Subject: Royal Street, Rochdale  
Report to: Pennines Township Committee  
Cabinet Member: Councillor Jacqueline Beswick  
Report of: Director of Economy & Environment  
Author: Paul Wotton  
Author Email: paul.wotton@rochdale.gov.uk  
Tel: 01706 924593

Comments from Statutory Officers:
Monitoring Officer: Yes  
Section 151 Officer: Yes

Key Decision: No

1 Purpose of the report

1.1 This report is to advise Members of objections received to a proposed introduction of ‘No Waiting At Any Time’ restrictions on parts of Royal Street and Spring Mill Walk, Rochdale in Smallbridge & Firgrove Ward.

2 Recommendations

2.1 It is recommended that the Committee considers whether the proposed Traffic Regulation Order Borough of Rochdale ((Civil Enforcement of Traffic Contraventions) (Various Streets) (Pennines Township) Order 2008) (Amendment) (No. 49) Order outlined in Section 7 of this report be implemented.

3 Reason for recommendation

3.1 To comply with the Road Traffic Regulation Act 1984 the Authority must consider all objections submitted during the 28 day consultation period (see Section 7) before ‘Making’ a Traffic Regulation Order.

3.2 The Committee should make a decision in respect of the objections received so that the Traffic Regulation Order can be progressed and the new restrictions introduced or abandoned.

4 Alternatives Considered

4.1 The alternative to the proposal laid out in this report is to continue without any restrictions on the highway at the junction of Royal Street and Spring Mill Walk by not introducing the proposed Traffic Regulation Order.

4.2 It should be noted that the proposed Traffic Regulation Order is a consequence of indiscriminate parking at the junction concerned affecting goods vehicle access to industrial premises, driver visibility and road safety. To address the issue it is necessary to introduce the proposed order.
5 **Consultation Undertaken**

5.1 Consultation required by the Road Traffic Regulation Act 1984 has taken place.

5.2 The Emergency Services, Transport for Greater Manchester, The Freight Transport Association and the Road Haulage Association were consulted on 20th October 2014.

5.3 Notices of Intention were posted on site and published in the local newspaper on 22nd October 2014.

5.4 The objection period ran until 19th November 2014.

6 **Background:**

6.1 **Statement of Reasons**

6.1.1 Cars parking at the junction of Spring Mill Walk and Royal Street are causing access difficulties for goods vehicles travelling to and from premises at the west end of Royal Street.

6.1.2 These industrial premises are situated to the south of Halifax Road A58, and accessed solely via Spring Mill Walk and Royal Street.

6.1.3 The proposals seek to address the problem by defining where vehicles should wait and thus improve drivers’ ability to negotiate the junction of Spring Mill Walk and Royal Street by introducing some No Waiting At Any Time Restrictions.

6.2 The Notice of Intention and associated plan illustrate the proposal in Appendix A of this report.

7 **Report**

7.1 During the consultation period the Authority received 3 objections. After the closing date a further communication was received which raised the same points of objection as the first Objector.

7.2 The Objectors’ comments and the Director of Economy & Environment’s response are attached at Appendix B of this report.

7.3 In considering these objections the Committee should be mindful that the only right the general public has on the highway is a right of passage along it. The Authority has both a duty of care to ensure the safety of the travelling public and duty under the Traffic Management Act 2004 to maintain the expeditious movement of traffic.

7.4 Rule 243 of the Highway Code states that motorists should not park within 10 metres of a junction.

7.5 The restrictions proposed are for distances of 10 metres from the junction and are the minimum considered necessary to assist the goods vehicle access issue.

8 **Legal Implications**

8.1 The Council has a statutory duty to ensure that its highways operate safely for the safe passage of all traffic including pedestrians.
9 Financial Implications

9.1 The proposed Traffic Regulation Order is a Pennines Township Revenue Scheme, and is therefore funded from Township Funds.

9.2 If the Committee approves the order then the Order can be ‘made’ and implemented.

10 Personnel Implications

10.1 This scheme has no implications.

11 Corporate Priorities

11.1 The proposed scheme is generated by Pennines Township Committee.

12 Risk Assessment Implications

12.1 There are no risk assessment implications.

13 Equalities Impacts

13.1 Workforce Equality Impacts Assessment

There are no workforce equality issues arising from this report.

13.2 Equality/Community Impact Assessments

There are no equality/community issues arising from this report.

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<th>Background Papers</th>
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NOTICE IS HEREBY GIVEN that the Rochdale Borough Council, in exercise of its powers under Sections 1(1), 2 and 4 of the Road Traffic Regulation Act 1984, intend to make an Order, the effect of which would be to amend the Borough of Rochdale (Civil Enforcement of Traffic Contraventions) (Various Streets) (Pennines Township) Order 2008 by inserting the following:

Schedule No. 1.1
No Waiting At Any Time

Royal Street, Smallbridge & Firgrove Ward
n(i) the north west side, from its junction with Spring Mill Walk for a distance of 10 metres in a south westerly direction
n(ii) the south east side, from its junction with Spring Mill Walk for a distance of 10 metres in a south westerly direction

Spring Mill Walk, Smallbridge & Firgrove Ward
n(i) the south west side, from its junction with Royal Street, for a distance of 10 metres in a north westerly direction
n(ii) the south west side, from its junction with Royal Street, for a distance of 10 metres in a south easterly direction

A copy of the proposed Order and a map showing the lengths of roads concerned, together with the Council’s Statement of Reasons for making the Order, may be inspected at Littleborough Library, Hare Hill Park, Hare Hill Road, Littleborough, OL15 9HE during normal office hours.

Objections to the proposed Order, stating the grounds on which they are made, must be made in writing and forwarded to trafficorders@rochdale.gov.uk or, alternatively, to Network Management, Floor 4, Number One Riverside, Smith Street, Rochdale, OL16 1XU to reach the Council on or before 19th November 2014, quoting H60/1153.

Dated this 22nd day of October 2014

Linda Fisher
Acting Chief Executive
Customers and Corporate Directorate
Rochdale Borough Council

Number One Riverside
Smith Street
ROCHDALE
OL16 1XU
### APPENDIX B

**Objections Received**

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<thead>
<tr>
<th>Objector 1</th>
<th>Angela Jennings</th>
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<tr>
<td><strong>Objector’s comments written as received</strong></td>
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<td>I spoke to a member of staff at Rochdale BC today and she advised me that you intend putting double yellow lines at the junction of Spring Mill Walk and Royal Street. I understand that James Law have been having problems with their deliveries when an articulated truck is used due to the narrowness of the junction however I do not see why there should be a total ban on parking in the area. Surely a single yellow line with parking restricted as follows: Monday - Thursday from 8:00 am until 5:00 pm and 8:00 am to 1:00 pm on Fridays would be sufficient. These are the only times James Law is open so there would be no deliveries outside of these hours. Why should the whole neighborhood suffer particularly in the evenings and weekends just so James Law can have their deliveries. I would appreciate your thoughts on the matter and if you intend to continue with the double yellow line scenario would you please let me know what I need to do to appeal against the decision.</td>
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<tr>
<td><strong>Response of the Director of Economy &amp; Environment</strong></td>
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<tr>
<td>The proposed restrictions extend 10 metres from the junction of Royal Street and Spring Mill Walk. Rule 243 of the Highway Code states that motorists should not park within 10 metres of a junction. Reducing the operating hours of the restrictions is not advisable for the above reasons and the possibility that there are times when goods vehicles may need to gain access and also in the case of an emergency.</td>
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<tr>
<th>Objector 2</th>
<th>Mr F Boodeea</th>
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<tr>
<td><strong>Objector’s comments written as received</strong></td>
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<td>I would like to add my Objection to the proposed plans to make certain parts of Royal Street and Springmill Walk, Smallbridge a No parking at any time (H601153) has this will lead to Windham Street and Newman Street being used by Royal Street and by the cars which already use Springmill Walk. This in turn will make parking on Windham St and Newman St which is already at breaking point due to the building site at the end of Windham St. This will make it impossible for the residents on this street to park their own cars.</td>
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<td><strong>Response of the Director of Economy &amp; Environment</strong></td>
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<tr>
<td>Points already made above, and The Council does not have duty to provide parking for residents. The only right the general public has on the highway is a right of passage along it.</td>
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<td><strong>Objector 3</strong></td>
<td><strong>Mrs H Walker</strong></td>
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<td><strong>Objector's comments written as received</strong></td>
<td><strong>Response of the Director of Economy &amp; Environment</strong></td>
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<tr>
<td>I am objecting to the H60/1153 proposal regarding the parking restrictions on Royal street and Springmill Walk. If this is put in place then I will have nowhere to park when I get home from work and weekends, due to the lack of other alternatives of places to park in the surrounding area. I would like to know where you expect me and the other residents, the number of which is increasing due to the recent agreement to build new houses, should park as there are no alternatives to use. I have always been co-operative in moving my vehicle when required for access to James Law ltd for the past 18 years I have lived here.</td>
<td><strong>Points already made above, and</strong></td>
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<tr>
<td>This Traffic Regulation order proposal arises from a problem with cars parking at the junction of Spring Mill Walk and Royal Street causing access difficulties for goods vehicles travelling to and from premises at the west end of Royal Street.</td>
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