



Date of Meeting	3 rd August 2017
Portfolio	Cabinet Member for Housing & Environment
Report Author	Andrew Cowell
Public	

Objections to Traffic Regulation Order - Manchester Old Road, Middleton

Executive Summary

1. Following a road safety review on part of Manchester Old Road, Middleton, an application was made to TfGM to fund various improvement measures to reduce the occurrence and severity of accidents on this route. Funding was approved for the Council to introduce the scheme, which includes a number of proposed parking restrictions.

During the consultation period the Authority received eight objections and a petition against the proposal.

Part of the proposal includes an extension to existing prohibition of waiting restrictions on the north side of Manchester Old Road, opposite the junction of Boothroyden Road, to assist HGV's turning at the junction. The focus of concern for residents who have objected is that these particular restrictions are not required as there are no HGVs now operating in this area. However, it is the view of officers that restrictions should be introduced to at least cover the area directly opposite the junction, to accord with guidance set out in the Highway Code.

Recommendation

2. The Committee should consider whether the proposed Traffic Regulation Order, Borough of Rochdale ((Civil Enforcement of Traffic Contraventions) (Various Streets) (Middleton Township) Order 2008) (Amendment) (No.50) Order be implemented, as advertised, or as amended, or abandoned in light of the representations received, which are outlined in Appendix C of this report. It is the recommendation of Officers that the proposal be introduced as advertised or amended, with the preferred option for the proposal to be amended.

Reason for Recommendation

3. This Traffic Regulation Order was proposed as part of a road safety scheme along the route. The Traffic Regulation Order was promoted to remove parking along the lengths of roads concerned, which affect visibility, the movement of through traffic and access. To address the issues and ensure the scheme can be completed fully, it is necessary to introduce the proposed Order as originally advertised or amended (see Appendix A and B respectively).

Key Points for Consideration

4. During the consultation period the Authority received eight objections. A petition was also received containing the names of 31 residents, some of whom also sent in an objection in addition to signing the petition.

To comply with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 the Authority must consider all objections submitted during the consultation period of 21 days before 'Making' a Traffic Regulation Order.

It should be noted that in considering the report, the proposed Order is deemed strategic in nature and should be dealt with in accordance with Section 8.2-3 of the Scheme of Delegation to Township Committee. Committee has delegated power to confirm the proposals and the Order. However, if the Committee wish not to confirm the proposals and the Order, the matter must be referred to Cabinet for decision.

In considering the 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 Council, acting in its capacity as Highway Authority, have a duty of care to ensure the safety of the travelling public and a duty under the Traffic Management Act 2004 to maintain the expeditious movement of traffic. This should be considered in light of high casualty figures experienced by this relatively short stretch of highway.

The Objectors' comments and the Director of Neighbourhoods response are attached at Appendix C of this report.

4.1 **Alternatives Considered**

Consider recommending to Cabinet that the proposal be abandoned

The proposal to make a Traffic Regulation Order affecting parts of Manchester Old Road, Middleton, was developed as part of a package of road safety measures aimed at reducing the incidence and severity of injury accidents along this principal route. The works, including the cost of promoting and implementing the TRO, are being funded by TfGM. Local Ward Councillors have been consulted regarding the proposed Traffic Regulation Orders .

Should Committee decide not to introduce the restrictions proposed then the issues with parked vehicles, which were identified in the study, will not be addressed.

It should be noted that this Traffic Regulation Order was proposed as part of a road safety scheme along the route. The Traffic Regulation Order was promoted to remove parking along the lengths of roads concerned, which affect visibility, the

movement of through traffic and access. To address the issues it is necessary to introduce the proposed Order as originally advertised or amended (see Appendix A and B respectively).

Consider recommending to Cabinet that the proposal be relaxed

Part of the proposal includes an extension to existing prohibition of waiting restrictions on the north side of Manchester Old Road, opposite the junction of Boothroyden Road. The restrictions were proposed in this location with the aim of assisting HGVs turning from the side street, Boothroyden Road, on to the main road, Manchester Old Road.

At the time the study was completed, frequent HGV movements took place at the junction due to a factory operating from a nearby site on Boothroyden Road. The factory has now closed and there is a proposal for a housing development on the site.

The focus of concern for residents who have objected is that these particular restrictions are not required as there are no HGVs now operating in this area. However, it is the view of officers that restrictions should be introduced to at least cover the area directly opposite the junction, to accord with guidance set out in the Highway Code.

The restrictions on site extend to a distance of 11.5 metres west of Egerton Street. This does not match the distance specified in the original Traffic Regulation Order and is not consistent with other nearby junctions which are protected by 15 metres of restriction. The Committee should therefore consider relaxing the original proposal from 28 metres to 15 metres, to increase visibility at Egerton Street and to protect the area opposite Boothroyden Road. This option would require an amendment to the advertised proposal by amending the Consolidation Order as shown in Appendix B and require the double yellow lines on site to be extended from 11.5 to 15 metres.

Costs and Budget Summary

5. The cost of the proposed Traffic Regulation Order will be met by TfGM from the scheme fund.

Risk and Policy Implications

6. The Council has a statutory duty to ensure that its highways operate safely and efficiently, for all traffic including pedestrians.

Consultation

7. Consultation required by the Local Authorities' Traffic Orders, (Procedure) (England and Wales) Regulations 1996 has taken place.

The Emergency Services, Transport for Greater Manchester, The Freight Transport Association and the Road Haulage Association were consulted on 1st March 2017.

Notices of intention were posted on site and published in the local newspaper on 9th March 2017.

The objection period ran until 30th March 2017.

Background

8. Statement of Reasons

Following a road safety review on part of Manchester Old Road, Middleton, an application was made to TfGM to fund various improvement measures to reduce the occurrence and severity of accidents on this route. Funding was approved for the Council to introduce the scheme, which includes a number of proposed parking restrictions.

Manchester Old Road is an important strategic route linking Middleton town centre with the M60. It is a principal route which also extends into Manchester and is subject to high traffic flows. The speed limit is 30 mph.

Following a review of collision data, the section identified for treatment was between Heywood Old Road and Broad Street. This section of the route runs through a densely populated residential area with a high number of side roads.

The review highlighted a number of concerns including the number of collisions involving right turning vehicles, and pedestrians. There were also concerns over the positioning of parked vehicles along the route. The treatments identified include the introduction of pedestrian guard rail at existing crossing points, new central hatched areas and right turn lanes, cycle lane facilities at pinch points as well as other minor road marking and signing alterations.

There are a number of locations where parking restrictions are proposed. These are discussed individually below:

Existing restrictions are in place on the south side of Manchester Old Road on the two-lane approach to the signals at Kelvin Avenue. However, the restrictions fall short of the point where the two lanes commence. Parked vehicles therefore prevent part of the nearside lane being used, which reduces capacity.

Existing restrictions on the south side of Manchester Old Road at the junction of Lands End Road extend to a point 15 metres on each side. A parking lay-by is situated at a point 32 metres east of the junction. It is proposed to extend the restrictions up to the lay-by to increase visibility at the junction and to accommodate a proposed cycle lane.

On the south side of Manchester Old Road between Bonny Brow Street and Boothroyden Road, there are existing day-time restrictions in place which operate Mon-Sat, 7:30 am to 6:30 pm. It is proposed to replace these restrictions with 24 hour prohibition of waiting restrictions to allow the centre line to be off-set further south and for parking bays to be marked out on the north side.

On the north side of Manchester Old Road, opposite the junction of Boothroyden Road, it is proposed to extend the existing restrictions in a westerly direction to allow HGVs to negotiate the exit from the side street onto the main road unhindered.

At the junction of Chapel Street, it is proposed to extend the controlled

crossing zig zag markings on both sides to increase visibility for both pedestrians and motorists at the pedestrian crossing and to ensure that the markings comply with the Pedestrian Crossings Regulations.

The accident record up to May 2015, when the scheme was devised, shows 16 personal injury collisions over a 5 year period. There were 20 casualties, 5 of which were serious along with one fatality.

It is proposed to implement prohibition of waiting restrictions on:

the south side of Manchester Old Road from a point 54 metres east of its junction with Kelvin Avenue for a distance of 26 metres in an easterly direction this will allow vehicles to fully utilise the two westbound lanes on the approach to the signals, increasing capacity; the south side of Manchester Old Road from a point 15 metres east of Lands End Road for a distance of 17 metres in an easterly direction this will extend the visibility splay along the south side of Manchester Old Road, improving visibility for motorists attempting to exit Lands End Road and will allow for the introduction of a cycle lane to help protect cyclists crossing the junction

the south side of Manchester Old Road from a point 15 metres east of its junction with Bonny Brow Street to a point 10 metres west of its junction with Blackley Street and from a point 10 metres east of its junction with Blackley Street to a point 10 metres west of its junction with Boothroyden Road this will remove the parking from the south side and allow the centre-line to be off-set further south. This will allow parking bays to be marked out on the north side. It will formalise the parking arrangements, preventing double parking thereby improving two-way traffic flows.

the north side of Manchester Old Road from a point 15 metres west of its junction with Egerton Street for a distance of 13 metres in a westerly direction this will allow HGVs to make the left turn from Boothroyden Road into Manchester Old Road without being hindered by parked vehicles

To extend the existing controlled crossing zig zag markings on the south side of Manchester Old Road to a point 16 metres west of a point opposite the easterly kerb-line of Chapel Street and on the north side to a point 24 metres east of the easterly kerb-line of Chapel Street this will increase visibility for pedestrians waiting at the crossing and for motorists approaching the crossing

The Notice of Intention and associated plans illustrate the proposal at Appendix A of this report.

Background Papers	Place of Inspection
9.	
For Further Information Contact:	highways@rochdale.gov.uk

APPENDIX A – Notice of Intention and plans

BOROUGH OF ROCHDALE ((CIVIL ENFORCEMENT OF TRAFFIC CONTRAVENTIONS) (VARIOUS STREETS) (MIDDLETON TOWNSHIP) ORDER 2008) (AMENDMENT) (NO. 50) ORDER

Manchester Old Road, Middleton

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:-

- (i) Amend the Borough of Rochdale (Civil Enforcement of Traffic Contraventions) (Various Streets) (Middleton Township) Order 2008 by inserting the following:-

Schedule No. 1.1 No Waiting At Any Time

Manchester Old Road, South Middleton Ward

n(xxvi) the south side from its junction with Kelvin Avenue for a distance of 80 metres in an easterly direction

n(xxvii) the south side from its junction with Lands End Road for a distance of 32 metres in an easterly direction

n(xxvii) the south side from its junction with Bonny Brow Street to its junction with Boothroyden Road

n(xxviii) the north side from its junction with Egerton Street for a distance of 28 metres in a westerly direction

- (ii) Revoke those parts of the Borough of Rochdale (Civil Enforcement of Traffic Contraventions) (Various Streets) (Middleton Township) Order 2008, as follows:-

Schedule No. 1.1 No Waiting At Any Time

Manchester Old Road, South Middleton Ward

(xv) the south side from its junction with Boothroyden Road to a point 3 metres south of its junction with Boothroyden Road

(xvii) the south side from its junction with Bonny Brow Street to a point 16 metres east of its junction with Bonny Brow Street

(xx) the south side from its junction with Lands End Road to a point 15 metres east of its junction with Lands End Road

(xxi) the south side from its junction with Kelvin Avenue to a point 54 metres east of its junction with Kelvin Avenue

Schedule No. 2.20
No Waiting Mon-Sat 7.30am-6.30pm

Manchester Old Road, South Middleton Ward

- (iii) the south side from a point 16 metres east of its junction with Bonny Brow Street to a point 33 metres east of its junction with Bonny Brow Street

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 The Customer Services Centre, Middleton Library, Long Street, Middleton M24 6DU 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 2, Number One Riverside, Smith Street, Rochdale, OL16 1XU to reach the Council on or before 30th March 2017, quoting H60/1240.

Dated this 9th day of March 2017

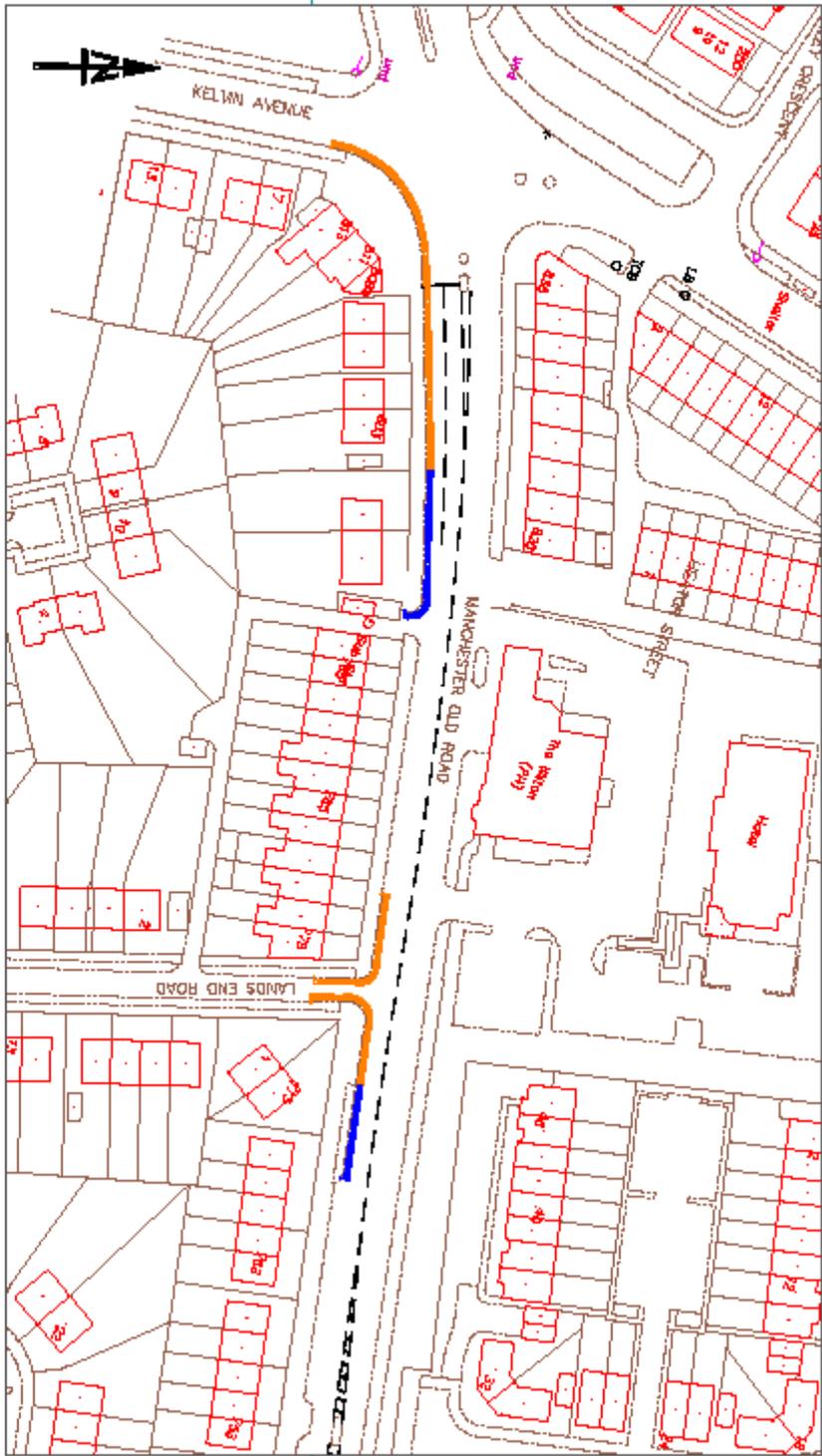


David Wilcock

Assistant Director – Legal, Governance & Workforce
Rochdale Borough Council

Number One Riverside
Smith Street
ROCHDALE
OL16 1XU

SCALE WITH CAUTION AS DISTORTION CAN OCCUR 0 1 2 3 4 5cm



ROCHDALE
BOROUGH COUNCIL

ECONOMY & ENVIRONMENT

HIGHWAY NETWORK OPERATIONS

Division: M. Walker

Manager: S. Day

Project

H50-1240
Manchester Old Road
Middleton

TROs for
Local Safety
Scheme

Existing Prohibition of Waiting

Proposed Prohibition of Waiting

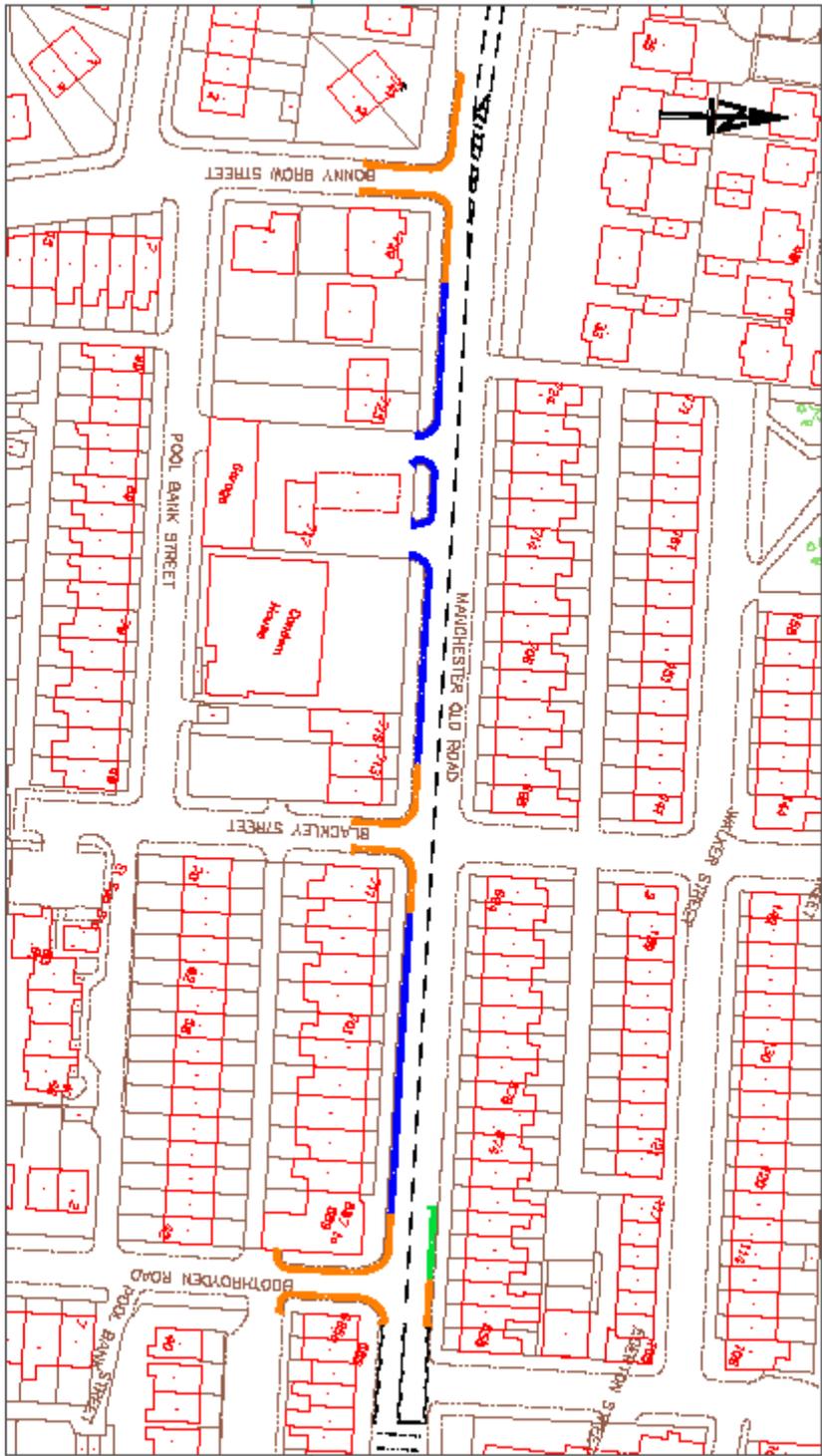
Drawn	Check'd & Approv'd	Safety Audit Check
AC		
Scale	Date	
1:1000	20/12/16	

Dwg No.

A4/H50/1240/001

A4

SCALE WITH CAUTION AS DISTORTION CAN OCCUR 0 1 2 3 4 5cm



ROCHDALE
BOROUGH COUNCIL

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Project
H60-1240
Manchester Old Road
Middleton

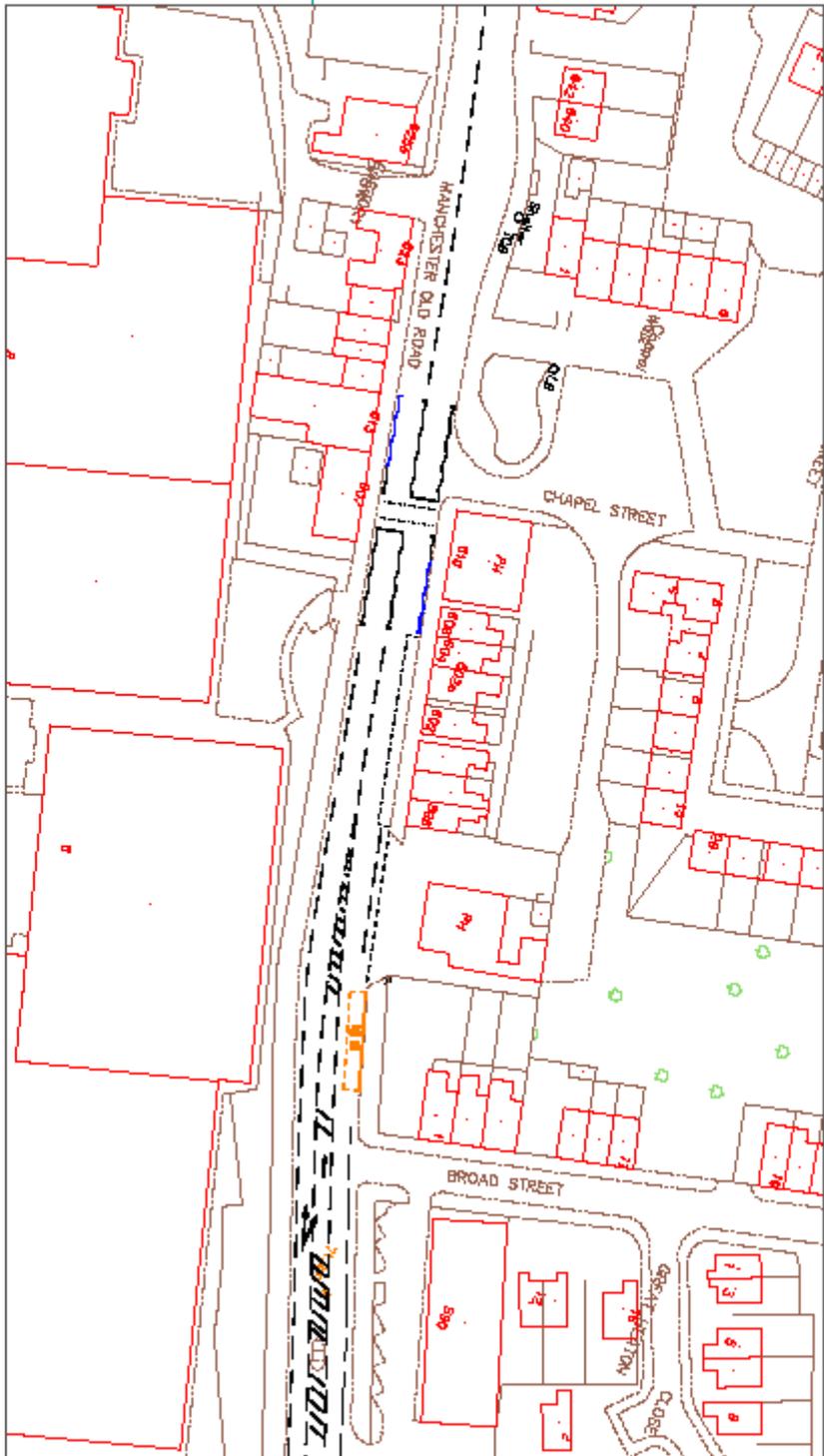
TROs for
Local Safety
Scheme

Title
Existing Prohibition of Waiting
Proposed Prohibition of Waiting (to replace Existing No Waiting Mon - Sat, 7:30 am - 5:30 pm)
Proposed Prohibition of Waiting

Drawn AC	Checked & Approved A	Safety Audit Check
Scale 1:10000	Date 20/12/16	
Dwg No. A4/H60/1240/002		

A4

SCALE WITH CAUTION AS DISTORTION CAN OCCUR 0 1 2 3 4 5cm



<p>ROCHDALE BOROUGH COUNCIL</p>	<p>ECONOMY & ENVIRONMENT</p> <p>Division: M. Walker Manager: S. Day</p>	
	<p>HIGHWAY NETWORK OPERATIONS</p>	
<p>Project</p> <p>H60-1240 Manchester Old Road Middleton</p>	<p>TROs for Local Safety Scheme</p>	
<p>Title</p> <p>Existing pedestrian crossing controlled zone Proposed pedestrian crossing controlled zone Proposed Bus Stop Clearway</p>	<p>Drawn</p> <p>AC</p>	<p>Check'd & Approv'd</p> <p>Safety Audit Check</p>
<p>Scale</p> <p>1:1000</p>	<p>Date</p> <p>22/12/16</p>	<p>Dwg No.</p> <p>A4/H60/1240/003</p>
<p>A4</p>		<p>A4</p>

APPENDIX B – Proposed amended Order and associated plan

BOROUGH OF ROCHDALE ((CIVIL ENFORCEMENT OF TRAFFIC CONTRAVENTIONS) (VARIOUS STREETS) (MIDDLETON TOWNSHIP) ORDER 2008) (AMENDMENT) (NO. 50) ORDER XXXX

Manchester Old Road, Middleton

The Rochdale Borough Council, in exercise of its powers under Sections 1(1), 2 and 4 of the Road Traffic Regulation Act 1984 ("the Act") and of all other enabling powers, and after consultation with the Chief Officer of Police in accordance with Section 124(1) and paragraph 20(1) of Part III of Schedule 9 to the Act, hereby make the following Order:-

1. This Order may be cited as the Borough of Rochdale ((Civil Enforcement of Traffic Contraventions) (Various Streets) (Middleton Township) Order 2008) (Amendment) (No. 50) Order XXXX and shall come into operation on XXst XXXX XXXX.
2. The Borough of Rochdale (Civil Enforcement of Traffic Contraventions) (Various Streets) (Middleton Township) Order 2008 is hereby amended by inserting the wording shown in Schedule 1 to this Order.
3. That part of the Borough of Rochdale (Civil Enforcement of Traffic Contraventions) (Various Streets) (Middleton Township) Order 2008, as shown in Schedule 2 to this Order be hereby revoked.
4. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

SCHEDULE 1

Schedule No. 1.1 No Waiting At Any Time

Manchester Old Road, South Middleton Ward

n(xxvi) the south side from its junction with Kelvin Avenue for a distance of 80 metres in an easterly direction

n(xxvii) the south side from its junction with Lands End Road for a distance of 32 metres in an easterly direction

n(xxvii) the south side from its junction with Bonny Brow Street to its junction with Boothroyden Road

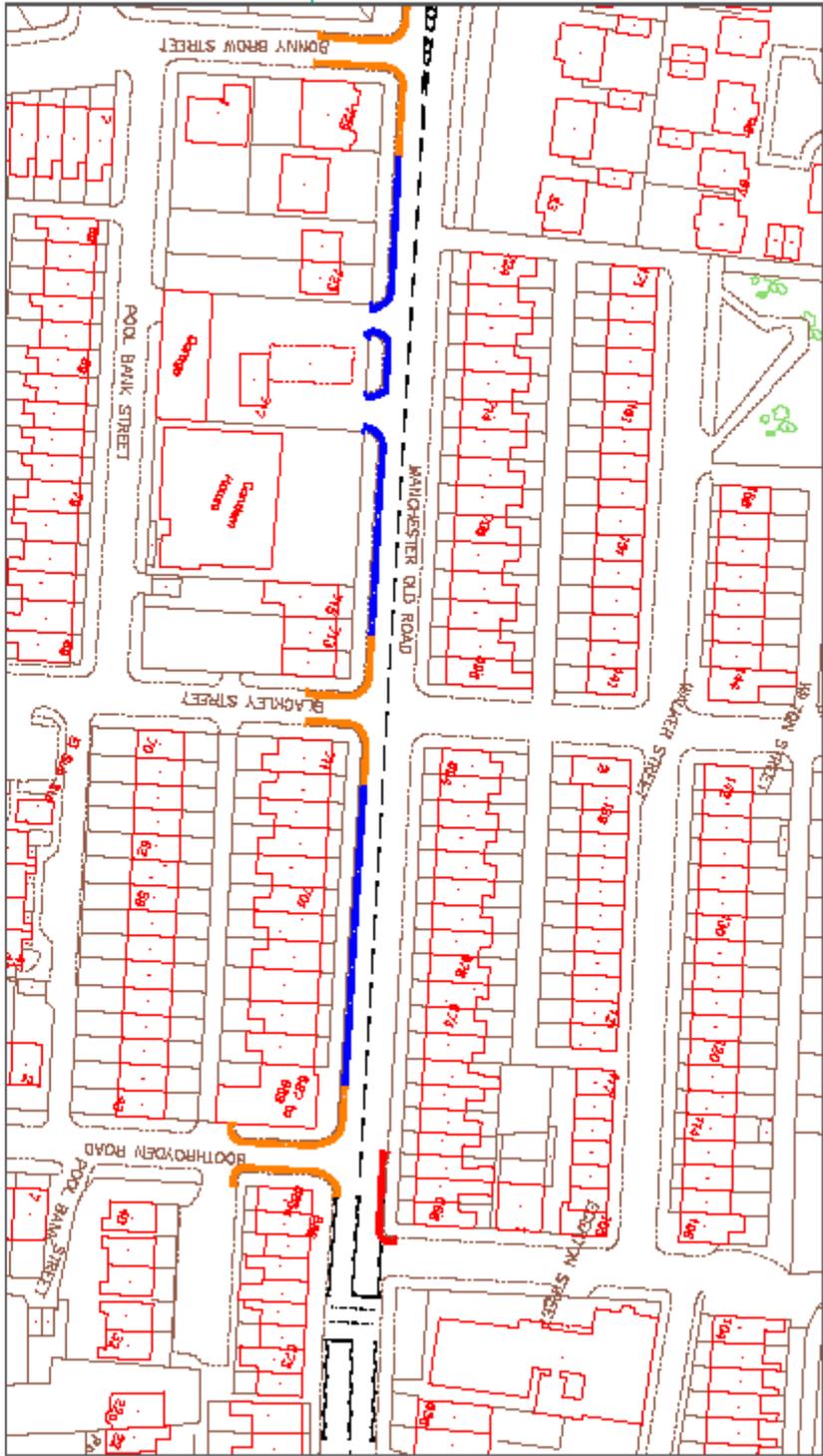
n(xxviii) the north side from its junction with Egerton Street for a distance of 15 metres in a westerly direction

SCHEDULE 2

Schedule No. 1.1 No Waiting At Any Time

Manchester Old Road, South Middleton Ward

SCALE WITH CAUTION AS DISTORTION CAN OCCUR 0 1 2 3 4 5cm



ECONOMY & ENVIRONMENT
 Division: M. Middle
HIGHWAY NETWORK OPERATIONS
 Manager: S. Day

Project
H60-1240
 Manchester Old Road
 Middleton

TROs for
 Local Safety
 Scheme

Key

- Existing Prohibition of Waiting
- Proposed Prohibition of Waiting (to replace Existing No Waiting Man - Sat. 7:30 am - 6:30 pm)
- Proposed Prohibition of Waiting

Drawn AC	Checked & Approved A	Safety Audit Check
Scale 1:10000	Date 05/04/17	

Dwg No. **A4/H60/1240/002**

A4

APPENDIX C – Objections Received & Petition

Objector 1	[REDACTED] Residential occupiers of 658 Manchester Old Road
Details of objection Objector's comments written as received	Response of the Director of Neighbourhoods
<p>Dear David Wilcock,</p> <p>I am emailing to objected about the extension of double yellow lines on Manchester Old Rd Middleton. This has been decided by the council without any consideration for the residents that live and pay council tax on that road especially the terraced houses it effects the most.</p> <p>By extending these lines you will not only be devaluing our properties by thousands and are you willing to compensate us for this? When selling houses people need to know they can park near there property and extending the lines is restricting parking for several properties therefore making them less desirable to purchase, also it is already a struggle to find somewhere to park as the terraced houses a facing already have parking restrictions and the side streets do not and can not accommodate all the residents cars. This would therefore mean I would have to park some distance from my house with two children and leave my car out of sight. In addition my husband had recently had cancer and being able to park close to our property has been invaluable as he would defiantly not been well enough to walk some distance after his intensive treatment.</p> <p>You report in your letter that the main cause was due to the pallet yard on Boothroyden Road which has since closed and is not to be re opened so why would you cause such disruption to the resident without any consideration for our day to day living, therefore there is no valid reason for the north side of Manchester Old Rd restrictions to go ahead. I am a specialist public health nurse and my job is to promote public health and all I can see with your inconsiderate decision is Rochdale council causing stress, anxiety, arguments between resident maybe even criminal damage to some cars by disgruntled neighbour who do not appreciated we have had to start parking outside their property and let's</p>	<p>No decisions have been made. The proposals were drafted following the analysis of accident data and following site inspections. The proposal has been publicly advertised. The Committee will make a decision based on the representations received.</p> <p>The only right the general public, including residents, has on the highway is a right of passage along it. The Council does not have a duty to create or maintain on-street parking for residents. There is no legal mechanism for residents to claim compensation for loss of on-street car parking spaces.</p> <p>At the time of advertising, the Highways Department were not aware of the closure of the pallet yard. The report describes an alternative proposal for consideration whereby the length of restriction is relaxed.</p>

be honest this happens parking wars.

In my personal and profession opinion you have not taken into consideration the publics health and wellbeing but decided to do something for your benefit. I have lived in this property for 17 years and there has never been any issues because residents have parked on the front and I am not prepared to take a drop in my properties price because of your decisions. I would appreciate it if the council could consider this decision very carefully, all the neighbours have come together and are outraged by this decision and have signed a petition. I'm sure if this was effecting you and your family and property price you wouldn't be happy about it.

Kind regards

[REDACTED]

The scheme is aimed at reducing the incidence and severity of injury accidents along Manchester Old Road. There is a benefit to all members of the public using the road.

Objector 2	Residential occupier of 672 Manchester Old Road
Details of objection Objector's comments written as received	Response of the Director of Neighbourhoods
<p>David Wilcock Assistant Director – Legal Governance & Work Force</p> <p>Dear David</p> <p>Please see below a reminder of the email I sent to you on 5/3/2017.</p> <p>Since this email a number of my neighbours have spoken to me and raised their concerns/objections to the new proposed plans for Manchester Old Road, Middleton Ref: H60/1240 and have mentioned that they too have sent in emails to object. Please find attached a Petition signed by my immediate neighbours of which there are 21 signatures who all agree that this is unacceptable.</p> <p>Especially since one of the reason's no longer exists i.e. Trucks entering Boothroyden Road to go to the Pallet factory as this is now closed and the site is cleared. Boothroyden Road was never built to withstand the size of some of the trucks that were eventually using that road, it began to get ridiculous.</p> <p>We are all already aware of how difficult it is at times to find a parking spot when arriving home from work, at the moment we do try to co-operate with our neighbours and park respectfully but if any more space is taken away I know this will create arguments especially if we have to start parking around the back on Egerton or Walker street as this has caused friction in the past.</p> <p>It is also thought by a number of residents that the real reason behind this scheme is to fast track traffic on and off the motorway junction as has happened within other areas of the M60</p>	<p>At the time of advertising, the Highways Department were not aware of the closure of the pallet yard. The report describes an alternative proposal for consideration whereby the length of restriction is relaxed.</p> <p>The only right the general public, including residents, has on the highway is a right of passage along it. The Council does not have a duty to create or maintain on-street parking for residents.</p> <p>As a principal road, Manchester Old Road is of strategic importance in moving traffic efficiently along the highway network. However, the main focus of the scheme is</p>

ring road.

Once again as mentioned below in my previous email, I sincerely hope that this plan does not go ahead and strongly advise that you re-evaluate and discuss this matter further.

David Wilcock
Assistant Director – Legal Governance &
Work Force

Dear David

I am writing to strongly disagree with the new proposed parking restrictions planned for Manchester Old Road, Middleton - TRO Ref: H60/1240 that have been brought to my attention today, especially concerning the junction of Boothroyden Road, Manchester Old Road. Having spoken to a few of our neighbours already, I know that there are quite a few people who are not happy about the above plans and I am sure they will also state their case to you too.

Having now read the notice and also the Reasons of Statement from Rochdale Council my disagreement is with the statements below regarding the North side of Manchester Old Road (**I disagree strongly, as the Pallet Company which used to operate at the bottom of Boothroyden Road is no longer in operation, it closed down at the end of December 2016 and this site is to be developed as housing), this means that HGV trucks will no longer have need to use this road).**

H60/1240

BOROUGH OF ROCHDALE ((CIVIL ENFORCEMENT OF TRAFFIC CONTRAVENTIONS) (VARIOUS STREETS) (MIDDLETON TOWNSHIP) ORDER 2008) (AMENDMENT) (NO. 50) ORDER

to improve the safety for motorists and pedestrians.

At the time of advertising, the Highways Department were not aware of the closure of the pallet yard. The report describes an alternative proposal for consideration whereby the length of restriction is relaxed.

Manchester Old Road, Middleton **Statement of Reasons**

- **On the north side of Manchester Old Road, opposite the junction of Boothroyden Road, it is proposed to extend the existing restrictions in a westerly direction to allow HGVs to negotiate the exit from the side street onto the main road unhindered.**
- **the north side of Manchester Old Road from a point 15 metres west of its junction with Egerton Street for a distance of 13 metres in a westerly direction this will allow HGVs to make the left turn from Boothroyden Road into Manchester Old Road without being hindered by parked vehicles.**

I am appalled at the way this has been announced, not by individual letters as you would expect but by two posters being placed on posts, if my neighbour had not seen the posters being placed there I am sure that most of the residents would not have even been made aware of these plans.

Parking in Rhodes village in general is already restricted and to add more restrictions will cause utter chaos amongst residents. The side and back roads are already full and I am concerned that this will cause anger and frustrations for residents trying to find a parking space.

I am also concerned regarding the value of my property as not having space to park will decrease the value and also potential buyers if I were to decide to

The Council followed the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 when advertising this proposal. There is no requirement to letter drop local residents. This is standard procedure for all traffic orders advertised in the Borough of Rochdale.

As Highway Authority, the Council can only provide or maintain on-street parking spaces where it is safe and sensible to do so.

There is no legal mechanism for residents to claim compensation for loss of on-

sell, are Rochdale Council willing to reimburse residents for this devaluation?

I sincerely hope that this plan does not go ahead and strongly advise that you re-evaluate and discuss this matter further. I would like to know if Rochdale Council are aware that the Pallet Company have now closed?

Regards

street car parking spaces.

This was brought to our attention following the proposal being advertised.

Objector 3	██████████ (No address given)	
Details of objection Objector's comments written as received	Response of the Director of Neighbourhoods	
<p>To whom it may concern,</p> <p>I wish to complain about the proposed traffic restrictions along Manchester Old Road. There is not enough parking as is now and further restrictions will only add fuel to an already disgruntled community. This is actually splitting the community not bringing them together as is supposed to be an important issue being addressed by councils, or is this just hearsay once again?</p> <p>Also, why in earth are we making it easier for HGV/LGV vehicles to manoeuvre along and in and out of side roads eg Boothroyden Rd etc. Are these not professional drivers? If they are having problems then they should use smaller vehicles and perhaps a vehicle weight limit be imposed.</p> <p>Also, has Manchester Old Road now become merely a thoroughfare for traffic to and from the motorway?</p> <p>Prior to going to all the costs that you have gone to, why have 'sleeping policemen and a policed 20 mph' restrictions zone not been implemented?</p> <p>Surely there must be alternative measures that actually support the community and not a scheme that has been revised to help everyone else and not even consider the community.</p> <p>I do support the fact that any alterations that lessen and or even stop accidents/fatalities via traffic MUST be looked at but please consider more than one proposal.</p> <p>I do hope that this will be considered but I also cannot help feeling that I am wasting my time because you have already coated up and made these plans prior to even asking for community feedback.</p> <p>I also find the way in which this is advertised eg on a west lamppost incredibly unprofessional and although it may be in local newspapers, not all residents read these. It may have been prudent to post these proposals to all residents in the area.</p>	<p>The report describes an alternative proposal for consideration whereby the length of restriction is relaxed due to the closure of the pallet yard.</p> <p>As a principal road, Manchester Old Road is of strategic importance in facilitating the movement of traffic efficiently along the highway network.</p> <p>Traffic calming measures and 20 mph zones are not appropriate for principal roads and would not be supported by the Police.</p> <p>No decisions have been made. The proposals were drafted following the analysis of accident data and site inspections. The proposal has been publicly advertised. The Committee will make a decision based on the representations received.</p> <p>The Council followed the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 when advertising this proposal. There is no requirement to letter drop local residents. This is standard procedure for</p>	

I look forward to your reply.

all traffic orders advertised in the Borough
of Rochdale.

Objector 4	█ (No address given)
Details of objection Objector's comments written as received	Response of the Director of Neighbourhoods
<p>I am writeing this email about the above planned works on manchester old road it says its after a safety review of the road!.</p> <p>the plan is to extend the road markings takinge away parking spaces for residents who find it difficult to park as it is .</p> <p>if this plan goes ahead will there be alternitive local parking provided i think not as the council grant planing permission for any spare land.</p> <p>this is more like the smart motorway is due to open not safety in my view.</p> <p>if this goes ahead which i know it will do its going to cause friction between neighbours no doubt about that. it would have been nice to be informed about this in a better way than sneaking letters on to sign post hoping nobody would notice!</p> <p>i for one am against these so called safety plans and most residents will be i an sure.</p> <p>the pallet company on boothroyden road had relocated so hgvs have no reason to go down this road and that land where the pallet company was has most likely got planning permission! stateing safety reasons for these plans is a total joke.</p>	<p>The Council does not have a duty to create or maintain on-street or off-street parking for residents.</p> <p>The Council followed the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 when advertising this proposal. There is no requirement to letter drop affected residents. This is standard procedure for all traffic orders advertised in the Borough of Rochdale.</p> <p>The report describes an alternative proposal for consideration whereby the length of restriction is relaxed due to the closure of the pallet yard.</p>

Objector 5	Residential occupier of 690 Manchester Old Road
Details of objection Objector's comments written as received	Response of the Director of Neighbourhoods
<p>Hi</p> <p>I wish to object to the planned parking restrictions for Manchester Old Road.</p> <p>I would like to enquire about disabled parking? My mother is disabled and has to park directly in front of our home for access, I want to know exactly what plans would be put in place to accommodate this?</p> <p>On the statement of reasons it states 'parking bays to be marked out on the north side', does this include the row of houses between Egerton St & Wilton St?</p> <p>There is already a lot of issues regarding parking around my property and putting further restrictions in place would cause absolute chaos for myself and neighbours. Each property on this row owns 1-2 cars and by the time I return home from work at 6pm there is already nowhere for me to park. I often have to park on Walker Street/West Green which then causes a knock on effect for the residents who live there and results in less parking for them.</p> <p>The pallet company no longer operates on Boothroyden Road so I am unsure why there needs to be restrictions around this area?</p> <p>Furthermore I think the council could of had the courtesy to post a letter through each door of the affected residents. I had no idea these restrictions were coming into place until a neighbour pointed this out on a lamppost.</p> <p>I look forward to hearing from you regarding the disabled access.</p> <p>Kind regards</p> <p>██████████</p>	<p>The provision of disabled spaces for individual residents is not within the scope of the scheme. Individual requests for disabled parking bays can be made to the Council separately. This application process is separate to the scheme.</p> <p>Yes</p> <p>The only right the general public, including residents, has on the highway is a right of passage along it. The Council does not have a duty to create or maintain on-street parking for residents. There is no legal mechanism for residents to claim compensation for loss of on-street car parking spaces.</p> <p>At the time of advertising, the Highways Department were not aware of the closure of the pallet yard. The report describes an alternative proposal for consideration whereby the length of restriction is relaxed.</p> <p>The Council followed the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 when advertising this proposal. There is no requirement to letter drop affected residents. This is standard procedure for all traffic orders advertised in the Borough of Rochdale.</p>

Objector 6	[REDACTED] (No address given)
Details of objection Objector's comments written as received	Response of the Director of Economy & Environment
<p>dear Mr D. Wilcock</p> <p>I am a resident on Manchester old road where the council is proposing to extend the parking restrictions.</p> <p>In your letter you state the purpose of extending the double yellow lines at Boothroyden road junction is to aid HGVs to turn more easily, however the pallet yard at the bottom of Boothroyden road is now closed and there will be no HGVs making that turn on a regular basis. Also an professional HGV driver should now how to make that turn according to my brother in law who happens to be HGV driving instructor.</p> <p>I could understand the restrictions being put in place if the majority of residents wanted them, however everyone on the street I have spoken to is against the restrictions. It is my understanding the council is there to represent local opinions or have I got this wrong.</p> <p>You also mention in the letter you are aware of the parking problems in the area, which will only get worse when construction takes place on Egerton street. If i had known about your above proposal, myself and the other residents, would have objected to it.</p> <p>Lastly, if these parking restrictions are put in place, the house prices will drop as there is no on street parking.</p> <p>I look forward to your response</p> <p>[REDACTED]</p>	<p>At the time of advertising, the Highways Department were not aware of the closure of the pallet yard. The report describes an alternative proposal for consideration whereby the length of restriction is relaxed.</p> <p>In its capacity as Highway Authority, the duty of the Council is to ensure the safety of the public using the highway network. When new Traffic Regulation Orders are proposed, the public can make representations, which are then considered by the relevant Township Committee.</p> <p>Letters have not been sent out. The Highway Authority has not made this statement. The Statement of Reasons was made public and can be viewed as part of this report. This email will be considered with the other representations.</p> <p>There is no legal mechanism for residents to claim compensation for loss of on-street car parking spaces.</p>

Objector 7	[REDACTED] Residential occupier of 676 Manchester Old Road
Details of objection Objector's comments written as received	Response of the Director of Neighbourhoods
<p>Reference: - TRO Ref: H60/1240.</p> <p>To whom it may concern,</p> <p>With reference to the recent notice posted to my home address regarding the above parking restriction proposals along Manchester Old Road, I would like to offer the following comments.</p> <ul style="list-style-type: none"> • Firstly I would like to ask the following question. • Although I am not a road traffic engineer, prior to going to all this time, effort and expense, was is considered that altering the speed limit, and policing such alterations, to 20mph, might actually result in achieving the required outcome? and if so, why was this not adopted and trialled as a first measure?. (You may state that the objective here is to avoid injuries to the public but the proposals made by yourself will have to prove their worth via trial, so this, in my opinion, is not a valid answer.) • Although I agree that any alterations that effectively reduce the injury and possible fatalities within any community, you have stated that these are only proposals, as well as stating that have already secured the necessary funding to complete the project. This appears that public opinion was a secondary thought and that the restrictions will go ahead despite any objections being made. • I would like confirmation that as you state, the proposed restrictions to the two areas marked in red on the notice referring to <i>'the junction of Manchester Old Road and Boothroyden Rd and Manchester Old</i> 	<p>20 mph speed limits are not appropriate for introduction on principal roads and would not be supported by the Police.</p> <p>The proposed Traffic Regulation Orders are only part of the safety scheme. The scheme involves improving surfacing, road markings and signs, which do not require public consultation. The funding also covers the cost of promoting the Traffic Regulation Orders.</p> <p>At the time of advertising, the Highways Department were not aware of the closure of the pallet yard. The report describes an alternative proposal for consideration whereby the length of restriction is relaxed.</p>

road and Egerton Street, are no longer valid reasons due to the pallet company moving and that these parts of the proposal will be removed.

- With reference to the proposals for the ***'south side on Manchester Old Road between Bonny Brow Street and Boothroyden Road to move to a 24 hour restriction allowing for parking bays to be marked out on the north side'***.
 - Will the introduction of parking bays allow for more vehicles to be parked? and if so how will this be designed.
 - If the introduction of parking bays includes any alteration to road design, will this allow for the present street sweepers to access in order to mechanically cleanse? as we don't want an even dirtier roadway than we have now.
 - For all who live within this boundary and Rhodes in all, Sunday is a family day and lots of families come and go all day long visiting their loved ones. In view of this can these restrictions be, perhaps, limited to a six day period (Monday to Saturday) and thus not applicable to a Sunday, as is the present restriction alteration.

I look forward to your comments

Regards

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The introduction of parking bays will formalise the parking arrangements by making it clear where parking is permitted. It will not create any further spaces and will be created with road markings only.

There are no plans to alter the physical design of the carriageway and footway but the centre line will be offset further south to allow for the parking bay to be marked.

It would not be appropriate to relax the proposed restrictions to allow parking on Sundays. The danger presented by vehicles parked on the existing restrictions and the proposed restrictions is not relevant to the day of the week. Although traffic volumes are lower on Sundays, double parking and vehicles parked near to junctions and crossing points still present a risk to other road users.

Objector 8	[REDACTED], Residential occupier of 703 Manchester Old Road
Details of objection Objector's comments written as received	Response of the Director of Neighbourhoods
<p>Good Morning,</p> <p>I would like to object to the removal of parking outside my home (703 Manchester Old Road) due to the issue of not enough parking spaces in the current area. I have restricted parking to the street behind my property due to flats as well as the side street not having enough space as it is when people park on the main road.</p> <p>If this is the case can specific spaces be registered on the side street to park so I do have a guaranteed parking space to make sure my car isn't damaged?</p> <p>[REDACTED]</p>	<p>The only right the general public, including residents, has on the highway is a right of passage along it. The Council does not have a duty to create or maintain on-street parking for residents.</p> <p>There is no legal mechanism to designate on-street parking spaces for individual residents. The highway is for public use and cannot be reserved for use by one person. Residents Only Parking schemes are zonal based and any permit holder can park anywhere within the zone.</p>

Petition

A petition was received, signed by 31 local residents. The heading of the petition is shown below. The points raised in the petition are the same as those raised in the objections and have been responded to above.

Petition – 14th March 2017

We, the residents of Rhodes, Middleton, Manchester, M24 strongly object to the New Parking Regulations/Restrictions planned for Manchester Old Road, Middleton – TRO Ref: H60/1240.

We object because:-

- On the North side of Manchester old road, HGV's no longer travel down Boothroyden Road as the Pallet Company has closed and so this part of the plan is not necessary.
- Parking in the area is already a struggle in this village, this will cause problems and arguments amongst neighbours.
- Other suggestions should be put forward before going ahead with this proposal i.e. 20 mile an hour speed restriction through the village.
- It will devalue our properties.