

## Proposed Traffic Regulation Order

### TRO 303985

Rumworth Area

Proposed traffic order

Please quote ref: **TRO303985/HS/web** in all correspondence

**The Council proposes to create and/or amend traffic orders as detailed within this document.**

### Statement of reasons

1. Concerns have been expressed about obstructive parking on various locations around Rumworth, causing concerns about vehicular and pedestrian movement and creating health and safety risks for pedestrians in general and vulnerable people in particular.
2. To secure the expeditious, convenient and safe movement of traffic in pursuance of the Authority's duty under S.122 of the Road Traffic Regulation Act 1984.

### Attached

1. Legal notice
2. Plans
3. Draft Order

### Closing date for objections

Tuesday 6 January 2026

**THE BOROUGH COUNCIL OF BOLTON**  
**THE BOLTON (REGULATION OF WAITING, LOADING AND UNLOADING)**  
**(CONSOLIDATION) ORDER 2015 (RUMWORTH WARD VARIOUS STREETS)**  
**(AMENDMENT) (NO.XX) ORDER 2025**

The Council proposes to make an Order under the Road Traffic Regulation Act 1984, its effect will be as follows:-

**Deletions:**

**No Waiting At Any Time**

Sandon Street (south west) and Caroline Street (north-east)

**Additions:**

**No Waiting At Any Time:**

Salisbury Street (west), Willows Lane (north), Willows Lane (south), Park View Road (both), Melbourne Road (west), Melbourne Road (east), Back Willows Lane North (both), Brandwood Street (both), Constance Road (both), Roland Road (both), Croston Street (both), Broomfield Road (both), Caledonia Street (west), Caledonia Street (east), Back Willows Lane North (north & east), Back Willows Lane North (east), Back Willows Lane North (south & west), Back Hawthorne Street (both), Back Penarth Road (both), Penarth Road (both), Quebec Street (west), Quebec Street (east), Wellfield Road (both), Burnaby Street (north), Burnaby Street (south), Back Bridgeman Street (both), Ribblesdale Road (both), Pike Road (south-west), Back Bowness Road (north-west), Back High Street South (both), High Street (south-west), Goldsmith Street (south-west), Goldsmith Street (north-east), Bridgeman Street (north-west), Bridgeman Street (south-east), Higher Swan Lane (west), Higher Swan Lane (east), Ryley Avenue (both), Willows Lane (both), Hawthorne Road (west), Hawthorne Road (east), Hawthorne Road (both), Cannon Street (both), Stanway Close (north), Stanway Close (south), Cannon Grove (north), Cannon Grove (south), Sandon Street (both), Back Sandon Street West (both), Auburn Street (north-west), Auburn Street (south-east), Rutland Street (north-east), Rutland Street (south-west), Adelaide Street (north-east), Caroline Street (north-east), Caroline Street (south-west), Broadhurst Street (south-west), Back Rumworth Street (both), Rumworth Street (both), Broadhurst Street (both), Back Brandon Street North (both) and Nebo Street (south-east)

**No Waiting Monday – Saturday 7:30am – 6:30pm**

Salisbury Street (north-east), Back Willows Lane North (east) and Back Willows Lane North (east).

**Limited Waiting Restrictions Monday – Saturday 8.00 am – 6.00 pm (40 Mins No Return Within 1 Hour 20 Mins)**

Rasbottom Street (north-east)

**No Loading At Any Time:**

Baldwin Street (north-west)

A copy of the Draft Order, together with relevant plans and statement of the reasons may be viewed online at [www.bolton.gov.uk/trafficorders](http://www.bolton.gov.uk/trafficorders) and at the One Stop Shop, Town Hall, Bolton during office hours.

Any objections or representations should state the grounds they are made on and be sent either by email to [highways@bolton.gov.uk](mailto:highways@bolton.gov.uk) or in writing to Highways and Engineering Division, 3rd Floor, Paderborn House, Civic Centre, Bolton BL1 1UA no later than 6<sup>th</sup> January 2026.

Dated: 9<sup>th</sup> December 2025

H Gorman, Borough Solicitor, Chief Executive's Department, Town Hall, Bolton BL1 1RU

REF: LS/RST/098904



**Key to Restriction Types Displayed**

- Limited Waiting. Mon-Sat 8am-6pm 40 mins. No return within 1 hour 20 mins.
- Loading/Unloading only at any time
- No waiting Mon-Sat 7.30am-6.30pm
- No waiting at any time

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Date	30/10/2025
Drawing No.	303985-2
Drawn by	PDH
Checked by	HS
Drawing Size	A3



**Bolton Council**

Highways & Engineering Division  
Paderborn House  
Bolton BL1 1UA  
  
[www.bolton.gov.uk/highways](http://www.bolton.gov.uk/highways)  
[highways@bolton.gov.uk](mailto:highways@bolton.gov.uk)

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**Highways & Engineering Division  
Paderborn House  
Bolton BL1 1UA**

**www.bolton.gov.uk/highways**  
**highways@bolton.gov.uk**

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within 1 hour 20 mins.

----- Loading/Unloading only at any time

 **No waiting Mon-Sat  
7.30am-6.30pm**

 No waiting at any time

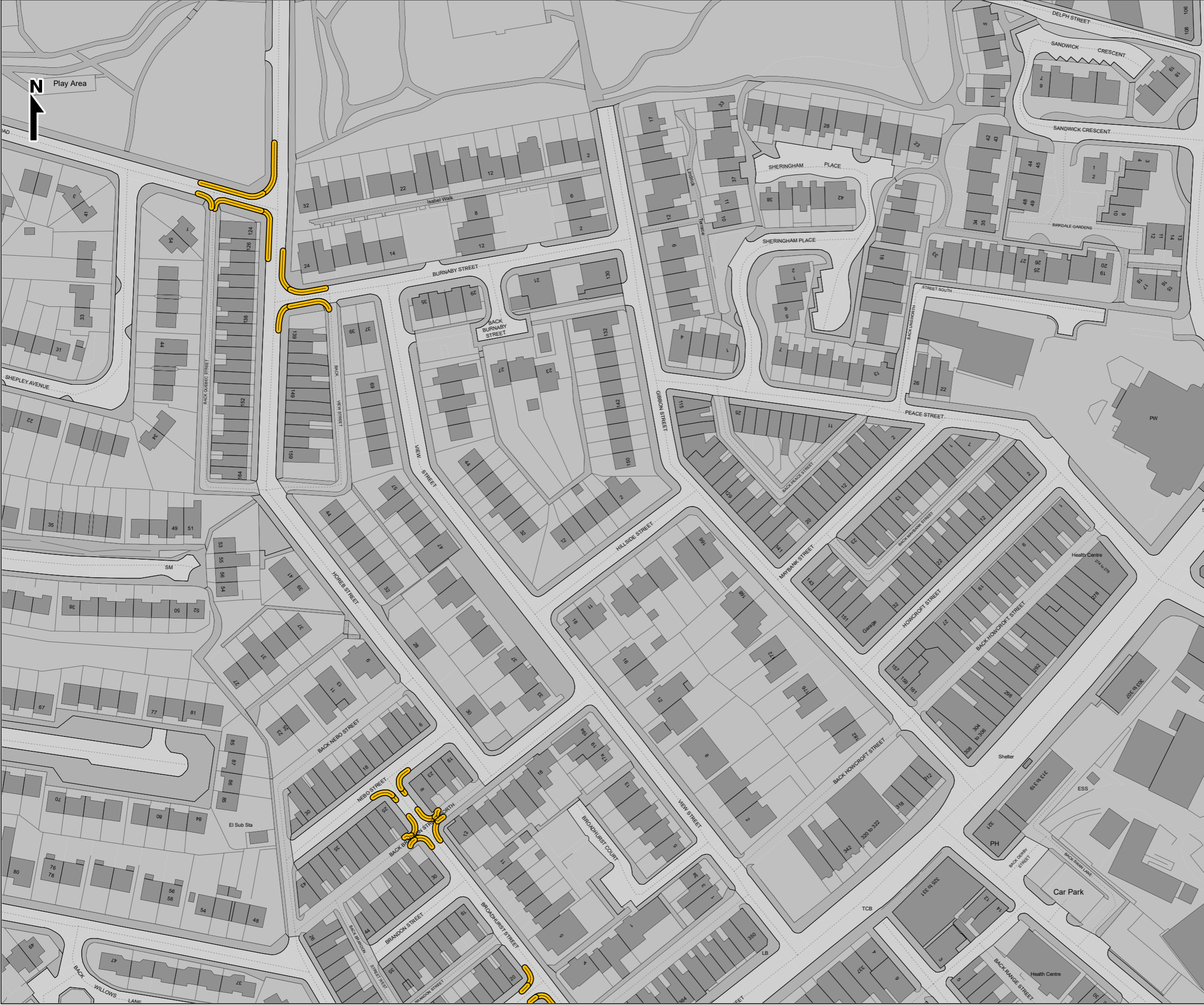
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## Rumworth Area

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**Key to Restriction Types Displayed**

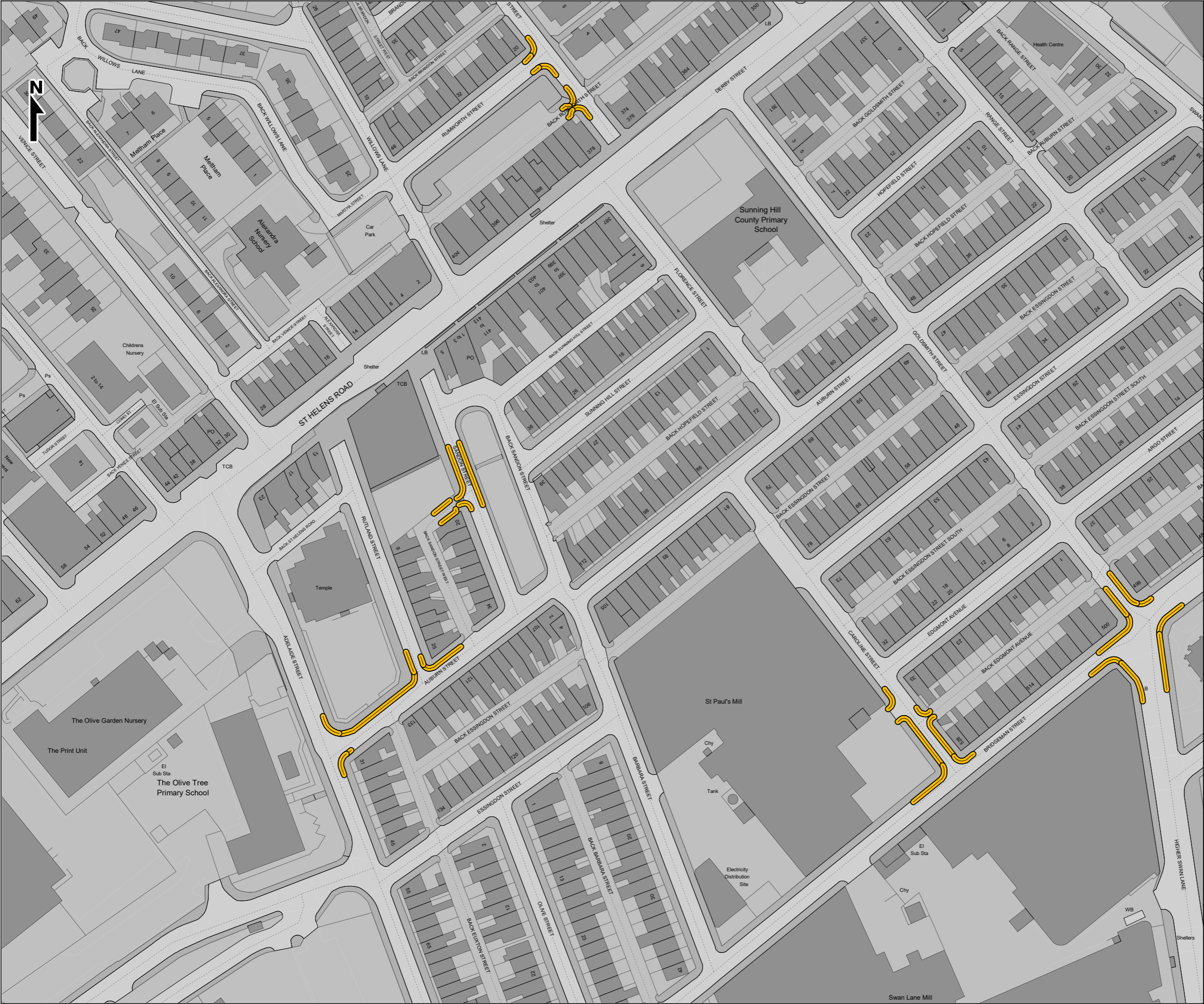
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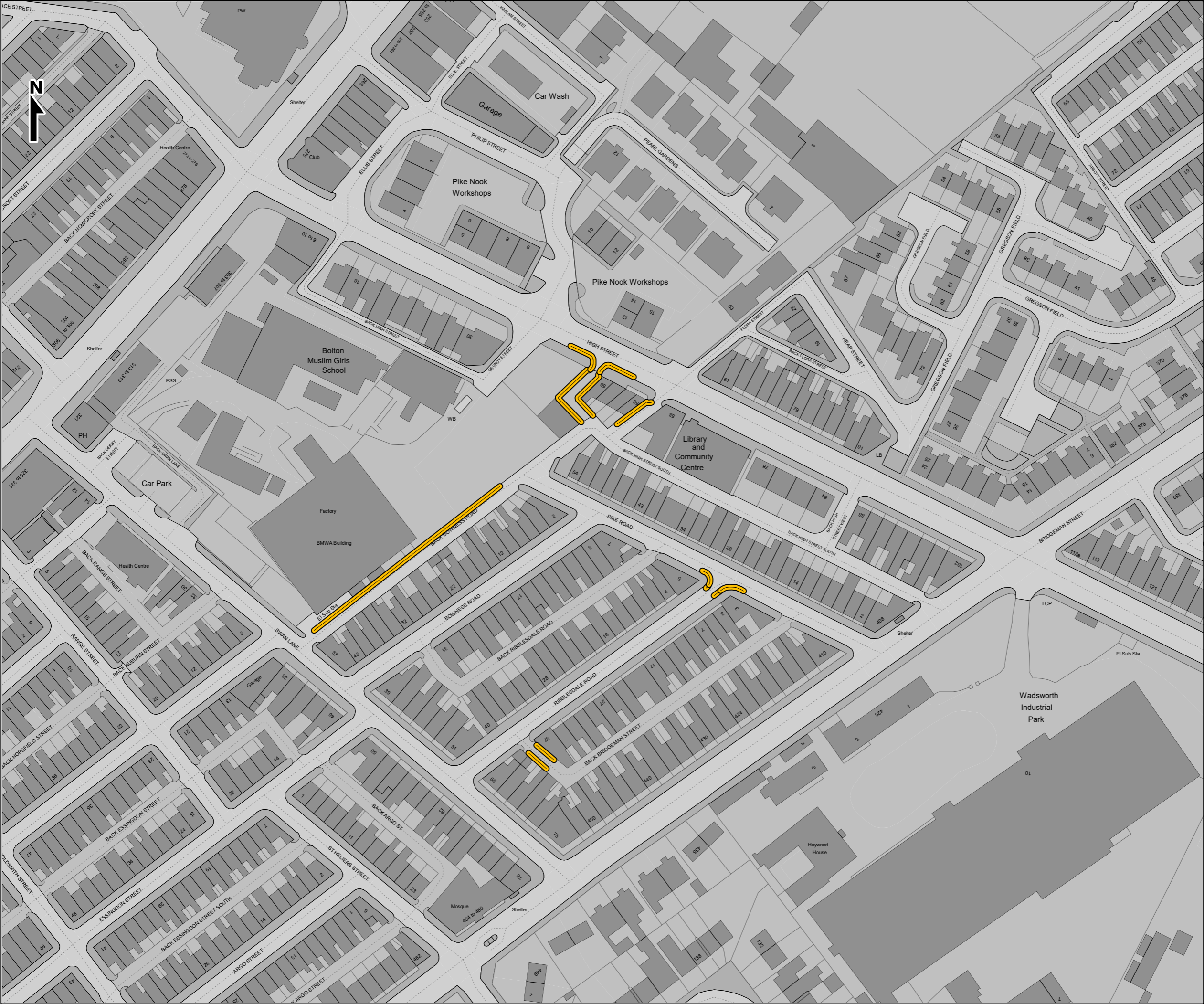
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**THE BOROUGH COUNCIL OF BOLTON**

**THE BOLTON (REGULATION OF WAITING, LOADING AND UNLOADING)**  
**(CONSOLIDATION) ORDER 2015 (RUMWORTH WARD VARIOUS STREETS)**  
**(AMENDMENT) (NO. XX) ORDER 2025**

The Borough Council of Bolton, in exercise of their powers under Sections 1(1), 2(1) to (3) and 4(2) of the Road Traffic Regulation Act 1984 and Part IV of Schedule 9 of the Act of 1984 and of all other enabling powers and after consultation with the Chief Constable of Greater Manchester Police in accordance with Part III of Schedule 9 of the said Act of 1984, hereby make the following Order:-

1. The Interpretation Act 1978, shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
2. The Bolton (Regulation of Waiting, Loading and Unloading) (Consolidation) Order 2015, means the Bolton (Regulation of Waiting, Loading and Unloading) (Consolidation) Order 2015, or as that (Consolidation) Order 2015, re-made or re-consolidated.
3. The Bolton (Regulation of Waiting, Loading and Unloading) (Consolidation) Order 2015, shall have the effect as though the sides of lengths of road specified in Part 1 of the Schedule to this Order were included in Schedule 3 to that Order.
4. The Bolton (Regulation of Waiting, Loading and Unloading) (Consolidation) Order 2015, shall have the effect as though the sides of lengths of road specified in Part 2 of the Schedule to this Order were deleted from Schedule 3 to that Order.
5. This Order shall come into operation on the XX and may be cited as The Bolton (Regulation of Waiting, Loading and Unloading) (Consolidation) Order 2015 (Rumworth Ward Various Streets) (Amendment) (No. XX) Order 2025.

**THE COMMON SEAL** of **THE**  
**BOROUGH COUNCIL OF**

**BOLTON** was hereto affixed

On the XX day of XXXXXXXX 20XX

In the presence of:-

Authorised Sealing Officer

## **SCHEDULE**

### **Part 1**

<b><u>Road Name</u></b>	<b><u>Side of Road</u></b>	<b><u>Length</u></b>	<b><u>Restriction</u></b>
Salisbury Street	West	from a point 10 metres north-west of its intersection with the extended north-western kerbline of Back Beaconsfield Street to a point 10 metres south of its intersection with the extended south-eastern kerbline of Back Beaconsfield Street	<b>NWAT</b>
Willows Lane	North	from a point 15 metres west of its intersection with the extended western kerbline of Melbourne Road to a point 15 metres east of its intersection with the extended eastern kerbline of Melbourne Road	<b>NWAT</b>
Willows Lane	South	from a point 15 metres west of its intersection with the extended western kerbline of Park View Road to a point 10 metres east of its intersection with the extended eastern kerbline of Park View Road	<b>NWAT</b>
Park View Road	Both	from its intersection with the extended southern kerbline of Willows Lane for a distance of 10 metres in a south-easterly direction	<b>NWAT</b>
Melbourne Road	West	from its intersection with the extended northern kerbline of Willows Lane for a distance of 10 metres in a northerly direction	<b>NWAT</b>
Melbourne Road	West	from a point 5 metres south of its intersection with the extended southern kerbline of Back Willows Lane North to a point 5 metres north of its intersection with the extended northern kerbline of Back Willows Lane North	<b>NWAT</b>
Melbourne Road	East	from its intersection with the extended northern kerbline of Willows Lane to its intersection with the extended southern kerbline of Back Willows Lane North	<b>NWAT</b>
Back Willows Lane North	Both	from its intersection with the extended western kerbline of Melbourne Road for a distance of 10 metres in a westerly direction	<b>NWAT</b>
Willows Lane	North	from a point 10 metres west of its intersection with the extended western kerbline of Constance Road to a point 10 metres east of its intersection with the extended eastern kerbline of Constance Road	<b>NWAT</b>

Willows Lane	South	from a point 10 metres west of its intersection with the extended western kerbline of Brandwood Street to a point 10 metres east of its intersection with the extended eastern kerbline of Brandwood Street	<b>NWAT</b>
Brandwood Street	Both	from its intersection with the extended southern kerbline of Willows Lane for a distance of 10 metres in a south-easterly direction	<b>NWAT</b>
Constance Road	Both	from its intersection with the extended northern kerbline of Willows Lane for a distance of 10 metres in a north-westerly direction	<b>NWAT</b>
Willows Lane	North	from a point 10 metres west of its intersection with the extended western kerbline of Roland Road to a point 10 metres east of its intersection with the extended eastern kerbline of Roland Road	<b>NWAT</b>
Willows Lane	South	from a point 7 metres west of its intersection with the extended western kerbline of Croston Street to a point 7.3 metres east of its intersection with the extended eastern kerbline of Croston Street	<b>NWAT</b>
Roland Road	Both	from its intersection with the extended northern kerbline of Willows Lane for a distance of 10 metres in a northerly direction	<b>NWAT</b>
Croston Street	Both	from its intersection with the extended southern kerbline of Willows Lane for a distance of 10 metres in a southerly direction	<b>NWAT</b>
Willows Lane	North	from a point 10 metres west of its intersection with the extended western kerbline of Broomfield Road to a point 10 metres east of its intersection with the extended eastern kerbline of Broomfield Road	<b>NWAT</b>
Broomfield Road	Both	from its intersection with the extended northern kerbline of Willows Lane for a distance of 10 metres in a northerly direction	<b>NWAT</b>
Willows Lane	North	from its intersection with the extended western kerbline of Caledonia Street for a distance of 10 metres in a westerly direction	<b>NWAT</b>
Willows Lane	South	from a point 10 metres west of its intersection with the extended south-western kerbline of Church Avenue to a point 10 metres east of its intersection with the extended north-eastern kerbline of Church Avenue	<b>NWAT</b>
Caledonia Street	West	from its intersection with the extended northern kerbline of Willows Lane for a distance of 7 metres in a northerly direction	<b>NWAT</b>

Caledonia Street	East		from its intersection with the extended northern kerbline of Willows Lane to its intersection with the extended southern kerbline of Back Anglia Grove	<b>NWAT</b>
Back Willows Lane North	North East	&	from a point 78.5 metres west of its intersection with the extended western kerbline of Melbourne Road to a point 15 metres south of its intersection with the extended southern kerbline of Penarth Road	<b>NWAT</b>
Back Willows Lane North	East		from a point 5 metres south of its intersection with the extended southern kerbline of Penarth Road to a point 5 metres north of its intersection with the extended northern kerbline of Penarth Road	<b>NWAT</b>
Back Willows Lane North	East		from a point 5 metres south of its intersection with the extended southern kerbline of Back Hawthorne Street to a point 5 metres north of its intersection with the extended northern kerbline of Back Penarth Road	<b>NWAT</b>
Back Willows Lane North	South West	&	from a point 78.5 metres west of its intersection with the extended western kerbline of Melbourne Road to a point 5 metres north of its intersection with the extended northern kerbline of Back Penarth Road	<b>NWAT</b>
Back Hawthorne Street	Both		from its intersection with the extended western kerbline of Back Willows Lane North for a distance of 5 metres in a westerly direction	<b>NWAT</b>
Back Penarth Road	Both		from its intersection with the extended eastern kerbline of Back Willows Lane North for a distance of 5 metres in an easterly direction	<b>NWAT</b>
Penarth Road	Both		from its intersection with the extended eastern kerbline of Back Willows Lane North for a distance 5 metres in an easterly direction	<b>NWAT</b>
Quebec Street	West		from a point 15 metres south of its intersection with the extended south-western kerbline of Wellfield Road to a point 20 metres north of its intersection with the extended north-eastern kerbline of Wellfield Road	<b>NWAT</b>
Quebec Street	East		from a point 7 metres south of its intersection with the extended south-eastern kerbline of Burnaby Street to a point 15 metres north of its intersection with the extended north-western kerbline of Burnaby Street	<b>NWAT</b>
Wellfield Road	Both		from its intersection with the extended western kerbline of Quebec Street for a	<b>NWAT</b>

			distance of 25 metres in a north-westerly direction	
Burnaby Street	North		from its intersection with the extended eastern kerbline of Quebec Street for a distance of 15 metres in a north-easterly direction	<b>NWAT</b>
Burnaby Street	South		from its intersection with the extended eastern kerbline of Quebec Street to its intersection with the extended western kerbline of Back View Street	<b>NWAT</b>
Back Street	Bridgeman	Both	from a point 5 metres south-east of its intersection with the extended south-eastern kerbline of Ribblesdale Road to a point 13 metres south-east of its intersection with the extended south-eastern kerbline of Ribblesdale Road	<b>NWAT</b>
Ribblesdale Road	Both		from its intersection with the extended south-western kerbline of Pike Road for a distance of 5 metres in a south-westerly direction	<b>NWAT</b>
Pike Road	South-West		from a point 5 meters south-east of its intersection with the extended south-eastern kerbline of Ribblesdale Road to a point 5 metres north-west of its intersection with the extended north-western kerbline of Ribblesdale Road	<b>NWAT</b>
Back Road	Bowness	North-West	from a point 5 metres north-east of its intersection with the extended north-eastern kerbline of Swan Lane to a point 5 metres south-west of its intersection with the extended south-western kerbline of Pike Road	<b>NWAT</b>
Back Road	Bowness	North-West	from a point 3 metres north-east of its intersection with the extended north-eastern kerbline of Back High Street South to a point 5 metres south-west of its intersection with the extended south-western kerbline of High Street	<b>NWAT</b>
Back High Street South	Both		from a point 7 metres north-west of its intersection with the extended north-western kerbline of Back Bowness Road (east of Back High Street South) to its intersection with the extended south-western kerbline of High Street	<b>NWAT</b>
High Street	South-West		from a point 10 metres south-east of its intersection with the extended south-eastern kerbline of Back High Street South to a point 10 metres north-west of its intersection with the extended north-western kerbline of Back High Street South	<b>NWAT</b>
Goldsmith Street	South-West		from its intersection with the extended north-western kerbline of Bridgeman Street to a point 23 metres south-east of its intersection with the extended south-eastern kerbline of	<b>NWAT</b>

## Edgmont Avenue

Goldsmith Street	North-East	from its intersection with the extended north-western kerbline of Bridgeman Street to a point 22 metres south-east of its intersection with the extended south-eastern kerbline of Argo Street	<b>NWAT</b>
Bridgeman Street	North-West	from a point 15 metres south-west of its intersection with the extended south-western kerbline of Goldsmith Street to a point 5 metres north-east of its intersection with the extended north-eastern kerbline of Goldsmith Street	<b>NWAT</b>
Bridgeman Street	South-East	from a point 10 metres south-west of its intersection with the extended south-western kerbline of Higher Swan Lane to a point 10 metres north-east of its intersection with the extended north-eastern kerbline of Higher Swan Lane	<b>NWAT</b>
Higher Swan Lane	West	<b>from its intersection with the extended south-eastern kerbline of Bridgeman Street for a distance of 17.5 metres in a south-easterly direction</b>	<b>NWAT</b>
Higher Swan Lane	East	<b>from its intersection with the extended south-eastern kerbline of Bridgeman Street for a distance of 23 metres in a south-easterly direction</b>	<b>NWAT</b>
Melbourne Road	West	from a point 10 metres south of its intersection with the extended southern kerbline of Penarth Road to a point 7 metres north of its intersection with the extended northern kerbline of Penarth Road	<b>NWAT</b>
Melbourne Road	West	from a point 7 metres south of its intersection with the extended southern kerbline of Back Penarth Road to a point 7 metres north of its intersection with the extended northern kerbline of Back Penarth Road	<b>NWAT</b>
Back Penarth Road	Both	from its intersection with the extended western kerbline of Melbourne Road for a distance of 10 metres in a westerly direction	<b>NWAT</b>
Penarth Road	Both	from its intersection with the extended western kerbline of Melbourne Road for a distance of 5 metres in a westerly direction	<b>NWAT</b>
Ryley Avenue	Both	from its intersection with the extended southern kerbline of Back Wigan Road South for a distance of 5 metres in a southerly direction	<b>NWAT</b>
Willows Lane	Both	from a point 10 metres west of its intersection with the extended western kerbline of Hawthorne Road to a point 10 metres east of its intersection with the	<b>NWAT</b>

		extended eastern kerbline of Hawthorne Road	
Hawthorne Road	West	from its intersection with the extended northern kerbline of Willows Lane for a distance of 10 metres in a northerly direction	NWAT
Hawthorne Road	East	from its intersection with the extended northern kerbline of Willows Lane for a distance of 15 metres in a northerly direction	NWAT
Hawthorne Road	Both	from its intersection with the extended southern kerbline of Willows Lane for a distance of 10 metres in a southerly direction	NWAT
Hawthorne Road	West	from a point 10 metres north of its intersection with the extended northern kerbline of Hawthorne Street for a distance of 43 metres in a southerly direction	NWAT
Hawthorne Road	Both	from its intersection with the extended south-eastern kerbline of Wigan Road for a distance of 10 metres in a southerly direction	NWAT
Cannon Street	Both	from a point 30 metres south of the extended southerly kerbline of Deane Road to a point 15 metres south of its intersection with the extended southern kerbline of Cannon Grove	NWAT
Stanway Close	North	from its intersection with the extended easterly kerbline of Cannon Street to a point 8 metres west of its intersection with the extended western kerbline of Defence Street	NWAT
Stanway Close	South	from its intersection with the extended easterly kerbline of Cannon Street to a point 25 metres east of its intersection with the extended eastern kerbline of Garfield Grove	NWAT
Cannon Grove	North	from its intersection with the extended western kerbline of Cannon Street for a distance of 12 metres in a westerly direction	NWAT
Cannon Grove	South	from its intersection with the extended western kerbline of Cannon Street for its entire length	NWAT
Sandon Street	Both	from a point 36 metres north-west of its intersection with the extended north-western kerbline of Auburn Street for a distance of 23 metres in a north westerly direction	NWAT
Back Street West	Sandon Street	Both	from a point 5 metres south-west of its intersection with the extended south-western kerbline of Sandon Street to a point 12 metres south-west of its intersection with the extended south-western kerbline of Sandon Street
Auburn Street	North-West	from its intersection with the extended north-eastern kerbline of Adelaide Street to a point 14 metres north-east of its intersection with the extended north-eastern kerbline of	NWAT

## Rutland Street

Auburn Street	South-East	from its intersection with the extended north-eastern kerbline of Adelaide Street for a distance of 5 metres in a north-easterly direction	<b>NWAT</b>
Rutland Street	North-East	from its intersection with the extended north-western kerbline of Auburn Street for a distance of 5 metres in a north-westerly direction	<b>NWAT</b>
Rutland Street	South-West	from its intersection with the extended north-western kerbline of Auburn Street for a distance of 10 metres in a north-westerly direction	<b>NWAT</b>
Adelaide Street	North-East	from a point 5 metres south-east of its intersection with the extended south-eastern kerbline of Auburn Street to a point of 10 metres north-west of its intersection with the extended north-western kerbline of Auburn Street	<b>NWAT</b>
Caroline Street	North-East	from its intersection with the extended north-western kerbline of Bridgeman Street to a point 14 metres south-east of its intersection with the extended south-eastern kerbline of Edgmont Avenue	<b>NWAT</b>
Caroline Street	South-West	from its intersection with the extended north-western kerbline of Bridgeman Street for a distance of 36 metres in a north-westerly direction	<b>NWAT</b>
Bridgeman Street	North-West	<b>from a point 15 metres south-west of its intersection with the extended south-western kerbline of Corline Street to a point 5 metres north-east of its intersection with the extended north-eastern kerbline of Caroline Street</b>	<b>NWAT</b>
Broadhurst Street	South-West	<b>from a point 5 metres south-east of its intersection with the extended south-eastern kerbline of Back Rumworth Street to a point 5 metres north-west of its intersection with the extended north-western kerbline of Back Rumworth Street</b>	<b>NWAT</b>
Back Rumworth Street	Both	from its intersection with the extended south-western kerbline of Broadhurst Street for a distance of 5 metres in a south-westerly direction	<b>NWAT</b>
Broadhurst Street	South-West	from a point 5 metres south-east of its intersection with the extended south-eastern kerbline of Rumworth Street to a point 5 metres north-west of its intersection with the extended north-western kerbline of Rumworth Street	<b>NWAT</b>

Rumworth Street	Both	from its intersection with the extended south-western kerbline of Broadhurst Street for a distance of 5 metres in a south-westerly direction	<b>NWAT</b>
Broadhurst Street	Both	from a point 5 metres south-east of its intersection with the extended south-eastern kerbline of Back Brandon Street North to a point 5 metres north-west of its intersection with the extended north-western kerbline of Brandon Street North	<b>NWAT</b>
Back Brandon Street North	Both	from a point 5 metres south-west of its intersection with the extended south-western kerbline of Broadhurst Street to a point 5 metres north-east of its intersection with the extended north-eastern kerbline of Rumworth Street	<b>NWAT</b>
Broadhurst Street	Both	from its intersection with the extended south-eastern kerbline of Nebo Street for a distance of 5 metres in a south-easterly direction	<b>NWAT</b>
Nebo Street	South-East	from a point 5 metres south-west of its intersection with the extended south-western kerbline of Broadhurst Street to a point 5 metres north-east of its intersection with the extended north-eastern kerbline of Broadhurst Street	<b>NWAT</b>
Salisbury Street	North-east	from a point 10 metres north-west of its intersection with the extended north-western kerbline of Back Beaconsfield Street to a point 10 metres south-east of its intersection with the extended south-eastern kerbline of Back Beaconsfield Street	<b>NW</b> <b>M-S</b> <b>7.30am-6.30pm</b>
Back Willows Lane North	East	from a point 5 metres south of its intersection with the extended southern kerbline of Penarth Road for a distance of 10 metres in a southerly direction	<b>NW</b> <b>M-S</b> <b>7.30am-6.30pm</b>
Back Willows Lane North	East	from a point 5 metres north of its intersection with the extended northern kerbline of Penarth Road to a point 5 metres south of its intersection with the extended southern kerbline of Back Hawthorne Street	<b>NW</b> <b>M-S</b> <b>7.30am-6.30pm</b>
Rasbottom Street	North-East	from a point 5 metres south-east of its intersection with the extended south-eastern kerbline of Back Baldwin Street North to a point 5 metres north-west of its intersection with the extended north-western kerbline of Baldwin Street	<b>RW</b> <b>M-S</b> <b>8.00am-6.00pm</b> <b>WL40/I:20</b>
Baldwin Street	North-West	from a point 10 metres north-east of its intersection with the extended north-eastern kerbline of Ramsbottom Street for a distance of 21 metres in a north-easterly direction	<b>NLAT</b>

## **Part 2**

<b><u>Road Name</u></b>	<b><u>Side of Road</u></b>	<b><u>Length</u></b>	<b><u>Restriction</u></b>
Sandon Street	South West	from a point 36 metres north west of the projected north westerly kerbline of Auburn Street for a distance of 12 metres in a north westerly direction	<b>NWAT</b>
Caroline street	North-East	from a point 14 metres south east of the projected kerbline of Edgmont Avenue for a distance of 9 metres in a south easterly direction	<b>NWAT</b>