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Meeting of: Pennines Township Committee
Date: Wednesday, 11th September, 2019
Time: 6.00 pm
Venue: Hollingworth - (Room 108AB), First Floor,
Number One Riverside, Smith Street,
Rochdale, OL16 1XU

This agenda gives notice of items to be considered in private as required by Regulations 5 (4) and (5) of The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012

Item No.	AGENDA	Page No
1.	APOLOGIES To receive any apologies for absence.	
2.	DECLARATIONS OF INTEREST Members are required to declare any disclosable pecuniary, personal or personal and prejudicial interests they may have and the nature of those interests relating to items on this agenda and/or indicate if S106 of the Local Government Finance Act 1992 applies to them.	
3.	URGENT ITEMS OF BUSINESS To determine whether there are any additional items of business which, by reason of special circumstances, the Chair decides should be considered at the meeting as a matter of urgency.	
4.	ITEMS FOR EXCLUSION OF PUBLIC AND PRESS To determine any items on the agenda, if any, where the public are to be excluded from the meeting.	
5.	OPEN FORUM Up to half an hour has been set aside for members of the public to raise any issues relevant to the business of the Committee and the Township.	
6.	MINUTES To consider the minutes of the meeting of Pennines Township Committee held 12 th June 2019.	3 - 8
7.	PENNINES TOWNSHIP DELEGATED AND FUNDING SUB-COMMITTEE	9 - 11

To note the Minutes of the meeting of Pennines Township Delegated and Funding Sub-Committee, held 3rd July 2019.

8. **OBJECTIONS TO EXPERIMENTAL TRO - LADYHOUSE LANE, MILNROW** 12 - 25
To consider whether the proposed Traffic Regulation Order, detailed in the report, be made permanent.
9. **WARDLE FOOTBALL CLUB** 26 - 28
To consider allocating Township Funds to address the risks concerning the extension of Wardle Football Club's lower pitch and improve the drainage
10. **PERMANENT DIVERSION OF PART OF LITFP470** 29 - 32
To consider an application to divert part of a definitive footpath
11. **HIGHWAYS PRESENTATION**
Head of Highways to present

Pennines Township Committee Members

Councillor Irene Davidson	Councillor Ashley Dearnley
Councillor Janet Emsley	Councillor John Hartley
Councillor Aftab Hussain	Councillor Andy Kelly
Councillor Rina Paolucci	Councillor Amna Mir
Councillor John Blundell	Councillor David Bamford
Councillor John Taylor	Councillor Tom Besford

For more information about this meeting, please contact:

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Agenda Item 6

PENNINES TOWNSHIP COMMITTEE

MINUTES OF MEETING Wednesday, 12th June 2019

PRESENT: Councillor Mir (in the Chair); Councillors: Bamford, Besford, Blundell, Davidson, Dearnley, Hartley, Hussain, Paolucci and Taylor.

OFFICERS: T. Knight, C. Woods (Neighbourhoods Directorate), A. Eadie (Economy Directorate) and P. Thompson (resources Directorate).

ALSO IN ATTENDANCE: C. Davies (Metro Moneywise) and three members of the public.

APOLOGIES

1 Apologies for absence were received from Councillors Emsley and Kelly.

DECLARATIONS OF INTEREST

2 There were no declarations of interests.

OPEN FORUM

3 The following issues were raised in the Committee's Open Forum session:

a. Metro Moneywise

The Committee received a presentation from a representative of Metro Moneywise, Mrs. C. Davies, on Metro Moneywise including its association with Rochdale Borough Council, outlining its benefits and key services.

A Member suggested that the Council investigate the possibility of the Council working together with Metro Moneywise Credit Union to develop a borough-wide Credit Union.

Decided:

The work of the Metro Moneywise Credit Union be commended by the Committee and the presentation be noted and welcomed.

b. Lane Bank Road, Littlebrough

The Committee was informed of a written question, received in advance of the meeting from Mr. B. Cropper, requesting that the double yellow lines at Lane bank Road, Littleborough, be repainted. The Council's Highways Service had responded, in writing, to Mr. Cropper's question, advising that this work had been included in their 'Relining programme'.

c. Bee-Hives

Councillor Blundell requested that the Committee consider the introduction of bee-friendly environmental measures across Pennines Township.

MINUTES

4 Resolved:

That the Minutes of the meeting of Pennines Township Committee, held 19th March 2019, be approved as a correct record.

PROPOSED NEW SITE OF BIOLOGICAL IMPORTANCE

5 The Committee considered a report of the Director of Economy which advised that Sites of Biological Importance (SBIs) were local planning designations covering areas of nature conservation importance in Greater Manchester, containing locally valuable habitats, plants and animals. Whilst these were not statutory designations, like Sites of Special Scientific Interest (SSSIs) or Conservation Areas, and therefore did not provide legal protection, they could be taken into consideration when determining planning applications which may affect the areas and the nature conservation interest.

To not support the proposed SBI could leave this locally important area of habitat more vulnerable to damage from development in the area or nearby

New SBIs and changes to existing SBIs were recommended on an annual basis by the Greater Manchester Ecology Unit (GMEU) and thus were reported to the relevant Township Committee in order that they may be adopted for planning purposes.

The latest review which GMEU had undertaken was recommending that a new SBI be designated at Shaw Moss, to the east of Wildhouse Lane and south of Hollingworth Lake (outlined on the map at the end of the submitted report). The reason for this proposal was because the site supported breeding bird populations, including lapwing, mallard and swallows and several other UK Biodiversity Priority Species. The site would be three hectares in size and was comprised of mainly marshland and grassland.

Alternatives considered:

The alternative would be not to support the proposed SBI, which would leave this locally important area of habitat more vulnerable to damage from development in the area or nearby

Resolved:

The Committee approves the new SBI, as outlined in the submitted report, so that the nature conservation interest of the area can be taken into account when planning applications which may affect that interest are being considered.

Reasons for the decision:

National Planning Policy Framework states that planning decisions should contribute to and enhance the natural and local environment by, amongst other things, protecting and enhancing valued sites of biodiversity value. The areas in question had been identified by experts as being of local biodiversity value and the Council should thus try and protect this value by taking it into account in planning decisions.

Eligible for Call-in: Yes

OBJECTIONS TO TRAFFIC REGULATION ORDER - HOLLINGWORTH ROAD AND CANAL STREET, LITTLEBOROUGH

6 The Township Committee considered a report of the Director of Neighbourhoods which described a request that had been received for the Council to investigate the introduction of parking restrictions along Hollingworth Road. Members of the public had reported issues of obstructive parking along the route. The parking activity was associated with members of the public visiting the lake and it was reported that during busy periods parking occurs on both sides of the Hollingworth Road. This affected both traffic and pedestrians.

A scheme detailing new parking restrictions had been drafted and approved by local members. The restrictions were then formally promoted and during the consultation period the Council had received two letters of objection.

In general, the objectors reported that the restrictions will unnecessarily reduce the number of available on-street parking spaces for visitors accessing the lake and request that the Council first look to increase the number of off-street spaces available for visitors.

The Committee had received a written question on this matter from Mr. Cropper, asking if there was an option for this proposed traffic Regulation Order to include: 'no waiting at any time' restrictions. The Highway Officer informed the Committee that he had replied in writing to Mr. Cropper, advising him that this was not an option available for consideration.

An objector was present at the meeting and with the permission of the Chair she addressed the Committee to amplify these concerns.

The report outlined the reason for the proposal, the objections received and the responses to the objections.

Alternatives considered:

The Committee could consider recommending that the proposal be amended or abandoned.

Resolved:

1. The Traffic Regulation Order, Borough of Rochdale ((Civil Enforcement of Traffic Contraventions) (Various Streets) (Pennines Township) Order 2008) (Amendment) (No.71) Order be implemented as advertised
2. The Director of Neighbourhoods be requested to submit a report to a future meeting of Pennines Township Committee that reviews the provision of parking for buses and coaches in the vicinity of Hollingworth Lake and which also reviews the car parking tariffs

Reasons for the decision:

The Director of Neighbourhoods reported that a request was received from Littleborough Lakeside Ward Members to review the existing restrictions on Hollingworth Road with a view to addressing issues of indiscriminate parking.

An approved commissioning form has been received from Rochdale Township for the Council to promote new restrictions.

Hollingworth Road is classified as the B 6225 and extends from Hollingworth Lake to Littleborough Town Centre. The road is one of two access routes to Hollingworth Lake, the areas main major tourist attraction. The road is also a bus route and the alternative route for high vehicles avoiding the low bridge in Littleborough. It forms part of the Council's strategic route network.

There were existing restrictions in place at the southern end of the road in the form of double yellow lines on the west side and a single yellow line on the east side. These extend to a point approximately 200 metres north of Lake Bank. The single yellow line restricts parking on weekends and bank holidays between Noon and 8pm. There are no further restrictions except towards the northern end of the route.

It was reported that visitors to the lake are parking to the north of the restrictions, often in a double parked arrangement, despite spaces being available within the dedicated car park located on the west side near to Lake Bank. Vehicles also park wholly or partially on the footway and on the single yellow line outside of the operational times.
Eligible for Call-in: Yes.

PENNINES TOWNSHIP FUNDS REVIEW

7 The Township Committee considered a report which presented a review of the Township revenue and capital expenditure during 2018/19 and provided options for the allocation of funds for 2019/20.

Members were also requested to consider the Pennines Township Funds terms and conditions and to agree delegation arrangements concerning funding decisions.

Alternatives Considered:

The Committee could decide whether or not to approve the allocation of funds to funding streams and adopt the terms and conditions.

Resolved:

1. That the expenditure, commitments and balances for Pennines Township revenue and capital funds at financial year end 2018/19 be noted.
2. That the findings of the review of Township Funds 2018/19 and evaluations received to date for some of the projects funded be noted.
3. That the allocation of Pennines Township Funds to funding streams in 2019/20 be approved.
4. That the terms and conditions for Pennines Township revenue and capital funds for 2019/20, be approved;
5. That the delegation arrangements for Pennines Township Funds 2019/20 as detailed in the report be approved;
6. The Committee agrees that any uncommitted/unspent funds be reallocated to a central revenue or capital funding stream as appropriate

before the end of January 2020, to enable members to spend/commit all Pennines Township Funds during the 2019/2020 financial year.

Reasons for the Decisions:

Management of the Pennines Township Fund is delegated to the Pennines Delegated and Funding Sub-Committee. Pennines Township Funds were allocated to projects that benefit the Township's community and environment, and which realised the Township's priorities.

Eligible for Call-in: Yes

PENNINES TOWNSHIP DELEGATION ARRANGEMENTS AND APPOINTMENTS 2019/20

8 The Township Committee considered a report of the Director of Resources which asked the Township Committee to confirm its delegated decision making arrangements for the 2019/20 Municipal Year and to appoint Members to agreed roles including the Chairs, Vice Chairs and substitute members; and the appointment to other Township Bodies and outside bodies.

Alternatives considered:

The Township Committee could choose not to appoint to sub-committees and undertake all delegated functions themselves, but that this may have a detrimental impact on the ability to progress Township priorities or deal with urgent items of business.

Resolved:

1. That the Sub-Committee structure of the Pennines Township Committee be confirmed comprising of the Pennines Delegated and Funding Sub-Committee, established in accordance with the Terms of Reference for the Sub-Committee as set out in Appendix 1 of the report be approved;
2. That all Members of the Pennines Township Committee be appointed to the Pennines Township Delegated and Funding Sub-Committee and with the Chair being Councillor Mir and the Vice Chair Councillor Besford;
3. That the Regeneration and Facilities Service Group and Highways and Environmental Management Service Group be retained and all Members of the Township Committee be appointed to each;
4. The relevant Ward Councillors be appointed to the following Ward Area Forum's:
 - a) Milnrow, Newhey and Firgrove Area Forum;
 - b) Littleborough and Wardle Community Meeting;
6. Councillors Bamford, Davidson, Kelly and Besford be appointed to the Ellenroad Trust Limited;
7. That Councillor Hartley be appointed to the Moorend Trust Management Committee;
8. That Councillors Bamford, Besford, Blundell, Dearnley, Emsley, Hartley, Kelly, Paolucci, be appointed to the Pennines Township Planning Panel;
9. That Councillor Dearnley be appointed as the Pennines Township Older Person's Champion;

10. That Councillor Davidson be appointed at the Pennines Township Highways Champion;

Reasons for the decision:

The recommendations were presented as the Council has established and appointed Township Committees to undertake certain executive and non-executive powers, as set out in the Responsibility for Council Functions in Part 3 of the Council's Constitution. In addition the Township's Sub-Committee exercises either delegated powers or acts on any matter detailed in the Committee's Terms of Reference on which it is essential to take a decision. Appointments to the Sub-Committee are made, as far as is possible, in accordance with the Township Committee's political balance. The proper appointment of Sub-Committees is required to permit the undertaking of delegated functions in accordance with statutory and procedural requirements, and appointments to Working Groups and Other Bodies are required to enable the Township Committee to undertake and to respond to the full range of issues relevant to the Township.

Eligible for Call-in: No.

Agenda Item 7

PENNINES TOWNSHIP DELEGATED AND FUNDING SUB-COMMITTEE

MINUTES OF MEETING Wednesday, 3rd July 2019

PRESENT: Councillor Mir (in the Chair); Councillors Bamford, Besford, Blundell, Davidson, Emsley, Hartley, Kelly, Paolucci and Taylor.

OFFICERS: T. Knight, C. Woods (Neighbourhoods Directorate) and P. Thompson (Resources Directorate)

ALSO IN ATTENDANCE: 25 members of the public.

APOLOGIES

1 Apologies for absence were received from Councillors Dearnley and Hussain.

URGENT ITEMS OF BUSINESS

2 The Chair permitted consideration of two additional applications for Township Funds 2019/20, namely application no. PF/09/18 received from the Friends of Hare Hill House and application no. PTC/03/19 received from Councillor Paolucci.

DECLARATIONS OF INTEREST

3 Councillor Paolucci declared a personal interest in the funding application submitted by Link4Life (PF/04/19).

Councillor Emsley declared a personal interest in the funding application submitted by Wardle Anderson Brass Band (PF/01/19).

MINUTES

4 The Sub-Committee considered the minutes of its last meeting held 13th February 2019. In respect of minute 11 (Urgent Item of Business) it was noted that Councillor Stott, who was nominated as the Pennines Township's substitute member on the Road Safety Working Group, was no longer a Member of the Council. It was proposed that Councillor Davidson be nominated as the Township's substitute Member in her place.

Resolved:

1. The minutes of the meeting of the Pennines Township Delegated and Funding Sub-Committee, held, 13th February 2019, be approved as a correct record.
2. Councillor Davidson be nominated as the substitute member of the Road Safety Working Group.

PENNINES TOWNSHIP FUNDS 2019/20

5 The Sub-Committee considered a report of the Director of Neighbourhoods which provided an update on revenue and capital expenditure, commitments and balances of the Pennines Township Funds

2019/20 and which would enable the Sub-Committee to consider the allocation of funds to proposed projects.

Alternatives considered: In considering the report, Members would consider whether or not to approve the allocation of funds to projects as appropriate.

Resolved:

1. That the expenditure, commitments and balances for Pennines Township revenue and capital funds as detailed in Appendix 1, 1A and 2 of the report be noted;
2. That decisions made under delegated authority as detailed in Appendix 3 of the report be noted;
3. That it be noted that the Townships and Communities Manager has assessed proposed projects to be considered for funding against the criteria of eligibility for the Pennines Township Fund, the priorities of the Township and that any specific risks had been identified in the report;
4. That the applications for Township Funds 2019/20 be dealt with as outlined in the table below.

Reference	Applicant	Decision
Projects Fund		
PF/01/19	Wardle Anderson Brass Band	Approved: £7,335
PF/02/19	New Life Trust, Milnrow	Approved: £9,530
PF/03/19	Talented Athlete (family of Isaac Rhodes-Dawson)	Approved: £2,173.50
PF/04/19	Link4Life	Approve: £2,355
PF/05/19	Milnrow Scouts and Rochdale Borough Council	Approved: £2,000
PF/09/18	Blokes at Hare Hill Park (on behalf of Friends of Hare Hill House, Littleborough)	Approved: £4,294
Capital Fund		
PTC/04/19	Greater Manchester Fire and Rescue Service	Approved: £5,000
PTC/05/19	Greater Manchester Fire and Rescue Service	Approved: £9,490
PTC/06/19	Wardle Football Club	Approved: £10,201.44
PTC/03/19	Herb Planters, Featherstall Road, submitted by Councillor Paolucci	The determination of this funding application be delegated to the Townships and Communities Manager, in consultation with the Chair and the Vice Chair of this Sub-Committee, pending the submission of an alternative, cost effective proposal

5. That the Townships and Communities Manager, in consultation with the Chair and Vice Chair of the Sub-Committee, be given delegated authority to make decisions on any deferred projects.

Reasons for the decision:

The recommendations in the report were presented as management of the Pennines Township Fund is a function that is delegated to the Pennines Township Delegated and Funding Sub Committee. Pennines Township Funds are allocated to projects that benefit the Township's community and environment, and realise the Township's priorities and which will enable the Sub-Committee to monitor and review the use of the Pennines Township Fund to ensure the continued efficient and effective use of the funds.

Eligible for Call-in: Yes

Agenda Item 8

Report to Pennines Township Committee



Date of Meeting	11 th September 2019
Portfolio	Cabinet Member for Environment
Report Author	Andrew Cowell
Public/Private Document	Public

Objections to Experimental TRO - Ladyhouse Lane, Milnrow

Executive Summary

- 1.1 Over several years complaints have been received about motorists contravening the Prohibition of Right Turn Order from Elizabethan Way into Ladyhouse Lane. The contraventions increase the number of vehicular movements along Ladyhouse Lane, which is partly residential. Higher speeds are often associated with motorists using alternative shorter routes. Motorists waiting to turn right also hinder ahead movements on Elizabethan Way. Pennines Township provided funding to introduce an experimental one-way traffic order to address the issues reported and to assess the impact of the changes.
- 1.2 The experimental order was introduced on 29th December 2018 and during the consultation period the Council received seven letters of objection to the proposal, one letter of support plus a petition.
- 1.3 In general, the objectors report that the one-way order unnecessarily inconveniences the local residents of Milnrow by making some of their journeys longer and that the problem with contraventions could be solved by other alternative measures.
- 1.4 The report outlines the reason for the proposal, the objections received and a response to the objections.

Recommendation

2. The Committee should consider whether the proposed Traffic Regulation Order, BOROUGH OF ROCHDALE (LADYHOUSE LANE, MILNROW) EXPERIMENTAL (ONE-WAY TRAFFIC AND PROHIBITION OF DRIVING) ORDER (1) 2018 be made permanent, or be abandoned in light of the representations received, which are outlined in Appendix B of this report. It is the recommendation of Officers that the objections be dismissed and the proposal introduced as advertised.

3. Copy of Statement of Reasons

Complaints have been received about motorists contravening the Prohibition of Right Turn Order from Elizabethan Way into Ladyhouse Lane. The contraventions increase the number of vehicular movements along Ladyhouse Lane, which is partly residential. Higher speeds are often associated with motorists using alternative shorter routes. Motorists waiting to turn right also hinder ahead movements on Elizabethan Way. Pennines Township has provided funding to introduce an experimental one-way traffic order to address the issues reported and to assess the impact of the changes.

Ladyhouse Lane extends from Elizabethan Way to Newhey Road. At its eastern end residential properties front on the road. At the western end forward visibility is severely restricted due to a hump bridge immediately in advance of a 90 degree bend and a gradient beyond. The road is open to two-way traffic but the right turn from Elizabethan Way into the road is prohibited. This restriction was introduced over 20 years ago to prevent vehicles waiting to turn right hindering ahead movements. The scheme was also introduced to reduce the frequency of accidents involving right turning vehicles.

The existing footway along the south-eastern side of Ladyhouse Lane, to the south-west of Ladyhouse Close, is substandard in width at around 1m wide. This width is reduced further to around 0.85m due to street furniture positioned at various points along the footway. This places NMU's (Non Motorised Users) at risk due to their proximity to moving traffic and in instances when they may have to move into the carriageway to pass any obstructions or oncoming NMU's.

There is an existing segregated shared use cycle/footway running along the west side of Elizabethan Way, which intersects with Ladyhouse Lane via a subway, but which provides no further link to Milnrow via this route.

The introduction of a one-way traffic order removes the conflict of two-way traffic, which in turn can lead to an increase in vehicle speeds. The poor horizontal and vertical alignment of the road at its western end is considered to be an increased hazard in this situation. Therefore, the introduction of traffic calming measures should form part of the permanent solution in order to reduce speeds on the approach to the hazards. The road along with the adjacent residential side streets should form a new 20mph zone to help further regulate speeds.

The permanent solution should also include the introduction of a wider footway to provide better protection for none motoristed users using Ladyhouse Lane. The introduction of a shared use cycle/footway would further improve the scheme to provide a safer cycle route linking the existing routes with Milnrow. This would increase the use of the highway network in this area by cyclists.

The Police Injury Accident Database shows no recorded injury accidents along Ladyhouse Lane over the past 3 years.

It is proposed to introduce an experimental one-way traffic order on Ladyhouse Lane, Milnrow, in a south-westerly direction, from a point 45m south-west of its junction with Ladyhouse Close to its junction with Elizabethan Way.

The introduction of a one-way TRO, prohibiting north-eastbound vehicular movements, would relieve congestion along Elizabethan Way and reduce the number of vehicular movements along the residential section of Ladyhouse Lane. The introduction of a permanent one-way order would provide an opportunity to improve the safety for none motorists users using Ladyhouse Lane through the introduction of traffic calming measures and works to widen the narrow footway / cycleway over the Metrolink Bridge

- 3.2 To address the issues reported, it is necessary to introduce the make the experimental order permanent (see Appendix A).

Key Points for Consideration

4. During the consultation period the Authority received seven objection letters, one letter of support plus a petition.
- 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 6 months before 'Making' an Experimental Traffic Regulation Order permanent.
- 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 Should the committee decide to implement the proposals permanently addition funding would be required to implement the necessary alterations to the Highway. It is estimated that this will cost £58,000 which would have to be sought from Pennies Township.
- 4.4 In considering the representations the Committee should be mindful that 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 and supporters comments and the Director of Neighbourhoods response are attached at Appendix B and C of this report.
- 4.6 **Alternatives Considered**
- The Committee could consider recommending that the experimental traffic order is not made permanent.

Should Committee decide not to make the experimental order permanent then the issues with motorists contravening the prohibition of right turn order and increasing the use of Ladyhouse Lane, plus the negative effect on traffic flows on the strategic highway, which were reported to Pennines Township Committee, will not be addressed.

Costs and Budget Summary

- 5. The cost of the proposed experimental Traffic Regulation Order has been met by Pennines Township Fund.
- 5.1 If the scheme was made permanent we would also introduce a 20mph Zone with traffic calming which would require an additional £4000 for a speed limit order. The estimated works cost to introduce the permanent final design would be £58,000, which would require further funding Pennines Township Fund.

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 21st December 2018.
- 7.2 Notices of making were posted on site and published in the local newspaper on 22nd December 2018.
- 7.3 The objection period ran until 29th June 2019.

Background Papers	Place of Inspection
None	

APPENDIX A – Experimental order and plan

BOROUGH OF ROCHDALE

(LADYHOUSE LANE, MILNROW)

EXPERIMENTAL (ONE-WAY TRAFFIC AND PROHIBITION OF DRIVING) ORDER (1) 2018

The Rochdale Borough Council, in exercise of the powers under Sections 9 and 10 of the Road Traffic Regulation Act 1984 (“the Act”) and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Section 124(1) and paragraph 20(1) of Part III of Schedule 9 to the Act, hereby make the following Order:-

1. This Order may be cited as the Borough of Rochdale (Ladyhouse Lane, Milnrow) Experimental (One-Way Traffic and Prohibition of Driving) Order (1) 2018 and shall come into operation on 29th December 2018 and which will operate for an experimental period of 18 months.
2. Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.
3. Save as provided in Article 5 no person shall cause or permit any vehicle to proceed in the length of road specified in Schedule 1 to this Order in a direction other than specified in relation to that length of road in the said Schedule 1.
4. Save as provided in Article 5 no person shall cause or permit any vehicle to proceed in the length of road specified in Schedule 2 to this Order.
5. Nothing in Article 3 shall render it unlawful to cause or permit any vehicle to proceed in the opposite direction in the length of road specified in Schedule 1 to this Order, so far as such entry or proceeding is reasonably necessary, to enable the vehicle to be used for the purposes of a vehicle being used for ambulance, fire brigade or police purposes if the observance of any provision of this Order would hinder the use of the vehicle for the purpose on which it is being used on that occasion.
6. Nothing in Article 4 shall render it unlawful to cause or permit any vehicle to enter or proceed in the length of road specified in Schedule 2 to this Order, so far as such entry or proceeding is reasonably necessary, to enable the vehicle to be used for the purposes of a vehicle being used for ambulance, fire brigade or police purposes if the observance of any provision of this Order would hinder the use of the vehicle for the purpose on which it is being used on that occasion.
7. The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.
8. The Prohibition imposed by this Order is in addition to and not in derogation of any restriction, prohibition or requirement imposed by any other enactment and any exception or exemption from the provision of this Order is without prejudice to the provisions of any other enactment.

SCHEDULE 1

Experimental One-Way Traffic

Ladyhouse Lane, Milnrow in a general south-westerly direction, from a point 45 metres south west of its junction with Ladyhouse Close to its junction with Elizabethan Way

SCHEDULE 2

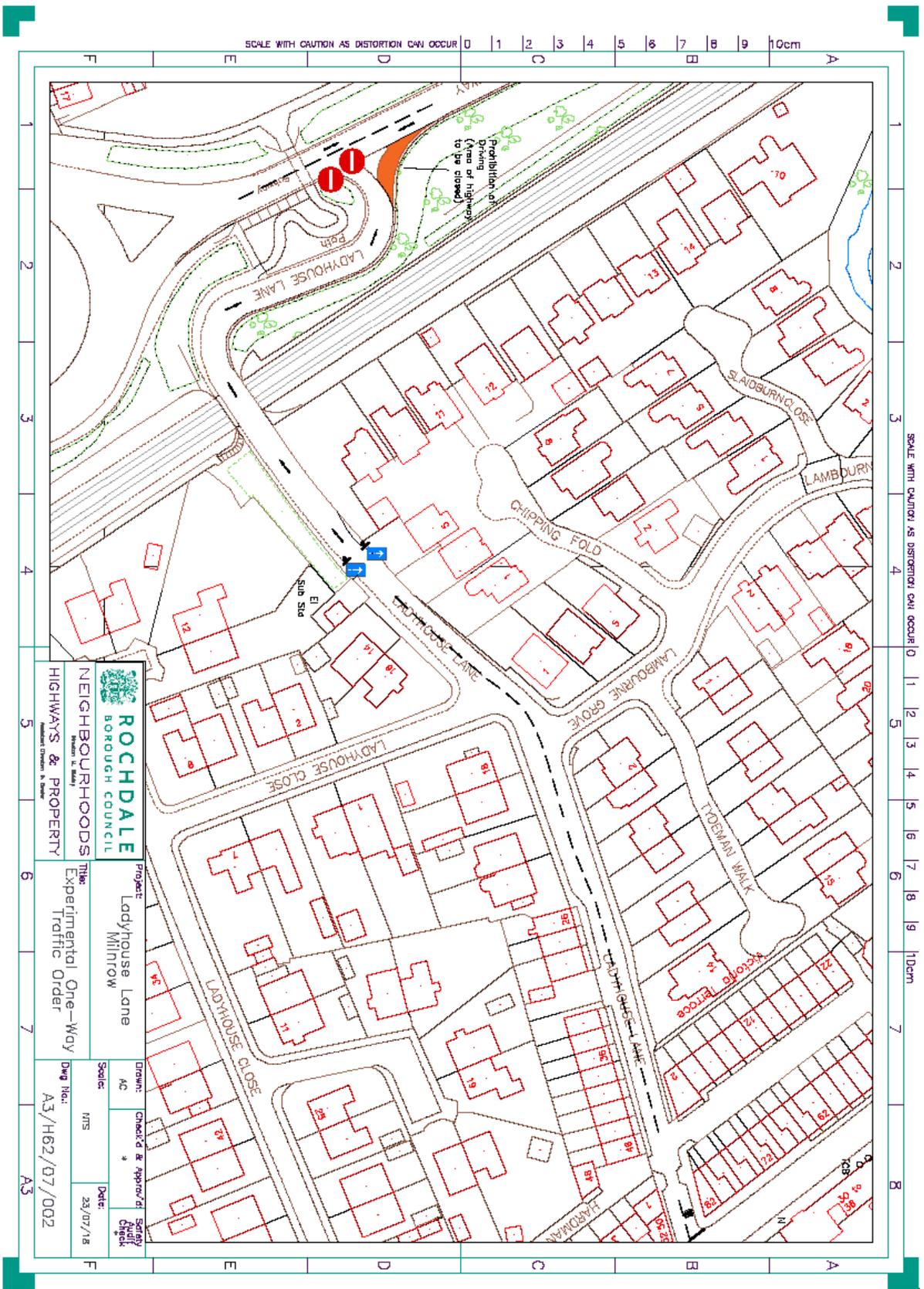
Experimental Prohibition of Driving

Ladyhouse Lane, Milnrow the section of highway to the north of the traffic island on Ladyhouse Lane, Milnrow, from its junction with Elizabethan Way for a distance of 15 metres in a south easterly direction

DATED this 20th day of December 2018

THE COMMON SEAL of **THE ROCHDALE**)
)
BOROUGH COUNCIL was hereunto)
)
affixed in the presence of:)

Authorised Signatory



APPENDIX B

Supporting letter

I write in support of the experimental traffic regulation order on Ladyhouse Lane Milnrow.

Since the introduction of the experiment, the Lane has felt considerably safer as a pedestrian using the narrow footway over the bridge. This is especially noticeable for young children, the elderly and cyclist, all of which are vulnerable road users who's needs must be upmost as road users.

Before the introduction of the experimental order, I personally witnessed vehicles stopping to turn right into Ladyhouse Lane, causing tailbacks into the signalised roundabout resulting in avoidable congestion, especially at peak times.

I also witnessed vehicles turning in on the wrong side of the island at high speed, resulting in several near misses.

I have also witnessed a number of collisions on the bridge with vehicles colliding head on, these collisions will not show on your accident database as were damage only, it is only a matter of time before somebody is seriously injured at this location.

The general feeling of Ladyhouse Lane has improved considerably due to the number of vehicles being reduced along with a palpable decrease in vehicle speeds, which provides a better quality of life for local residents.

This should not be taken away from local residents just to allow other road users to use Ladyhouse Lane as a short cut.

Ladyhouse Lane is a designated cycle route from Kingsway business Park into Milnrow centre, utilising the proposed one way system with an enhanced cycle route over the bridge would greatly enhance this route and encourage more cycling in the area, something that Rochdale Council should be supporting instead of appeasing calls for rat running.

On the back of the one way system, Rochdale Council could carry out improvements to the sub-standard footway over the bridge, increasing its width which would improving safety for all road users.

If the proposals are not adopted I wish to know what improvements to the footway width are proposed, as the current footway width is totally inadequate for all road users leading to considerable conflict between cars and pedestrians/horse riders/disabled/cyclists.

As this is an experimental order, I wish to know the results of the experiment undertaken,

1. have vehicle and pedestrian counts been undertaken,
2. have surveys been carried out either via video or personal interview to determine pedestrian/cyclist changes
3. have vehicle surveys been undertaken to determine the effect on vehicle movements along the Lane and within the surrounding area.

Objection 1

I wish to object to the proposal to make the road permanently one way on the following grounds I am a local residents of Ladyhouse Close so when coming from Rochdale I have to add to the congestion in the village .As a supporter of the cricket club, I have an

extended journey home which by taxi had considerably increased. The problem of vehicles turning right off the bypass could be solved by installing a camera and/or extending the island with raised kerbs.

Objection 2

I am writing regarding the introduction of the one way system which appeared on Tuesday 17th December on Ladyhouse Lane at its junction with Elizabethan Way. Being a resident who lives just off Ladyhouse Lane I anticipated problems, but have waited a number of months to assess and would like you to consider the following: -

When the traffic lights were originally introduced at Sir Isaac Newton roundabout it made it more difficult to turn left onto Elizabethan way from Ladyhouse Lane due to traffic queueing at the lights and blocking our entry on to Elizabethan Way. There used to be natural breaks in the traffic with cars turning left into Ladyhouse Lane but with the introduction of the one way system it has stopped the natural breaks completely and the traffic continually blocks the exit.

Additionally when we are coming out of Aldi or Buckley Hill (where we have family living) we now have to turn left, increasing the traffic already queuing at the lights to turn into Milnrow. At peak times Elizabethan Way has queuing traffic back to the roundabout and Sir Isaac Newton Way. Due to the timing/sequence of the traffic lights, invariably, when the filter light comes on, very few vehicles manage to turn into Bridge Street due to it being blocked by the cars turning from Rochdale Road. This is one of the major problems creating the long traffic queues back to the motorway. A change to the sequence of the lights by having the filter right turn on at the beginning of the change to green would help to improve the flow of traffic. Not only for those turning right but would assist the flow of traffic wanting to continue straight on at the lights thus reducing the amount of queuing along Elizabethan way and Sir Issac Newton Way.

If we turn right as we used to we now have to go past the roundabout and via Newhey Road, this way regularly has queueing traffic at peak times resulting from the traffic lights at the bottom of Huddersfield road.

Elizabethan way in both directions is horrendous especially at peak times, this new one way system increases the problem and the new 38 apartment block in the process of construction will create additional traffic/congestion entering and exiting Harbour Lane

I believe that the one way system is creating more congestion, I understand that there have been people disregarding the no right turn but I believe they are very very few and it is wrong for the residents in and around Ladyhouse Lane to be penalised because of the few, maybe cameras being installed might alleviate this problem.

If this 'trial' is to continue after the 18month trial period please can you seriously consider a 'keep clear' yellow box to stop people blocking the road when queuing at the traffic lights.

Hope you will take the above points into consideration

Objection 3

I wish to register my objection to the above order which was implemented the week before Christmas. As a resident of Egremont Road I am one of the people most affected by this order.

As things stood until the road was blocked off, Ladyhouse Lane was the main connection by

car between all the houses to the west of Elizabethan Way and Milnrow village, where local shops, doctors, health centres, schools, post office and cash machines are all located. These were all readily incorporated into a car journey by the use of Ladyhouse Lane. Now this facility is no longer available there are two alternative routes.

One is to join the queue of traffic waiting to turn right at the Bridge Street traffic lights, thus adding further congestion to the Rochdale bound traffic, and adding at least five minutes to the journey time.

The other is to join the queue for the traffic lights on the Motorway roundabout and then go to Newhey and turn back onto Newhey Road and enter the village from the South, also adding five minutes journey time.

It should be noted that either route now adds over one pound each way to a taxi fare into the village.

There are approximately 430 houses located to the west side of Elizabethan Way which are affected, plus one large apartment complex (Rebecca Court), and a care home on Ashfield Lane. A conservative estimate would make this around 1500 people who are now being penalised rather than prosecuting the people making the illegal right turn from Elizabethan Way who are the problem in the first place.

As the source of the problem lies in the traffic queuing to turn right to go to Littleborough at Bridge Street traffic lights there are two relatively simple ways to improve this. The first would be to increase the turn right timing on the traffic lights, and the second to widen Elizabethan Way for maybe 100 metres adjacent to the new supermarket such that the turn right lane allows a longer turn right queue so that Rochdale bound traffic going straight on at the traffic lights is not obstructed from so doing by the turn right queue.

For traffic going towards Newhey it should be pointed out that apart from one hour in the morning and one hour in the evening the traffic lights on the roundabout at the end of Isaac Newton Way are totally unnecessary and the roundabout is perfectly capable of functioning as a roundabout. Making these lights part-time would make a big difference to village access during the day.

I think that maybe this order has been implemented without due consideration being given to its effect on local residents and wish my strong objections to be recorded.

Objection 4

Ladyhouse lane Milnrow one way order. Inconvenient for everybody leaving Harbour lane for Houses & the Bungalow estate plus the new Ladybarn flats when built, due to traffic build ups left and right Ladyhouse lane was a quick convenient way into Milnrow village now mega queuing traffic left and right, this order is only making more traffic build ups and hope not permanent

Objection 5

I am writing to you as ward councillors to express my feelings about the above road scheme which has been introduced today.

The first I knew was on returning home near lunchtime to find the one way system already in place. I walked to the top of the bridge to read notices from the Council's legal department outlining the project. The notices were dated December 12th for work to be carried out on December 17th. This suggests only 2 working days notice was given. As the notices were dated December 12th I cannot imagine the same was published in the Rochdale Observer as that would have been available to buy on the 11th December. The official document which I located in Milnrow Library this afternoon was dated December 6th. I contacted the Highways Department of the Council and spoke to Mr Andrew Cowell for further explanation behind the scheme. I understand the Township Committee have had input into this decision. Did any of our representatives contact local residents such as myself who live on Ladyhouse Close to ascertain their views. I haven't spoken to anyone yet who was! The two main issues I was given were (1) problems caused by traffic turning right off Elizabethan Way into Ladyhouse Lane causing

problems back to the end of the slip road off the motorway. (2) to consider narrowing the road over the bridge to introduce a cycle lane and improve pedestrian footpaths.

In answer to the first issue, local residents will now have to suffer going through the village to get to homes off Ladyhouse Lane and surrounding areas when coming towards the roundabout from Rochdale. Residents on the Cricket Club estate to get into the village for shops, doctor's surgeries and schools etc. will now have to go via Bridge Street/bottom of Kiln Lane adding more congestion there. All this because some motorists are not adhering to the signs and road markings. Why couldn't a camera be installed to catch these law breakers or intervention from police officers. How many accidents have occurred as a result of having it two way? I fully understand measures should be considered before any serious accidents do occur. Why can't the right turn be made more difficult by making it sharper, even taking some off Elizabethan way to make a left lane/turn more accessible as a run off. Do we stop right turns into Aldi, Buckley Hill Lane to ease the traffic in those areas? The second measure was concerning a cycle route. To where? As it is, cyclist rarely use the designated cycle routes on Elizabethan Way but continue to stay on the road. Something I must say, I can fully understand as travelling from Rochdale to New Hey means crossing over the crossing near what was the Ladybarn, cycling along the footpath, using the underpass and then a cycle lane towards New Hey before finally joining the road again!

I wish to register my objection at this point but will give it due consideration during the 18 month experimental period. Installing cameras is possible as I can vouch for having been fined for transgressing into a bus lane over Lendl Bridge in York. As soon as I realised, I was too late despite turning my car round. Fortunately it was only experimental and was never implemented, resulting in the local authority having to reimburse my fine. York council saw sense on that occasion. Let's hope Rochdale see sense in this case. It would be interesting to be informed how this experiment is being monitored so an informed decision can be made. Could you please let me know.

Objection 6

I am contacting you regarding the change made to Ladyhouse Lane in Milnrow. I have lived in Milnrow for over 30 years and in that time the traffic has got progressively worse. Since the opening of Aldi, Elizabethan Way has become a nightmare. On occasion it has taken me more than 10 minutes to travel from one end to the other, all of half a mile. The junction of Bridge Street and Elizabethan Way is massively overloaded. Now we find that one of the routes from Elizabethan Way into the village has been closed. If travelling from the cricket club side of the village the only way now is to use the lights at Bridge Street, making that junction even busier. Whoever thought this would be a good idea cannot have thought it through properly as it only adds pressure on an already overloaded junction. I can think of no reason why this measure was proposed nor what problem it was meant to solve. I would urge you to overturn this measure and to restore Ladyhouse Lane to its former status.

Objection 7

Dear Sir,

As a resident of Ladyhouse Close , I would like to make a formal complaint about this so called experiment. It is not working for the people living around this road.

- 1 Recently 2 drivers (to my knowledge) have driven up from the Elizabethan Way to Ladyhouse Lane against the one way system, causing traffic to stop.
- 2 Drivers and pedestrians are in danger crossing to Lemon Park.
- 3 Drivers who want to turn right into Milnrow from Ladyhouse Close risk being hit by traffic heading for the Motorway.
- 4 Traffic now heading to the Motorway via the one way system appears to have speeded up from Newhey Road junction, not allowing for traffic from the side roads.
- 5 It is also hard to get into Milnrow on Ladyhouse Lane because of traffic parked on both sides of the road, making it single file, with the traffic from Newhey Road assuming they have right of way because of the two islands at the junction outside the shop.
- 6 Older people from other estates on the other side of Elizabethan Way who need to go to their doctors by taxi are having to pay a lot in fares to do so.

Suggestions

Remove one way system and angle the existing feed road on to Ladyhouse Lane like a slip road and go back to two way traffic.

Put cameras at junction to catch those who break the law, you would also catch drivers who go through the lights on red and speeding traffic (very common).

Petition Heading

Objection to the Introduction of a Permanent Ladyhouse Lane, Milnrow One Way System

As the consultation period nears its end on June 29th, the undersigned wish to raise the following points for consideration before a final decision is made.

- **No official surveys were carried out but the temporary closure was implemented following complaints, including the Police, regarding right turns from Elizabethan Way. Why haven't motorists been identified and prosecuted.**
- **Install a camera to identify the drivers as any change of layout will incur costs**
- **Extend the island with raised kerbs so impeding illegitimate right turn manoeuvres off the by-pass. A sign already exists stating unsuitable for large vehicles to turn left off the by-pass.**
- **The temporary closure has simply moved the problem it was designed to offset to either end on the Elizabethan Way with more local traffic having to go through the village, adding to pressure at junctions like Kiln Lane, especially at busy times.**
- **For residents living on the estate near Milnrow Cricket and visitors returning from the club into the village who now have extended journeys and expense if using a taxi.**

(Signed by 32 residents)

APPENDIX C – Summary of Main Objections and Response to Objections

Inconvenience to some local residents in travelling further to their destination.

As with the introduction of any traffic movement restriction, there may be some disadvantage to certain users of the highway. However, the benefits of the scheme in terms of road safety and the movement of traffic along the strategic highway needs to be measured against any dis-benefits.

Why can't cameras been installed as an alternative to the measures introduced.

Only the Police have the necessary powers to enforce no-entry or no-right turn signs. Therefore, the Council is not able to install CCTV to assist with enforcement.

Some contraventions of the experimental one-way traffic order have been witnessed since it's introduction.

A scheme to make the order permanent would include substantial measures, including a reduction in road width which would deter future contraventions and make the scheme self-enforcing. The reduction in road width would allow the existing narrow footway over the bridge to be widened improving the route for pedestrians. It should also be considered that temporary features are more likely to be disrespected than permanent ones.

Why can't the road be widened to allow vehicles to turn left from Elizabethan Way into Ladyhouse Lane whilst at the same time extend the kerb-lines on the island to physically prevent the right turn contraventions.

Although this may be possible such a scheme would be very costly. Elizabethan Way is on an embankment and to the east is the Metrolink Line and would therefore require some form of retaining structure. Most importantly it would not prevent the right turn contraventions on the south-east side of the island. It is reported that motorists contravene the no entry signs on this side of the island as well as the prohibition of right turn.

No accidents have occurred on Ladyhouse Lane but there are accidents along Elizabethan Way.

It is generally expected that the number of recorded accidents along a strategic route would higher than on a local road.

Little notice was given before the scheme was introduced and residents knew nothing about the scheme beforehand.

Funding for the experimental scheme was approved by Pennines Township which is a public forum.

Experimental traffic orders differ from permanent orders in that there is no Notice of

Intent published. A Notice of Making is published to inform members of the public that an Order has been made. The period between the notice being published and the operative date is not intended to invite objections to the scheme. There is a 6 month objection period beginning on the operative date.

An experimental order affords an opportunity for all users of the highway to trial the restriction. This will help determine any negative effects of the order which could not be fully determined simply by advertising a permanent proposal. For instance, the restriction may hinder essential services. It provides an opportunity for any person to provide comments on a scheme in situ rather than a proposed scheme on paper.

Finally, it should be borne in mind that the total cost of any permanent scheme would include the introduction of speed restrictions and physical measures to improve safety for non-motorised users of the highway. These benefits along with improved traffic flows on the strategic route need to be taken into consideration when assessing the validity of the scheme. Also, during the experiment there has been no noticeable increase in congestion on Elizabethan Way and from a traffic management perspective there is no reason not to introduce the scheme in full which will include additional road safety benefits; wider footway / cycle way, 20 mph on the residential streets and the traffic calming on Ladyhouse Lane.

Agenda Item 9

Report to Pennines Township Committee



Date of Meeting	11 September 2019
Portfolio	Cabinet Member for Neighbourhoods, Community & Culture
Report Author	Paul Harris/Faith Crompton
Public/Private Document	Public

Wardle Football Club

1. Executive Summary

- 1.1 Wardle Football Club has plans to extend the lower pitch from a junior size to an adult/open age sized pitch and to improve the drainage which must comply with the Football Association Charter Standard Programme. A planning application was submitted at the same time as the scheme was put out to tender.

During the planning process, officers had concerns that there was a risk of waste material being brought to the surface by bioturbation (mixing of materials by the actions of soil organisms and growth of plant roots). To prevent bioturbation between the existing landfill material and the proposed pitch surface, a suitable separation layer has been added in the interest of protecting human health and to provide a better playing surface.

1.2 Options

The options for the geotextile material include:

- a. A non-woven geotextile, suitable to prevent bioturbation, coloured to provide a visual warning of underlying contaminated material.
- b. A non-woven geotextile, suitable to prevent bioturbation, standard (identical specification).

Quotes for the design options for the separation layer and suitable geotextile have been sought from the appointed contractor, based on an area to be covered by the separation layer (pitch and runoff and surroundings) of 9445.7 m². The total costs of the options include:

Option 1: A non-woven geotextile, suitable to prevent bioturbation, overlain by 50mm depth washed, clean gritstone (no fine material).

- | | |
|---|-------------------|
| a. 9445.7 M2 Terram T1000 Hi Viz Geotextile | £14,357.46 |
| 6-14mm clean Limestone to a depth of 50mm | £26,649.06 |
| | £41,006.46 |
| b. 9445.7 M2 Terram T1000 Standard Geotextile | £11,145.93 |
| 6-14mm clean Limestone to a depth of 50mm | £26,649.06 |
| | £37,794.99 |

Option 2: A non-woven geotextile, suitable to prevent bioturbation, overlain by additional 50mm depth topsoil (i.e. 100mm topsoil buffer between the geotextile and slit drainage)

a. 9445.7 M2 Terram T1000 Hi Viz Geotextile	£14,357.46
Additional topsoil to a depth of 50mm	£22,726.59
	£37,084.05
b. 9445.7 M2 Terram T1000 Standard Geotextile	£11,145.93
Additional topsoil to a depth of 50mm	£22,726.59
	£33,872.52

Option 3: A non-woven geotextile, suitable to prevent bioturbation, overlain by 300mm topsoil as specified, with an amended drainage system comprising 200mm slit drainage and additional 50mm blinding to underground piped drainage system (i.e. 100mm topsoil buffer between the geotextile and slit drainage).

a. 9445.7 M2 Terram T1000 Hi Viz Geotextile	£14,357.46
Amended drainage systems (primary & secondary)	£5,239.12
<i>Reduced depth of slit drainage</i>	
<i>Additional blinding to lateral drains</i>	
	£19,596.58
b. 9445.7 M2 Terram T1000 Standard Geotextile	£11,145.93
Amended drainage systems (primary & secondary)	£5,239.12
<i>Reduced depth of slit drainage</i>	
<i>Additional blinding to lateral drains</i>	
	£16,385.05

2. Recommendation

- 2.1 It is recommended that that option 3b is approved for funding to ensure the requirements put forward by the Planning Department's Environmental Health Senior Officer are met.

3. Reason for Recommendation

- 3.1 To ensure the sufficient funding is made available for the additional requirement to meet planning requirements.
- 3.2 Remove the risk of any pitch users and to mitigate any health and safety concerns.
- 3.3 Option 3b has met the requirement of the Environmental Health Officer. Costs were saved by exhausting a number of options which still met those requirements.
- 3.4 Future maintenance regimes will benefit from the 300mm topsoil above the separation barrier understanding there should be no impact of disturbance of waste material.

4. Key Points for Consideration
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- 4.1 Consideration given for the allowance of on-site validation of the separation layer and the testing of all imported topsoil for contaminants, to comply with a planning condition in the interest of protecting human health. A cost will be associated with this element of work which could put existing contingencies under pressure.
- 4.2 Risk of a budget shortfall. Contingencies highlighted for the management of Knotweed and the overall scheme will be under pressure if required to contribute to the separation layer as part of option 3b.
- 4.3 Alternative options were considered and options 1a and 1b and 2a and 2b more than met the requirement of the environmental health officer however costs did not seem to be feasible.

5. Costs and Budget Summary

5.1	9445.7 M2 Terram T1000 Standard Geotextile	£11,145.93
	Amended drainage systems (primary & secondary)	£5,239.12
	<i>Reduced depth of slit drainage</i>	
	<i>Additional blinding to lateral drains</i>	

Budget required **£16,385.05**

This would be funded by the Pennines township capital budget.

6. Risk and Policy Implications
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- 6.1 Risk of budget shortfall, utilisation of any existing contingency may leave other elements of work exposed especially the management of Knotweed.
- 6.2 The provision of the separation layer will ensure that the club continues to comply with the FA Charter Standard Programme and protect the health and safety of the pitch users.
- 6.3 Overall scheme would be at risk of non-delivery if the funding for the separation layer is not approved.

7. Consultation

- 7.1 The planning application was subject to consultation.

Background Papers	Place of Inspection
None	N/A

For Further Information Contact:	Paul Harris, Tel: 01706 923269 paul.harris@rochdale.gov.uk Faith Crompton, Tel: 01706 923253 faith.crompton@rochdale.gov.uk
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Agenda Item 10

Report to Pennines Township Committee



Date of Meeting	11 th September 2019
Portfolio	Cabinet Member for Environment
Report Author	Julie Simpson
Public/Private Document	Public

Permanent Diversion of Part of LitFp470

Executive Summary

1. The landowner at Brearley Farm Littleborough has submitted an application to the Council to divert part of a definitive footpath that runs over land in his ownership required for the undertaking of farm work. The footpath is numbered LitFp470 on Council records.

The landowner is a new owner at Brearley Farm and is in the process of building up the farm and wishes to utilise the area front of his property. Footpath LitFp470 runs over the vehicle access road to Brearley Farm and continues to the front of the property, in the location where the land is required for farming.

Under section 119 Highways Act 1980 a landowner may apply to the Council to divert a right of way on the ground that in his interests it is expedient that the Order should be made..

Recommendation

2. That the members of the Pennine Township Committee authorise the Council to proceed with a map modification order under section 119 Highways Act to divert part of footpath LitFp470 away from the front of Brearley Farm and run on a "stoned up" path around a fenced area created by the landowner.

That if no objections are received to the order to confirm it unopposed, if an objection is received to submit the application to the Secretary of State to make a final decision.

On completion of a map modification order to carry out an event order to alter the definitive map and statement to show the location of the new route of part of LitFp470.

Reason for Recommendation

3. The Council are required to keep the definitive map and statement under continuous review. The Authority is to achieve this by the making of modifications to the map as soon as is reasonably practical after the occurrence of of an event. By adding, deleting or diverting of a right of way are requirements to meet this obligation also inspecting and managing the network.

A landowner, lessee or occupier may apply to divert a right of way on the ground that in his interests it is expedient that the Order should be made.

This is one of the reasons to consider a diversion, it is in the interest of the landowner, he wishes to utilise the land for farming, and, they will be providing a more commodious route with an open aspect, panoramic view. The Council are able to proceed under Section 119 Highways Act 1980.

The landowner will pay all associated costs for the order and ensure that the proposed alternative route is open and available and easy to use for the general public, that it forms a link with the definitive network in the area and that the diversion order is completed prior to the existing route being closed and/or obstructed.

Key Points for Consideration

4. A public footpath is shown on Council records to exist on land in the Littleborough area leading to/from Brearley Farm.

The owner/occupier of Brearley Farm has applied to the Council to divert part of this route to utilise the land to the front of their property and are providing a more commodious route.

The Council are able to consider this application to divert as it meets the criteria of Section 119 Highways Act 1980; the process is a definitive map modification order that also includes an objection period where any member of the public may submit a relevant objection to the order.

Receipt of an objection dictates the method in which the Map Modification Order is handled, the Council may not confirm an opposed order it has to be referred to the Secretary of State for a decision. Should the order be confirmed an event order is carried out to alter the route on the definitive map and statement.

The landowner will pay all associated costs for Officer time, Legal costs and advertisement fees.

4.1 **Alternatives Considered**

There is no alternative available, should the matter be referred to Secretary of State and he/she decides that the order should not be made, the applicant is advised and the Council do not proceed with the order.

Costs and Budget Summary

5. The landowner will pay all associated costs for Officer time, Legal Services and advertising.

Risk and Policy Implications

6. There are no risk implications as the landowner will ensure the proposed diverted route is open and available and easy to use prior to the diversion order being confirmed.

The consideration of the Council is whether it meets the legal criteria and the impact on the general public. It complies with the Council's Place and People policies

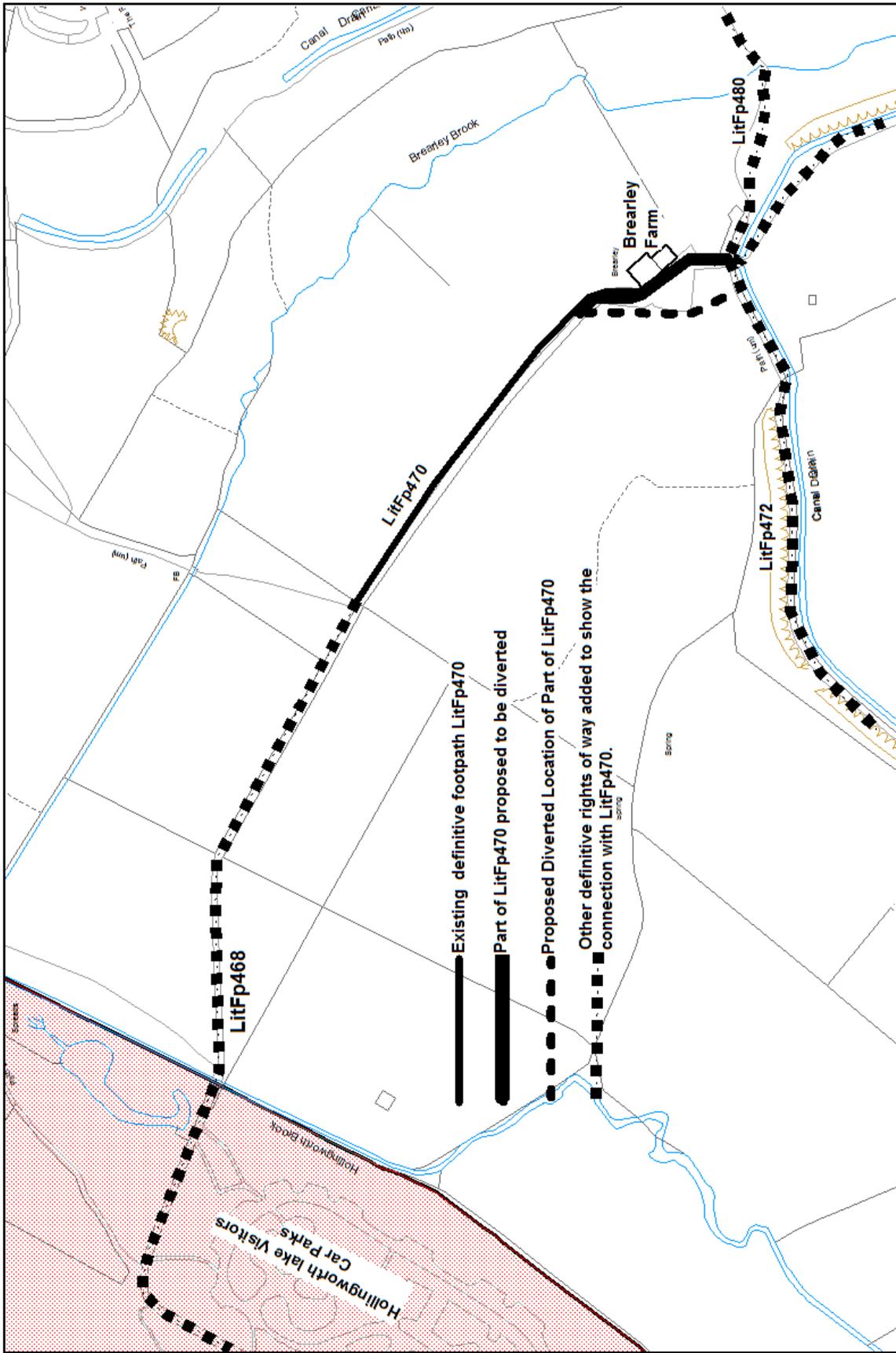
Consultation

7. Consultation is with representatives of the various user groups, the members of the Pennine Township Committee and as part of the DMMO order there is an objection period where members of the public are notified of the proposal and may submit an objection relevant to the order.

Background Papers	Place of Inspection
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8. File 14776	Environmental Management, Green Lane, Heywood, OL10 2DY
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