

# Bolton Council

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

**Date:** 21 March 2016

**Report of:** Director of Place

**Report No:** ECMES/47/16

**Contact Officer:** Joe Fox

**Tele No:** (01204) 336429

**Report Title:** **Kearsley Area (Roscow Road, Baker Street, Lord Street, Sandhole Road) Proposed Waiting Restrictions (Traffic Order 303803) – Objections 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 traffic regulation order amended as detailed in Appendix 1 to 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:**

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**Summary:**

The Director of Environmental Services agreed the proposal for the promotion of no waiting at any time restrictions on Roscow Road, Baker Street, Lord Street, Sandhole Road, Kearsley, under the Scheme of Delegation.

The proposal was advertised in November/December 2015 and three representations were received. This report details 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 traffic regulation order amended as detailed in Appendix 1 to this report.

## Background information

1. The proposal to promote no waiting at any time restrictions arose as a result of concerns raised by Ward Councillors regarding inconsiderate and obstructive parking at various locations in Kearsley Ward.
2. Three of the locations are at junctions where obstructive parking is preventing the free movement of vehicles wishing to enter and egress side streets (Church Road / Lord Street, Manchester Road / Baker Street and Manchester Road / Sandhole Road).
3. The fourth location is at a bend where Roscow Road meets Green Lane (at the entrance to Fishbrook Industrial Estate) where inconsiderate parking is impeding vehicle manoeuvring and obstructing the through flow of traffic.
4. The former Director of Environmental Services agreed to the promotion of the traffic regulation order under the Scheme of Delegation and the proposal was advertised in November/December 2015 and representations were received from the following:-

IC & VC	Fishbrook Industrial estate./ Roscow Road
Cllr Irving	Bolton Council.
DH	Church Road, Kearsley

5. A message of support to the proposals were received from the following;

DC & L C	(in relation to Roscow Road / Green Lane)
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## Representations-Objections

6. IC and VC object to the proposed No Waiting at Any Time restrictions on Roscow Road and Green Lane. The basis of IC and VC's objection is that;
  - the implementation of the restrictions will encourage the use of Roscow Road / Green Lane by through traffic, to the detriment of highway safety
  - current parking does not cause any problems at the entrance to Fishbrook Industrial Estate and
  - that existing parking does not obstruct two way traffic flows
7. Councillor Irving has objected to the proposed restrictions at Roscow Road and Green Lane on behalf of residents of Greenmount Park and Roscow Road. His objection comprises;
  - there haven't been any accidents,
  - the implementation of parking restrictions would damage existing and potential businesses
  - parking will be displaced to neighbouring residential areas
  - the implementation of restrictions will increase traffic flows
8. Mr H considers that the proposed extent of waiting restrictions and resulting loss of parking amenity on Lord Street is excessive.

## **Observations**

9. There have been no objections to the proposed waiting restrictions at the Manchester Road / Baker Street and Manchester Road / Sandhole Road junctions and the restrictions at these locations will be implemented as advertised.
10. The proposed No Waiting at Any Time restrictions on Roscow Road will prevent obstructive parking while improving safety by ensuring visibility for drivers entering and leaving the Fishbrook Industrial Estate. The restrictions will also facilitate the unobstructed through flow of traffic.
11. There have been no recorded accidents on Roscow Road in the last 5 years, however the restrictions here are not proposed as an accident reduction measure but as a measure to facilitate vehicle movements.
12. It is over 150 metres to the nearest residential premises from the proposed restrictions on Roscow Road. It is unlikely that drivers prevented from parking in the vicinity of the Fishbrook Industrial Estate would relocate this distance.
13. The restrictions on Lord Street are intended to prevent obstructive parking in the immediate vicinity of its junction with Church Road. It is considered that a reduction in the proposed length of restrictions from the advertised 9 metres to a length of 5 metres on both sides of Lord Street would still provide a measure of junction protection while minimising the impact on parking amenity for adjacent residents.

## **Consultation**

14. Representatives of the Chief Constable, County Fire and Rescue Service, Greater Manchester Ambulance Service and Transport for Greater Manchester were consulted on the original proposals and did not make any comments or objections.

## **Views of Ward Members**

15. The views of Ward Members have been requested on the content of this report and Councillor C Burrows and Councillor D Burrows have confirmed their support to the proposals as detailed in Appendix 1 to this report.

## **Financial implications and implementation**

16. The cost for the legal traffic order and associated road markings is £4,000. If approved, the restrictions will be funded through the Kearsley Town Centre Action Plan.

## **Recommendation**

17. 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 traffic regulation order amended as detailed in Appendix 1 to this report.

## Appendix 1: Amended Traffic Order Wording

### **Promotion of No Waiting at any time restrictions**

Roscow Road (both sides)	From from its unidirectional junction with Green Lane for a distance of 20 metres in a south easterly direction.
Green Lane (both sides)	From from its unidirectional junction with Roscow Road for a distance of 20 metres in a northerley direction.
Sandhole Road (both sides)	From its junction with Manchester Road to a point 9 metres north of the extended northerly kerbline of Manchester Road.
Manchester Road (north side)	From a point 5 metres west of the extended westerly kerbline of Sandhole Road to a point 5 metres east of the extended easterley kerbline of Sandhole Road.
Baker Street (both sides)	From its junction with Manchester Road to a point 9 metres north of the extended northerly kerbline of Manchester Road.
Manchester Road (north side)	From a point 3 metres west of the extended westerly kerbline of Baker Street to a point 3 metres east of the extended easterley kerbline of Baker Street.
Lord Street (both sides)	From its junction with Church Road to a point <del>9</del> 5 metres south of the extended southerly kerbline of Church Road.
Church Road (south side)	From a point 5 metres west of the extended westerly kerbline of Lord Street to a point 5 metres east of the extended easterley kerbline of Lord Street.

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