

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

Date Thursday 27 July 2023

Time 5.30 pm

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

- Notes
1. DECLARATIONS OF INTEREST- If a Member requires any advice on any item involving a possible declaration of interest which could affect his/her ability to speak and/or vote he/she is advised to contact Paul Entwistle or Constitutional Services in advance of the meeting.
  2. CONTACT OFFICER for this Agenda is Constitutional Services Tel. 0161 770 5151 or email [Constitutional.Services@oldham.gov.uk](mailto:Constitutional.Services@oldham.gov.uk)
  3. PUBLIC QUESTIONS – Any member of the public wishing to ask a question at the above meeting can do so only if a written copy of the question is submitted to the Contact officer by 12 Noon on Monday, 24 July 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.

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[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 Salamat, Woodvine, Murphy, Fryer and Shuttleworth (Chair)

- 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 - 4)  
The Minutes of the meeting held on 15<sup>th</sup> June 2023 are attached for approval.
- 6 Conversion of Definitive Footpaths 53 & 54 Chadderton (Denton Lane to Queens Road, Chadderton) into Cycle Tracks - S3 The Cycle Tracks Act 1984 and S53A Wildlife and Countryside Act 1981 (Pages 5 - 12)  
To seek approval to the making of a Cycle Track Order for Footpaths 53 & 54 Chadderton as detailed in the report and a Definitive Map and Statement Modification Order in the event that the Cycle Track Order is confirmed.
- 7 Proposed Prohibition of Waiting – Middleton Road, Chadderton (Pages 13 - 40)  
The purpose of this report is to consider the representations received to the introduction of prohibition of waiting restrictions and alternative options.
- 8 TRO Panel - Salmon Fields, Royton (Pages 41 - 62)



**TRAFFIC REGULATION ORDER PANEL**  
**15/06/2023 at 5.30 pm**

**Present:** Councillor Shuttleworth (Chair)  
Councillors Salamat, Woodvine, Fryer and Kenyon (Substitute)

Also in Attendance:

Alan Evans	Group Solicitor
Kaidy McCann	Constitutional Services
Andy Cowell	Highways and Engineering
Laila Chowdhury	Constitutional Services

1           **ELECTION OF VICE-CHAIR**

**RESOLVED** that Councillor Salamat be elected as Vice-Chair of the Traffic Regulation Order Panel for the 2023/24 Municipal Year.

2           **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Murphy.

3           **URGENT BUSINESS**

There were no items of urgent business received.

4           **DECLARATIONS OF INTEREST**

Councillor Woodvine declared an interest at agenda item 8 therefore did not partake in the vote.

5           **PUBLIC QUESTION TIME**

There were no public questions received.

6           **MINUTES OF PREVIOUS MEETING**

**RESOLVED** that the minutes of the meeting held on 30<sup>th</sup> March 2023 be approved as a correct record.

7           **OBJECTIONS TO PROPOSED PROHIBITION OF WAITING  
– WHINBERRY WAY / RIPPONDEN ROAD, MOORSIDE**

The Panel gave consideration to a report taking into account all representations received to the introduction of Prohibition of Waiting restrictions at Whinberry Way / Ripponden Road, Moorside.

Ripponden Road formed part of the A672 strategic route connecting Oldham with Ripponden. Whinberry Way was a local distributor road located on the outer edge of the town. It formed the main spine road within a housing estate consisting of detached and semi-detached houses. At the point where the roads connect, Ripponden Road had a speed limit of 40mph with Whinberry Way subject to the urban speed limit of 30mph. There was a pedestrian island located on Ripponden Road

immediately to the north-east of the junction and a dedicated right turn lane marked out at the junction. All the properties in the area had off-street parking facilities. There were no existing parking restrictions in place at the junction.

The Highways Department of the Council recently received reports of indiscriminate parking on both sides of Whinberry Way, between the junction of Ripponden Road and the junction of Spinners Way.

It was reported that vehicles parked in this location affect visibility for motorists emerging from Spinners Way and also affect the two-way flow of traffic close to the junction of Ripponden Road. Concerns had been raised that vehicles entering Whinberry Way from Ripponden Road were forced into the opposing carriageway when vehicles were parked close to the junction. The situation was compounded by the higher speed limit on Ripponden Road and poor forward visibility at the corner of the junction.

Officers had inspected the location and support new restrictions to address the issues reported. However, to prevent vehicles being displaced onto Ripponden Road and to address other issues, the proposal had been extended out to include a wider area.

It was proposed to promote new prohibition of waiting restrictions on both sides of Whinberry Way and Ripponden Road as detailed on plan 47/A4/1665/1.

Options considered:

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

**RESOLVED** that, as per the recommendation, the proposed restrictions be introduced as advertised

8

### **OBJECTIONS TO PROPOSED PROHIBITION OF WAITING – CHEW VALLEY ROAD / RIMMON CLOSE, GREENFIELD**

The Panel gave consideration to a report received for the introduction of Prohibition of Waiting and a Bus Stop Clearway restrictions at Chew Valley Road and Rimmon Close, Greenfield.

Chew Valley Road was a principal road (A669) forming the main route through Greenfield in Saddleworth. At the south eastern end of Chew Valley Road there was a three arm roundabout connecting it with Holmfirth Road and Manchester Road (A635). Around 200 metres to the north-west of this roundabout was a four arm mini-roundabout connecting it with St Marys Drive and Rimmon Close. Between the two roundabouts there was a school, central pedestrian island and speed cushions. It was that

area which had been the subject of complaints about indiscriminate parking.

There were three existing School Keep Clear markings in place outside the school, two on the south-west side where the school is located and one on the north-east side opposite. Those markings protect the main crossing point outside the school entrance / exit. Prohibition of waiting restrictions were in place to the north-west of the mini-roundabout on both sides, but only extend to 15 metres on the south-east side and only on one side of the road. Restrictions were also in place from the mini roundabout 5 metres into St Mary's Drive.

A footway widening scheme had recently been completed on the north-east side of Chew Valley Road opposite the school. On the south-west side to the west of the school entrance there was no footway.

It was reported that residents park close to the mini-roundabout and that parents park on both sides of Chew Valley Road at each side of the School Keep Clear markings.

Parked vehicles at the roundabout affected vehicle manoeuvres into and out of the two side streets. Parked vehicles on Chew Valley Road affected two-way traffic flows along Chew Valley Road. Parking near to the speed cushions prevented vehicles from negotiating them correctly. On the south-west side where there was no footway, the opening of car doors to let children alight in the carriageway created a conflict with passing traffic.

It was therefore proposed to promote new prohibition of waiting restrictions along the south-west side of Chew Valley Road between the two roundabouts and extend the existing restrictions on the north-east side further south-east beyond the pedestrian central island and the first set of speed cushions. Restrictions would also be applied to Rimmon Close at the mini-roundabout. A new bus stop clearway would be included on the south west side to protect the existing unmarked bus stop.

### **Options/Alternatives**

Option 1: To approve the recommendation

Option 2: Not to approve the recommendation

**RESOLVED** that, consideration will be deferred to next meeting.

9

### **OBJECTIONS TO PROPOSED PROHIBITION OF WAITING ORDER - CRAGG ROAD/MILL BROW/STREET BRIDGE ROAD, CHADDERTON**

The Panel considered this report, taking into account the representation received to the introduction of prohibition of waiting restrictions at the junction of Cragg Road/Mill Brow and Street Bridge Road, Chadderton.

A report which recommended the introduction of double yellow lines at the junction of Cragg Road/ Mill Brow and Street Bridge Road, Chadderton was approved under delegated powers on 02 January 2023. It was initially thought that no objections had been received to the proposal, consequently, arrangements were made to have the yellow lines marked on site. However, the introduction of the lines resulted in one of the residents making contact with the Traffic Team to explain they had tried to speak with someone about the scheme during the advertisement period. Unfortunately, their request had been misdirected and their objection was received after the advertisement period had ended. Although the lines have been marked on site, the operational date for the order has been put on hold to give the Panel opportunity to consider the objection.

In summary, the objector stated that without a drive or access to private land to park their vehicle outside their property, the new markings mean that they either had to park further down the road, out of view of their CCTV Cameras, or in the nearby car parks. The objectors claim they would have to change insurance if they were to park it in a separate car park, away from their home.

In response to the objection: the proposed parking restrictions were intended to remove vehicles parking within the bend of the carriageway and reduce pavement parking. Officers had revisited the site and whilst the length of the proposed restrictions on Street Bridge Road remove on street parking, they could be reduced in length by 12 metres; whilst this would assist the objector the overall objectives of the proposal would also be achieved.

Options considered:

- Option 1: Introduce the proposed restrictions as advertised
- Option 2: Reduce the extent of the restrictions along the northern kerblineline of Street Bridge Road
- Option 3: Do not introduce the proposed restrictions

**RESOLVED** that, as per the recommendation, the proposed restrictions be introduced as advertised.

The meeting started at 5.31 pm and ended at 6.14 pm



## Report to TRO Panel

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

**Date of Decision:** 27 July 2023

**Subject:** Conversion of Definitive Footpaths 53 & 54 Chadderton (Denton Lane to Queens Road, Chadderton) into Cycle Tracks - S3 The Cycle Tracks Act 1984 and S53A Wildlife and Countryside Act 1981

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

**Ward (s):** Chadderton Central

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**Reason for the decision:** The Council has received an application from Oldham Council Highways Engineers for the conversion of Definitive Footpaths 53 & 54 Chadderton into a Cycle Track to improve sustainable travel connectivity with local schools, public transport and other key local facilities.

**Summary:** To seek approval for the making of a Cycle Track Order for Footpaths 53 & 54 Chadderton as detailed in the report and a Definitive Map and Statement Modification Order in the event that the Cycle Track Order is confirmed.

**Background:** The footpaths between Broadway, Denton Lane and St Luke's C of E Primary School can be undesirable for use during the winter months as the routes could pose a potential safety risk due to lack of lighting infrastructure and dense vegetation encroaching on the footpaths. With the support of the Councillors, Oldham Council have designed a scheme to address this issue.

The proposals aim to provide improved connectivity with local schools, Freehold Metrolink Tram Stop (which has secure cycle storage facilities) and other key local facilities by expanding the Bee Network at this location and connecting into the new development.

By providing the improvements, it is envisaged that there will be an uptake/ modal shift to taking short journeys by sustainable modes i.e. walking, cycling and public transport.

The scheme aims to provide improved connectivity and appealing routes for all users. This will be accomplished by delivering the following scope of works:

- Upgrading the existing pedestrian crossing on Broadway to include cycling facilities.
- Widening of 752m of footpaths through Crossley Playing Fields (which includes Public Right of Way 54 CHADD), provision of lighting and removal of vegetation, removal of steps to provide a route for walkers and cyclists to utilise throughout the year.
- Providing a safe Parallel Zebra crossing point on Denton Lane.
- Implementing 37m of parking restrictions on Robinson Street to maintain clear routes for cyclists and promote the usage of the new pocket park on Robinson St.

Public Right of Way 54 CHADD will be widened to allow sufficient width for cyclists, including new lighting to illuminate the path throughout the year and have vegetation cut back. Public Right of Way 53 CHADD was upgraded as a part of the development and is currently signed as a shared use facility.

**Proposal:**

The routes of Footpaths 53 & 54 Chadderton are shown on the attached plan (764/A4/237/1). Footpath 53 commences to the South at point E off Denton Lane between house No's 247/249 proceeding along Crawley Way in a northerly direction to point B off Ulverston Avenue for approx. 256m. The existing route follows the adopted Highway.

Footpath 54 commences at point C off Ulverston Avenue and proceeds in a north easterly direction to point F for approx. 393m to Queens Road. The existing route runs directly through Crossley Playing Fields.

The description of the proposed cycle track is given in Schedule 1. The alignment of the



existing routes will not be affected by this proposal.

If the order is confirmed, it will be necessary to modify the Definitive Map and Statement to remove Footpaths 53 & 54 Chadderton as they will no longer be footpaths which must be recorded on the Definitive Map and Statement. The Definitive Statements for the footpaths are given in Schedule 2.

**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 comments were received.

Footpath Societies have been consulted and;

- The Ramblers Association have no objections to this proposal.
- The Wednesday Walkers have no comment on this proposal.
- The Peak and Northern Footpath Society have no objections to this proposal.

Landowners - the applicant is the only affected landowner.

**Recommendation(s):**

It is recommended that:

- (1) the Council make a Cycle Track Order for the conversion of Footpaths 53 & 54 Chadderton into a cycle track under Section 3 of the Cycle Tracks Act 1984 as detailed in the report and
- (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, including the making of a Definitive Map and Statement Modification Order under Section 53A of the Wildlife and Countryside Act 1981 to remove the footpaths from the Definitive Map and Statement.

**Implications:**

**What are the financial implications?**

The cost for the Traffic Regulation Order to convert Footpaths 53 & 54 Chadderton into a cycle track are detailed below:

	£
Advertisement of Order	1,200
Officer time	1,200

<b>TOTAL</b>	<b>2,400</b>
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The advertising costs will be funded from the Highway Operations budget.

The officer costs will be funded from the 'MCF T6 - Chadderton Pedestrian & Cycle Access improvements' scheme within the Transport Capital Programme.

A previous report was approved for the delivery of these works.

(John Edisbury)

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

Section 3 of the Cycle Tracks Act 1984 allows the highway authority by a cycle track order to designate a footpath or any part of it as a cycle track, with the effect that on such date as the order takes effect, the footpath to which the order relates shall become an adopted highway and over which the public have a right of way on pedal cycles (other than pedal cycles which are motor vehicles) and a right of way on foot. The Cycle Tracks Regulations 1984 set out the procedure to be followed to make a cycle track order. A cycle track is not a category of public right of way which must be recorded on the Council's Definitive Map and Statement of public rights of way. Therefore if the existing footpaths are converted to cycle tracks they must be removed from the Council's Definitive Map and Statement. (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)

None

*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**

Proposals to implement definitive a cycle track on footpaths 53 & 54 Chadderton will improve travel connectivity between local schools, public

transport and encourage more residents to cycle and be more physically active. Improving the health and wellbeing of residents is a key corporate priority for the Council. (Mahmuda Khanom)

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

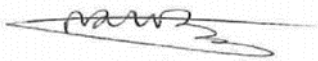
<p><b>Schedule 1 – Description of Proposed Cycle Track – Drawing 764/A4/237/1</b></p>	<p>Commencing at point E (GR SD90484 04534) off Denton Lane proceeding in a northerly direction along Crawley Way for a distance of approx. 230m to point A (GR SD90447 04761) then proceeds north east then north west following Crawley Way for a distance of approx. 26m to Ulverston Avenue at point B (GR SD90441 04781). Continue across cul-de-sac end of Ulverston Ave in a Northerly direction to existing FP54 Chadderton commencing at point C (GR SD90438 04795) proceeding in a north easterly direction through Crossley Playing Fields for a distance of approx. 349m to point D (GR SD90562 05119) then proceeds north west for a distance of approx. 44m to terminate at Queens Road at point F (GR SD90558 05154).</p>
<p><b>Schedule 2 – Current Definitive Statement</b></p>	<p>See below table.</p>

District and page number	Page Number	Status	Length (m)	Description	Comments
Chadderton Footpath 53	10	Footpath	257	From Path No.52 to Denton Lane	
Chadderton Footpath 54	5-10	Footpath	418	From Throstle Walk to Dairy Street	

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

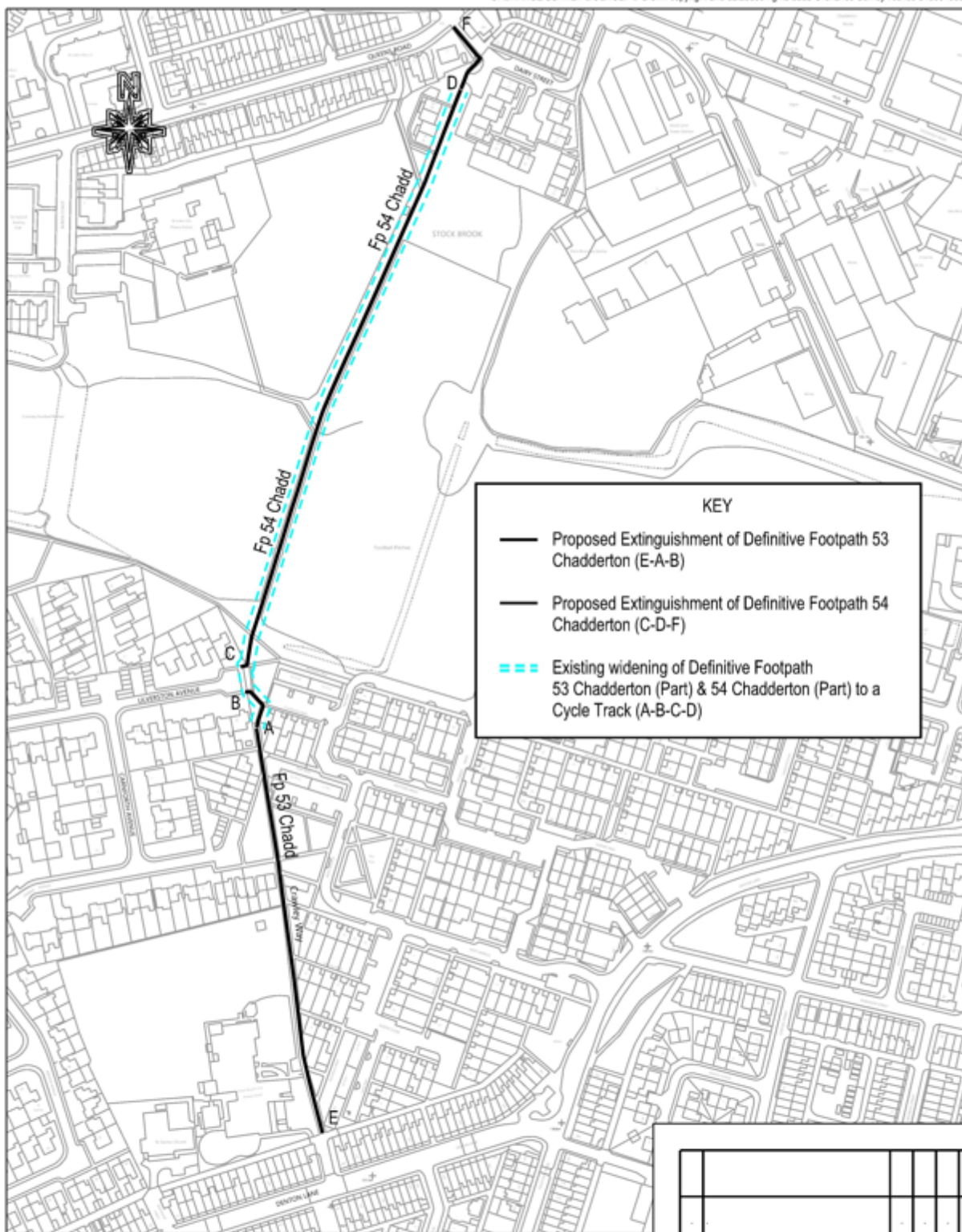
<b>Report Author Sign-off:</b>	
Liam Kennedy	
<b>Date:</b> 5 July 2023	

In consultation with Director



Signed :

Date: 10.07.2023



**KEY**

- Proposed Extinguishment of Definitive Footpath 53 Chadderton (E-A-B)
- Proposed Extinguishment of Definitive Footpath 54 Chadderton (C-D-F)
- === Existing widening of Definitive Footpath 53 Chadderton (Part) & 54 Chadderton (Part) to a Cycle Track (A-B-C-D)

Rev	Revision details	By	Chk	App	Date

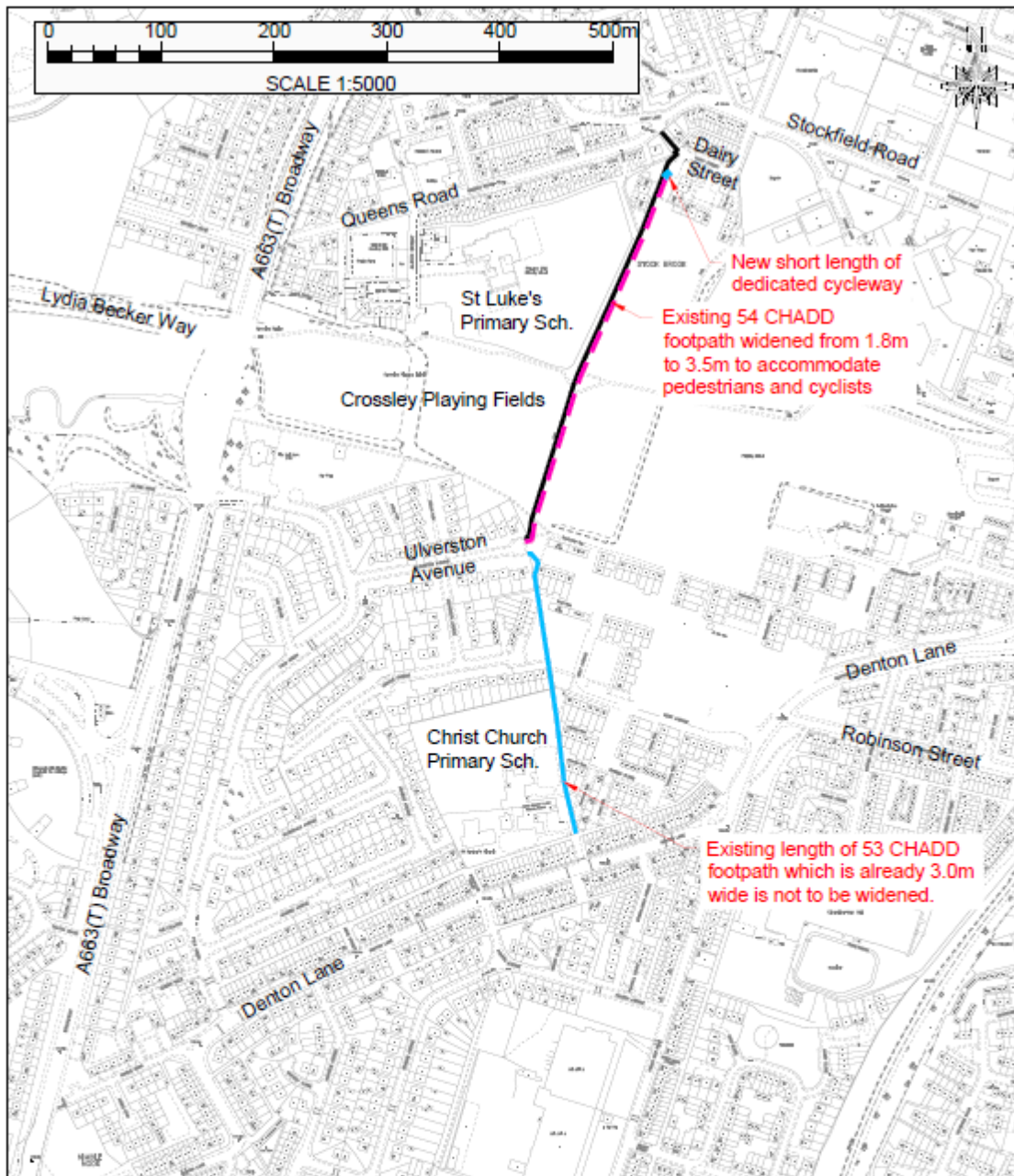


**Oldham Council**

Client		Oldham MBC	
Project			
Crossley Playing Fields & Crawley Way, Chadderton			
Drawn by	Date	Purpose of issue	
RW	02/23	information	
Checked by	Date	Scale at A4 size	
LK	02/23	1:3000	
Approved by	Date		

Title	
Conversion of Public Footpath 53 Chadderton (Part) & 54 Chadderton (Part) to a Cycle Track	
Drawing No.	Rev.
764/A4/237/1	

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



**KEY**

- Existing PROW 54 CHADD
- Footway widened by 1.7m forming a shared footway and cycleway of 3.5m width
- Existing PROW 53 CHADD

A	Amendments	SC	SH	0523
Rev	Revision details	By	Chk	App



**Oldham Council**

**HIGHWAYS & ENGINEERING**  
Henshaw House, Cheapside, Oldham OL1 1NY

Client		Oldham Council	
Project		MCF Chadderton Broadway to Freehold Tram Stop	
Drawn by	Date	Purpose of Issue	
SC	7-2-2023	Information	
Checked by	Date	Scale at A4 size	
SH	7-2-2023	1:5000	
Approved by	Date		
SH	7-2-2023		

Widening of Public Right of Way 54 CHADD	
Drawing No.	Rev.
N0210130-100-A-450	A

T:\01 PROJECTS\N0210130 Chadderton Broadway to Freehold\11 Working Docs\01 Design Stage\05 Drawings\N0210130-100-A-450-RevA.dwg



## TRO Panel

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

**Date of Decision:** 18 July 2023

**Subject:** Proposed Prohibition of Waiting – Middleton Road, Chadderton

**Report Author:** Mark Woodhead, Traffic Engineer

**Ward (s):** Chadderton North

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**Reason for the decision:**

A report recommending the introduction of double yellow lines on Middleton Road at the access/egress between residential properties 900 to 902 Chadderton was approved under delegated powers on 02 January 2023.

During the advertisement of the proposed orders, over 90 representations were received. The vast majority of which objected to the proposals.

The main reasons for the being:-

- Loss of on street parking and impact on neighbouring properties due to displacement of vehicles.
- Increased distances required to access the Dental Surgery and increased probability of having to move surgeries.
- Alterations to the car park layout within the residential flats, contributing to the access/egress issues
- Planning permission being awarded to extend the Dental Surgery and the impact loss of parking will have on this future development
- Proposals not being consistent with other mitigation measures introduced on Middleton Road
- Loss of parking impacting on patients' accessibility to the Surgery.



- There is no road traffic incident data to support the proposals.

A copy of the approved report is provided within Appendix A and a copy of the main objection is provided within Appendix D. Supporting emails were also submitted to the Council during the advertisement period an example of which is contained within Appendix E

**Summary:**

In response to the objections: Any business or residential property needs to take into consideration that on street parking within the highway is not guaranteed, when purchasing or redeveloping a property.

Objections suggesting displaced traffic and inability to park are not supported by Officers. There are parking spaces available. Blue badges are available for motorists who have mobility issues and are unable to walk long distances.

The proposed parking restrictions would improve intervisibility. Using parking restrictions to improve intervisibility are a cost effective measure that address concerns raised.

The reduction in access/egress junctions from the residential properties has contributed to the issues being experienced. If the access/egress from the flats had not been removed, alternative parking restriction options would be available.

The purpose of this report is to consider the representations received to the introduction of prohibition of waiting restrictions and alternative options.

***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: Reduce the extent of the restrictions and provide give way and formal parking bay markings
- Option 3: Do not introduce the proposed restrictions

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

Ward Members have been consulted and Councillor B Brownridge has no objection to the revision.



Councillor C McLaren has commented, *thank you for your email of 06/07/23 concerning the above. I am happy to support option 2 as follows:*

*It is recognised that there is a problem relating to exiting (vehicles) from the car park around the flats, especially when seeking to turn right onto Middleton Road. At the same time, it is important to recognise the need to retain parking spaces in front of the dental surgery to allow ease of access for patients. Option 2 is the best compromise and will also ensure that the dental practice can expand, knowing that parking will still be available.*

*The situation would be improved further by allowing to and from the car park at the entry alongside 898, Middleton Road. This could be gated and remain secure when not in use. The fencing to the rear of the flats would need to be removed. It would relieve some of the pressure on the access point alongside the dental surgery.*

Councillor B Brownridge has commented, in response to Cllr McLarens email stating , *Sorry I do not agree with the second part of this . That access serves the terraced houses on Middleton Rd so I do not think it would be practical to install gates at the entrance as they are likely to be left open which would allow the problems that led to their installation to be reactivated.*

In response to the comments raised by Councillors, there is no intention for Officers to consider a proposal raised by Cllr McLaren to provide gated access between 898 Middleton Road and the Flats.

**Recommendation(s):**

It is recommended Option 2 be progressed and the length of the yellow lines reduced in accordance with the revised Schedule provided in Appendix B and Drawing 47/A4/1683/1 Rev B provided in Appendix C. Option 2 is consistent with existing restrictions that have been introduced along Middleton Road

**Implications:**

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

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

<i>What are the <b>legal</b> implications?</i>	These were dealt with in the previous report (refer to Appendix A)
What are the <b>procurement</b> implications?	None
<i>What are the <b>Human Resources</b> implications?</i>	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
<i>What are the <b>property</b> implications</i>	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)

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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**

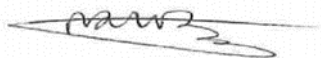
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<b>Report Author Sign-off:</b>	
Mark Woodhead	
<b>Date:</b> 12 July 2023	

Please list and attach any appendices:-

<b>Appendix number or letter</b>	<b>Description</b>
A	Approved Mod Gov Report
B	Revised Schedule
C	Revised Plan
D	Copy of Main Objection and Supporting report
E	Example of Supporting Email

In consultation with Director of Environment



Signed :

Date: 18.07.2023

## APPENDIX A

### APPROVED MOD GOV REPORT



#### Delegated Officer Report (Non Key and Contracts up to a value of £100k)

**Decision Maker:** Nasir Dad, Director of Environment  
**Date of Decision:** 16 December 2022  
**Subject:** Proposed Prohibition of Waiting – Middleton Road, Chadderton  
**Report Author:** Mark Woodhead, Traffic Engineer  
**Ward (s):** Chadderton North

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**Reason for the decision:** Middleton Road forms part of the A669 strategic route connecting Oldham with Middleton, Manchester. Residential properties 900 to 922 consists of two buildings which front directly onto Middleton Road and have access to off street parking provision. This access/egress is provided between the two residential buildings via a gated private access road. Firwood Dentist is sited at no 918 Middleton Road and has access to two off street parking spaces which share the access road.

The Highways Department of the Council recently received report of difficulties for residents of the flats who use the off-street parking space to access Middleton Road, Chadderton. The difficulties are caused by two parked vehicles either side of the access road restricting visibility.

Officers have inspected the location and support the introduction of new restrictions to reduce on street parking at the access road and improve visibility for motorists joining the busy A669.

It is proposed to promote a prohibition of waiting restriction to the north side of Middleton Road as detailed on plan 47/A4/1683/1 for a distance of 40 metres.

**Summary:**

The purpose of this report is to consider the introduction of a prohibition of waiting restriction on Middleton Road, Chadderton to improve visibility at the access road.

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

The alternative option is to continue to permit on street parking and do nothing.

The recommendation to provide 'No Waiting Restrictions' will remove parking that restricts visibility and improve safety for road users on Middleton Road and motorists using the off street parking spaces.

**Justification:**

If approved, the proposal will:

- increase visibility and improve road safety;
- provide clear carriageway space to assist vehicle movements from the residential access.

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

The Ward Members have been consulted and just a note to confirm that the Chadderton Central Ward Elected Members are happy to support the proposed prohibition of waiting in order to improve visibility of oncoming traffic while seeking to exit from the flats (900-922) on Middleton Road. It is, perhaps, worth mentioning that this side of Middleton Road is in Chadderton North Ward until the boundary changes come into effect in May 2023

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

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

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

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

**Recommendation(s):**

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

**Implications:**

*What are the financial implications?*

The cost of introducing the Order is shown below:-

	£
Advertisement of Order	1200
Introduction of Road Markings	500
<b>TOTAL</b>	<b>1700</b>
Annual Maintenance Cost	100

The advertising & road marking expenditure of £1,700 will be funded from the Highways TRO budget.

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.  
(John Edisbury)

*What are the legal implications?*

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.

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)

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 required because the measures proposed are aimed at improving highway conditions

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**

It is recommended to introduce restrictions that reduce parking and improve road visibility on Middleton Road for motorists and residents, as this restriction will address the difficulties experienced by residents, enable them to have better sight of the access road for safe access. (Mahmuda Khanom, Policy Support Officer)

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

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

**Part I Schedule 1**

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Middleton Road, Chadderton</u> <u>(North East side)</u>  From a point 101 metres south east of its junction with Thurland Street for a distance of 41 metres in a south easterly direction	At any time		

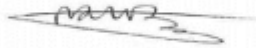
**There are no background papers for this report**

---

<b>Report Author Sign-off:</b>	
Mark Woodhead	
<b>Date:</b> 16 December 2022	

In consultation with Director of Environment

Signed :



Date: 02.01.2023





**Proposed Prohibition of Waiting  
(No Waiting At Any Time)**



 <b>Oldham Council</b> <b>HIGHWAYS &amp; ENGINEERING</b> <small>Herridge House, Chesapeake, Oldham OL1 1NY</small>	<b>Client</b> OMBC	<b>Proposed Prohibition of Waiting Restriction</b>											
	<b>Project</b> TMS - 1102 Middleton Road, Chadderton	<table border="1"> <tr> <td><b>Drawn by</b></td> <td><b>Date</b></td> <td><b>Purpose of issue</b></td> </tr> <tr> <td><b>Checked by</b></td> <td><b>Date</b></td> <td><b>Consultation</b></td> </tr> <tr> <td><b>Approved by</b></td> <td><b>Date</b></td> <td><b>Scale at A1 size</b></td> </tr> <tr> <td></td> <td></td> <td><b>1:500</b></td> </tr> </table>	<b>Drawn by</b>	<b>Date</b>	<b>Purpose of issue</b>	<b>Checked by</b>	<b>Date</b>	<b>Consultation</b>	<b>Approved by</b>	<b>Date</b>	<b>Scale at A1 size</b>		
<b>Drawn by</b>	<b>Date</b>	<b>Purpose of issue</b>											
<b>Checked by</b>	<b>Date</b>	<b>Consultation</b>											
<b>Approved by</b>	<b>Date</b>	<b>Scale at A1 size</b>											
		<b>1:500</b>											
<table border="1"> <tr> <td><b>Rev.</b></td> <td><b>By</b></td> <td><b>Date</b></td> <td><b>Revision details</b></td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>		<b>Rev.</b>	<b>By</b>	<b>Date</b>	<b>Revision details</b>					<b>Drawing No.</b> 47/A4/1683/1			
<b>Rev.</b>	<b>By</b>	<b>Date</b>	<b>Revision details</b>										

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**APPENDIX B**

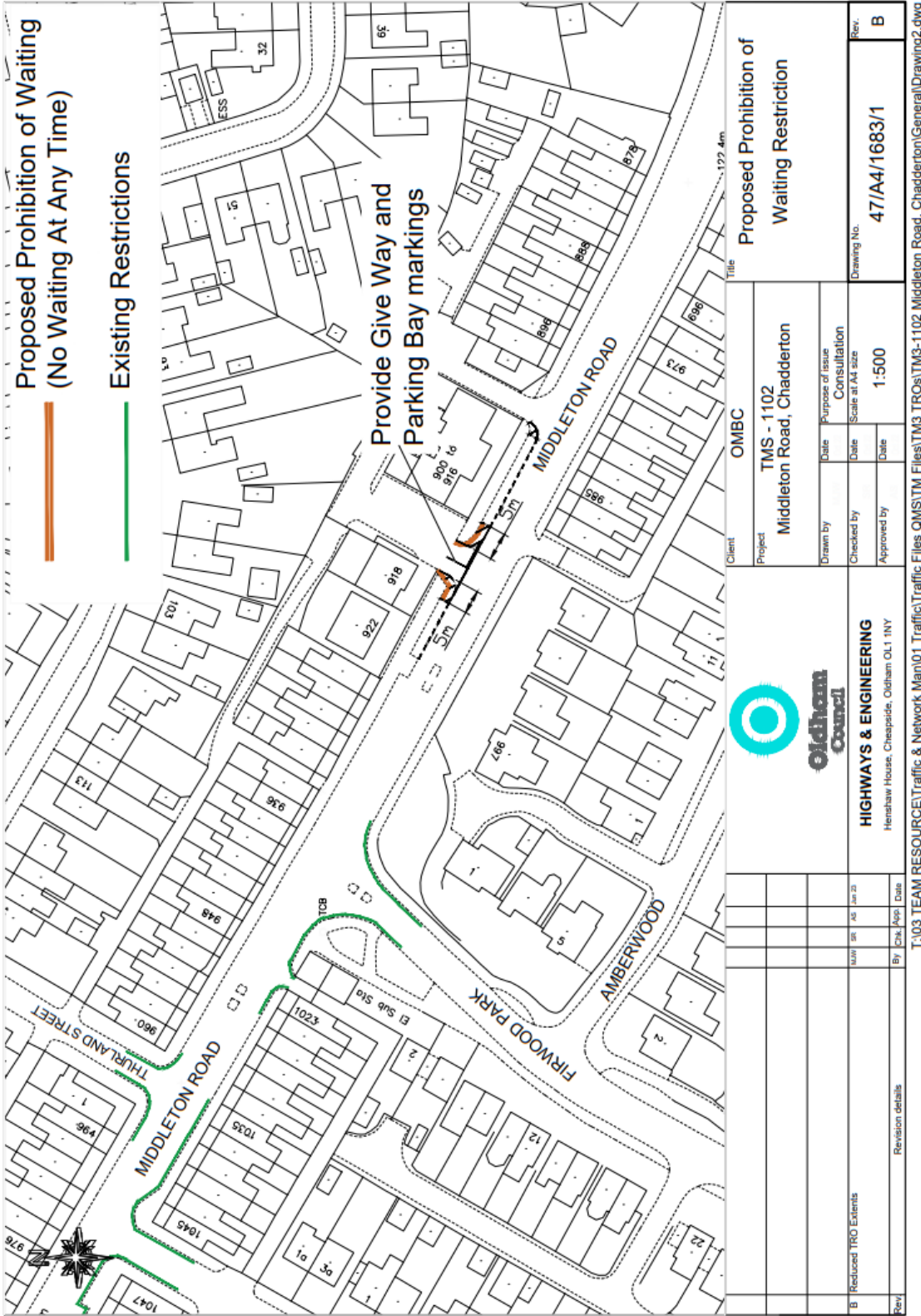
**ADD TO THE OLDHAM BOROUGH COUNCIL (CHADDERTON AREA)**  
**CONSOLIDATION ORDER 2003**

**Part I Schedule 1**

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Middleton Road, Chadderton</u> <u>(North East side)</u>  From a point 116 metres south east of its junction with Thurland Street for a distance of 16 metres in a south easterly direction	At any time		

**APPENDIX C**

**OPTION 2 – REVISED PLAN**



		Client: OMBC Project: TMS - 1102 Middleton Road, Chadderton	Title: Proposed Prohibition of Waiting Restriction
Drawn by: [Blank] Checked by: [Blank] Approved by: [Blank]	Date: [Blank] Date: [Blank] Date: [Blank]	Purpose of issue: Consultation Scale at A4 size: 1:500	Drawing No.: 47/A4/1683/1 Rev.: B
HIGHWAYS & ENGINEERING Henshaw House, Chesapeake, Oldham OL1 1NY			
T:\03 TEAM RESOURCE\Traffic & Network Man\01 Traffic\Traffic Files QMS\TM Files\TM3-1102 Middleton Road, Chadderton\General\Drawing2.dwg			
Revision details			
B Reduced TRO Extents	13/07/23	[Blank]	[Blank]

## APPENDIX D

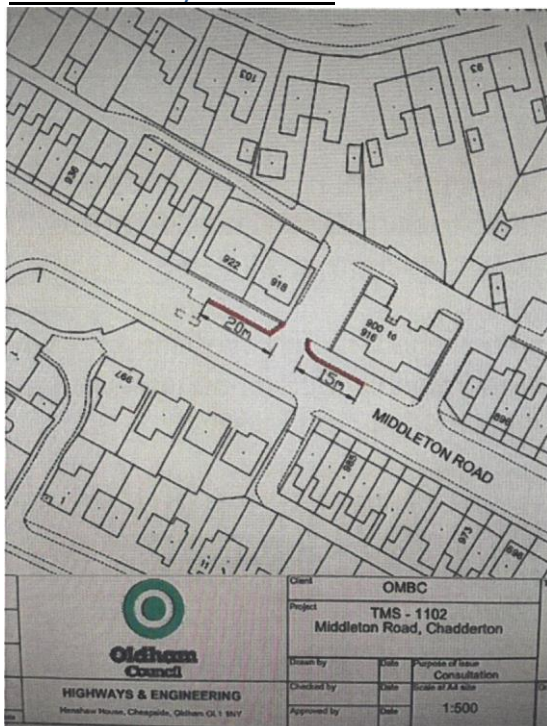
### COPY OF REPRESENTATIONS

#### Objection to

#### PROPOSED TRAFFIC REGULATION ORDER

#### THE OLDHAM MIDDLETON ROAD CHADDERTON PROHIBITION OF WAITING ORDER 2023

Ref: LJWT023/4 VF21924



Objection made by ++++++

#### 1.0 Introduction

- 1.1 I write to object to the proposed introduction of a prohibition of waiting restriction on Middleton Road, Chadderton.
- 1.2 The TRO has been proposed to "to improve visibility at the access road" due to "report of difficulties for residents of the flats" due to "two parked vehicles either side of the access road restricting visibility".
- 1.3 Whilst I am in favour of improving road safety the proposed solution is illconceived and is detrimental to the safety of patients using Firwood Dental Practice.
- 1.4 I have sought to engage the Highways Department to discuss alternative potential solutions that do not put the safety of our patients and the viability of our business at risk. Unfortunately I have not received any meaningful response to date.
- 1.5 This proposed TRO is contrary to Oldham planning policies that seek to promote economic prosperity (Policy 1 of the Local Plan) and the health and wellbeing of Oldham's residents (Policy 2 of the Local Plan). Indeed, the proposals threaten access to both NHS and private dental provision in Chadderton.

- 1.6 Firwood Dental Practice is currently one of the most accessible Dental surgeries in Oldham due to its current single floor configuration/ no step access. The proposed TRO will create a significant barrier to accessibility of the practice.
- 2.0 Patient Safety
  - 2.1 The proposed TRO will detrimentally impact the 2000 patients of Firwood Dental Practice who will no longer be able to park directly outside of the property, something they have been able to do for over 40 years.
  - 2.2 The practice has over 400 patients that are aged 65 and over, many of whom have mobility issues but are not registered disabled/ blue badge holders. The practice also has over 250 patients that are aged 5 and under.
  - 2.3 Firwood Dental Practice does not have any off street car parking (the Council's report with reasons for the proposed TRO (appendix 2) wrongly states the Practice has two off street spaces).
  - 2.4 Whilst it is understood that no right exists to provision of on street parking, the proposed TRO will simply displace patient parking to adjacent areas of Middleton Road. My concern is that patients will be displaced on the opposite side of the road and also outside neighbouring residential properties.
  - 2.5 The proposed TRO will force patients to park further away from the Dental Practice and/or potentially cross the busy road, putting them at greater risk of harm and injury.
- 3.0 The Council has not provided any evidence of an existing safety issue
  - 3.1 The proposed TRO is based on "report of difficulties for residents of the flats" accessing off street car parking through the entrance between Firwood Dental Practice and the flats.
  - 3.2 The Council has provided no evidence of existing road safety issues at this location is their rationale for proposing the restrictions (appendix 2). Road traffic accident information was requested via email on 20<sup>th</sup> February 2023 by Mr Lawrence Milner but has remained unanswered.
  - 3.3 Crashmap.co.uk shows no evidence of road accidents at this location (see appendix 1 p3)
- 4.0 Access to flats 900 — 916 materially changed by removing/ fencing up East entrance.
  - 4.1 The flats were completed around 20 years ago and designed with 2 private access roads to the East and West (location of proposed TRO) of the building. See illustration 1.



## Illustration 1

Illustration 1



- 4.2 In 2019 the flats introduced a gate to the West access. More significantly they fenced off the East access preventing traffic entering and exiting the site from this side. See illustration 2.

Illustration 2



- 4.3 The access to the flats has been materially changed from the original planning permission granted. It has intensified use of the West access point and means that all traffic now flows from the west access location. It is material to residents of the flats now requesting this proposed TRO.
- 4.4 The reinstatement of the East entrance would prevent the necessity for this proposed TRO, allowing alternative options to be considered by providing a more suitable access to the flat development that would not detrimentally impact the Dental Practice.
- 4.5 Given access arrangements to a busy "A" road have materially changed from the original planning permission granted, this change should have been subject to planning considerations so that it could have been properly assessed.
- 4.6 Local Councillor/s provided public funds to the flat owners to contribute to the costs and installation of the gates and railings. It is regretful that tax payers money has been used in a way that has contributed to the safety concerns of flat residents leading to the proposal of the TRO at this west access site, and if implemented in the current form,

will put patient safety at risk, make accessibility difficult and jeopardise the future viability of the practice.

## 5.0 Alternative Options

- 5.1 The Council's rationale for proposing these restrictions suggests the alternative option is to continue to permit on street parking and do nothing.
- 5.2 Multiple alternative options are available to the Council that could alleviate concerns of flat residents whilst not jeopardising the safety of patients of the dental practice.
- 5.3 Some of these solutions are set out in the report by ++++++ ( Appendix 1) Examples already in operation on Middleton Road include;
- 5.3.1 Extending out give way road markings per Gainsborough Road/ Middleton Road junction
  - 5.3.2 Reduced pavement width allowing parking bays to be set back. The pavement at this junction is unnecessarily wide at 2.6 m plus an additional 65 cm hard standing. A 2 m pavement is generally accepted as sufficient for 2 wheelchairs to pass one another comfortably.
  - 5.3.3 Or reinstating the East entrance to Flats providing an alternative access route in accordance with the planning permission granted for the development and placement of yellow lines around the east access point.
- 5.4 It is regretful that I have asked the Council's Highway Engineer to consider alternative solutions but unfortunately, at the time of writing he has not provided any alternative solutions that do not impact on patient safety or the operation of the Dental Practice.

## 6.0 Technical concerns regarding the proposed TRO

- 6.1 The Council's report for the proposed TRO (appendix 2) is factually incorrect with the following inaccuracies
- 6.1.1 It wrongly notes the practice has two off street spaces; the spaces belong to the flats not the dental practice.
  - 6.1.2 It incorrectly notes the access/egress is provided between two residential buildings which is not the case as Fir-wood Dental Practice is a business.
- 6.2 The Dental practice was granted planning permission for a rear extension in October 2022 but the Highway Engineer was unaware of this and it is not mentioned in the council's report (appendix 2).
- 6.3 The above points show that the Highways Engineer has not truly understood the site for which he has proposed this TRO.
- 6.4 The description used in the notice to describe the location would mean it is not easily identifiable to a layperson without viewing the accompany location plan undermining a fair process.

- 6.5 The reasons for the proposed TRO were originally to be viewed in person only at the council. This made it very difficult to access the reasons and thus provided another barrier to laypeople wanting to understand the reasons for the proposals.
- 6.6 No councillors have declared an interest in this proposed TRO. I would like to understand why given they helped secure public funds to part fund the gate and fences of the flats (900-916).
- 6.7 The report notes that no other options are available. As demonstrated under 5.0, I would dispute this as alternate options could mitigate safety concerns of the residents of the flats and provide a safe parking solution for patients of the dental practice.
- 6.8 The above undermine the consultation process undertaken for this proposed TRO.

## 7.0 Business concerns

- 7.1 As well as safety concerns this proposal is also of detriment to the access of dental provision for residents of Oldham. One of the main benefits for our patients is accessibility and ease of parking. The surgery may lose patients due to this proposed TRO, making parking more difficult.
- 7.2 If people cannot park easily this is of concern for the potential future expansion the business. Proposed additional facilities and extra dental provision for residents will be foregone at a time when there is significant access issues to dentistry in the Borough. The extension would have created additional investment in the economy and new job opportunities.
- 7.3 Per point 1.5 the proposal is contrary to the Local Plan
- 7.4 Firwood Dental Practice is a socially responsible business that has provided multiple work experience placements, and supported local foodbanks and charities. We recycle and are always looking for ways to reduce our carbon footprint. It is unfortunate that the actions of Oldham Council are not supportive of local business that invest in the area.

## 8.0 Conclusion

- 8.1 This proposed TRO is based on a small number of residents concerns with a single solution suggested by a Highway Engineer that has not fully appreciated the site or the impact that this proposal will have on the patients of Fimood Dental practice. The Council's report (appendix 2) outlining the reasons for this proposed TRO is factually incorrect.
- 8.2 I am aware that there is strong opposition from residents and support for not proceeding with this proposed TRO. A number of our patients have voiced their concerns to us.



8.3 It cannot be democratically right that if this proposed TRO is implemented the opinions and concerns of a small minority, negatively impact thousands of local residents/patients.

8.4 It is unfortunate that the Highway Engineer did not feel it beneficial to consult with the dental practice or the neighbouring dwelling (+++++ to work together to propose a solution that worked for all parties.

8.5 I am keen to work with the Council for a proposed solution but unfortunately the Council has not yet responded in terms of potential alternate solutions.

8.6 In its current form this TRO proposal threatens the ability for the practice to continue to provide a vital health service to local residents.

#### Attached

Appendix 1 — +++++ — professional report

Appendix 2 — Council report with reasons for proposed TRO— Oldham Council

## Appendix 1

Alan Evans  
Group Solicitor (Environment)  
Oldham Council  
Civic Centre  
West Street  
Oldham  
OLI IUL

6<sup>th</sup> March 2023

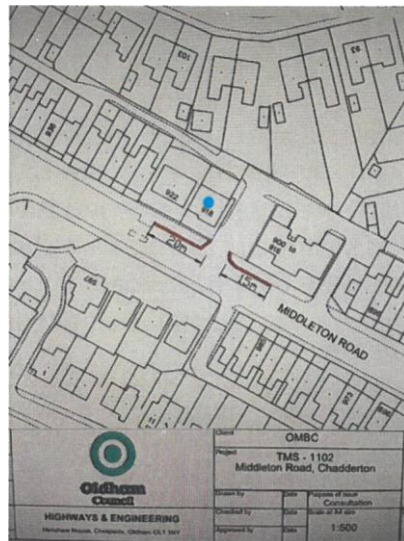
Your Ref: UM/T023/4 VF21924  
My Ref: CT1156

Dear Mr Evans

### OBJECTION PROPOSED TRAFFIC REGULATION ORDER THE OLDHAM MIDDLETON ROAD CHADDEVERTON PROHIBITION OF WAITING ORDER 2023

1.1 I represent Firwood Dental Practice in the above matter and have been instructed to provide advice on the proposed Traffic Regulation Order (TRO).

1.2 Firwood Dental Practice is located at No. 918 Middleton Road, as shown by the blue dot on the image below.



1.3 As the image shows, the proposed TRO extends across the full frontage of the dental surgery as well as across half of the frontage of the residential property to the north west and approximately half way along the frontage of the development of flats to the south east. The TRO, if implemented, will result in the loss of 8 car parking spaces.

1.4 The Council's reasoning for the decision to implement the prohibition of waiting restriction has been given as follows:-

"Residential properties 900 to 922 consists of two buildings which front directly onto Middleton Road and have access to off street parking provision. This access/egress is provided between the two residential buildings via a gated

private access road. Firwood Dentist is sited at No. 918 Middleton Road and has access to two off street parking spaces which share the access road.

The Highways Department of the Council recently received report of difficulties for residents of the flats who use the off-street parking space to access Middleton Road, Chadderton. The difficulties are caused by two parked vehicles either side of the access road restricting visibility. "

1.5 The loss of the parking spaces will have a severe detrimental impact upon the operation of the dental practice, which serves around 2000 patients within the area.

1.6 During their assessment the Council have referred to the dental practice having the use of two off street parking spaces within the car park of the flats. This is incorrect. Whilst the dental practice may have been verbally offered the use of two parking spaces there is no formal arrangement in place and as the parking spaces are on private land the dental practice does not have any control over them or a right to use them.

1.7 Patients visiting the dental practice make use of the convenient parking spaces located on Middleton Road outside the building. This has been the case for decades. The spaces are ideally located and are particularly well used by elderly patients, those who are less mobile and those with small children and pushchairs as they are a short distance to walk to and from and avoids people having to cross the busy main road. Removing these parking spaces will cause significant stress for a proportion of the practice's patients and reduce the level of safe accessibility to the practice.

1.8 Planning permission for an extension to the dental surgery was approved by the Council in October 2022 (FUL/349602/22). The purpose of the extension is to provide additional floor space to cater for the demand from both existing patients and future patients that could be taken on if another surgery room, office space, store and an accessible W.C. are provided. The planning officer noted in the delegated report that: -

"Policy 1 of Oldham Local Plan provides that the Council will promote economic prosperity and meet the needs of existing and new businesses while Policy 2 of the plan

1 2

provides that the Council will support improvements in the health and well-being of Oldham's residents.

Similarly, para 81 of the NPPF provides that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt while in relation to health and well-being, para 92 of the NPPF requires planning authorities to aim to achieve healthy places which enable and support healthy lifestyles.

The proposed expansion of the dental surgery would not only help to retain and possibly create additional job opportunities and thereby enhancing the local economy but also enhance the health and well-being of the users of the facility. "

1.9 The implementation of the no waiting restrictions will severely undermine the above benefits as the dental surgery will need to reconsider whether to invest in the expansion of the practice if patients are unable to use the parking outside the surgery and access the surgery safely.

1.10 The presence of parking bays or unrestricted on-street parking is prevalent along long stretches of Middleton Road. The road is wide and able to provide full width parking spaces, in many cases to both sides of the road, and still leave two comfortably sized lanes for traffic. The predominant house type along Middleton Road is two storey red brick terraces which front up to the back edge of the pavement with a small garden area. The houses typically do not have off-street parking spaces and as such the on-street parking is used by residents and visitors. This has been the case for many years and is part of the character of the street scene. The owner of the dental surgery is not aware of any accidents attributable to the junction of the proposed TRO. Checks with CrashMap have not shown any road traffic accidents in the past five years at this location.



Extract from CrashMap.co.uk . . . . shows section of road being discussed.

1.11 The development of flats was completed around 20 years ago following the granting of planning permission (PA/041838/01). Unrestricted on-street parking along Middleton Road was taking place at the time that the planning application was assessed and nothing has changed. The approved scheme showed a site layout that incorporated two access points — one between the flats and the dental surgery and one to the east between the flats and No. 898 Middleton Road. Details of the treatment of the access roads were required to be submitted in response to a pre-development condition.

1.12 Condition No. 8 of the approval reads: -

g No development shall take place unless and until full details of the improvements to the unmade easterly and westerly side roads and the northerly rear access' to provide a hard surfaced and drained accpets ' to the site have been submitted to and approved by the Local Planning Authority. I'hexeaiter such works shall be implemented in accordance with the approved scheme before any dwelling is occupied.

Reason - 'fro ensure adequate access arrangements are made to the site

1.13 The development was assessed by the planning department, including the Council's highway engineer, on the basis of the availability of two vehicular access points from Middleton Road. However, three or four years ago the management company of the flats installed gates to the westerly access point and also a section of fence to the rear of the car park to permanently block off vehicular access from the site onto the easterly side street resulting in only one access and egress to the development of flats.

1.14 Whilst planning permission for the gates and fencing may not have been required it is considered that their installation has led to a change in the way that traffic circulates through the site as all vehicles now have no option but to enter and leave the car park to the flats via the access point adjacent to the dental surgery. This has intensified the use of this access point and potentially led to residents of the flats requesting the TRO.

1.15 As the site layout has altered and no longer reflects the approved scheme it is considered necessary for the appropriate consent to be sought from the Council so that the impact of closing the easterly access point can be properly assessed.

1.16 If the access is reinstated as per the approved site layout then the proposed TRO could be proposed for the section of car parking bays further along Middleton Road in front of the eastern most half of the flats and along the front of the properties of No's 898 to 888. This arrangement would achieve the desired visibility splays, and give residents and visitors of the flats two options to choose from when entering and leaving the site, but not have an adverse impact on the day-to-day operation of the dental surgery; a valuable local health service for the community. It is requested that this revised option be considered by the Council and the current proposal abandoned.

1 4

1.17 The Council only put forward one alternative option to the proposed TRO and that is stated as 'continue to permit on street parking and do nothing'. This is unsatisfactory as other options are available.

1.18 In addition to the above proposal of reinstating the easterly access point to the flats and moving the no waiting restrictions further along Middleton Road to the east there is another feasible option that should be fully considered.

1.19 The first is to reduce the width of the pavement to either side of the gated entrance and set the parking bays further in to increase visibility for drivers of vehicles leaving the car park. The pavement at this point on Middleton Road is unnecessarily wide — 2.6 metres plus an additional 65cm of hard surfacing behind concrete edging.





1.20 The Disability Discrimination Act recommends that a minimum of 1200mm width of footway should be kept free of obstructions. It is generally accepted that 2000mm is needed to enable two people in wheelchairs to pass each other comfortably. There is sufficient space available to reduce the width of the pavement along the lengths of highway indicated within the proposed TRO to enable the parking bays to be set further in.

1.21 Another option is to extend the give way road markings at the junction of the car park access road with the highway further outwards to increase visibility. This has been successfully implemented further along Middleton Road to the west at its junction with Gainsborough Road.



*Junction of Gainsborough Road with Middleton Road*



1.22 This arrangement has enabled the on-street parking to remain whilst maximising visibility in both directions along the highway and would work well in the location of the proposed TRO to enable the on-street parking within the vicinity of the dental surgery to continue to be used by patients.

1.23 Alternatively, a combination of reducing the width of the pavement and setting the parking bays in with bringing forward the give way road markings is also a feasible option if the Council considered this to be a better solution.

1.24 For the reasons stated above it is strongly requested that the Council does not implement the Order as currently proposed and that it considers these alternative options to

address the concerns raised by a small number of residents of the flats in order to safeguard the operation of the dental surgery and the safety and accessibility of the patients.

1.25 Firwood Dental Practice would be happy to engage with the Council with regard to any of the above points.

Yours sincerely

## Appendix 2

Further to your request I have copied below the Councils reasons for proposing the restrictions. Please forward objections or representations to [env.traffic@oldham.gov.uk](mailto:env.traffic@oldham.gov.uk)

### Reason for the decision:

Middleton Road forms part of the A669 strategic route connecting Oldham with Middleton, Manchester. Residential properties 900 to 922 consists of two buildings which front directly onto Middleton Road and have access to off street parking provision. This access/egress is provided between the two residential buildings via a gated private access road. Firwood Dentist is sited at no 918 Middleton Road and has access to two off street parking spaces which share the access road.

The Highways Department of the Council recently received report of difficulties for residents of the flats who use the off-street parking space to access Middleton Road, Chadderton. The difficulties are caused by two parked vehicles either side of the access road restricting visibility.

Officers have inspected the location and support the introduction of new restrictions to reduce on street parking at the access road and improve visibility for motorists joining the busy A669.

It is proposed to promote a prohibition of waiting restriction to the north side of Middleton Road as detailed on plan 47/A4/1683/1 for a distance of 40 metres.

### Summary:

The purpose of this report is to consider the introduction of a prohibition of waiting restriction on Middleton Road, Chadderton to improve visibility at the access road.

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

The alternative option is to continue to permit on street parking and do nothing.

The recommendation to provide 'No Waiting Restrictions' will remove parking that restricts visibility and improve safety for road users on Middleton Road and motorists using the off street parking spaces.

### Justification:

If approved, the proposal will:

- increase visibility and improve road safety;
- provide clear carriageway space to assist vehicle movements from the residential access.

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

The Ward Members have been consulted and just a note to confirm that the Chadderton Central Ward Elected Members are happy to support the proposed prohibition of waiting in order to improve visibility of oncoming traffic while seeking to exit from the flats (900-922) on Middleton Road. It is, perhaps, worth mentioning that this side of Middleton Road is in Chadderton North Ward until the boundary changes come into effect in May

2023



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

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

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

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

Recommendation(s):

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

## **APPENDIX E**

### **Supporting Email**

**Subject:** LJM/TO23/4 VF21924

Dear sirs,

We live in the apartments 900 - 916 Middleton Road, Chadderton.

Our apartment number is +++++

Exiting our carpark/road is most challenging to say the least.

When vehicles are parked either side of our exit, visibility of on coming traffic from either side, Middleton or Oldham bound is very difficult, in fact dangerous.

In order to right turn out of our exit, we have to encroach into the live traffic lane in order to take the manoeuvre. This is met with abuse and sounding of horns.

We would welcome and traffic order measures that would improve vehicle safety.

We certainly believe that your proposed order would vastly improve safety and driver confidence to enable safe exit onto Middleton Road.

We know that this proposal would reduce on road parking but consider safety outweighs parking.

Kind regards,



## TRO Panel

<b>Decision Maker:</b>	<b>Director of Environment, Nasir Dad</b>
<b>Date of Decision:</b>	<b>27 July 2023</b>
<b>Subject:</b>	<b>Salmon Fields, Royton, Oldham – Objection to Traffic Calming Scheme</b>
<b>Report Author:</b>	<b>Mohammad Shafiq, Engineer</b>
<b>Ward (s):</b>	<b>Royton South</b>

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**Reason for the decision:** A report recommending the introduction of road safety measures in the form of a traffic calming scheme, along Salmon Fields, Royton, was approved under delegated powers on 23 January 2023. A copy of the approved report is attached at Appendix D.

Eight number emails of objection were received, and a copy of representations are attached at Appendix E.

### **Background**

Based on the consultation feedback, it is recommended that a revised scheme for the Traffic Calming is introduced along this route comprising of a series of Road Humps (in the form of Speed Cushions and Tables) and revised lining for the full length of Salmon Fields which will improve road safety by reducing the speed of traffic.

The proposed traffic calming measures are in the form of 2 nos. full width speed tables and a series of paired speed cushions along with traffic islands in the middle of the carriageway; the scheme extends over a total distance of 1 kilometre. The speed tables are placed at 21 metres South/West and 75 metres North/East from its junction with Leonard Way as shown on the Location Plan in Appendix A, attached.

Salmon Fields is a well-used, urban single carriageway unclassified local road with a 30mph speed limit, running in a Northeast / Southwest direction, linking Shaw Road (A663) with Higginshaw Lane (B6191) and has a gentle north to south downhill gradient. The whole of Salmon Fields is generally 7.3m wide with 2m footways on either side. This route provides access to a wider local highway network for residential, commercial, light industrial and leisure road users. The scheme is in the vicinity of an industrial area of Salmon Fields, the Salmon Fields Business Village on the one side and Leonard Way on the other side.

At present, the latest in a few residential developments is taking place along this road with other planning applications to develop the light industrial areas anticipated soon - all of which will lead to significant increases in motor vehicle, cyclist, and pedestrian activity, along and across the corridor.

A new Toucan Crossing at the existing shared footway/cycleway which links Royton Town Centre and Higginshaw Lane has been installed as part of the Bee Networks and the traffic calming scheme will compliment these interventions to provide a safe crossing point at this location.

**Traffic Surveys:**

Concerns were raised by ward members regarding the speed of traffic on Salmon Fields. To confirm the issue, a traffic speed survey was undertaken which highlighted that the average speed of traffic was 40mph and highlighted those interventions are required to regulate the speed of traffic to 30mph. This will be achieved by the implementation of a traffic calming scheme for which funding has been secured through the Local Improvement Fund and Bee Networks (part of the Mayors Cycling and Walking Challenge Fund).

**Road Safety:**

The traffic speed data for Appendix A shows that there is an excess of 60k daily vehicle movements.

**Objections**

Eight objections have been received from the nearby residents of the area of Salmon Fields; their objections are summarised below: -

- The traffic including articulated lorries will prefer to use Turf Lane instead of going over the proposed humps. This will be a danger to lives and parked cars along Turf Lane. Turf Lane is next street to Salmon Fields and is not suitable for articulated lorries although there is already a 'give and take' traffic control at Turf Lane.
- Lorries drive here all the time and the amount of sound they will make would be ridiculous. It's a long stretch of road and would make the emergency service to slow down.
- Member of the ward: had some residents of Kerwood Drive (runs parallel with Salmon Fields) and are concerned with noise from the speed cushions, if there any scope to reposition some of the cushions. would like to meet on site or by team before anything is finalised.
- One of the above residents concerned for the adjacent western ends residential area of the Salmon Fields that over 50 households would be affected by the proposed scheme. There are issues with road noise from HGV's, construction vehicles and local car club (who like to speed up and down Salmon Fields late at night. Slowing/speeding traffic would increase emissions. Purpose built Toucan Crossing would not have negative impact on the service vehicles.
- Resident of Low Meadows: - it would cause good luck for slowing down HGV's but would reduce response time for A & E department.

**Justification / Proposals:**

The proposed scheme involves traffic calming measures, which, when implemented, will moderate traffic speeds making it a safer environment for vulnerable road users.

The Traffic Safety Scheme includes the following:

- Two Full width speed tables in the vicinity of the heavy industrial estates and pedestrians / cyclists crossing point.

- 9 pairs of double layout speed cushions and traffic islands in the middle of the cushions have been removed in the light of recommendations of the Ward Councillors.

**Summary:**

The purpose of this report is to consider the implementation of road safety measures in the form of traffic calming measures in the vicinity of new Toucan crossing at Salmon Fields.

**Amendment to the original proposal:**

The feedback and concerns of the area residents and the Ward Councillors for the traffic calming measures along the Salmon Fields have been taken on board. After consulting the Ward Councillors, the previous proposal has been amended; we have now limited the number of speed humps to two numbers one at either side of the new Toucan Crossing (adjacent to Leonard Way). This will enhance the safety of the pedestrians and cyclists at the crossing point. The proposal has endeavoured to be situated away from the large residential areas, whilst ensuring the safety of pedestrians and cyclists.

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

Option1: To approve the amended recommendation

Option 2: Not to approve the recommendation

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

After the feedback and objections of the area residents, the Ward Members Cllr M Bashforth, Cllr S Bashforth and Cllr M Hurley have been consulted and support the amended proposal.

Ward Councillors understand and accept residents' concerns about the possible negative impact of humps along the full stretch of Salmon Fields.

***Recommendation(s):***

It is recommended that the traffic calming measures associated with this scheme are approved, in accordance with the plans and schedule at the end of this report

## Implications:

What are the **financial** implications?

The cost of introducing the Road Safety Scheme at Salmon Fields, Royton is shown below:

	£k
Fees, design, management, and site supervision	4.6
Advertisement of Order, legalities etc	3
Traffic Calming provision and installation	31
Total	38.6

This will be funded through the 'Bee Networks' scheme within the 2022/23 Transport Capital Programme, which will be funded by Mayors Challenge Funding. This also is partly through the LIF bid as well.  
(John Edisbury)

What are the **legal** implications?

As previous report (see Appendix D)

What are the **procurement** implications?

As previous report (see Appendix D)

What are the **Human Resources** implications?

None

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

As previous report (see Appendix D)

What are the **property** implications?

As previous report (see Appendix D)

**Risks:**

None.

**Co-operative agenda**

As previous report (see Appendix D)

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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

**Traffic Calming Proposals**

**SCHEDULE 1**

Speed Cushions (pair) with traffic islands have been removed from the scheme

Length 2.00 metres, Width 1.65 metres, Height 75mm, Gradient 1:15

Road	Location
Salmon Fields	155m Southeast from its junction with Shaw Road
Salmon Fields	235m Southeast from its junction with Shaw Road
Salmon Fields	315m southeast from its junction with Shaw Road
Salmon Fields	264m Southwest from its junction with Leonard Way
Salmon Fields	182m Southwest from its junction with Leonard Way
Salmon Fields	93m Southwest from its junction with Leonard Way

**SCHEDULE 2**

Speed Cushions (triple) have been removed from the scheme

Length 2.00 metres, Width 1.65 metres, Height 75mm, Gradient 1:15

Road	Location
Salmon Fields	61m West from its junction with Higginshaw Lane
Salmon Fields	113m West from its junction with Higginshaw Lane
Salmon Fields	198m West east from its junction with Higginshaw Lane

**SCHEDULE 3**

**Speed Tables (Full Width)**

Total Length 9 metres (each ramp 1.5m), Height 75mm, Gradient 1:20

Salmon Fields	22m South-west from its junction with Leonard Way
Salmon Fields	84m North-east from its junction with Leonard Way

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

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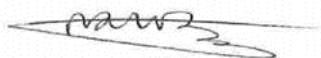
<b>Report Author Sign-off:</b>		
Mohammad Shafiq		
<b>Date:</b> 5 July 2023		



Please list and attach any Appendices: -

	<b>Description</b>
A	Traffic Speed Data
B	Site Location Plan
C	Traffic Calming Measures Proposals
D	Approved Mod Gov Report
E	Copy of Representations

In consultation with Director of Environment



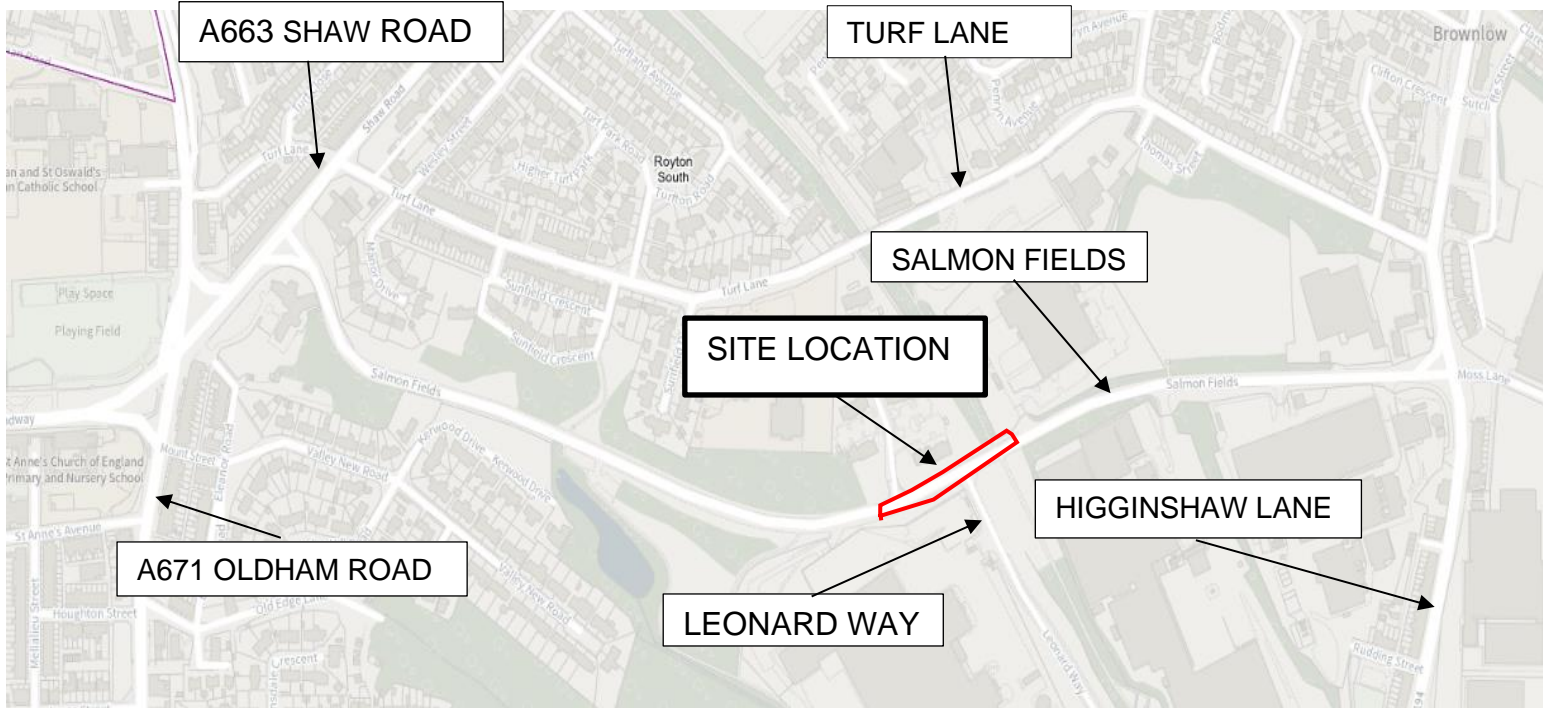
Signed:

Date: 14.07.2023

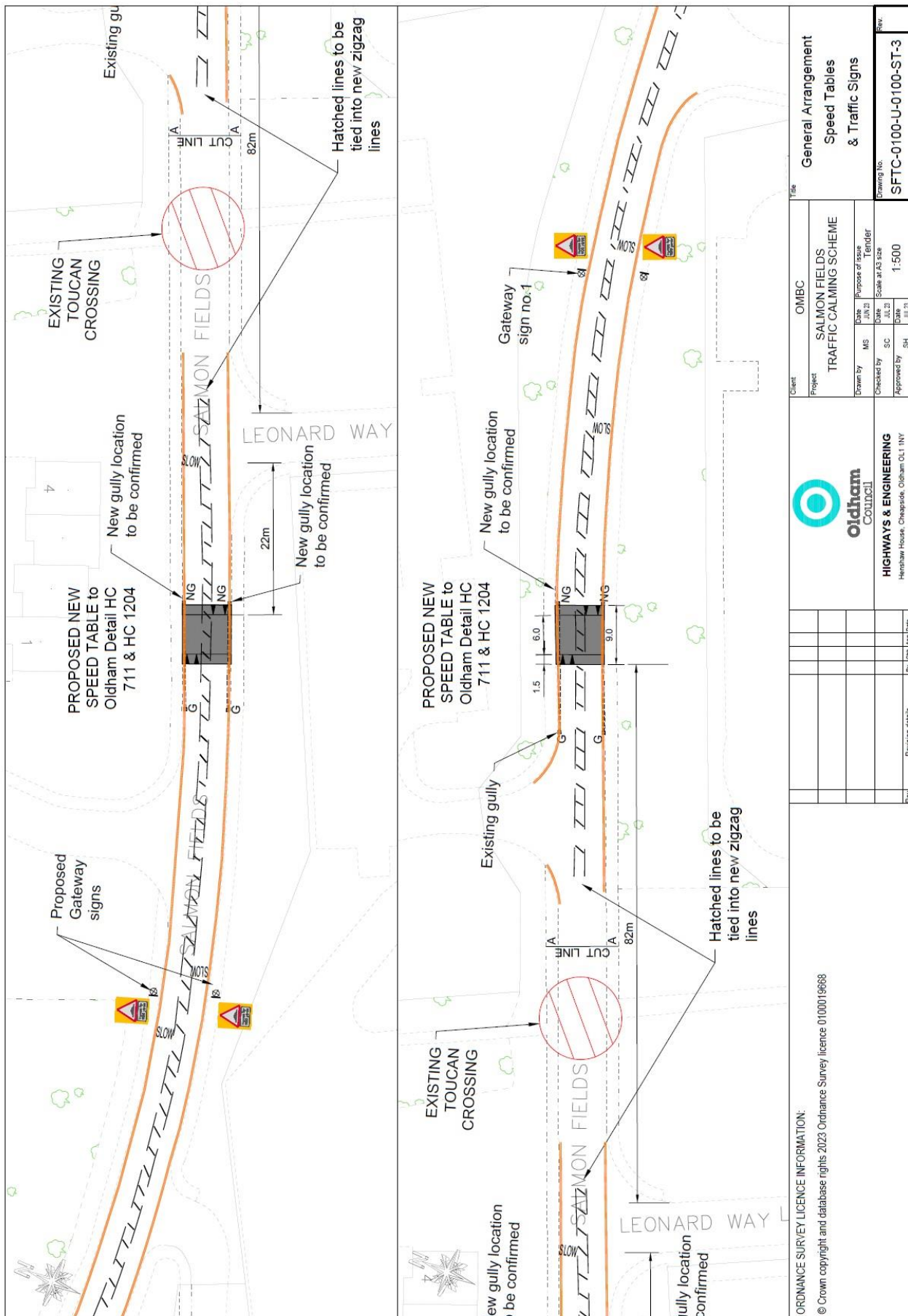
# APPENDIX A - TRAFFIC SPEED DATA

West																
	Total Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85 <sup>th</sup> %ile	Mean Speed	Std Dev
00:00	270	0	0	0	0	2	23	89	93	35	15	13	0	42.9	36.8	6.4
01:00	148	0	0	0	0	1	16	60	31	28	4	8	0	42.8	36.6	7.1
02:00	100	0	0	0	0	0	11	42	29	13	3	2	0	40.4	35.4	5.5
03:00	213	0	0	0	1	3	43	85	63	13	3	2	0	38.9	33.8	5.0
04:00	372	0	0	0	2	6	49	169	95	32	14	5	0	39.3	34.4	5.5
05:00	893	0	2	0	2	5	64	376	295	103	31	15	0	40.9	35.6	5.3
06:00	1181	0	1	0	3	11	113	445	408	141	38	21	0	40.8	35.7	5.3
07:00	1734	0	0	0	6	19	200	752	510	196	33	18	0	40.4	34.9	5.0
08:00	2216	0	3	6	25	55	445	972	533	132	30	15	0	38.5	33.1	5.3
09:00	2018	0	0	2	6	29	355	937	523	125	29	12	0	38.8	33.7	4.7
10:00	1992	0	0	5	8	39	324	917	532	136	23	8	0	38.0	33.5	4.7
11:00	2205	0	2	1	7	29	319	983	646	171	32	15	0	39.5	34.2	4.8
12:00	2300	0	0	2	7	27	287	1035	706	188	40	8	0	39.0	34.4	4.6
13:00	2482	0	6	25	48	68	355	1023	698	200	40	19	0	39.7	33.6	6.0
14:00	2565	0	0	3	10	17	274	1150	828	223	44	16	0	39.3	34.7	4.7
15:00	2497	2	12	10	20	52	324	1014	780	225	41	17	0	39.9	34.1	5.5
16:00	2919	0	0	1	10	13	236	1118	1125	317	74	25	0	40.2	35.6	4.7
17:00	2486	0	0	0	6	9	185	938	934	322	60	32	0	40.8	35.9	4.9
18:00	1792	0	0	0	4	9	105	608	687	271	73	35	0	41.9	36.6	5.3
19:00	1416	0	0	0	3	113	3	526	517	178	50	26	0	41.1	36.1	5.3
20:00	1041	0	0	0	1	5	85	377	340	153	43	37	0	42.3	36.6	5.9
21:00	902	0	1	0	2	7	133	329	269	91	46	24	0	41.1	35.5	6.5
22:00	642	0	0	0	2	1	91	252	184	64	26	22	0	40.8	35.6	6.7
23:00	322	0	0	0	0	4	46	129	85	30	19	9	0	41.1	35.6	6.0
07-19	27206	2	23	55	157	366	3409	11447	8502	2506	519	220	0	39.2	34.5	5.1
06-22	31746	2	25	55	166	392	3853	13124	10036	3069	696	328	0	39.4	34.7	5.2
06-24	32710	2	25	55	168	397	3990	13505	10305	3163	741	359	0	39.4	34.8	5.3
00-24	34706	2	27	55	173	414	4196	14326	10911	3387	811	404	0	39.5	34.8	5.3
am Peak	08:00	-	08:00	08:00	08:00	08:00	08:00	11:00	11:00	07:00	06:00	06:00	-	02:00	03:00	-
Peak Volume	2216	-	3	6	25	55	445	983	646	196	38	21	-	42.9	36.8	6.4
pm Peak	16:00	15:00	15:00	13:00	13:00	13:00	13:00	14:00	16:00	17:00	16:00	20:00	-	20:00	20:00	-
Peak Volume	2919	2	12	25	48	68	355	1150	1125	322	74	37	-	42.3	36.6	5.9
East																
	Total Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85 <sup>th</sup> %ile	Mean Speed	Std Dev
00:00	197	0	0	0	1	6	47	69	44	12	8	10	0	40.3	34.3	7.0
01:00	123	0	0	0	0	6	14	43	34	14	7	5	0	43.2	35.8	6.8
02:00	133	0	0	0	1	5	22	37	38	12	15	3	0	44.5	35.9	7.0
03:00	261	0	0	0	1	7	36	62	80	42	18	15	0	44.3	37.0	7.3
04:00	406	0	0	1	1	8	66	112	112	63	28	15	0	43.0	36.1	7.0
05:00	1050	0	2	1	1	17	135	338	344	148	41	23	0	41.6	35.8	6.0
06:00	1391	0	5	2	3	31	183	433	475	188	43	28	0	41.1	35.3	6.1
07:00	2086	0	3	4	6	44	358	844	570	189	41	27	0	39.6	34.1	5.5
08:00	2183	0	1	3	13	55	556	953	413	134	35	20	0	38.3	32.8	5.3
09:00	2168	0	0	0	6	57	580	953	409	113	39	11	0	38.0	32.8	5.0
10:00	2066	0	1	2	13	123	538	806	434	114	26	9	0	37.8	32.4	5.3
11:00	2152	0	0	3	3	57	539	912	479	114	35	10	0	37.9	32.9	5.0
12:00	2286	0	2	1	2	60	519	913	586	151	43	9	0	39.0	33.4	5.1
13:00	2283	0	3	4	2	58	570	897	540	142	46	21	0	38.9	33.3	5.4
14:00	2213	0	0	2	9	41	459	948	524	166	47	17	0	39.2	33.7	5.2
15:00	2250	0	3	6	10	31	520	960	503	160	44	13	0	38.9	33.3	5.3
16:00	2238	0	1	1	3	28	424	914	598	178	53	38	0	39.7	34.3	5.5
17:00	2061	0	1	2	2	24	311	766	626	215	77	37	0	41.0	35.2	5.7
18:00	1751	0	1	2	1	12	206	612	581	209	84	43	0	41.7	36.0	6.0
19:00	1378	0	0	3	1	25	157	431	443	202	80	36	0	42.6	36.3	6.5
20:00	1096	0	0	1	1	10	157	410	312	116	55	34	0	41.6	35.6	6.3
21:00	804	0	1	2	2	15	125	255	226	115	40	23	0	42.4	35.7	6.6
22:00	531	0	0	0	1	6	105	182	143	61	20	13	0	41.0	34.9	6.1
23:00	300	0	1	0	1	4	58	90	83	34	13	16	0	42.7	35.8	7.5
07-19	25737	0	16	30	70	590	5580	10478	6263	1885	570	255	0	38.6	33.6	5.4
06-22	30406	0	22	38	77	671	6202	12007	7719	2506	788	376	0	39.1	33.9	5.6
06-24	31237	0	23	38	79	681	6365	12279	7945	2601	821	405	0	39.1	34.0	5.7
00-24	33407	0	25	40	84	730	6685	12940	8597	2892	938	476	0	39.3	34.1	5.7
am Peak	08:00	-	06:00	07:00	08:00	10:00	09:00	08:00	07:00	07:00	06:00	06:00	-	02:00	03:00	-
Peak Volume	2183	-	5	4	13	123	580	953	570	189	43	28	-	44.5	37.0	7.3
pm Peak	12:00	-	13:00	15:00	15:00	12:00	13:00	15:00	17:00	17:00	18:00	18:00	-	23:00	19:00	-
Peak Volume	2286	-	3	6	10	60	570	960	626	215	84	43	-	42.7	36.3	6.5

## APPENDIX B - SITE LOCATION PLAN



# APPENDIX C – TRAFFIC SAFETY PROPOSAL PLAN



<p>ORDNANCE SURVEY LICENCE INFORMATION: © Crown copyright and database rights 2023. Ordnance Survey licence 0100019668</p>		<p>Client: OMB Project: SALMON FIELDS TRAFFIC CALMING SCHEME</p>	<p>General Arrangement Speed Tables &amp; Traffic Signs</p>
<p>Drawn by: MS Checked by: SC Approved by: GH</p>	<p>Date: MS Date: SC Date: GH</p>	<p>Purpose of issue: Tender Scale at A3 size: 1:500</p>	<p>Drawing No.: SFTC-0100-U-0100-ST-3 Rev:</p>
<p>Highways &amp; Engineering Hendshaw House, Chesapeake, Oldham OL1 1NY</p>		<p>T:01 PROJECTS\N02101\X\MCF\Salmon_Fields\11 Working Docs\01 Design_Stage\05 Drawings\SF-0100-A-0105-Speed Tables &amp; Lining_Tender.dwg</p>	

## APPENDIX D – APPROVED MOD GOV REPORT



### **Delegated Officer Report** **(Non Key and Contracts up to a value of £100k)**

**Decision Maker:** Nasir Dad, Director of Environment  
**Date of Decision:** 19 January 2023  
**Subject:** Salmon Fields, Royton, Oldham - Proposed Road Safety Scheme  
**Report Author:** Mohammad Shafiq, Engineer  
**Ward (s):** Royton South

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**Reason for the decision:** The purpose of this report is to seek approval to introduce road safety measures in the form of a Traffic Calming Scheme along Salmon Fields, Royton.

It is recommended that a Traffic Calming Scheme is introduced along this route comprising of a series of Road Humps (in the form of Speed Cushions and Tables) that will improve road safety by reducing the speed of traffic.

The proposed traffic calming measures are in the form of 2 nos. full width speed tables and a series of paired speed cushions along with traffic islands in the middle of the carriageway; the scheme extends over a total distance of 1 kilometre. The speed tables are placed at 21 metres South/West and 75 metres North/East from its junction with Leonard Way as shown on the Location Plan in Appendix A, attached.

Salmon Fields is a well-used, urban single carriageway unclassified local road with a 30mph speed limit, running in a North East / South West direction, linking Shaw Road (A663) with Higginshaw Lane (B6191) and has a gentle north to south downhill gradient. The whole of Salmon Fields is generally 7.3m wide with 2m footways on either side. This route provides access to a wider



local highway network for residential, commercial, light industrial and leisure road users. The scheme is in the vicinity of an industrial area of Salmon Fields, the Salmon Fields Business Village on the one side and Leonard Way on the other side.

At present, the latest in a few residential developments is taking place along this road with other planning applications to develop the light industrial areas anticipated soon - all of which will lead to significant increases in motor vehicle, cyclist, and pedestrian activity, along and across the corridor.

A proposed new Toucan Crossing at the existing shared footway/cycleway which links Royton Town Centre and Higginshaw Lane has been approved as part of the Bee Networks and the traffic calming scheme will compliment these interventions to provide a safe crossing point at this location.

**Traffic Surveys:**

Concerns were raised by ward members regarding the speed of traffic on Salmon Fields. To confirm the issue, a traffic speed survey was undertaken which highlighted that the average speed of traffic was 40mph and highlighted those interventions are required to regulate the speed of traffic to 30mph. This will be achieved by the implementation of a traffic calming scheme for which funding has been secured through the Local Improvement Fund and Bee Networks (part of the Mayors Cycling and Walking Challenge Fund).

**Road Safety:**

The traffic speed data for Appendix A shows that there is an excess of 60k daily vehicle movements.

**Justification / Proposals:**

The proposed scheme involves traffic calming measures, which, when implemented, will moderate traffic speeds making it a safer environment for vulnerable road users.

The Traffic Safety Scheme includes the following:

- Two speed tables full width in the vicinity of the heavy industrial estates and pedestrians / cyclists crossing point.
- 9 pairs of double layout speed cushions and traffic island in the middle of the cushions.

**Summary:**

The purpose of this report is to consider the implementation of road safety measures in the form of traffic calming measures along the Salmon Fields.

**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 Councillor A Chadderton supports the proposal.

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

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

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

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

**Recommendation(s):**

It is recommended that the traffic calming measures associated with this scheme are approved, in accordance with the plans and schedule at the end of this report

**Implications:**

**What are the financial implications?**

The cost of introducing the Road Safety Scheme at Salmon Fields, Royton is shown below:

	£k
Fees, design, management, and site supervision	5.6
Advertisement of Order, legalities etc	3.0
Traffic Calming provision and installation	55.4
<b>Total</b>	<b>64.0</b>

This will be funded through the 'Bee Networks' scheme within the 2022/23 Transport Capital Programme, which will be funded by Mayors Challenge Funding.



<p>What are the <b>legal</b> implications?</p>	<p>(John Edisbury)  The Council should satisfy itself that the proposals will be effective in reducing or preventing road accidents and will justify the expenditure incurred. It will be necessary to publish details of the proposals in one or more local newspapers and consider any objections received before deciding whether to proceed with the proposals. (A Evans)</p>
<p>What are the <b>procurement</b> implications?</p>	<p>According to Oldham Council Contract Procedural Rules 2022, the procurement values stated above less than £9,999 would require one written quotation that present council terms and condition would apply and a value of above £25,000 and less than £99,999 requires an open request or for a competition from an existing compliant framework. However, public contracts between entities within the public sector are excluded from the Public Contracts Regulations 2015, Part 2, Chapter 1, Sub section 3, rule 12 (a) + (b) Exclusions. Therefore, there are no procurement implications.  (Philip Harper Oliver)</p>
<p>What are the <b>Human Resources</b> implications?</p>	<p>None</p>
<p><b>Equality and Diversity Impact Assessment</b> attached or not required because (please give reason)</p>	<p>Not required because the measures proposed are aimed at improving highway conditions; the scheme is being promoted to assist vulnerable users by reducing traffic speeds and upgrading pedestrian safety.</p>
<p>What are the <b>property</b> implications?</p>	<p>None, the work is being undertaken on the public highway which is under the control of the Highway Authority. (Rosalyn Smith)</p>
<p><b>Risks:</b></p>	<p>None.</p>
<p><b>Co-operative agenda</b></p>	<p>In its Corporate Plan 2022-27 the Council committed to ensuring residents were healthy, safe and well supported and that a clean and green environment was promoted. These proposals will make the surrounding area safer and more useable, with added environmental benefits from reduced traffic speed. This will be particularly important as road use becomes busier with the introduction of more housing in the area. (Guy Parker)</p>



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

**Traffic Calming Proposals**

**SCHEDULE 1**

**Speed Cushions (pair) with traffic island in the middle**

Length 2.00 metres, Width 1.65 metres, Height 75mm, Gradient 1:15

Road	Location
Salmon Fields	155m South east from its junction with Shaw Road
Salmon Fields	235m South east from its junction with Shaw Road
Salmon Fields	315m south east from its junction with Shaw Road
Salmon Fields	264m South west from its junction with Leonard Way
Salmon Fields	182m South west from its junction with Leonard Way
Salmon Fields	93m South west from its junction with Leonard Way

**SCHEDULE 2**

**Speed Cushions (triple)**

Length 2.00 metres, Width 1.65 metres, Height 75mm, Gradient 1:15

Road	Location
Salmon Fields	61m West from its junction with Higginshaw Lane
Salmon Fields	113m West from its junction with Higginshaw Lane
Salmon Fields	198m West east from its junction with Higginshaw Lane

**SCHEDULE 3**

**Speed Tables (Full Width)**

Total Length 9 metres (each ramp 1.5m), Height 75mm, Gradient 1:20

Salmon Fields	21m South-west from its junction with Leonard Way
Salmon Fields	75m North-east from its junction with Leonard Way

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

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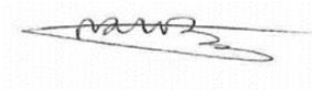
<b>Report Author Sign-off:</b>		
Mohammad Shafiq		
<b>Date:</b>		
19 January 2023		

Please list and attach any appendices:-

<b>Appendix number or letter</b>	<b>Description</b>
A	Traffic Speed Data
B	Site Location Plan
C	Traffic Calming Measures Proposals

In consultation with Director of Environment

Signed :



Date: 23.01.2023

## APPENDIX E – COPY OF REPRESENTATIONS

### OBJECTION - DESCRIPTION

Dear Sir

I am writing to oppose the plans to erect traffic calming humps on Salmon Fields in Royton.

My reasoning are as a resident on Turf Lane which is the next street to Salmon Fields I am concerned that traffic will prefer to use Turf Lane instead of going over the proposed humps. This will also cause the articulated lorries to use Turf Lane as well and Turf Lane is not suitable for these type of vehicle.

Also there will be a danger to lives and our parked cars due to the increased flow of traffic, we residents already endure idiots on Turf Lane who have no regard for the fact that children could be crossing the road and older people trying to get out of their cars by the way they fly up and down the street. There will be cars damaged by lorries that try to squeeze through as well. Having used Salmon Fields regularly it is my view that if there were speed cameras it would be more of a deterrent and it appears that it is mainly at night when Salmon Fields is used as a race course as I can hear them from my back garden. There has already been a calming lane put on Turf Lane so that cars going up Turf Lane have right of way near the garden centres and the hospice but that in its self is dangerous now with cars trying to beat each other through it? so people choosing not to go onto Salmon Fields if humps were to be installed would also make that part of Turf Lane even more of a accident spot.

So yes I strongly oppose these plans.

Hi,

I am writing to express my concerns over the proposed speed bumps being placed at salmon fields. Lorries drive down here all the time. The amount of noise this can make would be ridiculous.

Surely this will have an impact on ambulances driving patients to the new NHS diagnostics centre.

This is a long stretch of road which would slow down the emergency services a LOT.

I think a speed camera or 2 would be a wiser option. Speed bumps are More practical for smaller stretches of roads in residential areas not a long stretch of roads.

Will I receive a formal response to my concerns?

Any thanks

We have had residents of Kerwood Drive which runs roughly pallel with Salmon Fields Road concerned about noise from the proposed speed cushions. I note that only one cushion is located opposite the houses on Kerwood Drive but wonder if there is scope to reposition some of the cushions just avoid having them opposite any of the houses on Kerwood Drive?



With hindsight it may have been good to do a consultation but no problem circumstances at the time did mean we just didn't have the time.

I have been thinking about what we want to achieve here, and we can only do this once so can we meet, maybe on site or by teams, in good time before anything is finalised?

Many thanks

Steve

I am writing to make the following objections regarding the above scheme and my grounds for doing so.

I have read the Delegated Officer Report dated 19.1.23 regarding the proposed construction and subsequent approval of the installation of a road safety scheme (Salmon Fields, Royton) and have a number of points I would like to raise in my objections.

1. There is no acknowledgement in this report that there are residents living adjacent to this site (particularly the western end). There are a wide range of properties (over 50 households affected: Kerwood Drive, Valley New Rd, Sunfield Crescent, Sunfield Drive, Manor Drive) including two rest homes and a hospice that would be adversely affected by this scheme. These properties are partly obscured by 'efficacious' tree planting so not at first obvious to those passing through. Salmon Fields is popularly known as 'the valley' – and because of its shape noise travels easily and readily across the site.

2. There is no reference in the aforementioned report of any engagement with local residents about this scheme (albeit there is mention of 'complaints' although these are not specifically listed). There are issues with road noise – from HGV's, construction vehicles (more recently) and a loud local car club (who like to speed up and down Salmon Fields late at night). In particular – when there are bumps in the road it is possible to hear every vehicle (particularly empty HGV's which rattle) – every wheel bumping down causes disturbance to sleep. Soliciting the views of those living closest to the road would have informed you of this issue. Indeed a search of social media highlights similar issues from residents.

3. The recommendations of this report have been supported by the use of (in my humble view) spurious road speed/vehicle movement data (circa 60k daily vehicle movements – that's more than some motorways!). There is no explanation of its methodology, so it is impossible to see how this correlates to the suggestion of the extreme amount of road humps recommended in this scheme. On a simple level I have calculated that 57% of the totals are cars travelling below 35mph whilst 43% are above this speed. This makes me question the basis upon which the recommendations have been made.

4. The resultant amounts of emissions from vehicles caused by standing/speeding up/slowing down traffic will increase in a location which is already readily affected by high levels of pollutants. The development of the diagnostic centre, an additional industrial site (which in my view should not be going ahead) and local residential developments will increase traffic – which will impact upon the levels of pollution and noise disturbance in this area. Moreover, once vehicles are made to move more slowly – drivers may choose to use other routes (eg: Turf Lane) which I would suggest would just move the issue of car speeds/nuisance/noise elsewhere (and also affect the same walkway).

I have raised my concerns with local Councillors directly (Cllrs S & M Bashforth and Cllr A Chadderton) and received a speedy response from Cllr Steve Bashforth. He has said that he will meet with engineers to discuss the options on this site – but only suggested removing one/two road cushions which are nearest Kerwood drive. I have suggested the use of speed cameras but have been informed that the Council is not able to do this. I appreciate that this scheme will enhance the use and safety of the walkway (adjacent to Leonard Way) being part of the GMCA's Bee network initiative. I understand and support that part of the scheme (albeit with the same concerns).

This road scheme if implemented as set out in the report – will make our lives a misery – the constant bumping, scraping revving up/slowing down of vehicles as they pass over them will affect local residents.

Is it possible to review the scheme (could we use chicanes instead?) and ask residents about the impacts for them? It would make for a more balanced set of recommendations. Is it possible to review the scheme at the Western end of Salmon Fields?

I am happy to participate in discussion further if required.

Kind regards,

I wish to formally object to the proposal to install speed humps on the Salmon Fields bypass.

I regularly use this road during the course of my work and can see no reason whatsoever why speed humps are nece

Dear Sir/ Madam

Having spoken with a number of local people these are our objections to speed bumps being played on Salmon Fields.

Salmon Fields is non residential . It is used by service vehicles all the time, coming and going from the commercial property's on Salmon Fields.

Road humps are not recommended, by highways, for use on any road where they would impinge on service vehicles, causing negative impact. Salmon Fields services the industrial estates situated on it and is used predominantly by service vehicles. The addition of road humps would have definite negative impact. Salmon Fields is and has been, for many years, utilised as a non residential bypass, diverting heavy traffic away from residential roads, such as Turf Lane.

The use of road humps on this road will cause disproportionate slow speeds for traffic, causing traffic build up, increasing air and noise pollution due to the extra breaking and acceleration required, using more fuel and omitting smog on the road, and noise levels will increase and cause additional wear and tear to vehicles. This would in turn encourage large volumes of traffic back to smaller roads, such as Turf Lane, increasing air and noise pollution for its residents.

Road humps would cause issues for emergency vehicles using Salmon Fields bypass to travel to or from emergencies. This would be a particular consequence for ambulances traveling to the hospital with emergency patients, as the road humps would force ambulances to take longer, less direct, alternative routes.



Highways state that for a road hump scheme to be considered necessary or granted, it would require evidence of high level accidents. To the best of my knowledge, there is not evidence of this on Salmon Fields and therefore, a road hump scheme is not necessary.

If evidence did exist to suggest accidents happen involving pedestrians on Salmon Fields, barriers running the length of the footpaths are the obvious answer. This will prevent the very few pedestrians that use Salmon Fields from crossing anywhere but the purpose built Tucan crossing and barriers would not have a negative impact on service vehicles including emergency service that use Salmon Fields regularly.

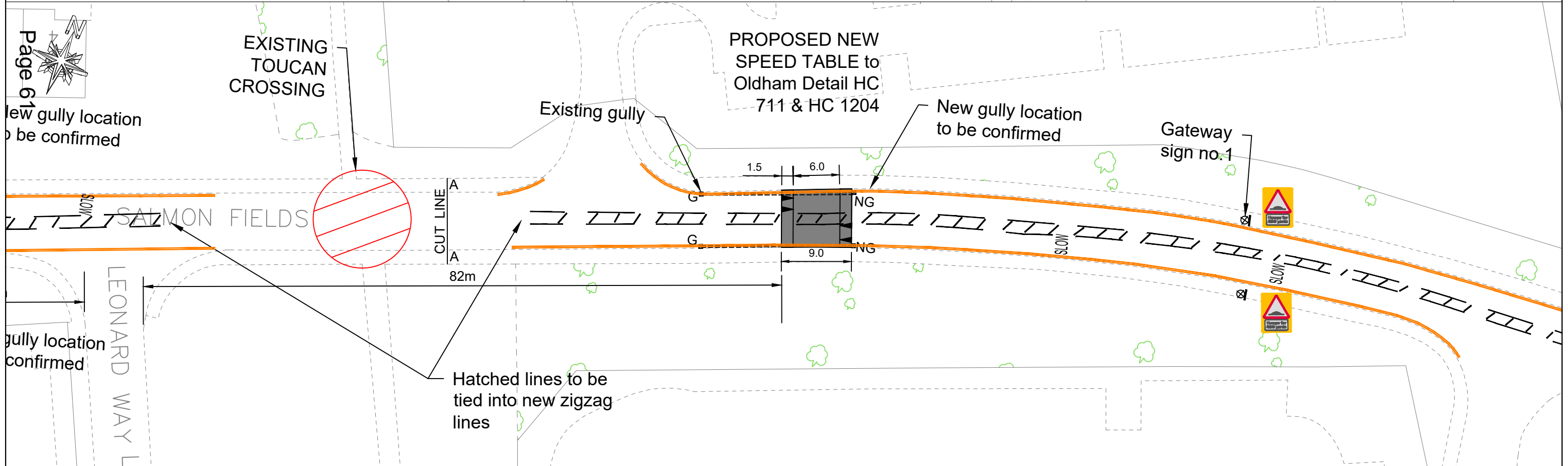
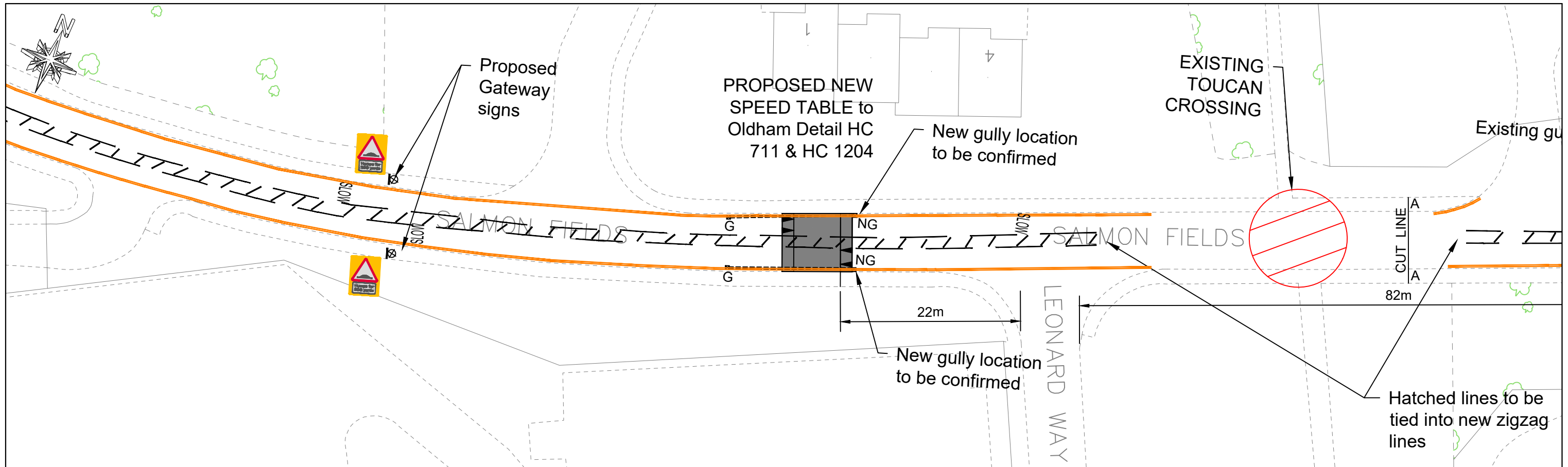
Regards

As above

As Above

I would like to object to the installation of speed humps on sound Fields this is a major arterial road mainly used by HGV's which would have to go extremely slowly to avoid risking damage the cargo to an extent where I believe it would cause good luck the route is also very close to Oldham a and e department at the hospital and would reduce response times of ambulances getting to and from hospital

Regards



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Rev.	Revision details	By	Chk.	App.	Date.



**HIGHWAYS & ENGINEERING**  
Henshaw House, Cheapside, Oldham OL1 1NY

Client OMBC			
Project SALMON FIELDS TRAFFIC CALMING SCHEME			
Drawn by MS	Date JUN 23	Purpose of issue Tender	
Checked by SC	Date JUL 23	Scale at A3 size	
Approved by SH	Date JUL 23	1:500	

Title General Arrangement Speed Tables & Traffic Signs	
Drawing No. SFTC-0100-U-0100-ST-3	Rev.



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