Objections to Traffic Order - Brown Lodge Drive, Littleborough

Executive Summary

1.1 Committee’s commission to introduce parking restrictions on the bend at Brown Lodge Drive has been investigated and when a Traffic Regulation Order proposal was advertised four objections were 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 whether to, and to what extent the Order may be introduced.

Recommendation

2.1 The Committee should consider whether the proposed Traffic Regulation Order, Borough of Rochdale ((Civil Enforcement of Traffic Contraventions) (Various Streets) (Pennines Township) Order 2008) (Amendment) (No.60) Order be implemented as advertised, be amended, or be abandoned in light of the objections received, which are outlined in Appendix B of this report.

2.2 It is the recommendation of Highways Officers that the Order should be introduced to address the parking issues on the bend.

Reason for Recommendation

3.1 Copy of Statement of Reasons

3.1.1 A sharp bend on Brown Lodge Drive, Littleborough Lakeside Ward suffers from poor forward visibility.

3.1.2 Indiscriminately parked vehicles can cause traffic to approach the bend on the wrong side of the road, thus increasing the possibility of a collision.

3.1.3 Situated on the outside of the bend is a minor junction with an access leading to some properties (Brown Lodge Farm development) which is also part of Definitive Footpath No 428 Littleborough and a link in the National Cycle
3.1.4 Introducing No Waiting At Any Time restrictions on parts of Brown Lodge Drive and Abbey Drive will assist the passage of vehicles around the bend and operation of the minor junction by improving forward visibility, and assist the operation of the Brown Lodge Drive and Abbey Drive junction.

3.1.5 There have been no recorded injury accidents in the last 3 years on Brown Lodge Drive or Abbey Drive.

3.1.6 Brown Lodge Drive and Abbey Drive are residential streets and neither are on Rochdale’s strategic highway network.

3.2 The proposals devised and advertised are intended to address the identified problem (see Appendix A)

### Key Points for Consideration

4.1 During the consultation period the Authority received 4 objections from some residents of the nearby Brown Lodge Farm development.

4.2 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.

4.3 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.

4.4 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.

4.5 The Objectors’ comments and the Director of Neighbourhoods response are attached at Appendix B of this report. Their names and precise addresses have been redacted.

4.6 Whilst this report was being compiled two supporters of the scheme have submitted their views which they have specifically requested be brought to the Committee’s attention (see Appendix C).

#### Alternatives Considered

4.7 The Committee could decide to amend or abandon the proposal.
4.8 Should Committee decide not to introduce the restrictions and abandon the proposal then the identified issues with parked vehicles and forward visibility on the bend will not be addressed.

**General comments about the objections**

4.9 Two of the four objectors state their present reliance upon parking on Brown Lodge Drive close to the bend due to the inadequate width of the private lane which is situated at the rear of No. 81 Brown Lodge Drive (please see the plan in Appendix A). A further objector states that visitors to homes at the Brown Lodge Farm development rely upon parking on Brown Lodge Drive. These parking activities appear to have generated the request to devise and propose this scheme.

4.10 Should the scheme be implemented, then parked vehicles will be displaced, and from the views expressed by the objectors, it appears impossible for them to relocate to the private lane in the development due to its narrow width and lack of sufficient other parking space. It is reasonable to assume the vehicles will be displaced along Brown Lodge Drive, Abbey Drive, and Brown Lodge Street.

4.11 The length of restrictions proposed and consulted upon are an attempt to predict possible displacement of parked vehicles in the immediate vicinity of the bend, particularly those which continue into Abbey Drive and provide a workable highway solution.

4.12 If introduced, these proposed restrictions will be isolated within a largely residential area around a bend and junctions. There are similarly isolated restrictions at junctions established around 5 years ago situated to the south-west in the general direction of Hollingworth Lake, covering the west end of Wood Bank Road at its junction with Bridge Bank Road, and the junction of Wood Bank Road and Higher Cleggswood Avenue.

**Costs and Budget Summary**

5.1 The cost of the proposed Traffic Regulation Order is estimated to be £4000 and will be met by Pennines Township Capital funding.

**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.

**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
7th November 2016.

7.2 Notices of intention were posted on site and published in the local newspaper on 16th November 2016.

7.3 The objection period ran until 14th December 2016.

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<tr>
<th>Background Papers</th>
<th>Place of Inspection</th>
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<tbody>
<tr>
<td>8.1 None</td>
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For Further Information Contact: Paul Wotton,
paul.wotton@rochdale.gov.uk
APPENDIX A – Notice of Intention and plan

TRO Ref No H60/1215

BOROUGH OF ROCHDALE
((CIVIL ENFORCEMENT OF TRAFFIC CONTRAVENTIONS)
(VARIOUS STREETS) (PENNINES TOWNSHIP) ORDER 2008)
(AMENDMENT) (NO. 60) ORDER

Brown Lodge Drive and Abbey Drive, Littleborough

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

Schedule No 1.1
No Waiting At Any Time

Abbey Drive, Littleborough Lakeside Ward
n(i) south-west side from its south-western junction with Brown Lodge Drive for a distance of 10 metres in a south-easterly direction

Brown Lodge Drive, Littleborough Lakeside Ward
n(i) the south and east side from its south-western junction with Abbey Drive for a distance of 40 metres in a south-westerly then southerly direction
n(ii) the north and west side from a point 10 metres south-west of and opposite its south-western junction with Abbey Drive for a distance of 35 metres in a south-westerly then southerly 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 Littleborough Library, Hare Hill Park, Hare Hill Road, Littleborough, OL15 9HE 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 14th December 2016, quoting H60/1215.

Dated this 16th day of November 2016

David Wilcock
Assistant Director – Legal, Governance & Workforce
Rochdale Borough Council

Number One Riverside
Smith Street
ROCHDALE
## Objector 1

### (Brown Lodge Farm development) OL15

#### Details of objection

**Objector’s comments written as received**

Subject: H60/1215 proposal

To whom it may concern

I object to this proposal as you state in your reasons letter, and I quote “there has been no accidents on abbey drive or brown lodge street in the past 3 years!!!! Perhaps it would be money better spent on areas where there has been accidents. If it is not broke don’t fix it. You will be just moving a problem further up or down the street.

Perhaps a clear run will make drivers less careful and travel at more speed which could be dangerous if children are playing as they often do. At least as things are now, drivers have to slow down and pay attention.

I currently park my van outside number 81 on the road as this is the only place I can park as my house at (Brown Lodge Farm development) OL15 has only 1 space and my wife uses that for the car as my van would block the road.

When I bought the property, the council said there would be no more building at the farm due to lack of parking. For some reason the council have renaiged on this and allowed 4 more houses to be built. This makes parking a nightmare now.

If you propose double yellow lines then I will have absolutely no place to park my van and do not know what I will be able to do.

Also there has been a business opened next door to me who all add to the problem of parking.

I have lived on the (Brown Lodge Farm development) and for over 40 years and need to park my van on the road outside my house as there is nowhere else. The parking hasn't been helped by the fact that next door has turned his garage into an office and next door but one has turned his

#### Response of the Director of Neighbourhoods

This proposal is a result of a request to solve forward visibility issues caused by parked vehicles on a bend and the difficulty of negotiating the bend.

It is true that if restrictions are introduced they will displace parked vehicles elsewhere, to the possible annoyance of other residents.

The present narrowing of the carriageway width and reduction in forward visibility do on occasion cause vehicles to have to stop and in some cases reverse to get past.

The only right the general public including residents has on the highway is a right of passage along it.

There can never be a guarantee that a road without restrictions on it will remain so, and similarly no guarantee that land will not be developed in the future.
garage into a house with council permission! Also in Winter with ice and snow it is impossible to get up and down the drive and people need to park on the street. It also makes it impossible for family and friends to visit if there is no parking.

Kind Regards.

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Objector 2

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<thead>
<tr>
<th>Details of objection</th>
<th>Response of the Director of Neighbourhoods</th>
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<tr>
<td>Subject: H60/1215 proposal</td>
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<tr>
<td>Dear Sir/Madam</td>
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<td>I am writing to state my objection to the no waiting at anytime proposal H60/1215. I live at (Brown Lodge Farm development OL15) and have done so for 26 years, my husband has lived here for almost 46 years. I am extremely worried about these proposals as my husband parks his van where the proposed yellow lines are to be and in the winter I need to park my car there so I can get to work, as it is impossible get out of the steep drive in snow or when it is icy. We have done this all the years we have been here. My husband is unable park his van outside our home as it would protrude across the drive and block access to the 5 other dwellings and an office, so out of consideration he parks outside our neighbours at number 81 who are happy for us to do so. When we first purchased our home we didn't have problems with parking on the drive however, another three homes were granted planning permission and also a business. This was after we had been told in 1991 by the planning department (after extending our home upwards) that no other dwellings could be built as the drive was at capacity with houses and more importantly, car parking spaces. Three of the homes lost their garages to houses and a business, thereby reducing any available space on the drive to park, as each new dwelling had to have its own parking. It is impossible for two vehicles to pass on the lane, so my allocated parking is now useless for the van, unless we block access to all our neighbours which isn't an</td>
<td>The private lane together with the remainder of the highway network will be unavoidably disrupted in winter weather. The only right the general public including residents has on the highway is a right of passage along it. There can never be a guarantee that a road without restrictions on it will remain so, and similarly no guarantee that land will not be developed in the future.</td>
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In the winter the lane is horrendous at times of snow and ice and most neighbours on the lane park their vehicles on the road where the restrictions are proposed. We need to park here to get to work and although we try and keep the lane passable it is impossible in snow and ice most of the time. To make matters worse the council removed our salt container from the top of the lane a few years ago, making the lane conditions even more hazardous in adverse weather. It has always been safer parking outside number 81.

At the moment most cars slow down when approaching the bend, either coming from from the hill of Abbey drive or driving from Brown Lodge drive up towards Abbey drive. I don't think this is detrimental to the safety of anyone, driving slowly at a hill and bend can only be a good thing. Also I am aware that you state there has been no accidents in the last three years, or the last 26 years to my knowledge and the last 46 years to my husband's knowledge, this is quite possibly due to the fact that drivers are forced to be careful when cars etc are parked there. I also notice that parents taking and collecting their children to Smithy Bridge primary school park in the proposed restrictions section of road. There's is a very handy passage between brown lodge drive and Bridgenorth drive which the school is on. If the proposed restrictions are implemented, it will just move the parents parking further away thus creating problems elsewhere, which at the moment are not a problem. This is a very worrying time for myself and my husband and family. Our visitors and our neighbours' visitors have to park in the proposed restriction zone as there is no spaces on the lane. Even the ambulance had to park there when attending anyone on the lane.

I am very much in favour of progress if it is beneficial and forward thinking, however I feel this proposal will be detrimental to so many and have more of an adverse affect on more people as it will create more problems than it will solve, especially for the homes on the lane st Brown lodge farm. I really hope you take my objections and fears into consideration at this worrying time for us.

Kind Regards
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<th>Details of objection</th>
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<tr>
<td><strong>Subject:</strong> RE;H60/1215</td>
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</table>
I live live at **Brown Lodge Farm development OL15** and this is the house at the private lane.  
when cars are parked on or near the corner it has a traffic calming effect the same as those road narrowers you put in all over the place. When there are no cars parked there the traffic travels at twice the speed. Fact. There has never been an accident there. It can be a bit chaotic at school times due to you putting parking restrictions at smithybridge school. Parents park there to use the ginnel to the school. the majority could actually walk as they are local residents. This issue of parking near the corner has only arisen since a business (sigma plastics) moved into The Barn, brownlogde st, (a residential property) its employees and customers are the nuisance as the all drive big trucks. So maybe these issues should be looked at before putting restrictions on the corner. This will cause problems higher up the road as residents will have to park outside properties further away. So i object to the proposed parking restrictions on brownlodge drive because they will invite drivers to take the corner at a higher speed thus cutting the corner on entry or exiting it wide, a good recipe for a collision with other vehicles or pedestrians especially kids.  
yours sincerely |  
The present narrowing of the carriageway width and reduction in forward visibility do on occasion cause vehicles to have to stop and in some cases reverse to get past and does clearly inconvenience some drivers.  
The ‘no waiting at any time restrictions’ proposed will, if implemented displace parked vehicles away from the bend and unavoidably alter customary parking habits.  
The restrictions will allow better forward visibility in an otherwise awkward location.
Objector 4

(Brown Lodge Farm development) OL15

Details of objection

Objector's comments written as received

Subject: Plans to restrict parking on Brown Lodge Drive

Dear Sir/Madam,

I would like to object to plans to introduce double yellow lines on Brown Lodge Drive, Smithy Bridge.

Reasons for my objections are as follows:

1. There are eight properties on a single track lane without adequate parking facilities and the only option is to park on Brown Lodge Drive/Brown Lodge Street. Without this extra parking space the properties will have totally inadequate parking provision for the number of properties down the lane.

2. We have lived at this address for nearly 30 years and when we moved here there were just three properties down this lane. During this time, Rochdale Council has given planning permission for five extra properties (we objected to these extra properties because the lane is totally inadequate for so many houses) yet you are now proposing to stop us parking at the top of the lane when the Council has created the problem in the first instance.

3. The decision to put yellow lines at the top of the lane will mean that anyone visiting these eight properties will have absolutely nowhere to park.

4. To my knowledge there has never been an accident at the junction of the two roads because everyone knows the situation and slow right down to assess the space. Many thanks and given that the Council has created this situation I hope that you come to the right conclusion.

Regards.

Response of the Director of Neighbourhoods

The narrow private lane is not a public highway that the council is responsible for.

The only right the general public including residents has on the highway is a right of passage along it.

If introduced, the restrictions will cause parked vehicles to displace elsewhere.

There can never be a guarantee that a road without restrictions on it will remain so, and similarly no guarantee that land will not be developed in the future.

The only right the general public including residents has on the highway is a right of passage along it.

This proposal is a direct result of a request to solve the forward visibility issues caused by parked vehicles on a bend and the difficulty of negotiating the bend.
## APPENDIX C – Supportive Comments Received

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<tr>
<th>Supporter 1</th>
<th>Brown Lodge Drive householder</th>
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<tr>
<td><strong>Supporter's comments written as received</strong></td>
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<td>I am writing in the hope you can pass on my safety concerns re the parking problems on Brown Lodge Drive in Smithy Bridge. I have been told the matter of whether the corner on Brown Lodge Drive should be yellow lined is being discussed at the Pennine Township Meeting, Tuesday 12th December 2017. Please could you confirm that my support for the yellow lines will be forwarded to the meeting.</td>
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<td>As a householder just past the corner on Brown Lodge Drive, the fact that people leave their vehicles on this dangerous bend, often for the entire day, presumably going to work, is a constant cause for concern. The vehicles are left half on the pavement and half on the road, which obviously restricts the pavement for pedestrians, particularly people with children and push chairs. Furthermore, the parking on the bend means people are having to drive on the wrong side of the road or mount the kerb, in order to get round the corner, which seems to be an accident waiting to happen. It is also difficult and stressful, for us to reverse off our drive as the view is restricted by parked vehicles - we simply cannot see what is coming round the corner. This coupled with the fact people are having to round the corner on the wrong side of the road, makes us feel like we are pulling off the drive in danger of being hit by a vehicle coming round the corner.</td>
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<td>I would be grateful if you could make sure our concerns are noted when this is discussed at the forthcoming meeting.</td>
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<td>Thank you for your assistance, [Name]</td>
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<tr>
<th>Supporter 2</th>
<th>Local resident and homeowner</th>
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<tr>
<td><strong>Supporter's comments written as received</strong></td>
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<tr>
<td>I am writing to express my concern re the parking problems on Brown Lodge Drive in Smithy Bridge. I have been advised the issue regarding double yellow lines on the corner on Brown Lodge Drive, near the canal bridge, is being discussed at the Pennine Township Meeting on Tuesday 12th December 2017. Please could you confirm that my support for the yellow lines will be forwarded to the meeting?</td>
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<tr>
<td>As a local resident and homeowner, I feel that people should not leave their vehicles, often for the entire day, on this bend. The vehicles are frequently parked partly on the pavement, which obviously causes problems for pedestrians, particularly people taking their small children to the local nursery &amp; school. Drivers approaching the corner from Brownlodge Street are having to drive on the wrong side of the road or mount the kerb in order to get past the parked vehicles, this seems to be an accident waiting to happen, particularly as some drivers do not slow down when they approach the corner.</td>
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<tr>
<td>I would be grateful if you could make sure my concerns are noted when this is discussed at the meeting in December.</td>
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<tr>
<td>Thank you! [Name]</td>
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