

**Report to:** EXECUTIVE MEMBER ENVIRONMENTAL SERVICES

**Item:**

**Date:** 15th MARCH 2006

**Report of:** DIRECTOR OF ENVIRONMENTAL SERVICES

**Contact Officer:** TERRY BULLOCK/MIKE HEATHER

**Report No.**

**Telephone No.:** (01204) 336470 / 336429

**EMES/28/06**

**TITLE OF REPORT:**

**CHORLEY OLD ROAD, BOLTON – CHORLEY NEW ROAD TO MOSS BANK WAY - PROPOSED TRAFFIC MANAGEMENT MEASURES - 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:**

The Director of Environmental Services recommends that the emergency action taken by the Executive Member Environmental Services, to approve the attached report, be noted.

**DECISION:**

Signed:  
Leader/Executive Member

Monitoring Officer

Date:

An Equality Impact Assessment has been carried out in relation to this proposal and it has been concluded that there is no adverse differential impact on any particular social group.

## **Background Documents**

Results of the consultation with local residents held on file in the Highway Management Section  
Proceedings of the informal briefing meeting held on 14th February 2006.

## **SUMMARY OF REPORT**

The Executive Member Environmental Services has approved a proposal under emergency powers, for the implementation of traffic management measures on Chorley Old Road, between Chorley New Road and Moss Bank Way. The Traffic Management Scheme was drawn up as a result of concerns about road safety issues and the speed of traffic using Chorley Old Road, Bolton. Local residents, and business people were consulted on the proposals and a number of concerns had been expressed about some aspects of the scheme, mainly those that relate to loss of parking. These are detailed, and commented upon, in this report.

Some elements of the proposed scheme have very limited impact on parking capacity and as such have not been specifically objected to. Consultation therefore took place with Ward Members and it was agreed that construction of these elements could take place prior to the objections raised to other elements of the scheme being considered by the Executive Member. These elements are detailed in Appendix A to this report.

In view of the comments received the proposals for the New Church Road and Doffcocker Lane junctions were redesigned and the frontagers were re-consulted. The result of the re-consultation is referred to and commented upon in the report.

Further consideration will need to be given to the proposals in the Marsh Fold Lane area of the scheme as strong objections have been raised to the loss of parking. This element of the scheme will therefore need to be developed in consultation with local residents and businesses.

As a result of comments made in response to the consultation, a number of amendments are proposed and these are detailed in Appendix B to the report.

The Director of Environmental Services recommends that the Executive Member supports the above actions and approves the revised Traffic Management Scheme for implementation as part of the Highways Capital Programme for 2005/2006.

The Director further recommends that the Planning and Highways Committee be requested to approve the proposed waiting restrictions for advertising.



## **BACKGROUND**

1. In the three year period to March 2005 there have been 50 recorded injury accidents on Chorley Old Road, between the Chorley New Road junction and Moss Bank Way. These include 2 fatalities, 4 serious and 64 slight casualties. Of the total casualties, 18 (2 serious and 16 slight) were pedestrians. As a result of the number of accidents, draft proposals have been drawn up to improve safety for pedestrians, cyclists and drivers using this route. The scheme is included in the Highways Capital Programme for 2005/06.
2. The proposed traffic management measures involve the introduction of pedestrian and traffic islands at various locations, build outs at junctions and bus stops, central hatch markings with designated turning facilities and the conversion of existing Pelican Crossings to Puffin Crossings. The provision of traffic signals at the junction of Chorley Old Road and New Church Road to assist pedestrians wishing to cross Chorley Old Road and vehicles emerging from New Church Road, is also part of the scheme.

## **CONSULTATION**

3. In September 2005, local residents and Ward Members were consulted on the proposals. The response for this scheme was disappointing with a return of only 141 (20%), from the 695 frontagers originally consulted. This is a lower response than hoped for, and well below the 40% return rate in the Code of Practice for traffic calming proposals. The initial analysis of responses shows that 84 (60%) of them are against the scheme in principle although a closer examination indicates that the concerns of most individuals relate to that part of the scheme which directly affects them. Frontagers have expressed particular concern about the loss of parking that would result from the future introduction of waiting restrictions. Only 50 (35%) of the respondents favour the introduction of the whole scheme.
4. Discussions took place with Ward Members about the concerns that had been expressed by the frontagers. It was agreed that, where there were no objections to the originally proposed traffic management measures, or where the measures causing concern could be omitted for now, part of the proposed scheme could be implemented. These parts of the scheme are detailed in Appendix A. Construction of the agreed elements of the scheme commenced in mid January 2006. In other areas, where some of the concerns could not be resolved easily, the proposed measures are being given further consideration. These are detailed in Appendix B.
5. As a result of the comments expressed about the proposal for traffic signals at the Chorley Old Road/New Church Road junction, and the layout of the Doffcocker Lane junction, this part of the scheme was redesigned. Local residents and business people were re-consulted on the revised layout and the comments received are commented upon in Section 6 of this report.
6. Representatives of the Chief Constable, County Fire and Ambulance Officers and Director General of the Passenger Transport Executive were also consulted. The representative of the County Fire Officer has pointed out that any type of road restriction has potential adverse effect on attendance times for emergency incidents. It is accepted that the placing of pedestrian refuges and kerb build outs in the carriageway will restrict the space available for emergency service vehicles to

negotiate their way past general traffic, but it should be born in mind that there have been 50 reported injury accidents on this route during the past 3 years. The proposals will formalise the way in which kerbside parking already takes place along most of Chorley Old Road and prevent parking in the immediate vicinity of the side roads, and at bus stops. The build outs will enable pedestrians, wishing to cross the road or to board a bus, to do so safely without passing between parked vehicles. There will be only very limited reduction in the overall width of the carriageway for through traffic as a result of the build outs as these spaces are often occupied by parked vehicles. Drivers emerging from the side roads will however have a clearer view of approaching traffic. At some locations, such as the junction with Lowndes Street, a central pedestrian refuge was to have been introduced to assist pedestrians crossing Chorley Old Road and also to 'protect' a right turn movement into these side roads. In general the advantages of build outs and refuges for pedestrians and right turning motorists are considered to bring safety benefits to the community as a whole. The proposed build outs and refuge island to the north west of Shepherd Cross Street are, however, to be deleted because of comments received from local residents. Further discussions have since taken place with the Fire Service who, in view of the alterations proposed, now consider that the scheme reflects an acceptable balance between the need to respond to an emergency as quickly as possible and our desire to improve safety.

## **OBSERVATIONS ON THE TRAFFIC MANAGEMENT SCHEME**

7. The concerns raised by the frontagers who are against the proposals may be summarised as follows:-

### **Section 1 - Chorley New Road – Avenue Street**

- i) **As a main road into/out of Bolton, traffic should be encouraged to keep moving. This will create more congestion by reducing the flow of traffic. You have made Chorley Old Road a 20mph road with all the traffic lights.**

The proposals are to be introduced as a result of the accident record for this route and will improve conditions for pedestrians, cyclists and drivers. The scheme is designed to reduce excessive traffic speeds by limiting opportunities for overtaking but as at least one lane in each direction is to be maintained there should not be any increase in journey times as the capacity of the critical junctions is not being altered.

- ii) **Strongly object to having a bus shelter outside 122 Chorley Old Road**

The existing bus stop in the vicinity of 124/126 Chorley Old Road is frequently obstructed by vehicles which are parked outside the properties. In the original scheme it was intended to re-locate this stop to a position outside 122 Chorley Old Road which is within the existing waiting restrictions and to construct a bus stop build out to permit passengers to board at the kerbside. It was not intended to provide a shelter at this time. In view of the objection received, however, it is recommended that the bus stop remains in the current position for the time being, with further consideration being given to the issue in consultation with the Passenger Transport Executive and local residents.

- iii) **It will make an already hazardous road more hazardous. Pushing out the pavements will mean that cars will protrude into Chorley Old Road.**

At present, because of the obstructed visibility caused by parking near to junctions, vehicles emerging from the side roads are obliged to 'protrude' into Chorley Old Road. Where build outs are provided at the junctions, it is proposed that parking will be prevented by the introduction of waiting restrictions in order to improve sight lines for emerging motorists.

**iv) There will be more traffic jams and more fumes for residents living in the area due to slow moving or stationary traffic.**

It is not considered likely that there will be a marked increase in congestion as the capacity of critical junctions will be unaffected.

## **Section 2 - Avenue Street to Shepherd Cross Street**

**i) The existing traffic signals and pedestrian crossing lights have curtailed traffic speeds. More frequent traffic islands would be sufficient to reduce speed more and not encourage traffic to make detours.**

The scheme includes the introduction of additional refuges/traffic islands to deter speeding and to assist pedestrians in crossing the road at those locations where the criteria for a Puffin Crossing would not be met. Whilst some motorists could transfer to alternative routes it is unlikely that many will do so because of the road layout in the area.

**ii) This proposal will impact on local businesses and cause more congestion into and out of Bolton on a major arterial road.**

It is accepted that there will be some loss of parking in the area as a result of the introduction of build outs at the side road junctions. The vehicles that will be displaced are those vehicles that are currently parking in close proximity to the junctions and causing an obstruction for emerging traffic and pedestrians. Although the likely position of any future waiting restrictions was shown on the consultation plans, the exact extent will only be determined following further consultation. A report on the need for restrictions will be the subject of a future report to the Planning and Highways Committee who will consider any formal objections in the normal manner.

**iii) The improvements are not necessary. They will reduce the number of parking spaces. It is difficult enough to find spaces at times. Where are people meant to park their cars? The scheme makes little provision for organised (safe) parking whilst reducing the spaces presently available in the trading area. At times pedestrians do not use the crossings.**

It is acknowledged that there will be some loss of parking as a result of the scheme but, contrary to the view of this complainant, the scheme enhances good parking practice by only enabling it to take place at suitable and safe locations, away from the immediate vicinity of the junction.

**iv) Cut into the footways to provide parking bays.**

There is sufficient width of carriageway over most of the length of Chorley Old Road to allow the parking that currently takes place at the kerbside to continue. This

scheme will formalise the parking arrangement and also prevent obstruction at the junctions.

- v) **If the build out is provided outside 248 Chorley Old Road it would make deliveries to my business difficult. Lorries currently stop on the yellow lines to load and unload but would be unable to do so if the build out was put there.**

It is acknowledged that the build outs will prevent loading and unloading outside these premises. Some kerbside parking space will be available in the parking bay which is in front of the adjacent property. It is recommended that the kerb build outs and refuge at this location be proceeded with.

- vi) **We have been here for 2 years and have not seen or heard of any serious accidents on this road.**

As mentioned previously there have been 50 recorded injury accidents during the past 3 years.

### **Section 3 - Shepherd Cross Street to Merlin Grove**

- i) **The kerb build out at the Rushton Road junction and the associated waiting restrictions will transfer parking associated with local businesses to in front of residential properties which will aggravate the owners.**

There are no additional waiting restrictions proposed and there will only be a small reduction in parking availability associated with the build-out provision.

- ii) **The operation of our tool hire business at 389 Chorley Old Road depends on customers being able to park close to the premises and our own delivery vehicles being able to pull alongside the premises to be loaded and unloaded. The proposed yellow lines on Lowndes Street and the kerb build out directly outside our shop would make this impossible and would greatly restrict our business activity.**

It is recommended that construction of the kerb build out on this corner of Lowndes Street be deferred for further consideration. The introduction of any new waiting restrictions will be the subject of a report to a future meeting of the Planning and Highways Committee.

- iii) **It is difficult getting out onto the road as there are always cars parked outside my house (382 Chorley Old Road) obscuring the view and holding up traffic turning into Lowndes Street. It would help if parking bays are created or limited waiting introduced.**

There is an existing 'Keep Clear' marking outside 380 and 382 Chorley Old Road which was introduced to assist the residents to enter/exit their property. It is not intended to create any individual parking bays. Consideration will be given to the requirement for waiting restrictions as part of the Traffic Regulation Scheme.

- iv) **One of the build outs is positioned outside my driveway at 376 Chorley Old Road, which will allow me no access to my driveway. Although the kerb is not lowered at the moment it is my intention to do so in the near future.**

Every effort has been made to position the proposed build outs so that they are clear of any existing drop crossings and drive accesses. This property does not have a dropped crossing at present but does have double gates and a paved hardstanding. Because of the difficulties in identifying an alternative location for this build out and the refuge, it is recommended that these features be deleted from the current scheme.

- v) **The parking and length of the proposed build out at the Rushton Road junction will cause problems for accessing our property. Also people will be forced to park further into the side roads if the amount of parking is reduced. This will cause more congestion on the narrower roads.**

This build out has been adjusted to avoid the problems of access to 372 Chorley Old Road that are referred to. The promotion of restrictions will displace some vehicles but the restrictions are needed to improve visibility. The objections to the proposed parking restrictions will be considered by the Planning and Highways Committee in due course.

- vi) **Any reduction in parking for the shops and businesses will cause a severe drop in business. We chose the premises at 356 Chorley Old Road because it had easy access for clients. I am more than concerned that reducing the amount of parking spaces will have a detrimental effect on our businesses. There are at least 15 cars that belong to the businesses between 356 – 370 Chorley Old Road and these will be forced to park in the residential part of the street if the proposals go ahead.**

**As a shop owner I am very concerned about the parking restrictions that are proposed on Rushton Road. These will create problems for both staff and customers who will be pushed further up the street taking residential parking. Also if you were to put a time limit on parking it would also affect my business because my customers may need to park for up to 2 hours.**

It is not possible currently to park in front of these premises on Chorley Old Road because of an existing Puffin Crossing and associated zig zag markings. Parking space is available a short distance away on Chorley Old Road and on the side roads. As mentioned previously the waiting restrictions shown on the consultation drawings were indicative only. The requirement for restrictions over the full length of Chorley Old Road will be considered separately and will be the subject of a report to the Planning and Highways Committee in due course. It is recommended that the build outs shown at this location be constructed.

- vii) **There are numerous pedestrian crossings on Chorley Old Road and there is never a problem crossing. There is a problem parking and it will have a great impact if the proposals go ahead. Cutting down the parking spaces is ridiculous. It is bad enough trying to park outside my own home. I have a disabled relative who calls each day and can never get near the door because of people going to the shops further down Chorley Old Road.**

As mentioned previously a significant number of pedestrian injury accidents have occurred on Chorley Old Road during the past 3 years. This suggests that pedestrians find some difficulty in crossing the road. The current proposals are



intended to improve the situation by providing new refuges and improvements at the side road junctions where build outs are proposed. These will supplement the existing pelican and puffin crossings. There will be a reduction in the amount of kerbside parking available. This has been referred to elsewhere in the report.

**viii) Whilst the work is being carried out it will cause tremendous upheaval for the flow of traffic.**

It is inevitable that there will be some localised disruption whilst the work is being carried out, as with any scheme. The outcome, however, will be that conditions for all road users will be safer.

**xi) I am not very happy with the refuge island that is shown near 374 Chorley Old Road.**

This property is next door to the house referred to in 3 iv) and it is recommended that the refuge and build outs be deleted.

#### **Section 4 – Merlin Grove to New Hall Lane**

**i) Concerned that narrowing the road may lead to heavy congestion at busy times. There are already parking problems. This proposal will increase the problems. Congestion will increase, as will road noise and pollution.**

These issues are referred to in paragraphs 1 iv) and 2 iii). It is unlikely that there will be any significant increase in road noise or congestion if the scheme is introduced.

**ii) Instead of restricting access to private premises the bus stop should be located outside 428/432 Chorley Old Road which are both commercial premises. What rate rebate will be offered if the scheme goes ahead?**

It is recommended that the proposed relocation of the bus stop be deferred for further consideration in conjunction with representatives of the Passenger Transport Executive. There is no provision for a reduction in Council Tax in respect of this scheme.

**iii) Close these roads and they will park in my own space. We have two vehicles. All houses in the block have cars, some with two. Where can we park?**

It is not proposed to close any of the side roads as a result of the current scheme.

**iv) Although some improvements are needed, I feel that the proposed kerb build out outside 447 Chorley Old Road will reduce the ability for resident parking unless parking restrictions with one space per household are introduced. Parking is a lottery at present. The junction and bus stop build outs between Mellor Grove and Merlin Grove will reduce the parking spaces available for residents.**

The build out referred to is situated on the south east side of Merlin Grove. It is acknowledged that there will be some loss of parking space as a result of this feature. It is not possible to allocate reserved parking spaces to individual households.

- v) **As a resident of 475 Chorley Old Road I am alarmed to see restricted parking on Avon Street. There is no patient parking for the Cornerstone Doctor's Surgery and they use Avon Street. This will mean residents have even more trouble parking than they do now.**

There is no proposal at present to introduce any waiting restrictions in conjunction with the traffic management scheme.

- vi) **553, 557 and 559 are all business premises. It would be problematic to these businesses if parking is restricted outside these premises.**

**Reduction of parking availability will force more cars onto back streets near 553 Chorley Old Road (Heaton Nursery). These are unable to cope with the traffic using them. We believe it will be more dangerous for residents who have to use the back streets because the main road is too busy with parked cars.**

There will be some loss of parking in the vicinity of the business premises referred to as a result of the revised centre lining and kerbside hatched markings between Devonshire Road and Brighton Avenue. It is recommended that the lining be introduced in the interests of road safety in the area.

- vii) **The proposed closure of Marcus Street will cause problems for vehicles delivering to shops and parking off road. The Zebra Crossing at Captains Clough Road is clearly visible. A Puffin Crossing would be more of a danger for children.**

It is not intended to close the junction of Marcus Street or to change the existing pedestrian crossing with the current proposals.

- viii) **Waste of public money to build extended bus stops and pedestrian refuges. The available funds should be spent on improving road surfaces throughout Bolton.**

Comments about value for money are a matter of opinion. The current scheme is being promoted because of the number of accidents that have occurred, in order to meet agreed targets for accident reduction. Repairs to roads and footpaths are carried out using highway maintenance monies, which are provided in a separate budget.

- ix) **Single yellow line needed between Marcus Street and Avon Street. Visibility of Zebra Crossing is poor from a drivers point of view. Keep Chorley Old Road intact as a main road. You may slow police cars down.**

It is not considered appropriate to introduce a restriction in front of these properties, because of the high demand for parking. The parking that takes place does not obscure the presence of the Zebra Crossing which is protected by the Zig Zag approach markings. A proposal to replace the existing Zebra Crossing with a Puffin Crossing was rejected by local residents because of the impact on parking provision.

- x) **The residents of 551 Chorley Old Road have submitted detailed comments on the whole scheme. They raise a number of issues, many of which are covered elsewhere in this report. There are, however, a number of points raised that have not**

been commented on previously as follows:-

**a) Concerned that there are no improvements at the Devonshire Road junction**

- (i) A number of alterations have been made to this junction in the past. Nothing further is proposed at this time but the concerns raised will be investigated and responded to.

**b) Cycle Lanes**

- (i) The objector considers that where the road is only wide enough to accommodate one cycle lane this should be on the downhill side as the speed of cyclists is higher. The proposal is that the cycle lane should be on the uphill side as cyclists are less likely to be able to travel at the speed of general traffic and thus they will be overtaken by more vehicles. Cyclists will be less vulnerable in this situation where they have a dedicated cycle lane.
- (ii) The objector also states that the proposed west bound cycle lane between Devonshire Road and New Hall Lane should not be provided because of the impact on parking. The proposed cycle lane is advisory only and no additional parking restrictions proposed to accompany it.
- (iii) The objector requests that provision for cyclists be made on the section of Chorley Old Road between Captain's Clough Road and Merlin Grove. The carriageway on this length is not wide enough to accommodate a cycle lane without the removal of a considerable length of parking. It is not considered that the loss of parking provision can be justified at the current time.

**c) Parking Restrictions**

- (i) The objector makes a number of comments about the lack of parking provision in some areas and the need for restrictions in other areas. These will be taken into account of in preparing a report for consideration by the Planning and Highways Committee in relation to the traffic regulations proposals required to support this scheme.

**d) Pavement Build Outs**

- (i) The objector considers that these are not required on the left of the side road when emerging, as the width of Chorley Old Road is such that approaching vehicles can easily be seen. It is accepted that the need to protect visibility to the left is not as critical for emerging motorists and thus some of these build outs will either be removed or reduced in length under the revised proposals.

**e) Other Issues**

- (i) It is suggested that speed cameras be placed every 500 metres. This is not possible under current regulations. Concern is raised about parking by

blue badge holders. These will be looked at as part of the Traffic Regulations Order process. Finally concern is expressed about the sequences of the existing traffic signals at Mornington Road. These are considered to operate in the most effective way and no changes are proposed.

### **Section 5 – New Hall Lane to Doffcocker Lane**

- i) **The parking is bad enough without waiting restrictions. Further parking restrictions will result in more congestion on Chorley Old Road and surrounding areas. Kerb line build out will also restrict parking. There is already restricted parking on Wythburn Avenue and a number of residents struggle to park there especially those who live opposite on Chorley old Road.**

No additional waiting restrictions are to be introduced at this stage, although some will be recommended for approval when submitting a report to the Planning and Highway Committee.

- ii) **A number of problems have arisen since the traffic calming was introduced on Whitecroft Road and Church Road.**

Whilst some traffic may have transferred to Chorley Old Road following the introduction of the traffic calming on some of the routes referred to, the conditions on these routes has improved following the reduction in traffic. The proposed traffic management measures are not part of a traffic reduction measure but are intended to reduce the speed of traffic and improve conditions generally for all road users. Chorley Old Road is a more appropriate route for through traffic than Whitecroft Road.

- iii) **The build out at bus stops would create traffic chaos and probably cause accidents. The kerb build outs may be beneficial without causing too many problems. The waiting restrictions would cause inconvenience, and worse, for no gain. The traffic signal junction (at New Church Road) would provide increased safety for little inconvenience.**

At many of the bus stops, the buses are unable to pull in to the kerbside to pick up and set down passengers because of parked cars. Following traffic is often obstructed and cannot currently easily pass the bus in any event. Passengers must also pass between parked cars and cannot make use of the raised kerb profile provided to assist them in boarding the bus. As mentioned previously the introduction of any new waiting restrictions will be the subject of a report to a future meeting of the Planning and Highways Committee. Support for the kerb build outs and proposed traffic signals at New Church Road is noted.

### **Section 6 – Doffcocker Lane to Moss Bank Way**

A large number of comments were received about the original proposals for traffic signals at the junction of New Church Road and the layout suggested for the junction of Doffcocker Lane. As a result, revised proposals were drawn up and residents and business people were re-consulted. The results were as follows:-

#### **Doffcocker Lane**

In the re-consultation, 21 frontagers were asked for their views on both the original and revised layout for this junction. Replies were received from 6 (29%) of those consulted and the results were:-

Option	In favour	Against	No view
1 (Original)	1 (17%)	2 (33%)	3 (50%)
2 (Revised)	3 (50%)	3 (50%)	-

The comments made by frontagers, 2 of whom are opposed to both layouts, were as follows:-

- i) **The area near 782 – 784 Chorley Old Road provides the only parking for many properties. Although the revised layout provides a parking bay in this area it is very small and will not be sufficient. The road between 741 Chorley Old Road and the Doffcocker Inn is already very narrow and the addition of a refuge will restrict this even more.**

It is acknowledged that there will be fewer kerbside parking spaces as a result of the changes proposed.

In contrast to these concerns, 2 of the frontagers agreed with the revised proposal which they believe to be a positive step.

Having considered the comments made by the frontagers the Director recommends the Executive Member to agree that the revised layout should be implemented as part of the overall scheme.

### **New Church Road**

In the re-consultation, 54 frontagers were asked for their views on both the original and revised layout for this junction. Replies were received from 13 (24%) of those consulted and the results were:-

Option	In favour	Against	No view
1 (Original)	1 (8%)	5 (38%)	7 (54%)
2 (Revised)	10 (77%)	1 (8%)	2 (15%)

The comments made by frontagers, 1 of whom is opposed to both layouts, were as follows:-

**i) You are putting yellow lines outside our care home which has many disabled visitors as well as many ambulances and other vehicles coming and going. If these vehicles can't park how will the frail and elderly walk to the end of the yellow lines.**

The extent and type of restriction required at the junction will be the subject of consideration and a future report to the Planning and Highways Committee. The access to the care home at 803 Chorley Old Road will be within the signal controlled junction in each of the layouts proposed. It is acknowledged that this will have some effect on the way in which vehicles will be permitted to park outside the premises.

**ii) Would it not be feasible to build a bus stop bay to facilitate the movement of traffic through the signals when a bus is at the stop?**

The construction of a bus layby outside the parade of shops (811 – 821 Chorley Old Road) will not be a cost effective solution. The number and frequency of the buses using this stop is such that any disruption to following traffic will be minimal.

**iii) My only concern is that cars will park at the corner of Knott Lane and block the entrance to my driveway at 2 Knott Lane. Concern that the yellow lines do not extend far enough in front of 809 Chorley Old Road. As a result parking will be displaced beyond the lines and obstruct the drive access to the property.**

As mentioned above, the extent and type of restriction required at the junction will be the subject of further consideration and a report to a future meeting of the Planning and Highways Committee.

Once again, in contrast to these comments, one of the residents has positively welcomed the proposal as being long overdue.

Having considered the comments made in response to the re-consultation, the Director recommends that the revised junction layout be agreed for implementation as part of the overall scheme.

## **VIEWS OF WARD MEMBERS**

8. The views of Ward Members have been requested on this report and its recommendations. A reply has been received from one of the Members to confirm agreement to these proposals.

## **IMPLEMENTATION**

9. If approved, the scheme will be carried out as part of the Highways Capital Programme with the works commencing during the current financial year. The future introduction of any waiting restrictions will be considered by the Planning and Highways Committee in the normal way.

## **RECOMMENDATION**

10. The Director of Environmental Services recommends that the emergency action taken by the Executive Member Environmental Services, to approve the attached report, be noted.

**HE/HM/TPB/MJH/DLT/277021**  
**20th February 2006**

**FEATURES IN ORIGINALLY PROPOSED SCHEME AGREED WITH WARD MEMBERS FOR IMPLEMENTATION**

**Section 1 – Chorley Old Road to Avenue Street**

Proceed with construction of kerb build outs at the following junctions/locations:-

Park Street (all sides)  
Access to Petrol Filling Station (south east side)  
Kirkhall Lane (both sides)  
Mortfield Lane (south east side)  
Avenue Street (both sides)  
Outside Nortex Mill (opposite 146 Chorley Old Road)

Proceed with construction of bus build out at the following junction:-

Outside Nortex Mill (opposite 138 Chorley Old Road)

**Section 2 – Avenue Street to Shepherd Cross Street**

Proceed with construction of kerb build outs at the following junctions/locations:-

Access to Nortex Mill (south east side)  
Marsh Fold Lane (north west side)  
Existing Puffin Crossing south east of Marsh Fold Lane  
Existing Pelican Crossing between Windsor Grove and Beatrice Road  
Victory Street (both sides)  
Shepherd Cross Street (both sides)

Proceed with construction of bus build out at the following location:-

Opposite 244 Chorley Old Road

**Section 3 – Shepherd Cross Street to Merlin Grove**

Proceed with construction of kerb build outs at the following junctions/locations:-

Opposite 248 Chorley Old Road  
Lowndes Street (south east side)  
Whittle Grove (north west side)  
Outside 415/417 Chorley Old Road

Proceed with construction of bus build outs at the following locations:-

Outside St Luke's Church (opposite 248 Chorley Old Road)  
Between 258/260 Chorley Old Road  
Outside former Church/Sunday School (opposite 372 Chorley Old Road)



Proceed with construction of central refuge:-

Opposite 418 Chorley Old Road

**Section 4 – Merlin Grove to New Hall Lane**

Proceed with construction of kerb build outs at the following junctions/locations:-

New Barn Street (south east side)

**REVISIONS TO ORIGINALLY PROPOSED SCHEME**

**Section 1 – Chorley Old Road to Avenue Street**

Defer consideration of bus build out for further consultation:-

Outside 122 Chorley Old Road

**Section 2 – Avenue Street to Shepherd Cross Street**

Defer consideration of kerb build outs for further consultation:-

Waldeck Street (north west side)

Battenberg Road (both sides)

Turk Street (both sides)

Beatrice Road (south east side)

Proceed with construction of kerb build outs at the following junctions:-

Lily Street (south east side)

Windsor Grove (north west side)

Osborne Grove (both sides)

Delete kerb build outs at the following junctions/locations:-

Outside The Kings Arms Public House

Delete central refuge:-

Osbourne Grove (north west side)

**Section 3 – Shepherd Cross Street to Merlin Grove**

Defer consideration of kerb build outs for further consultation:-

Lowndes Street (north west side)

Defer consideration of bus build out for further consultation:-

Outside 432 Chorley Old Road

Proceed with construction of kerb build outs at the following locations:-

Ivy Road (south east side)

Mowbray Street (both sides)

Rushton Road (both sides)

Outside 449 Chorley Old Road

Whittle Grove (south-east side)

Mellor Grove (both sides)

Endon Street (both sides)

Proceed with construction of central refuge:-

Outside 444 Chorley Old Road

Delete central refuge:-

Outside 376 Chorley Old Road

Delete kerb build outs at the following junctions/locations:-

Outside 376 Chorley Old Road

#### **Section 4 – Merlin Grove to New Hall Lane**

Proceed with construction of kerb build outs at the following locations:-

Merlin Grove (both sides)  
Marcus Street (north west side)  
Conway Avenue (both sides)  
Brighton Avenue (both sides)  
Burnham Avenue (both sides)

Proceed with construction of bus build out at the following location:-

Outside 463-465 Chorley Old Road  
Outside 584/586 Chorley Old Road

Delete kerb build outs at the following junctions/locations:-

Captain's Clough Road (north west side)

#### **Section 5 – New Hall Lane to Moss Bank Way**

Proceed with construction of revised junction layout at the following locations:-

Doffcocker Lane and New Church Road

## URGENT NOTE FOR CONSIDERATION

### NOTE FOR EXECUTIVE MEMBER FOR ENVIRONMENTAL SERVICES

#### **CHORLEY OLD ROAD, BOLTON – CHORLEY NEW ROAD TO MOSS BANK WAY – OBJECTIONS TO PROPOSED TRAFFIC MANAGEMENT MEASURES**

As a result of concerns about road safety issues and the speed of traffic using Chorley Old Road, Bolton, a Traffic Management Scheme has been drawn up for the section from Chorley New Road to Moss Bank Way. Local residents, and business people have been consulted on the proposals and a number of concerns have been expressed about some aspects of the scheme, many of which relate to loss of parking. These are detailed, and commented upon, in the report.

Some elements of the proposed scheme have very limited impact on parking capacity and as such have not been specifically objected to. Consultation therefore took place with Ward Members and it was agreed that construction of these elements could take place prior to the objections raised to other elements of the scheme being considered by the Executive Member.

In view of the comments received proposals for the New Church Road and Doffcocker Lane junctions have been redesigned. These have been the subject of a re-consultation with the frontagers affected and the majority are now in favour of the revised layout at each junction. Further consideration will be given to the proposals in the Marsh Fold Lane area of the scheme as strong objections have been raised to the loss of parking resulting from the provision of kerb build outs. This element of the scheme will therefore need to be developed in consultation with local residents and businesses. A further report on any outstanding objections will be presented to the Executive Member in due course.

The Director of Environmental Services recommends that the Executive Member supports the above actions and approves the revised Traffic Management Scheme for implementation as part of the Highways Capital Programme for 2005/2006.

The Executive Member for Environment is, as a matter of urgency, requested to confirm that notwithstanding the concerns expressed by frontagers, the revised traffic management proposals be implemented.

This decision will be reported to the formal Executive Member meeting to be held on 20th February 2006

I agree with the above action.

Signed: \_\_\_\_\_  
Councillor R Hayes, Executive Member Environmental Services

Date: \_\_\_\_\_