

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

Date Thursday 29 July 2021

Time 5.30 pm

Venue Council Chamber, Civic Centre, Oldham, West Street, Oldham, OL1 1NL

- Notes
1. DECLARATIONS OF INTEREST- If a Member requires any 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 Constitutional Services in advance of the meeting.
  2. CONTACT OFFICER for this Agenda is Constitutional Services Tel. 0161 770 5151 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, 26 July 2021.
  4. FILMING - The Council, members of the public and the press may record / film / photograph or broadcast this meeting when the public and the press are not lawfully excluded. Any member of the public who attends a meeting and objects to being filmed should advise the Constitutional Services Officer who will instruct that they are not included in the filming.

Please note that anyone using recording equipment both audio and visual will not be permitted to leave the equipment in the room where a private meeting is held.

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 Davis (Chair), Brownridge (Vice-Chair), C. Gloster, Salamat and Woodvine

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 - 6)

The Minutes of the Traffic Regulation order Panel held on 17<sup>th</sup> June 2021 are attached for approval.

6       Moston Road, Middleton - Objection to Traffic Regulation Order (Pages 7 - 24)

To consider two objections to a proposal for prohibition of waiting restrictions to be introduced at Moston Road, Middleton

7       Coptic Road, Chadderton - Objection to Traffic Regulation Order (Pages 25 - 44)

To consider five objections to a proposal for prohibition of waiting restrictions to be introduced at Coptic Road, Chadderton

8       Peel Street/Garforth Street Junction with Middleton Road and Stockfield Road Junction with Peel Street, Chadderton - Collision Reduction Measures - Objections to Traffic Proposals (Pages 45 - 90)

The purpose of this report is to consider objections and representations received to a proposed Traffic Regulation Orders associated with the Peel Street/Garforth Street Junction with Middleton Road and Stockfield Road Junction with Peel Street, Chadderton – Collision Reduction Measures



**TRAFFIC REGULATION ORDER PANEL**  
**17/06/2021 at 5.30 pm**

**Present:** Councillor Davis (Chair)  
Councillors Brownridge (Vice-Chair), C. Gloster and Woodvine

Also in Attendance:

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

1           **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Salamat.

2           **URGENT BUSINESS**

There were no items of urgent business received.

3           **DECLARATIONS OF INTEREST**

Councillor C Gloster declared a personal interest at item 8.

Councillor Brownridge declared a personal interest at item 9.

4           **PUBLIC QUESTION TIME**

There were no public questions received.

5           **MINUTES OF PREVIOUS MEETING**

**RESOLVED** that the minutes of the meeting held on 21<sup>st</sup> January 2021 be approved as a correct record.

6           **OLD ROAD / GRIMSHAW STREET, FAILSWORTH -  
OBJECTION TO PROHIBITION OF WAITING**

The Panel gave consideration to a report regarding objections received to the introduction of prohibitive waiting restrictions at the junction of Old Road and Grimshaw Street, Failsworth.

Complaints had been received from local residents about the difficulties the residents of Grimshaw Street were experiencing in receiving deliveries and getting waste bins emptied. Observations and discussions with the Refuse Collection Team had confirmed they experienced problems accessing the street to empty the bins. The Refuse Team had explained that they still had problems accessing Grimshaw Street, but the residents had decided to adopt their own collection point arrangement where they left their bins near to the Old Road junction so the driver of the refuse vehicle did not have to access Grimshaw Street.

The proposal had been approved under delegated powers on 17<sup>th</sup> February 2020 and subsequently advertised. Six letters of

objection had been received from residents who would be directly affected by the proposal. The basis of the objections was how the proposal would affect their ability to park near to their properties and in the general area, due to the level of on-street parking that already took place.

In light of the objections, the Waste Management Supervisor for this area had suggested that just removing the parking immediately at the junction i.e. within 5 metres along Old Road and a 10 metre length along Grimshaw Street, would afford the drivers enough room to be able to gain access; this would see a reduction in the length of yellow lines originally proposed and help maximise parking for residents.

Options considered.

Option 1: Introduce the yellow lines as originally proposed.

Option 2: Amend the proposals by reducing the length of the double yellow lines to be introduced.

Option 3: Rescind the proposal and leave the junction unprotected and let the problematic parking continue.

**RESOLVED** that, notwithstanding the objections received, an Experimental Order be introduced, subject to review after 6 months operation, for no waiting restrictions on the lengths of Old Road and Grimshaw Street detailed in the Schedule to the report between 7am to 7pm on Thursdays only.

7

### **PROPOSED PROHIBITION OF WAITING AT DENTON LANE, CHADDERTON - OBJECTION TO TRAFFIC REGULATION ORDER**

The Panel gave consideration to a report regarding objections received to the introduction of prohibitive waiting restrictions on Denton Lane, Chadderton.

The proposal was promoted primarily to address visibility issues at various junctions along Denton Lane and the obstruction of the footway and dropped kerbs near to the junction of Fields New Road. The safety of road users was compromised by vehicles parked close to the junction and on footways. The issues were raised by local residents and Ward Members. Letters to residents asking them to park with greater care and consideration had not produced an appropriate response.

The proposal had been approved under delegated powers on 23<sup>rd</sup> September 2019 and subsequently advertised. One objection had been received in the form of a petition signed by 19 residents. The basis of the objection was that the local residents did not believe there were any safety issues at the eastern end of Denton Lane in the vicinity of the shops, visibility could be an issue at junctions however this was only a problem at night and overall there was a high demand for on-street parking along Denton Lane and the proposed restrictions would make parking even more difficult.

In light of the objection, Officers felt there were a number of issues that should be addressed in the location. There were visibility issues for motorists exiting the area in front of the shops. Hatching had also been applied in the area to discourage parking close to the access. However, as with the other markings, motorists did not comply with them. Immediately in advance of the junction at Fields New Road there was a bend in the road which affected visibility for motorists entering Denton Lane. Parked vehicles in this location reduced forward visibility further. It was also reported that parked vehicles affected pedestrian movements along the footway, the ability to cross where there were dropped kerbs and visibility crossing Denton Lane at the junction.

Options considered.

Option 1: Introduce the proposed restrictions as advertised.

Option 2: Do not introduce the proposed restrictions.

**RESOLVED** that, notwithstanding the objections received, the proposed restrictions be introduced as set out in the report.

8

### **WOOD STREET JUNCTION WITH SALISBURY STREET, HIGH CROMPTON - OBJECTION TO TRAFFIC REGULATION ORDER**

Councillor Gloster declared a personal interest and took no part in the discussion or vote thereon.

The Panel gave consideration to a report regarding objections received to the introduction of prohibitive waiting restrictions at the junction of Wood Street and Salisbury Street, High Crompton.

The proposal was promoted to address visibility issues at the junction of Wood Street and Salisbury Street reported by local residents via a Ward Member. The area was primarily residential however High Crompton Conservative Club was situated at the junction which did attract some visitor parking. A local Ward Member had received numerous complaints in regard to obstructive and problematic parking caused by vehicles of persons attending the Conservative Club. Site inspections undertaken by Officers found that the safety of road users was compromised by vehicles parked close to the junction.

The proposal had been approved under delegated powers on 17<sup>th</sup> February 2020 and subsequently advertised. Two letters of objection had been received from local residents. The basis of the objections was that there was already a high demand for on-street spaces and the proposal would reduce the availability of spaces further and encouraged the use of Wood Street as a short cut.

In light of the objections, it was the view of officers that restrictions were required to improve visibility. The lengths of restrictions proposed were not considered excessive. However,

the restrictions could be reduced from 14.5 metres to 10 metres to lessen the effects of on-street parking.



**Oldham**  
Council

Options considered.

Option 1: Introduce the proposed restrictions as advertised.

Option 2: Relax the length of the proposed restrictions.

Option 3: Do not introduce the proposed restrictions.

**RESOLVED** that, notwithstanding the objections received, the proposals be introduced for Wood Street as originally proposed but the restrictions be introduced on Salisbury Street for a 10 metre length only.

**NOTE:** Councillor Murphy attended the meeting and spoke on this item. He reported that local residents were unaware of the meeting.

9

### **MORA AVENUE JUNCTION WITH BURNLEY LANE, CHADDERTON - OBJECTION TO TRAFFIC REGULATION ORDER**

Councillor Brownridge declared a personal interest and took no part in the discussion or vote thereon.

The Panel gave consideration to a report regarding objections received to the introduction of waiting restrictions at the junction of Mora Avenue and Burnley Lane.

The proposal had been promoted to address a visibility issue at the junction of Mora Avenue and Burnley Lane reported by local residents. The safety of road users was compromised by vehicles parked close the junction.

The proposal had been approved under delegated powers on 10<sup>th</sup> October 2019 and subsequently advertised. One letter of objection had been received from local residents. The basis of the objection was that the parking problems in the area were caused by a local business. The objector raised other parking issues which were unconnected with the proposal.

In light of the objection, it was the view of Officers that the objection should be dismissed as the owner of a vehicle parked in the location was not relevant to the proposal. The proposal was to address an issue with visibility at the junction. The lengths of restrictions proposed were not considered excessive and were the minimum thought necessary to address the issue reported.

Options considered.

Option 1: Introduce the proposed restrictions as advertised.

Option 2: Do not introduce the proposed restrictions.

**RESOLVED** that, notwithstanding the objections received, the proposed restrictions be introduced as advertised.

The meeting started at 5.46 pm and ended at 6.23 pm



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**Report to TRO Panel**

## **Moston Road, Middleton – Objection to Traffic Regulation Order**

**Portfolio Holder:**

Councillor A Chadderton, Cabinet Member for Neighbourhoods

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

**Report Author:** Andrew Cowell, Traffic Engineer

**Ext.** 4377

**29 July 2021**

**Reason for Decision**

The purpose of this report is to consider two objections to a proposal for prohibition of waiting restrictions to be introduced at Moston Road, Middleton.

**Recommendation**

It is recommended that the objections be dismissed and the proposal introduced as advertised in accordance with the schedule in the original report.

**Moston Road, Middleton – Objection to Traffic Regulation Order****1 Background**

- 1.1 A report recommending the introduction of prohibition of waiting restrictions at Moston Road, Middleton, was approved under delegated powers on 6 January 2020. The proposal was subsequently advertised and two letters of objection were received.
- 1.2 A copy of the approved report is attached at Appendix A and a copy of the objections are attached at Appendix B.
- 1.3 The proposal was promoted to address an issue with vehicles parking in a dedicated turning facility, in the form of a turning head, positioned on the west side of Moston Road. It was reported by a local business and by the Council's Waste Management Team.
- 1.4 At the midway point along the road, which extends from Grimshaw Lane to Greengate, there is a section of unadopted highway unsuitable for the passage of larger vehicles. The turning head situated near here provided a place for these vehicles to turn and exit in forward gear via the entry point at Grimshaw Lane. The unadopted section was closed in 2019 due to fly-tipping issues and this led to an increase in demand for use of the turning facility.
- 1.5 There are a number of residential, commercial and industrial properties in the vicinity of the turning head which generate a demand for on-street parking. The turning head is regularly used as a parking area for vehicles preventing it from being used as intended.

**2 Objections**

- 2.1 Two objections were received from local businesses. In summary, the objectors claim that there is already a high demand for on-street spaces near the turning head and the proposal will reduce the availability of spaces further, increasing tensions between residents and the businesses over parking spaces. The objectors also claim that restrictions would not be required if the road was signed as a no through road and request that the Council consider alternative options such as opening up the disused car park positioned behind the turning head.
- 2.2 Although there are competing demands for on-street parking in this area, site inspections have found that ample on-street spaces are available further north along Moston Road, although the objectors claim that staff are reluctant to use these areas because of anti-social activity. The Highway Authority is not responsible for providing on-street parking but has a duty in respect of road safety matters. The turning head was constructed specifically for use as a turning facility and when it cannot be used this increases the number of reversing manoeuvres along Moston Road.

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- 2.3 It should be noted that the car park behind the turning head is now in use and cannot provide the extra spaces as suggested and the Council is not responsible for creating extra on-street parking spaces in situations such as these. The Council will however look into providing a no through road sign to reduce the number of vehicles travelling to the end of the road, but it should be noted that this does not render the turning head redundant. The turning head should be kept free of parked vehicles to allow legitimate access and egress safely. Since the scheme was advertised the advanced signing for the low bridge located on Grimshaw Lane has been upgraded. This should also reduce the number of HGVs entering Moston Road looking for an alternative route to avoid the low bridge.
- 2.4 The lengths of restriction proposed are not considered excessive and are the minimum thought necessary to prevent parking within the turning head and to provide space for larger vehicles to turn in and out of the turning head safely. The restrictions also protect some of the accesses to the benefit of the businesses. However, given the strength of objections, the TRO Panel may want to consider relaxing the proposal by reducing the length of restriction on the west side of Moston Road to lessen any effect on on-street parking, but it should be borne in mind that this may affect turning manoeuvres into and out of the caravan storage facility at 181 Moston Road.
- 2.5 In considering the objections, the TRO Panel should be mindful that the original request to deal with the issue of obstruction at the turning head was reported to the Council by one of the objectors and by the Councils own Waste Management Team to allow refuse collection vehicles to turn around safely.

### **3 Options/Alternatives**

- 3.1 Option 1 – Introduce the proposed restrictions as advertised.
- Option 2 – Relax the length of the proposed restrictions.
- Option 3 – Do not introduce the proposed restrictions.

### **4 Preferred Option**

- 4.1 The preferred option is Option 1.

### **5 Consultation**

- 5.1 These were detailed with in the previous report.

### **6 Comments of Chadderton Central Ward Councillors**

- 6.1 The Ward Councillors have been consulted and all Councillors from Chadderton Central Ward have been approached on a number of occasions during the past few years to try and find a solution to this problem. The situation has been exacerbated by the closure of the unadopted section of Moston Road and the introduction of the Public Space Protection Order. The proposed waiting restriction should help to alleviate the situation.

### **7 Financial Implications**

- 7.1 These were dealt with in the previous report.

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8      **Legal Services Comments**

8.1      These were dealt with in the previous report.

9      **Co-operative Agenda**

9.1      In respect of introducing prohibition of waiting restrictions on Moston Road, there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

10      **Human Resources Comments**

10.1      None.

11      **Risk Assessments**

11.1      None.

12      **IT Implications**

12.1      None.

13      **Property Implications**

13.1      None.

14      **Procurement Implications**

14.1      None.

15      **Environmental and Health & Safety Implications**

15.1      These were dealt with in the previous report.

16      **Equality, community cohesion and crime implications**

16.1      These were dealt with in the previous report.

17      **Equality Impact Assessment Completed?**

17.1      No

18      **Key Decision**

18.1      No.

19      **Key Decision Reference**

19.1      Not applicable.

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20      **Background Papers**

20.1      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.

21      **Appendices**

21.1      Appendix A – Approved Mod Gov Report  
Appendix B - Copy of Objections

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**APPENDIX A**  
**APPROVED MOD GOV REPORT**

## Delegated Decision

# Moston Road, Middleton – Prohibition of Waiting

Report of: Deputy Chief Executive – People and Place

Officer contact: Alister Storey, Traffic Engineer  
Ext. 5766

**19 December 2019**

### **Purpose of Report**

The purpose of this report is to consider the introduction of Prohibition of Waiting restrictions on Moston Road, Middleton.

### **Recommendation**

It is proposed that the existing that new Prohibition of Waiting restrictions are introduced, in accordance with the schedule detailed in the proposal at the end of this report.

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## **Moston Road, Middleton – Prohibition of Waiting**

### **1 Background**

- 1.1 Moston Road is a local road that is fronted by a mixture of residential, commercial and industrial properties. The route is subject to street lighting, the speed limit is 30mph. Footway is present throughout the length of the route.
- 1.2 There is a section of track in the middle of Moston Road that is unadopted highway. Due to a recent spate of anti-social behaviour including fly tipping, this track has recently been gated off at both ends, restricting access.
- 1.3 The southern section of Moston Road is now accessed from Greengate, with the northern section being accessed from Grimshaw Lane.
- 1.4 Towards the end of the northern section is a turning head to enable larger vehicles to turn and exit via Grimshaw Lane. This turning head is regularly used as a parking area for vehicles for works and adjacent businesses. These parked vehicles are causing issues for vehicles attempting to turn.
- 1.5 To combat this parking issue it is proposed to introduce areas of No Waiting at Any Time (double yellow lines).

### **2 Options/Alternatives**

- 2.1 Option 1: To approve the recommendation.
- 2.2 Option 2: Not to approve the recommendation.

### **3 Preferred Option**

- 3.1 The preferred option is Option 1.

### **4 Justification**

- 4.1 In view of the obstructive parking taking place on Moston Road, it is felt that restrictions should be introduced in accordance with the drawing number 47/A4/1559/1 and the schedule at the end of this report.

### **5 Consultations**

- 5.1 G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal.
- 5.2 T.f.G.M. View - The Director General has been consulted and has no comment on this proposal.



5.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.

5.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

## 6 Comments of Chadderton Central Ward Councillors

6.1 The Ward Councillors have been consulted and the Ward Councillors have been approached on a number of occasions during the past few years in order to find a means of addressing this problem. The situation has been exacerbated following the closure of the unadopted section of Moston Road. The proposed waiting restriction will alleviate the situation and will be supported by the various businesses located on Moston Road.

## 7 Financial Implications

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

	£
Advertisement of Order	1,200
Introduction of Road Markings	500
<b>TOTAL</b>	<b>1,700</b>
Annual Maintenance Costs (calculated July 2019)	100

7.2 The advertising/road marking costs of £1,700 will be funded from the Highways Operations – Unity budget.

7.3 The annual maintenance costs estimated at £100 per annum will be met from the Highways Operations budget. If there are pressures in this area as the financial year progresses, the Directorate will have to manage its resources to ensure that there is no adverse overall variance at the financial year end.  
(Nigel Howard)

## 8 Legal Services Comments

8.1 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.

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8.2 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)

**9 Co-operative Agenda**

9.1 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.

**10 Human Resources Comments**

10.1 None.

**11 Risk Assessments**

11.1 None.

**12 IT Implications**

12.1 None.

**13 Property Implications**

13.1 None.

**14 Procurement Implications**

14.1 None.

**15 Environmental and Health & Safety Implications**

15.1 Energy – Nil.

15.2 Transport – Nil.

15.3 Pollution – Nil.

15.4 Consumption and Use of Resources – Nil.

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15.5 Built Environment – Minor alteration to the visual appearance of the area.

15.6 Natural Environment – Nil.

15.7 Health and Safety – Nil.

**16 Equality, community cohesion and crime implications**

16.1 By removing obstructive parking access along the highway and visibility at road junctions will be improved and meet the aspirations of drivers.

**17 Equality Impact Assessment Completed?**

17.1 No.

**18 Key Decision**

18.1 No.

**19 Key Decision Reference**

19.1 Not applicable.

**20 Background Papers**

20.1 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.

**21 Proposal**

21.1 It is proposed that a Traffic Regulation Order covering the waiting and parking restrictions along Moston Road be amended in accordance with the following schedule:


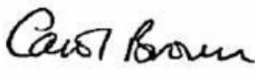
Schedule  
Drawing Number 47/A4/1559/01

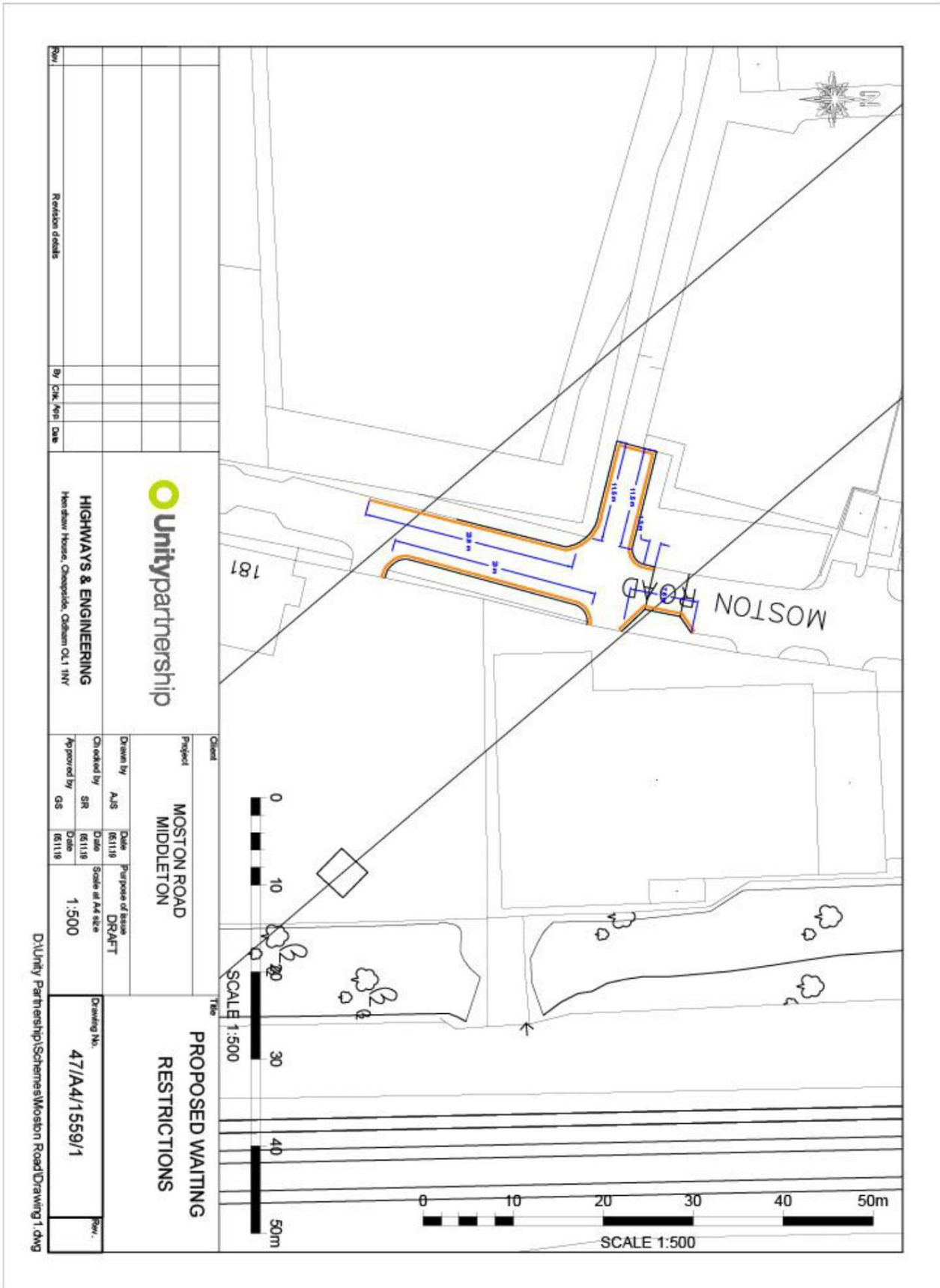
Delete from the Oldham Borough Council (Oldham area) Consolidation Order 2003  
Part III Schedule 8

<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>	<b>Column 4</b>	<b>Column 5</b>
<b>Item No</b>	<b>Length of Road</b>	<b>Duration</b>	<b>Exemptions</b>	<b>No Loading</b>
	<u>Moston Road</u> (West Side)  From a point 463 metres south of its junction with Booth Street for a distance of 32.5 metres in a southerly direction	At Any Time	A,B1,B3,B4,C,K,E,K3	
	<u>Moston Road</u> (East Side)  From a point 457 metres south of its junction with Booth Street for a distance of 35 metres in a southerly direction	At Any Time	A,B1,B3,B4,C,K,E,K3	
	<u>Turning Head to West side of Moston Road</u> (Whole length)  The turning head off Moston Road located 467.8 metres south of Moston Road junction with Booth Street for its entire length	At Any Time	A,B1,B3,B4,C,K,E,K3	

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**APPROVAL**

<p><b>Decision maker</b> Signed  Cabinet Member, Environmental Services</p>	<p>Dated _06/01/2020</p>
<p><b>In consultation with</b> Signed  Director Of Environmental Services</p>	<p>Dated 20.12.19</p>



Rev	Revision details	By	C/A, April	Date

**Unitypartnership**

**HIGHWAYS & ENGINEERING**  
Hendrew House, Chesapeake, Odham, Q.L.1, NY

Client	MOSTON ROAD MIDDLETON
Project	MOSTON ROAD MIDDLETON
Drawn by	AAS
Checked by	SR
Approved by	GS
Date	16/11/18
Date	16/11/18
Date	16/11/18
Purpose of issue	DRAFT
Scale at A4 size	1:500

Drawing No.	47/A4/1559/1
Rev.	

D:\Unity Partnerships\Schemes\Moston Road\Drawing 1.dwg

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**APPENDIX B**  
**COPY OF OBJECTIONS**

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

Your Ref: LJM/TO20/9

Dear Sirs

**Proposed Prohibition of Waiting – Moston Road, Chadderton Drawing No 47/A4/1559/1**

We write with our objection in reference to your letter 10.05.20 and the proposed traffic regulation order "The Oldham chadderton area consolidation order prohibition of waiting amendment order 2020.

**Usage of Moston Road**

Investment tooling international ltd has been providing jobs in manufacturing for over 35 years based at their premises on Moston Road. This road is used by residents in domestic vehicles as well as 40 foot trucks delivering supplies to ourselves and Darcy Joinery located in the premises next to us. The employees of both factories use the road for parking approximately 30 cars together with resident vehicle parking. Large dustbin wagons collect refuse from the houses and factories. A good percentage of the traffic is cars and lorries instructed to use Moston Road by their Sat Nav to ensure avoidance of the low bridge on Grimshaw Lane.

**Background Information**

During recent years Moston Road has suffered from a high proportion of fly tipping at the less populated end of the area. The council has had to bear increasing costs for cleaning up operations. In view of this and without consultation with ourselves or Darcy Joinery the road was closed to through traffic by erecting a gate.

If consultation had taken place we could have informed the Council of the heavy road usage.

The road has been closed since March 2019. We are still waiting for signage to be erected by the council stating this is not a through road. This would stop a significant proportion of traffic thinking they can still get through.

The fly tipping has moved further up the road but has not stopped.

**Your Proposal**

Again without consultation a new proposal has been put forward to create a turning circle outside our factory and to prohibit cars from parking along the entire southerly length of the road.



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This turning circle is not large enough for the trucks that deliver to ourselves and Darcy joinery and they will still have to reverse down the full length of Moston Road past all the residents parked cars because there is no way through.

However it will help the dustbin wagons and other vehicles that use this road in error because of their Sat Nav.

Prohibiting parking in the whole of the proposed area is again going to exasperbate the continued problems on this road.

The consequences of prohibiting parking at this end of the road will cause further squabbling with residents and factory employees as to where cars can be parked. Our employees will not park further up the road because of the continuing issue with drug dealers and fly tippers. It is not safe.

#### **Our Proposal**

Can I suggest that the area of prohibitive parking is reduced to a minimum but still allows smaller commercial vehicles to use the turning circle.

If this minimum is used we will still have to locate parking for eight cars belonging to our own employees plus other cars from Darcy Joinery.

There should be signage at the end of the road and the council should inform the correct authority with regard to the SatNav issue.

We have previously requested assistance from the council to help with our purchasing of the ex-council land directly opposite our factory and currently unused by the business park for the last three years. This could provide a turning area for large lorries and ample parking for the two factories on Moston Road which would stop further problems arising from the consequences of the councils proposal.

There needs to be a complete plan developed to cover not only the proposal but also all consequences arising. A series of single actions will cause more problems in the future which will have to be addressed by the council yet again.

Yours faithfully,  


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Dear Mrs Elwood,

I refer to the above and your letter dated 10<sup>th</sup> May 2020.

I would like it to be noted that I strongly object to the proposed plans to introduce no waiting areas where stated.

there is strong feeling amongst the neighbouring community with regards to parking in this area.

On the afternoon of Friday 5<sup>th</sup> June neighbours at Moston Road verbally abused and threatened physical violence to three members of my staff over parking issues. this is not the first time this has happened.

Tensions are very high and this will only aggravate the situation.

we as a company are in a very difficult position,

- ITI (our neighbours) have assumed all parking spaces across the road belong to them
- Neighbours in the terraced housing opposite feel they have a legal right to park outside their own houses even though some now have multiple vehicles.
- (land leaseholder) of Moston Rd., feels he has a right to demand space for caravaners to turn to access his land for caravan storage twice a year.
- this leaves us in the middle and everyone thinks we are the guilty party for parking outside people's houses etc.

this then creates a tit for tat situation where the neighbours then park directly on the land directly outside our building (which is part of our leasehold) causing difficulties for us loading and unloading and parking.

The council really need to step in here and come up with a sensible solution to increase parking spaces for all, not reduce space.

if the plans go ahead, staff will be forced to park down the street along with us causing greater tensions amongst the neighbours.

I propose opening up the large parking area which belongs to the business park on Greengate opposite us

there is a ramp already built from our side which currently has a locked barrier, this would provide the perfect relief to the situation.

If you have any further queries, please do not hesitate to get in touch.

I trust this is ok and look forward to hearing from you soon.



**Report to TRO Panel**

## **Coptic Road, Chadderton – Objection to Traffic Regulation Order**

**Portfolio Holder:**

Councillor A Chadderton, Cabinet Member for Neighbourhoods

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

**Report Author:** Andrew Cowell, Traffic Engineer

**Ext.** 4377

**29 July 2021**

**Reason for Decision**

The purpose of this report is to consider five objections to a proposal for prohibition of waiting restrictions to be introduced at Coptic Road, Chadderton.

**Recommendation**

It is recommended that the objections be dismissed and the proposal introduced as advertised in accordance with the schedule in the original report.

**Coptic Road, Chadderton – Objection to Traffic Regulation Order****1 Background**

- 1.1 A report recommending the introduction of prohibition of waiting restrictions at Coptic Road, Chadderton, was approved under delegated powers on 17 December 2019. The proposal was subsequently advertised and five letters of objection were received.
- 1.2 A copy of the approved report is attached at Appendix A and a copy of the objections are attached at Appendix B.
- 1.3 The proposal was promoted to address an issue with obstructive parking at Coptic Road near to its junction with Chadderton Park Road, reported by local residents via their Ward Councillor.
- 1.4 Coptic Road is a residential cul-de-sac off Chadderton Park Road, Chadderton. The junction bell mouth and initial length of carriageway is regularly subject to obstructive parking with residents to Chadderton Park Road parking on both sides of the carriageway and also on the footway.
- 1.5 Observations revealed that vehicles regularly park on Coptic Road within close proximity to its junction with Chadderton Park Road creating a highway safety issue not only for motorists trying to negotiate the junction but pedestrians as well due to the size of some of the vehicles parking in this location.

**2 Objections**

- 2.1 Three objections were received from residents of Chadderton Park Road and two from residents of Coptic Road. In summary, the objectors claim that:
  - there is already a high demand for on-street parking along Chadderton Park Road and the proposal will reduce the availability of these spaces further
  - the proposal may displace parking further along Coptic Road
  - the availability of on-street spaces has already been affected by a planning decision to allow a new nursery to operate on Chadderton Park Road at the junction of Middleton Road and could be made worse following approval for a new care home on the west side of Chadderton Park Road between Coptic Road and Middleton Road
  - the Council should consider creating parking bays for local residents
- 2.2 The Council appreciates that there is a lack of on-street parking for some residents of Chadderton Park Road. However, the Council is not responsible for providing on-street parking but has a duty in respect of road safety matters.
- 2.3 The lengths of restriction proposed are not considered excessive and are the minimum thought necessary to address the issues reported to the Council, to maintain unobstructed access and egress from Coptic Road and to prevent parking along the southern footway of Coptic Road and the footways at the junction of Coptic Road and Chadderton Park Road.

- 
- 2.4 It is not possible to determine if, or where, any displacement may occur, but the issue of displacement can only be addressed with a wider scheme which is unlikely to be supported.
- 2.5 In relation to the planning applications, it should be borne in mind that the nursery only operates during the daytime when on-street parking spaces are more readily available. The decision by the Council to refuse the application for the new care home was overturned by the Planning Inspectorate. The number of spaces within the site for employees and visitors was increased to 34 and was deemed sufficient enough not to give rise to a material increase in on-street car parking.

### 3 **Options/Alternatives**

- 3.1 Option 1 – Introduce the proposed restrictions as advertised.
- 3.2 Option 2 – Do not introduce the proposed restrictions.

### 4 **Preferred Option**

- 4.1 The preferred option is Option 1.

### 5 **Consultation**

- 5.1 These were detailed with in the previous report.

### 6 **Comments of Chadderton North Ward Councillors**

- 6.1 The Ward Councillors have been consulted again and Councillor B Brownridge has commented whilst I fully understand the parking problems on Chadderton Park Road I do not think they can justify refusing parking restrictions which are intended to deal with visibility problems at the junction so I confirm my support for the proposal.

### 7 **Financial Implications**

- 7.1 These were dealt with in the previous report.

### 8 **Legal Services Comments**

- 8.1 These were dealt with in the previous report.

### 9 **Co-operative Agenda**

- 9.1 In respect of introducing prohibition of waiting restrictions on Coptic Road, there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

### 10 **Human Resources Comments**

- 10.1 None.

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11 **Risk Assessments**

11.1 None.

12 **IT Implications**

12.1 None.

13 **Property Implications**

13.1 None.

14 **Procurement Implications**

14.1 None.

15 **Environmental and Health & Safety Implications**

15.1 These were dealt with in the previous report.

16 **Equality, community cohesion and crime implications**

16.1 These were dealt with in the previous report.

17 **Equality Impact Assessment Completed?**

17.1 No

18 **Key Decision**

18.1 No.

19 **Key Decision Reference**

19.1 Not applicable.

20 **Background Papers**

20.1 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.

21 **Appendices**

21.1 Appendix A – Approved Mod Gov Report  
Appendix B - Copy of Objections

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**APPENDIX A**  
**APPROVED MOD GOV REPORT**



**Oldham**  
Council

## **Delegated Decision**

# **Proposed Prohibition of Waiting – Coptic Road, Chadderton**

Report of: Deputy Chief Executive – People and Place

Officer contact: Alister Storey, Traffic Engineer  
Ext. 5766

**6 December 2019**

### **Purpose of Report**

The purpose of this report is to consider the introduction of waiting restrictions on Coptic Road, Chadderton at its junction with Chadderton Park Road to alleviate obstructive parking taking place.

### **Recommendation**

It is recommended that no waiting at any time (double yellow lines) restrictions be introduced on Coptic Road in accordance with the schedule at the end of this report.

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## **Proposed Prohibition of Waiting – Coptic Road, Chadderton**

### **1 Background**

- 1.1 Correspondence has been received from a number of local residents requesting the introduction of waiting restrictions on Coptic Road at its junction with Chadderton Park Road, Chadderton to remove the obstructive parking currently taking place.

### **2 Current Position**

- 2.1 Coptic Road is a residential cul-de-sac off Chadderton Park Road, Chadderton. The junction bell mouth and initial length of carriageway is regularly subject to obstructive parking with residents to Chadderton Park Road parking on both sides of the carriageway and also on the footway.
- 2.2 Observations have revealed that vehicles are parking on Coptic Road within close proximity to its junction with Chadderton Park Road creating a highway safety issue not only for motorists trying to negotiate the junction but pedestrians as well due to the size of some of the vehicles parking in this location.
- 2.3 In view of the difficulties being experienced at the junction of Coptic Road and Chadderton Park Road due to the presence of parked vehicles, it is felt that prohibitive waiting restrictions should be introduced in accordance with drawing number 47/A4/1555/1 and the schedule at the end of this report.

### **3 Options/Alternatives**

- 3.1 Option 1: To introduce a No Waiting at Any Time Traffic Regulation Order.
- 3.2 Option 2: Not to introduce a No Waiting at Any Time Traffic Regulation Order.

### **4 Preferred Option**

- 4.1 The preferred option to approve is Option 1.

### **5 Justification**

- 5.1 The introduction of a Traffic Regulation Order in the form of double yellow lines will remove obstructive parking allowing traffic to manoeuvre safely through the junction of Coptic Road and Chadderton Park Road, therefore creating a safer environment for all highway users.

### **6 Consultations**

- 6.1 G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal.

6.2 T.f.G.M. View - The Director General has been consulted and has no comment on this proposal.

6.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.

6.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

## 7 **Comments of Chadderton North Ward Councillors**

7.1 The Ward Councillors have been consulted and Councillor B Brownridge fully supports the proposal.

## 8 **Financial Implications**

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

	£
Advertisement of Order	1,800
Introduction of Road Markings	500
<b>TOTAL</b>	<b>2,300</b>
Annual Maintenance Costs (calculated September 2019)	100

8.2 The advertising/road marking costs of £2,300 will be funded from the Highways Operations – Unity budget.

8.3 The annual maintenance costs estimated at £100 per annum will be met from the Highways Operations budget. If there are pressures in this area as the financial year progresses, the Directorate will have to manage its resources to ensure that there is no adverse overall variance at the financial year end.  
(Nigel Howard)

## 9 **Legal Services Comments**

9.1 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.

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9.2 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)

10 **Co-operative Agenda**

10.1 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.

11 **Human Resources Comments**

11.1 None.

12 **Risk Assessments**

12.1 None.

13 **IT Implications**

13.1 None.

14 **Property Implications**

14.1 None.

15 **Procurement Implications**

15.1 None.

16 **Environmental and Health & Safety Implications**

16.1 Energy – Nil.

16.2 Transport – Nil.

16.3 Pollution – Nil.

16.4 Consumption and Use of Resources – Nil.

- 
- 16.5 Built Environment – Nil.
  - 16.6 Natural Environment – Nil.
  - 16.7 Health and Safety – Nil.
  - 17 **Equality, community cohesion and crime implications**

- 17.1 None.

- 18 **Equality Impact Assessment Completed?**

- 18.1 No.

- 19 **Key Decision**

- 19.1 No.

- 20 **Key Decision Reference**

- 20.1 Not applicable.

- 21 **Background Papers**

- 21.1 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.

- 22 **Proposal**

- 22.1 It is proposed that a Traffic Regulation Order be introduced in accordance with the following schedule and drawing number.



Schedule

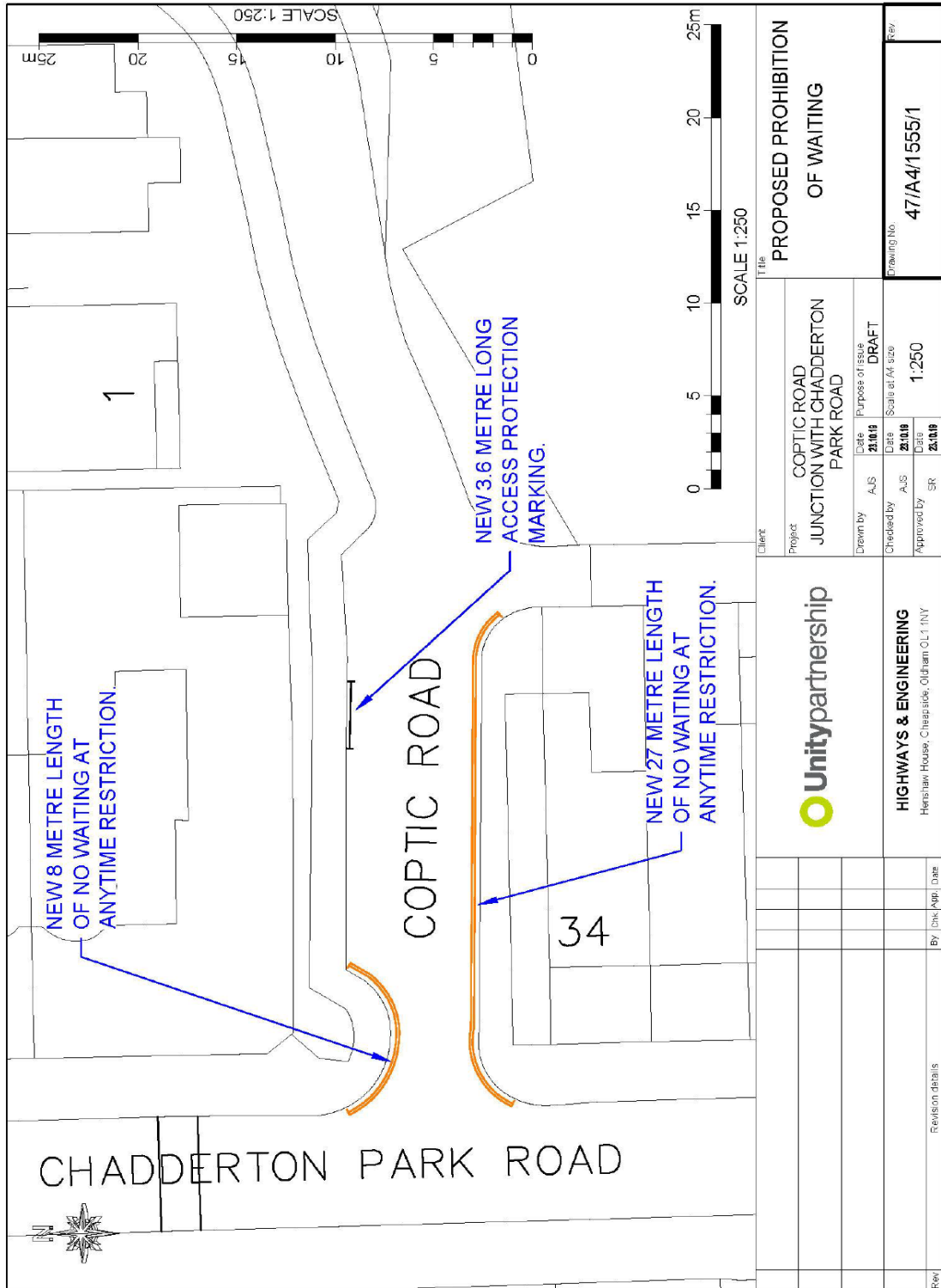
Drawing Number 47/A4/1555/1

Add to the Oldham Borough Council (Chadderton area) Consolidation Order 2003

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<u>Coptic Road</u> (South Side)  From its junction with Chadderton Park Road for a distance of 27 metres in an easterly direction	At Any Time	A,B1, B3, B4, C, E & K3	
	<u>Coptic Road</u> (North Side)  From its junction with Chadderton Park Road for a distance of 8 metres in an easterly direction	At Any Time	A,B1, B3, B4, C, E & K3	

**APPROVAL**

<b>Decision maker</b>  Signed  Cabinet Member, Environmental Services	Dated 17.12.2019
<b>In consultation with</b>  Signed  Director Of Environmental Services	Dated 10.12.19



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**APPENDIX B**  
**COPY OF OBJECTIONS**

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Hi Darryll,

The problem with adding double yellow lines to Coptic road – which has never in my history of living on this street caused any visibility issues for oncoming traffic on Chadderton park road, since to the right of Chadderton park road all the cars park on the pavement, not the road, causing zero issues in visibility, and to the left, my side of the road, we all park on the road, with already very limited spacing meaning some of us have to park our cars across the road of which will soon be a care home – leaving us nowhere to park. If double yellow lines are added to Coptic Road, the residents of Chadderton park road along the end houses will be also wanting to park their cars on an already over capacity street. This is potentially adding 2 vans, and 3 vehicles onto Chadderton park road – a road which has no parking available directly outside our homes as it is, we cannot have another addition 5 vehicles parking on this street. We are already looking to move home because of the parking issue being extremely problematic.

Thanks



---

Councillor Brownridge,

I would like to lodge an objection to the proposal to mark the junction of Coptic Road with double yellow lines.

Parking for residents on Chadderton Park Road was raised as a concern when the original plans were submitted and double yellow lines would add to residents' difficulties. I do not remember seeing this in any of the plans residents were shown and we have not been consulted since on this matter.

I would also add that objections were raised when Tylon House was converted to use as a nursery and the traffic situation, at a busy junction with Middleton Road, is quite frankly a danger. Parents do not use the carpark as promised and staff also add to the problem by parking where residents have previously parked. All this despite promises made in planning applications that this would not happen.

I would imagine similar promises have been made regarding parking by the care home owners and that will be a pack of lies too.

I can see that this situation will only get worse when the care home opens.

Residents' concerns haven't been listened to and planning decisions for a huge building in an inappropriate place with inadequate access and parking, seem to go through no matter what.

I would like someone from the planning department to explain how and when this proposed parking restriction was suggested and how residents affected were consulted.

I understand that parking is an issue on Chadderton Park Road as I have lived here for over 15 years but the problem has been exacerbated (and will continue to be) by planning decisions which add more people who require parking eg employees and visitors to the nursery and in the future the care home.

Would it not be a better option to create a parking bay, the same as the opposite side of Coptic Rd, rather than adding double yellow lines? At least this would retain some parking capacity as it is obviously required.

---

Your ref: DE/GS/TM3/1025

Re: Proposed prohibition of waiting on Coptic Road, Chadderton.

Dear Darryl,

I have received the above notice and plan regarding the above changes. My objection would be to the 27 metre of no waiting at anytime restriction on the south side of Chadderton Park Road. I live at number <> and although I don't use Coptic Road to park my car, relatives and friends do use it when visiting me. I feel that if parking here is restricted then it will cause parking issues on Chadderton Park Road and I may struggle to park outside my own home due to other households having more than one car and the houses not having any drives or garages. If this becomes a restricted area then people may park their cars further up Coptic Road creating further parking problems for those residents. Additionally there is a large care home being built opposite our houses on Chadderton Park Road which will increase traffic in this area and may have an affect on parking. Furthermore, I have lived at my address now for 2 Years now and have never noticed any issues with the parking on Coptic Road or the parking causing any obstructions to residents entering or leaving the road or with regards to access for emergency vehicles.

I await your response.

Regards,

---

Hello Barbara,

<> has copied me in to his exchange of mails with your good self.

I think it's fair to say that the residents in Coptic Road were not consulted about either the care home, the appeal on the refused care home permission or more recently the attempts to mitigate the road safe issues which are arising as a consequence of the additional traffic around the Middleton Road, Chadderton Park Road and Coptic Road junctions. Did the Council properly discharge its duties in this regard? Perhaps you could check?

A number of issues are at play here including the increase in car ownership for residents living in the terrace houses on this part of Chadderton Park Road together with the increase in traffic brought about by the children's nursery which had opened at the junction of Middleton Road and Chadderton Park Road.

The safety aspects of exiting and entering Coptic Road need to be addressed but not at the cost of the amenity of residents in Coptic Road, by which I mean whatever proposal the council adopt it should not result in residents who would normally park their cars on Chadderton Park Road doing so in Coptic Road, which is both narrow and the only entrance and exit into Parkside Farm Estate. Any additional on street parking in Coptic Road would quickly result in access and safety issues for the residents in Parkside Farm, many of whom have young families and were attracted to the development by virtue of the open space in the centre of the estate.

Can I please ask you to make representations to the Council pointing out these legitimate and real concerns and also to say that steps need to be taken to carefully monitor the traffic movement in and out of the new care home to ensure that the proposed solution for service deliveries is as envisaged via Overhill Road and that the remainder of the traffic movements and parking requirements can and are strictly contained within the confines of that site?

I trust you can support residents in their genuine concerns and take this matter forward on our behalf?

I look forward to hearing from you.

Yours sincerely,

Dear Sir or Madam,

I understand the deadline for receipt of representations on the above expires today.

I reside in Coptic Road at number <>. Kindly note I was not contacted about the proposal by the Council and as far as I am aware none of the other residents in Parkside Farm estate were either. This strikes me as odd given the fact that the proposal is one which strives to take into account their legitimate safety concerns resulting from the increase in traffic and parking in and around the subject junction.

I am enclosing a copy of a mail I have today sent to Councillor Barber Brownridge which details my concerns. I am firmly of the view that action is required, but I am equally concerned that whatever action the Council takes, this should not transfer the current parking problems from Chadderton Park Road into Coptic Road.

In granting permission for the nursery and the care home and being generally aware of the increase in car ownership, the council must have known that these developments would create the kind of safety issues we are now experiencing.

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In my view a more comprehensive solution to that of yellow lines is required. This may involve, for example, the creation of a continuous parking lay-by, on one or both sides of Chadderton Park Road along that section of the road which fronts the terrace houses? Perhaps residential parking permits and street signs notifying the public that parking is only permitted on this part of Chadderton Park Road for residents living in the terrace houses there. Similarly that only residents with a return frontage to Coptic Road, or who live on of Coptic Road, can park there. Broadly speaking, once one passes by the lay-by the developer of Coptic Road created to accommodate cars for the dwelling which have a return frontage to Coptic Road, the remainder of Coptic Road is really only wide enough to accommodate vehicles travelling in one direction and simply cannot accommodate on-street parking.

I await your observations and future advices.

Yours faithfully,

---

Dear Councillor,

As everyone is now aware, despite opposition in building, the care home is now well & truly underway - to many peoples concern, including my own.

My concern is one of general traffic and parking. The entrance into Coptic Road, where I reside, is already quite dangerous with visability always restrcted with parked vehicles and general traffic. This will only increase, which is a concern.

I also have a concern as to where the main entrance is going to be for the new home.

The potential congestion along Chadderton Park Road could become a major issue for the local residents. I also believe Coptic Road could become a "dumping" ground for vehicles visiting the home, once built - this is something that REALLY concerns me.

Perhaps parking permits should be issued to local residents - Chadderton Park Road (opposite the home) and Coptic Road to prevent "situations". Double yellow line could also be option, however I would oppose these as they won't be "in keeping" with the Parkside Farm estate.

I await your reply.

Best regards

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Report to TRO Panel

## **Peel Street/Garforth Street Junction with Middleton Road and Stockfield Road Junction with Peel Street, Chadderton – Collision Reduction Measures - Objections to Traffic Proposals**

**Portfolio Holder:**

Councillor A Chadderton, Cabinet Member for Neighbourhood Services

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

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

**29 July 2021**

**Reason for Decision**

The purpose of this report is to consider objections and representations received to a proposed Traffic Regulation Orders associated with the Peel Street/Garforth Street Junction with Middleton Road and Stockfield Road Junction with Peel Street, Chadderton – Collision Reduction Measures.

**Recommendation**

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

---

## Peel Street/Garforth Street Junction with Middleton Road and Stockfield Road Junction with Peel Street, Chadderton – Collision Reduction Measures – Objections to Traffic Proposals

### 1 Background

- 1.1 The collision reduction measures supported by the proposed Traffic Regulation Orders relating to the high collision rates at these junctions were approved under delegated powers on 02 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 2 representation have been received, both correspondence received are contained in Appendix B. The objections are summarized in table 1 below:

Table 1 – Summary of objections

Objection	Number of objections	Officers Response
That the extents of new waiting and loading restrictions associated with the prohibition of driving would affect the operations of the a business. Could the restrictions be lessened now that Peel Street at its junction with Middleton Road is effectively “stopped up”. If the existing restrictions were retained at this location this would still permit waiting and loading outside of peak hours.	1	Agreed – the existing restrictions adjacent to a business on the West side of Peel Street are revoked and the Proposed TRO Schedules and drawings are amended accordingly.
A business situated on Watts Street feels that the prohibition of motor vehicles on Peel Street from its junction with Middleton Road would impact the ability of passing trade to find his business. The objector suggests that rather than prohibiting motor vehicles on Peel St, that this restriction should be applied to the junction of Garforth Street.	1	It is appreciated that the prohibition of motor vehicles will change current traffic patterns, however road safety concerns must take priority. The junction concerned has the highest rates of personal injury collisions in the Oldham. Other options were considered at the junction, but the only feasible option is a prohibition of motor vehicles with the introduction of physical measures to ensure the TRO is complied with.

### 2 Justification

- 2.1 In view of the high rate of personal injury collisions at the junction of Middleton Road with Garforth Street and Peel Street, it is felt that the mitigation measures planned outweigh the objections received to the proposals.

### 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 uphold the Objections to the proposals and rescind the proposals.
- 3.3 Option 3 – To partially uphold the Objections to the proposals and to approve amendments to the proposals.



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#### 4 **Preferred Option**

4.1 The preferred option is Option 3. The deletion of the proposed restrictions and the removal of the current restriction on the West side of Peel Street will not impact on the safety of the proposed scheme.

#### 5 **Comments of Chadderton Central / Chadderton North / Coldhurst Ward Councillors**

5.1 The Ward Councillors have been consulted again and Councillor G Shuttleworth has no comment other than to support highway improvements designed to make travel safer for residents, be whichever means they do so. Councillor B Brownridge supports the proposal.

5.2 The Chadderton Central Ward Councillors have the following comments: The Ward Councillors are happy to support the proposals and recognise that this location is a danger to pedestrians and motorists alike. Fortunately, the impact on local bus services appears to be minimal and can be re-routed. This proposal to modify the junction at Peel Street and Middleton Road has been under consideration for several years. The anticipated measures will help this to become a much safer location.

#### 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 that Traffic Regulation Order(s) covering the Prohibition of Driving, Waiting, Parking and Loading Peel Street, Watts Street and Stockfield Road be introduced in accordance with the following schedule:

Schedule  
Drawing Number 2376/A4/263/12

Prohibition of Driving

Road	Description
Peel Street, Chadderton	From its junction with the A669 Middleton Road in a primarily south western direction for a distance of 5 metres

Schedule  
Drawing Number 2376/A3/263/11

Delete from the Oldham Borough Council (Oldham area) Consolidation Order 2003  
Part I Schedule I

Column 1	Column 2	Column 3	Column 4	Column 5
	Length of Road	Duration	Exemptions	No Loading
(CH105)	<u>Peel Street</u> (Both sides)  From its junction with Middleton Road to its junction with Watts Street	At Any Time	A, B1, B3, B4, C, E, J, K4	7.30am - 9.30am & 4pm - 6.30pm Mon to Fri
(CH34)	<u>Peel Street</u> (Both sides)  From its junction with Stock Lane to its junction with Watts Lane	7am – 7 pm	A, B1, B2, B3, B4, C, J	

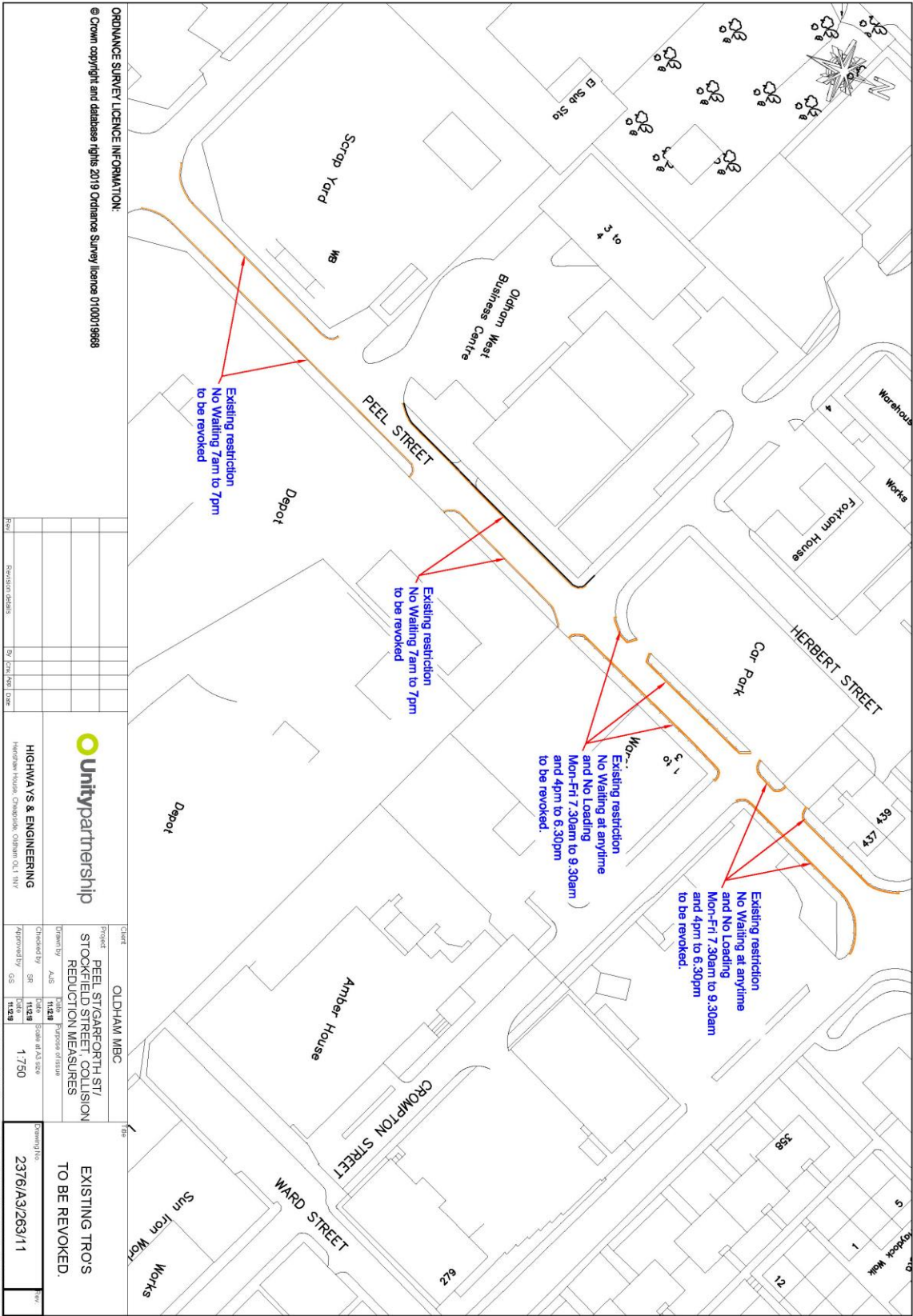
Schedule  
Drawing Number 2376/A3/263/12

Add to the Oldham Borough Council (Oldham area) Consolidation Order 2003  
Part I Schedule I

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Peel Street</u> (West side)  From its junction with Middleton Road to a point 15 metres south of its junction with Watts Street	At Any Time	A, B1, B3, B4, C, E, J, K4	

	<p><u>Peel Street</u> (West side)</p> <p>From a point 28.5 metres south of its junction with Middleton Road to a point 15 metres south of its junction with Watts Street</p>			At Any Time
	<p><u>Peel Street</u> (East side)</p> <p>From its junction with Middleton Road to a point 15 metres south of its junction with Crompton Street</p>	At Any Time	A, B1, B3, B4, C, E, J, K4	At Any Time
	<p><u>Peel Street</u> (East side)</p> <p>From a point 15 metres north of its junction with Watts Street to a point 15 metres south of its junction with Watts Street</p>	At Any Time	A, B1, B3, B4, C, E, J, K4	At Any Time
	<p><u>Peel Street</u> (Both sides)</p> <p>From a point 15 metres north for its junction with Stockfield Road to a point 15 metres south of its junction of Stockfield Road</p>	At Any Time	A, B1, B3, B4, C, E, J, K4	At Any Time

	<p><u>Peel Street</u> (West Side)</p> <p>From a point 15 metres south of its junction with Watts Street to a point 15 metres north of its junction with Stockfield Road</p>	7am to 7pm	A, B1, B2, B3, B4, C, J	
	<p><u>Watts Street</u> (Both sides)</p> <p>From its junction with Peel Street for a distance of 15 metres in a westerly direction</p>	At Any Time	A, B1, B2, B3, B4, C, J	At Any Time
	<p><u>Stockfield Road</u> (Both sides)</p> <p>From its junction with Peel Street in a westerly direction for a distance of 32 metres</p>	At Any Time	A, B1, B3, B4, C, E, J, K4	At Any Time



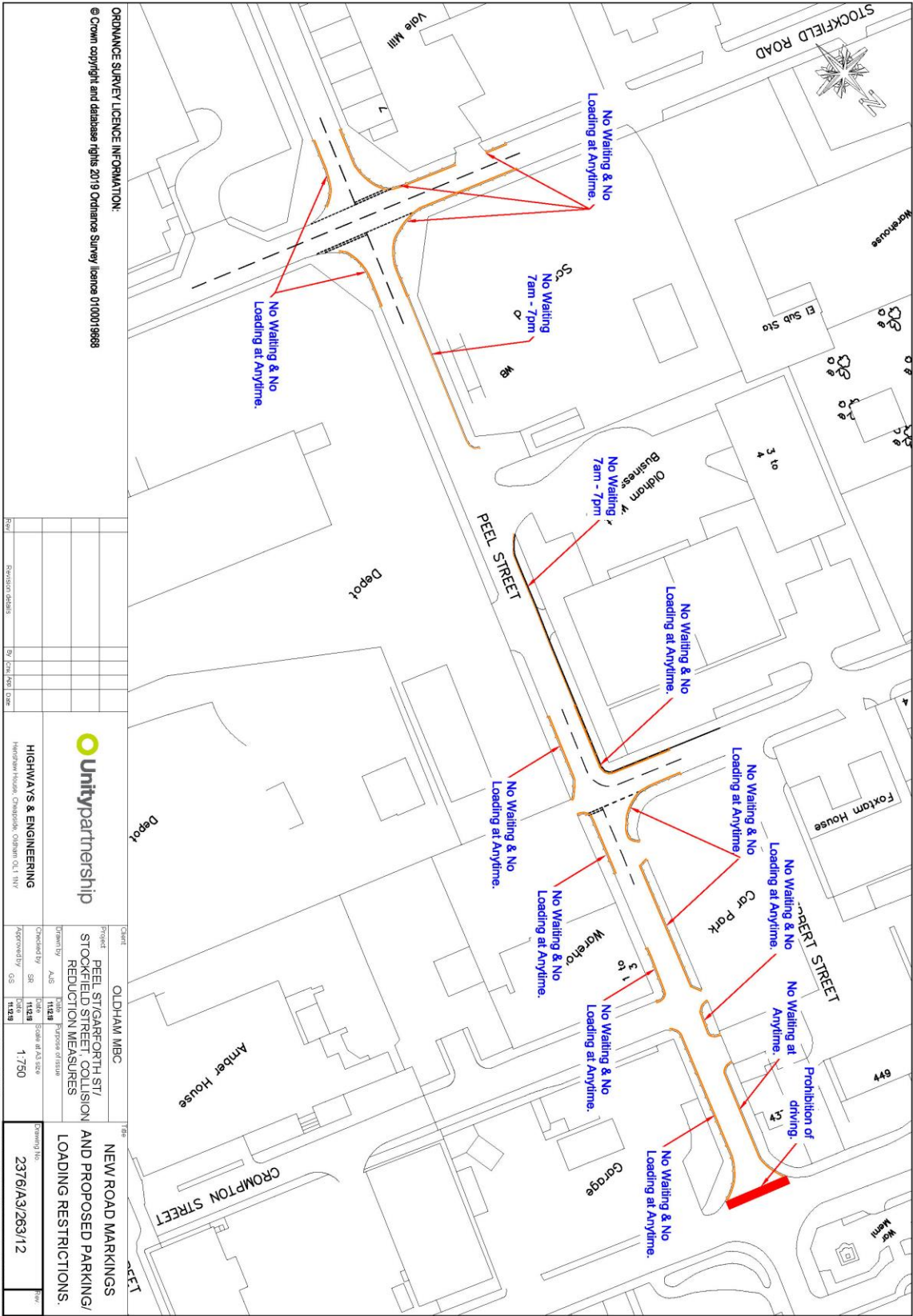
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Rev	Revision details	By	Date

**Unitypartnership**  
 HIGHWAYS & ENGINEERING  
 Handsworth House, Cheshire, Oldham, OL1 1NY

Client: OLDHAM MBC  
 Project: PEEL STREET/STOCKFIELD STREET COLLISION REDUCTION MEASURES  
 Drawn by: AJS  
 Checked by: SR  
 Approved by: QS

Scale: 1:750  
 Drawing No: 2376/A3/263/11  
 Date: 11/18  
 File: 2376\_A3\_263\_11.dwg



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Row	Revision details	By	Date

**Unitypartnership**  
 HIGHWAYS & ENGINEERING  
 Handsworth House, Cheshire, Oldham, OL1 1NY

Client	OLDHAM MBC	Project	PEEL STREET/STOCKFIELD STREET COLLISION REDUCTION MEASURES
Drawn by	SR	Checked by	SR
Date	11/18	Date	11/18
Scale	1:750	Scale	1:750
Drawn by	SR	Checked by	SR
Date	11/18	Date	11/18
Scale	1:750	Scale	1:750

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**APPENDIX A**  
**COPY OF MODGOV REPORT**



## **Delegated Decision**

# **Peel Street/Garforth Street Junction with Middleton Road and Stockfield Road Junction with Peel Street, Chadderton – Collision Reduction Measures**

Report of: Deputy Chief Executive – People and Place

Officer contact: Alister Storey, Traffic Engineer  
Ext. 5766

**1 April 2020**

### **Purpose of Report**

The purpose of this report is to consider introducing various traffic management measures in order to reduce the number of personal injury collisions at the junctions of Peel Street/Garforth Street with Middleton Road and Stockfield Road with Peel Street.

### **Recommendation**

It is proposed that the traffic management measures and restrictions proposed in this report are introduced, in accordance with the drawings and schedule included at the end of this report.

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**Peel Street/Garforth Street Junction with Middleton Road and Stockfield Road Junction with Peel Street, Chadderton – Collision Reduction Measures**

**1 Background**

**Peel Street/Garforth Street Junction with Middleton Road**

- 1.1 The junction of Peel Street/Garforth Street junction with Middleton Road is an uncontrolled crossroads with Middleton Road having priority. Both the side roads Peel Street and Garforth Street are marked and signed with “Give way”.
- 1.2 The section of Middleton Road where the junction concerned is located runs from the A663 Broadway and A627 Oldham Way. The route is fronted by a mixture of commercial and residential properties. The route is the main route between Middleton and Oldham Town Centre. Garforth Street is an unclassified local distributor route for residential areas that is fronted by primarily residential properties. Peel Street is an unclassified local distributor route that services commercial and industrial areas. All three roads are serviced by scheduled bus routes.
- 1.3 All three routes are subject to street lighting and have footway to both sides. Middleton Road and Peel Street have a 30mph speed limit, Garforth Street is traffic calmed and is subject to a 20mph speed limit. Middleton Road is covered by a no waiting at any time and peak time loading restriction, Peel Street and Garforth Street both subject to no waiting at any time restrictions.
- 1.4 The next junction in an easterly direction on Middleton Road is with Lansdowne Road. This junction has recently been subject to a major improvement scheme where the junction was fully signalised.

**Peel Street Junction with Stockfield Road**

- 1.5 Both Peel Street and Stockfield Road are unclassified local distributor routes that service industrial and commercial areas, both are fronted by commercial and industrial properties. The junction of the two routes is an uncontrolled crossroads with Peel Street having priority. Both roads are lit, subject to a 30mph speed limit and have footway to both sides. A “no waiting at any time” restriction has recently been implemented on Stockfield Road westbound approach to the junction to combat obstructive parking. There are bus stops either way on Peel Street to the south of the junction.

## 2 Collision Data

### Peel Street/Garforth Street Junction with Middleton Road

- 2.1 Collision data for the last three years to March 2019 identifies 7 personal injury collisions at the junction of Middleton Road with Peel Street/Garforth Street resulting in 2 serious injuries and 10 slight injuries. The breakdown of the collision data is shown below:

Year	Collisions			
	Fatal	Serious	Slight	Total
2016	0	1	1	2
2017	0	1	2	3
2018	0	0	2	2
Total	0	2	5	7

Year	Casualties			
	Fatal	Serious	Slight	Total
2016	0	1	4	5
2017	0	1	3	4
2018	0	0	2	2
Total	0	2	9	11

- 2.2 Analysis of the available collision data shows;

- 4 out of the 7 recorded collisions were in dark conditions and 4 were in wet conditions, 2 collision was in a combination of wet and dark conditions;
- 1 of the recorded collisions involved pedal cycle and 1 involved a motorcycle, both of these collisions resulted in 1 serious injury;
- All of the recorded collisions involved vehicles emerging from side roads, 4 of these collisions involved vehicles emerging from Garforth Street heading across Middleton Road to Peel Street;
- The top three contributory factors attributed to the collisions were:
  - Failure to judge others path/speed;
  - Failure to look properly; and
  - Poor turn/manoeuvre.

- 2.3 It is evident from collision data analysis that there is a road safety problem with drivers negotiating the crossroad junction when approaching from the side roads, Peel Street and Garforth Street. The majority of collisions have occurred where vehicles on the Garforth Street approach have either overshoot the junction or have failed to obey the "Give way" signs and markings. Observations taken on site have shown no particular problems with the geometric layout of the junction or any issues with existing signing or lining.

## Peel Street Junction with Stockfield Road

- 2.4 Collision data for the last three years to March 2019 identifies 7 personal injury collisions at the junction of Peel Street and Stockfield Road resulting in 7 slight injuries. The breakdown of the collision data is shown below:

Table 3: Collision by Severity				
Year	Collisions			
	Fatal	Serious	Slight	Total
2016	0	0	1	1
2017	0	0	4	4
2018	0	0	2	2
Total	0	0	7	7

Table 4: Casualties by Severity				
Year	Casualties			
	Fatal	Serious	Slight	Total
2016	0	0	1	2
2017	0	0	4	4
2018	0	0	2	2
Total	0	0	7	7

- 2.5 Analysis of the available collision data shows;

- 1 out of the 7 recorded collisions were in dark conditions and 2 were in wet conditions;
- 1 of the recorded collisions involved a pedestrian, 1 involved a pedal cycle and 1 collision involved a motorcycle, each of these collisions resulted in 1 slight injury.
- 5 of the recorded collisions involved vehicles failing to give way when travelling along Stockfield Road.
- The top three contributory factors attributed to the collisions were:
  - Failure to look properly;
  - Failure to judge others path/speed; and
  - Disobeyed sign or road marking.

- 2.6 From collision analysis it is evident that there is a problem with drivers negotiating this uncontrolled crossroad.

## 3 Proposals

### Peel Street/Garforth Street Junction with Middleton Road

- 3.1 Due to the high number of collisions involving vehicles crossing from Garforth Street to Peel Street, it is considered that a Prohibition of Driving Order is introduced on Peel Street at its junction with Middleton Road. The alternative route for vehicle will be via Middleton Road, Lansdowne Road, Stockfield Road and vice versa. The junction improvement at Lansdowne Road junction and the

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newly introduced waiting restrictions on Stockfield Road will aid in the free flow of the rerouted vehicles.

Due to the reduced flow of traffic on Peel Street, it is also proposed to change the priority at the junction of Peel Street with Watts Street, with Watts Street to Peel Street south bound being given priority. It is also proposed to change the priority at the junction of Peel Street with Stockfield Road with Stockfield Road being given priority.

Waiting restrictions are also proposed at various locations, to protect the junctions where priorities are altered. It is also proposed to remove existing restrictions at two location, where they will no longer be required.

It is further proposed to introduce a mini roundabout at the junction of Watts Street with Melbourne Street, this is to aid the traffic flow should drivers heading from Middleton direction use this route instead of the Lansdowne Road route.

#### **4 Options/Alternatives**

4.1 Option 1: To approve the recommendation

4.2 Option 2: Not to approve the recommendation

#### **5 Preferred Option**

5.1 The preferred option is Option 1

#### **6 Justification**

6.1 In view of the of the number of personal injury collisions recorded at the junctions of Garforth Street/Peel Street with Middleton Road and Peel Street with Stockfield Road, it is felt that the restrictions specified in the schedule at the end of this report and on drawing numbers 47/A3/263/2 to 47/A3/263/10, 47/A3/263/12 & 47/A3/263/12 and 47/A4/263/13.

#### **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 objection to 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.

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8 **Comments of Chadderton Central / Chadderton South / Coldhurst Ward Councillors**

8.1 The Ward Councillors have been consulted and are happy to support the proposal. It is to be hoped that reconfiguration of the junction at Middleton Road will help to achieve a significant reduction in the accident rate at the junction of Peel Street/Middleton Road and Peel Street/Stockfield Road.

9 **Financial Implications**

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

	Cost (£'000)
Advertisement of Order (revenue)	1
Supply & install of physical Prohibition of Driving	7
Supply & install of bollards at Prohibition of Driving	4
Introduction of signs including electrical works	18
Introduction of Road Markings	1
Design and Supervision fees	10
Contingencies (10%)	4
<b>Total Cost outlay</b>	<b>45</b>

9.2 The cost of introducing traffic measures at the junction of Peel Street / Garforth Street will be circa £44K and will be Capital Expenditure. This will be funded from the relevant scheme within the Transport Capital Programme.

9.3 The advertisement costs of £1.2k and the annual maintenance costs of £700 will be funded through the annual revenue Highways Maintenance budget.

(John Edisbury)

10 **Legal Services Comments**

10.1 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.

10.2 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

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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)

**11 Co-operative Agenda**

11.1 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

**12 Human Resources Comments**

12.1 None.

**13 Risk Assessments**

13.1 None.

**14 IT Implications**

14.1 None.

**15 Property Implications**

15.1 None.

**16 Procurement Implications**

16.1 None.

**17 Environmental and Health & Safety Implications**

17.1 Energy – Nil.

17.2 Transport – The rerouting of 3 scheduled bus services will be required due to the prohibition of driving on Peel Street. Previous highway improvements in the area should ensure that rerouting of the services will have minimum impact. The change in bus route will not impact on any existing bus stops.

17.3 Pollution – Nil.

17.4 Consumption and Use of Resources – Nil.

17.5 Built Environment – Minor alteration to the visual appearance of the area.

17.6 Natural Environment – Nil.

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17.7 Health and Safety – Nil.

18 **Equality, community cohesion and crime implications**

18.1 None.

19 **Equality Impact Assessment Completed?**

19.1 No.

20 **Key Decision**

20.1 No.

21 **Key Decision Reference**

21.1 Not applicable.

22 **Background Papers**

22.1 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.

23 **Appendices**

23.1 Appendix 1 – Collision data and plan

24 **Proposal**

24.1 It is proposed that Traffic Regulation Order(s) covering the Prohibition of Driving, Waiting, Parking and Loading Peel Street, Watts Street and Stockfield Road be introduced in accordance with the following schedule:

Schedule  
Drawing Number 2376/A4/263/13

Prohibition of Driving

Road	Description
Peel Street, Chadderton	From its junction with the A669 Middleton Road in a primarily south western direction for a distance of 5 metres



Schedule  
Drawing Number 2376/A3/263/11

Delete from the Oldham Borough Council (Oldham area) Consolidation Order 2003  
Part I Schedule I

Column 1	Column 2	Column 3	Column 4	Column 5
	Length of Road	Duration	Exemptions	No Loading
(CH105)	<u>Peel Street</u> (Both sides)  From its junction with Middleton Road to its junction with Watts Street	At Any Time	A, B1, B3, B4, C, E, J, K4	7.30am - 9.30am & 4pm - 6.30pm Mon to Fri
(CH34)	<u>Peel Street</u> (Both sides)  From its junction with Stock Lane to its junction with Watts Lane	7am – 7 pm	A, B1, B2, B3, B4, C, J	

Schedule  
Drawing Number 2376/A3/263/12

Add to the Oldham Borough Council (Oldham area) Consolidation Order 2003  
Part I Schedule I

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Peel Street</u> (West side)  From its junction with Middleton Road to a point 15 metres south of its junction with Watts Street	At Any Time	A, B1, B3, B4, C, E, J, K4	

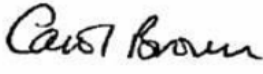
	<u>Peel Street</u> (West side)  From a point 28.5 metres south of its junction with Middleton Road to a point 15 metres south of its junction with Watts Street			At Any Time
	<u>Peel Street</u> (East side)  From its junction with Middleton Road to a point 15 metres south of its junction with Crompton Street	At Any Time	A, B1, B3, B4, C, E, J, K4	At Any Time
	<u>Peel Street</u> (East side)  From a point 15 metres north of its junction with Watts Street to a point 15 metres south of its junction with Watts Street	At Any Time	A, B1, B3, B4, C, E, J, K4	At Any Time
	<u>Peel Street</u> (Both sides)  From a point 15 metres north for its junction with Stockfield Road to a point 15 metres south of its junction of Stockfield Road	At Any Time	A, B1, B3, B4, C, E, J, K4	At Any Time

	<u>Peel Street</u> (West Side)  From a point 15 metres south of its junction with Watts Street to a point 15 metres north of its junction with Stockfield Road	7am to 7pm	A, B1, B2, B3, B4, C, J	
	<u>Watts Street</u> (Both sides)  From its junction with Peel Street for a distance of 15 metres in a westerly direction	At Any Time	A, B1, B2, B3, B4, C, J	At Any Time
	<u>Stockfield Road</u> (Both sides)  From its junction with Peel Street in a westerly direction for a distance of 32 metres	At Any Time	A, B1, B3, B4, C, E, J, K4	At Any Time

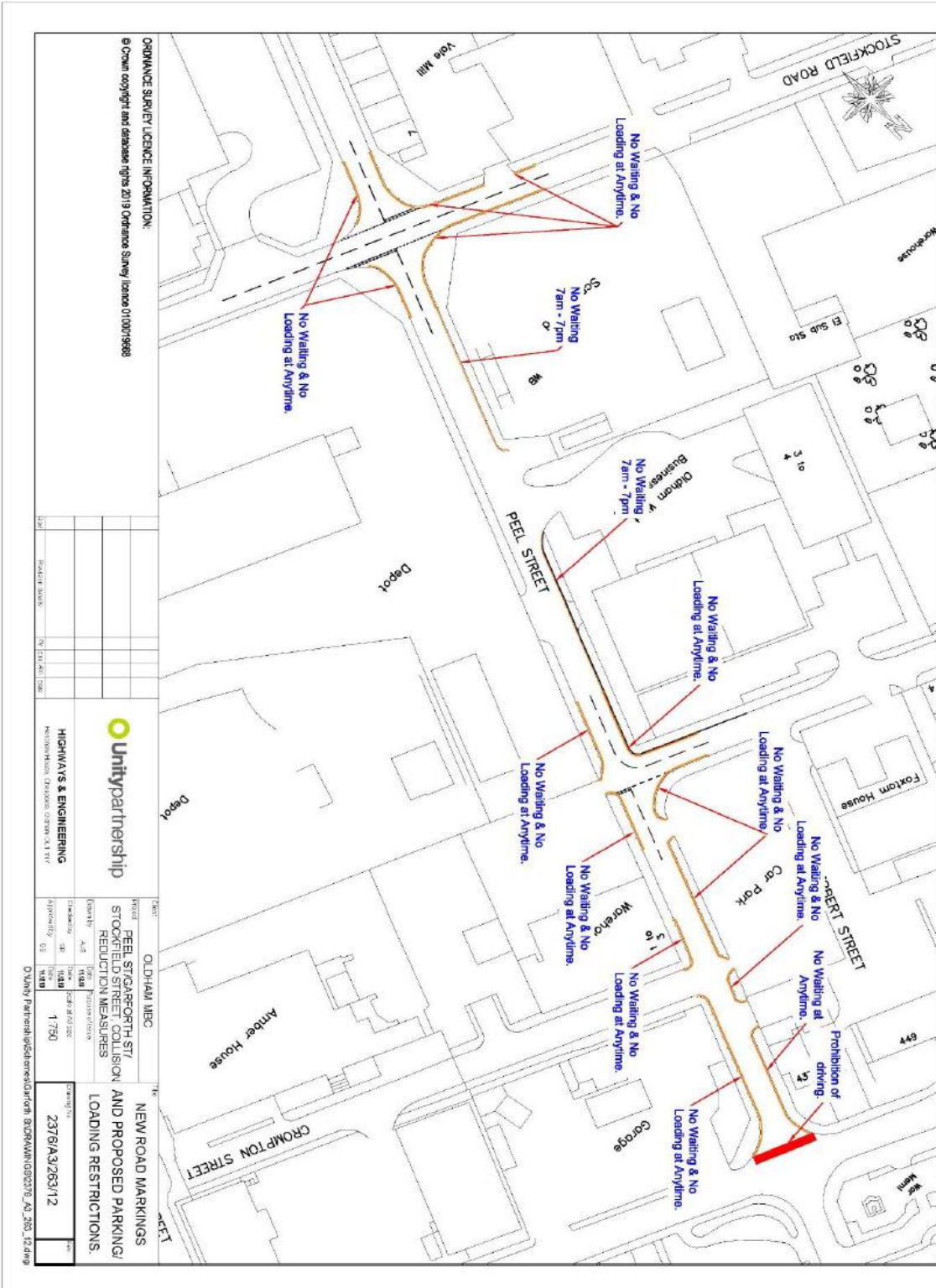
**APPROVAL**

<b>Decision maker</b> Signed    Cabinet Member, Environmental Services	Dated 03/04/2020
<b>In consultation with</b>	

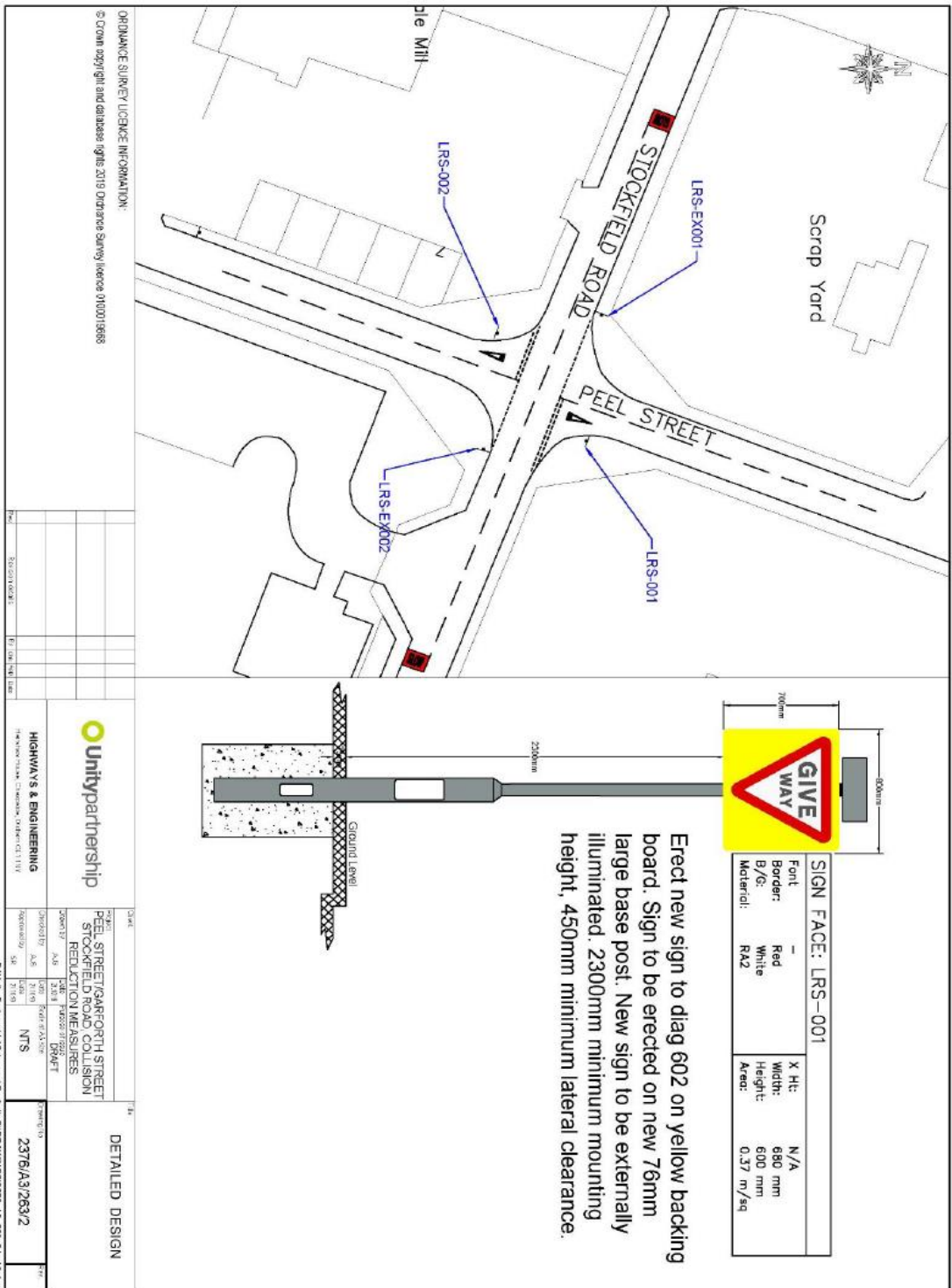
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Signed  Director of Environmental Services	Dated 2 April 2020
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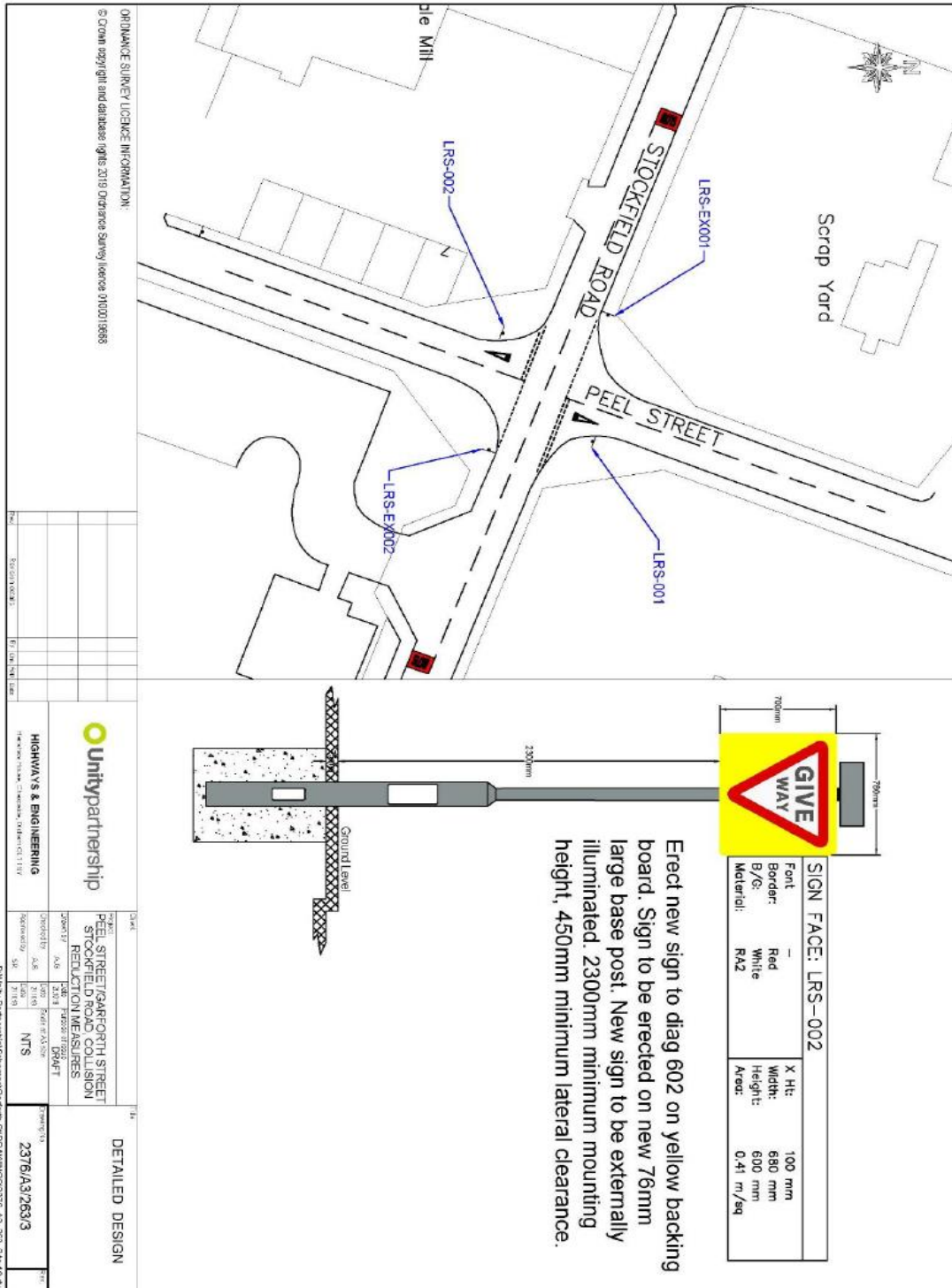


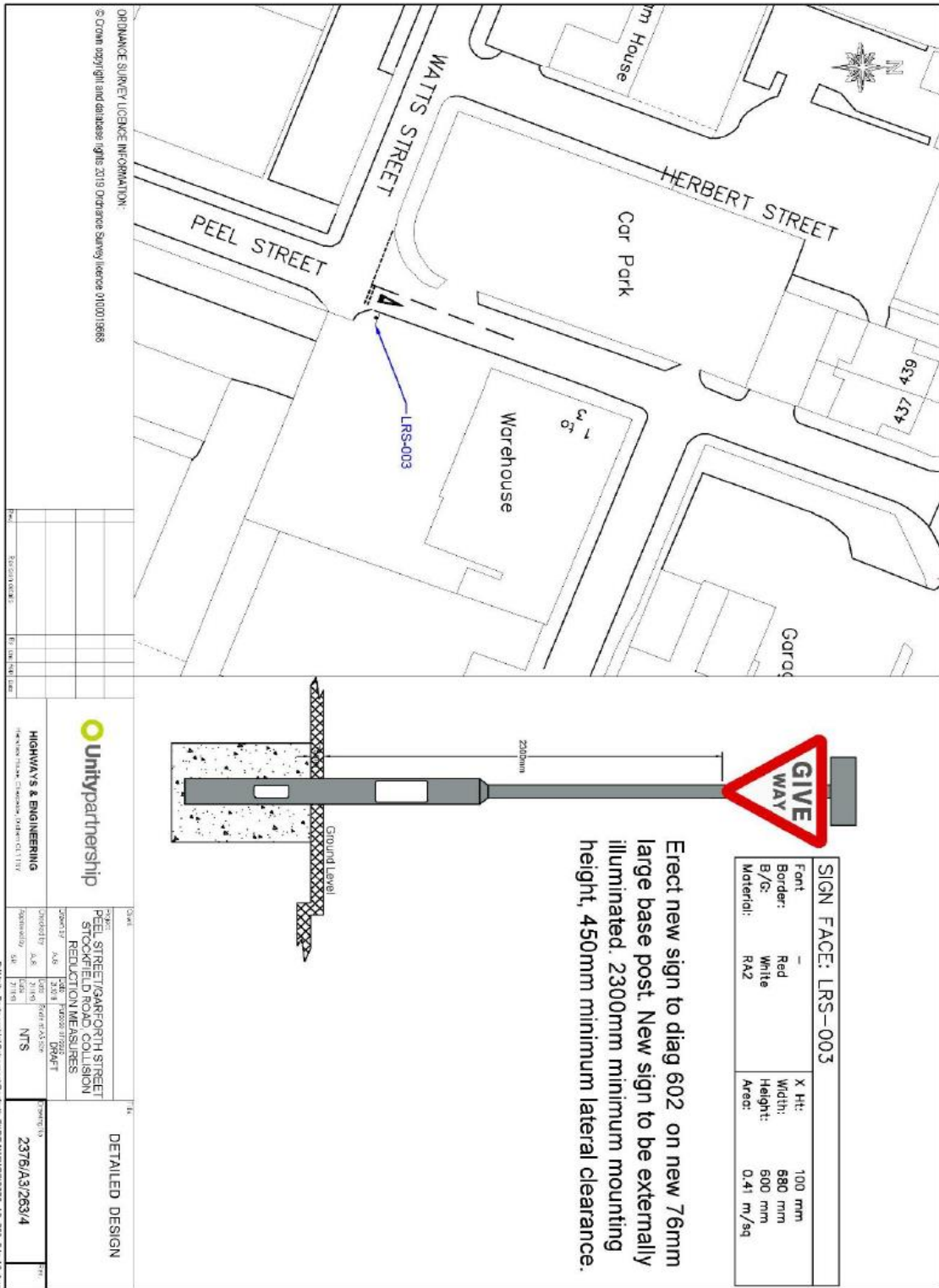












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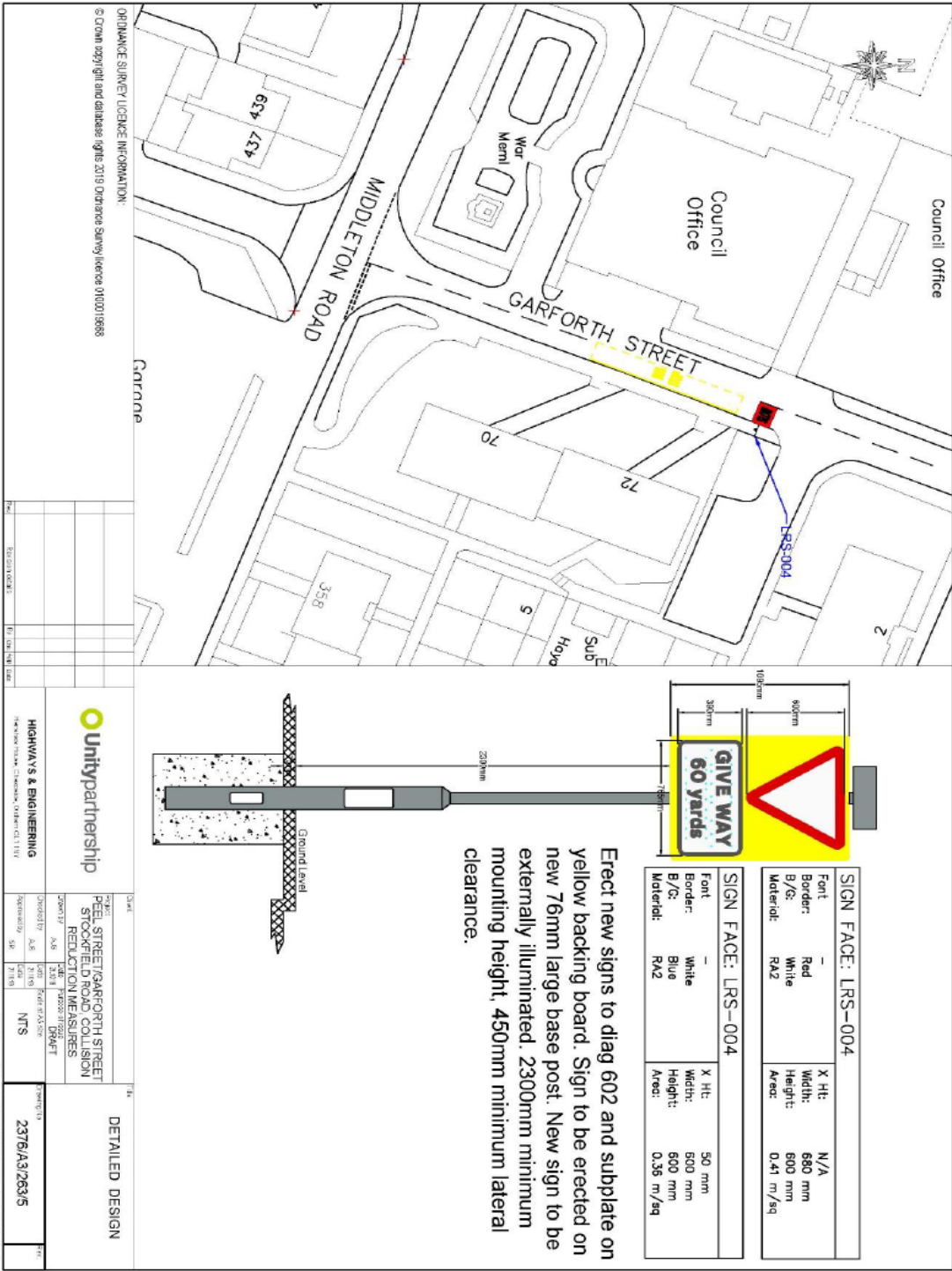
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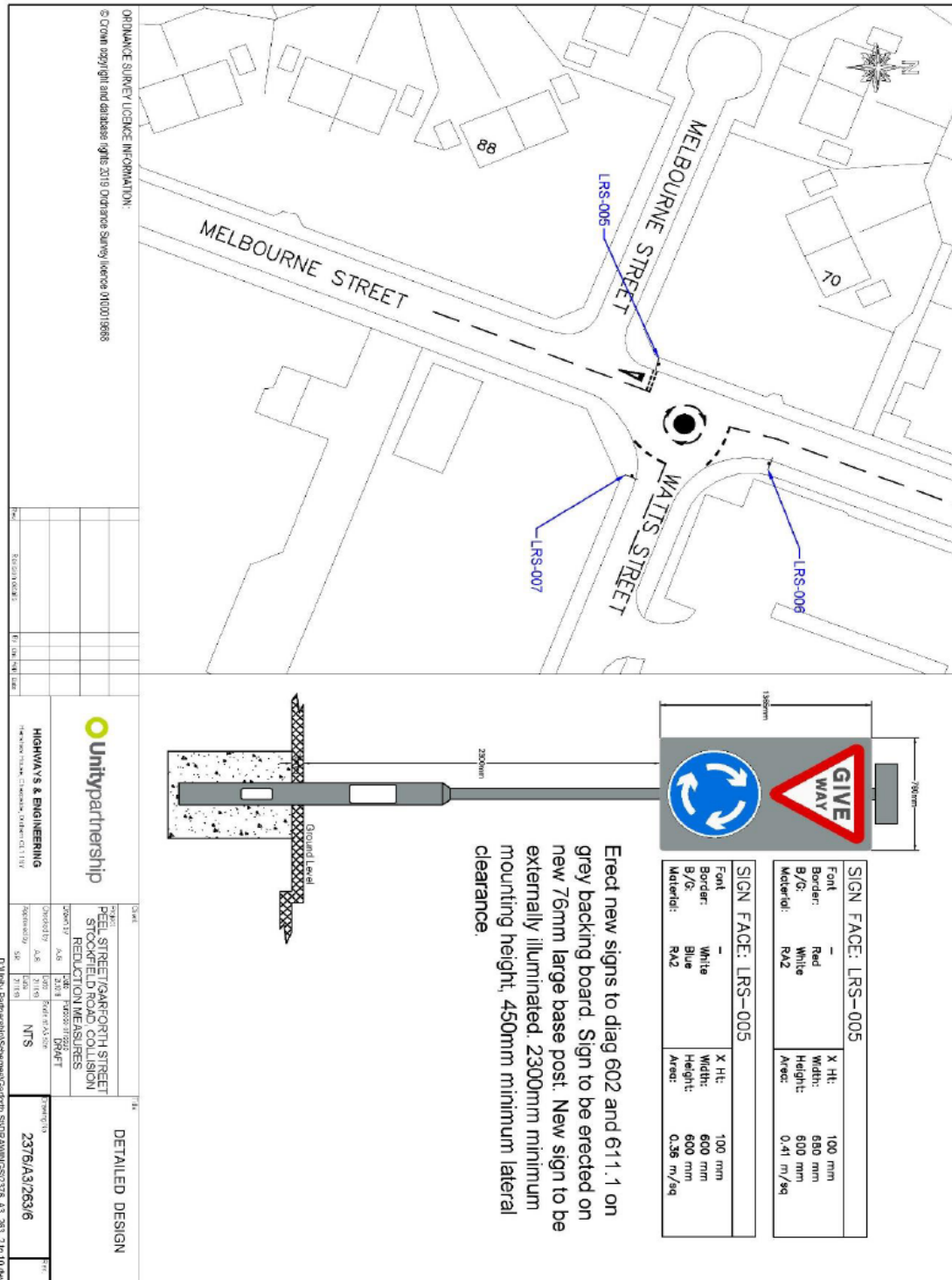
**Unity** partnership  
 HIGHWAYS & ENGINEERING  
 HIGHWAY DESIGN, CONSULTING, CONTRACT MANAGEMENT

DATE	DESCRIPTION	BY

PROJECT		DRAWING	
PROJECT	PEEL STREET/GARFORTH STREET STOCKFIELD ROAD COLLISION REDUCTION MEASURES	NO.	2376/A3/263/4
DESIGNED BY	A.S.B.	DATE	23/09/19
CHECKED BY	A.S.B.	DATE	23/09/19
APPROVED BY	NTS	DATE	23/09/19

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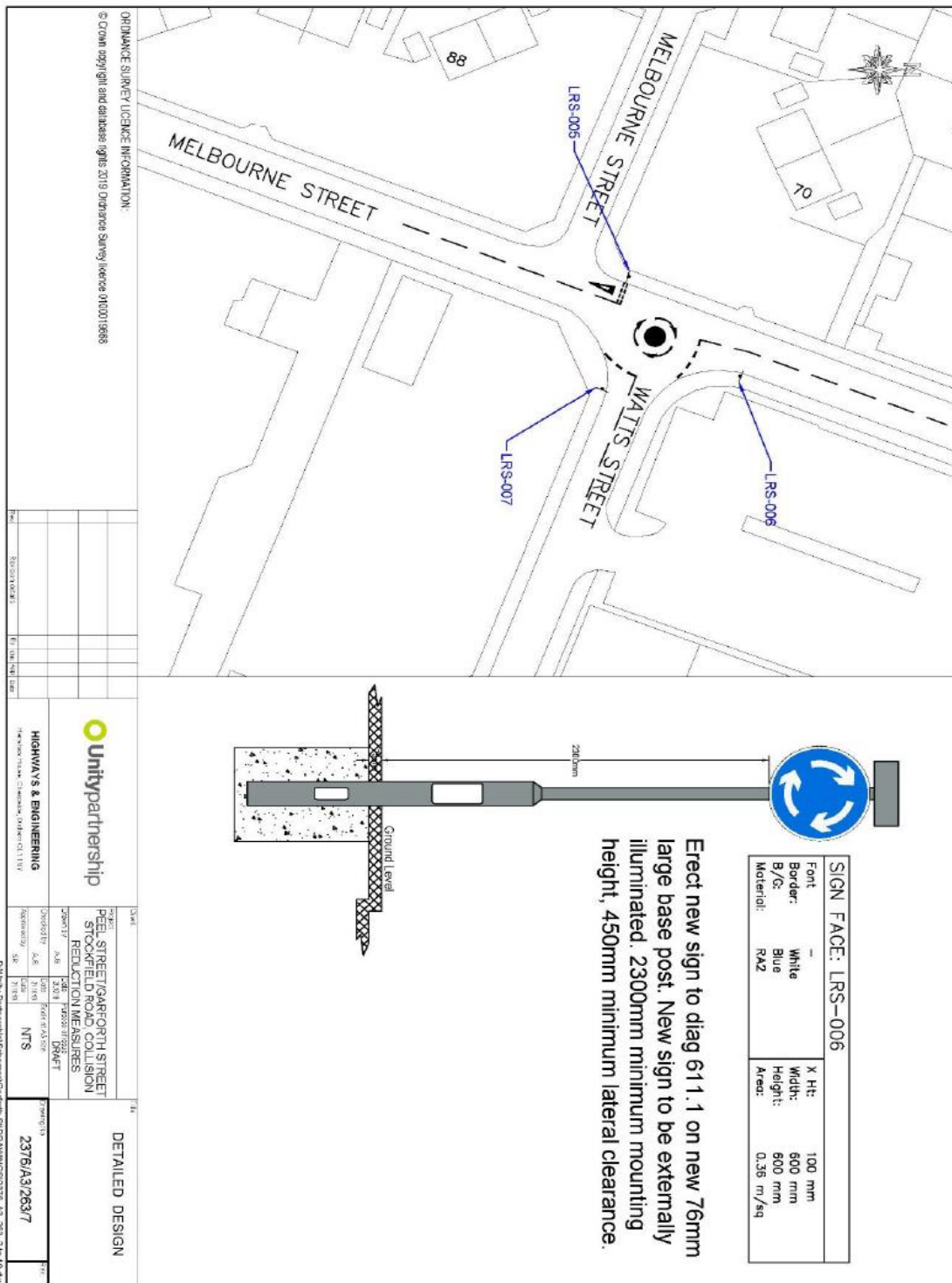
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PEEL STREET / SAKAROPU STREET  
 STOCKFIELD ROAD COLLISION  
 REDUCTION MEASURES  
 DRAFT

2376/AS/26316

21/10/19



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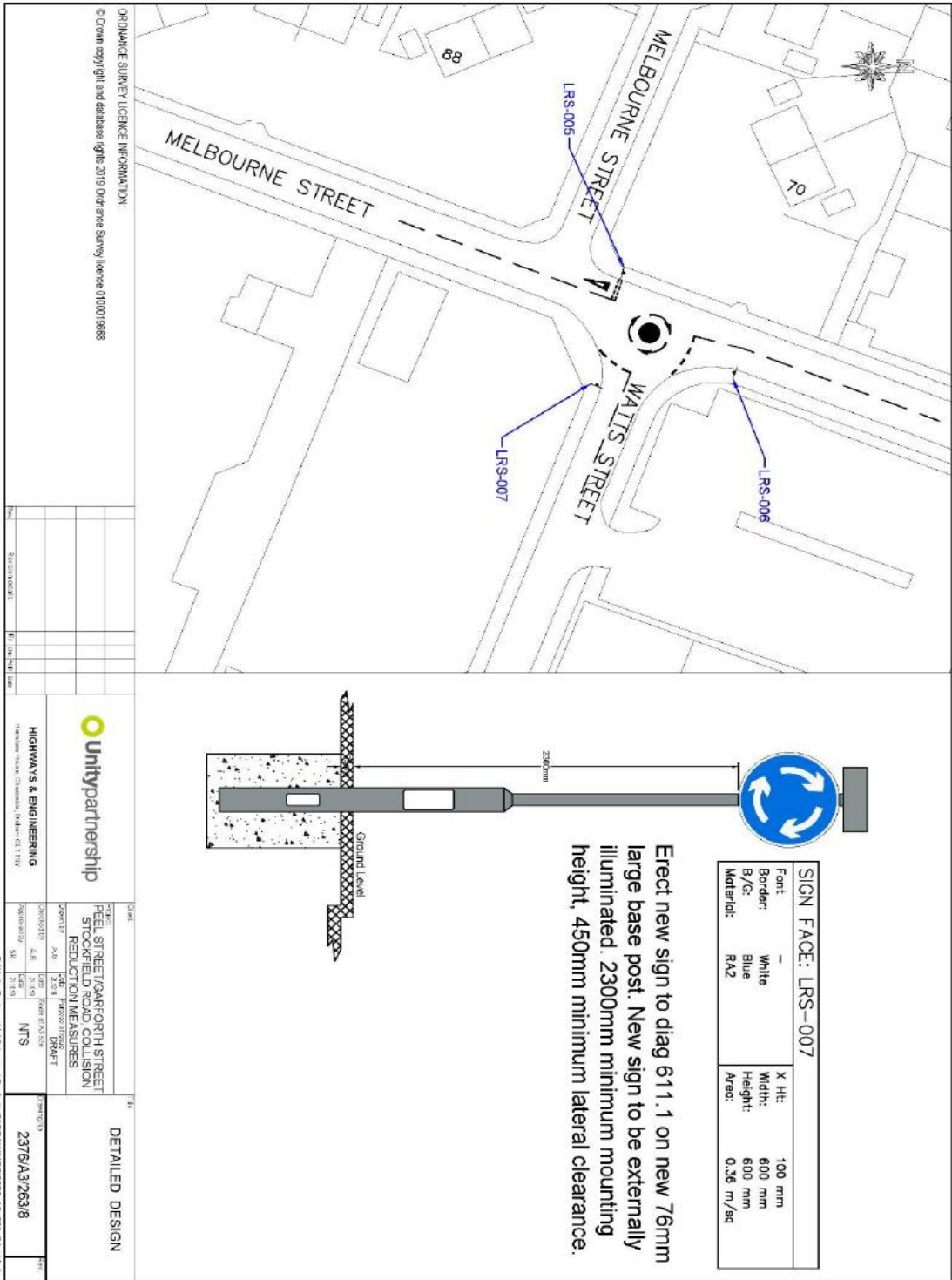
NO	DESCRIPTION	BY	DATE

**Unitypartnership**  
HIGHWAYS & ENGINEERING  
140 WINDYBUSH DRIVE, STURBOROUGH, SA30 0JH

PROJECT	PEEL STREET/ROBERTA STREET STOCKFIELD ROAD COLLISION REDUCTION MEASURES
DESIGNER	Unitypartnership
DATE	23/10/2019
SCALE	AS SHOWN
STATUS	DRAFT
APPROVED BY	NTS

PROJECT NO	2376/A/3/2637
DATE	23/10/2019
SCALE	AS SHOWN
STATUS	DRAFT

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 HIGHWAY DESIGN CONSULTANTS

**PEEL STREET/GARROTH STREET STOCKFIELD ROAD COLLISION REDUCTION MEASURES**

**DETAILED DESIGN**

Client: PEEL STREET/GARROTH STREET STOCKFIELD ROAD COLLISION REDUCTION MEASURES  
 Project: PEEL STREET/GARROTH STREET STOCKFIELD ROAD COLLISION REDUCTION MEASURES  
 Drawn by: ASB  
 Checked by: ASB  
 Date: 27/10/19  
 Scale: 1:100  
 Project No: 2376/AS/26398  
 Drawing No: 2376/AS/26398

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PEEL STREET/GARFORTH STREET  
 STOCKFIELD ROAD COLLISION  
 REDUCTION MEASURES

Checked by: AJS 3/10/19  
 Approved by: SH 2/1/20

Project No: 2376/A3/263/10

DATE: 23/10/19

11

DETAILED DESIGN

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**APPENDIX A**  
**COLLISION DATA AND PLAN**

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20.12.19

TM3/1016

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08.07.21

## Standard Report - Last 3 years to March 2019 - Peel Street area

This printout has been generated from the Greater Manchester Transportation Unit's (GMTU) database of road traffic accident records using the Unit's query system, GMAXI.

The road traffic accident database contains STATS19 data supplied by Greater Manchester Police and further validated by GMTU. It is maintained by GMTU on behalf of the ten District Councils in Greater Manchester.

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<b>Accident Reference Number:</b> Q2019493	<b>Day:</b> Sunday	<b>Contributory Factors</b>	<b>Date:</b> 01/05/2016	<b>Time</b> 13:45
<b>Place Reported:</b> Scene	<b>District:</b> Oldham	<b>Factor Cont Ref</b>	<b>Vehicle Details</b>	<b>Casualty Details</b>
<b>Location:</b> Middleton Road at Junction with Garforth Street			<b>Type Move From To Skid</b>	<b>Type Sex Age Sev Pupil</b>
<b>Description:</b> V2 (Pedal Cycle) Trav Nw Middleton Rd Towards Middleton And Collides With V1 Trav Sw Garforth St				
<b>Road:</b> A669/C	<b>Junction Details:</b> Xrds		Car Ahead NE SW	1 Rid M 41 Serious
<b>OSGR:</b> 391021	<b>Junction Control:</b> GW		plc Ahead SE NW	
<b>Speed Limit:</b> 30	<b>Weather Conditions:</b> Rain			
<b>Accident Reference Number:</b> Q2019482	<b>Day:</b> Monday	<b>Contributory Factors</b>	<b>Date:</b> 08/08/2016	<b>Time</b> 23:54
<b>Place Reported:</b> Scene	<b>District:</b> Oldham	<b>Factor Cont Ref</b>	<b>Vehicle Details</b>	<b>Casualty Details</b>
<b>Location:</b> Middleton Road at Junction with Peel Street			<b>Type Move From To Skid</b>	<b>Type Sex Age Sev Pupil</b>
<b>Description:</b> V1 Trav Nw Middleton Rd Going At Speed, V2 Trav Na Peel St Edging Out At Junction, Collision Occurs				
<b>Road:</b> A669/C	<b>Junction Details:</b> Xrds		Car Ahead SE NW	2 Pas F 17 Slight
<b>OSGR:</b> 391017	<b>Junction Control:</b> GW		DfLoo Poss V2	1 Drv F 46 Slight
<b>Speed Limit:</b> 30	<b>Weather Conditions:</b> Fine		Dspae Poss V1	

<b>Accident Reference Number:</b> Q2021419									
<b>Place Reported:</b> Scene	<b>District:</b> Oldham	<b>Day:</b> Monday	<b>Contributory Factors</b>	<b>Date:</b> 12/09/2016	<b>Time:</b> 07:50				
<b>Location:</b> Stockfield Road at junction with Peel Street			<b>Factor Cont Ref</b>	<b>Vehicle Details</b>	<b>Casualty Details</b>				
<b>Description:</b> V2 Trav Nw Stockfield Rd And Is Hit On Nearside By V1 Trav Sa Peel St V1 Falls To Give Way At Junction			DSun Poss V1	Car Turnl NW NE	Type Sex Age Sev Pupil				
			DFLoo Poss V1	Car Ahaa SW NE	1 Drv M 67 Slight				
<b>Road:</b> C/C	<b>Junction Details:</b> Xrds	<b>Conditions</b>	<b>Severity:</b>	<b>Accident Details</b>					
OSGR: 390930	405056	Road Surface: Dry	No. of Vehicles: 2	Slight					
Speed Limit: 30	Ped Crossing: GW	Light Conditions: Light	No. of Casualties: 1						
		Weather Conditions: Fine							
<b>Accident Reference Number:</b> Q2022189									
<b>Place Reported:</b> Scene	<b>District:</b> Oldham	<b>Day:</b> Saturday	<b>Contributory Factors</b>	<b>Date:</b> 05/11/2016	<b>Time:</b> 00:59				
<b>Location:</b> Middleton Road at junction with Milne Street			<b>Factor Cont Ref</b>	<b>Vehicle Details</b>	<b>Casualty Details</b>				
<b>Description:</b> V1 Trav Sa On Middleton Rd And Collides With C1, Who Was Emerging From Driver's Nearside Crossing E-bound, C1 Receives Fatal Injury			PFLOO VLike C1	Car Ahaa NW SE	Type Sex Age Sev Pupil				
			PLudg VLike C1		1 Pad M 19 Fatal				
			DFLudg VLike V1						
			DFLoo Poss V1						
<b>Road:</b> A669/U	<b>Junction Details:</b> Turn	<b>Conditions</b>	<b>Severity:</b>	<b>Accident Details</b>					
OSGR: 390824	405360	Road Surface: Wet	No. of Vehicles: 1	Fatal					
Speed Limit: 30	Ped Crossing: GW	Light Conditions: Dark	No. of Casualties: 1						
		Weather Conditions: Fine							
<b>Accident Reference Number:</b> Q1026976									
<b>Place Reported:</b> Else	<b>District:</b> Oldham	<b>Day:</b> Monday	<b>Contributory Factors</b>	<b>Date:</b> 16/01/2017	<b>Time:</b> 18:45				
<b>Location:</b> Middleton Road at junction with Garforth Street			<b>Factor Cont Ref</b>	<b>Vehicle Details</b>	<b>Casualty Details</b>				
<b>Description:</b> V2 Trav Nw Middleton Rd, V1 Trav Sw Cornes Of Garforth St At Speed And Collides With V2.			DSpea VLike V1	Car Ahaa NE SW	Type Sex Age Sev Pupil				
			DhOV VLike V1	Car Ahaa SE NW	1 Drv M 41 Slight				
			DhOV VLike V1		2 Pas F 14 Slight				
			DCare VLike V1		3 Pas F 11 Slight				
<b>Road:</b> A669/C	<b>Junction Details:</b> Xrds	<b>Conditions</b>	<b>Severity:</b>	<b>Accident Details</b>					
OSGR: 391021	405279	Road Surface: Dry	No. of Vehicles: 2	Slight					
Speed Limit: 30	Ped Crossing: GW	Light Conditions: Fine	No. of Casualties: 3						
		Weather Conditions: Fine							
<b>Accident Reference Number:</b> Q2026922									
<b>Place Reported:</b> Else	<b>District:</b> Oldham	<b>Day:</b> Sunday	<b>Contributory Factors</b>	<b>Date:</b> 12/02/2017	<b>Time:</b> 20:01				
<b>Location:</b> Middleton Road 22 metres North West of Victoria Street			<b>Factor Cont Ref</b>	<b>Vehicle Details</b>	<b>Casualty Details</b>				
<b>Description:</b> C1 Crossing S-bound on Zebra Crossing, Hit By V1 Trav Nw Middleton Rd				oftr Ahaa SE NW	Type Sex Age Sev Pupil				
					1 Pad F 30 Serious				
<b>Road:</b> A669	<b>Junction Details:</b>	<b>Conditions</b>	<b>Severity:</b>	<b>Accident Details</b>					
OSGR: 390907	405324	Road Surface: Wet	No. of Vehicles: 1	Serious					
Speed Limit: 30	Ped Crossing: Zebra	Light Conditions: Dark	No. of Casualties: 1						
		Weather Conditions: Wind							

<b>Accident Reference Number:</b> Q2028233		<b>Day:</b> Saturday		<b>Contributory Factors</b>		<b>Date:</b> 18/03/2017		<b>Time</b> 01:25	
<b>Place Reported:</b> Scene		<b>District:</b> Oldham		<b>Factor Conf Ref</b>		<b>Vehicle Details</b>		<b>Casualty Details</b>	
<b>Location:</b> Garforth Street 10 metres NE Of Middleton Road		<b>Description:</b> V2 Is Stationary On Garforth St. V1 Trav Sa Middleton Rd Turns Left Into Garforth St & Collides V2. V1 Falls To Stop. V2 Has Sore Leg		<b>DLoss VLike V1</b>		<b>Type Move From To Skid</b>		<b>Type Sex Age Sev Pupil</b>	
				<b>DCare VLike V1</b>		<b>Car TurnL NW NE</b>		<b>1 Drv M 38 Slight</b>	
						<b>Car Parkd Pk Pk</b>			
<b>Road:</b> C/A689		<b>Junction Details:</b> Xrds		<b>Road Surface:</b> Wet		<b>Weather Conditions:</b> Fine		<b>Accident Details</b>	
<b>OSGR:</b> 391024		<b>Junction Control:</b> GW		<b>Light Conditions:</b> Dark		<b>No. of Vehicles:</b> 2		<b>Severity:</b> Slight	
<b>Speed Limit:</b> 20		<b>Pad Crossing:</b>		<b>Weather Conditions:</b> Fine		<b>No. of Casualties:</b> 1			
<b>Accident Reference Number:</b> Q2030064		<b>Day:</b> Tuesday		<b>Contributory Factors</b>		<b>Date:</b> 28/03/2017		<b>Time</b> 08:35	
<b>Place Reported:</b> Else		<b>District:</b> Oldham		<b>Factor Conf Ref</b>		<b>Vehicle Details</b>		<b>Casualty Details</b>	
<b>Location:</b> Peal Street at Junction with Stockfield Road		<b>Description:</b> V2 (Motorcycle) Trav Ne Peal St. V2 Slows Approaching Junction. But Is Hit By V1 Trav Se Stockfield Rd Who Fails to Give Way		<b>m/s Alpha SW NE</b>		<b>Type Move From To Skid</b>		<b>Type Sex Age Sev Pupil</b>	
						<b>Car Start NW SE</b>		<b>1 Rid M 29 Slight</b>	
						<b>Car Start NW SE</b>			
<b>Road:</b> C/C		<b>Junction Details:</b> Xrds		<b>Road Surface:</b> Dry		<b>Weather Conditions:</b> Fine		<b>Accident Details</b>	
<b>OSGR:</b> 390930		<b>Junction Control:</b> GW		<b>Light Conditions:</b> Light		<b>No. of Vehicles:</b> 2		<b>Severity:</b> Slight	
<b>Speed Limit:</b> 30		<b>Pad Crossing:</b>		<b>Weather Conditions:</b> Fine		<b>No. of Casualties:</b> 1			
<b>Accident Reference Number:</b> Q2031500		<b>Day:</b> Saturday		<b>Contributory Factors</b>		<b>Date:</b> 20/05/2017		<b>Time</b> 12:00	
<b>Place Reported:</b> Else		<b>District:</b> Oldham		<b>Factor Conf Ref</b>		<b>Vehicle Details</b>		<b>Casualty Details</b>	
<b>Location:</b> Landsdowne Road at Junction with Arkwright Street		<b>Description:</b> V2 Trav N Landsdowne Rd Towards Middleton Rd. V1 Trav W Arkwright St. At Speed And Collision Occurs.		<b>Car Alpha E W</b>		<b>Type Move From To Skid</b>		<b>Type Sex Age Sev Pupil</b>	
				<b>Car Alpha S N</b>		<b>1 Drv F 70 Slight</b>			
						<b>Car Alpha S N</b>			
<b>Road:</b> B6190/U		<b>Junction Details:</b> Xrds		<b>Road Surface:</b> Wet		<b>Weather Conditions:</b> Rain		<b>Accident Details</b>	
<b>OSGR:</b> 391164		<b>Junction Control:</b> GW		<b>Light Conditions:</b> Light		<b>No. of Vehicles:</b> 2		<b>Severity:</b> Slight	
<b>Speed Limit:</b> 30		<b>Pad Crossing:</b>		<b>Weather Conditions:</b> Rain		<b>No. of Casualties:</b> 1			
<b>Accident Reference Number:</b> Q2032169		<b>Day:</b> Thursday		<b>Contributory Factors</b>		<b>Date:</b> 29/05/2017		<b>Time</b> 07:30	
<b>Place Reported:</b> Else		<b>District:</b> Oldham		<b>Factor Conf Ref</b>		<b>Vehicle Details</b>		<b>Casualty Details</b>	
<b>Location:</b> Middleton Road at Junction with Garforth Street		<b>Description:</b> V2 (Motorcycle) Trav Sa Middleton Rd On Nearside Traffic. Turning Right. V1 Trav Ne Peal St Onto Garforth St. And Collision Occurs With V2		<b>DFluo Poss V1</b>		<b>Type Move From To Skid</b>		<b>Type Sex Age Sev Pupil</b>	
				<b>DJldng Poss V1</b>		<b>Car Start SW NE</b>		<b>1 Rid M 24 Serious</b>	
				<b>DSlat VLike V1</b>		<b>Car Start NW SE O/n</b>			
						<b>Car Start NW SE O/n</b>			
<b>Road:</b> A689/C		<b>Junction Details:</b> Xrds		<b>Road Surface:</b> Wet		<b>Weather Conditions:</b> Rain		<b>Accident Details</b>	
<b>OSGR:</b> 391018		<b>Junction Control:</b> GW		<b>Light Conditions:</b> Light		<b>No. of Vehicles:</b> 2		<b>Severity:</b> Serious	
<b>Speed Limit:</b> 30		<b>Pad Crossing:</b>		<b>Weather Conditions:</b> Rain		<b>No. of Casualties:</b> 1			

<b>Accident Reference Number:</b> Q2032812		<b>Day:</b> Wednesday		<b>Contributory Factors</b>		<b>Date:</b> 12/07/2017		<b>Time:</b> 15:30	
<b>Place Reported:</b> Else		<b>District:</b> Oldham		<b>Factor Cont Ref</b>		<b>Vehicle Details</b>		<b>Casualty Details</b>	
<b>Location:</b> Middleton Road at Junction with Milne Street		<b>Description:</b> Both Vets Trav Sa Middleton Rd V2 Stationary At Junction Waiting For Traffic To Clear V1 Collides Into Rear Of V2		<b>Type Move From To</b>		<b>Skid</b>		<b>Type Sex Age Sev Pupil</b>	
<b>Localational Details</b>		<b>Conditions</b>		<b>Severity:</b>		<b>No. of Vehicles:</b>		<b>No. of Casualties:</b>	
Road:	A689 U	Junction Details:	TJUN	Road Surface:	Dry	Severity:	Slight	No. of Vehicles:	2
OSGR:	390828	Junction Control:	GW	Light Conditions:	Light	No. of Casualties:	1		
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine				
<b>Accident Reference Number:</b> Q1035870		<b>Day:</b> Thursday		<b>Contributory Factors</b>		<b>Date:</b> 28/09/2017		<b>Time:</b> 16:50	
<b>Place Reported:</b> Else		<b>District:</b> Oldham		<b>Factor Cont Ref</b>		<b>Vehicle Details</b>		<b>Casualty Details</b>	
<b>Location:</b> Middleton Road at Junction with Lansdowne Road		<b>Description:</b> Both Vets Trav Nw Middleton Rd V2 (Peda) Cycle) Moves Off At Green Als Going Straight V1 Passes V2 Then Turns Left Into Lansdowne Rd Colliding With V2 V1 FTS		<b>Type Move From To</b>		<b>Skid</b>		<b>Type Sex Age Sev Pupil</b>	
<b>Localational Details</b>		<b>Conditions</b>		<b>Severity:</b>		<b>No. of Vehicles:</b>		<b>No. of Casualties:</b>	
Road:	A689/B5190	Junction Details:	TJUN	Road Surface:	Dry	Severity:	Slight	No. of Vehicles:	2
OSGR:	391211	Junction Control:	TS	Light Conditions:	Light	No. of Casualties:	1		
Speed Limit:	30	Ped Crossing:	Ref	Weather Conditions:	Fine				
<b>Accident Reference Number:</b> Q2039227		<b>Day:</b> Tuesday		<b>Contributory Factors</b>		<b>Date:</b> 17/10/2017		<b>Time:</b> 16:40	
<b>Place Reported:</b> Scene		<b>District:</b> Oldham		<b>Factor Cont Ref</b>		<b>Vehicle Details</b>		<b>Casualty Details</b>	
<b>Location:</b> Stockfield Road at Junction with Peal Street		<b>Description:</b> V1 Trav Sa Stockfield Rd C1 Crosses Stockfield Rd S-bound Behind Stationary Vehicle, Sees V1 Runs In Front Of V1 - They Collide		<b>Type Move From To</b>		<b>Skid</b>		<b>Type Sex Age Sev Pupil</b>	
<b>Localational Details</b>		<b>Conditions</b>		<b>Severity:</b>		<b>No. of Vehicles:</b>		<b>No. of Casualties:</b>	
Road:	C/C	Junction Details:	Xrds	Road Surface:	Dry	Severity:	Slight	No. of Vehicles:	1
OSGR:	390937	Junction Control:	GW	Light Conditions:	Light	No. of Casualties:	1		
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine				
<b>Accident Reference Number:</b> Q2037349		<b>Day:</b> Wednesday		<b>Contributory Factors</b>		<b>Date:</b> 22/11/2017		<b>Time:</b> 14:50	
<b>Place Reported:</b> Scene		<b>District:</b> Oldham		<b>Factor Cont Ref</b>		<b>Vehicle Details</b>		<b>Casualty Details</b>	
<b>Location:</b> Peal Street at Junction with Stockfield Road		<b>Description:</b> V1 Trav Sa Stockfield Rd V2 Trav Sw Peal St V1 Falls To Give Way At Jct And Collides With V2 Which Then Collides With Wall		<b>Type Move From To</b>		<b>Skid</b>		<b>Type Sex Age Sev Pupil</b>	
<b>Localational Details</b>		<b>Conditions</b>		<b>Severity:</b>		<b>No. of Vehicles:</b>		<b>No. of Casualties:</b>	
Road:	C/C	Junction Details:	Xrds	Road Surface:	Dry	Severity:	Slight	No. of Vehicles:	2
OSGR:	390934	Junction Control:	GW	Light Conditions:	Light	No. of Casualties:	1		
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine				

<b>Accident Reference Number:</b> Q2038187		<b>Day:</b> Monday		<b>Date:</b> 04/12/2017		<b>Time:</b> 08:40																												
<b>Place Reported:</b> Scane		<b>District:</b> Oldham		<b>Contributory Factors</b>		<b>Vehicle Details</b>																												
<b>Location:</b> Peal Street at junction with Stockfield Road		<b>Description:</b> Both Vans Trav Sw Peal St V2 Turns Left Into Stockfield Rd & Forcing V1 (Pedal Cycle) To Ride Onto The Kerb To Avoid Collision But Rider Fall To Ground		<table border="1"> <tr><th>Factor</th><th>Cont</th><th>Ref</th></tr> <tr><td>DTurn</td><td>Pos</td><td>V2</td></tr> <tr><td>DFluo</td><td>Vlike</td><td>V2</td></tr> </table>		Factor	Cont	Ref	DTurn	Pos	V2	DFluo	Vlike	V2	<table border="1"> <tr><th>Type</th><th>Move</th><th>From</th><th>To</th><th>Skld</th></tr> <tr><td>p/c</td><td>Ahea</td><td>NE</td><td>SW</td><td></td></tr> <tr><td>Car</td><td>TurnL</td><td>NE</td><td>SE</td><td></td></tr> </table>		Type	Move	From	To	Skld	p/c	Ahea	NE	SW		Car	TurnL	NE	SE				
Factor	Cont	Ref																																
DTurn	Pos	V2																																
DFluo	Vlike	V2																																
Type	Move	From	To	Skld																														
p/c	Ahea	NE	SW																															
Car	TurnL	NE	SE																															
<b>Road:</b> C/C		<b>Junction Details:</b> Xrds		<b>Road Surface:</b> Wet		<b>Severity:</b> Slight																												
<b>OSGR:</b> 390937 405059		<b>Junction Control:</b> GW		<b>Light Conditions:</b> Light		<b>No. of Vehicles:</b> 2																												
<b>Speed Limit:</b> 30		<b>Pad Crossing:</b> Ref		<b>Weather Conditions:</b> Rain		<b>No. of Casualties:</b> 1																												
<b>Accident Reference Number:</b> Q2041011		<b>Day:</b> Wednesday		<b>Date:</b> 21/02/2018		<b>Time:</b> 16:50																												
<b>Place Reported:</b> Scane		<b>District:</b> Oldham		<b>Contributory Factors</b>		<b>Vehicle Details</b>																												
<b>Location:</b> Cobden Street at junction with Waits Street		<b>Description:</b> V1 Trav Sw On Waits St Turns Right & Collides With V2 Trav Ne On Cobden St Waiting To Turn Left. V1 Fts.		<table border="1"> <tr><th>Factor</th><th>Cont</th><th>Ref</th></tr> <tr><td>DFast</td><td>Vlike</td><td>V1</td></tr> <tr><td>DTurn</td><td>Vlike</td><td>V1</td></tr> </table>		Factor	Cont	Ref	DFast	Vlike	V1	DTurn	Vlike	V1	<table border="1"> <tr><th>Type</th><th>Move</th><th>From</th><th>To</th><th>Skld</th></tr> <tr><td>Car</td><td>TurnR</td><td>NW</td><td>SW</td><td></td></tr> <tr><td>Car</td><td>wgTL</td><td>SW</td><td>NW</td><td></td></tr> </table>		Type	Move	From	To	Skld	Car	TurnR	NW	SW		Car	wgTL	SW	NW				
Factor	Cont	Ref																																
DFast	Vlike	V1																																
DTurn	Vlike	V1																																
Type	Move	From	To	Skld																														
Car	TurnR	NW	SW																															
Car	wgTL	SW	NW																															
<b>Road:</b> U/U		<b>Junction Details:</b> Xrds		<b>Road Surface:</b> Dry		<b>Severity:</b> Slight																												
<b>OSGR:</b> 390841 405236		<b>Junction Control:</b> GW		<b>Light Conditions:</b> Light		<b>No. of Vehicles:</b> 2																												
<b>Speed Limit:</b> 30		<b>Pad Crossing:</b>		<b>Weather Conditions:</b> Fine		<b>No. of Casualties:</b> 1																												
<b>Accident Reference Number:</b> Q2041389		<b>Day:</b> Saturday		<b>Date:</b> 10/03/2018		<b>Time:</b> 19:27																												
<b>Place Reported:</b> Scane		<b>District:</b> Oldham		<b>Contributory Factors</b>		<b>Vehicle Details</b>																												
<b>Location:</b> Middleton Road at junction with Peal Street		<b>Description:</b> V2 Trav Ne Peal St Turns Left Onto Middleton Rd & Collides With V1 Trav Sa Middleton Rd On Wrong Side of Rd Oaking Moving Van On Its Offside.		<table border="1"> <tr><th>Factor</th><th>Cont</th><th>Ref</th></tr> <tr><td>DTurn</td><td>Vlike</td><td>V1</td></tr> <tr><td>DCare</td><td>Vlike</td><td>V1</td></tr> <tr><td>Dludg</td><td>Vlike</td><td>V1</td></tr> </table>		Factor	Cont	Ref	DTurn	Vlike	V1	DCare	Vlike	V1	Dludg	Vlike	V1	<table border="1"> <tr><th>Type</th><th>Move</th><th>From</th><th>To</th><th>Skld</th></tr> <tr><td>Car</td><td>ORTg</td><td>NW</td><td>SE</td><td></td></tr> <tr><td>Car</td><td>TurnL</td><td>SW</td><td>NW</td><td></td></tr> </table>		Type	Move	From	To	Skld	Car	ORTg	NW	SE		Car	TurnL	SW	NW	
Factor	Cont	Ref																																
DTurn	Vlike	V1																																
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Type	Move	From	To	Skld																														
Car	ORTg	NW	SE																															
Car	TurnL	SW	NW																															
<b>Road:</b> A689/C		<b>Junction Details:</b> Xrds		<b>Road Surface:</b> Wet		<b>Severity:</b> Slight																												
<b>OSGR:</b> 391014 405283		<b>Junction Control:</b> GW		<b>Light Conditions:</b> Dark		<b>No. of Vehicles:</b> 2																												
<b>Speed Limit:</b> 30		<b>Pad Crossing:</b>		<b>Weather Conditions:</b> Fine		<b>No. of Casualties:</b> 1																												
<b>Accident Reference Number:</b> Q2041638		<b>Day:</b> Thursday		<b>Date:</b> 15/03/2018		<b>Time:</b> 02:25																												
<b>Place Reported:</b> Else		<b>District:</b> Oldham		<b>Contributory Factors</b>		<b>Vehicle Details</b>																												
<b>Location:</b> Peal Street 55metres South West of Stockfield Road		<b>Description:</b> C1 On N/s Piment On Peal St. C1 Ran Up Middle Of Road And Jumped Out Of Way Of Oncoming Vans, Both Trav Sw Peal St, Causing Himself Injury.		<table border="1"> <tr><th>Factor</th><th>Cont</th><th>Ref</th></tr> <tr><td>Car</td><td>Ahea</td><td>NE</td></tr> <tr><td>Car</td><td>Ahea</td><td>NE</td></tr> </table>		Factor	Cont	Ref	Car	Ahea	NE	Car	Ahea	NE	<table border="1"> <tr><th>Type</th><th>Move</th><th>From</th><th>To</th><th>Skld</th></tr> <tr><td>Car</td><td>Ahea</td><td>NE</td><td>SW</td><td></td></tr> <tr><td>Car</td><td>Ahea</td><td>NE</td><td>SW</td><td></td></tr> </table>		Type	Move	From	To	Skld	Car	Ahea	NE	SW		Car	Ahea	NE	SW				
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Type	Move	From	To	Skld																														
Car	Ahea	NE	SW																															
Car	Ahea	NE	SW																															
<b>Road:</b> C		<b>Junction Details:</b>		<b>Road Surface:</b> Dry		<b>Severity:</b> Slight																												
<b>OSGR:</b> 390910 404999		<b>Junction Control:</b> n/a		<b>Light Conditions:</b> Dark		<b>No. of Vehicles:</b> 2																												
<b>Speed Limit:</b> 30		<b>Pad Crossing:</b>		<b>Weather Conditions:</b> Fine		<b>No. of Casualties:</b> 1																												

**Accident Reference Number:** Q2047812 **Day:** Tuesday **Time:** 00:05  
**Place Reported:** Scene **District:** Oldham  
**Location:** Peel Street at junction with Stockfield Road **Factor Conf Ref** **Vehicle Details** **Casualty Details**  
**Description:** V2 Trav Sw Peel St. V1 Trav Sa Stockfield Rd Falls To Give Way At Jct & Collides With V2 Front Ns **Dlvldg** **VLike** **V1** **Type** **Move** **From** **To** **Skid** **Type** **Sex** **Age** **Sev** **Pupil**  
Car Start NW SE 1 Pas F 42 Slight  
Car Alnea NE SW

**Localational Details**  
**Conditions** **Accident Details**  
Road Surface: Dry Severity: Slight  
Light Conditions: Dark No. of Vehicles: 2  
Weather Conditions: Fine No. of Casualties: 1

**Accident Reference Number:** Q2049592 **Day:** Saturday **Time:** 13:30  
**Place Reported:** Else **District:** Oldham  
**Location:** Peel Street 5 metres SW Of Middleton Road **Factor Conf Ref** **Vehicle Details** **Casualty Details**  
**Description:** Both Vans Trav Ne Peel St. V2 (Taxi) Waits To Go Straight Ahead On Garforth St. V1 Trav Behind V2 Falls **Type** **Move** **From** **To** **Skid** **Type** **Sex** **Age** **Sev** **Pupil**  
To Stop & Collides With Rear Of V2. V1 FTS **Car** **Alnea** **SW** **NE** **1** **Div** **M** **38** **Slight**  
**Taxi** **Walig** **SW** **NE**

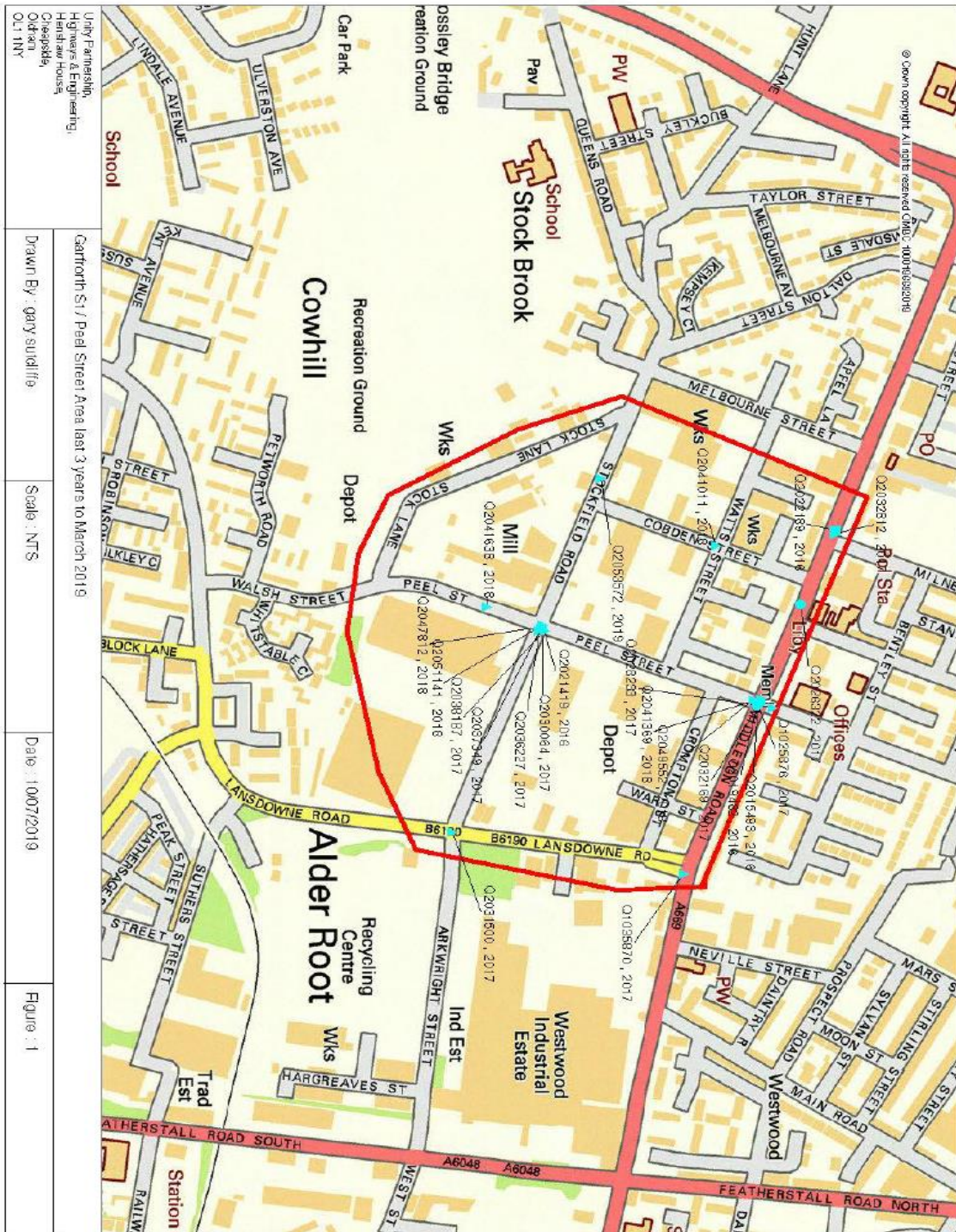
**Localational Details** **Conditions** **Accident Details**  
Road Surface: Dry Severity: Slight  
Light Conditions: Light No. of Vehicles: 2  
Weather Conditions: Fine No. of Casualties: 1

**Accident Reference Number:** Q2051141 **Day:** Thursday **Time:** 08:30  
**Place Reported:** Else **District:** Oldham  
**Location:** Peel Street at junction with Stockfield Road **Factor Conf Ref** **Vehicle Details** **Casualty Details**  
**Description:** V2 Trav Ne Peel St When V1 (Taxi) Trav Sa Stockfield Rd. Collision Occurs. V1 FTS **Dlvldg** **Poss** **V1** **Type** **Move** **From** **To** **Skid** **Type** **Sex** **Age** **Sev** **Pupil**  
**Dlvldg** **Poss** **V1** **Car** **Alnea** **SW** **NE** **1** **Div** **M** **51** **Slight**  
**Taxi** **Alnea** **W** **E**

**Localational Details** **Conditions** **Accident Details**  
Road Surface: Wet Severity: Slight  
Light Conditions: Light No. of Vehicles: 2  
Weather Conditions: Rain No. of Casualties: 1

**Accident Reference Number:** Q2053572 **Day:** Tuesday **Time:** 15:25  
**Place Reported:** Scene **District:** Oldham  
**Location:** Stockfield Road 25 metres NW Of Cobden Street **Factor Conf Ref** **Vehicle Details** **Casualty Details**  
**Description:** V1 Trav Sw Cobden St From Middleton Rd. Then Turns Right Onto Stockfield Rd Heading Nw & Colls C1 **Type** **Move** **From** **To** **Skid** **Type** **Sex** **Age** **Sev** **Pupil**  
(Child Pedestrian) Crosses Stockfield Rd Dir Unknown. V1 Fts **Car** **Alnea** **SE** **NW** **1** **Pad** **M** **13** **Slight**

**Localational Details** **Conditions** **Accident Details**  
Road Surface: Dry Severity: Slight  
Light Conditions: Light No. of Vehicles: 1  
Weather Conditions: Fine No. of Casualties: 1



Ulaby Farmship,  
Highways & Engineering,  
Heritage Houses,  
Chesepole,  
Oulton

Carrforth S1 / Peel Street Area last 3 years to March 2019

Drawn By : gary.sudcliffe

Scale : NTS

Date : 10/07/2019

Figure : 1



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**APPENDIX B**  
**COPY OF OBJECTIONS**

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

28<sup>th</sup> July 2020

**OLDHAM CHADDERTON AREA CONSOLIDATION ORDER (Order LJM/TO20/22)**

Dear Sir/Madam

I am writing on behalf of the [REDACTED] [REDACTED] Middleton Road, Chadderton (OL9 9LX) in response to the Consultation Period for the Oldham Chadderton Area Consolidation Order (Order LJM/TO20/22).

In general, [REDACTED] are supportive of any proposals that will improve the safe operation of the Middleton Road/Peel Street/Garforth Street junction given that there have been 4 instances in the last 18 months where a vehicle has struck the boundary wall of site. However, [REDACTED] do have concerns regarding the impact of the proposed TRO's on Peel Street will have on the operation of the site.

The proposed TRO in the vicinity of [REDACTED] will replace the existing No Loading Restrictions between 0730-0930 and 16.30-1830 on Peel Street with No Waiting or Loading Anytime restrictions. Although the [REDACTED] try to plan deliveries outside of the peak periods, the introduction of these restrictions will materially impact on the [REDACTED] operation.

There is currently a requirement for vehicles to park on this section of Peel Street [REDACTED] [REDACTED], this servicing cannot be undertaken elsewhere on the surrounding highway network due to the nature of deliveries/collections.

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Based on this, it is requested that to enable servicing to be undertaken on Peel Street that the existing TRO located on the western side of the Peel Street carriageway (along the eastern edge of the site boundary) be retained as existing or actually removed. The section of carriageway in question covers a distance of approximately 30 metres.

It is felt that the introduction of the Prohibition of Driving Order on Peel Street for vehicles travelling in south-westerly direction will substantially reduce vehicle movements on this section of Peel Street. Therefore, if vehicles associated with the [REDACTED] were to be parked on this section of Peel Street it would not prevent vehicles from travelling to the Middleton Road junction.

It should be noted that this section of Peel Street is also used as the point where [REDACTED] [REDACTED]. However, given these are vehicles associated [REDACTED] these are covered within the standard exemption contained within the TRO.

I trust this provides sufficient information and I look forward to hearing from you very soon. If in the meantime you require any further information, then please contact me directly.

Yours faithfully,

---

07 July 2020

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

Dear Sirs,

**RE: THE OLDHAM CHADDERTON AREA CONSOLIDATION ORDER PROHIBITION OF WAITING & LOADING AMENDMENT ORDER 2020 & PEEL STREET PROHIBITION OF DRIVING.**

I write with reference to the above named traffic proposal. Whilst I have no objections to the prohibition of waiting and loading proposals, I feel that the closure of Peel Street at the junction with Middleton Road will have a very detrimental effect on our business so I must object to this part of the proposal. We strongly rely on this route to enable passing customers to find our business from our directional sign at this junction. The whole of the industrial area here in Chadderton relies on Peel Street as the main artery route so closing it will effect many businesses.

I understand from Alister Storey that the proposal has come about due to the high number of injury collisions at the junction, one of the highest in the Borough over the last 5 years. I would imagine that most of these accidents are caused by drivers trying to shoot across the junction from Garforth Street to Peel Street or visa versa. I suggest a better option would be to close the junction on the residential Garforth Street side where traffic can be routed down Bentley Street onto Victoria Street to enter Middleton Road safely. Alternatively, I would be open to the installation of traffic lights as an option.

Our business is effectively hidden from passing traffic and therefore relies heavily on customers finding us easily from Middleton Road down Peel Street. As a business that didn't qualify for a single penny of support during our 9 weeks of closure due to the COVID-19 lockdown, losing in excess of [REDACTED] in sales, we need passing customers now more than ever for our survival.

Your serious consideration to my objection would be much appreciated.

Yours sincerely