

Annex 5

Rochdale Metropolitan Borough Council



Linkages to Rochdale's Unitary Development Plan

Timetable

A5.1 Rochdale's UDP was adopted on 30 March 1999. Review of the UDP commenced last year to take the plan forward to 2016. An Issues Paper has been produced and circulated for consultation. It is intended to have the Reviewed UDP on first stage deposit by June 2001, with the Inquiry scheduled for mid 2002 and adoption in late 2003.

Location of development

A5.2 The Deposit Plan was published in January 1994, two months before the fundamental revision of PPG13, but many of the key issues were embraced from the draft PPG and through modifications to the Plan after Deposit. It is, therefore, largely consistent with the Local Transport Plan.

A5.3 However, the relationship between land use and transport will be addressed more explicitly through the review process, within the framework of the revised draft PPG13. Revised PPGs including PPG3 (Housing) have promoted the sequential test for housing developments; public transport accessibility criteria and a planning context for travel plans. These are among the key issues for Review.

Parking standards

A5.4 The Adopted UDP already incorporates as an Appendix to the Plan parking standards expressed as a maximum and minimum. These will be reconsidered in the light of revised PPG13 and emerging revised Regional Planning Guidance, in partnership with the other Greater Manchester authorities.

Role as Highway/Planning Authority

Decriminalised parking powers

A5.5 The Council is actively considering taking over responsibility for the enforcement of parking controls from Greater Manchester Police by the end of 2001. This would introduce more effective enforcement in support of, for example, free flowing traffic on narrow main roads including Quality Bus Corridors, road safety issues around schools, and the effective use of the orange badge system.

Management and control of public parking

A5.6 The 'Parking Strategy for Rochdale Town Centre' (1997) was prepared within the context of both the UDP and the Rochdale Town Centre Strategy (reviewed 1997). Underpinning the Strategy are the aims of maintaining and enhancing the vitality and viability of the town centre whilst encouraging people to travel by alternative means of transport. Central to this is the UDP commitment (Policy TC/3) to give priority to short stay parking in central areas with longer stay parking on the periphery.

Traffic Regulation Orders

A5.7 The Council will continue to implement and support the use of Traffic Regulation Orders where appropriate to restrict the use of bus and cycle schemes by other vehicles. These schemes will be supported by clear, unambiguous traffic signs and road markings and enforced by the Police.

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Air Quality Management Plans

A5.8 The Council has concluded Stage III of the Air Quality Review and Assessment process. This has concluded that NO₂s are likely and PM₁₀s could exceed the standards set and cause local air quality problems. Road transport is a major source of these pollutants.

A5.9 Air quality management is being considered jointly by the Greater Manchester authorities and Warrington Borough Council. Air Quality Management Areas will need to be designated and a County-wide approach is being sought. Subsequent action plans will need to address traffic management issues as a means of achieving air quality objectives and standards.

Regeneration initiatives

A5.10 The Council is working with GMPTe to secure an improved layout for Middleton bus station as part of the wider redevelopment of the town centre promoted through Middleton Pride SRB. Middleton has one of the highest levels of bus patronage in the County and it is important to recognise this and ensure that bus travellers are considered as a top priority in the redevelopment, thus enabling high levels of patronage to be maintained.

A5.11 Since the Provisional LTP, the Rochdale Borough Partnership has been successful in securing SRB5 funding for Inner Rochdale. A focus for regeneration is Drake Street, formerly the main shopping street in Rochdale but now somewhat peripheral to the main town centre activities. However, it is the main corridor for bus services to and from the town centre, including the Rochdale, Oldham, Ashton and Hyde Quality Bus Corridor; it is the main pedestrian and taxi route from the railway station; and it is the proposed route for Metrolink for which the Government has pledged funding. The Drake Street Regeneration Initiative is, therefore, a prime focus for Inner Rochdale SRB.

A5.12 A Phase 1 New Deal for Communities bid was successfully submitted for part of Heywood Township. This allows the development of a detailed Phase 2 bid, the success of which would unlock up to £50 million for regeneration over ten years. As a people-oriented initiative, accessibility is a key component as a means of promoting inclusion. If successful, there will be opportunities to promote public transport, walking, cycling and community based transport.

A5.13 Heywood is poorly served by public transport to and from Manchester city centre. Restoration of the railway between Castleton Junction through Heywood to Bury as part of the East Lancashire Railway (ELR) has opened up the potential for passenger and freight services. This would secure significant regeneration benefits for Heywood in terms of access to jobs in particular. There is potential also for park and ride serving a wider area. A study for the East Lancashire Partnership, part funded by Rochdale and Bury Councils, GMPTe and Lancashire County Council, has concluded that a passenger service between Manchester Victoria and Heywood, extended to Rawtenstall at peak times, would be viable within standard levels of subsidy. This will be a priority for further work with Railtrack, the Strategic Rail Authority and prospective rail franchises for the proposed northern rail franchise.

A5.14 A regeneration initiative to restore to navigation the full length of the Rochdale Canal between Greater Manchester and West Yorkshire is underway, including the alterations to a number of highway structures.

Implementation programme for 2001/02 to 2005/06

Minor works

A5.15 The minor works programme reflects the Council's priorities for transport investment, in particular the safety of road users and promoting more sustainable alternatives to the car. Traffic calming and management techniques are used not in isolation but as extended link treatments. These seek, within the existing road space, to manage the range of conflicts, needs, and desires which exist on the road network. They combine speed reduction measures, controlled parking, safety features for pedestrians and reallocation of road space for

cyclists, together with improvements to facilitate bus travel both in terms of priority and the passenger waiting environment. They have also been used as measures for safer routes to school and in conjunction with local safety schemes.

A5.16 A similar approach is to be used for strategic road network issues related to regeneration and where junction improvements take place. Opportunities to involve private sector finance and ensure that other sources of Council funding are combined to optimise their value are essential reasons for retaining a flexible approach to the programming of individual projects.

Table A5.1: Minor works programme for 2001/02 to 2005/06 (£000s)

	2001/02	2002/03	2003/04	2004/05	2005/06	Total
Bus priority	0	0	10	60	0	70
Cycle measures	35	45	50	30	30	190
Economic and community regeneration	35	30	30	50	50	195
Local Area package	30	66	19	67	180	362
LTP Preparation	5	5	5	5	5	25
Other safety schemes	10	30	30	30	30	130
Pedestrian measures	49	74	63	73	68	327
Regeneration (incl SRB and other funding sources)	72	77	45	82	82	358
School Travel Plans	115	60	65	30	30	300
Traffic calming schemes	87	62	172	62	50	433
Traffic management	56	45	40	40	4	185
PRN Route Re-signing	35	35	0	0	0	70
Sub total	529	529	529	529	529	2645
Further Minor Works **	106	106	106	106	106	530
Total	635	635	635	653	635	3175

**Additional Resources

If the higher level of resources were made available it would be used in conjunction with other funding to extend local safety schemes and work in the SRB and New Deal areas. It would also be used to provide infrastructure to assist the development of travel plans.

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Road safety and Local Safety Schemes

A5.17 The Council's Road Safety Unit promotes road safety by means of education, training and publicity in order to reduce road traffic casualties: education is targeted at birth to primary, primary (5-11 years) and senior (11-18 years) age bands, special schools and senior citizens; training is directly provided, actively supported or otherwise promoted, for cycling, motorcycling and driving; and publicity is both nationally and locally driven. For all of these, the involvement of local communities is imperative. The Unit also provides support on road safety issues and is involved with Safer Routes to Schools.

A5.18 The reduction of accidents is addressed through the Council's Local Safety Plan, which is to be integrated within a County-wide strategy. The measures implemented over recent years on the non-motorway network have met the former national targets for fatal and serious injuries. Despite having made significant reductions in slight injuries there is still need for further improvement.

A5.19 The table below identifies the schemes that would be undertaken if funding were made available at the levels shown.

Table A5.2: Local Safety Scheme programme for 2001/02

Scheme name	No. /severity of casualties (1997-1999)			Type of scheme	Cost £000s	Forecast of casualties saved / year
	F	Se	SI			
Kirkholt Estate, Rochdale		8	64	Traffic calming 20 mph area	10	9
Alkington Estate, Middleton	1		30	Traffic calming	20	4
Moss Hall Road/Pilsworth Road, Heywood (2 juncs)		1	75	Traffic signals	20	13
Manchester Road, Rochdale (Drake St-Edinburgh Way)	2	4	54	Traffic calming – link	145	8
GATSO/Speed Camera			N/A		20	N/A
Howard Street/ Whitehall Street, Rochdale		1	14	Mini enhancement	15	2
Halifax Road/Smithybridge Road/ Union Road, Littleborough			15	Enhancements to pedestrian facilities	15	3
Entwisle Road, Rochdale		5	46	Traffic calming – look at whole link	50	7
Bagslate Moor Road/ Edenfield Road, Rochdale			18	Enhancement to mini	35	2
Anti-skid			15		10	3
Road Safety Signs			N/A	Additional signs for full scale publicity programme	5	N/A
Drake Street/School Lane, Rochdale		2	21	Traffic signals	68	5
AGMA Road Safety Campaign			N/A	Publicity campaign	4	N/A
Sub Total					417	
Wardleworth, Rochdale (Inner area)			11	Traffic calming – area	50	2
Barley Hall Street, Heywood		2	5	Traffic calming – area	30	1
Spotland Road, Rochdale	2	3	7	Street lighting	30	3
Total	5	26	375		527	62

Table A5.3: Local safety programme for 2001/02 to 2005/06 (£000s)

Local Safety Schemes	2001/02	2002/03	2003/04	2004/05	2005/06	Total
Local Area package	312	365	358	385	439	1859
Other safety schemes	107	54	81	54	0	296
Traffic calming schemes	20	20	0	0	0	40
Sub Total	439	439	439	439	439	2195
Additional local safety	88	88	88	88	88	440
Total	527	527	527	527	527	2635

Maintenance bid

Bridges and highway structures

A5.20 The Council continues to give priority to the maintenance and bridge strengthening programme, which is co-ordinated with adjacent councils through the association of Greater Manchester Authorities (AGMA). As a Highway Authority, Rochdale is responsible for 596 highway structures of which over 100 are on principal roads, strategic areas and town centres. In addition the Council ensures a further 225 privately owned structures have the required carrying capacity for the movement of traffic within the Borough.

A5.21 The priority of the Council's maintenance and strengthening programme is based on the need to co-ordinate the work with the programme of works proposed to be undertaken for the re-opening of the Rochdale Canal. The aim of the priority list is to minimise disruption to road users whilst also minimising expenditure and delivering an acceptable road condition along a route within the highway network. Other factors influencing priority are taken into consideration in accordance with LTP objectives.

A5.22 The programme for bridge strengthening works, proposed for the next five years gives priority to schemes located on the principal road network, Quality Bus Corridors, roads of more than local importance and structures located within regeneration areas and town centres.

A5.23 The replacement cost of the Council's bridge stock has been estimated as £105 million. Recent research indicates that approximately 1% of the replacement cost is the required annual level of funding for bridge maintenance, which gives a value of £1.05 million.

A5.24 In partnership with other Greater Manchester Authorities, Rochdale is developing a series of performance indicators for bridge maintenance, based on those proposed for the Highways Agency.

Table A5.4: Bridges structural maintenance bid for 2001 to 2006 (£000s)

	2001/02	2002/03	2003/04	2004/05	2005/06
Bridge maintenance	2100	2100	2100	2100	2100

Principal Road structural maintenance

A5.25 The residual life of the Borough's principal roads has been assessed in the past using the MARCH (Maintenance, Assessment, Rating and Costing of Highways) system. This identifies the priorities for maintenance, gives each a rating and calculates the cost. The system was supplemented by falling weight deflectometer surveys carried out in 1992. These indicated that, at that time, 23 kilometres had a projected life of 0-5 years. During the 7 years since, only 5.5 kilometres have been strengthened and 3.0 kilometres resurfaced. Arrangements are currently in hand to obtain UKPMS (United Kingdom Pavement Management System) compatible data on the whole of the principal road network, which will enable the Borough's roads to be compared accurately with roads throughout the country.

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A5.26 Rochdale is working with the other Greater Manchester authorities to achieve a uniform approach to pavement management, within an agreed strategy. The development of Quality Bus Corridors will be a key factor within an overall strategy, together with local considerations such as bridge strengthening and designated heavy load routes.

A5.27 The level of funding for structural maintenance has been a concern for the Council for a number of years. As well as providing the basic function of conserving the infrastructure upon which our economy and social lives depend, previous TPP bids have highlighted other issues related to maintenance, including safety for pedestrians and vehicle occupants, comfort particularly for public transport users, noise and vibration reduction for adjacent householders, and as a base on which to construct package schemes. The level of our bid continues to be restricted in line with Government indication of the funding available. Additional funding would allow the programme to be accelerated and offer more opportunity to optimise benefits through linkages with other initiatives.

Table A5.5: Principal road structural maintenance bid for 2001 to 2006 (£000s)

	2001/02	2002/03	2003/04	2004/05	2005/06
Road maintenance	900	900	900	900	900

Other maintenance

A5.28 At present there is no UKPMS compatible data on the condition of non principal roads. It is intended that this deficiency will be addressed by phased data collection within the overall Greater Manchester strategy. This will inform Rochdale's approach to maintaining these highways which, in many cases, are essential strategic links.

Revenue expenditure

A5.29 Much of the Council's revenue is linked to the same areas of work as the capital programme, in renewing and repairing key infrastructure. Examples include the Highway maintenance £300,000 and Highway design initiatives budgets £100,000, per annum, which are devolved to the Townships. This covers such works as footway and carriageway resurfacing, traffic calming, zig-zag stopping orders, facilities for disabled people, lorry route signs, and local community signing. In addition a budget of £250,000 is allocated centrally for footway re-construction

Table A5.6: Transport revenue expenditure

	1999/2000 £000
Township devolved budget and footways	650
Structural maintenance	2392
Street lighting maintenance	783
Street lighting energy	488
Cyclic maintenance (not including street cleaning or gully emptying)	406
Winter maintenance	353
Bridges/structures maintenance	74
Traffic management and safety	5
Urban Traffic Control	184
Greater Manchester Transportation Unit	86
Road safety education	127
School Crossing Patrol Services	255
Planning, design and supervision	1455
Car Parking	111
Insurance	775
Total	8144