

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

Date Thursday 19 January 2023

Time 5.30 pm

Venue Room 4E, Level 4 - Civic Centre, Oldham

- 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, 16 January 2023.
  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.

Please also note the Public attendance Protocol on the Council's Website

[https://www.oldham.gov.uk/homepage/1449/attending\\_council\\_meetings](https://www.oldham.gov.uk/homepage/1449/attending_council_meetings)

MEMBERSHIP OF THE TRAFFIC REGULATION ORDER PANEL IS AS FOLLOWS:

Councillors C. Gloster (Vice-Chair), Salamat, Woodvine, S Bashforth (Chair) and Ahmad

- 1 Apologies For Absence
- 2 Urgent Business  
  
Urgent business, if any, introduced by the Chair
- 3 Declarations of Interest  
  
To Receive Declarations of Interest in any Contract or matter to be discussed at the meeting.
- 4 Public Question Time  
  
To receive Questions from the Public, in accordance with the Council's Constitution.
- 5 Minutes of Previous Meeting (Pages 1 - 2)  
  
The Minutes of the meeting held on 29<sup>th</sup> September 2022 are attached for approval.
- 6 Representations to Proposed Disabled Persons Parking Places Order – Various Locations (Pages 3 - 70)  
  
The purpose of this report is to consider all representations received to the introduction of disabled persons parking places at various locations in the Borough
- 7 Objections to Proposed Prohibition of Waiting and No Stopping on Entrance Markings – Clyde Street and Broadbent Road, Oldham (Pages 71 - 84)  
  
The purpose of this report is to consider all representations received to the introduction of Prohibition of Waiting and No Stopping on Entrance Markings – Clyde Street and Broadbent Road, Oldham
- 8 Objections to Proposed Prohibition of Waiting – Drake Close, Crompton Street and Henshaw Street, Oldham (Pages 85 - 96)  
  
The purpose of this report is to consider all representations received to the introduction of prohibition of waiting restrictions at Drake Close, Crompton Street and Henshaw Street, Oldham
- 9 Objections to Proposed Prohibition of Waiting – Church Road and Wellmeadow Lane, Uppermill (Pages 97 - 108)  
  
The purpose of this report is to consider all representations received to the introduction of prohibition of waiting restrictions at Church Road and Wellmeadow Lane, Uppermill.
- 10 Definitive Map and Statement Modification Order S53 – Wildlife and Countryside Act 1981. Claim to register a Public Footpath between Dobcross

New Road and Mow Halls Lane, Dobcross (Pages 109 - 130)

To determine an Application submitted under Schedule 14 of the Wildlife and Countryside Act 1981 (the 1981 Act), requesting that a Modification Order be made in respect of a route running between Dobcross New Road and Mow Halls Lane, Dobcross (the application route), which is shown on the attached location plan 764/A4/235/1.

- 11 Definitive Map and Statement Modification Order S257 Town and Country Planning Act 1990 – Diversion of Definitive Footpaths 83, 84 & 88 Crompton, at Land off Cocker Mill Lane, Shaw, and S53A – Wildlife and Countryside Act 1981 (Pages 131 - 144)

To seek approval to the making of a Public Path Diversion and Definitive Map and Statement Modification Order for Footpaths 83, 84 & 88 Crompton as detailed in the report.

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**TRAFFIC REGULATION ORDER PANEL**  
**29/09/2022 at 5.30 pm**

**Present:** Councillor S Bashforth (Chair)  
Councillors C. Gloster (Vice-Chair), Salamat and Ahmad

Also in Attendance:

Alan Evans	Group Solicitor
Kaidy McCann	Constitutional Services
Laila Chowdhury	Constitutional Services
Liam Kennedy	Highways & Engineering

1        **APOLOGIES FOR ABSENCE**

There were no apologies for absence received.

2        **URGENT BUSINESS**

There were no items of urgent business received.

3        **DECLARATIONS OF INTEREST**

There were no declarations of interest received.

4        **PUBLIC QUESTION TIME**

There were no public questions received.

5        **MINUTES OF PREVIOUS MEETING**

**RESOLVED** that the minutes of the meeting held on 28<sup>th</sup> July 2022 be approved as a correct record.

6        **S257 TOWN AND COUNTRY PLANNING ACT 1990 –  
DIVERSION OF DEFINITIVE FOOTPATHS 8 & 176  
OLDHAM, AT SNIPE CLOUGH, OLDHAM, AND S53A –  
WILDLIFE AND COUNTRYSIDE ACT 1981**

The Panel gave consideration to a report which sought approval to the making of a Public Path Diversion and Definitive Map and Statement Modification Order for Footpaths 8 and 176 Oldham.

The Council had received an application from Sanderson Associates (Consulting Engineers Limited acting as agent to OMBC (c/o Andrew Hall) to facilitate the proposed development of the Northern Roots site Bike Hub off Cherry Avenue, Oldham (land at Snipe Clough). Planning Ref: FUL/348472/22 (granted 25th August 2022). The existing alignment of the footpaths would be directly affected by the development. On its current alignment FP176 Oldham would be severed by the bike track and FP8 Oldham would cross the parking area, which had safety implications for users of the footpath. Therefore, diversions would be required in order to implement the granted planning application.

The proposal was required to enable continued usage of the Public Right of Way network whilst simultaneously facilitating the construction and development of the site which provided a community-based facility for the residents of the Borough.



Options considered:

Option 1 – To approve the recommendation.

Option 2 – Not to approve the recommendation.

**RESOLVED** that, as per the recommendation,

1. A Public Path Diversion and Definitive Map and Statement Modification Order be made in respect of Footpaths 8 and 176 Oldham under section 257 of the Town and Country Planning Act 1990 and section 53A of the Wildlife and Countryside Act 1981.
2. Officers be authorised to carry out the necessary procedures with a view to confirming the Order in the event that no objections are made to the Order.

The meeting started at 5.30 pm and ended at 5.33 pm



## **TRO Panel**

**Decision Maker:** Director of Environment, Nasir Dad

**Date of Decision:** 19 January 2023

**Subject:** Representations to Proposed Disabled Persons Parking Places Order – Various Locations

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

**Ward (s):** Medlock Vale / St Mary's / Saddleworth South

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**Reason for the decision:**

A report recommending the introduction of 41 disabled persons parking places at various locations in the Borough was approved under delegated powers on 3 August 2022. The proposal was subsequently advertised and several representations were received.

A copy of the approved report is attached at Appendix A and a copy of the representations are attached at Appendix B.

Representations were received in relation to the 7 proposed parking places below.

- 64 Grafton Street, Failsworth
- 4 Andrew Street, Failsworth
- 22 Consort Avenue, Royton
- 6 Kelso Close, Oldham
- 2 Zealand Street, Oldham
- 12 Grove Road, Uppermill
- 5 Staley Street, Oldham

The Council were informed that the applicant at Grafton Street and Andrew Street had moved home. Therefore, this proposed parking places will be removed from the scheme.

The applicant at Consort Avenue contacted the Council to request an alternative location for the bay. Therefore, this proposed parking place will be transferred to next year's scheme.

One letter of objection was received to the proposed parking place at Kelso Close. In summary the objector states that the position of the bay will impact on their parking arrangements forcing them to park further away from their home. The objector is 71 years old with a medical condition but not classed as disabled.

The Panel should consider whether or not to introduce this parking place based on the objector's comments. It should be noted that the location of the disabled bay is the closest parking place to both properties and would force the non-disabled person to park further away.

One letter of objection was received to the proposed parking place at Zealand Street but later withdrawn. Therefore, the proposed bay will be introduced as advertised.

One letter of objection was received to the proposed parking space at Grove Road. In summary the objector states that the proposed disabled bay would result in a significant reduction in the available space directly outside their property. The objector has two young children, including one autistic child. Parking further from our house would result in the children being put at significant risk from crossing the road.

The Panel should consider whether or not to introduce this parking place based on the objector's comments. It should be noted that the proposed disabled bay is located directly outside the applicant's house and only encroaches onto the frontage of each neighbours property by a small amount.as shown on the plan.

Three letters of objection were received to the proposed parking space at Staley Street. In summary, the objectors state that:

- there is a limited amount of space on the street for residents to park and the proposed disabled bay will reduce this further
- the bay is not required as the applicant can walk and goes to work on a bus.
- the applicant wants to reserve the right to park outside their own home where a CCTV camera is fitted

The Panel should consider whether or not to introduce this parking place based on the objector's comments. It should be noted that the applicant's blue badge was issued under severe sight impairment (blind) and not a mobility condition.

It is recommended that the proposed disabled persons parking places are introduced in accordance with the schedule in the original report except for the bays at Grafton Street, Andrew Street and Consort Avenue. The Panel should consider whether or not to introduce the parking places at Kelso Close, Grove Road and Staley Street. The parking place at Zealand Street should be introduced as advertised.

**Summary:**

The purpose of this report is to consider all representations received to the introduction of disabled persons parking places at various locations in the Borough.

**What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):**

Option 1: Do not introduce the disabled persons parking places at Kelso Close, Grove Road and Staley Street.  
Option 2: Introduce the disabled persons parking places at Kelso Close, Grove Road and Staley Street.

**Consultation: including any conflict of interest declared by relevant Cabinet Member consulted**

The Ward Members have been consulted and Councillor Ibrahim stated that:

After speaking to the resident and understanding the reason behind the application

- 1) The application has been made as Mrs Shazad is partially blind and struggles with the sight
- 2) The street gets overwhelmed some days with parked vehicles from neighbouring business (Bathroom showroom) and Mrs Shazad had difficulty with new walking routes if parked further away from her home address without assistance
- 3) There are supporting documents provided that I would like the panel to consider in this matter as I feel this Parking bay would benefit the resident

I hope that these recommendations can be considered before the panel

**Recommendation(s):**

It is recommended that the Panel make a decision on whether or not to introduce the disabled persons parking places at Kelso Close, Grove Road and Staley Street.

**Implications:**

What are the **financial** implications?

These were dealt with in the previous report (refer to Appendix A)

What are the **legal** implications?

These were dealt with in the previous report (refer to Appendix A)

What are the **procurement** implications?

As the value falls under **£10,000-00**, no procurement process is required. Service Area to obtain at least 1 written Quotation specifying that the Council's terms and conditions will apply following the instructions in **Rule 5.1** (Oldham Council Contractual Procurement Rules). and file ready for audit inspection. Local Supply Chain including SMEs to be considered where practical. Specific exemption from Public Contract Regulations where public contracts between entities within the public sector that exercise control which is similar to that it exercises over its own departments. **(PCR 2015 Part 2, Ch1, sub section 3 rule 12)**, (Philip Harper Oliver)

What are the **Human Resources** implications?

None

**Equality and Diversity Impact Assessment** attached or not required because (please give reason)

Not required because the measures proposed are aimed at improving access for disabled residents.

What are the **property** implications

None, the work is being undertaken on the public highway which is under the control of the Highway Authority. (Rosalyn Smith)

**Risks:**

None

**Co-operative agenda**

These were dealt with in the previous report (refer to Appendix A)

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Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?

Yes

Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?

Yes

Are any of the recommendations within this report contrary to the Policy Framework of the Council?

No

**There are no background papers for this report**

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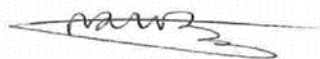
<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 20 December 2022	

Please list and attach any appendices:-

<b>Appendix number or letter</b>	<b>Description</b>
A	Approved Mod Gov Report
B	Copy of Representations

In consultation with Director of Environment

Signed :



Date: 20.12.2022





## APPENDIX A

### APPROVED MOD GOV REPORT

## Delegated Decision

<b>Decision Maker:</b>	<b>Emma Barton, Executive Director for Place &amp; Economic Growth</b>
<b>Portfolio area:</b>	<b>Cllr J Stretton – Portfolio Holder for Neighbourhoods</b>
<b>Date of Decision:</b>	<b>3 August 2022</b>
<b>Subject:</b>	<b>Proposed Disabled Persons Parking Places Order – Various Locations</b>
<b>Report Author:</b>	<b>Andy Cowell, Traffic Team Ext. 4577</b>
<b>Contact Officer:</b>	<b>Gordon Anderson, Head of Highways and Engineering</b>
<b>Ward(s) Affected:</b>	<b>Coldhurst / Medlock Vale/ Alexandra/ St Mary's/ Waterhead/ St James'/ Werneth/ Failsworth East and West/ Chadderton Central/ Royton North and South/ Crompton/ Saddleworth South/ Shaw/ Saddleworth West and Lees</b>

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### **Purpose of Report**

The purpose of the report is to seek approval to implement disabled persons parking places at various locations around the Borough.

### **Recommendation**

It is recommended that the proposed disabled bays detailed in the Schedule at the end of the report be introduced.

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## **Proposed Disabled Persons Parking Places Order – Various Locations**

### **1 Background**

- 1.1 The Traffic Section receive many requests for on-street disabled parking places from disabled residents who have difficulty parking close to their property due to the presence of parked vehicles. It was considered that due to the high number of requests received that suitable criteria be adopted for consideration of applications and funding secured to implement successful applications. The criteria has recently been updated and further funding secured to introduce a limited number of bays in 2022/23.
- 1.2 Applications have now been processed, locations inspected and a list of successful applicants determined. Applicants that do not qualify under the Council's criteria have been notified in writing.

### **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 to approve is Option 1.

### **4 Justification**

- 4.1 Many disabled residents have difficulty parking close to their properties due to the presence of parked vehicles. This can cause considerable stress and cause further physical suffering. It is considered that the only effective way to help disabled residents is to provide on-street disabled persons parking places near to their property. This will enable these residents easier access to their properties and improve their mobility and quality of life.
- 4.2 In order to ensure that new on-street disabled parking spaces work effectively, a Traffic Regulation Order is implemented, so the facility can be enforced by the Council's Civil Enforcement Officers under decriminalised powers.

### **5 Consultations**

- 5.1 G.M.P. View - The Chief Constable has been consulted and has no comment on 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 Coldhurst / Medlock Vale/ Alexandra/ St Mary's/ Waterhead/ St James'/ Werneth/ Failsworth East and West/ Chadderton Central/ Royton North and South/ Crompton/ Saddleworth South/ Shaw/ Saddleworth West and Lees Ward Councillors**

6.1 The Ward Councillors have been consulted and Councillor H Sykes has no comment.

7 **Financial Implications**

7.1 The costs to implement disabled persons parking places at various locations across the Borough are as follows:

	£
Advertising Costs	5,000.00
Signs/Poles	15,000.00
Lining	10,000.00
<b>TOTAL</b>	<b>30,000.00</b>
Annual Maintenance Costs (calculated May 2022) to be funded from the Highways revenue budget	3,400.00

7.2 The advertising, signs/poles and lining expenditure of £30,000 will be funded from the Highways Operations – Unity revenue budget.

7.3 The annual maintenance costs estimated at £3,400 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.

(John Edisbury)

8 **Legal Services Comments**

8.1 Section 32(1)(b) of the Road Traffic Regulation Act 1984 gives local authorities the power by order to authorise the use as a parking place of any part of a road within their area. It must appear to the Council that the parking places are necessary for the purpose of relieving or preventing congestion of traffic. Under section 35 of the Act, the Council may impose restrictions on the use of the parking places and in particular, the vehicles which may be permitted to use them.

- 8.2 In addition to the above, under section 122 of the Act, 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 the provision of Disabled Persons Parking Places, there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework. (A Cowell)

## **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.

- 15.5 Built Environment - Minor alteration to visual appearance of area.

15.6 Natural Environment – Nil.

15.7 Health and Safety – Nil.

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

16.1 The provision of disabled parking places will ease concerns for disabled residents but the facilities may effect community cohesion due to the reduction in on-street parking that will result. (A Cowell)

**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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Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?	Yes
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Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?	Yes
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Are any of the recommendations within this report contrary to the Policy Framework of the Council?	No
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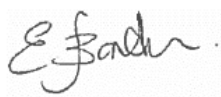
**There are no background papers for this report**

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<b>Report Author Sign-off:</b>	<b>Andy Cowell</b>
	<b>Gordon Anderson</b>
<b>Date:</b>	25 July 2022

Approved by:

Signature:



Date: 03.08.2022

Emma Barton, Executive Director for Place and Economic Growth

In consultation with

Signature:



Date: 03.08.2022

Cllr Jean Stretton, Portfolio Holder for Neighbourhoods

## Proposal

It is proposed to introduce disabled persons' parking places, in accordance with the schedule below:

### SCHEDULE 1

#### Delete - Disabled Person's Parking Place

#### Part II Schedule 4

Oldham Borough Council (Crompton Area) Consolidation Order 2003

As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Column 1	Column 2	Column 3	Column 4	Column 5	Column 5
Item No	Length of Road	Class of Vehicle	Days and hours of operation	Maximum period of waiting	No return within
(CR146)	<u>Lyon Street, Shaw</u> (West side)  From a point 20 metres north of its junction with Crown Street for a distance of 6.6 metres in a northerly direction	Disabled persons vehicle	24 hours daily	No limit	Not applicable

Oldham Borough Council (Oldham Area) Consolidation Order 2003

As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Column 1 Item No	Column 2 Length of Road	Column 3 Class of Vehicle	Column 4 Days and hours of operation	Column 5 Maximum period of waiting	Column 5 No return within
(O.982)	<u>Cleeve Road, Oldham</u> (North-west side)  From a point 24 metres south west of its junction with Melling Road for a distance of 6.6 metres in a south westerly direction (outside 12)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(O.982)	<u>Cranbrook Street, Oldham</u> (North-west side)  From a point 16 metres north east of its junction with Salisbury Road for a distance of 6.6 metres in a north easterly direction (outside 86)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(O.982)	<u>Herbert Street, Oldham</u> (North-east side)  From a point 79 metres north west of a point opposite the northerly kerb-line of Adlington Street for a distance of 6.6 metres in a north westerly direction (outside 67)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(O.922)	<u>Keswick Avenue, Oldham</u> (North side)  From a point 49.3 metres south east of its junction with Thatcher Street for a distance of 6.6 metres in a south easterly direction within the layby opposite 49 Keswick Avenue	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(O.922)	<u>Sunfield Road, Oldham</u> (East side)  From a point 22.5 metres south of its junction with the un-named passageway the gable of 100 Sunfield Road for a distance of 6.6 metres in a southerly direction (outside 90 Sunfield Road)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

Oldham Borough Council (Saddleworth Area) Consolidation Order 2003

As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Column 1 Item No	Column 2 Length of Road	Column 3 Class of Vehicle	Column 4 Days and hours of operation	Column 5 Maximum period of waiting	Column 5 No return within
(S166)	<u>Bridge Street, Springhead</u> (North West side)  From a point 52.6 metres north east of its junction with Station Street for a distance of 6.6 metres in a north easterly direction (outside 13 Bridge Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(S187)	<u>Stoneleigh Road, Springhead</u> (East side)  From a point 92.3 metres south east of its junction with Cooper Street for a distance of 6.6 metres in a south easterly direction (outside 27 Stoneleigh Road)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

Oldham Borough Council (Royton Area) Consolidation Order 2003

As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Column 1 Item No	Column 2 Length of Road	Column 3 Class of Vehicle	Column 4 Days and hours of operation	Column 5 Maximum period of waiting	Column 5 No return within
(R129)	<u>High Barn Street, Royton</u> (South side)  From a point 41.6 metres west of its junction with the unnamed passageway (at the side of 188 High Barn Street) for a distance of 6.6 metres in a south westerly direction (outside 170 High Barn Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable



**SCHEDULE 2**  
**Oldham Area - Disabled Bays**  
**Insert into Part II Schedule 4**

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Acre Lane, Oldham</u> (North-east side)  From a point 67 metres north-west of its junction with Yates Street for a distance of 6.6 metres in a north-westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Belmont Street, Oldham</u> (North side)  From a point 55 metres east of its junction with Rochdale Road for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Birch Hall Close, Oldham</u> (North-west side)  From a point 86 metres north-east of its junction with Wildmoor Avenue for a distance of 6.6 metres in a north-easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Boundary Park Road, Oldham</u> (East side)  From a point 11 metres south of its junction with Furtherwood Road for a distance of 6.6 metres in a southerly direction (outside 140)	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Brompton Street, Oldham</u> (North-east side)  From a point 11 metres north-west of its junction with Retford Street for a distance of 6.6 metres in a north-westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Cranbrook Street, Oldham</u> (South-east side)  From a point 12 metres south-west of its	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	junction with Kingsley Road for a distance of 6.6 metres in a south-westerly direction				
	<u>Elgin Road, Oldham</u> (South side)  From a point 43 metres west of its junction with Brewerton Road for a distance of 6.6 metres in a westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Esther Street, Oldham</u> (South-west side)  From a point 107 metres south-east of its junction with Mayall Street East for a distance of 6.6 metres in a south-easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Gainsborough Avenue, Oldham</u> (North side)  From a point 10 metres east of its junction with Manley Road for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Greengate Street, Oldham</u> (South-east side)  From a point 48 metres south-west of its junction with Sickle Street for a distance of 6.6 metres in a south-westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Hardy Street, Oldham</u> (South-east side)  From a point 10 metres south-west of its junction with Kersley Street for a distance of 6.6 metres in a south-westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Hollinhall Street, Oldham</u> (South-west side)  From a point 39 metres north-west of its junction with Cedric Street for a distance of 6.6 metres in a north-westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	<u>Kelso Close, Oldham</u> (East side)  From the verge at the north end of Kelso Close for a distance of 6.6 metres in a southerly direction outside number 5 and 6 Kelso Close	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Lincoln Street, Oldham</u> (South-west side)  From a point 23 metres north-west of its junction with Hereford Street for a distance of 6.6 metres in a north-westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Newport Street, Oldham</u> (South-west side)  From a point 35 metres south-east of its junction with Napier Street West for a distance of 6.6 metres in a south-easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Ripponden Road, Oldham</u> (North-west side)  From a point 60 metres south-west of its junction with Kilburn Street for a distance of 6.6 metres in a south-westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Ross Street, Oldham</u> (South-west side)  From a point 32 metres south-east of its junction with Malton Street for a distance of 6.6 metres in a south-easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Staley Street, Oldham</u> (East side)  From a point 11 metres north of its junction with Littlebank Street for a distance of 6.6 metres in a northerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Sunfield Road, Oldham</u> (West side)  In the parking area at its most southerly point at the side of 67/69 Sunfield Road	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	<u>Terrace Street, Oldham</u> (South-east side)  From a point 8 metres north-east of its junction with Lees Road for a distance of 6.6 metres in a north-easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Villa Road, Oldham</u> (South-east side)  From a point 35 metres north-east of its junction with Estate Street for a distance of 6.6 metres in a north-easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Vulcan Street, Oldham</u> (East side)  From a point 123 metres north-west of its junction with Keats Street for a distance of 6.6 metres in a northerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Worsley Street, Oldham</u> (South-west side)  From a point 10 metres south-east of its junction with Tate Street for a distance of 6.6 metres in a south-easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Zealand Street, Oldham</u> (South side)  From a point 59 metres west of its junction with Littlemoor lane for a distance of 6.6 metres in a westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

### SCHEDULE 3

#### Chadderton Area – Disabled Bays

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Denton Lane, Chadderton</u> (South-east side)  From a point 48 metres south-west of its junction with Fourth Avenue for a distance of 6.6 metres in a south-westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

**SCHEDULE 4**  
**Royton Area - Disabled Bays**

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Consort Avenue, Royton</u> (North-east side)  From the cul de sac end of Consort Avenue for a distance of 5 metres in a north-westerly direction outside number 11 and 13 Consort Avenue	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Kershaw Street, Royton</u> (South side)  From a point 20 metres east of its junction with Rochdale Lane for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Perth Street, Royton</u> (West side)  From a point 35 metres north of its junction with Heyside for a distance of 6.6 metres in a southerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Shaw Road, Royton</u> (South-east side)  From a point 90 metres south-west of a point opposite the south westerly kerb-line of Kingsgate Way for a distance of 6.6 metres in a south-westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Shaw Road, Royton</u> (North-west side)  From a point 83 metres north-east of its junction with Spring Vale Way for a distance of 6.6 metres in a north-easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	<u>Turf Lane, Royton</u> (South-east side)  From a point 62 metres north-east of its junction with Oldham Road for a distance of 6.6 metres in a north-easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
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## SCHEDULE 5

### Crompton Area - Disabled Bays

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Elizabeth Grove, Shaw</u> (West side)  In the parking area at its most northerly point opposite 10 Elizabeth Grove	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Grains Road, Shaw</u> (South-east side)  From a point 4 metres south-west of its junction with Penmore Close for a distance of 6.6 metres in a south-westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

## SCHEDULE 6

### Saddleworth Area - Disabled Bays

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Carr Lane, Greenfield</u> (East side)  From a point 29 metres south of its junction with Beech Avenue for a distance of 6.6 metres in a southerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	<u>Grove Road, Uppermill</u> (West side)  From a point 62 metres south of its junction with Shaws Lane for a distance of 6.6 metres in a southerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Mossley Road, Grasscroft</u> (North side)  From a point 54 metres west of its junction with Oldham Road for a distance of 6.6 metres in a westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Rhodes Avenue, Uppermill</u> (South side)  From the cul de sac end of Rhodes Avenue for a distance of 5 metres in a westerly direction at the side of 32 Primrose Avenue	Disabled Persons Vehicle	Mon – Fri 7.30am - 6pm	No Limit	Not Applicable

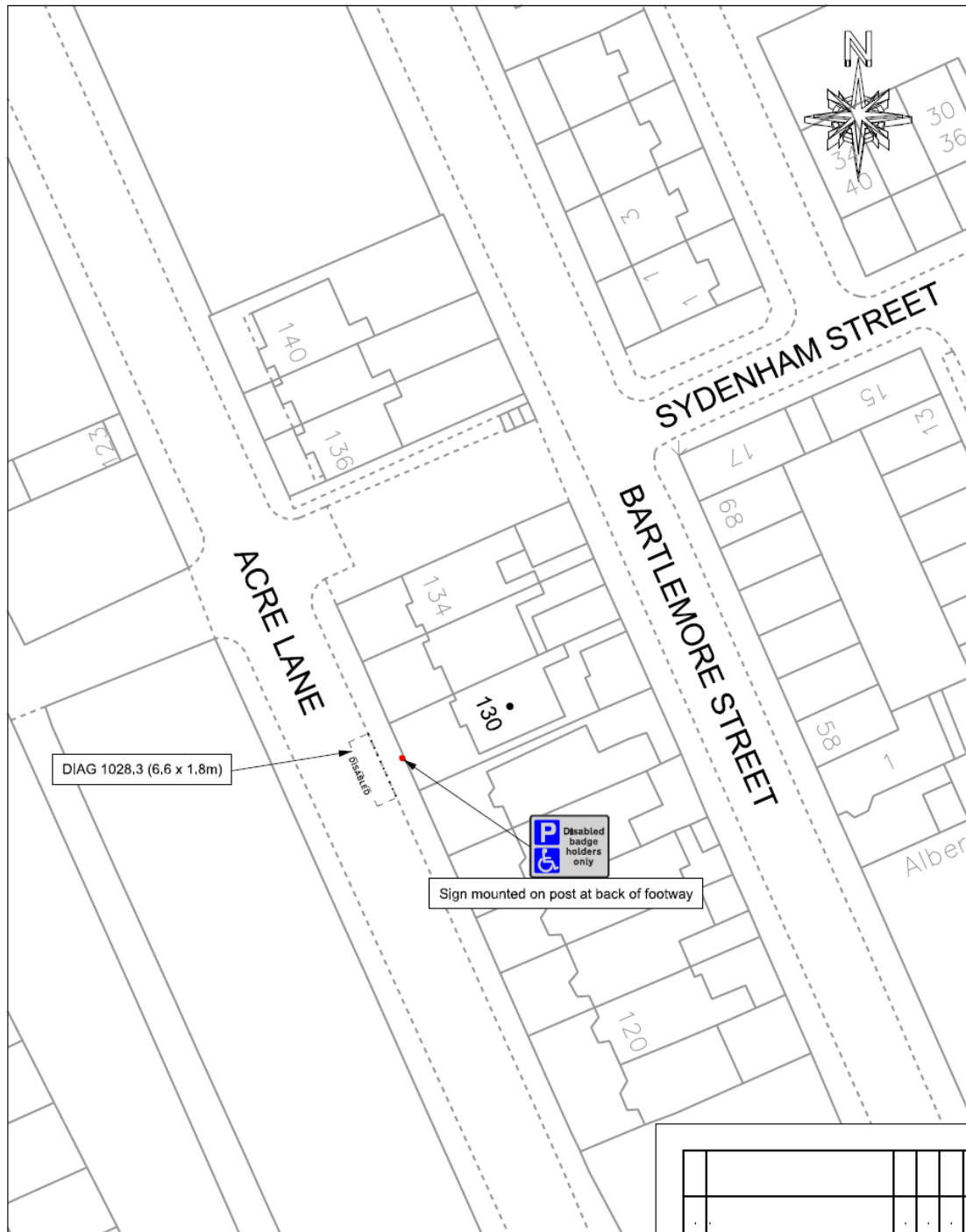
## SCHEDULE 7


### Failsworth Area - Disabled Bays

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Andrew Street, Failsworth</u> (South-east side)  From a point 12 metres north-east of its junction with Hardman Lane for a distance of 6.6 metres in a north-easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Frank Street, Failsworth</u> (South-west side)  From a point 12 metres north-west of its junction with Bethel Avenue for a distance of 6.6 metres in a north-westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

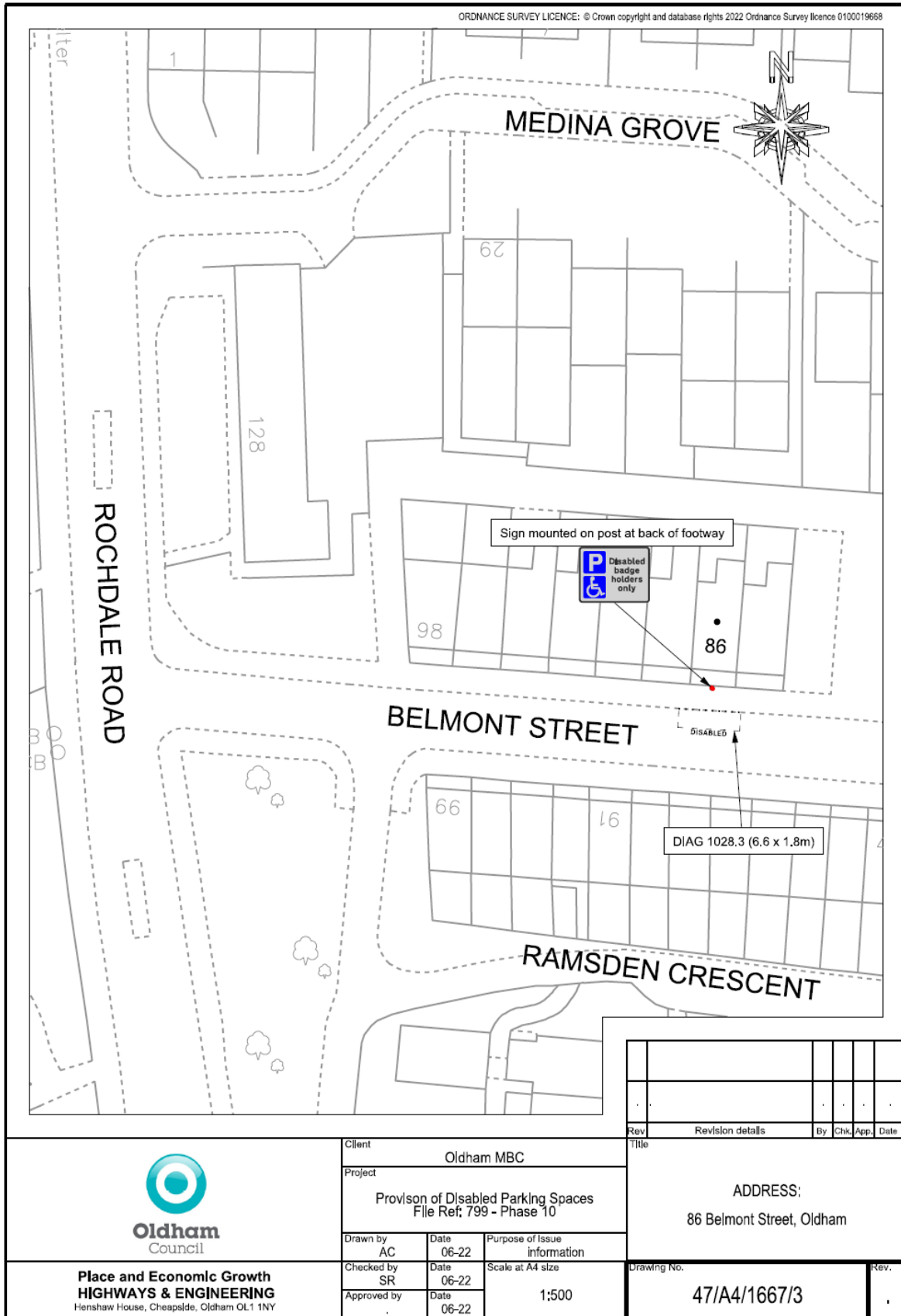
	<u>Grafton Street,</u> <u>Failsworth</u> (South side)  From a point 18 metres west of its junction with Cheetham Street for a distance of 6.6 metres in a westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Samuel Street,</u> <u>Failsworth</u> (East side)  From a point 25 metres north of its junction with Old Road for a distance of 6.6 metres in a northerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

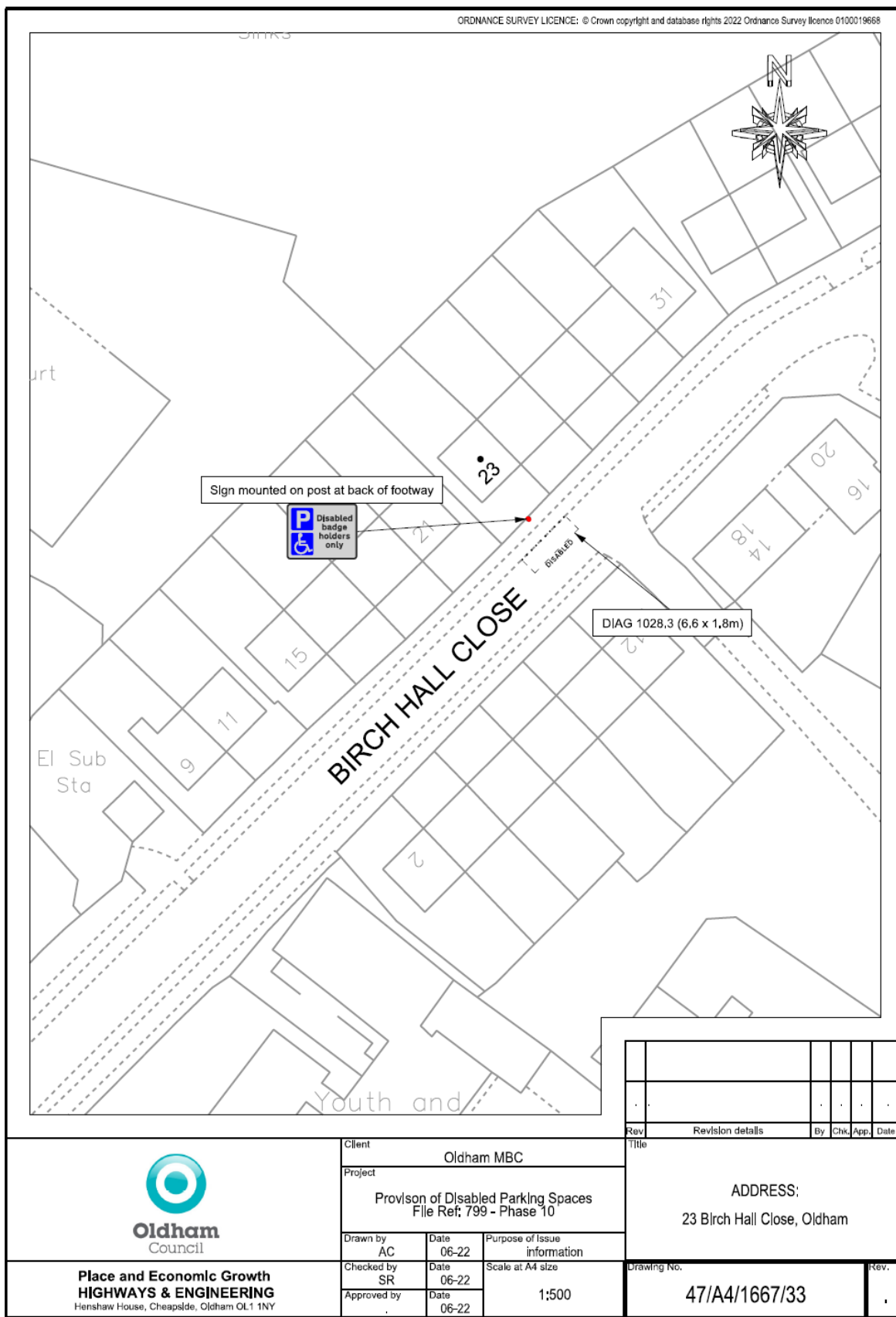





 <p><b>Oldham Council</b></p> <p><b>Place and Economic Growth</b> <b>HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Cheapside, Oldham OL1 1NY</p>	Client Oldham MBC		Title ADDRESS: 130 Acre Lane, Oldham	
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 10		Revision details By:    Chk:    App:    Date:	
	Drawn by AC	Date 06-22	Purpose of Issue Information	Drawing No. 47/A4/1667/14
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Approved by 		Date 06-22	Rev. 	

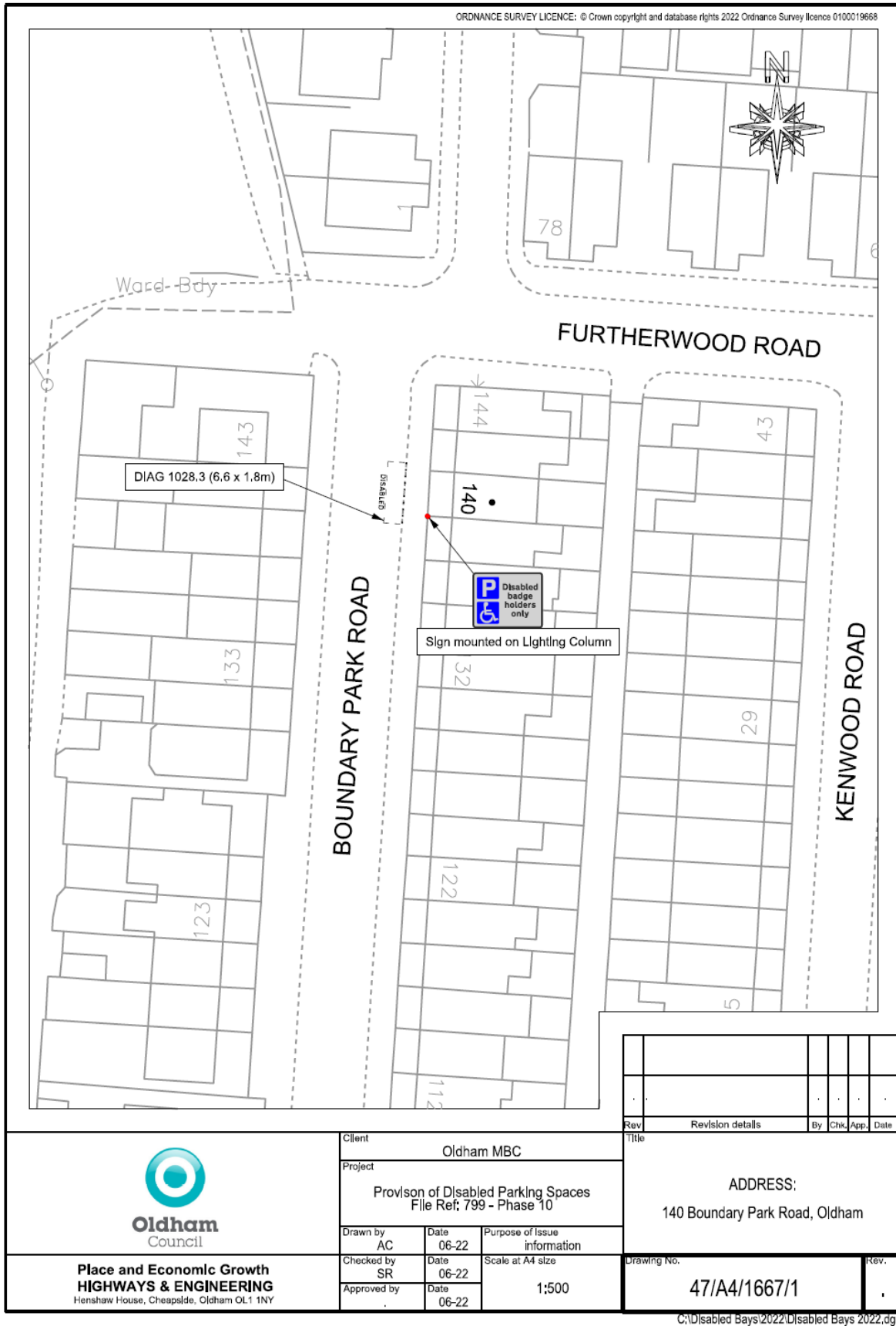
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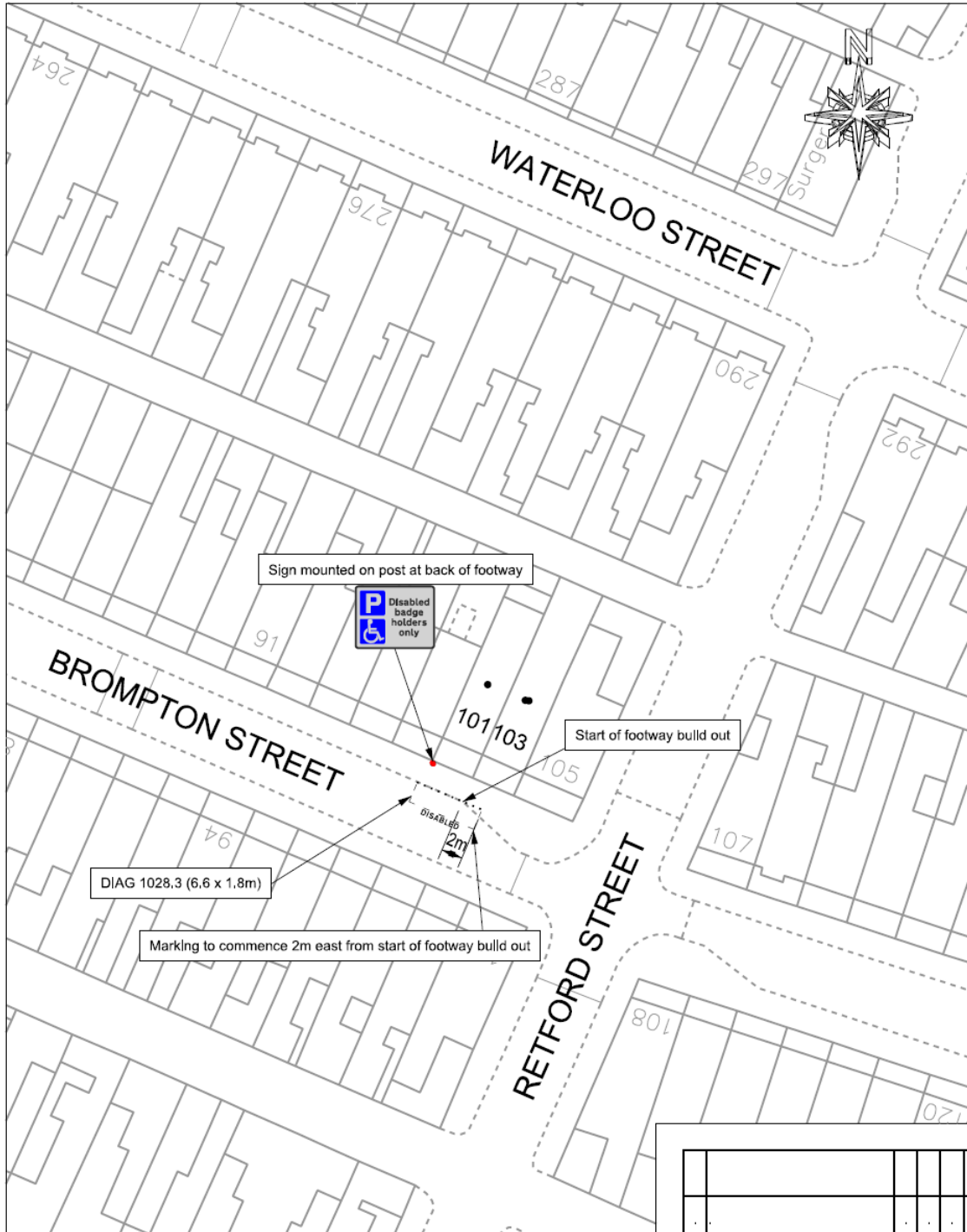





 <p><b>Oldham</b> Council</p> <p><b>Place and Economic Growth</b> <b>HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Cheapside, Oldham OL1 1NY</p>	Client Oldham MBC		Title	
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 10		ADDRESS: 23 Birch Hall Close, Oldham	
	Drawn by AC	Date 06-22	Purpose of Issue information	Drawing No. <b>47/A4/1667/33</b>
	Checked by SR	Date 06-22	Scale at A4 size 1:500	
Approved by .		Date 06-22	Rev. .	


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 <b>Oldham Council</b> <b>Place and Economic Growth</b> <b>HIGHWAYS &amp; ENGINEERING</b> <small>Henshaw House, Cheapside, Oldham OL1 1NY</small>	Client Oldham MBC		Title	
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 10		ADDRESS: 101-103 Brompton Street, Oldham	
	Drawn by AC	Date 06-22	Purpose of Issue information	Rev.
	Checked by SR	Date 06-22	Scale at A4 size 1:500	Drawing No. 47/A4/1667/8
Approved by	Date 06-22			

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 <b>Oldham</b> Council	Client			Rev	Revision details		By	Chk	App	Date	
	Project			Title  ADDRESS: 91 Cranbrook Street, Oldham							
	Provision of Disabled Parking Spaces File Ref: 799 - Phase 10										
	Drawn by	Date	Purpose of Issue		Drawing No.  47/A4/1667/10						
AC	06-22	information									
<b>Place and Economic Growth HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Chesapside, Oldham OL1 1NY	Checked by	Date	Scale at A4 size	Rev.							
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	Approved by	Date									
		06-22									

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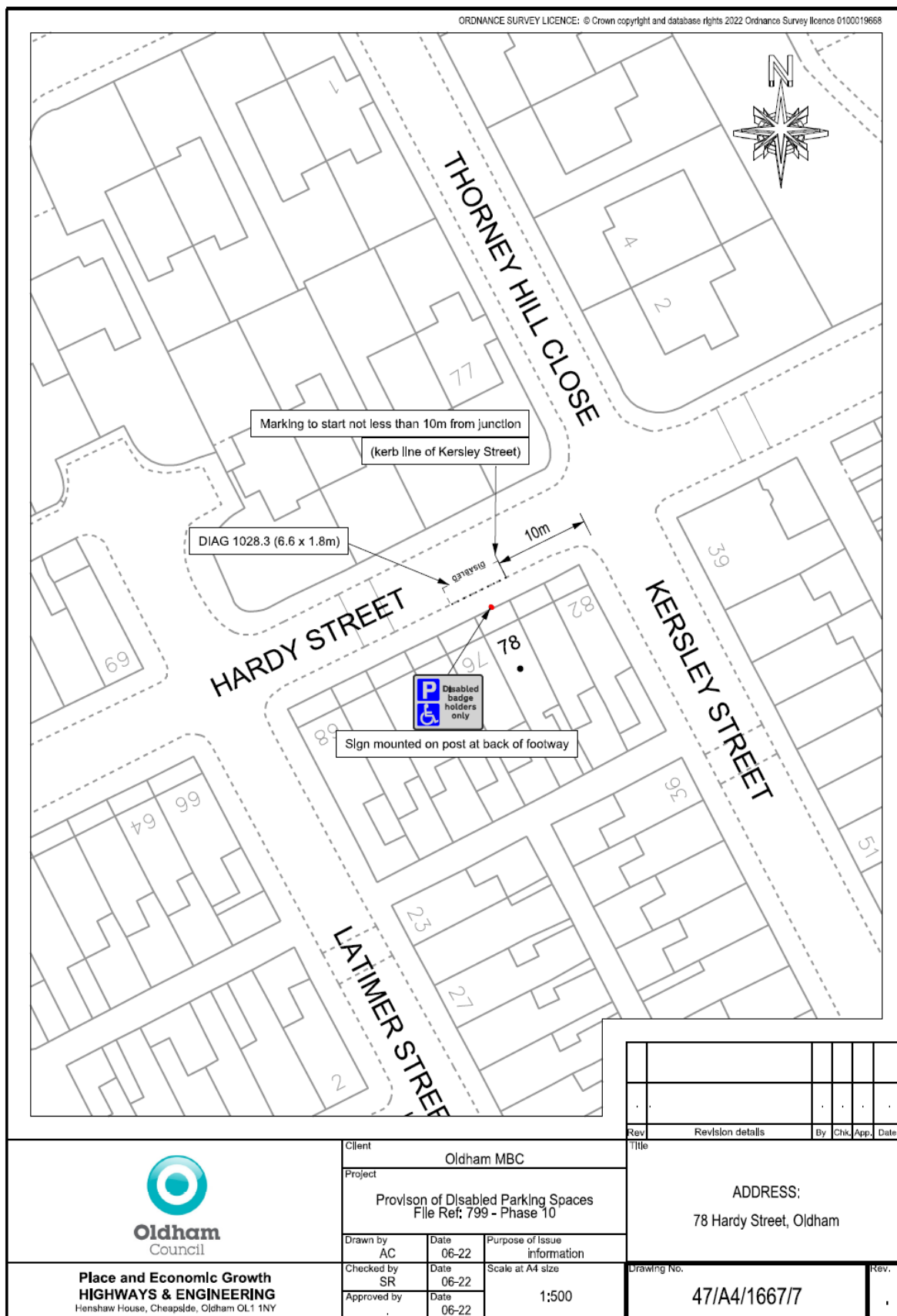


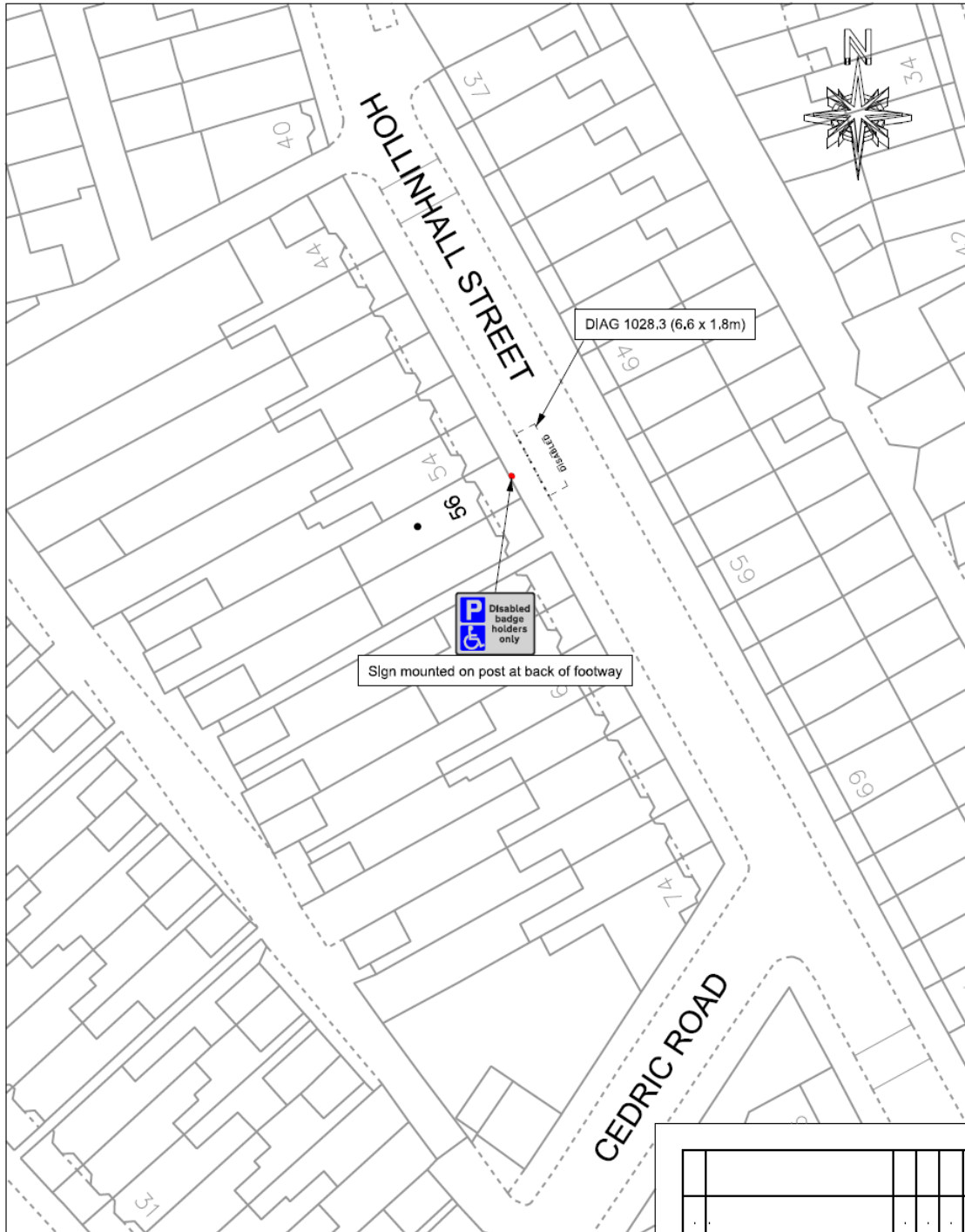











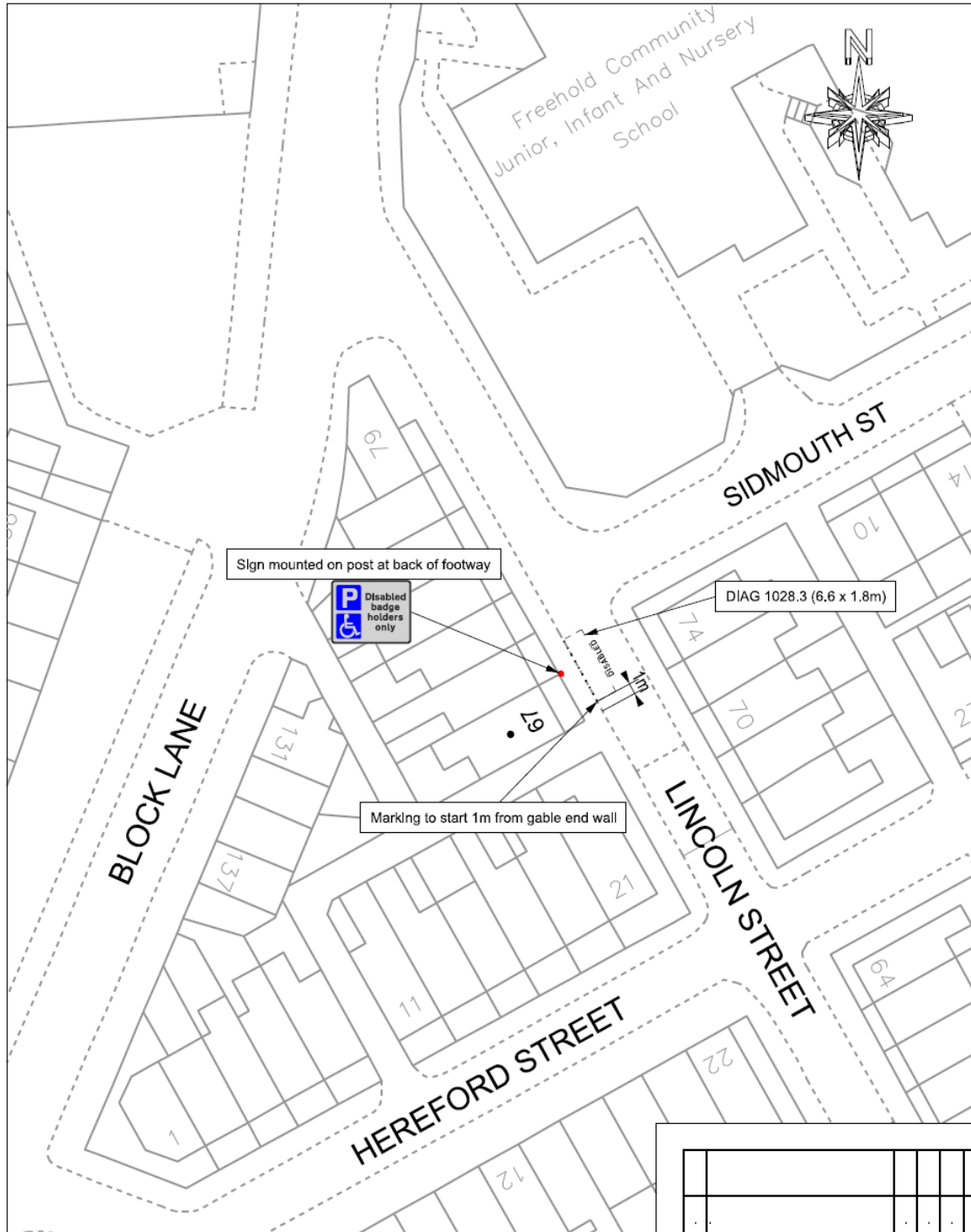



 <b>Oldham Council</b> <b>Place and Economic Growth</b> <b>HIGHWAYS &amp; ENGINEERING</b> <small>Henshaw House, Cheapside, Oldham OL1 1NY</small>	Client Oldham MBC		Title	
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 10		ADDRESS: 56 HollinHall Street, Oldham	
	Drawn by AC	Date 06-22	Purpose of Issue information	Scale at A4 size 1:500
	Checked by SR	Date 06-22	Approved by	Date 06-22
		Drawing No. 47/A4/1667/12		Rev. .

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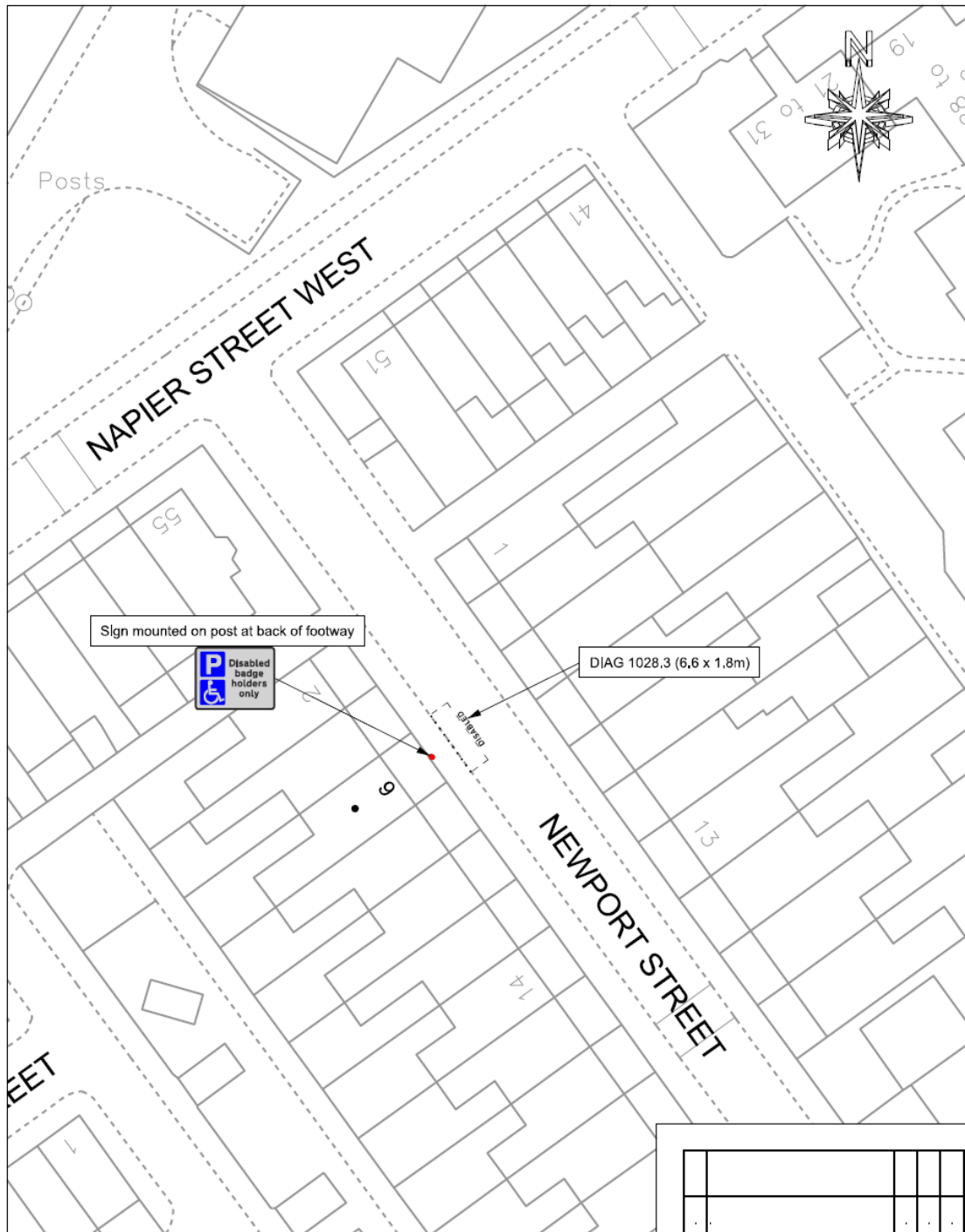
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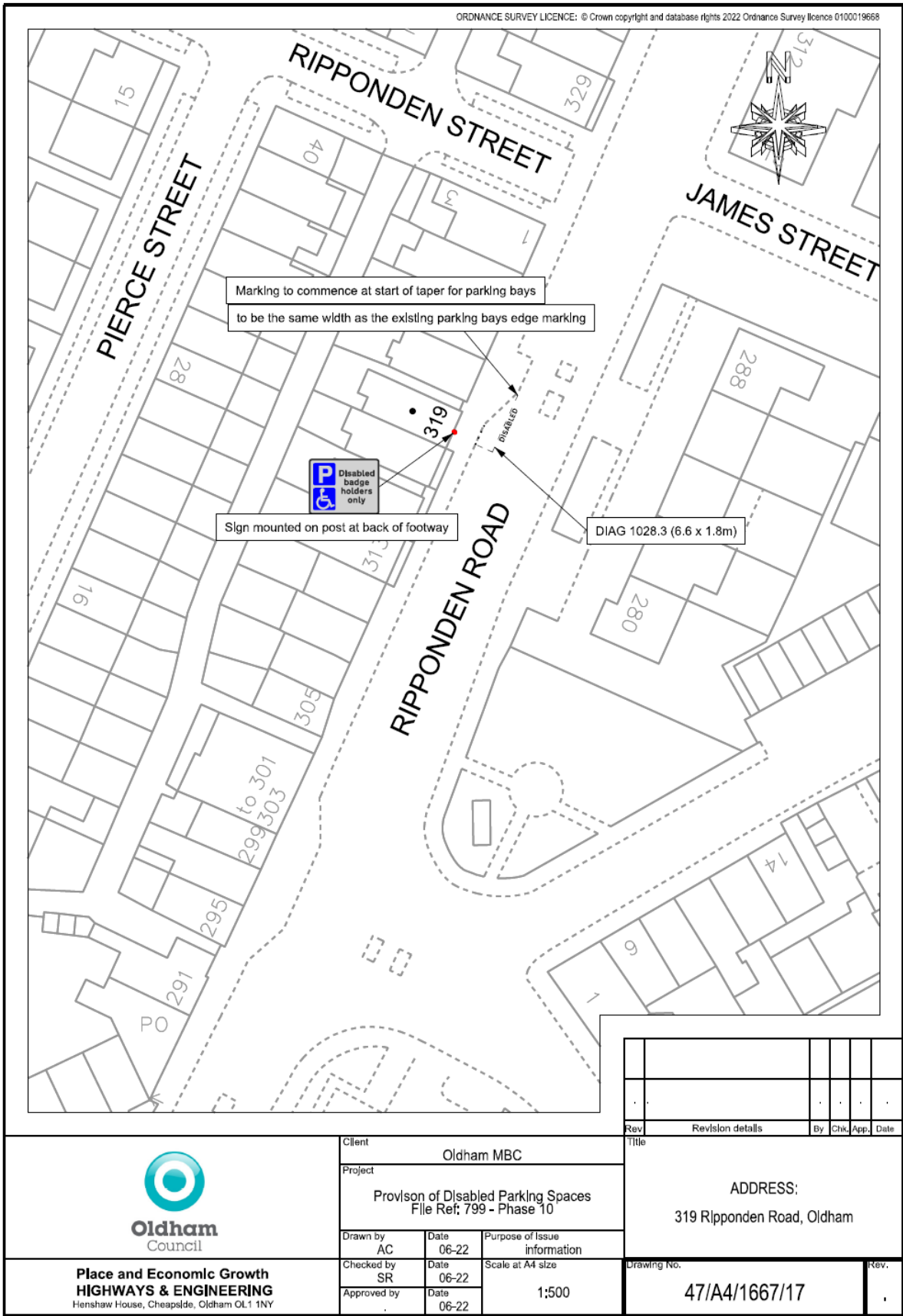
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	Project		Provision of Disabled Parking Spaces File Ref: 799 - Phase 10		ADDRESS: 67 Lincoln Street, Oldham	
	Drawn by	Date	Purpose of Issue	Information		
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	Approved by	Date				
	.	06-22				

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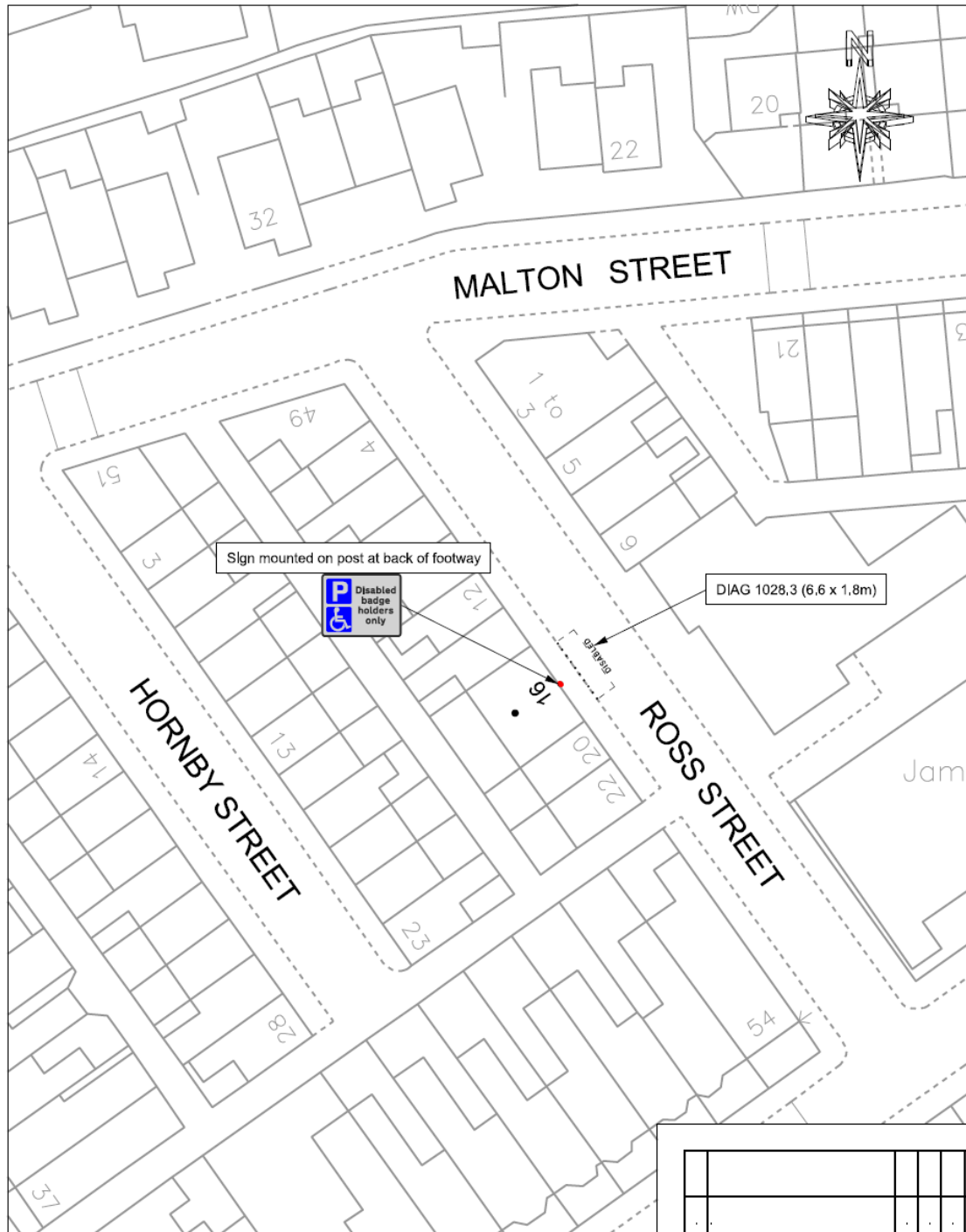



 <b>Oldham Council</b> <b>Place and Economic Growth</b> <b>HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Cheapside, Oldham OL1 1NY	Client	Oldham MBC			Title  <b>ADDRESS:</b> 6 Newport Street, Oldham
	Project	Provision of Disabled Parking Spaces File Ref: 799 - Phase 10			
	Drawn by	AC	Date	06-22	
	Checked by	SR	Date	06-22	Purpose of Issue
Approved by		Date	06-22	Scale at A4 size	1:500
Drawing No.				47/A4/1667/21	
Rev.					

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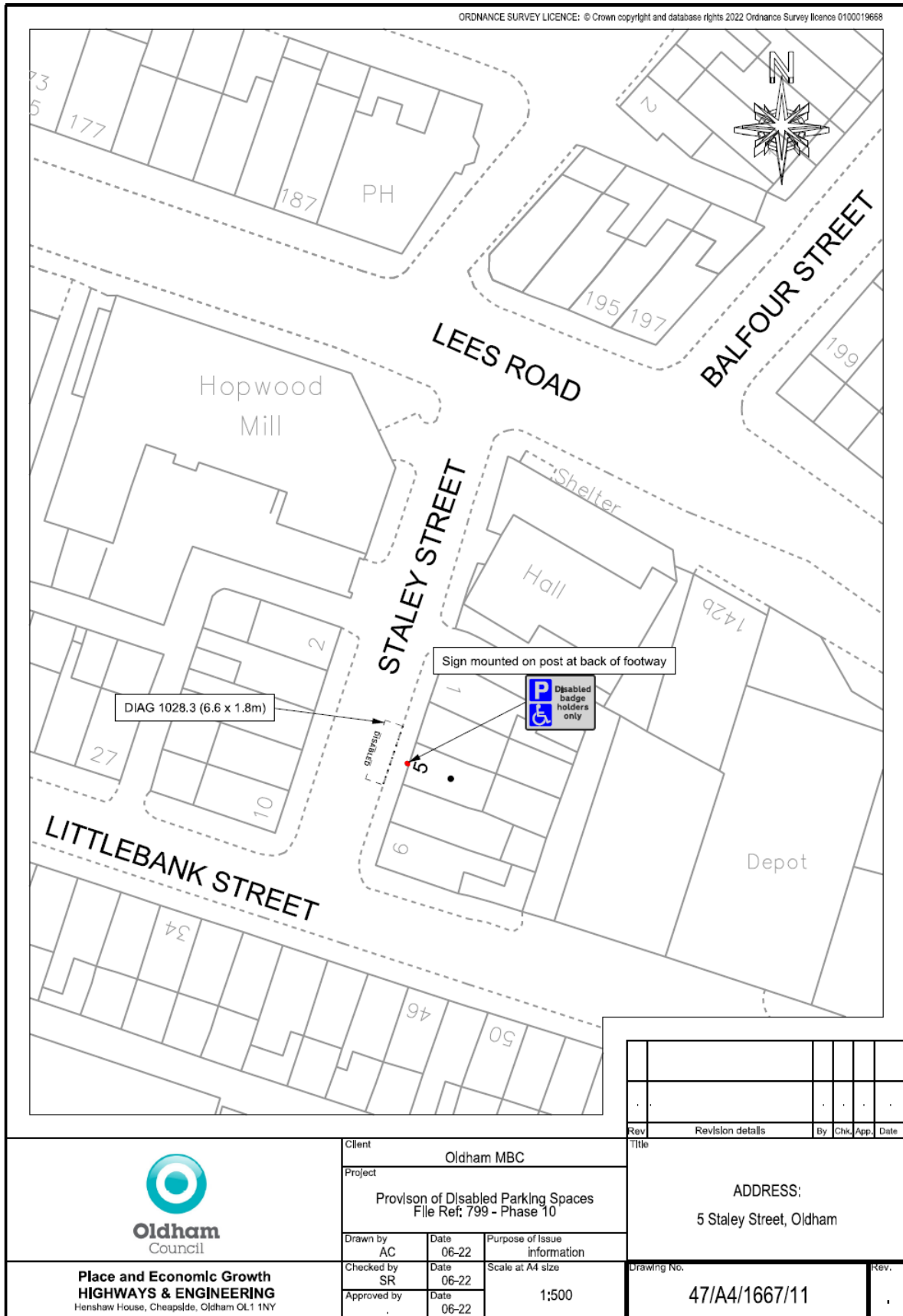







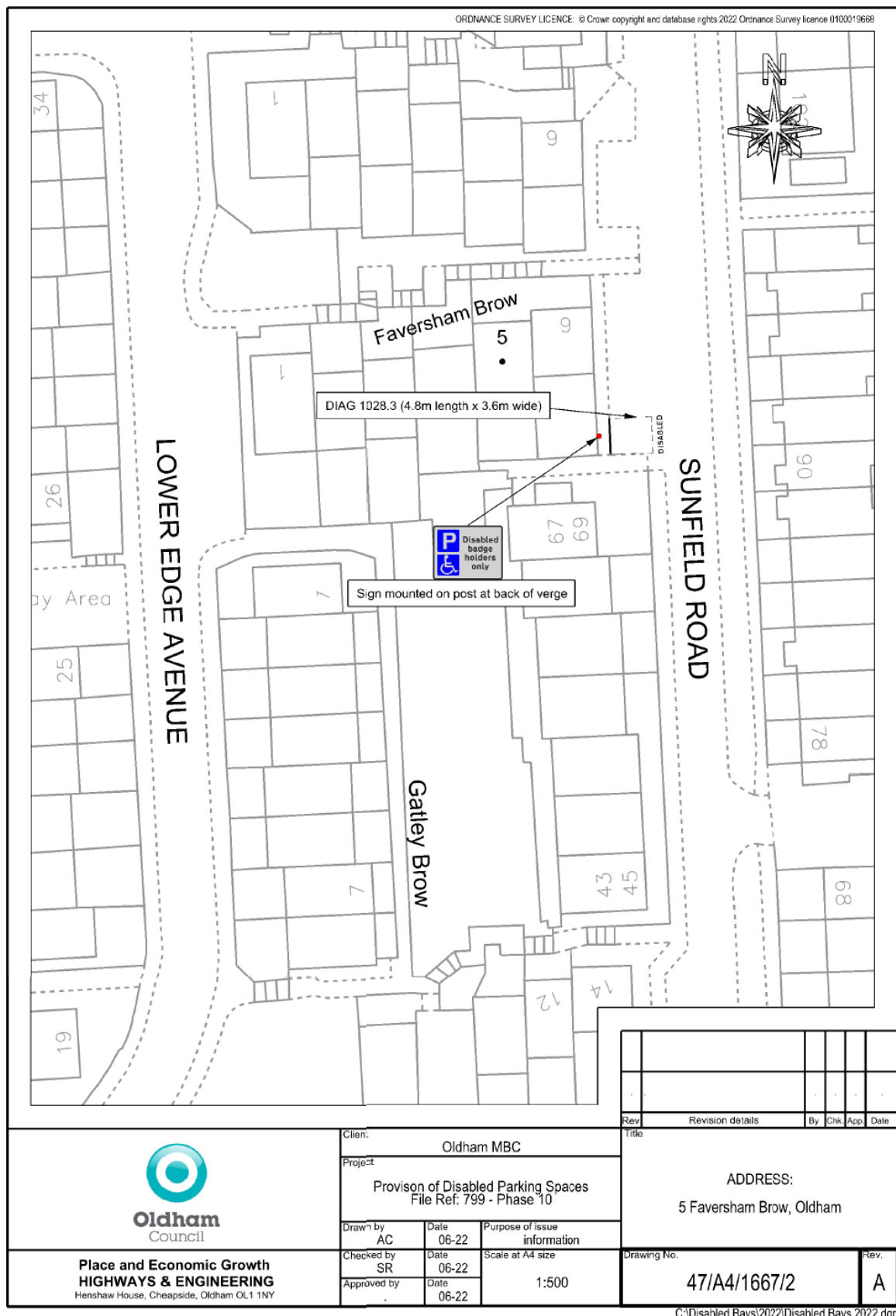
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	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 10		ADDRESS: 16 Ross Street, Oldham	
	Drawn by AC	Date 06-22	Purpose of Issue Information	Drawing No. 47/A4/1667/20
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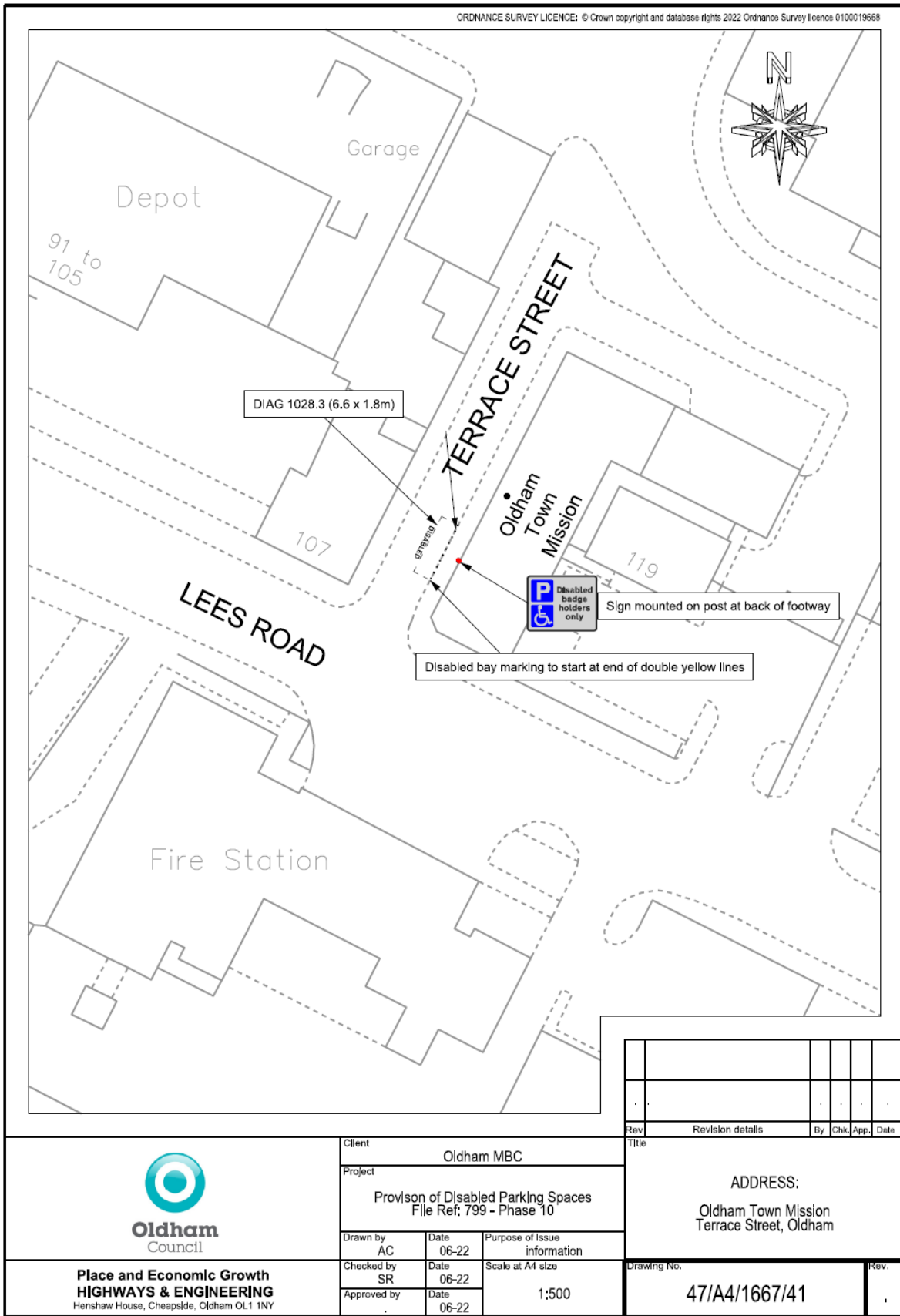
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 <p><b>Oldham Council</b></p> <p><b>Place and Economic Growth</b> <b>HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Cheapside, Oldham OL1 1NY</p>	Client Oldham MBC		Title	
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 10		ADDRESS: 5 Staley Street, Oldham	
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	Checked by SR	Date 06-22	Scale at A4 size 1:500	
Approved by	Date 06-22	Rev.		

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Rev	Revision details			By	Chk, App, Date
Title					
ADDRESS: Oldham Town Mission Terrace Street, Oldham					
Drawing No.				Rev.	
47/A4/1667/41					

 <b>Oldham Council</b>  <b>Place and Economic Growth</b> <b>HIGHWAYS &amp; ENGINEERING</b> <small>Henshaw House, Cheapside, Oldham OL1 1NY</small>	Client Oldham MBC	
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 10	
	Drawn by AC	Date 06-22
	Checked by SR	Date 06-22
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Purpose of Issue information		Scale at A4 size 1:500

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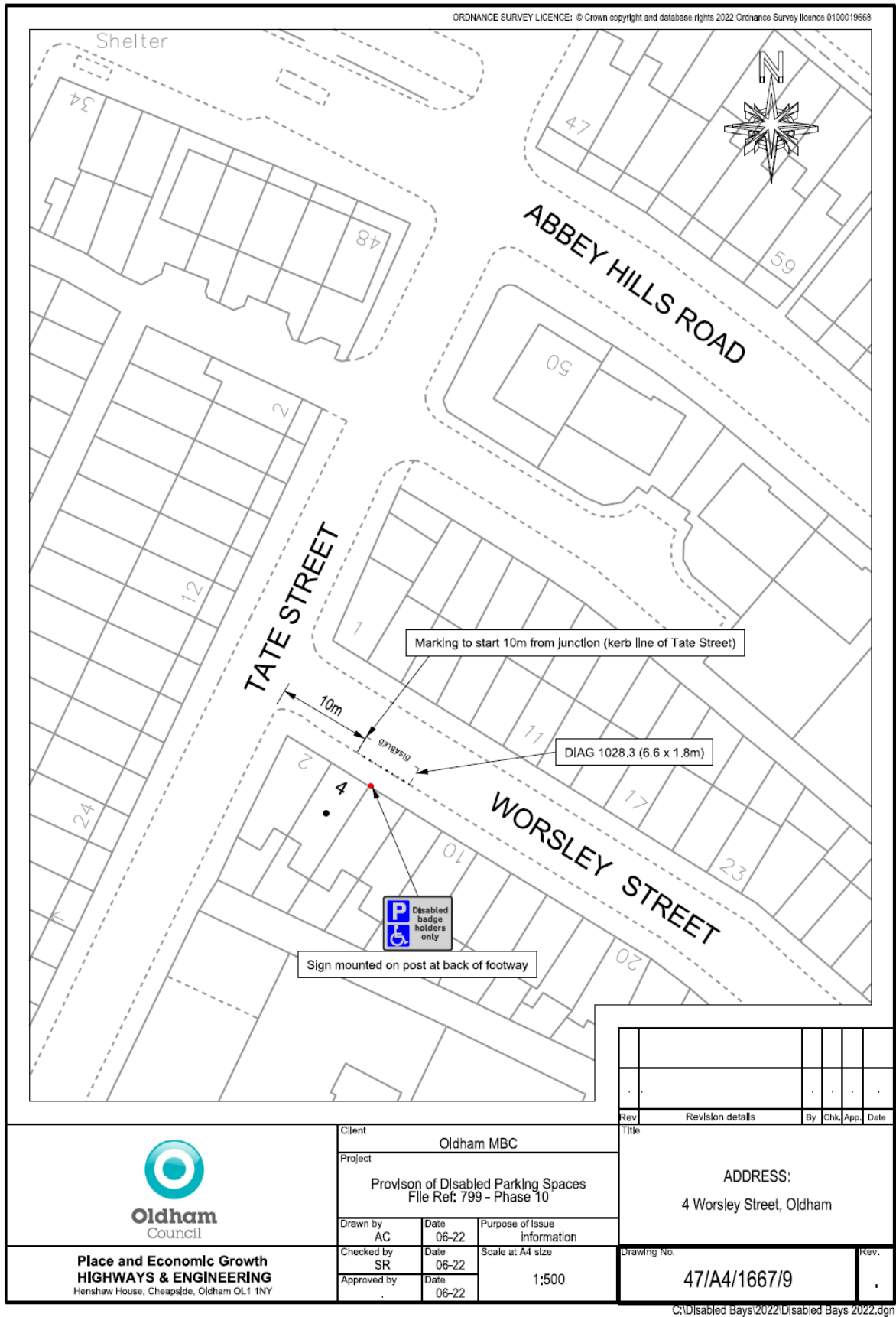


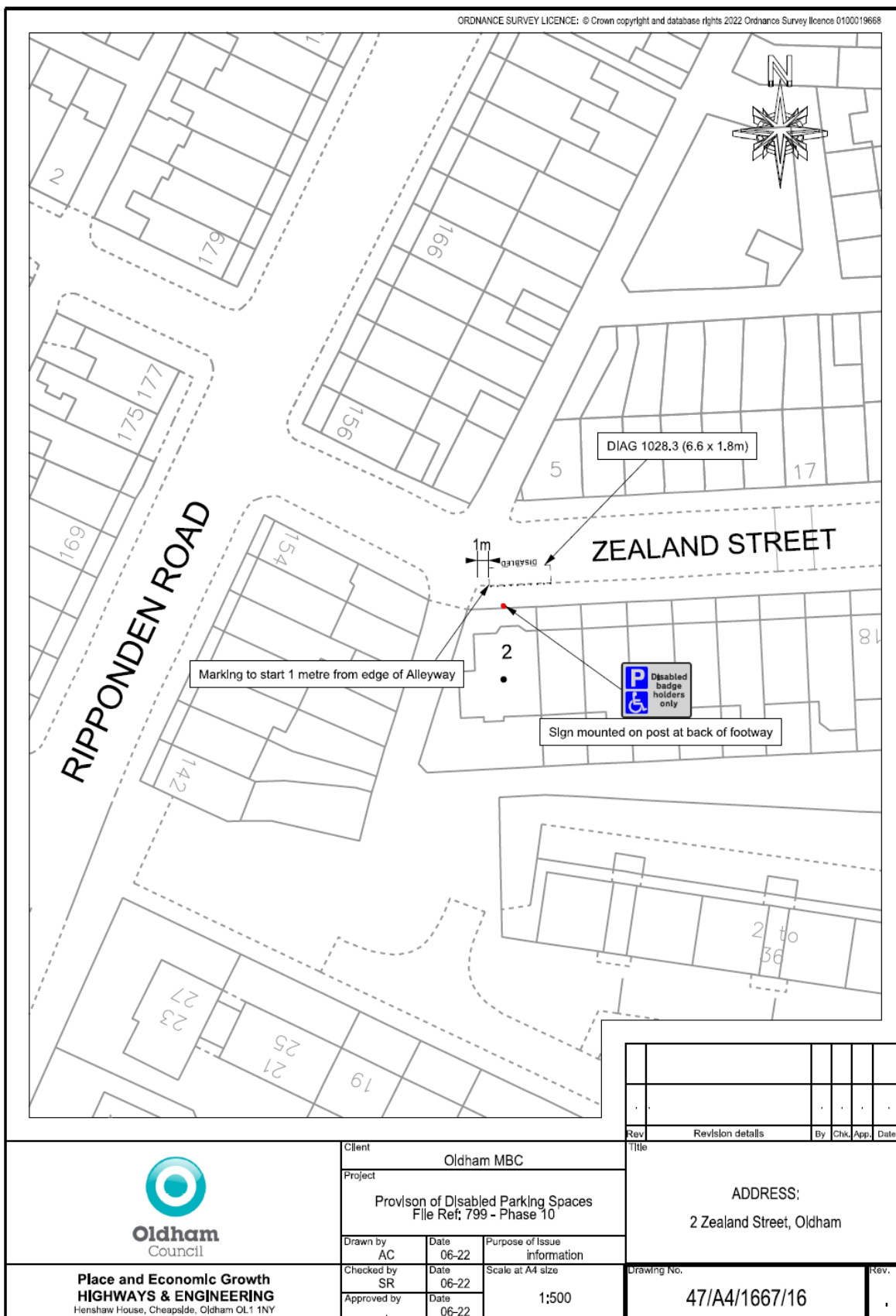
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	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 10		ADDRESS: 58 Villa Road, Oldham	
	Drawn by AC	Date 06-22	Purpose of Issue information	Drawing No. <b>47/A4/1667/5</b>
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Approved by		Date 06-22	Rev. .	

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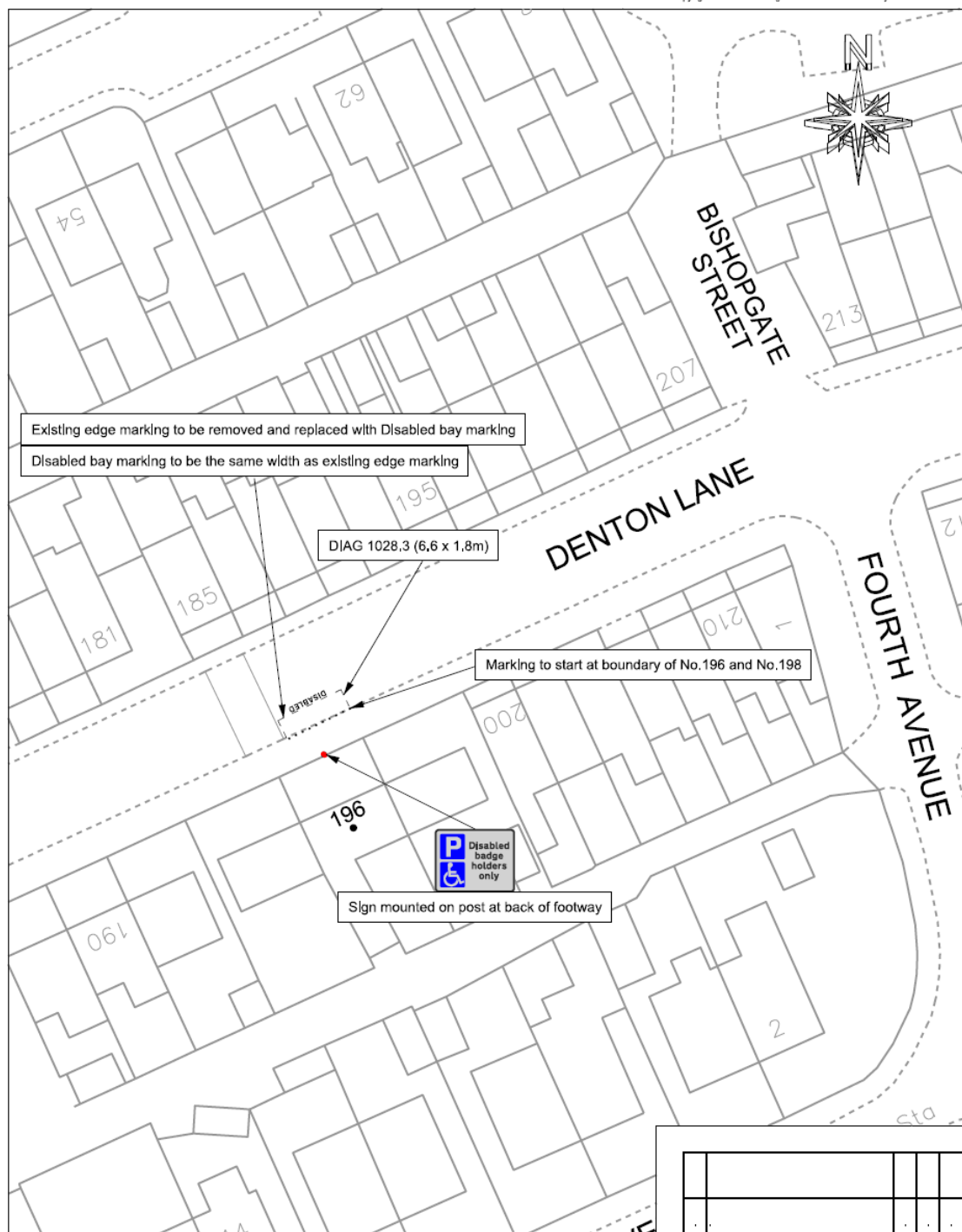









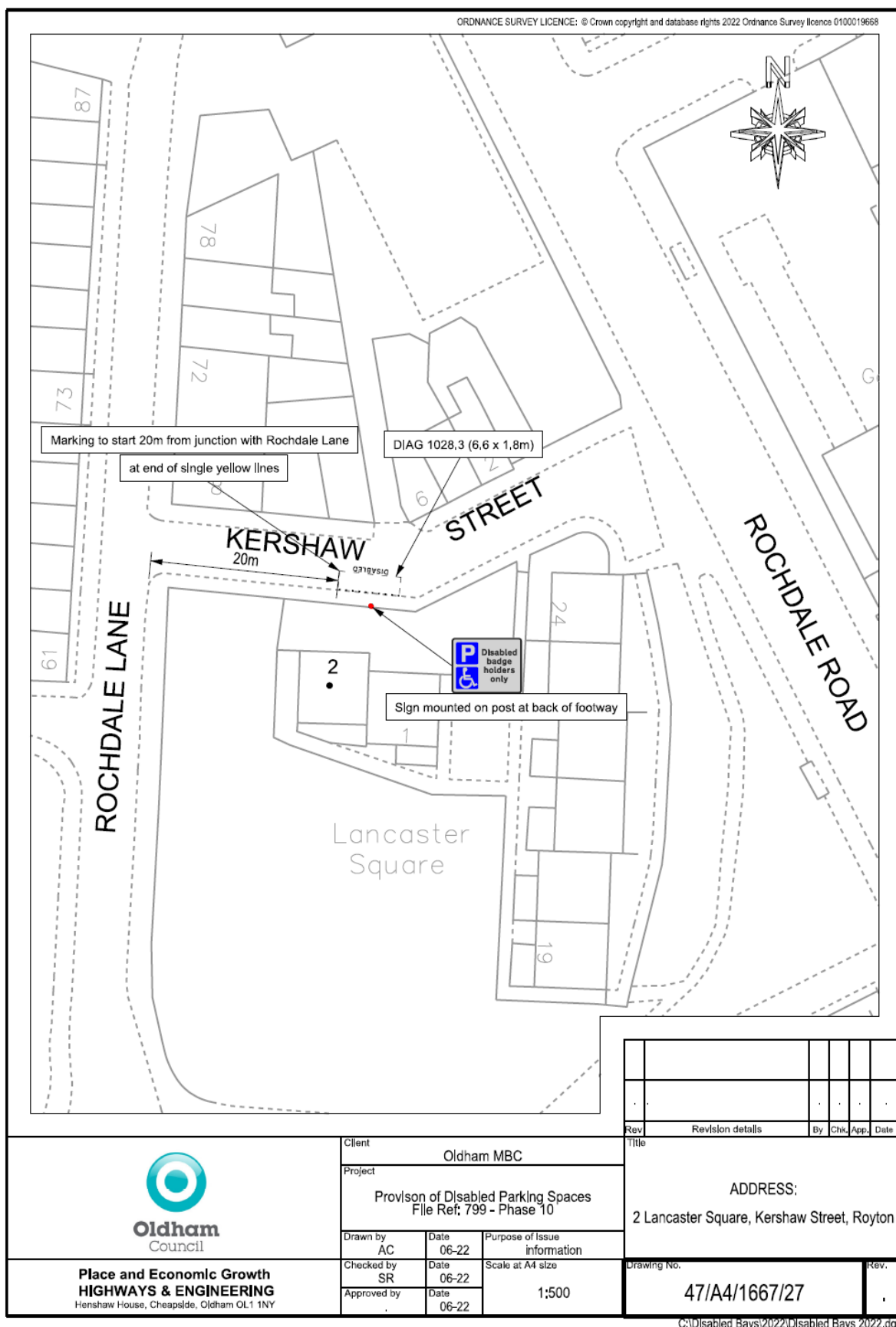


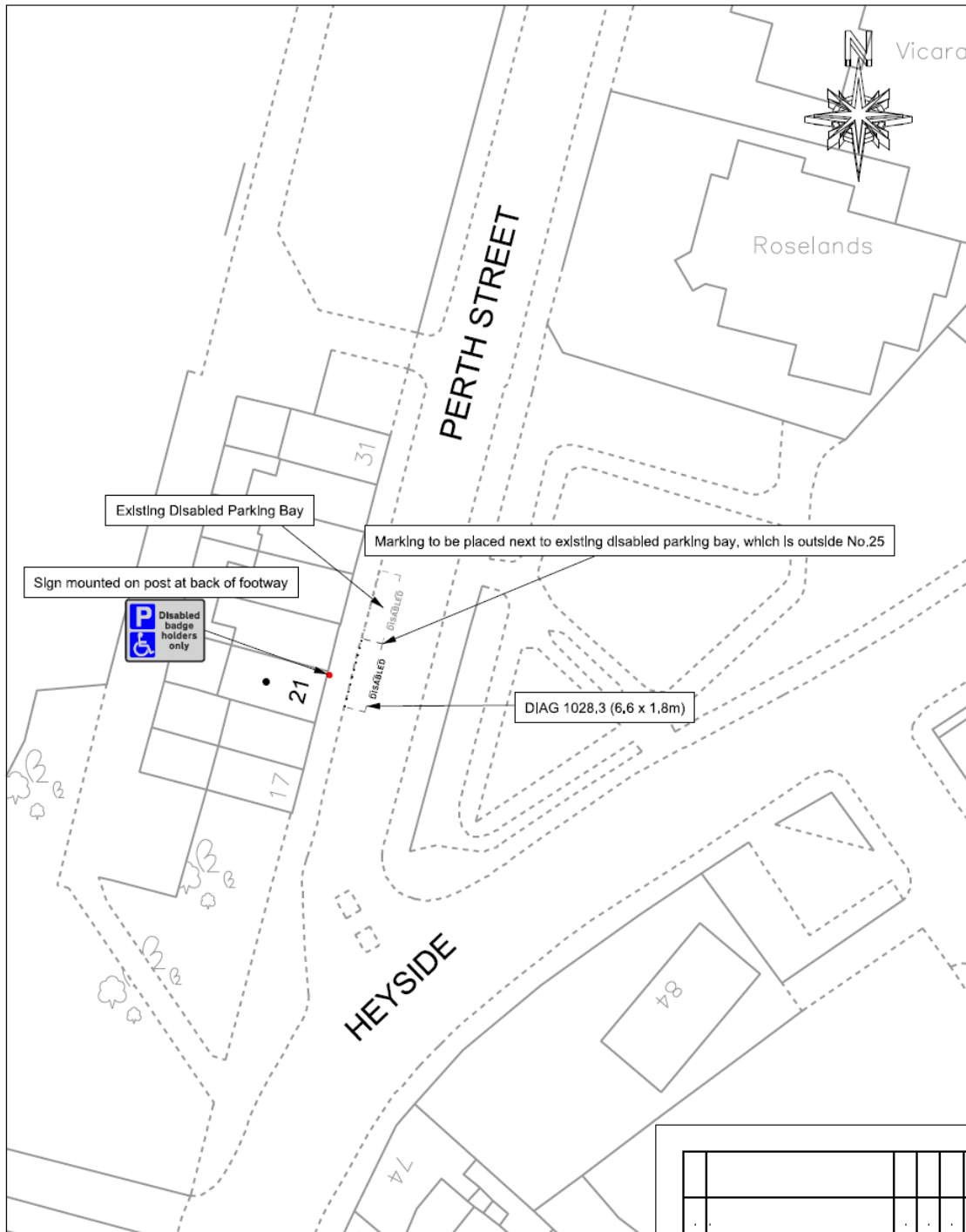



 <b>Oldham Council</b> <b>Place and Economic Growth</b> <b>HIGHWAYS &amp; ENGINEERING</b> <small>Henshaw House, Cheapside, Oldham OL1 1NY</small>	Client Oldham MBC		Title	
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 10		ADDRESS: 196 Denton Lane, Chadderton	
	Drawn by AC	Date 06-22	Purpose of Issue information	Scale at A4 size 1:500
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	Approved by	Date 06-22	Rev.	

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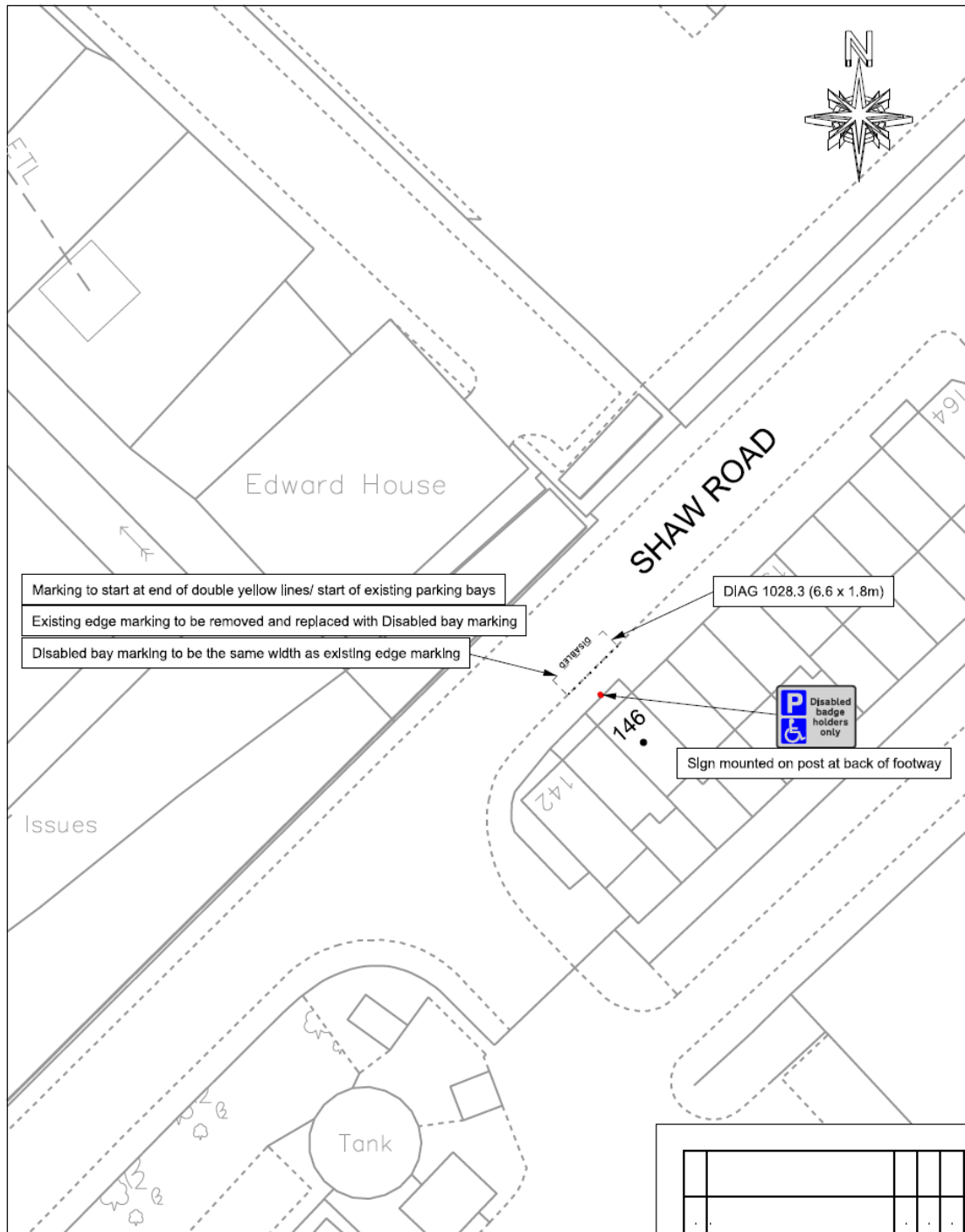







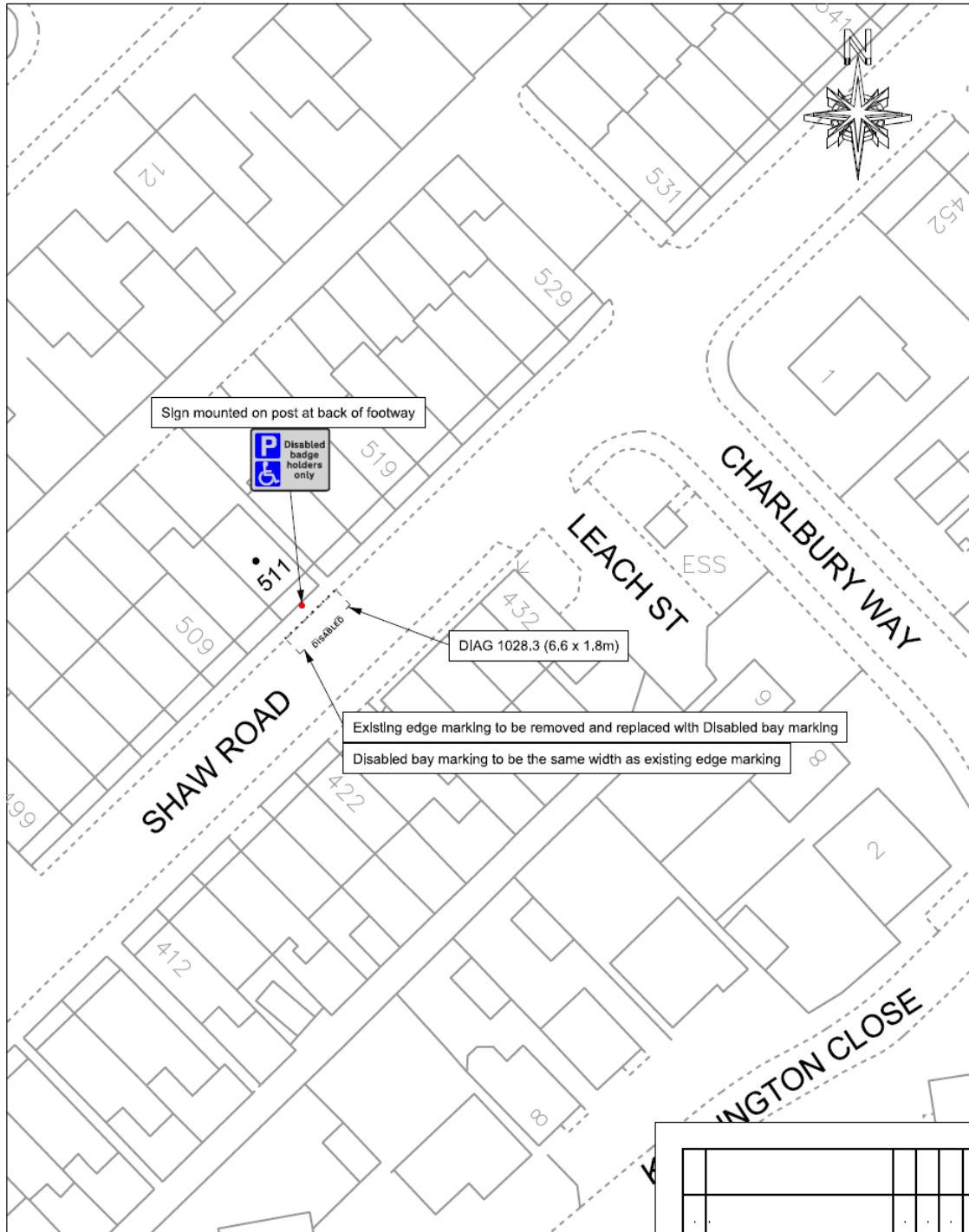
 <p><b>Oldham Council</b></p> <p><b>Place and Economic Growth</b> <b>HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Cheapside, Oldham OL1 1NY</p>	Client Oldham MBC		Revision details		By	Chk	App.	Date
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 10		Title		ADDRESS: 21 Perth Street, Royton			
	Drawn by AC	Date 06-22	Purpose of Issue information		Drawing No.			
	Checked by SR	Date 06-22	Scale at A4 size 1:500		47/A4/1667/31			
	Approved by	Date 06-22			Rev.			


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 <b>Oldham Council</b> <b>Place and Economic Growth</b> <b>HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Cheapside, Oldham OL1 1NY	Client Oldham MBC		Title	
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 10		ADDRESS: 146 Shaw Road, Royton	
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Approved by .		Date 06-22		

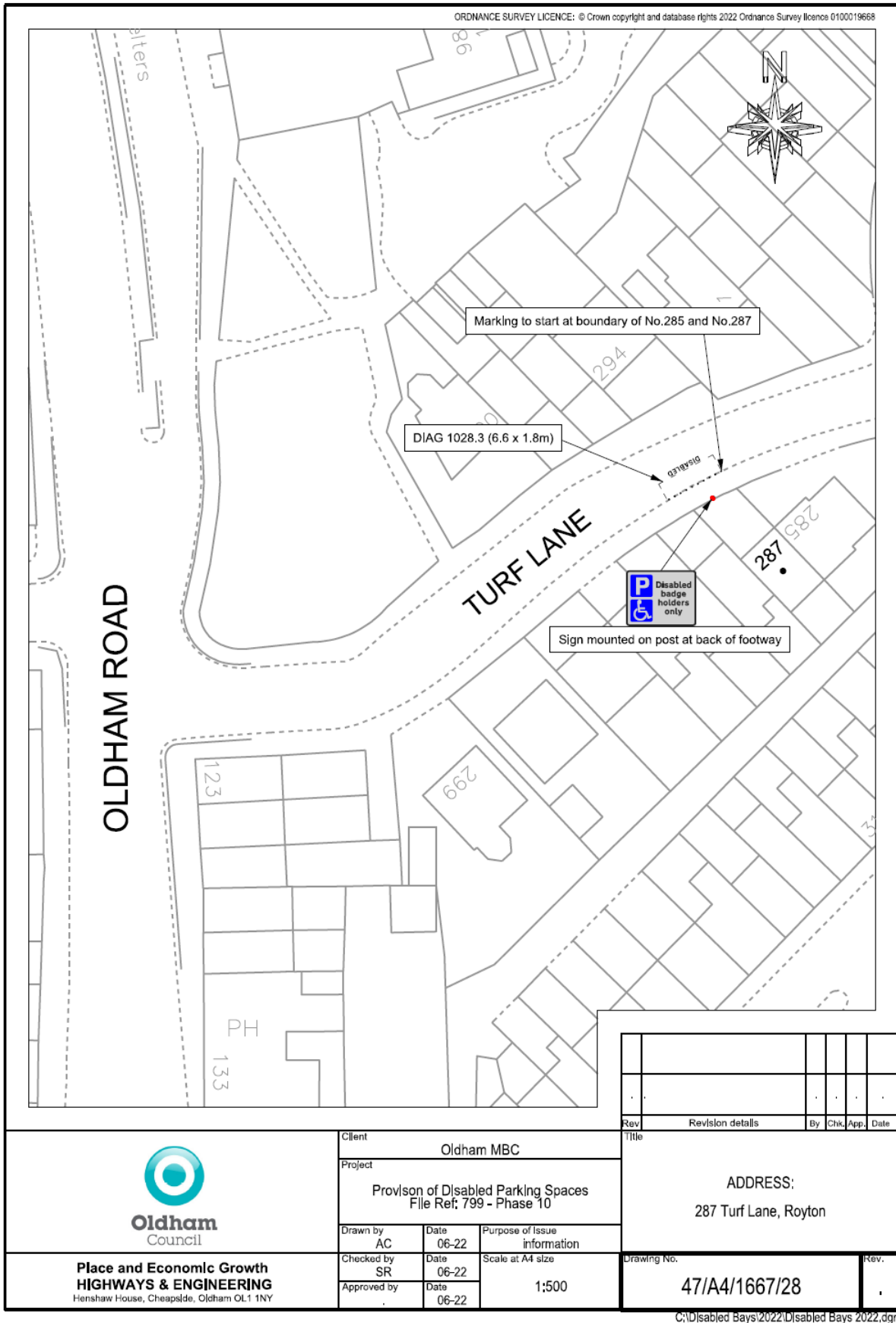
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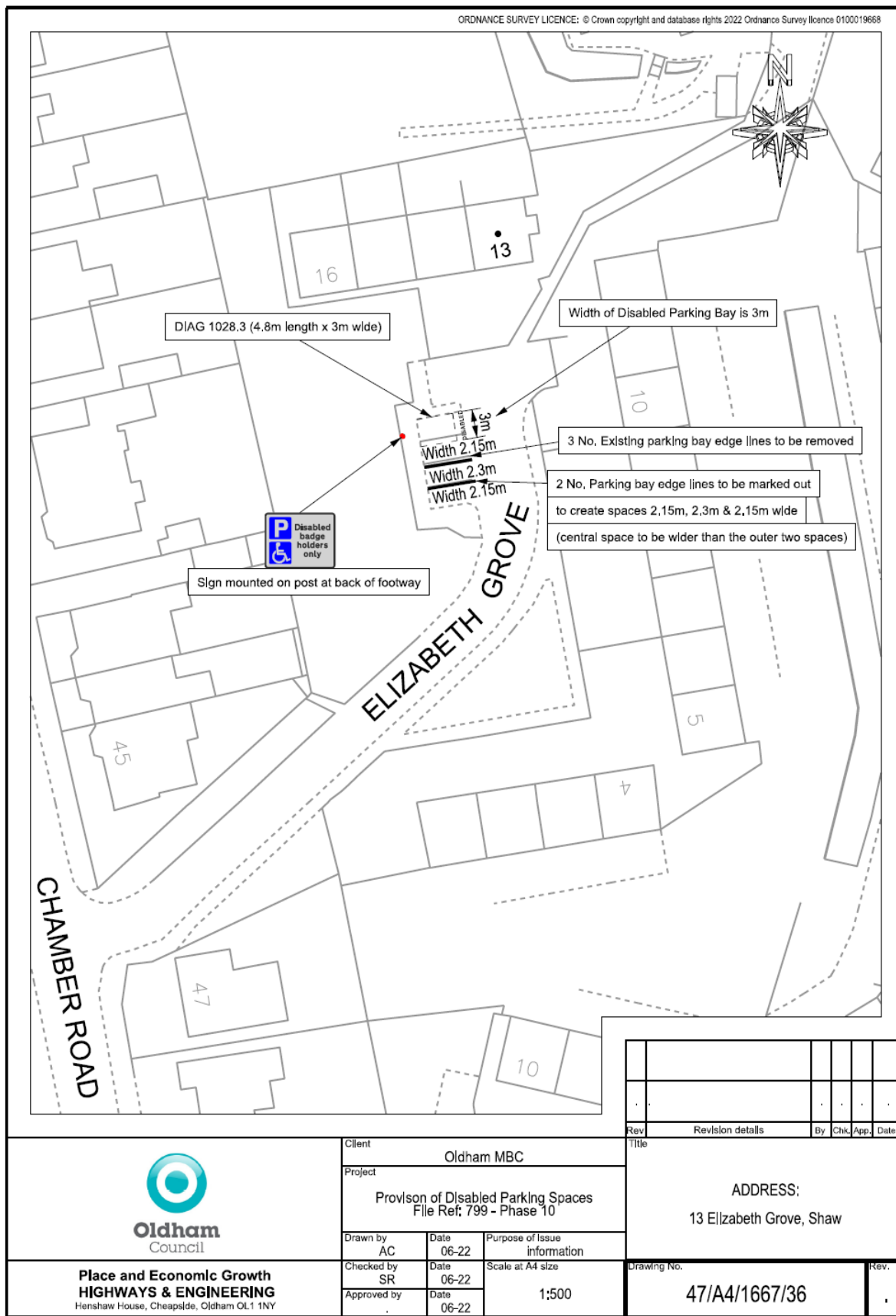


 <b>Oldham Council</b> <b>Place and Economic Growth</b> <b>HIGHWAYS &amp; ENGINEERING</b> <small>Henshaw House, Cheapside, Oldham OL1 1NY</small>	Client Oldham MBC		Title	
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 10		ADDRESS: 511 Shaw Road, Royton	
	Drawn by AC	Date 06-22	Purpose of Issue information	Rev
	Checked by SR	Date 06-22	Scale at A4 size 1:500	Revision details
Approved by	Date 06-22	Drawing No. 47/A4/1667/30	By	Chk.
			App.	Date

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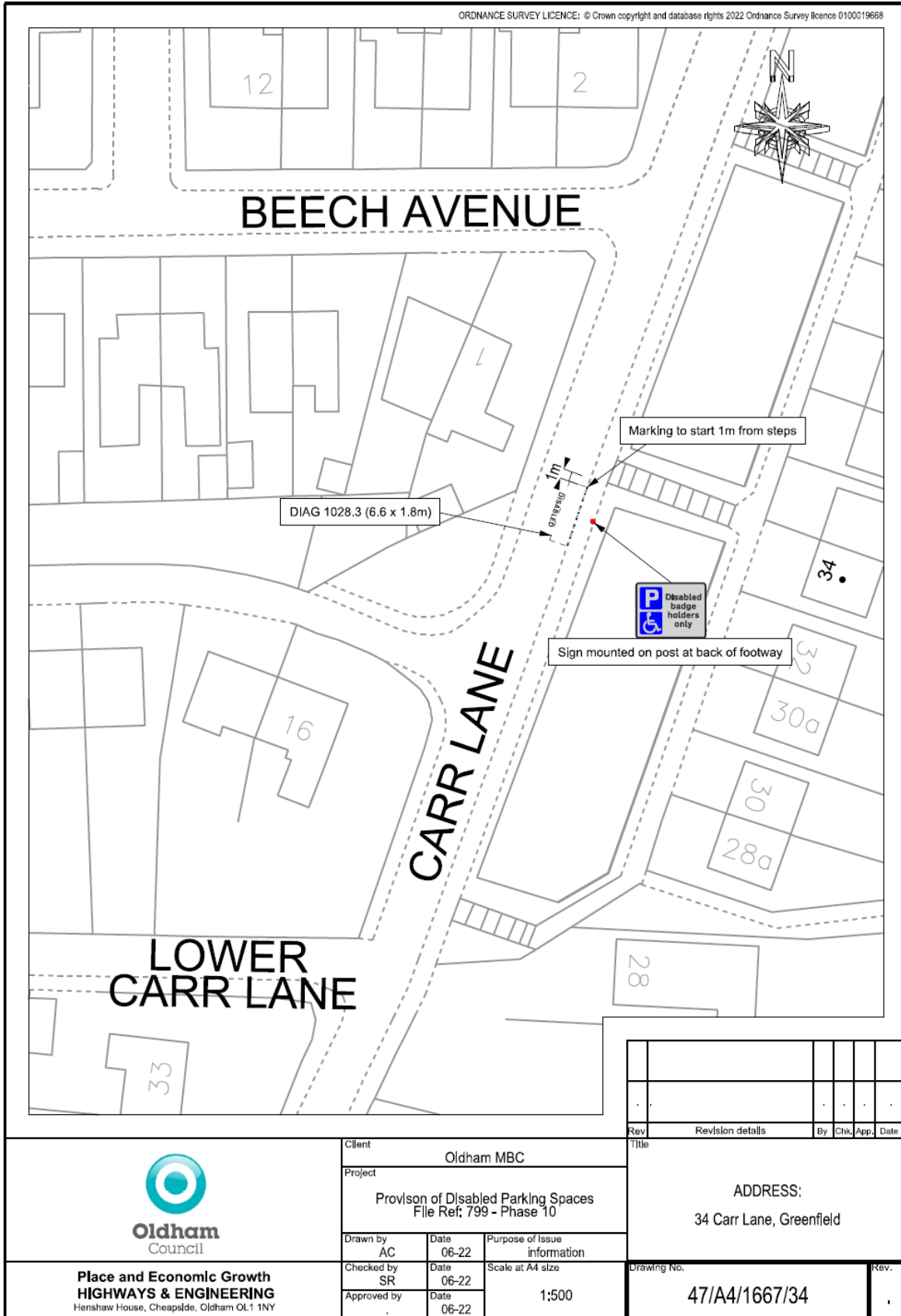







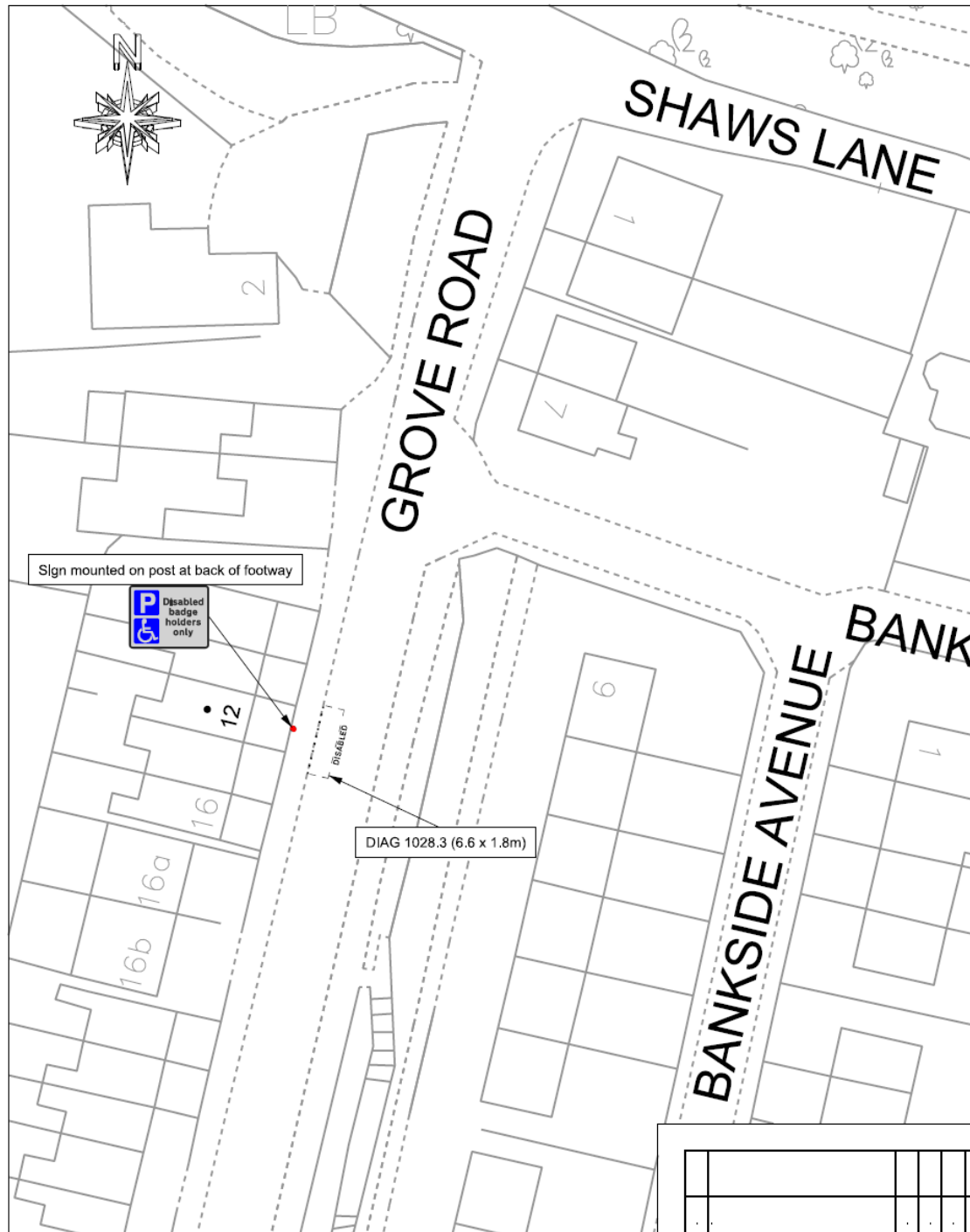







 <p><b>Oldham Council</b></p> <p><b>Place and Economic Growth</b> <b>HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Cheapside, Oldham OL1 1NY</p>	Client		Oldham MBC		Title	
	Project		Provision of Disabled Parking Spaces File Ref: 799 - Phase 10		ADDRESS: 34 Carr Lane, Greenfield	
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Approved by			Date	06-22	Rev.	

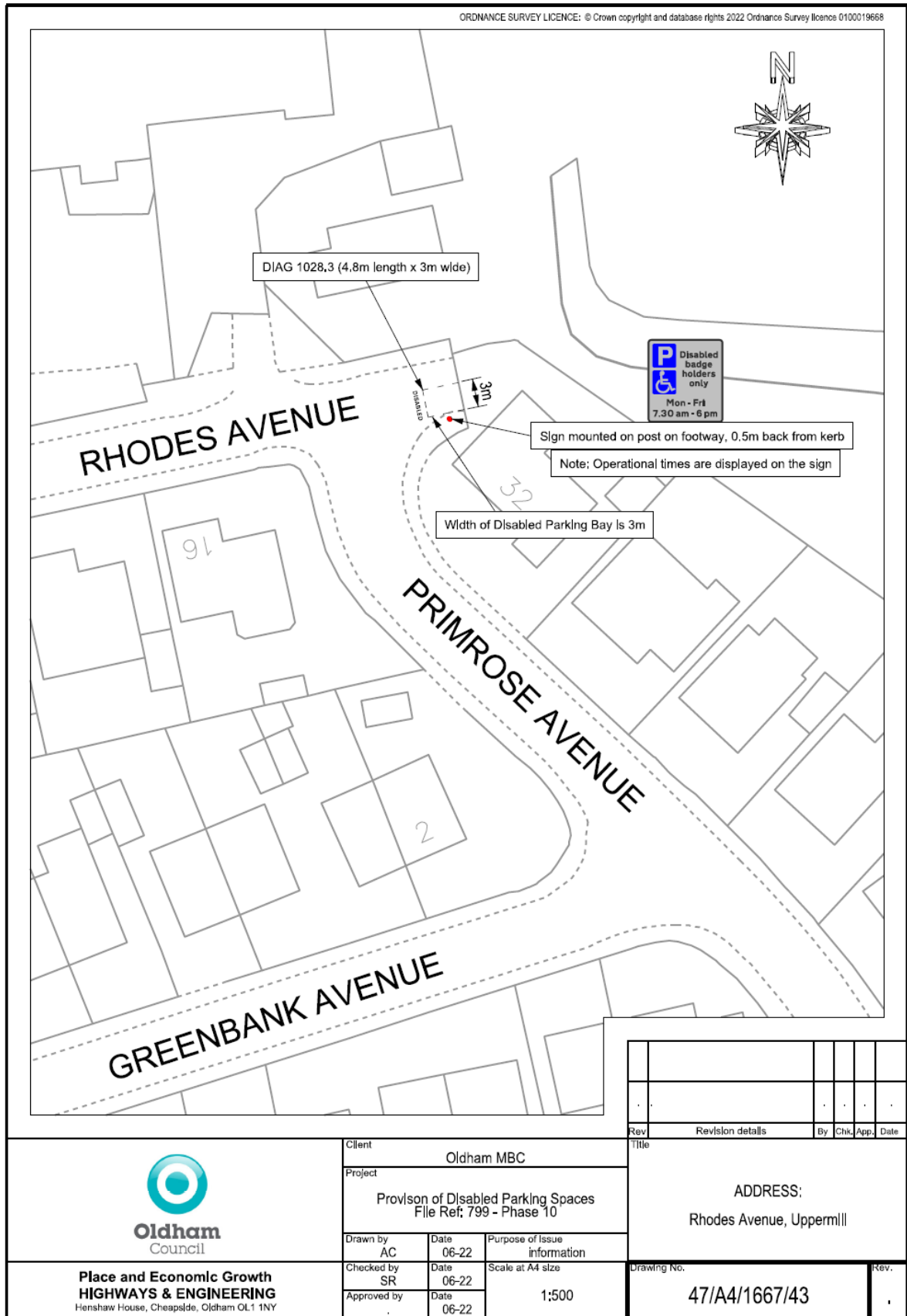
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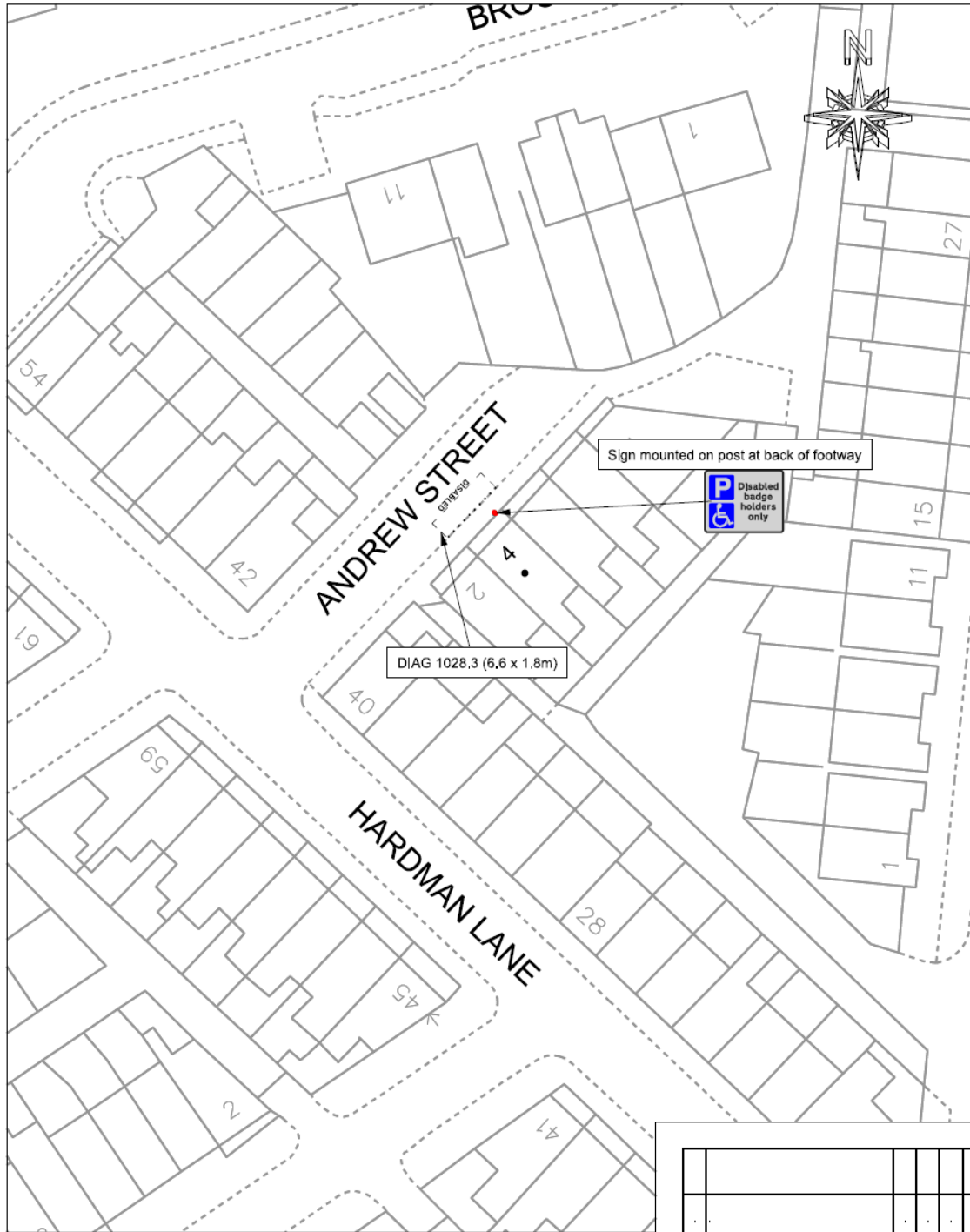


 <b>Oldham Council</b> <b>Place and Economic Growth</b> <b>HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Cheapside, Oldham OL1 1NY	Client Oldham MBC		Title	
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 10		ADDRESS: 12 Grove Road, Uppermill	
	Drawn by AC	Date 06-22	Purpose of Issue information	Drawing No. 47/A4/1667/35
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Approved by	Date 06-22		Rev. .	

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**Oldham**  
Council

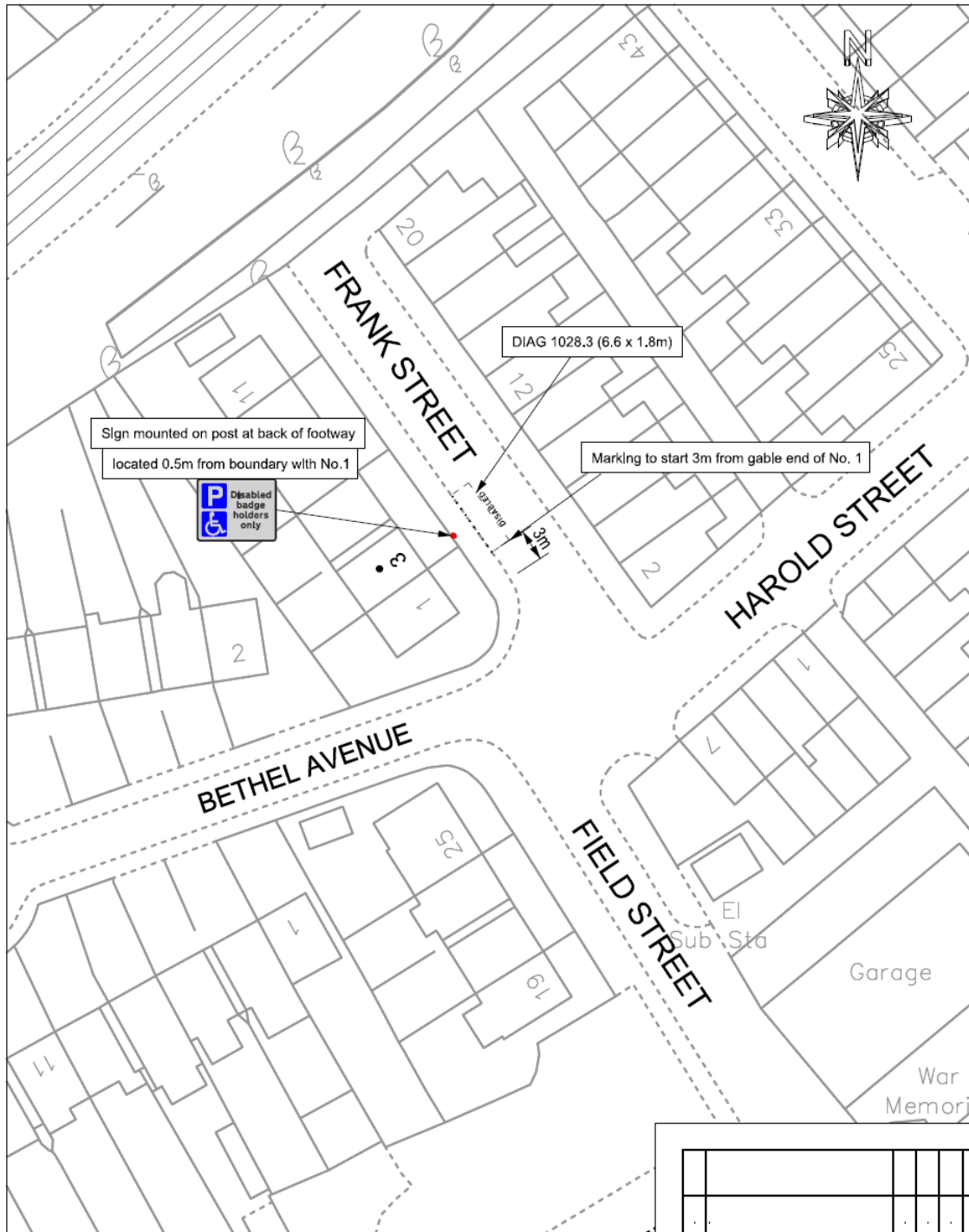
**Place and Economic Growth**  
**HIGHWAYS & ENGINEERING**  
Henshaw House, Cheapside, Oldham OL1 1NY


Client Oldham MBC		
Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 10		
Drawn by AC	Date 06-22	Purpose of Issue information
Checked by SR	Date 06-22	Scale at A4 size 1:500
Approved by	Date 06-22	

Rev	Revision details	By	Chk	App	Date
Title  ADDRESS: 4 Andrew Street, Fallsworth					
Drawing No. <b>47/A4/1667/25</b>					Rev. 

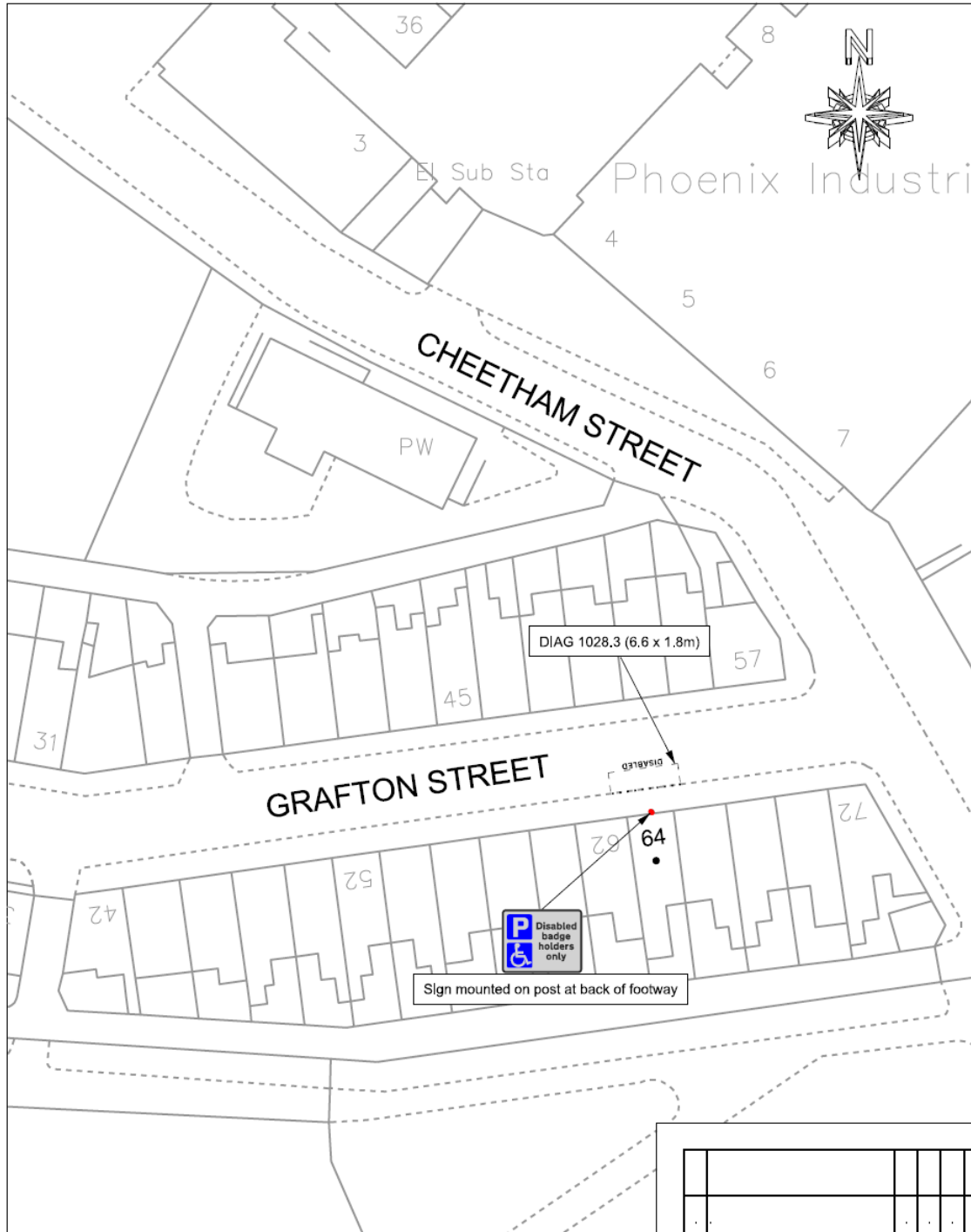
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 <b>Oldham Council</b> <b>Place and Economic Growth</b> <b>HIGHWAYS &amp; ENGINEERING</b> <small>Henshaw House, Cheapside, Oldham OL1 1NY</small>	Client Oldham MBC		Title	
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 10		ADDRESS: 3 Frank Street, Fallsworth	
	Drawn by AC	Date 06-22	Purpose of Issue information	
	Checked by SR	Date 06-22	Scale at A4 size 1:500	
	Approved by	Date 06-22	Drawing No. <b>47/A4/1667/24</b>	Rev. .

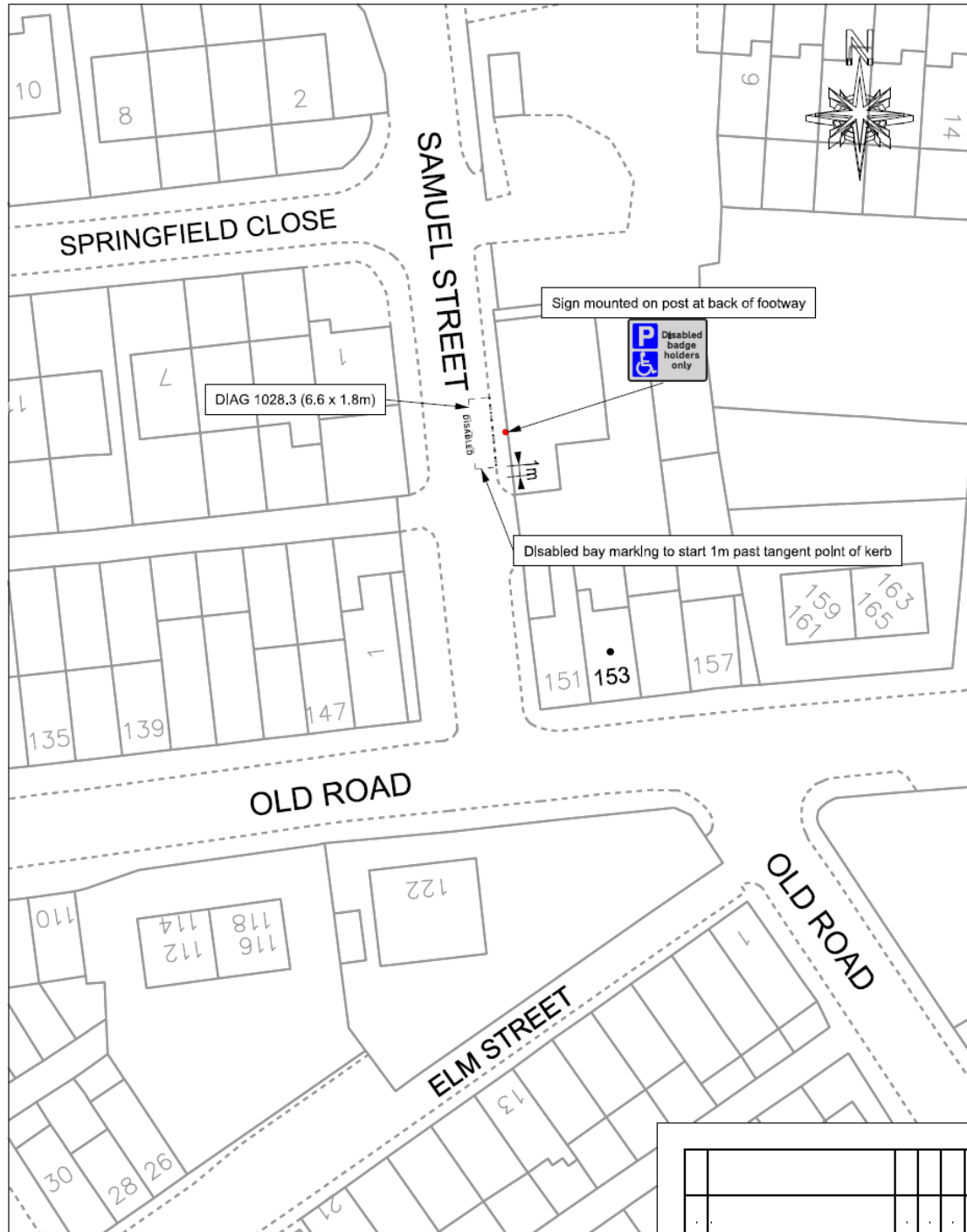
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 <b>Oldham Council</b> <b>Place and Economic Growth</b> <b>HIGHWAYS &amp; ENGINEERING</b> <small>Henshaw House, Cheapside, Oldham OL1 1NY</small>	Client Oldham MBC		Title	
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 10		ADDRESS: 64 Grafton Street, Fallsworth	
	Drawn by AC	Date 06-22	Purpose of Issue information	Drawing No. <b>47/A4/1667/23</b>
	Checked by SR	Date 06-22	Scale at A4 size 1:500	
Approved by .	Date 06-22	Rev.		

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 <b>Oldham Council</b>  <b>Place and Economic Growth</b> <b>HIGHWAYS &amp; ENGINEERING</b> <small>Henshaw House, Cheapside, Oldham OL1 1NY</small>	Client Oldham MBC		Title  ADDRESS: 153 Old Road, Fallsworth		
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 10				
	Drawn by AC	Date 06-22	Purpose of Issue Information	Drawing No. <b>47/A4/1667/40</b>	Rev. .
	Checked by SR	Date 06-22	Scale at A4 size 1:500		
Approved by .		Date 06-22			

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APPENDIX B

COPY OF REPRESENTATIONS

Kelco Close

Dear Sir,  
I refer to your letter of 24th August 2022 and subsequent correspondence. I thank you for your further information.  
I have now decided that I must object to the proposed disabled parking bay on the grounds that where the bay is to be placed will make an impact on my own parking. I am a 71 year woman who has a medical problem (not disabled) and would have to park some way from my home.  
The bay would be outside my home and this on a permanent basis I find quite unnecessary.  
Yours faithfully

## Grove Road

*Dear Mr Entwistle,*

*The drawing for the proposed disability parking bay on Grove Road indicates a significant reduction in the available space to park our car directly outside our property. We are in the middle of two properties with several cars and we have to parallel park into a tight space outside our house. We have two young children, including one autistic child. The proposed decrease in parking space directly outside our property (as indicated by the plans), would compromise access and parking at our property. We would have to park elsewhere and further from our house, leaving our children at significant risk from crossing the frequently busy road (30 miles-an-hour speed limit).*

*We are concerned that the proposed parking bay will significantly affect the safety of our children and our daily quality-of-life with young children (e.g., shopping, school runs/ clubs, medical appointments).*

*Sincerely,*

## Staley Street

### Objection 1

*Hi I received a letter saying that number 5 have asked for a disabled person parking place, they don't need it they are just obsessed with parking there car in front of the door only because they have CCTV cameras and they don't like parking elsewhere. And if someone else has parked in front of there door they will knock on the door to ask if we can move our vehicle.*

*I would also like to say that if you put the disabled person parking space for number 5 we wound have space to park our cars, at the moment we can only park 4 cars on our side of the street when there's 5 houses and 5 cars that*

*My objection is for both loss of 1 parking space and that I don't believe my neighbour has a disability. Okay her eye sight may be weak but she's okay to work, goes work on a bus and walks at times so why can't they park their car just a few doors away.*

### Objection 2

*With reference above, I am writing to oppose the introduction of a 24hr disabled ay outside no 5 Staley St, Clarksfield.*

*Firstly, there is very limited parking on Staley St and not enough spaces for cars/residents already. There are yellow lines on Staley St which reduce the available space to park and there is no where else for me to park on Staley St or Littlebank St due to the number of vehicles already parked there when I get home from work at night. I understand that there is no divine right to park outside ones own home but there is simply no where else to park*

*Secondly, I do not believe there to be anyone with a disability needing to park outside number 5 Staley St. The car owner is a taxi driver, who has already threatened me with violence for parking outside my own property, for which police attended and who deliberately parks in a way to reduce the space outside my home, and I believe this to be a way for him to 'cheat the system'.*

*We have already asked for residents only parking due to the number of visitors to the bathroom showroom at the top of the street which severely restricts traffic flow/parking etc but have been turned down for this previously as there is no budget.*

*If this parking place is put in, I would ask, where are the other residents of Staley St expected to park?*

*Best regards*

### Objection 3

*To whom this may concern,*

*I am writing to you in order to object the proposal made on the 25th of August 2022 in which Oldham Borough Council are attempting to implement a disabled persons parking place.*

*This proposal fails to consider to practical implications of a disabled parking bay for a household in which has never been seen to require any additional assistance and the car used to transport members of the household is a Manchester City Council licensed vehicle that is often taxiing.*

*My father and I are residents of number x that is located directly in a place that will be severely negatively impacted by this in a cataclysmic manner which can be discussed further.*

*I am also forced to question the evidence as on numerous occasions I have witnessed this vehicle park no where near the house despite there being an appropriate place to park in front of said house (evidence has been collected and can be provided).*

*This area is already massively limited for parking, with us residents often unable to park anywhere near our house in a rather unsafe area due to the frequency of visitors to the businesses nearby - AA barbershop and the Plumbing Shop. This situation is dire and will only be exacerbated by the implementation of a large space in which the implementation will cause more harm than good.*

*I ask you to reconsider applications made for residents only parking which will solve this issue for all residents of Staley Street rather than a singular resident.*

*Best Wishes*

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## **TRO Panel**

**Decision Maker:** Director of Environment, Nasir Dad

**Date of Decision:** 19 January 2023

**Subject:** Objections to Proposed Prohibition of Waiting and No Stopping on Entrance Markings – Clyde Street and Broadbent Road, Oldham

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

**Ward (s):** St James

---

**Reason for the decision:**

A report recommending the introduction of Prohibition of Waiting and No Stopping on Entrance Markings at Clyde Street and Broadbent Road, Oldham was approved under delegated powers on 8 December 2021. The proposal was subsequently advertised and two objections were received.

A copy of the approved report is attached at Appendix A and a copy of the objections are attached at Appendix B.

In summary both objectors state that the proposed restrictions will adversely affect their businesses as customers will have less space to park directly outside. One objector believes that the problems have been generated because of a temporary situation with building contractors parking at the junction during recent renovation works to a nearby property.

The proposal was drafted in 2021 before the renovation works took place. The complaint relates to vehicles consistently parking at the junction creating a visibility issue along Ripponden Road and access and egress issues on Clyde Street.

The length of the proposed restrictions reinforce guidance published in The Highway Code. Rule 243 states that motorists should not stop or park within 10 metres of a junction. The restrictions have been extended along Ripponden Road to 13 metres in a north easterly direction to avoid a gap of 3 metres being left between the end of the restrictions and the existing controlled area marked out for the crossing point. This will increase the intervisibility between pedestrians and motorists and vice versa and increase visibility along Ripponden Road further. The restrictions have been extended to 15 metres in a south easterly direction to account for the strategic importance of the Ripponden Road, which is a heavily trafficked principal route.

It should be noted that there is ample on-street parking space for customers nearby. There is unrestricted parking along Ripponden Road to the west of the proposed restrictions and on Clyde Street. There is also a limited waiting bay opposite the shops which is currently under used.

It should also be noted that the manager of Avonleigh Gardens, a care home located part way along Clyde Street, has since contacted the Council to make a complaint over obstructive parking on Clyde Street at the junction with Ripponden Road. This relates to refuse and emergency vehicle access.

**Summary:**

The purpose of this report is to consider all representations received to the introduction of Prohibition of Waiting and No Stopping on Entrance Markings – Clyde Street and Broadbent Road, Oldham

**What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):**

Option 1: Introduce the proposed restrictions as advertised  
Option 2: Do not introduce the proposed restrictions

**Consultation: including any conflict of interest declared by relevant Cabinet Member consulted**

The Ward Members have been consulted and no comments have been received.



<b>Recommendation(s):</b>	It is recommended that the objections be dismissed and the proposal introduced as advertised in accordance with the schedule in the original report.
<b>Implications:</b>	
What are the <b>financial</b> implications?	These were dealt with in the previous report (refer to Appendix A)
What are the <b>legal</b> implications?	These were dealt with in the previous report (refer to Appendix A)
What are the <b>procurement</b> implications?	If any procurement for works or supplies are required and the value falls under <b>£10,000-00</b> , no procurement process is required. Service Area to obtain at least 1 written Quotation specifying that the Council's terms and conditions will apply following the instructions in <b>Rule 5.1</b> (Oldham Council Contractual Procurement Rules). and file ready for audit inspection. Local Supply Chain including SMEs to be considered where practical. Specific exemption from Public Contract Regulations where public contracts between entities within the public sector that exercise control which is similar to that it exercises over its own departments. <b>(PCR 2015 Part 2, Ch1, sub section 3 rule 12)</b> , (Phil Harper Oliver)
What are the <b>Human Resources</b> implications?	None
<b>Equality and Diversity Impact Assessment</b> attached or not required because (please give reason)	Not required because the measures proposed are aimed at improving road safety
What are the <b>property</b> implications	None, the work is being undertaken on the public highway which is under the control of the Highway Authority. (Rosalyn Smith)
<b>Risks:</b>	None
<b>Co-operative agenda</b>	These were dealt with in the previous report (refer to Appendix A)

---

Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution? Yes

Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget? Yes

Are any of the recommendations within this report contrary to the Policy Framework of the Council? No

**There are no background papers for this report**

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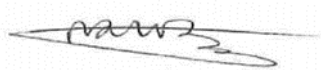
<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 20 December 2022	

Please list and attach any appendices:-

<b>Appendix number or letter</b>	<b>Description</b>
A	Approved Mod Gov Report
B	Copy of Representations

In consultation with Director of Environment

Signed :



Date: 20.12.2022

## APPENDIX A

### APPROVED MOD GOV REPORT

## **Delegated Decision**

# **Proposed Prohibition of Waiting and No Stopping on Entrance Markings – Clyde Street and Broadbent Road, Oldham**

Report of: Deputy Chief Executive – People and Place

Officer contact: Andy Cowell, Traffic Engineer  
Ext. 4577

**7 December 2021**

### **Purpose of Report**

The purpose of this report is to consider the introduction of prohibition of waiting restrictions at Clyde Street and a no stopping on entrance markings restriction at Broadbent Road.

### **Recommendation**

It is recommended that prohibition of waiting and no stopping on entrance marking restrictions are introduced in accordance with the plan and schedule at the end of this report.

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## **Proposed Prohibition of Waiting and No Stopping on Entrance Markings – Clyde Street and Broadbent Road, Oldham**

### **1 Background**

- 1.1 Two separate complaints have been received reporting obstructive parking in the Broadbent Road area of Oldham. It is reported that vehicles park on Ripponden Road close to the junction of Clyde Street and at the junction of Broadbent Road and Whitecroft Street outside Kingsland School. Clyde Street and Broadbent Road both extend from Ripponden Road in a north westerly direction into areas primarily made up of residential property. There are a number of shops located on the north west side of Ripponden Road and two schools on Broadbent Road that generate a demand for on-street parking in the area.
- 1.2 Positioned on Ripponden Road between the junctions of Clyde Street and Broadbent Road is a pedestrian crossing. The controlled zone (zig-zag) markings associated with the crossing extend from Broadbent Road to a point 13 metres north east of Clyde Street leaving an unrestricted area for motorists to park. It is proposed to introduce restrictions in the gap and on the opposite side of the junction to improve visibility in both directions along Ripponden Road. Restrictions will also be extended into the mouth of the junction to ease access and egress from Clyde Street.
- 1.3 Kingsland School is located at the corner of Broadbent Road and Whitecroft Street. There are currently no restrictions in place in the vicinity of the junction and a recent complaint has highlighted that vehicles park close to the junction, affecting visibility for motorists exiting Whitecroft Street onto Broadbent Road and child pedestrians crossing outside the school. It is proposed to introduce a school keep clear marking at the junction to prevent the parking and stopping of vehicles. This will increase visibility between motorists and pedestrians and vice versa, at a point where children may congregate and cross the road and highlight the presence of the school itself.
- 1.4 Officers have inspected both sites and found vehicles to be parked in the reported locations. It is therefore proposed to promote new prohibition of waiting restrictions at the junction of Clyde Street and Ripponden Road and a School Keep Clear 24 hour prohibition of stopping restriction at the junction of Broadbent Road and Whitecroft Street.

### **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 The proposal will improve visibility along Ripponden Road for motorists emerging from Clyde Street and improve visibility for motorists and pedestrians at the junction of Broadbent Road and Whitecroft Street outside Kingsland School.

#### 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 St James' Ward Councillors**

- 6.1 The Ward Councillors have been consulted and Councillor G Alexander and Councillor B Sharp support the proposal.

#### 7 **Financial Implications**

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

	£
Advertisement of Order	1,200
Introduction of Road Markings	800
<b>Total</b>	<b>2,000</b>
Annual Maintenance Cost (calculated November 2021)	100

- 7.2 The advertising and road marking costs of £2,000 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.
- 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 – The proposal will improve access along the highway.

15.3 Pollution – Nil.

15.4 Consumption and Use of Resources – Nil.

15.5 Built Environment – Nil.

15.6 Natural Environment – Nil.

15.7 Health and Safety – The proposal will improve safety for road users.

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

16.1 Nil.

**17 Equality Impact Assessment Completed?**

17.1 No.

**18 Key Decision**

18.1 No.

**19 Key Decision Reference**

19.1 Not applicable.

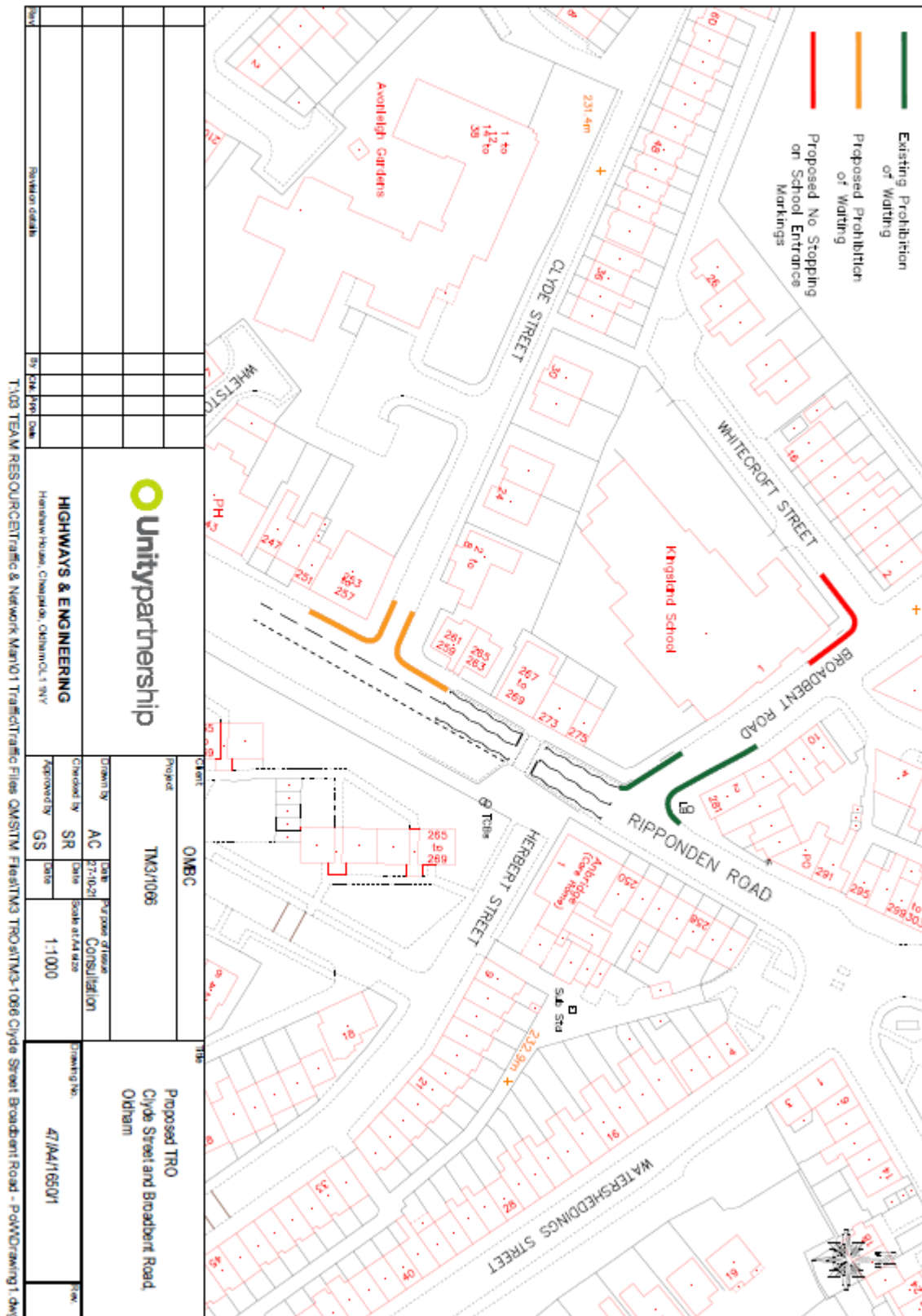
**20 Background Papers**

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 be introduced in accordance with the following schedule and drawing number.





## Schedule

### Drawing Number 47/A4/1650/1

Add to the Oldham Borough Council (Oldham Area) Consolidation Order 2003

#### **Part I Schedule 1 Prohibition of Waiting**

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Ripponden Road</u> (North west side)  From a point 13 metres north east of its junction with Clyde Street to a point 15 metres south west of its junction with Clyde Street	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Clyde Street</u> (Both sides)  From its junction with Ripponden Road for a distance of 10 metres in a north westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

#### **Introduce the following Order to prohibit Stopping on a School Entrance Marking**

Column 1	Column 2	Column 3	Column 4
Item No	Length of Road	Duration	Exemptions
	<u>Broadbent Road</u> South West Side  From its junction with Whitecroft Street for a distance of 12.78 metres in a south easterly direction	24 hours	B1, B3, B4, C & E
	<u>Whitecroft Street</u> South East Side  From its junction with Broadbent Road for a distance of 12.78 metres in a south westerly direction	24 hours	B1, B3, B4, C & E

**APPROVAL**

**Decision maker**

Signed:



Cabinet Member,  
Neighbourhoods

Dated: 08 December 2021

**In consultation with**

Signed: John Lamb  
Interim Director of  
Environmental Services

Dated: 07 December 2021

## **APPENDIX B**

### **COPY OF OBJECTIONS**

#### **Objection 1**

To whom it may concern

Please note I would like to put a objection regarding the road marking on Clyde Street and Ripponden Road.

I own the shop on Ripponden Road and this will cause a lot of problems for my business.

I have been trading for many years and this has not caused or seen any problems for these marking been put on.

The past few weeks there was work carried out at the pub and there was a lot of trading men with their vehicles parked up. I believe this is what might have caused the problems for the moving traffic especially during rush hour/lunch time.

If these road marking do go ahead it can possibly lead to a closure off my business or a shortfall on my trading. This is due to the fact most off my customers come to me by transport i.e. cars and if the parking is going to be a problem they will not stop to purchase any products. I urge to you please consider the valid points I have put forward. As a member of the community who is trying to trade, this will and can cause a lot of issues not just for me but also to my new and returning customers.

I look forward to hearing from you

Kind regards

#### **Objection 2**

To Whom it may concern

I am writing to you today to object to road markings being placed outside my business on Clyde Street, Ripponden Road.

There is 4 businesses, 2 that belong to me and I believe this will cause issues to my trading during what is already a difficult time for businesses. If it does go ahead it could possibly lead to a closure of my businesses as majority of my customers come to me by their own transport and parking will then be an problem.

I hope you take this into consideration when making your decision

I look forward to hearing from you

Kind regards

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## **TRO Panel**

**Decision Maker:** Director of Environment, Nasir Dad

**Date of Decision:** 19 January 2023

**Subject:** Objections to Proposed Prohibition of Waiting – Drake Close, Crompton Street and Henshaw Street, Oldham

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

**Ward (s):** Coldhurst

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**Reason for the decision:**

A report recommending the introduction of prohibition of waiting restrictions at Drake Close, Crompton Street and Henshaw Street, Oldham, was approved under delegated powers on 8 December 2021. The proposal was subsequently advertised and two objections were received.

A copy of the approved report is attached at Appendix A and a copy of the objections are attached at Appendix B.

In summary both objectors state that the proposed restrictions will displace parking onto Crompton Street making it more difficult for those residents to park. One of the objectors has a disabled wife and concerns were raised regarding this.

Officers recognise that there may be some displacement from Drake Close which could result in a further reduction in the availability of on-street spaces on Crompton Street. However, the length of the proposed restrictions is the minimum though necessary to address the issues reported by FCHO, to protect nearby junctions and to protect the bend on Crompton Street. The disabled person has been invited to apply for a disabled parking bay to lessen any impact. The application has been received and

will be vetted as part of the next annual assessments in Spring 2023.

**Summary:**

The purpose of this report is to consider all representations received to the introduction of prohibition of waiting restrictions at Drake Close, Crompton Street and Henshaw Street, Oldham.

**What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):**

Option 1: Introduce the proposed restrictions as advertised  
Option 2: Do not introduce the proposed restrictions

**Consultation: including any conflict of interest declared by relevant Cabinet Member consulted**

The Ward Members have been consulted and no comments have been received.

**Recommendation(s):**

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

**Implications:**

What are the **financial** implications?

These were dealt with in the previous report (refer to Appendix A)

What are the **legal** implications?

These were dealt with in the previous report (refer to Appendix A)

What are the **procurement** implications?

If any procurement for works or supplies are required and the value falls under **£10,000-00**, no procurement process is required. Service Area to obtain at least 1 written Quotation specifying that the Council's terms and conditions will apply following the instructions in **Rule 5.1** (Oldham Council Contractual Procurement Rules). and file ready for audit inspection. Local Supply Chain including SMEs to be considered where practical. Specific exemption from Public Contract Regulations where public contracts between entities within the public sector that exercise control which is similar to that it exercises over its own departments. **(PCR 2015 Part 2, Ch1, sub section 3 rule 12)**,  
(Philip Harper Oliver)

What are the **Human Resources** implications?

None

**Equality and Diversity Impact Assessment** attached or not required because (please give reason)

Not required because the measures proposed are aimed at improving road safety

What are the **property** implications

None, the work is being undertaken on the public highway which is under the control of the Highway Authority. (Rosalyn Smith)

**Risks:**

None

**Co-operative agenda**

These were dealt with in the previous report (refer to Appendix A)

---

Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?

Yes

Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?

Yes

Are any of the recommendations within this report contrary to the Policy Framework of the Council?

No

**There are no background papers for this report**

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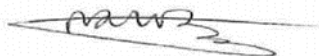
<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 20 December 2022	

Please list and attach any appendices:-

<b>Appendix number or letter</b>	<b>Description</b>
A	Approved Mod Gov Report
B	Copy of Representations

In consultation with Director of Environment

Signed :



Date: 20.12.2022

## APPENDIX A

### APPROVED MOD GOV REPORT

## **Delegated Decision**

# **Proposed Prohibition of Waiting – Drake Close, Crompton Street and Henshaw Street, Oldham**

Report of: Deputy Chief Executive – People and Place

Officer contact: Andy Cowell, Traffic Engineer  
Ext. 4577

**7 December 2021**

### **Purpose of Report**

The purpose of this report is to consider the introduction of prohibition of waiting restrictions at Drake Close, Crompton Street and Henshaw Street, Oldham.

### **Recommendation**

It is recommended that prohibition of waiting restrictions are introduced in accordance with the plan and schedule at the end of this report.

---



## **Proposed Prohibition of Waiting – Drake Close, Crompton Street and Henshaw Street, Oldham**

### **1 Background**

- 1.1 Drake Close is a residential cul-de-sac located in the Oldham Edge area of Oldham, extending in a westerly direction from Crompton Street. The road forms part of an estate controlled by First Choice Homes Oldham (FCHO) who have recently contacted Highways to highlight an issue with vehicles parking on the southern footway of Drake Close.
- 1.2 The southern footway at Drake Close is around 5.5 metres wide and although not constructed to do so, it can accommodate vehicles parked fully along its length. The carriageway is a similar width and can therefore only accommodate parking on one side, which generally occurs on the north side, leaving the south side for traffic to pass along the road unhindered. Local residents utilise the wide footway on the south side to maximise their parking capacity without obstructing the carriageway.
- 1.3 Officers have inspected the location with FCHO and found that vehicles do park wholly on the southern footway, often two vehicles side by side. FCHO report that this parking affects access for pedestrians and access to a bin storage area.
- 1.4 In addition to the issues raised by FCHO, underground utility infrastructure is located within this footway and the continual parking of vehicles may cause damage to these services and the footway surface itself. Footways are not constructed to the same specification as carriageways and are not constructed to withstand continual vehicular forces.
- 1.5 It is therefore proposed to promote new prohibition of waiting restrictions along the south side of Drake Close to remove the problematic parking. The restrictions are enforceable to the back of the footway.
- 1.6 Restrictions will also be extended into Crompton Street and from Crompton Street into Henshaw Street to ensure that any parking displaced by the restrictions does not affect visibility and vehicular movements at these two nearby junctions.
- 1.7 Restrictions will also be applied to the inside of the bend located on Crompton Street to the north of Drake Close. Vehicles regularly park on or very near to the bend, which affects forward visibility to oncoming traffic.

### **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 The proposal will:

- prevent damage to the footway and utility infrastructure
- allow access to the bin store
- improve pedestrian access along the footway
- improve visibility and access at the junctions of Crompton Street/Drake Close and Crompton Street/Henshaw Street
- improve forward visibility at the bend on Crompton Street

## 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 Coldhurst Ward Councillors**

6.1 The Ward Councillors have been consulted and no comments have been received.

## 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 Cost (calculated November 2021)	100

7.2 The advertising and 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.
- 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 – The proposal will improve access along the highway.

15.3 Pollution – Nil.

15.4 Consumption and Use of Resources – Nil.

15.5 Built Environment – Nil.

15.6 Natural Environment – Nil.

15.7 Health and Safety – The proposal will improve safety for road users.

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

16.1 Nil.

**17 Equality Impact Assessment Completed?**

17.1 No.

**18 Key Decision**

18.1 No.

**19 Key Decision Reference**

19.1 Not applicable.

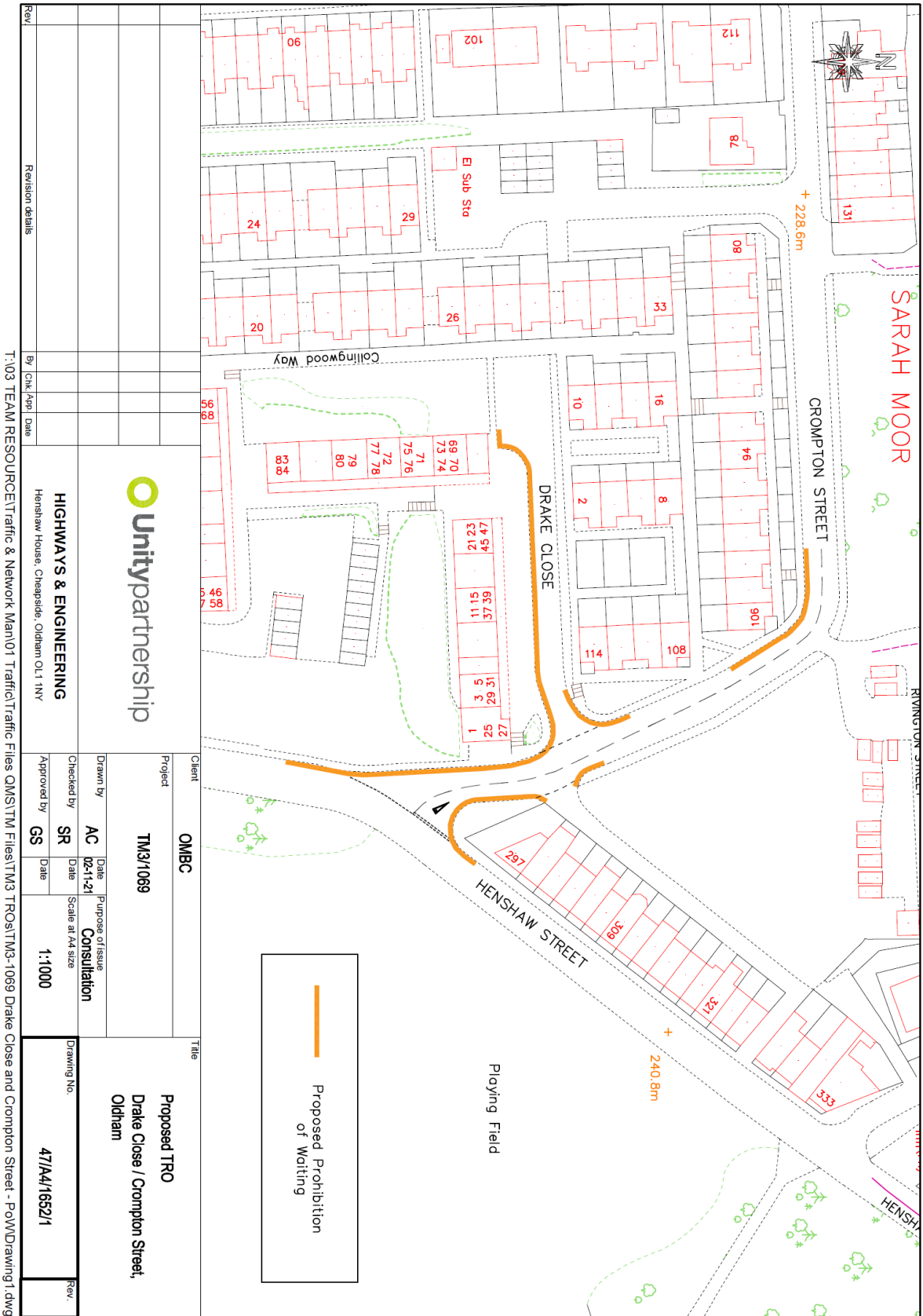
**20 Background Papers**

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 be introduced in accordance with the following schedule and drawing number.



Revision details		By	CHK/APP	Date
Rev				
		<div> </div>		
		<div> <b>HIGHWAYS &amp; ENGINEERING</b>  Henshaw House, Cheapside, Oldham OL1 1NY </div>		
		Client	OMBC	
		Project	TM3/1069	
		Drawn by	AC	Date 02-11-21
		Checked by	SR	Date
		Approved by	GS	Date
		Purpose of issue		Consultation
		Scale at A4 size		1:1000
		Drawing No.	47/A4/1652/1	
		Rev.		

T:\103 TEAM RESOURCE\Traffic & Network Man\01 Traffic\Traffic Files QMS\TM Files\TM3 TRO\TM3-1069 Drake Close and Crompton Street - PoWD\Drawing1.dwg

## Schedule


### Drawing Number 47/A4/1652/1

Add to the Oldham Borough Council (Oldham Area) Consolidation Order 2003

#### **Part I Schedule 1 Prohibition of Waiting**

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Drake Close</u> (South side)  From its junction with Crompton Street for a distance of 71 metres in a general westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Drake Close</u> (North side)  From its junction with Crompton Street for a distance of 10 metres in a south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Henshaw Street</u> (North west side)  From a point 15 metres south west of its junction with Crompton Street to a point 10 metres north east of its junction with Crompton Street	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Crompton Street</u> (West side)  From its junction with Henshaw Street to a point 10 metres north of its junction with Drake Close	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Crompton Street</u> (South west and south side)  From a point 34 metres north west of its junction with Drake Close for a distance of 33 metres in a north westerly and then westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Crompton Street</u> (East side)  From its junction with Henshaw Street for a distance of 40 metres in a general northerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

**APPROVAL**

<p><b>Decision maker</b></p> <p>Signed: </p> <p>Cabinet Member, Neighbourhoods</p>	<p>Dated: 08 December 2021</p>
<p><b>In consultation with</b></p> <p>Signed: John Lamb Interim Director of Environmental Services</p>	<p>Dated: 07 December 2021</p>

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

**Objection 1**

Dear Sir / Madam

I have been away for two weeks and upon my return, I found the above notice had been posted to my house. ■■■■ Crompton street Oldham.OL1 2 BT

Although the order does not specifically seem to affect our residence, it will in fact be the cause of us being unable to get our car in front of our property at times we need to. This will cause great inconvenience for my disabled wife, who receives attendance allowance, and finds it very difficult to walk any distance, without oxygen, in safety.

My objection is based on the fact that you are removing a facility, that has been in place since the estate was built, at a time when more and more people have the need to use a car to get to shops or work.

Visitors to occupiers; on Rivington Street, houses who will no longer be able to park or allow visitors to park, flats on Drake Close will not have sufficient parking spaces (due to people affected by the order taking spaces they used),

I often find space in front of my house taken up by the cars of people living or visiting others and this will be made worse by this proposed order,

Sufficient additional parking spaces have not been provided at the present time.

Any other restrictions will make the situation even worse.

Thank you for your considerations

Regards

**Objection 2**

I object to the proposed parking restrictions in the Compton st , henshaw st and drake close area that would cause mayhem as people from the street facing , Rivington street, park over here on crompton st too





## **TRO Panel**

**Decision Maker:** Director of Environment, Nasir Dad

**Date of Decision:** 19 January 2023

**Subject:** Objections to Proposed Prohibition of Waiting – Church Road and Wellmeadow Lane, Uppermill

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

**Ward (s):** Saddleworth South

---

**Reason for the decision:**

A report recommending the introduction of prohibition of waiting restrictions at Church Road and Wellmeadow Lane, Uppermill was approved under delegated powers on 8 December 2021. The proposal was subsequently advertised and two objections were received.

A copy of the approved report is attached at Appendix A and a copy of the objections are attached at Appendix B.

In summary the objectors state that the restrictions are not necessary as there have been no accidents involving parked vehicles at this location and that the restrictions will increase the speed of traffic due to the lack of parked cars, which reportedly slow traffic down. The objectors also state that some residents rely on these areas for parking.

In response to the objections: parked cars are not a form of traffic calming. It is clear, that any vehicle parked close to a junction affects visibility for motorists negotiating that junction. Likewise, the effect of vehicles parked on or close to a bend is to force motorists across the centre line in conflict with opposing traffic

The length of the proposed restrictions reinforce guidance published in The Highway Code. Rule 243 states that motorists should not stop or park on a bend or at a junction.

The majority of residents local to the proposal have the use of off-street parking places and there is on-street parking space away from the junction and bend within walking distance.

**Summary:**

The purpose of this report is to consider all representations received to the introduction of prohibition of waiting restrictions at Church Road and Wellmeadow Lane, Uppermill.

**What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):**

Option 1: Introduce the proposed restrictions as advertised  
Option 2: Do not introduce the proposed restrictions

**Consultation: including any conflict of interest declared by relevant Cabinet Member consulted**

The Ward Members have been consulted and no comments have been received.

**Recommendation(s):**

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

**Implications:**

What are the **financial** implications?

These were dealt with in the previous report (refer to Appendix A)

What are the **legal** implications?

These were dealt with in the previous report (refer to Appendix A)

What are the **procurement** implications?

If any procurement for works or supplies are required and the value falls under **£10,000-00**, no procurement process is required. Service Area to obtain at least 1 written Quotation specifying that the Council's terms and conditions will apply following the instructions in **Rule 5.1**(Oldham Council Contractual Procurement Rules). and file ready for audit inspection. Local Supply Chain including SMEs to be considered where practical. Specific exemption from Public Contract Regulations where public contracts between entities within the public sector that exercise control which is similar to that it exercises over its own departments. **(PCR 2015 Part 2, Ch1, sub section 3 rule 12)**,  
(Philip Harper Oliver)

What are the **Human Resources** implications?

None

**Equality and Diversity Impact Assessment** attached or not required because (please give reason)

Not required because the measures proposed are aimed at improving road safety

What are the **property** implications

None, the work is being undertaken on the public highway which is under the control of the Highway Authority. (Rosalyn Smith)

**Risks:**

None

**Co-operative agenda**

These were dealt with in the previous report (refer to Appendix A)

Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?

Yes

Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?

Yes

Are any of the recommendations within this report contrary to the Policy Framework of the Council?

No

**There are no background papers for this report**

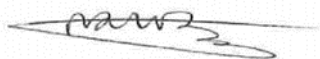
<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 20 December 2022	

Please list and attach any appendices:-

<b>Appendix number or letter</b>	<b>Description</b>
A	Approved Mod Gov Report
B	Copy of Representations

In consultation with Director of Environment

Signed :



Date: 20.12.2022

## APPENDIX A

### APPROVED MOD GOV REPORT

## **Delegated Decision**

# **Proposed Prohibition of Waiting – Church Road and Wellmeadow Lane, Uppermill**

Report of: Deputy Chief Executive – People and Place

Officer contact: Andy Cowell, Traffic Engineer  
Ext. 4577

**7 December 2021**

### **Purpose of Report**

The purpose of this report is to consider the introduction of prohibition of waiting restrictions at the junction of Church Road and Wellmeadow Lane, Uppermill.

### **Recommendation**

It is recommended that prohibition of waiting restrictions are introduced in accordance with the plan and schedule at the end of this report.

---

## **Proposed Prohibition of Waiting – Church Road and Wellmeadow Lane, Uppermill**

### **1 Background**

- 1.1 Church Road extends from Uppermill village centre in a north easterly direction providing access to a number of residential side streets. Beyond the main populated area the road connects with a network of narrow lanes. Wellmeadow Lane is a residential street situated to the north of Church Road and provides access to further residential streets beyond that. Wellmeadow Lane has two junctions with Church Road. The westernmost junction has restrictions in place which were introduced in 2016 to improve visibility along Church Road. A recent complaint has highlighted that vehicles are parking at the second junction and the complainant has requested that the problem is addressed in the same way.
- 1.2 Officers have inspected the location and found that vehicles do park close to the junction which affects visibility in both directions along Church Road. The main concern is visibility to the east where there is a bend close to the junction. This amplifies the issue further with motorists travelling westbound having poor forward visibility to any vehicles emerging from the junction.
- 1.3 In addition to causing an issue with visibility, vehicles parked further along from the junction closer to the bend, or on the bend itself, force eastbound motorists into the centre of the road and in direct conflict with westbound motorists on the bend.
- 1.4 It is therefore proposed to promote new prohibition of waiting restrictions along Church Road at its junction with Wellmeadow Lane to a point 15 metres on the south west side and to its junction with Saddleworth Fold on the north east side, encompassing the inside of the bend. Restrictions will also be extended into the mouth of the junction to ease access and egress and protect existing dropped kerbs from being obstructed.

### **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 The proposal will improve visibility along Church Road for motorists emerging from Wellmeadow Lane and improve forward visibility at the bend to the east of the junction, reducing the risk of a collision at the junction and on the bend.

## 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 Saddleworth South Ward Councillors

- 6.1 The Ward Councillors have been consulted and Councillor G Sheldon supports the proposal.

## 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 Cost (calculated April 2021)	100

- 7.2 The advertising and 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.

- 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 – The proposal will improve access along the highway.
- 15.3 Pollution – Nil.
- 15.4 Consumption and Use of Resources – Nil.
- 15.5 Built Environment – Nil.
- 15.6 Natural Environment – Nil.

15.7 Health and Safety – The proposal will improve safety for road users.

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

16.1 Nil.

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**

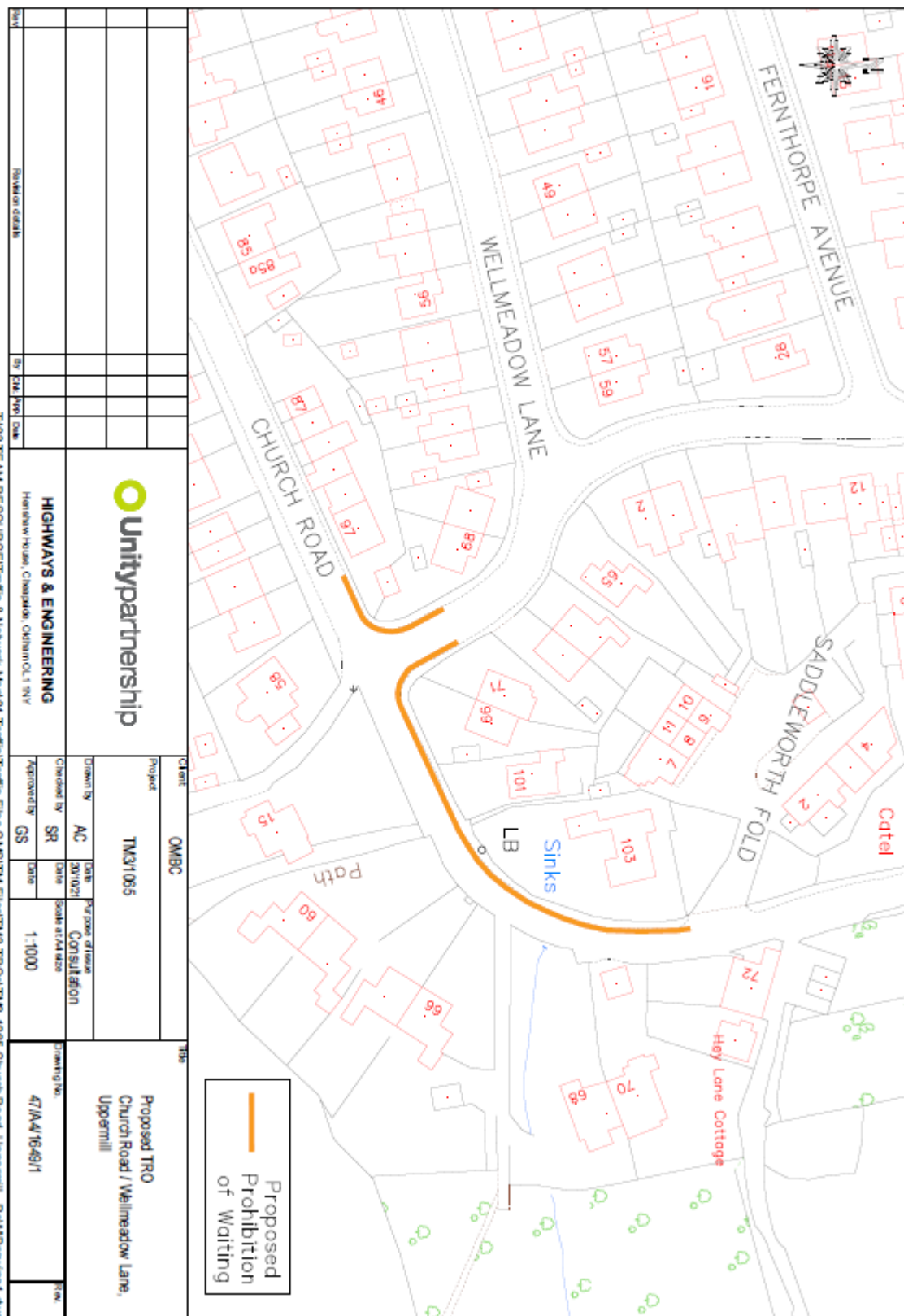
20.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act:

None.

21 **Proposal**

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





## Schedule

Drawing Number 47/A4/1649/1

Add to the Oldham Borough Council (Saddleworth Area) Consolidation Order 2003


### **Part I Schedule 1 Prohibition of Waiting**

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Church Road, Uppermill</u> (North west side)  From a point 15 metres south-west of its junction with Wellmeadow Lane (easternmost junction) to its junction with Saddleworth Fold	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Wellmeadow Lane, Uppermill</u> (Both sides)  From its junction with Church Road (easternmost junction) for a distance of 16 metres in a north westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

**APPROVAL**

**Decision maker**

Signed:

  
Cabinet Member,  
Neighbourhoods

Dated: 08 December 2021

**In consultation with**

Signed: John Lamb  
Interim Director of  
Environmental Services

Dated: 07 December 2021

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

**Objection 1**

Dear Mr Entwistle,

I live at [REDACTED] at the main curve of the road proposed for the traffic restriction. I can report in the 23 years I have lived at this address no more than 5 car accidents have occurred on this bend and higher up on the approach to the curve. all accidents happened at night driving down hill and most likely to fast, whether under influence one is not to know. Thankfully there were no fatalities but minor damage to the walls aligning this bend.

I believe the parking restriction would have no effect on the speed drivers approach this bend but in fact give them the confidence to approach it faster in the knowledge no cars would be obstructing their driving line. I would add this upper proportion of Church road is not busy but for the traffic of a few residents living higher up the hill, the farmer and his tractor and the few drivers who patronise the two pubs, The Coss Keys and the Church Inn ( which one would find are actually very quiet during the week) and of course the Sunday worshippers.

There are three occasions in the village Calander which the traffic restriction would dramatically affect the attendance, 'Yanks Weekend', 'The Band Contest', 'Whit Friday' and the 'Rush Cart' weekend. All these events rely on parking in and around the village to make these events a success.

The parking along the proposed section has in my view not been disruptive to local residents nor hazardous to those using this section of the road.

The restriction however would cause parking issues for the many nurses and care worker I witness visiting my neighbours on a weekly basis and also to myself and family when my children rely on the road for parking when they are home from university.

I find the presence of the parked car on these corners do in fact slow the traffic. It is my feeling this section of road would be best suited to a speed restriction and in addition speed bumps.

There are scores of village roads i travel in Saddleworth which are far more hazardous which most drivers negotiate without incident.

Yours Faithfully

## Objection 2

re; parking restriction proposal, Church Rd. and Wellmeadow Lane Upppermill.  
Ref; LJM/TO22/23 VF 21207

I have read the proposals and rationale for parking restrictions and discussed them with neighbours and hereby wish to register my objections.

- I have lived at my address for around 40 years during which time no accident has occurred.
- The ( ONE ) complaint leading to the proposal was made around a year ago during which no accident has occurred.
- My observation is that when the Wellmeadow Lane /Church Rd. junction is clear of parked vehicles, drivers approach it at a greater speed.
- It is surprising that in 2022 the main concern is traffic flow rather than traffic calming.
- The current situation is that parked vehicles restrict the traffic flow from time to time, leading to a decrease in the speed of traffic.
- Should the restrictions proposed go ahead, it would thus lead to vehicles travelling faster as there would be no possibility of parked vehicles around the corner of the junction.
- Church Road and Wellmeadow Lane are on the St. Chad's school run which means that during two periods daily traffic density increases as does speed, causing problems for residents and those parents and children who walk to school. Your department will be aware of some of the issues from monitoring.
- Any aid to traffic flow and speed will put residents and pedestrians at more risk. ROSPA cites speed as a major cause of accidents and death.
- A more sensible measure would be to extend the current Uppermill Speed limit of 20 mph over the area rather than imposing parking restrictions.
- This is a semi rural residential area and not in need of unsightly urban solutions.

I would also add that making the full rationale for parking restrictions only available to read to personal visitors to the Highways Dept in Oldham seems designed to restrict the consultation process; not everyone is able or has the time. There is no reason why they could not have been attached to the letters sent out to householders.



## **TRO Panel**

**Decision Maker:** Director of Environment, Nasir Dad

**Date of Decision:** 19 January 2023

**Subject:** Definitive Map and Statement Modification Order

**S53 – Wildlife and Countryside Act 1981. Claim to register a Public Footpath between Dobcross New Road and Mow Halls Lane, Dobcross**

**Report Author:** Liam Kennedy PROW Officer

**Ward:** Saddleworth North

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**Reason for the decision:** To determine an Application submitted under Schedule 14 of the Wildlife and Countryside Act 1981 (the 1981 Act), requesting that a Modification Order be made in respect of a route running between Dobcross New Road and Mow Halls Lane, Dobcross (the application route), which is shown on the attached location plan 764/A4/235/1.

**Summary:** The Council has a duty to investigate and determine applications for Modification Orders submitted under the 1981 Act.

The Application has been received in respect of the application route which is claimed as a Footpath through use of the route by the public for more than 20 years.

Applications based on use by the public for more than 20 years must meet the legal tests for use 'as of right', which means use without secrecy, without force and without the permission of the landowner.

The Application is supported by User Evidence Forms, completed by 34 individuals who claim to have used the application route for periods ranging between 23 and 70 years until the bridge closure in 2015 without challenge, although some

user evidence forms claim continued use until 2019.

The application route is not recorded on the Definitive Map and Statement for the area and was not identified on either the draft or provisional maps prepared in the early 1950's.

The evidence in support of and against the Application must be considered and the Application determined in line with legal requirements as described in paragraph 1.3 of this report.

## **Background**

1. The application was submitted by John Walton of The Ramblers Association on 21st June 2022. The application is supported by 34 user evidence forms and maps.
2. The basis on which the Application needs to be considered

The evidence in support of the application comprises of user evidence which needs to be considered against the statutory provisions in section 31 of the Highways Act 1980 (the 1980 Act) concerning dedication of a highway through 20 years' usage.

Under section 31 of the 1980 Act, a way is deemed to have been dedicated as a highway after 20 years use by the public unless there is evidence of a contrary intention. In order to establish a presumed dedication under this section, each element in the wording of section 31(1) and (2) needs to be proved on the balance of probabilities.

“(1) Where a way over any land, other than a way of such a character that use of it by the public could not give rise at common law to any presumption of dedication, has been actually enjoyed by the public as of right and without interruption for a full period of 20 years, the way is to be deemed to have been dedicated as a highway unless there is sufficient evidence that there was no intention during that period to dedicate it.

(2) The period of 20 years referred to in subsection (1) above is to be calculated retrospectively from the date when the right of the

public to use the way is brought into question, whether by a notice such as is mentioned in subsection (3) below or otherwise”.

(3) Where the owner of the land over which any such way as aforesaid passes:-

(a) has erected in such a manner as to be visible by persons using the way a notice inconsistent with the dedication of the way as a highway; and

(b) has maintained the notice after the 1st January 1934, or any later date on which it was erected,

the notice, in the absence of proof of a contrary intention, is sufficient evidence to negative the intention to dedicate the way as a highway.”

To make a Modification Order to add the Claimed Footpath to the Definitive Map the Council needs to decide whether an event under section 53 of the 1981 Act has occurred. If so, a Modification Order should be made. The “events” which are relevant to this application are those in s53(3)(b) and s53(3)(c)(i) of the 1981 Act. These provisions can overlap. “The discovery of evidence which shows that a right subsists or is reasonably alleged to subsist” under s53(3)(c)(i) can include the discovery that the period of user required to raise a presumption of dedication has expired. Thus, where an application is made for the addition of a path on the grounds of user for a requisite period, the application can be for an Order either under s53(3)(b) and/or under s53(3)(c)(i). An important difference between s53(3)(b) and s53(3)(c)(i) should be noted. The former does not contain words “reasonably alleged”. Unless the period has without doubt expired, the subsection does not apply. Under the latter, it is sufficient if it is no more than reasonably alleged that the way exists as a public right of way.

## **Proposal**

The claimed route is shown on the attached plan (764/A4/235/1).

The route leaves Dobcross New Road at Point A (OS GR SD98996, 06377) and follows the tarmac surfaced path south east (with playground and bench on your right) and then east for a distance of 226 metres running adjacent to the recreation ground where the path is narrower and includes a

bench to Point C (OS GR SD99213, 06367). The route then crosses the (currently closed) footbridge and follows a generally south-easterly direction to Point D (OS GR SD99535, 06264) at Mow Halls Lane for a distance of 380 metres. Along this section of route the car park at Newbank Garden Centre must be traversed where the pedestrian route is marked out on the tarmac leading to a stile.

The claim also consists of an additional branch leaving Dobcross New Road at Point B (OS GR SD99159, 06391) heading south east for a distance of 61 metres to join the rest of the claimed route at Point C (OS GR SD99213, 06367).

Photographs of the claimed route are attached at Appendix 1.

***What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):***

Option 1: To approve the application and add the claimed route to the Definitive Map and Statement as a footpath.

Option 2: Not to approve the application.

***Consultation: including any conflict of interest declared by relevant Cabinet Member consulted***

Ward Councillors have been consulted and Councillor L Lancaster – In favour of Option 1. Councillor would like to address panel. Councillor P Byrne – In favour of Option 2.

***Recommendation:***

It is recommended that:

1. The application for a Modification Order in respect of a route running between Dobcross New Road and Mow Halls Lane, Dobcross to be recorded in the Definitive Map and Statement as a footpath be rejected, because use of the route has not been 'as of right', as part of the route has been used 'by right' i.e. with the permission of the landowner
- 2.. The Applicant be notified of the Council's decision and of his right of appeal under Schedule 14 of the 1981 Act.

The preferred option is Option 1 as the claim does not meet the required legal test of 20 years use of the whole of the claimed route 'as of right'.



## Implications:

*What are the **financial** implications?*

Due to the decision to reject the application as detailed in the recommendations, there would be no cost to the Service for a modification order.

In the event of a successful decision in favour of the Applicant, annual maintenance costs for the footpath will be met from the Highways Public Rights of Way 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.

(John Edisbury)

*What are the **legal** implications?*

Under section 53 of the 1981 Act, the Council is required to make a Modification Order amending the definitive map and statement where it appears requisite in consequence of the discovery by the Council of evidence which (when considered with all other relevant evidence available to them) shows that a right of way which is not shown in the definitive map and statement subsists or is reasonably alleged to subsist over land in the area to which the definitive map relates, being a right of way such that the land over which the right subsists is a public path (ie a footpath or bridleway) or a restricted byway.

The burden of proof on establishing that the application route is a footpath lies with the claimant. The evidence submitted by the claimant is sufficient evidence of 20 years usage of the claimed route by the public. However the evidence does not establish that usage of the whole of the claimed route has been 'as of right', as it passes through two areas of public open space which the public have been invited to use (ie usage with permission - 'by right'). The Supreme Court in the case of *R. (on the application of Barkas) v North Yorkshire County Council and Scarborough Borough Council* (2014) confirmed that a playing field which had been acquired by a local authority under the Housing Act 1936 and thereafter maintained as a recreation ground had been appropriated for the purpose of public recreation. Since the local authority had an express statutory power to maintain the field for recreation purposes, local inhabitants using the field had been doing so 'by right' and not 'as of right'.

As the usage of the whole of the claimed route has not been 'as of right', the legal requirement for the presumption that a route should be considered to be a highway has not been met and the claim should be

rejected. The applicant has a right of appeal to the Secretary of State against the Council's decision not to make a Modification Order under Schedule 14 of the Wildlife and Countryside Act 1981. Any appeal must be made by the applicant within 28 days after service on him of notice of the Council's decision. (A Evans)

What are the **procurement** implications?

None

What are the **Human Resources** implications?

None

**Equality and Diversity Impact Assessment** attached or not required because (please give reason)

Not applicable

What are the **property** implications

None

**Risks:**

None

**Co-operative agenda**

Not applicable

Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?

Yes

Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?

Yes

Are any of the recommendations within this report contrary to the Policy Framework of the Council?

No

## Analysis of Claim

The evidence submitted in support of the Application consists of User Evidence Forms completed by various individuals. In total 34 completed Right of Way Evidence Forms have been received in support of the Application.

It can be seen from the summary of User Evidence at Table A below that:-

A number of people claim to have used the application route, all are local people.

Of those persons completing Evidence Forms the existence of various signage is noted including 'no dog fouling', 'no horse riding', 'Tameside Trail',

'Unsafe Bridge' as well as surface painted pedestrian signs at Newbank Garden Centre Car Park.

None of the persons who completed a User Evidence form have indicated that they ever sought or were granted permission to use the application route. No User Evidence forms indicate users having being stopped or turned back from using the claimed route.

The periods of use range from 23 to 70 years, with the earliest use being 1949. For those persons who have used the application route, the frequency of their use is high.

Mr Walton has queried the Council's recommendation that the application be refused on the grounds that use of the claimed route has been 'by right' rather than 'as of right'. He has submitted further evidence identifying 18 definitive paths created under what he alleges are similar circumstances to those which apply to his claim.

However, every addition to the Definitive Map must be considered on its own merits against the relevant legal tests. It has not been possible to comment on historical additions to the Definitive Map as we are unaware of the circumstances under which these additions were made. This current claim has been assessed against the legal tests, using the evidence provided.

The Applicant has applied for an Order to be made to add the application route of the Definitive Map and has submitted user evidence. The Council has to decide what it considers are the correct facts, and on the basis of those facts, whether an event under s 53(3)(c)(i) has occurred.

Use of the way is not in itself enough – it is the nature of such use that has to be established. All the provisions of section 31 of the 1980 Act, together with the common law rules need to be carefully considered.

a) "use by the public"

Whilst the user evidence submitted comes mainly from residents who live in the area that does not mean that the use cannot be regarded as "use by the public"

In the case of *R v Inhabitants of Southampton* 1887 it was held that use by the public "must not be taken in its widest senses; it cannot mean that it is a use by all the subjects of the Queen, for it is common knowledge that in many cases it is only the residents in the neighbourhood who ever use a particular road"

Use by those persons who completed User Evidence forms should be regarded as “use by the public”.

(b) “use as of right”

There has been signage in place (precise dates unknown) informing people ‘no dog fouling’ and ‘no horse riding’ indicating that the route is in use by users. This can be considered to be evidence of control of the use of the route.

None of those persons who completed User Evidence Forms have indicated being challenged themselves, except for being prevented from walking the route upon the closure of the footbridge in 2015.

Sections at the western and eastern ends of the claimed route run through land owned by Oldham Council (Asset 554 ‘Woolpack Playing Fields’ to the west and Asset 1918 Site of former Brownhill Nature Gardens to the east) which is laid out for recreation purposes. The presence of leisure facilities (i.e. play facilities, benches, and laid out paths) is indicative of permissive use granted by the landowner.

The recreation ground (Asset 554) and laid out path including benches is immediately to the rear of the properties 1-49 Dobcross New Road on OMBC Asset Number 554. It is noted that there is no barrier or fence line to delineate the claimed route from the existing recreation ground therefore it can be reasonably assumed the already laid out paths are part of the recreation ground for which there is permissive use to the public. The crushed stone surfaced path continues through Asset 1918 along which there is also evidence of bins provided for public use. Environmental Services confirm both Assets to be public open spaces which the public are permitted use.

Consequently the public has been invited by the Council to use the land through which the claimed route passes i.e. the use of the land by the public has been with the consent of the landowner – ‘by right (with permission) rather than ‘as of right (without permission). Therefore, although the use by those who completed User Evidence Forms appears to have been open and without force, in respect of part of the claimed route, the use has been with the permission of the landowner. Therefore the legal test for use of the whole claimed route ‘as of right’ has not been met. This is the case for the route A-C-D which passes through the public open space at both ends of the route and also for the route B-C-D which passes through the public open space at western end of the route (point D).

(c) “period of 20 years .... to be calculated retrospectively from the date when the right of the public to use the way is brought in question, whether by a notice such as is mentioned in subsection (3) below or otherwise”

It is considered that the date when the public’s right was first called into question was when the footbridge was closed in 2015. The period of consideration (for the purposes of presumed dedication under section 31 of the 1980 Act) has, therefore, been taken from 1995 to 2015.

The use described in the User Evidence Forms extends throughout that period.

(d) “without interruption”

An interruption has been defined as the actual and physical stopping of the use of a way by the landowner or their Agent. Moreover, such interruption must be with the intention to prevent public use. It is not sufficient if the interruption is for some other purpose.

(e) “unless there is sufficient evidence that there was no intention during that period to dedicate it”

There have in recent years been numerous legal rulings on what constitutes “sufficient evidence” that there was no intention to dedicate a highway. The leading case is *Godmanchester*, which was considered by the House of Lords in 2007. In that case the House of Lords ruled that the words “unless there is sufficient evidence that there was no intention during that period to dedicate” in s31(1) of the 1980 Act requires landowners to have communicated to users their lack of intention to dedicate and that must have been communicated at some point(s) during the 20 year period of use by the public.

For dedication at common law to arise the onus is on the Applicant to prove that intention.

It is noted that on the Conveyance document relating to the purchase of the parcel of land at the western end of the route (known as ‘Woolpack Playing Fields’) in 1955, Oldham Council (then Saddleworth Urban District Council) specifically purchased this plot of land ‘for the purposes of a park and playing fields in pursuance of their powers under the Physical Training Act 1937’.

It is also noted on the Conveyance document relating to the purchase of the parcel of land to at the eastern end of the route (known as ‘Brownhill’) in 1988 that Oldham Council purchased this plot of land and ‘the said land shall be used as amenity land for the benefit

of the general public and for no other purpose whatsoever’.

As both land purchases were made under the condition of their use as ‘recreation’ and ‘amenity’ land, this evidence further supports the existing permissive use by the public of sections of the claimed route at both the eastern and western ends. Walking on the land along specifically laid out paths would constitute use by the public in accordance with the terms on which the land was acquired.

Further evidence of the permissive use can be found documented on a bridge inspection report of the now closed footbridge (BR459) from 1996 by David Martin. On page. 7 of the inspection report it is noted by (then) Public Rights of Way Officer Terence Cavanagh that the structure is on a permissive path and the responsibility of (then) Leisure Services.

**Table A**

**Summary of User Evidence**

User	Usage From-To	Years	Frequency p/a	Purpose	Permission
1	1984-2015	31	3	Recreation	No
2	1987-2015	28	40	Recreation	No
3	1981-2015	34	104	Recreation	No
4	1955-2015	60	104	Recreation	No
5	1986-2015	29	365	Recreation	No
6	1986-2015	29	365	Recreation	No
7	1991-2015	24	40	Recreation	No
8	1982-2015	33	30	Recreation	No
9	1982-2015	33	30	Recreation	No
10	1993-2015	22	50	Recreation	No
11	1960-2015	55	20	Recreation	No
12	1985-2015	30	12	Recreation	No
13	1985-2015	30	12	Recreation	No
14	1988-2019	31	4	Recreation	No
15	1970-2019	49	4	Recreation	No
16	1993-2019	26	6	Recreation	No
17	1981-2019	38	26	Recreation	No
18	1953-2015	62	52	Recreation	No
19	1970-2019	49	20	Recreation	No
20	1960-2019	59	20	Recreation	No
21	1995-2015	20	365	Recreation	No
22	1982-2014	32	365	Recreation	No
23	1986-2015	29	50	Recreation	No
24	1979-2019	40	12	Recreation	No
25	1979-2019	40	12	Recreation	No
26	1968-2019	51	100	Recreation	No
27	1949-2019	50	104	Recreation	No
28	1985-2015	30	Regularly	Recreation	No
29	1972-2019	47	25	Recreation	No
30	1995-2015	20	Frequently	Recreation	No

31	1969-2019	50	20	Recreation	No
32	1992-2015	23	365	Recreation	No
33	1970-2015	45	100	Recreation	No
34	1980-2015	35	52	Recreation	No

**There are no background papers for this report**

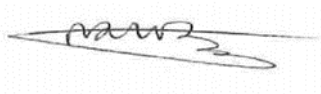
<b>Report Author Sign-off:</b>	
Liam Kennedy	
<b>Date:</b> 4 January 2023	

Please list and attach any appendices:-

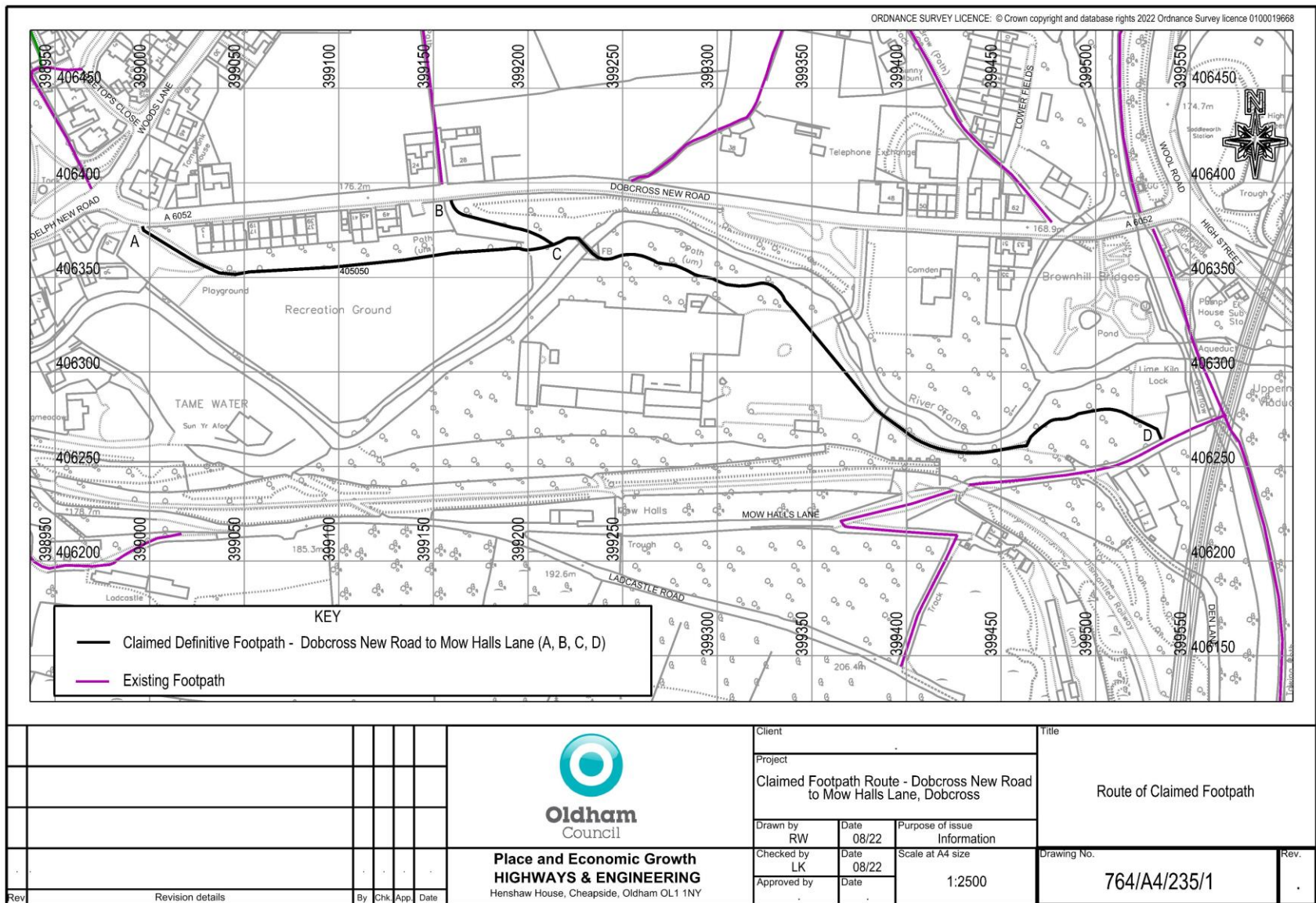
<b>Appendix number or letter</b>	<b>Description</b>
1	Photographs of claimed route

In consultation with Deputy Chief Executive/Executive Director/ Director

Signed :



Date: 9 January 2023





## Appendix 1



Entrance on Dobcross New Rd to claimed route (point A Plan 764/A4/235/1 contained in report)



Play area on your right as heading down the sloped bitmac path approaching playing field



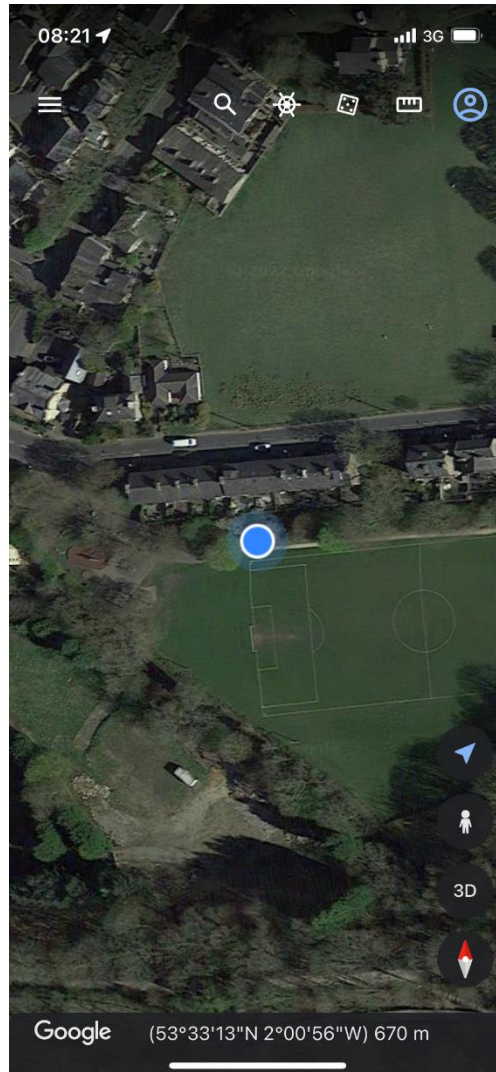
OMBC Signage





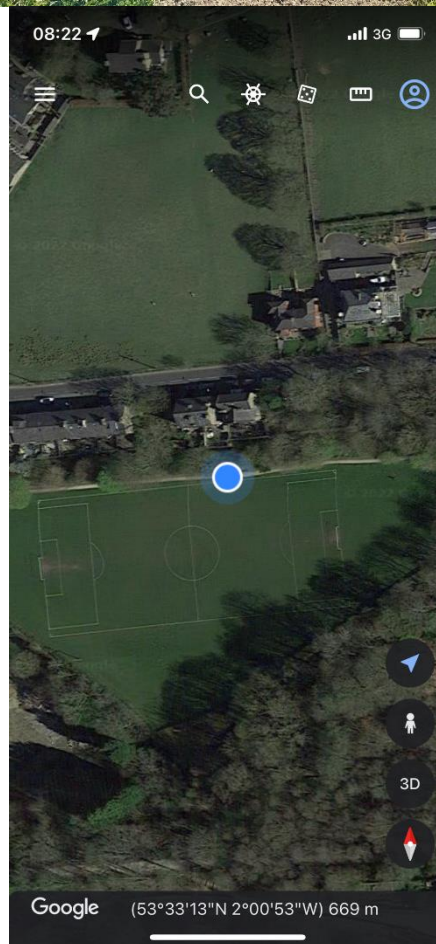
End of sloped bitmac surface. Playing field on right, claimed route continues East as gravel track.





Bench No.1 and GPS location (OMBC land Asset No. 554)

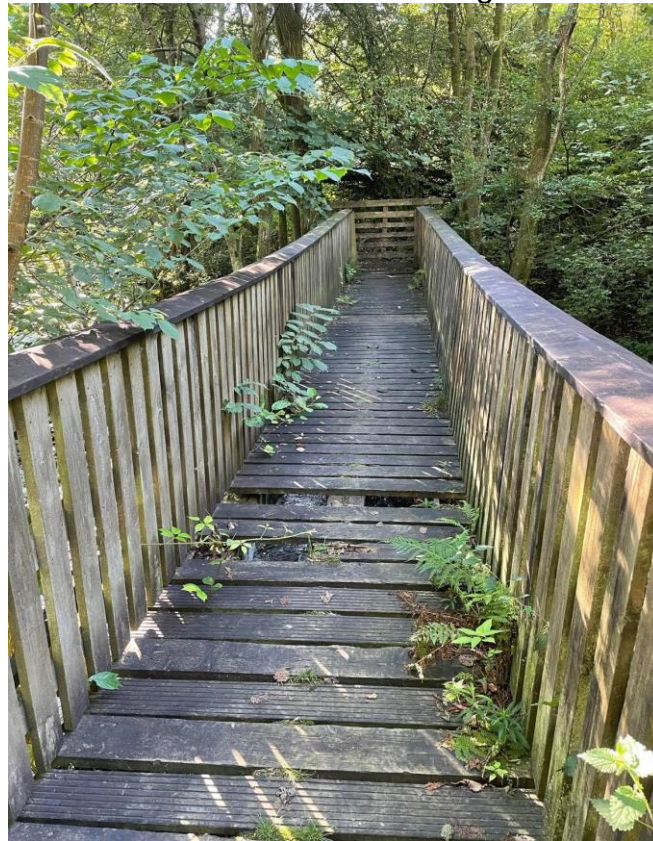




Bench No.2 and GPS location (OMBC land Asset No. 554)



Path to closed footbridge

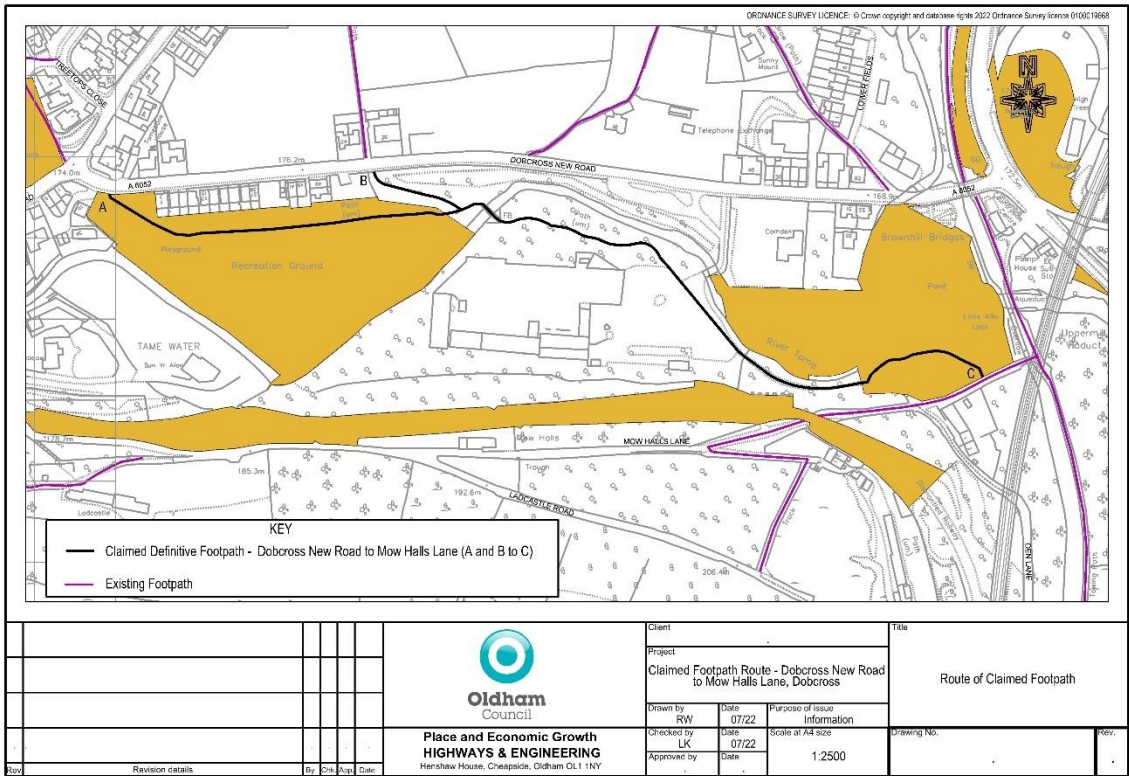


Footbridge currently closed due to safety concerns





OMBC Signage on footbridge



Plan showing claimed route (black) in relation to Council Asset (orange)

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# BRIDGE INSPECTION REPORT

For Bridges other than Trunk Road or Motorway Bridges

DISTRICT OLDHAM

Bridge Name BROOK DALE F/B Bridge No 06/459 Date 6/3/96  
 Road No N/A Road Name G.A. permissive path Spanning River Tame

Condition of Part	G F P	Condition of Part	G F P	Condition of Part	G F P
1. Invert	G	13. Expansion Joints	/	25. Spandrel Walls	/
2. Aprons	/	14. Main Beams	G	26. Tie Rods	/
3. Foundations	N/V	15. Encased Ends	/	27. Pointing	G
4. Cutwaters	/	16. Troughing	/	28. Condition of Masonry	G
5. Piers/Columns	/	17. Jack Arches	/	29. Surfacing	/
6. Abutments	G	18. Transverse Beams & Diaphragms	G	30. Coping	/
7. Wing Walls	/	19. Waterproofing	/	31. Pilasters	/
8. Embankments	/	20. Drainage Superstructure	/	32. Scour	None
9. Training Walls	/	21. Concrete Deck <u>WOODEN</u>	G	33. Paintwork	D
10. Drainage Substructure	/	22. Arch Springing	/	34. Stringcourse	/
11. Parapets	/	23. Arch Ring	/	35. Parapet Railings	F
12. Bearings	N/V	24. Voussoirs/Arch Face	/	36.	

Remarks (Refer to parts by above numbers).

(33) The whole structure (could) do with painting  
 (35) The right hand entrance upright (on the parapet) North facing  
 is loose from its bolts and may need future repair  
 T. Cavanagh confirmed that this structure is on a permissive  
 path and responsibility of Leisure Services.  
 please advise

Street Ref: LD1

G.A.

Assistant Bridge Superintendent

D. Martin

Bridge Superintendent

Remedial work recommended at previous inspection satisfactory? YES / NO

Comments if answer is NO.

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## **TRO Panel**

**Decision Maker:** Director of Environment, Nasir Dad

**Date of Decision:** 19 January 2023

**Subject:** Definitive Map and Statement Modification Order

**S257 Town and Country Planning Act 1990 – Diversion of Definitive Footpaths 83, 84 & 88 Crompton, at Land off Cocker Mill Lane, Shaw, and S53A – Wildlife and Countryside Act 1981**

**Report Author:** Liam Kennedy, PRoW Officer

**Ward:** Crompton

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**Reason for the decision:** The Council has received an application from Redrow Homes Lancashire to facilitate the proposed development of 201 dwellings at Land off Cocker Mill Lane, Shaw. Planning Ref: FUL347664/21 (granted 21/01/2022).

**Summary:** To seek approval to the making of a Public Path Diversion and Definitive Map and Statement Modification Order for Footpaths 83, 84 & 88 Crompton as detailed in the report.

**Background:** The application has been made by the above named party (Redrow Homes Lancashire) in relation to the proposed construction of a residential development of 201 dwellings (FUL/347664/21)

The Order-making and Confirming Authority are guided to authorise the diversion and/or extinguishment of any footpath if they are satisfied that it is necessary to do so in order for the development to be carried out in accordance with the granted planning permission.

**Proposal:** The route of Footpath 83 Crompton is shown on attached plan (764/A4/236/1). The path commences at point B, approx. 108m west of Cowlshaw following a northerly route for approximately 141m to point D then proceeds in

a general north-westerly direction for approximately 109m to point E. The existing route runs through undeveloped land (i.e. fields). The description of the current route is given in Schedule 1.

The diverted route is also shown on the plan and follows points G-H-E. At point E the diversion re-joins Footpath 83 Crompton on its existing alignment. The description of the diverted route is given in Schedule 2.

The route of Footpath 84 Crompton is shown on attached plan (764/A4/236/1). The path commences at point B, approx. 108m west of Cowlshaw following a northerly direction for approximately 141m to point D then proceeds in a general north-easterly direction for approximately 40m to point I. The description of the current route is given in Schedule 1.

The diverted route is also shown on the plan and follows points E-I-F-J. The description of the diverted routes is given in Schedule 2.

The route of Footpath 88 Crompton is shown on attached plan (764/A4/236/1). The path commences at point A on Cocker Mill Lane and follows a northerly, then easterly direction for approximately 271m to point B at its junction with Footpaths 83 & 84 Crompton. The path continues east for approximately 200m to point C on Cowlshaw. The description of the current route is given in Schedule 1.

The proposal is to extinguish Footpath 88 Crompton in its entirety as per points A-B-C on attached plan. The description of the proposed extinguished route is given in Schedule 2.

The existing alignment of the footpaths would be directly affected by the housing development being constructed by the applicants.

The required highway signage, from the metallised road and the way markers along the route will be paid for by the Applicant i.e. both installation, posts and the sign.

If the order is confirmed, it will be necessary to modify the Definitive Map and Statement for Footpaths 83, 84 & 88 Crompton. The Council

has an obligation to continuously review the Map and Statement. The Public Rights of Way (Combined Orders) (England) Regulations 2008, allow the Order-making Authority to make a Combined Order for a diversion proposal and Definitive Map and Statement Modification. In light of the above, it is considered that this is appropriate in this case. The current wording for the Definitive Statement is given in Schedule 3 and the amended wording is given in Schedule 4.

**What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):**

Option 1: To approve the recommendation  
Option 2: Not to approve the recommendation.

**Consultation: including any conflict of interest declared by relevant Cabinet Member consulted**

The Ward Members have been consulted and no representations received.

Shaw & Crompton Parish Council has been consulted and no representations received.

Footpath Societies have been consulted and;

- The Ramblers Association disagree with the proposal in favour of diversions through the proposed development following the estate roads.
- The Wednesday Walkers support the proposal.
- The Peak and Northern Footpath Society have not commented on this proposal.

Landowners - the applicant is the only affected landowner.

**Recommendation(s):**

It is recommended that the Council make a Public Path Diversion & Definitive Map and Statement Modification Order for the diversion of Footpaths 83 & 84 Crompton and the extinguishment of Footpath 88 Crompton under Section 257 of the Town and Country Planning Act 1990 and Section 53A of the Wildlife and Countryside Act 1981 as detailed in the report and officers be authorised to carry out the necessary procedures with a view to confirming the Order in the event that no objections are made to the Order.

## Implications:

What are the **financial** implications?

The cost for a definitive map and modification order will be £2,766 and will be revenue expenditure.

A contribution of £2,766 has already been received from the applicant, Redrow Homes for this order.

(John Edisbury)

What are the **legal** implications?

Section 257 of the Town and Country Planning Act 1990 enables the Council to authorise the stopping up or diversion of any footpath or bridleway if it is satisfied that it is necessary to stop up or divert the footpath or bridleway in order to enable development to be carried out in accordance with planning permission granted under the Act.

In the event of objections the application will be referred to the Secretary of State who must be satisfied that it is necessary to stop up or divert the footpath or bridleway and who has a discretion as to whether to confirm the stopping up/diversion. In the exercise of that discretion the Secretary of State is obliged to take into account any significant disadvantages or losses flowing directly from the stopping up/diversion which have been raised and must also take into account any countervailing advantages to the public, along with the planning benefits and the degree of importance attached to the development. He must then decide whether any such disadvantages or losses are of such significance or seriousness that he should refuse to confirm the stopping up/diversion. (A Evans)

What are the **procurement** implications?

None

What are the **Human Resources** implications?

None

**Equality and Diversity Impact Assessment** attached or not required because (please give reason)

Not applicable

What are the **property** implications

None

<b>Risks:</b>	None
<b>Co-operative agenda</b>	Not applicable

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Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?	Yes
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Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?	Yes
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Are any of the recommendations within this report contrary to the Policy Framework of the Council?	No
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**Schedule 1 – Description of Existing Footpath Routes – Drawing 764/A4/236/1**

Existing FP83 Crompton commences at point B (GR SD93032 08354) proceeding in a northerly direction for a distance of approximately 141 metres to point D (GR SD92981 08486) then proceeds in a general north-westerly direction for approximately 109 metres to point E (GR SD92886 08513). The path then continues in a north-westerly direction for approximately 640 metres then in a south-westerly direction for approximately 284 metres to cross the former Urban District Boundary where the path becomes Footpath 57 Royton.

Existing FP84 Crompton commences at point B (GR SD93032 08356) proceeding in a northerly direction for a distance of approximately 141 metres to point D (GR SD92981 08486) then proceeds in a north-easterly direction for approximately 40 metres to point I (GR SD93014 08506) continuing in a north-easterly direction for a further 58 metres then proceeding in a northerly direction for a distance of approximately 431 metres to end at Edward Road.

Existing Footpath 88 Crompton commences at point A (GR SD92960 08132) proceeding in a north-easterly direction then directly easterly direction for a distance of approximately 271 metres to point B (GR SD93032 08354), continuing in an easterly direction for a distance of approximately 200

metres to end at point C (GR SD93223 08398).

## **Schedule 2 – Description of Proposed Diverted/Extinguished Routes – Drawing 764/A4/236/1**

Footpath 83 Crompton commencing at point G (GR SD92845 08257) proceeding in a northerly direction along the western boundary of the development site for a distance of approximately 228 metres to point H (GR SD92825 08480) then proceeding in a north-easterly direction for a distance of approximately 69 metres to point E (GR SD92886 08513) to proceed in a north-westerly direction on FP83s existing alignment.

Footpath 84 Crompton commencing at point J (GR SD93153 08484) proceeding in a north-easterly direction for a distance of approximately 119 metres to point F (GR SD93046 08527) then proceeding in a south-westerly direction for a distance of approximately 37 metres to point I (GR SD93014 08506) and continuing in an easterly direction for a distance of approximately 132 metres to point E (GR SD92886 08513) to meet FP83 at its junction.

Footpath 88 Crompton commences at point A (GR SD92960 08132) proceeding in a north-easterly direction then directly east for a distance of approximately 271 metres to point B (GR SD93032 08354), continuing in an easterly direction for a distance of approximately 200 metres to end at point C (GR SD93223 08398).

## **Schedule 3 – Current Definitive Statement**

See below table.

<b>District and page number</b>	<b>Page Number</b>	<b>Status</b>	<b>Length (m)</b>	<b>Description</b>	<b>Comments</b>
Crompton Footpath 83	5	Footpath	1159	Path from Park Lane in Urban District of Royton to Cowlshaw. Path crosses boundary with Royton	Public path diversion (part) order 12.5.95



				<p>Urban District 91 metres east of Low Crompton Road at watercourse and proceeds northwards past Hey Hill Farm with spur path linking with Low Crompton Road through a stile. Path follows north-east course through a further stile to field boundary below Low Crompton Farm (with spur path linking through gate with Low Crompton Road near the farmhouse) and thence turns south-east to follow field boundaries through four stiles to source of River Irk. Path then crosses field to stile at field boundary to further stile</p>	
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Crompton Footpath 84	5	Footpath	482	<p>and thence south to link with occupation road at Cowlshaw (opposite No.47)</p> <p>Path from Cowlshaw to Edward Street. Path commences at occupation road at Cowlshaw and follows line of footpath No.83 for 110 metres to gate. Path passes through gate and stile and in northerly direction along boundaries of two fields and through two further stiles to Edward Street</p>	Public path diversion (part) order 12.5.95
Crompton Footpath 88	5	Footpath	531	<p>From Diamond Rope Works to Cowlshaw. Path crosses boundary from Urban District of Royton on road (Cocker Mill Lane) along the side of</p>	

				<p>Diamond Rope Works. Path continues to end of road and thence follows field boundary in northerly direction for approx 174 metres to join occupation road from Cowlshaw Farm. Path then follows occupation road in easterly direction past farm buildings and cottages to link with Cowlshaw Lane off Manchester Road. A further short length of path (approx 55 metres) leads off from occupation road - east of farm in a southerly direction to cross Urban District Boundary near to No.45 and continues to Higher Fold</p>	
--	--	--	--	---	--

**Schedule 4 – Modification of Definitive Statement**

See below table. Additions in bold.

District and page number	Page Number	Status	Length (m)	Description	Comments
Crompton Footpath 83	5	Footpath	<b>1258</b>	Path from Park Lane in Urban District of Royton to Cowlshaw. Path crosses boundary with Royton Urban District 91 metres east of Low Crompton Road at watercourse and proceeds northwards past Hey Hill Farm with spur path linking with Low Crompton Road through a stile. Path follows north-east course through a further stile to field boundary below Low Crompton Farm (with spur path linking through gate with Low Crompton Road near the farmhouse) and thence turns south-east to follow field boundaries through four	<b>1.5m</b>

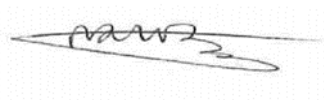
				<p>stiles to source of River Irk. Path then crosses field to stile at field boundary to further stile at <b>GR SD92886 08513</b> and proceeds south west for a distance of approximately 69 metres to <b>GR SD 92825 08480</b> then proceeds south for a distance of approximately 228 metres along the western boundary of housing estate to <b>GR SD92845 08257</b> to join the estate road.</p>	
Crompton Footpath 84	5	Footpath	740	<p>Path commences at <b>GR SD93153 08484</b> proceeding north west for a distance of approximately 119 metres to <b>GR SD93046 08527</b>. At this point Footpath 84 branches off to the north and west. <b>NORTHERN BRANCH</b> continues</p>	1.5m

				north for a distance of approximately 450 metres to Edward Road. WESTERN BRANCH proceeds south west to GR SD93014 08506 then west along the northern boundary of the housing estate for a distance of approximately 132 metres to meet Footpath 83 at its junction GR SD92886 08513	
Crompton Footpath 88 (Delete)	Delete	Delete	Delete	Delete	Delete

**There are no background papers for this report**

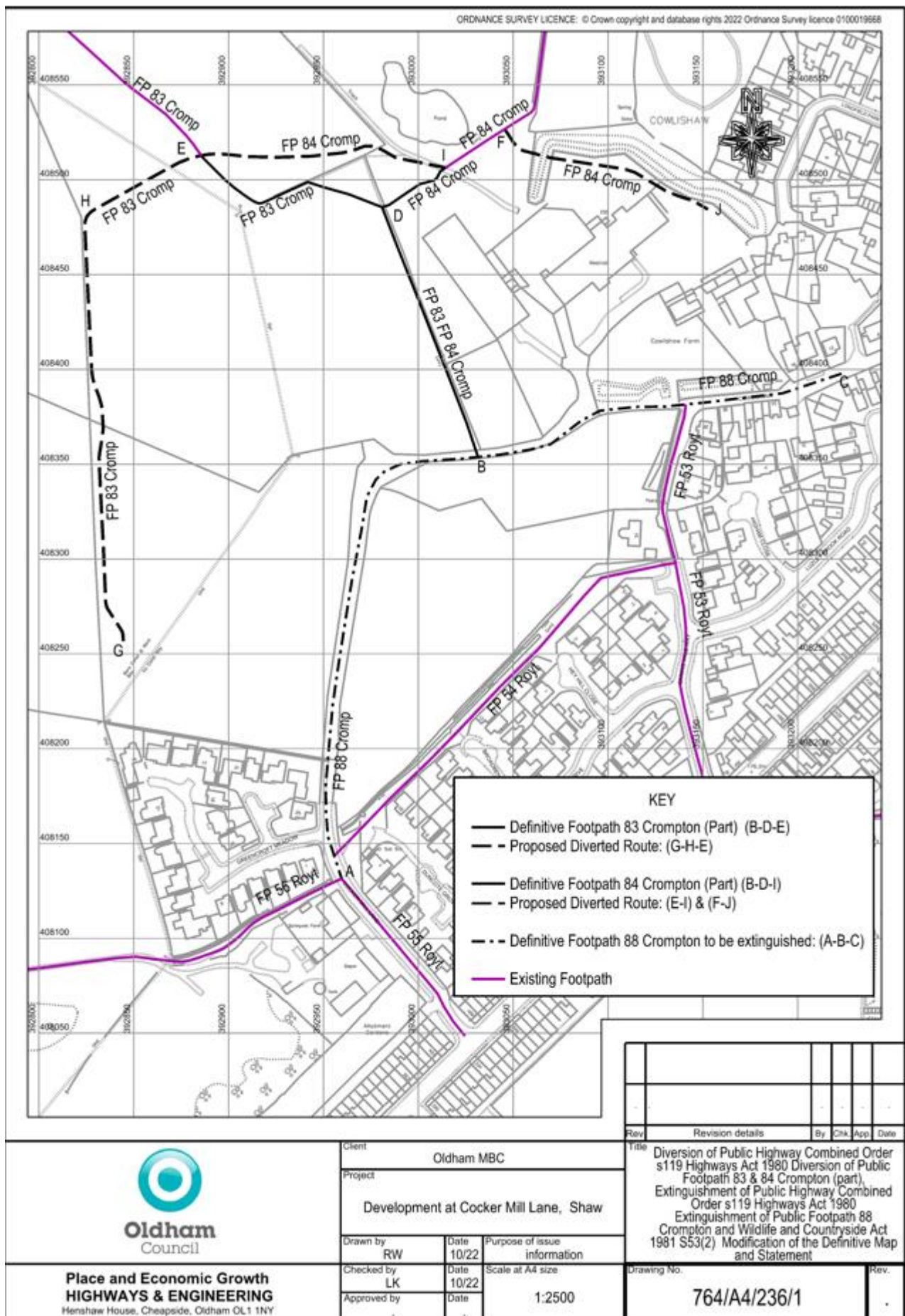
<b>Report Author Sign-off:</b>	
Liam Kennedy	
<b>Date:</b> 4 January 2023	

In consultation with Deputy Chief Executive/Executive Director/ Director



Signed :

Date: 9 January 2023



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