



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

## Objections to Proposed Traffic Regulation Order - Malvern Street West and Claremont Road, Rochdale

### Executive Summary

- 1.1 Over a period of time several complaints were received by the Council and ward members reporting motorists using Malvern Street West as a through route. Concerns were also raised about vehicle speeds. Investigations were carried out and it was found that a significant number of motorists use Malvern Street West as an alternative 'through route' between Bury Road and Sandy Lane and vice versa. Motorists using a short cut often do so travelling at higher speeds.
- 1.2 A consultation was carried out with local residents and a scheme to close the road to through traffic received a majority support.
- 1.3 The proposed restrictions were formally promoted and during the consultation period the Authority received 1 letter of objection to the proposal.
- 1.4 The objector reports that the proposal will result in increased queue lengths on both Bury Road and Sandy Lane which will intensify the delays currently experienced by motorists.
- 1.5 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 Borough of Rochdale (Malvern Street West, Rochdale) (Prohibition of Driving) Order and the Borough of Rochdale ((Civil Enforcement of Traffic Contraventions) (Various Streets) (Rochdale Township) Order 2008) (Amendment) (No. 141) 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.

<b>Reason for Recommendation</b>
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### 3. Copy of Statement of Reasons

Over a period of time, several complaints have been received by the Council and ward members about motorists using Malvern Street West as a through route. Concerns were also raised about vehicle speeds. Investigations were carried out and it was found that a significant number of motorists use Malvern Street West as an alternative 'through route' between Bury Road and Sandy Lane. Motorists using a short cut often do so travelling at higher speeds. A consultation was carried out with local residents and a scheme to close the road to through traffic received a majority support.

Malvern Street West is a residential street which provides a link between two strategic roads, Bury Road and Sandy Lane. At busy periods, the traffic signal junction at Bury Road / Sandy Lane generates a queue of vehicles along Bury Road and Sandy Lane. Further to this, the right turn manoeuvre from Bury Road into Sandy Lane is made more difficult due to the configuration of the signals. Right turners are in conflict with eastbound vehicles as there is no separate signal stage to allow this maneuver to be undertaken independently. Both these factors encourage the use of Malvern Street West as an alternative route.

In order to prevent the use of Malvern Street West as a through route it was recommended that the road was permanently closed at its junction with Sandy Lane. This would remove all 'through traffic' travelling in both directions. The location was chosen based on access considerations for local businesses and to allow for the construction of a turning head. There is a requirement for a turning head to be created to allow motorists to turn safely and exit in forward gear. Parking restrictions were also proposed around the turning head itself to prevent parked vehicles obstructing its use.

A consultation was carried out in July 2017 to allow local residents and businesses who may be affected by the proposal to give their comments. Of the 84 consultation leaflets distributed, 24 were returned, with 21 in favour. This represented an 87% support for the scheme.

The scheme as designed would force all vehicles to exit the area via Bury Road and:

- residents raised concerns over the difficulties they already experience in exiting onto Bury Road due to queuing traffic and requested improvements to the signal junction.

However, signal engineers have confirmed that the junction is running at full capacity and there is no scope to increase capacity unless existing site constraints were removed and the boundaries of the highway expanded. It

should also be borne in mind that the number of vehicles attempting to exit on Bury Road would be significantly reduced if through traffic is removed, which would provide some benefit to residents helping to reduce any impact at this junction

- residents requested parking restrictions on Claremont Road near to Bury Road to ease access and egress

This has been added to the proposed scheme to be formally advertised

The results of the consultation were presented to ward members and it was agreed to formally promote the scheme with the additional restrictions on Claremont Road.

The Police Injury Accident database shows no recorded injury accidents along Malvern Street West or Claremont Road within in the last 3 years.

It is proposed to:

Introduce a prohibition of driving restriction on Malvern Street West from its junction with Sandy Lane for a distance of 2.5 metres in an easterly direction.

The proposed restriction will remove through traffic from Malvern Street West, reducing the number and average speed of vehicles overall, making it a safer environment for all road users.

Introduce prohibition of waiting restrictions on the north side of Malvern Street West from a point 123 metres west of its junction with Claremont Road to its termination point in a generally westerly direction, including the turning head and the head of the cul-de-sac, and on the south side from a point 128 metres west of its junction with Claremont Road to its termination point in a westerly direction

The proposed restriction will ensure the turning facility does not become obstructed by parked vehicles

Introduce prohibition of waiting restrictions on both sides of Claremont Road from its junction with Bury Road for a distance of 15 metres in a northerly direction

The proposed restriction will ensure the junction does not become obstructed when motorists are both entering and exiting the junction at the same time

- 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 through traffic movements and 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 Funds. The estimated cost is £15,000, which includes the purchase of land required to construct the turning head.

## **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 1<sup>st</sup> November 2017.

7.2 Notices of intention were posted on site and published in the local newspaper on 1<sup>st</sup> November 2017.

7.3 The objection period ran until 22<sup>nd</sup> November 2017.

<b>Background Papers</b>	<b>Place of Inspection</b>
None	

**APPENDIX A – Notices of Intention and plan**

**BOROUGH OF ROCHDALE**

**(MALVERN STREET WEST, ROCHDALE)**

**(PROHIBITION OF DRIVING) ORDER**

**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 prohibit driving on Malvern Street West, Rochdale from its junction with Sandy Lane for a distance of 2.5 metres in an easterly direction.

A copy of the proposed Order and a map showing the length of road concerned, together with the Council's Statement of Reasons for making the Order, may be inspected at the Customer Services Centre, 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](mailto: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 22<sup>nd</sup> November 2017, quoting H60/1230.

Dated this 1<sup>st</sup> day of November 2017



**David Wilcock**

Assistant Director (Legal, Governance & Workforce)  
Resources Directorate  
Rochdale Borough Council

Number One Riverside  
Smith Street  
ROCHDALE  
OL16 1XU

**BOROUGH OF ROCHDALE  
((CIVIL ENFORCEMENT OF TRAFFIC CONTRAVENTIONS)  
(VARIOUS STREETS) (ROCHDALE TOWNSHIP) ORDER 2008)  
(AMENDMENT) (NO. 141) ORDER**

**Malvern Street West and Claremont Road, 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:-

- (i) 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**

**Malvern Street West, Bamford Ward**

- n(iii) the north side from a point 123 metres west of its junction with Claremont Road to its termination point in a generally westerly direction including the turning head and the head of the cul-de-sac
- n(iv) the south side from a point 128 metres west of its junction with Claremont Road to its termination point in a westerly direction

**Schedule No. 1.1  
No Waiting At Any Time**

**Claremont Road, Bamford Ward**

- n(i) both sides from its junction with Bury Road for a distance of 15 metres in a northerly direction
- (ii) Revoke those parts of the Borough of Rochdale (Civil Enforcement of Traffic Contraventions) (Various Streets) (Rochdale Township) Order 2008, as follows:-

**Schedule No. 1.1  
No Waiting At Any Time**

**Malvern Street West, Bamford Ward**

- (i) the north side from its junction with Sandy Lane to a point 16 metres east of its junction with Sandy Lane
- (ii) the south side from its junction with Sandy Lane to a point 21 metres east of its junction with Sandy Lane

A copy of the proposed Order and a map showing the lengths of road 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](mailto: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 22<sup>nd</sup> November 2017, quoting H60/1230.

Dated this 1<sup>st</sup> day of November 2017

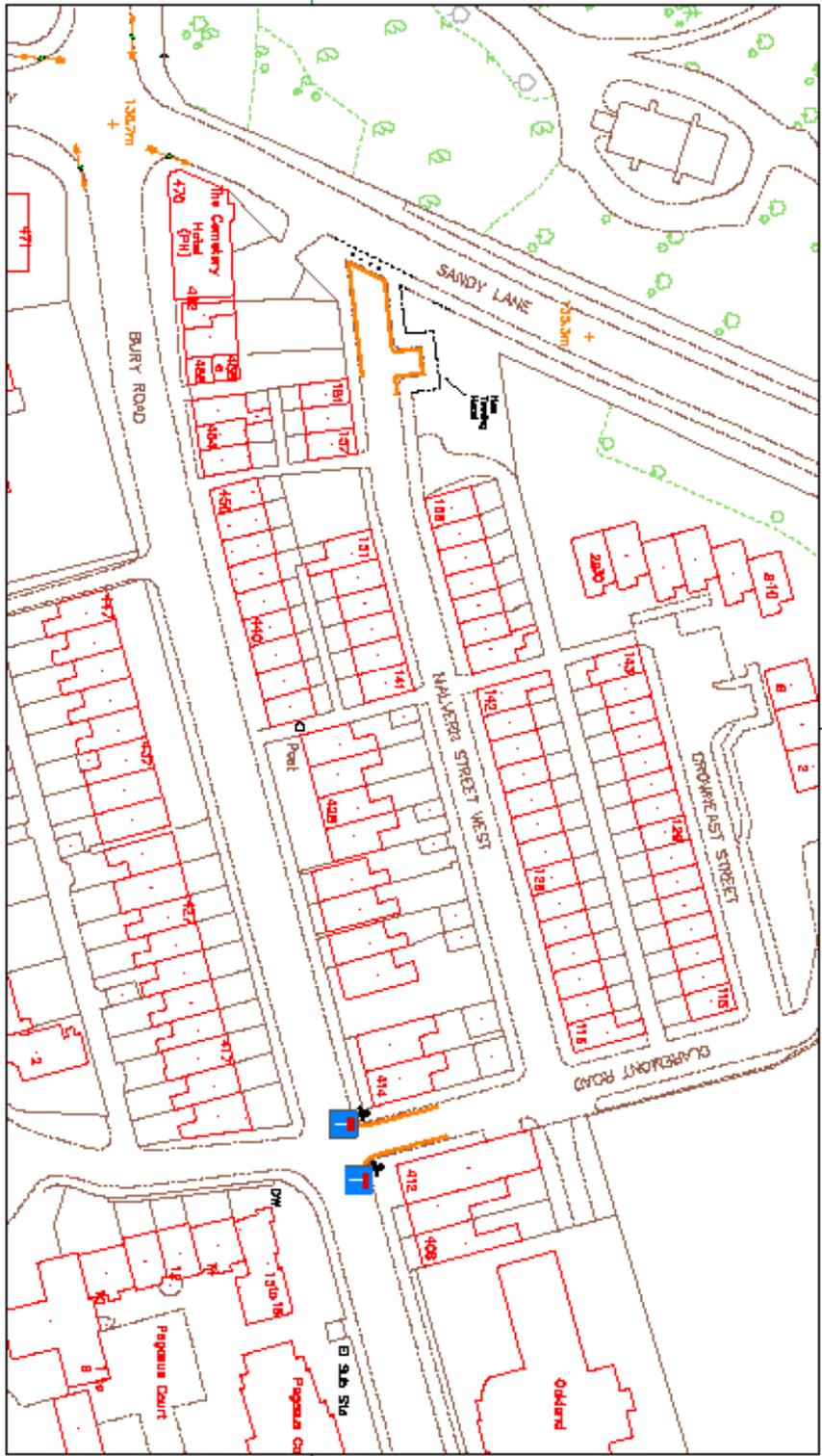
A handwritten signature in black ink, appearing to read 'D. Wilcock', with a large, stylized flourish at the end.

**David Wilcock**

Assistant Director (Legal, Governance & Workforce)  
Resources Directorate  
Rochdale Borough Council

Number One Riverside  
Smith Street  
ROCHDALE  
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**ROCHDALE**  
BOROUGH COUNCIL

**ECONOMY & ENVIRONMENT**  
Director: M. Giddens  
**HIGHWAY NETWORK OPERATIONS**  
Manager: S. Day

Project  
**H60-1230**  
Malvern Street West

Key  
- - - - - Proposed Prohibition of Driving (Footway extension and bollards)  
- - - - - Proposed Prohibition of Waiting

Drawn AC	Checked & Approved *	Safety Audit Check
Scale 1:1000	Date 23/08/17	
Dwg No. A4/H60/1230/001		
A4		

## **APPENDIX B – Copy of Objection**

Further to your proposal to permanently close Malvern Street West at its junction with Sandy Lane. It's true, Malvern Street West is used as an alternative 'through route' between Bury Road and Sandy Lane. However this is often out of necessity given the huge queues on Bury Road (and on Sandy Lane), present not only at peak times but often throughout the day, particularly on Bury Road. For example, last Friday (03-Nov-17 14:10hrs) it took me 20 minutes to drive the 1.1 miles from the Asda car park to parking my car on Claremont Road. That's an average speed of 3 miles per hour, which is nothing short of ridiculous. This isn't a one off but a regular occurrence and in fact even this Sunday gone, early afternoon the queues were half way to Mellor Street. However I don't see anywhere a proposal to reduce the long queues on Bury Road which often go as far back as the Mellor St and College Road junction and beyond at peak times. The closure of Malvern Street West only seeks to add to this problem by keeping traffic on Bury Road.

Drivers turning onto Malvern Street West from Sandy Lane are looking to turn left onto Bury Road thus avoiding having to sit in queues to make the left turn from Sandy Lane onto Bury Road. This is often a bottle neck as it only takes a couple of cars wanting to turn right at this junction to prevent any further traffic flow as there isn't sufficient room for cars turning left or going straight to pass through. Drivers turning onto Malvern Street West are not looking to turn right onto Bury Road and do not contribute to the queues on Bury Road (to the junction with Sandy Lane) as you outline.

I myself use Malvern Street to join onto Sandy Lane and then travel down Roch Valley Way to reach the motorway to travel to work. This is significantly easier than attempting to turn right into parked traffic on Bury Road and then waiting in a slow moving queue to make the left turn onto Roch Valley Way. With the new proposal, I will be forced onto Bury Road to sit in traffic there and then additionally sit in traffic on Roch Valley Way to cross the junction with Manchester Road. The Roch Valley Way traffic queues are a different topic altogether.

If speed is the issue, then why not introduce a speed management scheme such as those in many other parts of Rochdale?

You note that signal engineers have confirmed that the junction is running at full capacity so this problem is not going to go away. What plans if any do you have to update/improve the junction layout in order to help alleviate the queues?

In addition, residents are already experiencing problems with parking and your proposed additional restrictions on Claremont Road only seek to further reduce the number of available parking spaces. Since the opening of the hairdressers and the beauty salon at 412 Bury Road, parking has become a severe issue and at times I am forced to find a parking space down towards the bottom of Bury Road or on Half Acre Drive. This has added to an existing problem caused by football traffic from Rochdale FC and St Clements FC, supporters of both using Claremont Road and Malvern Street West for parking. I haven't witnessed any major issues with congestion/blocking of the Bury Road and Claremont Road junction to warrant the proposed restrictions so not sure where this information is coming from.

I don't agree with any of the proposed changes and feel that they are detrimental to traffic flow in the area and detrimental in terms of reducing the already limited parking space in the area.

## **APPENDIX C – Response to Objection**

The objector acknowledges that Malvern Street West is used by through traffic but states that this is often out of necessity due to the formation of queues on Sandy Lane and Bury Road caused by the signal junction.

However, it should be borne in mind that Malvern Street West and Claremont Road are situated close to the signal junction, only 40 metres and 180 metres away respectively. Therefore, it would be expected that queues should form up to these points even if the junction was improved and queue lengths reduced. This would still result in the route being used by through traffic.

Although it is the aim of the Highway Authority to reduce delays on the network, at this particular location there are significant physical site constraints which would impede the introduction of the significant improvements required to enable the junction to operate more efficiently. Further to this, due to the high volume of traffic on each arm at peak times, the junction becomes saturated. The timings cannot be optimized to reduce queue lengths on one arm without adversely affecting traffic on the other arms.

It is not disputed that a closure of Malvern Street West should increase queue lengths on Bury Road and Sandy Lane. It is accepted that this is the case, but in making a decision it should be borne in mind that Malvern Street West is a residential street and as with other streets of this character, is not appropriate for use by through traffic. Motorists taking alternative routes to shorten their journey often do so by adopting a higher speed. The accident risk is increased in residential areas where road users may be less alert to issues of road safety.

With regard to the parking restrictions proposed at Claremont Road, it is not considered that the length proposed is in any way excessive in terms of their aim. Vehicles parked close to the junction obstruct the two-way flow of traffic into and out of the side road. This can lead to shunt accidents along the main road. The restrictions also conform to guidance set out in the Highway Code.