackburn Road, which has a speed limit of 30 miles an hour and should they do so it is likely that they would act as traffic calming measures.

The Gardens;

This location has long been a problem for obstruction and whatever action is taken is likely to please some and infuriate others. We have considered the location and proposed what we consider to be a minimum length of restrictions which will allow access and egress to and from this location.

Westcliffe Road;

We have recommended the minimum space suggested by the Highway Code of 10 metres. The objector, supported by Councillor Wild requests the length be reduced to 7 metres to allow some parking. This can be accommodated but the effectiveness of creating addition parking is questionable.

Belmont Road;

It is unlikely that we would introduce resident parking in this area as it is a classified road and funding would be difficult to find under the current constraints. We have liaised with Parking Services regarding parking fully on the footway and currently unless the parking becomes a safety issue, we do not enforce. There are quite a few locations in the Bolton area where parking of this nature takes place and to prevent it in some of these areas is likely to result in the displacement of vehicles onto the Highway with potential consequences for the movement of traffic.

Sharples Avenue;

The main issue at this location is sightlines, it is felt these can be reduced to 10 metres from 15 to provide some opportunity for parking.

Holden Avenue;

I can find no reference of an agreement to install more restrictive waiting restrictions in this location and we are not intending to remove parking completely at this location which would merely displace parking to other nearby areas.

It is therefore suggested that the restrictions shown and as amended be approved.

DELETIONS	
<b><u>No Waiting at any Time:</u></b>	
Hugh Lupus Street (east side)	For its full length.
Belmont Road (both sides)	From its junction with High View Street to a point 19 metres south east of its junction with Sweetloves Ln
Belmont Road (west side)	From a point 39 metres north of its junction with Warwick Street for a distance of 23 metres in a northerly direction

<b><u>School Entrance Marking:</u></b>	
Holden Avenue (west side)	From a point 52.4 metres south of its junction with Sharples Avenue for a distance of 43.56 metres in a southeasterly direction.
<b><u>Limited Waiting Mon-Sat 8am-6pm</u></b> <b><u>Restricted to 40mins, no return 1hr</u></b> <b><u>20min</u></b>	
Belmont Road (west side)	From a point 62 metres north of the southerly kerbline of Warwick Street for 11 metres in a northerly direction
<b>ADDITIONS</b>	
<b><u>No Waiting At Any Time:</u></b>	
Ashworth Lane (north side)	From the extended easterly kerbline of Hugh Lupus Street for a distance of 5 metres in an easterly direction.
Hugh Lupus Street (east side)	From the extended northerly kerbline of Ashworth Lane for a distance of 6 metres in a northerly direction
Hugh Lupus Street (east side)	From a point 5 metres south of the extended southern intersection with Back Ashworth Lane to a point 5 metres north of the extended northern intersection with Back Ashworth Lane
Hugh Lupus Street (east side)	From the extended intersection with its junction with Oulton Street for a distance of 5 metres in a southerly direction.
Belmont Road (both sides)	From a point 30 metres south east of the extended south easterly kerbline at its junction with Sweetloves Lane in a north westerly direction to a point 46 metres south east of its junction with the extended south easterly kerbline of Wilkinson Road
Belmont Road (both sides)	From a point 20 metres northwest of the extended north westerly kerbline at its junction with Wilkinson Road for a distance of 16 metres in a north westerly direction
Belmont Road (west side)	From a point 39 metres north of its junction with Warwick Street for a distance of 25 metres in a northerly direction

Playfair Street (south side)	From the extended westerly kerbline at its junction with Park Row to a point 10metres east of its junction with Back Park View
The Gardens (east side)	From a point 40 metres south of its junction with Playfair Street for 26 metres in a southerly and easterly direction around its easterly cul-de-sac end
Park Row (east side)	From a point 5 metres north of its junction with the extended northerly kerbline of Kellett Street in a southerly direction to a point to a point 5 metres south of its junction with the extended southerly kerbline at its junction with Kellett Street
Park Row (west side)	From a point 60 metres north of its junction with the extended northerly kerbline of Westcliffe Road for a distance of 10 metres in a northerly direction
Park Row (east side)	From a point 61 metres north of its junction with the extended northerly kerbline of Westcliffe Road for a distance of 14 metres in a northerly direction
Andrew Lane (west side)	From a point 10 metres north of its junction with the extended northerly kerbline of Westcliffe Road in a southerly direction to a point 10metres south of its junction the extended southerly kerbline of Westcliffe Road
Andrew Lane (east side)	From the extended southerly kerbline at its junction with Old Eagley Mews in a southerly direction for 20 metres.
<del>Westcliffe Road (both sides)</del>	<del>From the extended westerly kerbline of Andrew Lane for a distance of 10 metres in a westerly direction</del>
Westcliffe Road (both sides)	From the extended westerly kerbline of Andrew Lane for a distance of 7 metres in a westerly direction
Sharples Hall Drive (south side)	From a point 20 metres west of its junction with the extended westerly kerbline of Barley Brook Meadow in a easterly direction to a point 20metres east of its junction the extended easterly kerbline of Barley Brook Meadow
Sharples Hall Drive (north side)	From a point 10 metres west of its junction with the extended westerly kerbline of The Cedars in a easterly direction to a point 10 metres east of its junction the extended easterly kerbline of The Cedars

Sharples Hall Drive (north side)	From a point 10 metres west of its junction with the extended westerly kerblines of Sharples Hall Mews in a easterly direction to a point 60 metres east of its junction the extended easterly kerblines of Sharples Hall Mews
Thornham Drive (north side)	From a point 10 metres west of its junction with the extended westerly kerblines of Crundale Road in a easterly direction to a point 10 metres east of its junction the extended easterly kerblines of Crundale Road
Crundale Road (both sides)	From the extended northerly kerblines of Thornham Drive for a distance of 10 metres in a northerly direction
Kermoor Avenue (both sides)	From the extended westerly kerblines of Blackburn Road to its junction with the extended easterly kerblines of Farnborough Road
Eagley Way (north side)	From a point 45 metres northeast of its intersection with the extended northeasterly kerblines of Blackburn Road, for a distance of 175 metres in an easterly direction.
Eagley Way (south side)	From a point 50 metres northeast of its intersection with the extended south easterly kerblines of Blackburn Road for a distance of 175 metres in an easterly direction
<del>Sharples Avenue (south side)</del>	<del>From a point 15 metres west of its junction with the extended westerly kerblines of Holden Avenue in a easterly direction to a point 15 metres east of its junction the extended easterly kerblines of Holden Avenue</del>
Sharples Avenue (south side)	From a point 10 metres west of its junction with the extended westerly kerblines of Holden Avenue in a easterly direction to a point 10 metres east of its junction the extended easterly kerblines of Holden Avenue
Eden Street (northerly side)	From a point 12 metres west of the extended western kerblines of Bloomfield Street for a distance of 6 metres in a north westerly direction

<b><u>No Waiting Mon-Fri 8.00am to 4.30pm:</u></b>	
Hugh Lupus Street (east side)	From a point 6 metres north of the extended northerly kerbline with Ashworth Lane to a point 5 metres south of the extended southerly junction of Back Ashworth Lane
Hugh Lupus Street (east side)	From a point 5 metres north of the extended northern intersection of Back Ashworth Lane to a point 5 metres south of the extended southern intersection with Oulton Street
Holden Avenue (east side)	From a point 58 metres south of the extended southern kerbline at its junction with Sharples Avenue for a distance of 10 metres in a southerly direction
<b><u>School Keep Clear Marking: Mon-Fri 8.00am to 5.00pm:</u></b>	
Holden Avenue (south side)	From a point 61 metres west of the extended westerly kerbline of Westgrove Avenue at its junction with Holden Avenue for a distance of 31.56 metres in a westerly and northerly direction.
Holden Avenue (west side)	From a point 26m south of the extended southerly kerbline of Sharples Avenue at its junction with Holden Avenue for a distance of 43.56 metres in a southerly and easterly direction
<b><u>Limited Waiting Mon-Sat 8am-6pm Restricted to 40mins, no return 1hr 20min</u></b>	
Belmont Road (west side)	From a point 64 metres north of the northerly kerbline of Warwick Street for 9 metres in a northerly direction

## Consultation

3. Representatives of the Chief Constable, County Fire and Rescue Office, North West Ambulance Service and Chief Executive of Transport for Greater Manchester have been consulted and have not raised any issues regarding this report.
4. Parking Services, Licensing and Waste Management have been consulted regarding this report and Parking Services and have not commented on this report.



## **Views of Ward Members**

5. The views of Ward Members have been requested and have made no comments.

## **Financial implications and implementation**

6. 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 £3,400. This will be funded mainly by the Astley Bridge Area Forum with the cost remarking of the school keep clear area being met by High Lawn School.

## **Recommendation**

7. It is recommended that the promotion of the proposed Traffic Regulation Order be agreed and the Borough Solicitor be requested to take the necessary action in accordance with the Road Traffic Regulation Act 1984, to advertise the proposal and, if no objections are maintained, to make the Order.