

## **Report to the Cabinet**

Meeting to be held on Thursday, 12 April 2018

### **Report of the Director of Community Services**

#### **Part I**

Electoral Division affected:  
Chorley Rural East;

### **Proposed Puffin Crossing Bolton Road, Anderton**

(Appendices 'A' - 'B' refer)

Contact for further information:

Kevin Parkinson, Tel: (01772) 530250, Highways Service,  
kevin.parkinson@lancashire.gov.uk

#### **Executive Summary**

This report requests approval of proposals to install a puffin crossing and undertake bus stop upgrades at Bolton Road, Anderton in line with planning conditions for the Stewart Milne residential development. The report details objections raised by both an informal and formal consultation.

#### **Recommendation**

The Cabinet is asked to approve the proposals to install a puffin crossing and undertake bus stop upgrades on Bolton Road, Anderton.

#### **Background and Advice**

A puffin crossing has been proposed as a condition of the planning application for the Stewart Milne residential development of land to the south east of Bolton Road (A673), Anderton in the vicinity of its existing junction with Rothwell Road. The provision of a formalised crossing was highlighted within the developer's Transport Assessment and subsequently offered as part of the planning procedure, initially in the form of a zebra crossing which was later upgraded to a formalised signal controlled crossing, to facilitate improved pedestrian links from the site to St Joseph's School and local services east of Bolton Road.

As part of the planning process it was also requested that the two existing bus stops be upgraded in order to encourage ease of access for all users and support a greater use of the existing public transport provision in the area.

The installation of the pedestrian crossing and formalising of the bus stops will result in reductions in the current uncontrolled local parking facilities at the frontages of No

81 to 85 and No 93 Bolton Road (Appendix 'A' refers). To offset these reductions a parking area has been provided by the developer within the entrance to the new estate (Appendix 'B' refers). This currently features advisory signing requesting priority usage for residents of Bolton Road. However, the developer has no plans to formalise this arrangement with regulations allowing enforcement to be carried out. The parking area currently resides within the privately owned section of road and no plans to incorporate it within the highway network are in place, therefore, future maintenance and management of the area will remain with the developer.

## **Consultations**

In January 2017 Lancashire County Council undertook an informal public consultation with the residents of properties in the vicinity likely to be affected by the proposals.

This was followed by a formal consultation in March 2017 with advertisements being placed in local newspapers and notices placed on site at conspicuous locations.

The results of both consultations indicated that a number of concerns existed regarding the proposal which are set out below along with officers' corresponding responses. A total of six responses were received from local residents following the consultation and four further representations from the divisional county councillor, a parish councillor, Adlington Town Council and Anderton Parish Council.

## **Objections received**

**Objection 1.** A concern was raised by residents and local representatives regarding the proposed positioning of the pedestrian crossing facility, its proximity to the existing junction of Rothwell Road and the level of highway activity within the vicinity.

**Officer comments:** Ideally the crossing would be sited further away from the junction with Rothwell Road in line with national guidance which suggests that signal controlled crossings should be situated a minimum distance of 20 metres from conflict points at uncontrolled junctions. However, in this instance, the county council has attempted to balance this suggested distance against the concerns of local residents regarding the impact of property frontage parking loss and the pedestrian desire lines in determining the most suitable position for the crossing to be located.

In coming to the proposed layout it is recognised that Rothwell Road is a lightly trafficked cul-de-sac and site observations indicate that the majority of vehicles exit the road to the right away from the proposed crossing location. Given that Rothwell Road is a cul-de-sac, the road traffic entering and exiting the junction will quickly become familiar with the junction layout including the presence of the crossing. A request has been received for advanced warning signs to be installed on the crossing approaches to highlight its presence and it is proposed that this be accommodated.

**Objection 2.** A concern was raised regarding the current parking activity around the junction and it was felt that safety would be compromised as a result of additional activity associated with the new crossing.

**Officer comments:** The crossing will be provided with the required zig – zag line markings which prohibit parking on the approaches to the crossing and will deter obstructive parking from the vicinity of the junction thereby improving visibility on the approaches to both the pedestrian crossing and junction. The implementation of the zig-zag markings will mitigate this concern.

**Objection 3.** A concern was raised regarding the potential loss of existing property frontage parking in the vicinity of the crossing and bus stop location.

**Officer comments:** The loss of a section of kerbside parking for 7 vehicles is required in order to effectively introduce the crossing and bus stop measures. To assist in offsetting this a 7 space car park has been provided within the development to maintain parking capacity for the area (Appendix 'B' refers).

All properties within the new development feature off road parking facilities and are not envisaged to present competition for space within the new parking area. The existing kerbside parking space along Bolton Road is not regulated and is available for all highway users and this will be reflected within the new provision. Prior to the construction of the proposed crossing the new parking area is being utilised by construction staff working within the development however this will cease on completion of the works at which point the car park will be available for use by residents and visitors. No proposals have been put forward by the developers to provide regulation which could be supported by enforcement to limit use solely to residents of Bolton Road.

**Objection 4.** A concern was raised by residents regarding the effect on privacy on their frontages due to the position and proximity of the new crossing.

**Officer comments:** The crossing is proposed to be positioned with a widened length of footway to the northern side where the property frontage is narrower. Pedestrians waiting to cross at this side will be further away from the residential property frontage than the current footway width would allow.

### **Implications:**

This item has the following implications, as indicated:

### **Financial**

The proposal will be funded by the developer Stewart Milne Homes under a section 278 (Highways Act) legal agreement with work commencing once full funding has been received.

### **Risk management**

If the proposal is not approved local existing residents and new residents of the development will experience reduced access to local facilities via safe and convenient crossing facilities. The proposed upgrade to the existing bus stops at the

location will provide improved access to local transport services for all members of the community.

**List of Background Papers**

Paper	Date	Contact/Tel
-------	------	-------------

N/A		
-----	--	--

Reason for inclusion in Part II, if appropriate		
---	--	--

N/A		
-----	--	--