

Bolton Council

Report to: Executive Cabinet Member
Environmental Services

Date: 12 December 2016

Report of: Director of Place

Report No: ECMES/42/16b

Contact Officer: Sean Bamber

Tele No: (01204) 336404

Report Title: Halliwell Ward TRO (Various Streets) – Proposed Waiting Restrictions (Traffic Order 303853)-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 that were advertised in October/November 2016.

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 various roads within the Halliwell Ward which was funded through the area forum budget and agreed in principle by the associated ward members.

The proposal was advertised in October/November 2016 and 3 representations of objection were received along with 2 representations indicating observations and potential recommendations. 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 proposed restrictions as advertised in October/November 2016.

Background information

1. It has been brought to the attention of the Highways Authority that cars are parking on the section of Gilnow Gardens leading down from its junction with Gilnow Road. It has been a request from members of the public that waiting restrictions are promoted along this stretch in order to prevent parked vehicles obstructing the highway.
2. Residents are parking up from the junction with Dobson Road and on the bend leading from Tudor Avenue/Gilnow Road, thus reducing visibility requirements onto the highway network at that location. Both of these locations suffer from an appreciable accident record. It is a proposal to extend the parking restrictions at these locations to improve visibility and help reduce accident potential.
3. Residents/Customers are parking up to the junction with Sterratt Street/Park Road and outside of the shop on Gilnow Road where the road is restricted with the central reserve. The promotion of restrictions will keep the highway clear of parked vehicles and improve visibility onto the highway.
4. Residents/customers are parking across the bus-stop on Gilnow Road and up the junction with Park Road. The promotion of parking restrictions will help to alleviate this situation.
5. Parent parking is causing vehicular obstruction near the junction of Elgin Street/Shepherd Cross Street and Darley Street/Shepherd Cross Street/Constable Close. The promotion of parking restrictions at these locations will help to alleviate the situation.
6. Residents and vehicles associated with businesses on Halliwell Road are parking on both sides of Wapping Street leading up the junction causing an obstruction to vehicular movement at that location. It is a proposal to extend the parking restrictions on the western side of Wapping Street to help alleviate this situation and also include part of the junction onto Broughton Street.

The proposal was advertised in October/November 2016 and 3 objection representations were received from the following:-

Residents-Constable Close, Bolton.
Residents-Gilnow Road, Bolton.
Resident-Park Road, Bolton.

Two additional representations were received from residents raising additional comments and recommendations from the following locations: -

Resident-Broughton Street, Bolton.
Residents-Gilnow Road, Bolton.

Objection/Representation

7. A resident of Constable Close has indicated in her representation that the proposed no waiting at any time restrictions will completely surround her property. Apparently there is no off-road parking associated with her property and she is registered disabled. Another

resident on Constable Close has indicated that although he has no objection to the proposed restrictions he feels that they should extend further into Constable Close.

8. The representation received from residents' on Gilnow Road was mainly concerned with speeding vehicle issues on Tudor Avenue/Gilnow Road and the impact that it has had on their families. They have raised comment about the existing restrictions being ineffective in reducing vehicle speeds and that there is regular parking abuse by attendants at the mosque opposite, especially on a Friday. A number of residents' at this location were supportive of the proposed restrictions subject to the implementation of a residents' only parking scheme outside of a section of properties which included their own.
9. A resident on Park Road has raised comment in his representation that the proposed parking restrictions will reduce the on-street parking provision associated with his property. He has made a recommendation that Park Road should be a one-way to the junction with Gilnow Road owing the level of double-parking along this section of highway which restricts vehicle movement.
10. A resident on Broughton Street was supportive of the restrictions proposed for Wapping Street because he had asked for their promotion in the past through ward members. He has asked if the short length of restrictions proposed for Broughton Street could be removed from the proposal owing to the impact that it would potentially have on his residential amenity.

Observations

11. Clause 243 of the Highway Code makes a recommendation that vehicles should not be parked opposite or within 10 metres of a junction on the highway in order to reduce potential road safety implications associated with visibility for egressing vehicles, and also to reduce potential obstruction issues to vehicular movement on the highway. This recommendation is un-enforceable unless waiting restrictions are implemented. The extent of these restrictions can be tailored appropriately with a dependence on road classification and the level of vehicle movement through the junction in question being taken into consideration.
12. The restrictions proposed for Darley Street are proposed at the junction with Shepherd Cross Street and Constable Close (6.0m edge protection). We had received concerns about parent parking associated with the school opposite causing obstruction up to the junction with Shepherd Cross Street and restricting access to the residential properties on Constable Close. This was the justification for the promotion of the restrictions. There will still be an element of on-street parking available on Darley Street clear of both junctions and outside of the objector's property on Constable Close which should quell the concerns raised in her representation. We would be unable to extend the length of restrictions proposed for Constable Close (request indicated in representation) owing to the fact that you cannot legally add restrictions to an already advertised traffic order.
13. It has been observed that vehicles are being parked from the edge of the existing restrictions on the northern kerbline of Tudor Avenue up to the side boundary of 92 Gilnow Road. These parked vehicles are obstructing the forward visibility to vehicles travelling along Tudor Avenue onto Gilnow Road. This location has suffered from an appreciable

accident record over the last 10 years which includes 2 KSI's (fatal/serious). One of the main contributory factors for these accidents was loss of control of vehicle negotiating the bend and vehicles travelling at speed. The extension of the proposed restrictions will not reduce vehicle speeds (a comment that was raised in representation) but it will improve the forward visibility for vehicles negotiating the bend and will help to reduce potential road safety implications at this location.

14. The representation that was received from Gilnow Road residents' has raised comment about the abuse of the existing restrictions on Gilnow Road by people attending the mosque opposite their property. This is an enforcement issue that will be raised with colleagues in the Councils Parking Services Team. Vehicles that display a viable blue badge can quite legitimately park on waiting restrictions (without loading restrictions in place) for up to a maximum period of 3 hours without prejudice. From experience this situation is normally short lived with the main parking issues being observed on a Friday between mid-day and mid-afternoon.
15. Both Gilnow Road residents' comments within their representations about speeding vehicles on Gilnow Road/Tudor Avenue, potential road safety implications and the implementation of viable remedial measures. Although these concerns have no reasonable bearing on the implementation of the restrictions proposed, correspondence has been exchanged with both parties and indicated the Highways Authority's stance in relation to the issues that they have raised.
16. It has been observed that vehicles associated with businesses/residents are parking along the northern side of Gilnow Road up to the junction with Park Road. This level of on-street parking is obstructing the bus-stop and causing visibility issues onto Park Road, thus posing road safety implications. The proposed restrictions should help to alleviate this situation. The comments that the resident of Park Road has raised in his representation about the loss of on-street parking associated with his property are acknowledged but the Highways Authority's duty is to reduce potential road safety/congestion issues on the highway and not to provide on-street parking spaces for individual private residents. The proposed restrictions do comply with the requirements in national guidance and there is an element of on-street parking still available outside of these restrictions to support the residential properties at that location.
17. The Highways Authority would not support the conversion of Park Road to one-way vehicle flow to the junction of Gilnow Road (which was a comment raised in representation). The on-street parking is normally limited to one side of the highway and acts as a natural form of traffic-calming which helps to enforce the newly promoted 20mph speed limit at that location. There is no justification to alter the nature of traffic flow at this location.
18. Vehicles quite regularly park on Broughton Street up to the junction with Wapping Street. This causes obstruction issues to vehicles and to pedestrians crossing the junction. Based on this there is justification to promote the length of restrictions indicated in the schedule. Adequate on-street parking will remain at that location with the restrictions in place.
19. The traffic order proposals indicated in this report have already been advertised during the consultation exercise. No additional restrictions can be added to the schedule (such as a request for a residents' only parking scheme).

Consultation

20. 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 have raised no additional comments or observations. GMP has previously requested the consideration of extending the restrictions at Tudor Avenue/Gilnow Road.
21. Parking Services have been consulted on this report and have raised no additional comments or observations.

Views of Ward Members

22. The views of Ward Members have been requested on this report and have raised no additional comments or observations.

Recommendation

23. 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 advertised in October/November 2016.

Financial implications and implementation

24. The estimated cost of traffic order was £3015 along with an additional £800 for the physical lining works. This has been funded through the Area Forum Budget for the Halliwell Ward.

Draft Traffic Order Schedule

Revocation of No Waiting at Any Time Restrictions

Gilnow Road (north side)	From a point 55 metres west of its intersection with the extended western kerbline of Dobson Road to its uni-lateral junction with Tudor Avenue.
Gilnow Road (south side)	From a point 122 metres west of its intersection with the extended western kerbline of Gilnow Gardens to its uni-lateral junction with Tudor Avenue (including cemetery bell mouth).
Wapping Street (both sides)	From its junction with Halliwell Road to a point 15 metres in a northerly direction.

Revocation of Ambulance Parking Space

Grafton Street (north-west side)	From a point 32 metres south-west of its junction with Chorley Old Road for a distance of 8 metres in a south-westerly direction
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Promotion of No Waiting at Any Time Restrictions

Gilnow Gardens (north-east side)	From the intersection of the extended south-easterly kerbline of Gilnow Road for a distance of 77 metres in a southerly direction.
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Gilnow Gardens (south-west side)	From the intersection of the extended south-easterly kerbline of Gilnow Gardens for a distance of 87 metres in a southerly direction.
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Gilnow Road (north side)	From a point 45 metres west of its intersection with the extended western kerbline of Dobson Road to its uni-lateral junction with Tudor Avenue.
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Gilnow Road (north side)	From a point 10 metres west of its intersection with the extended western kerbline of Dobson Road to a point 18 metres east of its intersection with the extended eastern kerbline of Dobson Road.
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Dobson Road (both sides)	From the intersection of the northern kerbline of Gilnow Road for a distance of 10 metres in a northerly direction.
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Gilnow Road (south side)	From a point 86 metres west of its intersection with the extended western kerbline of Gilnow Gardens to its uni-lateral junction with Tudor Avenue (including cemetery bell mouth).
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Gilnow Road/Park Road (south side)	From the intersection of the western kerbline of Sterratt Street for a distance of 17 metres in a south-westerly direction.
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Gilnow Road (south side)	From a point 58 metres south-west of its intersection with the extended western kerbline of Sterratt Street for a distance of 18 metres in a south-westerly direction.
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Park Road (south side)	From the intersection of the eastern kerbline of Sterratt Street for a distance of 10 metres in a easterly direction.
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Sterratt Street (both sides)	From the intersection of the southern kerbline of Park Road for a distance of 10 metres in a southerly direction.
Gilnow Road (north side)	From the intersection of the eastern kerbline of Back Park Road for a distance of 10 metres in a easterly direction.
Gilnow Road (west side)	From the intersection of the southern kerbline of Park Road for a distance of 10 metres in a southerly direction.
Park Road (south side)	From the intersection of the western kerbline of Gilnow Road for a distance of 10 metres in a westerly direction.
Rushey Fold Lane (both sides)	From the intersection of the northern kerbline of Elgin Street for a distance of 10 metres in a northerly direction.
Elgin Street (south side)	From a point 15 metres west of its intersection with the extended western kerbline of Shepherd Cross Street to a point 15 metres east of its intersection with the extended eastern kerbline of Shepherd Cross Street.
Shepherd Cross Street (both sides)	From the intersection of the southern kerbline of Elgin Street for a distance of 15 metres in a southerly direction.
Shepherd Cross Street (east side)	From a point 6 metres north of its intersection with the extended northern kerbline of Darley Street to a point 6 metres south of its intersection with the extended southern kerbline of Darley Street.
Darley Street (both sides)	From the intersection of the eastern kerbline of Shepherd Cross Street for a distance of 6 metres in a easterly direction.
Darley Street (north side)	From a point 6 metres west of its intersection with the extended western kerbline of Constable Close to a point 6 metres east of its intersection with the extended eastern kerbline of Constable Close.
Constable Close (both sides)	From the intersection of the northern kerbline of Darley Street for a distance of 6 metres in a northerly direction.
Wapping Street (west side)	From the intersection of the northern kerbline of Halliwell Road to the intersection of the northern kerbline of Broughton Street.

Wapping Street (east side)

From the intersection of the northern kerbline of Halliwell Road for a distance of 15 metres in a northerly direction.

Broughton Street (both sides)

From the intersection of the western kerbline of Wapping Street for a distance of 5 metres in westerly direction.