

Bolton Council

Report to: Executive Cabinet Member
Environmental Services

Date: 15 June 2015

Report of: Director of Environmental Services

Report No: ECMES/04/15a

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Report Title: **Washington Street/Hove Street North/Fern Street – Proposed Waiting Restrictions/Loading Bay Order (Traffic Order No: -303784)-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 Environmental Services 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 March/April 2015.

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 Environmental Services agreed the promotion/revocation of waiting restrictions and the introduction of a loading bay order on Washington Street, Hove Street North and Fern Street in order to facilitate development.

The proposal was advertised in March/April 2015 and 5 written representations were received along with a petition containing 21 signatures. This report sets out the reasons given for the representation and gives a response to them. Having considered the representations/petition, the Director of Environmental Services recommends the Executive Cabinet Member Environmental Services to confirm the proposal with the amendments indicated in this report to the ones advertised in March/April 2015

Background information

1. It was a recommendation during the consultation on planning application 89822/14 (Erection of a banqueting/function hall/restaurant with associated facilities, Bolton Enterprise Centre, Washington Street, Bolton) that a full review of the traffic regulation orders surrounding the site should be undertaken. Any promotions/revocations required to facilitate safe use of the development must be funded at the applicant's expense. The proposed changes would support the conditioned off-site highway improvements required in order to allow safe access to the development and thus allow discharge of the associated planning application conditions.

The proposal was advertised in March/April 2015 and 5 representations were received from the following:-

SS 292 Deane Road
II 290 Deane Road
NB 290 Deane Road
EA 288 Deane Road
ED 302 Deane Road

A petition was received containing 21 signatures of property owners fronting the proposed development on Deane Road (278-308 Deane Road)

Objections

2. SS, II, NB, and EA have raised concerns that the restrictions proposed for Hove Street North will remove all the viable parking provision within proximity to their properties during the day. A number of the residents are disabled or are caring for children and therefore require close access to their vehicles. They have indicated that the proposals will lead to them parking distant from their properties within the adjoining residential areas. They have raised a recommendation that Hove Street North is allowed to remain clear of restrictions to allow for residents to park. They have also commented about the introduction of a parking lay-by on the frontage of Deane Road and the removal of the peak-time restrictions in order to facilitate additional parking for residents.
3. ED has raised concerns about vehicles associated with the new development being parked by opportunistic drivers at the rear of the properties on Back Deane Road North. ED has indicated that she has concerns that parked cars will block access/egress from her rear parking area. She needs access 24/7 in order to attend to a sick relative. ED has raised a recommendation for waiting restrictions along the back street or even closing the location off in order to restrict vehicle movement at that location. ED has also raised a comment as to why the access to the new development was to be taken from Hove Street North.
4. The submitted petition contains the signatures of 21 residents who live between 278-308 Deane Road. This petition has also been signed by the residents that have submitted the representations indicated above. The petition reiterates the comments indicated above about the impact on the limited parking for the residential properties at that location. They have indicated that if they had known that the new development would have impacted on their parking to this extent then they would have strongly objected to the proposal at planning application stage.

Observations

5. Hove Street North is currently an unadopted section of highway that runs between Deane Road and Back Deane Road North. This section of highway will be upgraded to adoptable standards as part of the off-site highway improvements conditioned on consented planning application 89822/14. Hove Street North will provide access to the 60 VIP parking spaces at the front of the new banqueting suite. The parking restrictions proposed on either side of this section of highway were a mirror of the ones currently in place on Deane Road providing part-time restriction during the working day and Saturday (8am-6pm Mon-Sat). This would still provide parking for residents within the evening period.
6. Recent observations have shown that there were a number of vehicles parked on Hove Street North. Prior to the consultation with residents, it was a presumption that these vehicles were associated with workers on the new development. With parking restrictions on Deane Road, there is limited parking provision for residents at that location apart from Hove Street North and potentially Back Deane Road North
7. There was no requirement to improve Back Deane Road North as part of the off-site highway works associated with the new development. The access points to serve the proposed car parking areas would be from Hove Street North and Washington Street. The applicants transport consultant undertook an in-depth parking study that indicated that potentially the number of off-road parking spaces proposed to support development would suffice. Although representation has raised legitimate concerns about potential overspill parking onto Back Deane Road North, the submitted information to substantiate development from a transport perspective appears not to corroborate that concern. Potential parking issues at this location (if any) will become apparent when the facility opens. If issues do arise then obstruction to access/egress to properties will be an issue for the police.
8. A local resident has raised comment about the agreement to take access to the development from Hove Street North. The Highways Authority was unsupportive to taking access to development from this location. This comment was raised during the planning application process and during highways consultation. The Highway Authority's SPD (Supplementary Planning Document) on Accessibility, Transport and Safety makes a recommendation that access to new development should be taken from the lowest category of road where possible in order to reduce the potential for road safety implications. The proposal to take access to development from Hove Street North was agreed by members of the Planning and Highways Committee against the recommendations of the Councils Highways Officers.

Recommendations and Amendments

9. The residents who have submitted representations/petition have raised legitimate comment in terms of the impact the proposed restrictions with on the limited parking for residents at that location. It is a recommendation that the proposed 8am-6pm Mon-Sat restrictions for Hove Street North be deleted from the advertised schedule. This will provide for unhindered parking for users of the public highway at that location. The highway improvements associated with Hove Street North will still provide for unhindered access to the new development (Please see attached drawing). The proposed no-waiting at any time restrictions around the improved radii from Hove Street North/Deane Road will remain in order to provide an element of visibility onto Deane Road, clear of parked vehicles.

10. A proposed lining scheme has been developed for the frontage of Deane Road as part of the off-site highway improvement works. The lining will provide for a parking bay area at the front of properties at that location. It is a recommendation to delete the existing 8am-6pm Mon-Sat parking restrictions across the frontage of dwellings on Deane Road from the proposed schedule. This will provide for additional parking for residents and also take the onus off potential overspill parking onto Back Deane Road North.
11. The restrictions proposed for Washington Street (no-waiting at any time/loading bay order) will remain unchanged within the proposed schedule.

Consultation

12. 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 comments or objections.

Views of Ward Members

13. The views of Ward Members have been requested on this report (still awaiting comment)

Recommendation

14. Having considered the objections and the views of Ward Members, the Director of Environmental Services recommends the Executive Cabinet Member Environmental Services to agree the introduction of the proposed no waiting at any time restriction/loading bay order with the amendments indicated in this report to the ones advertised in March/April 2015.

Financial implications and implementation

15. The estimated cost of the proposals is £3547.20 for the traffic orders which will be funded by the developer. The signing/lining will be funded through the section 278 agreement for the off-site highway improvements for the proposal

Amended Traffic Order Schedule

Revocation of No Waiting Mon-Sat 8am-6pm

Fern Street (both sides)	From its junction with Deane Road for a distance of 7 metres in a northerly direction.
Deane Road (north side)	From a point 15 metres east of its junction with Bankfield Street to a point 15 metres west of its junction with Washington Street.

Revocation of No Loading 4.30pm-6pm

Deane Road (north side)	From a point 15 metres east of its junction with Bankfield Street to a point 15 metres west of its junction with Washington Street.
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Promotion of No Waiting at any time restrictions

Deane Road (north-west side)	From a point 15 metres north-east of the intersection of the extended north-easterly kerbline of Bankfield Street to the intersection of the extended south-westerly kerbline of Fern Street.
Deane Road (north-west side)	From the intersection of the extended north-easterly kerbline of Fern Street for a distance of approximately 11 metres in a north-easterly direction.
Fern Street (both sides)	From the intersection of the extended north-westerly kerbline of Deane Road for a distance of approximately 15 metres in a north-westerly direction.
Deane Road (north-west side)	From the intersection of the extended south-westerly kerbline of Hove Street North for a distance of approximately 7.1 metres in a south-westerly direction.
Deane Road (north-west side)	From the intersection of the extended north-easterly kerbline of Hove Street North for a distance of approximately 7.1 metres in a north-easterly direction.
Hove Street North (both sides)	From the intersection of the extended north-westerly kerbline of Deane Road for a distance of

approximately 6.8 metres in a north-westerly direction.

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| Hove Street North (both sides) | From a point approximately 19 metres north-west of the intersection of the extended north-westerly kerblines of Deane Road to the intersection of the extended new south-easterly kerblines of Back Deane Road North. |
| Back Deane Road North (both sides) | From the intersection of the extended south-westerly kerblines of Hove Street North for a distance of approximately 6 metres in a south-westerly direction. |
| Back Deane Road North (both sides) | From the intersection of the extended north-easterly kerblines of Hove Street North for a distance of approximately 6 metres in a north-easterly direction. |
| Washington Street (south-west side) | From the intersection of the extended north-westerly kerblines of Back Deane Road North to a point approximately 41.5 metres in a north-westerly direction. |
| Washington Street (south-west side) | From a point approximately 57 metres from the intersection of the extended north-westerly kerblines of Back Deane Road North for a distance of approximately 14 metres in a north-westerly direction. To include southerly kerblines leading to the access into the Enterprise Centre car parking area. |

Promotion of Loading/Unloading at any time

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| Washington Street (south-west side) | From a point approximately 41.5 metres from the extended north-westerly kerblines of Back Deane Road North for a distance of 17 metres in a north-westerly direction. |
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