

Report to: Environmental Services Scrutiny Committee

Date: 7th February 2007

Report of: Director of Environmental Services

Report No: ESSC/06/07

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Report Title: Crompton Way, Bolton - Speed Management Scheme - Objections

Non Confidential

This report does **not** contain information which warrants its consideration in the absence of the press or members of the public

Recommendations:

To consider the options in the light of the Call – in Procedure

Decision:

Background Doc(s):

Results of consultation with local residents held on file in the Highway Management Section.

Signed:

Leader / Executive Member

Monitoring Officer

Date:

Summary:

As a result of the accident situation on Crompton Way and concerns about the speed and volume of traffic using this route, a Speed Management Scheme has been drawn up to address traffic speed and the road accident history. Local residents were consulted on the proposals and, it is clear that a majority of those who replied were in favour of the scheme. A number of concerns were expressed about some aspects of the scheme and these are detailed, and commented upon, in the report. Having considered the concerns, the Director of Environmental Services recommends that approval is given to implement the measures referred to in the report during the current financial year.

Background information

1. In the period between 2003 and 2006 there were 19 reported injury accidents on Crompton Way, between Tonge Moor Road and Thicketford Road, which resulted in 27 casualties, three of which were seriously injured. Seven of the casualties were pedestrians and 3 of these were children. Both a child and an adult pedestrian were seriously injured. Also, in the period 2002 to 2004, prior to this scheme being included in the programme, there were 16 injury accidents, resulting in 25 casualties. One of these, a child, was seriously injured. Six of the casualties were pedestrians and four of these were children. As a result of the accident record and the concerns about the speed and volume of traffic using the route, a scheme was drawn up to address the issues, for implementation during the 2006/2007 financial year.
2. Local residents were consulted on the proposals in November 2006. There was a slightly lower response than expected, but a majority of those who replied were in favour of the scheme. A number of concerns have been expressed about some aspects of the scheme and these are detailed, and commented upon, in the report.
3. The main features of the proposed scheme are:-
 - Provision of cycle lanes in both directions, with advanced stop lines at the Thicketford Road junction,
 - Introduction of pedestrian refuges within a widened area of central hatching,
 - Provision of on-street parking bays south of Firwood Lane,
 - Introduction of 'junction protection' waiting restrictions at side road junctions,
 - Reduction of the speed limit from 40 to 30mph,
 - Introduction of right turn 'pockets' in the centre of the Tonge Moor Road junction,

Consultation with residents

4. The consultation was carried out in November 2006 when 387 local residents were asked for their views about the scheme. Responses were received from 140 (36%) of those consulted. Of these, 89 (64%) support the proposed scheme and 35 (25%) are opposed to it. The more detailed analysis of the consultation may be summarised as follows:-

	Total replies	Yes	No	No view/ no reply
Do you support this proposal as outlined on the enclosed plan?	140	89 (64%)	35 (25%)	15 (11%)
Do you feel that the introduction of cycle lanes will improve road safety and also help in sustaining the environment?	140	83 (59%)	45 (32%)	10 (14%)
Do you feel that hatch markings will make the road safer where vehicles are waiting to turn right?	140	113 (81%)	18 (13%)	9 (6%)
Do you feel that double yellow lines placed at the minor junctions will aid visibility for road users?	140	122 (87%)	11 (8%)	7 (5%)
Do you feel that pedestrian refuges will make the road safer for pedestrians to cross?	140	115 (82%)	17 (12%)	8 (6%)

Do you feel that pedestrian guardrails will stop pedestrians crossing the road where it is unsafe to do so?	140	103 (74%)	30 (21%)	6 (4%)
Do you feel that on-street parking will benefit this area?	140	82 (59%)	47 (34%)	11 (8%)
Do you feel that the speed limit should reduce from 40 to 30mph?	140	88 (63%)	41 (29%)	11 (8%)

Observations on response to consultation

5. The concerns raised by those who are against the proposals may be summarised as follows:
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- 5.1 **It will be a waste of time and money. Money wasted on this scheme could be used for renewing road surfaces and pot holes. Neither drivers nor pedestrians will take any notice unless it suits them to do so. These measures will not stop people driving in excess of 60mph. This section of carriageway would benefit from the placement of speed cameras not lowering the speed limit.**

Funding priorities for individual schemes are a matter of opinion. Highway maintenance is funded from a different budget to local safety schemes. The proposed scheme is intended to reduce the average speed of traffic by the introduction of the refuges and central hatch markings. Experience elsewhere in Bolton has shown that this is an effective way of achieving the desired reduction in speed as well as providing additional crossing facilities for pedestrians. Crompton Way does not meet the very strict Department for Transport (DfT) criteria of 3ksi (killed or seriously injured) collisions per kilometre, for the introduction of speed cameras. The DfT further recommends that speed cameras should only be introduced as "a last resort" having tried other methods of speed control first.

- 5.2 **This road is supposed to be a ring road but it is already reduced to one lane by the parking. It should be a dual carriageway and not a single carriageway. There should be no speed reduction as it is the A58 ring road. It is not an accident black spot. I've lived on this road for more than 46 years and seen very few accidents.**

This complainant has acknowledged that Crompton Way is already reduced to a single lane in places. The proposed scheme will create defined parking bays in places where there is already some parking taking place. The introduction of refuges and central hatch markings will not significantly affect the free flow of traffic along the majority of Crompton Way. There will be sufficient capacity at the junctions where additional lanes are to be provided. The details of the accidents in the period since 2002 are given in paragraph 1.

- 5.3 **The car parking on Crompton Way particularly outside Firwood School and Thicketford House is unacceptable. The owners of the houses cannot put their own cars near their own houses for all these cars. More provision for staff parking should be made in the school grounds and at the old peoples' home. The school and home should be provided with their own parking ground.**

There appears to be insufficient off-street parking provision at Firwood School and the old peoples' home. There is also a problem due to the availability of parking space at the offices occupied by East Bolton Regeneration. All of these facilities have caused problems for residents and led to complaints about the parking. The current proposals for Crompton Way will not provide a solution to the existing parking problem but will have little effect on the existing parking provision in the area.

- 5.4 **I cannot support any proposal that does not recognise the parking space needed for staff and parents of Firwood School. Introduction of this scheme could well be ineffective and disastrous for Firwood School. Congestion is added to by staff from Bolton East and the old peoples' home as well as the local residents. Any restriction on parking would make it very difficult for staff to get to work and cause further annoyance to residents. Extensive parking bays are required on both sides of the road around the school area.**

The highway cannot be considered to be a parking area, either for residents or any other property in the vicinity of it. It is the responsibility of the owners and management of such properties to provide adequate off-street parking facilities for their own use and that of their visitors. It is not a matter for the Highway Authority, whose main consideration is for the safety of road users.

There is some support from a number of residents for the suggested changes to the waiting restrictions and introduction of No Waiting at Any Time restrictions. These will be the subject of a report to the Planning and Highways Committee in the usual way.

- 5.5 **Pedestrian refuges will not make it safer to cross as people don't use them anyway. Why spend money putting up pedestrian guard rails? If it's unsafe they shouldn't be crossing in the first place.**

There is naturally a responsibility on the pedestrian to cross in a safe manner making use of the facilities provided. It is clear that refuges do provide safer crossing points for pedestrians.

- 5.6 **Cycle lanes are a waste of road space. This has been proved on Moss Bank Way. There are not enough cycles to warrant a dedicated lane on Crompton Way. Why ruin a perfectly usable dual carriageway with the introduction of cycle lanes and cross hatching?**

It is generally acknowledged that cyclists are one of the most vulnerable classes of road user. On schemes where the existing carriageway space is to be reallocated by the introduction of white line markings and central hatching, it is customary for an advisory cycle lane to be provided to afford some protection to the cyclists.

- 5.7 **In the rush hour the amount of traffic turning right from Tonge Moor Road into Crompton Way makes it effectively a right turn only lane. At other times the road needs to be 2 lanes to cope with the amount of traffic travelling towards Bolton. Introducing a right turn only lane at this junction will increase the congestion and cause delays to traffic.**

The originally proposed lane markings have been revised following the receipt of an analysis from U.T.C. and are shown on drawing number 278042/101. A dedicated right turn 'pocket' for northbound traffic is to be provided away from the two approach lanes which will help minimise any delays caused by right turning vehicles.

Other consultation

6. Representatives of the Chief Constable, County Fire and Ambulance Officers and Director General of the Passenger Transport Executive were all consulted as part of the consultation. The representatives of the Chief Constable, County Fire Officer and Director General of the Passenger Transport Executive have no objection to the scheme. The representative of the County Ambulance Officer has a long standing concern about the potential delays caused by build-outs, refuges and central hatched markings on the basis that they affect the operation of ambulances by causing delays in reaching sick patients or in transferring them to hospital. It is acknowledged that these features may affect the ability of traffic, including ambulances, to form an additional lane by driving down the middle of the road. It is however considered that, on balance the obvious benefits to the local community in providing safer crossing points for pedestrians and also achieving a reduction in the speed of traffic, outweighs any minor potential delays to ambulances that could occur. The Head of Parking Services has confirmed their agreement to the provision of the proposed waiting restrictions.

Views of Ward Members

7. Ward Members were consulted on the proposals at the same time as the residents. Councillor White confirmed his support for the proposals. The views of Ward Members have been requested on this report and recommendation and no adverse comments have been received.

Implementation

8. If approved the scheme will be implemented during the current financial year with the proposed waiting restrictions being promoted through the Planning and Highways Committee in the usual way.

Financial implications

9. The total estimated cost of the scheme is £ 55,000 which will be funded from the Highways Capital (Local Safety Scheme) budget.

Recommendation

10. Having considered the comments made in response to the consultation, the Director of Environmental Services recommends the Executive Member Environmental Services to agree to the implementation of the traffic management measures referred to.

ES/HM/TPB/MJH/CLB/278042
20th December 2006