

## ***TRAFFIC REGULATION ORDER PANEL Overview & Scrutiny Committee Agenda***

Date Thursday 11 January 2024

Time 5.30 pm

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

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

2. CONTACT OFFICER for this agenda is Constitutional Services email 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, 8 January 2024.

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

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MEMBERSHIP OF THE TRAFFIC REGULATION ORDER PANEL  
Councillors Salamat, Woodvine, Murphy, Fryer and Shuttleworth (Chair)

Item No

- 1 Apologies For Absence
- 2 Urgent Business  
Urgent business, if any, introduced by the Chair
- 3 Declarations of Interest  
To Receive Declarations of Interest in any Contract or matter to be discussed at the meeting.
- 4 Public Question Time  
To receive Questions from the Public, in accordance with the Council's Constitution.
- 5 Minutes of Previous Meeting (Pages 1 - 4)  
The Minutes of the Traffic Regulation Order Panel held on 23<sup>rd</sup> November 2023 are attached for approval.
- 6 S257 Town and Country Planning Act 1990 - Diversion of Definitive Footpath 61 Oldham (part), at Hollinwood Junction, Albert Street, Failsworth, and S53A - Wildlife and Countryside Act 1981 (Pages 5 - 14)  
To seek approval for the Diversion of Definitive Footpath 61 Oldham (part).
- 7 S119 Highways Act 1980 - Diversion of Definitive Footpath 44 Crompton (part), at Shore Edge, Buckstones Road, Shaw, and S53A - Wildlife and Countryside Act 1981 (Pages 15 - 26)  
To seek approval to the making of a Public Path Diversion and Definitive Map and Statement Modification Order for Footpath 44 Crompton (part) as detailed in the report.
- 8 Huddersfield Road/Delph Road, Denshaw – Traffic Calming and 20mph speed limit and Range Road one way working (Pages 27 - 78)  
A report recommending the approving the advertisement of the legal TRO's and Humps Notices was approved on 13 April 2023
- 9 Objection to Proposed No Stopping on Entrance Markings – The Lows, Oldham (Pages 79 - 94)  
The purpose of this report is to consider an objection received to the introduction of a No Stopping on Entrance Markings restriction at The Lows, Oldham
- 10 Objections to Proposed Prohibition of Waiting – Bullcote Green, Royton (Pages 95 - 114)

The purpose of this report is to consider the representations received to the introduction of a No Waiting At Any Time restrictions at Bullcote Green, Royton

- 11      Objections to Proposed Prohibition of Waiting – Delph New Road Area, Delph (Pages 115 - 154)

The purpose of this report is to consider all representations received to the introduction of Prohibition of Waiting restrictions at Delph New Road, Oldham Road and Station Approach, Delph

- 12      Objections to Proposed Prohibition of Waiting – Magnolia Gardens and Primrose Bank, Oldham (Pages 155 - 186)

The purpose of this report is to consider all representations received to the introduction of Prohibition of Waiting restrictions at Magnolia Gardens and Primrose Bank, Oldham.

- 13      Objections to Proposed Prohibition of Waiting – Paddock Lane, Lord Lane and Wyndale Drive, Failsworth (Pages 187 - 212)

The purpose of this report is to consider the representations received to the introduction of a No Waiting At Any Time restrictions at Paddock Lane, Lord Lane and Wyndale Drive, Failsworth

- 14      Objections to Proposed Prohibition of Waiting – Rhodes Hill and Maltby Court, Lees (Pages 213 - 228)

The purpose of this report is to consider objections received to the introduction of No Waiting At Any Time restrictions at Rhodes Hill and Maltby Court, Lees

- 15      Objections to Proposed Prohibition of Waiting and Disabled Persons Parking Place - Woodend Street and Springlees Court, Lees (Pages 229 - 248)

The purpose of this report is to consider the representations received to the introduction of a No Waiting At Any Time restrictions and a disabled persons parking place at Woodend Street and Springlees Court, Lees

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**Oldham**  
Council

**TRAFFIC REGULATION ORDER PANEL**  
**23/11/2023 at 5.30 pm**

**Present:** Councillor Shuttleworth (Chair)  
Councillors Salamat and Fryer

Also in Attendance:

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

**1 APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Murphy and Woodvine.

**2 URGENT BUSINESS**

There were no items of urgent business received.

**3 DECLARATIONS OF INTEREST**

There were no declarations of interest received.

**4 PUBLIC QUESTION TIME**

There were no public questions received.

**5 MINUTES OF PREVIOUS MEETING**

**RESOLVED** that the minutes of the meeting held on 28<sup>th</sup> September 2023 be approved as a correct record.

**6 PUBLIC PATH AND DEFINITIVE MAP AND STATEMENT  
MODIFICATION ORDER S119 HIGHWAYS ACT 1980 -  
DIVERSION OF DEFINITIVE FOOTPATH 146  
SADDLEWORTH (PART), AT HILL TOP COTTAGES,  
KNOTT HILL LANE, DELPH, AND S53A – WILDLIFE AND  
COUNTRYSIDE ACT 1981**

Consideration was given to a report which sought approval to the making of a Public Path Diversion and Definitive Map and Statement Modification Order for Footpath 146 Saddleworth (part) at Hill Top Cottages, Knott Hill Lane, Delph.

The Council had received an application from a resident of 1 Hill Top Cottages for the diversion of Footpath 146 Saddleworth (part) which passed through the gardens of property numbers 1-3. The applicant proposed a diversion along the land boundary. Associated works to facilitate the diversion included widening the existing gap in the dry-stone wall, installation of a gate and creation of a ramp due to the level difference. The distance travelled around the diversion was minor. Any inconvenience to members of the public would be minimal. Users of the diverted route would not be deterred from using the route, which could

occur if using the existing alignment as it passed across the garden areas of properties 1-3.

Options considered:

Option 1 – To approve the recommendation.

Option 2 – Not to approve the recommendation.

**RESOLVED** that the application be approved as recommended and that the Council make a Public Path Diversion & Definitive Map and Statement Modification Order for the (part) diversion of Footpath 146 Saddleworth (part) under Section 119 of the Highways Act 1980 and Section 53A of the Wildlife and Countryside Act 1981 as detailed in the report and officers be authorised to carry out the necessary procedures with a view to confirming the Order in the event that no objections are made to the Order.

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**DEFINITIVE MAP AND STATEMENT MODIFICATION ORDER S257 TOWN AND COUNTRY PLANNING ACT 1990 – DIVERSION OF DEFINITIVE FOOTPATHS 83, 84 & 88 CROMPTON, AT LAND OFF COCKER MILL LANE, SHAW, AND S53A – WILDLIFE AND COUNTRYSIDE ACT 1981**

Consideration was given to a report which sought approval to the making of a Public Path Diversion and Definitive Map and Statement Modification Order for Footpaths 83, 84 & 88 Crompton, at Land at Cocker Mill Lane, Shaw.

The Council had received an application from Redrow Homes Lancashire to facilitate the proposed development of 201 dwellings at Land off Cocker Mill Lane, Shaw. Planning Ref: FUL347664/21 (granted 21/01/2022). In January 2023, the TRO Panel approved a different Public Path Diversion and Definitive Map and Statement Modification Order for Footpaths 83, 84 & 88 Crompton for the same development, which did not involve diverting some of the footpaths along proposed estate roads to be constructed pursuant to the planning permission. Diversions along estate roads were contrary to the Secretary of State's guidance in Rights of Way Circular 1/09 that in considering potential revisions to an existing right of way that were necessary to accommodate the planned development, but which were acceptable to the public, any alternative alignment should avoid the use of estate roads for the purpose wherever possible and preference should be given to the use of made up estate paths through landscaped or open space areas away from vehicular traffic.

A Public Path Diversion and Definitive Map and Statement Modification Order was subsequently made on 28 June 2023 and advertised. A number of objections were received from the Ramblers Association and the Peak and Northern Footpath Society that the diversions were not following the proposed estate roads. The developer had requested that a new Public Path Diversion and Definitive Map and Statement Modification Order be made to address the objections, rather than delay

matters by referring the existing Order to the Planning Inspectorate for consideration. The Council was currently experiencing considerable time delays with Footpath Orders which were with the Planning Inspectorate for determination and officers support the developer's request. In the interest of expediency, a new order was requested accommodating the requests of the objectors for the diversion of the existing footpaths to follow the estate roads. This decision was supported by the applicant.

Options considered:

Option 1 – To approve the recommendation.

Option 2 – Not to approve the recommendation.

**RESOLVED** that the application be approved as recommended and that the Council make a Public Path Diversion & Definitive Map and Statement Modification Order for the Footpaths 83, 84 & 88 Crompton under Section 119 of the Highways Act 1980 and Section 53A of the Wildlife and Countryside Act 1981 as detailed in the report and officers be authorised to carry out the necessary procedures with a view to confirming the Order in the event that no objections are made to the Order.

The meeting started at 5.30 pm and ended at 5.34 pm

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## TRO Panel

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

**Date of Decision:** 11 January 2024

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

**S257 Town and Country Planning Act 1990 – Diversion of Definitive Footpath 61 Oldham (part), at Hollinwood Junction, Albert Street, Failsworth, and S53A – Wildlife and Countryside Act 1981**

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

**Ward:** Failsworth East

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**Reason for the decision:** The Council has received an application from Langtree Property Partners, Warrington, via their agent, Spawforths, Wakefield, to facilitate the proposed employment development of 5 units at Hollinwood Junction, Albert Street, Failsworth. Planning Ref: FUL351218/23 (pending determination).

**Summary:** To seek approval to the making of a Public Path Diversion and Definitive Map and Statement Modification Order for Footpath 61 Oldham, as detailed in the report.

**Background:** The application has been made by Langtree Property Partners, Warrington, in relation to the proposed employment development of 5 units (FUL/351218/23)

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

**Proposal:** The route of Footpath 61 Oldham is shown on attached plan (764/A4/243/1). The path

commences at point A, on Olive Claydon Way, approximately 60m east of its junction with Albert Street, following a southerly route for approximately 276m to point B where it crosses Roman Road and continues south on its existing alignment. The existing route runs through undeveloped land (i.e. fields). The description of the current route is given in Schedule 1.

The diverted route is also shown on the plan and follows points C-D-E-B. The description of the diverted route is given in Schedule 2.

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

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

If the order is confirmed, it will be necessary to modify the Definitive Map and Statement for Footpath 61 Oldham. The Council have an obligation to continuously review the Map and Statement. The Public Rights of Way (Combined Orders) (England) Regulations 2008 allow the Order-making Authority to make a Combined Order for a diversion proposal and Definitive Map and Statement Modification. In light of the above, it is considered that this is appropriate in this case. The current wording for the Definitive Statement is given in Schedule 3 and the amended wording is given in Schedule 4.

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

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

***Recommendation(s):***

It is recommended that Option 1 be approved and the Council make a Public Path Diversion & Definitive Map and Statement Modification Order for the diversion of Footpath 61 Oldham under Section 257 of the Town and Country Planning Act 1990 and Section 53A of the Wildlife and Countryside Act 1981 as detailed in the report and the Director of Environment and the Director of Legal Services 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.

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

The Ward Members have been consulted and no representations received.

Footpath Societies have been consulted and;

- The Ramblers Association have no objection to the proposal.
- The Wednesday Walkers have no objection to the proposal.
- The Peak and Northern Footpath Society have no objection to the proposal.

Landowners - the applicant is the only affected landowner.

**Implications:**

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

The cost for the Public Path Diversion and Definitive Map and Statement Modification Order will be £3k and will be revenue expenditure.

This will be funded from the fee of £3k expected from the applicant. (John Edisbury)

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

Section 257 of the Town and Country Planning Act 1990 enables the Council to authorise the stopping up or diversion of any footpath or bridleway if it is satisfied that it is necessary to stop up or divert the footpath or bridleway in order to enable development to be carried out in accordance with planning permission granted under the Act. In the event of objections, the application will be referred to the Secretary of State who must be satisfied that it is necessary to stop up or divert the footpath or bridleway and who has a discretion as to whether to confirm the stopping up/diversion. In the exercise of that discretion the Secretary of State is obliged to take into account any significant disadvantages or losses flowing directly from the stopping up/diversion which have been raised and must also take into account any countervailing advantages to the public, along with the planning benefits and the degree of importance attached to the development. He must then decide whether any such disadvantages or losses are of such significance or seriousness that he should refuse to confirm the stopping up/diversion. (A Evans)

What are the <b>procurement</b> implications?	None
What are the <b>Human Resources</b> implications?	None
<b>Oldham Impact Assessment Completed (Including impact on Children and Young People)</b>	No
What are the <b>property</b> implications	None
<b>Risks:</b>	None
<b>Co-operative implications</b>	Consultation has been undertaken with relevant parties and there are no objections to the proposal. (Jonathan Downs – Corporate Policy Lead)
<b>Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998</b>	None
<b>Environmental and Health &amp; Safety Implications</b>	None
<b>IT Implications</b>	None

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Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?	Yes
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Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?	Yes
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Are any of the recommendations within this report contrary to the Policy Framework of the Council?	No
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<b>Schedule 1 – Description of Existing Footpath Route – Drawing 764/A4/243/1</b>	Existing Footpath 61 Oldham commences at point A (GR SD90701 02310) proceeding in a southerly direction for a distance of approximately 276 metres to point B (GR SD90746 02038) where the path crosses Roman Road and continues south on its existing alignment.
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**Schedule 2 – Description of  
Proposed Diverted Route – Drawing  
764/A4/242/1**

Footpath 61 Oldham commencing at point C on Olive Claydon Way (GR SD90698 02307) proceeding in a southwesterly direction along the gravel path for a distance of approximately 44 metres to point D (GR SD90665 02284) then proceeding in a generally southerly direction along the western boundary of the industrial site for a distance of approximately 267 metres to point E (GR SD90704 02037) then proceeding in an easterly direction for a distance of approximately 47 metres to point B (GR SD90746 02038) to cross Roman Road and proceeding south on Footpath 61s existing alignment.

**Schedule 3 – Current Definitive  
Statement**

See below table.

District and path number	Page Number	Status	Length (m)	Description	Comments
OLDHAM 61	10	Footpath	750	The path leaves Hollins Road along Gee Street and runs southwards directly along the boundary with Failsworth. A short section of the path west of the Lime Mill is actually within Failsworth U.D. Beyond Roman Road the path runs along the western boundary fence of the Kaskenmoor School before jining the disused	Highways agency side road order 5.3.1993. Highway to be stopped up. FP61 from its junction with Hollins Road for a distance of 90 metres in a southerly then westerly direction

				<p>Hollinwood Branch Canal. The path then follows the western towpath of the partly infilled canal until it reaches Cutler Hill Bridge. Wooden steps lead up to Cutler Hill Road from the footpath. The surfacing of the path varies from a wide cinder track to a narrow worn grass track.</p> <p>7.4.1989 side road order.</p> <p>Highway to to stopped up. FP69 (Oldham) from its junction with A6104 Hollins Road for its entire length a distance of 72 metres</p> <p>DMMO 19 June 2002</p>	
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**Schedule 4 – Modification of Definitive Statement**

See below table. Additions in bold.

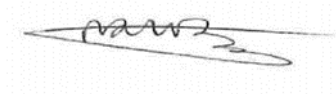
District and page number	Page Number	Status	Length (m)	Description	Comments
OLDHAM 61	10	Footpath	<b>1072</b>	<b>Footpath commences at (GR SD90698 02307) on Olive Claydon Way approximately 60 metres east of its junction with Albert Street following the gravel path in a southwesterly, southerly and then easterly direction along the western boundary of the industrial estate for a distance of approximately 358 metres to (GR SD90746 02038). The route continues south crossing Roman Road along the western boundary of New Bridge School before proceeding along the western side of the former Hollinwood Branch Canal for a distance</b>	<b>The surfacing of the path varies from a wide cinder track to a narrow worn grass track. 7.4.1989 side road order. Highway to to stopped up. FP69 (Oldham) from its junction with A6104 Hollins Road for its entire length a distance of 72 metres DMMO 19 June 2002</b>

				of approximately 702 metres until it reaches Cutler Hill Road at (GR SD90951 01369).	
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There are no background papers for this report

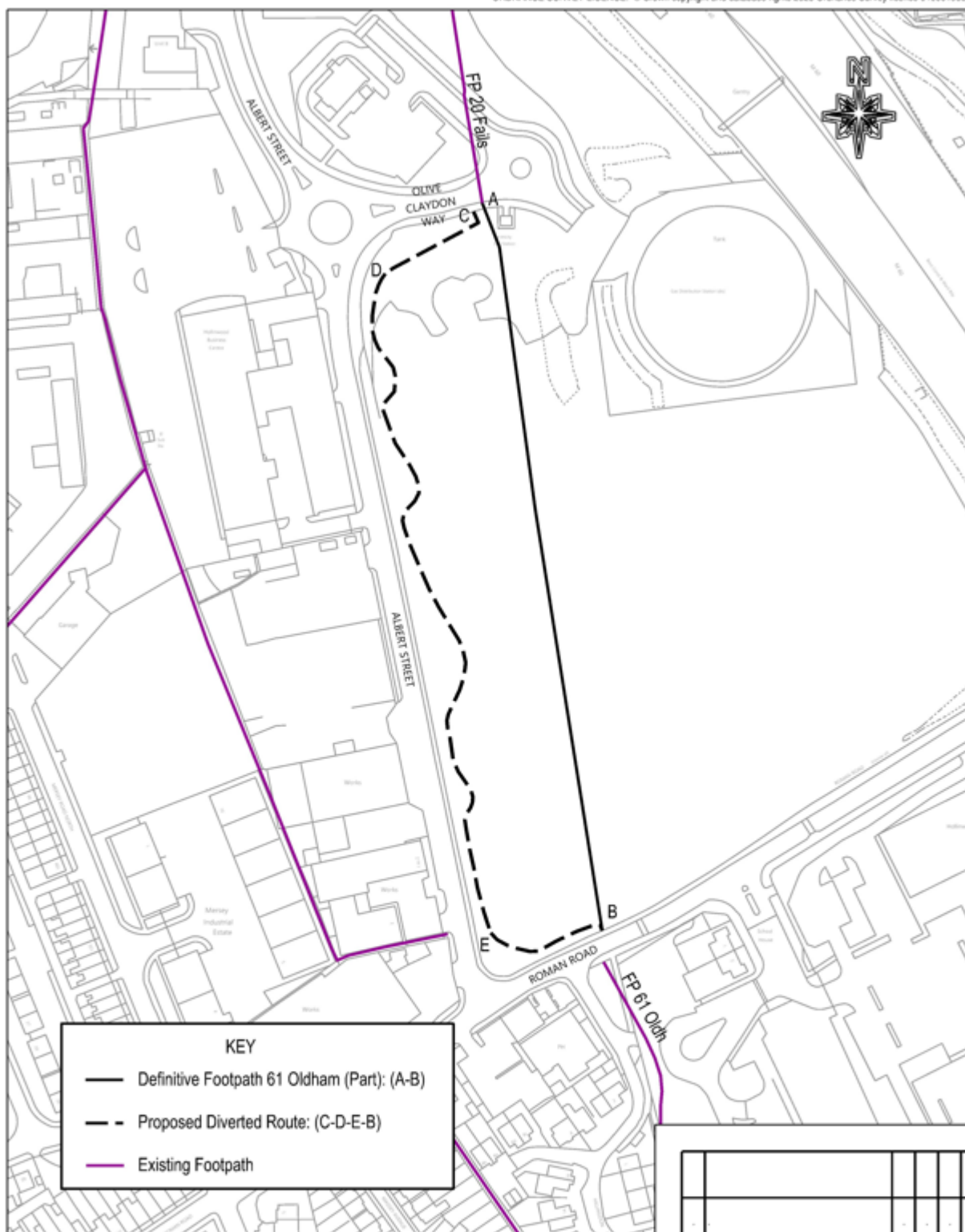
<b>Report Author Sign-off:</b>	
Liam Kennedy	
<b>Date:</b> 8 December 2023	

In consultation with Director of Environment



Signed :

Date: 22 December 2023



KEY	
	Definitive Footpath 61 Oldham (Part): (A-B)
	Proposed Diverted Route: (C-D-E-B)
	Existing Footpath



**Oldham**  
Council

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

Client Oldham MBC		
Project Albert Street, Failsworth		
Drawn by RW	Date 11/23	Purpose of issue information Scale at A4 size 1:2000
Checked by LK	Date 11/23	
Approved by	Date	

Revision details				By	Chk.	App.	Date
Title Diversion of Public Highway Combined Order s257 Town and Country Planning Act 1990 Diversion of Public Footpath 61 Oldham (Part) and Wildlife and Countryside Act 1981 S53(2) Modification of the Definitive Map and Statement							
Drawing No. <b>764/A4/243/1</b>							Rev. .

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## **TRO Panel**

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

**Date of Decision:** 11 January 2024

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

S119 Highways Act 1980 - Diversion of Definitive Footpath 44 Crompton (part), at Shore Edge, Buckstones Road, Shaw, and S53A – Wildlife and Countryside Act 1981

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

**Ward:** Shaw

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**Reason for the decision:** The Council has received an application from the resident of Shore Edge Farm for the diversion of Footpath 44 Crompton (part) which passes through their land.

**Summary:** To seek approval to the making of a Public Path Diversion and Definitive Map and Statement Modification Order for Footpath 44 Crompton (part) as detailed in the report.

**Background:** The application has been made by the resident of Runge Farm, Buckstones Road, Shaw for the diversion of Footpath 44 Crompton (part) which passes through the gardens of Runge Farm, Shore Edge Farm and Hill Cottage. The proposed diversion crosses parcels of land for which there are no registrations according to Land Registry searches – therefore, posting of site notices would be necessary to inform relevant parties of the intention to divert.

The Department for Environment Food and Rural Affairs (DEFRA) have issued 'Government Guidance on diversion or extinguishment of public rights of way that pass through private dwellings, their curtilages and gardens,

farmyards and industrial or commercial premises'. The Guidance describes the problem of Public Rights of Way which pass through contained spaces, such as private gardens. It states that 'Members of the public may not be comfortable following a path through a contained space of this type because doing so feels like infringing on the privacy of a house owner..... Such path alignments can deter people from exercising the public's right to use the path'.

In cases where a public right of way passes through a garden or curtilage of a residential dwelling, the Order-making and Confirming Authority are guided to weigh the interests of the owner and/or occupier against the overall impact of the proposal on the public as a whole, noting that reducing or eliminating the impact of the current route of the right of way on the owner and/or occupier, in terms of privacy, security and safety, are important considerations to which due weight should be given. In these cases, the Order-making Authority should, therefore, be predisposed to make and the confirming authority will be similarly predisposed to confirm an Order provided it satisfies the relevant test for the making of an Order set out in the legislation, namely, that in the interests of the landowner, it is expedient that the line of the right of way should be diverted.

The principal test before deciding whether to confirm a Public Path Diversion and Definitive Map and Statement Modification Order is that the diversion should not be substantially less convenient to the public in consequence of the diversion and that it is expedient to confirm the order.

In such circumstances it is in the public interest that any change to remove or reduce the impacts on the property owner or occupier of the existing public right of way should, wherever possible, involve diversion or replacement of the way rather than extinguishment alone.

**Proposal:**

The route of Footpath 44 Crompton is shown on attached plan (764/A4/240/1). The path commences at point A, approx. 70m east of Buckstones Road following a north easterly route for approximately 55m to point B then south easterly for approximately 75m to point C



and continuing southeast for a further 142m to point D to join existing Footpath 47 Crompton. The existing route runs through gardens of Runge Farm, Shore Edge Farm and Hill Cottage. The description of the current route is given in Schedule 1.

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

The applicant proposes a diversion along the existing track on the ground.

Users of the diverted route will not be deterred from using the route, which could occur if using the existing alignment as it passes across the garden areas of 3 properties.

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

If the order is confirmed, it will be necessary to modify the Definitive Map and Statement for Footpath 44 Crompton (part). The Council have an obligation to continuously review the Map and Statement. The Public Rights of Way (Combined Orders) (England) Regulations 2008 allow the Order-making Authority to make a Combined Order for a diversion proposal and Definitive Map and Statement Modification. In light of the above it is considered that this is appropriate in this case. The current wording for the Definitive Statement is given in Schedule 3 and the amended wording is given in Schedule 4.

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

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

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

The Ward Members have been consulted and;

- Cllr Sykes supports the application.
- Cllr Gloster supports the application

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

Footpath Societies have been consulted and;

- The Ramblers Association have no objection to the proposal.
- The Wednesday Walkers have no objection to the proposal.
- The Peak and Northern Footpath Society have no objection to the proposal.

Landowners – written consent has been obtained from all identified landowners.

***Recommendation(s):***

It is recommended that the Council make a Public Path Diversion & Definitive Map and Statement Modification Order for the diversion of Footpath 44 Crompton (part) under Section 119 of the Highways Act 1980 and Section 53A of the Wildlife and Countryside Act 1981 as detailed in the report and the Director of Environment and the Director of Legal Services be authorised to carry out the necessary procedures with a view to confirming the Order in the event that no objections are made to the Order.

**Implications:**

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

The cost for the Public Path Diversion and Definitive Map and Statement Modification Order will be £3k and will be revenue expenditure.

The application fee of £3k was paid by invoice by the applicant on 13 October 2023.

(John Edisbury)

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

Under Section 119 of the Highways Act 1980 the Council may make a public path diversion order where it appears to it to be expedient, either in the interests of the owner, lessee or occupier of land crossed by the path, or in the interests of the public, that it should be diverted. The confirming body for the order must also be satisfied that the diversion is expedient in the interests of the owner, lessee or occupier of land crossed by the path or in the interests of the public and that the path will not be substantially less convenient to the public as a consequence of the order. The confirming body must also be satisfied that it is expedient to confirm the order having particular regard to the effect on public enjoyment of the path as a whole, the effect on other land served

by the existing path and the effect of the new diversion on the land and other land held with it, to be crossed by the diversion.

In the event of objections to the order, the order will be sent to the Secretary of State for determination. If no objections are received it is recommended that the Director of Environment, be given delegated authority to determine whether it is expedient to confirm the order, as otherwise this decision would have to be taken at a future meeting of the TRO Panel, adding unnecessary delay to the process. (A Evans)

What are the **procurement** implications?

None

What are the **Human Resources** implications?

None

**Oldham Impact Assessment Completed (Including impact on Children and Young People)**

No

What are the **property** implications

None

**Risks:**

None

**Co-operative implications**

Consultation has been undertaken with relevant parties and there are no objections to the proposal. (Jonathan Downs – Corporate Policy Lead)

**Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998**

None

**Environmental and Health & Safety Implications**

None

**IT Implications**

None

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

**Schedule 1 – Description of Existing Footpath Route – Drawing 764/A4/240/1**

Part of existing Footpath 44 Crompton which commences at point A (GR SD95196 09632) proceeding in a north easterly direction for a distance of approximately 55 metres to point B (GR SD95233 09668) then continues in a generally south easterly direction for a distance of approximately 75 metres to point C (GR SD95277 09612) and continues southeast for a distance of approximately 142 metres to point D (GR SD95325 09482) where it joins existing Footpath 47 Crompton.

**Schedule 2 – Description of Proposed Diverted Route – Drawing 764/A4/240/1**

Part of Footpath 44 Crompton commencing at point A (GR SD95196 09632) proceeding in a southerly direction for a distance of approximately 82 metres to point E (GR SD95213 09554) then continuing south for a distance of approximately 109 metres to point F (GR SD95217 09447) to join existing Footpath 47 Crompton. From here the route proceeds east, northeast and east again following the alignment of Footpath 47 Crompton for a distance of approximately 139 metres to point D (GR SD95325 09482).

**Schedule 3 – Current Definitive Statement**

See below table.

District and page number	Page Number	Status	Length (m)	Description	Comments
CROMPTON 6	6	F.P.	965	From Buckstones Road (No.479) to Buckstones Road (Shore Edge). Path commences in Buckstones Road near No.479 and for short length of occupation road follows line of path	

				<p>No.43 and thence continues in northerly direction past Top o'th Dog Hill Farm (unoccupied) across two field areas to wall marking boundary of Top o'th Scarr Farm Unit. Path crosses line of path No.45 to stile in next wall. Path then joins occupation road to east of Cutts Farm and turns west for a distance of 36 metres and passes through stiles into field area and thence northwards to join highway near Runge Farm; leading past Hollows Farm and Weeder Square to link with Buckstones Road adjacent to No.249 Buckstones Road</p>	
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**Schedule 4 – Modification of Definitive Statement**

See below table. Additions in bold.

District and page number	Page Number	Status	Length (m)	Description	Comments
CROMPTON 6	6	F.P.	1163	<b>Footpath commencing at (GR SD95088 09701) on Buckstones Rd next to Shore Edge Methodist Church proceeding along the track to Weeder Square for a distance of approximately 149 metres to (GR SD95196 09632) then proceeding south continuing along the track for a distance of approximately 191 metres to (GR SD95217 09447) then proceeding east and north-east along a track towards the scout camp for a distance of approximately 101 metres to (GR SD95289 09483) and proceeding east on another track</b>	

				<p>for a distance of approximately 38 metres to (GR SD95354 09483) then proceeding in a generally southerly direction for a distance of approximately 113 metres to (GR SD95381 09371) where the route meets Footpath 45 CROMPTON, continuing south for a distance of approximately 55 metres to (GR SD95389 09317) where the route meets Footpath 46 CROMPTON. Continuing in a general southerly direction past the former Top o'th Dog Hill Farm for a distance of approximately 432 metres to (GR SD95557 08954) to join Footpath 43 CROMPTON for a distance of approximately 55 metres to (GR SD95553 08895) to terminate on</p>	
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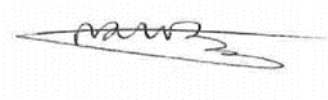
				<b>Buckstones Road.</b>	
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**There are no background papers for this report**

<b>Report Author Sign-off:</b>	
Liam Kennedy	
<b>Date:</b> 8 December 2023	

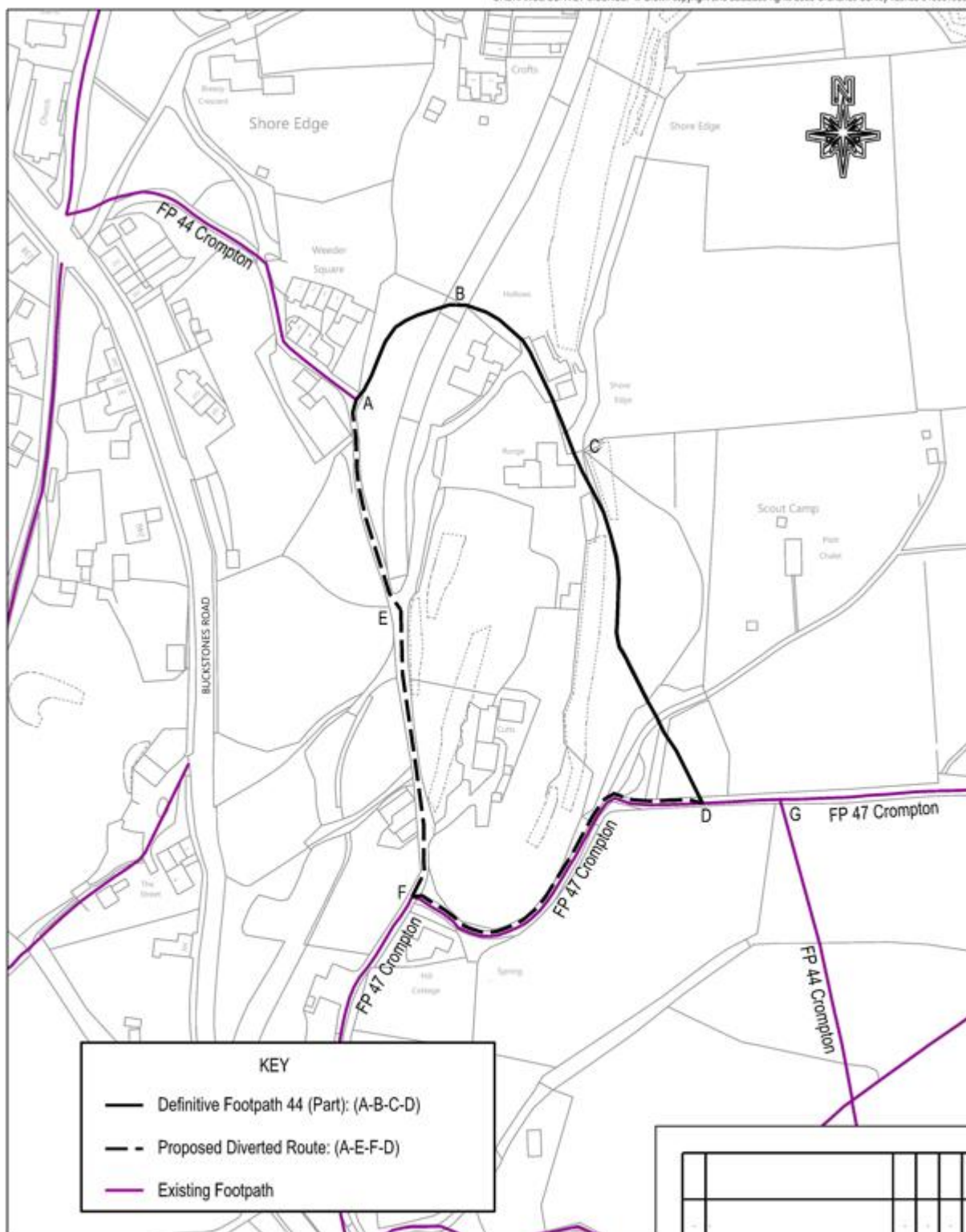
In consultation with Director of Environment

Signed :



Date: 22 December 2023





KEY	
	Definitive Footpath 44 (Part): (A-B-C-D)
	Proposed Diverted Route: (A-E-F-D)
	Existing Footpath



**Oldham Council**

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

Client		Oldham MBC	
Project		Shore Edge, Shaw	
Drawn by	RW	Date	08/23
Checked by	LK	Date	08/23
Approved by		Date	
Purpose of issue		information	
Scale at A4 size		1:2000	

Rev	Revision details	By	Chk	App	Date
Title					
Diversion of Public Highway Combined Order s119 Highways Act 1980 Diversion of Public Footpath 44 Crompton (part) and Wildlife and Countryside Act 1981 S53(2) Modification of the Definitive Map and Statement					
Drawing No.					Rev.
764/A4/240/1					.

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## **TRO Panel**

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

**Date of Decision:** 11 January 2024

**Subject:** Huddersfield Road/Delph Road, Denshaw – Traffic Calming and 20mph speed limit and Range Road one way working

**Report Author:** Alister Storey, Principal Traffic Engineer

**Ward (s):** Saddleworth North

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**Reason for the decision:**

A report recommending the advertisement of the legal TRO's and Humps Notices was approved on 13 April 2023.

The formal 28 day advertising period commenced on 27 July 2023. Letter drops detailing the proposals were carried out to all affected properties in the area. The Legal advert notice was also placed at strategic locations on site. 16 replies to the advert/letter drop were received, both in support and objecting to some elements of the proposals.

A copy of the approved report is provided within Appendix B and redacted copies of all the replies received are contained in Appendix C. A summary of comments/objections received are contained in the table in Appendix A.

The proposed scheme for Delph Road, Huddersfield Road and Range Lane in Denshaw introduce a 20mph speed limit on both Delph Road and Huddersfield Road. The limits will be self-enforcing by means of traffic calming measures. It is also proposed to make Range Lane one way, West to East.

Ward Members have had a LIF bid approved for the works on Huddersfield Road, The Delph Road and Range Lane proposals will be funded

from the Highways Minor Works budget.

A pre-consultation was carried out on the proposed schemes prior to the formal TRO being advertised. There was broad support for the proposals. However, there was some concerns raised about the one way working on Range Lane.

Details of the comments or objections received are shown in the table below. The Traffic Sections comments are also shown where appropriate.

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

Option 1: Introduce the proposed scheme as advertised  
Option 2: Introduce an amended scheme with Range Lane one way working being introduced on an 18mth experimental basis  
Option 3: Introduce the scheme with Range Lane proposals omitted.  
Option 4: Do not introduce the proposed scheme.

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

Saddleworth North Ward Members have been consulted and support the proposals including the experimental one way order for Range Lane.

***Recommendation(s):***

It is recommended Option 2 be progressed and the proposed changes to speed limits are made and traffic calming measures introduced on Delph Road and Huddersfield Road with traffic calming measures introduced as shown on attached plans. It is also recommended that the Range Lane one way working order is introduced on an experimental basis for 18 months.

***Implications:***

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

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

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

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

What are the <b>procurement</b> implications?	None
What are the <b>Human Resources</b> implications?	These were dealt with in the previous report (refer to Appendix B)
What are the <b>Human Resources</b> implications?	These were dealt with in the previous report (refer to Appendix B)
<b>Oldham Impact Assessment Completed (Including impact on Children and Young People)</b>	These were dealt with in the previous report (refer to Appendix B)
What are the <b>property</b> implications	None
<b>Risks:</b>	None
<b>Co-operative implications</b>	These were dealt with in the previous report (refer to Appendix B)
<b>Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998</b>	None
<b>Environmental and Health &amp; Safety Implications</b>	These were dealt with in the previous report (refer to Appendix B)
<b>IT Implications</b>	None

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

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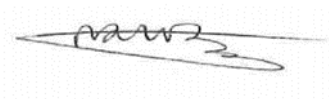
<b>Report Author Sign-off:</b>	
Alister Storey	

<b>Date:</b> 13/12/23	

Please list and attach any appendices: -

<b>Appendix number or letter</b>	<b>Description</b>
A	Representations and Engineers responses
B	Approved Mod Gov Report
C	Redacted TRO Advert responses

In consultation with Director of Environment



Signed :

Date: 22 December 2023





Proposed "Ghost" cushion.



**Range Lane proposed extents of one way carriageway - no access to A6052 Delph Road.**

[illegible]











## **Schedule 1 – Traffic Calming**

### **Speed Cushions (pairs)**

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

Road	Location
Huddersfield Road	265 metres East of Ripponden road
Huddersfield Road	149 metres East of Ripponden Road
Delph Road	261 metres South of Ripponden Road
Delph Road	211 metres South of Ripponden Road
Delph Road	161 metres South of Ripponden Road
Delph Road	103 metres South of Ripponden Road
Delph Road	58 metres South of Ripponden Road

### **Speed Cushions (triples)**

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

Road	Location
Huddersfield Road	85 metres East of Ripponden road

## **Schedule 2 – 20 mph Speed Limit**

Road	Description
Huddersfield Road	From its junction with Ripponden Road Eastbound for a distance of 440 metres.
Delph Road	From its junction with Ripponden Road Southbound for a distance of 367 metres.
Range Lane	For its entire length.
Summerhill View	For its entire length.
Buckley Drive	For its entire length.
Corbett Way	For its entire length.

## **Schedule 3 30 mph Speed Limit**

Road	Description
Huddersfield Road	From a point 440 metres East of Ripponden Road for a distance of 331 metres.
Delph Road	From a point 367 metres East of Ripponden Road for a distance of 225 metres.

## **Schedule 4 40 mph Speed Limit**

Road	Description
Huddersfield Road	From a point 771 metres East of Ripponden Road for a distance of 1109 metres.

## **Schedule 5 Revocations**

Delete from The Oldham Borough Council – The Oldham Speed Limit (Various roads) Order 2019

Schedule 3 – 30 miles per hours speed limit

Ref No.	Road	Description
S30.003	Huddersfield Road Denshaw (A640)	A point 483 metres east of its junction with Ripponden Road to a point 535 metres east of its junction with Ripponden Road

**Schedule 4 – 40 miles per hours speed limit**

	Road	Description
S40.006	Huddersfield Road Denshaw (A640)	A point 535 metres east of its junction with Ripponden Road to a point 1881 metres north east of its junction with Ripponden Road
S40.007	Delph Road, Denshaw (A6052)	A point 172 metres south of its junction with Wham Lane to a point 82 metres south of its junction with Range Lane

**Schedule 6 One Way working**

Road	Extents
Range Lane	From its junction with A6052 Delph Road in an Easterly direction for a distance of 85 metres.

## APPENDIX A

Objection		Traffic Team comment
Objection to the one way operation of Range Lane as this would make vehicular access to property hard in bad weather	Resident of Range Lane	There's a grit bin located opposite the end of Range Lane on Delph Road.
Residents of Range Lane and Summer Hill View would have to access their properties by negotiating the awkward Denshaw Cross junction when travelling from Delph Road.	Resident of Range Lane	The junction has been tracked using a ridged bodied 16.5 ton vehicle and the turn in from Delph Road is possible in both directions.
Objects to the one way proposal, and think it would put extra pressure on the already busy Denshaw Crossroads	Resident of Delph Road	It is considered that the improvements in road safety outweigh the inconvenience caused.
Object to speed cushions as the agricultural vehicles using Range Lane will cause extra noise and vibration when the pass over them.	Resident of Huddersfield Road	In general, agricultural vehicles have a wide wheel base and would span the traffic calming cushions.
Object to making Range Lane one way as it would cause issues for larger vehicles making deliveries to properties on the road.	Resident of Range Lane	The junction has been tracked using a ridged bodied 16.5-tonne vehicle and the turn in from Delph Road is possible in both directions.
I do not support the proposed one way of Range Lane. Making Range Lane one way W to E from Delph Road, A6052 to Huddersfield Road, A640 is going to significantly increase the traffic because motorists short cut up the lane to Huddersfield Road to avoid queuing on Delph Road, during rush hour and when the M62 is closed and traffic is diverted, as the A640, Huddersfield Road, has priority at the 5-way junction.	Resident of Range Lane - received from 2 residents of the same property.	One of the reason that we are intending to make Range Lane one way is due to complaints of the route being used as a rat run
Have the Highways Traffic Section liaised with the emergency services about accessing and egressing Range Lane if it were to be one way? In the late 1990's OMBC would not allow it when they were asked to consider the proposal by the builder of "Summerhill View" estate.		We liaise with all emergency services as part of the TRO process
The village community has conferred with the GMP traffic section regarding the severity of the grid lock in Denshaw when the M62 is closed, have the Highways Traffic Section liaised with GMP, who after all, will be the ones in the frontline?		We liaise with all emergency services as part of the TRO process
The recycling collection vehicle reverses from Huddersfield Road to the 10 properties at the west end of the lane, near Delph Road, with the current proposal they would not be able to access from Delph Road and A672		We have liaised with Waste and Recycling services and they have no concerns with the proposals
Making Range Lane one way would cause issues with the Saddleworth Bands competition and the Denshaw Christmas light switch on as Range Lane is used as a diversion for the closure of Huddersfield Road.		The Temporary Traffic Regulation Orders put in place for these events would allow for the one way working to be temporarily revoked.
Have you spoken to the residents of Range Lane who would be impacted by the proposed one-way scheme, 9,11,13,15 Delph Road, 1,2,3,4,5,6, Range Lane?		That is the purpose of the TRO consultation.
There is no footpath on the one way section of the lane and the proposed one way scheme would encourage drivers to not even look before they turn up from the A6052 and they would be free to speed.		The lack of footway and the issue with vehicles travelling in both directions on this narrow lane are part of the reason that we are making these proposals.
Has lived on the road for many years and sees no issue with the current two way operation.	Resident of Range Lane	
One way operation would cause an issue with the Whit Friday Band Competition.		The Temporary Traffic Regulation Orders put in place for these events would allow for the one way working to be temporarily revoked.
Believes that the one way working would lead to higher vehicle speeds on Range Lane		If implemented, we would carry out speed surveys to establish if speeding vehicles were an issue and measures may be implemented to slow vehicles.
There would be issues with refuse collections		We have liaised with Waste and Recycling services and they have no concerns with the proposals
The proposal says it has been included on road safety grounds, but I honestly believe it will compromise the safety of residents of Range Lane	Resident of Range Lane	Vehicle speeds and collision data will be monitored if the proposals are implemented.
If the weather is icy, which in winter in Denshaw it is very difficult to safely turn up from Delph Road onto Range Lane. Cars struggling to get up are likely to cause a collision on Delph Road. And reiterating what I said in my last objection, residents at the bottom of the road must be allowed to choose the safest route out of and back to their homes in winter.		There's a grit bin located opposite the end of Range Lane on Delph Road.

I almost exclusively use the road going down. Everyone who lives at the lower end of the road will have to negotiate the awkward junction to switch between Huddersfield and Delph Road whenever they want to go out or return home. We at number x and our neighbours at number x will struggle to get into our drives every day.		It is considered that the improvements in road safety outweigh the inconvenience caused.
If this is to go ahead we will be unable to remove our vehicles from our driveway in bad weather conditions. We will not be able to get up the end of Range lane due to how steep this is. In icy or snow this road is impassable and treacherous. We have seen several collisions with people trying to get onto the main road from this direction. This will mean we will be unable to attend work	Resident of Range Lane	There's a grit bin located opposite the end of Range Lane on Delph Road.
I have concerns about by making Range Lane one way. At the moment, traffic on Range Lane is minimal due to it being single track from numbers 1 - 5, and many motorists avoid this for fear of meeting oncoming vehicles. I have lived on Range Lane for X years so I know this from experience.	Resident of Range Lane	It is not believed that the proposals will lead to an increase in vehicles using Range Lane
Whilst I understand there would be a benefit generally, to reduce speeds on Huddersfield Road and Delph Road, as a resident of Range Lane I will be affected adversely with increased volume of traffic at increased speed in front of my house. In fact, making Range Lane one way will increase the speed of traffic and specifically impact on houses 1 - 5.		Vehicle speeds and collision data will be monitored if the proposals are implemented.
By making Range Lane one way from Delph Road, you would restrict access to standard size vehicles only, as bigger vehicles wouldn't be able to turn in given the tight angle. Residents in houses 1 - 5 would be unable to take deliveries from bigger vehicles, wagons, skip drop off etc.		The junction has been tracked using a ridged bodied 16.5 ton vehicle and the turn in from Delph Road is possible in both directions.
In addition, I would like to understand whether the council would still agree to closing Huddersfield Road for the Whit Friday contest and the Denshaw Light Switch on - we usually close Huddersfield Rd from the junction to Range Lane, and use Range Lane as the diversion with traffic having access both ways. Would 2 way traffic be allowed temporarily during these events?		The Temporary Traffic Regulation Orders put in place for these events would allow for the one way working to be temporarily revoked.
In my opinion, by making Range Lane one way, you will simply turn Range Lane into a rat run - providing a quick and uninterrupted way to cut out the junction at the top of Delph Road and avoid the traffic calming measures on Delph Road and Huddersfield Road.	Resident of Range Lane	It is not believed that the proposals will lead to an increase in vehicles using Range Lane
These are our objections to the purposed one way system on the Range Lane. If this is to go ahead we will be unable to remove our vehicles from our driveway in bad weather conditions. We will not be able to get up the end of Range lane due to how steep this is. In icy or snow this road is impassable and treacherous. We have seen several collisions with people trying to get onto the main road from this direction. This will mean we will be unable to attend work	Resident of Range Lane	There's a grit bin located opposite the end of Range Lane on Delph Road.
Range Lane would become the most desirable route for motorists and this single track road isn't equipped to tolerate traffic of this nature. There doesn't to be any proposals to manage this this	Resident of Range Lane	It is not believed that the proposals will lead to an increase in vehicles using Range Lane
<b>Support</b>		
Support all aspects of this proposed scheme, particularly the 20mph speed limit on Huddersfield Road, and making Range Lane one-way.		
I agree whole heartedly with the traffic calming proposals you have notified me about.	Resident of Range Lane	
We strongly support the general traffic calming scheme, including the proposal to make Range Lane one way and are pleased to note that this has been included on road safety grounds.	Resident of Range Lane	
I am a resident at X Delph Road and fully support that there is finally action happening in the village regarding this issue.	Resident of Delph Road	
This is urgently needed to provide safer pedestrian crossing to Huddersfield Road and Delph Road for Villagers including a 100+ Church school intake and cannot think that any resident would argue against this proposal. In deed I am sure that others will point out that the main through-road Oldham / Ripponden despite its 30mph speed limit is at times a race track especially at weekends with bikers and sports cars but I am sure this will be in your sights for future consideration. In my mind I am considering these as two separate issues and the primary concern is that of the Traffic Calming and if Range Lane is not carried forward it should not stop the other going ahead.	Resident of Summerhill View	
Because of the width of Range Lane traffic is continually pulling onto mine and everyone else's drive as they try to get through , on one occasion causing damage to the car on the drive , fortunately this wasn't a child . Vehicles often have to reverse onto Delph Road because of traffic coming down Range Lane. The situation is dangerous and inconsiderate.	Resident of Delph Road	
I live at no. x Summerhill View, Denshaw. I completely support the Range Lane proposals ,I cannot understand how anyone could oppose these.	Resident of Summerhill View	

<p>As a resident of Range Lane (number x) I would like to give my full support to all the proposed safety improvements. I myself have suffered abuse when faced with someone racing off Huddersfield Road onto Range Lane as I have been coming up from Delph Road, when I asked if the person would reverse as I would have had to reverse on to a busy main road I was called, amongst other things, a stuck up b----h. The speed at which people come onto the Lane from Huddersfield Road is ridiculous.</p> <p>It is pleasing to see the proposals for speed bumps etc to slow the traffic down as drivers think they're still on the motorway when they drive through Denshaw and no consideration is given to residents, more importantly they are a great danger to the children from the primary school.</p>	Resident of Range Lane	
<p>I totally support the need to reduce speed in the village and around the school. My 3 children all attended Denshaw primary school and have been involved in incidents with traffic when walking to do PE at the village hall, or trying to cross the road to attend assembly at church. I have first hand experience of the problems, but I am concerned about the affects of the proposals on Range Lane.</p>	Resident of Range Lane	
<p>We have lived at 7 Range Lane, Denshaw for more than 11 years and have become increasingly aware of the problems and dangers of this narrow single carriageway.</p> <p>For the past several years we have also been members of a committee (with the MP, Oldham Highways officials, National Highways, police etc) examining the overall traffic issues in Denshaw, so we have an extensive grasp of the situation.</p> <p>We strongly support the general traffic calming scheme, including the proposal to make Range Lane one way and are pleased to note that this has been included on road safety grounds. As far as the one way plan is concerned, we would like to stress the following:</p> <p>It is used as a convenient cut through by non-residents but because it is only wide enough for one vehicle there are considerable problems and dangers.</p> <p>Cars are often forced to reverse into oncoming traffic on Delph Road and when the footpath peters out half way down the lane pedestrians have to press against garden walls or go onto people's drives to avoid traffic, which is often going too fast for safety.</p> <p>Like many of our neighbours we have to contend with cars frequently using our drive to get past other vehicles. When we were out recently, one vehicle, that didn't stop, went into the back of my vehicle causing £300 of damage.</p> <p>Despite warning signs large goods vehicles still enter from Huddersfield Road and get stuck, having to reverse out again.</p> <p>At times of M62 westbound diversions, a constant stream of drivers use Range Lane from the A640, and sometimes mistakenly Summerhill View, to try to avoid the queue. This can go on for many hours, depending on the period of the diversion, and it virtually prevents access to Range Lane from Delph Road, making it very difficult to access residents' properties.</p>	Resident of Range Lane	
<p>Support the lowering of the speed limits</p>	Resident of Delph Road	



## **APPENDIX B**

## **Delegated Officer Report**

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

**Date of Decision:** 13 April 2023

**Subject:** Huddersfield Road/Delph Road, Denshaw - Traffic Calming and 20mph speed limit and Range one way working

**Report Author:** Alister Storey

**Ward (s):** Saddleworth North

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**Reason for the decision:** The purpose of the report is to gain approval to advertise the traffic orders and hump notices as contained in the drawings and schedules at the end of this report.

**Summary:** Numerous complaints have been received of high vehicle speeds and dangerous driving on the A640 Huddersfield Road and A6052 Delph Road, Denshaw in the vicinity of Christ Church C of E Primary School. Concerns have also been raised regarding visibility and road safety issues at the junction of Range Lane and Delph Road.

In the vicinity of the school, both Huddersfield Road and Delph Road have footway to both sides and are subject to 30mph speed limits by virtue of street lighting. The most recent Automatic Traffic Counts (2016) on Delph Road shows an 85%ile of 39.6mph with a 7-day average of 31.7mph. The 85%ile for Huddersfield Road is recorded as 40.7mph with a 7-day average of 33.7mph. The high-level count data is contained in Appendix A of this report.

There are three recorded injury collision within the study cordon within the last 5 years (July 2017 – July 2022) resulting in 3 injuries, 1 serious and 2 slight. The collision data records are contained in Appendix B of this report.

Ward members successfully applied for LIF of £15,844 to implement a traffic calming scheme and supporting 20mph speed limit on Huddersfield Road. However, this application did not include the implementation of measures on Delph Road. The Delph Road measures are to be funded from the Highways Minor Works Budget.

The proposals are to introduce 20mph speed limits on the lengths of Huddersfield Road and Delph Road in the vicinity of the school, and these will be supported by traffic calming measures in the form of traffic cushions.

It is also proposed to introduce a 20mph speed limit on both Range Lane and Summerhill View; it is further proposed to make Range Lane one way, Eastbound from its junction with Delph Road to its junction with Summerhill View. The one-way proposal is due to the extremely poor visibility in either direction when exiting Range Lane to Delph Road.

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

- A. To approve the recommendation to advertise the traffic orders and hump notices as contained in the drawings and schedules at the end of this report.
- B. Not to approve the recommendation to advertise the traffic orders and hump notices as contained in the drawings and schedules at the end of this report and lose the LIF.

**Consultation:**

G.M.P. View - The Chief Constable has been consulted and supports the proposals.

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

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

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

The Saddleworth North Ward Members have been consulted and support the proposals.

A pre consultation letter drop was carried out to all properties within the cordon of the scheme. In

general, the feedback to the proposals was positive. There was some concern from residents of Range Lane concerning the location of the traffic cushions on Huddersfield Road and possible noise intrusion. The design of the scheme has been modified to take account of these concerns.

A number of comments were received in relation to the introduction of one way working on Range Lane, there were a small number of objections, but overall, the comments received were supportive. It is recommended that the one-way working is still included within the works.

**Recommendation(s):**

- A. To approve the recommendation to advertise the traffic orders and hump notices as contained in the drawings and schedules at the end of this report.

**Implications:**

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

The cost of implementing traffic calming measures across three locations within Denshaw will be circa. £28.2k and will be capital and revenue expenditure.

This will be funded from the 'LIF - Denshaw Road Safety' and 'Integrated Minor Highways & Traffic Management' schemes within the 2022/23 Transport Capital Programme, which will be financed by Local Improvement Funding and LTP Highway Maintenance Grant. Total capital expenditure will be £26.36k and the detailed presentation of the scheme and funding is set out in the table below.

The advertising expenditure of £1.8k will be funded from within the existing Highway Operations revenue budget.

	Huddersfield Road	Range Lane	Delph Road	Total
Capital Expenditure	£k	£k	£k	£k
Traffic Calming Measures	8.00		6.36	14.36
Signing and Lining	4.80		5.20	10.00
Implementation of one way	0.00	2.00		2.00
<b>Total Capital Expenditure</b>	<b>12.80</b>	<b>2.00</b>	<b>11.56</b>	<b>26.36</b>
<b>Financed by:</b>				
Local Improvement Funding	(12.80)	(2.00)		(14.80)
LTP Highway Maintenance Grant			(11.56)	(11.56)
<b>Total Financing</b>	<b>(12.80)</b>	<b>(2.00)</b>	<b>(11.56)</b>	<b>(26.36)</b>

(John Edisbury)

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

The Council must be satisfied that it is expedient to make the Traffic Regulation Orders 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.

The speed limit regime enables traffic authorities to set 'local speed limits' in situations where local needs and considerations deem it desirable for drivers to adopt a speed which is different from the respective national speed limit. Before changing a local speed limit the Council should satisfy itself that the benefits exceed the disbenefits. The Council should assess a number of factors including accident and casualty savings and conditions and facilities for vulnerable road users. The estimated collision and injury savings should be an important factor when considering changes to a local speed limit.

In relation to the speed cushions, 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.

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)

Equality and Diversity Impact Assessment is not required as this scheme carries out minor alterations to the existing Highway Network.

What are the **property** implications

There are no property implications associated with this proposal (R Smith)

**Risks:**

None.

**Co-operative agenda**

None.

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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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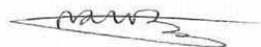
<b>Report Author Sign-off:</b>	
<b>Date:</b>	

Please list and attach any appendices: -

<b>Appendix number or letter</b>	<b>Description</b>

In consultation with Director

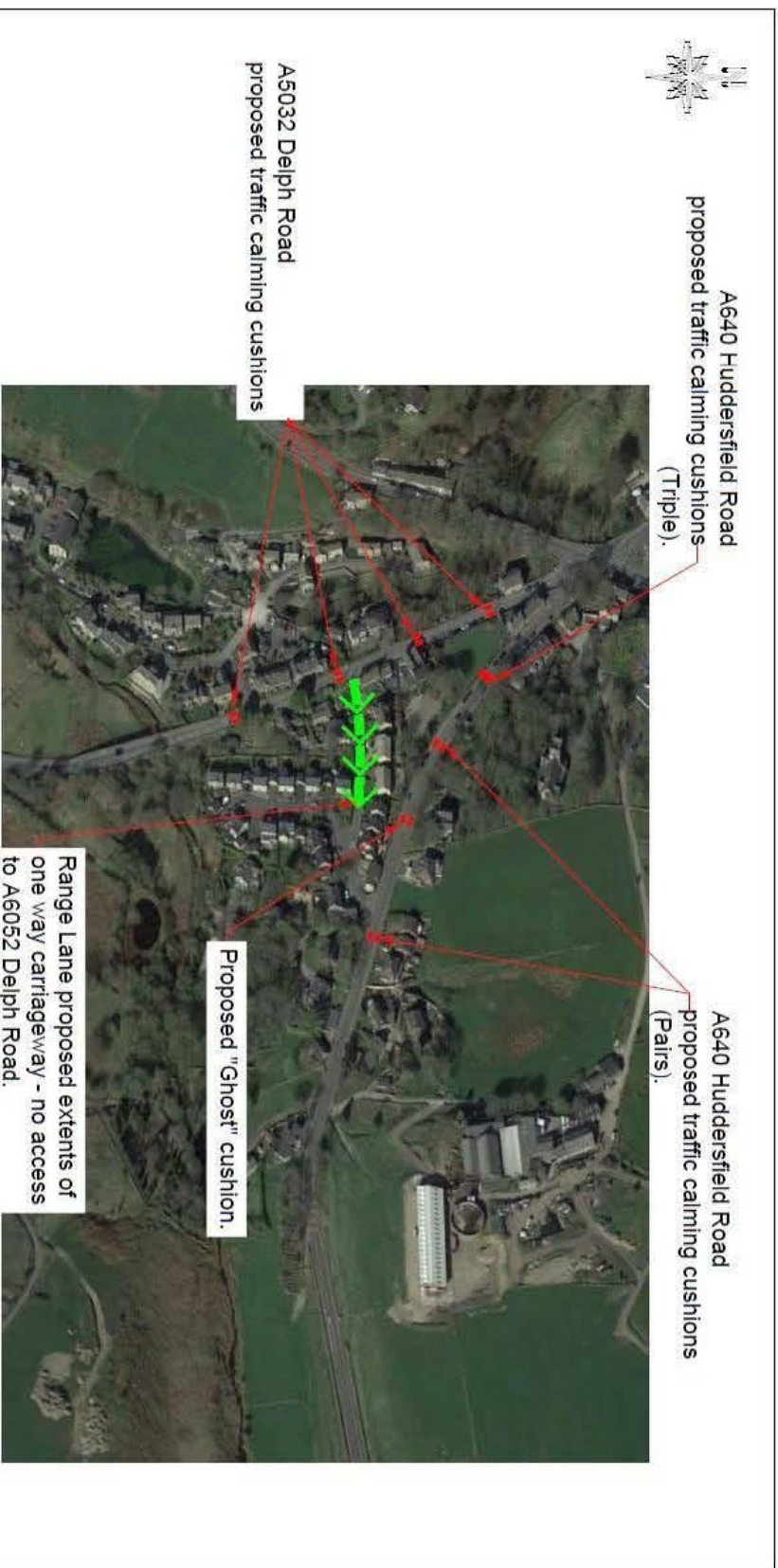
Signed:



Date: 13 April 2023

Drawing Numbers 2384/A4/131/001,002 & 003

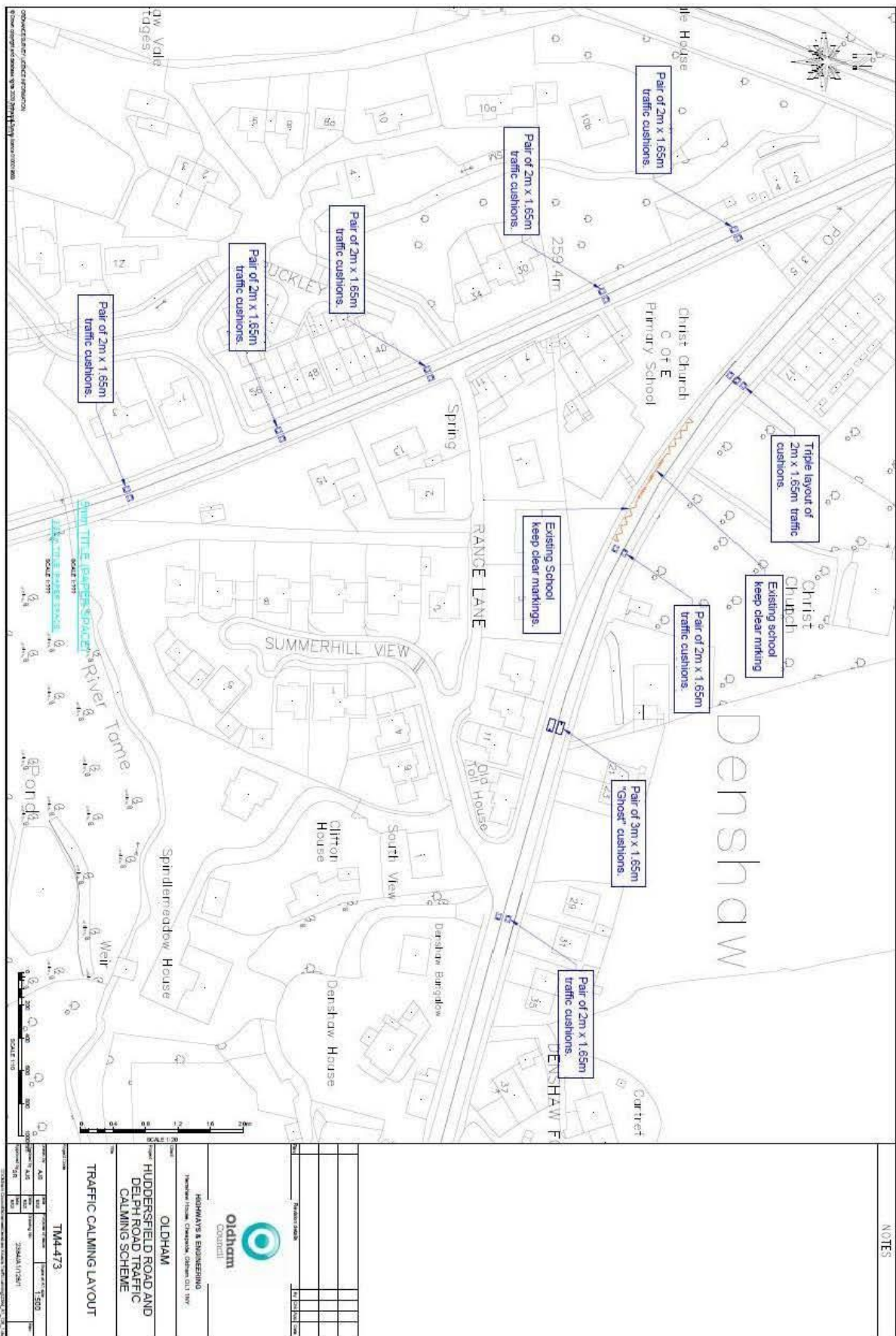


[illegible]









NOTES

### **Schedule 1 – Traffic Calming**

#### **Speed Cushions (pairs)**

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

Road	Location
Huddersfield Road	265 metres East of Ripponden road
Huddersfield Road	149 metres East of Ripponden Road
Delph Road	261 metres South of Ripponden Road
Delph Road	211 metres South of Ripponden Road
Delph Road	161 metres South of Ripponden Road
Delph Road	103 metres South of Ripponden Road
Delph Road	58 metres South of Ripponden Road

#### **Speed Cushions (triples)**

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

Road	Location
Huddersfield Road	85 metres East of Ripponden road

### **Schedule 2 – 20 mph Speed Limit**

Road	Description
Huddersfield Road	From its junction with Ripponden Road Eastbound for a distance of 440 metres.
Delph Road	From its junction with Ripponden Road Southbound for a distance of 367 metres.
Range Lane	For its entire length.
Summerhill View	For its entire length.
Buckley Drive	For its entire length.
Corbett Way	For its entire length.

### **Schedule 3 30 mph Speed Limit**

Road	Description
Huddersfield Road	From a point 440 metres East of Ripponden Road for a distance of 331 metres.
Delph Road	From a point 367 metres East of Ripponden Road for a distance of 225 metres.

### **Schedule 4 40 mph Speed Limit**

Road	Description
Huddersfield Road	From a point 771 metres East of Ripponden Road for a distance of 1109 metres.

### **Schedule 5 Revocations**

Delete from The Oldham – Huddersfield Road Denshaw Speed Limit Order 2013

Second Schedule – 30 miles per hours speed limit

Road	Description
Huddersfield Road (A640) Denshaw	From its junction with Ripponden Road (A672) Denshaw for a distance of 560 metres in an Easterly direction.

Second Schedule – 40 miles per hours speed limit

Road	Description
Huddersfield Road (A640) Denshaw	From a point 560 metres East of its junction with Ripponden Road (A672) Denshaw for a distance of 1.32 kilometres in an Easterly direction.

Delete from The Oldham – Various Roads (30 MPH and 40MPH) Speed Limit Order 2000

Schedule 2, Part 2 - 40 miles per hours speed limit

Road	Description
Delph Road (A6052), Denshaw	Extending from a point 170 metres South of its junction with Wham Lane to a point located 70 metres South of its junction with Range Lane, a distance of 350 metres.

**Schedule 6 One Way working**

Road	Extents
Range Lane	From its junction with A6052 Delph Road in an Easterly direction for a distance of 85 metres.

## APPENDIX C

## Alister Storey

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**To:** TS Traffic  
**Subject:** RE: Traffic calming scheme Denshaw

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**From:** [REDACTED]  
**Sent:** 25 August 2023 22:47  
**To:** TS Traffic <[env.Traffic@oldham.gov.uk](mailto:env.Traffic@oldham.gov.uk)>  
**Subject:** Traffic calming scheme Denshaw

Good evening

I am a resident of Range Lane Denshaw and wanted to comment on the proposals.

I totally accept the traffic is way too fast in Denshaw and agree with traffic calming measures on Huddersfield Road and Delph Road.

I am pleased that the speed will be reduced to 20mph and wondered whether speed cameras be considered? If not how will this be enforced?

With regards the proposals specifically, I have concerns about by making Range Lane one way. At the moment, traffic on Range Lane is minimal due to it being single track from numbers [REDACTED], and many motorists avoid this for fear of meeting oncoming vehicles. I have lived on Range Lane for [REDACTED] so I know this from experience. In my opinion, by making Range Lane one way, you will simply turn Range Lane into a rat run - providing a quick and uninterrupted way to cut out the junction at the top of Delph Road and avoid the traffic calming measures on Delph Road and Huddersfield Road.

Range Lane would become the most desirable route for motorists and this single track road isn't equipped to tolerate traffic of this nature. There doesn't to be any proposals to manage this this.

Whilst I understand there would be a benefit generally, to reduce speeds on Huddersfield Road and Delph Road, as a resident of Range Lane I will be affected adversely with increased volume of traffic at increased speed in front of my house. I have [REDACTED] who walk out of the house on foot straight onto the road as there is only pavement on 1 side of Range Lane. How do you propose managing this?

I understand that you consider there is a safety issue pulling out of Range Lane onto Delph Rd, but surely this is a separate issue which doesn't impact on reducing speed in the village?

In fact, making Range Lane one way will increase the speed of traffic and specifically impact on houses [REDACTED]. The issue of safety is caused by parked cars on Delph Road and nothing to do with speed.

I don't think making Range Lane one way fits in with the overall strategy, especially for residents of Range Lane. Could we make Range Lane access only for residents?

By making Range Lane one way from Delph Road, you would restrict access to standard size vehicles only, as bigger vehicles wouldn't be able to turn in given the tight angle. Residents in houses [REDACTED] would be unable to take deliveries from bigger vehicles, wagons, skip drop off etc. How do you propose we manage this?

In addition, I would like to understand whether the council would still agree to closing Huddersfield Road for the Whit Friday contest and the Denshaw Light Switch on - we usually close Huddersfield Rd from the junction to Range Lane, and use Range Lane as the diversion with traffic having access both ways. Would 2 way traffic be allowed temporarily during these events?

Like I said at the start, I totally support the need to reduce speed in the village and around the school. My [REDACTED] all attended Denshaw primary school and have been involved in incidents with traffic when walking to do PE at the village hall, or trying to cross the road to attend assembly at church. I have first hand experience of the problems, but I am concerned about the affects of the proposals on Range Lane.



I would welcome the opportunity to speak with further.  
Thanks



[Sent from AOL on Android](#)

**Alister Storey**

---

**To:** TS Traffic  
**Subject:** RE: Proposed School Safety and Traffic Calming Scheme - Huddersfield Road, Delph Road and Range Lane, Denshaw - Traffic Regulation Order and Road Hump Notice

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

[REDACTED]  
Sent: 25 August 2023 10:26  
To: TS Traffic <env.Traffic@oldham.gov.uk>  
Subject: Proposed School Safety and Traffic Calming Scheme - Huddersfield Road, Delph Road and Range Lane, Denshaw - Traffic Regulation Order and Road Hump Notice

Dear Sir/Madam,

I note the road markings 'school keep clear' are to remain on Huddersfield Road but there is no mention of those on Delph Road. I assume this is merely an oversight?

During term time, the staff from the school park up to the existing road markings on Delph Road. I would suggest these road markings be extended as we already have an issue with visibility splays and double parking.

Perhaps, the staff could park at either the village hall or the Church as both provide ample parking.

Kind Regards,

[REDACTED]

4 Delph Road

DENSHAW

Oldham

OL3 5RY

Highways and Engineering

Traffic Section

Oldham Council

Henshaw Street

OLDHAM

AJS/TM4/473/C002

22 August 2023

Dear Sirs

**Re: Proposed School Safety and Traffic Calming Scheme - Huddersfield Road, Delph Road and Range Lane Denshaw -Traffic Regulation Order and Road Hump Notice**

I write in relation to this proposal as a resident of Delph Road.

Whilst I am in full agreement and support of the proposed speed restrictions I would make representation in relation to the Traffic calming cushions on Delph Road as follows:

Because of the rural nature of the area and surrounding farmland there is a large amount of farm/agricultural traffic i.e. tractors some of a considerable size and weight many with both laden and unladen trailers; the slowing and increasing of speed to negotiate the cushions would I believe result in a considerably increased problem with noise and as some the properties on Delph Road are very old the impact on the foundations of these properties could be considerable.

Further Delph Road also has a very high amount of motorbike traffic which is, especially in the summer month, excessively noisy anyway. The motorbikes tend to be in groups usually on average 6. Again, I feel the cushions would exacerbate that noise level considerably as 1 by 1 the riders are slowing and picking up speed in between the closely set cushions.

I would ask that consideration may perhaps be given instead to speed activated signs similar to those in use near Royton Hall School on High Barn Street as an alternative.

I trust that these points will be taken in to consideration when final decisions are made.

Yours faithfully



Julian Wicks

**Alister Storey**

---

**To:** TS Traffic  
**Subject:** RE: Proposed school safety and traffic calming scheme Denshaw

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**From:** [REDACTED]  
**Sent:** 23 August 2023 13:40  
**To:** TS Traffic <[env.Traffic@oldham.gov.uk](mailto:env.Traffic@oldham.gov.uk)>  
**Subject:** Proposed school safety and traffic calming scheme Denshaw

23-08-2023

Dear Sirs,

Please accept the following with regards to my concerns regarding, your reference: **AJS/TM4/473/C002**

**I do not support the proposed one way of Range Lane**

- Making Range Lane one way W to E from Delph Road, A6052 to Huddersfield Road, A640 is going to significantly increase the traffic because motorists short cut up the lane to Huddersfield Road to avoid queuing on Delph Road, during rush hour and when the M62 is closed and traffic is diverted, as the A640, Huddersfield Road, has priority at the 5-way junction.
- The village community has conferred with the GMP traffic section regarding the severity of the grid lock in Denshaw when the M62 is closed, have the Highways Traffic Section liaised with GMP, who after all, will be the ones in the frontline?
- Have the Highways Traffic Section liaised with the emergency services about accessing and egressing Range Lane if it were to be one way? In the late 1990's OMBC would not allow it when they were asked to consider the proposal by the builder of "Summerhill View" estate.
- Access from Delph on the A6052 is easy enough, into Range Lane W to E but impossible for some vehicles if they are travelling from the A672 and given that Delph has a weight restriction for some vehicles, many vehicles can only access Range Lane from the A672
- It is difficult enough when building work is being carried out to manoeuvre skips etc. into position but only being allowed one way in will considerably impede access to properties.
- The recycling collection vehicle reverses from Huddersfield Road to the 10 properties at the west end of the lane, near Delph Road, with the current proposal they would not be able to access from Delph Road and A672
- When the M62 is blocked and traffic must be diverted via the A640 from Huddersfield, Range Lane does allow traffic the access to Delph Road for those travelling into Delph and the other Saddleworth villages, whereas with the current proposals all the traffic would have to filter through the 5-way junction.
- I do consider a one-way system will block a natural ebb and flow of traffic which alleviates congestion at the 5-way junction.
- During bad weather conditions Huddersfield Road is frequently blocked and it is therefore not gritted. These proposals would make the traffic, from 10 households, minimum 20 vehicles, go one way towards this danger instead of them usually going West towards Delph Road, which is a bus route and therefore always gritted.
- During inclement weather cars are abandoned on Huddersfield Road from the estate "Summerhill View", whereas the properties at the West end of Range Lane can usually travel East to West home, as it is difficult to approach from the A6052 from the A672, this would therefore cause more congestion with more cars having to be left roadside.
- Builders merchants, skips and removal vans all travel east to west.
- The village will no longer be able to close the A640 for Christmas Light Up or Whit Friday Band Contest which the hospitality businesses benefit greatly from.
- Have you spoken to the residents of Range Lane who would be impacted by the proposed one-way scheme, 9,11,13,15 Delph Road, 1,2,3,4,5,6, Range Lane?
- There is no footpath on the one way section of the lane and the proposed one way scheme would encourage drivers to not even look before they turn up from the A6052 and they would be free to speed.

I do agree with the need for traffic calming measures:

- The Traffic Calming Cushions, on the A6052 Delph Road, appear to contradict “**located not to interfere with existing driveways and side road junctions**” as they do seem to be close to the entrance of Range Lane?
- The proposals do not mention any areas to be double yellow lined as a School Safety Measure.
- Oldham Road, Rochdale Road and Ripponden Road also need to be 20mph as trying to cross them is treacherous.

Regards, [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Denshaw

## Alister Storey

---

**To:** [REDACTED]  
**Cc:** Linda Mills  
**Subject:** RE: Proposed School Safety and Traffic Calming Scheme Denshaw  
AJS/TM4/473/C002

---

**From:** David Fancy <[REDACTED]>  
**Sent:** 22 August 2023 22:58  
**To:** Alister Storey <[Alister.Storey@oldham.gov.uk](mailto:Alister.Storey@oldham.gov.uk)>  
**Cc:** TS Traffic <[env.Traffic@oldham.gov.uk](mailto:env.Traffic@oldham.gov.uk)>  
**Subject:** Proposed School Safety and Traffic Calming Scheme Denshaw AJS/TM4/473/C002

22-08-2023

Hello,

Please accept the following with regards to my concerns regarding, your reference: **AJS/TM4/473/C002**

The village community has conferred with the GMP traffic section regarding the severity of the grid lock in Denshaw when the M62 is closed, have the Highways Traffic Section liaised with GMP, who after all, will be the ones in the frontline?

**I do not** support the proposal to make Range Lane one way West to East from Delph Road, A6052, to Huddersfield Road, A640

- Have the Highways Traffic Section liaised with the emergency services about accessing and egressing Range Lane if it were to be one way? In the late 1990's OMBC would not allow it to be one way when they were asked to consider the proposal by the builder of "Summerhill View" estate, their reasons are documented.
- When the M62 Westbound is closed traffic is diverted along the A640, Huddersfield Road and onto either Junction 20, Oldham or Junction 21, Milnrow and cars often back up on the A6052 as far back as Green Ash (approx. ½ mile+) because the A640 has priority over the A6052 at the 5-way junction in the centre of Denshaw
- This results in motorists taking a short cut up Range Lane to Huddersfield Road to avoid queuing on A6052, Delph Road so if it is one-way cars will go even quicker up Range Lane! This also occurs during rush hour and school pick up and drop off.
- When the M62 is shut and traffic must be diverted via the A640 from Huddersfield, Range Lane does allow traffic the access to Delph Road A6052 for those travelling into Delph, the other Saddleworth villages and Tameside, whereas with the current proposals all the traffic would have to filter through the 5-way junction causing even more backlog on A640 and A6052.
- A one-way system on Range Lane will block a natural ebb and flow of traffic which alleviates congestion at the 5-way road junction.
- In inclement weather residents (10+ households) nearest to the A6052 access their properties from East to West, as it is difficult to approach from A6052 Delph Road or from A672 Oldham Road, due to having to cross traffic, abandoned cars from Denshaw Vale and the West end of the lane



being on an incline, this would therefore cause more congestion with more cars having to be left roadside.

- During bad weather conditions the A640, Huddersfield Road is frequently blocked, not just with snow but with abandoned vehicles from “Summerhill View” and it is not gritted. These proposals would make the traffic, from 10 + households, minimum 20 vehicles, go one way up an egress with a sloping camber towards this danger instead of them, as usual going West towards A6052 Delph Road, which is a bus route and therefore always gritted, plus the residents clear Range Lane nearest to the A6052, Delph Road.
- Access from Delph on the A6052 is easy enough, into Range Lane W to E but impossible for some vehicles if they are travelling from Oldham on the A672 and given that Delph has a weight restriction for some vehicles, many vehicles can only access Range Lane from the A640
- The recycling collection vehicle reverses from A640 Huddersfield Road to the 10 properties at the West end of the lane, near Delph Road, as they are not able to access from the A6052 Delph Road and the A672 Oldham Road.
- It is difficult enough when building work is being carried out to manoeuvre skips etc. into position but only being allowed one way in will considerably impede access to all the properties on the single-track area, let alone having to get removal vans if they only have access from the West, A6052 Delph Road.
- The villagers have contributed and raised thousands of pounds over many years to fund “Christmas Lights” which culminate in a Sunday evening tradition of switching the lights on throughout Denshaw. The A640 is closed from Range Lane to the 5-way junction and traffic wishing to access and egress from Huddersfield Road uses the two-way route up and down Range Lane to bypass the festivities.
- On the long-established Whit Friday Brass Band Contest evening the same closure takes place and the PTA at the school has fundraising events and bouncy castles etc. for the community to enjoy.
- The one-way proposal West to East will destroy part of the village heritage and community spirit, not to mention the hospitality businesses that benefit from the income generated from these events.

**I do support the lowering of the speed limits however:**

- Why are they only on one side of the village?
- Oldham Road, Ripponden Road and Rochdale Road surely also need to be lowered to 20mph as these are just as hazardous for pedestrians to cross and surely the school children attend from all sides of the community.
- How will they be enforced?
- The Traffic Calming Cushions, on the A6052 Delph Road, appear to contradict **“located not to interfere with existing driveways and side road junctions”** however they do seem to be near the West end of Range Lane, surely they would be better placed just before the school where pedestrians are more likely to cross the A6052 Delph Road
- The proposals do not mention any areas to be double yellow lined as a School Safety Measure, why is that?

Kind regards,

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



**Alister Storey**

---

**To:** TS Traffic; Linda Mills  
**Subject:** RE: Safety and Traffic Calming Scheme Huddersfield Road, Denshaw

---

**From:** [REDACTED]  
**Sent:** 15 August 2023 16:30  
**To:** TS Traffic <[env.Traffic@oldham.gov.uk](mailto:env.Traffic@oldham.gov.uk)>  
**Subject:** Safety and Traffic Calming Scheme huddersfield Road  
**Importance:** High

Dear Mr Storey

I am in receipt of your letter dated 27<sup>th</sup> July 2023 (AJS/TM4/473/C002), which I received from my neighbour as we didn't receive a copy. I live at [REDACTED], off Huddersfield Road.

Myself and my husband attended the recent traffic meeting at the village hall and it was expressed by the resident living at number [REDACTED] Huddersfield Road about the large amount of speeding cars and the number of cars that have crashed in to theirs coming along this particular stretch of the road.

We have witnessed high speed motorbikes and cars when exiting the lane for years and it is getting to a point where there will be a serious accident, the noise level from these vehicles is also very bad.

Motorbikes head down Huddersfield Road A640 leading into Denshaw at speed and the use the top of Range Lane as a turning point, they then go at high speed back up the A640 to the reservoir using it as a racing track.

I can see from the traffic calming layout in your letter there are no traffic cushions until you reach Range Lane. I would like to request that cushions are also implemented as you leave the 30mph speed zone into the 20mph zone in to Denshaw, just before you come to Ralphs Lane down the A640. There are quite a number of houses from that point and also the entrance to Ralphs Lane leading up to Ralphs Farm, which the farmers use regularly.

We would very much appreciate it if this could be looked in to for us and the residents who live along this particular stretch of road.

Many thanks.

Best Regards

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

101: [REDACTED]

[REDACTED]  
DINUSUNW

Your REF: ASS/1M4/443/C.2

[REDACTED]  
VLD141414

5<sup>th</sup> AUG. 2023

Dear Sirs,

TRAFFIC CALMING - HUDDERSFIELD RD & RANGE LANE

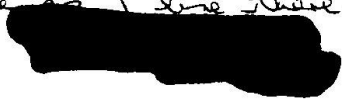
I live on Delft Rd but my drive comes out on Range Lane next to the bottom. I have lived here since [REDACTED] and there has never been any trouble on Range Lane during that time. Traffic have to drive carefully as it is two way. If it was one way it would be more dangerous as traffic could drive faster thinking other vehicles would not be coming. Many cyclists use Range Lane as a cut through to avoid the junction and is safer. If the lane was one way it would be very difficult for some residents to drive onto their drives, one could not do it at all, [REDACTED] One way traffic would make Huddersfield Road more congested and create traffic at the crossroads which are very dangerous.

(2)

When the M62 is closed traffic comes through Wensley and some use Range Lane which eases traffic at the 5 way junction. On WHITE FRIDAY BIRMINGHAM traffic has to use Range Lane as part of Huddersfield Road is closed off. Longer cars and delivery vans would have difficulty on the turn up Range Lane from Lelph Road as would refuse vehicles.

In winter with snow and ice you can't get up the bottom of Range Lane and have to go round to Huddersfield Road. Having Range Lane <sup>one way</sup> would not help road widening in any way. It would add extra traffic at the crossroads which are dangerous enough and more traffic on Huddersfield Rd. I object strongly to one way traffic, it is safer all round as it is.

I missed the meeting at Wensley as I was on holiday or I would have spoken out. I know Range Lane as I live there.



**Alister Storey**

---

**To:**

[REDACTED]

**Subject:**

RE: Road Safety Improvements Denshaw Village

Dear Sir,

As a resident of Range Lane [REDACTED] I would like to give my full support to all the proposed safety improvements. I myself have suffered abuse when faced with someone racing off Huddersfield Road onto Range Lane as I have been coming up from Delph Road, when I asked if the person would reverse as I would have had to reverse on to a busy main road I was called, amongst other things, a stuck up b-----h. The speed at which people come onto the Lane from Huddersfield Road is ridiculous.

May I also point out that there is no street lighting on the single track part of the lane or at the entrance to the lane from Delph Road so it is very dark in winter months for families going to and from school, baring in mind there is no footpath, and also turning on to the lane can be difficult as it is so dark at night time.

Also, is there anything that can be done to prevent parking directly opposite the entrance to the lane.

It is pleasing to see the proposals for speed bumps etc to slow the traffic down as drivers think they're still on the motorway when they drive through Denshaw and no consideration is given to residents, more importantly they are a great danger to the children from the primary school.

Kind Regards,

[REDACTED]

**Alister Storey**

---

**To:**

**Subject:**

RE:

---

**From:**

**Sent:** 04 August 2023 17:12

**To:** Alister Storey <Alister.Storey@oldham.gov.uk>

**Subject:**

This message was sent to your old @unitypartnership.com email address. Please update the sender with your new @oldham.gov.uk address to avoid loss of future emails.

---

Re: Range Lane proposals.

I live at [REDACTED] Summerhill View, Denshaw. I completely support the Range Lane proposals,

I cannot understand how anyone could oppose these.

[REDACTED]

**Alister Storey**

---

**To:**

**Subject:**

RE: Proposed School Safety and traffic calming scheme - Huddersfield Road , Delph Road and Range Lane , Denshaw - Traffic Regulation Order and Road Hump Notice

**From:**

Date: Wed, 2 Aug 2023, 15:54

Subject: Proposed School Safety and traffic calming scheme - Huddersfield Road , Delph Road and Range Lane , Denshaw - Traffic Regulation Order and Road Hump Notice

To: <[env.traffic@oldham.gov.uk](mailto:env.traffic@oldham.gov.uk)>

I would like my comments to be noted regarding the proposal to make Range Lane one way.

My property is [REDACTED]. Because of the width of Range Lane traffic is continually pulling onto mine and everyone else's drive as they try to get through , on one occasion causing damage to the car on the drive , fortunately this wasn't a child . Vehicles often have to reverse onto Delph Road because of traffic coming down Range Lane. The situation is dangerous and inconsiderate. This is made worse because of school cars which park outside numbers 7 /9 / 11 Delph Road all day five days a week . [REDACTED]

The situation around the area I have mentioned is cause for concern and needs addressing.

Yours faithfully

[REDACTED]

**Alister Storey**

---

**To:** TS Traffic  
**Subject:** RE: Denshaw Road Safety Proposals

**From:** [REDACTED]  
**Sent:** Thursday, August 3, 2023 10:49:55 PM  
**To:** TS Traffic <[env.Traffic@oldham.gov.uk](mailto:env.Traffic@oldham.gov.uk)>  
**Cc:** Alister Storey <[Alister.Storey@oldham.gov.uk](mailto:Alister.Storey@oldham.gov.uk)>  
**Subject:** Denshaw Road Safety Proposals

Good morning,

I am in receipt of your recently posted letter informing residents of your proposals to provide Traffic Calming around the Village and introduce a One-Way Traffic in a Westerly direction on Range Lane and would offer my following comments;

**Traffic Calming**

This is urgently needed to provide safer pedestrian crossing to Huddersfield Road and Delph Road for Villagers including a 100+ Church school intake and cannot think that any resident would argue against this proposal. In deed I am sure that others will point out that the main through-road Oldham / Ripponden despite its 30mph speed limit is at times a race track especially at weekends with bikers and sports cars but I am sure this will be in your sights for future consideration.

**Range Lane**

I have attached a local flyer which I fully endorse.

In my mind I am considering these as two separate issues and the primary concern is that of the Traffic Calming and if Range Lane is not carried forward it should not stop the other going ahead.

Regards,

[REDACTED]

**Alister Storey**

---

**To:** TS Traffic  
**Subject:** RE: The Oldham - Denshaw area speed limit amendment order & Range Lane one way traffic order 2023 & Huddersfield Road & Delph Road proposed construction of road humps

---

**From:** [REDACTED]  
**Sent:** 01 August 2023 13:31  
**To:** TS Traffic <[env.Traffic@oldham.gov.uk](mailto:env.Traffic@oldham.gov.uk)>  
**Subject:** The Oldham - Denshaw area speed limit amendment order & Range Lane one way traffic order 2023 & Huddersfield Road & Delph Road proposed construction of road humps

**The Oldham - Denshaw area speed limit amendment order & Range Lane one way traffic order 2023 & Huddersfield Road & Delph Road proposed construction of road humps**

Dear Oldham Council,

Thank you for the information regarding the proposals regarding the traffic calming and speed restrictions in the village of Denshaw.

I am a resident at [REDACTED] Delph Road and fully support that there is finally action happening in the village regarding this issue.

However, as a resident the amount of teachers that park on Delph Road with no regard for the flow of traffic or the residents vehicles that are already there, causes a concern to us, as their parking does not allow the flow of traffic and I feel that with humps it will make the situation a whole lot worse for traffic trying to pass by the cars. It already gets extremely congested outside our residence and I do not wish this to get any more unpleasant.

My household each have considerable damage to our cars because of tractors and other vehicles trying to squeeze passed, I can only imagine that with speed humps it will make matters worse and the drivers even more impatient than they already are.

Therefore, I feel that if humps are being implemented then considerations about where in the village the teachers should park or how far along Delph Road the teachers can park should also be restricted, so they are not near to the speed humps and the residents parking, to ease the traffic flow.

(For Clarity - The teachers park on the school side of Delph Road and the residents of [REDACTED] Delph Road park outside their houses and a little further down Delph Road).

I hope my points will be considered.

Thank you for the opportunity for me to voice my concerns.

Thank You  
[REDACTED]



**Alister Storey**

---

**To:** TS Traffic  
**Subject:** RE: Proposed school safety and traffic calming scheme Huddersfield Road, Delph Road and Range Lane Denshaw - Traffic regulation and road hump notice

---

**From:** [REDACTED]  
**Sent:** 01 August 2023 11:46  
**To:** TS Traffic <[env.Traffic@oldham.gov.uk](mailto:env.Traffic@oldham.gov.uk)>  
**Subject:** Proposed school safety and traffic calming scheme Huddersfield Road, Delph Road and Range Lane Denshaw - Traffic regulation and road hump notice

Morning Alister.

We have lived at [REDACTED] Range Lane, Denshaw for more than [REDACTED] and have become increasingly aware of the problems and dangers of this narrow single carriageway.

For the past several years we have also been members of a committee (with the MP, Oldham Highways officials, National Highways, police etc) examining the overall traffic issues in Denshaw, so we have an extensive grasp of the situation.

We strongly support the general traffic calming scheme, including the proposal to make Range Lane one way and are pleased to note that this has been included on road safety grounds.

As far as the one way plan is concerned, we would like to stress the following:  
It is used as a convenient cut through by non-residents but because it is only wide enough for one vehicle there are considerable problems and dangers.

Cars are often forced to reverse into oncoming traffic on Delph Road and when the footpath peters out half way down the lane pedestrians have to press against garden walls or go onto people's drives to avoid traffic, which is often going too fast for safety.

Like many of our neighbours we have to contend with cars frequently using our drive to get past other vehicles. When we were out recently, one vehicle, that didn't stop, went into the back of my [REDACTED], causing £300 of damage.

Despite warning signs large goods vehicles still enter from Huddersfield Road and get stuck, having to reverse out again.

At times of M62 westbound diversions, a constant stream of drivers use Range Lane from the A640, and sometimes mistakenly Summerhill View, to try to avoid the queue. This can go on for many hours, depending on the period of the diversion, and it virtually prevents access to Range Lane from Delph Road, making it very difficult to access residents' properties.

Signage at the Range Lane/Huddersfield Road junction (A640) to the effect that there is No Through Road and it is Residents Only would cure the problems.

[REDACTED]

**Alister Storey**

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**To:** TS Traffic  
**Subject:** RE: Huddersfield Road, Delph Road and Range Lane, Denshaw - TRO and Road Hump Notice

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**From:** [REDACTED]  
**Sent:** 28 July 2023 21:27  
**To:** TS Traffic <[env.Traffic@oldham.gov.uk](mailto:env.Traffic@oldham.gov.uk)>  
**Subject:** Huddersfield Road, Delph Road and Range Lane, Denshaw - TRO and Road Hump Notice

Your refs: LJM/VF22451 and AJS/TM4/473/C002.

Dear Sir/Madam,

I support all aspects of this proposed scheme, particularly the 20mph speed limit on Huddersfield Road, and making Range Lane one-way.

[REDACTED]

[REDACTED]

**Alister Storey**

---

**Subject:** FW: UJM/VF22451

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**From:** [REDACTED]  
**Sent:** 28 July 2023 20:21  
**To:** TS Traffic <[env.Traffic@oldham.gov.uk](mailto:env.Traffic@oldham.gov.uk)>  
**Subject:** UJM/VF22451

Dear Mr Storey/Mr Entwistle,

I would like once again, to raise my objections to the proposed one way carriageway being introduced on Range Lane in Denshaw.

I raised my concerns when this was previously proposed and must do so again.

The proposal says it has been included on road safety grounds, but I honestly believe it will compromise the safety of residents of Range Lane.

If the weather is icy, which in winter in Denshaw it is very difficult to safely turn up from Delph Road onto Range Lane. Cars struggling to get up are likely to cause a collision on Delph Road. And reiterating what I said in my last objection, residents at the bottom of the road must be allowed to choose the safest route out of and back to their homes in winter.

Bad weather aside, I would also really like to know the reasoning behind considering it safer to make the road one way going up instead of down (east rather than west) I almost exclusively use the road going down. Everyone who lives at the lower end of the road will have to negotiate the awkward junction to switch between Huddersfield and Delph Road whenever they want to go out or return home. We at number [REDACTED] and our neighbours at number [REDACTED] will struggle to get into our drives every day.

However, no matter what the direction, I fail to see how making the road one way will improve safety. People mostly drive carefully on Range Lane now as they may meet something coming the other way. I personally think a one way system will encourage speeding, since cars will not be worried about meeting another coming in the other direction.

As I said in my objection last time the proposed one way system seems to be more about convenience for people passing through than safety and will seriously inconvenience residents on Range Lane. There is obviously nothing that can be done about the width of the road, but there is really no need for traffic to be passing through. From a residents point of view it would make a lot more sense to make the road "Access Only", but I would much rather live with the situation as it is than have it made One Way in the direction proposed. If it really is about safety, then make the road Access Only.

Once again, I would like to add that I have [REDACTED] children at the village school and fully support the introduction of the 20MPH limit and speed cushions.

Thank you for taking the time to read my concerns.

[REDACTED]

Sent from [Outlook for Android](#)

**Alister Storey**

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**To:** TS Traffic  
**Subject:** RE: LJM/VF22451

---

**From:** [REDACTED]  
**Sent:** 28 July 2023 20:19  
**To:** TS Traffic <[env.Traffic@oldham.gov.uk](mailto:env.Traffic@oldham.gov.uk)>  
**Subject:** LJM/VF22451

Good evening

These are our objections to the purposed one way system on the Range Lane. If this is to go ahead we will be unable to remove our vehicles from our driveway in bad weather conditions. We will not be able to get up the end of Range lane due to how steep this is. In icy or snow this road is impassable and treacherous. We have seen several collisions with people trying to get onto the main road from this direction. This will mean we will be unable to attend work

We object to this part only of the proposal.

Kind regards

[REDACTED]

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## TRO Panel

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

**Date of Decision:** 11 January 2024

**Subject:** Objection to Proposed No Stopping on Entrance Markings – The Lows, Oldham

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

**Ward (s):** St Mary's

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**Reason for the decision:**

A report recommending the introduction of a No Stopping on Entrance Markings restriction at The Lows, Oldham was approved under delegated powers on 10 July 2023. The proposal was subsequently advertised and one objection was received.

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

One objection was received from a resident of The Lows. A summary of the objector's comments and the Council's response (*in italic*) is detailed below.

The proposed restrictions will displace parking to the opposite side of the road outside the residents properties, therefore making it more difficult for residents to park and potentially causing issues with parents blocking their driveways.

*The resident has been invited to apply for an Access Protection Marking which will deter obstructive parking across their driveway. The restrictions are only operational during the daytime and working week, which lessens any impact on residents.*

Consideration should be given to other practices to provide a stronger deterrent to drivers, such as civil enforcement officers (which are operational in other parts of the borough but very rarely seen in the area) or installation of CCTV.

*The Councils Parking Attendants can only carry out enforcement where there are restrictions in place so this would not remove the need for the proposed restrictions. There are many schools in the Borough so each school cannot be enforced at the same time. CCTV is used in specialised vehicles but only for the enforcement of existing restrictions.*

There was no consultation carried out.

*As with all TROs, the Council followed The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 in advertising this proposal, which involved publishing a notice of intent in the local newspaper and posting copies on site. There is a list of statutory consultees such as GMP and TfGM. The Council do not generally consult with persons whom it believes may be affected by a proposal as there may be supporters of the scheme whom would not be afforded the same opportunity to make representations. Supporters of a scheme may be regular users of the highway and not necessarily local residents or businesses. The TRO advertising process is a form of consultation in itself, where any member of the public can make representations, not just those consulted directly.*

A residents parking scheme should be introduced if the restrictions are approved.

*Unfortunately, the location would not qualify for a residents only parking scheme. Further to this, there is currently no budget for new schemes and the Council is therefore, not in a position to introduce any new resident parking schemes.*

The Council should introduce a School Street initiative instead and despite existing restrictions being in place outside the neighbouring school, illegal, dangerous and inconsiderate parking continues.



*Unfortunately, these types of problems are prevalent around most schools. The School Streets initiative is in its infancy. However, this would not remove the need for School Keep Clear markings as children could potentially be entering and leaving the school outside of the start and finish times when roads are temporarily closed. The best way to deal with any issues outside schools is to encourage parents to park away from the school and walk. Initiatives such as walking buses are successful in reducing congestion and improving road safety outside schools. Much of the onus is on schools and getting the message across to parents. The Council does encourage this through its liaison with schools. However, this does not remove the need for the school keep clear marking.*

The nursery building has been in the area for well over 30 years and I have been a resident near the school for over 20 years. Within this time no concerns have ever been raised about safety

*The restrictions were recommended following a Health and Safety inspection at the school. It is also best practice to install School Keep Clear markings outside all school entrances to help protect school children. The proposal is also supported by the Police. The marking also serves to highlight the school for passing motorists and is therefore not just a parking control measure.*

Officers have considered the objection but strongly believe that the proposed restriction is fully justified.

**Summary:**

The purpose of this report is to consider an objection received to the introduction of a No Stopping on Entrance Markings restriction at The Lows, Oldham

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

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

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

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

<b>Recommendation(s):</b>	It is recommended that the objection be dismissed, and the proposal introduced as advertised in accordance with the schedule and plan in the original report.
<b>Implications:</b>	
<i>What are the <b>financial</b> implications?</i>	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>Oldham Impact Assessment Completed (Including impact on Children and Young People)</b>	No
<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>	There is a potential risk to users of the highway if the restrictions are not introduced.
<b>Co-operative implications</b>	These were dealt with in the previous report (refer to Appendix A)
<b>Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998</b>	None.
<b>Environmental and Health &amp; Safety Implications</b>	If approved, the restrictions will improve safety for children entering and exiting the school.
<b>IT Implications</b>	None.

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

Yes

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

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

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

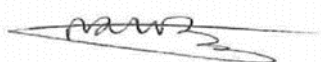
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<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 5 December 2023	

Please list and attach any appendices:-

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

In consultation with Director of Environment



Signed :

Date: 22 December 2023

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

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

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

**Date of Decision:** 5 July 2023

**Subject:** Proposed No Stopping on Entrance Markings – The Lows, Oldham

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

**Ward (s):** St Mary's

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**Reason for the decision:**

The Lows is a residential cul-de-sac located east of Glodwick Road and forms an extension of Pitt Street East. The main building for Glodwick Infant and Nursery School is located on Pitt Street East with an additional nursery building located nearby on The Lows. The entrance to this additional building is currently not protected by a school entrance marking.

The school have made a request to the Council to introduce an entrance marking following a Health and Safety Audit report which recommended that school entrance markings should be introduced.

Officers have inspected the location and support the request for a school entrance marking outside the nursery school building.

It is therefore proposed to promote a new No Stopping on Entrance Markings restriction on The Lows, Oldham as detailed on plan 47/A4/1697/1.

**Summary:**

If approved, the proposal the proposal will reduce the conflict between vehicles and pedestrians outside the school entrance and will increase visibility between motorists and pedestrians and vice versa, at a point where children may congregate and cross the road.

The purpose of this report is to consider the introduction of a No Stopping on Entrance Markings restriction on The Lows, Oldham

**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 have been received.

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 a new Traffic Regulation Order be 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	1,200
Introduction of Road Markings	500
Introduction of signs & poles	800
<b>TOTAL</b>	<b>2,500</b>
Annual Maintenance Cost	100

The advertising & road marking expenditure of £2,500 will be funded from the 2023/24 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 safety.

What are the **property** implications

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

**Risks:**

None

## Co-operative agenda

The introduction of a No Waiting At Any Time restriction is welcomed to keep residents and pedestrians safe (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

### Schedule

Drawing Number 47/A4/1697/1

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

**Introduce the following Order to prohibit Stopping on School Entrance Markings – Monday to Friday, 8am – 5pm**

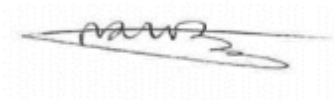
Column 1	Column 2	Column 3	Column 4
Item No	Length of Road	Duration	Exemptions
	<u>The Lows</u> <u>North Side</u>  <u>From a point 10 metres east of a point opposite the easterly kerb-line of Barrett Street for a distance of 43.56 metres in an easterly direction</u>	Monday to Friday 8am – 5pm	B1, B3, B4, C & E



There are no background papers for this report

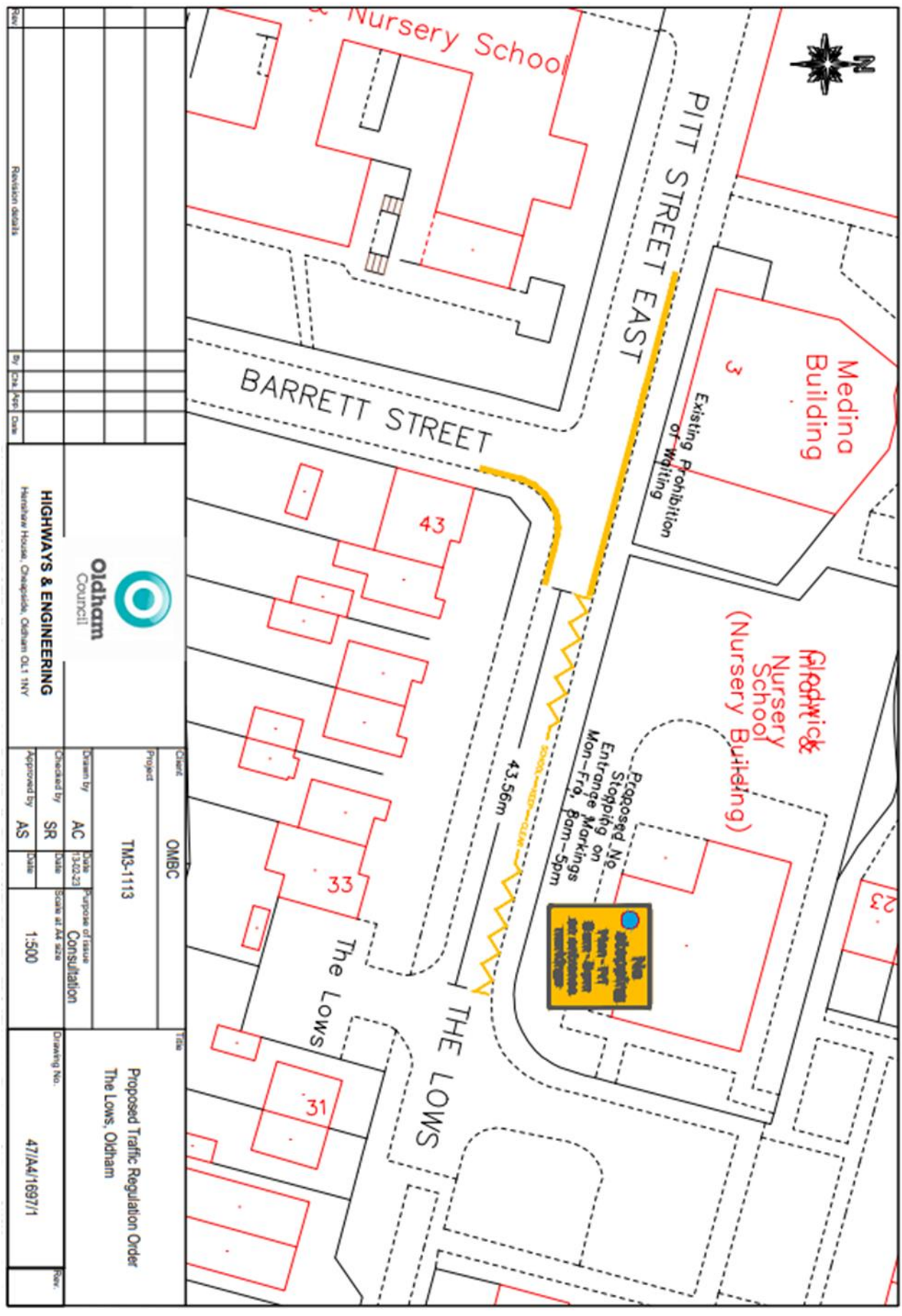
<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 5 July 2023	

In consultation with Director of Environment



Signed :

Date: 10.07.2023



**APPENDIX B**  
**COPY OF OBJECTION**

Dear Sir/ Madam,

Re : proposal of road markings - The Lows

I am very disappointed to hear that no residents were consulted or provided with a notification about the planned proposals which only came to the attention of residents via the local ward councillors. Had they not notified us, no one would have known. Nonetheless, as a resident at 43 The Lows , while it is accepted that there is general support for safety around schools but I write to oppose the proposal for school road markings due to the following expressed concerns . In addition , I have made alternative suggestions which I hope you will give due consideration.

\* The nursery building has been in the area for well over 30 years and I have been a resident near the school for over 20 years. Within this time no concerns have ever been raised about safety. So, my question is why now and what has changed to recommend this proposal?

\* The surrounding areas of Glodwick school already have zig zag markings , double and single yellow lines ( apart from the nursery road ) where parking and stopping is prohibited. Despite this, illegal, dangerous and inconsiderate parking continues to exist and cause visibility issues when children are-dropped off and picked up. Many times myself and other residents have experienced drivers obstructing pavements , footpaths and driveways causing gridlock and problems with traffic flow on nearby streets - mainly from the junction of Barrett Street leading to the main of Glodwick Road . Some drivers are road monsters and argumentative when they are told about parking illegally and causing obstruction and don't care about residents, it creates problems and delays , in particular, for working residents in getting to /from work and their homes. Therefore , I cannot see the proposal will lead to a perception of a safer road and visibility for both parents and children .

\*Most importantly, there is a strong concern that the road markings will have a detrimental effect on parking situation for residents in which the nursery side road is regularly used as parking by residents , school staff, visitors /carers and family members of the residents . It is also used by residents in the vicinity of the school for extra parking because there is an overspill of nearby two small car parks. If the markings are implemented , the loss of kerbside parking is going to create further problems with resident parking . In particular, for working residents who rely on work vans/cars and are forced to park on this part of the road and near their homes. And , it will divert other drivers to park cars on the other side of road which will mean loss of parking space for those residents who already park their cars due to less or no parking space on their driveways. Unless , it can resolved by resident parking bays to be put in place for permit holders to deter parking or anything else which may help the residents.

\* Before the road markings are sought approval , it is strongly suggested that consideration is given to other practices that can be adopted such as civil enforcement officers (which are operational in other parts of the borough but very rarely seen in the area) or installation of CCTV which can be more effective and operational during school pick up and drop off times . Most importantly , it will provide a stronger deterrent to drivers who park illegally and avoid children lives at risk. Having said this, I find that the council is very unlikely to accept this recommendation due to cost implications, which is not a good practice over safety prevention measures.

\* There is also another suggestion that can be considered and without cost implications  
- I understand that Oldham council have introduced a School Street initiative and secured funding( with exemptions ) which can improve safety , reduce congestion , eliminate dangerous parking and encourage families to walk from park and stride locations . A few schools are running this scheme and it is proving to be a success . So, why does the council not encourage this practice or why does the school not show an interest as it benefits and creates a more pleasant environment for all?

Yours faithfully

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## TRO Panel

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

**Date of Decision:** 11 January 2024

**Subject:** Objections to Proposed Prohibition of Waiting – Bullcote Green, Royton

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

**Ward (s):** Royton South

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**Reason for the decision:**

A report recommending the introduction of No Waiting At Any Time restrictions at Bullcote Green, Royton, was approved under delegated powers on 24 April 2023. The proposal was subsequently advertised, and three objections and one supporting letter were received

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

A summary of the objector's comments and the Council's response (*in italic*) is detailed below.

The proposal will prevent residents and visitors from parking directly outside their properties. One property does not have access to off-street parking and other residents with one drive and two cars would be affected.

*The proposed restrictions only cover one side of the road, so parking is available on the opposite (north east) side of Bullcote Green for residents and visitors to use.*

One resident is self employed and needs to load and unload tools and equipment back and forth on a twice daily basis.

*The restrictions do not include a loading restriction, so it is permissible to load and unload at any time.*

Removing our right to park on the estate road would cause a significant loss in value to our property and impact its future saleability.

*There is no legal mechanism to compensate residents where the Council is simply carrying out its duties as Highway Authority. The Council is not responsible for providing parking although parking is available on the north-east side of Bullcote Green, directly opposite the properties affected.*

Residents are aware of the parking situation on a few weekends of the summertime when visitors to the Cricket Club look to park on Bullcote Green due to the limited parking available in the club car park. However, this is a handful of occasions during the cricket season only and residents have not witnessed any other emergency vehicles failing to proceed to their intended destination on the Green. The report refers to one incident last year and on the balance of probabilities, we suspect this is the only time it has occurred in nearly 40 years. The parking restrictions proposed are permanent and for the vast majority of the year will be not required. However, the restrictions will affect our lives every single day on a negative basis.

*We have no knowledge of how many incidents have occurred with emergency service vehicles not being able to gain access. However, the Fire Service have been consulted and support the proposal. They also reported obstruction to fire hydrants.*

A Residents Only Parking scheme should be introduced instead.

*Unfortunately, budgets are no longer available for the introduction of Residents Only Parking schemes. Further to this, such schemes are generally reserved for areas where problems extend over a wide area such as near a football stadium or hospital. Schemes are not intended to address individual problems outside a property or along a single street.*



A larger car park created for the cricket club should be created instead.

*There are many locations where there are competing demands for parking on the highway, such as near shops, businesses or other sports venues. It is not the Council's responsibility to create parking for them. Often, this can only be accommodated on private land, not under the control of the Council.*

A resident believes that this is the first step in a surreptitious plan to open up the end of Bullcote Green to divert through traffic along the road to avoid Bullcote Lane.

*The traffic order proposal is in no way connected to any development plans. The traffic order is being funded by the Council from its revenue budget as documented in the report and was initiated following a complaint from a local resident.*

Officers have considered the representations and believe that the proposed restrictions are fully justified.

**Summary:**

The purpose of this report is to consider the representations received to the introduction of a No Waiting At Any Time restrictions at Bullcote Green, Royton.

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

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

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

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

***Recommendation(s):***

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

**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>Oldham Impact Assessment Completed (Including impact on Children and Young People)</b>	No
<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>	The Fire Service may not be able to access the end of Bullcote Green if the restrictions are not introduced.
<b>Co-operative implications</b>	These were dealt with in the previous report (refer to Appendix A)
<b>Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998</b>	None.
<b>Environmental and Health &amp; Safety Implications</b>	If approved, the restrictions will improve access to the end of Bullcote Green in the event of an emergency.
<b>IT Implications</b>	None.

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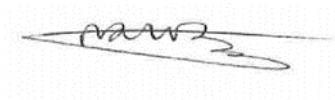
**There are no background papers for this report**

<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 5 December 2023	

Please list and attach any appendices:-

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

In consultation with Director of Environment



Signed :

Date: 22 December 2023

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

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

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

**Date of Decision:** 21 April 2023

**Subject:** Proposed Prohibition of Waiting – Bullcote Green, Royton

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

**Ward (s):** Royton South

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**Reason for the decision:**

Bullcote Green is a residential cul-de-sac located in the Heyside area of Royton. It extends from the B6194 in a south easterly direction to its terminus, a distance of approximately 220 metres. All the residential properties are located on the south side and have off-street parking facilities. Two further connecting cul-de-sacs branch off in a south westerly direction and these are approximately 90 metres long.

Heyside Cricket Club is located on the north side of Bullcote Green and the club have regular matches which generates on-street parking along both sides of the road. There are existing parking restrictions in operation at the western end of Bullcote Lane at the junction of the B6194, which also cover the entrance to the cricket club.

The Highways Department of the Council recently received a request from a resident of Bullcote Green for new waiting restrictions to be introduced along the south side to address obstruction issues. It is reported that during cricket matches, visitors park on both sides of Bullcote Green which has led to the Fire Service having problems gaining access to the end of the road. The Fire Service have recently attended the site and leafleted offending vehicles.

The Highways Department have made contact with the Fire Service and they support the introduction of parking restrictions as a permanent solution to the access problems and

also to prevent vehicles parking over fire hydrants.

Officers have inspected the site and fully support extending the existing restrictions along the south side of the road to cover the full length, including the turning head at the eastern end and around the two junctions with the connecting cul-de-sacs.

It is proposed to promote new prohibition of waiting restrictions on Bullcote Green as detailed on plan 47/A4/1670/1.

If approved, the proposal will:

- improve vehicular access along Bullcote Green especially for emergency service vehicles
- improve access to fire hydrants
- allow motorists to use the turning head unhindered

**Summary:**

The purpose of this report is to consider the introduction of prohibition of waiting restrictions at Bullcote Green, Royton

***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 have been received.

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 a new Traffic Regulation Order be 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	1,200
Introduction of Road Markings	500
<b>TOTAL</b>	<b>1,700</b>
Annual Maintenance Cost	100

The advertising & road marking expenditure of £1,700 will be funded from the 2023/24 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 safety.

What are the **property** implications

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

**Risks:**

None

**Co-operative agenda**

The introduction of a No Waiting At Any Time restriction is welcomed to keep residents and pedestrians safe (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



Schedule  
Drawing Number 47/A4/1670/1

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

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

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Bullcote Green, Royton</u> (South-west side)  For its whole length including the cul-de-sac end, a distance of approximately 222 metres	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Bullcote Green, Royton</u> (North-east side)  In the turning head, from its most easterly point for a distance of 20 metres in a north westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Bullcote Green, Royton</u> (Both sides)  Within the most westerly connecting cul-de-sac extending from its junction with the main spine road adjacent to numbers 5 and 32 Bullcote Green for a distance of 10 metres in a south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Bullcote Green, Royton</u> (Both sides)  Within the most easterly connecting cul-de-sac extending from its junction with the main spine road adjacent to numbers 36 and 57 Bullcote Green for a distance of 10 metres in a south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

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

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Bullcote Green, Royton</u> (South Side)  From its junction with Heyside for a distance of 45 metres in an easterly direction	At any time	A, B1, B2, B3, B4, C, E, J, K3	

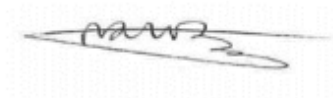
**There are no background papers for this report**

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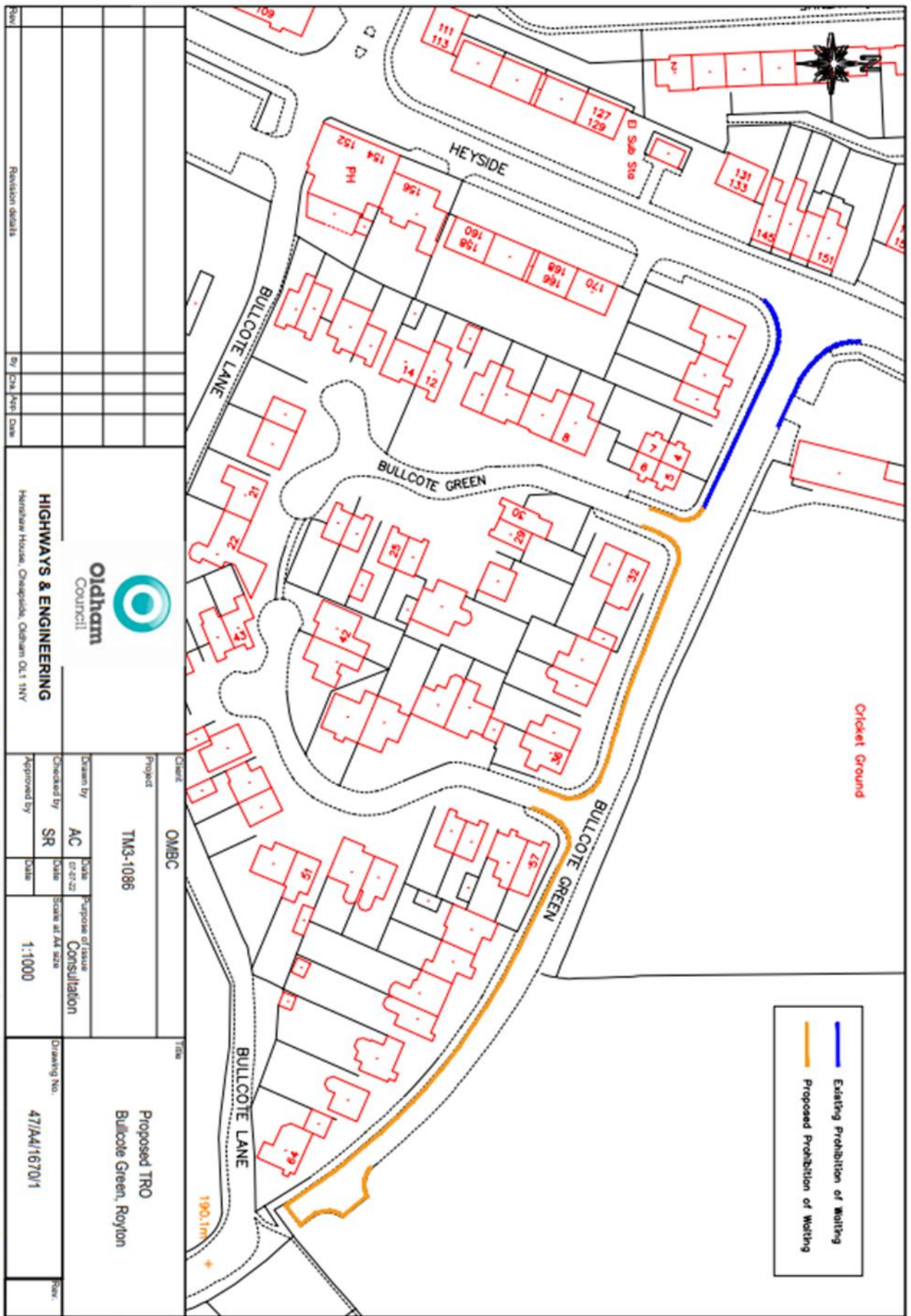
<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 21 April 2023	

In consultation with Director of Environment

Signed :



Date: 24.04.2023



**APPENDIX B**  
**COPY OF REPRESENTATIONS**

## **Letter of Support**

We agree for the above proposal re:- proposed parking restrictions on BULLCOTE GREEN

Yours faithfully Mr ,Mrs XXXXXXXXXX  
XX Bullcote Green ,

## **Objection 1**

Dear Sirs,

We have received notification of your proposal dated 31st August 2023 and wish to object.

We are the owner occupiers of XX Bullcote Green and would be seriously impacted by the proposal. If the restrictions were enforced we wouldn't have anywhere to park our vehicles. Our property does not have a private driveway or parking within the property boundaries.

We currently park to the side of our property and have done throughout our period of ownership, of over 25 years without hiderance.

Removing our right to park on the estate road would cause a significant loss in value to our property and impact its future saleability.

We chose to live on a quiet cul de sac where young children have a safe place to play out. The properties are suited to young families and we are urging the Council to reconsider any changes to the road layout which would have a detrimental effect to the residents of Bullcote Green.

Unfortunately we are unable to attend your offices to view the draft Order due to work commitments, however we would keen to hear from any representative from the Council.

Kind Regards

Dear Andy,

Thank you for your email your prompt response is appreciated and your comments are noted.

However, we feel it is necessary to repeat that unlike other properties on Bullcote Green our property does not benefit from parking facilities within the boundaries as we do not have a driveway or garage unlike our neighbours. We would welcome a site inspection or alternatively we can provide photographic evidence.

The proposed restrictions would significantly impact our daily lives as we would potentially not be able to park outside or even close to our property. Mr Xxxxxx is self employed and needs to load and unload tools and equipment back and forth on a twice daily basis.

We would gratefully appreciate consideration to be made by the council to our circumstances bearing in mind our unique situation. Not being able to park outside our property would be devastating for us

To clarify we do not object to parking restrictions being imposed for the rest of the estate.

We look forward to hearing from you and would be more than happy to discuss this further with you directly if this would assist.

Kind Regards

In addition to my previous objections to the proposed Parking Restrictions outside my property I have discussed the potential loss in value and saleability with a local valuer on an informal basis. I have been informed that I should expect a potential reduction of around £10,000 to the value of my property should the restrictions be enforced outside of my property which is very concerning to us. This along with the impact of any potential buyer dismissing the property due to not being able to park outside or close by the property is causing us considerable distress.

Would the council consider compensation in this event?

I understand my neighbour (XX Bullcote Green) is also very concerned about the proposal and has communicated this to you.

I await to hear from you as soon as possible as we are increasingly anxious about this situation we find ourselves in.

Kind regards

Good Morning,

Further to our previous correspondence we wanted to reiterate that we are only concerned about the impact the proposals will have on our own property (XX Bullcote Green) due to our unique situation. We would like the Council to consider amending the proposed restrictions to the area shown on the below plan, highlighted as the road to the side of our property.

If the parking restrictions were implemented we would be the only residents on the estate not allowed to park outside their property and this is due to the layout of the estate.

Having been residents of Bullcote Green over 25 years we are of course aware of the parking situation on a few weekends of the summertime when visitors to the Cricket Club look to park on Bullcote Green due to the limited parking available in the club carpark, however this is literally a handful of occasions during the cricket season only.

The parking restrictions proposed are permanent and for the absolute vast majority of the year will be not required however the restrictions will affect our lives every single day on a negative basis.

We look forward to hearing from you that you have taken our opinions into account for when the impending decision is made.

We appreciate that when looking at a plan you could not possibly be aware of the impact this kind of decision would have on a resident's daily life and we hope that we have been able to put our side across to the decision makers.

We now hope that this situation can be concluded satisfactorily for all party's involved.

Kind regards

## **Objection 2**

Hello, my name is XXXXX XXXXX and i would like to log an objection to the draft proposal made on bullcote green.

I live at number XX bullcote green with my partner and 2 kids and we both have a car each, there is only one drive available and with these plans that have been drafted id like to know how are we meant to park our other car outside our home? How are elder parents or family members supposed to drive up to visit us if everywhere is double yellow lines?

Between house numbers 57 and 58 we utilise this parking space on the pavement 57 for example doesn't even have a drive so he needs that space on the road as does my partner for her car as we only have space for one vehicle on the drive we have.

I would appreciate it if these draft plans can be re-thought I know at house 64 at the end near the turning circle will be in the same boat as we are as they have one drive and two cars, many others do car share but this will really cause an issue for us and others parking every day, would it not make more sense to just list the area as permit holders only?

This way we are not being effected due to cricket that's only ever played 3 months of the year. The person who sent in the complaint to push for this literally had people park outside of his drive I'm not sure what sort of people do that but I think having the whole area as permit only and having each home have a spare permit for family visitors is reasonable, I'd like to think this could still be monitored and upheld no different to double yellows and I know when I visited my brother who lived down sheep foot lane near Oldham athletic FC this is what they had permit holders only parking and it worked.

Look forward to hearing back

Thanks

## **Objection 3**

Good Afternoon

Thank you for your letter of August 30 hand delivered today, reference AC/TM3.

As the first and only occupiers of XX Bullcote Green since the estate was constructed in 1983 the first question I would like to ask is Why? What has happened to convince you in the 39 years we have lived here that this action is necessary?

Please explain the thinking behind the proposed the parking restrictions.

Please tell me where my children can park when they visit me with our grandchildren?

My immediate reaction is that this is the first step in a surreptitious plan to open up Bullcote Green adjacent to number 64 and divert traffic through our estate rather than the continuation of traffic past number 64 down Bullcote Lane until the traffic lights are reached at Oldham Road, adjacent to the Saffron Indian restaurant.

I would like to place on record our objection in the strongest possible terms to the proposals. They are unnecessary impactful and unwanted.

When the Greater Manchester Spatial Framework was first introduced, part of the plans was to open up the road adjacent to number 64. We have seen various people either from the Council or working for the council and have spoken to them when they have shown up outside our house and the one message that has frequently come out is that Bullcote Green does not look as wide as the plans suggest. If the plans suggest that parking will be permitted on the hedge side rather than property side of the road, then it will be impractical to allow parking on just one side of the road.

These proposals need to be scrapped. The Greater Manchester Spatial Framework is currently replaced by Places for Everyone. That is just as unwanted as your proposed parking restrictions.

Please withdraw them.

In the meantime, I await your reply to my request for the reasoning behind this unwelcome proposal.

The only other reason I can guess is behind your proposals is that there have been complaints about parking connected with the cricket club.

Regards

Good Morning

Further to your communication dated August 30 2023 (Your Ref AC/TM3) and my recent E Mail exchanges with Andy Cowell I would like to make the following enquiries and observations in connection with our objections to the proposal.

The proposed Traffic Regulation order is said to be the principally the result of parking on days when cricket games are taking place which has on an occasion outlined prevented an emergency vehicle gaining full access up the Green. My wife and I have lived at number XX since the estate was constructed in 1983 and whilst we have no way of proving this as we are not in residence 24/7 and have taken holidays during our time here, we have not seen in what will be 40 years this December, any other emergency vehicles failing to proceed to their intended destination on the Green. The correspondence I have received from you refers to one incident last year and on the balance of probabilities, I suspect this is the only time it has occurred in nearly 40 years. If you have any evidence which contradicts this, I will be pleased to receive this.

Has the Council considered additional parking for visitors/players on match days ? The cricket season begins approximately the end of March and finishes approximately at the end of September .

It seems to me that residents of Bullcote Green are being penalised over parking on match days and the cricket visitors have nothing to do with Bullcote Green residents or their estate so an alternative needs to be sought.

You have indicated that the proposed parking restrictions are not connected to any development plans but the Places for Everyone Plan would suggest this may be the thin



end of the wedge and if the Green is opened up adjacent to number 64, this also would have a huge impact on residents, children, their safety, environmental impact and the quietness of of the Green.

Out of interest, can I enquire as to who has funded the proposed Traffic Regulation Order? If it is the Council, what are their reasons for doing so? If it should be interested house builders, what would their reasons be?

As residents of Bullcote Green, we would much prefer residents parking to be permitted which would enable us to continue to park outside our own houses as we have done for almost 40 years without losing the safety and appeal of our estate and still allow emergency vehicles up the estate in the same way they have done for almost 40 years with negligible issues considering the time scale.

We look forward to hearing from you.

Regards

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## TRO Panel

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

**Date of Decision:** 11 January 2024

**Subject:** Objections to Proposed Prohibition of Waiting – Delph New Road Area, Delph

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

**Ward (s):** Saddleworth North

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**Reason for the decision:**

A report recommending the introduction of Prohibition of Waiting restrictions in the Delph New Road area of Delph was approved under delegated powers on 1 August 2022. The proposal was subsequently advertised, and fifteen objections were received.

*These were reported to the TRO Panel on 28 September 2023, where it was resolved that consideration will be deferred to the next meeting. The Panel asked Officers to meet with an objector who attended the meeting, with a view to further relaxing the length of the proposed restrictions to the north-east side of the business park entrance. This site meeting has now taken place. Ward Members were also invited and Councillor Byrne attended. A further relaxation was proposed by the objector which provides an additional gap of 34 metres in the length of the proposed restrictions. However, Officers do not support this proposal due to its proximity to the bend. The plan is attached as Appendix E / F.*

*The remainder of the report, below, is unchanged from that submitted to the TRO Panel meeting on 28 September, except the addition of a further option for consideration and the plans associated with this option in Appendix E / F.*

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

In total, fifteen representations were received. Four representations were received from residents of Station Approach, ten were received from Gatehead Business Park and one from a resident on Oldham Road. Councillor Lancaster and Councillor Byrne initially supported the scheme when consulted in 2022 but following objections from the business park, both later withdrew their support for the scheme.

In summary, the residents of Station Approach support the restrictions on Delph New Road but request that the proposed restrictions on Station Approach are relaxed to maintain as much parking space as possible for residents and visitors. The majority of the representations received were from Gatehead Business Park in objection to the scheme. The businesses state that the scheme would remove valuable on-street parking space currently used by employees and visitors to the business park. A resident from Oldham Road was concerned that the proposed restrictions would affect loading and unloading.

#### Station Approach

The residents at Station Approach state that they understand the reason for the proposed restrictions on Delph New Road and support these measures to improve safety at this location. However, residents are concerned with the length of the proposed restrictions on Station Approach as some of this space is currently used by residents and visitors. Residents have, therefore, requested a reduction in the length of the proposed restrictions.

#### Oldham Road

A resident of Oldham Road states that removing the short section of parking on the north side of Oldham Road, Delph seems unnecessary. It is used infrequently other than by the Postal Service when collecting from the post box and for residents to load and unload their vehicle for short, infrequent, periods.

Officers have considered the comments but as the proposal is for a prohibition of waiting restrictions, which still allow loading and unloading, officers believe that the restrictions should be introduced as advertised. Officers have also witnessed vehicles parking fully on the footway (see photo 5 in appendix D).

#### Delph New Road

A number of objections were received from businesses on Gatehead Business Park, which is situated on the south side of Delph New Road. The main points raised by the objectors are detailed below along with the Council's response to each one. In light of the objections received, Officers have proposed a relaxation to the scheme to maintain some on-street parking close to the business park, although this could potentially lead to complaints if it starts to affect movements into and out of Station Approach, especially when the new development is completed off Station Approach. The plan is attached at Appendix C

Officers believe that the restrictions on Delph New Road between Oldham Road and Station Approach are fully justified. Referring to images 1 to 4, attached at Appendix D; these images taken on 3 August clearly show the footway blocked by parked vehicles and motorists unable to pass HGVs on the bend. Image 3 shows motorists driving over the footway to pass on-coming traffic.

#### **Summary of Objections and Officers response (*in italic*)**

Although off-street parking is available within the site, some parking associated with the business park spills out onto the highway. The businesses believe that the proposed restrictions will have an adverse effect on each of their businesses and do not believe that the parking problem on Delph New Road warrants the length of restrictions proposed.

*The length of the restrictions proposed was to cater for any displacement. A proposed relaxation to the scheme would maintain some on-street parking spaces for the businesses to*

*use, albeit in a different location away from the bend.*

The proposal will affect both customers and staff and have a detrimental effect on each business. This could lead to businesses closing or having to relocate which will affect the local economy.

*A proposed relaxation to the scheme would maintain some on-street parking spaces for the businesses to use.*

Motorists park further along Delph New Road and along the A62 in Delph. This causes no issues and no restrictions are proposed here.

*These areas have not been reported to us. When a scheme is devised for new parking restrictions, Officers often extend the scheme out to a wider area to cater for any displacement that may occur and to address any other reported or identified safety or access issues to achieve economies of scale in traffic order costs. However, there must be a sensible boundary to the scheme and areas further away must be dealt with under a separate proposal (if problems are identified).*

The road is wide enough to accommodate parking without any major effect on traffic flow

*The existing road width (7m) is inadequate to allow parking on or close to a bend on a road of this status. Motorists generally park partly on the footway which helps maintain two-way flows. However, this often obstructs the footway and when vehicles do park fully on the carriageway, this does affect the two-way flow of traffic, especially for larger vehicles. The effect of vehicles parked on or close to a bend is to force motorists across the centre line in conflict with opposing traffic. See photographic evidence (images 1 to 4) in Appendix D.*

No parking occurs in some of the areas restricted.

*The length of the restrictions proposed was to cater for any displacement.*

When planning permission was given for Gatehead Business Park, a site designated for

employment, the council policy was a “minimus” for parking spaces. The policy at the time was that people should use public transport, or other environmentally friendly means, to arrive at their place of work. • You are aware that there are insufficient bus services to Oldham rural locations. Additionally, since the covid pandemic, there is a reluctance to use public transport.

*A relaxation to the scheme would maintain some on-street parking spaces for the businesses to use.*

The length of the proposed restrictions is too extensive and may displace parking into other areas.

*The wider areas included in the advertised proposal were areas where parking may be expected to transfer to and considered important enough to protect given the geometry and classification of road involved. However, a relaxation to the scheme would maintain some on-street parking spaces for the businesses to use so no displacement would occur. The areas included in this scheme will also be protected for any future changes to on-street parking activity.*

The letter is dated 26th January 2023 and encloses the notice. The notice encloses the order, dated 27th January 2023. How can a letter dated the 26th enclosed a notice from the 27th which has not yet been issued. The letter was also received on the 25th January, so why was it dated 26th? I believe that this notice is invalid and should be withdrawn.

*The letters were posted in advance simply because it was more convenient for the Officer to post them on that date. The Council is not legally required to send out letters and sending them out earlier than planned doesn't invalidate any subsequent order, provided we take account of all representations received before the closing date for representations.*

None of the businesses were consulted on the proposal.

*As with all TROs, the Council followed The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 in advertising this*

*proposal, which involved publishing a notice of intent in the local newspaper and posting copies on site. There is a list of statutory consultees such as GMP and TfGM. The Council do not generally consult with persons whom it believes may be affected by a proposal as there may be supporters of the scheme whom would not be afforded the same opportunity to make representations. Supporters of a scheme may be regular users of the highway and not necessarily local residents or businesses. The TRO advertising process is a form of consultation in itself, where any member of the public can make representations, not just those consulted directly.*

I find it disingenuous that Councillor Byrne and Councillor Lancaster were said to be in favour of the proposal in the Officer`s reasoning for the parking restrictions.

*The Council can confirm that the comments included in the report were genuine and received in writing by email from both Ward Members in May and June 2022. Both supported the scheme when consulted at this time.*

In summary, Officers have considered the comments made by the business park and have proposed a relaxation to the scheme. On the south side to the west of the business park it is proposed to leave an 85m gap in the restrictions. The amended proposal will protect the bend and junctions whilst preserving around 17 on-street parking spaces for use by the business park, which was the focus of the objections.

Officers have considered the comments made by residents of Station Approach and have proposed a relaxation to the scheme. The length of restrictions will be reduced to 10 metres on the east side and to 30 metres on the west side. This will protect the junction and the outside of the bend where there is also a future development access proposed. It will preserve the majority of the on-street parking space along Station Approach for residents and visitors to use. The safety of road users will not be compromised by reducing the lengths of restriction. The road is a cul-de-sac with low traffic volumes and speeds and the main reason for the proposed restrictions on Station Approach was to simply to protect the road from



any nuisance parking displaced from Delph New Road.

**Summary:**

The purpose of this report is to consider all representations received to the introduction of Prohibition of Waiting restrictions at Delph New Road, Oldham Road and Station Approach, Delph

***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: Relax the proposed restrictions and introduce the amended proposal as shown in Appendix C  
*Option 3: Relax the proposed restrictions and introduce the amended proposal as shown in Appendix E / F*  
Option 4. Do not introduce the proposed restrictions

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

The Ward Members have been consulted and Councillor P Byrne supports the amended proposal and has spoken to the residents of Station Approach who are aware of the proposal

Councillor G Harkness: there has been some concerns over parking on Delph New Road and following a site visit where the problems were outlined in detail. Based on the objections raised to the original concerns and taking into account the safety issues that are occurring and potential displacement I would support the amended reduced restrictions

***Recommendation(s):***

It is recommended that the proposal be introduced as advertised or as per the amended plan shown in Appendix C.

**Implications:**

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

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

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

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

***What are the procurement implications?***

None

***What are the Human Resources implications?***

None

**Oldham Impact Assessment Completed (Including impact on Children and Young People)**

No

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:**

That the highway safety issues identified will not be addressed if the restrictions are not introduced.

**Co-operative implications**

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

**Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998**

None.

**Environmental and Health & Safety Implications**

If approved, the restrictions will improve safety and access along the highway for all road users.

**IT Implications**

None.

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

Yes

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

Yes

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

No

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

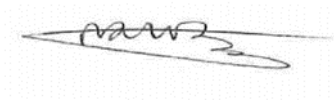
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<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 5 December 2023	

Please list and attach any appendices:-

Appendix number or letter	Description
A	Approved Mod Gov Report
B	Copy of Representations
C	Proposed Relaxation Plan
D	Photos Taken on 3 August 2023
E	Relaxation Plan Proposed by Objectors (Scale 1:2000)
F	Relaxation Plan Proposed by Objectors (Scale 1:1000)

In consultation with Director of Environment



Signed :

Date: 22 December 2023

**APPENDIX A**

**APPROVED MOD GOV REPORT**

## Delegated Decision

<b>Decision Maker:</b>	<b>Emma Barton, Executive Director for Place &amp; Economic Growth</b>
<b>Portfolio area:</b>	<b>Cllr J Stretton – Portfolio Holder for Neighbourhoods</b>
<b>Date of Decision:</b>	<b>28 June 2022</b>
<b>Subject:</b>	<b>Proposed Prohibition of Waiting and Bus Stop Clearway – Delph New Road, Delph</b>
<b>Report Author:</b>	<b>Andy Cowell, Traffic Team Ext. 4577</b>
<b>Contact Officer:</b>	<b>Gordon Anderson, Head of Highways and Engineering</b>
<b>Ward(s) Affected:</b>	<b>Saddleworth North</b>

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### Purpose of Report

The purpose of this report is to consider the Council's response to a number of concerns about vehicles parking on the bend on Delph New Road and also at the entrance to Station Approach, a residential cul-de-sac located nearby. It is reported that the parking activity is associated with Gatehead Business Park.

Officers have inspected the location and support new restrictions to address the issues reported.

### Recommendation

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

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## **Proposed Prohibition of Waiting and Bus Stop Clearway – Delph New Road, Delph**

### **1 Background**

- 1.1 Delph New Road forms part of the A6052 principal route connecting Dobcross with Delph. At its northern end, just south of the village, it connects with the A62 and forms a staggered cross-roads with The Sound. On the approach to the cross-roads there is a bend in the road with no existing restrictions in place to control parking.
- 1.2 The Highways Department of the Council recently received reports of vehicles parking on the bend on Delph New Road and also at the entrance to Station Approach, a residential cul-de-sac located nearby. It is reported that the parking activity is associated with Gatehead Business Park.
- 1.3 Gatehead Business Park is located to the west of the bend and although there are dedicated parking facilities within the site, parking often spills out onto the highway onto Delph New Road and Station Approach. Concerns have been raised that motorists are forced into the opposing carriageway when travelling along Delph New Road due to the vehicles parked on the bend and also that visibility is affected for motorists emerging from Station Approach when vehicles park near to the junction. Vehicles parked on Station Approach itself also hinder access and egress.
- 1.4 Officers have inspected the location and support new restrictions to address the issues reported. However, to prevent vehicles being displaced into other problematic areas, the proposal has been extended out to include a wider area to include a second bend further west along Delph New Road, a bus stop lay-by on Oldham Road and the north side of the staggered cross-roads.
- 1.5 It is proposed to promote new prohibition of waiting restrictions on Delph New Road, Oldham Road, Huddersfield Road, The Sound and Station Approach as detailed on plan 47/A3/1668/1.

### **2 Options/Alternatives**

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

### **3 Preferred Option**

- 3.1 The preferred option is Option 1

## 4 Justification

4.1 If approved, the proposal will:

- increase visibility along Delph New Road for motorists exiting Station Approach and Gatehead Business Park
- improve access and egress at Station Approach
- reduce the conflict between opposing traffic along Delph New Road on the bend
- enable buses to access the bus stop lay-by unhindered
- prevent obstructive parking at the cross-roads

## 5 Consultations

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

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

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

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

## 6 Comments of Saddleworth North Ward Councillors

6.1 The Ward Councillors have been consulted and Councillors Lancaster and Byrne support the proposal. Councillor Byrne also stated that it is regrettable that we need to do this but we have tried everything else within reason.

## 7 Financial Implications

7.1 The cost of introducing the Order is shown below

	£
Advertisement of Order	1200
Introduction of Road Markings	1000
<b>TOTAL</b>	<b>2700</b>
Annual Maintenance Cost (calculated April 2021)	100

7.2 The advertising & road marking expenditure of £2,700 will be funded from the Highways Operations – Unity revenue budget.

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

(John Edisbury)

## 8 Legal Services Comments

- 8.1 The Council must be satisfied that it is expedient to make the Traffic Regulation Order in order to avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or for preventing damage to the road or to any building on or near the road, or for facilitating the passage on the road or any other road of any class of traffic, including pedestrians, or for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property or for preserving or improving the amenities of the area through which the road runs.
- 8.2 In addition to the above, under section 122 of the Road Traffic Regulation Act 1984, it shall be the duty of the Council so to exercise the functions conferred on them by the Act as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Regard must also be had to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run, the strategy produced under section 80 Environmental Protection Act 1990 (the national air quality strategy), the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and any other matters appearing to the Council to be relevant.
- 8.3 In relation to the bus stop clearway, these can be introduced without the need for a Traffic Regulation Order. The Council has introduced an approvals procedure for dealing with bus stop clearways which to a large extent mirrors the procedure to be followed when making Traffic Regulation Orders. It is recommended that the approval procedure be followed.

(A Evans)

## 9 Co-operative Agenda

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



- 10      **Human Resources Comments**
- 10.1    None.
- 11      **Risk Assessments**
- 11.1    None.
- 12      **IT Implications**
- 12.1    None.
- 13      **Property Implications**
- 13.1    None.
- 14      **Procurement Implications**
- 14.1    None.
- 15      **Environmental and Health & Safety Implications**
- 15.1    Energy – Nil.
- 15.2    Transport – The proposal will improve access along the highway.
- 15.3    Pollution – Nil.
- 15.4    Consumption and Use of Resources – Nil.
- 15.5    Built Environment – Nil.
- 15.6    Natural Environment – Nil.
- 15.7    Health and Safety – The proposal will improve safety for road users.
- 16      **Equality, community cohesion and crime implications**
- 16.1    Nil.
- 17      **Equality Impact Assessment Completed?**
- 17.1    No.
- 18      **Key Decision**
- 18.1    No.
- 19      **Key Decision Reference – N/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


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


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<b>Report Author Sign-off:</b>	<b>Andy Cowell</b>
	<b>Gordon Anderson</b>
<b>Date:</b>	21 June 2022

**Approved by:**

Signature:  Date: 23 June 2022  
Emma Barton, Executive Director for Place and Economic Growth

In consultation with

Signature:  Date: 1<sup>st</sup> August 2022  
Cllr Jean Stretton, Portfolio Holder for Neighbourhoods

## Proposal

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

## Schedule

### Drawing Number 47/A3/1668/1

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

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

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Delph New Road, Delph</u> (Both sides)  From its junction with Oldham Road (A62) for a distance of 380 metres in a general south westerly direction measured along centre line of the carriageway	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>The Sound, Delph</u> (Both sides)  From its junction with Oldham Road / Huddersfield Road (A62) for a distance of 25 metres in a northerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Station Approach, Delph</u> (West and northerly sides)  From its junction with Delph New Road for a distance of 90 metres in a northerly and then easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Station Approach, Delph</u> (East and southerly sides)  From its junction with Delph New Road for a distance of 50 metres in a northerly and then easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Oldham Road, Delph</u> (North west side)  From its junction with The Sound for a distance of 25 metres in a south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

No Stopping Order (Bus Stop Clearway)

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Oldham Road, Delph</u> (North side)  In the lay-by from a point 55 metres south west of its junction with The Sound for a distance of 45 metres in a south westerly direction	24 Hours		



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



## **Station Approach**

### **Objection 1**

I am emailing to say we live on Station approach and have been advised that there will be double yellows all the way up the street.

I know this is used as overflow for the neighbours to park and the houses would struggle if these were to go ahead.

I understand the issue with people parking from delph new road but the neighbours would also struggle with this.

Also when is this work due to start as we didn't receive a letter at all but was given the details via a neighbour.

### **Objection 2**

We are writing with reference to the above Proposed Parking Restrictions to Delph New Road/The Sound/Station Approach/Oldham Road Delph. We are in total support of the restrictions planned for Delph New Road as this has been an increasing problem over the last 12 months.

We do object to the restrictions on Station Approach. Whilst we understand and agree that restrictions will in turn be required for Station Approach to stop cars that usually park on Delph New Road from parking on Station Approach we do ask that you reconsider the length of the restrictions. Station Approach already has limited parking for residents and this would reduce it even further. Can the proposed parking restrictions be reduced to the immediate road leading from Delph New Road but NOT extend round the bend further into Station Approach.

I hope you will consider our request and if you wish to discuss further please do not hesitate to contact me

### **Objection 3**

Firstly, we understand and acknowledge the increasing traffic flow difficulties along Delph New Road as a consequence of on road parking by users and tenants of Gatehead Business Park, Delph. As residents of Station Approach, we have experienced our own difficulties exiting out of Station Approach onto Delph New Road due to cars parking directly on Delph New Road opposite entrance to Station Approach meaning visibility is very poor to exit Station Approach and also dangerous due to cars having to drive on the wrong side of the road to navigate past parked cars then into the path of oncoming traffic.

We have also witnessed the difficulties that buses in particular and other road users are having on Delph New Road navigating these obstructions especially on the blind bend as you come onto Delph New Road from Huddersfield Road and is only a matter of time before an accident happens.

We therefore support the council officers recommendations for waiting restrictions on Delph New Road.

Similarly we appreciate that the presumable consequence of waiting restrictions on Delph New Road would then have vehicles seeking alternative source of on-street parking and possibly onto Station Approach.

However we do have concerns about the extent of yellow lines planned for Station Approach and would request a relaxation of the schemes proposals for Station Approach in particular.

When Station Approach was constructed (and we were the first residents to take up occupancy in 2004) each property was assigned only one parking space. This was either (dependent on house location and type) in an allocated courtyard space, a garage or carport. A limited number of visitors spaces were provided. For example the first courtyard parking provision was 4 allocated courtyard spaces and one carport for 5 residences. Inevitably, the majority of residents, whether house or

apartment occupiers, had more than one car resulting in overflow parking in non designated courtyard areas, double parking in spaces or using the visitors spaces. In addition some parking has always taken place on Station Approach itself ( opposite the entrance to first courtyard for upto four cars) This informal arrangement has worked well for 18 years now and has proved adequate for both residents and visitors/tradespeople etc of Station Approach.

The proposed scheme includes double yellow lines on both the west and northerly sides of Station Approach for 90 meters northerly and then easterly and also on the east and southerly sides of the street for 50 meters northerly and easterly.

This will remove residents and their visitors flexibility to park on Station Approach and the loss of valuable additional spaces which will have a knock on already limited parking on the whole of Station Approach and possibly create tensions between residents which is something that should be avoided.

On a personal basis, we are one of two houses ( our property No 3 and our neighbours at No 1) whose garden access is directly on to the proposed area of the traffic management double yellow lines proposed scheme. Our house No X is split levels with an entrance on the lower ground level into our garden off Station Approach, and another entrance at Upper ground level from the first courtyard. The house is built into the former railway embankment wall with 3 storeys facing Delph New Road, and 2 storeys from courtyard level. Living, kitchen and dining areas all situated at the lower ground level. This means that on-street parking is often used directly accessing our garden gate on to Station Approach, both for deliveries, shopping, home visits etc and access for my partner (wife) who has mobility issues and has great difficulty in climbing many stairs and walking some distances. My wife's disability has developed over a number of years and was not an issue when we purchased the house in 2004. A number of internal adaptations and room re-purposing has been done to accommodate her needs to be able to stay in our home as not in a position to be able to move at this time.

Therefore it is vital we are still able to park outside our gate on Station Approach for ease of access without stairs.

We would be grateful therefore for a revision to the scheme to allow for a space/gap/disabled space left outside our gate for use by my wife for access and also be utilised by any visitors/home visits/health professionals who assist with leg pain management, shopping and help with any jobs around the home.

We would recommend that the length of the proposed yellow-lines are reviewed and shortened to allow for the current "residents and residents visitors" only on-street parking as detail above.

The street was not adopted for a number of years and was under the jurisdictions of the Delph Station Management company, there are a number of 'residents only' parking signs remaining from this period and have helped reduce the number of people using Station Approach for overflow parking.

We hope that you take these comments and concerns into account and relax some of the scheme proposals accordingly.

#### Objection 4

I am concerned that not all residents have been contacted regarding the proposals and that the detail on the images in the report are incredibly unclear and blurred.

I appreciate the rationale for bringing the parking restrictions up Station Approach and the potential for parking being displaced and becoming the problem of us residents. Parking restrictions of the proposed kind, will create a minefield of issues and potential disputes for residents of Station Approach on a daily basis. We shouldn't lose our residential parking because of an issue created by the businesses across the road. What alternatives are there to the proposals for Station Approach?



I can see that displaced parking could be an issue and the parking on Delph New Road has undoubtedly been getting worse. I've noticed that there are certain days when it is worse and are likely to be caused due to the schedule of a particular business and when more staff are in the office. It's a difficult situation and I appreciate you addressing it. Are there any other available options such as resident parking restrictions? I don't know they work or if there are other options.

Despite appreciating the rationale. I'm conscious that parking restrictions on entry to Station Approach would cause a significant problem to a resident at number 3 with mobility issues. It is likely that parking restrictions on Station Approach would result in issues between neighbours and I obviously wouldn't want this.

I think the parking issues needs to be addressed directly with the businesses causing the increased parking on the main road.

## **Oldham Road**

### **Objection**

Primarily the concern is that the cars parked along Delph New Road, slows the traffic using the junction. Speeding on this busy intersection is prolific and fear this will be exacerbated if all the parking is removed. I do believe that double yellow lines around the junctions to Gatehead Business Park and Station Approach are necessary – others are proposed in places where no-one has ever / would ever park.

I also do not see why there is any issue with parking along the east side of Delph New Road up to just before the turning into Gatehead Business Park, the road along here is wide enough for two vehicles to pass even if there are cars parked. These on street parking areas are used daily for people working in the business park or visiting the restaurant and other amenities. Where would these people be expected to park? It might limit the success of these businesses and others nearby which depend of parking spaces which would then be filled with these users.

The existing parking on the north side of Station Approach seems necessary – many people park here who wish to access the Delph Donkey footpath, along with visitors and residents at Station Approach. This parking could be residents only but to remove it completely seems counterproductive and unnecessary.

Removing the short section of parking in front of 2 Oldham Road, Delph also seems unnecessary – it is used infrequently other than by the Postal Service when collecting from the post box / on deliveries locally. As residents at Oldham Road, we occasionally park in front of the property when loading / unloading the car for short infrequent periods.

## Delph New Road (Business Park)

### Objection 1

**We object to the proposed imposition of parking restrictions on Delph New Road/ The Sound/ Station Approach/ Oldham Road.**

**We are long standing tenants in Gatehead Business Park.**

**We employ 5 members of staff.**

**Our business is client facing- this means it is crucial to the successful operation of our business that we are able to meet our clients. This occurs on a daily basis. Our clients are typically older (60+ age bracket) who come to visit us in our offices.**

**The imposition of the parking restrictions would make this impractical at best and virtually impossible at worst.**

**We would have to relocate- this would involve a considerable financial outlay on our part. We may well have to re locate out of the borough as there is little, if any, alternative suitable office accommodation for our purposes. This may well have knock on consequences for our ability to employ staff and adverse consequences for the staff we currently employ.**

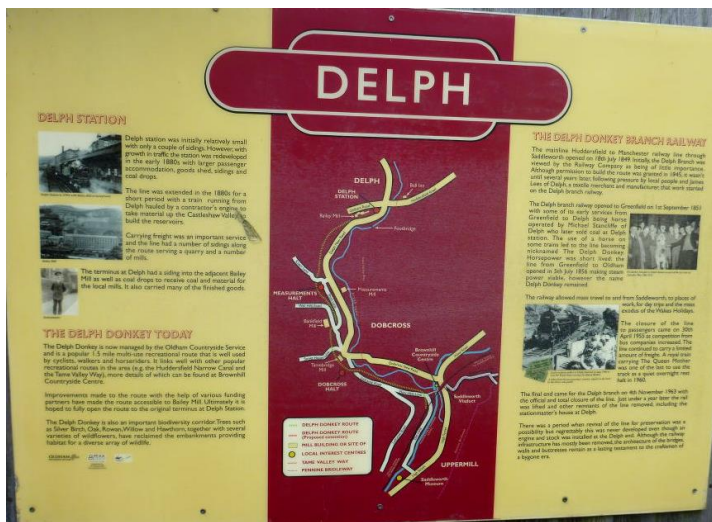
**I trust you will re consider your decision to impose these parking restrictions and withdraw the same as the adverse consequences of your action will undoubtedly outweigh the benefits.**

### Objection 2

As a Business Owner located on Gatehead Business Park we have been notified of the proposed double yellow lines on Delph New Road. We are disappointed that no consultation has taken place with businesses which will be severely affected.

We have been a tenant here for 5 years and I travel to work daily and have never seen any issues with the parking on Delph New Rd. These restrictions will have a massive impact on the businesses located on the business park.

There are many walkers and cyclists who access the Delph Donkey at "Station Approach".



Within the car park of Gatehead Business Park there is a footpath and bridge over the river, again with many cyclists and walkers using the road parking in this area to access the countryside.

There are many adverts for cyclists and walkers to use the area and many will park on Delph New Rd or even within Gateshead Business Park.

<http://www.visitoldham.com/activities/the-saddleworth-rail-trail-p224621>

<https://saddleworthparishcouncil.org.uk/wp-content/uploads/2016/10/CYCLING-IN-SADDLEWORTH.pdf>

Further down Delph New Rd there are cars parked outside houses which cause no issues.



Delph New Rd is certainly not as busy as A62 Huddersfield Rd. Traffic calming measures of reducing to 20mph is certainly enough on Delph New Rd and visibility at this speed is absolutely sufficient (It was when it was 30mph)

Its confusing therefore why vehicles parking on Delph New Rd are deemed more dangerous and an obstruction when cars parked on the A62 is aloud (and rightly so as no issues). This road is much busier and on occasions has large HGVs diverted from the M62 going passed with no issues.





OMBC targeting an industrial area like this is completely ridiculous and unwarranted. Not only is this unneeded and has no benefit to the area it will cause unnecessary disruption to businesses, cyclists and walkers.

The pavements are not obstructed and im not aware of any accidents.

We are strongly against these proposals and suggests that these proposals are withdrawn and as a minimum consultation with the business park.

### Objection 3

I received your letter regarding the planned introduction of double yellow lines on Delph New Road on the 25<sup>th</sup> January 2023. I am confused about this however, as the date on the letter is the 26<sup>th</sup> of January 2023, and the date on the notice is 27<sup>th</sup> January 2023. I was under the impression that you cannot have either letters or notices dated post-delivery. Does this not invalidate the notice meaning it should be withdrawn?

I note that you have received reports about vehicles parking on the bend of Delph New Road and at the entrance to Station Approach. Having worked at Gatehead Business Park for the past 5 years, I have seen cars parked on the Gatehead Business Park side of the road, however, I am struggling to think of times that I have seen cars parked on the opposite side of the road, other than the residents of Station House.

I do not accept your reasoning of it being difficult for buses and other large vehicles to pass whilst people are parked on the road. I have not seen any issues. I can see the logic in making the corner of Delph New Road for 15m and the Entrance of Gatehead Business Park double yellow lines for visibility, I cannot understand the proposed introduction of double yellow lines from Gatehead Business Park to Gatehead Mill, as this stretch of road is straight and provides good visibility. I believe the current un-altered double yellow line plan will have a profound impact on local businesses and the local economy.

I further note that officers of the council have been to investigate the proposed area and produced the plan for the double yellow line areas. This plan was drawn up without local business input in any format before the notice was issued. I believe that this is a large mistake on the part of the officers, who have not done their due diligence in properly assessing the area in question. Further discussion and involvement of the local businesses are required.

Lastly, in the consultations part of the report, there are two Local Ward Councilors that have been consulted namely Councilor Lancaster and Councilor Byrne. However, after consulting the Landlords of Gatehead Business Park phase 1, who have approached both councilors and have been informed that neither one have supported the proposal. This

does then raise the question of the validity of this notice and whether it should be withdrawn.

Whilst I am not against the introduction of Double Yellow lines on the corner of Delph New Road to the entrance of Gatehead Business Park, I cannot understand why there is so much extra area included in this plan. Before this plan is formalized, I would like to see more engagement with local businesses. They are going to be adversely affected by this proposal so it needs to be withdrawn, or be changed enough so that all parties including local businesses can be satisfied.

#### Objection 4

I am writing to you with grave concerns about your double yellow lining the above roads. Whilst I total understand and agree with why this is being done, this will impact hugely on my business.

Future Safety is located right at the bottom of the right-hand side part of the estate and we have issues with cars just being parked in our car park slots or on the approach to the units. These cars are left will they visit business at the far end of the estate.

If the roads are double yellowed this could virtually block in my business as you have not listed any further parking facilities.

So for the safe working continuity of my business and staff, I have to object to this proposal , unless alternative parking options are made available .

#### Objection 5

We note your letter of 26<sup>th</sup> January regarding the proposed parking restrictions above and would like to register our objection.

Geosyntec Consultants Ltd rent offices on the Gatehead Business Park, Delph New Road, and have done so for the last 12 years and never in this period have we received or heard of, any complaints from residents regarding parking on Delph New Road.

If such complaints have been lodged directly with the council, then surely, they ought to have been some due consideration shown to tenants of the business parks, who after all, support the local community, and we should have been offered a chance to air views at a local consultation.

We appreciate that parking on the Delph New Road bend, where it meets Huddersfield Road, may not be ideal, although this not a regular occurrence, or one that causes problems, especially in the last 12 years that we have tenants here. The road is wide enough for this not to cause an obstruction or a problem for vehicles coming from either direction and the traffic flows well.

Double yellow lines from the entrance to Gatehead Business Park, going in the direction towards Uppermill makes no sense whatsoever; this is a straight road, is not overlooked by houses and causes no obstruction or disturbance to anyone. There would be no advantage to introducing parking restrictions here.

Local businesses have suffered during the pandemic and are just getting back on their feet now that people are returning to office life, such parking restrictions, without offering nearby alternatives, will make people re-consider working from home again on a permanent basis and then companies would have to justify costs for having offices in the area. Not everyone who work in the Delph and surrounding areas lives locally. This would have an impact on local businesses, as on a daily basis, our office staff use the shops and facilities in Delph and Uppermill.

We trust you will consider the points made above.

## Objection 6

Thank you for your letter dated 26<sup>th</sup> January 2023 yet received on 25<sup>th</sup> January 2023 which we find ill thought out and unhelpful to businesses which are already struggling in Oldham and Saddleworth due to poor infrastructure and high rates and post the Covid pandemic.

Delph New Road has had industries upon it for many, many years woollen mills and a dye factory and had the railway until the turn of the century. Now industries are reliant on roadways to transport their goods and their workers to their businesses. As a result workers do have to park on the road as the employers can only provide a limited amount of parking due to the history of the area.

Should you go ahead with your proposals to stop parking on Delph New Road it will only move the problem further up the road and also cause issues with residents who live in the terraced houses having people parking outside their houses? It will reduce the availability of labour to the various businesses around the Delph New Road area and inadvertently reduce the revenue to the Council as business will move out of the area and businesses will close down. The transport system is not regular enough for people to use public transport.

The answer would be for the council to build a car park at the side of the road where the old railway was situated or have a limited time to park on the roadway such as a 90 minute waiting time and to reduce the speed on the road to 20 miles per hour. Traffic calming measure such as rumble strips are needed on the road to reduce the speed some drivers speed around the area.

The answer is not to put double yellow lines on the road unless the council wants more empty businesses and higher unemployment. The answer is road calming, to provide a further carpark for employees and limit the time which a car can be parked on the roadway. This can be policed by a traffic warden who would provide revenue to the Council and if necessary the car park could be metered.

## Objection 7

I was the original architect for two buildings off Delph New Road, and was agent for the planning application. Although I am now more or less retired, I still on occasion visit them, as I maintain a desk and drawing board in one of the offices

I have seen a letter from OMBC giving notice of intention to restrict parking on a length of Delph New Road and Station Approach

There appears to have been no consultation with businesses in the vicinity, and furthermore I understand that councillor's views have been misrepresented

This seems to me to be unnecessarily high-handed on the part of the LA, and the measures proposed excessive

Furthermore, I recall being told during discussions with planning and highways officers when the original drawings were being prepared that the LPA wanted to see a minimum of offroad parking spaces provided (guided by central government advice to encourage the use of public transport for sustainability reasons), so it may be argued that parking on Delph New Road would not be unexpected. I believe it is not excessive, and has not significantly increased since the outset, and is certainly no more than pre-Covid

I suggest that before making any formal Order, a meeting be arranged between officers, interested councillors and local business owners

If any further input from me about the original design concept would be thought useful, please let me know

#### Objection 8

We would like to object to the proposed parking restrictions planned as detailed above. We have recently opened a private baby scanning clinic at Gatehead business park, Delph. Our customers travel from all over Greater Manchester and Surrounding areas. At our clinic, we have individual appointment times and see a number of clients who arrive at various times throughout the day. The use of public transport simply isn't an option for most of them as they will simply choose other clinics where parking is available. Whilst the business park has its own carpark spaces are not reserved therefore, they fill quickly at the start of the working day. We see ladies at various stages of pregnancy 6 weeks to 33 weeks and we can't really expect them to park and walk a long distance if a space is not available. We do not overlap our appointments so typically there will be a maximum of 1 or 2 cars but they do need to park close to the clinic (my wife generally walks to work). We believe the implementation of parking restrictions would have a negative effect on our growing business, we gain most our customers from recommendation and not being able to park locally could lead to negative reviews.

#### Objection 9

It has come to my attention that the Council are proposing to install double-yellow-lines at the aforementioned locations. I have reviewed both the Council's letter dated 26th January, and the purported vindication from Linda Mills.

Make no mistake that I think this proposal is a brazen attack on the tenants, businesses, and patrons of the Gatehead Business Park (GBP) offices and industrial units; and find it unconscionable and wholly repugnant that there has been no consultation with the Landlord(s), tenants and staff that comprise the businesses at GBP – many of whom live and work in the area. Please allow me to draw upon the Council's proposal.

The Council's reasoning that access and egress to Station Approach is somehow hindered, I find perplexing. I have never seen a vehicle park on the Station Approach side of the road and so struggle to see how this prevents access. Whilst I sit writing this letter, I can think of a handful of locations around Saddleworth where there are on-road parking similarities; namely – further down Delph New Rd, adjacent Gatehead Mill – where residents park directly adjacent. I note that the proposal stops short of implementing double-yellow lines here.

This will have a profound effect on the local economy, as it will draw existing tenants away from Delph – at a significant cost to themselves - and it could very well dissuade new tenants from occupying; consequently, Fresca and other local eateries may decline, which will mean they cut-back on staff, therefore weakening the local pound, and adding to existing environmental woes as people travel further for work. I find it hard to believe that those who put this proposal together, did not consider the aforesaid. Nevertheless, surely a consultation with the local businesses would have highlighted these patent reservations, and allowed the Council to submit a more informed proposal.

In Linda Mills' email, it states that both Councillors Lancaster and Byrne support this proposal, and that everything else within reason has been tried. What else, exactly, has been tried? I am not aware of any correspondence prior to this proposal? Moreover, I understand that Councillor Byrne does not, in fact, support the proposal; so there appears to be an obvious contradiction here.



I understand that the grievance has come from Station Approach; but to the best of my knowledge, this development was built after GBP. Furthermore, the imposition of yellow-lines only serves to move the problem elsewhere, rather than 'solve' it. The likely destinations being the already vehicle-laden Oldham Rd / Old Bell crossroads; or possibly the even more ill-suited Gatehead Rd.

This proposal needs to be withdrawn; and any proposal of a similar nature desperately requires thorough planning and consultation, instead of an abjectly ill-thought out plan and complete disregard for local businesses. I will make a point of speaking to Harry Catherall, Frank Rothwell and the others at the Business Breakfast on 2nd March.

#### Objection 10

The Operational Guidance to local authorities on the Traffic Management Act 2004, states that, in appraising its local parking policy, an authority should take account of the: existing and projected levels of parking demand  
availability and pricing of on- and off-street parking  
justification for and accuracy of existing Traffic Regulation Orders  
accuracy and quality of traffic signs and road markings that restrict or permit parking.  
Please also refer to the comments issued by Eric Pickles, Local Government Secretary, 30th August 2014

I note your letter of 26th January regarding the proposed parking restrictions above. I list below my objections to the proposed restrictions.

1. I believe that you are procedurally incorrect and that the notice should be withdrawn or re-issued. Your letter is dated 26th January 2023 and encloses the notice. The notice encloses the order, dated 27th January 2023. How can a letter dated the 26th enclosed a notice from the 27th which has not yet been issued. Strangely, your letter was also received on the 25th January, so why was it dated 26th? I believe that this notice is invalid and should be withdrawn.
  2. Referring to the operational guidance above, please can you demonstrate the consideration undertaken in issuing your notice. Should there be no consideration, or local consultation, I believe the notice should be withdrawn and questions asked about its legality.
  3. Working in the area, I have seen no evidence of traffic flow problems with the current situation. Indeed there have been no accidents, to my knowledge, in the recent past.
  4. There is occasional parking on the roads listed. Installation of double yellow lines will move parking elsewhere. This is likely to be Huddersfield Road, which is busy and will ensure a traffic problem, Gatehead Rd and Gatehead Croft. The latter are narrow roads which will cause traffic problems with local residents. This proposed policy will increase accidents on Huddersfield and Oldham road (A62)
  5. Station Approach. I am baffled that this is proposed to have the yellow lines.
  6. Since the pandemic, people are wary of travelling on public transport. Restricting on road parking will hinder the ability of local businesses to attract employees.
  7. Notwithstanding the above there are insufficient regular buses to attract employees should available parking be removed.
  8. There will be damage to the local shops and businesses as people will travel to Manchester. A thriving business and local community will be affected. Existing tenants have told us that should this go ahead – they will have to relocate; additionally, one has stated that they will have to close at lunch times – which means laying off staff; 'Prospective tenants have expressed their concern regarding these proposals, and consequently have halted lease negotiations until the outcome has been determined.
  9. Double yellow lines of this magnitude will affect local businesses. What consultation has been carried out?
  10. Please see below the council reasoning with my comments against.
- Good afternoon.

Following our conversation earlier I have copied below the Councils reasons for proposing this Order. I note you have a copy of the notice and plan.



## Proposed Prohibition of Waiting and Bus Stop Clearway – Delph New Road, Delph

### 1 Background

1.1 Delph New Road forms part of the A6052 principal route connecting Dobcross with Delph. At its northern end, just south of the village, it connects with the A62 and forms a staggered cross-roads with The Sound. On the approach to the cross-roads there is a bend in the road with no existing restrictions in place to control parking. The bend is a large sweeping bend with little restriction to view.

1.2 The Highways Department of the Council recently received reports of vehicles parking on the bend on Delph New Road and also at the entrance to Station Approach, a residential cul-de-sac located nearby. It is reported that the parking activity is associated with Gatehead Business Park. I have worked at Gatehead Business Park for almost 18 years. In that time, whilst I have seen cars parked on the Gatehead Business Park side of the road, there have been less than 5 occasions that I have seen cars parked on the Station Approach side. I am not aware of cars parking on Station Approach from the Business Park in the last 10 years. I recall that anyone parking there from the Business Park previously was abused by some tenants on Station Approach.

1.3 Gatehead Business Park is located to the west of the bend and although there are dedicated parking facilities within the site, parking often spills out onto the highway onto Delph New Road and Station Approach. Concerns have been raised that motorists are forced into the opposing carriageway when travelling along Delph New Road due to the vehicles parked on the bend and also that visibility is affected for motorists emerging from Station Approach when vehicles park near to the junction. Vehicles parked on Station Approach itself also hinder access and egress. See above comments on Station Approach. In the one situation of me seeing a car parked on the same side of Station Approach, it was towards Dobcross and would not have obstructed views. I do not see cars parked on Station Approach and on no occasions have there been restricted views by cars parked. This is a fallacy caused by, I suspect, a small number of residents claiming so, when it is not true. In addition, the carriageway is fairly wide at this point and there is little cross over to the opposing carriageway. Every village centre, including Dobcross, Delph, Greenfield, Uppermill and others have multitudes of vehicles crossing over onto the opposite side of the road. These do not warrant yellow lines.

1.4 Officers have inspected the location and support new restrictions to address the issues reported. However, to prevent vehicles being displaced into other problematic areas, the proposal has been extended out to include a wider area to include a second bend further west along Delph New Road, a bus stop lay-by on Oldham Road and the north side of the staggered cross-roads. Officers have not consulted the businesses and have not taken their views. There is not a problem but the proposed measures will cause more parking on Oldham Road and parts of the Sound. This will create further and worse problems. Should a problem be acknowledged then there should be yellow lines added on both sides of the road from Station Approach and the Business Park. A 15 m length would allow more than adequate sight lines. There is also no problem near the bus stop lay-by.

1.5 It is proposed to promote new prohibition of waiting restrictions on Delph New Road, Oldham Road, Huddersfield Road, The Sound and Station Approach as detailed on plan 47/A3/1668/1.

### 2 Options/Alternatives

2.1 Option 1: To approve the recommendation. The Gatehead Business Park tenants object to this and have not been consulted in drawing up the plans. See the Eric Pickles recommendations at the start of my letter.

2.2 Option 2: Not to approve the recommendation. Further consultation is required. See my comments above in location of yellow lines.

### 3 Preferred Option

3.1 The preferred option is Option 1. Consultation is needed based upon inadequate and inaccurate information within this report. This has been caused by one or two complaints.

### 4 Justification

4.1 If approved, the proposal will:

- increase visibility along Delph New Road for motorists exiting Station Approach and Gatehead Business Park. See solution suggested above.
- improve access and egress at Station Approach See suggestion above.
- reduce the conflict between opposing traffic along Delph New Road on the bend. There is little conflict that could be further improved as suggested above. Are you proposing to put double yellow lines throughout all the Saddleworth villages, that would similarly damage local businesses?
- enable buses to access the bus stop lay-by unhindered. This is not a problem whatsoever and there is no evidence of this.
- prevent obstructive parking at the cross-roads. There is no obstructive parking at the crossroads.

#### 5 Consultations

5.1 G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal. No support either. I note that Businesses have not been consulted.

5.2 T.f.G.M. View - The Director General has been consulted and has no comment on this proposal. No support either. I note that Businesses have not been consulted.

5.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal. No support either. I note that Businesses have not been consulted.

5.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal. No support either. I note that Businesses have not been consulted.

#### 6 Comments of Saddleworth North Ward Councillors

6.1 The Ward Councillors have been consulted and Councillors Lancaster and Byrne support the proposal. Councillor Byrne also stated that it is regrettable that we need to do this but we have tried everything else within reason. A colleague has spoken to Councillor Byrne. Councillor Byrne has stated that she and Councillor Lancaster have NOT supported the proposal.

A viable and environmentally sustainable community has to have a balance of housing, recreational facilities, industrial and economic places of work. This proposal has not considered the impact of this balance and will cause people to move further from their current places of work. Thus causing economic loss to Oldham and further environmental impact.

I trust that you will re-consider this proposal but would welcome discussion to find a more workable solution.

I refer to my letter of 14th February regarding the above. I have some further points to make as follows -

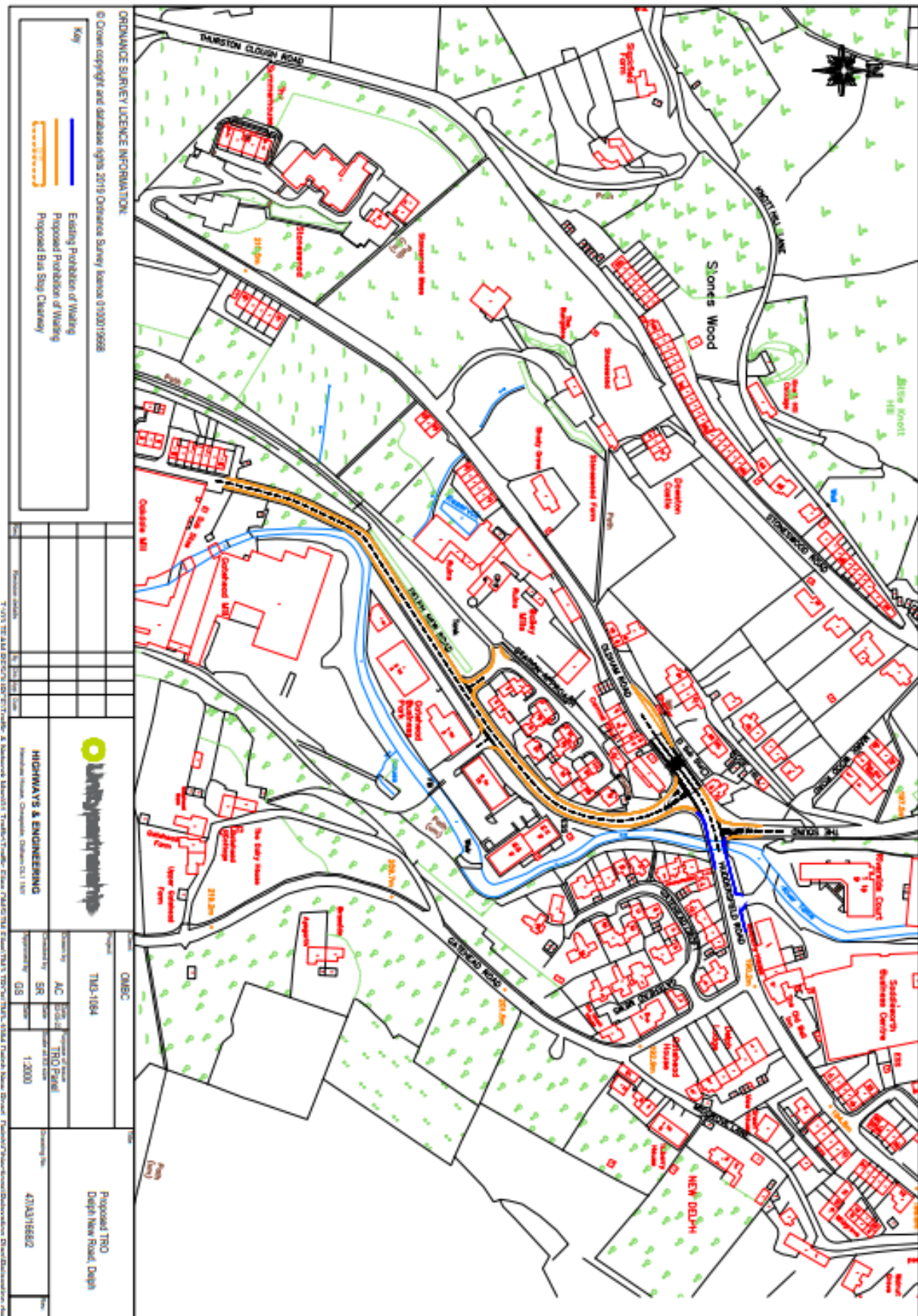
I understand that complaints have been made by a few residents on Station Approach regarding parking on Delph New Road. I would point out that the Gatehead Business Parks, Phases 1 and 2, were built before permission was given for houses on Station Approach, and that this was formerly industrial land. This is yet another example of residents coming into an area and objecting to what is already there. I would also reiterate that I have seldom seen any parking from the Business Park on Station Approach or Delph New Road on that side of the highway.

When planning permission was given for Gatehead Business Park, a site designated for employment, the council policy was a "minimum" for parking spaces. The policy at the time was that people should use public transport, or other environmentally friendly means, to arrive at their place of work.

You are aware that there are insufficient bus services to Oldham rural locations. Additionally, since the covid pandemic, there is a reluctance to use public transport. I trust that you will consider these further relevant points.

## APPENDIX C

### PROPOSED RELAXATION PLAN





## **APPENDIX D**

### **PHOTOS TAKEN ON 3 AUGUST 2023**

#### **1 Delph New Road - Footway looking south-west**



2 Delph New Road - Footway looking north-east





3 Delph New Road - Carriageway looking north-east



4 Delph New Road - Carriageway looking south-east



5 Oldham Road / The Sound – Footway looking west





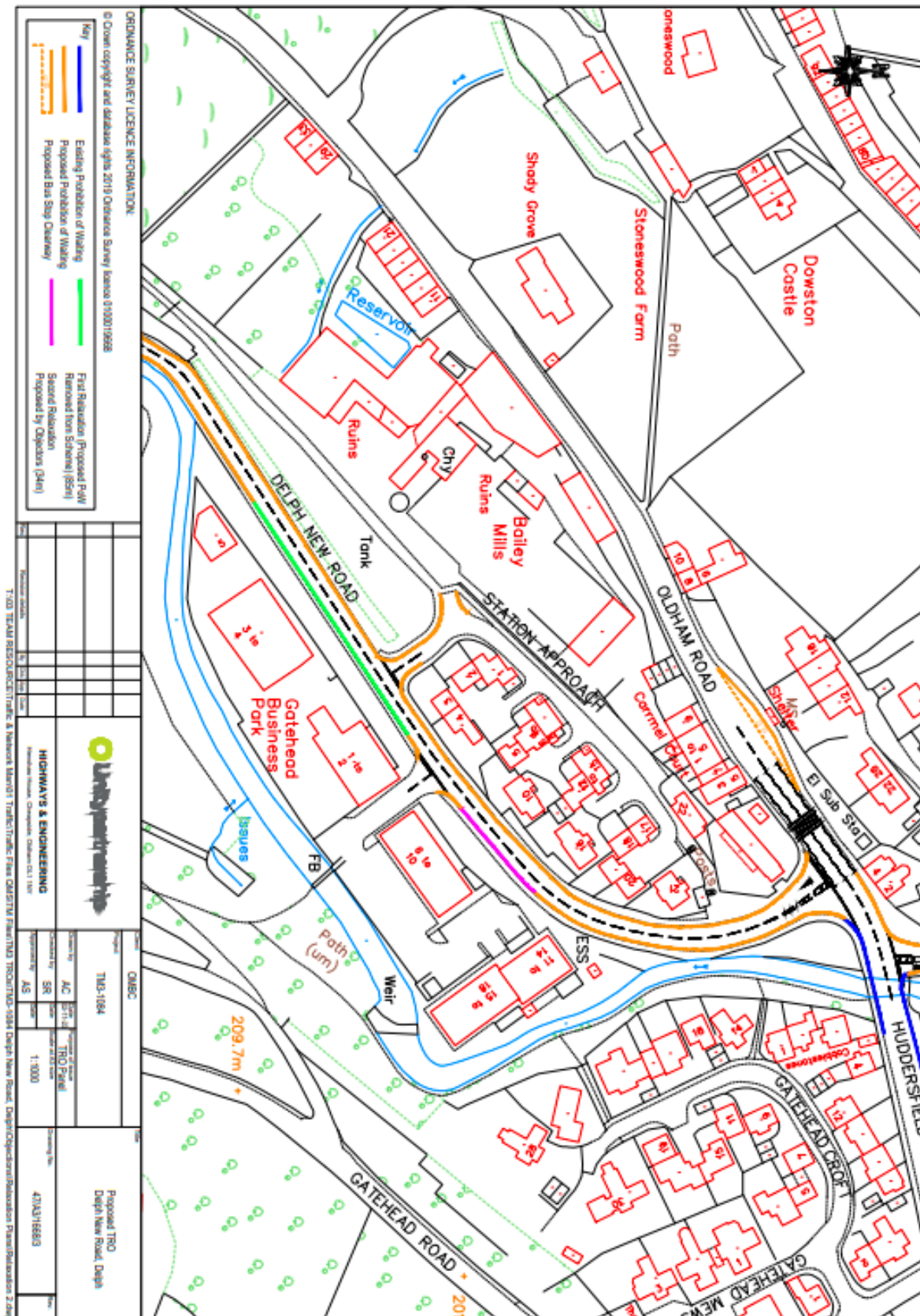
**RELAXATION PLAN PROPOSED BY OBJECTORS (SCALE 1:2000)**





## APPENDIX F

### RELAXATION PLAN PROPOSED BY OBJECTORS (SCALE 1:1000)





## TRO Panel

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

**Date of Decision:** 11 January 2024

**Subject:** Objections to Proposed Prohibition of Waiting – Magnolia Gardens and Primrose Bank, Oldham

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

**Ward (s):** Werneth

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**Reason for the decision:**

A report recommending the introduction of Prohibition of Waiting restrictions at Magnolia Gardens and Primrose Bank, Oldham, was approved under delegated powers on 6 March 2023. The proposal was subsequently advertised, and nineteen representations were received.

*These were reported to the TRO Panel on 28 September 2023, where it was resolved that consideration will be deferred to the next meeting. The Panel asked Officers to meet with the objectors who attended the meeting, with a view to further relaxing the length of the proposed restrictions on Primrose Bank. This site meeting has now taken place. A relaxation has been proposed which retains some on street parking space on Primrose Bank, whilst also restricting parking at junctions and on one side of the road to maintain visibility and ease traffic movements respectively. The plan is attached as Appendix C.*

*The remainder of the report below is unchanged from that submitted to the TRO Panel meeting on 28 September, except the addition of the revised plan in Appendix C.*

Fifteen objections were received from residents, businesses and customers of businesses located on Primrose Bank. Two objections as

well as two supporting letters were received from residents of Magnolia Gardens.

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

If the Panel were to consider relaxing the scheme, then it is the view of officers that the restrictions proposed in the main areas of concern should remain. These are around the perimeter of the play area and at the junction of Magnolia Gardens and Primrose Bank. Restrictions should also be considered on one side of Primrose Bank to increase forward visibility and improve traffic flows.

### **Summary of Objections and Officers response (*in italic*)**

The objectors at Primrose Bank believe that the proposed restrictions are unnecessary and will have a negative impact on the residents and local businesses. It is felt that the restrictions will remove most of the on-street parking spaces which customers, employees and residents rely on.

*The properties on Primrose Bank do have the benefit of some off-street parking. As Highway Authority, the Council's primary responsibility is to ensure that its highways are safe for all road users. The Council is not responsible for providing convenient parking and can only maintain on-street parking where it is safe to do so.*

The objectors also believe that the restrictions are not justified as there are no safety issues with parking on Primrose Bank and there have been no accidents of any significance to warrant this.

*There are two reported collisions along Primrose Bank within the last three years. The proposal will provide a number of clear safety benefits as detailed below.*

- *prevent parking on Primrose Bank opposite and adjacent to the junction of Magnolia Gardens increasing visibility for motorists entering Primrose Bank*

- *prevent parking on and close to the mini-roundabout on Primrose Bank allowing motorists to negotiate it correctly and safely*
- *prevent parking on both sides of Primrose Bank resulting in better forward visibility and two-way flow of traffic*
- *prevent parking close to the junction of Ashton Road allowing motorists to turn into Primrose Bank safely.*

It is also felt that the restrictions will simply displace the parking into other areas.

*Primrose Bank is the main access road to a number of residential streets and has been the subject of complaints about parking. Any displacement would take place into minor streets.*

Business owners are also concerned for the safety of vulnerable customers and employees having to walk further, especially during the dark winter months.

*As Highway Authority, the Council's primary responsibility is to ensure that its highways are safe for all road users. The Council is not responsible for providing convenient parking for all employees. In the interest of its businesses and residents it will always try to maintain on-street parking but only where it is safe to do so.*

Objectors also state that there was a lack of proper community engagement and consultation.

*In terms of consultations, as with all TROs, the Council followed The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 in advertising this proposal, which involved publishing a notice of intent in the local newspaper and posting copies on site. There is a list of statutory consultees such as GMP and TfGM. The Council do not generally consult with persons whom it believes may be affected by a proposal as there may be supporters of the scheme whom would not be afforded the same opportunity to make representations. Supporters of a scheme may*

*be regular users of the highway and not necessarily local residents or businesses. The TRO advertising process is a form of consultation in itself, where any member of the public can make representations, not just those consulted directly.*

The objectors at Magnolia Gardens believe that the proposed parking restrictions will severely limit the availability of parking spaces in their neighbourhood.

*The majority of residents at Magnolia Gardens have access to off-street parking, which is reportedly under-used. The proposed restrictions provide a number of safety and access benefits. The proposal will prevent parking around the perimeter and entrance / exit point to the play area on Magnolia Gardens increasing inter-visibility between motorists and child-pedestrians and vice versa. It will also ease access along Magnolia Gardens for larger vehicles and provide a safer environment for pedestrians.*

### **Summary of Supporting Letters**

The supporters at Magnolia Gardens state that the restrictions should be introduced as soon as possible especially those proposed around the Primrose Bank area near the FitBodz Gym and around the perimeter of the play area on Magnolia Gardens. The supporters believe that parked vehicles create a blind spot for those turning onto Primrose Bank from Magnolia Gardens. The supporters state that the play area is used by a lot of children and cars parking in front are causing blind spots for children crossing the road especially when there is an event held at the Primrose Bank Centre. Residents also have parking available to them behind their houses in a safe car park designed for them but choose not to use it.

### **Summary:**

The purpose of this report is to consider all representations received to the introduction of Prohibition of Waiting restrictions at Magnolia Gardens and Primrose Bank, Oldham.

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

Option 1: Introduce the proposed restrictions as advertised  
Option 2: Relax the proposed restrictions and introduce an agreed amendment

Option 3. Do not introduce the proposed restrictions

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

The Ward Members have been consulted and Councillor N Ibrahim, I agree with the proposal, this has been a long time coming. We have regular complaints in regard to the ongoing issues with the parking along Primrose Bank. With staff / businesses not using offsite parking and to continue creating issues for residents daily, personally I feel introducing this Proposed Prohibition of Waiting is the only way to help resolve this.

Councillor S Akhtar, The local residents have been complaining about parking along Primrose Bank for a long time. The process commenced prior to Covid and I welcome these proposals.

***Recommendation(s):***

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

***Implications:***

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

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

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

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

*What are the **procurement** implications?*

None

*What are the **Human Resources** implications?*

None

***Oldham Impact Assessment Completed (Including impact on Children and Young People)***

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

*What are the **property** implications*

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

***Risks:***

None

***Co-operative implications***

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

**Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998** None

**Environmental and Health & Safety Implications** None

**IT Implications** None

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

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

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

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

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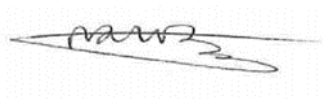
<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 5 December 2023	

Please list and attach any appendices:-

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

In consultation with Director of Environment

Signed :



Date: 22 December 2023



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

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

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

**Date of Decision:** 3 March 2023

**Subject:** Proposed Prohibition of Waiting – Magnolia Gardens and Primrose Bank, Oldham

**Report Author:** Andy Cowell / Darryll Elwood

**Ward (s):** Werneth

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**Reason for the decision:**

Over the last five years this location has undergone extensive demolition and regeneration work resulting in a new housing and associated road layout incorporating a large number of new properties. The new properties have all been provided with off street parking either at the front of the properties via a driveway or to the rear as part of a private parking court area. In 2017, when the development was partially finished a request was received from the Housing PFI Team to introduce double yellow lines in front of the properties recently built and occupied. This was due to the residents persistently refusing to utilise the off-street parking provisions provided.

The development is now finished and a second request has been received from the PFI Team to extend the double yellow lines on Magnolia Gardens to remove obstructive parking.

Magnolia Gardens was constructed in a loop with entrance/exits leading onto Chamber Road, as part of the development a play area has been constructed in the centre of the loop, providing a safe play area for children. Unfortunately, due to motorists parking on both side of Magnolia Gardens visibility is severely obstructed for pedestrians entering and exiting the park,

especially younger children, creating a highway safety issue. In addition, observations revealed due to the problematic parking pedestrians can be put in direct conflict with vehicles and causes obstruction/visibility issues at junctions and along the road in general. The obstructively parked vehicles can also impact refuse collections as on occasion the refuse vehicle is unable to gain access.

One of the main access points to Magnolia Gardens is from Primrose Bank. In a separate request, residents have raised concerns about parking outside the First Choices Homes Depot for several years since it opened. The depot is positioned on the north side of Primrose Bank opposite one of the access points to Magnolia Gardens. Ward Councillors have asked the Council to install double yellow lines as there have been several near misses involving pedestrians and vehicles. Officers have visited the site and also witnessed obstructive parking further east near the mini-roundabout and towards Ashton Road.

In view of the above it is felt that 'no waiting at any time' restrictions should be introduced on Magnolia Gardens to remove the obstructive parking taking place and to encourage the use of the off-street parking provided for residents and their visitors and create a safe environment for all highway users. No waiting at any time restrictions should also be introduced on Primrose Bank to address the reported issues outside the depot and prevent obstructive parking between Magnolia Gardens and Ashton Road.

It is proposed to promote new prohibition of waiting restrictions on Magnolia Gardens and Primrose Bank as detailed on plan 47/A4/1657/1.

**Summary:**

The purpose of this report is to consider the introduction of prohibition of waiting restrictions along Magnolia Gardens and Primrose Bank, Oldham.

***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 J Iqbal supports the proposal.

Councillor F Hussain has stated I am happy with the actual Primrose Bank restrictions which should have been done a long time ago

G.M.P. View – The Chief Constable has been consulted and supports this proposal on the grounds of pedestrian safety and large/emergency vehicle access

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 a new Traffic Regulation Order be 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	1,200
Introduction of Road Markings	1,000
<b>TOTAL</b>	<b>2,200</b>
Annual Maintenance Cost	100

The advertising and road marking expenditure of £2.2k will be funded from the Housing PFI 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 safety.

What are the **property** implications

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

**Risks:**

None

**Co-operative agenda**

Implementing new waiting restrictions on Magnolia Gardens and Primrose Bank, will reduce obstructive parking on Magnolia Garden, and increase visibility of the road for pedestrians, keeping residents safe (Mahmuda Khanom, Policy Support Officer)

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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

### Schedule

Drawing Number 47/A3/1657/1

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

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<u>Magnolia Gardens</u> (Both sides)  From its eastern junction with Chamber Road for a distance of 33 metres in a north westerly direction	At any time	A, B1, B3, B4, C, E, K3	
	<u>Magnolia Gardens</u> (Both sides)  From its western junction with Chamber Road for a distance of 67 metres in a north westerly direction	At any time	A, B1, B3, B4, C, E, K3	

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

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<u>Magnolia Gardens</u> (West side)  From its eastern junction with Chamber Road for a distance of 70 metres in a general north westerly direction	At any time	A, B1, B3, B4, C, E, K3	
	<u>Magnolia Gardens</u> (East side)  From its eastern junction with Chamber Road for a distance of 60 metres in a general north westerly direction	At any time	A, B1, B3, B4, C, E, K3	
	<u>Magnolia Gardens</u> (West side)  From its western junction with Chamber Road for a distance of 67 metres in a general north westerly direction	At any time	A, B1, B3, B4, C, E, K3	
	<u>Magnolia Gardens</u> (East and south sides)  From its western junction with Chamber Road for a distance of 140 metres in a general north westerly, then north easterly and then south easterly direction covering the perimeter of the play area	At any time	A, B1, B3, B4, C, E, K3	
	<u>Magnolia Gardens</u> (West side)  From its junction with Primrose Bank for a distance of 53 metres in a general southerly direction	At any time	A, B1, B3, B4, C, E, K3	

	<u>Magnolia Gardens</u> (East side)  From its junction with Primrose Bank for a distance of 67 metres in a south westerly and then south easterly direction	At any time	A, B1, B3, B4, C, E, K3	
	<u>Primrose Bank</u> (South side)  From its junction with Ashton Road to a point 19 metres west of its junction with Magnolia Gardens	At any time	A, B1, B3, B4, C, E, K3	
	<u>Primrose Bank</u> (North side)  From its junction with Crossbank Street for a distance of 16 metres in a westerly direction	At any time	A, B1, B3, B4, C, E, K3	
	<u>Primrose Bank</u> (North side)  From a point 27 metres west of its junction with Crossbank Street to its junction with Hoyle Avenue	At any time	A, B1, B3, B4, C, E, K3	
	<u>Primrose Bank</u> (West side)  From its junction with Hoyle Avenue for a distance of 10 metres in a southerly direction	At any time	A, B1, B3, B4, C, E, K3	
	<u>Hoyle Avenue</u> (North side)  From its junction with Primrose Bank for a distance of 15 metres in a general westerly direction	At any time	A, B1, B3, B4, C, E, K3	



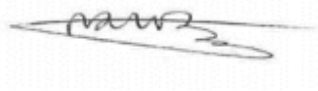
	<u>Hoyle Avenue</u> (South side)  From its junction with Primrose Bank for a distance of 12 metres in a general westerly direction	At any time	A, B1, B3, B4, C, E, K3	
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**There are no background papers for this report**

<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 3 March 2023	

In consultation with Director of Environment

Signed:



Date: 06.03.2023



**APPENDIX B**  
**COPY OF REPRESENTATIONS**

## Supporting letters

To whom it may concern,

I have received the attached letter via post and would like to give my comments regarding the proposed parking restrictions.

After reading the proposed restrictions I would like to ask of you to get this in place as soon as possible especially the prohibited parking proposal around the primrose bank area near the FitBodz Gym.

This area has become well known for being dangerous to turn onto as; parked cars create a blind spot for those turning onto Primrose Bank from Magnolia Garden.

This area has also been brought up as a cause for concern many times by residents, neighbours and family members who live on Magnolia Gardens as well as many people that live on our street that have complained about near misses due to parked cars at this junction. I myself have had many incidents of not being able to see due to a park car that is blocking my view completely of if there is any oncoming traffic.

We would really appreciate if the proposal of the parking restrictions was actioned as soon as possible to avoid any accidents here.

Thank you

I refer to your letter dated 6 June 2023 regarding the proposed parking restrictions and confirm I am for the proposals, especially around the perimeter of the play area on Magnolia Gardens.

1) The play area is used by a lot of children and cars parking in front are causing blind spots for children crossing the road.

2) cars are coming from 3 different directions when passing the perimeter of the park. Drivers are parking on the bend, causing a blind spot for oncoming cars on both directions. Incident has already happened of a car going around the bend at crashing into a residential drive/lamppost.

3) When there is a event at the primrose bank centre, people are parking recklessly everywhere around the perimeter of the park, blocking in drives, causing blind spots for other road users. It's not just few cars, there are at least over 15 vehicles parked carelessly anywhere when an event is happening.

4) when there is no event, the perimeter of the park where there is no yellow lines, it is attracting young drivers from other areas to just park in front of the park, playing loud music and disrupting the local residents. You are not able to say anything to these youngsters as there is no yellow lines and they can park there no matter how much of a danger it is causing. They are not breaking the law but it is a nuisance for the local residents and it makes the neighbourhood unruly.

5) most of the people that are parking everyday around the perimeter and bend of the play area, have parking available to them behind their houses in a safe car park designed for them and there is plenty of space. It is not justified to park around the perimeter of the park and cause danger just because you do not wish to walk that bit extra to go to your home and park at the back.



Please see picture of the blue and black car parked on the bend. Usually more cars are parked at night. When cars are going around this bend from either direction, it is a blind spot and a risk.











example Of how cars park around the perimeter of the play area during the day. I feel it is a hazard for oncoming traffic that comes from 3 different directions and for anyone using the footpath /playarea.

Please see how people from other areas park around the perimeter of the play area . It makes it difficult to get out the drive or reverse park into the drive and makes the situation more dangerous for all road users and people/children.

I hope you will consider all the risks and look forward to hearing the outcome.

Kind regards,

### Objection 1

We run a community cafe on Primrose Bank. I have only come across this proposal ref-LJM/22235 when a neighbour brought it to my attention as nothing was sent to us.

We strongly object to this proposal because it will have a negative impact on our business. It will affect customers and it will affect the food delivery services we use such as Uber, Just Eat etc as drivers will not have anywhere to park to pick up orders.

There are other businesses that also require parking and seriously feel that this proposal needs to be looked at again, taking into consideration the livelihood of the local community and the services that are being provided.

I look forward to your response.

### Objection 2

To whom it may concern

We have recently been made aware you are considering putting double yellow lines on these roads, which surround my place of work.

Putting these double yellow lines on these streets would result in myself having to park in an alternative location around the corner from primrose bank on crossbank way where I would have to walk in the dark during the winter months carrying a laptop, making me feel unsafe due to the nature of the area. Alternatively I would have to park on Lee Street resulting in the same outcome.

With two other businesses being built in the area this will cause more issues elsewhere possibly making it more difficult to access other areas.

We could appreciate if double yellow lines were going to be put down on side of the road to prevent double parking however your current proposal would result in the above issues.

Kind regards

### Objection 3

We have recently been made aware you are considering putting double yellow lines on these roads, which surround my place of work.

Putting these double yellow lines on these streets would result in myself having to park in an alternative location around the corner from primrose bank on crossbank way where I would have to walk in the dark during the winter months carrying a laptop, making me feel unsafe due to the nature of the area. Alternatively I would have to park on Lee Street resulting in the same outcome.

We could appreciate if double yellow lines were going to be put down on side of the road to prevent double parking however your current proposal would result in the above issues.



#### Objection 4

Hi

I work for fcho and park on one of the accompanying streets, I do this considering the neighbouring properties always ensuring I am parking courteously. I have been made aware of the above plans and I feel this will resolve nothing but solely move the parking to a street close by.

You only have to drive two streets away, less than 300 meters and you will see double parking and only enough clearance for one vehicle at a time. This is more of an issues than the parking detailed above. If you go ahead with these plans it would only result in the surrounding areas being even more crowded potentially leading to more issues and damage to vehicles. I have been witness to the parking around primrose bank for over a year and nobody ever parks inconsiderably or uncourteously so feel these measures are unwarranted.

I hope you look into this further this and investigate the adjoining streets to see the impact these double yellows would result in as I don't feel it will resolve any problems but simply create more

Kind regards

#### Objection 5

If the traffic order is in place there wouldn't be anywhere to legally park conveniently to use the gym also what I've been advised from the management that this has the potential to affect business and the possibility of closure.

Which is a concern as I am a member and use the business.

Thanks

#### Objection 6

Hi,

I am writing to object against the proposed planning of double yellow lines outside my local fitness centre on primrose bank.

I have been coming to this gym since 2002 and by adding double yellow lines it would make it difficult for me to attend the gym. There has never been an issue with parking but by doing this it would make various local businesses suffer and the community who attend the fitness centre or West Indian social club.

Kind regards

#### Objection 7

I train at FitBodz and these yellow lines I'm against them, don't you have enough yellow lines around Oldham, this is going to cause a lot of problems in the future where people can't park whilst trying to attend the gym.

### Objection 8

I am objecting to the above works as this will impact completely on our business. we provide a community gym for local, people from out of town, disabled people, problem children etc. the closure of our business would be virtually immediately as customers would not be able to park.

I am informed this is a road safety issue, yet we have had no serious accidents on this road for the 20 plus years we have been here.

There has been 2 stabbings on primrose bank the last few years (one fatal) so the idea of women, disabled and problem children having to leave their cars and walk would put them in severe danger

I oppose the traffic restrictions on these grounds.

also there has been no consultation with any local business or residents so we would like to know where this concern has come from also why no consultation with ourselves or others

regards

### Objection 9

Dear Oldham Council,

I hope this letter finds you well. I am writing to express my strong objection to the proposed parking restrictions that have been recently announced by the Highways and Engineering Traffic Section of Oldham council. As a resident and taxpayer in this community, I believe these restrictions are unnecessary and will have a negative impact on the residents and local businesses.

First and foremost, the proposed parking restrictions will severely limit the availability of parking spaces in our neighborhood. This will not only inconvenience residents but will also discourage visitors from frequenting local businesses. Small businesses rely heavily on convenient parking to attract customers, and imposing unnecessary restrictions will only hurt their ability to thrive. As a result, these restrictions could potentially lead to a decline in economic activity and job losses in our community.

Furthermore, the proposed parking restrictions fail to take into account the diverse needs of the residents. Many individuals, including the elderly, people with disabilities, and those with limited mobility, heavily depend on close and accessible parking spaces. By implementing these restrictions, you would be disregarding the needs of these vulnerable members of our community, thereby compromising their ability to carry out their daily activities independently.

Moreover, the timing and manner in which these restrictions were announced have been inadequate. There was a lack of proper community engagement and consultation before making this decision. It is crucial that the concerns and opinions of residents are taken into account and that a collaborative approach is adopted when implementing changes that directly impact our community.

I urge you to reconsider these proposed parking restrictions and instead explore alternative solutions that address the concerns of residents while supporting local businesses. Some possible alternatives include implementing a resident-only permit

system, increasing public transportation options, or constructing additional parking facilities to accommodate the growing needs of the community.

In conclusion, I strongly object to the proposed parking restrictions due to their potential adverse effects on residents, local businesses, and the overall quality of life in our community. I kindly request that you revisit this decision and work towards a solution that takes into consideration the diverse needs and opinions of the community.

Thank you for your attention to this matter. I look forward to your prompt response and a constructive dialogue regarding this issue.

Sincerely,

### Objection 10

Dear Oldham Council,

I hope this letter finds you well. I am writing to express my strong objection to the proposed parking restrictions that have been recently announced by the Highways and Engineering Traffic Section of Oldham council. As a resident and taxpayer in this community, I believe these restrictions are unnecessary and will have a negative impact on the residents and local businesses.

First and foremost, the proposed parking restrictions will severely limit the availability of parking spaces in our neighborhood. This will not only inconvenience residents but will also discourage visitors from frequenting local businesses. Small businesses rely heavily on convenient parking to attract customers, and imposing unnecessary restrictions will only hurt their ability to thrive. As a result, these restrictions could potentially lead to a decline in economic activity and job losses in our community.

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Moreover, the timing and manner in which these restrictions were announced have been inadequate. There was a lack of proper community engagement and consultation before making this decision. It is crucial that the concerns and opinions of residents are taken into account and that a collaborative approach is adopted when implementing changes that directly impact our community.

I urge you to reconsider these proposed parking restrictions and instead explore alternative solutions that address the concerns of residents while supporting local businesses. Some possible alternatives include implementing a resident-only permit system, increasing public transportation options, or constructing additional parking facilities to accommodate the growing needs of the community.

In conclusion, I strongly object to the proposed parking restrictions due to their potential adverse effects on residents, local businesses, and the overall quality of life in our community. I kindly request that you revisit this decision and work towards a solution that takes into consideration the diverse needs and opinions of the community.

Thank you for your attention to this matter. I look forward to your prompt response and a constructive dialogue regarding this issue.

Please acknowledge receipt of this email.

Faithfully

## Objection 11

Thank you for your correspondence outlining the proposed plans for Parking restrictions. I do not have a specific reference number as none has been specified on the correspondence that we received. I think having a unique reference number would have allowed you to be more organised in dealing with this proposal. Needless to say, my correspondence is related to the plans proposed around the primrose bank and surrounding area. Thank you for identifying the area of the proposed parking restrictions for our understanding, as you can imagine I am not too familiar with the terminologies so I can only assume the parking restrictions refer to what is commonly referred to as double yellow lines!

### Introduction:

We operate Newley established local family business. We are located at primrose bank, Oldham, OL8 1HQ. It is an art studio and a shop. A place where we not only create bespoke art, but have art pieces, wall art to sell, like any typical retail shop. Our small local business is a new business, We have been in the premises for just over 12 months, gradually renovating it and setting ourselves up, whilst still being in a soft opening phase. We have just got to a point where we are able to open our doors to the public officially. It has taken us 12 months to get to where we are at, yet we have a long way to go to provide a service our community/residents and the borough needs. A completely unique business in Oldham which aims to help educate and spread art and grow the passion for art. At the moment we operate by customers visiting the studio, speaking to us about their wall space for art, have customised art work created, or just be able to pick something off the shelf. We have customers requesting that we hold art clubs and classes, for all ages. This is something that we will be setting up in the near future as we become more established.

Without diving in to the statistics of how deprived Oldham is, a business and an opportunity that we hope to bring to Oldham is very much needed and important. It will help to relieve mental stress, allow people to engage more with each other, learn to be more creative, and generally IMIJS art studio gives more options for locals to do in Oldham, than just fast food takeaways and restaurants.

### Parking outside our business:

A lot of the time we just use up one parking space on the road. We always try to ensure we leave a parking space or two for customers to park for when they visit the art studio, and other local business, or for when small delivery drivers drop off Amazon, or eBay parcels to local residents living on Ashton road. Directly opposite me is a block of apartments who have residents living there and require parking facility. Up the road after the roundabout there is a cafe which also recently opened its doors. They serve locals light food and drinks. Then we have a gym and housing units office. Back towards Ashton road there are a few businesses including an accounting firm, a convenience store and a foreign currency shop. There are yet a further more retail units being built. All these are businesses that are operating and require parking. At any given time, there are 30 cars safely parked in the proximity and in the areas, you have marked out on the pixelated map. Around the corner from the art studio there is a populated area of residents who require a lot of parking.

### Your proposal for parking restrictions:

You have proposed a plan to restrict parking in and around this area. I would like to ask if you have considered all of these residents and locals in your plans and if so, what is the proposed plan for parking of all vehicles? How have all these vehicles been facilitated in

your plan? Why has this not been sent out along with the proposal? Where is the plan for assurance for businesses and residents? If you have not factored all these businesses and residents in to your proposal then what is the purpose of your plan? How have you devised a plan and not considered the locals it effects? How does it serve the community? how does it make it easier for residents to live in the area and for a business to exist let alone thrive in Oldham? Where do you propose for all these business and residents to park their vehicles? by 2030 the government plans to ban the sale of all except electric vehicles. how is your plan future proof and helping to introduce an infrastructure which will not require millions of pounds re-spent in a few years ? What is the impact on the value of property and local business? how will we be compensated? with oldham town centre in so much refurb and redevelopment plans, retail shops closing what are you doing to help rebuild Oldham? How do you think this proposal will help to rebuild the town and have that foot flow of shoppers to get our local economy booming? What happens to my art studio and other businesses if customers can not park any where near or remotely close enough to get to the business?

### Appeal

I think it is safe to note that my response to your proposal is an objection. I do not like how this is being proposed, I do not like how no consideration has been given. I do not like how no compensation of plan and reassurance has been outlined. I do not like how your vision for Oldham and the area is useful to us in anyway. The residents living opposite the art studio will have nowhere to park. Those going to the gym come from varying distances, the housing unit office where staff have to park outside on the road, the locals who live nearby are all left bewildered. My customers will have nowhere to park, thus directly effecting my trade before I have been able to officially get my business off the ground. I think you need to revise your proposal and be prepared to answer the above questions.

I hope all of my questions can be answered and you rethink your proposal for restricted parking.

I anticipate a response to my objection letter and expect a letter of acknowledgement with a date to hear back from you with an update to this proposal and an outcome.

thank you for taking time out to hear our concerns as a business at primrose bank, oldham, ol81hq. I look forward to your reply

kind regards

### Objection 12

I object to the proposal concerning outside 9 Primrose bank.

The OMBC has blocked our car access to the rear via the back entrance, which we have used in the past for over twenty five years.

Now you are going to block the parking at the front of the building.

where Are we suppose to park?

Apply this principle outside your home or business premises.

I will attend the group meeting, please notify me with date and time of the face to face meeting.

I OBJECT TO THE PROPOSAL.

kind regards,

### Objection 13

Good evening,

I have received a hand delivered letter regarding the parking restrictions on primrose bank. I strongly object to this proposal because we will struggle to park our cars and this close to the main road and there is no other parking near by.

We don't even have a driveway and working from home would mean my car would be mostly parked outside my house and the residence nearby parking space are for their own use.

We don't even have any access from the back and this would make things harder for us.

Please reconsider this because this would not be fair on us.

Regards,

### Objection 14

Hi to whom It may concern,

The proposal for parking restrictions on Primrose bank i am writing to state i strongly oppose this as it will affect my parking and affect my business.

### Objection 15

Dear Sir/Madam,

I have received a hand delivered letter regarding the parking restrictions on primrose bank. I strongly object to this proposal as we are a small business operating from this location. We will struggle to park our cars as well as our clients who come to visit our office with your proposal. This will have a massive impact on our business.

Kind regards

### Objection 16

My reason for this objection on this Proposed parking restrictions is that the Anglo West Indian social club located at 13 Primrose bank Oldham OL81HQ which I'm a member will be gravely affected by this especially when having events and funerals, There are also other business next doors and no where else for packing  
Ref:A/CTM3

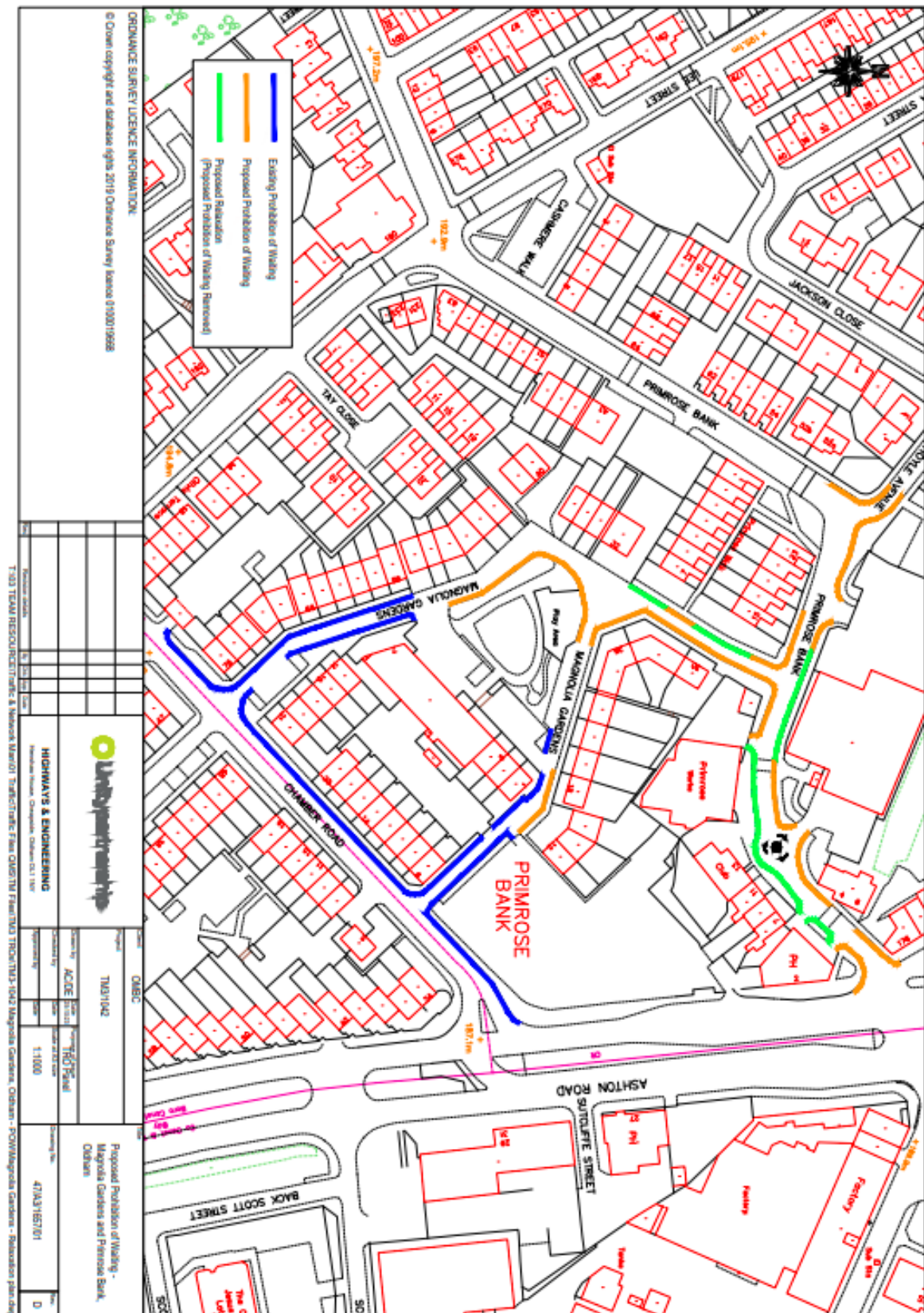
Your consideration will be greatly appreciated

### Objection 17

As secretary of the Anglo West Indian social club at 13 primrose bank. On behalf of our membership of 50 and patrons we wish to let you know that we object to parking restrictions on primrose bank. The is unnecessary and we have been in business here for over 50 years and there have been no accidents of any significance to warrant this.  
Thanks



**APPENDIX C**  
**RELAXATION PLAN**



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## **TRO Panel**

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

**Date of Decision:** 11 January 2024

**Subject:** Objections to Proposed Prohibition of Waiting – Paddock Lane, Lord Lane and Wyndale Drive, Failsworth

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

**Ward (s):** Failsworth West

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**Reason for the decision:**

A report recommending the introduction of No Waiting At Any Time restrictions at Paddock Lane, Lord Lane and Wyndale Drive, Failsworth, was approved under delegated powers on 24 April 2023. The proposal was subsequently advertised and seventy two objections and one supporting letter were received

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

In total, 72 objections were received from people with connections to the Church of The Holy Family, located at the junction of Lord Lane and Paddock Lane. 62 identical objections and one individual objection were received from parishioners. Other objections were received from The Rector, Assistant Curate, Associate Priest, Community Centre Director, a before and after school club, a local funeral director, a Womens Institute group (29 signatures), a child minder group (11 signatures) and a dancing group (31 signatures).

In summary, the objectors state that the proposed restrictions will adversely affect all services held at the church as well as the events and clubs that operate from the community centre in the same building. Concerns were

raised about the affect the proposal would have on the availability of on-street parking outside the church, especially when funerals and weddings are held. A reduction in on-street parking spaces would also affect various clubs and organisations such as Karate, yoga, baby sensory, line dancing, brownies/guides, before & after school clubs, exercise classes and the local Womens Institute. Concerns were raised about parking for disabled people, picking up and dropping off visitors and the loading and unloading of vehicles. The venue is also used as a polling station during elections and concerns were also raised about access for voters.

Objectors state that the church and community Centre are important for the local community, and it is felt that people will stop coming if the proposal goes ahead.

The parish have previously explored introducing on-site parking via the Paddock Lane gated entrance, but following careful deliberation and consideration, this was considered to be cost prohibitive. The site rests on an incline which we believe would present a serious health and safety risk, particularly if used for the purposes of parking. The area in question is now a natural peace garden for which the parish has recently been awarded A Rocha Silver award as part of the Church of England's Net Zero by 2030 (Carbon Neutral) National Strategy.

One letter of support was received from a local resident. The supporter states that motorists park at the junctions and on the footway causing visibility issues and forcing pedestrians to walk in the carriageway.

In response to the objections, it should be noted that the traffic order will include an exemption for funeral and wedding vehicles. Blue badge holders can also park on the restrictions for up to 3 hours and any person can load / unload or pick up or drop off passengers at any time. Therefore, it is the view of Officers that the proposed waiting restrictions should help keep the area clear for funeral and wedding vehicles and any disabled visitors to the church and community centre.

There are a number of dropped kerbs around the junctions, one of which is directly at the church entrance. It is illegal to park alongside dropped kerbs and these restrictions will help reinforce this rule and keep the area clear for access to the church.

The length of the restrictions has been kept to a minimum. The restrictions only cover the junctions and dropped kerbs, which is the area of complaint. Primarily, the restrictions proposed are minimum lengths in line with the Highway Code.

Officers have considered the representations and believe that the proposed restrictions are fully justified.

**Summary:**

The purpose of this report is to consider the representations received to the introduction of a No Waiting At Any Time restrictions at Paddock Lane, Lord Lane and Wyndale Drive, Failsworth.

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

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

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

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

***Recommendation(s):***

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

**Implications:**

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

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

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

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

***What are the procurement implications?***

None

***What are the Human Resources implications?***

None

**Oldham Impact Assessment  
Completed (Including impact on  
Children and Young People)**

No

*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:**

There is a potential risk to users of the highway if the restrictions are not introduced.

**Co-operative implications**

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

**Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998**

None.

**Environmental and Health & Safety Implications**

If approved, the restrictions will improve safety for all road users at this location.

**IT Implications**

None.

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

Yes

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

Yes

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

No

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

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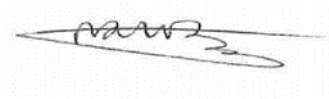
<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 5 December 2023	



Please list and attach any appendices:-

Appendix number or letter	Description
A	Approved Mod Gov Report
B	Copy of Representations

In consultation with Director of Environment

A handwritten signature in black ink, appearing to be 'M. W. 2', is written over a light grey dotted rectangular background.

Signed :

Date: 22 December 2023

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

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

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

**Date of Decision:** 21 April 2023

**Subject:** Proposed Prohibition of Waiting – Paddock Lane, Lord Lane and Wyndale Drive, Failsworth

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

**Ward (s):** Failsworth West

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**Reason for the decision:**

Lord Lane is a local distributor road which provides access to extensive residential areas on the south side of Failsworth. Paddock Lane also distributes traffic to residential streets to the north of Lord Lane and where the two roads connect, a traffic island forms two junctions. Wyndale Drive connects with Lord Lane on the opposite side to form a cross-roads junction. The junctions are currently not protected by any parking restrictions.

A local resident has reported issues with vehicles parking in the vicinity of the island and around the circumference of the island itself, which affects traffic movements and pedestrians crossing.

Officers have inspected the location and witnessed indiscriminate parking at the junctions.

It is therefore proposed to promote new prohibition of waiting restrictions on Paddock Lane, Lord Lane and Wyndale Drive, Failsworth as detailed on plan 47/A4/1694/1.

If approved, the proposal would improve visibility for motorists and pedestrians and ease traffic movements at each junction.

**Summary:**

The purpose of this report is to consider the introduction of prohibition of waiting restrictions at Paddock Lane, Lord Lane and Wyndale Drive, Failsworth

**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 S Ball has no objections to these proposals as they will greatly improve road safety in this area

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 a new Traffic Regulation Order be 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	1,200
Introduction of Road Markings	500
<b>TOTAL</b>	<b>1,700</b>
Annual Maintenance Cost	100

The advertising & road marking expenditure of £1,700 will be funded from the 2023/24 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 safety.

*What are the **property** implications*

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

**Risks:**

None

**Co-operative agenda**

The introduction of a No Waiting At Any Time restriction is welcomed to keep residents and pedestrians safe (Mahmuda Khanom)

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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

### Schedule

#### Drawing Number 47/A4/1694/1

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

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

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Paddock Lane, Failsworth</u> (Both sides)  The full length of the connecting road which forms the island at the junction of Lord Lane	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Paddock Lane, Failsworth</u> (West side)  From its south western junction with Lord Lane for a distance of 13 metres in a northerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Paddock Lane, Failsworth</u> (East side)  From its south western junction with Lord Lane for a distance of 44 metres in a northerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

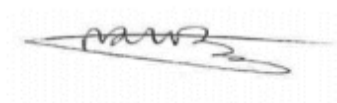
	<u>Lord Lane, Failsworth</u> (North west side)  From a point 10 metres south west of its south western junction with Paddock Lane to a point 22 metres north east of its north eastern junction with Paddock Lane	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Lord Lane, Failsworth</u> (South east side)  From a point 10 metres south west of its junction with Wyndale Drive to a point 13 metres north east of its junction with Wyndale Drive	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Wyndale Drive, Failsworth</u> (Both sides)  From its junction with Lord Lane for a distance of 10 metres in a south easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

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

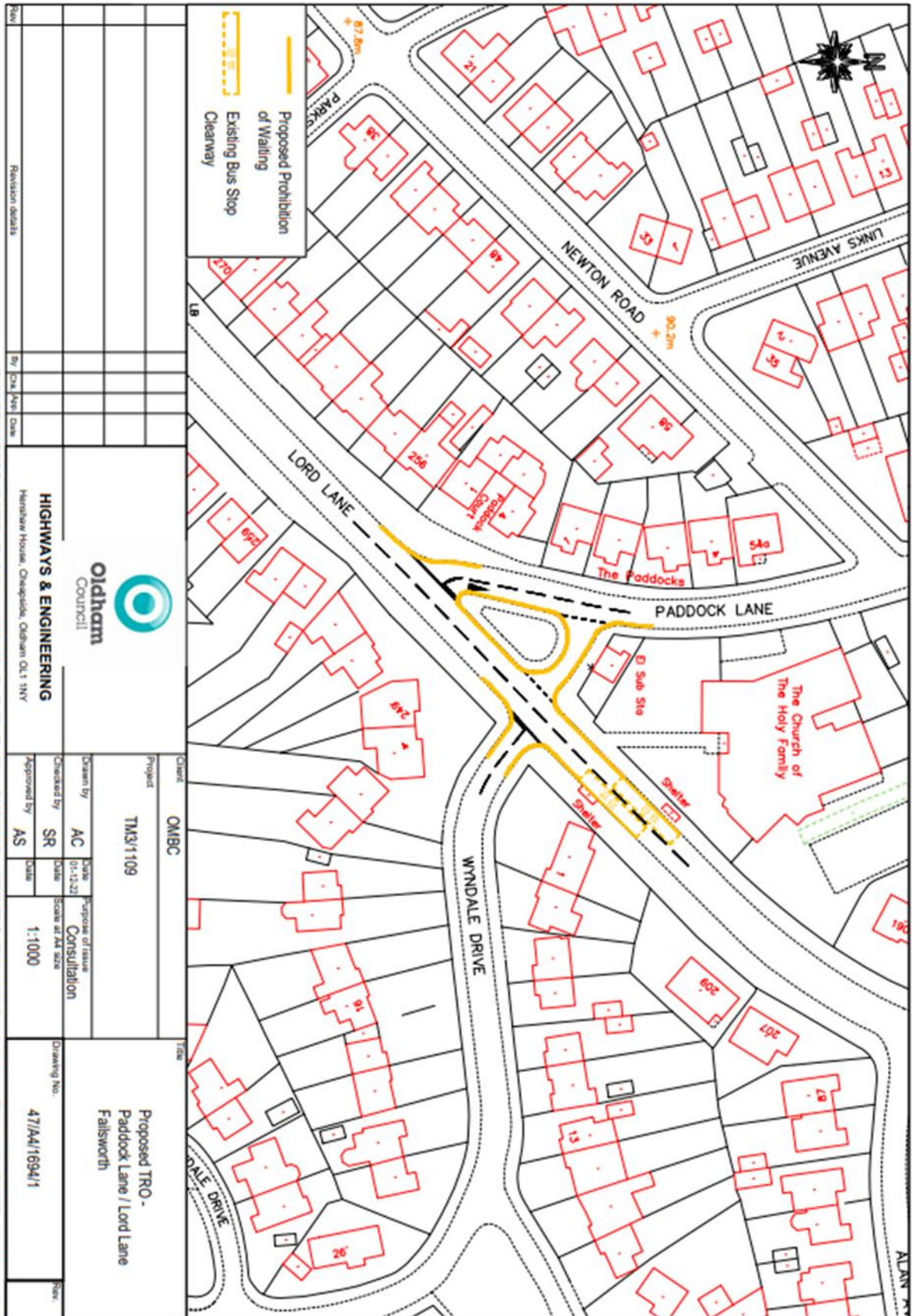
<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 21 April 2023	

In consultation with Director of Environment

Signed :



Date: 24.04.2023



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**APPENDIX B**  
**COPY OF REPRESENTATIONS**

## **Letter of Support**

Dear Sirs

### **The Oldham Paddock Lane/Lord Lane/Wyndale Drive Failsworth Prohibition of Waiting Amendment Order 2023**

I am a resident/home owner living on Wyndale Drive and often have to negotiate the junction from Wyndale Drive onto Lord Lane. The junction is relatively narrow, being a side road, but the view in both directions is often obscured by vehicles parking on the pavement adjacent to the junction. This clearly obscures visibility making negotiation of the junction hazardous to say the least. When turning into Wyndale Drive from Lord Lane vehicles parked on the Wyndale side of the entrance often either mount the kerb or park fully on the pavement. This has the effect of obscuring visibility and effectively blocking the junction if one vehicle is entering Wyndale and/or another vehicle leaving. A regular occurrence is vehicle parking fully on the pavement, necessitating pedestrians to leave the pavement and step into the road to navigate a way past such vehicles. It is a major hazard for pedestrians who are elderly or with young children/push chairs.

This is often the case for all of the areas around the junction as mentioned in the proposal.

For these reasons I welcome and support the proposal. However, I am concerned that perhaps the proposal, whilst welcomed, will not be enough to prevent vehicles mounting the pavement and parking fully on the areas of concern. Whilst there is an obvious cost implication, I wonder whether strategical placed bollards would also serve to make the junction much safer and prevent pavement parking at the junctions where visibility is impaired.

Regards

X XXXXXX  
Wyndale Drive  
Failsworth

## **Objections 1 - 62 (Identical)**

To:

1/10/2023

Environment Group Solicitor to the Council

Civic Centre

West Street

Oldham

OL1 1UL

Our ref: AC/TM3/1109

Re: Proposed Parking Restrictions Paddock Lane/Lord Lane Failsworth.

To Whom it May Concern,

I write in my capacity as a member of the congregation and local resident of the Church of England benefice and parish of Failsworth, The Holy Family situated at Lord Lane, Failsworth, Oldham M35 0GQ. Please note I object to the proposed parking restrictions in the strongest possible terms as I believe that such an introduction would be both detrimental and prohibitive to the working, worshipping and community life of our parish.

The church of The Holy Family is home to a vibrant and busy worshipping community which is blessed with considerable ancillary space which is heavily utilised by the local community for such activities as 'Before and After school clubs' and serves as a place of welcome for the lonely and marginalised etc. This is particularly important given that there are very few other public spaces of gather within the Lord Lane area of Failsworth.

The introduction of such restrictions would seriously impede access to the church building for the purposes of worship or for the many other activities undertaken on site. I express concern most especially for our elderly congregant members, some of whom are visually impaired and those with disabilities of other mobility impairment who rely very heavily on the church and for whom it is necessary to either park (or be dropped off and/or collected) directly outside the site.

The restrictions would also have considerable consequences for our occasional offices (liturgical services) such as weddings and more importantly, for funerals. For example, would a hearse bringing a coffin to the church for a funeral service be in breach of the proposed parking restrictions for the duration of a funeral liturgy?

The parish have previously explored introducing on-site parking via the Paddock Lane gated entrance, but following careful deliberation and consideration, this would prove too cost prohibitive. The site rests on an incline which we believe would present a serious health and safety risk, particularly if used for the purposes of parking. The area in question is now a natural peace garden for which the parish has recently been awarded A Rocha Silver award as part of the Church of England's Net Zero by 2030 (Carbon Neutral) National Strategy.

In conclusion, it is my strong belief that these proposals have not been carefully thought through and have not taken into consideration the invaluable work of our church and parish within and to the wider community and I would kindly request these proposals are revisited and revised and do not include the church site.

With best wishes,

### **Objection 63**

Dear sir/madam,

I am writing with regards to the proposed traffic regulation order (subject title) under the Road Traffic Regulation Act 1984.

My wife and I live at X The Paddocks, Paddock Lane, opposite the Church of the Holy Family.

We note the benefits of the proposed order, particularly the prevention of waiting on the island and on Lord Lane close to the bus stops on either side of the road.

Our main concern is with the prevention of waiting on Paddock Lane across the road from our plot, and around the corner past the sub station (up to Lord Lane).

We already encounter issues with overcrowding of parked vehicles, particularly during pick up and drop offs at South Failsworth Primary, and during events at the Church of the Holy Family. We also note that the Bud and Blossoms holiday club, which runs daily at the Church, park their large van across the road where you are proposing the order.

We envisage that this will only encourage these vehicles to park more regularly outside our house, therefore causing us issues accessing our drive, which has a fairly narrow opening in consistency with other homes on The Paddocks.

We would be grateful if you could reconsider the proposed order on this section across the road from us, as we feel this will cause us more knock on issues than it will solve.

Kind regards,

### **Objection 64**

To Whom it May Concern,

I write in my capacity as one of the Clergy and local resident of the Church of England benefice and parish of Failsworth, The Holy Family situated at Lord Lane, Failsworth, Oldham M35 0GQ. Please note I object to the proposed parking restrictions in the strongest possible terms as I believe that such an introduction would be both detrimental and prohibitive to the working, worshipping and community life of our parish.

The Church of The Holy Family is home to a vibrant and busy worshipping community which is blessed with considerable ancillary space which is heavily utilised by the local community for such activities as 'Before and After school clubs' and serves as a place of welcome for the lonely and marginalised etc. This is particularly important given that there are very few other public spaces of gather within the Lord Lane area of Failsworth.

The introduction of such restrictions would seriously impede access to the church building for the purposes of worship or for the many other activities undertaken on site. I express concern most especially for our elderly congregant members, some of whom are visually

impaired and those with disabilities of other mobility impairment who rely very heavily on the church and for whom it is necessary to either park (or be dropped off and/or collected) directly outside the site.

The restrictions would also have considerable consequences for our occasional offices (liturgical services) such as weddings and more importantly, for funerals. For example, would a hearse bringing a coffin to the church for a funeral service be in breach of the proposed parking restrictions for the duration of a funeral liturgy?

The parish have previously explored introducing on-site parking via the Paddock Lane gated entrance, but following careful deliberation and consideration, this would prove too cost prohibitive. The site rests on an incline which we believe would present a serious health and safety risk, particularly if used for the purposes of parking. The area in question is now a natural peace garden for which the parish has recently been awarded A Rocha Silver award as part of the Church of England's Net Zero by 2030 (Carbon Neutral) National Strategy.

In conclusion, it is my strong belief that these proposals have not been carefully thought through and have not taken into consideration the invaluable work of our church and parish within and to the wider community and I would kindly request these proposals are revisited and revised and do not include the church site.

Kind regards

*Assistant Curate*

*The Holy Family Failsworth, St Luke Lightbowne and The Most Holy Trinity Blackley*

## Objection 65

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

Thursday, 12<sup>th</sup> October 2023

Dear Sir/Madam,

**Re: Proposed Parking Restrictions Paddock Lane/Lord Lane Failsworth -  
AC/TM3/1109**

I write in my capacity as Associate Priest licensed to the Church of England benefice and parish of Failsworth, The Holy Family situated at Lord Lane, Failsworth, Oldham M35 0GQ. Please note I object to the proposed parking restrictions in the strongest possible terms as I believe that such an introduction would be both detrimental and prohibitive to the working, worshipping and community life of our parish.

The church of The Holy Family is home to a vibrant and busy worshipping community which is blessed with considerable ancillary space which is heavily utilised by the local community for such activities as 'after school clubs' and serves as a place of welcome for the lonely and marginalised etc. This is particularly important given that there are very few other public spaces of gather within the Lord Lane area of Failsworth.

The introduction of such restrictions would seriously impede access to the church building for the purposes of worship or for the many other activities undertaken on site. I express concern most especially for our elderly congregant members, some of whom are visually impaired and those with disabilities of other mobility impairment who rely very heavily on the church and for whom it is necessary to either park (or be dropped off and/or collected) directly outside the site.

The restrictions would also have considerable consequences for our occasional offices (liturgical services) such as weddings and more importantly, for funerals. For example, would a hearse bringing a coffin to the church for a funeral service be in breach of the proposed parking restrictions for the duration of a funeral liturgy?

The parish have previously explored introducing on-site parking via the Paddock Lane gated entrance, but following careful deliberation and consideration, this would prove to cost prohibitive. The site rests on an incline which we believe would present serious a health and safety risk, particularly if used for the purposes of parking. The area in question is now a

natural peace garden for which the parish has recently been awarded A Rocha bronze award as part of the Church of England's Net Zero by 2030 (Carbon Neutral) National Strategy.

In conclusion, it is my strong belief that these proposals have not been carefully thought through and have not taken into consideration the invaluable work of our church and parish within and to the wider community and I would kindly request these proposals are revisited and revised and do not include the church site.

Yours sincerely,

[Redacted Signature]

[Redacted Title Line]

**DMPC & DAC Secretary and Diocesan Governance Manager.**

**Associate Priest licensed to the benefice of Failsworth, The Holy Family.**

Email: [Redacted]

Tel: [Redacted]

Mobile: [Redacted]

## Objection 66

Ref: AC/TM3/1109

To whom it may concern,

I am writing to object to the proposed parking restrictions on Lord Lane and Paddock Lane surrounding the Church of the Holy Family. I run a before and after school club service from one of the halls in the church. Our service is used by local families who require access to drop off and pick up their young children on a daily basis. Our children are often picked up by elderly grandparents who can not walk far as well as younger siblings (some only weeks old) accompanied by their parents. Proposing such parking restrictions would not only cause major inconvenience but it would actually put these young children (some as young as 3 years old) into unnecessary danger. Lord Lane has much larger issues that could do with being prioritised. Including the fact that the road is used as a race track by dangerous drivers who drive at excessive speeds and dangerously overtake other vehicles due to no speed restrictions being in place ie speed bumps, cameras. If these parking restrictions are put into place our children and their families will have to cross this dangerous road where there are no crossing facilities in place. As we have a minibus that is used daily for before and after school club we would also have to walk the children a considerable distance to reach the minibus. This would have a negative impact on our service as the children would have to walk during winter in rain, ice and snow. We may also again have to cross this unsafe road with all of these young children to reach the minibus.

Another reason we object to these parking restrictions is due to us needing access to bring our resources and food supplies to and from the building on a regular basis. We currently have a member of staff who suffers from fibromyalgia as well as 2 members of staff who are pregnant and therefore would suffer carrying these items such a distance.



I want to stress the importance of children's safety in this matter as an utmost priority. I am sure that you do not want the lives of children on your conscience as it will only be a matter of time before there is a serious accident on this road if these parking restrictions are put into place. We implore you to do the right thing and think of the wider community.

Kind regards

Managing Director


Buds & Blossoms Ltd

**Objection 67 (11 signatures)**

I run a childminder Sony group on a Tuesday morning. There are many of us who drive to the church, this allows for the children we care for to access part of their learning as set out by the DoE, Local Authority and ofsted. Should this idea of Parking Restrictions go ahead, this group will cease as many live too far away to walk, this limits the learning of over 30 children within the EYFS, could you explain how this helps those children?

Have you considered the impact on voting? Have you considered those with disabilities who are not deemed disabled enough for a blue badge? Have you considered the impact of this Hub? The small businesses? Doesn't look like you have considered there.

**Objection 68 (31 signatures)**

Dear Sir, Please find enclosed  
Signatures from the people who use  
the hall for dancing on weekdays.  
Your proposed plans for yellow lines would  
severely disrupt our parking and may well  
result in people leaving the class if it was  
granted, therefore we all object to your  
proposed plans for d, y. lines  
Yours Sincerely  


**Objection 69 (29 signatures)**

WE ARE A GROUP OF LADIES WHO USE  
THE CHURCH OF THE HOLY FAMILY ON THURSDAY  
EVENINGS FOR OUR MEETINGS. WITHOUT PARKING  
OUTSIDE THE CHURCH, OUR MEMBERS (MAINLY  
OVER 60) WOULD STRUGGLE TO ATTEND.

THIS IN TURN COULD LEAD TO THE  
SOCIAL ISOLATION OF OUR MEMBERS.

## **Objection 70**

### **Re: Proposed Parking Restrictions Paddock Lane/Lord Lane Failsworth.**

To Whom it May Concern,

I write in my capacity as Incumbent Rector of the Church of England benefice and parish of Failsworth, The Holy Family situated at Lord Lane, Failsworth, Oldham M35 0GQ. Please note I object to the proposed parking restrictions in the strongest possible terms as I believe that such an introduction would be both detrimental and prohibitive to the working, worshipping and community life of our parish.

The church of The Holy Family is home to a vibrant and busy worshipping community which is blessed with considerable ancillary space which is heavily utilised by the local community for such activities as 'after school clubs' and serves as a place of welcome for the lonely and marginalised etc. This is particularly important given that there are very few other public spaces of gather within the Lord Lane area of Failsworth.

The introduction of such restrictions would seriously impede access to the church building for the purposes of worship or for the many other activities undertaken on site. I express concern most especially for our elderly congregant members, some of whom are visually impaired and those with disabilities of other mobility impairment who rely very heavily on the church and for whom it is necessary to either park (or be dropped off and/or collected) directly outside the site.

The restrictions would also have considerable consequences for our occasional offices (liturgical services) such as weddings and more importantly, for funerals. For example, would a hearse bringing a coffin to the church for a funeral service be in breach of the proposed parking restrictions for the duration of a funeral liturgy?

The parish have previously explored introducing on-site parking via the Paddock Lane gated entrance, but following careful deliberation and consideration, this would prove to cost prohibitive. The site rests on an incline which we believe would present serious a health and safety risk, particularly if used for the purposes of parking. The area in question is now a natural peace garden for which the parish has recently been awarded A Rocha bronze award as part of the Church of England's Net Zero by 2030 (Carbon Neutral) National Strategy.

In conclusion, it is my strong belief that these proposals have not been carefully thought through and have not taken into consideration the invaluable work of our church and parish within and to the wider community and I would kindly request these proposals are revisited and revised and do not include the church site.

With every best wish,

## **Objection 71**

To whom it may concern.

I am writing this to pass on my objection to these yellow lines, which will cause absolute chaos to not only the church members, but much more to the wider community, as Holy

Family is not only used daily for Services, the community centre, is used 7 days a week also.

I feel this will have a knock on affect for all users as it is the only community centre in this forgotten area of Failsworth, there is nothing else here.

I have worshipped here since 1967, and have seen this community grow, and I understand that the growth in traffic is obviously much bigger, but don't understand why all of a sudden, this is an issue.

We as a church and community beg you to re-consider this decision, for the sake of our congregation, which some are disabled including myself.

I know there will be exemptions for funerals, weddings and disabled, but the renters which include, Karate, yoga, baby sensory, line dancing, oap dancers, brownies/guides, before and after school clubs, excercise classes, W. I, and of course Oldham Council for elections, to name a few. At the end of the day, this Church and Community Centre was built in 1964 for the people in South Failsworth, and feel it will fail in servicing this area, as people will stop coming and using us if this goes ahead.

Please re-consider this decision, for the sake of a small amount of folk, who are disgruntled, to the wider community who need this centre.

XXXXXX XXXXXX

Parishioner,  
Community Centre Director

## **Objection 72**

To Whom it may concern,

Please take this email as my objection to the proposed parking restrictions on Paddock Lane and Lord Lane.

As a family, we use the church regularly and for multiple reasons.

- 1, Childcare – Before and After School Club
- 2, Worship – We Attend church Services here every week
- 3, Community Exercise Classes – Dancersize Every Week
- 4, Social Events such a birthday parties
- 5, Charity Events

This goes without mentioning one off events such as christenings, wedding and funerals, when close access is required more than ever.

Such restrictions would seriously impede access to the church for everyone, especially when visiting with young children or the elderly.

The church is very community driven and we have seen first hand the positive affect it has on the lives of the elderly or impaired. Those who require easy access the most.

Restrictions in the area would not only cost the church valuable income and visiting members, but it would only move parking issues to the surround streets.

This is particularly an issue with regards to safety for accessing the local school, South Failsworth, where it already proves difficult at opening and closing times.

I would kindly request that these proposals are revisited and revised to not include the church site.

Kind regards,  
XXXXXX XXXXXX

X Brookdale Ave  
M40 1GH

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## **TRO Panel**

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

**Date of Decision:** 11 January 2024

**Subject:** Objections to Proposed Prohibition of Waiting – Rhodes Hill and Maltby Court, Lees

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

**Ward (s):** Saddleworth West and Lees

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**Reason for the decision:**

A report recommending the introduction of No Waiting At Any Time restrictions at Rhodes Hill and Maltby Court, Lees, was approved under delegated powers on 26 April 2023. The proposal was subsequently advertised, and two objections were received.

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

Two objections were received from residents living in the terraced properties at the lower end of Rhodes Hill, opposite Maltby Court.

In summary, the objectors state that the proposed restrictions will prevent them from parking on the paved area opposite their properties. There is a limited amount of parking directly outside the terraced properties on Rhodes Hill and damage has occurred to vehicles in the past. The objectors also raise the issue of speeding vehicles and request that traffic calming measures be introduced.

Officers have considered the objections but believe that the restrictions are fully justified. The area in question, opposite these properties and immediately to the south-east of Maltby Court, forms part of the footway and parking on

this area is, therefore, illegal with or without parking restrictions. It should also be kept clear to provide adequate visibility for motorists exiting Maltby Court and for pedestrians to use without obstruction. An image of the area is shown in Appendix C.

There are currently no plans to introduce traffic calming measures on Rhodes Hill. There is a limited amount of funding for such measures. Funding is targeted towards areas with an injury accident record and Rhodes Hill is below intervention level.

In summary, if approved the proposal will:

- increase visibility along Rhodes Hill for motorists exiting Rhodes Place
- improve refuse vehicle access into Rhodes Place
- improve traffic flows along Rhodes Hill
- prevent parking at the junction of Maltby Court
- prevent parking on the footway south east of Maltby Court

Officers have considered the objections but believe that the proposed restrictions are fully justified.

**Summary:**

The purpose of this report is to consider objections received to the introduction of No Waiting At Any Time restrictions at Rhodes Hill and Maltby Court, Lees

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

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

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

The Ward Members have been consulted and Councillor S Al-Hamdani states: I note that there is a response in the appendix to my original comments. However, I would still like it noted that there should be a considered approach taken to this proposed scheme as to how increased speeds would be dealt with should they occur as a result.

Councillor A Marland: I approve this proposal for the prohibition of waiting at this location.



This enforcement will improve visibility for the drivers and pedestrians and prevent vehicles blocking the entrance to Maltby Court.

**Recommendation(s):**

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

**Implications:**

What are the **financial** implications?

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

What are the **legal** implications?

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

What are the **procurement** implications?

None

What are the **Human Resources** implications?

None

**Oldham Impact Assessment Completed (Including impact on Children and Young People)**

No

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:**

There is a potential risk to users of the highway if the restrictions are not introduced.

**Co-operative implications**

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

**Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998**

None.

**Environmental and Health & Safety Implications**

If approved, the restrictions will improve safety for all road users.

**IT Implications**

None.

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

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

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

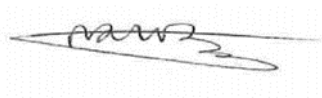
**There are no background papers for this report**

<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 5 December 2023	

Please list and attach any appendices:-

<b>Appendix number or letter</b>	<b>Description</b>
A	Approved Mod Gov Report
B	Copy of Objections
C	Image of Footway at Maltby Court Junction

In consultation with Director of Environment



Signed :

Date: 22 December 2023

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

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

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

**Date of Decision:** 26 April 2023

**Subject:** Proposed Prohibition of Waiting – Rhodes Hill and Maltby Court, Lees

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

**Ward (s):** Saddleworth West and Lees

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**Reason for the decision:**

Rhodes Hill is a local distributor road located on the south side of Lees. It forms part of the urban area and has a speed limit of 30mph. On the north side, to the west of Lees New Road, there are residential properties that front on to the road having no off-street parking facilities. On-street parking therefore generally takes place on the north side although some parking activity also takes place on the south side, this restricting the flow of two-way traffic. The only existing parking restrictions in operation in the area are on the south side covering the junction of Lees New Road.

The Highways Department of the Council recently received a parking complaint from staff at Rhodes Place, which is a care facility located on the corner of Rhodes Hill and Lees New Road. Rhodes Place has a dedicated car park accessed directly from Rhodes Hill positioned approximately 20 metres west of Lees New Road. It is reported that vehicles parked near to the access affects visibility for visitors and staff exiting the car park. Concerns have also been raised that vehicles parked on each side of the access also prevent refuse vehicles from turning into the car park. This has resulted in commercial waste not being collected.

Officers have inspected the location and support new restrictions to address the issues reported and to ease two-way traffic flows. To prevent vehicles being displaced further along Rhodes Hill, the proposal has been extended to the next

junction along at Maltby Court and into the mouth of the junction for completeness.

It is proposed to promote new prohibition of waiting restrictions on the south west side of Rhodes Hill and on both sides of Maltby Court as detailed on plan 47/A4/1669/1.

If approved, the proposal will:

- increase visibility along Rhodes Hill for motorists exiting Rhodes Place
- improve refuse vehicle access into Rhodes Place
- improve traffic flows along Rhodes Hill
- prevent parking at the junction of Maltby Court

**Summary:**

The purpose of this report is to consider the introduction of prohibition of waiting restrictions at Rhodes Hill, Lees.

***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 M Kenyon has commented, my own view is that I wouldn't want to introduce parking restrictions which results in a less obstructed highway and therefore increases the propensity for vehicles to speed. Double yellows in the areas you have indicated should be accompanied with speed cushions or other measures to reduce vehicle speed.

For the visibility problems of Rhodes Place, I would support sufficient parking restrictions to enable safer use of that access.

Councillor S Al-Hamdani has commented, there have been multiple crashes in the area recently (none that involved an injury). While there is a clear benefit to the installation of double yellow lines, consideration needs to be given to any increase in speeds as a result. If a decision in favour is reached, a plan should in place to address increased speeds should they manifest

### Response to Councillors Comments

It is not usual practise to install speed cushions wherever parking restrictions are installed as this would require separate funding. It is the case though that often restrictions are introduced adjacent to speed cushions so that the cushions can be negotiated by motorists correctly. The proposal was extended down to Maltby Court to cater for any displacement. Very few, if any, vehicles are found to be parked along this stretch of road, but if vehicles do park here then this would prevent the two-way flow of traffic and also cause a hazard the closer vehicles are to the bend

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 a new Traffic Regulation Order be 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	1,200
Introduction of Road Markings	500
<b>TOTAL</b>	<b>1,700</b>
Annual Maintenance Cost	100

The advertising & road marking expenditure of £1,700 will be funded from the 2023/24 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 safety.

What are the **property** implications

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

**Risks:**

None

**Co-operative agenda**

The introduction of a No Waiting At Any Time restriction is welcomed to keep residents and pedestrians safe (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

Schedule  
Drawing Number 47/A4/1669/1

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

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

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Rhodes Hill, Lees</u> (South west side)  From its junction with Lees New Road to a point 12 metres north west of its junction with Maltby Court	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Maltby Court, Lees</u> (Both sides)  From its junction with Rhodes Hill for a distance of 10 metres in a south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	



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

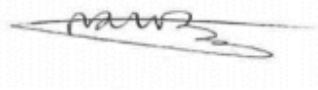
Item No	Length of Road	Duration	Exemptions	No Loading
(0478)	<u>Rhodes Hill, Lees</u> (South west side)  From its junction with Lees New Road for a distance of 11 metres in a north westerly direction	At any time	A, B1, B2, B3, B4, C, E, J, K3	

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

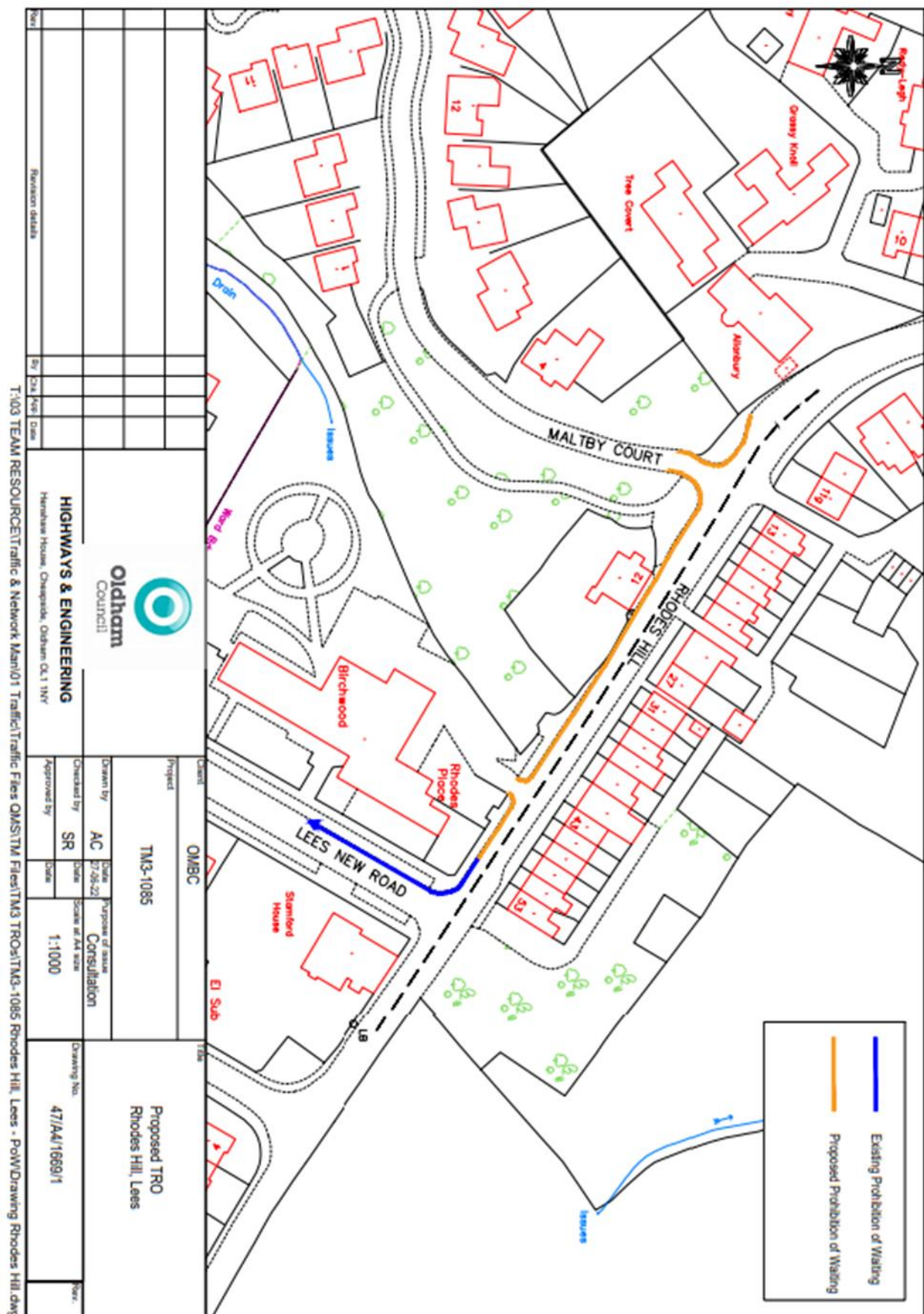
<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 26 April 2023	

In consultation with Director of Environment

Signed :



Date: 26.04.2023



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

## **Objection 1**

Hi,

I hope you are well. I am contacting you in relation to your letter dated 30/08/23. Myself and my husband reside at 15 Rhodes Hill and have done so for well over a decade.

I have attached the map you enclosed, and have marked on in red an area opposite the Rhodes Hill terrace houses where some of the residents currently park off-road. I would like clarification that this new proposal does not restrict our ability as residents to park on this paved area opposite our homes please?

I would hope you are aware that there have been numerous serious accidents and thousands of pounds-worth of damage to the front gardens and vehicles of said residents over the past few years. If we are restricted from parking in the marked area there is inadequate parking, based on one car per household from 13 Rhodes Hill to 21 Rhodes Hill; and the likelihood of further accidents and damage will increase significantly. This stretch of road is extremely dangerous and we as residents feel more should be done as soon as possible to control speed limits outside our homes. We also have a right to be able to park our vehicles safely outside / nearby to our homes. As a disabled resident, this is particularly important.

I would appreciate your clarification on this matter and your consideration in terms of the other concerns I have raised.

Thanks in advance!

Kind Regards,

## **Objection 2**

Dear A. Cowell,

I am writing to you in regards to the letter received on Aug 30th 2023 concerning parking changes on Rhodes Hill, Maltby Court and Lees New Road. Ref: LJM/TO23 VF 22676. My sons and I have resided in XX Rhodes Hill for 5+ years.

Firstly, I would like to voice my objection to the proposed changes in front of the residences #13-#21 Rhodes Hill. Since I have been a residence, myself and several neighbours have had consistent damage to our cars directly in front of our homes. I had side mirrors broken off several times. Three of my neighbours (#15, #19 & #21) each had their cars completely written off (some twice) due to this issue. We have all used the paved area across the street, since doing so there has been no incident's. If this proposal is passed our cars will be in jeopardy of damage and or loss once again. The changes proposed has caused anxiety and if passed I worry about the mental health of myself and my neighbours because of the damage we have all faced with our vehicles and yards.

Secondly, would it be possible to put in speed bumps along Rhodes Hill particularly in front of our residence or send observers to witness for themselves how dangerous the road can be particularly in the evenings and weekends?

Due to the inadequate parking for residences, and the proven issues with accidents and damage to cars, I strongly oppose the changes being suggested in front of our homes (#13-#21) and hope that you will take into consideration these issues before moving forward with any decision.

I appreciate your time and consideration into this matter and look forward to hearing from you moving forward.

Kind Regards,

## APPENDIX C

### IMAGE OF FOOTWAY AT MALTBY COURT JUNCTION





## **TRO Panel**

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

**Date of Decision:** 11 January 2024

**Subject:** Objections to Proposed Prohibition of Waiting and Disabled Persons Parking Place - Woodend Street and Springlees Court, Lees

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

**Ward (s):** Saddleworth West and Lees

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**Reason for the decision:**

A report recommending the introduction of No Waiting At Any Time restrictions and a disabled persons parking place at Woodend Street and Springlees Court, Lees, was approved under delegated powers on 10 July 2023. The proposal was subsequently advertised, and two objections and three supporting letters were received.

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

One objection was received from a resident of Woodend Street and one from a solicitor acting on behalf of a local business on Woodend Street. Two further objections were also received from residents of Springlees Court and a third one from a person acting on behalf of a relative living at Springlees Court. However, once the justification for the scheme was sent to them, none objected formally. None of the objections relate to the disabled persons parking place.

Three supporting letters were received from residents of Springlees Court and Dunsford Court. In summary, the supporters believe that the restrictions are essential to prevent vehicles

blocking footways, parking dangerously at junctions and obstructing vehicular access into Springlees Court and Dunsford Court. The situation is compounded as the residents are elderly and concerns were raised over emergency vehicle access to both assisted living facilities.

A summary of the objector's comments and the Council's response (*in italic*) is detailed below.

If the restrictions are introduced, customers that visit a local business on the street would park outside residents properties, making it difficult to park on Woodend Street and within the parking bays outside Springlees Court and Dunsford Court.

*It is not actually possible to determine where motorists will decide to park. Given that the junction is located in the centre of Lees, it is only a short walk from many other streets.*

*If approved the proposal will maintain safe access for larger vehicles, including emergency service vehicles to Springlees Court and address the issues reported at the junction of Woodent Street and Hartshead Street. Clearly, it is not possible to address these issues without reducing the number of on-street parking spaces in this area. If approved, then customers of the local business will have to find an alternative place to park. This is the same at any location where new restrictions are introduced. There are competing demands for parking on many roads within Lees due to waiting restrictions being in place.*

*A Highways Officer has visited Springlees Court and Dunsford Court with a Ward Member and the site manager to explore options to increase the number of parking bays. However, this was not cost effective. The owners of the building have also explored the option of a stopping up order to take the parking area into private ownership, which would enable them to introduce their own parking controls.*

Residents do not support the proposal unless there are plans for residential parking permits

.



*Unfortunately, the location would not qualify for a Residents Only Parking scheme. Further to this, there is currently no budget for new schemes and the Council is, therefore, not in a position to introduce any new ones. Residents parking schemes are also not introduced to compensate for the loss of on-street parking spaces when new waiting restrictions are approved.*

After further consideration, the solicitor representing the local business supported all the restrictions, except those on the south side of Woodend Street. It is their view that these restrictions are not required.

*It is important that restrictions are introduced on the south side of Woodend Street as parking here affects traffic entering from Hartshead Street. The problem is compounded by the geometry of the junction and the horizontal alignment in advance (north-westbound). Parking on the south side is a safety concern along with parking at the mouth of the junction, which blocks the footway and generally hinders turning manoeuvres. Where Woodend Street widens further east, there are no restrictions proposed on the south side. The restrictions only extend to 22 metres. Reducing this would not address the issues fully.*

The solicitor states that the parking is not 'indiscriminate' as described and from our client's knowledge, it is in fact quite the opposite as their staff and customers park with full consideration and judgement, taking into account the neighbouring residents and flow of traffic.

*Ward Members have been pushing for this area to be treated for some time following several strong complaints from the public about the dangers caused by parking at this junction. Indiscriminate parking does take place and has been witnessed by engineers, ward members and members of the public. Customers of the local business and other road users park at the junction, including on the footway, causing problems for other road users.*

There are significant existing parking restrictions within the area on the High Steet, Lauren Close,

Springlees Court and if the proposals were to be implemented, residents, visitors and customers would have no option, causing further displacement, but to park on Hartshead Street, which is a major road and or John Booth Street thus causing further and more serious traffic issues and problems, which the proposed order is trying to alleviate.

*it is very unlikely that motorists would choose to park on Hartshead Street due to the risks involved. The Police would likely intervene in this situation.*

Have proposals considered a no left/right turn sign at the foot of Woodend Street that could assist in resolving the issue?

*A traffic order prohibiting right and left turn manoeuvres would not address all the issues reported.*

Officers have considered the representations and believe that the proposed restrictions are fully justified.

**Summary:**

The purpose of this report is to consider the representations received to the introduction of a No Waiting At Any Time restrictions and a disabled persons parking place at Woodend Street and Springlees Court, Lees.

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

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

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

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

***Recommendation(s):***

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

**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>Oldham Impact Assessment Completed (Including impact on Children and Young People)</b>	No
<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>	That vehicular access to the assisted living facilities at Springlees Court and Dunsford Court will be affected, and that the highway safety issues identified will not be addressed, if the restrictions are not introduced.
<b>Co-operative implications</b>	These were dealt with in the previous report (refer to Appendix A)
<b>Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998</b>	None.
<b>Environmental and Health &amp; Safety Implications</b>	If approved, the restrictions will improve safety and access along the highway for all road users.
<b>IT Implications</b>	None.

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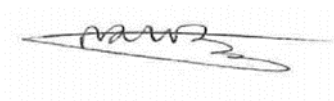
There are no background papers for this report

<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 5 December 2023	

Please list and attach any appendices:-

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

In consultation with Director of Environment



Signed :

Date: 22 December 2023

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

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

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

**Date of Decision:** 5 July 2023

**Subject:** Proposed Prohibition of Waiting and Disabled Persons Parking Place - Woodend Street and Springlees Court, Lees

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

**Ward (s):** Saddleworth West and Lees

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**Reason for the decision:**

Woodend Street is located to the east of Lees village centre and provides access from Hartshead Street to a number of residential streets including the cul-de-sac of Springlees Court. At its western end the road narrows where it meets Hartshead Street at an acute angle. Two property blocks situated on both sides of Springlees Court provide sheltered housing. There are no existing parking restrictions in place in this area.

The Highways Department of the Council have received reports, via a Ward Member, of indiscriminate parking at the western end of Woodend Street near to its junction with Hartshead Street. It is reported that vehicles parked in this location prevent the two-way flow of traffic into and out of Woodend Street. The situation is compounded by the geometry of the junction. The parking also adversely affects traffic on Hartshead Street as vehicles are forced to stop to wait until the junction is clear. Parking at the junction also hinders turning manoeuvres.

Officers have inspected the location with the Ward Member and support new restrictions to address the issues reported. The parking is primarily generated by a local hairdresser business and to address any issues of displacement it is proposed to extend the restrictions into Springlees Court to protect vehicular access to this site. The manager of the sheltered housing blocks has also requested that a disabled persons parking place be installed in the dedicated parking bay nearest to the entrance. The parking bays are often full to capacity and this would assist those elderly residents with blue badges.

It is proposed to promote new prohibition of waiting restrictions and a disabled persons parking place on Woodend Street and Springlees Court as detailed on plan 47/A4/1688/1.

If approved, the proposal will:

- improve traffic flow in and out of Woodend Street at the junction of Hartshead Street
- provide space for motorists turning right into Woodend Street from Hartshead Street
- improve vehicular access to Springlees Court
- improve access for disabled residents of Springlees Court

**Summary:**

The purpose of this report is to consider the introduction of prohibition of waiting restrictions and a disabled persons parking place on Woodend Street and Springlees Court, Lees

***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 Marland has commented, I am absolutely supportive of these proposals due to the current difficulties that this area suffers and which the elderly residents currently endure at Springlees Court. These difficulties include the lack of visibility due to vehicles being parked on pavements and restricted access to junctions will be vastly improved by these enforcement measures. Several elderly residents use wheelchairs or motorised scooters and they find

it sometimes impossible to use the pavement due to vehicles blocking their route.

The correctly sized disabled parking bay will allow blue badge users to have wide access when leaving their vehicle and a guaranteed available parking bay.

I am looking forward to providing a positive update to all residents when all parties approve of this scheme.

Councillor S Al-Hamdani has commented, this junction has been extremely problematic over the last 12 months with parking causing severe obstructions at times. I am supportive of measures to ease the problems

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 a new Traffic Regulation Order be 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	1,200
Introduction of Road Markings	500
<b>TOTAL</b>	<b>1,700</b>
Annual Maintenance Cost	100

The advertising & road marking expenditure of £1,700 will be funded from the 2023/24 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 relation to the proposed disabled persons' parking place, section 32 of the Road Traffic Regulation Act 1984 gives local authorities the power by order to authorise the use as a parking place of any part of a road within their area. It must appear to the Council that the parking place is necessary for the purpose of relieving or preventing congestion of traffic. Under section 35 of the Act, the Council may impose restrictions on the use of the parking places and in particular, the vehicles which may be permitted to use them.

In addition to the above, under section 122 of the Act, it shall be the duty of the Council so to exercise the functions conferred on them by the Act as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Regard must also be had to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run, the strategy

produced under section 80 Environmental Protection Act 1990 (the national air quality strategy), the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and any other matters appearing to the Council to be relevant. (A Evans)

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 safety.

What are the **property** implications

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

**Risks:**

None

**Co-operative agenda**

The introduction of a No Waiting At Any Time restriction is welcomed to keep residents and pedestrians safe (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

## Schedule

Drawing Number 47/A4/1688/1

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

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

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Woodend Street, Lees</u> (North east side)  From its junction with Hartshead Street to its junction with John Booth Street	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Woodend Street, Lees</u> (South west side)  From its junction with Hartshead Street for a distance of 22 metres in a south easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>John Booth Street, Lees</u> (North west side)  From its junction with Woodend Street to its junction with Springlees Court	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Springlees Court, Lees</u> (South west side)  From its junction with John Booth Street for a distance of 25 metres in a general north westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

### **Part II Schedule 4 Parking Places (Specified) Classes of Vehicle**

Column 1 Item No	Column 2 Length of Road	Column 3 Class of Vehicle	Column 4 Days and hours of operation	Column 5 Maximum period of waiting	Column 5 No return within
	<u>Springlees Court, Lees</u> (East side)  At the southern end of the parking bay located approximately 50 metres north of its junction with John Booth Street	Disabled persons vehicle	24 hours daily	No limit	Not applicable

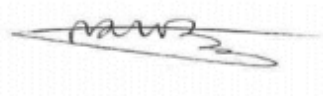
There are no background papers for this report

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<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 5 July 2023	

In consultation with Director of Environment

Signed :



Date: 10 July 2023



**APPENDIX B**  
**COPY OF REPRESENTATIONS**

### Letter of Support 1

Dear Sir/Madam:

Ref:LJM/TO23/27 VF22680

With reference to the above as a resident of Springlees Court it is essential to have yellow lines round the areas proposed we find it very difficult parking near our property as we have difficulty walking as do many of our residents do when cars are parked up on the pavements also parked on the bend on Hartshead Street blocking your view this is an accident waiting to happen.


Many thanks

XXXXX

X, Springlees Court  
Springhead  
Oldham  
OL4 5TP

### Letter of Support 2

I am writing in support of the above proposed traffic regulation. In recent months the parking on Woodend Street has become particularly hazardous. My mother lives at Springlees Court and cars are quite often parked on either side of the road on the bend near Dunsford Court making access difficult and dangerous, an accident is waiting to happen. The new parking restrictions are ~~a~~ necessary to ensure the safety of residents who are all elderly and the general public.

Yours Sincerely  


### Letter of Support 3

Dear Sir / Madam,

I'm writing for the parking restrictions to go ahead, people are sick of the way they park on the pavements, even the Ambulances cannot get through, someone could be really ill.

My Address is

Dunsford Court  
Springhead  
Oldham

OLH 5TR

Thank you.

REF N° LJM / TO23 / 27 VF22680

OLDHAM WOODEND ST, JOHN BOOTH ST,  
SPRINGHEADS COURT.

YELLOW LINES AS SOON AS POSSIBLE

THANK YOU.

### Objection 1

Good afternoon,

I live at number XX Woodend Street, and I object to the proposed restrictions. With these restrictions in place, and the number of customers that visit a local business on the street, it would make it nearly impossible for me to park anywhere near my house when that business is open.

Unless there are plans for residential parking permits for the people who reside on Woodend Street, I believe these plans will make our life a lot harder when it comes to parking anywhere near our homes and will create a lot of stress, and there should be more thought taken for the people who live on this street.

Kind regards,



## **Objection 2**

Dear Sirs

We confirm we are instructed on behalf of Ruger Barber who and have been provided a copy of your letter dated 30 August addressed to the Owner/Occupier.

Our client objects to the proposed Prohibition of Waiting.

Our client is an established long-standing business within the community and the proposals would have an adverse effect upon our client's business. They have on-going financial burdens, which have been exacerbated by the pandemic and furthermore the impact of the proposed order could result in loss of business which they simply cannot afford. Our clients will gladly work with the Highways department and the Council to find a reasonable and fair solution for all and of course do not want any local, elderly or otherwise residents to endure problems, however the proposal as it stands would have a severe and potentially devastating impact upon their business.

Our client would like to make the following representations:

1. Our client does not object to the proposed double yellow lines on the area shown cross hatched on the attached plan.
2. Our client seeks clarification to the proposed Disabled Parking Bay on Woodend Street, as this will be directly in front of the main entrance.
3. Our client does not object to the proposed Disabled Parking Bay located at Springlees Court.
4. The parking is not 'indiscriminate' as described and from our client's knowledge, it is in fact quite the opposite as their staff and customers park with full consideration and judgement, taking into account the neighbouring residents and flow of traffic. Our client can obtain a signed petition to support this from the local residents and businesses, and customers namely if required.
5. There are significant existing parking restrictions within the area on the High Steet, Lauren Close, Springlees Court and if the proposals were to be implemented, residents, visitors and customers would have no option, causing further displacement, but to park on Hartshead Street, which is a major road and or John Booth Street thus causing further and more serious traffic issues and problems, which the proposed order is trying to alleviate.
6. Have proposals considered a no left/right turn sign at the foot of Woodend Street that could assist in resolving the issue?

Please acknowledge receipt and provide us with details of the next steps in the process.

We look forward to hearing from you as soon as possible.

Kind regards

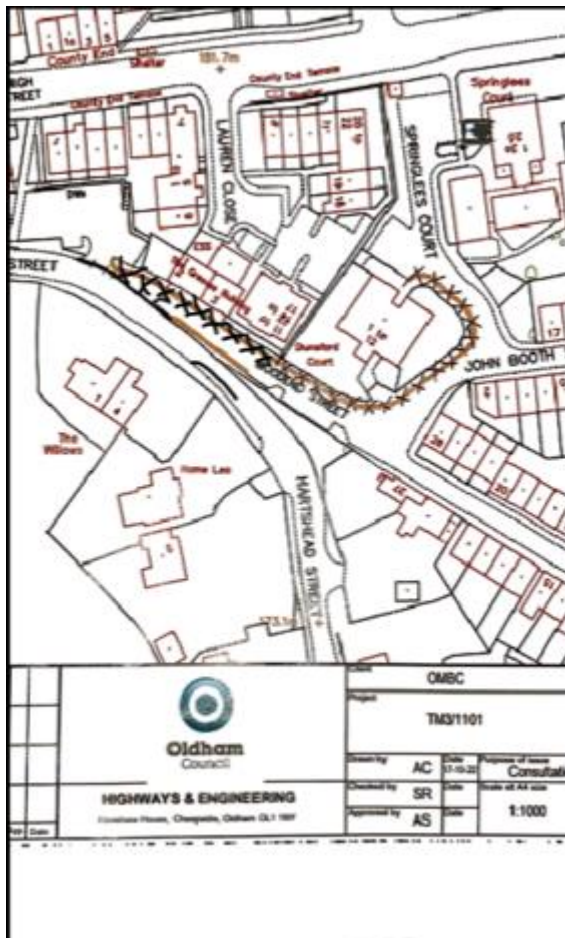
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Dear Andy

Thank you for your email.

We note that no disabled bay will be installed on Woodend Street, despite the statement in the Delegated Officer Report. Thank you for the clarification.

Further to the information below, after further consideration, we are instructed to advise that our client now does not object to the area cross hatched on the plan below, which will resolve the issues the scheme is looking to address.



Our client therefore formally objects to the remaining proposal, which is now just in relation to the double yellow lines on the opposite side of the cross hatched area. Our client hopes their due consideration and compromise to the overall proposal is taken into consideration by the Panel together with the impact the scheme will have on their business.

We understand our client's objection and representations will be provided, in context, in the Report prepared for the TRO Panel.

We look forward to hearing from you with a copy of the Report provided to the TRO Panel, date, and venue details as soon as possible.

Kind regards