

HIGHWAY REGULATION COMMITTEE

Agenda

Date Thursday 29 January 2026

Time 5.30 pm

Venue J R Clynes Ground Floor Room 1 - The JR Clynes Building

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 Alex Bougatef or Constitutional Services at least 24 hours in advance of the meeting.

2. Contact officer for this agenda is 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, 26 January 2026.

4. Filming - The Council, members of the public and the press may record / film / photograph or broadcast this meeting when the public and the press are not lawfully excluded. Any member of the public who attends a meeting and objects to being filmed should advise the Constitutional Services Officer who will instruct that they are not included in the filming.

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

Membership of the HIGHWAY REGULATION COMMITTEE
Councillors Chowhan, Davis (Vice-Chair), Hughes, Kenyon 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 5 - 6)

The Minutes of the meeting held on 25th September 2025 are attached for approval.
- 6 Petitioner Panel - Procedure Note (Pages 7 - 8)

A copy of the procedure for the Petitioner's Panel is enclosed (item 7 only).
- 7 Lower Frenches Drive, Greenfield (Pages 9 - 50)

To consider the petition requesting the introduction of a residents parking scheme on Lower Frenches Drive, Greenfield.
- 8 Diversion of Definitive Footpath 52 Failsworth, at Lumm Farm, Lumb Lane, Littlemoor, Droylsden, S53 Wildlife and Countryside Act 1981 (Pages 51 - 60)

Subsequent to the confirmation of the Public Path Diversion Order 2013 for the diversion of Footpath 52, Failsworth it is necessary for Oldham Council as Highway Authority to amend the Definitive Map and Statement for the aforementioned Footpath to reflect the diversion.
- 9 S119 Highways Act 1980 - Diversion of Definitive Footpath 247, Saddleworth (part), at Grove Road, Uppermill, and S53A – Wildlife and Countryside Act 1981 (Pages 61 - 72)

To seek approval for the making of a Public Path Diversion and Definitive Map and Statement Modification Order for part of Footpath 247, Saddleworth as detailed in the report. If the application is approved, the Director of Environment and the Director of Legal Services be authorised to carry out the necessary procedures to make the Order and to confirm the Order in the event that no objections are made to it.

10 Proposal to Amend the Traffic Regulation Order to Southgate Street Car Park (Pages 73 - 92)
To amend restrictions to Southgate St car park to accommodate permit holders only between 8am and 5pm

11 Propps Hall Drive/Poplar Street/Stott Street, Failsworth (Pages 93 - 108)
A report to consider objections received to the proposed introduction of new Prohibition of Waiting restrictions on the above-named streets, in Failsworth.

12 Elmstone Drive, Royton (Pages 109 - 142)
A report to consider objections to the proposed extension of the existing Prohibition of Waiting restrictions on Elmstone Drive, Royton.

13 Park Cottages, High Crompton, Shaw (Pages 143 - 170)
To consider objections to the proposed introduction of Prohibition of Waiting restrictions on Rochdale Road, High Crompton, in the vicinity of Park Cottages.

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Public Document Pack Agenda Item 5

HIGHWAY REGULATION COMMITTEE

25/09/2025 at 5.30 pm



Present: Councillor Shuttleworth (Chair)
Councillors Chowhan, Davis (Vice-Chair) and Kenyon

Also in Attendance:

Mohammed Abdulkadir	Highways and Engineering Service
Alan Evans	Legal Services
Liam Kennedy	Highways and Engineering Service
Kaidy McCann	Constitutional Services

1 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Hughes.

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

The Chair read out a question received from Kevin Lawton on behalf of the Moorgate Footbridge Campaign Group and relating to the temporary closure order approved for the public right of way and level crossing at Moorgate, Uppermill.

“I ask whether the committee will review the temporary closure order on Moorgate level crossing approved for 6 months as there are no works, it breaches Public Sector Equality Duty and pre-empts a permanent closure which conflicts with this committee’s resolution in July 2024 not to approve a closure.”

The following response to the question was received.

“It is not within the terms of reference of the Highway Regulation Committee to consider or review temporary traffic orders.

The temporary traffic order closing Dark Lane, Saddleworth was made following an application by Bam Nuttall Limited. The reason given for the order was to allow works to be carried out on Uppermill Viaduct as there was a heightened and unacceptable risk to the public.

The closure of the crossing does not breach the Public Sector Equality Duty and does not pre-empt a permanent closure of the crossing.

Any application to permanently close the crossing will require a rail crossing extinguishment order and cannot be dealt with by a temporary traffic order.”

5 MINUTES OF PREVIOUS MEETING

Resolved:

That the minutes of the meeting of the Highway Regulation

Committee, held on 19th June 2025 be approved as a correct record.

6

OBJECTION TO PROPOSED SCHOOL STREETS (PERMANENT TRAFFIC ORDER) – BUCKSTONES PRIMARY SCHOOL, SHAW



The Committee considered a report of the Director of Environment which asked Members to consider a number of objections received to the proposed School Streets (Permanent Traffic Order) at Delamere Avenue, Shaw.

The Committee was advised that following positive feedback from the school and residents during a trial period, a report recommending the introduction of a Permanent Traffic Order to restrict vehicle access to Buckstones Primary School (during drop off and pick up times), was approved under delegated powers on 28th August 2024. The proposal was subsequently advertised and five objections, two letters of support, two letters of concern and one letter requesting further clarification were received.

A copy of the approved report was attached at Appendix A and copies of the representations are attached at Appendix B.

The Director of Environment reported that following objections received, the following options were to be considered by Members:

Option 1: To introduce the proposed restriction as advertised.
Option 2: To relax the proposal.

Option 3: Do not introduce the proposed restriction.

The preferred Option was Option 1.

Resolved:

That the Deputy Chief Executive be recommended to approve and implement Option 1, subject to the restrictions not being enforced outside of school term times.

NOTE: An objector attended the meeting and spoke on the item.

The meeting started at 5:30pm and ended at 5:50pm

Agenda Item 6

Procedure at the Panel Meeting

The representatives of the petitioner group should remain seated at all times during the meeting, until the nominated spokesperson(s) is/ are invited to speak by the Chair.

The representatives (up to three) who address the meeting will be limited to ten minutes in total to present their case to the meeting including any summing up.

Once the representatives have addressed the meeting, the Councillors sitting on the Panel will be invited to put questions to the petitioner representatives.

Appropriate Councillors /relevant Ward Members and/ or officers of the Council (including the officer presenting the report) will then have the opportunity to address the Panel and can be asked questions by members of the Panel. Each officer or Member addressing the Panel will be limited to five minutes.

Finally, the lead representative for the petitioners will be invited to sum up but may only speak for the balance remaining (if any) of the ten minutes allocated as above. Following conclusion of their presentation, the petitioners will be asked to return to the public seating area of the meeting room and may not take any further part in the meeting and the Panel's considerations.

The Panel may exercise discretion to agree to extend the time available to any person or persons addressing the Panel if it considers it appropriate to do so. Following consideration of the matter before it, the Panel shall decide what further action it considers appropriate. This may be:

- (1) to make recommendations to the relevant Executive Director.
- (2) to decide that no further action is required.

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Report to Highway Regulation Committee (Petitioner Panel)

Petition for a residents parking scheme on Lower Frenches Drive, Greenfield

Officer Contact: Nasir Dad, Director of Environment

Report Author: Nasir Dad, Director of Environment

Email: nasir.dad@oldham.gov.uk

29 January 2026

Summary

A petition with 50 signatures was received requesting the introduction of a residents parking scheme on Lower Frenches Drive, Greenfield due to parked vehicles affecting access.

In line with the petition protocol, the petition was considered by the District Lead and the Ward Councillors together with the Director of Environment in September 2025.

The matter is now referred to the Highway Regulation Committee in its role as the Petitioner Panel, following a request from the petitioner, after the initial consideration in September.

The Director of Environment has proposed a solution by way of the introduction of limited waiting parking restrictions, the detail of which is set out in the papers attached to this report.

Recommendations

It is recommended that prohibition of waiting restrictions be introduced in accordance with the plan and schedule within the appendices to this summary report.

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Delegated Decision Report

Decision below £250k



Subject:	Proposed Prohibition of Waiting – Lower Frenches Drive, Greenfield
Decision maker: Senior Officer	Director of Environment, Nasir Dad
Decision maker: Cabinet Member	Don't Trash Oldham, Councillor C Goodwin
Decision date:	
Report author:	Andy Cowell
Ward (s):	Saddleworth South

Reason for decision

To consider the introduction of prohibition of waiting restrictions on Lower Frenches Drive, Greenfield.

Recommendation(s)

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

Background

Lower Frenches Drive is a residential cul-de-sac located in Greenfield. It extends from Chew Valley Road Road in a general south westerly direction for a distance of approximately 250 metres. There are no existing restrictions in place and parking takes place from the junction of Chew Valley Road to a point mid-way along the road. All properties have off street parking facilities but the parked vehicles affect access and egress to and from the cul-de-sac, access along the street for wider vehicles such as refuse wagons and access along the footway for pedestrians.

Several residents have contacted the Council to request action to be taken to address the issues with this obstructive parking. Its proximity to the railway station reportedly creates a demand for on-street parking in this area as this is one of the closest highways to the station.

Officers have visited the site and witnessed vehicles parking along both sides of the road. This reduces the available carriageway width to a single lane, resulting in motorists having to reverse back to allow any opposing traffic to pass. The parking near to the junction affects safe access and egress and the vehicles also obstruct two dropped crossings and the footway itself. Officers therefore fully support the introduction of restrictions to address these issues. The proposal includes a length of single yellow line restricted to Mon-Fri 9am-1pm. This will prevent commuters parking all day whilst allowing residents and their visitors to park for the majority of the time.

It is proposed to promote new prohibition of waiting restrictions on Lower Frenches Drive, Greenfield as detailed on plan 47/A3/1738/1.

If approved, the proposal would improve safety and access along Lower Frenches Drive.

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 (include any conflict of interest declared by relevant Cabinet Member consulted)

The Ward Members have been consulted and <>

G.M.P. View - The Chief Constable has been consulted and <>

T.f.G.M. View - The Director General has been consulted and <>

G.M. Fire Service View - The County Fire Officer has been consulted and

<supports this proposal.>

<has no comment on this proposal.>

<has no objection to this proposal.>

N.W. Ambulance Service View - The County Ambulance Officer has been consulted and

<supports this proposal.>

<has no comment on this proposal.>

<has no objection to this proposal.>

Risks

<>

Implications

Financial	The cost of introducing the Order is show below:-		
	Advertisement of Order	1200	
	Introduction of Road Markings	500	
	TOTAL	1700	
	Annual Maintenance Cost	170	
Legal	<Alan Evans>		
Equality impact including implications for Children and Young People	None		
Co-operative	<Policy Team>		

Schedule

Drawing Number 47/A3/1738/1

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>Lower Frenches Drive, Greenfield</u> (Both sides) From its junction with Chew Valley Road for a distance of 20 metres in a south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Lower Frenches Drive, Greenfield</u> (South east side) From a point 20 metres south west of its junction with Chew Valley Road for a distance of 160 metres in a general south westerly direction	Mon-Fri 9am - 1pm	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Lower Frenches Drive, Greenfield</u> (North west side) From a point 68 metres south west of its junction with Chew Valley Road for a distance of 62 metres in a general south westerly direction	Mon-Fri 9am - 1pm	A, B1, B2, B3, B4, C, E, F, J, K5	

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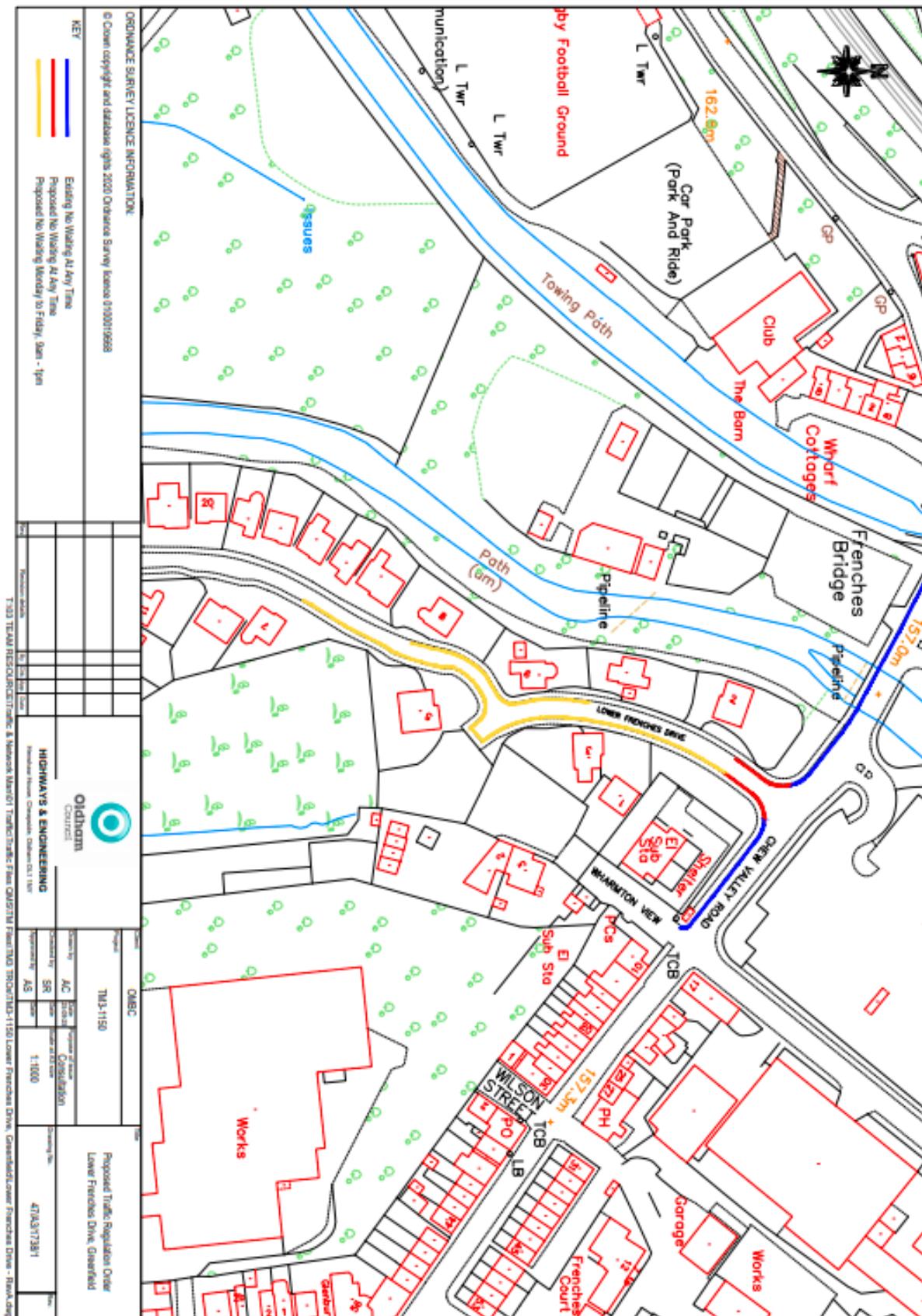
Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?	Yes / No
Are any of the recommendations within this report contrary to the Policy Framework of the Council?	Yes / No

Background Papers under Section 100D of the Local Government Act 1972

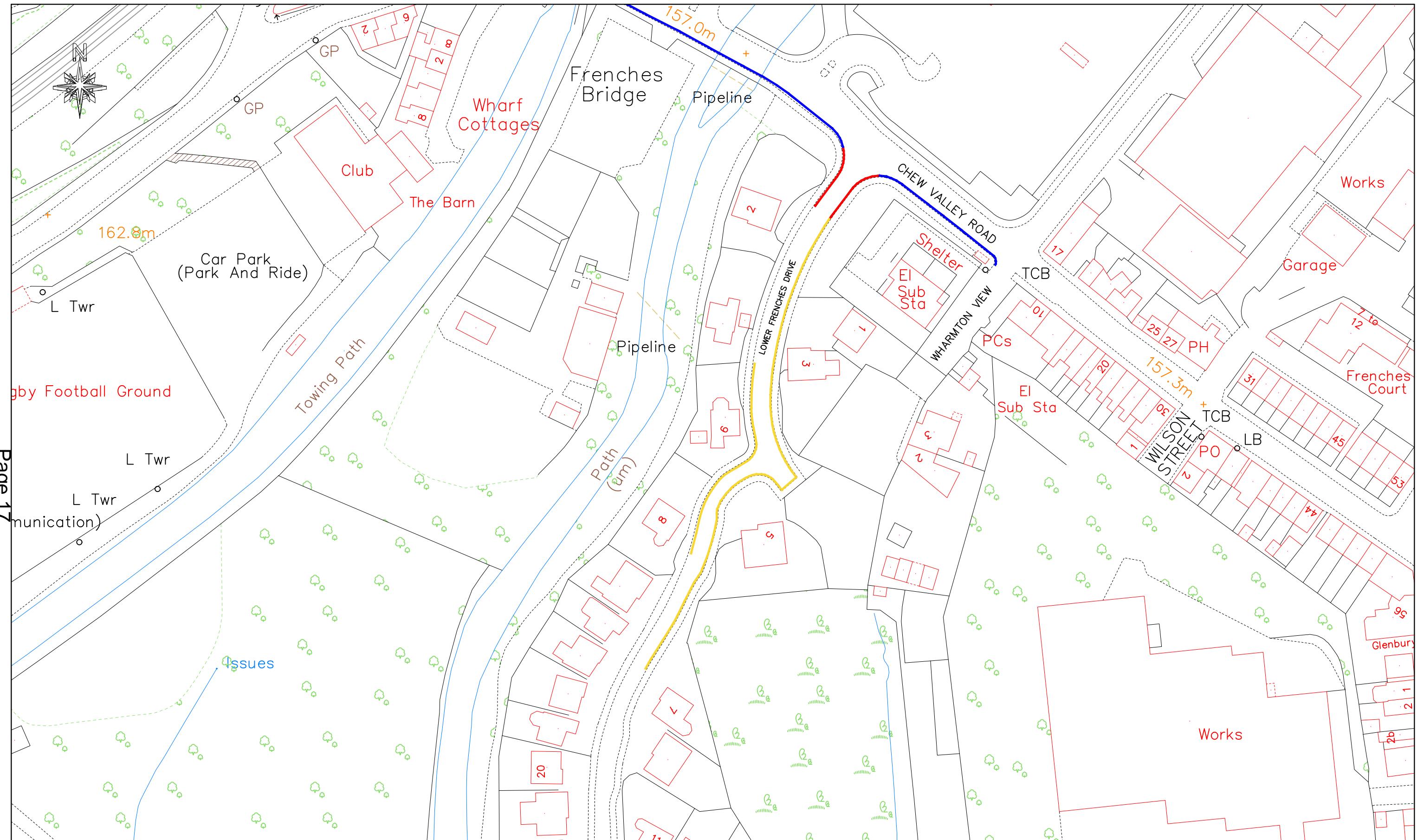
Report author sign-off	Andy Cowell
Role	Traffic Engineer
Date of sign-off	

Approval	
Officer approval sign-off	
Role	
Date of sign-off	

Approval	
Member(s) approval sign-off	
Role	
Date of sign-off	



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ORDNANCE SURVEY LICENCE INFORMATION:

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KEY

- Existing No Waiting At Any Time
- Proposed No Waiting At Any Time
- Proposed No Waiting Monday to Friday, 9am - 1pm



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

Client
OMBC

Project
TM3-1150

Drawn by
AC Date
25-09-25 Purpose of issue
Consultation

Checked by
SR Date
Approved by
AS Date

Title
Proposed Traffic Regulation Order
Lower Frenches Drive, Greenfield

Scale at A3 size
1:1000

Drawing No.
47/A3/1738/1

Rev.

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PETITION

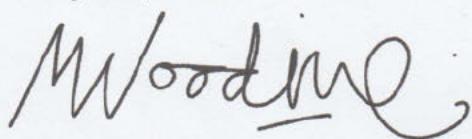
For the Attention of The Borough Solicitor – Mr. A. Bougatet

Dear Sir,

Please find a petition undersigned by those resident of Lower Frenches Drive, Greenfield, Saddleworth a petition for the introduction of a Residents' Parking Scheme.

Lower Frenches Drive, due to its close proximity to the only railway station in the Oldham Borough at Greenfield, experience a problem over a significant period of time within any 24-hour period and over 50% of those resident on Lower Frenches Drive are in favour of a Residents' Parking Scheme.

Regards,



Councillor Max Woodvine

Saddleworth South Ward

NAME	ADDRESS	SIGNATURE
NEILL WOOD		
Gemma Wood		
PETER KINSON		
Barbara Kuwien		
ALAN MARSDEN		
Joanne Sheerin		
PAUL P SHEERIN		

NAME	ADDRESS	SIGNATURE
MARIAN MORTON		
ALAN MORTON		
JOHN OLIVER		
George Buckley		
PHILIP HARLAND		
JANE HARLAND		
NICK EVANS		
SARAH EVANS		
LEE EYRE		
AMY EYRE		
Sheelagh Percival		
MARK PERCIVAL		
Sophie Percival		
Emily Percival		
Denise Audonby		

NAME	ADDRESS	SIGNATURE
Dave Allorby		
Chris Jankowski		
ANDREA JANKOWSKI		
Peter Mortimer		
IAN HOWARTH		
Hazel Howarth		
Richard Mortimer		
Snellagh Cheshire		
COLIN CHESNICK		
DAVID MARK DALZELL		
JACKIE DALZELL		
GLYN MATTHEWS		
L.A. MATTHEWS		
P. Beuf		
N. STOKER		

NAME	ADDRESS	SIGNATURE
R. Stoker		
M. STOKER		
P. Edmondson		
Amenor.		
T. Mayhall		
S. JACKSON		
A. Jackson		
G. Whitehead		
B. Whitehead		
Joan Cox		
SUE OLIVER		
K. OLIVER		
LEE OLIVER		

For the attention of The Borough Solicitor - Mr. A. Bougatef

Residents parking scheme petition

- Lower Frenches Drive, Greenfield, Oldham -

Supporting criteria

August, 2025

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Introduction

This document provides the supporting criteria for the petition for a residents parking scheme on Lower Frenches Drive, in Greenfield, Oldham.

Lower Frenches Drive is a quiet residential road, and, in many areas, only wide enough for a single vehicle to pass. It was not designed to handle high traffic volumes or large numbers of cars parked on the roadside.

Over the past two years, Lower Frenches Drive has seen a sharp rise in non-resident parking, with commuters and local workers regularly leaving vehicles for extended periods.

What began as a small number of cars parking near the Chew Valley Road entrance of Lower Frenches Drive, has now grown into a high volume of vehicles parked on all days during the working week and often at weekends, with parking now spreading further down the road, including around and beyond the narrow S-bend.

The road now seems to be regarded as an acceptable long-stay parking area, and in addition to what is believed to be commuters and local workers, residents from other parts of the village are now regularly leaving their cars there on a permanent basis, too.

All of this reinforces the perception that Lower Frenches Drive has become a convenient place for non-residents to leave or park their vehicles for extended periods, despite the road being unsuitable for this type of use.

As such, the situation is now causing daily disruption and safety risks. The road is often effectively reduced to a single lane, pavements and walkways are blocked, visibility is poor on bends due to parked cars, and a recent example of a bin lorry being unable to access Lower Frenches Drive due to a double parked vehicle also raises concerns for potential emergency access, should it be needed.

Unique geographic characteristics

Lower Frenches Drive has several unique geographic characteristics that exacerbate ongoing parking challenges and, as a residential cul-de-sac, the residents feel it warrants special consideration when evaluating suitable parking solutions.

The factors detailed in this document - and illustrated in [Figure 1: Lower Frenches Drive and surrounding high-traffic areas](#) - are supported by photographic evidence and, where relevant, external reputable data sources. Together, they demonstrate the ongoing parking pressures and the significant impact that both the current situation and planned new developments are having on residents.

As such, the attached petition has been signed by 100% of all residents over the age of 18, highlighting both the widespread frustration with the current situation and the strong collective support for introducing a dedicated residents' parking scheme.

This petition also carries the support and endorsement of Max Woodvine, councillor for Saddleworth South Ward and Leader of the Conservatives on Oldham Council.

The criteria for supporting special consideration in relation to a resident permit parking scheme are:

1. Proximity to Greenfield Train Station

Greenfield Station is the only railway station in Saddleworth and lies on the main Manchester line. It therefore serves commuters from all surrounding villages travelling into Central Manchester westwards and Leeds and Huddersfield eastwards on a daily basis.

Data from [railwaydata.co.uk](https://www.railwaydata.co.uk) shows the station serves an average of 699 passengers daily, and in 2023/2024, it recorded approximately 255,244 entries and exits, ranking 1,194th out of 2,581 stations in Great Britain ([source](#)).

Despite the high volume of commuter traffic, Greenfield Station provides only TEN designated parking spaces for daily commuters - nine standard visitor parking spots and one parking spot for disabled users (there is also one 'staff' parking spot).



Greenfield Station, Greenfield - showing limited designed train station parking.

Due to the station's insufficient parking capacity, the primary overflow roads within 200 meters of the train station are Shaw Hall Bank Road, Chapel Road, and Lower Frenches Drive.

Shaw Hall Bank Road and Chapel Road are both non-residential in the areas immediately surrounding the station, whereas Lower Frenches Drive is a fully occupied residential cul-de-sac, with 26 detached properties.



Shaw Hall Bank Road, Greenfield, facing towards Greenfield Station - showing daily train station parking (right of the image).



Chapel Road, Greenfield, facing towards Greenfield Station - showing daily train station parking (left of the image).



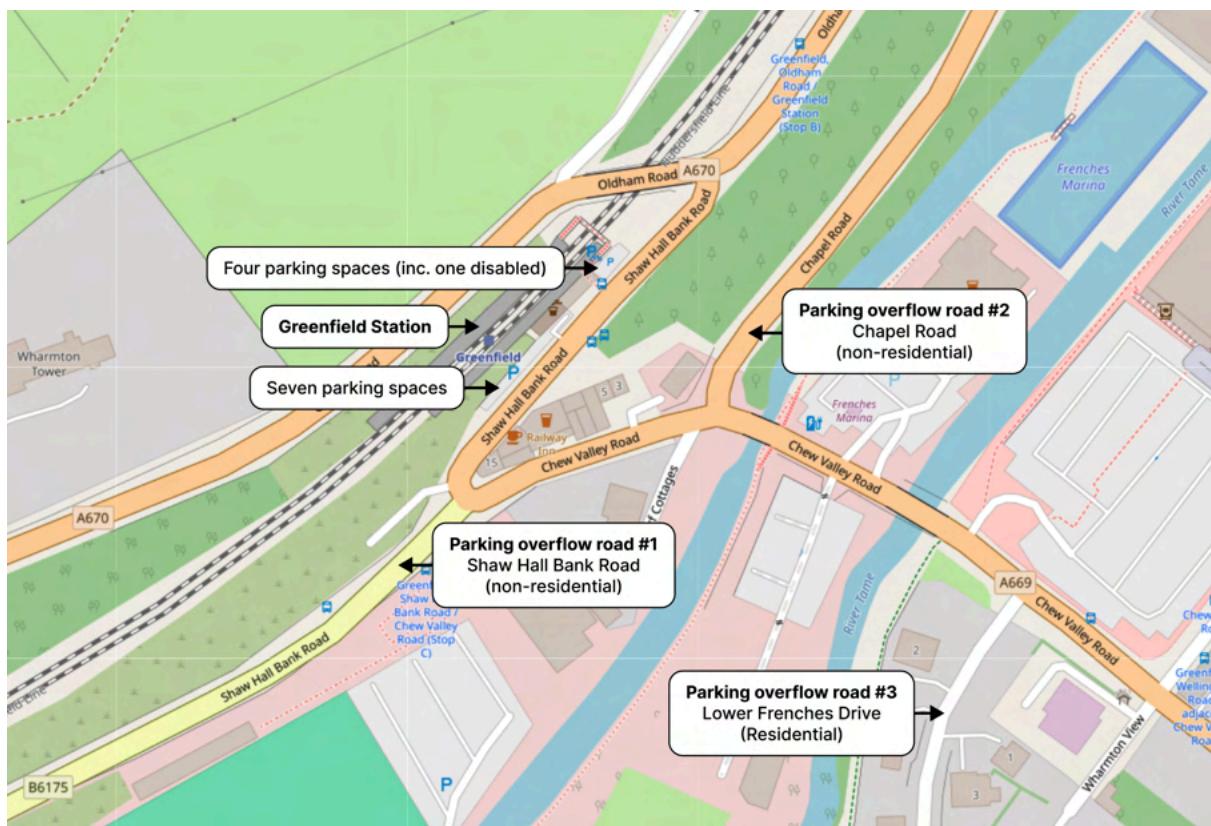
Lower Frenches Drive, Greenfield - showing daily train station (and local business employee) parking - also showing double-parked vehicle(s).

Due to spaces on Shaw Hall Bank Road and Chapel Road having no pay-to-park facilities, the available spaces fill to their maximum rapidly each day. As such, Lower Frenches Drive - the only other road within 200 metres of Greenfield Station - consequently absorbs the full impact of all parking overflow on a daily basis.

Commuters are frequently observed walking to the station and leaving vehicles for extended periods. Certain owners of vehicles are frequent parkers consistently occupying the same spots each morning and evening, effectively using the street as their regular go-to for station parking, presumably without checking the availability of space in the designated car park, such is the limited availability.

Additionally, certain vehicles are often left on Lower Frenches Drive for 3–5 days at a time, suggesting they are being used for long-stay parking while the owners are away traveling.

This consistently leads to double-parking, vehicles parked on bends, vehicles blocking pavements, and vehicles parked over and/or blocking dropped-curbs.



Greenfield Station parking spaces, and surrounded parking 'overflow' roads.

2. Proximity to local businesses - specifically Hartley Botanical

In addition to its proximity to Greenfield Station, Lower Frenches Drive is also impacted by its proximity to Hartley Botanic, a greenhouse manufacturer located on Wellington Road (see [Figure 1: Lower Frenches Drive and surrounding high-traffic areas](#)).

Demand for Hartley Botanic's products surged during COVID-19 as more people focused on home gardening (and this elevated demand has continued), leading to increased staff numbers being employed to cope with the extra demand. Hartley Botanic's own website highlights this 'spike in demand', coinciding with when residents began noticing employee vehicles regularly parked on the road ([source](#)).

Online sources estimate that, at the date of this petition, Hartley Botanic employs around 120 people ([source](#)).

With no employee parking facilities at Hartley Botanic, staff park directly outside the premises or on surrounding roads, with Lower Frenches Drive being the closest and most convenient - again, Lower Frenches Drive now absorbs the full impact of this parking overflow on a daily basis. As a consequence, employees working various shifts routinely leave vehicles for extended periods, and the proof being that workers in Hartley Botanic uniforms are seen daily.



Hartley Botanic, Wellington Road, Greenfield - showing some employee parked cars on Wellington Road (a non-residential road).

Management at Hartley Botanics have been contacted and recognise the problem, and we understand that they have requested staff be more considerate, however employees reportedly responded they see it as their legal right to park on public roads. Consequently, the problem persists, leaving Hartley Botanic's management with no desire or ability to intervene.

As with - and in addition to - train-station commuters, this consistently leads to double-parking, vehicles parked on bends, vehicles blocking pavements, and vehicles parked over and/or blocking dropped-curbs.

3. Proximity to approved redevelopment of Greenfield Mill



Greenfield Mill, current (left) and artist's impression of completed development (right).

In 2022, planning approval was granted to redevelop the derelict mill next to the Greenfield Tesco superstore into 38 apartments ([source](#)).

The submitted plans included just one parking space per apartment: 20 located in basement parking and 18 in an above-ground residents' car park. This means households with more than one vehicle (such as professional couples) will need to find alternative parking elsewhere for one or more of their vehicles. With Tesco now enforcing a 2 hour parking limit, the need to park elsewhere on local / surrounding roads will be the only option.

Furthermore, in 2024, The Saddleworth Independent reported that additional planning permission had been granted to add two further residential floors to the development - a move that (notably) was not supported by the conservation officer due to heritage concerns. This addition obviously increases the number of available apartments and therefore residents, but, despite this increase in residents, the number of allocated parking spaces has remained fixed at 38 ([source](#)).

Given Lower Frenches Drive's close proximity to the development (see [Figure 1: Lower Frenches Drive and surrounding high-traffic areas](#)), it is inevitable that it will become the site of extended stay/overnight non-resident parking. As the road is now, effectively, viewed as a public parking area - with vehicles parked nose-to-tail daily - the current unacceptable situation will become exacerbated with Lower Frenches Drive bearing the full impact of non-resident parking overflow. This leads to a massive, visible, loss of amenity which is not reflected in the high Council Tax banding the houses of Lower Frenches Drive fall into.

4. Proximity to newly announced Saddleworth Marina pop-up market

In July 2025, it was announced that Saddleworth Marina will now host a monthly pop-up market ([source](#)). Saddleworth Marina is directly opposite ,just meters from Lower Frenches Drive (see [Figure 1: Lower Frenches Drive and surrounding high-traffic areas](#)).

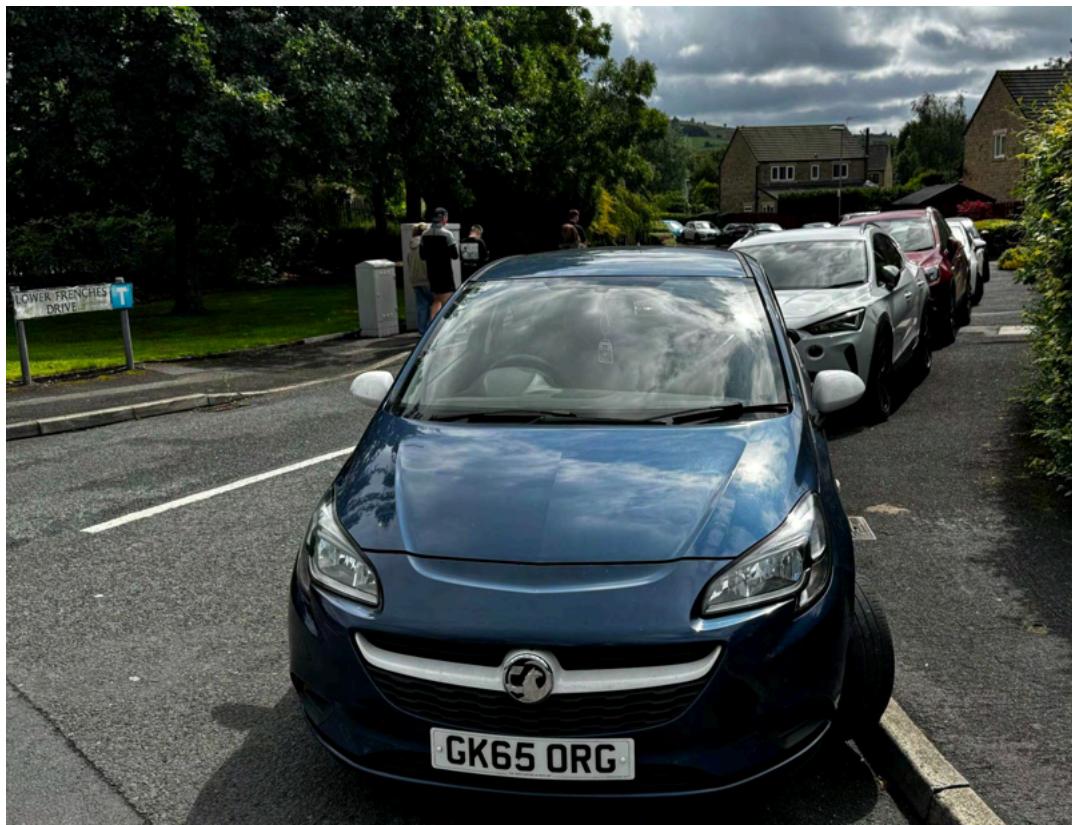
While these events provide clear social benefits to the community, there appears to have been limited or no adequate consideration given to parking management. Both The Kingfisher Pub and Restaurant, and Tesco Superstore - the two adjacent properties with large car parks - have implemented enforced time-restricted parking policies that require customer parking validation.

As a result, and given its proximity, the first of these markets on Sunday 3 August (10am–4pm) led to a significant increase in non-resident parking on Lower Frenches Drive throughout the day. This added to the existing weekday parking pressures the road already experiences. Photos taken on 3 August 2025 are attached below for reference. Please note how vehicles are parked at the edge of the junction with a main road and covering dropped-curbs, while also parking over the pavement - requiring pedestrians with pushchairs or wheelchairs to go into the road in order to pass.

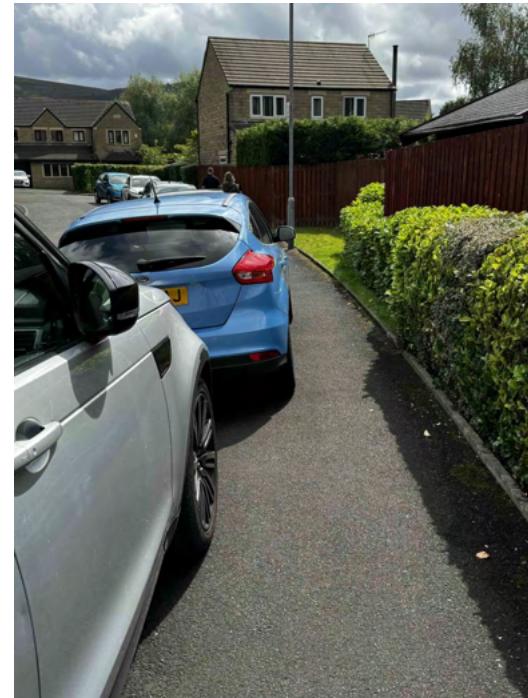
As the only residential street within a 100-metre radius of the marina, Lower Frenches Drive is - again - uniquely positioned to bear the full impact of any parking overflow associated with this event. Attendance at the first market demonstrated clearly the event is going to become a popular fixture.



Saddleworth Marina Markets, Greenfield. Sunday 3 August, 2025.



Lower Frenches Drive, Greenfield. Sunday 3 August, 2025.



Lower Frenches Drive, Greenfield. Sunday 3 August, 2025.

5. Proximity to Tesco Greenfield Superstore



Tesco Superstore, Greenfield (situated opposite Lower Frenches Drive).

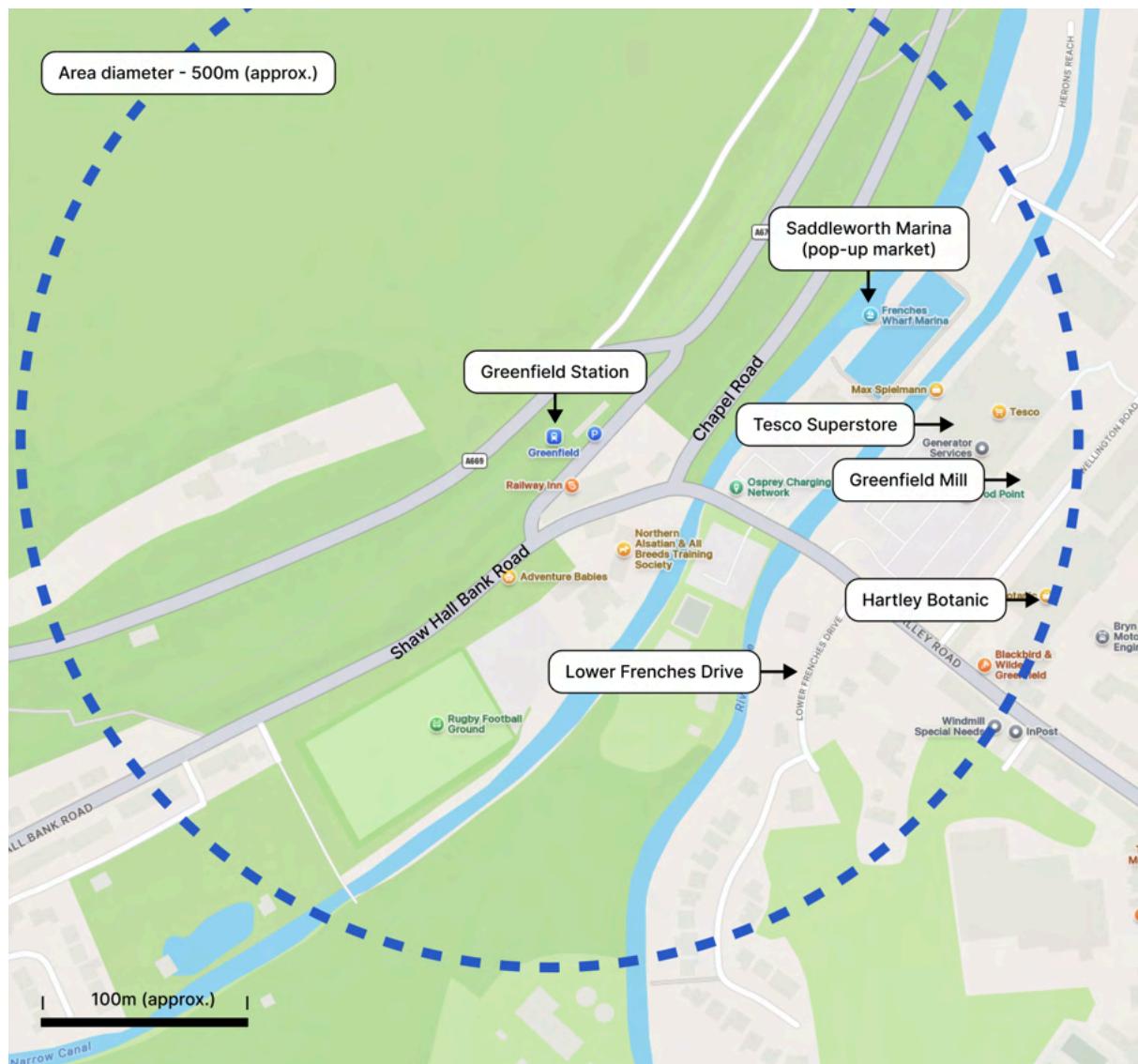
In addition to Hartley Botanic and The Marina pop-up market, Lower Frenches Drive is also directly adjacent to the Tesco Greenfield Superstore (see [Figure 1: Lower Frenches Drive and surrounding high-traffic areas](#)).

Tesco has its own customer car park, but its location contributes to the parking issues on Lower Frenches Drive in two key ways:

1. Within the past 12 months, Tesco has begun rigidly enforcing a CCTV 2-hour parking limit - with offending vehicles receiving tickets and a £70 fine. As a result of this, long-term commuters and local workers who previously used the Tesco car park, free of restriction, have now sought the nearest alternative - Lower Frenches Drive.
2. Tesco staff are also frequently observed parking on Lower Frenches Drive, possibly preferring the quieter and safer environment of a residential road over a busy superstore car park.

Both factors further incentivise parking elsewhere and increase pressure on the nearest available parking along Lower Frenches Drive.

Figure 1 : Lower Frenches Drive and surrounding high-traffic areas



Lower Frenches Drive and surrounding high-traffic areas

Oldham Council's current proposal – time-restricted parking

So far, the only proposal Oldham Council has indicated they are willing to support is the introduction of a weekday, time-specific parking restriction through a single yellow line scheme.

Under this approach, parking along the entire length of the road - for residents and visitors - would be prohibited Monday to Friday between 7am and 11am. The aim is to deter commuters and local business workers at the beginning of the working day, while allowing parking for residents and visitors later in the day, afternoons, and evenings.

Understandably, residents have raised significant concerns about its suitability:

1. Limited effectiveness – the scheme only addresses early-morning parking and does not resolve issues outside the restricted hours. For example, Hartley Botanic staff work shifts around the clock.
2. Impact on residents and their guests – during restricted times, residents would be unable to park on their own road, and visitors would have no provision to park - causing disruption to everyday routines.
3. Tradespeople and service access – while exemptions for loading and deliveries are proposed, they do not offer practical support for tradespeople or other essential services that may need to park for extended periods for servicing and / or emergencies - during restricted hours.

Given these limitations, residents believe that this scheme does not provide a workable, practical, or fair long-term solution.

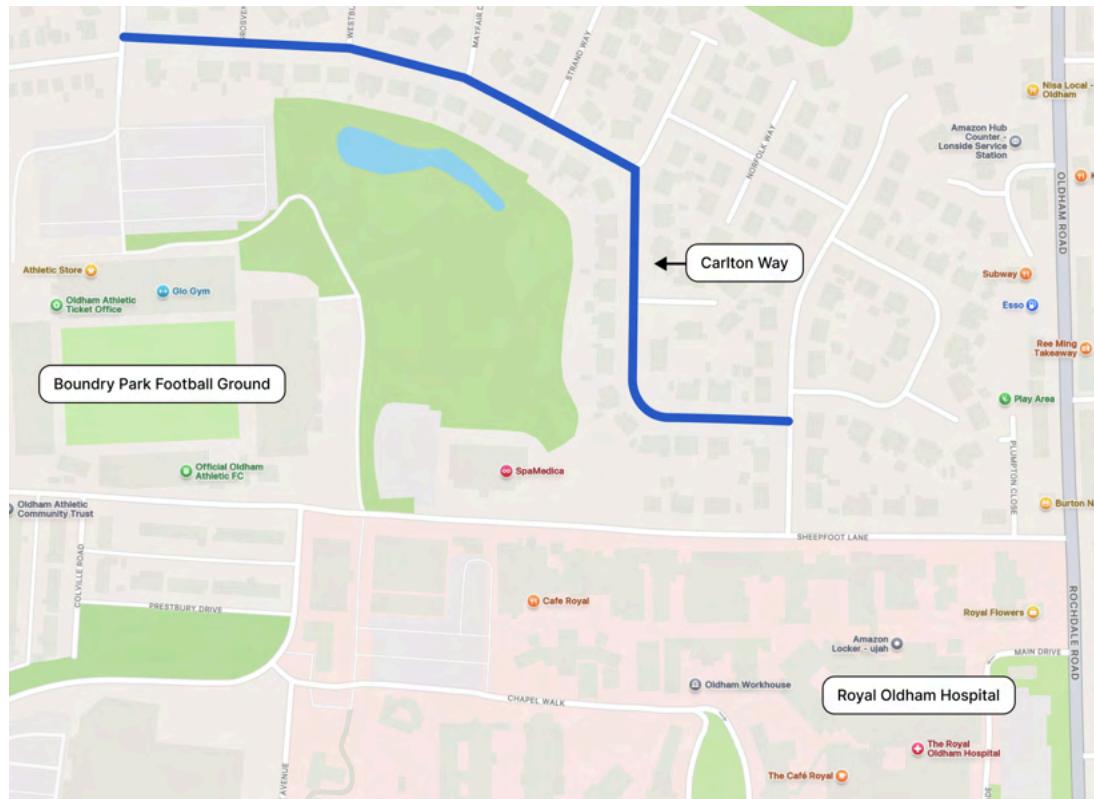
Instead, we are requesting - with the support of a petition signed by 100% of Lower Frenches Drive residents - that Oldham Council formally consider a residents' parking permit scheme, as this approach is already used successfully in nearby areas facing similar commuter parking pressures.

Parallel example to support submission

In previous discussions with the Oldham Council, we have been advised that Lower Frenches Drive would not qualify for a residents' parking scheme on the basis that more than 50% of properties have driveways. Ironically, the presence of driveways at houses means that the serving road was never designed to provide or support high-volume on-road parking, and as such, the road is very narrow in comparison to Shaw Hall Bank Road and Chapel Road - both of which are non-residential main roads in the areas immediately surrounding the Railway Station and other high-traffic locations / events.

We would argue that, as noted above, the presence of driveways in fact makes the road inherently unsuitable for high-volume on-street parking. This type of parking not only creates obstacles and inconvenience for residents, but also causes a genuine safety hazard.

In addition, there is a clear precedent demonstrating that the presence of driveways alone should not (and did not) prevent the approval of a residents' parking scheme. Carlton Way in Royton, Oldham, was granted such a scheme despite all 62 properties on the road having driveways.



Carlton Way, Royton, Oldham.

This decision was based on the street's close proximity to Royal Oldham Hospital and Boundary Park Football Ground, both of which are high-traffic areas, and caused persistent and disruptive non-resident parking.

The information regarding Carlton Way has been verified by a resident of Lower Frenches Drive whose parents live on Carlton Way. They have confirmed both the existence of the residents' parking scheme there and that it was granted due to persistent non-resident parking linked to nearby high-traffic sites, achieved through a petition and special consideration from the council. Supporting evidence of a resident parking permit for Carlton Way is included below:



Resident permit, Carlton Way, Royton, Oldham.

We also understand that the residents' parking scheme in this area extends to several surrounding roads, including Hilbre Avenue, Palace Gardens, Downham Close, Carlton Way, Grosvenor Way, Westbury Way, Mayfair Drive, Strand Way, Berkeley Drive, Dorchester Drive, and Cumberland Drive.

Based on satellite imagery from Google Maps, it appears that most - if not all - properties on these surrounding roads also have driveways.

As with Carlton Way and the surrounding roads, the presence of driveways on Lower Frenches Drive does not reduce the wider impact of non-resident vehicles occupying on-street parking, which continues to cause access issues, disruption, and safety hazards.

There are clear and compelling parallels between Carlton Way and Lower Frenches Drive; Lower Frenches Drive is similarly located adjacent to multiple high-traffic locations - including Greenfield Station, Hartley Botanic, Tesco, the Greenfield Mill redevelopment, and Saddleworth Marina - all of which either currently generate significant parking pressures or are expected to add to the problem in the near future.

Additionally, we have documented (and previously presented to Oldham Council) repeated instances of non-resident parking causing disruption and safety concerns on Lower Frenches Drive, and also reported these on multiple occasions to Saddleworth Police.

Photographic records to support this are provided in Appendix 1 of this submission.

We therefore respectfully request that, in light of the evidence presented and the accompanying residents' petition, the council favourably consider this application and, acknowledging the exceptional circumstances currently affecting Lower Frenches Drive and its residents, grant the residents of Lower Frenches Drive a Residents' Parking Scheme.

Summary and conclusion

Lower Frenches Drive faces a unique and ongoing parking challenge due to its proximity to several high-demand locations and developments. As the only residential road within close walking distance of each of these areas, it regularly absorbs significant commuter parking overflow which is going to deteriorate as demand for non-resident parking increases.

Taken together, these factors represent an unacceptable and unfair loss of amenity and value and potential for obstruction and accidents. The situation places exceptional and ongoing strain on parking availability for Lower Frenches Drive residents. With no other residential streets nearby to share this overflow, Lower Frenches Drive uniquely bears the full impact of these pressures daily.

This has led to regular disruption and safety risks: the road is often reduced to a single lane, pavements are blocked, visibility is compromised on bends and junctions, and a recent incident where a refuse collection lorry was unable to access Lower Frenches Drive highlighted potential risks to access for emergency vehicles.

In addition to the local factors detailed in this submission, there is also a clear supporting precedent for granting a residents' parking scheme under similar circumstances. Carlton Way in Royton, Oldham, was approved for such a scheme despite every property having a driveway, due to persistent non-resident parking caused by nearby high-traffic destinations.

Implementing a residents' parking scheme is therefore considered a necessary and practical solution to safeguard residents' quality of life, maintain road safety, and ensure reliable and consistent access for those living on Lower Frenches Drive.

The attached petition has been signed by every resident aged 18 and over from all 26 properties on Lower Frenches Drive, showing full and unanimous support for introducing a residents' parking permit scheme, and illustrating the frustration felt by all residents of Lower Frenches Drive.

For clarity, Lower Frenches Drive has no odd-numbered properties beyond house number 17 and does not include a house number 13, which is why these numbers do not appear on the petition.

The proposal and submitted petition also has the full backing of Max Woodvine, councillor for Saddleworth South Ward and Leader of the Conservatives on Oldham Council.

Therefore, we would respectfully submit that implementing a residents' parking scheme is a necessary, proportionate and practical solution to protect the amenity value of the properties on the estate, restore the residents' quality of life, and maintain road safety and access for emergency vehicles.

Appendix A. Supporting evidence and photography













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Definitive Map and Statement Modification Order

Diversion of Definitive Footpath 52 Failsworth, at Lumm Farm, Lumb Lane, Littlemoss, Droylsden, S53 Wildlife and Countryside Act 1981

Portfolio Holder:

Councillor C Goodwin, Cabinet Member for Transport & Highways

Officer Contact: Nasir Dad, Director of Environment

Report Author: Liam Kennedy, PRoW Officer

Highways Regulation Committee – 29 January 2026

Reason for Decision

Subsequent to the confirmation of the Public Path Diversion Order 2013 for the diversion of Footpath 52, Failsworth it is necessary for Oldham Council as Highway Authority to amend the Definitive Map and Statement for the aforementioned Footpath to reflect the diversion.

Recommendation

It is recommended that the Council make a Modification Order in respect of the diversion of Footpath 52 Failsworth under Section 53(2)(b) 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.

**Definitive Map and Statement Modification Order Diversion of Definitive Footpath 52
Failsworth, at Lumm Farm, Lumb Lane, Littlemoss, Droylsden, S53A Wildlife and
Countryside Act 1981.****1 Background**

1.1 Definitive Footpath 52, Failsworth was diverted under s257 of The Town & Country Planning Act 1990 in accordance with planning permission granted for the development of land at Lumm Farm, Lumb Lane, Littlemoss, Droylsden (PA/331096/11) by a Public Path Diversion Order in 2013. The Order was to come into effect when the diverted route was provided to the Council's reasonable satisfaction. Subsequently, this Order was Confirmed as an Unopposed Order and brought into effect on 16th January 2025. The reason for the lengthy delay in confirming the Order was because the diverted route crossed the boundary into Tameside and it was necessary to wait until Tameside also made a diversion order for the continuation of the diverted footpath route. As a result of this it is required for Oldham Council to make the necessary amendments to the Definitive Map and Statement.

1.2 The Council have an obligation to continuously review the Definitive Map and Statement. The Definitive Map shows the location and status of public rights of way and the Definitive Statement gives descriptions of the public rights of way, including any restrictions on their use.

2 Current Position

2.1 The part of Footpath 52 Failsworth to be diverted is shown on the attached plan below (764/A4/229/1). The path commences from point A 110 metres in a generally south easterly direction to point B at the Borough boundary with Tameside.

2.2 The diverted route of Footpath 52 Failsworth is also shown on the attached plan below. The path commences from point A, for a distance of 30 metres in a southerly direction to point Y and then for a distance of 80 metres in a south easterly direction to point Z to join the diverted part of Footpath 72 Tameside at the Borough boundary with Tameside and having a width of 1.5 metres throughout.

2.3 The amendments required to the Definitive Statement are detailed in the Schedule.

3 Options/Alternatives

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

4 Preferred Option

4.1 As the Public Path Diversion Order has been brought into effect, pursuant to the duty in section 53 of the Wildlife and Countryside Act 1981, the Council is required to modify the Definitive Map and Statement accordingly. Therefore it is recommended that Option 1 be approved and the Council make a Modification Order in respect of Footpath 52 Failsworth under Section 53(2)(b) 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.

5 Consultation

5.1 No consultation is required as the Order is merely updating the Definitive Map and Statement to reflect the amendments made following the bringing into effect the Public Path Diversion Order. Consultation procedures involving the public, relevant landowners and statutory undertakers will have been carried out as part of the process of making and confirming the Public Path Diversion Order.

6 **Community Cohesion Implications, including crime and disorder implications under Section 17 of the Crime and Disorder Act 1998**

None

7 **Risk Assessments**

N/A

8 **Co-operative Implications**

<Policy Team>

9 **Procurement Implications**

None

10 **Financial Implications**

10.1 No cost implications. No advertisement required.

11 **Legal Implications**

11.1 Under section 53(2)(b) of the Wildlife and Countryside Act 1981 the Council is required as soon as reasonably practicable after the occurrence of any of the events specified in section 53(3), to make by order such modifications to the Definitive Map and Statement as appear to them to be requisite in consequence of the occurrence of that event. The events in section 53(3) include at section 53(3)(a)(i) the coming into operation of any enactment or instrument or any other event whereby a highway shown in the map and statement has been authorised to be stopped up, diverted, widened or extended. An order made pursuant to an event in section 53(3)(a)(i) is known as a legal event modification order.

11.2 Legal event modification orders simply record on the Definitive Map and Statement legal changes that have already taken place under some other legislation. They do not have to be advertised, are not subject to objections and take effect as soon as they are made. The modification order to be made by the Council will be a legal event modification order, as it is being made as a result of the confirmation and bringing into effect the Public Path Diversion Order relating to Footpath 52 Failsworth. (A Evans)

12 **Equality Impact, including implications for Children and Young People**

12.1 No

13 **Key Decision**

13.1 No

14 **Key Decision Reference**

14.1 N/A

15 Background Papers

15.1 None

16 Appendices

16.1 1) s257 TCPA Public Path Diversion Order

Schedule – Current Definitive Statement

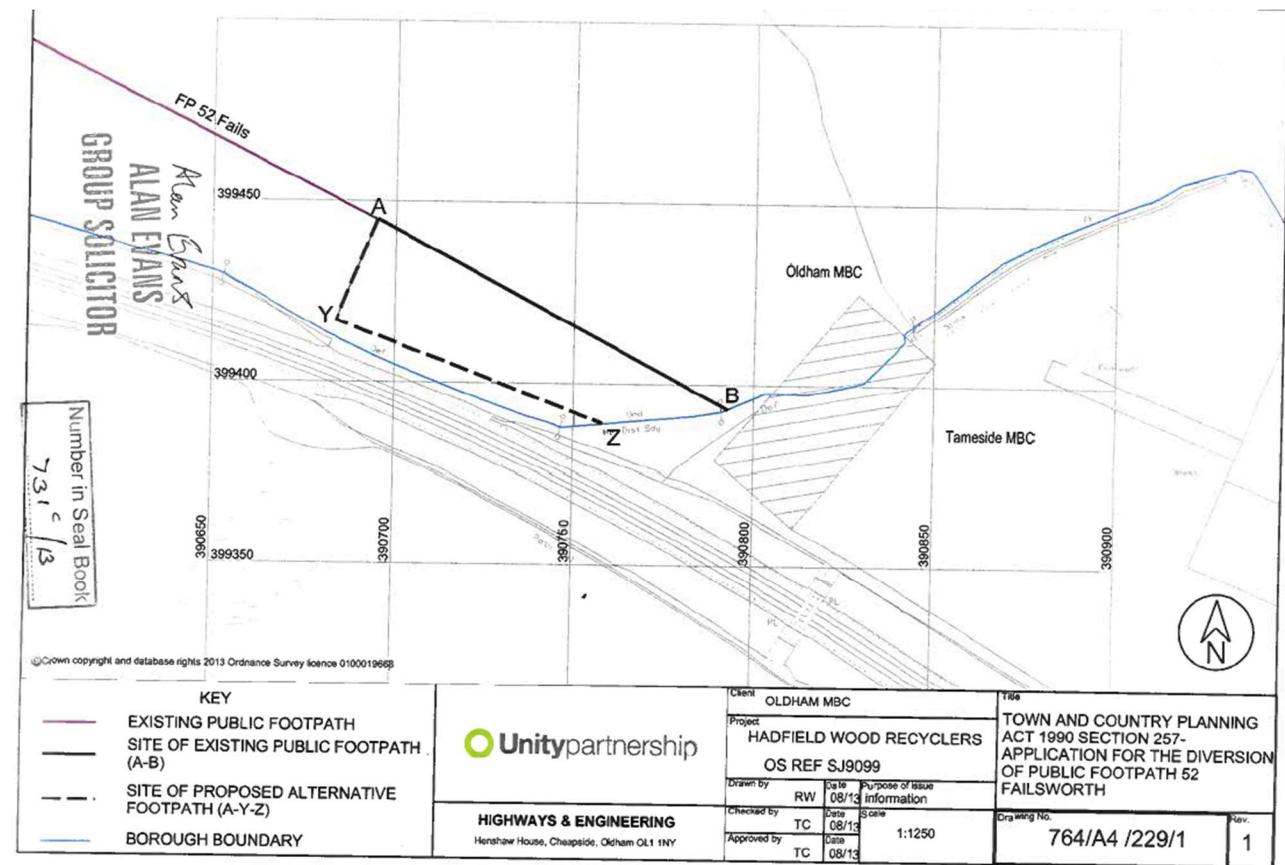
District and path number	Page Number	Status	Length (m)	Description	Comments
FAILSWORTH 52	15	Footpath	901	From junction with Medlock Road east of Bunkers Hill to Droylsden U.D.Boundary west of Lumb Farm.	

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Schedule – Amended Definitive Statement

District and path number	Page Number	Status	Length (m)	Description	Comments
FAILSWORTH 52	15	Footpath	869	<p>Path commences from next to 489 Medlock Road at GR SJ90102 99917 and proceeds south east for a distance of approximately 216 metres to its junction with Footpath 53 Failsworth at GR SJ90269 99790. Path continues south east for a distance of approximately 126 metres to cross the Tameside borough boundary at GR SJ90339 99681 continuing south east for a distance of approximately 67 metres to re-enter Oldham at GR SJ90380 99627. Path continues south east for a distance of approximately 350 metres to GR SJ90686 99448 then heads south for a distance</p>	<p>Public Path Diversion Order 2013</p> <p>1.5m width between SJ90686 99448 and SJ90758 99389</p>

				of approximately 30 metres to GR SJ90672 99422 then south east for a distance of approximately 80 metres to GR SJ90758 99389 to join Footpath 72 Tameside at the Borough boundary.	
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APPENDIX 1
Public Path Diversion Order

PUBLIC PATH DIVERSION ORDER

TOWN AND COUNTRY PLANNING ACT 1990 SECTION 257

OLDHAM BOROUGH COUNCIL (PUBLIC FOOTPATH 52 FAILSWORTH) PUBLIC PATH DIVERSION ORDER 2013

This order is made by Oldham Borough Council under section 257 of the Town and Country Planning Act 1990 because it is satisfied that it is necessary to divert the footpath to which this order relates in order to enable development to be carried out in accordance with planning permission granted under Part 3 of the Town and Country Planning Act 1990, namely the construction of two buildings for the housing of process plant and combined heat and power plant and related development on land at Lumm Farm, Lumb Lane, Littlemoss, Droylsden M43 7LB (PA/331096/11).

BY THIS ORDER:

1. The footpath over the land shown by a bold black line on the attached map and described in Part 1 of the Schedule to this order ("the Schedule") shall be diverted as described below.
2. There shall be created to the reasonable satisfaction of Oldham Borough Council an alternative highway for use as a replacement for the said footpath as provided in Part 2 of the Schedule and shown by bold black dashes on the attached map.
3. The diversion of the footpath shall have effect on the date on which Oldham Borough Council certify that the terms of Article 2 above have been complied with.
4. Where immediately before the date on which the footpath is diverted there is apparatus under, in, on, over, along or across it belonging to statutory undertakers for the purpose of carrying on their undertaking, the undertakers shall continue to have the same rights in respect of the apparatus as they then had.

SCHEDULE

PART 1 Description of site of existing path or way

Commencing at point A at GR 390695 399445 for a distance of 110 metres in a generally south easterly direction to point B at GR 390793 399393 at the borough boundary with Tameside Metropolitan Borough.

PART 2
Description of site of alternative highway

Commencing from point A for a distance of 30 metres in a southerly direction to point Y at GR 390684 399417 and then for a distance of 80 metres in a south easterly direction to point Z at GR 390758 399389 to join the diverted part of Footpath 72 Tameside at the borough boundary with Tameside Metropolitan Borough and having a width of 1.5 metres throughout, as shown on the attached map.

THE COMMON SEAL of
OLDHAM BOROUGH
COUNCIL was hereunto
affixed on 30th October 2013
in the presence of: -

AE

Alan Evans
ALAN EVANS
GROUP SOLICITOR



Number in Seal Book
731A/13

Date of making this Order: 30th October 2013

Date of confirming this Order:



Definitive Map and Statement Modification Order

S119 Highways Act 1980 - Diversion of Definitive Footpath 247, Saddleworth (part), at Grove Road, Uppermill, and S53A – Wildlife and Countryside Act 1981

Portfolio Holder:

Councillor C Goodwin, Cabinet Member for Transport & Highways

Officer Contact: Nasir Dad, Director of Environment

Report Author: Liam Kennedy, PRoW Officer
Ext. 4325

Highway Regulation Committee – 29 January 2026

Reason for Decision

The Council has received an application from the resident of 2 Grove Road, Uppermill for the diversion of part of Footpath 247, Saddleworth which passes through their land.

Executive Summary

To seek approval for the making of a Public Path Diversion and Definitive Map and Statement Modification Order for part of Footpath 247, Saddleworth as detailed in the report. If the application is approved, the Director of Environment and the Director of Legal Services be authorised to carry out the necessary procedures to make the Order and to confirm the Order in the event that no objections are made to it.

Recommendations

It is recommended that:

1. The Council make a Public Path Diversion & Definitive Map and Statement Modification Order for the diversion of part of Footpath 247, Saddleworth under Section 119 of the Highways Act 1980 and Section 53A of the Wildlife and Countryside Act 1981 as detailed in the report and
2. 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.

Definitive Map and Statement Modification Order. S119 – Highways Act 1980 and S53A – Wildlife and Countryside Act 1981 Diversion of Definitive Footpath 247, Saddleworth (part) at Grove Road, Uppermill.

1 Background

- 1.1 An application has been made by the resident of 2 Grove Road, Uppermill for the diversion of part of Footpath 247 Saddleworth which currently passes through the garden and over the driveway of the property. The proposed diversion would run along the boundary of the driveway and be clearly delineated with a fence line to ensure public safety (see Appendix 1).
- 1.2 The Department for Environment, Food and Rural Affairs 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*'.
- 1.3 In cases where a public right of way passes through the 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 that 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.
- 1.4 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.
- 1.5 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.

2 Proposal

- 2.1 The route of Footpath 247, Saddleworth is shown on attached plan (764/A4/253/1) following points A-B.
- 2.2 The diverted route is also shown on the plan and follows points A-Z.
- 2.3 The applicant proposes a diversion along the boundary of their driveway including a clear delineation of a fence line to maintain User safety. As the existing alignment passes directly through the curtilage of the property this creates issues of infringement of privacy and safety in relation to the potential conflict between Footpath Users and vehicles using the driveway.

2.4 Users of the diverted route will not be deterred from using the route, which could occur if using the existing alignment as it passes over the driveway of the property where there are vehicular movements. It is also considered that the diversion is not substantially less convenient to the public in consequence of the diversion, as the distance of the diversion to exit upon Grove Road is equal (20 metres)

2.5 If the Order is confirmed it will be necessary to modify the Definitive Map and Statement for Footpath 247, Saddleworth. 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.

3 Community Cohesion Implications, including crime and disorder implications under Section 17 of the Crime and Disorder Act 1998

None

4 Risk Assessments

None.

5 Procurement Implications

None.

6 Current Position

6.1 Discrepancies have been identified in the existing entries in the Definitive Map and Statement for Footpath 247, Saddleworth. Therefore in addition to the diversion applied for by the resident we are able to take the opportunity to amend and improve these entries as is our legal duty under Section 53(2) of the Wildlife and Countryside Act 1981.

7 Options/Alternatives

7.1

- i. Option 1: To approve the recommendation.
- ii. Option 2: Not to approve the application.

8 Preferred Option

8.1 The preferred Option is Option 1, as it is expedient to divert the path in the interests of the landowner and the diversion is not substantially less convenient to the public in consequence of the diversion.

9 Consultation

9.1 The Ward Members have been consulted and Councillor Woodvine supports the application/recommendation and Councillor Bishop has no objections.

9.2 Saddleworth Parish Council have been consulted and support the application.

9.3 Footpath Societies have been consulted and

- The Wednesday Walkers have no objection to the diversion.

- The Peak & Northern Footpath Society have no objection to the diversion.
- The Ramblers Association have no objection to the diversion.
- An objection has been received from a party who claim to be the Freehold owners of the land, however their ownership is not documented on Land Registry and for the purposes of the act the applicant Mr Clinch is the owner of the land. Officers do not consider there will be safety issues if the footpath is diverted. If residents do believe otherwise they may submit objections at the relevant stage after an Order is made and the determination will be made by the Secretary of State.

10 **Financial Implications**

- 10.1 To produce and advertise a modification Order in respect of a Section 119 diversion for Footpath 247, will cost an estimated £700.
- 10.2 This will be funded by the Resident requesting the amendment, so no cost to the Authority.
(John Edisbury)

11 **Legal Implications**

- 11.1 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.
- 11.2 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 Highway Regulation Committee, adding unnecessary delay to the process. (A Evans)

12 **Equality Impact, including implications for Children and Young People**

- 12.1 No

13 **Key Decision**

- 13.1 No

14 **Key Decision Reference**

- 14.1 N/A

15 **Background Papers**

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

There are no background papers for this report.

16 Appendices

16.1 Appendix 1 – Design Drawing of diverted section of FP247 SADD

Schedule 1 – Description of Existing Footpath Route – Drawing 764/A4/253/1.

Part of existing Footpath 247, Saddleworth commencing at point A (GR SD99985 05562) proceeding in a south easterly direction for a distance of approximately 20 metres to point B (GR SD99997 05545) across the driveway of No. 2 Grove Road, Uppermill

Schedule 2 – Description of Proposed Diverted Route – Drawing 764/A4....

Part of existing Footpath 247, Saddleworth commencing at point A (GR SD99985 05562) proceeding in a generally easterly direction for a distance of approximately 20 metres to point Z (GR SE00004 05566) along the boundary of the driveway of No. 2 Grove Road, Uppermill to join the adopted footway. Continuing east across Grove Road to join the adopted footway on the eastern side of Grove Road at point Y (GR SE00014 05561) then proceeding south for a distance of approximately 34 metres to point X (GR SE00002 05525) at the junction of Grove Road/Bankside Avenue. Proceeding in an easterly direction for a distance of approximately 40 metres to point W (GR SE00040 05516) to join the remainder of the existing route of Footpath 247, Saddleworth.

Schedule 3 – Existing Definitive Statement

District and path number	Page Number	Status	Length (m)	Description	Comments
SADDLEWORTH 247	6+7+12	F.P.	1384	Footpath commencing at its junction with Path No.249 near Golburn Clough and proceeding in a northerly direction to its	1.2m wide 1 stile 1 wicket gate

				junction with Bankside with a branch proceeding eastward to Shaw Lane then recommencing at Grove Road and continuing in a north westerly direction to its junction with Path No.97	
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Schedule 4 – Modification of Definitive Statement (Amendments in bold)

District and path number	Page Number	Status	Length (m)	Description	Comments
SADDLEWORTH 247	6+7+12	Footpath	820	Footpath commencing at its junction with Path No.249 near Golburn Clough at GR SE00166 04975 and proceeding in a northerly direction for a distance of approximately 280 metres to its junction with Footpath 86 Saddleworth at GR SE00146 05245 . Continuing north for approximately	1.2m wide 1 stile 1 wicket gate

				<p>74 metres to its junction with Footpath 276 Saddleworth at GR SE00140 05319 and continuing north for a further distance of approximately 140 metres to GR SE00101 05447 where the Footpath forks east and northwest. Eastern branch proceeds in a generally easterly direction for a distance of approximately 80 metres to its junction with Shaws Lane at GR SE00167 05481. Northwest branch proceeds north for a distance of approximately 60 metres to GR SE00086 05508 then proceeds west along Bankside Close for a distance of approximately 60 metres to its junction with Bankside Avenue at GR SE00039 05516 and continuing west for a</p>	
--	--	--	--	---	--

				<p>Further 40 metres along Bankside Avenue to its junction with Grove Road at GR SE0004 05530. Then proceeding north for a distance of approximately 30 metres along the footway of Grove Road to GR SE00013 05560 then crossing the road in a westerly direction and continuing west along the boundary of the driveway of 2 Grove Road for a distance of approximately 56 metres to its junction with Path No.97 at GR SD99954 05584.</p>	
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Appendix 1 – Design Drawing of diverted section of FP247 SADD





1:1

Drawn By:	LK
Division:	PRoW Highways & Engineering
Date:	November 2025
Drawing No.	764/A4/253/1

Oldham Council
Spindles Shopping Centre
West Street
Oldham
OL1 1LF



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Report to COUNCIL Highway Regulation Committee

Proposal to amend the Traffic Regulation Order for Southgate Street Car Park

Portfolio Holder:

Councillor C Goodwin, Cabinet Member for Transport and Highways

Officer Contact: Nasir Dad, Director of Environment

Report Author: Angela Lees Parking Client Manager

Email:angela.lees@oldham.gov.uk

9 January 2026

Reason for Decision

The purpose of this report is to consider an amendment to the proposed Traffic Regulation Order for Southgate Street car park.

Recommendations

It is recommended that the Deputy Chief Executive be recommended by the Committee to approve Option 2 and it be implemented on site.

The relaxed proposal (Option 2) will continue to meet the needs of colleagues based in the JR Clynes Building and it will be more beneficial to members of the public attending Council meetings at the location.

Proposal to amend the Traffic Regulation Order for Southgate Street Car Park

1 Background

1.1 A report recommending a change to the terms of conditions of Southgate Street car park was approved on 15 August 2025 to amend the northern section of the car park to permit holder A only between the hours of 8am and 6pm Monday to Friday. For the remainder of the operational hours the car park would remain as pay and display for public use.
A copy of the approved report is attached in Appendix A

1.2 Permit zone A passes have been issued to colleagues currently paying for permits who are based at the JR Clynes Building, access is also available to Members who are in receipt of a monthly permit. Visitors will be issued temporary permits managed internally by colleagues.

1.3 One objection was received to the initial proposal citing lack of consultation, negative impact on library staff who work evenings, as well as unfair prioritization of staff. A copy of the objection is attached at Appendix B and the Council's response to the objection is attached at Appendix C.

1.4 The objector was asked to confirm by 22nd October if they wished to continue with the objections to the proposals. No response was received.

1.5 As occupation of the JR Clynes Building commenced it became apparent that the timings of the proposed restrictions on the car park were in conflict with the start times of public meetings and therefore this report proposes to amend the timing of the pay and display restrictions from 6pm to 5pm

1.6 The amendment is less restrictive than the initial proposal advertised and as such the hours can be amended by the Highway Regulation Committee by a formal decision, without the need for further public consultation.

2 Current Position

2.1 The purpose of this report is to formally approve the request to reduce the permit holder period, and increase the pay and display period, on the northern section of Southgate Street car park for the benefit of attendees of public meetings at The JR Clynes Building.

2.2 If approved this will make the car park available to the general public and other permit holders who work in the vicinity of Southgate Street car park, one hour earlier than initially proposed.

3 Options/Alternatives

3.1 Following the objection received, the following options have been considered:

Option 1: Continue with the current permit holders only times of 8am – 6pm.

Option 2: Amend the permit holders only times to 8am – 5pm

4 Preferred Option

4.1 It is recommended that the Committee be requested to recommend that the Deputy Chief Executive approve Option 2 and it be implemented on site. Officers believe this proposal will still meet the objectives of the initial proposal as well as being more beneficial to the public and other users of the car park.

5 Consultation

5.1 Ward members were consulted, no responses received.

6 Financial Implications

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

7 Legal Implications

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

8 Procurement Implications

8.1 Not applicable

9 Equality Impact, including implications for Children and Young People

9.1 Not applicable

10 Key Decision

10.1 No

11 Key Decision Reference

11.1 Not Applicable

12 Appendices

Appendix A - Approved Mod Gov Report

Appendix B – Objection received

Appendix C – Response to the objection

Signed 	Dated 16.01.26
Cllr Chris Goodwin, Cabinet Member for Transport and Highways	 Dated: 16.01.26

APPENDIX A
APPROVED MOD GOV REPORT

Delegated Decision Report

Decision below £250k

Subject:	Amendment to Traffic Regulation Order for Southgate Street Car Park
Decision maker: Senior Officer	Emma Barton, Deputy Chief Executive, Place
Decision maker: Cabinet Member	Transport and Highways, Councillor C Goodwin
Decision date:	15.08.25
Report author:	Angela Lees
Ward (s):	Coldhurst

Reason for decision

Following the redevelopment of the Old Library building as the new Civic Building, Elected Members, Senior Leadership Team (SLT) and Executive and Political Support will relocate. Therefore an amendment to the Traffic Regulation Order for Southgate Street car park is required to ensure adequate parking is available.

Recommendation(s)

It is recommended that the current traffic regulation order is amended to limit parking Monday – Friday 8am – 6pm to Permit Holders only, with pay and display from 6pm onwards and all-day Saturday and Sunday, on the northern section of the car park to ensure the maximum use of the car park.

Background

Southgate Street car park is split into two sections, separated by Mowbray Street, and has a pay and display machine in both parts. The top section, closest to Union Street can accommodate approximately 78 spaces. The lower section has 32 spaces plus 3 disabled spaces.

A compound to enable the development works has been on site since January 2022 and should be removed by July/August 2025 to enable the surface to be inspected, remedial works carried out if necessary and the spaces remarked. The compound will temporarily be relocated to the southern section of the car park, leaving the disabled spaces accessible. (see appendix 1) Following the advertising of the amendment to the Traffic order, signage would need to be replaced, with new clear signage on the entrance to the car park, to allow effective enforcement to take place.

The Gallery, Library and Lifelong learning Centre's staff are also entitled to permits. There are currently approximately 50, however these would not be expected to all be in work at the same time, therefore it is expected that the permit holders' areas would be adequate for Members, SLT and staff. Permits are also valid on the nearby Waterloo Street and Roscoe Street car parks, and the bottom section of Southgate Street would remain available for general use

Alternative option(s) to be considered (please give the reason(s) for recommendation(s))

- 1) To approve the recommendation to amend the traffic regulation order on Southgate Street car park to restrict certain times to permit holders only
- 2) Not to approve the amendments and the whole of Southgate Street car park would remain open to the public 24 hours daily

Consultation (include any conflict of interest declared by relevant Cabinet Member consulted)
The Ward Members have been consulted and no comments have been received.

Risks

There has been a compound on Southgate Street since the start of January 2022, so any perceived loss of spaces for the public will be minimal. The number of disabled bays on the southern section of the car park will be increased, once the compound is demobilised, to mitigate the weekday loss of bays in the northern section

Implications

Financial	<p>The cost of amending the Traffic Regulation Order is shown below: -</p> <table border="1"><thead><tr><th></th><th>£</th></tr></thead><tbody><tr><td>Advertisement of Order</td><td>1,200</td></tr><tr><td>Supply and installation of signage</td><td>1,000</td></tr><tr><td>TOTAL</td><td>2,200</td></tr></tbody></table> <p>The advertising & signage expenditure of £2,200 will be funded from the TRO budget within the Highways Service.</p> <p>(John Edisbury)</p>		£	Advertisement of Order	1,200	Supply and installation of signage	1,000	TOTAL	2,200
	£								
Advertisement of Order	1,200								
Supply and installation of signage	1,000								
TOTAL	2,200								
Legal	Where for the purpose of relieving or preventing congestion of								

	<p>traffic it appears to the Council necessary to provide suitable parking places for vehicles, under section 32 of the Road Traffic Regulation Act 1984, the Council has the power to provide off street parking places together with means of entrance to and egress from them. Under section 35 of the Act, the Council may impose conditions on which an off street parking place may be used. Before making an off street parking order, the Council must consult the local Police.</p> <p>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)</p>
Equality impact including implications for Children and Young People	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 5ba

Items to be deleted

Parking Places Off Street

Amendment 126

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Item No	Location of Parking Place	Vehicles	Days and Hours of Operation	Maximum Period of waiting	Controlled hours	Rate of Charge	Time to elapse from time of leaving before vehicle can return to parking place
	Southgate Street	Vehicles	24 hours daily	18 hours	8am – 12midnight daily	Southgate Street weekday Southgate Street Weekend Disabled controlled hours	1 hour

Parking Place Scales (Off Street)
to be deleted from Part II Schedule 5ba

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Scale	Initial Period of waiting during controlled hours	Charge	Hours and Days when Scales Apply	Prohibition of Return
	Southgate Street weekday	Up to and including 1 hour Over 1 hour and up to and including 2 hours Over 2 hours and up to and including 3 hours Over 3 hours and up to and including 5 hours Over 5 hours	£1.20 £1.70 £2.10 £2.90 £4.40	8am – midnight Monday to Friday	1 hour

Items to be Included

Parking Places Off Street

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8
Item No	Location of Parking Place	Vehicles	Days and Hours of Operation	Maximum Period of waiting	Controlled hours	Rate of Charge	Time to elapse from time of leaving before vehicle can return to parking place
	Southgate Street	Permit Holders only	8am – 6pm Mon - Fri	18 hours	8am – 12midnight daily		
	Southgate Street	Vehicles	6pm – Midnight Mon - Fri	18 hours	8am – 12midnight daily	Southgate Street weekday	1 hour
	Southgate Street	Vehicles	6pm – Midnight	18 hours	8am – 12midnight daily	Southgate Street weekend	1 hour

Parking Place Scales (Off Street)
Add to Schedule II 5a

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7
Item No	Location of Parkin Place	Class of Motor Vehicle	Days and hours of operation	Maximum Period of waiting	Controlled hours	Rate of Charge
	Permit Holders Only	Vehicles	24 hours daily	18 hours	8 – Midnight Monday - Friday	Contract Charges

to be added to Part II Schedule 5ba

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Scale	Initial Period of waiting during controlled hours	Charge	Hours and Days when Scales Apply	Prohibition of Return
	Southgate Street weekday		Permit Holders only	All day	

Southgate Street weekday	Up to and including 1 hour Over 1 hour and up to and including 2 hours Over 2 hours and up to and including 3 hours Over 3 hours and up to and including 5 hours Over 5 hours	£1.20 £1.70 £2.10 £2.90 £4.40	6pm to midnight Monday to Friday	1 hour
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Appendix 1



Background Papers under Section 100D of the Local Government Act 1972

Report author sign-off	Angela Lees
Role	Parking Client Manager
Date of sign-off	9 th January 2026

Approval	
Officer approval sign-off	 Emma Barton
Role	Deputy Chief Executive, Place

APPENDIX B

COPY OF OBJECTION

The Environment Group Solicitor
Oldham Borough Council
Civic Centre
West Street
Oldham
OL1 1UL

Re: The Oldham Southgate Street Car Park Amendment Order 2025

Dear Sir/Madam,

I am writing to object to the proposed Traffic Regulation Order titled "*The Oldham Southgate Street Car Park Amendment Order 2025.*"

My objections are as follows:

1. Lack of Communication

Permit holders were not informed of any proposed changes in advance. The first notice we received was a document placed on car windscreens, resembling a penalty charge notice. This method of communication was both misleading and unnecessarily intimidating. Proper consultation and transparent communication should have taken place before implementing a change that directly impacts existing permit holders.

2. Impact on Library Staff Safety

The majority of frontline library staff are required to work until after 8pm at least once a week. Denying staff access to the closer, well-lit Southgate Street Car Park during dark winter evenings poses a serious safety concern. Staff regularly engage with challenging and sometimes confrontational customers and there have been historic incidents of staff being followed to their vehicles. Forcing staff to park further away increases their vulnerability. The Council has a duty of care to ensure its employees can access safe and reasonable parking when required to work late into the evening.

3. Unfair Prioritisation of Other Teams

Library, Gallery and Lifelong Learning staff have already experienced significant disruption to their parking arrangements in recent years. To now be deprioritised in favour of newly relocated staff — without consultation or warning — feels dismissive

and inconsiderate. In contrast, Councillors retain the flexibility to work from home, set their own hours, and, in the rare cases they are required to be on site working late, are unlikely to face the same regular safety risks that library staff encounter.

4. Failure to Balance Staff Needs

This proposal does not adequately balance the needs of all staff who require parking.

In particular, it disregards the operational requirements and safety of frontline staff who have no option to adjust their working hours or location.

5. Permit Pricing Structure

If the Council intends to proceed with this proposal, I would ask whether a differentiated permit pricing structure will be introduced. It would be both fair and respectful to reflect the higher wages of Councillors in the permit cost for this more desirable, centrally located car park. Such an approach could also help generate increased income for the Council while acknowledging the cost-of-living pressures faced by lower-paid colleagues, who would be forced to park further away under this scheme.

For these reasons, I strongly object to the proposed Order and urge the Council to reconsider its approach. At the very least, I would request that library staff working late are granted access to the Southgate Street Car Park during evenings, to ensure their safety and wellbeing are not compromised.

Yours sincerely,

Jennifer Roderick

Senior Customer Experience Assistant

APPENDIX C
RESPONSE TO REPRESENTATION

Jennifer Roderick

By email
Jennifer.roderick@oldham.gov.uk

Economy & Place
Parking Management

Re: Objection to Southgate Street TRO proposal

Thank you for your letter in relation to the proposed Traffic Order “The Oldham Southgate Street Car Park Amendment Order 2025”

I acknowledge the objections you have put forward respond as follows.

Point 1 – Lack of Communication

The Council has complied with all the statutory requirements for the introduction of a Traffic Regulation Order, which includes the requirement for site notices, alongside a public notice in a locally circulated newspaper. It is not a requirement to notify every permit holder of any changes to the car parks, however the Council has opted to take extra measures and issue warning notices to the windscreens of vehicles.

Points 2, 3 and 4

Impact on Library Staff Safety
Unfair Prioritisation of Other Teams
Failure to Balance Staff Needs

The proposed amendments are to establish a multi-use car park. Between the hours of 8am and 6pm Monday to Friday, its use will be restricted to specified permit holders only. After 6pm and all-day Saturday and Sunday, the space is available to all permit holders and for pay and display. Staff working in the library will therefore be able to park on the top section of Southgate Street car park from 6 pm onwards

The bottom section of Southgate Street car park, is currently being used as a compound and has a limited number of spaces available. Once the works are completed, this will revert to a general use car park, available to all. Staff working in the library will therefore be able to park on the bottom section of Southgate Street car park at any time (subject to spaces being available).

The purchase of a council car parking permit, as detailed in the terms and conditions, does not guarantee a space, or use of a specific car park. The flexible permit can be used on Waterloo

Street (which is adjacent to the Southgate Street car park), Bradshaw Street, Bow Street, Roscoe Street, the Spindles and Southgate Street as detailed above.

Point 5
Permit Pricing Structure

The permit prices are reviewed periodically by the Council; however, this proposal does not deal with the pricing structure. The Council would not consider an amendment to the charges on the basis a permit holder cannot park on their preferred car park.

In light of the above please can you confirm by 22nd October 2025, whether you still wish to object to the proposals.

Yours sincerely

Angela Lees

Parking Client Manager

Direct line: 0161 770 3638

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RECORD OF INDIVIDUAL EXECUTIVE DECISION MADE BY AN OFFICER

Decision Maker	Decision Type	Date
Deputy Chief Executive	Administrative Decision	16.01.26

Amendment to Traffic Regulation Order for Southgate Street Car Park

Exempt/Confidential Report		No
Key Decision¹		No

Decision (s)²

It is recommended the traffic order is amended to limit parking Monday – Friday 8am – 5pm to Permit Holders only, with pay and display from 5pm onwards and all-day Saturday and Sunday, to ensure the maximum use of the car park.

Reasons for the decision(s)³

Following the redevelopment of the Old Library building as the new Civic Building, Elected Members, Senior Leadership Team and Executive and Political Support will relocate therefore an amendment to the Traffic Regulation Order for Southgate Street car is required to ensure adequate parking is available, ensuring parking is available after 5pm for the general public to attend meetings.

¹ If the decision is Key Please use Key Decision Template.

² Brief details of the decision should be inserted. This note must set out the substance of the decision, options considered and the reason for deciding on the chosen option, although care must be taken not to disclose any confidential or exempt information. Please include proposed timescales for commencement and / or completion of implementation as appropriate.

³ Reasons for the decision must be given.

Options/Alternatives considered⁴

- 1) To approve the recommendation to amend the traffic order on Southgate Street car park to restrict certain times to permit holders only
- 2) Not to approve the amendments and the whole of Southgate Street car park would remain open to the public 24 hours daily

Conflict of Interest declared⁵



(Signature of Emma Barton, Deputy Chief Executive)



(In consultation with Cllr Chris Goodwin, Cabinet Member for Transport and Highways)

Decision made pursuant to:

- a) General delegation under the Council's officer scheme of delegation. Non-contract decisions up to £250k.

⁴ Options must be given.

⁵ If none, please state none. No Member having a disclosable pecuniary interest or officer having an interest in any matter (whether pecuniary or otherwise required to be declared) should take a decision in relation to that matter. Other interests of a non-disqualifying nature should be recorded here. Any dispensation in place in relation to the matter should also be recorded here. This may include other elected Members, officers, stakeholders and the local community.



Highway Regulation Committee

Objection to Proposed Prohibition of Waiting – Propps Hall Drive / Poplar Street / Stott Street, Failsworth

Portfolio Holder:

Councillor C Goodwin, Portfolio Holder, Highways & Transport

Officer Contact: Nasir Dad, Director of Environment

Report Author: Mohamed Abdulkadir, Traffic Engineer

20 November 2025

Reason for Decision

The purpose of this report is to consider a number of objections received to the proposed introduction of new Prohibition of Waiting restrictions on the above-named streets.

Recommendation

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.

Objection to Proposed Prohibition of Waiting – Propps Hall Drive / Poplar Street / Stott Street, Failsworth**1. Background**

1.1 A report recommending the introduction of new Prohibition of Waiting (PoW) restrictions on Propps Hall Drive / Poplar Street / Stott Street, Failsworth, was approved under delegated powers on 20 June 2024. The proposal was advertised, and 3 objections were received.

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

1.2 The main points raised by objectors are detailed below, along with the Council's response.

1.3 Objectors raised concerns that the proposed restrictions would reduce on-street parking. They highlighted that several residents of nearby bungalows, rely on street parking close to their homes and that the loss of these spaces would cause considerable inconvenience.

In response, Officers acknowledge that the proposals will displace some on-street parking but emphasise that the restrictions are required to address identified highway safety concerns. Specifically, vehicles parking too close to the roundabout and junctions, obstructing driver visibility and increasing the risk of collisions. The length of the proposed restrictions is the minimum necessary to address the issues identified. The scheme's purpose is, therefore, to improve sightlines and access for all road users. While the Council recognises the inconvenience to residents, it must prioritise road safety and cannot feasibly provide designated residential or disabled bays within this scheme.

1.4 An objector referenced the need for reasonable adjustments under Equality Act 2010, suggesting that provision should be made for disabled residents.

In response, Officers have had due regard to the Council's duties under the Equality Act 2010, and considered the potential impact. While it is acknowledged that some inconvenience may result, the proposal is considered proportionate and necessary to maintain safe visibility for all road users. If vehicles are causing obstructions to parts of the highway, then it may not be possible to accommodate parking for blue badge holders. However, the Committee may wish to consider relaxing the proposal if it is felt that this can be achieved without compromising the aim of the scheme.

2 Community Cohesion Implications, including crime and disorder implications under Section 17 of the Crime and Disorder Act 1998

None

3 Risk Assessments

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

4 Co-operative Implications

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

5 Procurement Implications

None

6 **Current Position**

- 6.1 The purpose of this report is to dismiss 3 objections received pertaining to the perceived adverse effects on general parking provision.
- 6.2 It is the view of Officers that the proposed parking restrictions would reduce the number of on-street parking options. However, the length of the proposed restrictions is the minimum necessary to address the access / safety issues identified.

7 **Options/Alternatives**

- 7.1 Following the objection received, the following options have been considered:

Option 1: Install Prohibition of Waiting restriction as advertised.
Option 2: Do nothing

8 **Preferred Option**

- 8.1 It is recommended that Option 1 be approved by the panel and installed on site. Officers believe this proposal will meet the scheme objective and improve safety issues identified.

9 **Consultation**

- 9.1 The Failsworth East Ward Members have been consulted and no comments have been received.

10 **Financial Implications**

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

11 **Legal Implications**

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

12 **Equality Impact, including implications for Children and Young People**

- 12.1 None, the work is being undertaken to improve safety on the highways.

13 **Key Decision**

- 13.1 No

14 **Key Decision Reference**

- 14.1 N/A

15 **Appendices**

Appendix A - Approved ModGov Report

Appendix B – Copy of Representations

Signed



Nasir Dad
Director of Environment

Dated 10 Nov 2025

APPENDIX A
APPROVED MOD GOV REPORT

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

Decision Maker: Nasir Dad, Director of Environment

Date of Decision: 20 June 2024

Subject: Proposed Prohibition of Waiting – Propps Hall Drive / Poplar Street / Stott Street, Failsworth

Report Author: Mark Woodhead, Traffic Engineer

Ward (s): Failsworth East

Reason for the decision:

The junction of Propps Hall Drive / Poplar Street / Stott Street is situated within a residential area of Failsworth East. Poplar Street provides a connection between the residential area and the A62, Oldham Road.

A mini roundabout feature is marked at the junction to aide vehicle movements and is also part of a wider traffic calming scheme.

The footway areas along Propps Hall Drive are overly wide, which encourages residents to use them as parking facility, and whilst this occurs throughout its full length, a concentration of parking is now taking place at the roundabout area which is forcing motorists to pull forward of the give way line on the Poplar Street side of the roundabout in order to observe approaching traffic.

A Ward Member has reported the problem to the Traffic Team and has requested that measures be introduced to stop this practice.

Officers have inspected the location and have observed the reported problematic parking.

It is, therefore, proposed that 'No Waiting At Any Time' restrictions be introduced as detailed on drawing number 47/A4/1719/1

Summary:

The purpose of this report is to consider the introduction of 'No Waiting At Any Time' restrictions at the junction of Propps Hall Drive, Stott Street and Poplar Street so as to remove parking and improve intervisibility for all road users negotiating the roundabout.

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

Option 1 – Introduce the double yellow lines to improve visibility and highways safety.

Option 2 – Do nothing and allow the obstructive parking to continue.

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 the prohibition of waiting restriction is 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
TOTAL	1,700

The advertising & road marking expenditure of £1,000 will be funded from the 2024/25 Highways TRO & road markings budgets.
(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

Oldham Impact Assessment Completed (Including impact on Children and Young People)	No
What are the property implications	None
Risks:	The introduction of double yellow lines at this location will improve safety for road users, improve access and assist with visibility. There could be reputation risks around the scheme in terms of residents and business reactions to the proposals these can be mitigated by effective communications, the publication notice and review of any objections received before installing the new lining.
	Vicki Gallacher (Head of Insurance and Information Governance)
Co-operative implications	The proposals recommended in this report will improve road safety and therefore the safety of our residents. This is important to residents and therefore this proposal shows how we are working cooperatively to improve the lives of our residents. (James Mulvaney, Policy Manager)
Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998	None
Environmental and Health & Safety Implications	The introduction of parking restrictions will reduce the risk of road traffic incidents.
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

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

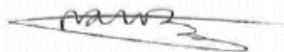
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Stott Street</u> (north west) From its junction with Poplar Street for a distance of 28 metres in a south westerly direction	At Any Time		
	Propps Hall Street (north west) From its junction with Poplar Street for a distance of 15metres in a north easterly direction	At Any Time		
	Poplar Street (both sides) From its junctions with Stott Street and Propps Hall Drive for a distance of 15metres in a north westerly direction	At Any Time		

There are no background papers for this report

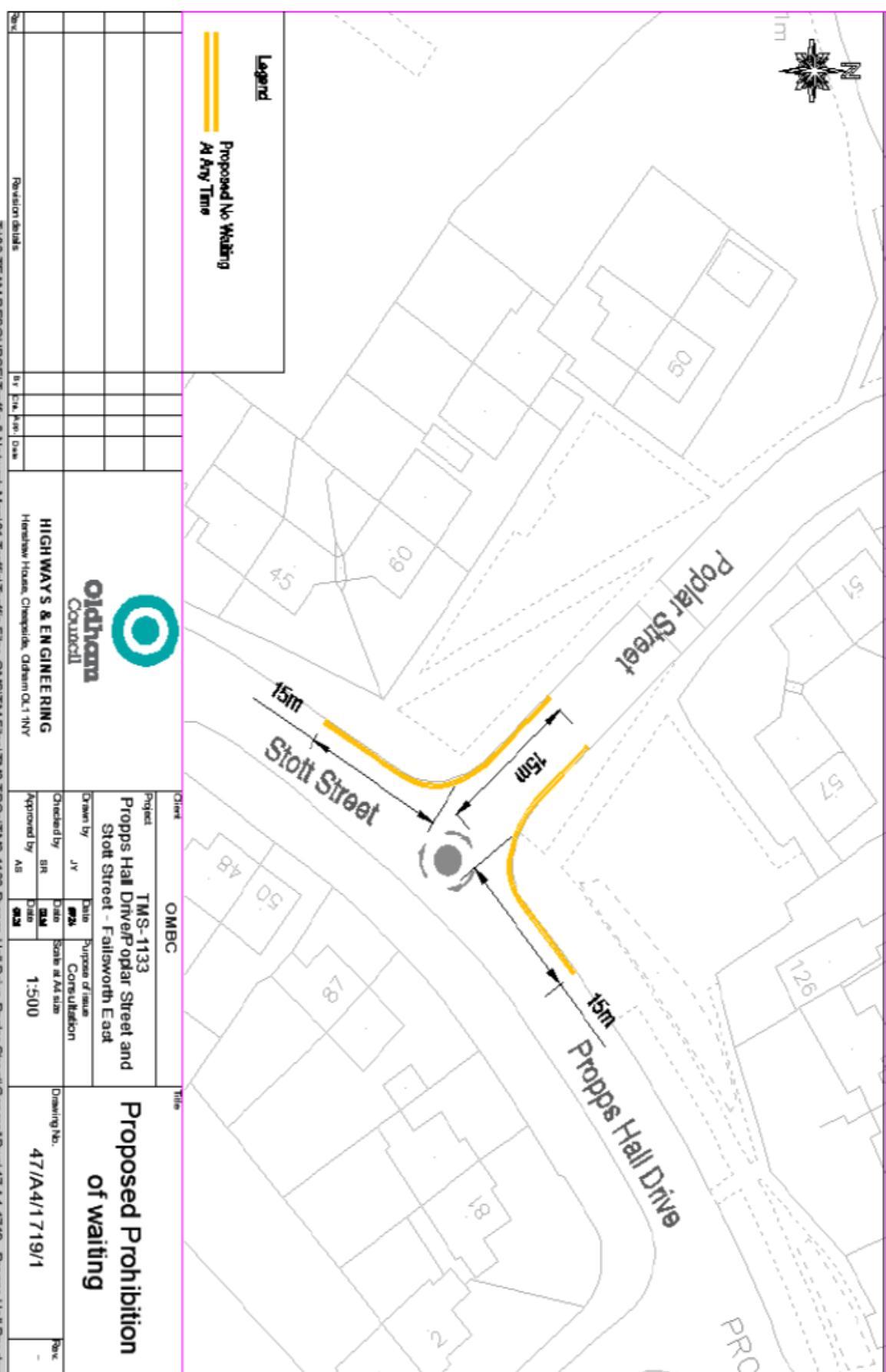
Report Author Sign-off:	
Jill Yates	
Date:	
23 May 2024	

In consultation with Director of Environment

Signed :



Date: 20.06.2024



APPENDIX B
COPY OF REPRESENTATIONS

Objection 1

I am writing to express my concerns regarding the implementation of the above order. The reason for my objections, are quite clearly the fact, that these restrictions will place immense pressure on the people who are using these parking areas, as all the properties adjoining these restrictions are solely for the use of disabled people.

Which, in effect will severely hamper their access to their vehicles, taxi's etc. It appears to me that this hasn't been taken into consideration. Due to the fact that none of these properties have designated parking.

Being a resident of one of these properties, who's wife is disabled, I find it incomprehensible that you haven't taken these factors into consideration!

I notice in your correspondence you mention a 'ward member' who reported the problem to the traffic team. Could this Ward member, be a certain Mark Wilkinson?

If so, is this the same Mark Wilkinson, who made an unsolicited visit to my house several months ago, informing me that I would be reported to the police for parking illegally?

Hmmm?

Finally I would like to bring your attention to THE EQUALITY ACT 2010. IN WHICH IT STATES, AND I QUOTE. "LOCAL AUTHORITIES MUST MAKE REASONABLE ADJUSTMENTS TO ENSURE THAT DISABLED PEOPLE CAN PARK, THIS INCLUDES PROVIDING DESIGNATED DISABLED PARKING BAYS THAT ARE EASY TO SEE."

I hope you will bear this in mind, with your final decision.

Regards, XXXXXX XXXXX, a concerned resident of Poplar Street.

Response

Dear XXXXXX,

Thank you for your representation dated 04 October 2024 regarding the proposed prohibition of waiting. We appreciate you taking the time to share your concerns. All objections made to a proposed order are included in a report which is then submitted to a future Highway Regulation Committee meeting. I will provide further details of this in due course. The committee is made up of elected members and a decision is made at the meeting.

The proposal has been put forward in response to highway safety concerns reported to the Council. It has been observed (by Council Officers) that vehicles parking immediately adjacent to the roundabout are obstructing visibility for motorists. This forces drivers to pull forward of the give-way line to see approaching traffic, which substantially increase the risk of a road traffic incident. The proposal is therefore intended to strictly improve highway safety for all road users by removing this specific obstructive parking.

Officers have had due regard to the Council's duties under the Equality Act 2010 and considered the potential impact. We acknowledge that this proposal will displace the vehicles that currently park in this unsafe manner. The primary aim of the restrictions is to address identified highway concerns. While it is acknowledged that some inconvenience may result, the proposal is considered proportionate and necessary to maintain safe visibility for all road users.

Many Thanks
Mohamed

Objection 2

Stott Street, Propps hall street, poplar street, here you are making yellow line in those street now .here we already have Yellow line on one side of the street. Now you are making yellow line on the others side and we already had this parking problem before and now you are making at worst. Either remove the yellow line form the other side of the street or don't make a new yellow line.we can't park anywhere here all the others street are full.

XXXXXXX

Response

Dear XXXXXX,

Thank you for your representation dated 15 October 2024 regarding the proposed prohibition of waiting at Poplar Street. We appreciate you taking the time to share your concerns. All objections made to a proposed order are included in a report which is then submitted to a future Highway Regulation Committee meeting, I will provide further details of this in due course. The committee is made up of elected members and a decision is made at the meeting.

The proposal has been put forward in response to highway safety concerns reported to the Council. It has been observed that vehicles parking immediately adjacent to the roundabout are obstructing visibility for motorists. This forces drivers to pull forward of the give-way line to see approaching traffic, which substantially increase the risk of a road traffic incident. The proposal is therefore intended to strictly improve highway safety for all road users by removing this specific obstructive parking.

Officers have had due regard to the Council's duties and considered the potential impact. We acknowledge that this proposal will displace the vehicles that currently park in this unsafe manner. The primary aim of the restrictions is to address identified highway concerns. While it is acknowledged that some inconvenience may result, the proposal is considered proportionate and necessary to maintain safe visibility for all road users.

Many Thanks
Mohamed

Objection 3

Dear sir/ madam

I would like to object to the yellow line being put down on poplar st as we live in disabled bungalows and there is nowhere for us to park near to our properties If you have to use yellow lines could you also give us some parking bays fir the bungalows.

XXXX XXX

Comments Dear Sir / Madam,

Thank you for your representation dated 02 October 2024 regarding the proposed prohibition of waiting at Poplar Street. We appreciate you taking the time to share your concerns. All objections made to a proposed order are included in a report which is then submitted to a future Highway Regulation Committee meeting, I will provide further details of this in due course. The committee is made up of elected members and a decision is made at the meeting.

The proposal has been put forward in response to highway safety concerns reported to the Council. It has been observed that vehicles parking immediately adjacent to the roundabout are obstructing visibility for motorists. This forces drivers to pull forward of the give-way line to see approaching traffic, which substantially increase the risk of a road traffic incident. The proposal is therefore intended to strictly improve highway safety for all road users by removing this specific obstructive parking.

Officers have had due regard to the Council's duties and considered the potential impact. We acknowledge that this proposal will displace the vehicles that currently park in this unsafe manner. The primary aim of the restrictions is to address identified highway concerns. While it is acknowledged that some inconvenience may result, the proposal is considered proportionate and necessary to maintain safe visibility for all road users.

Many Thanks
Mohamed

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Highway Regulation Committee

Objection to Proposed Prohibition of Waiting – Elmstone Drive, Royton

Portfolio Holder:

Councillor C Goodwin, Portfolio Holder, Highways and Transport

Officer Contact: Nasir Dad, Director of Environment

Report Author: Mohamed Abdulkadir, Traffic Engineer

29 January 2026

Reason for Decision

The purpose of this report is to consider a number of objections received to the proposed extension of the existing Prohibition of Waiting restrictions on Elmstone Drive, Royton.

Recommendation

It is recommended that Option 2 be approved by the Panel and implemented on site. Whilst Officers still believe the original recommendation (Option 1) will meet the scheme objective, the relaxed proposal (Option 2) will still meet the scheme objective and provide a compromise which acknowledges the concern of the objectors.

Objection to Proposed Prohibition of Waiting – Elmstone Drive, Royton**1. Background**

1.1 A report recommending the introduction of new Prohibition of Waiting (PoW) restriction on Elmstone Drive, Royton, was approved under delegated powers on 9 July 2024. The proposal was subsequently advertised - eleven objections and two letters of support were received.

A copy of the approved report is attached in Appendix A and a copy of the representations is attached in Appendix B. A revised schedule and plan to support Option 2 (relaxed proposal) recommendation is provided within Appendix C.

1.2 The main points raised by the objectors are detailed below, along with the Council's response to each one.

1.3 A number of objectors strongly stated that the restrictions would simply displace parking further along Bleasdale Street, Milton Street, and other nearby roads, worsening existing parking pressures and causing significant inconvenience for residents. One objector specifically questioned the significant length of the proposed restriction on the north-west side of Bleasdale Street and where residents would park.

Officers acknowledge the concerns regarding parking displacement. In direct response to this feedback, the Council developed a relaxed alternative proposal (Option 2), which reduces the proposed double yellow lines to a 10-metre section on the eastern side of the Elmstone Drive junction. This compromise aims to maintain visibility while allowing a nearby resident some opportunity to park closer to their home. Furthermore, Officers clarified that the length of the restriction on Bleasdale Street is not 34 metres but approximately 20 metres on the western side and 10 metres on the eastern side, representing a proportionate response to protect the junction's visibility.

1.4 Several objectors highlighted historic planning decisions that removed driveways from certain properties, leaving limited parking options. Objectors also suggested that the problem is not persistent but is caused by inconsiderate parking, pointing out that residents of odd-numbered houses with driveways are often not utilizing their off-road parking, choosing instead to park on the street.

Officers recognise the challenges faced by residents without off-street parking. However, these matters relate to historic planning decisions and fall outside the scope of this Traffic Regulation Order. The proposed restrictions are designed solely to address highway safety concerns at the junction. Officers confirmed that the purpose of the proposed restrictions is explicitly to improve visibility and access at the junction of Elmstone Drive and Bleasdale Street.

1.5 One objection cited medical grounds, explaining that the inability to park outside their property would negatively effect accessibility for a disabled family member.

Officers have carefully considered the representation and acknowledge the potential impact on individual circumstances. While the scheme aims to improve safety and accessibility for all road users, the relaxed alternative proposal seeks to balance these objectives with residents' needs. The revised layout maintains junction protection while freeing up space for parking adjacent to affected properties.

1.6 Multiple representations questioned why restrictions were proposed outside specific properties rather than on the opposite side of the road, where driveways exist.

The proposed layout is based on site assessments and visibility requirements at the junction. Restrictions have been positioned to protect critical sightlines and ensure safe maneuverability for larger vehicles. Applying restrictions only to the opposite side would not

adequately address the identified safety concerns. However, the relaxed alternative reduces the restriction length on the even-numbered side to minimise impact on residents.

1.7 Some objectors argued that the proposal does not address broader traffic and parking problems in the area, such as issues on Milton Street and Radcliffe Street.

Officers note these concerns; however, they fall outside the scope of this specific Traffic Regulation Order. Residents experiencing persistent issues on other streets are encouraged to report them through the Council's Highways Service Request process for separate investigation and consideration in future schemes.

1.8 Two formal letters of support were received citing access issues observed when inconsiderate parking is taking place.

1.9 The letters' of support endorse the implementation of the waiting restrictions as necessary measure to improve access and visibility / sightlines.

2 Community Cohesion Implications, including crime and disorder implications under Section 17 of the Crime and Disorder Act 1998

None

3 Risk Assessments

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

4 Co-operative Implications

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

5 Procurement Implications

None

6 Current Position

6.1 The purpose of this report is to dismiss the objections received pertaining to the perceived adverse effects on general parking provision and concerns about displacement of parking onto adjacent streets.

6.3 In response to feedback, officers have developed a relaxed alternative proposal (Option 2, see Appendices), which reduces the length of the proposed restriction on Elmstone Drive from 20 metres to 10 metres. This adjustment maintains necessary junction protection while allowing some opportunity for residents to park closer to their properties.

6.4 It remains the view of officers that the proposed restrictions are necessary to address documented safety concerns, including obstruction of sightlines and access difficulties for larger vehicles such refuse collection vehicles. The revised proposal represents a balanced approach that meets the scheme objectives while mitigating the impact on residents.

7 Options/Alternatives

7.1 Following the objection received, the following options have been considered:

Option 1: Install Prohibition of Waiting restriction as advertised (Option 1).

Option 2: Install a reduced Prohibition of Waiting restriction (Option 2).

Option 3: Do nothing

8 **Preferred Option**

8.1 It is recommended that Option 2 be approved by the panel and installed on site. Officers still believe this proposal will meet the scheme objective and also acknowledge the concern of some of the objectors.

9 **Consultation**

9.1 The Royton South Ward Members have been consulted and have no comments.

10 **Financial Implications**

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

11 **Legal Implications**

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

12 **Equality Impact, including implications for Children and Young People**

12.1 None, the work is being undertaken to improve safety on the highways.

13 **Key Decision**

13.2 No

14 **Key Decision Reference**

14.2 N/A

15 **Appendices**

Appendix A - Approved Mod Gov Report

Appendix B – Copy of Representations

Appendix C – Revised Schedule and Plan

Signed  Director of Environment	Dated 14/01/26
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APPENDIX A
APPROVED MOD GOV REPORT



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

Decision Maker: Nasir Dad, Director of Environment

Date of Decision: 9 July 2024

Subject: Proposed Waiting Restrictions – Elmstone Drive / Bleasdale Street, Royton, Oldham

Report Author: Jill Yates, Traffic Engineer

Ward (s): Royton South

Reason for the decision: Elmstone Drive is a residential street accessed from Bleasdale Street, both of which form an offset crossroads with Milton Street. Bleasdale Street is primarily residential but gives access to numerous other residential side roads and is used by some motorists to access the facilities within Royton District Centre and Royton Park; the majority of these motorists use Milton Street.

Residents of Elmstone Drive have reported difficulties entering and exiting from Bleasdale Street due to vehicles being parked in close proximity to the Bleasdale Street junction. The difficulties being experienced have been observed and have resulted in vehicles having to reverse into Bleasdale Street, to then be in conflict with other motorists. To alleviate the difficulties being experienced, it is proposed to introduce prohibitive waiting restrictions (double yellow lines)

Summary: The purpose of the report is to consider the introduction of prohibitive waiting restrictions at the junction of Elmstone Drive and Bleasdale Street, Royton

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

Option 1: To approve the recommendation and improve safety at the junction.
Option 2: Not to approve the recommendation and let the obstructive parking continue

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 prohibitive waiting restrictions be introduced at the Elmstone Drive / Bleasdale Street junction in accordance with drawing number 47 / A4 1724 / 1

Implications:

What are the financial implications?

The cost of introducing the Order is shown below:-

	£
Advertisement of Order	1,200
Road Markings	500
Remove Sign Plates and Post	500
Total	2,200

The advertising, road markings and sign plates will be funded from the relevant budgets within Highways.

(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. (Alan Evans)

What are the <i>procurement</i> implications?	None
What are the <i>Human Resources</i> implications?	None
Equality Impact attached or not required because (please give reason)	No
What are the <i>property</i> implications	None
Risk assessments:	The introduction of yellow lines at this location will improve safety for road users, improve access and assist with visibility. There could be reputation risks around the scheme in terms of residents and business reactions to the proposals these can be mitigated by effective communications, the publication notice and

review of any objections received before installing the new lining.

(Vicki Gallacher, Head of Insurance and Information Governance)

Co-operative implications	The proposals recommended in this report will improve road safety and therefore the safety of our residents. This is important to residents and therefore this proposal shows how we are working cooperatively to improve the lives of our residents. (James Mulvaney, Policy Manager)
Community cohesions, including crime and disorder implications	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
Drawing Number 47/A4/1724/1

Delete from the Oldham - Royton Area Consolidation Order Prohibition of Waiting
Amendment No 25 Order 2012

Part I Schedule I

Item No	Length of Road	Duration	Exemptions	No Loading
R105	<u>Bleasdale Street</u> (northwest side) From a point 34 metres south-west of its junction with Elmstone Drive to a point. 10 metres north-east of the junction	Mon – Fri 8am – 6pm		

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

Part I Schedule I

Prohibition of No Waiting

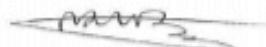
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Bleasdale Street</u> (North West side) From a point 34 metres south-west of its junction with Elmstone Drive to a point. 10 metres north-east of its junction with Elmstone Drive	At Any Time		
	<u>Elmstone Drive</u> (North East side) From its junction with Bleasdale Street in a north westerly direction for a distance of 20 metres	At Any Time		
	<u>Elmstone Drive</u> (South West side) From its junction with Bleasdale Street in a north westerly direction for a distance of 10 metres	At Any Time		

There are no background papers for this report

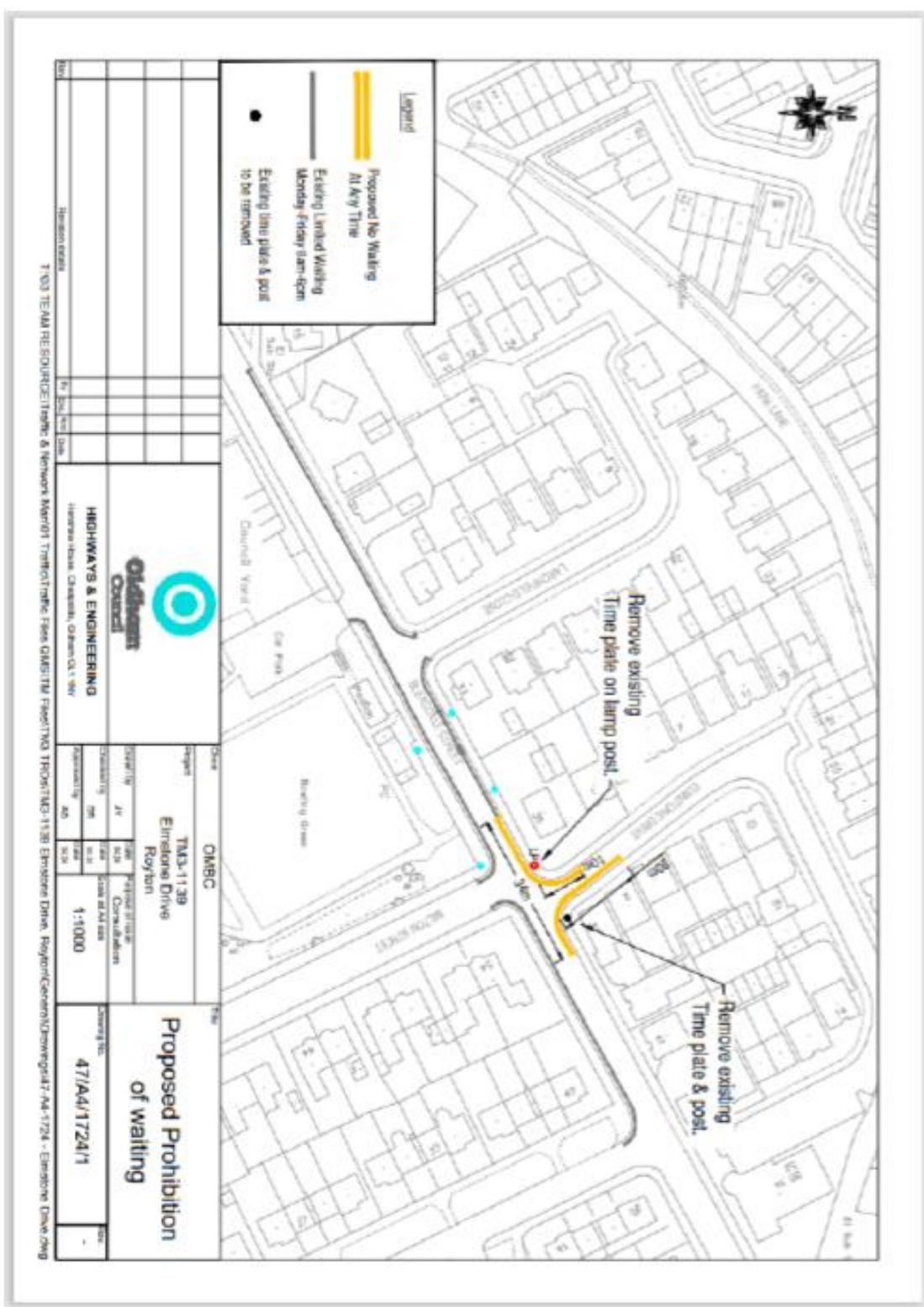
Report Author Sign-off:	
Jill Yates	
Date: 5 July 2024	

In consultation with Director of Environment

Signed :



Date: 9 July 2024



APPENDIX B
COPY OF REPRESENTATIONS

Objection 1

Dear M Abdulkadir

Proposed Prohibition of waiting – Elmstone Drive

I am writing to you to **OPPOSE** the double yellow lines outside my house (XXXXXXX).

When the estate was built in 2005, George Wimpey applied for all the estate properties to have a drive each. You denied the proposed the number of properties and their drives, asking George Wimpy to remove the drives on the even numbered side of the road to add more houses for more council tax. Therefore, the even numbered side of the road have no drives as the odd numbered side houses have.

My house is a 4-bedroom house with no drive and a single garage with nowhere else to park, so I park outside my house like all other properties do on the even numbered side of the road and most other properties do around the UK.

About 5 years ago, I flattened my front garden and paved it. We subsequently applied for you to install a dropped curb meaning we could park off-street outside our house. Unfortunately, you denied our request.

I have a disabled mother who comes to visit and she parks her car outside my house or at the side of my house. She should have the right to park outside my house.

I agree Bleasdale Street and the **BEGINNING** of Elmstone Drive do require double yellow lines to stop cars being parked at the entrance to the road. However, I believe that these yellow lines should be on the opposite side of the road to what is being proposed.

The reason for my proposal is that houses 35 Bleasdale St and 1 Elmstone Drive have driveway parking for 3 cars each, whereas the homes on the even side of the road have no driveway parking (see below diagram):

Sometimes cars park on the side (see red area on the diagram), this causes large vehicles not to be able make entry to the road. There needs to be a through entry but it doesn't have to be on myside of the street, it needs to be on the side where all the driveways are. The people with drives have an ability to park either on their drive or create room at the side of their drives. People on the even numbered side of the drive don't all have the ability to create a drive, certainly the first three even numbered houses.

Another reason why I oppose this proposal is having a 4 bedroom house without any parking provisions will seriously devalue my property.

If you have any further comments or queries, please contact me either by email XXXXXX, by phone (XXXXXX) or by written communication (XXXXXXX)

Best Wishes

XXXXXXX

Officer Response

Good morning,

Thank you for your letter dated 2 October 2024 regarding the above-proposed scheme. We appreciate you taking the time to share your views and background information regarding the parking arrangements affecting your property. Your comments have been carefully reviewed as part of the statutory consultation process.

All objections to a proposed Traffic Regulation Order are formally considered within a report submitted to a future Highways Regulation Committee meeting. I will provide further details of this in due course. The Committee, made up of elected members, will make the final decision on the proposal.

We have reviewed your comments and would like to respond to the key points raised:

Highway Safety

Thank you for your observations and for acknowledging that the junction of Elmstone Drive and Bleasdale Street experiences issues with vehicles parking close to the junction.

The purpose of the proposed restrictions is to improve highway safety and maintain access at this junction. Site visits have confirmed that vehicles parked near or opposite the junction restrict visibility and cause difficulties for larger vehicles — including emergency and refuse collection vehicles — when manoeuvring. The proposed double yellow lines are intended to address these issues and maintain safe sightlines for all road users.

Lack of Driveway Provision

We fully recognise your concerns regarding the limited parking provision along the even-numbered side of Elmstone Drive, where properties do not benefit from individual driveways, making on-street parking important for residents.

Please note that the Traffic Regulation Order (TRO) Team was not involved in the original planning decisions relating to the design of the estate — including the decision not to provide driveways on the even-numbered side or the refusal of applications for dropped kerbs. These matters were determined separately by the Council's Planning Team in accordance with planning legislation, policies, and design criteria applicable at that time.

Alternative Consideration

To help reduce the impact on residents, we have revisited the proposal and developed a relaxed alternative. This revised option proposes a reduced 10-metre section of double yellow lines on your side of Elmstone Drive. This would maintain necessary junction protection while allowing residents some opportunity to park closer to their properties.

Both the original proposal and the relaxed option will be presented to the Highways Regulation Committee for consideration. Committee Members will review all objections, technical assessments, and officer recommendations before reaching a final decision.

You will be informed of the details of the meeting once confirmed and the outcome following that meeting.

Many Thanks,
Mohamed

Objection 2

To Environmental Group Solicitor to the Council,
I am writing to inform you of my OBJECTION to the planned proposed traffic regulation order, in particular the 20m restriction on Elmstone Drive.
Whilst I can understand the need to stop people from parking in the near vicinity of the Bleasdale St / Elmstone Drive Junction, I simply cannot accept the proposal of placing restrictions directly outside my property. The reasons for my objection are as follows:

- Serious devaluation of my property;
- A lack of alternative parking options provided;
- Medical reasons;
- Previous application for off road parking rejected;
- Council's persistence of driveway removal for even numbered properties at planning stage;
- Lack of any proposed parking restrictions in front of properties with off-street parking;

My family and I have lived in our 4-bedroom detached property above since it was built in June 2005. During the whole of this time, we have parked our 2 cars directly outside the front of the property without any issue or complaint until now.

I firmly believe that putting a traffic regulation order, in the form of double yellow lines, directly outside my property will put off any potential future buyers of the property and would therefore I would need to reduce the property's value in comparison with the same property at No 6 Elmstone Drive where no parking restrictions would exist. Families, wishing to live in a 4-bedroom family home, are no longer a 'one car family' who could simply use the small garage situated at the rear of the property.

In the proposed traffic regulation order, knowing that there are currently vehicles parked in front of No 2 Elmstone Drive where the proposed double yellow lines are to be positioned, you have not suggested any alternative parking options for the vehicles impacted. I would like to know where you think these 2 vehicles should be parked safely and securely if not in front of the owners' property without sparking issues or complaints from other homeowners on Elmstone Drive or the surrounding area.

For the last 7 years, I have been prescribed daily Selective Serotonin Reuptake Inhibitors (SSRIs – Anti depressants) in order to cope with high levels of anxiety to which I am exposed to. Whilst I have undertaken therapy and developed coping strategies for anxiety, I try to eliminate further unnecessary anxiety from my life.

The prospect of having our vehicles, which we have worked hard to afford and maintain, parked in a position away from our property is highly likely to increase to my anxiety levels. In addition, the vehicles not parked outside the property is likely to lead to increased insurance costs.

I am happy to provide you with evidence of the medication I am taking if you deem this necessary.

In the recent past, we flattened the front of our property thinking that we could park one of our vehicles off-road at the front of our property similarly to other properties further into the Elmstone Drive estate. When we requested for a dropped curb to be installed outside our property, our

request was rejected on the proviso that whilst we could fit our car on the driveway, any future owners with larger cars may not be able to do so without overhanging the public footpath.

It is my understanding, from information supplied to us by the George Wimpey sales representative at the time of purchase, that the original planning submission for the estate had driveways assigned to all the properties occupying the intrados (the inner arch of the estate). This original planning submission was rejected on the basis that, if the driveways were removed, an additional property could be added to the plans leading to increase revenues for the Council in the form of council tax on the additional property.

If this is the case, any traffic issues which are currently being experienced are the result of poor planning decisions in the past and not residents parking wherever they feel necessary.

Finally, as I previously stated, I am not opposed to parking restrictions being applied to the first 10 metres on each side of Elmstone Drive to ease traffic passing each other on Elmstone Drive, I think the real traffic issue with Elmstone Drive is the lack of any parking restrictions alongside the road on the extrados (outer arch of the estate). The vast majority of the properties situated on the outer arch have driveways and therefore whilst parking on the road, contribute to the restriction of traffic flow and remove the availability of passing places.

I would be grateful if you could seriously take all these reasons for objection into consideration when making a decision on the planned traffic regulation order.

Yours sincerely,

XXXXXXX

XXXXXXX homeowner since 2005

Officer Response

Good Afternoon,

Thank you for your letter (attached) dated 8 October 2024 regarding the proposed *Prohibition of Waiting Order* on Elmstone Drive and Bleasdale Street. We appreciate you taking the time to share your comments in relation to the impact the proposal will have on your daily life.

All objections received in response to a proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee for consideration. The Committee, made up of elected Members, will make the final decision on the proposal based on all technical evidence and representations from residents.

We have reviewed the points you raised and would like to respond as follows:

Highway Safety

We acknowledge your understanding of the need to manage parking near the Elmstone Drive / Bleasdale Street junction, which currently experiences difficulties due to vehicles parking too close to the corner. These parked vehicles restrict visibility for drivers exiting Elmstone Drive and cause access issues for larger vehicles, including emergency services and refuse collection vehicles. The proposed double yellow lines are specifically intended to improve safety by protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a clear road safety concern identified during site assessments.

Lack of Driveway Provision and Parking Constraints

We fully recognise the challenges residents face on the even-numbered side of Elmstone Drive, where properties — including yours — do not have individual driveways. We understand that on-street parking is important for daily convenience.

These matters were determined by the Council's Planning Department and the developer in accordance with relevant design standards and planning legislation at that time.

Medical Grounds

We acknowledge the personal impact this proposal may have on your wellbeing. Your comments have been noted and will be included in the report to the Highways Regulation Committee for consideration.

Alternative Considerations

In light of the feedback received from yourself, the proposal has been reviewed, and a revised alternative has been developed. This alternative reduces the proposed double yellow lines to a 10-metre section on your side of Elmstone Drive, rather than the initially proposed 20 metres. This adjustment maintains necessary junction protection while providing some opportunity for residents to continue parking closer to their homes. Both the original proposal and this relaxed alternative will be presented to the Highways Regulation Committee for their consideration. Members will review all objections, technical assessments, and officer recommendations before reaching a final decision.

You will be informed once the Committee meeting date is confirmed and advised of the outcome following their decision.

Thank you again for taking the time to share your detailed feedback. Your comments have been noted and will form part of the report to Committee Members.

Many Thanks,
Mohamed Abdulkadir

Objection 3

Dear Paul,

I would like to put in an objection to the above proposed traffic regulation order for Elmstone Drive.

I have lived on Elmstone Drive for nearly 20 years and have never encountered a problem on this junction in terms of entering and exiting. I have never once had to reverse into Bleasdale street and I use my car daily at different times of the day. There possibly could have been a temporary issue as 2 residents had skips on their driveways recently and were parking their cars further up the street on the corner. This is no longer a problem.

Where you are proposing to put in the restrictions will cause problems with parking on the street. Indeed it would cover number 2's house completely and therefore where would they park? All I can see happening is that they will park further down the street which will have a domino effect on everyone else's parking causing no end of issues.

If you come and look at different times of the day there is very rarely an issue with cars parking at the end of the street.

When the planning went in for this development over 20 years ago our side of the street had proposed driveways but the council rejected this in favour of no driveways so that they could have extra houses. The place you definitely need restrictions is the bottom of Milton Street at the cross

roads with Radcliffe Street. You can't see into Redcliffe street because of a parked van and it is very dangerous. This is a busy area due to it being a through road and not a Cul de Sac like Elmstone Road is.

As you have stated Elmstone drive is only really used by residents and delivery services and collection of waste and they always seem to be able to enter and exit.

A compromise solution would be to have the 10m restriction on the other side of the road which would mean Elmstone drive would always be clear for entering and exiting.

If you move ahead with these restrictions it will cause no end of problems for the residents on the street.

Response

Good afternoon,

Thank you for your email dated 27 October 2024 regarding the proposed Prohibition of Waiting Order on Elmstone Drive and Bleasdale Street. We appreciate you taking the time to share your comments and experiences relating to the junction and parking arrangements in this area.

All objections to a proposed Traffic Regulation Order (TRO) are formally reviewed and reported to the Council's Highways Regulation Committee for consideration.

The Committee, made up of elected Members, will make the final decision based on the technical assessments undertaken and the representations received.

We have reviewed the points you raised and would like to respond as follows:

Highway Safety

We note your comments about not having experienced issues when entering or exiting the junction. However, site observations carried out by officers have identified that vehicles parked close to the Bleasdale Street / Elmstone Drive junction can obstruct visibility for motorists and create difficulties for larger vehicles, including emergency and refuse collection vehicles, when manoeuvring. The proposed double yellow lines are therefore intended to improve junction visibility and overall safety for all road users. While isolated circumstances such as temporary skips may have contributed to short-term obstruction, the broader safety concerns relate to ongoing access and visibility issues identified during multiple assessments.

Impact on Residents and Local Parking

We fully recognise that parking availability on Elmstone Drive is limited for properties without individual driveways. The proposal has been developed to maintain an appropriate balance between highway safety and residents' on-street parking needs. In response to the feedback received, the scheme has been revisited, and a revised alternative has been developed. This option proposes a reduced 10-metre section of double yellow lines on the even-numbered side of Elmstone Drive, rather than the originally proposed 20 metres. The revised layout maintains necessary junction protection while allowing some parking to remain closer to properties.

Both the original and the revised proposals will be presented to the Highways Regulation Committee for review. Committee Members will consider all objections, technical assessments, and officer recommendations before making a decision.

You will be notified once the date of the Committee meeting is confirmed and informed of the outcome following that meeting.

Thank you again for sharing your views — they will be included in the report submitted for Committee consideration.

Many Thanks,

Objection 4

I wish to object to the proposal of double yellow line along the road of Elmstone Drive to Bleasdale Street.

Further I have been a resident since the houses were built, almost 20 years and I have never had any issues getting in and out of Elmstone Drive. You have listened to the minority not majority who have not noticed an issue.

I believe that introducing yellow lines along the road of Elmstone Drive to Bleasdale would cause parking problems in Bleasdale Street itself. Currently the problems are caused by parking there throughout the day, difficulty entering and exiting from Bleasdale Street. The few cars that do park there tend to be residents or visitors to Elmstone Drive. So their cars will be parked on Bleasdale Street and causing issues for Bleasdale Street residents. The cars don't generally cause a problem as most drivers are sensible enough not to park on the corners of entrance. Also you want put restriction on the north west side of Bleasdale Street 34 metres south west of Elmstone Drive to 10 metres north east of the junction, that is a significant amount, have you considered where there's residents are going to put there cars. It's going to cause issues for Milton Street, further up Bleasdale Street so residents will be fighting for space and this will cause issue amongst residents and residents mental health as they can't park in front of their house. You need to factor in the issues it's going to cause to the neighbouring areas, I want to come home and park in front of my house like I have been doing, if the yellow lines happens that won't be possible.

Response

Good Afternoon,

Thank you for your letter (attached) dated 8 October 2024 regarding the proposed Prohibition of Waiting Order on Elmstone Drive and Bleasdale Street. We appreciate you taking the time to share your comments in relation to the impact the proposal will have on your daily life.

All objections received in response to a proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee for consideration. The Committee, made up of elected Members, will make the final decision on the proposal based on all technical evidence and representations from residents.

We have reviewed the points you raised and would like to respond as follows:

Highway Safety and Access

The purpose of the proposed restrictions is to improve visibility and access at the junction of Elmstone Drive and Bleasdale Street. During site visits, the Council's Officers observed vehicles parking close to, or opposite, the junction, which obstructs sightlines and makes turning manoeuvres difficult — particularly for larger vehicles such as refuse collection and emergency vehicles. The proposed double yellow lines are specifically intended to improve safety by protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a clear road safety concern identified during site assessments.

Parking Displacement Concerns

We understand your concern that introducing double yellow lines at this location could displace parking further along Bleasdale Street and nearby roads.

Following feedback received during the consultation period, the Council has also developed a relaxed alternative proposal. This option introduces a reduced 10-metre section of double yellow lines on the Elmstone Drive side of the junction. This would maintain visibility and turning space while allowing residents nearby some opportunity to park closer to their homes.

Clarification on the Extent of Restrictions

For clarification, the proposed restrictions on Bleasdale Street are not 34 metres in length. The current design includes approximately 20 metres on the western side and 10 metres on the eastern side of Bleasdale Street at its junction with Elmstone Drive. These lengths represent a proportionate response designed solely to protect the junction's critical visibility area.

Next Steps

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee for formal consideration. The panel will then make one of the three recommendations:

- Dismiss the objections and implement scheme as advertised.
- Modify the scheme such as introduce a relaxed prohibition of waiting.
- Withdraw the proposals.

You will be notified of the Committee's meeting date and their decision following that meeting.

Thanks,
Mohamed Abdulkadir

Objection 5

I wish to object to the proposal of double yellow line along the road of Elmstone Drive to Bleasdale Street.

I believe that introducing yellow lines along the road of Elmstone Drive to Bleasdale would cause parking problems in Bleasdale Street itself. Currently the problems are caused by parking there throughout the day, difficulty entering and exiting from Bleasdale Street. The few cars that do park there tend to be residents or visitors to Elmstone Drive. So their cars will be parked on Bleasdale Street and causing issues for Bleasdale Street residents. The cars don't generally cause a problem as most drivers are sensible enough not to park on the corners of entrance. Also you want put restriction on the north west side of Bleasdale Street 34 metres south west of Elmstone Drive to 10 metres north east of the junction, that is a significant amount, have you considered where there's residents are going to put there cars. It's going to cause issues for Milton Street, further up Bleasdale Street so residents will be fighting for space and this will cause issue amongst residents and residents mental health as they can't park in front of their house. You need to factor in the issues it's going to cause to the neighbouring areas, I want to come home and park in front of my house like I have been doing, if the yellow lines happens that won't be possible.

Response

Good Afternoon,

Thank you for your letter (attached) dated 8 October 2024 regarding the proposed Prohibition of Waiting Order on Elmstone Drive and Bleasdale Street. We appreciate you taking the time to share your comments in relation to the impact the proposal will have on your daily life.

All objections received in response to a proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee for consideration. The Committee, made up of elected Members, will make the final decision on the proposal based on all technical evidence and representations from residents.

We have reviewed the points you raised and would like to respond as follows:

Highway Safety and Access

The purpose of the proposed restrictions is to improve visibility and access at the junction of Elmstone Drive and Bleasdale Street. During site visits, the Council's Officers observed vehicles parking close to, or opposite, the junction, which obstructs sightlines and makes turning manoeuvres difficult — particularly for larger vehicles such as refuse collection and emergency vehicles. The proposed double yellow lines are specifically intended to improve safety by protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a clear road safety concern identified during site assessments.

Parking Displacement Concerns

We understand your concern that introducing double yellow lines at this location could displace parking further along Bleasdale Street and nearby roads.

Following feedback received during the consultation period, the Council has also developed a relaxed alternative proposal. This option introduces a reduced 10-metre section of double yellow lines on the Elmstone Drive side of the junction. This would maintain visibility and turning space while allowing residents nearby some opportunity to park closer to their homes.

Clarification on the Extent of Restrictions

For clarification, the proposed restrictions on Bleasdale Street are not 34 metres in length. The current design includes approximately 20 metres on the western side and 10 metres on the eastern side of Bleasdale Street at its junction with Elmstone Drive. These lengths represent a proportionate response designed solely to protect the junction's critical visibility area.

Next Steps

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee for formal consideration. The panel will then make one of the three recommendations:

- Dismiss the objections and implement scheme as advertised.
- Modify the scheme such as introduce a relaxed prohibition of waiting.
- Withdraw the proposals.

You will be notified of the Committee's meeting date and their decision following that meeting.

Objection 6

Dear Paul Entwistle

I am writing to formally object to the proposed Order under the Road Traffic Regulation Act 1984, which would remove the existing Monday to Friday waiting restrictions on Bleasdale Street and introduce 'at any time' waiting restrictions on sections of both Bleasdale Street and Elmstone Drive. This proposal is concerning for several reasons, and I urge the council to reconsider the implications of these restrictions.

1. Displacement of Parking onto Bleasdale Street: The introduction of 'at any time' waiting restrictions will severely impact the residents of Elmstone Drive, who will be forced to park their vehicles on Bleasdale Street. However, parking is already very limited on Bleasdale Street due to existing restrictions, and adding more vehicles will create congestion and make it nearly

impossible for residents to find parking spaces. This will also negatively affect traffic flow and access for emergency services and delivery vehicles, exacerbating an already challenging situation.

2. Lack of Consideration for Long-Term Parking Needs: When planning permission was granted for new housing developments on Bleasdale Street and Elmstone Drive 20 years ago, the council should have taken into account the potential increase in vehicles over the years and the limited capacity for on-street parking. Unfortunately, this issue appears to have been overlooked. The roads are narrow, and the current parking infrastructure is not sufficient to support the needs of residents in both streets. Implementing new restrictions without addressing this fundamental issue is likely to lead to significant inconvenience for the community. It feels like Oldham Council intentionally grant planning permission to housing developers knowing they will reduce the original on street parking in the near future setting a trap for residents to issuing PNCs at will.

3. Unbalanced Approach to Traffic Management: The council's focus on imposing restrictions on Bleasdale Street and Elmstone Drive appears unbalanced when compared to other local areas experiencing similar or worse traffic problems. Specifically, the junction of Milton Street and Radcliffe Street is currently a serious hazard, with vehicles parked on both sides of Radcliffe Street making it extremely difficult to pass safely. It is unreasonable for the council to impose restrictions on Bleasdale Street while leaving the situation on Milton Street and Radcliffe Street unaddressed, where the traffic issues are as bad, if not worse. Again, no restrictions are imposed on the either Milton Street or Radcliffe Street and both are acting as a 'single lane one way street' when vehicles are parked on both sides.

If the council is intent on introducing restrictions to improve traffic safety and parking management, a comprehensive approach is necessary, including considering similar restrictions at the problematic Milton Street and Radcliffe Street junction. Focusing solely on one area without addressing the broader traffic and parking issues across the neighborhood creates an unfair and ineffective solution.

In light of the above, I strongly urge Oldham Borough Council to reconsider the proposed waiting restrictions. A more balanced, community-focused approach should be adopted to address parking and traffic issues without disproportionately affecting the residents of Elmstone Drive and Bleasdale Street.

Thank you for considering my objections.

Response

Good Afternoon,

Thank you for your letter (attached) dated 14 October 2024 regarding the proposed Prohibition of Waiting Order on Elmstone Drive and Bleasdale Street. We appreciate you taking the time to share your comments in relation to the impact the proposal will have on your daily life.

All objections received in response to a proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee for consideration. The Committee, made up of elected Members, will make the final decision on the proposal.

We have reviewed the points you raised and would like to respond as follows:

Highway Safety and Access

The purpose of the proposed restrictions is to improve visibility and access at the junction of Elmstone Drive and Bleasdale Street. During site visits, the Council's Officers observed vehicles parking close to, or opposite, the junction, which obstructs sightlines and makes turning

manoeuvres difficult — particularly for larger vehicles such as refuse collection and emergency vehicles. The proposed double yellow lines are specifically intended to improve safety by protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a clear road safety concern identified during site assessments.

Parking Displacement Concerns

We understand your concern that introducing double yellow lines at this location could displace parking further along Bleasdale Street and nearby roads.

Following feedback received during the consultation period, the Council has also developed a relaxed alternative proposal. This option introduces a reduced 10-metre section of double yellow lines on the Elmstone Drive side of the junction. This would maintain visibility and turning space while allowing residents nearby some opportunity to park closer to their homes.

Clarification on the Extent of Restrictions

For clarification, the proposed restrictions on Bleasdale Street are not 34 metres in length. The current design includes approximately 20 metres on the western side and 10 metres on the eastern side of Bleasdale Street at its junction with Elmstone Drive. These lengths represent a proportionate response designed solely to protect the junction's critical visibility area.

Comments Regarding Other Streets

Your observations regarding conditions on Milton Street and Radcliffe Street are noted. These locations fall outside the scope of this specific Traffic Regulation Order (TRO). However, if residents are experiencing persistent or significant parking and access issues in those areas, these can be formally reported through the Council's Highways Service Request process. Once a request is logged, the matter can be investigated separately, and if appropriate, considered for a future scheme.

Next Steps

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee for formal consideration. The panel will then make one of the three recommendations: Dismiss the objections and implement scheme as advertised.

Modify the scheme such as introduce a relaxed prohibition of waiting.

Withdraw the proposals.

You will be notified of the Committee's meeting date and their decision following that meeting.

Objection 7

In response to your proposal to make the end of Elmstone Drive a no parking/waiting area. I wish to point out that when these houses were built the plan included houses on the odd number side having a garage and a driveway and houses on the even side having a garage and a space in front of the house to park one car.

I suspect the proposal has arisen due to the thoughtlessness of one individual who has been parking on the corner of Elmstone. The existing arrangements have worked for 18 years and it seems incredibly unfair to the occupants of number 2 to have this imposed due to a neighbour's careless actions.

I agree that the corner could be made no parking but not in front of number 2 which may impact other people.

Please reconsider this proposal and tweak it to reflect a more just outcome.

Paul Wilkinson
2 Elmstone Drive

Sent from my iPhone

Response

Good Afternoon,

Thank you for your letter (attached) dated 07 October 2024 regarding the proposed Prohibition of Waiting Order on Elmstone Drive and Bleasdale Street. We appreciate you taking the time to share your comments in relation to the impact the proposal will have on your daily life.

All objections received in response to a proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee for consideration. The Committee, made up of elected Members, will make the final decision on the proposal based on all technical evidence and representations from residents.

We have reviewed the points you raised and would like to respond as follows:

Highway Safety and Access

The purpose of the proposed restrictions is to improve visibility and access at the junction of Elmstone Drive and Bleasdale Street. During site visits, the Council's Officers observed vehicles parking close to, or opposite, the junction, which obstructs sightlines and makes turning manoeuvres difficult — particularly for larger vehicles such as refuse collection and emergency vehicles. The proposed double yellow lines are specifically intended to improve safety by protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a clear road safety concern identified during site assessments.

Parking Displacement Concerns & Relaxed Proposal We understand your concern that introducing double yellow lines at this location could displace parking further along Bleasdale Street and nearby roads.

Following feedback received during the consultation period, the Council has also developed a relaxed alternative proposal. This option introduces a reduced 10 metre section of double yellow lines on the Elmstone Drive side of the junction. This would maintain visibility and turning space while allowing resident at number 2 some opportunity to park closer to their homes.

Next Steps

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee for formal consideration. The panel will then make one of the three recommendations:

1. Dismiss the objections and implement scheme as advertised.
2. Modify the scheme such as introduce a relaxed prohibition of waiting.
3. Withdraw the proposals.

You will be notified of the Committee's meeting date and their decision following that meeting.

Objection 8

Hi Linda,

Thank you for sending this across.

I object to the changes because I feel the issue and the obstruction to the Highway is actually being caused by the traffic on the opposite side of the road to Number 2.

Number 1 and 3 both have options for off road parking but fail to utilise them.

Number 3 has three cars at the household and parks one on the drive and 2 blocking the footpath at the bottom of the drive.

I feel that adding double yellow lines outside of number 2 will cause them to park further down resulting in blocked driveways and poor visibility for the remaining homes on Elmstone Drive.

Please let me know if this is sufficient to object and if you require any further information.

Many Thanks,

Response

Good Afternoon,

Thank you for your letter (attached) dated 09 October 2024 regarding the proposed Prohibition of Waiting Order on Elmstone Drive and Bleasdale Street. We appreciate you taking the time to share your comments in relation to the impact the proposal will have on your daily life.

All objections received in response to a proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee for consideration. The Committee, made up of elected Members, will make the final decision on the proposal.

We have reviewed the points you raised and would like to respond as follows:

Highway Safety and Access

The purpose of the proposed restrictions is to improve visibility and access at the junction of Elmstone Drive and Bleasdale Street. During site visits, the Council's Officers observed vehicles parking close to, or opposite, the junction, which obstructs sightlines and makes turning manoeuvres difficult — particularly for larger vehicles such as refuse collection and emergency vehicles. The proposed double yellow lines are specifically intended to improve safety by protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a clear road safety concern identified during site assessments.

Parking Displacement Concerns & Relaxed Proposal

We understand your concern that introducing double yellow lines at this location could displace parking further along Bleasdale Street and nearby roads.

Following feedback received during the consultation period, the Council has also developed a relaxed alternative proposal. This option introduces a reduced 10 metre section of double yellow lines on the eastern side of the Elmstone Drive junction. This would maintain visibility and turning space while allowing resident at number 2 some opportunity to park closer to their homes.

Next Steps

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee for formal consideration. The panel will then make one of the three recommendations:

1. Dismiss the objections and implement scheme as advertised.
2. Modify the scheme such as introduce a relaxed prohibition of waiting.
3. Withdraw the proposals.

You will be notified of the Committee's meeting date and their decision following that meeting.

Objection 9

Dear Paul

I am writing to object to the proposed traffic regulation order for Elmstone Drive, (OL26DH)

I have lived at number 4 Elmstone Drive for almost 20 years. We have never had an issue with having to reverse onto Bleasdale Street as Elmstone Drive is congested. There was a short period of time where a few houses had skips on their drives and they parked on the corner of the street. This did mean it was difficult to see the oncoming traffic.

I do think that yellow lines on the corners would prevent this in future. However I do not understand why the yellow lines will be outside number 2.

The occupants at number 2 applied to have their kerb lowered so they could park on their (small) driveway. This would have taken their car off the road. However the council did not approve this. Now you are saying you are going to put restrictions outside their house?

The opposite side of Elmstone Dr (odd numbers) have driveways. The side where number 2 is do not. This is because the council declined planning permission for the houses to have driveways as they wanted more houses to be built. This meant that the even number houses have to park on the road. Some houses had big enough gardens to create driveways. We personally at number 4 do not have this option as there isn't enough space.

The houses across the road all have driveways. The majority of these house have converted their garages into rooms. Consequently this has left them with one less parking space on their property.

I do believe that putting double yellow lines outside number 2 Elmstone Drive will create more problems than it will solve. The space outside number 2 does not impede any comings or goings along the road. To put restrictions in will mean more congestion further down the road.

I have attached photos of how the road typically looks during the day. I do not believe the restrictions are necessary outside number 2.

Response

Good afternoon,

Thank you for your email dated 28 October 2024 regarding the proposed Prohibition of Waiting Order on Elmstone Drive and Bleasdale Street. We appreciate you taking the time to share your comments and experiences relating to the junction and parking arrangements in this area.

All objections received in response to a proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee for consideration. The Committee, made up of elected Members, will make the final decision on the proposal.

We have reviewed the points you raised and would like to respond as follows:

Highway Safety and Access

The purpose of the proposed restrictions is to improve visibility and access at the junction of Elmstone Drive and Bleasdale Street. During site visits, the Council's Officers observed vehicles parking close to, or opposite, the junction, which obstructs sightlines and makes turning manoeuvres difficult — particularly for larger vehicles such as refuse collection and emergency vehicles. The proposed double yellow lines are specifically intended to improve safety by

protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a clear road safety concern identified during site assessments.

Parking Displacement Concerns & Relaxed Proposal

We understand your concern that introducing double yellow lines at this location could displace parking further along Bleasdale Street and nearby roads.

Following feedback received during the consultation period, the Council has also developed a relaxed alternative proposal. This option introduces a reduced 10 metre section of double yellow lines on the eastern side of the Elmstone Drive junction. This would maintain visibility and turning space while allowing resident at number 2 some opportunity to park closer to their homes.

Next Steps

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee for formal consideration. The panel will then make one of the three recommendations:

1. Dismiss the objections and implement scheme as advertised.
2. Modify the scheme such as introduce a relaxed prohibition of waiting.
3. Withdraw the proposals.

You will be notified of the Committee's meeting date and their decision following that meeting.

Many Thanks,

Objection 10

Hi,

I wish to object to the proposal of double yellow line along the road of Elmstone Drive to Bleasdale Street.

Further I have been a resident since the houses were built, almost 20 years and I have never had any issues getting in and out of Elmstone Drive. You have listened to the minority not majority who have not noticed an issue.

I believe that introducing yellow lines along the road of Elmstone Drive to Bleasdale would cause parking problems in Bleasdale Street itself. Currently the problems are caused by parking there throughout the day, difficulty entering and exiting from Bleasdale Street. The few cars that do park there tend to be residents or visitors to Elmstone Drive. So their cars will be parked on Bleasdale Street and causing issues for Bleasdale Street residents. The cars don't generally cause a problem as most drivers are sensible enough not to park on the corners of entrance. Also you want put restriction on the north west side of Bleasdale Street 34 metres south west of Elmstone Drive to 10 metres north east of the junction, that is a significant amount, have you considered where there's residents are going to put there cars. It's going to cause issues for Milton Street, further up Bleasdale Street so residents will be fighting for space and this will cause issue amongst residents and residents mental health as they can't park in front of their house. You need to factor in the issues it's going to cause to the neighbouring areas, I want to come home and park in front of my house like I have been doing, if the yellow lines happens that won't be possible.

Thank you,

Response

Good Afternoon,

Thank you for your letter (attached) dated 24 October 2024 regarding the proposed Prohibition of Waiting Order on Elmstone Drive and Bleasdale Street. We appreciate you taking the time to share your comments in relation to the impact the proposal will have on your daily life.

All objections received in response to a proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee for consideration. The Committee, made up of elected Members, will make the final decision on the proposal.

We have reviewed the points you raised and would like to respond as follows:

Highway Safety and Access

The purpose of the proposed restrictions is to improve visibility and access at the junction of Elmstone Drive and Bleasdale Street. During site visits, the Council's Officers observed vehicles parking close to, or opposite, the junction, which obstructs sightlines and makes turning manoeuvres difficult — particularly for larger vehicles such as refuse collection and emergency vehicles. The proposed double yellow lines are specifically intended to improve safety by protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a clear road safety concern identified during site assessments.

Parking Displacement Concerns

We understand your concern that introducing double yellow lines at this location could displace parking further along Bleasdale Street and nearby roads.

Following feedback received during the consultation period, the Council has also developed a relaxed alternative proposal. This option introduces a reduced 10 metre section of double yellow lines on the eastern side of Elmstone Drive side of the junction. This would maintain visibility and turning space while allowing residents at No. 2 nearby some opportunity to park closer to their homes.

Clarification on the Extent of Restrictions For clarification, the proposed restrictions on Bleasdale Street are not 34 metres in length. The current design includes approximately 20 metres on the western side and 10 metres on the eastern side of Bleasdale Street at its junction with Elmstone Drive. These lengths represent a proportionate response designed solely to protect the junction's critical visibility area.

Next Steps

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee for formal consideration. The panel will then make one of the three recommendations:

1. Dismiss the objections and implement scheme as advertised.
2. Modify the scheme such as introduce a relaxed prohibition of waiting.
3. Withdraw the proposals.

You will be notified of the Committee's meeting date and their decision following that meeting.

Many Thanks,

Letter of support 1

Good evening,

I'd just like to add as residents of 35 Bleasdale St, we fully back this proposal to stop parking. It has become dangerous having to blindly edge from Elmstone into busy Bleasdale St, where drivers often use excessive speed, especially down toward Rochdale Rd.

Also, I've lost count of the amount of times we've been blocked on/off our driveway due to inconsiderate parking.

These incidents below are just this month.

Letter of support 2

Good afternoon

I'm writing in relation to the proposed addition to the introduction of "no waiting" on Elmstone Drive & Bleasdale Street.

I am absolutely in favour of the addition of yellow lines to try and make the entrance/exit to Elmstone Drive safer.

I have previously highlighted my safety concerns (Enq 64982 Elmstone Drive, Royton) so your proposal is well received.

However, looking at the drawing that was sent with the application it seems the side of the road that causes the issues will still be a problem.

Please see attached images of cars parked covering the whole of the pavement on the "odd" side of the street.

If the yellow lines are to come 10m onto Elmstone Drive this will be no deterrent to those that repeatedly park in such an unsafe manner.

the houses that do have drives on the "odd" side are not using them and are parking on the street which is obviously not helping the problem.

I look forward to your reply.

Response

Good afternoon,

Thank you for your email and for confirming your support for the proposed Prohibition of Waiting (Double Yellow Lines) on Elmstone Drive and Bleasdale Street.

We appreciate you taking the time to share your comments and supporting information. The proposal has received a number of objections and as a result the scheme will be referred to the Highway Regulation Committee for a decision.

The panel will then make one of the three recommendations:

Dismiss the objections and implement scheme as advertised.

Modify the scheme such as introduce a relaxed prohibition of waiting.

Withdraw the proposals.

Your letter of support will be included in the report to the **Highways Regulation Committee (HRC)** for consideration.

Many Thanks,

APPENDIX C
REVISED SCHEDULE AND PLAN

Schedule

Drawing Number 47/A4/1724/1

Delete from the Oldham - Royton Area Consolidation Order Prohibition of Waiting
Amendment No 25 Order 2012

Part I Schedule I

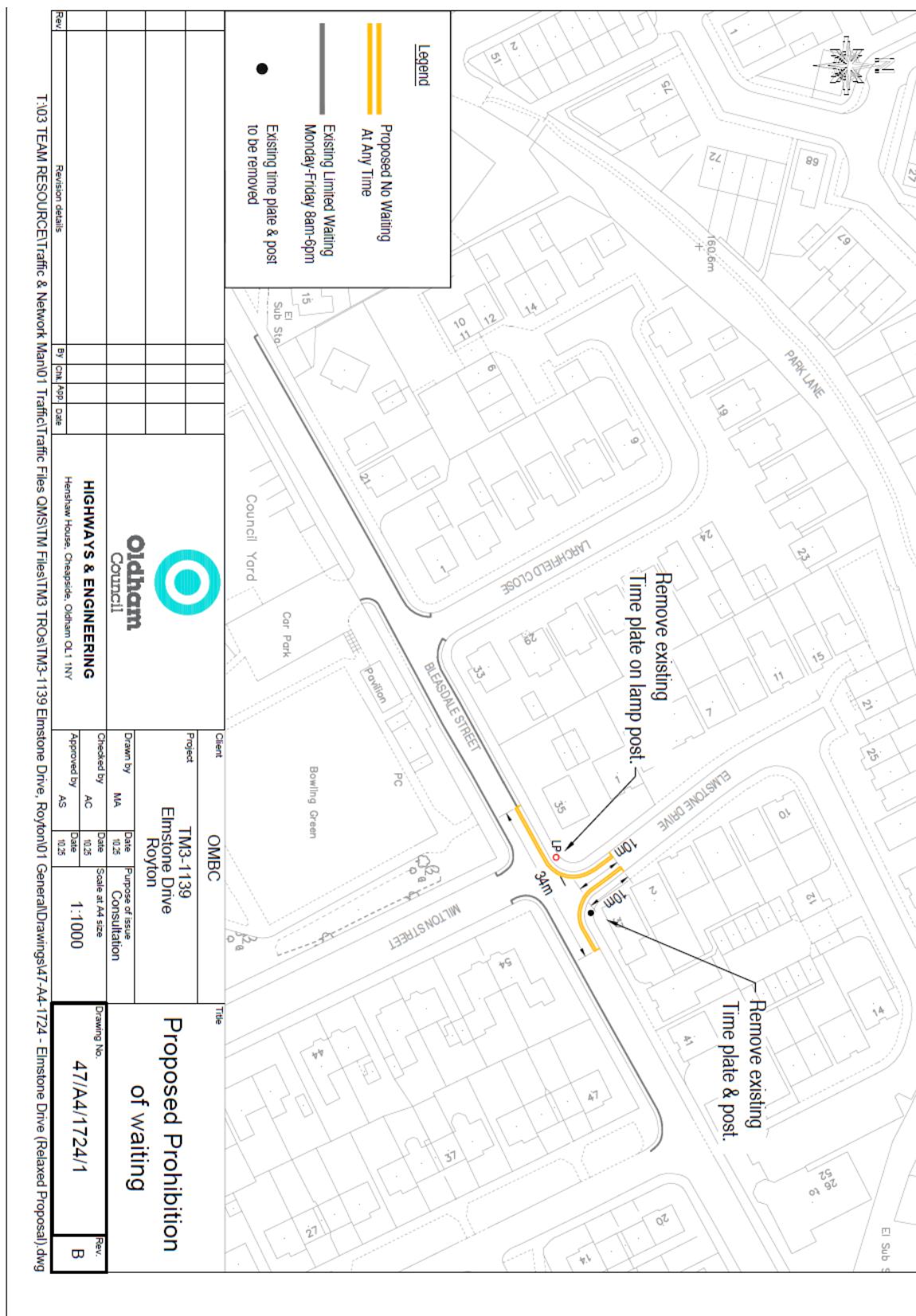
Item No	Length of Road	Duration	Exemptions	No Loading
R105	<p><u>Bleasdale Street</u> (northwest side)</p> <p>From a point 34 metres south-west of its junction with Elmstone Drive to a point. 10 metres north-east of the junction</p>	Mon – Fri 8am – 6pm		

Part I Schedule I

Prohibition of No Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
	<p><u>Bleasdale Street</u> (North West side)</p> <p>From a point 34 metres south-west of its junction with Elmstone Drive to a point. 10 metres north-east of its junction with Elmstone Drive</p>	At Any Time		
	<p><u>Elmstone Drive</u> (North East side)</p> <p>From its junction with Bleasdale Street in a north westerly direction for a distance of 10 metres</p>	At Any Time		
	<p><u>Elmstone Drive</u> (South West side)</p> <p>From its junction with Bleasdale Street in a north westerly direction for a distance of 10 metres</p>	At Any Time		

Proposed Revised Plan





Highway Regulation Committee

Objection to Proposed Prohibition of Waiting – Park Cottages, Rochdale Road, High Crompton, Shaw

Portfolio Holder:

Councillor C Goodwin, Portfolio Holder, Highways and Transport

Officer Contact: Nasir Dad, Director of Environment

Report Author: Mohamed Abdulkadir, Traffic Engineer

29 January 2026

Reason for Decision

The purpose of this report is to consider a number of objections received to the proposed introduction of Prohibition of Waiting restrictions on Rochdale Road, High Crompton, in the vicinity of Park Cottages.

Recommendation

It is recommended that Option 2 be approved by the Panel and implemented on site. Whilst Officers still believe the original recommendation (Option 1) will meet the scheme objective, the relaxed proposal (Option 2) will still meet the scheme objective and provide a compromise which acknowledges the concern of the objectors.

Objection to Proposed Prohibition of Waiting – Park Cottages, Rochdale Road, High Crompton, Shaw**1. Background**

1.1 A report recommending the introduction of new Prohibition of Waiting (PoW) restriction on Rochdale Road, High Crompton, was approved under delegated powers on 20 June 2024. The proposal was subsequently advertised, 6 objections were received.

A copy of the approved report is attached in Appendix A and a copy of the representations is attached in Appendix B. A revised schedule and plan to support Option 2 (relaxed proposal) recommendation is provided within Appendix C.

1.2 The main points raised by the objectors are detailed below, along with the Council's response to each one.

1.3 Several objectors stated that the removal of parking on Rochdale Road would displace vehicles into Park Cottages or further along Rochdale Road. Residents noted that Park Cottages is already heavily congested, with vehicles often parked on both sides of the pavement, creating access issues. Objectors raised concerns that displacement would worsen existing parking pressures for residents who rely on on-street parking due to shared driveways

1.4 Representations highlighted that the parking spaces are frequently used by visitors to the local park, the bowling green, and nearby businesses. One objection was received from the salon owner, stating that the original proposal would make it difficult for prospective clients to park and would directly affect the success of the future business. Another objector noted that the parking allows families and less able people to access the park safely, which supports community mental health and social activity

1.5 Multiple objectors questioned the safety justification for the scheme, stating they were unaware of any recorded accidents at the junction. Some residents suggested that the presence of parked cars actually improves safety by acting as a traffic calming measure, visually narrowing the road and encouraging lower speeds on Rochdale Road

1.6 Multiple representations questioned why restrictions were proposed outside specific properties rather than on the opposite side of the road, where driveways exist.

1.7 Officers acknowledge the concerns regarding parking displacement and the impact on local amenities. In direct response to this feedback, the Council developed a relaxed alternative proposal (Option 2). This option replaces the originally proposed Double Yellow Lines with a Limited Waiting restriction (Mon-Sat 8am–6pm, 3 Hours, No Return Within 1 Hour). This compromise aims to prevent all-day obstructive parking while still allowing visitors to the park, bowling green, and local businesses to park for up to 3 hours.

Regarding safety, Officers clarified that while collision data may not show recorded injury accidents, the Authority is expected to act proactively where hazardous conditions are observed. The original restrictions were designed to protect junction visibility.

Officers noted that parked vehicles cannot be relied upon as a safe or sustainable form of traffic calming, as they are unregulated and may introduce new hazards by obstructing sightlines. Ideally, Officers would prefer the original proposal (Option 1) to fully maximize visibility. However, the relaxed alternative (Option 2) is viewed as a balanced approach that maintains a level of junction protection while respecting the community's need for parking provision.

2 **Community Cohesion Implications, including crime and disorder implications under Section 17 of the Crime and Disorder Act 1998**
None

3 **Risk Assessments**
These were dealt with in the previous report (refer to Appendix A).

4 **Co-operative Implications**
These were dealt with in the previous report (refer to Appendix A).

5 **Procurement Implications**
None

6 **Current Position**

6.1 The purpose of this report is to consider the objections received pertaining to the perceived adverse effects on parking provision for residents, businesses, and park users.

6.3 In response to feedback, officers have developed a relaxed alternative proposal (Option 2, see Appendices), which introduces a Limited Waiting Bay. This adjustment ensures that long-term parking does not permanently obstruct the carriageway, while still providing a facility for short-term visitors.

6.4 It remains the view of officers that restrictions are necessary to address identified safety concerns regarding visibility. The revised proposal represents a balanced approach that meets the scheme objectives while mitigating the impact on residents and local businesses.

7 **Options/Alternatives**

7.1 Following the objection received, the following options have been considered:

 Option 1: Install Prohibition of Waiting restriction as advertised (Original Proposal).

 Option 2: Install a relaxed Limited Waiting restriction (Relaxed Alternative).

 Option 3: Do nothing and withdraw the proposals.

8 **Preferred Option**

8.1 It is recommended that Option 2 be approved by the Panel and installed on site. Officers still believe this proposal will meet the scheme objective and also acknowledge the concern of some of the objectors.

9 **Consultation**

9.1 The Crompton Ward Members have been consulted and have no comment.

10 **Financial Implications**

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

11 **Legal Implications**

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

12 **Equality Impact, including implications for Children and Young People**

12.1 None, the work is being undertaken to improve safety on the highways.

13 **Key Decision**

13.2 No

14 **Key Decision Reference**

14.2 N/A

15 **Appendices**

Appendix A - Approved Mod Gov Report

Appendix B – Copy of Representations

Appendix C – Revised Schedule and Plan

Signed  Director of Environment	Dated 14/01/26
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APPENDIX A
APPROVED MOD GOV REPORT



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

Decision Maker: Nasir Dad, Director of Environment

Date of Decision: 20 June 2024

Subject: Proposed Prohibition of Waiting – Park Cottages, Rochdale Road, Shaw

Report Author: Jill Yates, Traffic Engineer

Ward (s): Crompton

Reason for the decision: The B6194 Rochdale Road is a district distributor road which connects Shaw District centre with the borough of Rochdale.

The majority of Rochdale Road is protected by yellow line restrictions, to protect access throughout the day. However, in the vicinity of Park Cottages, there is a short gap in the restrictions which previously facilitated parking for a hairdressing business that operated from one of the frontage properties. The business has now closed, and the area is being used by the residents who live opposite, to park throughout the day and evening.

When vehicles are parked in this area, motorists who are egressing from Park Cottages are unable to observe traffic approaching from their right. In view of this, a Ward Member has requested that double yellow lines be introduced to remove the parking.

It is proposed to extend the 'No Waiting At Any Time' restriction as detailed on plan 47/A4/1718/1.

Summary:

The purpose of the report is to consider the extension of the 'No Waiting At Any Time' restriction on Rochdale Road in the vicinity of Park Cottages.

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

Option 1: To approve the recommendation and improve highway safety.
Option 2: Not to approve the recommendation and allow obstructive parking to continue.

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

Implications:**What are the financial implications?**

The cost of introducing the Order is shown below:-

	£
Advertisement of Order	1,200
Introduction of Road Markings	500
TOTAL	1,700

The advertising & road marking expenditure of £1,000 will be funded from the 2024/25 Highways TRO & road markings budgets.

(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

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

No

*What are the **property** implications*

None

Risks:	The introduction of yellow lines at this location will improve safety for road users, improve access and assist with visibility. There could be reputation risks around the scheme in terms of residents and business reactions to the proposals these can be mitigated by effective communications, the publication notice and review of any objections received before installing the new lining.
	Vicki Gallacher (Head of Insurance and Information Governance)
Co-operative implications	The proposals recommended in this report will improve road safety and therefore the safety of our residents. This is important to residents and therefore this proposal shows how we are working cooperatively to improve the lives of our residents. (James Mulvaney, Policy Manager)
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

Drawing Number 47/A4/1718/1

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

Item No	Length of Road	Duration	Exemptions	No Loading
(CR94)	<u>Rochdale Road</u> (North East) From a point 32 metres north-west of its junction with Park Cottages (formerly Clegg Street) for a distance of 71 metres in a north westerly direction	At any time	A, B1, B3, B4, C, E, J, K4	
	<u>Rochdale Road</u> (North East) From its junction with Park Cottages for a distance of 15 metres in a north westerly direction	At any time	A1, B1, B2, D, K1, K2, P	

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

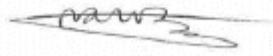
Part I Schedule I

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Rochdale Road</u> (North East side) From its junction with Park Cottages for a distance of 103 metres in a north westerly direction	At any time		

Report Author Sign-off:	
Jill Yates	
Date: 23 May 2024	

In consultation with Director of Environment

Signed :



Date: 20.06.2024



APPENDIX B
COPY OF REPRESENTATIONS

Re. The Oldham Rochdale Road High Crompton Prohibition of Waiting Order
2024 (ref: LJM/TO24/21 VF24007.)

Dear Sir/Madam,

I write to make objection to the proposal above. There are various reasons for opposing this proposal, which are set out below.

1. The principal and growing problem on Rochdale Road in the heart of High Crompton (-and not just on this stretch of the road-) is the speed of traffic. Removing the parking spaces entirely, where parking is currently permitted, will increase this problem.
Traffic going in the Rochdale direction speeds up when a clearway becomes apparent past the Whitehead Street/ Rushcroft Road junction, presenting a danger to residents reversing into their drives on the south side of Rochdale Road (in order to adhere to the Highway Code which advises against reversing onto a main road.) Traffic going in the opposite direction and going around the parked cars tends to slow oncoming traffic and, having to go around parked cars, is itself slowed down.
Removing the parking spaces will increase the speed of traffic in both directions and present a much greater risk of accidents than the current arrangements.
2. The reason given for making the proposed change and removing all parking from the road in this location is that it would improve safety for drivers emerging from Park Cottages. There have not been accidents caused by this supposed problem even when disabled customers of the former hairdresser's shop parked over the yellow lines- as they were allowed to do with blue badges- much closer to, even at, the junction than is presently allowed, which is some distance away (-I would estimate 20-30metres.) The family home has been opposite Clegg St./Park Cottages for over sixty years and I have not known of a single accident here caused by parked cars on that side of the road, in all this time. The likelihood of a collision here is small, if the residents of Park Cottages – who constitute a small minority of the total number of people who will be affected by this proposed change – exercise the appropriate amount of care when emerging on to the main road.

3. Visitors to the High Crompton park should be encouraged. The much-needed improvement to the tennis courts might attract more people from further afield, and not just young people -an increased adult presence in the park would be a discouragement to anti-social behaviour there. The parking places provided are used by visitors to the bowling green, and are invaluable for people suffering from disabilities who cannot walk far or are in wheelchairs. There is very little parking space for visitors (- in former years parking was available across the whole of the front of the park before the pedestrian island disrupted that.) Those limited parking opportunities that do exist in the vicinity, behind the park and on Moss Gate behind the tennis courts, present greater difficulties to people with mobility problems in accessing the main body of the park. Furthermore, people who are disabled and who have blue badges would still be able to park there and hopefully will do so; the perceived problem would therefore not be removed even if yellow lines are extended as proposed. But every other visitor, including those with limited mobility not possessing a blue badge, would be disadvantaged.
4. If these spaces are taken away then any visitors to all the houses on the south side of Rochdale Road and to the park will be obliged to park either on the road of Park Cottages itself, or at the bottom end of that street, close to the field, which offers some, limited space, if there is no space in the driveways, due to residents' own cars being parked there. Even worse, some might park on the footpath on the south side of the road. In the case of 413 and 415 Rochdale Road there is a shared drive, which means parking in the drive blocks access and exit and is therefore not practicable. The residents of Park Cottages will find visitors' cars legitimately parked in front of their houses on the street and/or increased two-way traffic on a street which cannot accommodate that traffic as people and their vehicles access the parking spaces at the bottom of the street. I find it hard to believe that most residents of Park Cottages would consider this an improvement.
5. There is a very real danger that extending the yellow lines as proposed will lead to people parking cars entirely on the pavement, providing obstruction to all pedestrians, including, of course, parents with prams and disabled people, for whom this would present a real safety risk. This already happens on the opposite side of the road towards the Marlfield Road junction. If this were to happen -and the chances are that it would- it would be a disaster. Such anti-social behaviour also happens on the pavement on both sides of the road close to the Go Local shop on the road between Thornham Road and the junction of Rushcroft Road/ Whitehead Street, endangering and inconveniencing pedestrians, so it is not fanciful to suggest it ~~would not~~ happen here, much to the detriment

of the appearance of the area, access to the park and pedestrians' safety and convenience. It is also possible that some would simply ignore the yellow lines and park over them, which would send out the signal that parking restrictions can be ignored with impunity, to everyone's disadvantage. That behaviour already exists – with apparent impunity – on Whitehead Street, at the junction with Rochdale Road, outside the Chinese take-away there, also outside the take-away opposite Glebe Street on Rochdale Road in Shaw and happens all the time on Market Street in Shaw. The parking restrictions in the vicinity of Crompton House School – where they really are necessary and serve a legitimate purpose of keeping the road safe - are ignored on a daily basis during term-time during the week by members of that school community.

Parking restrictions should be in place where they are really needed, to keep everyone as safe as possible, in the hope that they will be observed by road-users and where they can be regularly inspected. That safety necessity does not apply to the space where this proposed order plans to place them and if they are ignored that encourages a more widespread practice of ignoring the rules, to the disadvantage of those who do obey the rules.

6. The most common infraction of the existing yellow line prohibition in the past has been by customers of the Bull's Head pub, who have parked close to the junction with Park Cottages, including on the corner. Fortunately, that has occurred rarely, if at all, since the closing and re-opening of the pub, but it is far more likely to happen if all parking spaces on Rochdale Road in this location are removed. It is unlikely that parking officials will be patrolling in the evening when this is most likely to happen. So no benefit will have been obtained, at the expense of the loss of a valued and worthwhile asset.
7. The building on the corner of Park Cottages and Rochdale Road used to be a shop selling woollen goods, then it became a hairdresser's. It is currently being (occasionally) let out as an "Air b and b", it seems. It still has the capacity to be a shop again and a useful community resource in the future. Removing all the parking from an area close to this shop would, as a result, prevent that happening, because, apart from Park Cottages and the limited space at the bottom of the street, there would be nowhere for customers to park.
8. A worse situation is faced by drivers emerging on to Rochdale Road from The Orchards (Shaw side exit) during the day when visibility to the left is blocked by members of Crompton House School parking their cars there, much closer to the junction than is the case with the parking spaces near Park Cottages. (This is also the case in the evenings with local residents'

cars/vans.) So, if double yellow lines are to be placed in front of the park, it would not be consistent to continue to allow parking on the road on the stretch between the two exits from The Orchards.

The exit from the other side is also dangerous because of the bend in the road and the hedge. What action will be taken to deal with that (greater) problem?

9. It is not true to state in the “Statement of Reasons” for this proposed change that the gap in the yellow lines was for the purposes of facilitating parking for customers of the hairdresser’s that previously occupied the property on the corner of Park Cottages. The absence of yellow lines in this area ante-dated the existence of the hairdresser’s business and the parking was always used by visitors to the park and visitors to the residents in the houses as well as to the hairdresser’s— in fact the parking availability was reduced considerably in the immediate vicinity of the hairdresser’s while the hairdresser was still in business by placing of yellow lines there that had never been there before. It is also not true to state that “when vehicles are parked in this area, motorists who are egressing from Park Cottages are unable to observe traffic approaching from their right”. Traffic *can* be seen over the distance needed to egress safely because the parked cars are at some distance. The exit from this street is safer than in other places in the ward.
10. If improvements to the safety of the road are to be made there are other measures that could be taken which would have a far greater impact on road safety and would not have the significant disadvantages of this proposal. The cost of these changes would be better spent in other ways, especially “traffic calming” measures.

Yours faithfully,

Officer Response

Good morning,

Thank you for your representation regarding the proposed Prohibition of Waiting on Rochdale Road – Park Cottages.

All objections received in response to the proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee (HRC) for formal consideration. The Committee, made up of elected Members, will review all evidence and public representations before making a final decision.

We have reviewed the points you raised and would like to respond as follows:

Highway Safety and Access

The purpose of the original proposed restrictions was to improve junction visibility. The proposed double yellow lines are specifically intended to improve safety by protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a road safety concern identified during site assessments.

Accident Record and Safety Evidence

Collision data does not show a recorded injury accident at this specific junction. However, highway authorities are expected to act proactively where hazardous conditions are observed, rather than waiting for a collision record to develop. The proposed measures are a preventative safety intervention.

Speeding and Traffic Behaviour

Rochdale Road carries a relatively high volume of vehicles, and that speeding may be an issue. Presence of parked cars can visually narrow the carriageway and, in some cases, encourage lower speeds. However, parked vehicles cannot be relied upon as a safe or sustainable form of traffic calming. They are unregulated, often inconsistent in position, and may introduce new hazards by obstructing sightlines.

Wider Issues (School Congestion and Pavement Parking)

The Council is aware of ongoing challenges around Crompton House School and St Mary's Primary School. These sites will be addressed under a separate scheme following site inspections and are not part of this TRO proposal.

Following the feedback received, the Council has prepared a **relaxed alternative proposal** to modify the scheme. This option introduces a **Limited Waiting restriction (Mon-Sat 8am–6pm, 3 Hours, No Return Within 1 Hour)**. This modification is designed to provide a compromise which acknowledges the concerns of objectors.

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee (HRC) for formal consideration.

The panel will then make one of the three recommendations:

1. Dismiss the objections and implement the scheme as advertised. (Original Proposal)
2. Modify the scheme such as introduce a relaxed limited prohibition of waiting. (Relaxed Alternative)
3. Withdraw the proposals.

You will be notified of the Committee's meeting date and their final decision following that meeting.
Many Thanks,
Mohamed Abdulkadir

Objectation 2

Dear Sir/ Madam

Reference

The Oldham Rochdale Road High Crompton Prohibition of Waiting Order 2024

I write to object to the above proposal to further extend the yellow lines on Rochdale Road, High Crompton and raise the following points which I would be grateful if you can consider and also respond to please.

- 1) My family home is directly affected by these proposals and I am a regular visitor who uses the road to park. The house has a shared driveway and therefore does not facilitate offroad visiting. Yellow lines were introduced to alleviate safety concerns directly outside the junction and this was considered sufficient at the time. I am not aware of any safety concerns or incidents since the mitigating yellow lines were introduced. The reasoning that the business of the property on Rochdale Road (Unicut hairsalon) is now closed does not seem to be a justifiable reason for this decision.
- 2) Should the yellow lines be introduced I would then park at the bottom of Park Cottages and lead to further congestion of vehicles in this area.
- 3) Of greater safety concern is the congested parking on Park Cottages which does cause problems as vehicles are often parked on both sides of the pavement on Park Cottages right at the junction - I don't understand why this has not been noted / considered in your reports? In addition the double parking on Park Cottages would cause an issue for emergency response vehicles requiring access - has this been considered? As I mention above adding the yellow lines on Rochdale Road would exacerbate this situation in my view.
- 4) I note that a 'decision' was made in response to this issue in June 2024 (yet residents directly affected by this decision were not consulted until now) Please can you advise why and also if a decision has been made what is the purpose of this consultation?
- 5) I feel that there could be more options considered to mitigate the concerns of all concerned - for example introducing a 4 hour waiting time to allow visitors to the park / houses on Rochdale Road. Consideration for a layby to be made in the existing wide pavement again to facilitate parking. I appreciate that this will be a cost implication but should be considered for the benefit of all.

Submitted for your consideration and attention please

Yours faithfully
xxxxxxxxx

Officer Response

Good morning,

Thank you for your representation regarding the proposed Prohibition of Waiting on Rochdale Road – Park Cottages.

All objections received in response to the proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee (HRC) for formal consideration. The Committee, made up of elected Members, will review all evidence and public representations before making a final decision.

We have reviewed the points you raised and would like to respond as follows:

Highway Safety and Access

The purpose of the original proposed restrictions was to improve junction visibility. The proposed double yellow lines are specifically intended to improve safety by protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a road safety concern identified during site assessments.

The decision made in June 2024 was the approval to proceed to the public consultation stage. The feedback gathering process is currently active, and your comments are a vital part of that legal process.

Following the feedback received, the Council has prepared a relaxed alternative proposal to modify the scheme. This option introduces a **Limited Waiting restriction (Mon-Sat 8am–6pm, 3 Hours, No Return Within 1 Hour)**.

This modification is designed to provide a compromise which acknowledges the concerns of the objector.

Next Steps

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee (HRC) for formal consideration.

The panel will then make one of the three recommendations:

1. Dismiss the objections and implement the scheme as advertised. (Original Proposal)
2. Modify the scheme such as introduce a relaxed limited prohibition of waiting. (Relaxed Alternative)
3. Withdraw the proposals.

You will be notified of the Committee's meeting date and their final decision following that meeting.

Many Thanks,
Mohamed Abdulkadir

Objection 3

Re: proposed prohibition or waiting -Rochdale road /park cottages , Shaw

I strongly object to the proposed installation of the no waiting restrictions. I have live here for 26 years and in all that time there has been parking across the road from me. Lot of people use this space to access to park there is no where else to park, it also acts as a deterrent for the increasing number of driver who seem use Rochdale road as a race track. Having this available parking allows families and less able people to access the park from a safe area the is no chance of using the Parking space at the bottom of park cottages as the residents use that space and the road is narrowed by the occupants parking on both sides of the road. I am against this proposal this will not make Rochdale road safer for anyone it only benefits a small portion of the community i.e. the occupiers of Park cottages. Are there any statistics on the number of accident that has occurred from vehicles exiting park cottages, having lived hear for over a quarter of a century I cant recall any. If it were the case that traffic exiting park cottages cannot observe approaching traffic there would have been accident and action years ago. This would also suggest that all roads would not have parked vehicles on them. The hair dressers although closed is still a business premises and may need these spaces in the future one removed it will ne noyon impossible to have it reinstated.

Regard,
xxxxxx

Response

Good morning,

Thank you for your representation regarding the proposed Prohibition of Waiting on Rochdale Road – Park Cottages.

All objections received in response to the proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee (HRC) for formal consideration. The Committee, made up of elected Members, will review all evidence and public representations before making a final decision.

We have reviewed the points you raised and would like to respond as follows:

Highway Safety and Access

The primary objective of these proposals is to implement a proactive road safety measure to prevent potential incidents and accidents, rather than being a reactive response to existing statistics. While we note your observation that you cannot recall any accidents, the decision to introduce restrictions is often based on an assessment of risks and potential hazards to all road users. And as such, the purpose of the proposed double yellow lines are specifically intended to improve safety by protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a road safety concern identified during site assessments.

Following feedback received, the Council has prepared a relaxed alternative proposal to modify the scheme. This option introduces Limited Waiting restriction (Mon-Sat 8am–6pm, 3 Hours, No Return Within 1 Hour).

This modification is designed to provide an improvement and provide a compromise which acknowledges the concerns of the objector.

Next Steps

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee (HRC) for formal consideration.

The panel will then make one of the three recommendations:

1. Dismiss the objections and implement the scheme as advertised. (Original Proposal)
2. Modify the scheme such as introduce a relaxed limited prohibition of waiting. (Relaxed Alternative)
3. Withdraw the proposals.

You will be notified of the Committee's meeting date and their final decision following that meeting.

Many Thanks,
Mohamed Abdulkadir

Objection 4

To whom it may concern,

As a resident who lives on Rochdale Road in High Crompton, I would like to object to the proposal to change this section to double yellow lines. To note I do not park my car here as we have ample parking for both our household cars on the driveway.

My reasons for the objection are below:

If these spaces are taken away then any visitors to all the houses on the south side of Rochdale Road will most likely be obliged to park either in Park Cottages or at the bottom end of that street close to the field because the driveways are occupied by residents cars. Would the residents of Park Cottages want extra parking on there street.?

This also goes for people who come in the mornings to walk there dogs and use the park for a short period of time and also the bowling visitors who come for a few hours, who most likely have limited mobility, whether they are just spectating or taking part.

This may discourage the bowling community to come or they will park on park cottages where they can park closer to the bowling green. We should be making it easier for the community to use the Park and its facilities for Mental Health reasons and keeping active and social, maybe them few hours of just a small walk in the park is their main focus of their day, where they can pull up and park for 20 minutes or so.

I don't think this has been thought through?

The reason given for making the proposed change and removing all parking from the road in this location is that it would improve safety for drivers emerging from Park Cottages.

There have not been any accidents as far as I am aware caused by this supposed problem even when disabled customers of the former hairdressers shop parked over the double yellow lines, as they were allowed to with their blue badge.

This is not a known problem, and they should just exercise more care when pulling out or just turn left if they are not confident and drive around the block, which would add 2 minutes to their journey, rather then changing this whole section for what I can imagine is a small minority.

The principal and growing problem on Rochdale Road in the heart of High Crompton is the speed of the traffic. Removing Parking opportunity where it is currently permitted will increase the speed and traffic problem.

Traffic speeds up when they have cleared this area, I witness every day this and hear the cars racing past and sometimes overtaking at the island crossing to the left of the park and going onto the opposite side of the road to overtake.

If this parking is taken away, I believe this will cause more accidents as traffic will speed up quicker as they don't have to navigate around any parked cars in this area where the park is situated. This needs careful consideration.

I also think this will encourage more people to park on the pavements on the opposite side of the road blocking access for pedestrians and children walking to school or who get dropped off here to then walk up to the school.

A worse situation is faced by drivers emerging on to Rochdale Road from the orchards shaw side exit during the day when visibility to the left is blocked by members of Crompton House school parking there cars there.

So if double yellow lines is placed in front of the park it would be absurd to continue to allow parking on the road on the stretch between the two exits from the Orchards.

More attention should be given to the chaotic, dangerous situation outside High Crompton School and St Marys Way, rather than wasting time, money and resources on this scheme proposed.

Thank you for taking this objection into account.

Response

Good morning,

Thank you for your representation regarding the proposed Prohibition of Waiting on Rochdale Road – Park Cottages.

All objections received in response to the proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee (HRC) for formal consideration. The Committee, made up of elected Members, will review all evidence and public representations before making a final decision.

We have reviewed the points you raised and would like to respond as follows:

Highway Safety and Access

The purpose of the proposed restrictions is to improve visibility. The proposed double yellow lines are specifically intended to improve safety by protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a road safety concern identified during site assessments.

Following feedback received, the Council has prepared a relaxed alternative proposal to modify the scheme. This option introduces Limited Waiting restriction (Mon-Sat 8am–6pm, 3 Hours, No Return Within 1 Hour).

This modification is designed to provide an improvement and provide a compromise which acknowledges the concerns of the objector.

Next Steps

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee (HRC) for formal consideration.

The panel will then make one of the three recommendations:

1. Dismiss the objections and implement the scheme as advertised. (Original Proposal)
2. Modify the scheme such as introduce a relaxed limited prohibition of waiting. (Relaxed Alternative)

3. Withdraw the proposals.

You will be notified of the Committee's meeting date and their final decision following that meeting.

Many Thanks,
Mohamed Abdulkadir

Objection 5

My name is xxxx xxxx Owner of xxx and xxx Rochdale Road. I am at the moment making arrangements to reopen the salon. I strongly object to the proposal because this will make it very difficult for my prospective clients to use my salon.

Those parking spaces will facilitate parking for the beauty salon customers.

In addition, I strongly disagree with the statement that the vehicles parked in this area present an obstruction to visualisation of the traffic when egressing from Park Cottages.

In conclusion, I strongly object this proposal because will directly affect the success of my future business.

Kind regards

xxxxxx

Response

Good morning,

Thank you for your representation regarding the proposed Prohibition of Waiting on Rochdale Road – Park Cottages. We understand your concerns that the introduction of Double Yellow Lines (DYL) may impact your business.

All objections received in response to the proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee (HRC) for formal consideration. The Committee, made up of elected Members, will review all evidence and public representations before making a final decision.

We have reviewed the points you raised and would like to respond as follows:

Highway Safety and Access

The purpose of the proposed restrictions is to improve visibility. The proposed double yellow lines are specifically intended to improve safety by protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a road safety concern identified during site assessments.

Following feedback received, the Council has prepared a relaxed alternative proposal to modify the scheme. This option introduces Limited Waiting restriction (Mon-Sat 8am–6pm, 3 Hours, No Return Within 1 Hour).

This modification is designed to provide an improvement and provide a compromise which acknowledges the concerns of the objector.

Next Steps

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee (HRC) for formal consideration.

The panel will then make one of the three recommendations:

1. Dismiss the objections and implement the scheme as advertised. (Original Proposal)
2. Modify the scheme such as introduce a relaxed limited prohibition of waiting. (Relaxed Alternative)
3. Withdraw the proposals.

You will be notified of the Committee's meeting date and their final decision following that meeting.

Many Thanks,

Objection 6

Reference LJM/TO24/21VF24007

I am writing to object to the yellow lines because I play bowls at the park and this is the best place to park as Park Cottages is a very congested street and to get to the few spaces at the end of this street is often difficult, especially if all the spaces are taken and you have to reverse.

It is also convenient if visiting the houses across the road as they have shared drives and so parking on their drive can be an obstruction to their neighbour and means having to reverse onto the busy road so they are able to get out.

The parked cars also slow the traffic down coming to the small island at Rushcroft Rd. making this safer.

Xxxx xxxxxx

Response

Good morning,

Thank you for your representation regarding the proposed Prohibition of Waiting on Rochdale Road – Park Cottages.

All objections received in response to the proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee (HRC) for formal consideration. The Committee, made up of elected Members, will review all evidence and public representations before making a final decision.

We have reviewed the points you raised and would like to respond as follows:

Highway Safety and Access

The purpose of the proposed restrictions is to improve visibility. The proposed double yellow lines are specifically intended to improve safety by protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a road safety concern identified during site assessments.

Following feedback received, the Council has prepared a relaxed alternative proposal to modify the scheme. This option introduces Limited Waiting restriction (Mon-Sat 8am–6pm, 3 Hours, No Return Within 1 Hour).

This modification is designed to provide an improvement and provide a compromise which acknowledges the concerns of the objector.

Next Steps

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee (HRC) for formal consideration.

The panel will then make one of the three recommendations:

1. Dismiss the objections and implement the scheme as advertised. (Original Proposal)
2. Modify the scheme such as introduce a relaxed limited prohibition of waiting. (Relaxed Alternative)
3. Withdraw the proposals.

You will be notified of the Committee's meeting date and their final decision following that meeting.

Many Thanks,
Mohamed Abdulkadir

APPENDIX C
REVISED SCHEDULE AND PLAN

Schedule

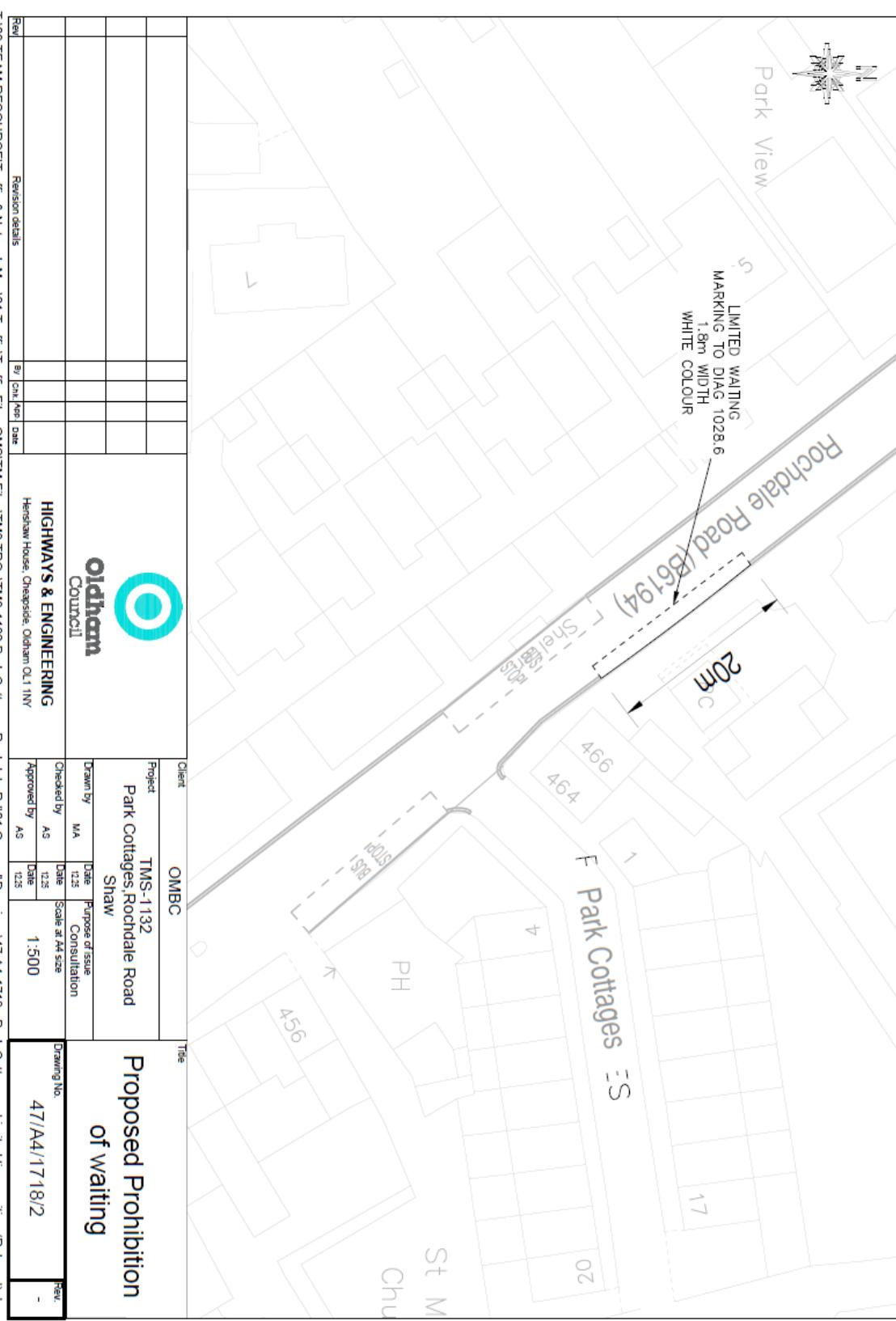
Drawing Number 47/A4/1718/2

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

Part I Schedule I

Item No	Length of Road	Duration	Exemptions	No Loading
	<p><u>Rochdale Road</u> (North East side)</p> <p>From a point 17 metres east of its junction with Park Cottages for a distance of 20 metres in a north westerly direction.</p>	Limited Waiting Mon-Sat 8am-6pm Limited to 3 hours No Return within 1 hour		

Proposed Revised Plan



T:\03 TEAM RESOURCE\Traffic & Network\Man01 Traffic\Traffic Files\OMSTM\TM3\TROS\TM3-1132 Park Cottages-Rochdale Rd\01 General\Drawings\47-A4-1718 - Park Cottages - Limited time waiting (Relaxed).dwg