

Bolton Council

Report to: Executive Cabinet Member
Environmental Services

Date: 21 March 2016

Report of: Director of Place

Report No: ECMES/46/16

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Report Title: **Kershaw Avenue – Revocation of One-Way and Restricted Access to Motorised Vehicles (Traffic Order No: -303812)-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 to the withdrawal of the introduction of the proposed revocations that were 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 in principle to the proposal to revoke the one-way/restricted access to motorised vehicles on Kershaw Avenue in Little Lever at the request of a business at that location.

The proposal was advertised in December/January 2015-16 and 6 representations were received along with a petition indicating 73 signatures. This report sets out the reasons given for the representation/petition and gives a response to them.

Having considered the representations/petitioners, the Director of Place recommends the Executive Cabinet Member Environmental Services to agree to the withdrawal of the introduction of the proposed revocations that were advertised in December/January 2015-16.

Background information

1. A business on Kershaw Avenue (CMS Doors Ltd-Millington's) had raised concerns through his Ward Councillors about access for service vehicles to his premises with the recommendation that the direction of the one-way system on Kershaw Avenue was altered or removed completely in order to assist servicing of his premises. The one-way at this location is historical and in some respects serves no real purpose at this location any longer. Acting on this it was a recommendation of the Highways Authority to revoke the order completely.
2. There is also a historical Restricted Access to Motorised Vehicles on Kershaw Avenue. Bearing in mind the level of residential properties with associated vehicle movement and the fact that a business requires a level of service vehicle access along Kershaw Avenue it was the Highway Authority's recommendation that this order was also revoked.

The proposal was advertised in December/January 2015-16 and 6 representations were received from the following:-

BW-10 Queens Avenue, Little Lever
DH-No Address Given
JH-22 Kershaw Avenue, Little Lever
JS-No Address Given
RM-No Address Given
SP-Dukes Avenue, Little Lever

Following a public meeting held with Ward Councillors on the 5th January 2016, 73 residents signed a standard letter objecting to the proposed traffic order revocations.

Objection/Representation

3. BW feels that Kershaw Avenue is too narrow to support 2-way vehicle flow and will create potential road safety issues. The fact that residents park on one side narrows the road to one line of traffic which supports the current one-way system. Any extra traffic that the proposal could produce would be deemed un-welcome within the residential area.
4. DH reiterates the comment that the road is not wide enough to support 2-way vehicle flow and that any deliveries to the business would bring Kershaw Avenue to a standstill with the proposal in place. DH feels that the proposal will reduce access to flats for older residents during deliveries/servicing.
5. JH feels that the proposal is flawed and will pose road safety issues. JH feels that the irregular service vehicle movement to the business does not warrant revoking the one-way at that location.
6. Both JJ/RM feel that the proposal will cause additional traffic to use Kershaw Avenue with potential speeding. Bearing in mind that they have children they are concerned about potential road safety issues. They feel that there is no justification for removing the one-way system based on the level of vehicle movement associated with the business.

7. SP indicates that the removal of the one-way system could be of benefit at that location, however, feels that the restricted access to motorised vehicles should remain on Kershaw Avenue in order to prevent 'rat-running' issues between Tong Road and Dearden Street.
8. Residents have submitted a petition containing 73 signatures that strongly object to the proposed revocations on the grounds of potential increased traffic flow at that location, potential increase to damage to parked vehicles and the potential to increase road safety implications on Kershaw Avenue.

Observations

9. Kershaw Avenue is an un-classified residential road which connects both Lever Street and Tong Road within the Little Lever area of Bolton and serves around 60 residential properties and a business (CMS Doors-Millington's).
10. Movement on Kershaw Avenue is restricted to one-way in a north-east direction from Lever Street to Tong Road under a moving traffic order. There is also an order restricting access to motorised vehicles at that location. Both orders are historical (1950's-1970's respectively).
11. The proprietor of the business on Kershaw Avenue (CMS Doors-Millington's) made his Ward Councillors aware at the end of 2014 that since the short section of one-way had been introduced at the junction of Lever Street/Church Street to facilitate the Tesco Development, the access to servicing for his premises had been impeded. This led to discussing the principle of either altering the direction of the one-way system on Kershaw Avenue or revoking it completely in order to aid access.
12. The proposal for Kershaw Avenue formed part of a wider traffic management plan that was developed by the Highways Authority for this section of Little Lever. Area Forum discussions with residents relating to this plan led to objections and a petition and the resulting recommendations within Executive Member Report ECMES 47/14 (Petition relating to potential traffic management proposals for Kershaw Avenue and Dearden Street-Little Lever). The report indicated that any potential traffic management proposals for that location would be considered when funding became available. They eventually did under the Little Lever Town Centre Budget which is why this proposal is now being considered.
13. On site observations revealed that Kershaw Avenue is a narrow section of highway and this coupled with the level of on-street parking does justify the current one-way system that is in place. This in some respects corroborates the comments made in BW's and DH's representations relating to inadequate carriageway width to support two-way vehicle flow.
14. From past experience, vehicles tend to speed down one-way sections of highway owing to un-apposed vehicle flow in the opposite direction. The level of on-street parking at this location would act as a natural form of traffic calming. This was a reason for considering to revert the road back to two-way vehicle flow.
15. According to comments raised through residents/ward councillors, the business on Kershaw Avenue only has one major delivery a week and is apparently now serviced by smaller vehicles owing to the highway constraints surrounding the premises. Although the Highways Authority has no evidence to corroborate this comment, on site observations did reveal that smaller transit type vehicles appeared to be being used for servicing

arrangements. This in some respects reiterates the comments indicated in JH, JJ and RM's representations relating to the frequency of servicing associated with the business, and whether this justifies the proposed scheme being implemented. I would add that the Highways Authority has received no further requests from CMS Doors Ltd-Millingtons in terms of issues with servicing arrangements since their original discussions with Ward Councillors at the end of 2014.

16. Analysis of the accident record for this location for the last 5 years (30/09/10-30/09/15) has revealed no injury accident record on Kershaw Avenue over that time period with the current one-way system in place.
17. Both the representations and petitioners have raised legitimate comments and concerns in relation to the proposed scheme. Acting on the fact that the servicing arrangements for the business at that location appear to have been altered to cater for the constrained access to the site (which was the reason for the implementation of the scheme in the first place), the lack of any accident record at that location to justify any changes from a road safety perspective, and the level of objections received by residents at that location, it is a recommendation of the Highways Authority that the scheme proposals are withdrawn.

Consultation

18. 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.

Views of Ward Members

19. The views of Ward Members have been requested on this report and they have raised no additional comments.

Recommendation

20. Having considered the representations/petitioners, the Director of Place recommends the Executive Cabinet Member Environmental Services to agree to the withdrawal of the introduction of the proposed revocations that were advertised in December/January 2015-16.

Financial implications and implementation

21. The estimated cost of traffic order was £3015 which has been funded through the remaining S278 monies for the Tesco Development at that location.