

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

Date Thursday 24 September 2026

Time 5.30 pm

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

- Notes
1. Declarations of Interest- If a Member requires advice on any item involving a possible declaration of interest which could affect his/her ability to speak and/or vote he/she is advised to contact Alex Bougatef or Constitutional Services at least 24 hours in advance of the meeting.
 2. Contact officer for this agenda is Constitutional Services email constitutional.services@oldham.gov.uk
 3. Public Questions - Any Member of the public wishing to ask a question at the above meeting can do so only if a written copy of the question is submitted to the contact officer by 12 noon on Monday, 21 September 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 - 6)

The Minutes of the meeting held on 23rd July 2026 are attached for approval.
- 7 Objection to Proposed 20mph Speed Limit and Traffic Calming Measures Huddersfield Road, Diggle. (Pages 7 - 42)
- 8 Objection to Proposed Waiting Restrictions and Extension of School Keep Clear Markings Fir Bank Primary School, Grasmere Road, Royton (Pages 43 - 62)

The purpose of this report is to consider a number of objections received to the proposed introduction of a short length of no waiting 8am – 6.30 pm restrictions and the extension to the School Keep Clear markings along Grasmere Road, outside Fir Bank Primary School
- 9 Objection to Proposed Prohibition of Waiting – Hobson Street, Failsworth (Pages 63 - 88)

The purpose of this report is to consider objections received to the proposed introduction of Prohibition of Waiting restrictions in the Hobson Street area, Failsworth.
- 10 Petition for a Residents Only Parking Scheme at Hedges Street, Failsworth (Pages 89 - 96)

Present: Councillor Kenyon (Chair)
Councillors Hughes, Shuttleworth and Tarbuck (Substitute)

Also in Attendance:

Alan Evans	Group Solicitor
Kaidy McCann	Constitutional Services
Alister Storey	Highways & Engineering
Councillor Sharp	Ward Member for item 7
Objector	For item 7

1 **ELECTION OF CHAIR**

RESOLVED that Councillor Kenyon be elected Chair for the duration of the meeting.

2 **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Chowhan, Jackson and Murphy.

3 **URGENT BUSINESS**

There were no items of urgent business received.

4 **DECLARATIONS OF INTEREST**

There were no declarations of interest received.

5 **PUBLIC QUESTION TIME**

A public question had been received from Dhanyaal Rashid:

“What steps is the Council taking to ensure that highways maintenance is effectively prioritised within Werneth Ward, and what urgent measures are being implemented to address the backlog of reported road and footpath defects? Additionally, will the Council commit to carrying out full and durable resurfacing where required, rather than temporary or inadequate repairs, to ensure long-term public safety? Given the severity of these issues and the frequency with which they have been reported, I urge the Council to take immediate action to review all outstanding cases and ensure they are assessed and resolved as a matter of urgency.”

The following response was provided:

“Thank you for your question.
All 800KM of the borough’s road network is inspected in accordance with national guidance. Where urgent defects are identified, on the road or the footpath, they are repaired within 2 or 24 hours. Some defects are monitored over a longer period and subject to programmed repair rather than the urgent repair

timeframe outlined above. The above approach is applied consistently across all wards, including Werneth. As outlined in the 2026/27 budget, this Labour Administration will invest an additional £2m in capital spending on highway maintenance across the borough. This is in addition to government grant funding that is received. This investment will allow larger scale repairs where there are several defects in need of maintenance in a close vicinity. The Council will continue to monitor the network consistently and undertake repairs where needed.“

6 MINUTES OF PREVIOUS MEETING

RESOLVED that the minutes of the meeting held on 30th March 2026 be approved as a correct record.

7 OBJECTIONS TO PROPOSED HAVEN LANE TRAFFIC CALMING AND 20MPH ZONE

Consideration was given to a report of the Director of Environment which advised the Committee of objections received to the proposed Haven Lane traffic calming scheme and 20mph zone.

The 20mph speed limit and traffic calming measures proposed related to an original scheme associated with condition 17 of planning application PA/338917/16. The proposed scheme complimented 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 was 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.

The main points raised by the objectors were around noise, resident parking, safety, damage to vehicles, Tax payers funding the scheme, damage to properties and environment.

Options considered:

- 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

RESOLVED that the Director of Environment be requested to not approve the proposed restrictions and the 20MPH zone be extended.

Notes:

1. An objector attended and addressed the Committee
2. A Ward member attended and addressed the Committee

8

OBJECTION TO PROPOSED PROHIBITION OF WAITING – ALBION STREET, FAILSWORTH

Consideration was given to a report of the Director of Environment which advised the Committee of objections received to the proposed waiting restrictions on Albion Street, Failsworth.

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, and 2 objections were received.

The basis of the objections was that the small area currently provided important short-stay parking for residents, visitors, deliveries and emergency services, and that tenants had no alternative secure parking provision. Concerns were also raised regarding accessibility needs, with one resident advising that they were disabled and require convenient parking for themselves and visiting carers. The objectors further stated that the adjacent Hubron commercial car park was unsuitable due to reported incidents of vehicle damage and the absence of CCTV or additional security measures. It was also suggested that Hubron delivery vehicles generally operate between 8am and 6pm, and that vehicles parked within the area were typically removed early in the morning.

In light of the objections, Officers acknowledged the concerns regarding parking displacement and in response to that feedback, the Council had developed a relaxed alternative proposal (Option 2) that option replaced the originally proposed Double Yellow Lines with a Prohibition of Waiting Mon-Fri 8am–6pm (Single Yellow Line).

Options 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.

RESOLVED that the Director of Environment be requested to approve Option 2 and it be implemented on site.

9

OBJECTION TO PROPOSED 20MPH SPEED LIMIT AND TRAFFIC CALMING MEASURES – HUDDERSFIELD ROAD, DIGGLE.

RESOLVED that the item be deferred to the next meeting.

The meeting started at 5.30 pm and ended at 6.14 pm



Highway Regulation Committee

Objection to Proposed 20mph Speed Limit and Traffic Calming Measures – Huddersfield Road, Diggle.

Portfolio Holder:
N/A

Officer Contact: Nasir Dad, Director of Environment

Report Author: Mark Woodhead, Traffic Engineer

24 September 2026

Reason for Decision

The purpose of this report is to consider a number of objections received to the proposed introduction of 20mph speed limits and traffic calming measures.

Recommendation

It is recommended that Option 1 be approved by the Committee and installed on site.

Objection to Proposed Speed Limit and Traffic Calming Measures.

1. Background

- 1.1 As part of planning approval to introduce new housing adjacent to Huddersfield Road, Section 278 funding was secured from the developer to introduce the measures advertised.
- 1.2 The extent of the traffic calming measures (speed cushions) and reduced speed limit were approved on the 14th of October 2025, and subsequently, legal notices erected to advertise the proposals. In addition, officers delivered a copy of the legal notices to properties adjacent to the proposed location of traffic calming measures.

A copy of the approved report is provided in Appendix B
- 1.3 During the advertisement period, representations were made objecting to the proposals. Copies of the representations with Officers responses are attached in Appendix B
- 1.4 In summary, objections received highlighted that the speed cushions were an inappropriate measure that would contribute to difficulties with parking, noise from larger vehicles and potential reduction in road safety as motorists attempted to straddle the measures by aligning their vehicles more in the centre of the carriageway. Copies of the representation made are provided within Appendix A

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

None

3 Risk Assessments

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

4 Co-operative Implications

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

5 Procurement Implications

None

6 **Current Position**

6.1 Objections reported to the Highway Regulation Committee

7 **Options/Alternatives**

7.1 Option 1 – That the speed limit and cushions identified within the original report be implemented.

Option 2 – That the 20mph speed limit be introduced and speed cushions omitted.

Option 3 – Do nothing.

8 **Preferred Option**

8.1 It is recommended that **Option 1** be approved by the committee and installed on site.

9 **Consultation**

9.1 Ward Members have been consulted and Cllr Byrne replied..

I have read the report and all the representations and the wish for 20mph restriction is apparent. You refer time and again about this being part of the Housing Development. I can't recall this being mentioned before or in the Planning application - which I spoke on at length in the chamber at that time.

Perhaps this should be a consideration in Planning. I am an 'on the ground' councillor and respect the views of the residents. However I am not a Traffic Engineer and I respect your knowledge and experience. I hope that any installation of the speed pads will ensure that pot holes are not left on the edge of these as in one in Delph New Road.

I ask the committee to consider my comments. In conclusion I would recommend Option 1.

9.2 **Response to Councillors comment**

The speed cushions that are being installed are prefabricated, which allows for their removal. Any carriageway surface defects adjacent to features will be repaired.

10 **Financial Implications**

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

11 **Legal Implications**

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

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

12.1 None, the work is being undertaken to satisfy a planning condition.

13 **Key Decision**

13.2 No

14 **Key Decision Reference**

14.2 N/A

15 **Appendices**

Appendix A - Copy of Representations

Appendix B – Approved Mod Gov Report

Appendix C – Road Safety Audit.

 Signed _____ In consultation with Director of Environment	Dated 18 th August 2026
--	------------------------------------

APPENDIX A
REPRESENTATIONS

COPY OF REPRESENTATIONS

Page 12	R1 We wish to object to the proposals for speed humps on Huddersfield Road, Diggle on the grounds that: • The number of parked vehicles slow the traffic and make speed humps unnecessary • The parked vehicles make speed humps difficult to negotiate	These measures are being introduced to satisfy planning conditions associated with new housing development, The cushions will be clearly marked and are designed to be negotiated easily by all vehicles if being driven at appropriate speeds.
	• Speed humps would significantly increase road noise for residents on Huddersfield Road	The cushions are designed to be straddled by large vehicles
	• Speed humps make travel on buses very uncomfortable (there are many buses to and from Saddleworth School as well as normal service buses. Buses already struggle to negotiate parked vehicles; speed humps would increase these difficulties • Should a 20mph speed limit be imposed (we do not consider it necessary because parked vehicles already slow traffic to 20mph or less and, as residents who regularly drive and walk through Diggle, we have not had problems with speeding drivers) we cannot understand why it would finish before the turning onto Sam Rd, where the Primary School and Nursery are situated. Surely that junction is where a speed limit is most appropriate?	TfGM who represent the interest of bus operators have been consulted and raised no concerns The 20mph speed limit and traffic calming features on the Redrow Estate will be introduced by the developer as part of the Section 38 requirements and the access road to the school is unadopted highway at present and will have a 20mph With regards to Sam Road due to the nature of the road and the low volumes of traffic it was felt that additional traffic calming features would not be required and would be outside the scope of funding provided by the development.
	• The new Redrow estate (Nicola Hughes Drive and Clocktower Drive) and the Saddleworth School access road are not listed as being included in the proposed 20mph zone, although all other roads off Huddersfield Road are included (except, of course, Sam Road, where the Primary School and Nursery are actually sited!)	The 20mph speed limit and traffic calming features on the Redrow Estate will be introduced by the developer as part of the Section 38 requirements and the access road to the school is unadopted highway at present and will have a 20mph
	We consider that the main problems with traffic in Diggle are: • Parked vehicles on Huddersfield Road (from the Post Office to Sam Road) obstructing the pavement making it difficult to walk on the pavement and impossible with a baby buggy or wheelchair. This is the main walking route to the Primary School and Nursery and there is no pavement on the opposite side of Huddersfield Road for much of the route	These measures are being introduced to satisfy planning conditions associated with new housing development.
	• The close proximity of the 40mph speed limit on Huddersfield Road to the junction of Sam Road at one end of Diggle and on Standedge Road to the junction	These measures are being introduced to satisfy planning conditions associated with new housing development,

	with Huddersfield Road at the other end of Diggle (the 40mph limit on Standedge Road is so close to the junction that cars pick up that speed limit as the speed limit along Huddersfield Road into Diggle!) Furthermore, there are no measures to slow traffic before these limits change from 40mph to 30mph.	
	We hope you will consider these objections and consider that the money for this scheme would be better spent repairing Huddersfield Road, repairing the pavements in Diggle, which are in a terrible state, moving the 40mph speed limits further out of the village, introducing measures to slow traffic before the 30mph limits start and dealing with vehicles blocking the pavement along Huddersfield Road. • Kind regards • Mr ***** • Mrs *****	
R2	I am writing to formally object to the proposed installation of a speed cushion directly outside my house on Huddersfield Road, as part of the current traffic-calming consultation	
Page 13	• My mother-in-law, who also lives at this address, is a disabled Blue Badge holder who needs safe, level access. A speed hump outside our drive would make parking difficult for her and could worsen discomfort due to physical jolting, which is especially problematic given her mobility needs. As a council, you have a duty under the Equality Act to avoid disproportionately disadvantaging disabled people so I urge you to reconsider if not the installation, then at least the placement of the speed cushions	The proposed traffic calming feature is not positioned directly opposite any residents driveway it is felt that the location of this feature is suitable. There is no disabled parking bay outside the property and vehicles can park on the cushions if required. There is scope to move the cushions a further 3m north to allow a vehicle to park between the cushion and the driveway. All cushions will be marked on site and minor relocations will be possible.
	• In addition to the above, it is also a concern that speed humps and cushions are a major problem for emergency vehicles such as ambulances and fire engines. Apart from the major discomfort to ambulance passengers, they also delay response times substantially. This can be as much as 10 seconds per device and considering my mother-in-law and indeed many of my elderly neighbours' circumstances, any delay to treatment from the emergency services could have significant consequences.	All emergency services have been contacted as part of our statutory consultation procedures and no objections or comments have been returned.
	• I am also concerned about additional issues reported widely in similar cases. Evidence submitted to councils demonstrates that speed humps and cushions can increase noise pollution and disturb residents, especially where vehicles must	

	slow down, traverse the hump and accelerate again. This is likely to be directly outside our homes and as this road is a bus route, both locally and for school buses, this noise is likely to be significant.	
	Another important concern is not only the increased road maintenance costs associated with speed humps and cushions, but also the future inconvenience and potential disruption these works may cause to residents. The repeated need for repairs, as the road surface around humps often develops potholes or subsidence within a few years, means that maintenance is both more frequent and more intrusive than usual. This can result in extended periods where access to driveways is restricted, noise and dust from ongoing works, and general disturbance to our daily lives. Furthermore, the process of removing and replacing speed humps during resurfacing brings additional risks of damage to nearby properties, especially those immediately adjacent. These cumulative impacts are rarely acknowledged in decision-making, yet they directly affect the comfort and security of residents like ourselves	The highway authority supports the introduction of these measures and will maintain them as part of the adopted highway.
	There is additional evidence indicating that speed humps and cushions may contribute to structural vibrations affecting adjacent residences. Homeowners in Chingford have expressed similar concerns after reporting vibrations, the appearance of cracks, and disturbances resulting from vehicles traversing recently installed humps. The installation of such a feature could potentially impact our property in a comparable manner.	Speed cushions have been chosen to mitigate the impact of large vehicles.
	I appreciate the council's intention to improve road safety, but I believe placing a speed cushion at this specific location is unsuitable and negatively affects accessibility for a disabled resident, the safety and comfort of our household, and potentially the condition of our property. I therefore request either relocation of the cushion to a position that does not obstruct safe access to my property, or consideration of alternative traffic-calming methods that achieve safety improvements without compromising accessibility or causing unintended harm. Please confirm receipt of this letter by email and advise on the next steps of the consultation	These measures are being introduced to satisfy planning conditions associated with new housing development,

	Yours faithfully	
R3	I am writing to formally object to the proposed installation of speed cushions on Huddersfield Road, Diggle, as outlined in the public notice and associated plans under REF LIM/TO25/25. While I fully support the proposed reduction of the speed limit to 20mph — a sensible and proportionate measure for improving safety — I strongly oppose the installation of speed cushions for the following reasons Formal Objection to Proposed Speed Cushions on Huddersfield Road, Diggle	
Page 15	Visual Impact on a Rural Village Diggle is a quiet, picturesque village with a distinctive rural character. Even with only six sets of cushions, the introduction of raised humps, reflective markings, and additional signage will create an urbanised appearance that is entirely out of keeping with the village's aesthetic. The plans show cushions positioned near Moorside, Moor Crescent, Ambrose Crescent, and Lower Wrigley Green. These installations would noticeably disrupt the visual harmony of the village.	These measures are being introduced to satisfy planning conditions associated with new housing development.
	Noise and Disruption to Residents Speed cushions inevitably increase noise from braking, acceleration, and the impact of vehicles travelling over them. In a village with low ambient noise levels, this will be particularly intrusive, especially for residents living close to the roadside	These measures are being introduced to satisfy planning conditions associated with new housing development.
	Impact on Emergency and Service Vehicles Speed cushions can delay emergency response times and cause discomfort for ambulance patients. Given Diggle's rural location, where emergency services already face longer travel times, any additional delay is a serious concern	All emergency services have been contacted as part of our statutory consultation procedures and no objections or comments have been returned
	Damage to Vehicles and Increased Maintenance Costs The proposed cushion dimensions (1.8m wide, 1.6m long, 75mm high) are known to cause wear to suspension systems, tyres, and undercarriages. Residents who use the road daily — including those with older vehicles or agricultural machinery — will face unnecessary maintenance costs.	The cushions are in accordance with national guidance which has been provided following extensive trials and studies by TRL(Transport Research Laboratory), Vehicles that are well maintained and driven at appropriate speeds will not be unduly affected by the cushions.
	Ineffectiveness for Problem Drivers	

	Speed cushions often fail to deter the very drivers they are intended to slow down. Non-compliant motorists typically brake sharply before the cushions and accelerate immediately after, increasing noise and emissions without delivering meaningful safety benefits	Highway officers disagree with this opinion; it is felt that speed cushions are the most appropriate measures to reduce speeds for the majority of motorists using the route.
	Better Alternatives Available There are more suitable traffic-calming measures for a rural village setting, including: - Speed indicator devices - Targeted enforcement - Improved signage - Community-led awareness initiatives These options can reduce speeds effectively while preserving the character and tranquillity of Diggle.	These measures are being introduced to satisfy planning conditions associated with new housing development. On roads of this type which are used by busses and emergency vehicles, the use of speed cushions is well established throughout Greater Manchester and is supported by the DFT as the most appropriate and effective form of traffic calming. All features have been positioned to not impact on access/egress from properties. Speed indicator devices require an electrical connection and regular maintenance and the funding for these proposals is for 1 year only. This scheme will improve the signage through the village helping increase driver awareness of speeds.
	Support for Speed Limit Reduction I fully support the proposed reduction to a 20mph limit. This measure alone, if properly enforced and signposted, is likely to achieve the desired safety outcomes without the need for intrusive physical interventions.	
	Impact on Local Cultural Events Diggle hosts Whit Walks, brass band competitions, and other community events that take place at the same time as those in Uppermill. These traditions are an important part of Saddleworth's cultural identity and rely on safe, unobstructed routes through the village. Speed cushions would create unnecessary obstacles for marching bands, church processions, and large groups of participants, as well as the accompanying support vehicles. It is important that Diggle's long-standing cultural events are protected and not compromised by physical road features that hinder movement and accessibility.	Discussions have been held with the organisers of the brass band competition and no objections were received. With suitable planning, it is not uncommon for parades to be able to negotiate traffic calming features if required.
	In conclusion, I urge the Council to reconsider the proposal for speed cushions and instead pursue alternative, less disruptive measures that support road safety while preserving the appearance, cultural traditions, and peaceful nature of Diggle.	

	Yours faithfully,	
R4	Dear Oldham Highways / FOI Team, As part of long-running objections to over-development in Diggle, I conducted multiple roadside video surveys on Huddersfield Road. Method: fixed-position CCTV at 5 frames per minute, calibrated to a measured road segment, with frame counts used to estimate vehicle speed. These datasets and notes are publicly available on my GitHub. The results showed the great majority of vehicles within the posted limit. Speeds significantly above the limit were predominantly late at night on an empty road or were emergency vehicles on blue lights. I reported these findings at the time to Planning and to Debbie Abrahams MP, including repeated instances of high-speed police vehicles. I requested a signed 20 mph limit as the proportionate measure. That would be respected by Emergency Services in normal operation and exceeded only in emergencies. Instead, the current scheme proposes extensive speed bumps that do not address root-cause issues. Please treat the following as a combined representation and a focused Freedom of Information request about your surveys that underpin the scheme. I am seeking methods, data, and decision criteria. FOI questions about the council's traffic surveys on Huddersfield Road 1. Survey logistics • Exact dates, start and end times, and locations of counters or cameras. • Device types used, configuration, and calibration method. • Lane coverage, directionality, and how parked vehicles or narrowing's were handled. 2. Data handling and filtering	These measures are being introduced to satisfy planning conditions associated with new housing development. During the planning process traffic assessments were submitted for consideration together with various other reports to support the applications. The implementation of this planning condition does include a review of existing speeds or data along Huddersfield Road

- Whether emergency vehicles were detected and excluded when calculating compliance, 85th percentile speed, and mean speed.
- If excluded, by what detection rule. If not excluded, please justify their inclusion for policy decisions.
- Confirmation of how outliers were treated and any smoothing applied.

3. Results required

- Hour-by-hour speed distributions for each survey day.
- 85th percentile, mean, and median speeds, by hour.
- The top 1 percent speeds with timestamps to confirm when the fastest vehicles occurred.
- Vehicle counts by class if available.
- A collision record summary for the last 5 and 10 years for the same links.

4. Decision basis

- The specific threshold or guidance used to justify vertical traffic calming over a signed 20 mph limit and other non-vertical options.
- Any options appraisal comparing cost, effectiveness, noise, maintenance, and cyclist risk for 20 mph signing, vehicle-activated signs, centre-line removal, optical "SLOW" markings, or buildouts.
- Equality Impact Assessment and consideration for disabled residents and people walking in the carriageway where no pavement exists.
- Noise assessment for houses close to the carriageway, including nighttime disturbance and braking/acceleration noise on humps.

5. Consultation process

- The decision timeline, internal sign-off points, and dates letters were printed and delivered.

My specific questions for clarification

- At what times did the fastest vehicles occur. Please provide timestamps.
- Were emergency services journeys on blue lights included in speed statistics. If so, why. If not, how were they removed.

- Did your analysis show a speeding problem during school drop-off and pick-up. My counts showed gridlock at those times, which precludes speeding.

Request

Given the evidence that typical speeds are compliant and that outliers are mostly emergency vehicles at night, please pause the speed bump scheme and first trial a signed 20 mph limit with low-cost measures. If any vertical feature is considered, limit it to a single location near Moordales away from frontages, subject to a cyclist safety audit and nighttime noise check.

I am happy to supply my raw timing sheets and calibration notes and the GitHub link on request.

Yours faithfully,

- Good afternoon,
I would like to object to the number of speed bumps being introduced around Diggle.
- The scheme is excessive for the location and scale of risk.
- Whit Friday band contests use this route, marching bands and coaches will be impeded and exposed to trip and handling hazards
- Vertical bumps make the narrow road more dangerous for cyclists, forcing sudden swerves around parked cars and pinch points
- Diggle is quiet at night, bumps will add repeated impact noise from cars, vans and buses
- Many houses sit close to the carriageway, amplifying vibration and noise into bedrooms
- Cheaper, less invasive measures have not been tried, painted SLOW markings, optical narrowing, vehicle-activated signs

These measures are being introduced to satisfy planning conditions associated with new housing development
Discussions have been held with the organisers of the brass band competition and no objections were received. With suitable planning, it is not uncommon for parades to be able to negotiate traffic calming features if required.

There is very good forward visibility along this section of Huddersfield Road. A road safety audit of the proposals has been completed and did not raise any concerns
The cushions are in accordance with national guidance which has been provided following extensive trials and studies by TRL(Transport Research Laboratory),

See above response

Measures were considered during the planning process for the housing development.

- A signed 20 mph limit has not been tested first with enforcement days and monitoring
- Uppermill's 20 mph scheme did not rely on widespread speed bumps in sensitive areas, precedent exists for non-vertical calming.
- Consultation has been inadequate, the letter dated 14 Jan 2026 was delivered 23 Jan 2026, cutting time to object
- The scheme doesn't consider the high rate of pavement parking, lack of pavements, illegal parking, school parking, lack of parking for deliveries, narrow pavements causing pedestrians to step in road, or other issues like lack of parking resources due to the over development of Diggle
- There is no pavement on one side the road near the speed bumps, meaning pedestrians, crossing school kids are in danger of swerving vehicles.

Regards

Funding from the development is being used to deliver these measures identified as a planning condition.

This scheme is funding from the development

The measures are not being consulted on, they are part of a planning condition associated with the housing development. The letter drop was undertaken as a courtesy to those properties immediately adjacent to the features, to ensure that they were aware of the proposals and the notices. The letter still provided 23 days for representations.

The impact of the housing development was considered during the planning process. The cushions to do prohibit parking

There is ample forward visibility and the measures have been subject to a Road Safety Audit.

APPENDIX B
APPROVED MOD GOV REPORT

RECORD OF INDIVIDUAL EXECUTIVE DECISION MADE BY AN OFFICER

Decision Maker	Decision Type	Date
Director of Environment	Administrative Decision	27 October 2025

Proposed 20mph Speed Limit and Traffic Calming Measures – Huddersfield Road, Diggle

Exempt/Confidential Report		No
Key Decision ¹		No

Decision (s) ²

It is recommended that the reduced speed limits and supporting traffic calming measures shown in the plan and schedule at the end of this report are approved.

Reasons for the decision(s)³

To consider the introduction of a 20mph speed limit traffic calming measures along Huddersfield Road, between Standedge Road and Sam Road. The introduction of a 20mph speed limit will also be introduced into adjacent residential streets

It is also proposed to remove a gap in existing parking restrictions adjacent to 104 Huddersfield Road.

Options/Alternatives considered ⁴

Option 1 – To approve the recommendation

Option 2 – Not to approve the recommendation

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

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

³ Reasons for the decision must be given.

⁴ Options must be given.

Conflict of Interest declared?

None



(Signature of Director)

Decision made pursuant to:

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

Delegated Decision Report

Decision below £250k



Subject:	Proposed 20mph Speed Limit and Traffic Calming Measures – Huddersfield Road, Diggle
Decision maker: Senior Officer	Nasir Dad, Director of Environment
Decision maker: Cabinet Member	Cllr C Goodwin, Portfolio Holder, Transport and Highways
Decision date:	27 October 2025
Report author:	Mark Woodhead, Engineer
Ward (s):	Saddleworth North

Reason for decision

To consider the introduction of a 20mph speed limit and traffic calming measures along Huddersfield Road between Standedge Road and Sam Road. The introduction of a 20mph speed limit will also be introduced into adjacent residential streets.

It is also proposed to remove a gap in existing parking restrictions adjacent to 104 Huddersfield Road, Diggle.

Recommendation(s)

It is recommended that the reduced speed limits and supporting traffic calming measures shown in the plan and schedule at the end of this report are approved.

Background

Huddersfield Road in Diggle serves as a key local distributor route, connecting the village to surrounding areas via its junctions with Standedge Road to the west and Sam Road to the east. The route provides essential access for residential properties, local businesses and public transport, while also supporting through traffic between Saddleworth and Oldham.

Officers have reviewed speeds along Huddersfield Road and survey data obtained in April 2025 recorded that whilst the average vehicle speeds over a week varied between 29.7mph and 30.6mph, the 85th percentile of vehicle speeds varied between 40.7mph and 50.1mph. With over 40% of recorded speeds being above the current speed limit.

Redrow Homes are currently constructing additional housing on land to the east of Huddersfield Road. As part of the planning approval for these homes, Section 278 funding to the value of £21,290.06 was secured as a condition of the development. This funding was allocated to introduce traffic calming features and to reduce the speed limit on Huddersfield Road.

Following visits to site during the design development, Officers noted a short section missing waiting restrictions on Huddersfield Road, adjacent to number 104. Officers propose to address this anomaly and amend the existing Traffic Regulation Order.

If approved, the proposal would improve safety and access along Huddersfield Road.

Alternative option(s) to be considered

Option 1 – To approve the recommendation

Option 2 – Not to approve the recommendation

Consultation

The Ward Members have been consulted and Councillor G Harkness stated that, "I am pleased that it has been agreed to extend the 20MPH zones wider within Diggle. I am pleased that there will be consideration for the future on introducing a raised table at the Dorset Avenue/Huddersfield Road junction and a chicane feature near to Sam Road. This would be beneficial.

The speed cushions will not be to everyone's taste but at present is a fair price to pay for reducing the speed of this. If there is not a lot of objection to this then I would support this. If there is quite a lot of objection, then we may need to look at what other options could be considered.

A resident has suggested the use of parking bays to help reduce speed although this might come under other measures separate to this scheme."

Response to Councillors Comment

The use of parking bays will be reviewed along with other measures; the schedules that are progressed to advertising will take into account a review of the position of the cushions and parking restrictions adjacent to 104 Huddersfield Road.

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

T.f.G.M. View – The Director General has been consulted and stated:- on behalf of the Bus Team the only comment I wish to make is relating to the roadmarkings on Huddersfield Road, southbound approx. adjacent to no, 253. There is a southbound bus stop nearby and I would like to request that the roadmarkings to increase awareness of 20mph speed limit does not impact on the existing bus stop clearway markings. I would like to request that the clearway at this location is remarked in addition to the new linings.

Response to TfGM comments - For your reassurance I confirm that we will review the position of the 20mph roundel.

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 a reduced speed limit and traffic calming features will improve safety for road users and improve access along the road. There could be reputational risks around the scheme in terms of residents and business reactions to the proposals. The proposal does impact adversely on the current use of Huddersfield Road. Residents adjacent to the traffic calming measures may raise objections. These have been designed to provide the most suitable form of traffic calming to assist in reducing speeds and acknowledging the use of larger vehicles.

Any comments received will be reviewed and reported back to the next Council committee before any measures are implemented.

Implications

Financial	The proposed works are capital and the costs are as follows: <table border="1" data-bbox="555 750 1185 985"> <tr> <td>Rosehill Cushions supply and install</td><td>£17,320</td></tr> <tr> <td>4 sets of Dragon Teeth markings</td><td>£3,200</td></tr> <tr> <td>6 illuminated traffic signs</td><td>£12,000</td></tr> <tr> <td>Repeater signs 20no</td><td>£1,600</td></tr> <tr> <td>Advertisement</td><td>£1,000</td></tr> <tr> <td>Fee/staff costs</td><td>£2,000</td></tr> <tr> <td>Total</td><td>£37,120</td></tr> </table> £21,290 will be funded from monies secured from the new development through a Section 278 agreement. The remaining £15,830 will be provided from the Highways Minor Works budget, M0314, which is funded through CRSTS grant funding. The works will be fully defrayed in 2025/26. Leonnice Wharton-Brown, Senior Accountant	Rosehill Cushions supply and install	£17,320	4 sets of Dragon Teeth markings	£3,200	6 illuminated traffic signs	£12,000	Repeater signs 20no	£1,600	Advertisement	£1,000	Fee/staff costs	£2,000	Total	£37,120
Rosehill Cushions supply and install	£17,320														
4 sets of Dragon Teeth markings	£3,200														
6 illuminated traffic signs	£12,000														
Repeater signs 20no	£1,600														
Advertisement	£1,000														
Fee/staff costs	£2,000														
Total	£37,120														
Legal	The speed limit regime enables traffic authorities to set 'local speed limits' in situations where local needs and considerations deem it desirable for drivers to adopt a speed which is different from the respective national speed limit. Before changing a local speed limit the Council should satisfy itself that the benefits exceed the disbenefits. The Council should assess a number of factors including accident and casualty savings and conditions and facilities for vulnerable road users. The estimated collision and injury savings should be an important factor when considering changes to a local speed limit. In relation to the proposed traffic calming features, the Council should satisfy itself that the proposals will be effective in reducing or preventing road accidents and will justify the expenditure incurred. It will be necessary to publish details of the proposals in one or more local newspapers and consider any objections received before deciding whether to proceed with the proposals. In addition to the above, under section 122 of the Road Traffic Regulation Act 1984, it shall be the duty of the Council so to														

	exercise the functions conferred on them by the Act as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Regard must also be had to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run, the strategy produced under section 80 Environmental Protection Act 1990 (the national air quality strategy), the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and any other matters appearing to the Council to be relevant. (A Evans)
Equality impact including implications for Children and Young People	None
Procurement	In line with the Council's Contract Procedure Rules (CPRs) rule 4.1 - where an existing contract, framework or in-house service is available to meet the Council's specific procurement requirements and offers value for money it should be used unless there is particular circumstances which justify an alternative route to market. If Rule 4.1 does not apply, for the financial value stated above the Commercial Procurement Unit must assess the requirement between £30,000 and £99,999 in line with the options outlined in rule 5.3. (Darren Judge)

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

Schedule

Drawing Number TM04-510/01/001 and 002

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

Schedule 1

Proposed Speed Cushion Locations

Speed Cushions (Pairs)

Length 2.00 metres, width 1.65 metres, height 75mm with gradient of 1:15

Huddersfield Road	Adjacent to properties 175/177 Huddersfield Road
Huddersfield Road	Adjacent to properties 147/149 Huddersfield Road
Huddersfield Road	Adjacent to properties 137/139 Huddersfield Road
Huddersfield Road	Adjacent to properties 123/125 Huddersfield Road
Huddersfield Road	Adjacent to properties Lower Moordale, Huddersfield Road
Huddersfield Road	Adjacent to property Moordale, Huddersfield Road

Schedule 2

Proposed 20mph Zone

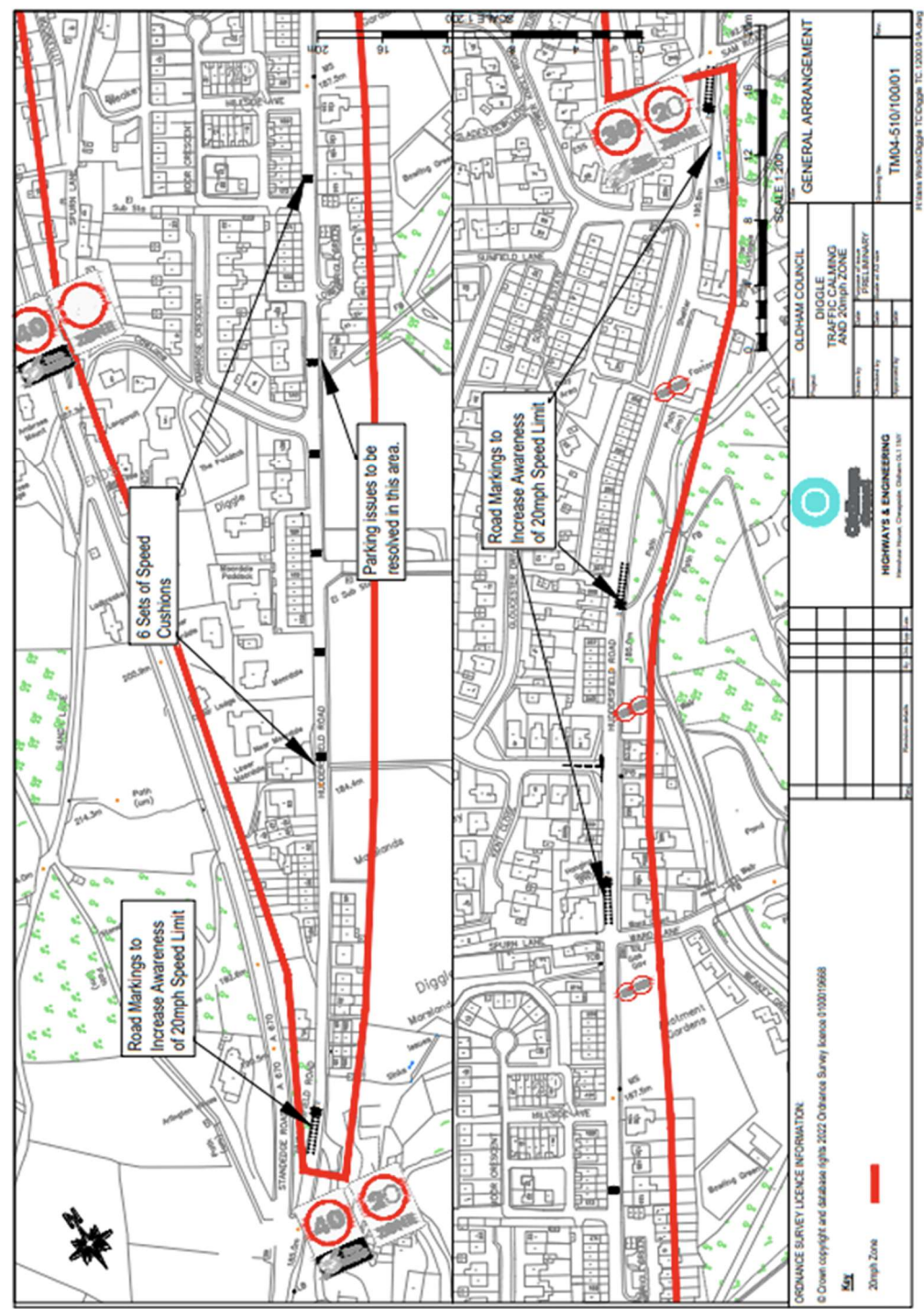
Huddersfield Road	From its junction with Standedge Road to its junction with Sam Road
Ambrose Crescent	For its entire length
Moor Crescent	For its entire length
Hillside Avenue	For its entire length
Spurn Lane	For its entire length
Ward Lane	To the west of its junction with Weakey Green
Dorset Avenue	For its entire length
Sunfield Lane	For its entire length
Brockhill Close	For its entire length
Eldeberry Close	For its entire length
Buckton Close	For its entire length
Turnpike Close	For its entire length
Lower Knoll Road	For its entire length
Sunfield Estate	For its entire length
Kent Close	For its entire length
Devon Drive	For its entire length
Gloucester Drive	For its entire length
Cornwall Crescent	For its entire length
Weakey Green	For its entire length
Lower Wrigley Green	For its entire length
Littlemoor Lane	For its entire length
St Ades View	For its entire length

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

Report author sign-off	Mark Woodhead
Role	Traffic Engineer
Date of sign-off	9 October 2025

Approval	
Officer approval sign-off	Nasir Dad
Role	Director of Environment
Date of sign-off	27/10/25

Drawing –TM05 510/100/01 Proposed speed limit and traffic calming measures



15.08.25

t:\TrafficQMS\TM4-518

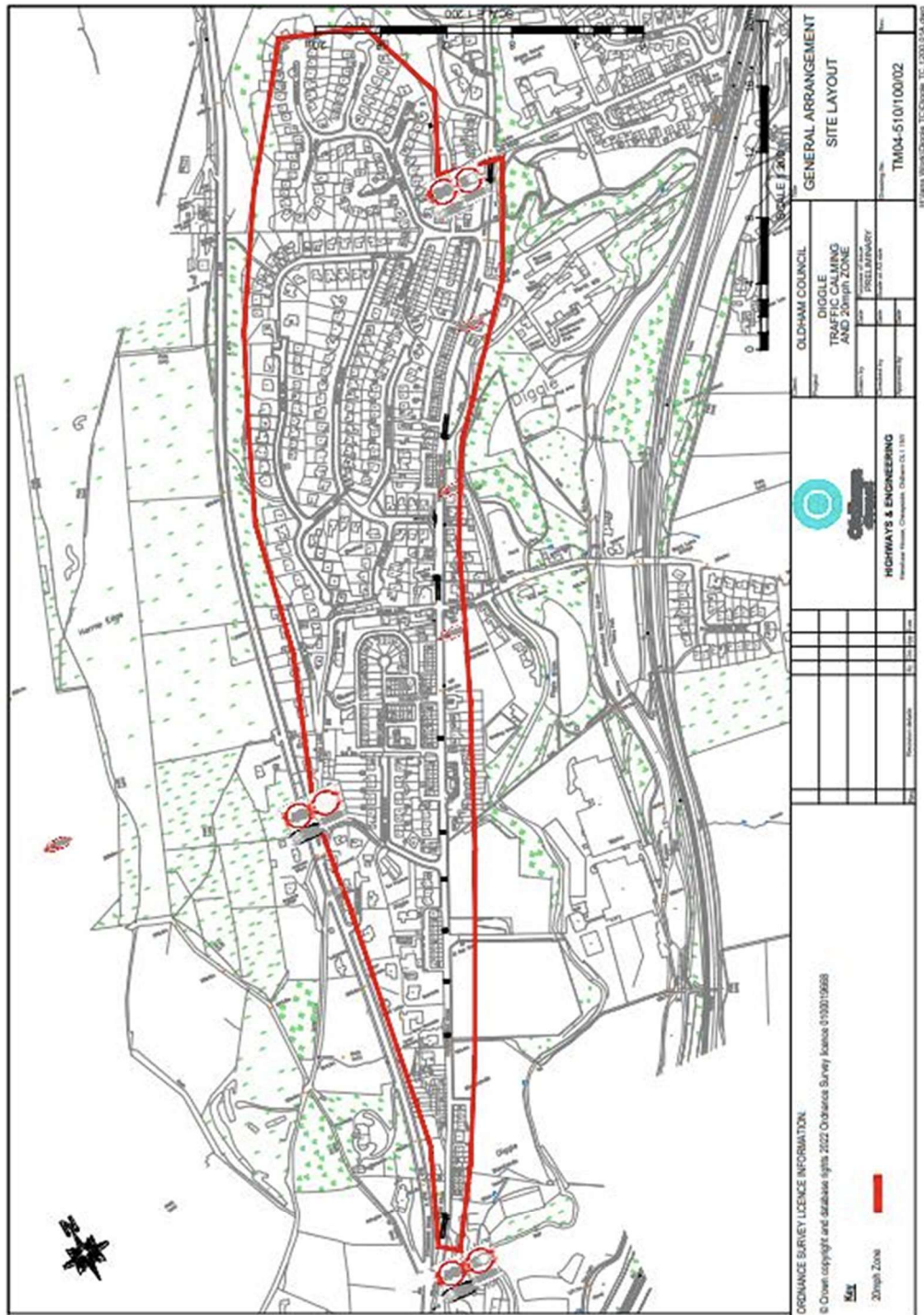
7

24.09.26

t:\TrafficQMS\TM4/518

25

Drawing TM05 510/100/02 Limits of 20mph Zone



15.08.25

t:\TrafficQMS\TM4-518

8

24.09.26

t:\TrafficQMS\TM4/518

26

APPENDIX C
ROAD SAFETY AUDIT

Huddersfield Road, Diggle – Traffic Calming and 20mph Zone

Combined Stage 1 and 2 Road Safety Audit

Contents

1	Introduction	2
1.1	<i>General</i>	2
1.2	<i>Previous Road Safety Audits</i>	2
1.3	<i>Road Safety Audit Team</i>	2
1.4	<i>Personal Injury Collision Data</i>	3
1.5	<i>Details of Site Visit</i>	3
1.6	<i>Disclaimer</i>	3
2	Items Raised at this Combined Stage 1-2 Road Safety Audit	3
2.1	<i>Road Safety Audit – Problems Combined Stage 1 and 2</i>	3
3	Audit Team Statement	4
	Appendix 1 – Audited Documents	5

1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Combined Stage 1 and 2 Road Safety Audit (RSA) (i.e. completion of detailed design), by Oldham Council. The scheme submitted for audit is associated with speed reduction measures on Huddersfield Road, Diggle.

The A62, Huddersfield Road, at this location, is a 30mph urban two-way single carriageway. The route is street lit and bounded by properties on both sides. Footway is provided along both sides of Huddersfield Road and is street lit. The scheme extends between the A670 Standedge Road in the south, along Huddersfield Road for a distance of 1.2km to Sam Road located on the northern edge of Diggle.

The proposed works included with this Combined RSA Stage 1-2 consist of the construction of:

- Six speed cushions;
- Reduction in speed limit to 20mph and associated signage; and
- Road markings.

The documents submitted for consideration as part of the audit, were made available to the Road Safety Audit Team by Mark Woodhead of Oldham Council. The documents forming this RSA are listed in **Appendix 1**.

The audit comprised an examination of documents and an examination of the site.

Overseeing Organisation: Oldham Council

Design Organisation: Oldham Council

1.2 Previous Road Safety Audits

The RSA Team has not been made aware of any previous Road Safety Audits.

1.3 Road Safety Audit Team

The Road Safety Audit Team membership approved was:

Audit Team Leader: **Jonathan Birkett** IEng, MICE, FIHE, MSoRSA
Holder of HE RSA Certificate of Competency

Audit Team Member: **Naomi Cook** MSc FCIHT
Holder of HE RSA Certificate of Competency

Combined Stage 1 and 2 Road Safety Audit, Huddersfield Road, Diggle – Traffic Calming and 20mph Zone

1.4 Personal Injury Collision Data

The Audit Team examined *Crashmap* for the most recent five-year period of personal injury collision (PIC) data (2020-2024), as shown in **Figure 1**.

Examination of the data indicates that there have been three PICs on the A670 which does not form part of the scheme. There have been no collisions within the extents of the scheme.

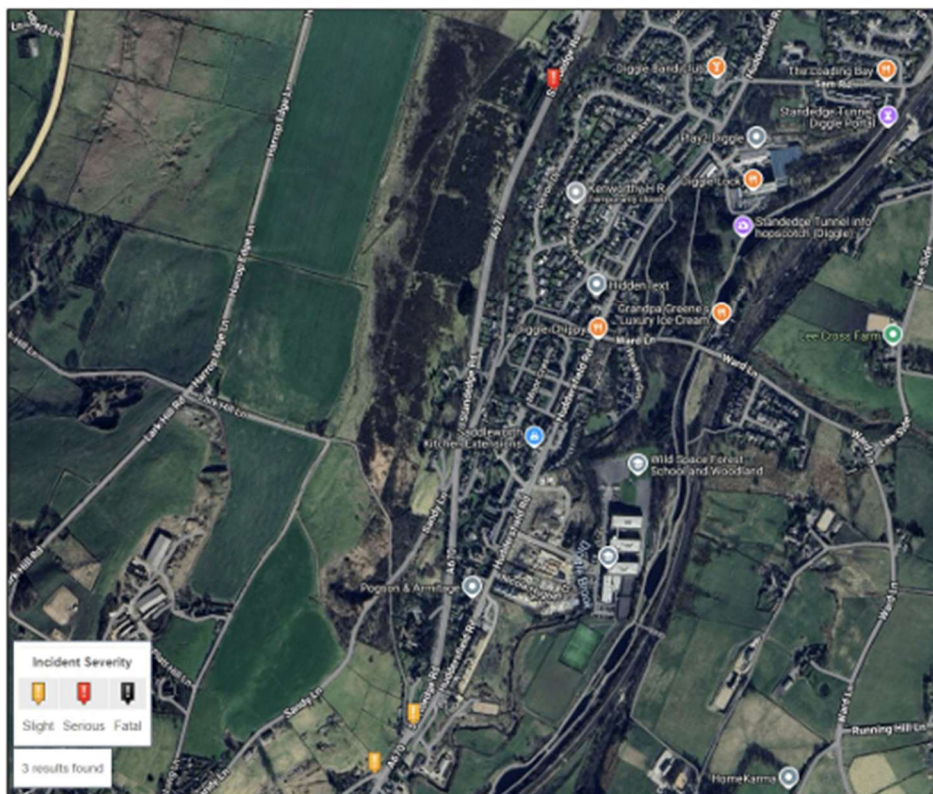


Figure 1: Collision data

1.5 Details of Site Visit

A site visit was undertaken on Thursday 12 March 2026, between 07:00 hrs and 07:30 hrs. Whilst on site the weather fine and dry; the road surface was dry, and no incidents were noted. Pedestrian movements were observed during the site visit; one cycle movement was observed, and one equestrian was observed riding north along Huddersfield Road. Traffic flows were moderate and free flowing.

1.6 Disclaimer

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in **Appendix 1** of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

Combined Stage 1 and 2 Road Safety Audit, Huddersfield Road, Diggle – Traffic Calming and 20mph Zone

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

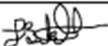
2 Items Raised at this Combined Stage 1-2 Road Safety Audit

This section details the findings of this Combined Stage 1 and 2 Road Safety Audit.

2.1 Road Safety Audit – Problems Combined Stage 1 and 2

No Problems were identified as part of this combined Stage 1 and 2 Road Safety Audit.

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	20 MARCH 2026
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	NAOMI COOK
SIGNED:	
POSITION:	ASSOCIATE DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	20 MARCH 2026

Appendix 1 – Audited Documents

Document / Drawing	Title	Revision
10309/001	Proposed Road Humps 1 of 3	S01
10309/002	Proposed Road Humps 1 of 3	S01
10309/003	Proposed Road Humps 1 of 3	S01
TM04-510/100/01	General Arrangement	-
TM04-510/100/02	General Arrangement – Site Layout	-
47/A4/1493/1	Proposed Prohibition of Waiting – Huddersfield Road Diggle	V2

This page is intentionally left blank



Highway Regulation Committee

Objection to Proposed Waiting Restrictions and Extension of School Keep Clear Markings Fir Bank Primary School, Grasmere Road, Royton

Portfolio Holder:

Officer Contact: Nasir Dad, Director of Environment

Report Author: Mark Woodhead, Traffic Engineer

24 September 2026

Reason for Decision

The purpose of this report is to consider a number of objections received to the proposed introduction of a short length of no waiting, 8am – 6.30 pm, restrictions and the extension to the School Keep Clear markings along Grasmere Road, outside Fir Bank Primary School

Recommendation

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

Objection to Proposed Restrictions

1. Background

- 1.1 A report recommending the introduction of short lengths of no waiting, 8am – 6.30 pm, restrictions and the extension to the School Keep Clear markings along Grasmere Road, outside Fir Bank Primary School, was approved under delegated powers on 03 September 2025. The proposal was advertised, 14 objections were received, along with a petition of objection, signed by 147 signatories.

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

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

- 1.3 Objectors raised concerns that the proposed restrictions would reduce on-street parking and displace parent parking onto neighbouring streets.

In response, Officers acknowledge that the proposals will displace some on-street parking but emphasise that On- street parking takes place throughout the residential area, including the school frontage. Some of the school frontage is already protected by a school entrance markings, operational between the hours of 8am – 5pm. However, the parking taking place at each end of this area, together with the parking on the opposite side of the road, is preventing the school coach from accessing the school frontage. This has resulted in schoolchildren having to walk to the coach which now waits on Rochdale Road, a distance of approximately 0.2 miles from the school frontage. The restrictions will, in total, remove parking for approximately 12 vehicles equating to an additional 7 vehicles as a result of the proposals

- 1.4 Objectors referenced that the issues with parking was created by parents of pupils and was a self-inflicted problem, which is further not helped by the school not providing parking provision for parents.

In response, it is the responsibility for owners for vehicles to provide adequate parking for their vehicles. The adopted highway is for all users and on street parking is not a guaranteed provision. The majority of properties within the residential area have access to off street parking provision, and therefore, the removal of additional 7 spaces is not considered to be significant. Residents that feel that they need to park on street due to disabilities are able to apply for a disabled parking space.

Residents that have written into the Council objecting to the proposals will be emailed and advised of the Highways Regulation Committee and the recommendation within this report. The resident who forwarded the petition from residents will also be informed.

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

None

3 Risk Assessments

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

4 Co-operative Implications

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

-
- 5 **Procurement Implications**
- None
- 6 **Current Position**
- 6.1 The purpose of this report is to dismiss the objections and petition received pertaining to the perceived adverse effects on general parking provision.
- 6.2 It is the view of Officers that the proposed parking restrictions would reduce the number of on-street parking options. However, the length of the proposed restrictions is minimal. Should parking still contribute to issues, the School would need to investigate options to support the potential introduction of a School Street to reduce parent vehicle movements.
- 7 **Options/Alternatives**
- 7.1 Following the objection received, the following options have been considered:
- Option 1: Install Prohibition of Waiting restriction and extend School Keep Clear Markings as advertised.
- Option 2: Do nothing
- 8 **Preferred Option**
- 8.1 It is recommended that Option 1 be approved by the panel and installed on site. Officers believe this proposal will meet the objectives of the scheme and improve safety issues identified.
- 9 **Consultation**
- 9.1 The Royton South Members have been consulted and were made aware of the objections on the 13th July via email and no comments have been received.
- 10 **Financial Implications**
- 10.1 These were dealt with in the previous report (refer to Appendix A).
- 11 **Legal Implications**
- 11.1 These were dealt with in the previous report (refer to Appendix A).
- 12 **Equality Impact, including implications for Children and Young People**
- 12.1 None, the work is being undertaken to improve access on the highways.
- 13 **Key Decision**
- 13.1 No
- 14 **Key Decision Reference**
- 14.1 N/A

15 **Appendices**

Appendix A - Approved ModGov Report

Appendix B – Copy of Representations

Signed  In consultation with Director of Environment	Dated ____ _7th September 2026_____
--	---

APPENDIX A
APPROVED MOD GOV REPORT

Delegated Decision Report

Decision below £250k



Subject:	Fir Bank Primary School, Grasmere Road, Royton
Decision maker: Senior Officer	Nasir Dad, Director of Environment
Decision maker: Cabinet Member	Cllr C Goodwin, Portfolio Holder, Highways & Transport
Decision date:	20 August 2025
Report author:	Mohamed Abdulkadir, Engineer
Ward (s):	Royton North

Reason for decision

The purpose of the report is to consider the introduction of short lengths of 'no waiting', 8am – 6.30pm, restrictions and the extension to the 'School Keep Clear' markings along Grasmere Road, outside Fir Bank Primary School.

Recommendation(s)

The preferred option is Option 1

Background

Fir Bank Primary School is located on Grasmere Road, Royton, within a large residential area.

On-street parking takes place throughout the residential area, including the school frontage. Some of the school frontage is already protected by school entrance marking, operational between the hours of 8am – 5pm, however, the parking taking place at each end of this area, together with the parking on the opposite side of the road, is preventing the school coach from accessing the school frontage. This has resulted in the school children having to walk to the coach which now waits on Rochdale Road, a distance of approximately 0.2 miles from the school frontage.

Since the school entrance markings were originally introduced, an additional school entrance has been constructed to provide an accessible route for staff and pupils. This is not currently protected by the school entrance markings.

The purpose of the report is to consider the introduction of short lengths of 'no waiting', 8am – 6.30pm restrictions and the extension to the School Keep Clear markings along the school frontage, in accordance with drawing number 47/A4/1733/1.

Alternative option(s) to be considered

Option 1: To approve the recommendation.

Option 2: Not to approve the recommendation and allow the obstructive parking to continue.

Consultation

The Ward Members have been consulted and the proposal is supported by Councillors Dave Arnott and Christine Adams.

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

The introduction of prohibition of no waiting at any time restrictions and the extension of the School Keep Clear markings 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 show below: -										
	<table><tr><td></td><td>£</td></tr><tr><td>Advertisement of Order</td><td>1,200</td></tr><tr><td>Road Markings</td><td>500</td></tr><tr><td>Erection of Signs</td><td>1,200</td></tr><tr><td>Total</td><td>2,900</td></tr></table>		£	Advertisement of Order	1,200	Road Markings	500	Erection of Signs	1,200	Total	2,900
		£									
	Advertisement of Order	1,200									
Road Markings	500										
Erection of Signs	1,200										
Total	2,900										
This will be funded from the TRO, road markings and operational materials budgets within the Highways Service.											
(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. 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)
Equality impact including implications for Children and Young People	None

Proposal

Introduce a restriction of waiting order and an amended school keep clear marking in accordance with the following schedule and drawing number 47/A4/1733/1.

Schedule

Delete from The Oldham- Schools Keep Clear Prohibition of Stopping No 3 Order 2016

Mandatory School Keep Clear Markings Monday to Friday 8am – 5 pm

Lengths of Road

Grasmere Road, Royton

(North West Side)

From a point 3.4 metres north east of the south west kerb line of Oak Avenue for a distance of 31.56 metres in a north easterly direction

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

Part I Schedule I

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Grasmere Rd</u> <u>(North west side)</u> From a point 18 metres south west of a point opposite the south-west kerb line of Oak Avenue for a distance of 18 metres in a north easterly direction	Mon-Fri 8am– 6.30pm		

Introduce a Mandatory School Keep Clear Marking

No Stopping 8.00am – 6.30pm on School Entrance Markings

Road	Description
Grasmere Road, Royton	From a point opposite the south west kerb line of Oak Avenue for a distance of 31.56 metres in a north easterly direction
Grasmere Road, Royton	From a point 31.56 metres north east of a point opposite the south west kerb line of Oak Avenue for a distance of 25.56 metres in a north easterly direction

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

11.07.25

t:\TrafficQMS\TM3\1146

4

11.08.2026

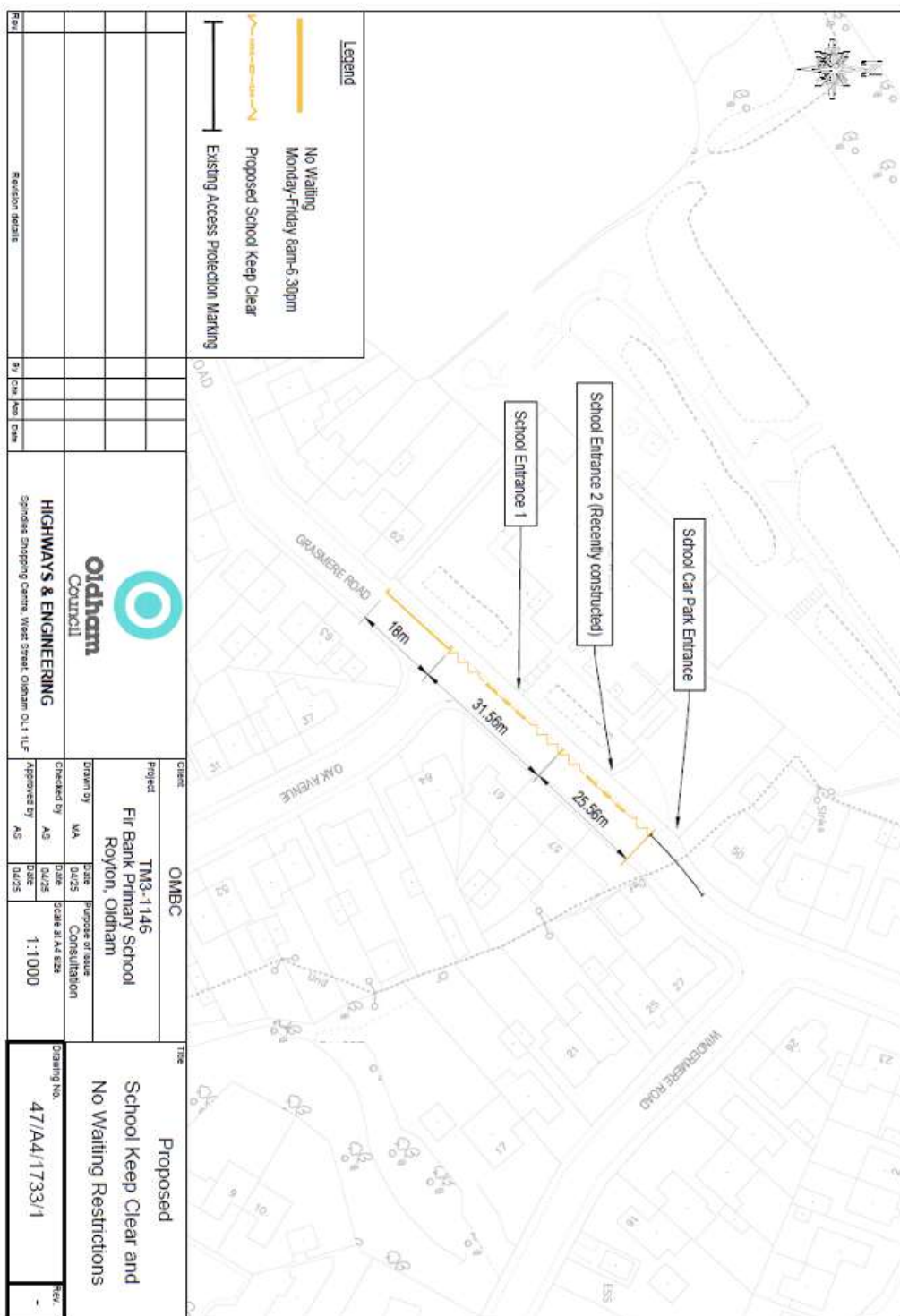
t:\TrafficQMS\TM3\1146

9

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

Report author sign-off	Mohamed Abdulkadir
Role	Traffic Engineer
Date of sign-off	20 August 2025

Approval	
Officer approval sign-off	Nasir Dad
Role	Director of Environment
Date of sign-off	03 Sep 2025



11.07.25

t:\TrafficQMS\TM3/1146

6

11.08.2026

t:\TrafficQMS\TM3/1146

11

APPENDIX B
COPY OF REPRESENTATIONS

Objection 1

I am writing to object to the proposed parking due to it reducing the facility to park near residential homes.

It is virtually impossible to park during the day due to school staff cars being on the road from 8am to 4pm 5 days a week, not using the half empty purpose built car park for their use.

These cars are the main issue for coaches being unable to park with them being there all day and every day.

Monday- Friday.

Most schools would just put traffic cones out on the road in advance to reserve the parking for the odd occasion.

This school tried it but put them on the footpath, "What to stop pedestrians" No wonder cars pulled up to the kerb without a problem. "IDIOTIC"

Objection 2

As a resident who lives across the road from Firbank school I must complain strongly at the idea of extending the zig zag no parking. We have enough problems with inconsiderate parents blocking driveways at drop off and pick up times as it is, this will only make it worse for the local residents that have to put up with the chaos especially at pick up, when parents are turning up as early as 2.20 to pick up their kids. In this day an age of kids not getting enough exercise would have thought a very short walk would do them good. When this estate was built the school was not on the original plans so why should we have to put up with more abuse from parents who don't even live on Grasmere Rd. I used to walk upto St James Thornham as a kid,.

Also as another fact the school bus actually wrote off our neighbours car another reason the coach shouldn't be coming upto the school, the road isn't suitable.

Hopefully you don't go along with this inconsiderate idea which us living with day in day out will have to suffer.

Objection 3

Objection to - LJM/TO26/3VF25934

Please see attached photos of another reason why we are objecting to the proposed parking restrictions outside Firbank school.

As you can see from the first images the street is clear throughout the day apart from 2 specific hours these being drop off times and collection times.

As you can see from the School car park images this is only ever half full yet school staff members park their cars on the road every day making things even worse for local residents & causing obstruction for the coaches. (This being upto 6 vehicles) These are the main culprits to why the school are now requesting this is put in place.

If they sort the issue of staff parking on the road then this would eliviate any problems but also coaches arriving at the most inconvenient times eg drop off or pick up times when the school know every parent to a child attending the school will be there in some mode of transport.

This is what we have to put up with on a daily basis during term time. Inconsiderate parkers blocking drives and junctions who only think of themselves . Putting extra lines down will have no

effect because they ignore them now and they think they don't apply to them . Please refer to images.

Camera cars come, very rarely and it stops but immediately starts again.

Delivery drivers should be unloading in the school ground not on the roads causing obstructions. Where will they go if these lines are extended? (See images)

School refuse collectors and gardeners can't even park in the car park, they park outside the residents houses. Why when there's a half empty school carpark?

Years ago the school didn't have as many staff with cars.

Maybe an extra car park at the side near the new built nursery would help or educating them to use it.

Every other school I have driven past during pick up, drop off or school trip times have had cones outside for specific vehicles attending eg coaches. Why can't Firbank follow the same? Possibly too much trouble? Can't be bothered?

As you can see from the image with the coach there's ample space to park there is no need to extend any lines or cause any neighbours any more trouble than the school already does!

If you extend the lines all you will do is push bin men, gardeners, delivery drivers, teachers, visitors across to the residents very few parking spaces making it difficult for residents to access their properties.

Objection 4

I would like an explanation as to why you are proposing and no doubt will go ahead with the parking restrictions on Grasmere Road.

In particular to the following queries:

1. Why the restriction on parking is from 8am to 6.30 pm when surely the coach is only there for a short period of time picking up and dropping off pupils? This is usually done at the beginning and end of the school day.
2. The main cause of obstruction is parents picking up and dropping of their children. In many cases staying to watch their child embark and disembark from the coach.
3. Staff from the school parking their cars as near to the school as possible.
4. Why when the school had extensions done did they not create extra parking on the school grounds to the front and left hand side of the building. This area is grassed over and is not part of the play area for pupils.

Your proposals will in the main only affect residents, as you have not been able to regulate parents illegally parking on the school markings. These plans will not prohibit them from doing so in the future. Parents start to park from 2.30pm at pick up time in an effort to get as close as possible to the school. The road is gridlocked and the street corners especially to Oak Avenue are made blind by their inconsiderate parking. This is not caused by residents but we have to suffer and put up with it as you have shown no inclination to monitor this behaviour.

You mention that the children have a short distance of 0.2 miles to reach the coach at present. Surely the exercise gained from this is beneficial to them. They are in no danger of being knocked down, abducted or coming to any harm whilst doing this. I would imagine they quite enjoy this activity.

The times you are proposing are ludicrous and unnecessary for the number of times the school uses the coach.

Objection 5

I wish to object to the proposed new and extended stopping/parking restrictions on Grasmere Road.

As a resident who has no choice but to park

My car on the school side of the road when i return home from work on an evening, where am i then supposed to park my vehicle? There is no room to park on the side of the road with houses and we already often have resident from further down Grasmere road and/or Oak avenue parking outside our houses so where exactly am i going to park?

i have lived here for years and for the majority of every day during the week, Grasmere road is empty (apart from teachers cars). The road becomes an absolute nightmare at school drop off and pick up times when parents quite literally dump their vehicles! Aside from parents and teachers vehicles, at all other times the road is empty and not an issue to drive down or park on so the only issues being caused are by the school! These proposals are ludicrous and will cause even more problems for residents who live here and already have to put up with inconsiderate and rude parents blocking our driveways. The problems are purely down to the school and the parents of pupils attending the school, noone else! Grasmere road was not built for huge hgv vehicles or coaches, its a residential area!

Objection 6

I am writing to object to the new traffic measures regarding Grasmere road , Oak Ave , Ash Grove & Lime Grove due to the fact that you have missed Borrowdale Close in this . I am a resident of Borrowdale Close and feel these new measures will have a detrimental impact on my street. Everyone will then use Borrowdale to park their cars when dropping off and picking up . This will cause chaos on a small narrow street and accidents will happen . Why has Borrowdale Close not been included in your plans? I understand that measures need to be taken regarding the traffic on Grasmere Road but I am very upset that my street was not included.

Objection 7

I have previously wrote to you regarding the traffic measures on Grasmere road Royton.I received no response to this. I live at ** Borrowdale close myself and my neighbours on Borrowdale are concerned over the traffic measures you wish to enforce. If you put restricted parking from 8am until 6pm on Grasmere road and Oak avenue then all the school traffic will then try and park on Borrowdale Close, it is only a narrow street which already has some parking issues on it. Emergency vehicles will not be able to get down the street if people come and park , a couple of weeks ago an elderly neighbour needed emergency care and the ambulance could not get near her house. I appreciate something needs to be done about the parking near Firbank school but I am not happy about the impact on my street

Objection 8

PETITION AGAINST REF- LJM/TO26/3VF25934

Hi,

Please find a fully signed petition with 147 signatories against the parking proposals outside Firbank Primary School - Grasmere Road, Royton.

If you require the official documents please provide an address for the signed petitions to be posted to.

Objection 9

PROPOSED PROHIBITION OF WAITING - FIR BANK PRIMARY SCHOOL

ref: LJM/TO 26/3 VF25934

To whom it may concern.

I am writing regarding the above proposals for prohibition of waiting outside Fir Bank school, and STRONGLY OBJECT to them for the following reasons:-

1. The existing keep clear markings are never policed, and are being abused by parents dropping off/picking up their children. The camera car, comes parents see it and nobody stops. Then when its not there parents

are back to pulling up /parking on the zig zags. Think in the last six months its only been outside the school once.

2. Parents park on the junctions and footpaths of Oak Ave./Grasmere Rd., and Windermere Rd./Grasmere Rd., on both sides of the road causing problems re visibility for drivers, pedestrians , prams and disabled.

3. Parents park up at 2.15pm (1 hour before school finishes) in order to get a parking space outside. If the lines were extended this would have further impact on residents opposite, and either side of school when trying to access their homes by car.

4. Putting the extra markings outside school will force the 5-6 school visitors/teachers/ school staff who park there now for the school day duration to have to park elsewhere , possibly over the road as they can't be bothered to use the carpark. This would cause problems for residents who are in their 70-80 age group , some with various health problems and who have been residents here from before the school was actually built.

To say there are only 4 houses opposite the school and at most during the day 5 residents cars parked, how is this impacting on the school?

Yes! we all have driveways but when school is open we cant us them as we get blocked in and our white lines regularly parked on!

When there are no spaces outside school to park residents will be frightened to move their cars for fear of not being able to park near their homes on return.

5. When the school extension and new building was built residents were told that it would not cause any issue to them. So, why are they now proposing extended waiting and parking areas as well as increased times? Now we have parents who block driveways, stop and park and actually leave their vehicles on the existing zig zags and park on white lines. SO WHO IS CAUSING A ROAD SAFETY RISK - PARENTS!!

All this because school is saying that coaches can't park. WELL - on 9/4/26 a coach arrived at school, parked on the no stopping zigzag markers at 8.33 a.m. and parked up for approx 45 minutes, leaving at approx 9.15 a.m. NO PROBLEM PARKING - although he did park in a no stopping area, opposite 2 cars , causing difficulties for cars trying to get through. On 12/4/26 at 8.56a.m another coach arrived at school. As the children were in school and parents had all gone again - NO PROBLEM PARKING. Coach departed at 9.10a.m.

Why do coaches have to come so early,school doesn't start until 8.45a.m. Surely 9.00 a.m is early enough and parents would have gone by then.

Looks like a waste of money that the Council hasn't got and will cause nothing but additional problems for residents.

Objection 10

I have seen a post in a resident WhatsApp group relating to the parking restrictions which may e enforced around Fir Bank Primary School.

Though I am all in favour of ensuring there is less congestion in this area, firstly I think it should be for the welfare of the children walking to and from school., not just to support the coach trips. My children attend the school and the walk to and from is deadly due to dangerous parking of other families.

Im not sure if we could request sporadic parking attendants. The smart cars with the cameras on to deter dangerous parking which put our children at risk of harm on a daily basis.

But also my worry is if this is reinforced, it appears Borrowdale close is not included in the list. This will only force all traffic down this small but easily accessible road.

I am a resident on Borrowdale Close and request we are included if this goes live but also that residents are issues with free permits to park on the road.

I am currently having Building working done which is forcing myself and my husband to park on the street and we will be for several months whilst the work takes place.

I would appreciate a response to this email acknowledging if Borrowdale Close will be included, and if resident permits will be issued?

Objection 11

Thank you for your notice re above. Existing school entrance markings are ignored by some parents and visitors to the school on a daily basis. They cause congestion problems, and a danger to children, not the residents who park on the opposite side, outside their own properties, *** and ** Grasmere Road.

Parking on the opposite side of the road from the school does not prevent the school coach from access to the school frontage. What creates problems for the school coach and other large vehicles is parents and school visitors parking on the school side of the road, quite often directly opposite residents' cars, reducing the width of the road, then abandoning their vehicles to go in school, as I have witnessed many times.

My wife and I have enjoyed living across the road from the school, we are parents and value children's safety. Again, it is not residents causing congestion and chaos am and pm, it is visitors and parents, we see it every day, and as I write a large black car has parked almost on the yellow no parking lines on the school side directly opposite my neighbour's car which is parked legally, and any large vehicles, delivery vans, ambulance, fire engine trying to go along Grasmere Road would have a problem, not because of residents. If the parking restriction, s come into force will they affect visiting nurses and other medical staff and emergency services?.

Objection 12

I have noted the potential changes to parking around Oak Avenue, Grasmere Road, Pine Grove, Lime Grove and Ash Grove and am wondering why Borrowdale Close has not been included in the potential changes. I therefore wish to raise my objection.

I am a resident at ** Borrowdale Close.

More importantly, my 90 year old mother lives at ** Borrowdale Close. She has carers 6 times per day. I am wondering if all the traffic from Grasmere Road and Oak Avenue park on Borrowdale Close where they will park to visit my mother. Also an ambulance came to her home 2 weeks ago and struggled to get near, even without these potential changes. This is due to the road being extremely narrow, nowhere near as wide as Grasmere Road and Oak Avenue.

I really do not understand how this will work. Grasmere Road is a very long road as is Oak Avenue, where will these residents park if these restrictions come into force. Also as another fact the school bus actually wrote off our neighbour's car another reason the coach shouldn't be coming up to the school, the road isn't suitable. Hopefully you don't go along with this inconsiderate idea which us living with day in day out will have to suffer.

Objection 13

Ref :- LJM/TO26/3 VF25934.

I AM WRITING TO OBJECT TO THE PROPOSED CHANGES TO ROAD TRAFFIC MARKINGS.

I live opposite Fir Bank School on Grasmere Road and have lived here for over 43 years.

Other neighbours also opposite the school have lived here for over 50 years from when the houses were first built. (For the record 3 years before school was built)

Most local residents are now in their 70/80's and for decades have had to put up with foul mouthed parents dropping off and picking up their children in cars, blocking drives and inconsiderate parking to even the extent of experiencing threats of physical violence.

They should not have to tolerate this!

When there is no school or outside the school hours there is not a traffic problem.

The school side of the road is completely clear of any vehicles.

On the opposite side outside the residential properties the home owners with cars have always parked sensibly and courteously towards one another and any other visitors.

At the most, at any one time there are only 4-5 cars parked outside the houses owned by residents.

When it is school time it is completely different more like World War 3 with cars blocking home owners drives, inconsiderate parking on pavement's and right on the junctions of roads causing mayhem and high risk of injury or crashes.

Cars will be nose to tail all along both sides of Grasmere Road as far as you can see and also down Oak Avenue, Windermere Road and other roads off these.

Local residents within an 0.3 mile radius of the school are fed up and sick of inconsiderate parking by school children's parents so much that we have raised a petition to show the anger and discontent of local residents even though they do not sound their views outwardly.

So far it has registered 50+ signatures with some still asked as when you go door knocking not everyone is in!

Not all parking outside the school is down to the parents, school staff park on the road all day with up to 3-4 cars plus visitors which is crazy when a purpose built car park for school staff is half empty.

Many local long standing residents are now in their 70's/80's with life limiting medical issues which means they can not walk very far, you are proposing to make this even more difficult for them because if people can not park where they can now outside the school they will take up spaces used by residents and we will be scared of moving our cars with the fear of not getting back to near home, all you will do is make things worse a spread the problem even further down the local roads.

We and friends or relatives will have nowhere to park or any trades people coming to do jobs at our homes with the proposed restrictions, we have to live with it 365 days a year not just for the handful of coaches per year needing to park at the school.

("Talk about a sledge hammer to crack a nut" ludicrous idea)

All this so a group of school children a handful of times a year do not have to walk 0.2 miles to get on a coach, though they needed exercise nowadays as everyone bangs on about child obesity being a current problem with young children nowadays.

Why not remove the grass frontage and trees to make a vehicle pull in for such instances it is used for nothing else and school has to pay gardening contractors for it's upkeep, just a thought!

Could you please let me know where I can serve this petition against the proposal so as to guarantee it being received.

I would also have thought that residents opposite the proposed changes would have had a letter about it not just a note posted on lampposts appearing as if from nowhere.

Obviously not deemed important to us!

Objection 14

To whom it may concern,

Why has a letter regarding these proposed changes only just been personally hand delivered to residential properties around the local area regarding these proposed changes?

The letter is dated 18th February 2026 and hand delivered on the 12th March 2026 to local households.

The closing date for any objections is the 18th March 2026 leaving very little time to lodge objections, in fact only 6 days where as the letter remained undelivered from it's origination for 3 weeks.

A sceptic may think or say " Leaves little time to object to the proposal"

The letter shows different road traffic markings proposed as against the original posted online, also it states that the schools latest gate for entrance is not covered by the original markings, this is true but the gate has been there for several years and has posed no safety issues within this time that I am aware of. Part of any safety issue has been negated by railings being put outside the gates on the footpath for the two pedestrian entrances, these have only just recently been done.

The original entrance has never had this railing outside it since the school was built many, many, many years ago, so safety suddenly an issue???

On a Friday ever week there is a School Assembly, parents attend, today there are 10 cars parked where the proposed traffic restrictions are going.

"WHERE DO THESE CARS PARK IN THE FUTURE" No doubt outside "LOCAL RESIDENTS HOUSES"

As A local resident I have asked many times over tens of years "Why has Fir Bank Primary School not got a 20mph speed limit or any traffic calming measures on it" I was told that there were not any safety issues regarding the need or incidents to warrant it.

Must be one of a very few, if any School that doesn't have one, I don't know of one apart from this.

Grasmere road is used as a "rat run" to get from Rochdale Road to Shaw/High Crompton with ridiculous speeds of cars at times, must just be by the "GRACE of GOD" then that there have been no incidents reported.

This page is intentionally left blank

Highway Regulation Committee

Objection to Proposed Prohibition of Waiting – Hobson Street, Failsworth

Portfolio Holder:

Officer Contact: Nasir Dad, Director of Environment

Report Author: Mark Woodhead, Traffic Engineer

24 September 2026

Reason for Decision

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

Recommendation

It is recommended that Option 2 (original proposal with bollards) be approved by the Panel and implemented on site.

Objection to Proposed Prohibition of Waiting – Hobson Street, Failsworth

1. Background

- 1.1 A report recommending the introduction of new Prohibition of Waiting (PoW) restrictions on Hobson Street, Failsworth, was approved under delegated powers on 02 June 2026. The proposal was subsequently advertised, 10 objections and 1 representation requesting additional bollards, was received.

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

- 1.2 All the objectors raise concerns that the loss of parking will put more pressure on limited spaces and make the current situation worse with residents and businesses competing over fewer spaces.
- 1.3 One of the objectors raised concerns about a previous letter released by Officers with regards to Peel Street and missing signs which impacted on enforcement of existing restrictions. They also raised concerns about the legality of the proposals and procedures followed. A response to these concerns is provided within Appendix B
- 1.4 Officers acknowledge the concerns that the additional parking restrictions will have on residents, due to the lack of off-street parking facilities in the area. Officers have reviewed the proposals and are of the opinion that the restrictions at the Linwood Street junction should remain as parking at the junction impacts on vehicle movements and parking directly on a junction is a safety risk. Officers also recommend that restrictions on Brook Street, Corn Street and Hall Street should also remain and 4 bollards be installed to further support the restrictions on Hobson Street.
- 1.5 Following the review Officers do feel that the restriction between Peel Street and Hall Street could be relaxed to mitigate some of the concerns raised by objectors and the duration of the restriction be relaxed to Monday to Friday between 8am and 6pm.

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 to the perceived adverse effects on parking provision for residents.
- 6.3 In response to feedback, officers have recommended the original proposals be progressed and additional bollards also be introduced into highway.

-
- 6.4 Officers remain of the view that parking at this location has the potential to adversely affect access and egress for local businesses in the area.

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 relaxed Prohibition of Waiting restrictions with additional bollards.

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 raised by businesses.

9 Consultation

- 9.1 The Failsworth Ward Members have been consulted and have made no comments regarding the recommendation within this report.

10 Financial Implications

- 10.1 These were dealt with in the approved ModGov Report (refer to Appendix A). The additional 4 bollards will be funded from the Minor works budget at an approximate cost of £1,000.

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

 Signed In consultation with Director of Environment	Dated: 09 September 2026
--	--------------------------

APPENDIX A
APPROVED MOD GOV REPORT

Delegated Decision Report

Decision below £250k



Subject:	Proposed Waiting Restrictions - Hobson Street Area, Failsworth
Decision maker: Senior Officer	Director of Environment, Nasir Dad
Decision maker: Cabinet Member	Transport and Highways, Councillor C Goodwin
Decision date:	
Report author:	Mark Woodhead
Ward (s):	Failsworth West

Reason for decision

This report seeks delegated approval for introduction of additional waiting restrictions in the Hobson Street area of Oldham. The proposals are detailed in the Appendices attached to this report.

Recommendation(s)

It is recommended that these proposals are supported and progressed in accordance with legal procedures, in accordance with the drawings and schedules contained in the Appendices attached to this report.

Background

Hobson Street runs parallel to the A62 Oldham Road at the far western side of Failsworth. In this area there is a mix of residential and business premises. The Council has received a report from a local business with access concerns.

There are competing demands on the highway space in this area. Residential properties fronting Oldham Road have no parking spaces directly outside, so residents use the streets around Hobson Street. There are also residential properties on Hobson Street itself which generate a demand for on-street parking.

It is reported that due to on-street parking taking place on Hobson Street and Peel Street, delivery vehicles have difficulty accessing the premises on Hall Street. Hobson Street provides the only access route and although there are restrictions at the junction of Peel Street, vehicles parking on both sides of the road restricts access for larger vehicles.

Observations revealed that inconsiderate parking close the junctions and double parking were contributing to these issues. Motorists parking their vehicles on Peel Street were also restricting access to Hobson Street and business. The time plates that are required to ensure the existing single yellow line restrictions have been replaced on numerous occasions but keep going missing leaving the restrictions unenforceable. Officers replaced the missing signs in August 2025 and

also posted notices informing motorists that the existing restriction would be amended to No Waiting At Any Time should the signs be removed again. The time plates remain in place and the restriction is being respected by motorists, therefore no changes are being proposed at this time.

Alternative option(s) to be considered

Option 1 – Accept the proposals

Option 2 – reduce the extent and times of the new restrictions.

Option 3 - Not accept the proposals and allow the ongoing dangerous and obstructive parking

Consultation

A full TRO consultation will be carried in line with the Road Traffic Regulation Act.

Ward Members have been consulted and Councillor Davies requested details of which businesses officers had been in contact with and details of residents that would be provided with notices. Officers have provided a response to the satisfaction of Cllr Davies.

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 stated "thank you for consulting Transport for Greater Manchester with your proposals, on behalf of the Bus Team there are no comments I wish to make."

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

Objections may be received during the advertising period and could be supported by the Highway Regulation Committee.

Implications

Financial	The cost of introducing the Order is show below:-	
		£
	Advertisement of Order	1,200
	Introduction of Road Markings	1,000
	TOTAL	2,200
The advertising & road marking expenditure of £2,200 will be funded from the 2025/26 Highways TRO & road markings budgets within the Highways Service.		
(John Edisbury)		

03.12.25

t/QMS/TM3-1166

2

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. 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)
Equality impact including implications for Children and Young People	Not required because the measures proposed are aimed at improving highway conditions.

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

Revocations

Revoke from the Oldham Consolidation Order (Failsworth Area) Prohibition of Waiting
Amendment No.60 Order 2024

Prohibition of Waiting

Column 1	Column 2	Column 3	Column 4	Column 5
Item No.	Length of Road	Duration	Exemptions	No Loading
(F156)	Hobson Street (both sides) From its junction with Peel Street for a distance of 10 metres in a north easterly direction.	At any time	A,B1,B3,B4,C,J,K4	

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

Part I Schedule 1

Prohibition of Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Brook Street</u> (both sides) From its junction with Hobson Street for its entire length.	At any time	A,B1,B3,B4,C,J,K4	
	<u>Corn Street</u> (west side) From a point 7metres north of its junction with Hobson Street to its junction with Oldham Road.	At any time	A,B1,B3,B4,C,J,K4	
	<u>Hall Street</u> (both sides) From its junction with Hobson Street for its entire length.	At any time	A,B1,B3,B4,C,J,K4	
	<u>Hobson Street</u> (southerly side) From its junction with Peel Street to its junction with Hall Street	At any time	A,B1,B3,B4,C,J,K4	
	<u>Hobson Street</u> (north side) From its junction with Peel Street for a distance of 10metres in a easterly direction.	At any time	A,B1,B3,B4,C,J,K4	
	<u>Hobson Street</u> (north side) From its junction with Linwood Street for a distance of 10metres in a easterly direction.	At any time	A,B1,B3,B4,C,J,K4	
	<u>Linwood Street</u> (east side) From its junction with Hobson Street for a distance of 8 metres in a northerly direction.	At any time	A,B1,B3,B4,C,J,K4	

03.12.25

t/QMS/TM3-1166

5

13.08.2026

t:\TrafficQMS\TM3\1166

10

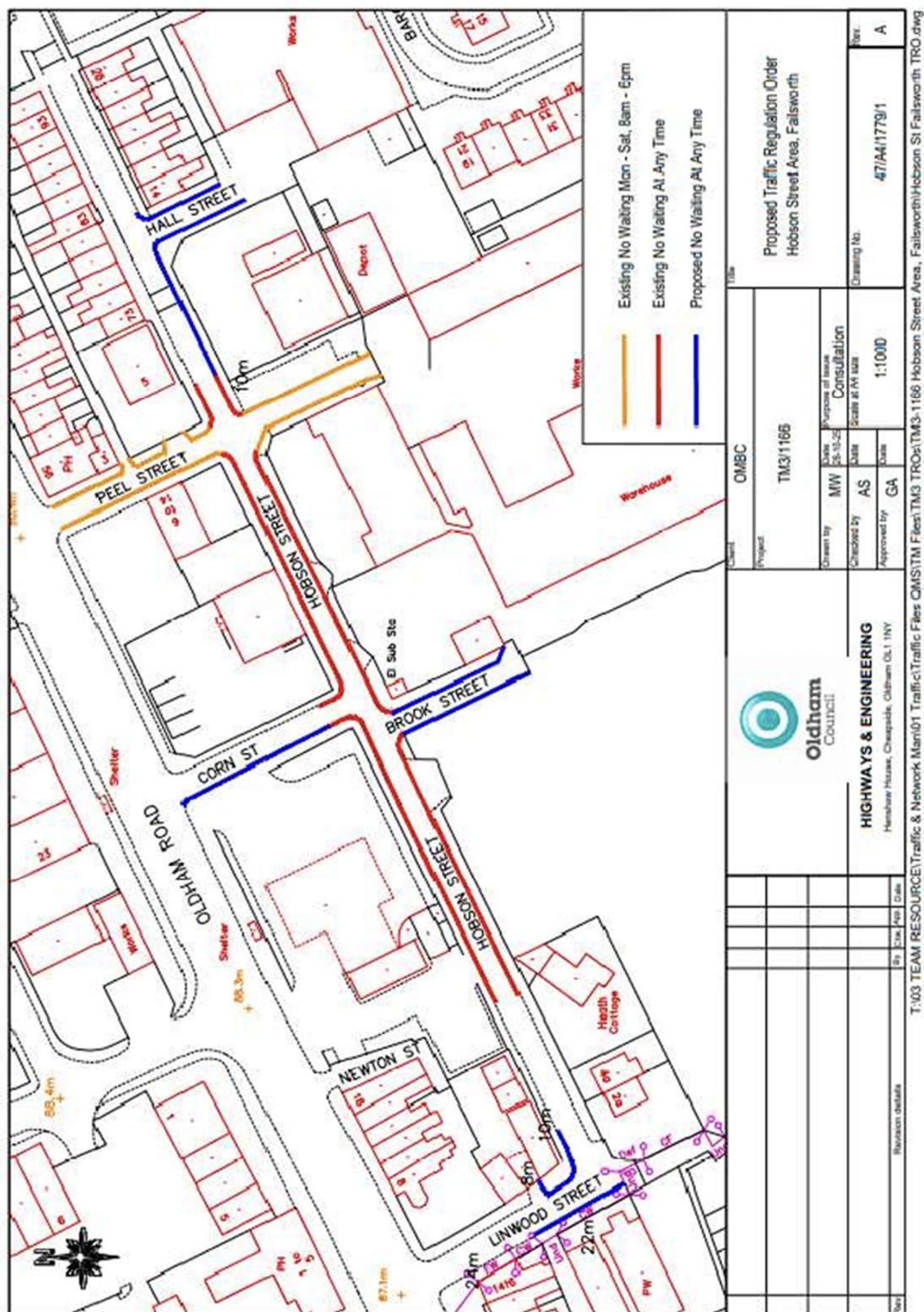
	<u>Linwood Street</u> (west side) From a point 24 metres south of its junction with Oldham Road for a distance of 22 metres in a southerly direction.	At any time	A,B1,B3,B4,C,J,K4	
--	---	-------------	-------------------	--

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

Report author sign-off	<i>Mark Woodhead</i>
Role	Traffic Engineer
Date of sign-off	26.05.2026

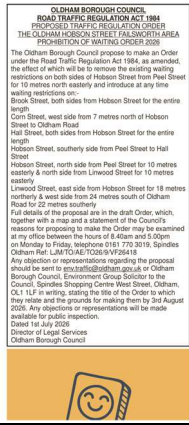
Approval	
Officer approval sign-off	Nasir Dad 
Role	Director of Environment
Date of sign-off	02.06.26

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

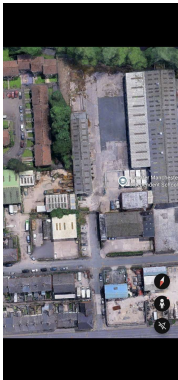


APPENDIX B
COPY OF OBJECTIONS AND REPRESENTATIONS

ref	Objection	Officer Comments
B.1	I am writing to formally object to the Oldham Hobson Street Failsworth Area Prohibition of Waiting Order 2026. Implementing these restrictions will severely impact residents. Parking is already extremely challenging due to the competing needs of residents and businesses. Removing more spaces will worsen this and negatively affect our daily lives.	Officers acknowledge the concerns that the additional parking restrictions will have on residents, due to the lack of off-street parking facilities in the area. Officers have reviewed the proposals and are of the opinion that the restrictions at the Linwood Street junction should remain as parking at the junction impacts on vehicle movements and parking directly on a junction is not to be encouraged. However, following the review Officers do feel that the restriction between Peel Street and Hall Street could be relaxed to mitigate some of the concerns raised by objectors.
B.2	I am writing to formally object to the Oldham Hobson Street Failsworth Area Prohibition of Waiting Order 2026. Implementing these restrictions will severely impact residents. Parking is already extremely challenging due to the competing needs of residents and businesses. Removing more spaces will worsen this and negatively affect our daily lives. Please reconsider.	Refer to response to ref B.1
B.3	I am writing to formally object to the Oldham Hobson Street Failsworth Area Prohibition of Waiting Order 2026. Implementing these restrictions will severely impact residents. Parking is already extremely challenging due to the competing needs of residents and businesses. Removing more spaces will worsen this and negatively affect our daily lives. Please reconsider.	Refer to response to ref B.1
B.4	Hello, I am writing to formally object to the Oldham Hobson Street Failsworth Area Prohibition of Waiting Order 2026. Implementing these restrictions will severely impact residents. Parking is already extremely challenging due to the competing needs of residents and businesses. Removing more spaces will worsen this and negatively affect our daily lives. Please reconsider. Thanks,	Refer to response to ref B.1

B.5	Hello,I am writing to formally object to the Oldham Hobson Street Failsworth Area Prohibition of Waiting Order 2026. Implementing these restrictions will severely impact residents. Parking is already extremely challenging due to the competing needs of residents and businesses. Removing more spaces will worsen this and negatively affect our daily lives also this will have a negative impact on our children's safety. Please reconsider	Refer to response to ref B.1
B.6	Hello,I am writing to formally object to the Oldham Hobson Street Failsworth Area Prohibition of Waiting Order 2026. Implementing these restrictions will severely impact residents. Parking is already extremely challenging due to the competing needs of residents and businesses. Removing more spaces will worsen this and negatively affect our daily lives also this will have a negative impact on our children's safety. Please reconsider.	Refer to response to ref B.1
B.7	To the Highways Department and Failsworth Ward Councillors, I am writing to formally submit my strongest possible objection to the Proposed Traffic Regulation Order (Ref: LJM/TO/AE/TO26/9/VF26418) for the prohibition of waiting across Hobson Street, Peel Street, and Hall Street, ahead of the August 3rd, 2026 deadline. This proposal is legally flawed, procedurally invalid, and represents a gross abuse of power by the Highways Department. I kindly request my Ward Councillors to urgently intervene and halt this process on the following grounds: 1. Procedural Impropriety and Failure to Publish Despite searching the Public Notice Portal and local press (including the Oldham Times and Manchester Evening News), there is no record of this Notice of Proposals being published in a local newspaper. Under Regulation 7 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, strapping an A4 notice to a lamppost is legally insufficient	The notice was erected on site using existing lighting columns and also advertised in the Manchester Evening News Wednesday 01st July edition , extract of the advert provided below 

	for a statutory consultation. This failure to publish renders the current consultation period null and void.	
B.7	2. A Pattern of Intimidation and Biased Treatment Against Residents This proposal is not an isolated traffic management decision; it is the culmination of a documented theme of Oldham Council prioritizing businesses while treating residents with hostility. In 2024, a restriction was enacted without any statutory consultation with residents, allegedly citing a "risk of resident tensions" as an excuse to bypass us. This adversarial approach was cemented in a letter distributed by Highways and Engineering on 18 July 2025. The council explicitly used the threat of a TRO as a weapon, stating: "if we find the signs are removed or defaced, we will amend this existing restriction and introduce a No Waiting At Any Time. (double yellow lines) restriction". While the signs remain in place, this letter proves the council views double yellow lines not as a genuine safety measure, but as a tool for intimidation and collective punishment against residents. 	The issue of inconsiderate parking is connected to the letter dated 18th July 2025. Ward members were informed of the issue of missing signs and the impact on enforcement. No changes to the restrictions on Pell Street have been incorporated into these proposals, as the signs have not been removed since the letter
B.7	3. Road Safety Hazards: Increased Speeds and HGV Obstructions Far from improving safety, this proposal actively creates severe hazards:	These proposals do not increase the width of Hobson Street, the area is an established mix of residential and industrial use. Traffic calming features are already

	Increased vehicle speeds: Removing all parked cars strips away natural traffic calming. As other objecting residents have rightly pointed out, artificially widening the carriageway will inevitably increase vehicle speeds on a residential estate where children have previously been struck by vehicles. HGV Obstructions: The council is attempting to force modern, oversized HGVs down a residential street using an archaic parking restriction drafted in 1982. Commercial vehicles are now forced to blindly reverse and block T-junctions.	provided on Hobson Street between its junctions with Peel Street and Albert Road West. Providing parking restrictions to assist the movement of larger vehicles does not impede the safety or an increase in vehicle speeds.
B.7	4. Disproportionate Action & Hoarded Business Land The council claims these restrictions are to facilitate "industrial access" for local businesses. However, please see the attached satellite imagery.  It clearly shows these exact businesses are hoarding vast amounts of empty, gated, private land to the rear of their properties. It is entirely disproportionate and discriminatory for Oldham Council to completely eradicate the remaining legal parking spaces on this estate to subsidize commercial entities that refuse to utilize their own massive footprint for their logistical needs.	These proposals do not provide parking on the highway for residential vehicles and are proposed to facilitate the safe movement of vehicles to businesses.

B.7	5. Gross Hypocrisy and Failure to Enforce Existing Laws While the council proposes stripping residents of their parking, it entirely fails to police commercial vehicles. Please see the attached photographic and video evidence showing commercial HGVs and vans servicing these businesses while: Parked illegally on existing double yellow lines and pavements. Parked directly beneath "No Loading At Any Time" signs. Completely obstructing the public highway and T-junctions. Crushing and destroying council property (a lamppost) due to the roads being unsuitable for their size. I also have, on request, video evidence of a HGV forcing itself down a heavily parked residential street nearly damaging my own car had I not been around quickly move it out of its path.  If the council cannot enforce the current rules against businesses, proposing further blanket restrictions against residents is completely unjustified.	It is not the responsibility of the Council to provide on street parking. It is the responsibility of car owners to provide a safe location for their vehicles. Enforcement of existing restrictions is a constant issue for the Council, whilst we may not have the resources to enforce all restrictions every day, that is not a reason to not provide restrictions.
B.7	Demand for Action I am explicitly calling on my elected Failsworth Ward Councillors to intervene, represent the residents of this estate, and demand the Highways Department halt this flawed proposal immediately.	A response to the referenced letter is provided previously within this report and all objectors have been made aware of the Committee and given the opportunity to attend the meeting.

	Instead of a blanket ban that displaces traffic onto an already restricted A-road, I formally petition the council to implement a Resident Permit Parking Scheme for Peel Street and Hobson Street. I kindly request a formal acknowledgement of this objection and a detailed response addressing the failure to publish in the local press and the biased threats made in the July 2025 letter.	
B.8	Hello, I am writing to formally object to the Oldham Hobson Street Failsworth Area Prohibition of Waiting Order 2026. Implementing these restrictions will severely impact residents. Parking is already extremely challenging due to the competing needs of residents and businesses. Removing more spaces will worsen this and negatively affect our daily lives. Please reconsider.	Refer to response to ref B.1
B.9	Hello, I am writing to formally object to the Oldham Hobson Street Failsworth Area Prohibition of Waiting Order 2026. Implementing these restrictions will severely impact residents. Parking is already extremely challenging due to the competing needs of residents and businesses. Removing more spaces will worsen this and negatively affect our daily lives. Please reconsider.	Refer to response to ref B.1
B.10	Hello, I am writing to formally object to the Oldham Hobson Street Failsworth Area Prohibition of Waiting Order 2026. Implementing these restrictions will severely impact residents. Parking is already extremely challenging due to the competing needs of residents and businesses. Removing more spaces will worsen this and negatively affect our daily lives. Please reconsider	Refer to response to ref B.1
B.11	We have been long suffering with access and egress and have a live application with you for yellow line painting in progress, which we are grateful for.	It is proposed to add 4no bollards to the plans

Please can you now consider what further actions can be taken beyond the proposed line painting because the existing single and double yellow lines are regularly ignored?

We have suffered a 4 year dispute to retain our Right of Way over garage land. Now that it's open, the nearby Ambulance company are regularly obstructing it by parking on Hobson St double yellow lines. Please can you place 3 street bollards on Hobson St pavements to protect access to our RoW?

Please see documents attached for your reference:

- 1 Articulated Lorry turning area required
- 2 Ambulance parking June/ July 2026
- 3 Suggested 3 bollards position

4 Peel St (further yellow lines ignored)

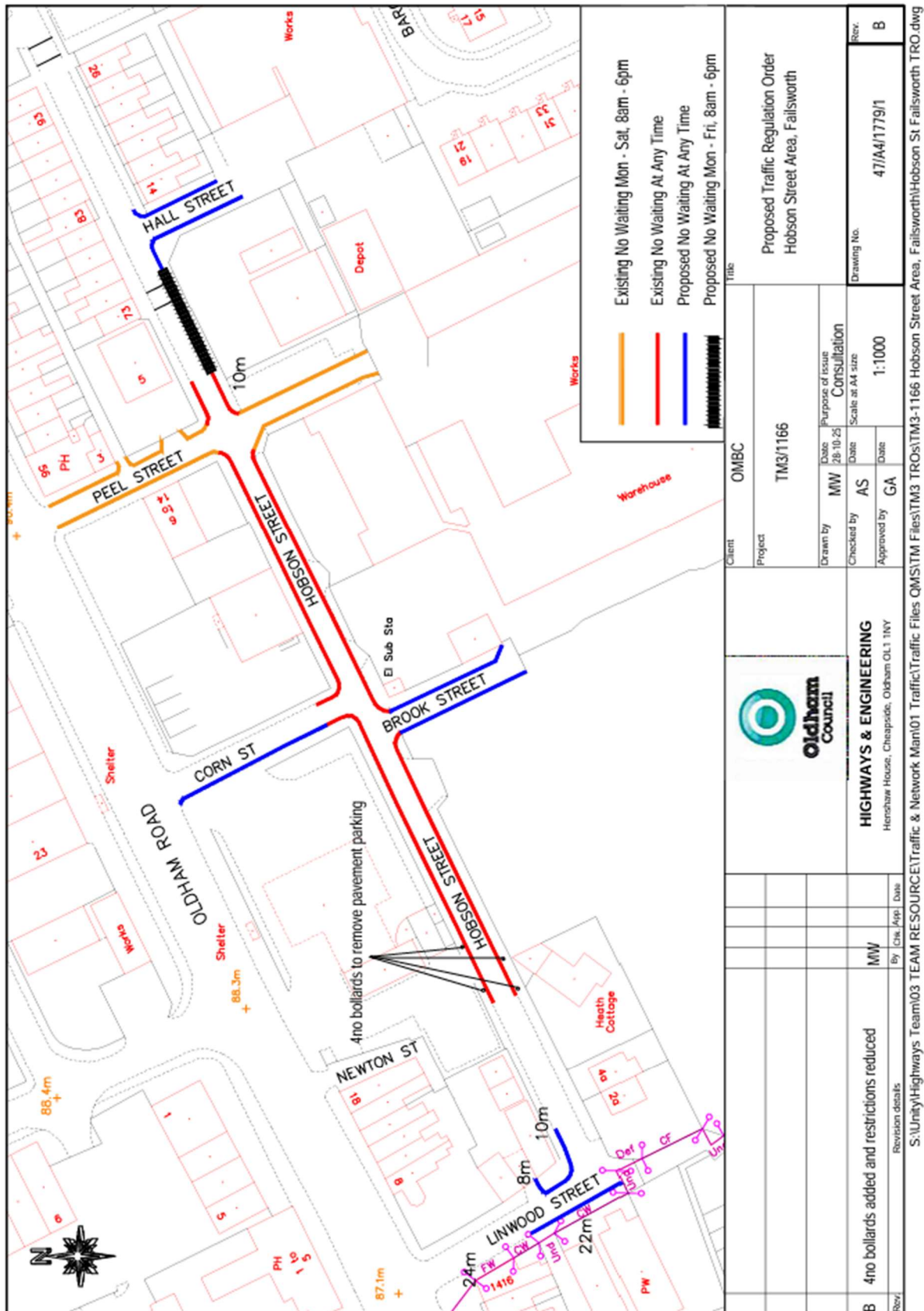
If you would like to discuss this further please feel free to contact me.

Kind regards



APPENDIX C
REVISED PLAN AND SCHEDULE

Drawing Number 47/A4/1779/1 rev B



Part I Schedule 1
Prohibition of Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Brook Street</u> (both sides) From its junction with Hobson Street for its entire length.	At any time	A,B1,B3,B4,C,J,K4	
	<u>Corn Street</u> (west side) From a point 7metres north of its junction with Hobson Street to its junction with Oldham Road.	At any time	A,B1,B3,B4,C,J,K4	
	<u>Hall Street</u> (both sides) From its junction with Hobson Street for its entire length.	At any time	A,B1,B3,B4,C,J,K4	
	<u>Hobson Street</u> (southerly side) From its junction with junction with Hall Street for a distance of 7 metres in a south-westerly direction	At any time	A,B1,B3,B4,C,J,K4	
	<u>Hobson Street</u> (north side) From its junction with Peel Street for a distance of 10metres in an easterly direction.	At any time	A,B1,B3,B4,C,J,K4	

	<u>Hobson Street</u> (north side) From its junction with Linwood Street for a distance of 10metres in an easterly direction.	At any time	A,B1,B3,B4,C,J,K4	
	<u>Linwood Street</u> (east side) From its junction with Hobson Street for a distance of 8 metres in a northerly direction.	At any time	A,B1,B3,B4,C,J,K4	
	<u>Linwood Street</u> (west side) From a point 24 metres south of its junction with Oldham Road for a distance of 22 metres in a southerly direction.	At any time	A,B1,B3,B4,C,J,K4	
	<u>Hobson Street</u> (southside) From a point 7metres southwest of its junction with Hall Street for a distance of 24 metres in a south westerly direction.	Mon to Friday 8am – 6pm	A,B1,B3,B4,C,J,K4	

This page is intentionally left blank



Report to Highway Regulation Committee (Petitioner Panel)

Petition for a Residents Only Parking Scheme at Hedges Street, Failsworth

Officer Contact: Peter Thompson, Constitutional Services

Report Author: Peter Thompson, Constitutional Services

Email: peter.thompson@oldham.gov.uk

24th September 2026

Summary

A petition with 50 signatures was received requesting the introduction of a residents-only parking scheme at Hedges Street, Failsworth due to the inconsiderate parking by non-residents, causing the road to be blocked and long-term inconvenience for local residents.

In line with the petition protocol, the petition was considered by Failsworth East Ward Councillors together with the Director of Environment on 24th June 2026.

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

The Director of Environment has advised that Residents Only parking schemes are subject to a strict criterion, which is outlined on the Council's website, whereby such parking schemes can only be introduced in an area where there is a significant ongoing problem. In the opinion of the Director of Environment, Hedges Street does not meet the published criteria. It was highlighted that agreeing schemes outside of the policy would set an unsustainable precedence for the borough.

Recommendations

That the Highways Regulation Committee does not recommend the introduction of a residents-only parking scheme at Hedges Street, Failsworth.

To Oldham Highways Department from Residents of Hedges Street, Failsworth,
Manchester, M35 9JR.

We the signed are demanding that due to NON residents of Hedges Street constantly parking outside the houses, blocking driveways, parking on pavements, and no consideration to residents, that a RESIDENTS ONLY PERMIT PARKING is installed on the residential side only.

We have photographic evidence of the above, and are now **ALL** in agreement. This should now be implemented to protect the residents' quality of life, which is being constantly eroded every day by commercial vehicles, staff vehicles of surrounding businesses, and a stream of people parking to shop, have hair appointments, or to visit Roman Road, Methodist Church for events.

There are over 100 cars driving on Hedges Street each day, many breaking the 20mph speed limit, and it is becoming a very dangerous road.

Those whose **signatures** are below are demanding RESIDENT ONLY PARKING.

Those who have answered Yes or No want the road turned into a ONE WAY STREET, in the direction from Roman Road to Ashton Road East, or the minimum of speed humps.

We will not take NO for an answer, as there are several streets in Failsworth, all with residents-only parking, which do not have anywhere close to the level of traffic we are constantly having to endure every day, including weekends.

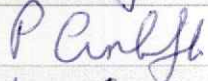
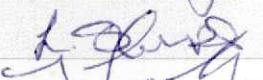
We are prepared to start protests until this is resolved.

I have been asked by several residents to be the first point of contact, and I will relay any communications to them.

We may have to have a meeting with residents and those from the Highways in the future.

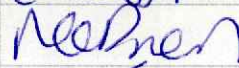
As you can see, more than 50% of residents are in agreement with the proposals .

PETITION TAKEN 11 JUNE 2025

Name	Address	Signature	YES or NO
Paul Bullows	36 Hedges Street		YES
Paul Cunliffe	20 Hedges Street		YES
13 Sharples	24 Hedges Street		yes
Tony Goodrich Joanne Manchester	32 Hedges Street		YES
Joanne Manchester	26 Hedges Street		yes.
Clare Hase	30 Hedges Street		yes.
D. Moss D. Moss	10 Hedges Street		YES
A Moss	16 Hedges Street		YES.
Matt Wallwork	14 Hedges Street		yes
Lloyd Parry	6 Hedges Street		yes

My details are Paul Bullows 36, Hedges Street. Mobile 07974144108
Email: fkg.limey@btinternet.com

This page is intentionally left blank

Name	Address	Signature	YES or NO
Chris Howarth 4	Hedges Street		yes
MELISSA O'BRIEN 4	Hedges Street		yes
Jon. Hogg 22	Hedges Street		yes
MICHAELA WILLIS 12	Hedges Street		YES 07413024247
ALEX HAWKEY 10	Hedges Street		yes
Scott Well 8	Hedges Street		yes 03305 7525 84
A Pittwood 34	Hedges Street		yes
	Hedges Street		
	Hedges Street		
	Hedges Street		
	Hedges Street		
	Hedges Street		
	Hedges Street		
	Hedges Street		
	Hedges Street		
	Hedges Street		
	Hedges Street		

My details are Paul Bullows 36, Hedges Street. Mobile 07974144108
Email: fkg.limey@btinternet.com

This page is intentionally left blank

Procedure at the Panel Meeting

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

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

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

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

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

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

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

This page is intentionally left blank