



Date of Meeting	11 th January 2018
Portfolio	Cabinet Member for Housing & Environment
Report Author	Andrew Cowell
Public/Private Document	Public

Objections to Proposed Traffic Regulation Order - Ings Lane, Rochdale

Executive Summary

- 1.1 A request was received from Rochdale Township for the Council to investigate the introduction of parking restrictions at the southern end of Ings Lane and on some adjacent streets. It was reported that obstructive parking occurs along both sides of Ings Lane at each junction. The problems occur when football matches are held at the nearby Spotland Stadium. As part of this proposal there is also a desire to formalise the parking arrangements for football coaches along the east side of Ings Lane.
- 1.2 New parking restrictions were drafted and approved by ward members. The restrictions were formally promoted and during the consultation period the Authority received 1 letter of objection to the proposal.
- 1.3 The objector reports that the proposed restrictions on the east side of Ings Lane, intended for away supporter coach parking, will encourage the parking of coaches side by side. This results in short term closures of Ings Lane and the objector feels that the designated area for away supporter coach parking should be relocated to a more appropriate area at Hudsons Walk.
- 1.4 The report outlines the reason for the proposal, the objection received and a response to the objection.

Recommendation

2. The Committee should consider whether the proposed Traffic Regulation Order, Borough of Rochdale ((Civil Enforcement of Traffic Contraventions) (Various Streets) (Rochdale Township) Order 2008) (Amendment) (No.132) Order be implemented as advertised, be amended, or be abandoned in light of the representation received, which is outlined in Appendix B of this report. It is the recommendation of Officers that the

objection be dismissed and the proposal introduced as advertised.

Reason for Recommendation

3. Copy of Statement of Reasons

A request has been received from Rochdale Township for the Council to investigate the introduction of parking restrictions at the southern end of Ings Lane and on some adjacent streets. It is reported that obstructive parking occurs along both sides of Ings Lane at each junction. The problems occur when football matches are held at the nearby Spotland Stadium. As part of this proposal, the order relating to the placing of no waiting cones on match days will be amended to include sections on the east side of Ings Lane. This will keep an area free for away coach parking.

Ings Lane is an urban dual carriageway which provides access from the principal road network (Edenfield Road), to a large residential area. It is situated within 100 metres of the football stadium to the north. Although the carriageways are around 6 metres wide and can accommodate parking on the nearside, on match days parking occurs around the junctions of Lisbon Street, Great Flatt and Innes Close, which affects visibility, access and egress from each side road.

There are currently existing prohibition of waiting restrictions in place at the southern end of Ings Lane between Edenfield Road and Lisbon Street. On the east side of Ings Lane there is a disabled bay positioned directly outside the library. There is also a bus stop pole positioned adjacent to the bay. It is proposed to retain the disabled bay facility and relocate the bus stop further south with a dedicated bus stop clearway restriction.

The Police Injury Accident database shows no recorded injury accidents along the section of Ings Lane under review.

It is proposed to introduce prohibition of waiting restrictions on:

- the west side of Ings Lane from its junction with Lisbon Street for a distance of 10 metres in a northerly direction
- the west side of Ings Lane from a point 20 metres south of its junction with Great Flatt to a point 15 metres north of its junction with Great Flatt
- the east side of Ings Lane from a point 123 metres north of its junction with Edenfield Road for a distance of 25 metres in a northerly direction
- the east side of Ings Lane from a point 10 metres south of its junction with Innes Close to a point 15 metres north of its junction with Innes Close
- both sides of Great Flatt from its junction with Ings Lane for a

distance of 10 metres in a westerly direction

- both sides of Innes Close from its junction with Ings Lane for a distance of 9 metres in an easterly direction
- to introduce 'No Waiting or loading/unloading at any time during Control Hours when cones are placed' restrictions on:
- the east side of Ings Lane from a point 76 metres north of its junction with Edenfield Road for a distance of 47 metres in a northerly direction and from a point 10 metres south of its junction with Innes Close for a distance of 47 metres in a southerly direction

to introduce a 24 hour bus stop clearway on:

- the east side of Ings Lane from a point 47 metres north of its junction with Edenfield Road for a distance of 17 metres in a northerly direction

The proposed restrictions on Ings Lane and on the three side streets will remove parked vehicles, the effect of which will be to:

- ensure the free movement of traffic turning into and out of the side roads, reducing the likelihood of vehicles stopping suddenly on the main road thereby reducing the risk of shunt accidents
- improve visibility for motorists entering the main road from each side road
- allow buses to use a designated stop, unhindered by parked vehicles, allowing passengers to board and alight the vehicle safely from the pavement
- allow an area for away coach parking, approved by the Police and football club

3.2 To address the issues reported, it is necessary to introduce the proposed Order as originally advertised (see Appendix A).

Key Points for Consideration

4. During the consultation period the Authority received 1 objection letter.
- 4.1 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.
- 4.2 It should be noted that in considering the report, the proposed Order is

deemed non-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 or abandon the proposals and the Order.

- 4.3 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.
- 4.4 The Objectors' comments and the Director of Neighbourhoods response are attached at Appendix B and C of this report.

Alternatives Considered

- 4.5 The Committee could consider recommending that the proposal be amended or abandoned.
- 4.6 Should Committee decide not to introduce the restrictions proposed then the issues with parked vehicles, which were reported to Rochdale Township, will not be addressed.

Costs and Budget Summary

5. The cost of the proposed Traffic Regulation Order will be met by Rochdale Township Fund. The estimated cost is £5500.

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.
- 7.1 The Emergency Services, Transport for Greater Manchester, The Freight Transport Association and the Road Haulage Association were consulted on 23rd August 2017.
- 7.2 Notices of intention were posted on site and published in the local newspaper on 23rd August 2017.
- 7.3 The objection period ran until 13th September 2017.

Background Papers	Place of Inspection
None	

APPENDIX A – Notice of Intention and plan

BOROUGH OF ROCHDALE ((CIVIL ENFORCEMENT OF TRAFFIC CONTRAVENTIONS) (VARIOUS STREETS) (ROCHDALE TOWNSHIP) ORDER 2008) (AMENDMENT) (NO. 132) ORDER

Ings Lane Area, Rochdale

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) (Rochdale Township) Order 2008 by inserting the following:-

Schedule No. 1.1 No Waiting At Any Time

Ings Lane, Spotland & Falinge Ward

- n(vi) the west side from its junction with Lisbon Street for a distance of 15 metres in a northerly direction
- n(vii) the west side from a point 20 metres south of its junction with Great Flatt to a point 15 metres north of its junction with Great Flatt
- n(viii) the east side from a point 123 metres north of its junction with Edenfield Road for a distance of 25 metres in a northerly direction
- n(ix) the east side from a point 10 metres south of its junction with Innes Close to a point 15 metres north of its junction with Innes Close

Great Flatt, Spotland & Falinge Ward

- n(i) both sides from its junction with Ings Lane for a distance of 10 metres in a westerly direction

Innes Close, Spotland & Falinge Ward

- n(i) both sides from its junction with Ings Lane for a distance of 9 metres in an easterly direction

Schedule No. 1.2 No Waiting or loading/unloading at any time during Control Hours when cones are placed

Ings Lane, Spotland & Falinge Ward

- n(i) the east side from a point 76 metres north of its junction with Edenfield Road for a distance of 47 metres in a northerly direction
- n(ii) the east side from a point 10 metres south of its junction with Innes Close for a distance of 47 metres in a southerly direction

In addition to the provisions contained in the Borough of Rochdale ((Civil Enforcement of Traffic Contraventions) (Various Streets) (Rochdale Township) Order 2008) (Amendment) (No. 132) Order, a 24 hour Bus Stop Clearway will be created on:-

Ings Lane, Spotland & Falinge Ward

the east side from a point 47 metres north of its junction with Edenfield Road for a distance of 17 metres in a northerly 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 The Customer Services Centre, Ground Floor, Number One Riverside, Smith Street, Rochdale OL16 1XU 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 13th September 2017, quoting H60/1242.

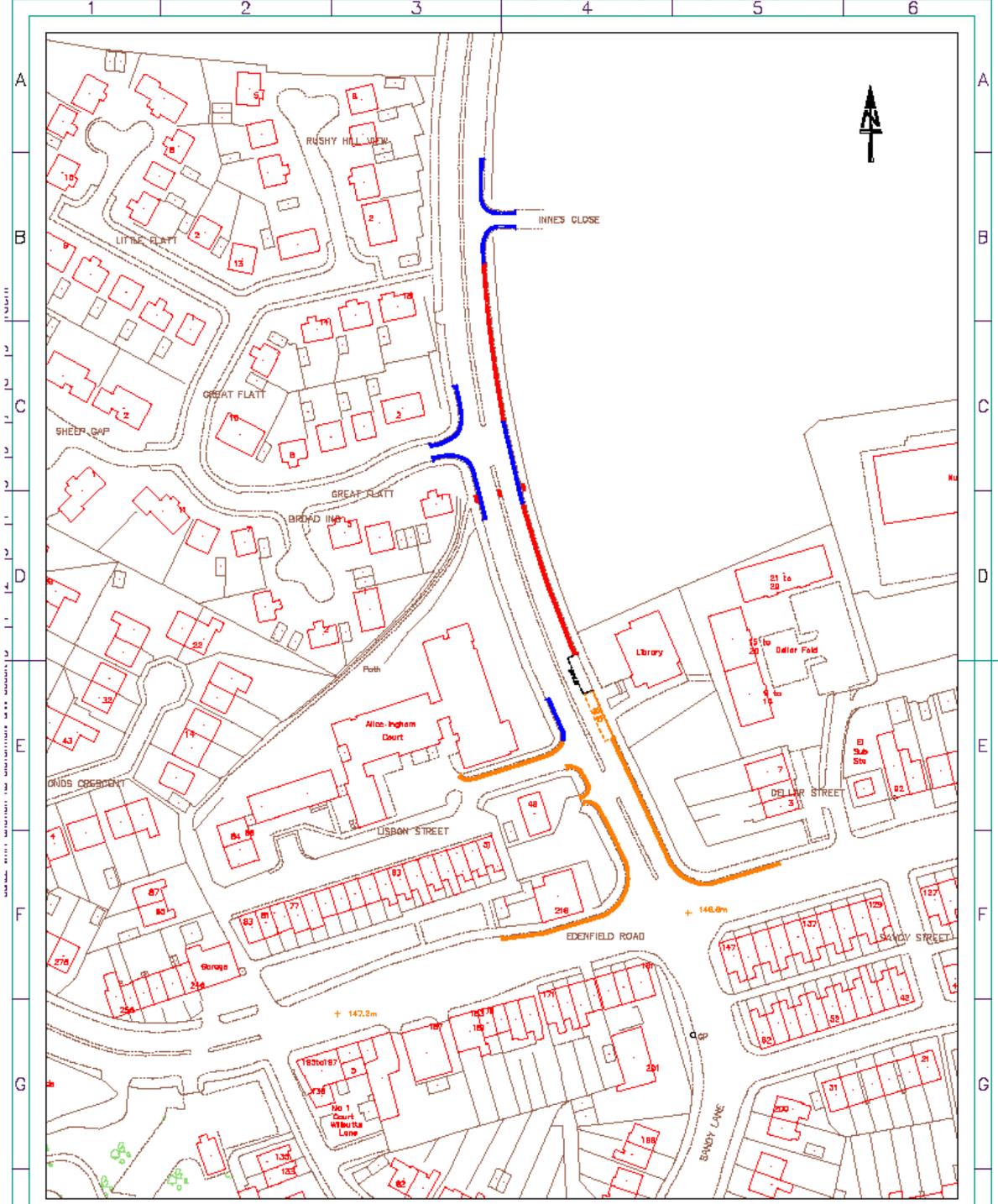
Dated this 23rd day of August 2017



David Wilcock
Acting Director of Resources
Resources Directorate
Rochdale Borough Council

Number One Riverside
Smith Street
ROCHDALE
OL16 1XU

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ECONOMY & ENVIRONMENT
 Director: M. Wilson
HIGHWAY NETWORK OPERATIONS
 Manager: G. Hoyle

Project: **Ings Lane, Rochdale Proposed TROs**

- Existing Prohibition of Waiting
- Proposed Prohibition of Waiting
- Existing Disabled Parking Bay
- Proposed Bus Stop Clearway
- Proposed No Waiting/Loading during Control Hours

Drawn AC	Check'd & Approv'd -	Safety Audit Check
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Scale 1:1000	Date 07/08/17
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Dwg No. **A3/H60/1242/001B**

1 2 3 4 5 6 A3

APPENDIX B – Copy of Objection

I am writing to object to the above TRO as Chair of Spotland and Falinge Area Forum and as local resident affected by this TRO.

As stated in the previous objection sent to you on 7 June 2017, regarding the proposed TRO with the same reference I endorse the proposed No Waiting At Any Time restrictions detailed in Schedule 1.1 of this proposal, as the safety improvements around the specified junctions will be significant.

The changes to the proposal regarding Schedule 1.2, 'No Waiting or loading/unloading at any time during Control Hours when cones are placed', while more suitable than the previously proposed '24 Hour Bus Only Bays' still cause concern. Members of the Spotland and Falinge Area Forum have on numerous occasions complained, raising their dissatisfaction with the closing of Ings Lane in a southerly direction when coaches are double parked for the stadium. More worryingly a resident of Alice Ingham Court has made me aware that bus services are redirected along Rooley Moor Road when this occurs. This has previously resulted in a vulnerable and elderly local resident who already struggles to walk having to get off her bus on Rooley Moor Road, and walk over half a kilometer to get home, when the bus would usually stop in front of Alice Ingham Court, at the bus stop ironically to be given a clearway by this TRO. This amount of disruption is not acceptable. The main concern of residents is that this TRO will result in Ings Lane being closed more regularly to allow more coaches to park than there is space available. As stated in the Statement of Reasons, Ings Lane provides access from the principal road network to a large residential area. It is therefore never reasonable to close such a road at all. To prevent this from happening if this part of the TRO is to be approved a condition must be attached to prevent Ings Lane being closed during stadium events and further coaches must park elsewhere. Closure of Ings Lane to allow double parking of coaches must not be permitted. Specifically, the section of Ings Lane to be covered by this TRO, immediately in front of a number of houses on the new Innes Close development, does not provide enough parking for the volume of coaches attending stadium events.

As an alternative, there is more space for more coaches available on Hudsons Walk, a turn around for coaches is already in place, and there is no need for diversions or disruption to any residents, as it is not a residential street. Coaches arriving and departing via the motorway would no longer need to be diverted down Bury Road, Mellor Street, and Rooley Moor Road to Ings Lane, which will help to alleviate congestion. As the No Waiting restrictions on Sandy Lane between Hudsons Walk and Bury Road have already been approved, this route is now perfectly safe and accessible for coaches to travel along to get to Hudsons Walk. The businesses on Sandy Lane also benefit from the increased footfall. Further coach parking could also be made available in Oulder Hill School car park if necessary. Utilising Hudsons Walk also means that visitors are only required to cross Sandy Lane, and not Edenfield Road. Crossing Edenfield Road at the junction with Sandy Lane and Ings Lane is extremely dangerous as fans leave the stadium, and congestion forms on Edenfield Road, which further affects traffic up into Norden & Bamford, and back down into Central Rochdale. The walking distance between the first parking space on Ings Lane and Hudson's Walk to the main entrance of the stadium is 350m and 430m respectively.

APPENDIX C – Response to Objection

The proposed parking restrictions that the objector refers to would prevent waiting and loading during control hours on part of Ings Lane. These are restrictions intended to be used temporarily on match days to allow away supporter coaches to park near to the stadium, in a designated area approved by the Police, local authority and stadium officials. The location chosen for away supporter coach parking is primarily influenced by the Police with the safety of the public in mind. At the present time the Police are not proposing a change to the current arrangements.

The objector requests that a condition be attached to the proposed TRO to prevent the double parking of coaches, which on occasion results in the temporary closure of Ings Lane. However, the TRO does not permit coaches to double park side by side and for the road to be closed. The TRO imposes parking controls on one side of the carriageway and does not control the movement of traffic. Temporary road closures are processed under separate legislation and on occasions the Police will exercise their own powers to close a road. Therefore, it is not possible to apply a condition to the TRO as requested.

Further to this, in the last two football seasons Ings Lane has only been closed 3 times, twice for the visit of Sheffield United and once for a one off FA Cup fixture. Sheffield United are no longer in the league. There are crossing facilities at Edenfield Road so it is not considered that crossing Sandy Lane should be safer than Edenfield Road.

In conclusion, the double parking of coaches is not relevant to the proposed TRO and there are no plans to alter the match day safety operations relating to visiting supporters arriving by coach.