



Date of Meeting	16 January 2020
Portfolio	Cabinet Member for Environment
Report Author	Paul Wotton
Public Document	

Objections to Traffic Order - Spotland Road, Rochdale

Executive Summary

- 1.1 Proposals to introduce some evening peak waiting and loading restrictions on the south side of Spotland Road (A680) have been advertised and two objections received.
- 1.2 This report explains the background to the proposal and comments upon the points made by the objectors to assist the Committee in coming to a decision about the proposed Order's introduction.

Recommendation

- 2.1 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.169) Order be
 - implemented as advertised, or
 - referred for Cabinet to determine should the Committee not feel fully able to support the proposal in its entirety.
- 2.2 The proposed waiting and loading restrictions are to be introduced on Spotland Road (A680) which forms part of the Borough's Strategic Road network.
- 2.3 It should be noted that in considering the report, the proposed Order relates to a highway of strategic importance and is processed in accordance with the Council's constitution Part 3 Section 8.2.2 in that the 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.
- 2.4 It is the recommendation of Highways Officers that the Order should be introduced as advertised to address the issue of parked cars impeding westbound traffic approaching the traffic signals situated at the junction of

Spotland Road and Sheriff Street in the evening peak period.

Reason for Recommendation

3.1 Copy of Statement of Reasons

- 3.1.1 Officers have noted issues with parked vehicles on the south side of Spotland Road between Holland Street and Julia Street. As part of a scheme to improve the efficiency of key routes across the network, funding has been received from TfGM to promote new restrictions in this location.
- 3.1.2 Spotland Road forms part of the A680 route between Rochdale and Edenfield. It is an important strategic route linking Rochdale with Norden, and beyond that East Lancashire. The route becomes congested at peak times and is also a bus route. The section under investigation is located close to the town centre just to the north of the A58, which forms part of the inner orbital route.
- 3.1.3 Between the signal junction at Sheriff Street and the junction at Julia Street, there are two traffic lanes marked out. The inside lane facilitates the ahead movement in a westerly direction along the A680 and the outside lane facilitates right turning movements into Sheriff Street and along the B6377. The two lanes extend upstream to the junction of Julia Street. The lanes are protected by existing 24 hour prohibition of waiting and peak time loading restrictions, which extend to a point 15 metres east of Julia Street. There are no parking restrictions in place from this point eastwards for a distance of 50 metres up to the bus stop lay-by near to Holland Street. This section of highway is marked out with an un-restricted parking bay.
- 3.1.4 During evening peak times the major flow of traffic is outbound in a westerly direction towards the signal junction at Sheriff Street. Signal timings are set with priority given to the major flow in each direction along the A680. This often results in a queue of right turning traffic extending to a point alongside the parking bay. When this situation occurs and vehicles are parked within the bay, ahead movements are obstructed. The resulting queue often extends upstream to the signal junction at the A58 St Mary's Gate. The obstruction reduces the efficiency of each junction and creates unnecessary delays on two of Rochdale's key strategic routes.
- 3.1.5 It is therefore proposed to remove the parking bay and replace it with evening peak time waiting and loading restrictions. The removal of the parking bay markings will allow for the lane markings to be extended further upstream, confirming the extended space for motorists queuing in the inside lane to make the ahead movement.
- 3.1.6 The five year injury accident record shows three recorded collisions in the vicinity of the proposed restrictions.
- 3.1.7 It is proposed to promote new evening peak time waiting and loading

restrictions on the south-west side of Spotland Road from a point 15 metres south-east of its junction with Julia Street for a distance of 50 metres in a south easterly direction, as detailed on the accompanying plan. The operating hours of the restrictions are No Waiting and No Loading Mon-Sat 3pm-6pm.

- 3.1.8 The proposed restrictions will reduce congestion on the network by easing the obstruction issues caused by both right turning vehicles and parked vehicles, allowing westbound ahead movements to flow un-restricted.

Key Points for Consideration

- 4.1 The section of Spotland Road (A680) under consideration is important to the highway network because it carries heavy traffic flows to and from Rochdale town centre well in excess of 20000 vehicles per day.
- 4.2 The proposal is intended to help evening peak flow traffic heading westbound out of Rochdale towards both of Edenfield Road (A680) and Shawclough Road (B6377).
- 4.3 The restrictions proposed cover the period Monday to Saturday from 3pm to 6pm when waiting and loading would be prohibited.
- 4.4 At other times including all of Sunday there would be no restrictions.
- 4.5 The proposal is the minimum felt necessary to address the observed problem.
- 4.6 Appendix A is a plan showing the position of the restrictions which are intended to occupy part of the south side of Spotland Road
- 4.7 Two objections were received to these proposals from Ward Members. See Appendix C.
- 4.8 The Council in its role as Highway Authority has 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.
- 4.9 In considering the objections the Committee should be mindful that the only right the general public has on a highway is a right of passage along it.
- 4.10 In respect of the junction of Spotland Road and Sheriff Street both objectors comment that the traffic signal timings are in need of adjustment.
- 4.11 The traffic signals operate under a system called SCOOT which is self-optimising by using sensors in the road surface to detect the numbers of vehicles on all approaches to the junction and distributing the green times based upon real-time traffic demands to balance delay across the road network.
- 4.12 The SCOOT system has been recently checked and was found to be working as expected.

- 4.13 It is commonly observed in the evening peak that the inside lane heading out of Rochdale which is already protected by No Waiting At Any Time restrictions over a length of 88 metres is significantly under used because traffic cannot reach it, being prevented by vehicles parked at the kerb side further back along Spotland Road.
- 4.14 The restrictions proposed seek to make better use of the road space in the evening peak by allowing straight ahead traffic a better chance of reaching the signals.
- 4.15 At such times the capacity of the junction is not being used to its full potential, resulting in longer queues than would otherwise occur, and contributing to overall traffic delays.
- 4.17 At such a busy time any increase in capacity can make a significant difference to queue length and delays.
- 4.18 Any improvement in capacity can be automatically shared by the SCOOT system amongst all approaches to the junction.
- 4.19 **Alternatives Considered**
- 4.20 The restrictions proposed are intended to prevent vehicles parking when the tidal flow out of Rochdale is at its greatest during the evening peak and are the minimum believed necessary to improve approach capacity at the junction and allow the network to operate more efficiently.
- 4.21 Widening Spotland Road to create an additional traffic lane is not a possibility without the demolition of property and therefore far beyond the scope of this proposal to introduce some restrictions for part of the day.
- 4.22 Appendix D contains the response to objections received.

Costs and Budget Summary

- 5.1 The estimated cost of the proposed Traffic Regulation Order is £4000 funded by Transport for Greater Manchester.

Risk and Policy Implications

- 6.1 The Council has a statutory duty to ensure that its highways operate safely and efficiently for all traffic (including pedestrians) including maintaining the expeditious movement of traffic.

Consultation

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

- 7.2 The Emergency Services, Transport for Greater Manchester, The Freight Transport Association and the Road Haulage Association were consulted on 14th October 2019.
- 7.3 Notices of Intention were posted on site and published in the local newspaper on 16th October 2019 – See Appendix B.
- 7.4 The objection period ran until 6th November 2019.
- 7.5 The restrictions chosen are not used anywhere else in the borough, having been specifically chosen for use on the section of Spotland Road under consideration. So that they might in future be used elsewhere in the remaining Townships' areas, each of the Heywood, Middleton, and Pennines Traffic Regulation Orders have had amendment orders advertised and these can be completed as a routine matter because no objections were received to them.

Background Papers	Place of Inspection
none	

For Further Information Contact:	Paul Wotton, paul.wotton@rochdale.gov.uk
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APPENDIX B – Notice of Intention

TRO Ref No H60/1320

**BOROUGH OF ROCHDALE
((CIVIL ENFORCEMENT OF TRAFFIC CONTRAVENTIONS)
(VARIOUS STREETS) (ROCHDALE TOWNSHIP) ORDER 2008)
(AMENDMENT) (NO. 169) ORDER**

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

Index to Schedules

2.29 – No Waiting Mon-Sat 3pm-6pm
5.29 – No Loading Mon-Sat 3pm-6pm

**Schedule No 2.29
No Waiting Mon- Sat 3pm – 6pm**

**Schedule No 5.29
No Loading Mon- Sat, 3pm – 6pm**

Spotland Road, Spotland and Falinge Ward

n(i) the south-west side from a point 15 metres south east of its junction with Julia Street for a distance of 50 metres in a south 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, Ground Floor, Number One Riverside, Smith Street, Rochdale OL16 1XU during normal office hours, or viewed on the Council's website www.rochdale.gov.uk/roads, or by phoning Highways on 0300 303 8879.

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 6th November 2019, quoting H60/1320.

Dated this 16th day of October 2019



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

Number One Riverside
Smith Street
ROCHDALE
OL16 1XU

APPENDIX C – Objections Received

Objector 1	Councillor Rachel Massey
Details of objection Objector's comments written as received	
<p data-bbox="225 371 719 405">Subject: Objection to TRO H60/1320</p> <p data-bbox="225 443 1222 477">I am writing to object to TRO with reference H60/1320, on the following grounds.</p> <p data-bbox="225 512 1398 757">This TRO does not address a problem. It has not been reported by a councillor, a resident, a business, a bus company, the police or other emergency service. Neither has it been commissioned by Rochdale Township. The duly elected council members for Spotland & Falinge have several other areas which are problematic that are not being addressed. Areas that have been reported by residents, businesses and elected councillors. These areas do not seem to find any funding from Highways or TfGM, but this TRO for an unreported problem has been funded by money that the elected officials of this borough do not seem to have access.</p> <p data-bbox="225 797 979 831">As this TRO does not address a problem it is poorly considered.</p> <p data-bbox="225 871 1366 1043">Congestion builds on Spotland Road between Sheriff Street and Spotland Bridge, increasing the number of vehicles stacked in the area of the proposed TRO by a maximum of 7 - 8 does not alleviate this congestion. Congestion also builds on Sheriff Street, between Spotland Road and Falinge Road, increasing the number of vehicles stacked in the area of the proposed TRO by a maximum of 7 - 8 does nothing to alleviate this congestion.</p> <p data-bbox="225 1084 1321 1151">The TRO solves nothing at all in terms of the real problem which is that traffic is not moving upstream of the signal at Spotland Road and Sheriff Street.</p> <p data-bbox="225 1191 1358 1258">The TRO does not solve the problem of the yellow box junction at St Mary's Gate and Spotland Road being non-enforced.</p> <p data-bbox="225 1314 1337 1382">The TRO does not solve the problem that a yellow box is required at the junction of Spotland Road and Sheriff Street.</p> <p data-bbox="225 1422 1374 1523">The TRO does not solve the problem that the mini-roundabouts at Spotland Bridge, and Falinge Road are no longer fit for purpose in a managed traffic network that can deal with flows of peak traffic.</p> <p data-bbox="225 1563 1382 1664">The TRO is a cheap attempt to patch a wider problem, and as an elected member for Spotland & Falinge I cannot support yet another no waiting restriction in this ward while there remains no proposals or plans to upgrade the no longer fit for purpose junctions upstream in the network.</p> <p data-bbox="225 1704 1382 1771">The TRO will at best allow 7- 8 additional vehicles to queue at the junction, this is not good investment in terms of cost to attempt to alleviate the pressure on the network by 7 - 8 vehicles.</p> <p data-bbox="225 1812 1366 1912">The TRO also assumes that the 7-8 vehicles are going straight on along Spotland Road. The TRO will not help as vehicles going right would still restrict access to the left lane for straight on, this will simply be moved 7 – 8 cars back towards St Mary's gate.</p> <p data-bbox="225 1953 1398 2020">The TRO will also not help the wider network as the additional 7 – 8 spaces would be quickly filled by vehicles turning into Spotland Road from College Bank.</p>	

The Statement of reasons notes that, 'The five year injury accident record shows three recorded collisions in the vicinity of the proposed restrictions.' This is not a valid statement without more detail. Will the cause of these incidents be addressed by the TRO? If not, why is the statement relevant, and why is it included in the statement of reasons?

As accidents have been brought up, it must be added that should this TRO be made, traffic emerging from Julia Street right onto Spotland Road is potentially more likely to be involved in an accident, having to cross two lanes of traffic. What consideration has been made to assess this risk in the proposed TRO?

The situation of traffic turning right from Julia St is also not considered by the TRO in terms of the congestion this causes. Vehicles usually pull into the westbound traffic on Spotland Road to go East preventing any progress up Spotland Road. The same occurs as vehicles emerge from College Bank, causing the same problem. Again the TRO does nothing to address these bigger congestion causing issues.

I join my fellow ward councillors in objecting to this proposed TRO.

Councillor Rachel Massey

Spotland & Falinge, Rochdale

Assistant portfolio holder for Children's Services

Number 1 Riverside, Rochdale, OL16 1XU

Objector 2

Councillor Faisal Rana

**Details of objection
Objector's comments written as received**

TRO H60/1320 Spotland Road OBJECTIONS

Please see below my objection to propose TRO.

The proposed traffic order will not Help any traffic flow on Spotland road. I do not believe it's the parked cars on Spotland road. The problem is caused by the traffic control signal at the junction of Sheriff street and Spotland road. This traffic signal needs to be managed better and time to turn right on sheriff street need to be increased which I believe will solve the issue. On the basis of reasons cited above I strongly object to this TRO.

Kind Regards

Councillor Faisal Rana

Spotland & Falinge Ward

Assistant Cabinet Member For Finance

APPENDIX D – Response to Objections

Both objectors are Spotland and Falinge Ward Members and members of Rochdale North Township Action and Resources Delegated Sub-Committee.

One objector states that this TRO does not address a problem.

Evening peak observations do demonstrate that the presence of parked vehicles on a 50 metres long section of Spotland Road prevent two lanes of traffic forming on the approach to the traffic signals at Sheriff Street junction. Access to an inside lane for traffic heading along Spotland Road is impeded by traffic in an outer lane waiting to turn right and by parked cars on Spotland Road.

Whilst there are evening peak delays on both Spotland Road and Sheriff Street this proposed TRO is an opportunity to moderate queue length on the approach to Sheriff Street signals and reduce the possibility of traffic being queued back into the St Marys Gate (A58) junction and exceeding the length of the right turn lane on St Mary's Gate.

Traffic signal timings at the junction of Spotland Road and Sheriff Street have been recently checked by Transport for Greater Manchester's Urban Traffic Control Team and found to be working as expected. The signal timings have been adjusted to increase the throughput of right turners at the junction.

Removing the parked vehicles would allow for the full extent of the green time to be utilised as straight ahead traffic would no longer be prevented from getting to the junction. This improves the overall efficiency of the junction.

This TRO proposal is at a moderate cost funded by Transport for Greater Manchester as part of the Mayor of Greater Manchester's congestion deal funding. More substantial construction projects to improve junction capacities further along Spotland Road at major cost are far beyond the scope of a TRO proposal affecting some 50 metres of road. By increasing the capacity of the westbound arm, it is likely that the extra effective green time can be shared between all arms of the junction, reducing delay on all approaches. When the junction is over capacity during the evening peak, any small improvements in this capacity can lead to significant reductions in delay.

Reference has been made to wider congestion issues in the Spotland area which are contributing to delays. While improvements at junctions downstream of Spotland Road and Sheriff Street may benefit traffic flows on the wider network, it would not do anything to increase the throughput of vehicles at this junction. The alternative to this proposal to increase throughput and reduce delays at this junction would require major geometric changes, necessitating the acquisition of neighbouring land and properties.

One objector has suggested that the delays on Spotland Road are caused by queues extending back from the double mini-roundabouts at Spotland Bridge. It is

the Highways Officers view that queues from this location rarely extend the full length of Spotland Road under normal peak traffic conditions and seldom reach Primrose Street.

The proposed TRO will not alter the single lane wide Spotland Road at its junction with Holland Street where traffic from the College Bank area joins. For westbound traffic Spotland Road remains a single lane width for 48 metres to a point after the bus stop marking.

The proposed TRO will not alter the width of Spotland Road at its junction with Julia Street. Existing no waiting at any time restrictions already create sufficient width to allow formation of two lanes of westbound traffic approaching the signals at this location.

The proposed scheme is a measured approach to the evening peak period traffic flows out of Rochdale town centre in a westerly direction along Spotland Road by introducing restrictions that would only apply in that period.

Mirroring this are some established restrictions heading towards Rochdale which apply only in the morning peak direction of traffic flow.

An improvement to evening peak westbound queue length and traffic flow would also result in a lessening of instances where right turning traffic from St Marys Gate (A58) fills more than the full length of its dedicated lane and impedes through A58 traffic heading in the direction of Castleton.