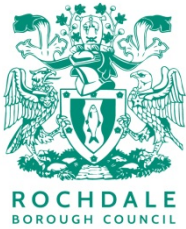


Report to Township



Date of Meeting	30 th November 2021
Portfolio	Cabinet Member for Highways and Housing
Report Author	Darren McCrohan
Public/Private Document	Public

Objection to Proposed Traffic Order

Prohibition of Waiting, Over Town Lane Area, Norden, Rochdale

Executive Summary

- 1.1 In response to local representation received and subsequent Township approval to investigate and develop, this proposal has sought to enhance highway operational safety through improving the control of carriageway parking and through better protection of sight lines within an existing residential area.
- 1.2 Over Town Lane and its continuation along Field View Lane provides access to residential development and also serves leisure traffic for visitors to the adjacent reservoirs and moorland. The route already incorporates carriageway width restrictions with priority working arrangements.
- 1.3 The relative absence of waiting restrictions however allows double-parking to occur along the route which, at typically little more than 5.5 metres (without parking), significantly restricts passing width and causes associated problems with access for residents and larger (emergency and delivery) vehicles.
- 1.4 The limited extent of waiting restrictions and potential for obstructive parking is also known to compromise visibility currently for drivers and pedestrians at the Edenfield Road junctions with Over Town Lane and Wolstenholme Lane.
- 1.5 The approved scheme was advertised formally through a Notice of Intent posted on 29th September 2021. Three objections were received and this report provides consideration and appropriate recommendation.

Recommendation

- 1.6 Committee should consider whether the Traffic Regulation Order, (Borough of Rochdale, ((Civil Enforcement of Traffic Contraventions) (Various Streets) (Rochdale Township) Order 2008) (Amendment) (No. 189) Order 2021, be implemented as advertised, or be amended in light of the objections received.
- 1.7 Although the advertised scheme (**Appendix B** to this report) is considered to have satisfactorily met the requirements of the commissioning brief, Highways have nevertheless amended the design and, without any loss in either parking provision or passing space, the revision (presented in **Appendix A** to this report) may be considered more acceptable for Committee approval in light of the specific objections received.

Reason for Recommendation

Copy of Statement of Reasons:

- 1.8 *"The proposed scheme seeks to enhance highway operational safety through improving the control of carriageway parking and through protection of sight lines across an existing residential area.*
- 1.9 *Over Town Lane and its continuation along Field View Lane provides access to residential development and also serves leisure traffic for visitors to the adjacent reservoirs and moorland. The route already incorporates carriageway width restrictions with priority working arrangements.*
- 1.10 *The relative absence of waiting restrictions allows double-parking to occur along the route which, at typically little more than 5.5 metres kerb-to-kerb, significantly restricts passing width with associated problems in access for both residents and larger (emergency and delivery) vehicles. Local representation has been received seeking improvement in this respect.*
- 1.11 *The limited extent of waiting restrictions and potential for obstructive parking is also known to compromise visibility currently for drivers and pedestrians at the Edenfield Road junctions with Over Town Lane and Wolstenholme Lane.*
- 1.12 *It is proposed to introduce prohibition of waiting restrictions along much of the western side of the Over Town Lane / Field View Lane route, with designated passing places and shorter manageable sections of parking permitted along the eastern side adjacent to the existing footway. These proposals will prevent double-parking, maintaining a comfortable operating carriageway width of typically greater than 3 metres together with retained parking space for upwards of 25 vehicles.*
- 1.13 *To enhance driver and pedestrian inter-visibility, it is proposed to extend existing prohibition of waiting restrictions on both sides of the Over Town Lane approach to Edenfield Road. Likewise, it is proposed to include an appropriate extent of similar protection for the junction of Wolstenholme Lane with Edenfield Road.*
- 1.14 *The proposed extension of prohibition of waiting restrictions along Edenfield Road will benefit accessibility and movement of existing commercial bus services 162, R2, and R8 which circulate locally along Norden Way and Wolstenholme Lane.*
- 1.15 *Edenfield Road is strategic highway, designated as a Principal Road. Other routes referenced herein are non-strategic."*
- 1.16 *The amended proposal as presented herein, without any loss to proposed parking or passing space, will mitigate the objections received.*

Key Points for Consideration

- 1.17 *Three objections of a consistent nature were received after formal advertisement of intention and these are included verbatim as **Appendix D** to this report.*
- 1.18 *The following provides Highways interpretation and response, supporting the recommendation made herein.*

Key Issue(s) Raised	Highways Response
<p><i>The passing place as advertised adjacent to the sub-station would be more effective if relocated to opposite the access point to Mill House Farm. Relocation will not result in any loss to car parking whilst improving local access.</i></p>	<p>The advertised scheme sought to include passing places at appropriate intervals along the eastern side of Field View Lane. With the prohibition of waiting TRO included along the full western side of the route passing Mill House Farm, this was considered sufficient to provide significant betterment in access over the existing arrangements.</p> <p>Nevertheless, Highways have amended the scheme to relocate the intended prohibition of waiting / passing place from a point adjacent to the sub-station to be directly opposite the access to Mill House Farm. Without any overall loss in either parking provision or passing space, this may be considered sufficient and acceptable in mitigating the objection(s) received.</p>

Costs and Budget Summary

- 1.19 The cost of the proposed Traffic Regulation Order and associated highway works was estimated to be in the order of £5,000 with Township approval for funding previously confirmed.
- 1.20 Committee should note however that approval of the amended scheme as recommended to mitigate objection received, will be subject to further Legal review and should advice be received that a re-advertisement is required, this will marginally impact programme and cost.

Risk and Policy Implications

- 1.21 The scheme is promoted and recommended as part of the Council's statutory responsibility to ensure that its highways operates safely and efficiently for all road users.

Consultation

- 1.22 Consultation, required by the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, has taken place.
- 1.23 Consultation with relevant statutory bodies was undertaken in August 2021.
- 1.24 A Notice of Intention was posted on-site and published in the local newspaper on 29th September 2021 (included as **Appendix C** to this report).

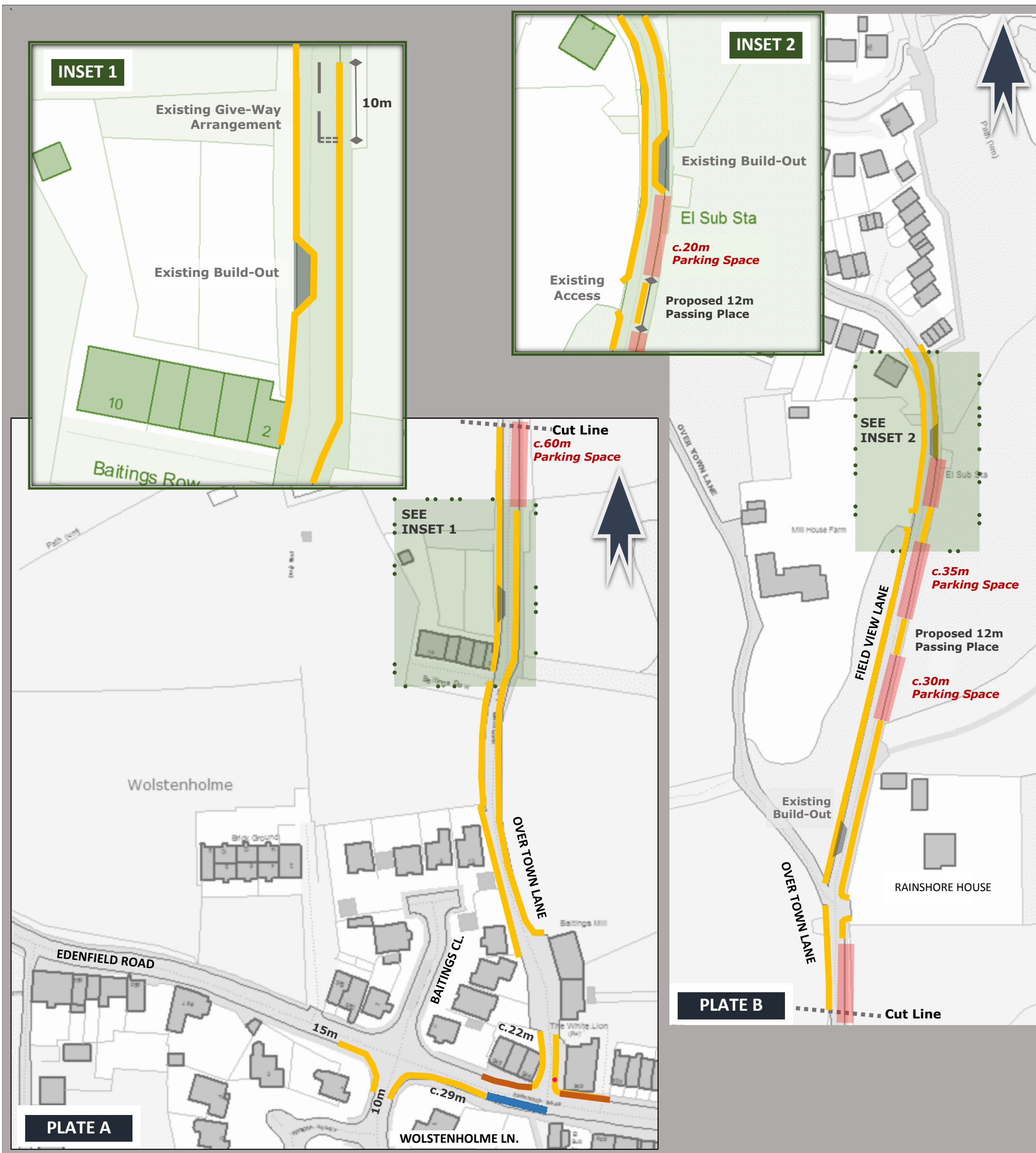
Background Papers

- 1.25 Not applicable.

For Further Information Contact:

Darren McCrohan
01706 924518
darren.mccrohan@rochdale.gov.uk

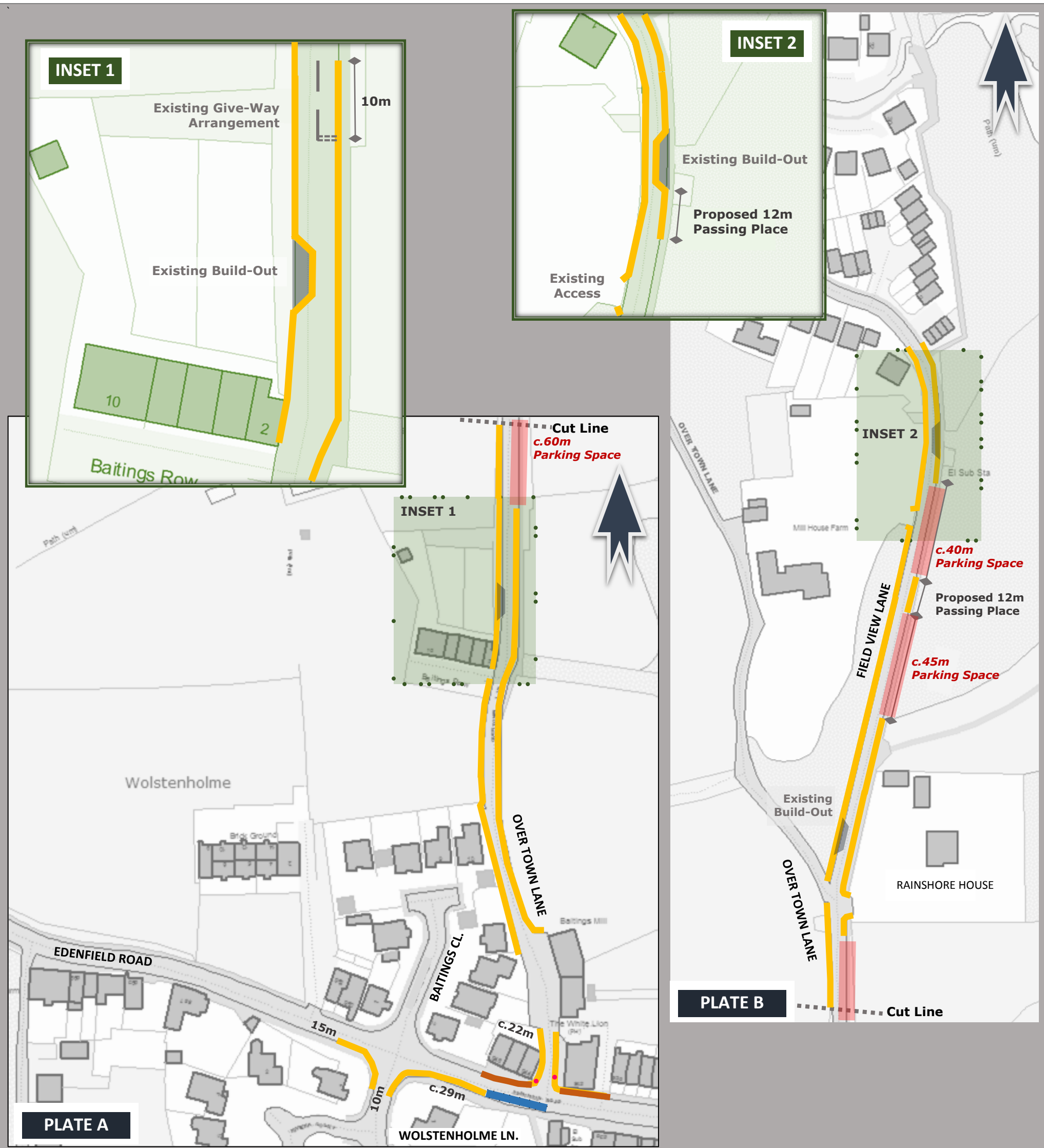
APPENDIX A – AMENDED Scheme Plan



Key to Indicative Traffic Measures:

- Proposed 'No Waiting at Any Time' Restriction
- Existing 'No Waiting' to be Retained
- Existing 'No Waiting at Any Time' to be Revoked
- Existing Bus Stop Clearway to be Retained

APPENDIX B – ADVERTISED Scheme Plan



Key to Indicative Traffic Measures:

- Proposed 'No Waiting at Any Time' Restriction
- Existing 'No Waiting' to be Retained
- Existing 'No Waiting at Any Time' to be Revoked
- Existing Bus Stop Clearway to be Retained

TRO Ref No H60/1347

**BOROUGH OF ROCHDALE
((CIVIL ENFORCEMENT OF TRAFFIC CONTRAVENTIONS)
(VARIOUS STREETS) (ROCHDALE TOWNSHIP) ORDER 2008)
(AMENDMENT) (NO. 189) ORDER 2021**

Over Town Lane Area, Rochdale

NOTICE IS HEREBY GIVEN that the Rochdale Borough Council, in exercise of its powers under Sections 1(1), 2 and 4 of the Road Traffic Regulation Act 1984, intend to make an Order, the effect of which would be to:-

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

**Schedule No. 1.1
No Waiting at Any Time**

Over Town Lane, Norden Ward

- n(i) the west side from its junction with Edenfield Road for a distance of 22 metres in a northerly direction
- n(ii) the west side from a point 46 metres north-west of its junction with Edenfield Road in a northerly direction to its junction with Field View Lane
- n(iii) the east side from its junction with Edenfield Road for a distance of 21 metres in a northerly direction
- n(iv) the east side from a point 55 metres north-west of its junction with Edenfield Road for a distance of approximately 148 metres in a northerly direction
- n(v) the east side from a point approximately 12 metres south of its junction with Field View Lane for a distance of approximately 9 metres in a southerly direction

Field View Lane, Norden Ward

- n(i) the west side from its junction with Over Town Lane for a distance of 230 metres in a north-easterly direction
- n(ii) the east side from its junction with Over Town Lane for a distance of 74 metres in a north-easterly direction
- n(iii) the east side from a point approximately 119 metres north-east of its junction with Over Town Lane for a distance of 12 metres in a north-easterly direction
- n(iv) the east side from a point approximately 171 metres north-east of its junction with Over Town Lane for a distance of 62 metres in a northerly direction

Edenfield Road, Norden Ward

- n(i) the south side from its junction with Wolstenholme Lane for a distance of approximately 29 metres in a south-easterly direction
- n(ii) the south side from its junction with Wolstenholme Lane for a distance of 15 metres in a north-westerly direction

TRO Ref No H60/1347

Wolstenholme Lane, Norden Ward

- n(i) both sides from its junction with Edenfield Road for a distance of 10 metres in a south-westerly direction
- (ii) Revoke those parts of the Borough of Rochdale (Civil Enforcement of Traffic Contraventions) (Various Streets) (Rochdale Township) Order 2008, as follows:-

**Schedule No. 1.1
No Waiting at Any Time**

Over Town Lane, Norden Ward

- n(i) the west side (adjacent to no. 944 Edenfield Road and the White Lion public house) from its junction with Edenfield Road for a distance of 19 metres in a northerly direction
- n(ii) the east side (adjacent to no. 944 Edenfield Road and the White Lion public house) from its junction with Edenfield Road for a distance of 20 metres in a northerly direction

A copy of the proposed Order and a map showing the lengths of road concerned, together with a Statement of Reasons for making the Order, may be viewed on the Council's website www.rochdale.gov.uk/roads, or by phoning Highways on 0300 303 8879 to request a copy via post.

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 20th October 2021, quoting H60/1347.

Dated this 29th day of September 2021

Asif Ibrahim
Assistant Director (Legal, Governance & Workforce)
Rochdale Borough Council

Number One Riverside
Smith Street
ROCHDALE
OL16 1XU

APPENDIX D – Objection(s) as Received

Objection 1

From:

Sent: 04 October 2021 19:52

To: Traffic Orders <traffic.orders@rochdale.gov.uk>

Subject: TRO RefNo H60/1347 Overtown Lane Objection to proposed scheme

Dear Sir/Madam,

Further to your recent TRO RefNo H60/1347 Borough of Rochdale (Civil Enforcement of traffic contraventions) (Various schemes Rochdale Township)Order2008 Amendment (No189) Order2021, Overtown Lane Area, Rochdale, we are not in favour of this scheme. We cannot understand why the passing place that has been located at the sub-station cannot be place directly opposite [Mill House Farm] [REDACTED].

There will be no loss of car parking space from your original scheme and it will give [REDACTED] access [REDACTED] require[d] and the scheme is safer for everybody. [REDACTED]

[REDACTED] Double yellow lines directly opposite [Mill House Farm] [REDACTED] would make the road safer for all road users.

We do not want to further delay this incredibly slow process and understand the effect Covid has had however this scheme needs this minor alteration.

We have discussed the details of our proposal with our neighbours who agree with us.

We look forward to a positive response

Objection 2

From:

Sent: 09 October 2021 18:31

To: Traffic Orders <traffic.orders@rochdale.gov.uk>

Subject: TRO Ref No H60/1347 Over Town Lane - Proposed scheme

Dear Sirs

We have now had sight of the proposed plans to alleviate the parking problems on Over Town Lane, which we believe to be a big step forward in addressing the issues that residents experience.

We have lived on this lane for almost 11 years and experienced the worst of the parking problems, both during Russell Homes development, the COVID pandemic and the subsequent increased popularity for walking around Greenbooth.

Now that you are addressing the issue, my only surprise is that you have carefully considered the issues for Field View Lane and for us at [REDACTED], but not addressed the issues that the parking brings to Mill House Farm. The current plan involves introducing double yellow lines along a large proportion of the Lane and significantly reducing the parking available. I don't understand why you have not extended this to the area directly opposite the access for Mill House Farm. This minor change would likely reduce the parking capacity by two cars, this is not a material volume in relation to the whole Lane.

With this minor amendment RMBC will be seen to have addressed the concerns of all residents that are significantly inconvenienced by the parking issue on a regular basis.

With this variation we would support the proposal wholeheartedly.

Yours Faithfully

Objection 3

From:

Sent: 14 October 2021 21:36

To: Traffic Orders <traffic.orders@rochdale.gov.uk>

Subject: TRO RefNo H60/1347 Overtown Lane Objection to proposed scheme

Dear Sir,

I live at [REDACTED], and after having spoken to my neighbours [REDACTED] and now having had a proper look at the proposed plans for double yellow road markings on Filed View Lane, I totally to agree with [REDACTED] proposal below.

The whole point of the restrictions is to allow opposing cars to pass easily on the straight piece of road between the reservoir main entrance and the footpath gate, and drivers to be able to see and know there are spaces to pull into if/when someone is coming the opposite way. With is this in mind there is no benefit having double yellow lines immediately after the existing 'build out' (shown in 'Inset 2) as you come out of the housing estate. Cars exiting the estate will be able to pull up to the 'build out' and see clearly if someone is coming up the hill and there is space to pass, and it will be safe for them to wait where they are, there is no need for the double lines to continue past the 'build out'. It does make good sense for double lines to be lines opposite [REDACTED] [Mill House Farm] as this allows cars to progress further down the road in safety, as well as allowing easier access into [REDACTED] [Mill House Farm] as vehicles entering or leaving are able to safely swing out into the opposite lane. Also cars will be able to pass cars waiting to get through the gates which can sometimes block the road, especially if there is more than one car, or a large vehicle.

Hopefully these suggestions can be taken into account and put into effect without too much extra delay. We have been waiting for this for a long time already, but it needs to be right. As it is, it means cars will be parked opposite [REDACTED] [Mill House Farm] more than they are now (as there will be less parking space elsewhere), which will actually make things worse.

Your sincerely