

Bolton Council

Report to: Executive Cabinet Member
Environmental Services

Date: 21st March 2016

Report of: Director of Place

Report No: ECMES/50/16

Contact Officer: Sean Bamber

Tele No: (01204) 336404

Report Title: **Wolfenden Street, Halliwell Road, Charlotte Street, Astley Street, Paulette Street, Sutcliffe Street, Crumpsall Street, Myrrh Street, Back Rawsthorne Street, Bolton – Proposed Traffic Orders (Traffic Order 303804)-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 with the amendments indicated in this report to the ones advertised in December/January 2015-16.

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/loading restrictions on Wolfenden Street, Halliwell Road, Charlotte Street, Astley Street, Paulette Street, Sutcliffe Street, Crumpsall Street, Myrrh Street and Back Rawsthorne Street in the Crompton Ward to facilitate development and control potential traffic management issues.

The proposal was advertised in December/January 2015-16 and 8 representations were received. 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 with the amendments indicated in this report to the ones advertised in December/January 2015-16.

Background information

1. Wolfenden Street, Halliwell is a residential Street in the Halliwell area of Bolton.
2. It also provides a well-known route between Halliwell Road and Blackburn Road as well as access to many other residential areas and is heavily used by local traffic.
3. Parking is required for residents who have no access to off road facilities and this is usually only on one side of the highway where parking bays have been created. If parking takes place on both sides of the road, it results in single file traffic only and the road can become quickly congested.
4. A primary school on Wolfenden Street has been demolished to make way for a multi faith school for 11-18 year olds. The capacity of the school will be approximately 700 pupils plus staff.
5. A mini roundabout will be installed at the junction of Wolfenden Street and Halliwell Road to assist with traffic flow and access to Wolfenden Street.
6. From previous experience, schools bring with them an increase in vehicles numbers and traffic issues to the area during term time. The applicant of the planning application is responsible for the cost of traffic management measures at the Wolfenden Street / Halliwell Road junction and other traffic management measures in the affected area to assist with the traffic flow / impact and speed management.

The proposal was advertised in December/January 2015-16 and 8 representations were received from the following:-

YM-87 Wolfenden Street, Bolton
YP-89 Wolfenden Street, Bolton
MP-85 Wolfenden Street, Bolton
MP-83 Wolfenden Street, Bolton
IM-89 Wolfenden Street, Bolton
KP-218 Halliwell Road, Bolton
NP-212-216 Halliwell Road, Bolton
RM-77 Wolfenden Street, Bolton

Objection/Representation

7. Representations received from residents of Wolfenden Street have all raised comment that the proposed restrictions will impact on the level of on-street parking at that location that will be available to them. They have concerns that the blanket ban on some of the side streets which is proposed will cause inconvenience to residents on an evening and overnight. They would like to know where they are going to park their vehicles if the restrictions are put in place.
8. YM has indicated that rather than placing restrictions in the areas where parking is needed why it is not being considered restricting vehicle movement along Wolfenden Street which is causing damage to vehicles parked along that route. YM/MP also feels that the level of consultation with residents to promote the scheme was insufficient.

9. KP/NP have indicated in their representation that the proposed no-loading restrictions for Halliwell Road will affect their businesses at that location by restricting servicing and parking for disabled customers from Halliwell Road. He feels that the Council is purposely trying to ruin small businesses at that location by trying to promote such a scheme. In terms of the proposals for Wolfenden Street, KP indicates that there was a school previously at that location which had no parking issues when it was in operation, so why are such a level of restrictions proposed now.
10. MP in his representation opposes the plans for both Charlotte Street and Wolfenden Street in terms of the no-waiting at any time proposals. He feels that the level of community facilities at that location competes with local residents in terms of on-road parking especially within the evening/overnight periods. He feels that the proposed restrictions will cause parking chaos within the evening periods.

Observations

- 11 Both Wolfenden Street and Astley Street are sections of highway that serve residential areas between Blackburn Road and Halliwell Road. Owing to the nature of the highway network that surrounds this location, this route is very highly trafficked at varying times of the day owing to congestion issues on the principle routes.
12. The properties at this location are terraced in nature with minimal or no off-road parking provision to support. There is a heavy reliance on parking on the highway with parking spaces being premium. This situation is exacerbated by the fact that there is more than one vehicle associated with each property, the All Souls Church on Astley Street has a community use with limited off-road parking and there is a Mosque/Learning facility at the end of Astley Street. This reiterates the comments raised by Wolfenden Street residents within their submitted representations.
- 13 The highway fronting 48-90 and 77-93 Wolfenden Street has been widened slightly to allow an element of on-road parking in front of these properties and also to help prevent vehicular obstruction of Wolfenden Street. On site observation revealed a high level of parking on both sides of the highway at this location, and even with the slight widening, the level of parking does affect vehicular movement along the highway.
14. It was a condition on planning application 92078/14 (Erection of a 700 place secondary school/six form facility and sport facilities, land served from Wolfenden Street) that the developer would fund the promotion of relevant parking restrictions at that location to facilitate safe use of the school facilities. This has led to the proposed scheme that includes school keep markings at access points to aid safe pedestrian movement, and an element of no-waiting restrictions to prevent vehicular obstruction.
15. The restrictions proposed at Charlotte Street and Back Rawsthorne Street was at the request of our Waste Services Team. Apparently parked vehicles are obstructing access to refuse vehicles at that location thus impeding collection.
16. As part of the off-site highway improvements associated with planning application 92078/14 it was a requirement to undertake improvement works at the junction of Wolfenden Street/Halliwell Road to help improve vehicular traffic flow at that location. Through S106 funding from the development it is proposed to install a mini-roundabout at this junction. Owing to this scheme design, kerb-line build-outs would be required in order to create the desired deflection into the circulating carriageway of the roundabout. There are currently

no-waiting restrictions/peak-time loading restrictions across the frontages of businesses served from Halliwell Road. In order to help prevent vehicular obstruction associated with loading/disabled parking along this section of Halliwell Road it was proposed to upgrade the restrictions to no-loading at any time.

17. The residents on Wolfenden Street have raised legitimate comment within their representation in terms of the parking issues that the proposed restrictions will cause. Acting on their comments it is proposed to reduce the length of the proposed no-waiting restrictions on the north-west side of Wolfenden Street, stopping them opposite the junction of Back Rawsthorne Street. This will free up an element of on-street parking opposite to properties 48-76 Wolfenden Street without potentially compromising road safety for the school and posing traffic management implications.
18. I have discussed the restrictions proposed for Charlotte Street and Back Rawsthorne Street with Waste Services. They apparently collect sometime between 9.00am and 3.00pm Monday to Friday. It is proposed to reduce the restrictions at these locations in line with the times indicated. This will help alleviate residents' concerns in relation to having enough on-street parking to support residents/community facilities within the evening and overnight (MP representation).
19. Based on the representation from KP/NP it is proposed to reduce the level of the no-loading restrictions proposed for Halliwell Road just to cover the kerb-line build-outs for the proposed roundabout. These amendments will be up to the edge of 216 Halliwell Road and to the same extent on the south-western kerb line. The remainder of the Halliwell Road frontage will remain as peak-time waiting restrictions. The restrictions proposed on Wolfenden Street at the side of 218 and 228 Halliwell Road will remain as advertised. These proposals will still provide an element of servicing/disabled on-street parking at that location for businesses without potentially affecting the operational capacity of the proposed mini-roundabout at the junction of Wolfenden Street/Halliwell Road.
20. In relation to YM/YP comments. The level of consultation that was undertaken in relation to the scheme proposal complies with the requirements indicated in The Local Authorities' Traffic Orders Procedure Regulations 1996. This relates to on-site notices, advertisement in the paper and letter consultation with residents that would be immediately affected the proposed restrictions. In addition ward members arranged for a drop-in event at the Cobden Centre to allow residents to voice their concerns.
21. In relation to YM comments about restricting the level of vehicular movement along Wolfenden Street. A number of traffic management options have been looked at for this area of Crompton in the past. Implementation would be reliant on a level of traffic modelling for that location in order to determine scheme viability. They would require a level of infrastructure improvement and the implementation of traffic orders that would affect access to that location for residents and other road users. Currently there is no funding stream available to undertake feasibility, design and implementation.

Consultation

22. 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.
23. Parking Services have been consulted on this report and have raised no additional comments or observations.

Views of Ward Members

24. The views of Ward Members have been requested on this report which led to a meeting to discuss the proposed scheme. During discussions the draft schedule was amended in line with Ward Councillor comments.

Recommendation

25. 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 with the amendments indicated in this report to the ones advertised in December/January 2015-16

Financial implications and implementation

26. The estimated cost of traffic order was £3015 plus VAT which has been funded by the developer. The physical lining work will be funded through the S106 contribution for the school.

Amended Draft Traffic Order Schedule

Revocation of No Waiting at Any Time

Wolfenden Street, both sides	From its junction with Halliwell Road to its junction with Back Halliwell Road
------------------------------	--

Revocation of No Loading Mon-Fri 7.30am-9.30am and 4pm-6.30pm

Wolfenden Street, both sides	From its junction with Halliwell Road to its junction with Back Halliwell Road
Halliwell Road, south side	From its junction with Gladstone Street to its junction with Brownlow Way
Halliwell Road, north side	From a point 41 metres west of its junction with Wolfenden Street to a point 8 metres east of its junction with Newton Street

Promotion of No Loading at Any Time

Wolfenden Street (both sides)	From the extended northerly kerbline of Halliwell Road to the extended southerly kerbline of Back Halliwell Road
Halliwell Road, south side	From its junction with Gladstone Street to a point 40.5 metres in a easterly direction

Halliwell Road, south side	From its junction with Gladstone Street to its junction with Brownlow Way
Halliwell Road, north side	From a point 41 metres west of the its junction with the western kerbline Wolfenden Street to a point 8 metres east of its junction with the eastern kerbline of Newton Street
Halliwell Road, north side	From a point 41 metres west of its junction with Wolfenden Street to a point 15 metres east of the junction

Promotion of No Loading Mon-Fri 7.30am-9.30am and 4pm-6.30pm

Halliwell Road, south side	From a point 40.5m east of the junction of Gladstone Street to its junction with Brownlow Way
Halliwell Road, north side	From a point 15 metres east of the junction of Wolfenden Street to a point 8 metres east of its junction with Newton Street

Promotion of School Entrance Markings Mon-Fri 8am-5pm

Wolfenden Street, west side	From a point 17 metres north of the extended kerbline of Halliwell Road for a distance of 25.56 metres in a northerly direction.
Wolfenden Street, west side	From a point 59 metres north of the extended kerbline of Halliwell Road for a distance of 25.56 metres in a northerly direction.
Wolfenden Street, west side	From a point 86 metres north of the extended kerbline of Halliwell Road for a distance of 25.56 metres in a northerly direction.

Promotion of No Waiting at Any Time

Wolfenden Street, west side	from the extended northerly kerbline of Halliwell Road for a distance of 188 metres in a northerly direction.
Wolfenden Street, west side	from the extended northerly kerbline of Halliwell Road for a distance of 115 metres in a northerly direction.
Wolfenden Street, west side	from the extended southerly kerbline of Astley Street for a distance of 5 metres in a southerly direction.

Wolfenden Street, east side	From the extended northerly kerbline of Halliwell Road to a point 5metres north of the extended northerly kerbline of Back Rawsthorne Street.
Wolfenden Street, east side	From the extended southerly kerbline of Charlotte Street for a distance of 5 metres in a southerly direction.
Charlotte Street, south side	From the extended easterly kerbline of Wolfenden Street for a distance of 5 metres in an easterly direction.
Charlotte Street, south side	From a point 5metres west of the extended westerly kerbline of Back Rawsthorne street to a point 5 metres east of the extended easterly kerbline of Back Rawsthorne Street
Charlotte Street, north side	From the extended easterly kerbline of Wolfenden Street for a distance of 28 metres in an easterly direction.
Back Rawsthorne Street, north side	From the extended easterly kerbline of Wolfenden Street for a distance of 22 metres in a south easterly and north easterly direction.
Back Rawsthorne Street, south side	From the extended easterly kerbline of Wolfenden Street for a distance of 28 metres in a southeasterly and north easterly direction.
Astley Street, south side	from the extended westerly kerbline of Wolfenden Street for a distance of 5 metres in a westerly direction.
Astley Street, north side	From the extended westerly kerbline of Myrrh Streetfor a distance of 5 metres in a westerly direction.
Astley Street, north side	From a point 5 metres west of the extended westerly kerbline of Paulette Street to a point 5 metres east of the extended easterly kerbline of Paulette Street.
Paulette Street, both sides	From a point 5 metres south of the extended southern kerbline of Back Sutcliffe Street to a point 5 metres north of the extended northern kerbline with Back Sutcliffe Street.
Paulette Street, both sides	From a point 5 metres south of the extended southern kerbline of Sutcliffe Street to a point 5 metres north of the extended northern kerbline with Sutcliffe Street.

Paulette Street, both sides	From the extended southerly kerbline of Crumpsall Street for a distance of 5 metres in a southerly direction.
Sutcliffe Street, both sides	from a point 5metres east of the projected kerbline of Paulette Street to a point 5 metres west of the extended kerbline of Paulette Street.
Paulette Street, both sides	From a point 5 metres south of its extended southerly kerbline with Back Crumpsall Street to a point 5 metres north of the extended northerly kerbline of Back Crumpsall Street.
Crumpsall Street, south side	From a point 5 metres west of the extended westerly kerbline of Paulette Street to a point 5 metres east of the extended easterly kerbline with Paulette Street.
Crumpsall Street, both sides	From a point 5 metres west of the extended westerly kerbline with Myrrh Street to a point 5 metres east of the extended easterly kerbline with Myrrh Street.
Crumpsall Street, south side	From a point 5 metres west of the extended westerly kerbline with Rix Street to a point 5 metres east of the extended easterly with Rix Street.
Crumpsall Street, both sides	From a point 5 metres west of the extended westerly kerbline with Walley Street to a point 5 metres east of the extended easterly kerbline with Walley Street
Myrrh Street, both sides	From the extended northerly kerbline of Crumpsall Street for 5 metres in a northerly direction.
Myrrh Street, both sides	From the extended southerly kerbline of Crumpsall Street for a distance of 5 metres in a southerly direction.
Myrrh Street, west side	From a point 5 metres north of the extended northerly kebline of Back Crumpsall street to a point 5 metres south of the extended southerly kerbline of Back Crumpsall Street.
Myrrh Street, west side	From a point 5 metres north of the extended northerly kebline of Sutcliffe Street to a point 5 metres south of the extended southerly kerbline of Sutcliffe Street.
Myrrh Street, west side	From the extended northerly kerbline of Back Sutcliffe Street for a distance of 5 metres in a northerly direction.

Promotion of No Waiting Mon-Fri 9.00am-3.00pm

Charlotte Street, south side	From the extended easterly kerbline of Wolfenden Street for a distance of 5 metres in an easterly direction.
Charlotte Street, south side	From a point 5metres west of the extended westerly kerbline of Back Rawsthorne street to a point 5 metres east of the extended easterly kerbline of Back Rawsthorne Street
Charlotte Street, north side	From the extended easterly kerbline of Wolfenden Street for a distance of 28 metres in an easterly direction.
Back Rawsthorne Street, north side	From the extended easterly kerbline of Wolfenden Street for a distance of 22 metres in a south easterly and north easterly direction.
Back Rawsthorne Street, south side	From the extended easterly kerbline of Wolfenden Street for a distance of 28 metres in a southeasterly and north easterly direction.