

Agenda Item 5

Report to Heywood Township Delegated Sub Committee



Date of Meeting	8 th December 2020
Portfolio	Cabinet Member for Quality of Place
Report Author	Paul Wotton
Public/Private Document	Public

Objection to Traffic Orders - Bury and Rochdale Old Road, Rochdale

Executive Summary

- 1.1 Proposals to introduce some No Waiting At Any Time Restrictions on part of Bury and Rochdale Old Road (B6222), have been advertised and one objection was received.
- 1.2 The section of road concerned is situated in two wards (Norden and North Heywood) and in different townships.
- 1.3 Following consideration by both of
 - Rochdale North Township Delegated Sub Committee
 - and
 - Heywood Township Committeethe matter was submitted for the Cabinet's consideration on 29 September 2020.
- 1.4 Cabinet resolved to withdraw the item from its Agenda so that the matter could be further discussed at Portfolio Holder and Township level in respect of Heywood Township Committee's concerns.
- 1.5 Following discussion involving the Portfolio Holder, Township Principals, Members and Officers this report is presented for this Sub-Committee's consideration to determine an outcome for the two proposed TROs.

Recommendation

- 2.1 This Sub-Committee are requested to consider additional information presented in this report's expanded Section 4 below to determine whether the proposed Traffic Regulation Order
- Borough of Rochdale ((Civil Enforcement of Traffic Contraventions) (Various Streets) (Heywood Township) Order 2008) (Amendment) (No.61) Order
- may now be resolved for implementation as advertised.
- 2.2 The proposed waiting restrictions to be introduced on Bury and Rochdale Old Road (B6222), Rochdale, are on part of the Borough's Strategic Road network.
- 2.3 It is the recommendation of Highways Officers that the Orders should be introduced as advertised to address the issues of:
- parked cars impeding through traffic on Bury and Rochdale Old Road B6222
 - parked cars causing reduced visibility at the junction with Elbut Lane
 - parked cars causing visibility difficulties for both pedestrians and drivers at the pedestrian refuge
 - the possibility of larger vehicles having to travel on the wrong side of the carriageway past the pedestrian refuge island due to inconsiderately parked cars
 - parked vehicles at this location obstructing the cycle lanes installed to protect vulnerable road users forcing cyclists into the main traffic lane on what is a 40mph speed limit road
- 2.4 Having received Rochdale North Township Delegated Sub Committee's consent to proceed with the Order in this area as advertised, the purpose of this report is to present further information in respect of Heywood Township Committee's concerns to justify its introduction there.

Reason for Recommendation

- 3.1 At meetings both held on 10 March 2020 the same report was considered by
- Rochdale North Township Delegated Sub-Committee which recommended the Order be implemented as advertised
- and
- Heywood Township Committee which did not feel able to fully support the proposals and referred the matter to Cabinet
- 3.2 Cabinet expressed that the matter be further discussed and then referred back for Township to consider again.
- 3.3 The report to Cabinet on 29 September 2020 contained further justification to support implementation of the scheme as advertised which is now presented and revised for this Sub-Committee's consideration.
- 3.4 The previous reports referred to can be found in a separate Appendix document to this report.
- 3.5 Points intended to address the Heywood Township Committee's concerns are re-stated and expanded in Section 4, particularly 4.21 for this Sub-Committee's consideration.
- 3.6 For ease of reference the scheme plan from the previous reports is to be found at the end of this report.
- 3.7 An additional plan showing further detail that was in just the Cabinet report is also to be found at the end of this report.

Key Points for Consideration

- 4.1 At the meeting of Cabinet held on 29 September 2020 Cabinet it was resolved:
1. *That this item be withdrawn from Agenda to enable further discussion to take place between the Portfolio Holder and Townships and that it be referred back to Townships as necessary following those discussions.'*
- 4.1 The Rochdale North Township Delegated Sub-Committee which recommended the Order be implemented as advertised.
- 4.2 The matter had previously 10 March 2020 Heywood Township Committee which had resolved to refer the matter to the Cabinet for determination as Members did not feel able to fully support the proposals detailed in the report as they considered the area, covered by the proposed restrictions, was too long and that a shorter distance should be considered.

- 4.3 Two Orders were advertised because the ward and township boundaries are situated along the centre of Bury and Rochdale Old Road and each township has its own Traffic Regulation Order for such static restrictions as the No Waiting At Any Time proposed.
- 4.4 Two plans at the end of this report both show the advertised scheme, and the second one contains some of the detail mentioned in the remainder of Section 4 below, namely the cycle lanes, borough boundary, bus stop and pedestrian island refuge.
- 4.5 Both Orders are considered to be completely inter-dependant and neither of them should be introduced in isolation because of the risk of displacement of parked vehicles onto the opposite side of Bury and Rochdale Old Road.
- 4.6 Furthermore, the objection received applies equally to both sides of the road and therefore to both proposed Orders. Had the township boundary not been along Bury and Rochdale Old Road then just one TRO would have been proposed.
- 4.7 As far as has been ascertained and is also supported by comments made by nearby residents and highway users in recent service requests, it is concluded that demand for parking on the section of Bury and Rochdale Old Road under consideration is generated by staff and visitors attending the nearby Fairfield General Hospital, where parking charges apply.
- 4.8 Highways situated closer to the hospital and within Bury Council's area have a residents parking scheme which appears to further make the area under consideration attractive to park and at no cost.
- 4.9 The popularity of this parking demand is assumed to be because it is one of the closest unrestricted locations to the hospital and most importantly free of parking charges.
- 4.10 The objector contends that parked cars do not obstruct the free flow of traffic; a statement which is not supported by observations together with unsolicited comments made by members of the public who have expressed concern about large vehicles including ambulances having to pass the central pedestrian refuge island close to Elbut Lane on the wrong side of the road thus creating a risk of meeting a vehicle 'head-on' travelling in the opposite direction, which also creates a risk for pedestrians crossing there who would not expect to look in the direction of a vehicle approaching from the 'wrong' direction..

- 4.11 The objector feels it acceptable to park partially on the pavement because there is sufficient remaining space for pedestrians. Footways should not be parked upon and this activity is an indication that the road is of insufficient width for parking to take place and maintaining the free flow of traffic.
- 4.12 Observations of pavement parking in this location show that aside from the risk of damage to lightly constructed footway surfaces, its width often becomes narrowed down too much even for solo pedestrians to walk in comfort, and clearly becomes a far greater inconvenience to groups of pedestrians (potentially including children), those adults with child buggies, and disabled persons who may be using wheel chairs or powered mobility scooters.
- 4.13 In the worst cases of footway obstruction, pedestrians may be unacceptably compelled to walk in the carriageway which must be regarded as an unsafe activity on this busy main road.
- 4.14 Furthermore any parking close to the pedestrian refuge island (situated close to a bus stop where it can be reasonably expected to be well used) reduces pedestrian and driver visibility.
- 4.15 The objector, who does use Bury and Rochdale Old Road as a driver, pedal cyclist and to park on, describes the current cycle provision as not fit for purpose and dismisses the scheme's aim of removing parked vehicles to reduce instances where cyclists are forced into the carriageway with other traffic.
- 4.16 It is true that cycle lane provision is not continuous due to available road width limitations. The scheme is situated in a section of Bury and Rochdale Old Road where a higher speed limit of 40 mph applies. On such a speed of road the cyclist may be regarded as a vulnerable road user and whilst not fully segregated is afforded some separation from vehicles where possible.
- 4.17 The objector's view is that most of the parking which is the subject of these restrictions takes place in the daytime period between 0900 and 1700hrs. Observations do largely support that view. Furthermore much of it takes place alongside a field rather than directly outside of residential properties to the potential annoyance of their occupiers. Whilst this is true, the issues of obstructing through traffic, parking on footways, and reducing visibility at the central island crossing point outside of those times remain unaddressed which is why the restrictions are proposed to apply at all times.

- 4.18 In terms of the motorist selecting where to park, there are potentially hard choices to make because of the supply, demand, and cost of parking and the convenience of any parking locations. The centre of interest at Fairfield General Hospital is well served by buses from both of Bury and Rochdale town centres every 10 minutes in each direction for 13 hours each weekday which does provide an alternative to travel by car but of course would not be convenient for all persons.
- 4.19 Whilst it is true there were no recorded accidents in the last 3 years, this does not make the issues of obstructing carriageways, footways, and junction visibility acceptable and considering it is a 40 mph speed limit road, the result of a collision between a vulnerable user, either pedestrian or cyclist, significantly increases the likelihood that any injury could be severe or fatal.
- 4.20 **Equality Impact Assessment**
The Committee report of 10 March contains an EIA in its Appendix D.
- 4.21 **Alternatives Considered**
- 4.21.1 The restrictions proposed are believed necessary to alleviate some identified parking problems affecting and obstructing traffic flow, pedestrians, and junction visibility along Bury and Rochdale Old Road.
- 4.21.2 Scaling down the proposals or not implementing them in the opinion of Highways Officers will not address the issues raised.
- 4.21.3 Similarly partial introduction of the scheme on just one side of Bury and Rochdale Old Road by introducing only one of the two proposed Traffic regulation Orders would not address the identified problem and cause immediate displacement onto the opposite side of the road further risking obstruction of visibility and its associated problems at the central traffic island used by pedestrians.
- 4.21.4 Heywood Township Committee's Members as minuted in Section 4.2 above *"did not feel able to fully support the proposals detailed in the report as they considered the area, covered by the proposed restrictions, was too long and that a shorter distance should be considered"*
- 4.21.5 The section of Bury and Rochdale Old Road under consideration can be described in four sections and some of the detail referred to is shown on the two plans at the end of this report.

- 4.21.6 **North side from the borough boundary to Elbut Lane (Rochdale North Township)**
Established unregulated parking bays, a bus stop and some No Waiting At Any Time restrictions are to remain without alteration.
- 4.21.7 **South side from the borough boundary to Elbut Lane (Heywood Township)**
This section has no properties alongside it, and is the location of most of the problematic parking which restricts, narrows and risks damaging its footway, narrows the carriageway, makes the pedestrian crossing refuge much harder and arguably less safe to use, and sometimes causes vehicles to travel on the wrong side of the road to pass the refuge, thus risking a head-on collision with approaching traffic, and furthermore creates a risk to pedestrians who would not be expecting a vehicle to approach from the wrong direction. For these reasons, No Waiting At Any time is proposed.
- 4.21.8 **North side from Elbut Lane Road to the former Melba Plastics premises entrance (Rochdale North Township)**
The land alongside this section is largely undeveloped. The few properties fronting onto it have their own off-street parking provision and over half of its length has a cycle lane at the kerbside, which apart from one small refuge island has no separation from ordinary traffic, and is without the protection of any waiting restrictions. In order to further improve junction visibility at Elbut Lane, protect the cycle lane, and prevent displacement of parked vehicles, No Waiting At Any Time is proposed.
- 4.21.9 **South side from Elbut Lane Road to the former Melba Plastics premises entrance (Heywood Township)**
Around half of this section has properties situated alongside it, all of which have their own off-street parking provision. For nearly all of its length there is also a cycle lane at the kerbside, which again has no separation from ordinary traffic other than one small refuge island. In order to protect the cycle lane, protect access and visibility into and out of a bus turning facility situated close to and opposite the junction with Elbut Lane, and prevent displacement of parked vehicles which could obscure visibility at driveways and thus attract complaints from affected residents, No Waiting At Any Time is proposed.
- 4.21.10 The immediately preceding paragraphs 4.21.6 to 4.21.9 break the length of Bury and Rochdale Old Road under consideration into four sections, examining each of them and it is Highways Officers conclusion that the scheme merits introduction to its full extent as was originally advertised.

Costs and Budget Summary

- 5.1 The estimated cost of the proposed Traffic Regulation Orders is £4800 from capital funds approved by Rochdale Township Action and Resources Delegated Sub-Committee prior to being separated into separate north and south township areas.
- 5.2 The successor committee is Rochdale North Township Delegated Sub Committee.

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 (Section 1(1)c Road Traffic Regulation Act 1984 refers) and believes it is expedient to make the proposed Order.
- 6.2 Furthermore, it has a duty under the Traffic Management Act 2004 to maintain the expeditious movement of traffic.
- 6.3 It should be noted that in considering the report, the proposed Orders relate to a highway of strategic importance and are processed in accordance with the Council's Constitution Part 3 Section 8.2.2 in that Committee(s) have delegated power to confirm the proposals and the Order.
- 6.4 Should this Sub-Committee not now feel able to confirm the proposals and the Order, the matter would require referral back to Cabinet to determine an outcome.

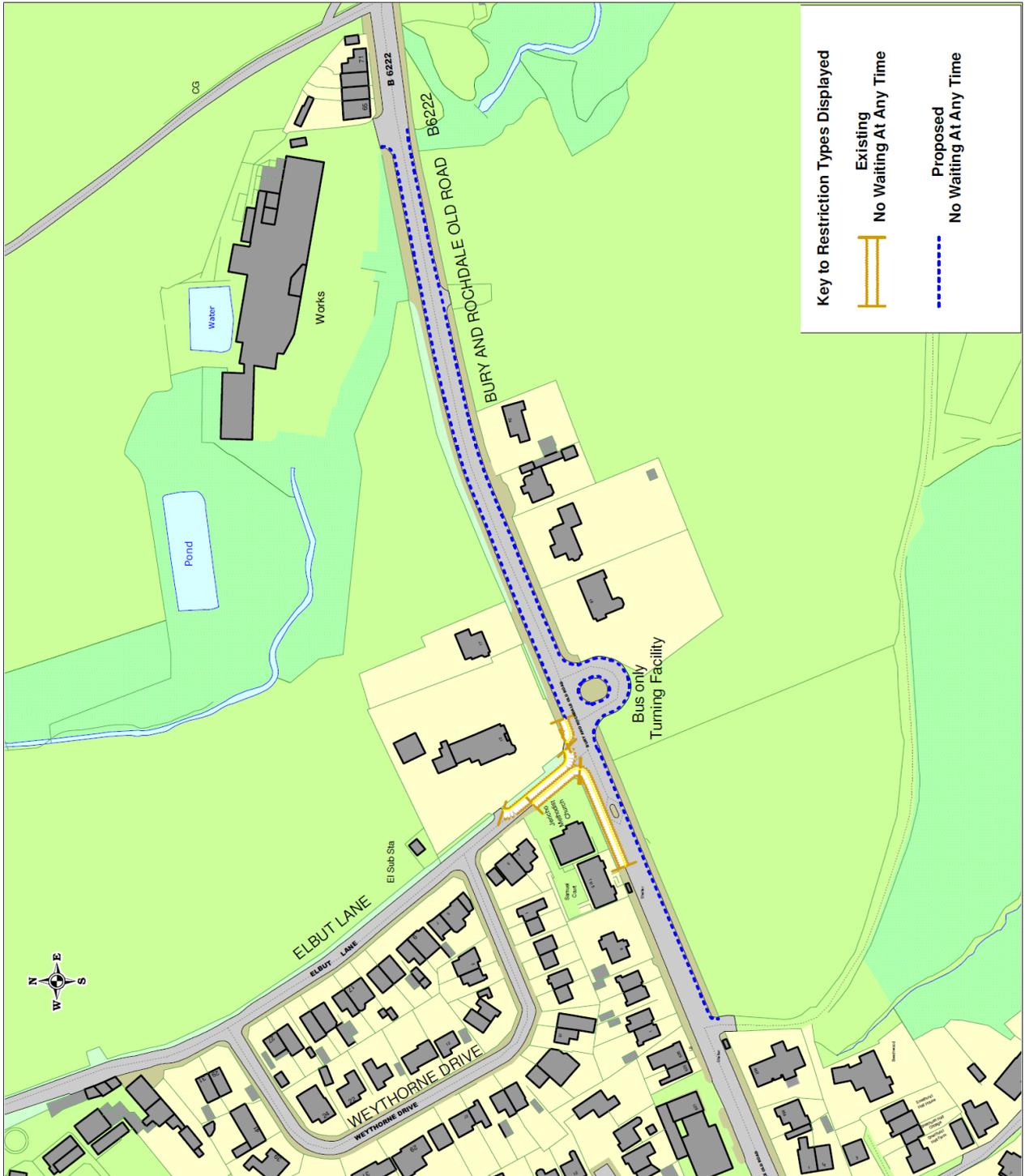
Consultation

- 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 11th November 2019.
- 7.3 Notices of Intention were posted on site and published in the local newspapers on 13th and 14th November 2019 – See Appendix B of the Committee report.
- 7.4 The objection period ran until 5th December 2019.

Background Papers	Place of Inspection
8. Reports to Rochdale North Township Delegated Sub Committee on 10 March 2020, and Cabinet on 29 September 2020	Situated in the meeting Agenda documents
For Further Information Contact:	Paul Wotton, 01706 924593, paul.wotton@rochdale.gov.uk

APPENDIX A – Scheme plan as advertised

 <p>ROCHDALE METROPOLITAN BOROUGH COUNCIL</p> <p>HIGHWAYS AND ENGINEERING SERVICE</p> <p>NETWORK MANAGEMENT & ROAD SAFETY</p>	<p>This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on</p>	<p>Proposed No Waiting At Any Time</p>
<p>DRAWING TITLE Bury and Rochdale Old Road Rochdale</p>		
SCALE	1 : 1500	
DATE	25/10/2019	
DRAWING No.	H60/1316	A3
DRAWN BY	PFW	



Bury and Rochdale Old Road (B6222)
Plan showing additional details referred to



HIGHWAYS AND ENGINEERING SERVICE
 ROAD AND CIVIL ENGINEERING
 TRAFFIC AND ROAD SAFETY UNIT
 Manager: Mr. A. Peter (Tel: 460211100)

This map is reproduced from a document prepared with the assistance of the Traffic Safety Unit of the Council. It is not intended to be used for any other purpose. It is not intended to be used for any other purpose. It is not intended to be used for any other purpose.

Proposed
No Waiting At Any Time

Bury and Rochester Old Road
No Waiting At Any Time

DATE	1 / 10/20	AD
DATE	06/11/2018	
PROJECT NO.	1160 1316	TMU
DATE	PPW	4/7/19

