

***TRAFFIC REGULATION ORDER PANEL  
Regulatory Committee  
Agenda***

Date Thursday 24 September 2020

Time 5.30 pm

Venue Virtual meeting  
[https://www.oldham.gov.uk/info/200608/meetings/1940/live\\_council\\_meetings\\_online](https://www.oldham.gov.uk/info/200608/meetings/1940/live_council_meetings_online)

Notes Notes

1. DECLARATIONS OF INTEREST- If a Member requires advice on any item involving a possible declaration of interest which could affect his/her ability to speak and/or vote he/she is advised to contact Paul Entwistle or Mark Hardman at least 24 hours in advance of the meeting.

2. CONTACT OFFICER for this agenda is Mark Hardman or email [constitutional.services@oldham.gov.uk](mailto:constitutional.services@oldham.gov.uk)

3. PUBLIC QUESTIONS - Any Member of the public wishing to ask a question at the above meeting can do so only if a written copy of the question is submitted to the contact officer by 12 noon on Monday, 21 September 2020.

4. FILMING – This meeting will be recorded for live and/or subsequent broadcast on the Council's website. The whole of the meeting will be recorded, except where there are confidential or exempt items and the footage will be on our website. This activity promotes democratic engagement in accordance with section 100A(9) of the Local Government Act 1972.

Recording and reporting the Council's meetings is subject to the law including the law of defamation, the Human Rights Act, the Data Protection Act and the law on public order offences.

MEMBERSHIP OF THE TRAFFIC REGULATION ORDER PANEL IS AS FOLLOWS:

Councillors C. Gloster, Murphy, S Bashforth (Substitute), Davis (Chair) and Surjan

Item No

1 Apologies For Absence

2 Urgent Business

Urgent business, if any, introduced by the Chair

3       Declarations of Interest

To Receive Declarations of Interest in any Contract or matter to be discussed at the meeting.

4       Public Question Time

To receive Questions from the Public, in accordance with the Council's Constitution.

5       Minutes of Previous Meeting (Pages 1 - 2)

The Minutes of the meeting of the TRO Panel held on 23<sup>rd</sup> July 2020 are attached for approval.

6       New Saddleworth School, Diggle - Various Traffic Regulation Orders, Huddersfield Road and Associated Area - Objections to Traffic Proposals (Pages 3 - 104)

7       Section 257 Town & Country Planning Act 1990 - Diversion of Part of Footpath 119 Saddleworth (Pages 105 - 112)

**TRAFFIC REGULATION ORDER PANEL**  
**23/07/2020 at 5.30 pm**

**Present:** Councillor Davis (Chair)  
Councillors Murphy and Surjan

Also in Attendance:

Alan Evans	Group Solicitor
Gary Sutcliffe	Unity Highways
Kaidy McCann	Constitutional Services

**1 ELECTION OF VICE CHAIR**

**RESOLVED** that Councillor Surjan be elected as Vice Chair for the Municipal Year 2020/21.

**2 APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor C Gloster.

**3 URGENT BUSINESS**

There were no items of urgent business received.

**4 DECLARATIONS OF INTEREST**

There were no declarations of interest received.

**5 PUBLIC QUESTION TIME**

There were no public questions received.

**6 MINUTES OF PREVIOUS MEETING**

**RESOLVED** that the minutes of the meeting held on 11<sup>th</sup> June 2020 be approved as a correct record.

**7 OBJECTIONS TO THE PROPOSED PROHIBITION OF WAITING - UNNAMED ACCESS ROAD OFF MANOR ROAD, OLDHAM**

The Panel gave consideration to a report regarding objections received to the introduction of double yellow lines along the unnamed access road between property number 18-20 Manor Road, Oldham.

Complaints had been received from local residents that the unnamed access road that lead to the rear of the properties was regularly used as a convenient parking place that prevented vehicular access to the properties on Manor Road and Abbey Hills Road. Observations confirmed that parking on the site was problematic.

The proposal had been approved under delegated powers on 21<sup>st</sup> October 2019 and subsequently advertised. Two letters of objection had been received from local residents. The basis of the objections was that the proposal could be amended and

restrictions be introduced along one side of the un-named access road only (along the gable of number 18).

In light of the objection, it was acknowledged that on-street parking within the Manor Road area was at a premium. However the introduction of double yellow lines would remove obstructions for highway users and would cause less safety problems on the highway.

Options Considered.

Option 1: approve the proposal.

Option 2: rescind the proposal.

**RESOLVED** that, notwithstanding the objections received, the double yellow lines be introduced as detailed in the report.



The meeting started at 5.30 pm and ended at 5.43 pm



## Report to TRO Panel

# **New Saddleworth School, Diggle – Various Traffic Regulation Orders, Huddersfield Road and Associated Area - Objections to Traffic Proposals.**

### **Portfolio Holder:**

Councillor B Brownridge, Cabinet Member for Neighbourhood Services

**Officer Contact:** Deputy Chief Executive – People and Place

**Report Author:** Alister Storey, Senior Traffic Engineer  
**Ext.** 5766

**24 September 2020**

### **Reason for Decision**

The purpose of this report is to consider objections and representations received to a proposed Traffic Regulation Orders associated with the new Saddleworth School in Diggle.

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### **Recommendation**

It is recommended that the TRO's as detailed at the end of this report be approved as advertised.

## New Saddleworth School, Diggle – Various Traffic Regulation Orders, Huddersfield Road and Associated Area - Objections to Traffic Proposals

### 1 Background

- 1.1 A traffic management scheme supported by TRO's associated with the new Saddleworth School, Diggle was approved under delegated powers on 23 April 2020; a copy of the approved report is attached at Appendix A.
- 1.2 The proposal was subsequently advertised in line with current central Government advice during the Covid-19 pandemic. A total of 38 representation have been received, all correspondence received is contained in Appendix B. A number of the responses were duplicate responses sent by different people.
- 1.3 The relocation of Saddleworth School to the new site off Huddersfield Road in Diggle is a contentious issue and much of the correspondence received does not relate to the advertised Traffic Regulation Order, more to the fact that the school is being built at the location. The objections that do relate to the advertised Order are summarized in Table 1 below;

Table 1 – Summary of objections

Objection	Number of objections	Officers Response
You cannot separate the planned TRO from the school plan, they depend on each other and are part of the original Saddleworth School Plan. It was OMBC that decided to separate them because they knew the road scheme plans were locally unpopular.	5	It is a legal requirement to advertise the Traffic Regulation Order, not the Council choice. The proposals relate to highway restrictions, not the geometric layout of the highway.
The original planning letter from Highways was only sent to a selected narrow group of residents and does not give local Dobcross/ Diggle residents their full democratic right to express any concerns.	12	The Advertisement of the Traffic Regulation Order was carried in line with the Regulations and guidance given by Central Government during the Covid-19 pandemic. Letter drops were carried out to properties directly fronting proposed restrictions, as lock down eased notices were erected on site. All the documents relating to the advertised Order were posted on the Councils New Saddleworth School webpage.
COVID-19 has hampered the chance for full social recourse from Saddleworth Parish Council, as they are not functioning fully as a Parish Council at present. Plus local community access is also impaired with the major priority of safety and care upmost in residents minds.	7	The Advertisement of the Traffic Regulation Order was carried in line with the Regulations and guidance given by Central Government during the Covid-19 pandemic. Letter drops were carried out to properties directly fronting proposed restrictions, as lock down eased notices were erected on site. All the documents relating to the advertised Order were posted on the Councils New Saddleworth School webpage.
The plans and information sent to a narrow selection of local residents, differs from the original plans and is therefore confusing. The illustrated maps in particular differ from	8	The plans that formed part of the advertisement and that were sent to residents/businesses directly affected by the proposals indicated the proposed restrictions being advertised not the highway layout or its associated infrastructure.

the master plan and leaves out important detail.		
The response link for comments states written response only, with no forwarding email address or direct personnel name added. The present COVID-19 situation has postal delivery dates for even 1st class mail taking up to 7 - 10 days to reach their destination. How are residents supposed to get the chance to make their views heard in such a complex situation.	7	Several responses have been received by post. All correspondence received after the end of the advertisement period have also been considered and have been included in this report. Numerous responses were also received to the Councils New Saddleworth School email address.
The (proposed) restrictions remove the ability of residents, visitor etc of 109 - 131 Huddersfield Road to park cars with no alternative being offered. Please provide alternative parking. How are residents of these properties meant to get children in and out of cars and transfer shopping etc. The car park being provided is 100m from these properties.	6	The unrestricted parking outside properties 123 to 131 Huddersfield Road will be maintained. The lengths of single yellow lines (6am-6pm, Mon - Fri) allow for overnight and weekend parking. Anyone is permitted to park, free of charge, in the new car park area as indicated on the plans provided. Drop off/pick up is permitted on double yellow lines.
The "Scheme" is being assessed after 3 months - why?	6	There is a planning condition in place that specifies that Oldham Council must monitor effects of the new school on the highway for three months post opening.
If restrictions are implemented on Huddersfield Road, vehicles will be parked on Ambrose Crescent causing access and parking issues for residents of Ambrose Crescent. Please implement a residents only parking scheme on Ambrose Crescent.	5	Double yellow lines are proposed at key locations on Ambrose Crescent to limit the impact of parking on the highway and residents. Under Oldham Council's current criteria for residents parking, a scheme cannot be implemented on Ambrose Crescent as the majority of properties have off street parking. The impact of parking on the highway and residents will be monitored for 3 months after the new school is opened and proposals for further restrictions developed as required.
The plans show the location of the proposed traffic lights.	3	The plans only indicate the proposed restrictions being advertised not the highway layout or its infrastructure.
Access and traffic flow for all residents will be severely hampered by the effects of the TRO.	2	The TRO seeks to introduce measure to encourage the free-flowing movement of vehicles.
The TRO was not advertised in the local press	2	The TRO advertisement was advertised in the Manchester Evening News on 6 <sup>th</sup> May 2020.
The Parish Council or Ward councilors were not sent details of the TRO.	2	The Parish Council and all ward Councilors were included in the circulation list when the TRO was advertised on the 6 <sup>th</sup> May 2020.
The web link provided sent you to the planning portal with 119 subsections.	2	It was clearly stated to open the web page Oldham.Gov.UK and search Saddleworth School, the first search result brings up the New Saddleworth School page with a clear direct link to the TRO proposals.

- 1.4 The Traffic Regulation Order is proposed to support changes in the highway layout required for the new school. The changes include the introduction of signalized shuttle working on Huddersfield Road, creation of a residents parking area and a new free to use car park. The Traffic Regulation Orders to support these changes introduce parking restrictions in the form of double and single yellow lines. The restrictions are required to ensure the correct operation of the shuttle working system and to ensure the free flow of vehicles along Huddersfield Road.

- 1.5 The effects and mitigation measures of each proposal are detailed in contained in Table 2 below.

## 2 Justification

- 2.1 It is accepted that implementation of the new restrictions associated with this TRO will reduce the capacity for on street parking. A number of measures are proposed to provide alternative parking facilities wherever possible. Details of the restrictions and the proposed mitigation measures are given in Table 2 below.
- 2.2 The proposed restrictions are key to the operation of the highway improvements associated with the new Saddleworth School. It is imperative that the highway on the approaches to and through the proposed signalized shuttle working system is kept free from parked vehicles.

Table 2 – Proposals and mitigation measures.

Proposed Restriction	Mitigation Measure
Double yellow lines on Huddersfield Road outside properties 20 to 44 removes all on street parking. Parking restricted due to implementation of signalized shuttle working area.	Land is being provided to the rear of each property (20 to 44) that will provide parking for a minimum of two vehicles. This actually increases the parking capacity compared to the space outside the properties on Huddersfield Road.
Double yellow lines on Huddersfield Road outside properties 25 to 45 removes all on street parking. Parking restricted due to implementation of signalized shuttle working area.	A new resident parking area is being created on the east side of Huddersfield Road opposite number 45. Each property (25 to 45) will be entitled to a maximum 2 spaces in this parking area. Further parking will be available in a car park (19 spaces) adjacent to the residents parking area.
Single yellow lines on the east side of Huddersfield Rd. Restriction is required to ensure that the approach to the Shuttle working signals is kept free of parked vehicles during restricted hours. This restriction impacts on the ability of residents in 109 to 131 Huddersfield Road to park, as they do now, on the highway. Parking is allowed between 6pm and 6am and at weekends. The majority of residents of these properties have parking for 1 vehicle to the rear of their properties.	A new car park (19 spaces) is being constructed adjacent to the residents parking area. Residents of 109 to 131 Huddersfield Road may park in this car park for free. The single yellow lines also permit overnight and weekend parking.
Reinstatement of double yellow lines outside 121 Huddersfield Road. The existing TRO for double yellow lines covers this location, however as some point the restriction on site was truncated prior to number 121. The length of restriction is required to be reinstated to facilitate vehicles turning right out of the new school access road.	A new car park (19 spaces) is being constructed adjacent to the residents parking area. Residents of 109 to 131 Huddersfield Road may park in this car park for free. The single yellow lines also permit overnight and weekend parking.
Double yellow lines at selected locations on Ambrose Crescent.	The impact of parking on the highway and residents will be monitored for 3 months after the new school is opened and proposals for further restrictions developed as required.

## 3 Options/Alternatives

- 3.1 Option 1 – Not to uphold the Objections to the proposals and to approve the Traffic Regulation Order as Advertised.
- 3.2 Option 2 – To revise the proposals as per Councillor Harkness comments in paragraph 5.1

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- 3.3 Option 3 – To uphold the Objections to the proposals and rescind the proposals.
- 3.4 Option 4 – To partially uphold the Objections to the proposals and to approve amendments to the proposals.
- 4 **Preferred Option**
- 4.1 The preferred option is Option 1. The removal of obstructive on street parking will be paramount to the operation of the signalised shuttle working and the free flowing of vehicles on Huddersfield Road. The proposed restrictions and alternative parking facilities have been designed to provide sufficient parking for residents and visitors to the area.
- 5 **Comments of Saddleworth South Ward Councillors**
- 5.1 Cllr G Harkness commented, that to assist in residents parking, the single yellow line proposed West side of Huddersfield Road between the school entrance road and the new car park restriction could be lessened to 7.30am to 5pm.
- 5.2 Cllr P Bryne, no further comments received.
- 5.3 Cllr G Hulme, no further comments received.
- 6 **Financial Implications**
- 6.1 These were dealt with in the previous report.
- 7 **Legal Services Comments**
- 7.1 These were dealt with in the previous report.
- 8 **Co-operative Agenda**
- 8.1 In respect of the Traffic management proposed there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.
- 9 **Human Resources Comments**
- 9.1 None.
- 10 **Risk Assessments**
- 10.1 None
- 11 **IT Implications**
- 11.1 None.
- 12 **Property Implications**
- 12.1 None.
- 13 **Procurement Implications**
- 13.1 None.

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- 14      **Environmental and Health & Safety Implications**
- 14.1    These were dealt with in the previous report.
- 15      **Equality, community cohesion and crime implications**
- 15.1    These were dealt with in the previous report
- 16      **Equality Impact Assessment Completed?**
- 16.1    No
- 17      **Key Decision**
- 17.1    No.
- 18      **Key Decision Reference**
- 18.1    Not applicable.
- 19      **Background Papers**
- 19.1    The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act :
- None.
- 20      **Appendices**
- 20.1    Appendix A Copy of Delegated Report  
Appendix B Copy of Objections

## 21 Proposal

- 21.1 It is proposed the original scheme be approved and the restrictions proposed are approved and advertised, in accordance with the following schedule.

Delete from The Oldham Borough Council (Saddleworth Area) Consolidation Order Prohibition of Waiting, Amendment No 24 Order 2012

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<u>Huddersfield Road</u> (North westside)  From its junction with Standedge Road for a distance of 265 metres in a north easterlydirection	At Any Time	A, B1, B3, B4, C, E, J, K3	
	<u>Huddersfield Road</u> (South eastside)  From its junction with Standedge Road for a distance of 120 metres in a north easterlydirection	At Any Time	A, B1, B3, B4, C, E, J, K3	

Delete from The Oldham Borough Council (Saddleworth Area) Consolidation Order Prohibition of Waiting, Amendment Order 2003

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<u>Huddersfield Road</u> (Both sides)  From its junction with un-named access road to WH Shaw Ltd for a distance of 39 metres in a south westerlydirection	At Any Time	A, B1, B3, B4, C, E, J, K3	
	<u>Un-named access road to WH Shaw Ltd</u> (Both sides)  From its junction with Huddersfield Road for a distance of 10 metres in a south easterlydirection	At Any Time	A, B1, B3, B4, C, E, J, K3	

Drawing Numbers 47/A1/1609/1 and 2

Add to the Oldham Borough Council (Saddleworth Area) Consolidation Order 2003  
Part 1, Schedule 1

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<u>Huddersfield Road</u> (North westside)  From its junction with Standedge Road for a distance of 375 metres in a north easterly direction	At Any Time	A, B1, B3, B4, C, E, J, K3	At Any Time
	<u>Huddersfield Road</u> (South eastside)  From its junction with Standedge Road for a distance of 305 metres in a north easterly direction	At Any Time	A, B1, B3, B4, C, E, J, K3	At Any Time
	<u>Huddersfield Road</u> (South eastside)  From a point 360 metres north east of its junction with Standedge Road for a distance of 106 metres in a north easterly direction	At Any Time	A, B1, B3, B4, C, E, J, K3	At Any Time
	<u>Huddersfield Road</u> (North westside)  From a point 46 metres south west its junction with Ambrose Crescent for a distance of 61.5 metres in a north easterly direction	At Any Time	A, B1, B3, B4, C, E, J, K3	At Any Time
	<u>Un-named access road to Car Park and Residents Parking Area opposite 37/39 to 53 Huddersfield Road</u> (Both sides)  From its junction with Huddersfield Road opposite property number 53 to its junction with Huddersfield Road opposite properties number 37/39 for its entire length	At Any Time	A, B1, B3, B4, C, E, J, K3	At Any Time
	<u>Ambrose Crescent</u> (South westside)	At Any Time	A, B1, B3, B4, C, E, J, K3	

	From its junction with Huddersfield Road in a primarily north west direction for a distance of 75 metres			
	<u>Ambrose Crescent</u> (North eastside)  From its junction with Huddersfield Road in a primarily north west direction for a distance of 32 metres	At Any Time	A, B1, B3, B4, C, E, J, K3	
	<u>Ambrose Crescent</u> (North eastside)  From a point 52 metres north west of its junction with Huddersfield Road to a point 62 metres from its junction with Huddersfield Road	At Any Time	A, B1, B3, B4, C, E, J, K3	
	<u>Saddleworth School Access Road</u> (Both sides)  From its junction with Huddersfield Road in a south easterly direction for a distance of 120 metres	At Any Time	A, B1, B3, B4, C, E, J, K3	At Any Time
	<u>Huddersfield Road</u> (South eastside)  From a point 305 metres north east of its junction with Standedge Road for a distance of 58 metres in a north easterly direction	No waiting Mon – Fri 6am – 6pm	A, B1, B3, B4, C, E, J, K3	Mon – Fri 6am – 6pm
	<u>Huddersfield Road</u> (South eastside)  From a point 466 metres north east of its junction with Standedge Road for a distance of 52.5 metres in a north easterly direction	No waiting Mon – Fri 6am – 6pm	A, B1, B3, B4, C, E, J, K3	Mon – Fri 6am – 6pm

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Proposed One-Way Traffic Order

Road	Length	Permitted Direction
<u>Un-named access road to Car Park and Residents Parking Area opposite 37/39 to 53 Huddersfield Road</u>	From its junction with Huddersfield Road opposite property number 53 to its junction with Huddersfield Road opposite property numbers 37/39 for its entire length	Clockwise







## **Delegated Decision**

### **New Saddleworth School, Diggle – Various Traffic Regulation Orders, Huddersfield Road and Associated Area**

Report of: Deputy Chief Executive – People and Place

Officer contact: Alister Storey, Traffic Engineer  
Ext. 5766

**23 April 2020**

#### **Purpose of Report**

The purpose of this report is to consider the introduction of restrictions at locations associated with the new Saddleworth School, off Huddersfield Road in Diggle.

#### **Recommendation**

It is recommended that the restrictions discussed in this report are implemented in accordance with the schedule at the end of this report.

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Delegated Decision

**New Saddleworth School, Diggle – Various Traffic Regulation Orders, Huddersfield Road and Associated Area**

**1 Background**

- 1.1 Planning permission was granted for the new Saddleworth School in 2019 with construction of the new site commencing in Spring 2020. There are a number of highway improvements associated with the new school site, some of which are subject to planning conditions.
- 1.2 Huddersfield Road is an unclassified local distributor route that, in the area concerned in this report, is fronted to the west by primarily residential properties. To the east are primarily open fields and the brownfield site where the new school will be located, there is a row of terraced properties towards Standedge Road.
- 1.3 Private off-street parking along this length of Huddersfield Road is limited, with most properties relying on parking on the highway. Waiting restrictions exist along lengths of the carriageway where parking would cause obstruction. In the areas of the terraced properties parking narrows the carriageway to single way running, which leads to congestion.
- 1.4 The highway is subject to a 30mph speed limit and is lit. Footway currently runs the full length between Standedge Road and the school entrance, however it is less than 1 metre wide in places, there is no footway to the western side.
- 1.5 The route is currently serviced by scheduled, local and school buses.

**2 Changes to highway**

- 2.1 The footway on Huddersfield Road between Standedge Road and the new school entrance road will be widened to a minimum width of 2 metres. Between Standedge Road and where the footway passes properties 20 to 44, the carriageway will be narrowed to a single lane and signalised shuttle working will be introduced. All on-street parking will be removed along the length of the shuttle working and new off-street facilities provided. An on carriageway segregated cycle facility will be provided to the north side of the carriageway through the length of the shuttle working. The widened footway to the south side of the carriageway between number 20 and the new school access road will be an unsegregated shared facility.
- 2.2 The existing bus stops in both directions that fall within the area of the proposed shuttle working are to be removed. The west bound stop will be relocated in a bus stop layby approximately 20 metres east of its existing location. Due to the lack of footway to the west side of the carriageway, the east bound stop will be combined with a new stop just after the school access road adjacent to properties 133/135. The existing footway at this location will be locally widened and an informal crossing point installed.

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2.3 A new off street car park and a residents parking area will be constructed to the east side of Huddersfield Road, the car park and residents parking area will be off highway and will be served by a new access road. The access road will be adopted highway in the form of a one-way crescent. The off-street parking area to the rear of properties 20 to 44 will be accessed off this route.

2.4 The footway between the new parking area and the school access road will be widened to a minimum of 2.5 metres.

### 3 Traffic Regulation Order Restrictions

3.1 A summary of the proposals is given below, full details are contained in the schedules at the end of this report. For clarity, any existing waiting restrictions along the length of Huddersfield Road concern in this report will be revoked and reintroduced in the new Traffic Regulation Order:

- **Revoke** - Existing double yellow lines (No waiting at any time) on Huddersfield Road (both sides)
- **Introduce** – Double yellow lines and double kerb blips (No waiting/loading at any time) at various location on Huddersfield Road (both sides), the new car park access road (both sides) and on the new school approach road (both sides)
- **Introduce** – Single yellow lines and single kerb blips (time limited waiting and loading) Mon – Fri, 6am – 6pm on Huddersfield Road (east side) at various locations
- **Introduce** – Double yellow lines at the junction of Huddersfield Road and Ambrose Crescent and at locations on Ambrose Crescent
- **Bus Stop Clearway** – New westbound stop located adjacent to new car park area on Huddersfield Road and east bound stop relocated outside 133-135 Huddersfield Road
- **Introduce** - One way direction of travel on new car park and residents parking access road

3.2 The proposed restrictions aim to remove the obstructive parking on Huddersfield Road and also discourage the use of private vehicles to transport pupils to and from the new school site. The strategic use of single yellow lines and loading restrictions will enable the parking of vehicles at certain locations overnight and at weekends.

### 4 Options/Alternatives

4.1 Option 1: To introduce a Prohibition of Waiting Traffic Regulation Order.

4.2 Option 2: Not to introduce a Prohibition of Waiting Traffic Regulation Order.

### 5 Preferred Option

5.1 The preferred option to approve is Option 1.

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## 6 **Justification**

- 6.1 The proposed restrictions are required to aid the flow of vehicles along Huddersfield Road by removing parked vehicles that cause obstruction and congestion. The proposals also act to increase safety for pedestrians and cyclists both general and those attending the new school site.

## 7 **Consultations**

- 7.1 G.M.P. View - The Chief Constable has been consulted and has no comment on this proposal.
- 7.2 T.f.G.M. View - The Director General has been consulted and has no comment on this proposal.
- 7.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.
- 7.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

## 8 **Comments of Saddleworth North Ward Councillors**

- 8.1 The Ward Councillors have been consulted and Councillor P Byrne supports Option 1 but consideration needs to be given to the Funeral Directors, Pogens and Armitage at No 53 Huddersfield Road as they line up Cortege on the road there.
- 8.2 Councillor G Harkness has commented that following the briefing I had on the various TROs before the lockdown all my queries were answered and I would like to support the proposals (Option 1). I am happy to support Pam's comment too though I think from what was said they will be various stages but it may be worth a comment from the engineer on that one? Of course overall capacity for parking will increase too.

## 9 **Response to Councillors Comments**

- 9.1 In response to Councillors comments, the funeral directors will no longer be permitted to gather vehicles on Huddersfield Road due to the proposed restrictions, however they will be able to utilise the new car park access road as well as the car park. Huddersfield Road will be required to be kept clear of parked vehicles to allow the signalised shuttle working to operate correctly.

## 10 **Financial Implications**

- 9.1 The cost of introducing the Order is shown below:-

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	£
Annual Maintenance Cost (calculated January 2020)	1,100
Advertising costs	1,200
<b>Revenue Expenditure</b>	<b>2,300</b>
Introduction of Road Markings	1,000
Introduction of unlit signs	3,000
Introduction of lit signs	9,000
<b>Capital Expenditure</b>	<b>13,000</b>
<b>Overall Expenditure</b>	<b>15,300</b>

- 9.2 The introduction of restrictions at locations associated with the new Saddleworth School will be circa £13k. This will be funded from the Saddleworth School scheme within the Regeneration Capital Programme.
- 9.3 The annual maintenance costs estimated at £1.1k and advertising costs of £1.2k per annum will be met from the Highways Operations Budget and Street Lighting PFI Budget.
- 9.4 As the illuminated signage will use LED based technology, any additional power costs are expected to be met from the existing allocation within the Street lighting PFI budget.

(John Edisbury)

## 11 Legal Services Comments

- 11.1 The Council must be satisfied that it is expedient to make the Traffic Regulation Order in order to avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or for preventing damage to the road or to any building on or near the road, or for facilitating the passage on the road or any other road of any class of traffic, including pedestrians, or for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property or for preserving or improving the amenities of the area through which the road runs.
- 11.2 In relation to the proposed bus stop clearway, it is possible to introduce a bus stop clearway without the need for a Traffic Regulation Order. The Council has introduced an approvals procedure for dealing with bus stop clearways which to a large extent mirrors the procedure to be followed when making Traffic Regulation Orders. It is recommended that the approval procedure be followed.

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- 11.3 In addition to the above, under section 122 of the Road Traffic Regulation Act 1984, it shall be the duty of the Council so to exercise the functions conferred on them by the Act as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Regard must also be had to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run, the strategy produced under section 80 Environmental Protection Act 1990 (the national air quality strategy), the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and any other matters appearing to the Council to be relevant. (A Evans)

**12 Co-operative Agenda**

- 12.1 In respect of this proposal there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

**13 Human Resources Comments**

- 13.1 None.

**14 Risk Assessments**

- 14.1 None.

**15 IT Implications**

- 15.1 None.

**16 Property Implications**

- 16.1 None.

**17 Procurement Implications**

- 17.1 None.

**18 Environmental and Health & Safety Implications**

- 18.1 Energy – Nil.
- 18.2 Transport – Changes to bus stop locations have been agreed with TfGM.
- 18.3 Pollution – Nil.
- 18.4 Consumption and Use of Resources – Nil.

TM3/1037

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- 
- 18.5 Built Environment – Minor alteration to the visual appearance of the area.
- 18.6 Natural Environment – Nil.
- 18.7 Health and Safety – Nil.
- 19 **Equality, community cohesion and crime implications**
- 19.1 The introduction of restrictions may have a negative effect on Community Cohesion as residents in this area will have to find alternative parking arrangements, but highway safety takes priority over the use of the highway for parking. By removing obstructive parking, visibility for drivers and pedestrians will be increased thus improving highway safety. The provision of off-street parking in the form of residents parking and the new car park will somewhat negate the loss of on-street spaces.
- 20 **Equality Impact Assessment Completed?**
- 20.1 No.
- 21 **Key Decision**
- 21.1 No.
- 22 **Key Decision Reference**
- 22.1 Not applicable.
- 23 **Background Papers**
- 23.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act:
- None.
- 24 **Proposal**
- 24.1 It is proposed that a Traffic Regulation Order be introduced in accordance with the following schedules and drawing number.

---

Schedule

Drawing Numbers 47/A1/1609/3

Delete from The Oldham Borough Council (Saddleworth Area) Consolidation Order  
Prohibition of Waiting, Amendment No 24 Order 2012

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Huddersfield Road</u> (North west side)  From its junction with Standedge Road for a distance of 265 metres in a north easterly direction	At Any Time	A, B1, B3, B4, C, E, J, K3	
	<u>Huddersfield Road</u> (South east side)  From its junction with Standedge Road for a distance of 120 metres in a north easterly direction	At Any Time	A, B1, B3, B4, C, E, J, K3	

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Delete from The Oldham Borough Council (Saddleworth Area) Consolidation Order  
Prohibition of Waiting, Amendment Order 2003

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<u>Huddersfield Road</u> (Both sides)  From its junction with un-named access road to WH Shaw Ltd for a distance of 39 metres in a south westerly direction	At Any Time	A, B1, B3, B4, C, E, J, K3	
	<u>Un-named access road to WH Shaw Ltd</u> (Both sides)  From its junction with Huddersfield Road for a distance of 10 metres in a south easterly direction	At Any Time	A, B1, B3, B4, C, E, J, K3	

Drawing Numbers 47/A1/1609/1 and 2

Add to the Oldham Borough Council (Saddleworth Area) Consolidation Order 2003  
Part 1, Schedule 1

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<u>Huddersfield Road</u> (North west side)  From its junction with Standedge Road for a distance of 375 metres in a north easterly direction	At Any Time	A, B1, B3, B4, C, E, J, K3	At Any Time

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	<u>Huddersfield Road</u> (South east side)  From its junction with Standedge Road for a distance of 305 metres in a north easterly direction	At Any Time	A, B1, B3, B4, C, E, J, K3	At Any Time
	<u>Huddersfield Road</u> (South east side)  From a point 360 metres north east of its junction with Standedge Road for a distance of 106 metres in a north easterly direction	At Any Time	A, B1, B3, B4, C, E, J, K3	At Any Time
	<u>Huddersfield Road</u> (North west side)  From a point 46 metres south west its junction with Ambrose Crescent for a distance of 61.5 metres in a north easterly direction	At Any Time	A, B1, B3, B4, C, E, J, K3	At Any Time
	<u>Un-named access road to Car Park and Residents Parking Area opposite 37/39 to 53 Huddersfield Road</u> (Both sides)  From its junction with Huddersfield Road opposite property number 53 to its junction with Huddersfield Road opposite properties number 37/39 for its entire length	At Any Time	A, B1, B3, B4, C, E, J, K3	At Any Time

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	<u>Ambrose Crescent</u> (South west side)  From its junction with Huddersfield Road in a primarily north west direction for a distance of 75 metres	At Any Time	A, B1, B3, B4, C, E, J, K3	
	<u>Ambrose Crescent</u> (North east side)  From its junction with Huddersfield Road in a primarily north west direction for a distance of 32 metres	At Any Time	A, B1, B3, B4, C, E, J, K3	
	<u>Ambrose Crescent</u> (North east side)  From a point 52 metres north west of its junction with Huddersfield Road to a point 62 metres from its junction with Huddersfield Road	At Any Time	A, B1, B3, B4, C, E, J, K3	
	<u>Saddleworth School Access Road</u> (Both sides)  From its junction with Huddersfield Road in a south easterly direction for a distance of 120 metres	At Any Time	A, B1, B3, B4, C, E, J, K3	At Any Time

	<u>Huddersfield Road</u> (South east side)  From a point 305 metres north east of its junction with Standedge Road for a distance of 58 metres in a north easterly direction	No waiting Mon – Fri 6am – 6pm	A, B1, B3, B4, C, E, J, K3	Mon – Fri 6am – 6pm
	<u>Huddersfield Road</u> (South east side)  From a point 466 metres north east of its junction with Standedge Road for a distance of 52.5 metres in a north easterly direction	No waiting Mon – Fri 6am – 6pm	A, B1, B3, B4, C, E, J, K3	Mon – Fri 6am – 6pm

Proposed One-Way Traffic Order

Road	Length	Permitted Direction
<u>Un-named access road to Car Park and Residents Parking Area opposite 37/39 to 53 Huddersfield Road</u>	From its junction with Huddersfield Road opposite property number 53 to its junction with Huddersfield Road opposite property numbers 37/39 for its entire length	Clockwise

TM3/1037

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28.02.20

TM3/1037/TRO Rep

09.09.2020

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**APPROVAL**

<p><b>Decision maker</b></p> <p>Signed  Cabinet Member, Environmental Services</p>	<p>Dated 23<sup>rd</sup> April 2020</p>
<p><b>In consultation with</b></p> <p>Signed  Director of Environmental Services</p>	<p>Dated 22 April 2020</p>

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TM3/1037

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## Appendix B Copies of Redacted Objections

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**Alister Storey**

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**From:** Saddleworth School  
**Subject:** RE: Ref TRO LJM/T020//16 - Attn Alister Storey (Senior Engineer)

-----Original Message-----

**From:** [REDACTED]  
**Sent:** 06 June 2020 19:36  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**Cc:** Alan Evans <Alan.Evans@oldham.gov.uk>  
**Subject:** RE: Ref TRO LJM/T020//16 - Attn Alister Storey (Senior Engineer)

Dear Sirs

I would like to add my objections to the chorus of protest I trust you have been made aware of re. the proposed traffic scheme associated with the building of the new Saddleworth School

I do not live in one of the very few houses along Huddersfield Road where I understand a letter was dropped off. I live on Wool Road very close to the proposed development, where, incidentally, new road alignments this week (obviously associated with the development but apparently utterly unscrutinised and certainly not included on any version of the original plans) have come perilously close to causing at least two road accidents in only a couple of days!

It is disingenuous, almost duplicitous, to suggest anything more than lip service has been paid to the legal notion of locals residents being kept appropriately informed when only those very few households who might have received the letter, or who happened to see the half-hearted notices posted on a couple of lamp-posts (during a period when the entire country was being strongly advised to stay at home), or who, even more improbably, came across the proposals on a website, could possibly have been properly aware of the scheme! Legality might have been satisfied, but morality surely has not been. Given the contentious nature of the scheme, it must be unwise to provoke suspicions of unfairness and bad faith?

Moreover, further consultation on the many and various practical objections re. access and transport, has been promised ever since elements of the scheme were passed at OMBC. No such local consultations have been forthcoming, to the best of my knowledge.

Again, strange, given that even Transport for Greater Manchester have expressed serious concerns that the proposed road scheme is dangerous, as well as major safety and congestion worries. Or maybe not?

I believe it has been suggested that the TRO scheme will be assessed after a trial period. Surely the scheme should be fit for purpose from the outset and not, heaven forbid, need a serious accident for it to be reconsidered? But most local residents believe that's a sad inevitability if a flawed scheme is rushed through at this point.

Please reconsider your decision to not properly listen to objections to this TRO scheme.

Yours

[REDACTED]  
Wool Road  
Dobcross  
OL3 5NS

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**Alister Storey**

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**From:** Saddleworth School  
**Subject:** RE: OBJECTION

**From:** [REDACTED]  
**Sent:** 08 May 2020 15:05  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**Subject:** OBJECTION

Dear Alister Storey,

I am in receipt of your letter dated 6<sup>th</sup> May and the plans regarding the traffic restrictions accompanying the building of the new Saddleworth School.

I would like to object to the loss of parking and lack of adequate parking provision for the residents of 109-131 Huddersfield Road, who are most immediately affected by these developments.

Currently my son parks his car, which is necessary for his work, on the road in front of these houses, but will lose this place if these plans go ahead. There does not seem to be other parking provision nearby on Huddersfield Road, or on Ambrose Crescent. If my son has to park some distance away from our house, this may materially affect his insurance.

These plans also seem to restrict access to these houses for workmen. At some point I need to have work done on my roof, and am at a loss to see where the roofers will park their vans. It is my understanding that it is illegal to deprive residents of access to their properties when there is necessary work to be undertaken.

All the residents on this row have appealed for extra parking spaces to be allocated, as for the properties numbered 21-43 Huddersfield Road. We have proposed that the field opposite these houses, which was historically used as a parking area for Shaw's Mill, and which is currently being used for parking by the demolition company, could easily be used for this purpose, but have received no reply.

I would very much like to receive a reply, and am looking forward to hearing from you,

Yours,

[REDACTED] Huddersfield Road)

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**Alister Storey**

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**From:** Saddleworth School  
**Subject:** RE: Plans for housing or other developments apart from the school

**From:** [REDACTED]  
**Sent:** 05 June 2020 14:56  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**Subject:** Plans for housing or other developments apart from the school

I am the resident of [REDACTED] Huddersfield Road which directly faces the driveway entrance to Shaws Mill. I and other residents of this row have made several enquiries about additional parking in the field to the left of the drive, without receiving a response. This leads us to suspect that there are other plans for development on this site apart from the school. Can you please confirm that there will be no further developments?

Many thanks,

[REDACTED]

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**Alister Storey**

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**From:** Saddleworth School  
**Subject:** RE: Objection - FAO Alister Storey, Senior Traffic Engineer

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**From:** [REDACTED]  
**Sent:** 07 May 2020 10:06  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**Subject:** Objection - FAO Alister Storey, Senior Traffic Engineer

Dear Sir

**Re: New Saddleworth School, Diggle - Associated Traffic Regulation Orders**

Thank you for sending me the notice and plan of the above. We live at no. [REDACTED] Huddersfield Road, Diggle

Once again we find there is no extra parking provided for no.109 to 131, indeed 121 loses direct parking outside his house. Residents nearer to the entrance to the village are to be provided with an extra 20 spaces. How are we meant to accommodate visitors and/or workfolk coming to our properties?

Like it or not, because we have poor public transport, most houses have two cars. Please consider some way of giving us extra parking space.

Yours Faithfully

[REDACTED]

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**Alister Storey**

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**From:** Saddleworth School  
**Subject:** RE: Ref TRO LJM/T020//16 - Attn Alister Storey (Senior Engineer)

**From:** [REDACTED]  
**Sent:** 03 June 2020 15:26  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**Subject:** Ref TRO LJM/T020//16 - Attn Alister Storey (Senior Engineer)

Environmental Group Solicitor, Oldham Council, Civic Centre, West Street, Oldham, OL1 1UL or to the email address below, stating the title of the Order to which they relate and the grounds for making them by the 6 June 2020.

Dear Alister Storey

I agree with Transport for Greater Manchester (TfGM) consultation response, that the road plans for Diggle are "unsafe".

I have done extensive analysis and monitoring of the traffic along Huddersfield Rd. I have retained the video evidence for the traffic analysis to back up my assessment. The road and pavements in Diggle will not be up to regulation, therefore the School development and traffic in Diggle is intrinsically unsafe, in particular due to the further limiting of access.

However, I am disabled and am high risk from Covid-19 so am not able view the "plans". What are the risk assessments for the Huddersfield road?

Please extend the assessment period to after the Covid-19 pandemic so it can be assessed fully.

[REDACTED]  
Huddersfield Rd  
Diggle  
Oldham  
OL3 5NU

**Alister Storey**

---

**From:** Saddleworth School  
**Subject:** RE: Recent letter from A.Storey.

**From:** [REDACTED]  
**Sent:** 14 May 2020 11:05  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**Subject:** Recent letter from A.Storey.

Good morning

Would you kindly answer the following questions.

What is the position of the traffic lights?

How many resident passes per household?

Will there be any pavement in front of 25-43 as I fear there could be a safety issue here, as drivers try to beat the lights, speed will be increased for certain, I must point out there are a number of children live on this side of the road.

Thank you.

Sent from Yahoo Mail on Android

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**Alister Storey**

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**From:** Saddleworth School  
**Subject:** RE: For the attn Alister Storey - Objections TRO/LIM/T020/16 Huddersfield Road

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**From:** [REDACTED]  
**Sent:** 07 June 2020 20:38  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**Cc:** Alan Evans <Alan.Evans@oldham.gov.uk>  
**Subject:** For the attn Alister Storey - Objections TRO/LIM/T020/16 Huddersfield Road

Dear Alister Storey,

As long term residents of Diggle, we have grave concerns over the traffic plans relating to the new Saddleworth School. It seems that we are not alone in this as TfGM deemed the plans 'unsafe'.

- We had assumed that there would have been a proper consultation with residents and an opportunity to raise these concerns. The issues are obviously complex but vital to address as they concern the future safety of large numbers of children. Diggle residents are ideally placed to understand the existing and future traffic problems affecting the village.
- Building the school in Diggle will increase the volume of traffic on the roads in Saddleworth overall and in particular the level of air pollution along Huddersfield Road where traffic will be idling waiting for traffic lights to change.
- The proposed traffic light system will inevitably cause a tail back of traffic onto Wool Road an obvious hazard for traffic approaching down Standedge Road
- The fact that Diggle is essentially one way in and one way out raises many concerns; access for those with disabilities to properties on the affected stretch of Huddersfield Road; access for emergency vehicles; huge delays at peak times for residents trying to leave the village.
- The only other exits from the village are via Spurn Lane or via Carr Lane. Both of these are steep, single track rural lanes, not suited to more than occasional traffic.
- To rely on the fact that 'encouragement' is all that is required to ensure that parents dropping their children off at school, drivers on Standedge Road, drivers trying to leave or access the village at peak times will behave in a sensible manner is ridiculous.

We find that pressing ahead with this during this time when people have been in lockdown owing to the pandemic, faced with real fears over their health, jobs and families is very cynical and unbefitting of a Council purporting to have concerns for the environment.

Yours,  
[REDACTED]

Environment Group Solicitor to the Council,  
Civic Centre,  
West Street,  
OLDHAM.  
OL1 1UL

[REDACTED] Huddersfield Road  
Diggle  
OLDHAM  
OL3 5NU

OBJECTION - The Oldham New Saddleworth School Diggle Proposed Traffic Order 2020

Dear Environment Group Solicitor,

I wish to make objections to the above order .

- The restrictions remove the ability of residents of 109 - 131 Huddersfield Road to park cars with no alternative being offered
- It has been suggested that residents can park at the rear of the terrace. There is no 'road ' at the back of 109 -131 Huddersfield Road, simply land attached to each house over which we must allow our neighbours to cross. At the beginning of the recent lockdown one of the neighbours used his car as a barrier to stop pedestrian and vehicular traffic as he didn't want to be infected by neighbours passing his house. The police were called but this did not result in his removing the barrier. He unilaterally moved it 24 hours later.
- Further, planning regulations define a 'parking space ' as a minimum 2.4 metres x 4.8 metres. The space at the back of my house is 4.6 metres.

Yours Sincerely,

[REDACTED]

New Saddleworth School Diggle Planning Application LJM/T020/16 Highways & Engineering

Dear Alister Storey,

I am a resident of Diggle and would like to comment on the above before the cut off point of June 6<sup>th</sup>. although I believe the date should be extended for more details and scrutiny.

We have still no idea of the traffic flow numbers on which this plan is based. Any accurate projections associated with the increase in school size; the net gain with Uppermill children now needing transport and the in/out nature of Diggle make this an extraordinarily difficult exercise in these Covid times.

The new road plan has pavements on both sides of the road with no width given that I could see. I would like assurance that the road width is adequate due to the narrow pinch points. (At a meeting held by the last planners I was told the road had been driven along but not walked.)

The on-demand timing of lights was another feature. Is it possible to accommodate the flow needed particularly in the morning rush hour in/out of Diggle with waiting traffic and not impinge on road safety on the main Huddersfield Road leading from the new roundabout.

Yours sincerely



 Heather Way

Diggle OL3 5PZ



June 2<sup>nd</sup> 2020.

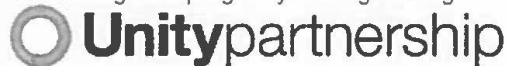
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**Alister Storey**

**From:** Saddleworth School  
**To:** [REDACTED]  
**Subject:** RE: Alister Storey Unity Partnership Objections to TRO Huddersfield Road, Diggle  
Ref TRO/LJM/TO20-16

Kind Regards

**Alister Storey**  
Senior Engineer | Highways & Engineering



Henshaw House, Cheapside, Oldham OI1 1NY  
T: 0161 770 5766 | W: [www.unitypartnership.com](http://www.unitypartnership.com)

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**From:** [REDACTED]  
**Sent:** 07 June 2020 14:30  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**Subject:** Alister Storey Unity Partnership Objections to TRO Huddersfield Road, Diggle Ref TRO/LJM/TO20-16

Unity Partnership/OMBC.

Dear Mr Alister Storey

I would like to just make the point that TfGM Traffic for Greater Manchester have serious concerns that the proposed Road scheme is dangerous and they also have major safety and congestion concerns. Also that even yourself as engineers don't feel confident that the scheme will work and will reappraise the scheme after 3 months. At what cost, environmentally, infra-structurally and financially will that mean to Saddleworth. If the scheme doesn't work don't do it. Saddleworth deserves better than this. There never seems to be any consultation with the residents the same happened on Wool Road first we know anything about it a week before there was a letter saying it was being started on the Friday what has happened to the listening council?

[REDACTED]

■ Wool road

Dobcross

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**Alister Storey**

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**From:** Saddleworth School  
**To:** [REDACTED]  
**Subject:** RE: Ref TRO LJM/T020//16 - Attn Alister Storey (Senior Engineer)

**From:** [REDACTED]  
**Sent:** 04 June 2020 14:34  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**Cc:** Alan Evans <Alan.Evans@oldham.gov.uk>  
**Subject:** Ref TRO LJM/T020//16 - Attn Alister Storey (Senior Engineer)

Dear Sir

I understand that Cllr. Jamie Curley, Ward Councillor Saddleworth South and Saddleworth Parish Council Chair, has written to you and to Cllr. Ateeque Urrehman recently asking for an urgent response to the very real concerns being expressed by local residents re. the above planning application, but that no reply has yet been forthcoming.

Therefore I am appealing to you to grant a time extension from the original, clearly impractical, 6th June planning application cut-off date, to give all residents the chance to send comments or objections as outlined in the original correspondence (ref 001/1/TM3/1037)

Some major concerns are:

- 1: That the original planning letter from Highways was only sent to a selected narrow group of residents, and thus does not give local Dobcross/Diggle residents their full democratic right to express any concerns.
- 2: That COVID-19 has hampered the chance for full social recourse from Saddleworth Parish Council as they are not functioning fully as a Parish Council at present. Local community access is also impaired, with the major priority of safety and care uppermost in residents' minds.
- 3: The plans and information sent to a narrow selection of local residents differs from the original plans and is therefore confusing.  
The illustrated maps in particular differ from the master plan and leaves out important detail.
- 4: The response link for comments states written response only, with no forwarding email address or direct personnel name added. The present COVID-19 situation has postal delivery dates for even 1st class mail taking up to 7 - 10 days to reach their destination. How are residents supposed to get the chance to make their views heard in such a complex situation?

Therefore I ask for an urgent time extension from the original comments cut-off date of the 6th June to give local Saddleworth residents a full chance to exercise their electoral rights.

I look forward to hearing from you.

Kind regards

[REDACTED]  
Wool Road,  
Dobcross  
OL3 5NS

Diggle  
OLDHAM  
OL3 5PP

2 June 2020

**RE: New Saddleworth School, Diggle - Associated Traffic Regulation Orders.  
Planning Application-LJM/T020/16 Highways & Engineering**

Dear Cllr Rehman

I understand that Cllr Jamie Curley Ward Councillor Saddleworth South and Saddleworth Parish Council Chair has written to you recently asking for an urgent response to local residents' concerns to the above planning application. Apparently Cllr Jamie Curley has not yet received a reply.

Therefore I am appealing to you directly to grant a time extension from the original 6th June planning application cut-off date, to give all residents the chance to send comments or objections as outlined in the original correspondence received from Alister Storey-OMBC Traffic and Network Management ref 001/1/TM3/1037

The major concerns being:

- 1: That the original planning letter from Highways was only sent to a selected narrow group of residents, and does not give local Dobcross/ Diggle residents their full democratic right to express any concerns.
- 2: That COVID-19 has hampered the chance for full social recourse from Saddleworth Parish Council, as they are not functioning fully as a Parish Council at present. Plus local community access is also impaired with the major priority of safety and care uppermost in residents minds.
- 3: The plans and information sent to a narrow selection of local residents, differs from the original plans and is therefore confusing. The illustrated maps in particular differ from the master plan and leaves out important detail.
- 4: The response link for comments states written response only, with no forwarding email address or direct personnel name added. The present COVID-19 situation has postal delivery dates for even 1st class mail taking up to 7 - 10 days to reach their destination. How are residents supposed to get the chance to make their views heard in such a complex situation.

Therefore I ask for an urgent time extension from the original comments cut-off date of the 6th June to give local Saddleworth residents a full chance to exercise their electoral rights.

I look forward to hearing from you.

Yours sincerely

[Redacted Signature]

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**Alister Storey**

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**From:** Saddleworth School  
**To:** [REDACTED]  
**Subject:** RE: For the attn Alister Storey - Objections TRO/LIM/T020/16 Huddersfield Road

**From:** [REDACTED]  
**Sent:** 06 June 2020 09:40  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>; [REDACTED]  
[REDACTED]  
**Subject:** For the attn Alister Storey - Objections TRO/LIM/T020/16 Huddersfield Road

As a resident of Saddleworth, living in the busy Square in Dobcross, we feel that we need to comment on the proposed traffic proposals for the new Saddleworth School.

We foresee a marked increase in traffic flow through our village, which will impact negatively on the quality of our weekdays.

We need to be consulted on your proposals, but clearly have not been.

Just why is this??

The new school will not only affect Diggle, but other villages also. This should have been clear.

The residents of Dobcross in a petition, were 90% against an increase in traffic through our village, from Delph, Denshaw, Scouthead, Springhead & other areas. This survey was rejected by Oldham Council at a full meeting.

We ask to be consulted. The present timeframe of one week is too short & we ask for an extension.

Some issues of concern are:-

- ★. The traffic issues are complex and residents were offered a consultation, what happened to it?
- ★. Rural roads will be severely challenged by the Huddersfield Road TRO. Creating 'rat runs' and increased traffic load in the ever depleting rural outreaches. Specifically in Dobcross.
- ★. You cannot separate the planned TRO from the School Plan
- ★. Why does OMBC's impact assessment differ from TfGM's consultation document which states clearly that OMBC TRO is unsafe and will increase traffic congestion .
- ★. Access and traffic flow for all residents will be severely hampered by the affects of the TRO
- ★. Toxicity levels will increase from more vehicles..
- ★. How will the traffic light system be adjusted for Diggle car park residents in peak use time? In other words how do they get out!

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★. What are the real costs to ratepayers of the TRO.scheme.

★. You mention that the TRO scheme will be assessed after a trial period if not working.

So what Saddleworth villages are really getting is an experiment. Surely the scheme should be fit for purpose and not require re-design.

[REDACTED]. Cc Dobcross residents in the Square.

Sent from [Mail](#) for Windows 10

Diggle  
Oldham  
OL3 5PT

FAO: Alister Storey Unity Partnership

6<sup>th</sup> June 2020

**RE: Objections to TRO Huddersfield Road, Diggle Ref TRO/LJM/TO20-16  
THE OLDHAM NEW SADDLEWORTH SCH DIGGLE PROPOSED TRAFFIC ORDER 2020**

Dear Mr. Storey,

I have a number of objections to the scheme you are attempting to implement.

1. Firstly – the scheme & maps provided as part of the TRO do not include the full scheme details as approved at planning: the full planning approval included signal control into the village.

Diggle is effectively a cul-de-sac, with one entrance and exit at the south end of Huddersfield Road. Oldham Council propose to control queues into the village by means of a new single traffic lane controlled by new traffic lights. Planning permission for Application D (PA/337930/15) includes plans for this new single traffic lane controlled by traffic lights + the car park built on Green Belt land. As I explain in this letter – this scheme has been proven unworkable.

- If the one-way system is to go ahead – then there can be no justification for building a car park on the Green Belt – because this combination of measures has been proven unworkable by traffic modelling undertaken by TfGM (but the planning committee who approved the applications were not made aware of this – thus planning permission was obtained by deceit as explained in the next section).
- If Oldham Council are now proposing that this one-way system is not going ahead (since the TPO does not include this) – then there is still no justification to build a car park & turn around area for the school on Green Belt land because the traffic scheme needs to be re-considered, re-modelled & put through planning again. It is unlawful & unacceptable to use Green Belt land as part of a 'trial' to 'see if it works' without having carried out the necessary Transport Assessments & Modelling. UK planning law does not permit for the disposal of Green Belt land for 'experimental' purposes!

2. Planning permission for Application D (PA/337930/15) was obtained by deceit. Disgraced Former Head of Planning Steven Irvine withheld consultee responses & lied about traffic impacts in his Planning Officer Report to planning committee [Planning Committee 28<sup>th</sup> Feb 2019]; failing to make the planning committee aware of confirmed serious safety issues in relation to the design of highways plans.

Steven Irvine's Planning Officer Report [Pages 107-112 'Consultation comments received for Application D (PA/337930/15) – Highways Application] states that 'no comments were received' from Transport for Greater Manchester following the 'Revised Environmental Statement' & consultation in 2017 – but this is not true.

I obtained the most recent responses from Transport for Greater Manchester (dated October & November 2017) by FOI from the Planning Department – this response has never been made available to the public – not on the planning pages and not to the planning committee. Their response was omitted from Steven Irvine's planning report – an act that is surely illegal & fraudulent – especially because TfGM (who actually carried out the traffic modelling for the scheme) specifically stated in that response that the scheme was 'unsafe'.

3. Transport for Greater Manchester (TfGM) still have several concerns about the impact on the highway & about the safety of road users & pedestrians as outlined in their most recent consultation responses (Oct & Nov 2017) where they state that: "our primary concern is that the scheme is unsafe". **These are the concerns raised by TfGM:**

**Signal control into village:** TfGM state: *"the one-way section appears to be 120m which introduces a significant length of lost time. There may be implications of queuing traffic extending to the priority junction of Huddersfield Road/Standedge Road to the south & delays to traffic/buses generally".* In fact, the distance from traffic lights to junction = only 70 metres (maximum 11 car lengths), therefore it is inevitable that this proposal will result in traffic queueing back to the main A670 - increasing the risk of traffic accidents/collisions. Should the junction priority be changed to accommodate the above queues at peak times – it will not solve traffic flow issues, nor reduce the risk of accidents. Have the police agreed to the principle of changing the road priority in this location?

**Turnaround + signal control out of village:** Oldham Council (via Unity Partnership) are the planning applicant for the highways plans. Unity Partnership submitted a 'Transport Assessment' as part of the planning process in 2015 (it has not changed since then). When TfGM were consulted on the highways plans & TA - they commented that *"most of the Transport Assessment is lifted from TfGM's responses to Oldham Council"*. TfGM say: *"we are also concerned that the queue from the right turn into the car park will extend to the one-way section"*, they say that their data *"indicates that the queue will extend back to the one-way section during the busiest 15 minute period, even if the car park is only used by 60% of the demand. If the exit from the one-way section is blocked there will be excessive queuing in both directions on Huddersfield Road and the road will become less safe as there will be vehicles effectively 'stranded' in the one-way section"*.

**Series of completely fabricated claims in the Planning Officer Report to planning committee (February 2019) that secured planning permission: planning permission was secured by deceit i.e. fraud**

Thus, it can be shown that these statements regarding traffic signals in the Planning Officer Report (Feb 2019) are a deliberate misrepresentation of facts; the conclusions presented regarding the outcome of modelling reports & consultation responses have **been falsified by the Head of Planning Steven Irvine who wrote the report – the planning officer has altered the outcomes of reports to suit himself – this is fraud!**

In Section 13 (Planning Considerations for Application D (PA/337930/15) of the Planning Officer Report (Feb 2019), the following statements are made regarding the Traffic Signals (p395)

*"13.82 Traffic modelling was undertaken by TfGM which ensured that the traffic signals would operate effectively with the other measures proposed. For consistency, the work was undertaken using the figures supplied by WYG in their Transport Assessment for the concurrent school application (PA/337301/15).*

*13.83 Initially, it was shown that extensive queuing would take place and that traffic could potentially queue back from Huddersfield Road to block the Standedge Road / Wool Road junction. As a result, the scheme was modified to ensure that traffic waiting to access the car park did not queue back into the single lane section of carriageway and the internal layout of the car park was modified to include the express drop-off laybys."*

The sentences underlined are completely untrue – as shown above TfGM actually stated in their 2017 consultation response: *"we are also concerned that the queue from the right turn into the car park will extend to the one-way section"*, they say that their data *"indicates that the queue will extend back to the one-way section during the busiest 15 minute period, even if the car park is only used by 60% of the demand"*. At no point have TfGM said that their models 'ensure that traffic signals would operate effectively with the other measures proposed'; the complete opposite is true! At no point has Oldham Council come up with a plan to mitigate TfGM's concerns regarding traffic waiting to access the car park – this concern has simply been ignored!

*"13.87 The subsequent modelling undertaken by TfGM showed that queuing will still occur during the concentrated periods of time when demand will be at its highest, but that it should not have a detrimental impact on highway safety"*.

This is again – untrue: TfGM stated that *If the exit from the one-way section is blocked “there will be excessive queuing in both directions on Huddersfield Road and the road will become less safe as there will be vehicles effectively ‘stranded’ in the one-way section”.*

*“13.85 Given that pedestrian access to the site will be safer and more attractive for children to use, it has now been assumed that parents are more likely to allow their children to walk along Huddersfield Road from Standedge Road / Wool Road rather than deliver them as closely as possible”.*

In what way is the access ‘safer & more attractive’?? What a ridiculous & false assumption! No rational person in possession of all the facts regarding this scheme would come to such a conclusion! TfGM in their 2017 consultation stated: “our primary concern is that the scheme is unsafe”. So why would parents believe the statement of a Head of Planning (Steven Irvine) who was sacked for gross misconduct in public office & later found NOT to be suitably QUALIFIED for his role, over the professional transport assessors at TfGM – who actually undertook the transport assessment!??

*“13.92 Overall, the introduction of the traffic signals on Huddersfield Road will have a beneficial effect on highway safety for all other users of the highway at most times during the day without causing further delay.”*

I re-iterate the response from TfGM “our primary concern is that the scheme is unsafe”. Given that TfGM are the experts who did the traffic modelling for Oldham Council – how on earth did unqualified planning officers come to this conclusion? It is a misrepresentation of facts – a lie – fraud.

More details on Steven Irvine & his fraudulent planning activities (other than that for Highways issues) can be found here: <http://stopthelandswap.co.uk/planning-fraud/>

**4. Safety concerns regarding traffic issues have not been reviewed or investigated since they were raised by objectors & Transport for Greater Manchester in 2015/16.**

Despite the fact that the Saddleworth school planning applications were ‘refreshed’ & re-consulted on in 2017 (after the Judicial Review that quashed the original planning permission in March 2017) – the Transport Assessment & traffic models were not refreshed or revisited. There has been no re-visit of traffic models or any attempt to change the design of the highways scheme to address all the problems listed by TfGM – which were extensive. The scheme to be implemented remains ‘unsafe’.

Up to that point in 2017 - Council Officers & Unity Partnership had almost three years to look again at the highways proposals and to investigate safety concerns but did nothing. Since 2017 another 3 years have passed and there has been no attempt to revisit the design or to revisit traffic models. That is 6 years of inaction since the Transport Assessment was published!

Handwritten notes scribbled onto the TfGM’s 2017 consultation response by an officer in Oldham Council’s Highway’s Department (notes made to refute each valid point made by TfGM) were transferred into the Official Planning Officer report to planning committee as though fact. Paragraph 13.93 of the Planning Officer report gives a brief summary of ‘a representation received’ from TfGM’s (no date); the subsequent 6 paragraphs (13.94 – 13.99) are lifted from the scribbled ‘rebuttal’ notes:

Scribbled notes: “I acknowledge that, for very concentrated periods of time, the junction will not operate at its maximum efficiency, and that there will be congestion on Huddersfield Road.” and “The situations described by TfGM will only possibly occur during peak periods when demand is its highest.” Council Officers suggest overcoming these serious road safety issues by attaching a condition to the application “to ensure the safe and efficient operation through monitoring of the traffic signals on Huddersfield Road”.

None of these 'comments' regarding what 'only possibly' might occur have any evidential basis whatsoever! They are just rebuttals to the considered response of the technical experts who undertook the Modelling (TfGM). Moreover, to suggest that 'monitoring' once the proposals are in place is a sufficient way to deal with safety concerns associated with the design of the highways proposals is shocking. Oldham Council have failed to take TfGM's concerns seriously (concerns shared by the community); this shows that Oldham Council were highly biased towards approving these school planning applications at all costs – even to the extent of disregarding serious problems and hazards associated with the highways proposals. Now the council are engaged in underhand tactics to implement plans without proper scrutiny at a time when Oldham is dealing with serious issues regarding covid-19. Oldham Council are putting lives at risk.

**5. Use of the Green Belt for a car park is unlawful. Planning permission to develop Green Belt has been obtained by deceit (as a result of a fraudulent planning officer report).**

**Construction of a parent car park/drop-off & turn around area on Green Belt Land:** the applicant (Oldham Council/Unity Partnership) acknowledge that this is inappropriate development in Green Belt but try to argue that 'special circumstances' exist. The 'special circumstances' listed in 13.18 (p 385) of the Planning Officer report include that, *"the proposed development supports the linked application for the proposed new school....."* and *"the proposals will deliver highway and access improvements in association with the school which are required to help it function effectively and ensure highways safety"*. These claims cannot be substantiated by the available data as evidenced by TfGM's Modelling & the correct interpretation of it:

TfGM provided a separate consultation response with 'additional comments on the car park development' in Oct 2017. The implication of that response is that the impact of the two developments together (the school development + nearby car park development) have not been assessed as part of the applicant's Transport Assessment: *"junctions have been assessed in the TA issued for the school development; the same should be done for the car park development"*. Also, TfGM feel that safety has not been properly considered: *"safety - there is no mention of the safety implications in the Transport Statement. No provision is made for residents to cross Huddersfield Road to the new residents car park"*.

Therefore:

- (a) the combined impact of the development of the school + car park has not been properly assessed /modelled.
- (b) the Model produced by TfGM clearly shows that the proposed system (of having a carpark/turn-around area in such close proximity to signal-controlled single-lane traffic) is unworkable & unsafe.

This negates the council's claim to 'special circumstances' that would justify the release of Green Belt for this development. It is unlawful to release Green Belt when all the available evidence shows that the 'special circumstances' test has not been met.

**Construction of residential car parking on Green Belt land behind houses on Huddersfield road:** The applicant has tried to argue (in the highways Planning Statement) that this is not Green Belt land.... but the Oldham Unitary Development Plan map shows that it is (& MAGIC map also clearly shows that it is indeed Green Belt Land). Therefore, planning permission has been obtained by deceit.

The extent of harmful impacts as a result of the Green Belt highways proposals has not been fully assessed by the applicant in the Environment Statement. However, to be clear, there will be a number of adverse environmental impacts as a result of this work including: air pollution, noise, lighting (from car headlights and new street lamps) encroaching into environmentally sensitive areas, adverse visual impact & degrading of the landscape within the river valley, adverse impact on recreational and residential amenity.

**6. No proposals to mitigate pedestrian safety issues**

**Car park hazards:** Pedestrians will have to cross the entrance to a drop-off that also operates as a turn-around & car park. This is a clear pedestrian hazard.

**Inadequate parking:** The drop-off and collection area allows for only 22 cars at one time: This will be inadequate for drop-off and wholly so for collection when – in effect – all parents seeking to collect pupils will be present at the same time, with space for just 22 to park.

**Cycle and equestrian safety** - TfGM state that *"these road users are considerably slower than motor vehicles. A failsafe method of detecting these users along the single lane section will need to be determined to avoid a dangerous conflict whereby opposing traffic can be allowed to receive a green signal"*. Oldham Councils answer is that, "the length of carriageway is straight and drivers will have good visibility of them" (Planning Officer report, paragraph 13.95, page 398)! Oldham Council traffic officers also claim (in para 13.95) that there will be 'adequate room to accommodate both sets of users', 'should the situation arise'. But surely the point is that the situation should not arise since it would be a potentially 'dangerous conflict' & that it would be difficult to reduce the signal timing to accommodate such users.

**The narrow-carriageway issue:** If the planned scheme goes ahead at Diggle, children walking to school from the southern end of the village (i.e. from all other parts of Saddleworth) will have to share a congested roadway with cars & buses. There is only one narrow path on one side of the road at the entrance to Diggle; there is a retaining wall on the other side. In order to widen the footpath (as the Council claim they will do) the retaining wall will need to be moved back; but no such measures have been included in the highways planning application

For illustrations that go with my objections please review my full objections to the scheme at:

<http://stopthelandswap.co.uk/diggle-access-issues/>

**7. Borough Solicitor Paul Entwistle has permitted a planning permission obtained by deceit to stand – ignoring my complaints & evidence. Paul Entwistle is covering up for planning fraud.**

Oldham Council, specifically – Borough Solicitor Paul Entwistle + Chief Exec. Carolyn Wilkins, failed to investigate my allegations of criminal/fraudulent activity regarding this planning application – including the Highways application & failed to report the matter to the police.

I requested an investigation into my complaint (regarding potential criminal activity, gross misconduct in public office & potential fraud) in August 2019 – I also asked if they would refer my complaint to the police. I was initially told that they would investigate (I have two e-mails from the Borough Solicitor Paul Entwistle confirming this) & an acknowledgement that the allegations were 'serious'.

Several months after this – having received no update on the investigation (but only extremely evasive, vague & unclear answers to specific questions about how my complaint would be processed, submitted under FOI) I contacted the 'investigation' team (Emma Barton, Julie Veall + Paul Entwistle) that Mr. Entwistle had informed me would be investigating my complaint; I asked them – what had happened to the investigation? I received no response at all.

Subsequently, I submitted further FOI's asking what had happened to the investigation (to force a response under the FOI Act). I was then lied to & told that they had already investigated my complaint in July 2019: this is a date before I even submitted my complaint & concerned a different planning meeting!

I had to submit another FOI to contest this: then they back-tracked & claimed that my allegations were not 'substantially different' to those investigated by the council in July 2019. This response is not only a lie – it is ridiculous: my allegations contain evidence that can only have been provided by myself – considering specific matters, therefore cannot have been investigated in July.

Therefore, after my complaint was initially accepted for investigation & deemed worthy of response in August – it was shelved & ignored; my request for an update was also ignored.

**Why does this matter?**

Resident's concerns have not been satisfied due to the biased, unlawful and unfair planning process for the Saddleworth School planning application, overseen by former Head of Planning Steven Irvine who committed 'gross misconduct' in public office. Many residents share my concerns about the biased, unlawful and unfair way in which these planning applications and the associated Environmental Assessment has been considered: with the Council failing to obtain crucial up to date information from the applicant in order to clarify and determine the facts on statutory issues and planning officers persistently failing to investigate valid objections & concerns – merely listing them as opinions – not worthy of follow-up.

Oldham Council & their planning department have dogmatically and unfairly set out to approve every aspect of these planning applications without due consideration of facts and against due process and without any attempt at compromise. This has resulted in an unsafe scheme being pushed through planning 'on the nod' without due process.

A Planning Officer report was produced that replaced the majority of facts with lies: The results of environmental and safety assessments have been ignored and & replaced with meaningless & vague 'sound bites'. Why even bother paying experts to do a professional assessment if the Head of Planning can engage in 'fact altering' to suit himself!? Even though Mr. Irvine has now been moved out of office under investigation for 'gross misconduct' the decisions he informed are still permitted to stand – unchallenged!

The lives of children & residents are to be put at risk because Oldham Council cannot be bothered to re-visit the planning decision; a planning consent obtained by deceit.

I hope that you will take my objections seriously – failure to do so may open the Council up to future legal action – especially given the evidence that planning permission has been obtained by deceit, that the Borough Solicitor is aware of the deceit having been informed of it in August 2019 and has failed to take any action to investigate.

Yours sincerely,

[REDACTED]

[REDACTED] Diggle, Oldham [REDACTED]

Reply 03/06

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

26 May 2020

Alistair Storey  
Senior Traffic Engineer  
Traffic and Network Management  
Traffic Section, Floor 1  
Henshaw House, Cheapside  
Oldham OL1 1NY

Dear Alistair Storey:

Your ref: 003/1/TM3/1037

With reference to your letter of the 4<sup>th</sup> May, I would like to make the following observations:

In a cul-de-sac already congested with parked cars, I fear that Ambrose Crescent in its entire length would be used by cars of the new school students' parents as a waiting zone just before the end of the school day. In the residential roads near the existing school, there has been a long-term problem of cars parked (sometimes in restricted areas) with engines running, adding to pollution in the area.

This would also be the case in weekday evenings if adult education classes develop well at the new school.

May I request that Ambrose Crescent be designated a "Residents Only" parking zone, similar to roads near the Royal Oldham Hospital. This would ensure easier access for residents, visitors, delivery vehicles, and essential and emergency services.

Regards,

[REDACTED]  
[REDACTED]

Environment Group Solicitor to the Council  
Civic Centre  
West Street  
Oldham  
OL1 1UL

*Rptcl' 03/06*

cc: Mr Alister Storey  
Senior Traffic Engineer  
Highways and Engineering  
Traffic Section, Floor 1  
Henshaw House  
Cheapside  
OL1 1NY

Wednesday 27<sup>th</sup> May 2020

**THE OLDHAM NEW SADDLEWORTH SCHOOL DIGGLE PROPOSED TRAFFIC ORDER 2020**

Further to your current letter stating the proposed scheme we do have severe reservations which we would like to address regarding the parking restriction along Ambrose Crescent.

Looking at the plans, it is stating that there are proposed double yellow lines from the entrance of Ambrose Crescent travelling up and around towards the bend. Our home is [REDACTED] which stands alone on the approach up toward the main group of houses on the Crescent. We have noted that on the plans there is a break in the road markings. At first glance this was a welcome relief as it would still allow us to park our vehicle outside our own home. Although this was short lived! The reality of the situation would essentially be a free for all for anyone who cannot find a space themselves. This part of our problem would relate to the houses along the main road who decide not to use / or not enough space in your designated car parks. Looking at the plans it shows that allocated parking has been provided for the residents along the main road, but we presume this is not going to be enough for the number of cars which are currently parked there at present. These cars will then be forced to migrate onto our Crescent, more than they do already, taking up our own residents parking.

Another major issue would be in direct relation to the actual school itself. Whilst we appreciate the school is necessary, we do not appreciate the disruption the school is going to bring to our Crescent with regards to major traffic issues. It goes without saying that we are going to become a regular drop off and pick up zone. Unfortunately, our small village cul-de-sacs were not designed for the potential amount of traffic and certainly not designed as car parks at busy / peak times. This refers to events which would be held at the school throughout the year such as parents evening, opening evenings, sports events, concerts etc.. the list could go on.

We would like to request for Ambrose Crescent to become a "Resident Permit Holders Parking Only" area, like the scheme you have in place in and around Oldham Hospital. We feel the traffic and parking issues along the Crescent are going to become a nightmare for us personally and the residents if this is not permitted.

When we purchased our home 6 years ago, parking was one of the main requirements. We had already spent far too many years having to battle for parking outside of our own home. Our home now gives us ample parking for us and any family & friends to visit. We feel that this is now in jeopardy, through no fault of our own, to facilitate the position of the new school in our village.

As previously mentioned we would like to apply for Ambrose Crescent to become "Residents Parking Only"

Yours Faithfully

[REDACTED]

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**Alister Storey**

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**From:** Saddleworth School  
**Subject:** RE: FAO Alister Storey - THE OLDHAM NEW SADDLEWORTH SCHOOL DIGGLE PROPOSED TRAFFIC ORDER 2020

**From:** [REDACTED]

**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**Subject:** FAO Alister Storey - THE OLDHAM NEW SADDLEWORTH SCHOOL DIGGLE PROPOSED TRAFFIC ORDER 2020

Dear Mr Storey,

I am writing to object to The Oldham New Saddleworth School Diggle Proposed Traffic Order 2020.

As a resident on Ambrose Crescent, I do not feel that these plans go far enough to protect us against a massive increase in traffic and additional parked vehicles on our cul-de-sac. This is a cul-de-sac where many children live and is already busy with cars. Many people on Ambrose Crescent have more than one vehicle and park on the road outside of their houses as well as on their drive ways. With the plans as they are, traffic / parking on the crescent is likely to greatly increase, becoming a major problem for people living on the crescent, and increasing the road safety risk for our children.

Within the current plans all cars are going to be removed from the main road and car parks created. It is unlikely that such car parks will fully meet the needs of residents with more than one vehicle per household and they will have to find alternative parking places. Ambrose Crescent is the nearest option. With the current plans only putting double yellow lines at the beginning of the crescent there would be nothing to deter this. There is also nothing within the current plans to discourage parents from using Ambrose Crescent as a drop off / pick up site before and after school. This is not good enough and the current plans need to be developed to better mitigate against these issues.

Whilst extending the double yellow lines along the crescent would one option, this would not be helpful to residents who live on the crescent as many park on the roadside as well as their drive ways. It is therefore suggested that Ambrose Crescent is made "Resident Parking Only". I would like this objection to be logged and given serious consideration when the plans are further developed and finalised.

Yours sincerely,

[REDACTED]  
[REDACTED], Ambrose Crescent, Diggle, OL3 5XG).

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**Alister Storey**

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**From:** Saddleworth School  
**Subject:** RE: Objection : Parking on Huddersfield Road

**From:** [REDACTED]  
**Sent:** 12 May 2020 12:10  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**Subject:** Objection : Parking on Huddersfield Road

Mr Alister Storey,

I currently live at [REDACTED] Huddersfield Road in Diggle. I've just received the paperwork re Associated Traffic Regulation Orders.

Could you please explain where you expect myself and all the other residents in our row (109-131) to park our vehicles? We currently park on Huddersfield Road on the opposite side. In the area that you have now marked as a single yellow line indicating a no waiting/loading zone.

As we are the most affected by the new school site I would like an explanation as to why we have not been offered any provision for parking? Where do you expect us to park?

Regards

[REDACTED]

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**Alister Storey**

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**From:** Saddleworth School  
**Subject:** RE: Ref TRO LUM/To20//16-Attn Alister Storey (senior engineer)

-----Original Message-----

**From:** [REDACTED]  
**Sent:** 08 June 2020 12:51  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**Cc:** Alan Evans <Alan.Evans@oldham.gov.uk>  
**Subject:** Ref TRO LUM/To20//16-Attn Alister Storey (senior engineer)

Ref TRO LUM/To20//16-Attn Alister Storey (senior engineer)

Dear sirs,

I am contacting you to share my concerns about the proposed traffic scheme associated with building the new Saddleworth School.

It would appear that you have only contacted the residents living in the immediate area affected by the changes on Huddersfield road, to explain the proposed new traffic plan, but you have forgotten the rest of the residents who live in the village.

We live at the top end of Diggle just past Diggle School and we are aware that many of the residents here are completely unaware of changes to the road layout. Most residents know we are having a new School built on the old Shaws pallets site, but do not know of changes to the road layout at the entrance to the village. We feel that everyone in the village should have been informed about this, especially as the village is effectively a cul-de-sac and we all have to use Huddersfield road to enter and exit through the proposed changes.

We have been able to look at the proposed new layout plans, which indicate a narrowing of the road, but do not show how this will be managed. Is it with traffic lights, and will these apply 24 hours daily? We feel you have an obligation to inform everyone in Diggle to make this clear. Furthermore we have huge concerns about the safety of the proposal, for pedestrians, cars and the many vans and lorries moving through the village. The proposal seems completely flawed and dangerous. To suggest that the scheme will be assessed after a trial period shows lack of thorough planning and consideration for residents and school children.

Please inform every resident in Diggle and give them adequate time to respond and please listen to their concerns and objections.

Yours,

[REDACTED]  
Fatherford Close  
Diggle  
OL35PY

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**Alister Storey**

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**From:** Saddleworth School  
**Subject:** RE: FAO Alister Storey - Objections TRO/LJM/t020/16 Huddersfield Road

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**From:** [REDACTED]  
**Sent:** 06 June 2020 22:41  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**Cc:** Alan Evans <Alan.Evans@oldham.gov.uk>  
**Subject:** FAO Alister Storey - Objections TRO/LJM/t020/16 Huddersfield Road

Dear Sirs,

I wish to express my objections and concern with regard to your proposed changes to local road infrastructure.

TfGM expressed their primary concern, some time ago, that your proposed scheme is unsafe - you do not appear to have addressed this to date. Nor do you have appear to have addressed TfGM's predictions of regular congestion.

We do not know your intended positioning of traffic lights - it seems highly probable morning traffic will be queueing out of Diggle and backing up on to the A670. This to me seems dangerous.

Traffic in the single section traffic light managed section of Huddersfield Road will be at risk of being marooned as those in the morning wishing to turn right in to the drop off area will cause tailbacks.

There appears to have been absolutely no consideration given to the impact your proposals will have beyond the site of the proposed school and further in to the heart of Diggle village - Huddersfield Road is already not only in a perilous state due to your failure to maintain the surface but also because of the ludicrous number of inconsiderately parked vehicles on the carriageway. What considerations have been given to the inevitable increase in roadside parking once your scheme is implemented. Please don't say it is a consideration outwith your proposals - if you succeed in introducing parking restrictions on Ambrose Crescent, then you are duty bound to consider where people will choose to go elsewhere.

Diggle residents were promised full consultation on the traffic issues the proposed school will precipitate - what happened to that?

What has been done to encourage travel to and from the proposed school by means of public transport? Surely the provision of a drop off zone is ample encouragement to drop the kids off in the car rather than make them get the bus. And are we really expected to believe a token gesture in favour of walking to and from the school will be effective throughout the dark and wet months?

Regards, and in anticipation of you taking no interest in my concerns whatsoever,

[REDACTED]  
Cornwall Crescent,

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Huddersfield Road,

Diggle

OL3 5NT

19<sup>th</sup> May 2020

f.a.o. Mr Alister Storey

Re: New Saddleworth School, Diggle – Associated Traffic Regulation Orders

Dear Mr. Storey,

Having received the proposed plans for traffic regulation orders associated with the new Saddleworth School, I have tried on a number of occasions to speak to someone about the particular circumstances associated with our property. On two occasions I have spoken to someone in your office and been assured that you would contact me by telephone to discuss the particular issues we face. To date this has not happened. Whilst I appreciate that the current situation means you may be working from home, this does not mean I don't expect promised calls to be made in a timely manner.

[REDACTED]  
[REDACTED]. Clearly it will not be practical to exit this driveway without any knowledge of the direction of travel of the traffic. How do you propose this is overcome?

There are also issues associated with the access to the garage as this involves reversing from the road, currently via a dropped kerb. If the width of the pavement is increased this will compromise the amount of road width available and needed to complete this manoeuvre. We first raised this issue in 2013 when the initial school plans were proposed and have been consistently told that it will be discussed with us and addressed. We now have a proposal for car parking that makes no mention of this issue nor suggests any proposed solution. Clearly this is something which needs to be addressed as a matter of urgency and needs to be considered when moving forward with any plan.

The plans, as issued, are not to scale and it is therefore impossible to comment on the suitability of the proposed resident parking areas as it is impossible to determine the extent of the proposed area covered. There is also no information about responsibility for this area and its upkeep.

In addition, we are aware that there is a considerable difference between the ground level of the road and the proposed residents parking area. How is it proposed to ensure that access is possible at all times, particularly in the bad weather we frequently experience?

I trust that you will now return my telephone calls and discuss this as a matter of urgency.

Yours faithfully,

[REDACTED]

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**Alister Storey**

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**From:** Saddleworth School  
**Subject:** RE: Saddleworth school re-location to Diggle      FAO ALISTER STOREY

**From:** [REDACTED] >  
**Sent:** 06 May 2020 12:33  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**Subject:** FW: Saddleworth school re-location to Diggle FAO ALISTER STOREY

Please could you assist because I believe we are losing our only parking area on Huddersfield rd thanks Rik

Sent from my Samsung Galaxy smartphone.

----- Original message -----

**From:** [REDACTED] >  
**Date:** 20/04/2020 09:39 (GMT+00:00)  
**To:** [saddleworth.school@oldham.gov.uk](mailto:saddleworth.school@oldham.gov.uk)  
**Subject:** Saddleworth school re-location to Diggle

Hello Alister please could you assist.

Although I am all for the new school , I have had no communication letter from ombc for over 2 years . One of my neighbours said we are losing the ability to park on the street opposite our homes and we have been given residents parking. This is obviously something I know nothing about.

Please could you send me the information regards "residents parking" or send me a link .

Thanks in advance

[REDACTED]  
Huddersfield Rd, Diggle, Oldham OL3 5NT, UK  
[REDACTED]

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**Alister Storey**

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**From:** Saddleworth School  
**Subject:** RE: Ref TRO LJM/T020//16 - Attn Alister Storey (Senior Engineer)

**From:** [REDACTED]  
**Sent:** 04 June 2020 14:34  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**Cc:** Alan Evans <Alan.Evans@oldham.gov.uk>  
**Subject:** Ref TRO LJM/T020//16 - Attn Alister Storey (Senior Engineer)

Dear Sir

I understand that Cllr. Jamie Curley, Ward Councillor Saddleworth South and Saddleworth Parish Council Chair, has written to you and to Cllr. Ateeque Urrehman recently asking for an urgent response to the very real concerns being expressed by local residents re. the above planning application, but that no reply has yet been forthcoming.

Therefore I am appealing to you to grant a time extension from the original, clearly impractical, 6th June planning application cut-off date, to give all residents the chance to send comments or objections as outlined in the original correspondence (ref 001/1/TM3/1037)

Some major concerns are:

- 1: That the original planning letter from Highways was only sent to a selected narrow group of residents, and thus does not give local Dobcross/Diggle residents their full democratic right to express any concerns.
- 2: That COVID-19 has hampered the chance for full social recourse from Saddleworth Parish Council as they are not functioning fully as a Parish Council at present. Local community access is also impaired, with the major priority of safety and care uppermost in residents' minds.
- 3: The plans and information sent to a narrow selection of local residents differs from the original plans and is therefore confusing. The illustrated maps in particular differ from the master plan and leaves out important detail.
- 4: The response link for comments states written response only, with no forwarding email address or direct personnel name added. The present COVID-19 situation has postal delivery dates for even 1st class mail taking up to 7 - 10 days to reach their destination. How are residents supposed to get the chance to make their views heard in such a complex situation?

Therefore I ask for an urgent time extension from the original comments cut-off date of the 6th June to give local Saddleworth residents a full chance to exercise their electoral rights.

I look forward to hearing from you.

Kind regards

[REDACTED]  
Wool Road,  
Dobcross  
OL3 5NS

E-MAIL [REDACTED]

Your Ref 003/1/TM3/1037

For the Attention of Alister Strong

Dear Sir

I thank you for forwarding the information regarding the future Traffic restrictions for Cimbrex Consent, Lygla, [REDACTED]

Living at [REDACTED] Cimbrex Consent we will be vulnerable to opportunistic Drivers who would restrict our accessibility to our Garage, and our reversing capability when taking our car out of the Garage.

Would it be advisable to have access protection markings (APM) to prevent possible problems which could arise.

We are disabled, blue badge holders.

and we do need unrestricted  
access.

Yours Faithfully

[Redacted Signature]

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**Alister Storey**

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**From:** Saddleworth School  
**Subject:** RE: Objection

**From:** [REDACTED]  
**Sent:** 19 May 2020 12:11  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**Subject:** Re: Objection

Dear Mr Storey

Unfortunately your copy and paste response to my email does not even begin to answer my initial queries.

While I am fully aware that highways are for the flow of vehicles residents do currently park on the road opposite property 109 where there are no current road markings. Residents do this because a number of properties have more than one vehicle and only one designated parking space to the back of the property. My objection is based around the fact that no consideration has been given to residents of properties 109-131 and these are the properties that currently stand to be most affected by your proposals.

Your proposed parking spaces are over 100 yds from these properties which is completely impractical. I work long shifts, often starting my day before sunrise and finishing after sundown, especially in winter months. I am now being expected to park a fair distance from my property and walk back up Huddersfield Rd which is often very quiet and isolated at night!! This therefore puts me in quite a vulnerable position. I also have 3 young children that I am now expected to navigate up and across the road during school start and finishing times when the road will be incredibly busy with parents dropping children off and parking wherever they can!

A little thought and care for those residents directly opposite the school would have been much appreciated. However we seem to have been pushed aside with very little thought given to how your plans will directly affect our day to day lives.

I look forward to your response and hope that you can directly answer my question of where do you intend that I park my vehicle while keeping myself and children SAFE.

Many thanks and kind regards  
[REDACTED]

On Tue, 19 May 2020, 07:44 Saddleworth School, <Saddleworth.School@oldham.gov.uk> wrote:

Good Morning [REDACTED], as I understand it the design doesn't incorporate extra parking for properties 109-131 Huddersfield Road as these properties have parking to the rear. Motorists, including residents do not have the right to park within a highway; the primary function of a highway is for access; they are not parking facilities. It is accepted that parking does take place, but unless the vehicles are parked on double/single yellow lines or are causing an obstruction to highway users the Local Authority and the Police do not tend to take any action.

The proposed single yellow line restriction Mon-Fri 6am to 6pm that runs from the school access road to the car parking area marked "D" on the attached allows for overnight and weekend parking. Outside of these hours the carriageway is required to be kept free from parked vehicles for highway capacity and operational purposes. The car park area marked "D" is available for anyone to park in free of charge including carers, visitors, etc.

Kind Regards

[Redacted]



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**Legal documents:** The Council does not accept service of legal documents by email.

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**Alister Storey**

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**From:** Saddleworth School  
**Subject:** RE: OBJECTION

**From:** [REDACTED]  
**Sent:** 19 May 2020 07:48  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**Subject:** Re: OBJECTION

Thankyou for your reply, you are correct your reply doesn't help as you still haven't answered my question of where can I park my car. The car park marked D is well over 100yards from my house, this is just simply impractical. I work late nights and early mornings and especially in the darker winter months after doing a long day at work I do not wish to walk alone from my car with all my work bags in the dark to my property, this would make myself and I'm sure many other feel extremely vulnerable. The 6am-6pm parking just does not help any of the residents, are we expected to get out and move our cars to another location once our 'permitted time' is up, this again is just simply impractical. We have simply not been catered for and as I said in my previous email we have been pushed aside. I have young children within the household and again do not feel happy about taking them over 100yards to and from my car, again especially in the winter months. This would put myself and the children at risk. The car park and the single yellow line do not help the residents of 109-131 in any way what so ever and I hope your team can come up with alternative parking for our row. I do hope you and your board take our objections into huge account as we are the most affected row.

On 19 May 2020, at 07:21, Saddleworth School <Saddleworth.School@oldham.gov.uk> wrote:

Good Morning [REDACTED], as I understand it the design doesn't incorporate extra parking for properties 109-131 Huddersfield Road as these properties have parking to the rear. Motorists, including residents do not have the right to park within a highway; the primary function of a highway is for access; they are not parking facilities. It is accepted that parking does take place, but unless the vehicles are parked on double/single yellow lines or are causing an obstruction to highway users the Local Authority and the Police do not tend to take any action.

The proposed single yellow line restriction Mon-Fri 6am to 6pm that runs from the school access road to the car parking area marked "D" on the attached allows for overnight and weekend parking. Outside of these hours the carriageway is required to be kept free from parked vehicles for highway capacity and operational purposes. The car park area marked "D" is available for anyone to park in free of charge including carers, visitors, etc.

I appreciate that this may not be the answer that you were hoping for, as your original email stated that it was an objection to the proposals, your comments will be included for consideration in the future Traffic Regulation Order Panel Report into the proposals.

Kind Regards

Alister Storey  
Senior Engineer | Highways & Engineering

Henshaw House, Cheapside, Oldham OI1 1NY  
T: 0161 770 5766 | W: [www.unitypartnership.com](http://www.unitypartnership.com)

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-----Original Message-----

From: [REDACTED] niamh.jackson\_99@hotmail.co.uk  
Sent: 09 May 2020 14:00  
To: Saddleworth School <Saddleworth.School@oldham.gov.uk>  
Subject: OBJECTION

Dear Mr A Storey,

Having received the proposal I wish to raise a number of objections.

Firstly and foremost there has been no consideration to the residents from 109-131 Huddersfield road in regards to residential parking. These properties are directly opposite the school and therefore are the most affected by said proposals. These houses are provided with one space parking round the back of the houses, as these houses are 3-4 bedroom houses most of the residents will have more than one car to each house. On the proposal you have taken away our parking at the front of the houses and not provided us with an alternative which you have done for the houses 20-44 which are the houses as you come into diggle. There are plans in place for limited time parking and a first come first serve parking area, which as I'm sure you are away during the morning school run and the afternoon pick up will most likely be taken up by parents dropping and picking up their children. I could go on about all the issues this is creating for the houses directly opposite but my main question is where would you like me to park my car, I have parked my car on the main road for as long as I have been driving, my family and friends also use this road to park their cars when visiting. Car parks for the residents of 109-131 Huddersfield road AND visitors for the residents of Huddersfield road has NOT been taken into account and we have been pushed aside. We have some people along these houses who require carers going into their houses twice a day, due to this proposal this will also affect their parking as they won't be able to park close to the houses they need to do home visits to. I do hope you take all our feedback seriously and provide us with an alternative and reasonable proposal in regards to the parking for the most affected row of houses.

I eagerly await your response.

Kind regards

[REDACTED]

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**Alister Storey**

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**From:** Saddleworth School  
**Subject:** RE: Objection to new traffic regulation orders re Saddleworth school - ref 003/1/TM3/1037

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**From:** [REDACTED]  
**Sent:** 04 June 2020 22:13  
**To:** Alister Storey <Alister.Storey@unitypartnership.com>  
**Subject:** RE: Objection to new traffic regulation orders re Saddleworth school - ref 003/1/TM3/1037

Dear Alister

Thanks your email but frankly I think some of these responses are an insult to the intelligence of a normal person

In several responses (4,5 & 6) the reference to essentially wait and see for "3 months" is ridiculous – if it is total chaos will they then pull the school down? Of course not and then the whole of Diggle residents will be made to suffer under these ridiculous proposals for evermore. The issues must be addressed NOW before any construction starts. Also in point 7 this refers to "encouragement" – human behaviour will prevail (especially when raining) causing huge delays in and out of Diggle for all residents wherever they are in Diggle (not only at the entrance). For the council and Unity partnership to try & pass this through separate from the School planning smacks of devious attempts to pass through an unworkable project by playing games with the regulations. There was a JR against the council as the correct procedures were not followed and it seems this type of management of this project has continued to prevail. What can a normal resident with some detailed local knowledge actually do to make a belligerent council see some sense?

This project has metaphorically always tried to make a silk purse out of a sow's ear and these proposals continue in this vain

Yours faithfully, with an extremely disillusioned heart

[REDACTED]

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**From:** Alister Storey <Alister.Storey@unitypartnership.com>  
**Sent:** 01 June 2020 11:05  
**To:** [REDACTED]  
**Subject:** Objection to new traffic regulation orders re Saddleworth school - ref 003/1/TM3/1037

[REDACTED], I've now had feedback from the relevant design teams and their comments are below in red.

Your previous comments have been recorded and will be included in the TRO Panel Report.

Kind Regards

Alister Storey  
Senior Engineer | Highways & Engineering  
 **Unitypartnership**

Henshaw House, Cheapside, Oldham OL1 1NY  
T: 0161 770 5766 | W: [www.unitypartnership.com](http://www.unitypartnership.com)

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**From:** [REDACTED] >  
**Sent:** 23 May 2020 20:42  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**Subject:** Objection to new traffic regulation orders re Saddleworth school - ref 003/1/TM3/1037

Atn Alister Storey

Dear Sirs

I write by way of protest at the new traffic regulation orders proposed for Diggle in connection with the new school. I live very close to the new school and will be directly impacted by these new orders – I do however also have some huge general safety and logistics concerns for both the future children at the school, and also the huge inconvenience to all Diggle residents from this proposed new scheme.

I have several points I wish to raise:

1. The new turning circle (& residents parking for properties 21 – 43) poses a huge hazard to children walking down Huddersfield Rd to get to the school – I understand the sidewalk will be widened in places to facilitate more children walking down parts of Huddersfield Rd itself, however, they will ALL have to cross this new turning circle, as well as the designated bus stop zone, which will have NO SIDEWALK – this will be a very busy area with many cars turning around & dropping off, as well as the 20 residents PLUS the cars from 20-44 all existing at the morning rush hour coinciding with the most children being there. This is a recipe for disaster and will create an inevitable serious accident with children crossing either to get to the footpath down to the school, or to the main driveway. This is a completely flawed plan and unworkable from a safety point of view.

In the initial design phase and Road Safety Audit was completed and the risk to pedestrians crossing the adjoining road was considered to pose no greater threat than any other typical junction crossing. The proposal provides an initial 2m wide footway from Standedge Rd, widening to 2.5m wide footway from No.20 -44 Huddersfield Road to the school access road where it widens to 3m on the final approach to the new school. The current minimum footway permitted is 2m. A safe 2.5m wide footway is provided to the rear of the proposed bus stop layby.

There are no plans to create an active footway between No. 25-43 onwards due to limited road space, however, an area of protection will be provided for pedestrians using the gateways only.

The original concept of maintaining an on street bus stop has been revised in conjunction with Transport for Greater Manchester Traffic Services Team (TfGM) and a layby has been introduced to facilitate bus pick up and drop off, off line of the main carriageway to mitigate queuing on the approach from Diggle.

Contained within the drop off area is a 2m wide footway that intersects with Huddersfield Road which provides adequate and safe passage for those being dropped off. The existing stops will be removed or relocated in agreement with TfGM based on patronage/usage.

2. I note a huge increase in no parking zones on both Huddersfield Rd, as well as Ambrose Crescent. There has been some provision for parking for houses 20-44 & 21-43 but none whatsoever for 109-129 – where will these people park? Furthermore there are ONLY approx. 98 parking spaces on the school site, but currently over 135 staff – where will these extra staff park? On a parents evening there will be approx. 300 parents needing to park – where will they park? There is simply no space in Diggle for these cars – a casual visitor to Diggle right now will see the current situation is completely unacceptable even before these extra new parking zones are created.

The extended traffic regulation orders on Ambrose Crescent are aimed at mitigating vehicles parking obstructing the junction with Huddersfield Road and on the dog leg bend. This is solely to protect the residents' ability to safely access/egress their properties safely and discourage unwanted parking associated with the school. The measures on Huddersfield Road will facilitate free movement of vehicular traffic all day. There is currently off street parking available to the residents of No.109-129 to the rear of the properties, albeit limited. Ample off street parking is provided in the echelon (angled) parking for residents occupying No.109-129 adjacent to the drop off facility. This area will be managed by Oldham Council Parking Services order to ensure exclusivity for residents and their visitors is maintained and enforceable if necessary.

It is expected that the school will accommodate any additional parking during the occasional parent teacher conferences within the school grounds. This is to managed exclusively by the School as the proposed restrictions will not be relaxed to accommodate these events or those similar. The lengths of single yellow lines proposed allow for overnight and weekend parking for residents and visitors.

3. This scheme cannot be considered **ONLY** in conjunction with the school project – the TWO fields (either side of the entry road to the school site) must be taken into account as inevitably these will be considered for housing development in the future – the traffic flows will then be even higher. It surely must be incumbent on the council to consider the future use of these fields. (Anecdotal they should actually be used as part of the school site – one could be a car park to get all the cars off the road (including parents evenings etc) and the other one should be the school playing fields so as not to use the green belt – anyone with a real interest in making this project work would have insisted on this as part of the school proposals, but commercial persuasion and distorted interests have prevailed instead). If this is not possible then the council should at least give an undertaking that this land can **NEVER** be developed.

The parcels of land either side of the access road remain in private ownership and any future development will be subject to Planning Permission and a thorough application process. The points raised will be considered via this process.

4. I understand there will be alternate line traffic lights permanently passed 20-44 but cannot see these notated on the drawing? Also how will these cope with the dustbin collection days which also coincide with school opening times? Also as the traffic builds up waiting for the lights how will the buses be able to stop when the traffic is backed up? This will inevitably lead to residents further into Diggle using Spurn lane (a single track road) as a rabbit run – this must be taken into account as part of this proposal.

The signalisation of the existing 'give and take' scenario is to be formalised through the use of traffic signal control measures (traffic lights) once off street parking is provide for No.20-44 Huddersfield Road. This installation allows us to replicate the existing arrangement but by removing the parked vehicles, enables us to create a much wider footway to assist pedestrian movements.

The Design Team are working with Environmental Services to agree the most suitable method for safe and efficient bin collections.

The peripheral impact of the traffic movements has been considered throughout the design phases and in relation to Spurn Lane, the decision to monitor the situation post construction for 3 months has been agreed. A number of scenarios have and will continue to monitored whilst valuable insight into driver behaviour is collated. Should further mitigation measures be required, a formal exercise will be implemented in much the same way as this consultation process.

5. Diggle is essentially a one way in and one way out village – there are only 2 options for cars to turn around – either up Dorset Avenue & around, or down Spurn lane which is single track. It is disingenuous and deceitful in equal measure for this plan not to address these issues as part of the proposals as the traffic flows will be hugely impacted as part of this project.

The purpose of the drop off area is to enable vehicles associated with the school to safely manoeuvre without causing disruption along Huddersfield Road. The roads mentioned will be monitored during the 3 month post construction period to identify future mitigation measures, if applicable.

6. There is no reference on the drawings to BOTH the private drive to 3 properties at Moordale, nor the side entrance besides house 109 which has a large number of cars parked behind (although not enough space for all) – cars will be going in and out of these two entrances right into the critical access points to both the school and the new turning circle at the same peak times as school arrivals. How can you seriously consider this plan without acknowledging the impact of these two access points?

The existing access/egress in both situations are not being altered. Is incumbent of all road users to drive safely and take all necessary precautions when accessing and egressing off street parking facilities. This too will be monitored during the 3 month post construction timeframe.

7. Where will the estimated 350 – 400 cars dropping off children actually do this? The associated chaos with this coinciding with all the Diggle traffic at rush hour, along the **ONLY** road in and out of Diggle will add huge amounts of time to the commuters journey time – what economic costs have you considered with regard to

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**this? Take a typical rainy day and cars will try and drop as close as possible to the entrance drive – this will increase the likelihood of children being run over and also further delays to residents.**

The school's traffic assessment is aimed at actively encouraging school attendees to use the official school bus service. Those who opt for a motor vehicle will utilise the drop off area only. The proposed traffic regulation orders encourage this through the enforcement/deterrent ideology.

**I would welcome the opportunity to discuss these issues with you directly**

**Yours faithfully**

**Stuart Illingworth**



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**Alister Storey**

**From:** Saddleworth School  
**Subject:** RE: Ref TRO LJM/T020//16 - Attn Alister Storey (Senior Engineer)

**From:** [REDACTED]  
**Sent:** 04 June 2020 10:53  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**Cc:** stopthelandswap@gmail.com; savediggleactiongroup@gmail.com  
**Subject:** Re: Ref TRO LJM/T020//16 - Attn Alister Storey (Senior Engineer)

Dear Alister

THanks for the update - it was mainly to find if you existed and where you were.

I am disabled and have been banging my head against a wall since 2009 on the subject of the Uppermill school land swap deal. My PhD is in physics, noise and vibration - and experience is with risk amassment and maintenance strategies for systems(Ref2 and Ref3), so I would hope you review the road as you are the expert and you are taking responsibility for it.

I note you have visited my traffic analysis pages for Diggle which have accompanying videos, should the new system prove to be (more) unsafe, that can be proved.

Here is the page with the ongoing case studies of traffic levels and congestion.

[REDACTED]

[REDACTED]

[REDACTED]

-----Original Message-----

**From:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**To:** [REDACTED]  
**CC:** [REDACTED]  
**Sent:** Thu, 4 Jun 2020 6:29  
**Subject:** RE: Ref TRO LJM/T020//16 - Attn Alister Storey (Senior Engineer)

Good Morning [REDACTED] please take this email as confirmation of the receipt of your email of comments relating to the new Saddleworth School.

The letter drop carried out on the 6<sup>th</sup> of May to properties directly fronting areas where new Traffic Regulation Order enforced restrictions are proposed included plans indicating the proposals, these are the "plans" you refer to in your email. You can also view/download them online at:

[https://www.oldham.gov.uk/info/200891/investment\\_schemes/1280/new\\_saddleworth\\_school/4](https://www.oldham.gov.uk/info/200891/investment_schemes/1280/new_saddleworth_school/4)

As stated in the letter drop, any comments received should relate only to the restrictions advertised. The comments contained in your email relate to the decision to build the School on the site and its perceived impact on the local area network, not an objection to the current TRO advert. I have therefore forwarded your email to the relevant Officers for comment. There are no proposals to extend the TRO consultation period at this time.

Kind Regards

**Alister Storey**  
Senior Engineer | Highways & Engineering

Henshaw House, Cheapside, Oldham OI1 1NY

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**From:** [REDACTED]  
**Sent:** 03 June 2020 15:26  
**To:** Saddleworth School <[Saddleworth.School@oldham.gov.uk](mailto:Saddleworth.School@oldham.gov.uk)>  
**Subject:** Ref TRO LJM/T020//16 - Attn Alister Storey (Senior Engineer)

Environmental Group Solicitor, Oldham Council, Civic Centre, West Street, Oldham, OL1 1UL or to the email address below, stating the title of the Order to which they relate and the grounds for making them by the 6 June 2020.

Dear Alister Storey

I agree with Transport for Greater Manchester (TfGM) consultation response, that the road plans for Diggle are "unsafe".

I have done extensive analysis and monitoring of the traffic along Huddersfield Rd. I have retained the video evidence for the traffic analysis to back up my assessment. The road and pavements in Diggle will not be up to regulation, therefore the School development and traffic in Diggle is intrinsically unsafe, in particular due to the further limiting of access.

However, I am disabled and am high risk from Covid-19 so am not able view the "plans". What are the risk assessments for the Huddersfield road?

Please extend the assessment period to after the Covid-19 pandemic so it can be assessed fully.

[REDACTED]  
Huddersfield Rd  
Diggle  
Oldham  
OL3 5NU

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**Legal documents:** The Council does not accept service of legal documents by email

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**Alister Storey**

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**From:** Saddleworth School  
**Subject:** RE: For the attn Alister Storey - objections TRO/LJM/TO20-16

**From:** [REDACTED]  
**Sent:** 05 June 2020 13:49  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>; Alan Evans <Alan.Evans@oldham.gov.uk>  
**Subject:** For the attn Alister Storey - objections TRO/LJM/TO20-16

As well as sending you my objections below I would also like to object to the manner in which this has been conducted. By asking people to post in their comments at a time of restriction and the postal delivery service being severely disrupted this could very well be seen as being purposely obstructive on your part.

I would also like to add that residents have been asking for an extension for obvious reasons. We have not been able to gather and discuss this very important issue due to the current social restrictions and as you have refused this extension this could also be very easily be interpreted as obstructive on your part.

My objections to this are as follows:-

You cannot separate the planned TRO from the School Plan, they depend on each other. The traffic issues are complex and residents were offered a consultation, what happened to it?

The plans don't show exact marking for traffic lights. You face to face told me that you didn't really know where they were going to go and just pointed. I expressed concern about traffic lights being placed in front of people's houses - this is never done, so this is a real need to know issue.

Access and traffic flow for all residents and visitors will be severely hampered by the affects of the TRO - everyone will have to deal with traffic lights holding them up, a narrowed road creating congestion and then there's the new mini roundabout that is already causing chaos and jams - drivers will get stuck in the road narrowing. You clearly don't seem to have clarity on that.

Pollution and toxicity levels along Huddersfield Road will increase because of increased car idling in congestion spots.

There should have been a policy of no private car use for school use, public transport only.

The use of greenbelt land for resident car parks makes a mockery of OMBC's vision of wanting to be the most environmentally conscious local authority in Greater Manchester. And there are many other issues to deal with in regard to the residents car park 20 - 44 these include:- it was mentioned that ownership would be given to residents - is that still going to happen and how will that be achieved? If it remains a public space then anyone can park there creating yet more intrusion. Residents opposite are having permits, why can't this be done for all residents. How are residents meant to access the car park - are you seriously expecting them to walk huge distances back and forth with shopping for example in pouring rain, sleet, snow - imagine that please. So are you going to build access gates at the back of the houses? It is pitch dark at night in that area and street lights don't spoil that but this will make it dangerous and yet lights will pollute and there are bats roosting - how are you going to deal with that? There are people with disabilities and special needs living along that small stretch - how are they meant to deal with difficult accessing? The wildlife many enjoy will be harmed and probably disappear - do you have no concerns about that or any of the above?

Rural roads will be severely challenged by the Huddersfield Road TRO creating rat runs and increased traffic load in the ever depleting rural outreaches.

Why does OMBC's impact assessment differ from TIGM's consultation document which states clearly that OMBC TRO is unsafe and will increase traffic congestion. When it becomes clear that buses will be seriously delayed due to congestion this will have an impact on travellers trying to get to work on time, same with return journeys. Imagine being late for work every day!

How will the traffic light system be adjusted for car park residents in peak use time. In other words how do they get out!

What are the real costs to ratepayers of the TRO.scheme.

You mention that the TRO scheme will be assessed after a trial period if not working. So what Diggle is really getting is an experiment. Surely the scheme should be fit for purpose and not require re-design. And the costs involved would be eye watering and omc is supposed to be cash strapped. The reference to essentially wait and see for "3 months" is ridiculous - if it is total chaos will they then pull the school down? Of course not and then the whole of Diggle residents will be made to suffer under these ridiculous proposals for evermore. The issues must be addressed NOW before any construction starts.

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Also for the council and Unity partnership to try & pass this through separate from the School planning smacks of devious attempts to pass through an unworkable project by playing games with the regulations. There was a JR against the council as the correct procedures were not followed and it seems this type of management of this project has continued to prevail. What can a normal resident with some detailed local knowledge actually do to make a belligerent council see some sense? This project has metaphorically always tried to make a silk purse out of a sow's ear and these proposals continue in this vain.

However you will remain culpable for any adverse outcome!

████████

[REDACTED]  
Diggle  
OL35PU

Dear Sirs.

I write to you as [REDACTED] and want to register my OBJECTION to the proposed new traffic regulation orders for Diggle in connection with the new Saddleworth school development.

Many members of the DCA live very close to the new school and will be directly adversely impacted by these new orders – I do however also have some huge general safety and logistics concerns for both the future children at the school, and also the huge inconvenience to all Diggle residents from this proposed new scheme.

I have several points I wish to raise:

The new turning circle (& residents parking for properties 21 – 43) poses a huge hazard to children walking down Huddersfield Rd to get to the school – I understand the sidewalk will be widened in places to facilitate more children walking down parts of Huddersfield Rd itself, however, they will ALL have to cross this new turning circle, as well as the designated bus stop zone, which will have NO SIDEWALK – this will be a very busy area with many cars turning around & dropping off, as well as the 20 residents PLUS the cars from 20-44 all existing at the morning rush hour coinciding with the most children being there. This is a recipe for disaster and will create an inevitable serious accident with children crossing either to get to the footpath down to the school, or to the main driveway. This is a completely flawed plan and unworkable from a safety point of view. In the initial design phase and Road Safety Audit was completed and the risk to pedestrians crossing the adjoining road was considered to pose no greater threat than any other typical junction crossing.

The proposal provides an initial 2m wide footway from Standedge Rd, widening to 2.5m wide footway from No.20 -44 Huddersfield Road to the school access road where it widens to 3m on the final approach to the new school. The current minimum footway permitted is 2m. A safe 2.5m wide footway is provided to the rear of the proposed bus stop layby. There are no plans to create an active footway between No. 25-43 onwards due to limited road space, however, an area of protection will be provided for pedestrians using the gateways only.

The original concept of maintaining an on-street bus stop has been revised in conjunction with Transport for Greater Manchester Traffic Services Team (TfGM) and a layby has been introduced to facilitate bus pick up and drop off, off line of the main carriageway to mitigate queuing on the approach from Diggle.

Contained within the drop off area is a 2m wide footway that intersects with Huddersfield Road which provides adequate and safe passage for those being dropped off. The existing stops will be removed or relocated in agreement with TfGM based on patronage/usage.

I note a huge increase in no parking zones on both Huddersfield Rd, as well as Ambrose crescent. There has been some provision for parking for houses 20-44 & 21-43 but none whatsoever for 109-129 – where will these people park? Furthermore, there are ONLY

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approx. 98 parking spaces on the school site, but currently over 135 staff – where will these extra staff park? On a parents evening there will be approx. 300 parents needing to park – where will they park? There is simply no space in Diggle for these cars. A casual visitor to Diggle right now will see the current situation is completely unacceptable even before these extra new parking zones are created.

The extended traffic regulation orders on Ambrose Crescent are aimed at mitigating vehicles parking obstructing the junction with Huddersfield Road and on the dog leg bend. This is solely to protect the resident's ability to safely access/egress their properties safely and discourage unwanted parking associated with the school. The measures on Huddersfield Road will facilitate free movement of vehicular traffic all day.

There is currently off-street parking available to the residents of No.109-129 to the rear of the properties, albeit limited. Ample off-street parking is provided in the echelon (angled) parking for residents occupying No.109-129 adjacent to the drop off facility. This area will be managed by Oldham Council Parking Services order to ensure exclusivity for residents and their visitors is maintained and enforceable if necessary.

It is expected that the school will accommodate any additional parking during the occasional parent teacher conferences within the school grounds. This is to be managed exclusively by the School as the proposed restrictions will not be relaxed to accommodate these events or those similar. The lengths of single yellow lines proposed allow for overnight and weekend parking for residents and visitors.

This scheme cannot be considered ONLY in conjunction with the school project – the TWO fields (either side of the entry road to the school site) must be taken into account as inevitably these will be considered for housing development in the future – the traffic flows will then be even higher. It surely must be incumbent on the council to consider the future use of these fields. (Anecdotally they should actually be used as part of the school site – one could be a car park to get all the cars off the road (including parents evenings etc) and the other one should be the school playing fields so as not to use the green belt – anyone with a real interest in making this project work would have insisted on this as part of the school proposals, but commercial persuasion and distorted interests have prevailed instead). If this is not possible then the council should at least give an undertaking that this land can NEVER be developed.

The parcels of land either side of the access road remain in private ownership and any future development will be subject to Planning Permission and a thorough application process. The points raised will be considered via this process.

I understand there will be alternate line traffic lights permanently passed 20-44 but cannot see these notated on the drawing? Also, as the traffic builds up waiting for the lights how will the buses be able to stop when the traffic is backed up? This will inevitably lead to residents further into Diggle using Spurn lane (a single-track road) as a rabbit run – this must be taken into account as part of this proposal. As should be the enforcement of weight limits on Huddersfield Rd 250 metres north of its intersection with Sam Rd (Access only weight restriction 3T)

Will the phasing of the traffic control account for horseback riders and children riding cycles? If so what will be the minimum time allowed for them to enter the traffic control system and safely exit? With the school promoting green travel and minimization of cars surely this is a major consideration with the potential catastrophic effect if you get it wrong. The proposal as it stands is dangerous to life and requires further modeling to understand the consequences and solutions. I urge you to do this.

The signalisation of the existing 'give and take' scenario is to be formalised through the use of traffic signal control measures (traffic lights) once off-street parking is provided for No.20-44 Huddersfield Road. This installation allows us to replicate the existing arrangement but by removing the parked vehicles, enables us to create a much wider footway to assist pedestrian movements.

The Design Team are working with Environmental Services to agree the most suitable method for safe and efficient bin collections.

The peripheral impact of the traffic movements has been considered throughout the design phases and in relation to Spurn Lane, the decision to monitor the situation post construction for 3 months has been agreed. A number of scenarios have and will continue to be monitored whilst valuable insight into driver behaviour is collated. Should further mitigation measures be required, a formal exercise will be implemented in much the same way as this consultation process.

Diggle is essentially a one way in and one way out village – there are only 2 options for cars to turn around – either up Dorset Avenue & around, or down Spurn lane which is single track. It is disingenuous and deceitful in equal measure for this plan not to address these issues as part of the proposals as the traffic flows will be hugely impacted as part of this project.

The purpose of the drop off area is to enable vehicles associated with the school to safely manoeuvre without causing disruption along Huddersfield Road. The roads mentioned will be monitored during the 3 month post construction period to identify future mitigation measures, if applicable.

Where will the estimated 350 – 400 cars dropping off children actually do this? The associated chaos with this coinciding with all the Diggle traffic at rush hour, along the ONLY road in and out of Diggle will add huge amounts of time to the commuters journey time – what economic costs have you considered with regard to this? Take a typical rainy day and cars will try and drop as close as possible to the entrance drive – this will increase the likelihood of children being run over and also further delays to residents.

The school's traffic assessment is aimed at actively encouraging school attendees to use the official school bus service. Those who opt for a motor vehicle will utilise the drop off area only. The proposed traffic regulation orders encourage this through the enforcement/deterrent ideology.

Turning to transport. Having contacted Transport for Greater Manchester (TfGM) they have several concerns about the impact on the highway & about the safety of road users & pedestrians as outlined in their most recent consultation responses (Oct & Nov 2017) where they state that:

"our primary concern is that the scheme is unsafe" [Transport for Greater Manchester consultation response].

Regarding signal control into village:

TfGM state: "the one-way section appears to be 120m which introduces a significant length of lost time. There may be implications of queuing traffic extending to the priority junction of Huddersfield Road/Standedge Road to the south & delays to traffic/buses generally".

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In fact the distance from traffic lights to junction = only 70 metres (maximum 11 car lengths), therefore it is inevitable that this proposal will result in traffic queueing back to the main A670 - increasing the risk of traffic accidents/collisions. Should the junction priority be changed to accommodate the above queues at peak times – it will not solve traffic flow issues, nor reduce the risk of accidents.

TfGM go on to state that “our primary concern is that the scheme is unsafe” & their response then goes on to explain the reasons why with reference to the response they sent to Oldham Council in 2016. They state that;“ TfGM's Urban Traffic Control Unit carried out modelling for this development for Oldham and most of TA is lifted from TfGM's responses to Oldham Council”. They go on to outline the following facts: TfGM's modelling, provided to Oldham Council, assessed the 15-minute busiest period and showed that with just 60% of anticipated demand the queuing traffic extended into the one-way section! Traffic would be “stranded” in the one-way section, traffic exiting the car park would be blocked. The whole area is likely to lock up with vehicles unable to move in any direction, causing extensive queues of traffic in both directions on Huddersfield Road and beyond.

I urge you to consider all the points raised within this objection and request that you urgently explore mitigation and re-design of this ill-conceived and dangerous scheme.

I look forward to your reply, and when received I will update the members of the Diggle Community Association with your response.

Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]  
Diggle  
OL35PU

05/06/2020

OBJECTION: TRO/LIM/T020/[REDACTED]

Dear Sirs.

I write to you as a resident of Diggle who will be adversely impacted by and want to register my OBJECTION to the proposed new traffic regulation orders for Diggle in connection with the new Saddleworth school development.

Myself and many residents, business owners and visitors will be adversely impacted by these new orders. I do however also have some huge general safety and logistics concerns for both the future children at the school, and also the huge inconvenience to all Diggle residents from this proposed new scheme.

I have several points I wish to raise:

The new turning circle (& residents parking for properties 21 – 43) poses a huge hazard to children walking down Huddersfield Rd to get to the school – I understand the sidewalk will be widened in places to facilitate more children walking down parts of Huddersfield Rd itself, however, they will ALL have to cross this new turning circle, as well as the designated bus stop zone, which will have no pavement – this will be a very busy area with many cars turning around & dropping off, as well as the 20 residents PLUS the cars from 20-44 all existing at the morning rush hour coinciding with the most children being there. This is a recipe for disaster and will create an inevitable serious accident with children crossing either to get to the footpath down to the school, or to the main driveway. This is a completely flawed plan and unworkable from a safety point of view.

In the initial design phase and Road Safety Audit was completed and the risk to pedestrians crossing the adjoining road was considered to pose no greater threat than any other typical junction crossing.

The proposal provides an initial 2m wide footway from Standedge Rd, widening to 2.5m wide footway from No.20 -44 Huddersfield Road to the school access road where it widens to 3m on the final approach to the new school. The current minimum footway permitted is 2m. A safe 2.5m wide footway is provided to the rear of the proposed bus stop layby. There are no plans to create an active footway between No. 25-43 onwards due to limited road space, however, an area of protection will be provided for pedestrians using the gateways only.

The original concept of maintaining an on-street bus stop has been revised in conjunction with Transport for Greater Manchester Traffic Services Team (TfGM) and a layby has been introduced to facilitate bus pick up and drop off, off line of the main carriageway to mitigate queuing on the approach from Diggle.

Contained within the drop off area is a 2m wide footway that intersects with Huddersfield Road which provides adequate and safe passage for those being dropped off. The existing stops will be removed or relocated in agreement with TfGM based on patronage/usage.

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I note a huge increase in no parking zones on both Huddersfield Rd, as well as Ambrose crescent. There has been some provision for parking for houses 20-44 & 21-43 but none whatsoever for 109-129 – where will these people park? Furthermore, there are only approx. 98 parking spaces on the school site, but currently over 135 staff – where will these extra staff park? On a parents evening there will be approx. 300 parents needing to park – where will they park when the overflow area is full or compromised on access/safety grounds? There is simply no space in Diggle for these cars – a casual visitor to Diggle right now will see the current situation is completely unacceptable even before these extra new parking zones are created.

The extended traffic regulation orders on Ambrose Crescent are aimed at mitigating vehicles parking obstructing the junction with Huddersfield Road and on the dog leg bend. This is solely to protect the resident's ability to safely access/egress their properties safely and discourage unwanted parking associated with the school. The measures on Huddersfield Road will facilitate free movement of vehicular traffic all day.

There is currently off-street parking available to the residents of No.109-129 to the rear of the properties, albeit limited. Ample off-street parking is provided in the echelon (angled) parking for residents occupying No.109-129 adjacent to the drop off facility. This area will be managed by Oldham Council Parking Services order to ensure exclusivity for residents and their visitors is maintained and enforceable if necessary.

It is expected that the school will accommodate any additional parking during the occasional parent teacher conferences within the school grounds. This is to be managed exclusively by the School as the proposed restrictions will not be relaxed to accommodate these events or those similar. The lengths of single yellow lines proposed allow for overnight and weekend parking for residents and visitors.

This scheme cannot be considered only in conjunction with the school project – the two fields (either side of the entry road to the school site) must be taken into account as inevitably these will be considered for housing development in the future – the traffic flows will then be even higher. It surely must be incumbent on the council to consider the future use of these fields. (Anecdotally they should actually be used as part of the school site – one could be a car park to get all the cars off the road (including parents evenings etc) and the other one should be the school playing fields so as not to use the green belt – anyone with a real interest in making this project work would have insisted on this as part of the school proposals, but commercial persuasion and distorted interests have prevailed instead). If this is not possible then the council should at least give an undertaking that this land can never be developed.

The parcels of land either side of the access road remain in private ownership and any future development will be subject to Planning Permission and a thorough application process. The points raised will be considered via this process.

I understand there will be alternate line traffic lights permanently passed 20-44 but cannot see these notated on the drawing? Also, as the traffic builds up waiting for the lights how will the buses be able to stop when the traffic is backed up? This will inevitably lead to residents further into Diggle using Spurn lane (a single-track road) as a rabbit run – this must be taken into account as part of this proposal. As should be the enforcement of weight limits on Huddersfield Rd 250 metres north of its intersection with Sam Rd (Access only weight restriction 3T)

Will the phasing of the traffic control account for horseback riders and children riding cycles? If so what will be the minimum time allowed for them to enter the traffic control system and safely exit? With the school promoting green travel and minimization of cars surely this is a major consideration with the potential catastrophic effect if you get it wrong.

The proposal as it stands is dangerous to life and requires further modeling to understand the consequences and solutions. I urge you to do this.

The signalisation of the existing 'give and take' scenario is to be formalised through the use of traffic signal control measures (traffic lights) once off-street parking is provided for No.20-44 Huddersfield Road. This installation allows us to replicate the existing arrangement but by removing the parked vehicles, enables us to create a much wider footway to assist pedestrian movements.

The Design Team are working with Environmental Services to agree the most suitable method for safe and efficient bin collections.

The peripheral impact of the traffic movements has been considered throughout the design phases and in relation to Spurn Lane, the decision to monitor the situation post construction for 3 months has been agreed. A number of scenarios have and will continue to be monitored whilst valuable insight into driver behaviour is collated. Should further mitigation measures be required, a formal exercise will be implemented in much the same way as this consultation process.

Diggle is essentially a one way in and one way out village – there are only 2 options for cars to turn around – either up Dorset Avenue & around, or down Spurn lane which is single track. It is disingenuous and deceitful in equal measure for this plan not to address these issues as part of the proposals as the traffic flows will be hugely impacted as part of this project.

The purpose of the drop off area is to enable vehicles associated with the school to safely manoeuvre without causing disruption along Huddersfield Road. The roads mentioned will be monitored during the 3 month post construction period to identify future mitigation measures, if applicable.

Where will the estimated 350 – 400 cars dropping off children actually do this? The associated chaos with this coinciding with all the Diggle traffic at rush hour, along the ONLY road in and out of Diggle will add huge amounts of time to the commuters journey time – what economic costs have you considered with regard to this? Take a typical rainy day and cars will try and drop as close as possible to the entrance drive – this will increase the likelihood of children being run over and also further delays to residents.

The school's traffic assessment is aimed at actively encouraging school attendees to use the official school bus service. Those who opt for a motor vehicle will use the drop off area only. The proposed traffic regulation orders encourage this through the enforcement/deterrent ideology.

Turning to transport. Having contacted Transport for Greater Manchester (TfGM) they have several concerns about the impact on the highway & about the safety of road users & pedestrians as outlined in their most recent consultation responses (Oct & Nov 2017) where they state that:

"our primary concern is that the scheme is unsafe" [Transport for Greater Manchester consultation response].

Regarding signal control into village:

TfGM state: "the one-way section appears to be 120m which introduces a significant length of lost time. There may be implications of queuing traffic extending to the priority

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junction of Huddersfield Road/Standedge Road to the south & delays to traffic/buses generally”.

In fact the distance from traffic lights to junction = only 70 metres (maximum 11 car lengths), therefore it is inevitable that this proposal will result in traffic queueing back to the main A670 - increasing the risk of traffic accidents/collisions. Should the junction priority be changed to accommodate the above queues at peak times – it will not solve traffic flow issues, nor reduce the risk of accidents.

TfGM go on to state that “our primary concern is that the scheme is unsafe” & their response then goes on to explain the reasons why with reference to the response they sent to Oldham Council in 2016. They state that; “TfGM's Urban Traffic Control Unit carried out modelling for this development for Oldham and most of TA is lifted from TfGM's responses to Oldham Council”. They go on to outline the following facts: TfGM's modelling, provided to Oldham Council, assessed the 15-minute busiest period and showed that with just 60% of anticipated demand the queuing traffic extended into the one-way section! Traffic would be “stranded” in the one-way section, traffic exiting the car park would be blocked. The whole area is likely to lock up with vehicles unable to move in any direction, causing extensive queues of traffic in both directions on Huddersfield Road and beyond.

I urge you to consider all the points raised within this objection and request that you also answer the questions posed below.

Please urgently explore mitigation and re-design of this ill-conceived and dangerous scheme.

Questions:

Why you are separating the planned TRO from the School Plan?

The traffic issues are complex and residents were offered a consultation this has never materialised. Why?

Why don't the submitted plans show exact positioning for traffic lights?

Access and traffic flow for all residents will be severely hampered by the effects of the TRO – what action is planned to mitigate against this?

Pollution levels along Huddersfield Road will increase because of increased car idling in congestion areas. Are these levels to be monitored?

Why does OMBC's impact assessment differ from TfGM's consultation document which states clearly that OMBC TRO is unsafe and will increase traffic congestion?

How are residents with a disability, motability issues or characteristics that are protected under the Equality Act 2010 able to access their homes from the new resident's car parking allocation?

How will the traffic light system be adjusted for car park residents in peak use time?

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Will the phasing of the traffic control account for horseback riders and children riding cycles? If so what will be the minimum time allowed for them to enter the traffic control system and safely exit?

I look forward to your reply and would kindly request that you acknowledge receipt of this letter.

Yours sincerely,

[REDACTED]



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**Alister Storey**

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**From:** Saddleworth School  
**To:** [REDACTED]  
**Subject:** RE: New Saddleworth School, Diggle - Associated Traffic Regulation Orders. Planning Application-LJM/T020/16 Highways & Engineering

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**From:** [REDACTED]  
**Sent:** 02 June 2020 13:45  
**To:** Cllr A Urrehman <ateeqe.urrehman@oldham.gov.uk>  
**Cc:** Cllr S Fielding <Sean.Fielding@oldham.gov.uk>; Cllr J Curley <Jamie.Curley@oldham.gov.uk>  
**Subject:** New Saddleworth School, Diggle - Associated Traffic Regulation Orders. Planning Application-LJM/T020/16 Highways & Engineering

**Ref:**  
New Saddleworth School, Diggle - Associated Traffic Regulation Orders.  
Planning Application-LJM/T020/16 Highways & Engineering

Dear Cllr Urrehman

We understand that Cllr Jamie Curley Ward Councillor Saddleworth South and Saddleworth Parish Council Chair has written to you recently asking for an urgent response to local residents concerns to the above planning application. Apparently Cllr Jamie Curley has not yet received a reply.

Therefore we are appealing to you directly to grant a time extension from the original 6th June planning application cut-off date, to give all residents the chance to send comments or objections as outlined in the original correspondence received from Alister Storey- OMBC Traffic and Network Management ref 001/1/TM3/1037

Our major concerns being:

- 1:  
That the original planning letter from Highways was only sent to a selected narrow group of residents, and does not give local Dobcross/ Diggle residents their full democratic right to express any concerns.
- 2:  
That COVID-19 has hampered the chance for full social recourse from Saddleworth Parish Council, as they are not functioning fully as a Parish Council at present. Plus local community access is also impaired with the major priority of safety and care uppermost in residents minds.
- 3:  
The plans and information sent to a narrow selection of local residents, differs from the original plans and is therefore confusing. The illustrated maps in particular differ from the master plan and leaves out important detail.
- 4:  
The response link for comments states written response only, with no forwarding email address or direct personnel name added. The present COVID-19 situation has postal delivery dates for even 1st class mail taking up to 7 - 10 days to reach their destination. How are residents supposed to get the chance to make their views heard in such a complex situation.

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Therefore we kindly ask for an urgent time extension from the original comments cut-off date of the 6th June to give local Saddleworth residents a full chance to exercise their electoral rights.

Yours sincerely

[REDACTED]

Wool Road  
Dobcross  
Oldham  
OL3 5NS

[REDACTED]

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**Alister Storey**

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**From:** Saddleworth School  
**To:** [REDACTED]  
**Subject:** RE: URGENT \_ Saddleworth School Traffic Regulation Orders

**From:** [REDACTED]  
**Sent:** 05 June 2020 10:06  
**To:** Cllr A UrRehman <ateeqe.urrehman@oldham.gov.uk>  
**Cc:** Cllr S Fielding <Sean.Fielding@oldham.gov.uk>; Cllr J Curley <Jamie.Curley@oldham.gov.uk>  
**Subject:** URGENT \_ Saddleworth School Traffic Regulation Orders

**Ref:**

New Saddleworth School, Diggle - Associated Traffic Regulation Orders.

Planning Application-LJM/T020/16 Highways & Engineering

Dear Cllr Rehman

We understand that Cllr Jamie Curley Ward Councillor Saddleworth South and Saddleworth Parish Council Chair has written to you recently asking for an urgent response to local residents concerns to the above planning application. Apparently Cllr Jamie Curley has not yet received a reply.

Therefore we are appealing to you directly to grant a time extension from the original 6th June planning application cut-off date, to give all residents the chance to send comments or objections as outlined in the original correspondence received from Alister Storey- OMBC Traffic and Network Management ref 001/1/TM3/1037

Our major concerns being:

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That the original planning letter from Highways was only sent to a selected narrow group of residents, and does not give local Dobcross/ Diggle residents their full democratic right to express any concerns.

2:

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3:

The plans and information sent to a narrow selection of local residents, differs from the original plans and is therefore confusing. The illustrated maps in particular differ from the master plan and leaves out important detail.

4:

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The response link for comments states written response only, with no forwarding email address or direct personnel name added. The present COVID-19 situation has postal delivery dates for even 1st class mail taking up to 7 - 10 days to reach their destination. How are residents supposed to get the chance to make their views heard in such a complex situation.

Therefore we kindly ask for an urgent time extension from the original comments cut-off date of the 6th June to give local Saddleworth residents a full chance to exercise their electoral rights.

We look forward to hearing from you.

Kind regards

[REDACTED]

[REDACTED]

Diggle

OL3 5PX

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**Alister Storey**

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**From:** Saddleworth School  
**To:** [REDACTED]  
**Subject:** RE: Keith Lucas response to Cllr Jamie Curley - extension to Huddersfield Road TRO deadline request.

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**From:** [REDACTED]  
**Sent:** 05 June 2020 14:18  
**To:** Alister Storey <Alister.Storey@unitypartnership.com>  
**Subject:** [REDACTED] response to Cllr Jamie Curley - extension to Huddersfield Road TRO deadline request.

Dear Alister Storey

Please find enclosed my response to your email exchange with Cllr Jamie Curley - Chair Saddleworth Paris Council & Ward Councillor Saddleworth South.

I have spoken to Cllr Curley and he said he hasn't had any contact with yourself until your email. Therefore I would assume that you have been requested by Cllr Ateeque Ur-Rehman OMBC Cabinet Lead Neighbourhoods & Services to reply directly to Cllr Curley because of letters from residents asking for an extension of the 6th June deadline.

A copy of my response to your email to Cllr Curley follows:

Dear Jamie

I am afraid I find the responses from Alister Storey rather disconcerting.

1: He doesn't feel that an extension to the 6th June deadline is necessary. Although he agrees that there was a 7 day difference between letters posted directly to a small selected group of residents on the 6th May and then posted on lamp posts on the 13th May. Does he not realise that because of COVID-19 restrictions unnecessary pedestrian use of journeys are still restricted by government. People do not presently walk along Huddersfield Road and read signs. They are far more concerned with their own safety and keeping to the social distancing code.

So people are being penalised because of COVID-19. OMBC website services continually state they are disrupted because of COVID-19. Also families lives are turned upside down because of the present situation. If OMBC are true to their slogan of a "Co-operative Council" granting a 7 day extension should not be a problem (especially as there was 7 day gap between alerting a small handful residents instead of the local community) To think that residents have had sufficient time to respond when the administration of the notification of the TRO was administratively bungled, shows a total disregard for local social community cohesion, especially as we have also been informed that the surveying work in respect to the work is behind schedule. Granting an extension would at least be a positive response from OMBC.

2: I received an email from Ken Bennett today (see below) where Alister Storey gives detailed instructions how local residents can respond or objection to the TRO. Thankfully the information now supplied by Unity Partnership is clearer and simpler than the original letter of the 6th May. My only concern is that yet again we have been offered different email contact details in your correspondence than that of Ken Bennett's. I am not picking hairs just trying to get clarity that I can then pass onto local residents.

3: An important point is the original letter sent on the 6th May did not mention the below link to the TRO [https://www.oldham.gov.uk/info/200891/investment\\_schemes/1280/new\\_saddleworth\\_school/4](https://www.oldham.gov.uk/info/200891/investment_schemes/1280/new_saddleworth_school/4) only a separate attachment from Paul Entwistle - Director of Legal Services which quoted a telephone number that because of OMBC COVID - 19 website notifications of disrupted services, no one is directly available to deal with requests. The attachment has a URL link which sends people directly to the Saddleworth School websites and its 119 separate sub sections. That confusion alone should warrant a deadline extension.

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4: The attachment posted along Huddersfield Road on the 13th May is the same document sent to a selected group of residents signed by Director of Legal Services - Paul Entwistle. So if people did stop and take note they would have met with an COVID-19 un-answered phone service, a link to a site that would have just confused them and a mailing address to the Environment Group Solicitor without any email link. By the way the Group Environment solicitor name is Alan Evans at [alan.evans@oldham.gov.uk](mailto:alan.evans@oldham.gov.uk). Why could that not have been on the lamp post statement.

For the record I have enclosed the original letter (PDF) from Alister Storey and the statement from Paul Entwistle.

The press have been onto me asking for an update. I think that it can only be stated that "Unity Partnership have created a bureaucratic muddle and in their arrogance OMBC and Unity Partnership do not intend to give local Diggle and Dobcross residents their statutory rights with this TRO action.

Kind regards

[REDACTED]

**From:** Alister Storey <[Alister.Storey@unitypartnership.com](mailto:Alister.Storey@unitypartnership.com)>  
**Sent:** 03 June 2020 11:30  
**To:** Cllr J Curley <[Jamie.Curley@oldham.gov.uk](mailto:Jamie.Curley@oldham.gov.uk)>  
**Subject:** Huddersfield Road, Diggle

Dear Cllr Curley

Thank you for your recent email and below are the responses to the specific points raised:

**1:** This issue does not just concern houses from 20 to 44 Huddersfield Road. Therefore notification of this major transport scheme should have been widely distributed throughout Diggle and Dobcross, not selectively narrowed down. A lot of people will be affected, they have a right to know. The current Traffic Regulation Order (TRO) advertisement is in accordance with the statutory period to allow residents and businesses directly affected by the proposed waiting & loading restrictions to comment. A letter drop was carried out on the 6<sup>th</sup> May to all properties directly affected by the proposed restrictions, this included Huddersfield Road and Ambros Crescent. This was carried out as per current Government Guidelines on TRO advertising during the COVID-19 outbreak. As it became apparent that the COVID-19 lockdown was gradually being lifted and more people were out and about, site notices were posted on lamp columns on 13<sup>th</sup> May. The proposals are also advertised on the New Saddleworth School webpage section 4. Permanent TRO update and have been since the 6<sup>th</sup> May.

**2:** There are flaws and errors in the plans sent to the small group of residents who received the information. So if the information is faulty how can you make a valid comment. There have been no comments regarding mistakes on the plans to date and having asked officers to recheck them again none are evident. If [REDACTED] wants to contact highways directly to discuss the apparent errors he should email [env.traffic@oldham.gov.uk](mailto:env.traffic@oldham.gov.uk) and mark the email for the attention of Alister Storey.

3: OMBC Highways are expecting people to “write and post” their comments by the 6th June. That is impractical as the postal system is overloaded and does not work at present.

The advertisement has been “live” now for over three weeks with communications received commenting on/supporting and objecting to the proposals. These have been received by post or via the [env.traffic@oldham.gov.uk](mailto:env.traffic@oldham.gov.uk) email address.

4: That a direct email address is given for comments or objections to the Environment Group Solicitor so that people can guarantee their views will be received.

Emails relating to the TRO advertisement can be sent to [env.traffic@oldham.gov.uk](mailto:env.traffic@oldham.gov.uk) and must be clearly marked as an objection. Everyone who writes in receives confirmation by email or in writing that their communication has been received and registered.

The letter informs residents they can get further information ‘by searching “Saddleworth School” at [www.oldham.gov.uk](http://www.oldham.gov.uk). If any resident tries that they will face this - [PA/337930/15 | New car park drop-off facility, residents' parking area and associated highway works](#). This application has been re-advertised because a revised Environmental Statement has been received. | Land at Huddersfield Road, Diggle, Oldham.

This web page relates to the planning portal, and planning application which is not part of the TRO process. Nothing in the letter drop communication points residents to this page.

How can residents find their way through 119 documents to access the right information that matches up with residents correspondence sent by OMBC Highways.

The first item that appears when searching the webpage [Oldham.gov.uk](http://Oldham.gov.uk) for Oldham School is “New Saddleworth School”, on clicking this link it opens the new school webpage that contains links to all current information including the TRO adverts.

Also the plan outline sent to residents doesn’t relate clearly with the original Saddleworth School Plan, a copy I have enclosed (OMBC original map.pdf).

The plans included in the letter drop clearly show the proposed restriction relating to the TRO consultation, these plans are also available for download on the Saddleworth School webpage.

This road scheme is not just particularly relevant to house 20-44 but to all residents of Diggle and Dobcross and I would say all of Saddleworth. Because of the unique and complex demographic layout of Saddleworth and its rural and urban mix, everyone should be aware of the plans plus be allowed to comment before the 6th of June deadline as they will be affected..

Numerous emails and letters have been received since the advert was published and letter drop carried out on the 6<sup>th</sup> of May and the site notices posted a week later. There is still time to write or send an email to the address previously quoted and therefore it is not justifiable to extend the statutory 28 day advertising period.

Kind Regards

**Alister Storey**  
Senior Engineer | Highways & Engineering



Henshaw House, Cheapside, Oldham OI1 1NY  
T: 0161 770 5766 | W: [www.unitypartnership.com](http://www.unitypartnership.com)

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## Alister Storey

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**From:** Saddleworth School  
**To:** [REDACTED]  
**Subject:** RE: Alister Storey Objections to TRO/LJM/TO20-16 Huddersfield Road,Diggle Ref TRO/LJM/TO20-16

[REDACTED]  
**Sent:** 06 June 2020 16:34

**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>

**Cc:** Alan Evans <Alan.Evans@oldham.gov.uk>

**Subject:** Alister Storey Objections to TRO/LJM/TO20-16 Huddersfield Road,Diggle Ref TRO/LJM/TO20-16

**For the attn**  
**Alister Storey Unity Partnership**  
**Objections to TRO Huddersfield Road,Diggle**  
**Ref TRO/LJM/TO20-16**  
**6th June 2020**

**N/B Word doc vers enclosed.**

Dear Sir

As well as sending you my objections below I would also like to object to the manner in which this administrative TO has been conducted by Unity Partnership. The original order was hand delivered on the 6th May to residents only in a narrowly chosen area. In similar fashion to a dwelling or an extension planning application. Not major road changes that will affect infra- structurally and environmentally the wider geographical remit of Diggle, Diglea and Dobcross.

As far as I am aware there was no local press advertisement or information sent to Saddleworth Parish Council or Saddleworth North Ward councillors, so they could make local residents aware of this order. It was 7 days later, 13th May that the TO was posted at various places on Huddersfield Road.

The order itself was poorly presented communication in my view. if you followed the TO order sent by Paul Entwistle, Director of Legal Services, the link sent you to the whole Saddleworth School planning application with over 119 subsections. Calling the enclosed telephone number on the TO order gave you an answer machine response saying "because of COVID-19 I am away from my desk." Other numbers phoned gave a similar response. OMBC website services also warned you that services are disrupted because of COVID-19. A change to a simpler and more direct TRO was only made available a few days ago after local journalist Ken Bennett contacted you/OMBC for clarity and a email request directly to Cllr Rehman from Cllr Jamie Curley for an extension period for local residents.

Because of the above issues, residents have been sending you requests for an extension and they have received a template response from yourself at Unity Partnership and Alan Evans Environmental Legal Services Unity Partnership, stating there will be **no time extension** from yourself and Alan Evans. A bit rich when you consider you were in control of the communication plan in the first place.

This issue has to be addressed, because as you have admitted it was the factor of safety of your staff with regard to COVID-19 regulations that meant your staff could not post TRO statements on selected lamp posts on Huddersfield Road until 7 days later than the TRO letters originally sent to selected residents on the 6th May.

Surely local residents have a right to a 7 day extended period because of the delay created by COVID-19, as they were also suffering from COVID19 social restrictions.

So why have you have refused this extension? Sadly it can be only interpreted as obstructive on your part. Is this OMBC's idea of social cohesion and a "co-operative council" ?

My further objections to the TRO are as follows:-

You cannot separate the planned TRO from the School Plan, they depend on each other and are part of the original Saddleworth School Plan. It was OMBC that decided to separate them because they knew the road scheme plans were locally unpopular. Furthermore residents were offered further consultation on the Road scheme, what happened to it?

The TRO plans do not show exact marking for traffic lights. Why is that?

Pollution and toxicity levels at the proposed traffic light junctions on Huddersfield Road will create a 24 hr a day public health risks for residents living on top of the traffic lights. There will be no escape from this health hazard because of the proximity to homes and narrow pavement area and increased car idling in these congestion spots.

1

How will the traffic light system be adjusted for car park residents in peak use time. In other words how do residents get out!

Access and traffic flow for all residents and traffic users (see TfGM consultation report) will be severely hampered by the affects of the TRO - everyone will have to deal with traffic lights holding them up, a narrowed road creating congestion and then there's the new mini roundabout that is already causing chaos and jams - drivers will get stuck in the road narrowing. You clearly don't seem to have clarity on that.

Why wasn't there a policy of no private car use for school use - public transport only. Also the use of greenbelt land for resident car parks makes a mockery of OMBC's vision of wanting to be the most environmentally conscious local authority in Greater Manchester. The scheme to re-open Diggle Railway Station for commuting will also be severely affected by increased traffic at commuting times.

There are many other issues to deal with in regard to the residents car park 20 - 44 these include:- land ownership would be given to residents - is that still going to happen and how will that be achieved?

How are residents in houses 20 onwards meant to access the car park - are you seriously expecting them to walk huge distances back and forth with shopping for example in pouring rain, sleet, snow - imagine that please. So are you going to build access gates at the back of the houses? It is pitch dark at night in the planned parking area and yet lights will pollute the original greenbelt area and there are bats roosting and it is still a wildlife habitat how are you going to deal with that? I hope not in the same fashion you scorch - earthed the land behind the houses 20-24.

Also there are people with disabilities and special needs living in these houses - how are they meant to deal with difficult accessing? The wildlife many enjoy will be harmed and probably disappear - do you have no concerns about that or any of the above? They have tried to get information and details but they are being met with silence.

Rural roads will be severely challenged by the Huddersfield Road TRO, creating rat runs and increased traffic load in the ever depleting rural outreaches.

Why does OMBC's impact assessment differ from TfGM's consultation document which states clearly that the OMBC TRO "is deemed unsafe" surely you face the chance of legal action if there is a serious accident, especially after a statutory body has made you fully aware of their concerns. TfGM go on to add "it will increase traffic congestion for everyone"..... public transport and commuters will be seriously delayed due to congestion this will have an impact on travellers trying to get to work on time, same with return journeys. Imagine being late for work every day!

What are the real costs to ratepayers of the TRO.scheme.

You mention that the TRO scheme will be assessed after a trial period if not working. So what Diggle is really getting is an experiment. The reference to essentially wait and see for "3 months" is ridiculous - if it is total chaos, will they then pull the school down? Of course not and then the whole of Diggle residents will be made to suffer under these ridiculous proposals for evermore. The issues must be addressed NOW before any construction starts.

For OMBC to try & pass this through, separately from the School planning application smacks of devious attempts to pass through an unworkable and unpopular project by playing games with the regulations.

There was a JR against the council as the correct procedures were not followed and it seems this type of management of this project has continued to prevail. What can a normal resident with some detailed local knowledge actually do to make a belligerent council see some sense?

A statutory body TfGM Traffic for Greater Manchester has written a full consultation document that highlight serious concerns about the scheme which OMBC have ignored. However it has to be said you will remain culpable for any adverse outcome!

Huddersfield Road  
Diggle  
OL3 5NT

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**Alister Storey**

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**From:** Alister Storey  
**Sent:** 05 June 2020 13:50  
**To:** Saddleworth School  
**Subject:** FW: URGENT \_ Saddleworth School Traffic Regulation Orders

**From:** [REDACTED] <choona@hotmail.co.uk>  
**Sent:** 05 June 2020 13:06  
**To:** Cllr S Fielding <Sean.Fielding@oldham.gov.uk>; Cllr A UrRehman <ateeqe.urrehman@oldham.gov.uk>; Cllr J Curley <Jamie.Curley@oldham.gov.uk>  
**Subject:** FW: URGENT \_ Saddleworth School Traffic Regulation Orders

**Ref:**

New Saddleworth School, Diggle - Associated Traffic Regulation Orders.

Planning Application-LJM/T020/16 Highways & Engineering

Dear Cllr Rehman

We understand that Cllr Jamie Curley Ward Councillor Saddleworth South and Saddleworth Parish Council Chair has written to you recently asking for an urgent response to local residents concerns to the above planning application. Apparently Cllr Jamie Curley has not yet received a reply.

Therefore we are appealing to you directly to grant a time extension from the original 6th June planning application cut-off date, to give all residents the chance to send comments or objections as outlined in the original correspondence received from Alister Storey- OMBC Traffic and Network Management ref 001/1/TM3/1037

Our major concerns being:

1:

That the original planning letter from Highways was only sent to a selected narrow group of residents, and does not give local Dobcross/ Diggle residents their full democratic right to express any concerns.

2:

That COVID-19 has hampered the chance for full social recourse from Saddleworth Parish Council, as they are not functioning fully as a Parish Council at present. Plus local community access is also impaired with the major priority of safety and care uppermost in residents minds.

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3:

The plans and information sent to a narrow selection of local residents, differs from the original plans and is therefore confusing. The illustrated maps in particular differ from the master plan and leaves out important detail.

4:

The response link for comments states written response only, with no forwarding email address or direct personnel name added. The present COVID-19 situation has postal delivery dates for even 1st class mail taking up to 7 - 10 days to reach their destination. How are residents supposed to get the chance to make their views heard in such a complex situation.

Therefore we kindly ask for an urgent time extension from the original comments cut-off date of the 6th June to give local Saddleworth residents a full chance to exercise their electoral rights.

We look forward to hearing from you.

Kind regards

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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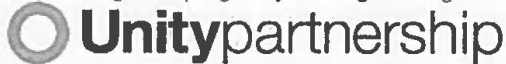
**Alister Storey**

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**From:** Saddleworth School  
**Subject:** RE: Proposed Traffic Regulation Orders (Ref: LJM/TO20/16) Saddleworth School

Kind Regards

**Alister Storey**  
Senior Engineer | Highways & Engineering



Henshaw House, Cheapside, Oldham OI1 1NY  
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**From:** [REDACTED]  
**Sent:** 31 May 2020 22:10  
**To:** Saddleworth School <[Saddleworth.School@oldham.gov.uk](mailto:Saddleworth.School@oldham.gov.uk)>  
**Subject:** Proposed Traffic Regulation Orders (Ref: LJM/TO20/16) Saddleworth School

Dear madam or sir,

**Proposed Traffic Regulation Orders (Ref: LJM/TO20/16) Saddleworth School**

Having reviewed the planned Permanent Traffic Regulation Orders via the Oldham Council website (Home / Business / Invest in Oldham / The place / Investment schemes / New Saddleworth School) - I would like to query the following, as stated on **SaddleworthSchoolTrafficProposalnotice\_V1.doc**:

*Prohibit waiting at all times on Ambrose Crescent:-*

*South west side from Huddersfield Road in a primarily north west direction for 75 metres  
North east side from Huddersfield Road in a primarily north west direction for 32 metres  
north east side 52 metres north west of Huddersfield Road to a point 62 metres from its  
junction with Huddersfield Road*

As indicated on plan **47\_A1\_1609\_2\_Proposed\_Traffic\_Regulation\_Orders.pdf** it shows no waiting at any times via double yellow lines at the first part of Ambrose Crescent and then no further restrictions or consideration for parking for the remainder of Ambrose Crescent.

As seen on plan **47\_A1\_1609\_1\_Proposed\_Traffic\_Regulation\_Orders.pdf** there are a range of no waiting/loading restrictions in place on Huddersfield Road and on a new access road:

*and on both sides of the entire length of a new un-named access road to the car park & residents parking areas (all be created) opposite 37/39 to 53 Huddersfield Road. The new access road will be restricted to clockwise direction only.*

This is to allow for parking for residents of properties on Huddersfield Road via pass controlled residents only parking areas.

1

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Ambrose Crescent is already well populated with parked cars on drives and on the Crescent itself, causing some issues. Any additional cars being parked here, due to the proposed restrictions on Ambrose Crescent and nearby, will undoubtedly cause further issues and increased risks for residents, refuse collection, emergency vehicles, delivery vehicles, children, pedestrians, dog walkers, wheel/push chair users, cyclists, etc.

As a resident of Ambrose Crescent, could residents parking or something similar also be put in place for the full length of Ambrose Crescent? I am concerned Ambrose Crescent will become an over spill area for residents of Huddersfield Road, as well as their visitors/guests, plus anyone else affected by any new restrictions.

Thank you for your consideration.

Kind regards,

[REDACTED]

Ambrose Crescent, Diggle

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**Alister Storey**

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**From:** Saddleworth School  
**Subject:** RE: Traffic Regulation Order. Ref 001/1/TM/1037

**From:** [REDACTED]  
**Sent:** 09 May 2020 15:16  
**To:** Saddleworth School <Saddleworth.School@oldham.gov.uk>  
**Cc:** [REDACTED]  
**Subject:** Traffic Regulation Order. Ref 001/1/TM/1037

Dear Mr Storey,

I am writing to you on behalf of my elderly mother who lives at [REDACTED], Diggle, she has some concerns and questions, which are set forth below, and I kindly request you take the time to answer them for her. I have cc'd my sister who is also concerned as to some of the access changes for our mother.

Thank you for the letter dated 04 May 2020, notifying me of the proposed traffic regulation order and parking provision for [REDACTED], Diggle.

This has provided some information with regards to the changes, but several months ago, an individual consultation was committed to, where questions and proposals could be given by residents. This consultation has not occurred, and in the current situation I expect will not be completed.

I would therefore like to address my questions and proposals to you directly, and greatly appreciate your consideration and expect answers to them.

I initially ask that your records be amended to note that my property is [REDACTED] these were combined into one property many years ago.

1. Will the dropped kerb access to the front of numbers [REDACTED] continue to be provided?

Currently this facility is not possible to use outside either my neighbours or my property, due to the volume of parking on the road. We had used this "off street" parking for many years, to improve parking conditions on the road, until increased numbers from other properties prevented access. This dropped kerb facility helps me get between my vehicle and house easily, as I have difficulty walking.

2. If the dropped kerb is removed, access must be provided to the rear of my property [REDACTED] from the proposed area A.

This accessibility is a critical requirement for myself, as an elderly resident, I have difficulty walking, and having to walk all the way through Area A and back along Huddersfield Road to my property, will just not be possible. The associated costs should be borne by the development.

3. How many spaces will be provided per property, in Area A on the proposal?

I would like to recommend at a minimum 2 per property, with the property number painted on the slots. This along with the overspill, should prevent animosity and "parking wars" within the area. There are three and four car properties, with multiple business and personal vehicles currently causing strain on the available area.

4. Will lighting be provided to the parking areas?

May I suggest low level bollard lighting for this area. This is currently planned for the bridge area across to the school site, so should not be difficult to amend into the parking area. High level standard street lighting will shine directly into bedrooms and living rooms at the rear of the properties. Current floodlights on the horse

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ground are already very disturbing at night, and adding to this would be uncomfortable for all. Low level lighting would also allow the residents to continue to enjoy the views of the valley, that we have loved for many years.

5. Is the addition of parking spaces going to be added to the Land Registry entries for the properties?

This needs to be done, with the associated costs should be borne by the development. These changes are being "forced" onto the residents, who should not be unduly financially affected by any proposed changes.

6. What is the expected timeline on these works to be performed?

I have seen changes already taking place, but an overall schedule of the works being provided would allow all the residents to prepare.

I have looked through many of the documents available on the planning portal, and could not find information on detailed plans for the road narrowing to single lane, the location of the lights for the signalised shuttle working, or information on how traffic will be managed which is waiting to go through this system, but needs to be held on Standedge Road or Wool Road. It seems to be difficult to get an overall picture of the area proposals. Only time will tell if all the "expert analysis" and "commitments" will work in reality.

In closing, I ask that the information and proposals I have put to you are considered by the development team, and positive development is provided. We residents are affected by the changes, from the roads, the school buildings, playing field, and of course the increased volume of children coming through the area. Having the ability to access our vehicles and properties without stress, especially in the changing social and economic times, is critical to our mental and physical health.

Thank you for your time, stay safe and I look forward to receiving your answers soon.

[REDACTED]

Resident of Huddersfield Road, Diggle.

[REDACTED]





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## TRAFFIC REGULATION ORDER PANEL

### **Section 257 Town & Country Planning Act 1990 – Diversion of Part of Footpath 119 Saddleworth**

**Portfolio Holder:**

Councillor Brownridge, Cabinet Member for Neighbourhoods and Culture

**Officer Contact:** Director of Legal Services

**Report Author:** Alan Evans Group Solicitor  
Ext. 3019

**24 September 2020**

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#### **Reason for Decision**

To seek approval for possible modifications to the Oldham Borough Council (Part of Footpath 119 Saddleworth) Public Path Diversion and Definitive Map and Statement Order 2017.

#### **Recommendations**

It is recommended that:

1. In the event that the Planning Inspector determines that point B on the Oldham Borough Council (Part of Footpath 119 Saddleworth) Public Path Diversion and Definitive Map and Statement Order 2017 does not lie on Council owned land, the Inspector be requested to modify the Order by moving point B slightly to the south east to a position which lies on Council owned land;
2. The Planning Inspector be requested to modify the Order by extending the termination of the footpath diversion from point C to point A on the Order map so it terminates on an adopted highway.

**Section 257 Town & Country Planning Act 1990 – Diversion of Part of Footpath 119 Saddleworth****1 Background**

- 1.1 Following a decision by the Traffic Regulation Order Panel on 27 July 2017, the Council made a Public Path Diversion and Definitive Map and Statement Modification Order in respect of part of footpath 119 Saddleworth at the rear of Treetops Close, Dobcross. A copy of the Order plan is attached at Appendix 1. The diversion was proposed to enable the Council owned land through which the footpath passes to be sold to the owners of 1 - 3 Treetops Close as garden extensions. The proposed diversion route to an extent follows an existing unofficial track across Council owned land and would divert the footpath around the garden extensions.
- 1.2 The owner of 3 Treetops Close obtained planning permission for the change of use of the land to garden use associated with the dwellings (PA/340311/17), with the intention of buying the land from the Council with his neighbours. However, several objections to the Order were received and the Order has been sent to the Planning Inspectorate for determination.
- 1.3 Four objections were received, one of which was subsequently withdrawn following discussions with the objector. The three remaining objections, two from local residents and one from a former Saddleworth Parish Councillor, mainly raise issues relating to the planning permission rather than the Order.
- 1.4 The objections are being dealt with by the written representations procedure, where all parties submit their comments to the Planning Inspector for consideration. The Inspector will subsequently decide whether the Order should be confirmed or not. It is possible for the Inspector to confirm the Order with modifications if no prejudice is caused by the proposed modifications.
- 1.5 One of the objections, from a resident of Sycamore Cottages, is that the start of the diversion route (point B on the Order map) lies on land in his ownership and that point B should be located slightly to the south east. In February 2020 the objector acquired land at the rear of Treetops Close, Dobcross from the Council by adverse possession, having fenced off the land without the Council's permission and incorporated it into his garden several years before. A copy of the Land Registry plan showing the land acquired by adverse possession is shown at Appendix 2.

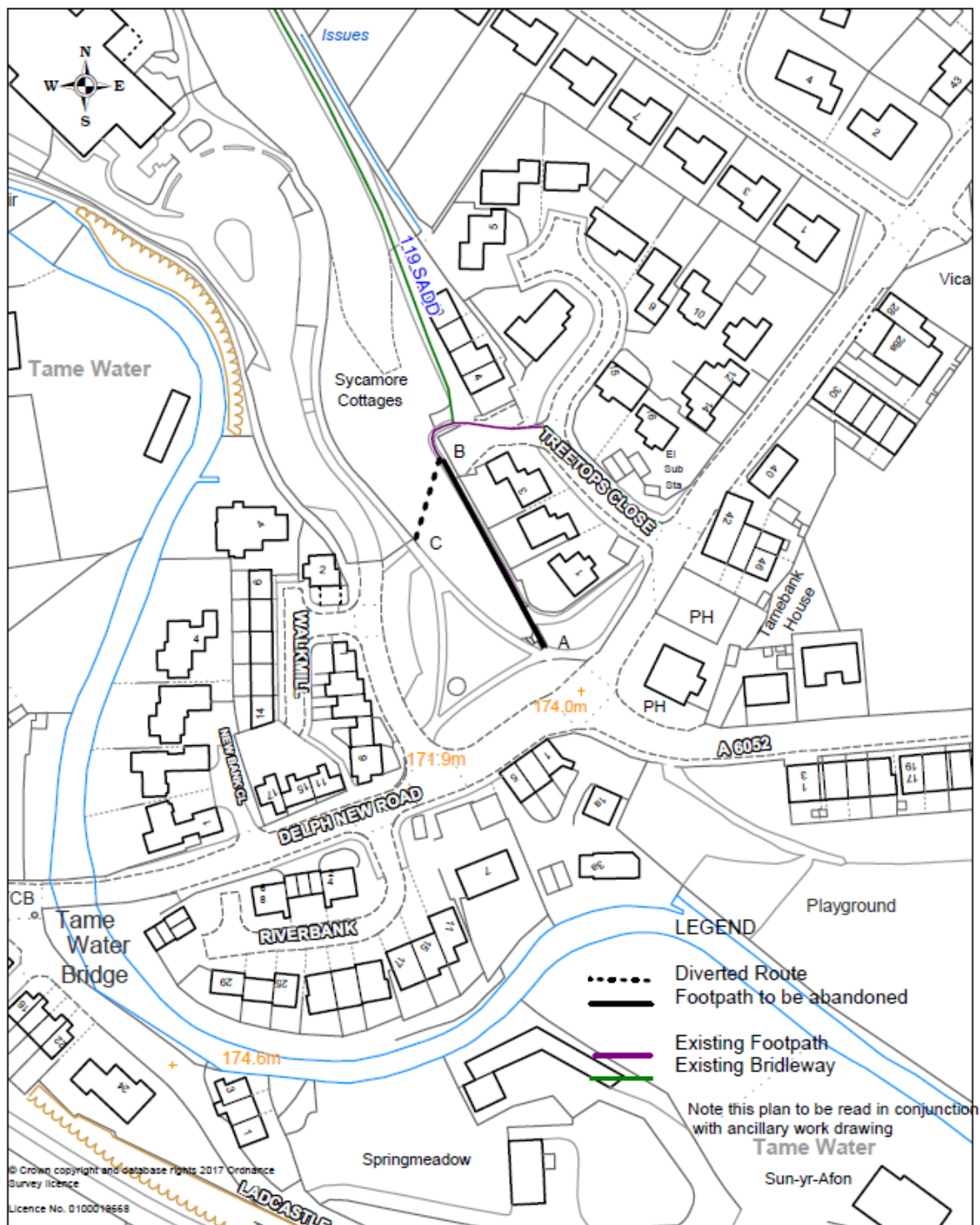
**2 Current Position**


- 2.1 Where a footpath is being diverted it is necessary to obtain the consent of any landowner over whose land the diverted footpath passes before the Order can be confirmed. From the different scales of the Order map compared to the Land Registry plan it is difficult to determine whether point B on the Order map lies on land still owned by the Council or on the land acquired by the objector. The Council view is that point B remains on land owned by the Council. However in the event that the Planning Inspector agrees that point B lies on the objector's land, the Panel is requested to agree that the Inspector be requested to modify the Order so that point B is relocated slightly to the south east onto land remaining in the Council's ownership and which is due to be sold to the owners of 1-3 Treetops Close.

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- 2.2 It has also been noted that point C on the Order map is not located on an adopted highway. Point C is an existing footpath which forms part of the access to Holy Trinity C of E Primary School but it has not been formally dedicated as a highway. A footpath diversion should end on a highway so it is recommended that the Planning Inspector be requested to modify the Order so that the proposed diversion continues from point C along the access footpath to point A where it joins the adopted highway network.
- 2.3 It is not considered that any prejudice is caused to any party by the proposed modifications to the diverted footpath route as they will be on Council owned land.
- 3 Options/Alternatives**
- 3.1 Option 1 – to approve the recommendations
- 3.2 Option 2 – not to approve the recommendations
- 4 Preferred Option**
- 4.1 It is recommended that option 1 be approved. If option 1 is not approved and the Planning Inspector determines that point B on the Order plan lies on land not owned by the Council, the Order cannot be confirmed. Extending the proposed footpath diversion between points C and A will also ensure the diverted route ends on the adopted highway network.
- 5 Consultation**
- 5.1 The Saddleworth North ward councillors have been consulted and made no comments.
- 6 Financial Implications**
- 6.1 The original report dealing with the diversion of footpath 119 was submitted in July 2017. At that time the applicant had paid the required standard submission fee of £2,500 (including Court Fees). This was credited to the Highways Operations Unity cost centre to cover the cover the costs of dealing with the application.
- 6.2 As this report is ancillary to the original proposal, there are no further financial implications arising from it. (Nigel Howard)
- 7 Legal Services Comments**
- 7.1 Legal comments are incorporated in the body of the report. (A Evans)
- 8 Co-operative Agenda**
- 8.1 There are no co-operative issues or opportunities arising.
- 9 Human Resources Comments**
- 9.1 Not applicable.
- 10 Risk Assessments**
- 10.1 Not applicable

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11	<b>IT Implications</b>
11.1	None
12	<b>Property Implications</b>
12.1	The course of action and recommendation referred to within this report is fully supported from a property perspective. (Mark Elton)
13	<b>Procurement Implications</b>
13.1	Not applicable
14	<b>Environmental and Health &amp; Safety Implications</b>
14.1	None
15	<b>Equality, community cohesion and crime implications</b>
15.1	None
16	<b>Equality Impact Assessment Completed?</b>
16.1	No
17	<b>Key Decision</b>
17.1	No
18	<b>Key Decision Reference</b>
18.1	N/a
19	<b>Background Papers</b>
19.1	<p>The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act:</p> <p>File Ref : FD4/17 (visual file 11708)  Name of File : Footpath 119 Saddleworth - S257 Order  Records held in Director of Legal Services Department, Civic Centre, West Street, Oldham  Officer Name: Alan Evans  Contact No: 0161 770 3019</p>
20	<b>Appendices</b>
20.1	<p>Appendix 1 - Oldham Borough Council (Part of Footpath 119 Saddleworth) Public Path Diversion and Definitive Map and Statement Order 2017 map</p> <p>Appendix 2 – Land at rear of Treetops Close, Dobcross acquired by adjacent landowner</p>



	Client Oldham MBC			Title  Diversion of Part of Footpath 119 Saddleworth		
	Project					
	Drawn by sjp	Date 02/08/2017	Purpose of Issue Information			
HIGHWAYS & ENGINEERING Henshaw House, Cheapside, Oldham OL1 1NY	Checked by	Date	Scale at A4 size		Drawing No.  764/A4/219/1	Rev.
	Approved by	Date	1 : 1250			

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**These are the notes referred to on the following official copy**

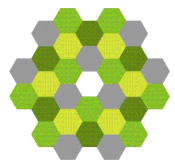
The electronic official copy of the title plan follows this message.

Please note that this is the only official copy we will issue. We will not issue a paper official copy.

This official copy was delivered electronically and when printed will not be to scale. You can obtain a paper official copy by ordering one from HM Land Registry.

This official copy is issued on 12 February 2020 shows the state of this title plan on 12 February 2020 at 14:48:31. It is admissible in evidence to the same extent as the original (s.67 Land Registration Act 2002). This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground.

This title is dealt with by the HM Land Registry, Fylde Office .



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