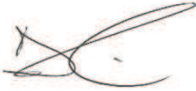


**OFFICER DELEGATION SCHEME
RECORD OF DECISION**



Date: 06/12/21	Ref No: ENG118
Responsible Officer: Joe Goldstone, Senior Engineering Technician	
Title/Subject matter: Waterside Road, Kay Street and Pollards Lane, Summerseat, Bury – Proposed introduction of no waiting at any time restrictions.	
Budget/Strategy/Policy/Compliance:	
(i) Is the decision within an Approved Budget?	Yes
(ii) Is the decision in conflict with the council’s policies, strategies or relevant service plans?	No
(iii) Does the decision amend existing or raise new policy issues?	No
(iv) Is the decision a non-key decision (below £100,000, outside the MO definitions)	Yes
Is publication still required? (see guidance)	Yes
Summary: Taking into account the justification for the proposals and the objection received to introduce no waiting at any time restrictions, to approve the proposal as advertised.	
Options considered:	
Decision: To approve the proposal as described in the attached report.	
Decision made by:	Signature:
	Date:

D R Giblin Head of Engineering		08/12/2021
Members Consulted (if applicable) [see note 1 below]		
Cabinet Member		
Lead Member		
Opposition Spokesperson		

Notes

1. Where, in accordance with the requirements of the Officer Delegation Scheme, a Chief Officer consults with the appropriate Cabinet Member they must sign the form so as to confirm that they have been consulted and that they agree with the proposed action. The signature of the Opposition Spokesperson should be obtained if required, to confirm that he/she has been consulted. Please refer to the MO Guidance.
2. **This form must not be used for urgent decisions.**
3. Where there is any doubt, Corporate Directors should err on the side of caution and seek advice from the Council's Monitoring Officer.

**TM2/21/513- WATERSIDE ROAD/KAY
STREET/POLLARDS LANE, SUMMERSEAT**

**COMMENTS ON THE OBJECTIONS RECEIVED IN RESPONSE TO THE
ADVERTISEMENT OF THE PROPOSALS**

Introduction:

Since Kay Street Bridge, Summerseat reopened, local bus services have been unable to return to their normal route as a result of accessibility issues from double parked vehicles on Kay Street, Waterside Road and Pollards Lane.

At present there are a number of vehicles parking in both designated passing places on Waterside Road, some of these are likely to be contractors vehicles associated with works being carried on East View. In addition, pavement parking in the vicinity of The Spinney is also causing access issues for pedestrians and vehicles parked close to the junction of Pollards Lane and Hill Street and at the bus stop on Kay Street are also causing problems for local buses.

In order to address the situation to ensure the bus service can be reinstated, it is proposed to introduce no waiting at any time restrictions.

This was reported to the Traffic Management Unit members at its meeting of Tuesday 28 September 2021, the decision being to recommend the introduction of no waiting at any time restrictions on Waterside Road, Kay Street and Pollards Lane to alleviate access and obstruction problems.

The extent of the proposed restrictions are described in the accompanying schedule.

The advertised proposals (Bury Times 21 October 2021 edition) were as follows:-

Introduction of No Waiting at any time

Waterside Road, Summerseat

Both sides from the westerly kerblines of East View (east end of Hamer Terrace) for a distance of 62 metres in an easterly direction to its junction with Kay Street (northerly end of Kay Street Bridge)

Kay Street, Summerseat

West side from the southerly kerblines of Hill Street for a distance of 20 metres in a north easterly direction

Pollards Lane, Summerseat

West side from the southerly kerbline of Hill Street for a distance of 5 metres in a southerly direction

East side from the southerly kerbline of Hill Street for a distance of 10 metres in a southerly direction

Objections:

Following the advertisement of the proposals the Council received 4 objections. The content of the objections are as follows:-

Objection (1-3)

I am the owner of the Gatehouse offices in Summerseat that is adjacent to the bridge, and I object to the proposal.

Deliveries, Tenants and visitors would need to park a long way from the building and these restrictions that you are wishing to impose will drastically affect the viability of the property as offices.

Many years ago we approached Bury Authority about using the land to park a couple of cars where the contractors of the bridge had their work cabins. We had approval in principal but did not pursue as we had an agreement with The Waterside public house to use their car park. The parking of cars would only be during work hours and restricted to staff and visitors.

I propose that the area of land be available for users of the Gatehouse offices.

As you know we have been hugely inconvenienced over the last 5 years with the disruption to our access and this would go a long way to building good relations with the residents of Summerseat as on street parking close to the bridge by my tenants would be eliminated.

I am writing to present my objections to the new traffic plans for the area around Waterside Road and Kay Street, Summerseat.

I let one of the offices in The Gatehouse, Kay Street. The only place to park for this office is on the surrounding roads, pavements.

If this new restriction was to come into force that would mean my staff, clients and other visitors would have nowhere to park when visiting the offices. This would make it almost impossible to continue to trade from the offices. This would lead to us losing the money we have invested in decorating the office space. It would cause us further inconvenience by way of redirecting posts, changing stationery and websites etc and mean we have to move the business outside of Summerseat where we live.

As I can see, there is no reason why this restriction needs to come into effect, there has been industry on this site for over 100 years without the restrictions.

There is a possible solution if we could use the area that was used by the bridge-building contractors, as a car park then this may solve the issue for us and local residents.

I am writing in reference to the proposed addition of double yellow lines and no waiting at any time proposal for Kay St in Summerseat. (Reference TM2/21/513). I wish to object to these proposals in the strongest possible terms as this will have a hugely detrimental effect on my business.

I own and operate my business from the Gatehouse offices which are located directly next to the new proposed parking restrictions.

My business is growing rapidly and i currently employ one other locally based person with additional employees planned for next year.

When we moved into the offices in November 2020 there were no parking restrictions in place and having lived in Ramsbottom for over 14 years i have never seen any restrictions in this area, if restrictions had been in place in November 2020 i would probably not have taken the office.

The issue with introducing these parking and no waiting restrictions in respect to the effect on my business operations are:-

- There is currently limited parking outside the office without the proposed changes so myself and my employees always park considerately making sure to leave space on the pavement for wheelchairs and prams and enough room on the road for emergency services to get through. When they were working on the bridge they could get large heavy wagons down the road between parked cars without an issue. I cannot see why these parking restrictions are being proposed when there is never an issue caused by parked cars in terms of access through Summerseat.*
- When I have customers or suppliers visit my office for meetings they need a place to park. We are not able to use the Spinnings carpark as the residents will not consent to this. We have already had to explain to one important client why he left the office to find a local resident had placed a traffic cone on his car bonnet when he was parked legally and considerately. Not a great impression to leave of my business or of the Summerseat area.*
- We frequently have to load and unload demonstration equipment from our cars to the office. This demo equipment has multiple component parts requiring multiple trips, some of which weigh 15-20kg. If we cannot park or wait outside the office to do this then it will severely hamper the day to day running of the company.*
- As we expand we will need to hire more people, if they cannot park near to the office the office then becomes an untenable proposition for a growing company. Please bear in mind that i am a huge advocate for supporting the locals shops, restaurants etc in the area and the more staff we have the more we can patronise local facilities, also the more visitors we have here the more we take them out for lunch/ evening meal locally.*

I live in Holcombe Brook and chose this office in part to support the local area economically as well as it being convenient and allows me to walk in most days so the parking issue is really more of a concern in terms of visitors, staff and loading/unloading of goods.

If these parking restrictions come into play then i would almost certainly have to vacate the office as it will not be a tenable solution to have an office with no available parking or waiting within 600-800m each way of the entrance.

I urge Bury council to consider whether these measures are needed at all, no mention seems to be made on the application as to why these measures are necessary in the first place and especially when they have not been considered necessary at all in the past.

Please consider these 2 businesses in the Gatehouse who are trying to bring jobs and money to the local economy but would have to relocate if these plans go ahead, unless an alternative parking arrangement can be secured within easy walking distance of the building.

I am happy to discuss this further with the council and/or local residents to understand if there is another solution which will not impact businesses. I would also be very interested in understanding why these measures have been proposed in the first place. The only complaint i have had from a local (the cone warrior) was that she didn't want us parking there as it "ruined her view" which did not seem a valid reason to become aggressive with cones or to justify the addition of stringent parking measures

Comment on objections –

Whilst, it is unfortunate that Gatehouse parking will be displaced, Summerseat is a relatively small village with few other parking restrictions and Gatehouse employees, tenants and their visitors are likely to find that parking space is available just a short distance away. The former Waterhouse public house car park which had been utilized by Gatehouse is no longer available. Any agreement between Gatehouse and land adjacent to their premises is not in the scope of this proposal and objection report. Whilst Gatehouse has had the benefit being able to park close to its proximity during the Kay Street Bridge closure period now that the Bridge is open to traffic this parking is causing access and obstruction problems which has had the consequence of the local bus service being unable to restart. Many businesses would like to have a parking facility in close proximity but this is not always possible and or practical. Indeed the unobstructed movement of vehicles must take president over a business desire to have parking close by a premises. There is no ban on loading/unloading so these activities by Gatehouse will not be affected unless they cause an obstruction. The reasons for these proposals are reported in the Statement of Justification which together with the proposed restrictions plan have been emailed to Gatehouse. Waterside Road, Kay Street and Pollards Lane are all narrow roads in a conservation area and now that Kay Street Bridge is open to vehicles and pedestrians, parking on these roads and passing places is causing severe obstruction issues to vehicles (especially buses) and indeed pedestrians who are finding their way along the footway blocked and are having to walk around vehicles to the detriment of their safety especially under to ELR railway Bridge.

Objection (4)

This email is submitted to record my comments in relation to the proposed traffic order referenced above and applying to Waterside Road, Kay Street and Pollards Lane Summerseat. It would appear that the proposed waiting restrictions are a reaction to the apparent difficulties in the operation of the "B1" bus service following the eventual reopening of Kay Street Bridge earlier this year. The notices posted by TfGM in the area, place the blame for these difficulties firmly with inconsiderate parking in the area of the roads listed above.

I have studied the wording and dimensions listed in the Order TM2/21/513 that the Council have posted in the area and with cross reference to the Interactive Mapping provided on the Bury Council Web-Site. My comments based on this are as follows:-

1. *It would be helpful if the mapping associated with proposed Traffic Orders was accessible via the Bury Council Web-Site. If this is already the case then it is not at all clear where these are located.*
 2. *It appears that the extent of the proposed restrictions have been kept to a minimum to minimise the impact on local residents many of whom have limited options to park elsewhere and most of whom were parking in these streets well before Kay Street bridge was closed to traffic due to the building collapse on Boxing Day 2015.*
 3. *I am concerned that the current Bus Operator and possibly TfGM will apply pressure on Bury Council to increase the extents of parking restrictions beyond the extents currently identified in Order TM2/21/513. I would object to any increase in the restrictions on the basis that:-*
 - a. *Additional restrictions that clear all parked vehicles from the streets or likelihood of parked vehicles would result in higher speeds and more careless driving by those who already use Summerseat's roads to access the M66 at Junction 1 for their daily commute. A purpose that these roads have never been suitable for.*
 - b. *Additional restrictions would have a significant impact on those local residents who have limited options to park elsewhere.*
 - c. *Additional restrictions would not be beneficial in terms of providing improved access for the B1 Bus service whilst the Operator continues to use vehicles that are too large for the route.*
 4. *Where parking restrictions are not proposed in Kay Street and Pollards Lane might the Council consider the provision of parking bay road markings similar to those already provided outside Nos 114 to 120 Railway Street?*
 5. *Regarding the proposed restrictions on both sides of Waterside Road near East View, given that the majority of motorists seem to be oblivious to the fact that the parking orders apply to the footpath as well as the carriageway or that it is illegal to park on the footway, I would suggest that kerbside bollards or other measures will be required to the wide footway on the South side of the road at this location, otherwise the yellow lines will simply act to transfer any parking onto the footway.*
 6. *I would suggest that even with the proposed parking restrictions in place the B1 bus will still struggle to operate via Pollards Lane, Hill Street and Kay Street because the fundamental issue is that the bus vehicles currently being used by the Operator are too large for the route and the nature and geometry of the streets on the route. The buses now being used on the B1 Route are considerably larger than those vehicles used by the previous franchisee for Rossendale Transport before Kay Street Bridge was closed to traffic when the bus route was designated 477 and the vehicles used were branded as "Handyrider".*
 7. *I would suggest that if the Council or TfGM were to carry out a graphical swept path analysis (or check) this would confirm that the bus vehicles currently being used are too large to negotiate the 90 degree bend at Pollards Lane/Hill Street junction without overrunning the footway and I would suggest if the service is allowed to continue on this route using the current vehicles, then it is only a matter of time before the planter provided by the owners of No 8 Hill Street, in an attempt to protect their building is damaged and/or the coping is damaged or dislodged on the retaining wall on the north side of Hill Street. Given the relative positions and levels of the road and properties in Hill Street any damage to this retaining wall by an overrunning bus could have serious consequences.*
 8. *Further evidence that the current bus vehicles are too large for the B1 route can be found on the section of Rowlands Road between Twist Bridge and Queens Place. The bus frequently fails to negotiate this section of road safely due not to parked vehicles but*
-

because of conflicts with oncoming traffic. The yellow paint and dislodged stone work on the walls on both sides of this part of Rowlands Road together with the scratches and damage on the sides of the buses being further evidence that the buses are too large and the Operator needs to revert to similar sized vehicles to those previously used on the 477 route before the building collapse on Boxing Day 2015.

I am grateful for the opportunity to comment on the proposed traffic order and hope that the Council will take my comments into account and discuss the issues raised with TfGM and the Bus Operator as they see fit in their capacity as Highway Authority and Traffic Managers for the roads in question.

Comment on objection –

A proposed restriction plan is available on request and indeed has been subsequently sent to the objector. We agree that these restrictions have been kept to a minimum so as not to impact too much on local residents/businesses and whilst an extension cannot be ruled out if obstruction problems remain along the bus route careful pre-planning these proposals with TfGM should mean that any extension is highly unlikely. Parking bays are not being considered at present such marking can be intrusive in a conservation area they would also require regular maintenance and can cause conflict between residents who may become over possessive if a bay is outside their property In addition, marked out bays are associated with formal parking such as limited waiting/pay & display and may confuse residents and their visitors. Parking restrictions such as double yellow lines are enforceable across the whole highway that includes all adopted footways such as at the side of East View. Bollards can impede pedestrians and are not appropriate in this instance. Buses before the road closure did use this route as a normal service and it is not anticipated that there will be access issues which require a detailed 'swept path analyses' this measure would only be considered necessary on new bus routes through new routes not a pre-existing one. The decision to use smaller buses is a matter for TfGM who will receive a copy of this report.

In summary:-

In view of the above it is proposed to introduce the proposal exactly as advertised. This will clear passing places and junctions where on-street parking is a particular problem for all vehicles and especially buses. There will also be safer areas for pedestrians on footways that have since the boxing day 2015 floods been blocked by parked vehicles.

**D Parsons
Senior Engineer
Highway Network Management**

Geoff Little OBE
Chief Executive

Our ref TM2/21/513/JG
Your ref
Date 01 December 2021
Please ask for Mr J Goldstone
Direct line 0161 253 5830
Direct fax 0161 253 7963
E-mail j.goldstone@bury.gov.uk

Donna Ball
Executive Director, Operations

Councillor K Hussain
Councillor R Brown
Councillor L J Dean

Dear Councillor

**WATERSIDE ROAD, KAY STREET AND POLLARDS LANE, SUMMERSEAT
PROPOSED INTRODUCTION OF NO WAITING AT ANY TIME RESTRICTIONS**

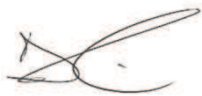
The proposed traffic regulation order for the above has been advertised and a number of objections have been received.

A report has been prepared which considers the points of the objections. A copy of this report is attached. After carefully considering the issues I propose to accept the reports recommendation. Consequently, it is my intention to refer the report to the Head of Engineering to make a Delegated Decision to introduce the proposal as advertised and as described in the attached report.

The proposal lining plans have been attached for information.

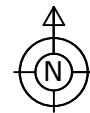
Should you have any concerns about this approach, I would be grateful if you could let me know within the next seven days, otherwise I shall proceed with this course of action.

Yours sincerely

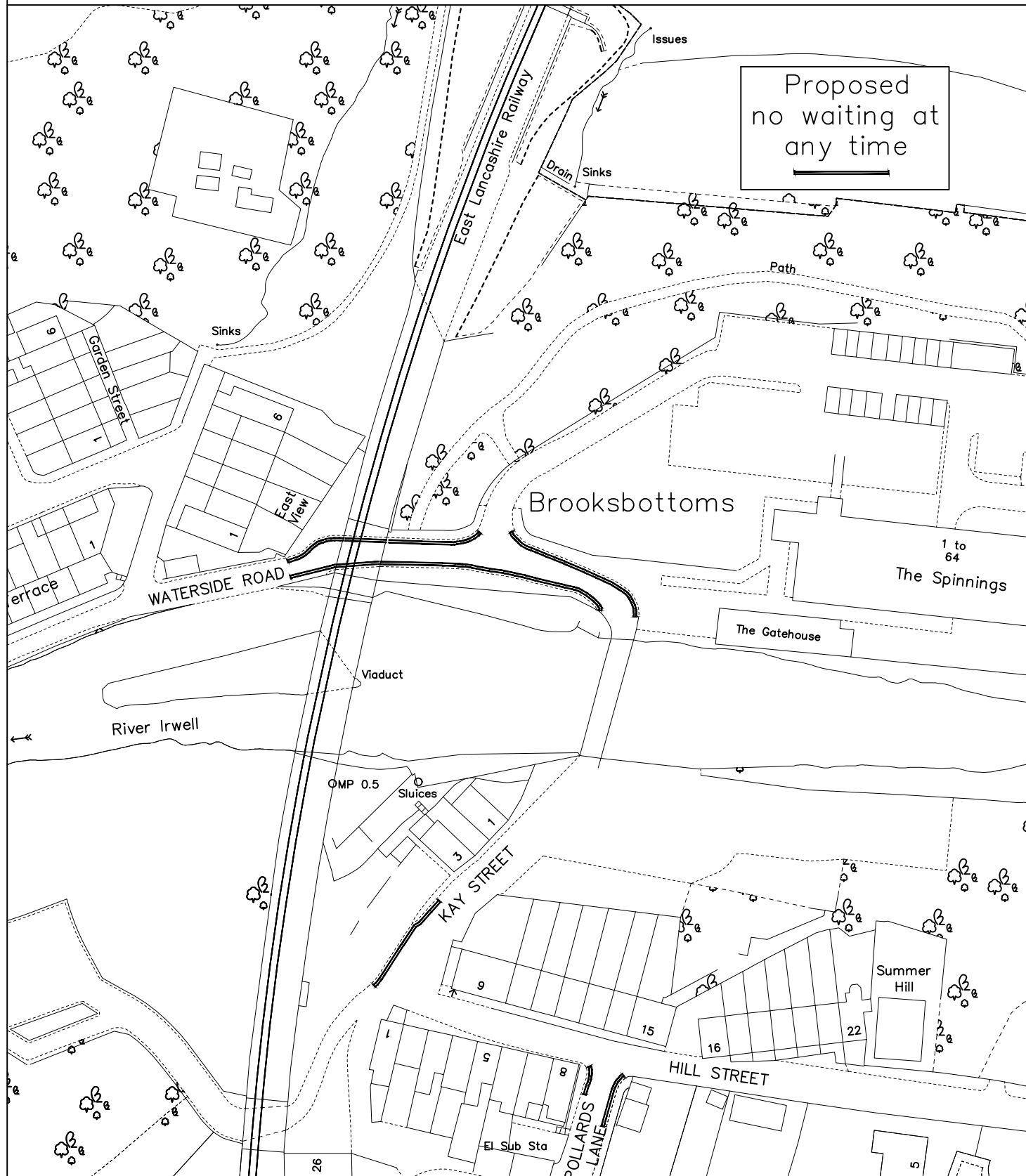


D R GIBLIN
HEAD OF ENGINEERING

WATERSIDE ROAD, SUMMERSEAT PROPOSED RESTRICTIONS PLAN



Proposed
no waiting at
any time



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PLAN TM9160
 DATE 23.08.21
 DRAWN JG
 SCALE NTS

DEPARTMENT OF OPERATIONS

3 Knowsley Place
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