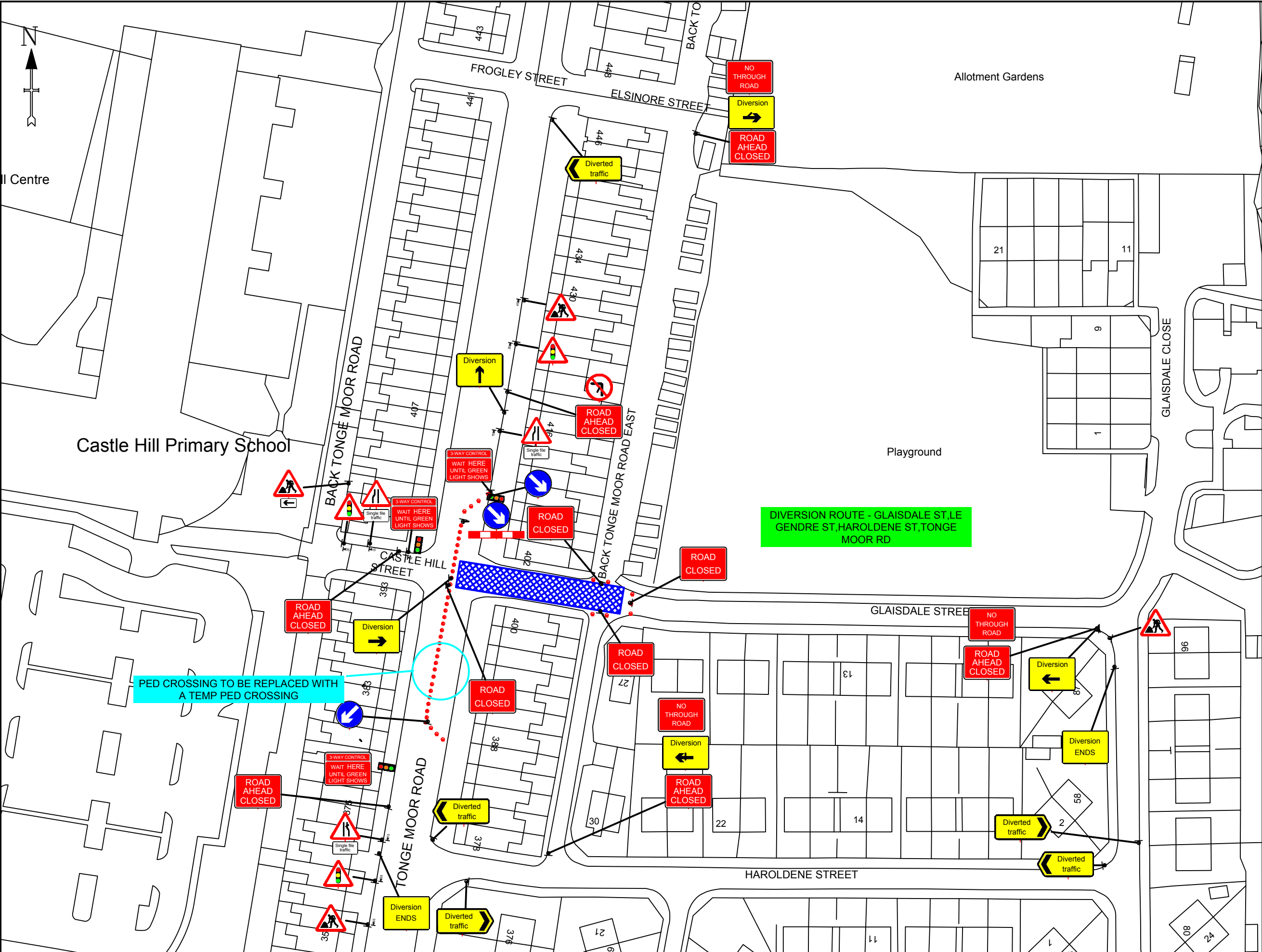


GLAISDALE STREET TEMPORARY CLOSURE

THE BOROUGH COUNCIL OF BOLTON
ROAD TRAFFIC REGULATION ACT 1984 S.14

The Council intends to make an order, operative from 27 August 2026 for 1 week approx, the effect of which will be to prohibit all traffic from proceeding on Glaisdale Street from Tonge Moor Rd to Back Tonge Moor Rd East to allow electricity works to take place. Alternate route will be via Haroldene St / Le Gendre St. The Order will end after 18 months or on completion of the works whichever first occurs.

Bolton Council. 6 August 2026.
bolton.gov.uk/trafficorders



DETAIL B (B)

Single/Dual carriageway 40mph or less - 450mm traffic cones, spacing 1.5m.
Single/Dual carriageway 50mph or more - 750mm traffic cones, spacing 1.5m.
Dual carriageway national speed limit - 750mm traffic cones, spacing 1.5m, relaxation 3m.

Notes:
1) During darkness, warning lights to BS EN 12352:2006 should be provided in accordance with Table A1.3 (Appendix 1).
2) 45" tapers have 1.5m spacing, no relaxations.
3) On motorways and NSL AP duals with hard shoulders, 1m cones will be required for both standard and relaxation works for lead tapers and the facing wall of lane changes.

DETAIL D (D)

Single/Dual carriageway 40mph or less - 450mm traffic cones.
Single/Dual carriageway 50mph or more - 750mm traffic cones.

Notes:
1) During darkness, warning lights to BS EN 12352:2006 should be provided in accordance with Table A1.3 (Appendix 1).
2) Detail D applies only to relaxation cases.

SAFETY ZONE DIMENSIONS (S)

Permanent speed limit 30mph or less
Sideways safety zone 0.5m
Longways safety zone 0.5m
(Dimensions are minima)

	Standard: Normal traffic including buses and HGVs	Restricted: Cars and light vehicles only
Two-way working	6.75 m minimum	5.5 m minimum
Shuttle working	3.25-3.50 m desirable width range 3.0 m absolute minimum	3.25 m desirable minimum width 2.5 m absolute minimum

Adjusting the red timers

Measure the distance between 'WAIT HERE' signs, or the 'WAIT HERE' sign and datum point, (see page 7), and use the table below:

Distance (metres)	0	50	100	150	200	250	300
All-Red time (seconds)	10	10	10	10	10	10	10

NOTE: On some controllers the All-Red switch may be marked in metres and the equipment converts to seconds automatically.

Method of selection and values may differ

If the site is on a steep gradient, you may need to increase the indicated All-Red value for the uphill direction incrementally until vehicles clear safely.

If there are large numbers of slow-moving vehicles that have difficulty in clearing the works before the lights have changed, increase indicated values of the relevant All-Red settings incrementally until vehicles clear safely.

Adjusting the Maximum Green settings

Measure the distance between 'WAIT HERE' signs, or the 'WAIT HERE' sign and datum point, (see page 7), and use the table below:

Distance (metres)	0	75	125	150	200	300
Green time (seconds)	10	10	10	10	10	10

NOTE: On some controllers the Maximum Green switch may be marked in metres, and the equipment converts to seconds automatically.

Method of selection and values may differ

Set the Maximum Green times to the appropriate settings.

If substantial queues begin to form and vehicles take more than one green period to get through the site, then adjust the setting incrementally. For each new setting allow a few green periods to assess the difference. It is normal to increase the setting but, if this increases the queues, reduce the setting, again allowing time to assess the result.



Notes -

XXXXXXXX
XXXXXXXX
XXXXXXXX
XXXXXXXX
XXXXXXXX

- KEY**
- Traffic sign
 - Traffic cone
 - Traffic signals to Diagram 3000.1
 - Working Space
 - Pedestrian Barrier

TEMPORARY
TRAFFIC MANAGEMENT
30 MPH

Issue	Date
1	12.05.26
Drawn By	MM

ROAD CLOSURE AND 3 WAY
323 CROMPTON WAY BL2 2PE PART 2

Original drawing size A3 - NTS

Drawing Ref: 550034106