

***HIGHWAY REGULATION COMMITTEE  
Regulatory Committee  
Agenda***

Date Thursday 23 July 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 Bougategf or Constitutional Services at least 24 hours in advance of the meeting.
  2. Contact officer for this agenda is Constitutional Services email [constitutional.services@oldham.gov.uk](mailto:constitutional.services@oldham.gov.uk)
  3. Public Questions - Any Member of the public wishing to ask a question at the above meeting can do so only if a written copy of the question is submitted to the contact officer by 12 noon on Monday, 20 July 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, Hughes, Jackson, Murphy and Shuttleworth

Item No

- 1 Election of Chair  
  
The Panel is asked to elect a Chair for the duration of the meeting.
- 2 Apologies For Absence
- 3 Urgent Business  
  
Urgent business, if any, introduced by the Chair
- 4 Declarations of Interest  
  
To Receive Declarations of Interest in any Contract or matter to be discussed at the meeting.
- 5 Public Question Time  
  
To receive Questions from the Public, in accordance with the Council's Constitution.
- 6 Minutes of Previous Meeting (Pages 3 - 4)  
  
The Minutes of the meeting held on 30<sup>th</sup> March 2026 are attached for approval.
- 7 Objections to Proposed Haven Lane Traffic Calming and 20mph Zone (Pages 5 - 32)  
  
To consider objections received to the proposed Haven Lane traffic calming scheme and 20mph zone.
- 8 Objection to Proposed Prohibition of Waiting – Albion Street, Failsworth (Pages 33 - 50)  
  
The purpose of this report is to consider objections received to the proposed introduction of Prohibition of Waiting restrictions on Albion Street, Failsworth.
- 9 Objection to Proposed 20mph Speed Limit and Traffic Calming Measures – Huddersfield Road, Diggle. (To Follow)  
  
The purpose of this report is to consider a number of objections received to the proposed introduction of a 20mph speed limits and traffic calming measures.

**HIGHWAY REGULATION COMMITTEE**  
**30/03/2026 at 5.30 pm**



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

Also in Attendance:

|               |                         |
|---------------|-------------------------|
| Alan Evans    | Group Solicitor         |
| Kaidy McCann  | Constitutional Services |
| Colin McLaren | Ward Councillor         |
| Objector      |                         |

**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**

There were no public questions received.

**5            MINUTES OF PREVIOUS MEETING**

**RESOLVED** that the minutes of the meeting held on 29<sup>th</sup> January 2026 be approved as a correct record.

**6            S53 – WILDLIFE AND COUNTRYSIDE ACT 1981, CLAIM  
TO REGISTER PUBLIC FOOTPATH AT LAUREL AVENUE,  
CHADDERTON PINS APPEAL**

Consideration was given to a report of the Director of Environment which sought approval (as directed by the Secretary of State) for the making of a Definitive Map and Statement Modification Order for the addition of the claimed route at Laurel Avenue, Chadderton.

Following the decision of the Highways Regulation Committee on the 19<sup>th</sup> June 2025 not to approve the application for the making of the order, the applicant submitted an appeal to the Planning Inspectorate. The decision of the Inspector appointed by the Secretary of State for Environment, Food and Rural Affairs was that Oldham Council was to be directed to make an Order as they were satisfied that the legal tests for use of the claimed route 'as of right' for a continuous period of 20 years were satisfied.

An application for a Modification Order was submitted following the erection of gates by the current landowner in November

2024. Evidence in support of the application consisted of 43 user evidence forms and maps claiming more than 20 years use of the Application Route. The application and associated evidence were investigated and considered by the Public Rights of Way Officer. The Officer was satisfied that considering all evidence, upon the balance of probabilities a right of way existed and that there was no evidence prior to the erection of the gates in November 2024 of a lack of intention to dedicate by the landowner.

Options considered:

Option 1: To approve the recommendation.

Option 2: Not to approve the recommendation.

**RESOLVED** that 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.

NOTE:

1. An Objector attended the meeting and addressed the Committee.

2. A Ward Councillor attended the meeting and addressed the Committee.

The meeting started at 5.54 pm and ended at 6.02 pm



## HIGHWAY REGULATION COMMITTEE

### **Objections to Proposed Haven Lane Traffic Calming and 20mph Zone**

**Officer Contact:** Nasir Dad, Director of Environment

**Report Author:** Alister Storey, Engineer

**23 July 2026**

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#### **Reason for Decision**

To consider objections received to the proposed Haven Lane traffic calming scheme and 20mph zone.

#### **Recommendation**

It is recommended that the proposals are revised and that Option 2 of the recommendations be introduced; namely, the proposed junction table at the junction of Rushton Grove is amended to a pair of traffic cushions.

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## Objections to Proposed Haven Lane Traffic Calming and 20mph Zone

### 1 Background

The 20mph speed limit and traffic calming measures proposed relate to an original scheme associated with condition 17 of planning application PA/338917/16. The proposed scheme compliments the existing 20 mph speed limit with traffic calming (in the form of traffic cushions) on the adjacent length of Haven Lane and on Counthill Road. The planning permission was issued on appeal subject to a section 106 unilateral undertaking by the developer, which required the developer to pay a commuted sum of £35,767 towards a traffic calming scheme on Haven Lane before commencing the development. The commuted sum was received by the Council in January 2024.

The original condition 17 of planning application PA/338917/16 which required the implementation of traffic calming measures prior to occupation of the approved dwellings was varied by planning application VAR/353326/24 in October 2024 to require a scheme for traffic calming measures on Haven Lane, to a specification that has previously been approved in writing by the local planning authority, to be implemented, in full, within 12 months of the permission being granted.

The proposal was subsequently advertised, and thirteen objections were received. It should be noted that a further 71 properties supported the objections to the proposals in a door to door survey carried out by the Chair of the Moorside East Residents Association.

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

The main points raised by the objectors are detailed below

|                                   |   |
|-----------------------------------|---|
| Drainage                          | 1 |
| Noise                             | 8 |
| Increased Traffic                 | 1 |
| Residents Parking                 | 8 |
| Safety                            | 9 |
| Access to driveways               | 1 |
| Damage to vehicles                | 7 |
| Tax payers funding the scheme     | 6 |
| Damage to properties              | 5 |
| Environment                       | 6 |
| Access for gritters               | 1 |
| Lack of signage proposed          | 2 |
| Causes pain to drivers            | 1 |
| They are not required             | 2 |
| Nuisance                          | 1 |
| Access for emergency vehicles     | 2 |
| Doesn't have support of residents | 1 |
| It's to help Cube developments    | 3 |
| Introduction of new hazards       | 1 |
| Alternative access                | 1 |
| Access for refuse vehicles        | 1 |

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In response to the objections:

### **Drainage**

Speed cushions do not affect surface water drainage. Full width road humps are constructed with drainage channels and junction plateaus with gulleys.

### **Noise**

Research has shown that installing speed cushions or humps leads to substantial reductions in light vehicle noise levels, smaller changes in noise levels for buses, and generally an increase in maximum noise levels for unladen commercial vehicles with steel leaf suspensions, despite reductions in vehicle speeds. Based on an assumed reduction in vehicle speed, estimates of the change in traffic noise levels following the installation of cushions or humps shows that, where the traffic flow consists of all cars, substantial reductions would be expected. There are annoyance factors associated with changes in the variability of noise. Consequently, it is difficult to predict accurately the perceived noise impact of traffic calming schemes.

### **Increased traffic**

Whilst the development will increase traffic along Haven Lane, the proposed traffic calming measures help to deter through traffic movements.

### **Residents parking**

The proposed traffic calming measures will have no effect on parking. Whilst there are no parking restrictions proposed, the realignment of the junction of Haugh Hill Road will result in less carriageway space at the junction. However, in accordance with guidance set out in The Highway Code, motorists should not park at a junction.

### **Safety**

The proposed measures will help to regulate vehicle speeds, making a safer environment for all road users. It should be noted that over recent years, the Council has received several complaints about speeding from residents of Haven Lane, including from one of the objectors. This resident requested traffic calming measures in 2021 but is now objecting to the proposed traffic calming measures.

### **Access to driveways**

The positioning of the traffic calming features will not affect direct access or egress at private driveways.

### **Damage to vehicles**

Research has shown that vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to regulations.

### **Tax payers funding the scheme**

The scheme is being funded from a Section 106 contribution from the developer.

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### **Damage to properties**

Traffic induced vibrations can be transmitted via the ground and/or the air. However, concerns regarding potential structural damage due to traffic induced vibrations are not supported by the extensive research undertaken on this matter. There is no evidence that ground borne vibrations are a source of significant damage to buildings, especially those situated a distance from the road. This is not to say that vibrations cannot be felt by residents. Human sensitivity is such that very low levels of vibration can be detected.

### **Environment**

Low speeds are generally associated with high rates of exhaust emission because they usually involve a high proportion of acceleration and deceleration. However, smooth, low speed driving, in as high a gear as possible, will result in relatively low emissions. Although some traffic management measures can result in increased emissions per vehicle, they also generally result in a reduction in the volume of traffic and can encourage walking and cycling. Thus, even though emissions per vehicle may increase slightly, this can be offset by these changes.

### **Access for gritters**

Traffic calming measures do not prevent access for gritting vehicles. There are other gritting routes within the borough that have traffic calming measures on them. There are also existing traffic calming features in place on Haven Lane and these features have not prevented winter maintenance operations so far. Highway Operations have been consulted and have no objections to the proposal for further physical traffic calming measures on Haven Lane.

### **Lack of signage proposed**

The signing of the extended 20mph speed limit and associated traffic calming measures will be in accordance with the Traffic Signs Regulations and General Directions (2016) and with the appropriate Chapters of the Traffic Signs Manual.

### **Causes pain to drivers**

Road humps are effective because they cause discomfort to the driver when they are crossed at high speeds. Unfortunately, for some vehicle occupants, for example, those with back injuries, road humps cause discomfort even at low speeds. It is therefore important that humps are carefully designed and built to minimise discomfort for those travelling at appropriate speeds. The main consideration is to ensure the hump dimensions are within those specified in the road hump regulations. The humps will be of a standard design to 75 mm in height, which will minimise discomfort whilst maintaining effectiveness.

### **They are not required**

The measures are a condition of planning application PA/338917/16. Other traffic calming measures have been installed along Haven Lane and the proposed scheme will complement these measures to keep measures consistent along the route, making it a



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safer environment for all road users. The Council, therefore, supports the introduction of these measures.

### **Nuisance**

Whilst some residents may consider traffic calming measures to be a nuisance, generally, residents welcome these measures to help regulate speeds in their area and the Council receives requests for traffic calming measures on a weekly basis. More specific concerns which could be considered as nuisance are covered in this section of the report.

### **Access for emergency vehicles**

The emergency services were consulted at the start of the process and had no objections.

### **Doesn't have support of residents**

The scheme has been developed in line with the Planning Condition 17 of planning application PA/338917/16 and the proposals have been advertised in accordance with the Road Traffic Regulation Act 1984. The purpose of this report is to inform the members of the Highway Regulatory Committee as to the detail of the scheme and the objections received.

### **It's to help Cube developments**

The traffic calming was a requirement of the Planning Consent for the Cube Homes development in the interests of Highway Safety.

### **Introduction of new hazards**

Traffic calming measures are not considered to be a hazard for highway users and are introduced on many roads in the borough.

### **Alternative access**

There is no alternative access into the development. The use of Havenside Close would have required the acquisition of land that was in a third party's ownership. This is irrelevant at this stage as the access is in situ from Haven Lane in accordance with the Planning Consent.

### **Access for refuse vehicles**

The traffic calming measures proposed will not prevent access for refuse vehicles.

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

None

## **1.3 Risk Assessments**

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

## **1.4 Co-operative Implications**

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

1.5 **Procurement Implications**

None

2 **Current Position**

2.1 Objections reported to Highway Regulation Committee

3 **Options/Alternatives**

- 3.1 Option 1: Introduce the proposed restrictions as advertised  
Option 2. Relax the proposal and introduce Speed Cushions instead of a junction plateau at the junction with Rushton Grove.  
Option 3. Do not introduce the proposed restrictions

4 **Preferred Option**

4.1 Option 2

5 **Consultation**

5.1 Ward members have been consulted and do not support the proposed traffic calming measures.

6 **Financial Implications**

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

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7      **Legal Implications**

- 7.1      These were dealt with in the previous report (refer to Appendix A). The Council is required to use the £35,767 commuted sum for the provision of a traffic calming scheme but there is no timescale within which the money must be spent. Implementation of the proposed restrictions is required by planning permission VAR/353326/24. (A Evans)

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

- 8.1      No

9      **Key Decision**

- 9.1      No

10      **Key Decision Reference**

- 10.1      N/A

11      **Background Papers**

- 11.1      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:

File Ref:TM4/511

Name of File: Haven Lane Traffic Calming

Records held in Highways Department, Spindles Shopping Centre, West Street, Oldham

Officer Name:

Contact No: 4577

13      **Appendices**

- 13.1      Appendix A - Approved Mod Gov Report  
Appendix B - Copy of Objections

|                                                                                                                                                                                                                |                                                             |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|
| <div data-bbox="300 1541 486 1579"></div> <div data-bbox="161 1568 579 1637">Signed _____<br/>Director of Environment</div> | <div data-bbox="790 1574 1048 1610">Dated 5 June 2026</div> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|

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

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# Delegated Decision Report

Decision below £250k

|                                           |                                              |
|-------------------------------------------|----------------------------------------------|
| <b>Subject:</b>                           | Haven Lane Traffic Calming and 20mph Zone    |
| <b>Decision maker:<br/>Senior Officer</b> | Director of Environment, Nasir Dad           |
| <b>Decision maker:<br/>Cabinet Member</b> | Transport and Highways, Councillor C Goodwin |
| <b>Decision date:</b>                     | 29 July 2025                                 |
| <b>Report author:</b>                     | Ian Whitehead                                |
| <b>Ward (s):</b>                          | St James'                                    |

## Reason for decision

The 20mph speed limit and traffic calming measures proposed relate to an original scheme associated with condition 17 of planning application PA/338917/16. The revised traffic calming scheme being progressed here is required to accommodate unknown site constraints which is being processed via a variation of condition 17 under VAR/352405/24

If the proposals are not supported the developer cannot fulfil their obligations under the Section 106 agreement

## Recommendation(s)

It is recommended that the proposals contained within this report are supported and the proposed speed reduction and traffic calming measures be introduced.

## Background

As Ward Members may be aware a new development off Haven Lane is currently being constructed. As part of these proposals Section 106 funds have been acquired to extend the existing 20mph speed restriction on Haven Lane from Alexandra Terrace to Turf Pit Lane.

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

No alternative options have been considered.

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

The Ward Members have been consulted and Councillor J Charters has commented, my only comment would be to ask that prior to consultation occurring, the team speaks to Ward Councillors so we are aware and able to advise on how best to consult?

## Response to Councillors Comments

This has been shared with yourselves and the community previously and as agreed with Councillor B Sharp, I will inform you when the legal advertisement is due to open to allow the community to make comment.

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.

## Risks

None

## Implications

| Financial            | <p>The proposed works are capital and will cost circa £51k as per the below:</p> <table><tr><th>Item</th><th>£</th></tr><tr><td>Advertising of Order</td><td>2,000</td></tr><tr><td>Consultation</td><td>1,000</td></tr><tr><td>Design/Supervision</td><td>11,500</td></tr><tr><td>Main Works</td><td>36,132</td></tr><tr><td><b>Total</b></td><td><b>50,632</b></td></tr></table> <p>The works will be funded by £38k Section 106 developer contribution under reference DB475, which has already been received, and £13k from the Highways Minor Works Budget (M0314), which is funded through the City Region Sustainable Transport Settlement grant.</p> <p>A new cost centre will be set up to hold the budget and monitor spend.</p> <p>Leonnie Wharton-Brown, Senior Accountant</p> | Item | £ | Advertising of Order | 2,000 | Consultation | 1,000 | Design/Supervision | 11,500 | Main Works | 36,132 | <b>Total</b> | <b>50,632</b> |
|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|---|----------------------|-------|--------------|-------|--------------------|--------|------------|--------|--------------|---------------|
| Item                 | £                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |      |   |                      |       |              |       |                    |        |            |        |              |               |
| Advertising of Order | 2,000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |      |   |                      |       |              |       |                    |        |            |        |              |               |
| Consultation         | 1,000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |      |   |                      |       |              |       |                    |        |            |        |              |               |
| Design/Supervision   | 11,500                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |      |   |                      |       |              |       |                    |        |            |        |              |               |
| Main Works           | 36,132                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |      |   |                      |       |              |       |                    |        |            |        |              |               |
| <b>Total</b>         | <b>50,632</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |      |   |                      |       |              |       |                    |        |            |        |              |               |
| Legal                | <p>In relation to the proposed speed humps and speed cushions, the Council should satisfy itself that the proposals will be effective in reducing or preventing road accidents and will justify the expenditure incurred. It will be necessary to publish details of the proposals in one or more local newspapers and consider any objections received before deciding whether to proceed with the proposals.</p> <p>In relation to the proposed 20 mph order, the speed limit regime enables traffic authorities to set 'local speed limits' in situations where local needs and considerations deem it desirable for drivers to adopt a speed which is different from the respective national speed limit. Before changing a local speed limit the</p>                                  |      |   |                      |       |              |       |                    |        |            |        |              |               |

|                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|----------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                      | <p>Council should satisfy itself that the benefits exceed the disbenefits. The Council should assess a number of factors including accident and casualty savings and conditions and facilities for vulnerable road users. The estimated collision and injury savings should be an important factor when considering changes to a local speed limit.</p> <p>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)</p> |
| Equality impact including implications for Children and Young People | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| Procurement                                                          | <p>Support and approval of the proposed traffic calming measures have no procurement implications. However, the proposed spend in order to implement these measures detailed above, means that procurement rules as per Council CPRs applies. Any requirements over £30k including VAT will be subject to a procurement process. It is essential that CPU are contacted as per CPRs about these requirements. Under the Procurement Act 23, any contracts over £30k inc. VAT must be accompanied by the mandatory notices for the type of procurement process including direct awards (Transparency Notice) as these contracts under PA are 'notifiable' on the Government Central Digital Platform. Between £10,000 and £29,999 three quotes should be obtained by the service area and a copy of the final contract issued to the Commercial Procurement Unit. This is a requirement of the CPRs.</p> <p>Jasmin Banks-Lee, Commercial Procurement Unit</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |

|                                                                                                                                             |     |
|---------------------------------------------------------------------------------------------------------------------------------------------|-----|
| Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution? | Yes |
| Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?     | Yes |

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

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

Revoke from The Oldham Haven Lane Moorside 20mph Speed Limit Order 2020

Haven Lane – From its junction with Counthill Road to its junction with Alexandra Terrace

Introduce Haven Lane Speed Limit Order

Schedule 1

Roads subject to a 20mph Speed Limit

Haven Lane – From its junction with Counthill Road to its junction with Turf Pit Lane

Schedule 2

1.6m wide speed cushions in sets of 2

Haven Lane – on the building line on No 90 Haven Lane, at a point 4m south of the junction with Haugh Hill Road

Schedule 3

Kerb to kerb speed hump 4.7m long

Haven Lane – outside No 157 Haven Lane

Schedule 4

Raised junction table

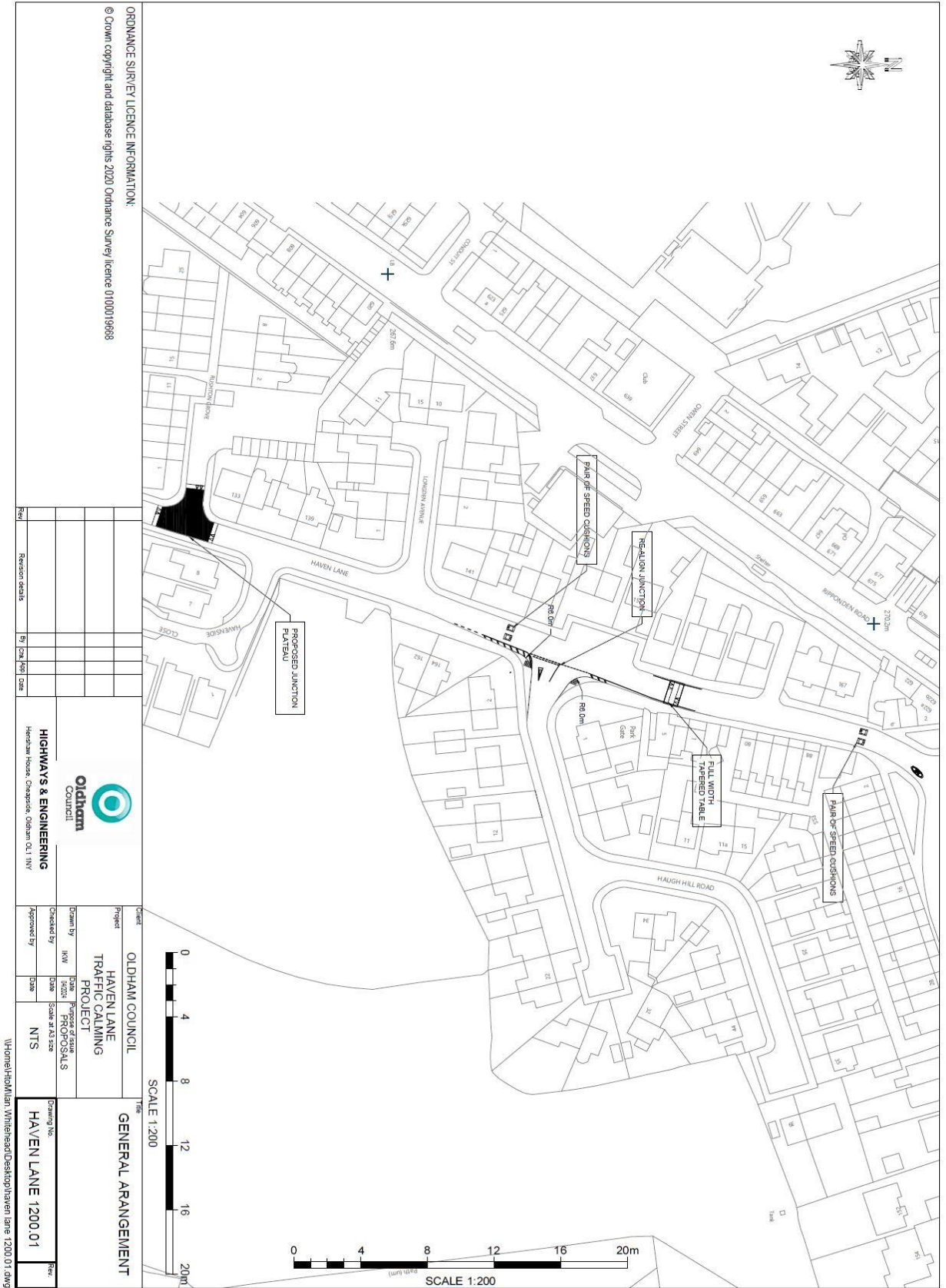
Haven Lane – Junction of Haven Lane and Rushton Grove



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|                        |                  |
|------------------------|------------------|
| Report author sign-off | Ian Whitehead    |
| Role                   | Traffic Engineer |
| Date of sign-off       | 29 July 2025     |

|                           |                         |
|---------------------------|-------------------------|
| <b>Approval</b>           |                         |
| Officer approval sign-off | Nasir Dad               |
| Role                      | Director of Environment |
| Date of sign-off          | 07 August 2025          |



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**APPENDIX B**

**COPY OF OBJECTIONS**

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## Objection 1

Dear Sirs,

Please find my objections for the planning of speed humps, as traffic calming on Haven Lane.

My first concern and objection is against the speed hump outside house 157 across the length of the road. I have concerns that it will create a barrier where the gully drain is, resulting in rain water not flowing away from the road. My fears are flooding.

I object also because this will increase traffic noise for the residents on both sides of the road.

I do not believe that this will make the road safe.

I also believe that this is just another loop hole for Cube Homes.

Simply with the building of more homes, increasing traffic, has already made Haven Lane a less safe road, so speed humps are not going to make any difference.

I also object because this will take away roadside parking for residents. Where will we park? There is no space left.

I object to the planning of speed humps, because it will not make the road safe!!!

## Objection 2

I am writing to object about the proposed speed humps order for the Eastern end of Haven Lane towards its junction with Turf Pit Lane from the junction with Alexandra Terrace. This section of the lane is in the St. James' ward, however, directly impacts residents in the Waterhead Ward as the boundary is at the junction of Haven Lane with Alexandra Terrace.

I'm not sure whether the boundary has yet been correctly sorted for some of the residents of the Redrow Estate on Haven Lane that should be in Waterhead but keep being given polling cards for St. James' to attend the polling station at Moorside Sports Club.

After the Redrow Houses were built both on Haven Lane and the old Counthill School Site speed humps were added to the Waterhead Ward section of Haven Lane and Counthill Road, with a speed restriction of 20mph. I am in the unfortunate position to have a pair of these monstrosities outside my drive - this DOES make it extremely difficult for us to get on and off my drive as these things shift the vehicle tipping them slightly and depending on parking - YES it was made clear that people could still park on these damn things make it really awkward. In fact, my horse box I can only enter my drive from the Moorside end of the lane as I would otherwise not be able to get enough swing to get it on the drive.

The 20mph is a farce - virtually NO vehicle takes any notice whatsoever - some of the worst offenders over the past couple of years have been wagons going to that new development - which I have reported on more than one occasion.

Accidents have increased since the introduction of these monstrosities. I have witnessed several outside my own home where vehicles have been coming down the lane, swerving onto the wrong side of the road to avoid parked cars and to try and straddle the hump on the wrong side of the road, then hitting something coming up the lane, parked cars or

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people who are slowly attempting to get off their own drive. Neighbours have lost wing mirrors multiple times when their vehicles have been parked.

Damage to vehicle tyres has increased massively. I've had to replace tyres due to excessive wear on their inside edge. Considering that I have had similar cars for 27 years whilst working for my last employer that was never something that I had to have tyres replaced for previously. The last time I had tyres replaced I was advised that the tracking was probably out - NO IT WASN'T - that was checked and was fine - it is the damn humps that are causing the wear. Other people with smaller cars who aren't even able to get their wheels to straddle the humps are having problems with their suspension - broken springs etc. Don't say that these issues aren't real.

Why is this traffic calming being proposed? - Due to the awful estate that has been built by Cube Homes and the unsafe access .

I believe that this traffic calming was previously proposed and subsequently refused at the planning committee in June 2024 - why then has the exact same scheme been proposed again? - What has changed on the lane - NOTHING!

I repeat I was told that speed cushions outside my home would not affect me at all - complete GARBAGE - they do - they affect access, noise, parking etc.

Another potential danger with speed cushions and raised humps etc. is that people think that approaching drivers are flashing them out of junctions as they see headlights appear to have been flashed - DANGEROUS.

Such supposed traffic calming measures DO NOT SLOW the MAJORITY of TRAFFIC DOWN.

What is happening about the parking at the Moorside end of Haven Lane? - Nothing? - On several occasions I have not been able to get my horse box out at that end of the lane due to the parking and have had to reverse BLINDLY back to be able to turn round at Haugh Hill Road where fortunately the road layout has allowed me to do that. - Oh, the proposal includes narrowing that junction - so that will make such a manoeuvre for myself far more tricky and dangerous. Having to turn round and go the long way round also impacts on my fuel usage, time, wear and tear on my vehicle - more flaming humps to cross and of course the cost to the environment.

On the plan Haven Lane 1200.01 drawn by IKW 04/2024 there is also a symbol in the road at the Turf Pit Lane end, but I am unable to see any reference as to what that is - it is already hard enough to get in and out of the lane without some other obstruction being put in the way.

I have previously had to be blue lighted into the hospital in an ambulance and more recently taken by my daughter in her small car when I found that I actually had a broken back. Going over the speed humps on Haven Lane and Counthill Road were excruciating in the 2<sup>nd</sup> case and they certainly slowed the journey down when I was blue lighted in by ambulance. Fortunately I'm still here to tell the tale, but that could have been the difference between life and death for someone else.

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Who will be footing the bill for the ongoing maintenance of these monstrosities? - the council tax payer, i.e. myself and my neighbours.

Surely properly effective speed cameras would be a far more effective way of controlling speed as those that travel too fast would be required to pay their fines and it wouldn't hamper people who do actually drive sensibly.

I am completely against this traffic calming scheme and the one that is already in situ on Haven Lane for the reasons stated above. It will be completely useless like the current one and cause far more problems than what it is pathetically attempting to reduce.

Regards,

### Objection 3

As an Oldham Tax Payer and regular user of Haven lane I would object to the application to make the lower part of Haven Lane Moorside a 20 mph zone by the introduction of road humps.

Reasons for Objection :

1. Haven Lane has been described by your Highway Engineer as **safe** at the speeds the traffic is travelling at present.

There have been no incidents of accidents in the past 5 years .

The reason for traffic calming in your report is not to make the road safer

( as it is already safe ) it is to implement a Planning Approval for a sub standard access to a new development of 23 properties.

Why should the existing residents and users of the road be inconvenienced to facilitate an unsafe new highway junction, when a highway solution is available off Havenside Close that conforms to highway designs and would serve the site without the need for traffic calming.

2. I Object to the tax payers having to subsidise the application by a grant of £13,000 when the developer should be responsible for the full payment to provide him with permission to occupy the built dwellings.

3. I Object to the scheme being funded by the CRSTS fund as the scheme does not comply with any of the criteria. The Goals of the fund are

:- transformation change :- to enable significant change in how people travel and walk in city centres .

:- Economic Growth :- to improve Access for local Businesses and Residents, supporting economic and levelling up.

:- Sustainability:- to reduce carbon emissions and support 2030 net zero ambitions through sustainable transport

The scheme does Not comply with any of the criteria in fact the Residents will not have improved access it will be more hazardous. Road humps have been proved to increase carbon emissions not reduce them.

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4. I Object to the fact that there is no money allocated for maintenance this will again fall fall on the tax payers to pay not the developer who should be responsible for providing some monies for future maintenance.

5 I Object that the plan proposed ref Haven Lane 1200.01 is misleading of the application . The reason for the Application relates to a new road junction to a new development . The development and the New Road are not shown on the the drawing “ so how can an informed decision be made about the effects of the calming elements being proposed”

6. I Object to the pair of Speed Cushions near to the junction of Haven Lane and Turf Pit Lane. Due to the Cushions being adjacent to a Car Repair business with the only place to park is on the highway in a position where the Cushions are proposed , the area is always congested due to the garage and residents of the terrace housing. If cars park on both sides of the as they do at present the position of the cushions will make it difficult to negotiate and therefore it will add a Dangerous Element to an existing safe Highway.

7. I Object to the full width tapered table being positioned in front of the terrace houses . With it being a larger element than the cushions it will have a bigger impact on the already heavily parked area pushing cars to park closer to Haugh Hill Road which will affect the sight lines when existing Haugh Hill Road.

8 . I Object on the basis of Generated Noise which will affect the properties in close proximity to the road humps. The extent of noise generated is dependant on the type of vehicle ie vans and wagons are usually the noisiest . The Results of traffic noise tend to produce around 85-90 Decibels around the w-mph range this affect people mostly at night when the ambient noise is low.

9 I Object on the basis of damage to property ,due to vibrations caused by road humps. Dependent on the ground and make up of infrastructure the foundations of adjacent properties to the road humps are at risk of foundation defects. The vibrations are caused by cars and other vehicles hitting the humps even at 20 mph and bouncing on the road surface the other side sending vibration waves within the ground that could affect the foundations of the nearest properties.

10 I Object on the basis of damage to cars :- there is an enormous amount of evidence that road humps cause problems to tyres , tracking and suspension. Why should the local residents and regular users have to pay for repairs so a planning application for a developer can be approved.

11. I Object on the basis of Air Quality relating to environmental emissions. Road humps have been found to increase Carbon emissions.

12. I Object on the basis that the road will not be able to be cleared by snow ploughs therefore there will be no snow clearance to Haven Lane and all connected roads. Haven Lane is one of the highest roads in Oldham . Moorside is notorious for the effects of deep snow even when the remainder of Oldham has very little snow. The loss of road clearance will therefore have also an economic affect to the residents of the area.

13 I Object on the basis that no street signage is shown on the plan.



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As part of the regulations there is a requirement to provide signage, this is normally provided on the relevant plan . There is no signage information on the plan.

14. I Object on the basis of Damage to passengers and drivers. I suffer from a Back Disorder and have to attend a Chiropractor every 4 weeks . What I do feel in back pain when travelling over road humps is a painful discomfort

#### **Objection 4**

The so called Traffic Calming measures are not required.

Speed is already automatically restricted by the parking of vehicles and the narrowing at points along Haven Lane.

If it is supposed to be a speed problem.

Let's have the evidence.

Install a Solar powered display to record speeding events.

I'd always have appreciated a sign to show the speed is limited to 20mph on Lower TurfPit Lane and along Haven Lane because of the proximity of two nursery schools in the vicinity.

#### **Objection 5**

To who it may concern,

I am writing to you as a resident of Rushton Grove Moorside Oldham, requesting your support in attaining a practicable resolution in respect of the Haven Lane 20MPH Speed limit Order and Road Humps Ref LJM/TO25/17.

As you may well be aware the Cube development on Haven Lane has raised concerns with local residents in respect of the planned access to the residential development which was deemed unsafe based on its proximity to other adjoining roads and streets. The result of which a proposal to install traffic calming / control measures along Haven Lane including the installation of a raised table at the entrance to Rushton Grove was rejected by a planning committee in June 2024.

We are now advised by the public posting of information on nearby lamp post (not directly be mail or any proactive community engagement) that duplicate plans are proposed along Haven Lane and the junction of Rushton Grove. Comparably it is further noted full information of the Haven Lane Traffic Calming project was not initially forthcoming when requested.

Rushton Grove is a residential street with a high number of vehicles per household and a single point of entrance and exit. The number of vehicles per household is such that residents utilise all available street parking spaces and as such vehicles entering and exiting Rushton Grove at peak times are compromised in terms of a clear view of other oncoming traffic. Comparably, it is also worth noting that the slight incline at the point of entrance and exit provides an additional hazard during winter months and extreme weather.

Anyone using basic reasoning would realise that the installation of a raised table at the entrance to Rushton Grove will further compromise the safe entrance and exit of vehicles



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to and from Rushton Grove. This should not be considered an inconvenience that will become acceptable over time, but should be considered as risk to both vehicle users and pedestrians using Haven Lane and Rushton Grove.

In reflection of the above, I fail to comprehend how the installation of traffic calming / control measures along Haven Lane with the purpose of making safe the entrance and exit of traffic to and from the new streets which make up the Cube development can be deemed practicable, safe and fit for purpose when they would only exasperate an exiting issue along Haven Lane and only serve to tick a box on behalf of those with a financial interest in the Cube development.

Comparably, I find it less reassuring that the provided plans of the proposed calming measures do not include any indication of the development (Cube Development) to which the measures apply or indicate the placement of any measures across the roads which make up the development. ( I refer to drawing "Haven Lane Traffic Calming Project - General Arrangements")

The local residents of Haven Lane and the adjoining roads and street have tolerated the inconvenience of contractor parking, noise and water run-off from the Cube development site during the development and as such the approval and acceptance of these box ticking measures would only surely reflect on the stance of the local council to ignore the concerns of existing local residents and the additional long-term costs that the maintenance of the same would occur.

As a resident of Rushton Grove Moorside Oldham I object to these traffic calming measures on the grounds of Safety, Nuisance, Cost and Environmental concerns.

Kind Regards

## **Objection 6**

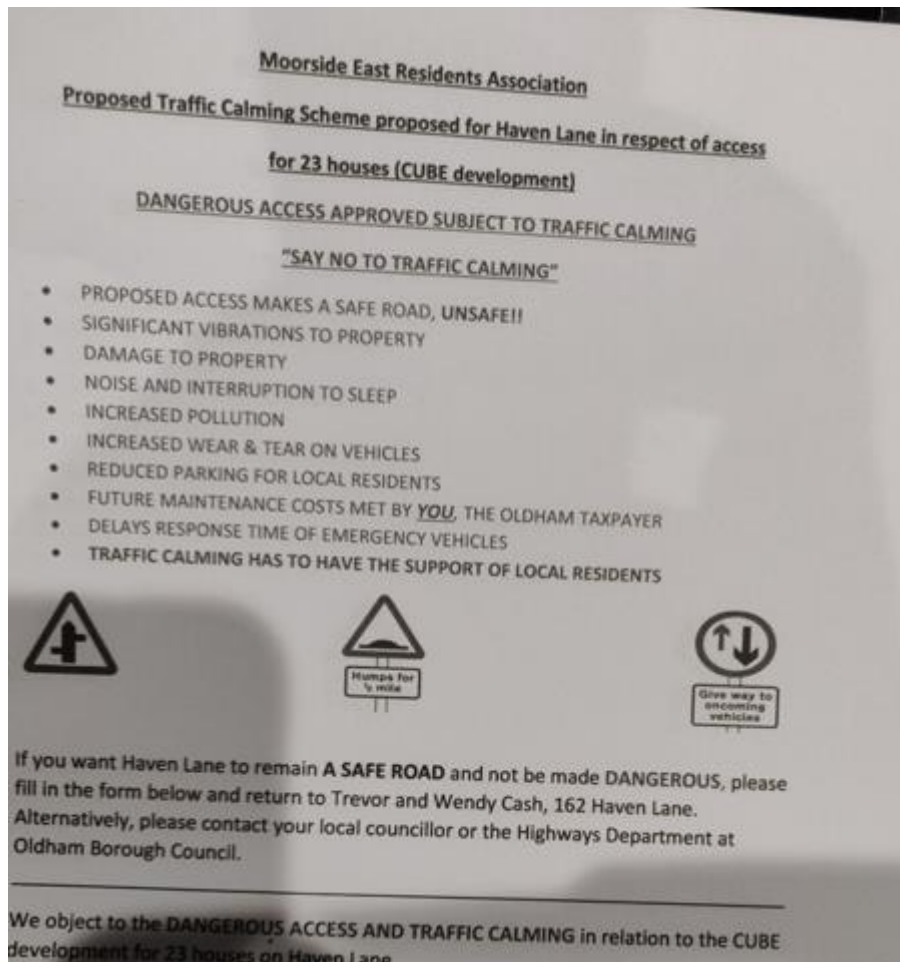
To Whom It May Concern,

I live at Rushton Grove, Moorside, Oldham, OL4 2QF and I formally object to: HAVEN LANE 20MPH SPEED LIMIT ORDER AND ROAD HUMPS REF: LJM/ TO 25/17, due, in the first instance, to my grave concerns regarding the safety of adding a raised table to the entrance to Rushton Grove, OL4 2QF.

In winter, the ice on Rushton Grove is perilous and it is incredibly difficult to drive up the existing slope to be able to exit Rushton Grove, as it slopes up and away from the houses, towards the adjoining road. If you add a raised table to Rushton Grove, I simply cannot see how I will be able to leave Rushton Grove in my car, for as it currently stands, my car slips and slides trying to leave going upwards in the snow and ice and it is frightening, trying to gain a purchase on the ice. Indeed, I practically and realistically, cannot see how I will be able to exit safely or if at all, with an additional raised height of a raised table acting as a second obstacle to exit; it will create a double jeopardy.

Therefore, I object to my safety being compromised in this way and repeat - you will be making my road unsafe in adding a raised table - which I believe goes against OMBC's road safety measure remit of "a road safety measure needs to reduce accident levels" [[https://www.oldham.gov.uk/info/201054/roads\\_streets\\_and\\_pavements/2586/road\\_safety](https://www.oldham.gov.uk/info/201054/roads_streets_and_pavements/2586/road_safety). Accessed 10.10.2025].

Please also find below my signed MERA objection to this proposal, which covers more of my community reasons for objecting and which I trust you will treat as confidential as it contains my signature:



## Objection 7

Good Morning,

I am writing to object to the dangerous proposed traffic calming.

I live at the end of Haugh Hill road and object to the plans. Re-aligning the junction at the end of Haugh Hill Rd by narrowing the junction will cause significant issues as this is parking for a lot of residents including a very large flatbed truck where one resident parks on the corner of where you have planned to re-align the access to Haugh Hill road. I will attach a picture of how much space this takes up.

Not only the parking but it's already a tight squeeze for the bin trucks to come up when people are parked on either side of Haugh Hill road. This will make more of an issue for the bin truck to access the road if its made any tighter (Especially when it snows).

Another issue that it will cause is, when lorries come down Haven Lane by accident from Ripponden road/Turf pit lane, this is a good turning circle for them to get back out. As well

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as this, as Haven lane is always full with parked residents, it gives room to wait for passing traffic to come through.

Residents that live further round Haugh Hill road and other neighbouring streets, park around the end of Haugh Hill road when it starts to snow so that they are able to leave for work safer, this blocks up a lot of the road, so making it tighter can make this more of an issue.

We also park a work van outside of home so making the access tighter will have a great impact on us and other residents accessing Haugh Hill road, we also object to any speed humps being installed at the end of Haugh Hill road, this is not necessary.

Other reasons we object to the proposal are...

- PROPOSED ACCESS MAKES A SAFE ROAD, UNSAFE!!
- SIGNIFICANT VIBRATIONS TO PROPERTY
- DAMAGE TO PROPERTY
- NOISE AND INTERRUPTION TO SLEEP
- INCREASED POLLUTION
- INCREASED WEAR & TEAR ON VEHICLES
- REDUCED PARKING FOR LOCAL RESIDENTS
- FUTURE MAINTENANCE COSTS THAT US THE TAXPAYER HAS TO PAY
- DELAYS RESPONSE TIME OF EMERGENCY VEHICLES

Please take all these reasons for objection into consideration, there is absolutely no need for these plans, especially the re-aligning of Haugh Hill road this will make it so unsafe and will cause on going issues!



### **Objection 8**

Hi I oppose to the speed cushions on haven lane. The road already has some on and with the way people park on the road it makes it already quite narrow. In addition to that I own a sports car which is road legal and it's already very difficult to manage and navigate with them in place and this could only make it harder.

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Thank you

## **Objection 9**

Good Evening,

I am writing as a local councillor of the St James' ward to raise a formal objection to the proposed traffic calming measures on Haven Lane, reference LJM/TO25/17. This objection reflects the collective concerns of many residents whose lives and homes will be directly affected by the implementation of speed humps, raised tables, and other road alterations outlined in the proposal.

It is evident from numerous resident representations that the measures are not being introduced in response to any historical accident data or general road safety concerns on Haven Lane itself, but rather to compensate for an access issue relating to the Cube development. Residents have made it clear that Haven Lane has long been considered a safe road, with traffic naturally slowed by the number of parked vehicles. The introduction of traffic calming in this context is therefore not about improving public safety on an already safe road, but about enabling access to a private development which has been consistently flagged as problematic.

Several residents who live adjacent to the proposed speed cushions and raised tables have expressed serious concerns about the impact these physical interventions will have on their properties. Homes at 5–7 Parkgate, for example, sit directly on the pavement with no front gardens to buffer them from the road, and due to their age and construction, are particularly vulnerable to vibration damage. Others, such as residents on Rushton Grove, are extremely concerned about winter safety, as the raised table proposed at the entrance of their road would worsen access on what is already a steep and difficult incline during icy conditions. These are not abstract concerns, they are based on residents' lived experience of the area during winter, and their ability to exit their own street safely would be severely compromised.

There is also understandable concern about increased noise levels resulting from vehicles passing over humps, especially for those working shifts and needing to rest during the day and about air pollution from braking and acceleration near the proposed measures. This would represent a significant deterioration in living conditions for residents who have already endured the disruption caused by the Cube construction, including parking congestion, noise, and poor contractor behaviour.

Haven Lane and the surrounding roads have already endured years of disruption, both during and prior to the construction of the Cube development. Residents have had to attend multiple planning committee meetings, submit formal objections, and repeatedly fight to have their concerns acknowledged in order to defend the character, safety, and accessibility of their roads and wider community. This has not been a passive process, it has required sustained engagement, time, and emotional investment from local people who feel their voices have too often been overlooked in favour of development interests.

Parking remains another significant concern. Residents have reported difficulty in parking near their homes due to a high number of vehicles in the area, with multiple households having more than one car. The proposed scheme would further reduce on-street parking

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availability and restrict access to garages and alleyways already frequently blocked. For some, the area around Haugh Hill Road provides one of the few places where vehicles can turn around safely, narrowing this junction will make such manoeuvres much more difficult, especially for those with larger vehicles.

There is a consistent feeling across the community that residents have not been properly consulted, and that decisions have been made without taking into account their feedback or day-to-day experiences. Notification has often been poor, with residents finding out about proposals from notices on lampposts rather than through direct engagement. Many feel that the planning process has prioritised the interests of developers over the needs and safety of the existing community.

What is most striking is the unity of opposition. Residents from Haven Lane, Rushton Grove, Havenside Close, Longden Avenue, Parkgate, and surrounding streets have taken the time to write in, sign petitions, and speak up. Their concerns are consistent and reasonable. They are not opposed to road safety, they are opposed to unnecessary and damaging interventions introduced to accommodate a private development's access point, which could have been better planned or relocated entirely.

Based on all the above, I would ask for the proposed traffic calming measures to be looked at again as they are not justified by local road safety needs, they fail to command public support, and they would introduce new hazards and hardships for residents already living with the consequences of an unwelcome development.

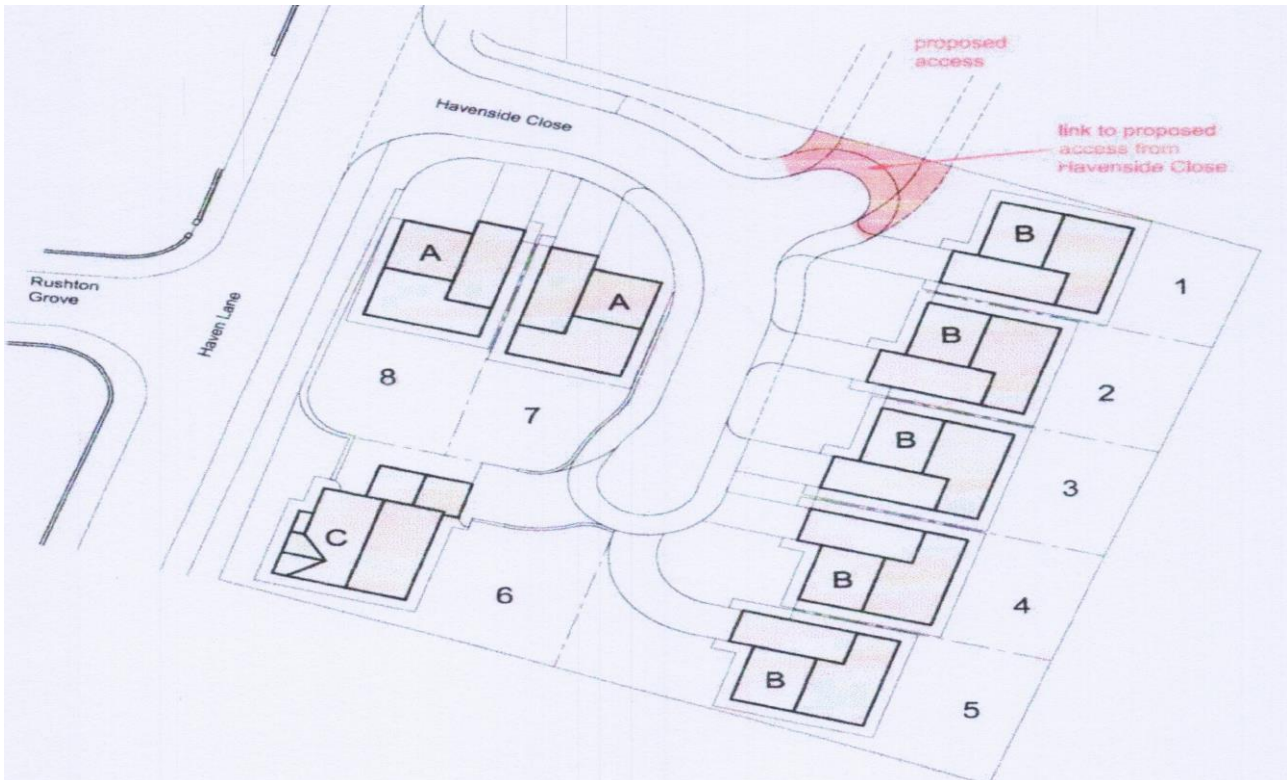
Thank you,

## **Objection 10**

Dear Sirs,

I am an interested party to the above and object to the proposed traffic calming. Haven Lane is a perfectly safe road which is being made unsafe. The only reason that this traffic calming is being put forward is due to the unsafe access to the Cube development. Oldham's highways engineer (Les Harrison) at the time of building out Havenside Close insisted that Paterbridge provide access to the field that Cube's development now sits on. In doing so, Paterbridge lost a plot. I note in the delegated decision report dated 29th July, 2025 that no alternative options had been considered. No mention of the safe access that Havenside Close offers. The inspector from the recent refusal (APP/W4223/W/25/3363968 - Decision date 24th September 2025) makes reference to an alternative access. And yet this has never been considered by either the developer or the Local Authority. There is an alternative safe access through Havenside Close [REDACTED] and is readily available to the developer. This would negate the need for traffic calming. I confirm this safe access fully conforms with highways standards. Below is our access: -





I have written to Cube developments several times offering this land. The last time I offered it at [REDACTED]. This would negate the need for traffic calming and would provide the certainty they require. But most importantly, I feel it would get the support of local residents.

This is a still possibility as plot 11 was moved some time ago.

The delegated decision report states that the costs of the proposed traffic calming is £50,632 with c. £38k coming from the developer and the remainder coming from the public purse. Using our access would show a saving to the public purse of £13k. We are all aware how the public finances are in a mess at present and surely this saving should be considered.

Why should the residents of Moorside be inconvenienced with a wholly, unnecessary traffic calming scheme for an unsafe access?

The above offer of our land to Cube remains.

I look forward to this proposal being refused at TRO committee.

Yours faithfully,

## Objection 11

Dear Sirs.

I would like to object to the proposed traffic calming measures in this document.

This is still a dangerous junction at the access to Haven View housing development. I live on Haven Lane and can confirm that the existing traffic calming measures aren't much use. Most vehicle drivers regard the speed humps as a nuisance and still exceed the 20mph speed limit. For myself this results in noise and disturbed sleep. Damaged vehicles. Damage to parked vehicles. The proposals will result in these and other problems for residents further down the lane.

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This is a dangerous junction and shouldn't have been allowed in the first place. There have already been safety problems whilst the houses have been being built and it will get worse when the new residents are using the junction.  
Also the maintenance of the measures will be another financial burden on the Council and Oldham taxpayers.  
I hope these comments will be considered ?????

### **Objection 12**

I would like to object to the proposals on Haven Lane for Speed Humps and Speed Cushions  
We already have these up Haven Lane towards Counthill Road and down Counthill Road, they make no difference whatsoever and we have 3 cars in our house and the damage to our cars suspension through these is terrible. Will the council pay for my next suspnsion jobs?? I doubt it. Speed restriction of 20MPH with warning signs would be more acceptable  
Thanks

### **Objection 13**

Dear Sirs,

Traffic Calming Ref: LJM/TO25/17

As our home is directly affected by the above traffic calming measures, we wish to register our objections (once more) to the scheme.

The only reason that these measures are required is because an unsafe access has been granted to Cube Homes. The sheer number of parked cars, along Haven Lane, already ensure that traffic cannot reach very high speeds.

The 'kerb to kerb speed hump 4.7m long approx 100mm high to suit existing kerb heights' is listed as 'Haven Lane - outside No 157 Haven Lane'. This description ignores the fact that this is *directly* outside 5-7 Parkgate, Haven Lane...our home. The speed hump will be in alignment with our gable end, which houses our kitchen and bathroom. The hump will be at a much closer proximity to our property (approximately 2m) than it will with 157 Haven Lane. They will at least have a pavement and front garden to buffer any increase in traffic noise, pollution, or vibration. We have only a pavement to buffer these things. Our cottage was built in the late 1700s and has little, to no, foundations. As such, the risk of increased vibration, potentially affecting the structure of our home, really concerns us.

The narrowing of the entrance of Haugh Hill Road also has potential to cause problems. This is where a lot of residents turn around in order to exit Haven Lane, onto Turf Pit Lane. If that space is reduced, more drivers will be forced to make 3 point turns in a heavily parked, and busy, area. We rarely drive up Haven Lane, towards Counthill Road, because the blind bend is so dangerous due to the number of parked cars. Drivers regularly have to drive up the pavement in order, to avoid oncoming vehicles, as there is no space to pull in.

The introduction of traffic-calming measures, along with the narrowing of Haugh Hill Road, will also greatly affect the number of available parking spaces. We already have to contend with neighbours with multiple cars, residents from Turf Pit Lane and Haugh Hill

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Road parking on Haven Lane (including work vans and even a truck), as well as people visiting the local shops, schools, medical centre, hairdressers/barbers and gym. We are lucky if we can park anywhere near our home, and even luckier to utilise our nearby garage due to the number of times we have been blocked in/out of it by cars parking across the alleyway access. We have even had two skips dropped off up the alleyway recently.

We don't think you appreciate how much the building of the development, and the proposed traffic-calming measures, have affected the lives of local residents. Not just the noise, dirt, run-off water etc but also the bad attitude of the contractors. It has severely impacted on the mental health of the residents as we face continued uncertainty and fight to have our voices heard. We feel we haven't been properly consulted, listened to, or treated with courtesy, or respect.

Please reconsider the proposed measures and listen to your residents' long-standing concerns.

Yours sincerely,





## Highway Regulation Committee

### Objection to Proposed Prohibition of Waiting – Albion Street, Failsworth

**Portfolio Holder:**

**Officer Contact:** Nasir Dad, Director of Environment

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

**23 July 2026**

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#### Reason for Decision

The purpose of this report is to consider objections received to the proposed introduction of Prohibition of Waiting restrictions on Albion Street, Failsworth.

#### Recommendation

It is recommended that Option 2 (relaxed alternative) be approved by the Panel and implemented on site.

**Objection to Proposed Prohibition of Waiting – Albion Street, Failsworth****1. Background**

- 1.1 A report recommending the introduction of new Prohibition of Waiting (PoW) restriction on Albion Street, Failsworth, was approved under delegated powers on 25 November 2024. The proposal was subsequently advertised, 2 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 objectors state that the small area currently provides important short-stay parking for residents, visitors, deliveries and emergency services, and that tenants have no alternative secure parking provision. Concerns were also raised regarding accessibility needs, with one resident advising that they are disabled and require convenient parking for themselves and visiting carers. The objectors further state that the adjacent Hubron commercial car park is unsuitable due to reported incidents of vehicle damage and the absence of CCTV or additional security measures. It is also suggested that Hubron delivery vehicles generally operate between 8am and 6pm, and that vehicles parked within the area are typically removed early in the morning
- 1.3 Officers acknowledge the concerns regarding parking displacement. In response to this feedback, the Council has developed a relaxed alternative proposal (Option 2). This option replaces the originally proposed Double Yellow Lines with a Prohibition of Waiting Mon-Fri 8am–6pm (Single Yellow Line).

**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 approved ModGov Report (refer to Appendix A).

**4 Co-operative Implications**

These were dealt with in the approved ModGov 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.
- 6.3 In response to feedback, officers have developed a relaxed alternative proposal (Option 2, see Appendices), which introduces a Prohibition of Waiting between 8 am and 6 pm.
- 6.4 Officers remain of the view that parking at this location has the potential to adversely affect visibility and maneuverability at the junction. However, in recognition of the concerns raised, the timed prohibition represents a proportionate and balanced approach

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## 7 **Options/Alternatives**

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

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

Option 2: Install a relaxed alternative (Prohibition of Waiting between 8 am and 6 pm).

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 objective of the scheme and also acknowledge the concerns of the objectors.

## 9 **Consultation**

9.1 The Failsworth Ward Members have been consulted and Cllr Ball has responded with no objection to the recommendations within this report

## 10 **Financial Implications**

10.1 These were dealt with in the approved ModGov Report (refer to Appendix A).

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11      **Legal Implications**

11.1      These were dealt with in the approved ModGov 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

|                                                                                                                              |                |
|------------------------------------------------------------------------------------------------------------------------------|----------------|
| <br>Signed<br><br>Director of Environment | Dated 26/06/26 |
|------------------------------------------------------------------------------------------------------------------------------|----------------|

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

# Delegated Decision Report

Decision below £250k



|                                           |                                                               |
|-------------------------------------------|---------------------------------------------------------------|
| <b>Subject:</b>                           | Proposed 'Prohibition of Waiting' – Albion Street, Failsworth |
| <b>Decision maker:<br/>Senior Officer</b> | Nasir Dad, Director of Environment                            |
| <b>Decision maker:<br/>Cabinet Member</b> | Councillor C Goodwin, Portfolio Holder for Don't Trash Oldham |
| <b>Decision date:</b>                     | 25 November 2024                                              |
| <b>Report author:</b>                     | Mohamed Abdulkadir, Engineer                                  |
| <b>Ward (s):</b>                          | Failsworth West                                               |

## Reason for decision

The purpose of this report is to consider the introduction of 'prohibition of waiting' restrictions on Albion Street.

## Recommendation(s)

It is recommended that additional 'Prohibition of Waiting at Any Time' restrictions be implemented on Albion Street, in accordance with the Schedule and drawing number 47/A3/1710/1.

## Background

Albion Street is a section of highway off Ashton Road West, located southwest of Oldham Town Centre. Albion Street serves a commercial premise (Hubron International Limited) and a couple of residential properties. The business operates HGVs, with the access gate located at Albion Street, approximately 30m from the Ashton Road West junction. There are currently parking restrictions in the form of double yellow lines at the mouth of the junction with Ashton Road West, to allow HGVs to turn from Ashton Road West into Albion Street.

The business also uses Albion Street as a turning head when their access gates are closed. They have reported that vehicles parked within the turning area continue to be a consistent issue. Officers have inspected the location and support extension of 'Prohibition of Waiting at Any Time' to resolve the issue.

## Alternative option(s) to be considered.

The alternative options considered were:

Option 1 - Provide time limited waiting restrictions. Officers felt that this may be an option if the initial recommendation receives objections.

Option 2 – Do Nothing and continue to allow parking on Albion Street which is causing an obstruction.

### Consultation

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.

TfGM 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.

### Risks

The introduction of prohibition of waiting restrictions at this location will decrease the numbers of incidents involving road users and assist with visibility and access. 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 restrictions.

### Implications

|                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |       |
|--------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| Financial                                                                                                                                  | The cost of introducing the order is shown below:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |       |
|                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | £     |
|                                                                                                                                            | Advertisement of Order                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 1,200 |
|                                                                                                                                            | Road Markings                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 500   |
|                                                                                                                                            | Total                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 1,700 |
| The advertising & road marking expenditure of £1,700 will be funded from the 2024/25 Highways TRO & road markings budgets. (John Edisbury) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |       |
| Legal                                                                                                                                      | 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. |       |



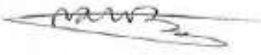




|                                                                                                                                             |     |
|---------------------------------------------------------------------------------------------------------------------------------------------|-----|
|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

There are no background papers for this report.

|                        |                    |
|------------------------|--------------------|
| Report author sign-off | Mohamed Abdulkadir |
| Role                   | Traffic Engineer   |
| Date of sign-off       | 6 November 2024    |

|                           |                                                                                     |
|---------------------------|-------------------------------------------------------------------------------------|
| <b>Approval</b>           |                                                                                     |
| Officer approval sign-off |  |
| Role                      | Director of Environment                                                             |
| Date of sign-off          | 25 Nov 2024                                                                         |



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

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## **Objection 1**

Dear sir/madam.

I am putting forward my objection in response to the letter dated 19th may with regards to the proposed prohibition waiting order.

That you intend to apply at the beginning of albion street failsworth the entrance to hubron limited.

I am the resident of xxxxxxxxxxxx.

I am OPPOSING your order for the following reasons.

Firstly I am disabled and having access to parking here is essential for me as I can not walk far.

I also have visitors and support who pick me up, drop me off and stay for a short period to help me who need to be able to park here.

The parking across which is stated as hubron parking is not assessable to me and my needs, this car park also has had numerous cars broken into and damaged, there is also no cctv.

The stated area is not used as a turning point for wagons nor any other vehicle as it is too small.

Any delivery to the hubron is after 8am and before 6pm as this is the hubrons opening hours.

Apart from this space we as tenants have no other available and secure parking. The vehicles that we do park there are gone before the hubron opens due to work commitments.

I will look forward to hearing your response regarding this important matter.

Thank you.

## **Officer Response**

Good morning,

Thank you for your representation regarding the proposed restrictions on Albion Street, Failsworth.

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

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

The proposed restrictions were introduced to address highway safety and access concerns at the junction of Albion Street and Ashton Road West, particularly in relation to vehicle manoeuvrability and maintaining clear access. The intention of the proposal is to ensure the safe and convenient movement of commercial traffic while maintaining appropriate access arrangements.

Following the feedback / concerns received during the consultation period, officers have prepared a relaxed alternative proposal for consideration. This option would introduce a Prohibition of Waiting between 8am and 6pm (single yellow line). This would maintain protection during core business hours, when larger vehicles are most likely to access the site, while allowing parking outside of those hours.

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

The Committee will then determine one of three outcomes: to dismiss the objections and implement the scheme as originally advertised; to modify the scheme, for example by introducing the timed Prohibition of Waiting; or to withdraw the proposal.

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

Mohamed Abdulkadir

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## **Objection 2**

Dear sir

I am writing in response to the letter dated 19th may with regards to the proposed prohibition waiting order, that you intend to apply to the the beginning of albion street failsworth entrance to hubron limited.

I currently reside at no xxxxxxxxxxxx and this tiny margin of road allows for short term parking for shopping delivery, visitors, and emergency response. I therefore OPPOSE your order on grounds as follows...

- 1) over the years as a tenant I have tried to liase with hubron to offer secure parking (l.e their carpark facing) after wagons have damaged vehicles without due care and at speed to then be told cctv was unavailable, nor are there gates on the carpark facing resulting in vehicles being damaged and stolen.
- 2) this tiny space offers short stay parking.
- 3) all of the facing steel fences have been damaged over the years due to lack of appropriate driving skills and incompetence on the drivers part.
- 4) the given area is not a turning circle as waggons go through the gates dispose of the produce turn and drive out.
- 5) as the hubron space is small many times waggons have been backed up blocking ashton road west coming from Oldham road regardless of this tiny space.
- 6) waggons don't turn up till after 8am and definitely not after 6pm when the hubron closes, also weekends have no deliveries as the building is closed.
- 7) many hubron staff, cleaners, and other delivery agencies such as. milkman, sanitation companies, royal mail and ups, catering/just eat all use this space for a short period.
- 8) as tenants we have no other available and secure parking to which we are entitled to.
- 9) i wish to express that the vehicles left on that small bit of land are removed from 6 am onwards due to work commitments.

As a tenant and a oldham council tax bill payer i look forward to hearing from you further

Yours faithfully xxxxxxxx

## **Officer Response**

Good morning,

Thank you for your representation regarding the proposed restrictions on Albion Street, Failsworth.

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

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

The proposed restrictions were introduced to address highway safety and access concerns at the junction of Albion Street and Ashton Road West, particularly in relation to vehicle manoeuvrability and maintaining clear access. The intention of the proposal is to ensure the safe and convenient movement of commercial traffic while maintaining appropriate access arrangements.



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Following the feedback / concerns received during the consultation period, officers have prepared a relaxed alternative proposal for consideration. This option would introduce a Prohibition of Waiting between 8am and 6pm (single yellow line). This would maintain protection during core business hours, when larger vehicles are most likely to access the site, while allowing parking outside of those hours.

Both the original proposal (as advertised) and the relaxed alternative option will be presented to the Highways Regulation Committee (HRC) for formal consideration. The Committee will then determine one of three outcomes: to dismiss the objections and implement the scheme as originally advertised; to modify the scheme, for example by introducing the timed Prohibition of Waiting; or to withdraw the proposal.

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

Mohamed Abdulkadir

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**APPENDIX C**  
**REVISED SCHEDULE AND PLAN**



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## **Schedule**

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

### **Part I Schedule I**

| <b>Item No</b> | <b>Length of Road</b>                                                                                                                                                                                                                                                                                                                                                         | <b>Duration</b>                                               | <b>Exemptions</b> | <b>No Loading</b> |
|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------|-------------------|-------------------|
|                | <p><u>Albion Street</u><br/>(North-West side)</p> <p>From a point 12 metres south-west of its junction with Ashton Road West for a distance of 6.5 metres in a south westerly direction.</p> <p><u>Albion Street</u><br/>(South-East side)</p> <p>From a point 18 metres from its junction with Ashton Road West for a distance of 7 metres in a south westerly direction</p> | <p>Mon - Fri<br/>8am - 6pm</p> <p>Mon – Fri<br/>8am - 6pm</p> |                   |                   |

# **Drawing Number 47/A3/1710/2**

