

Report to TRO Panel

Objection to the Proposed Prohibition of Waiting – Rochdale Road Area, High Crompton, Shaw

Portfolio Holder:

Councillor A Ur-Rehman, Cabinet Member for Neighbourhood Services

Officer Contact: Deputy Chief Executive – People and Place

Report Author: Darryll Elwood, Technical Admin
Ext. 1946

14 November 2019

Reason for Decision

The purpose of this report is to consider 7 letters of objection (see Appendix B) to the proposal to introduce a Prohibition of Waiting Order (double yellow lines) at several locations in the High Crompton area.

Recommendations

The scheme has now been amended and it is recommended that the Panel supports the proposals shown in the schedule and plan at the end of this report.

Objections to the Proposed Prohibition of Waiting – Rochdale Road Area, High Crompton, Shaw**1 Background**

- 1.1 Concerns have been received from local residents and Ward Members expressing concerns regarding obstructive parking taking place on Rochdale Road within close proximity to its junctions with Mossgate Road, Samuel Lane and Park Cottages, High Crompton. Observations undertaken at these locations have revealed the current parking practices are obstructing visibility for motorists manoeuvring at the junctions. In view of the above it is felt that measures should be introduced to alleviate the problems being experienced. The problems being experienced are discussed in paragraphs 1.2, 1.3, 1.4 and 1.5.

In addition to the visibility issues at the above junctions, concerns have also been raised concerning parked vehicles on the south side of Mossgate Road opposite property numbers 5/7 which can obstruct traffic requiring access along the single-track section of Mossgate Road particularly farm vehicles gaining access to farms along the track.

1.2 Rochdale Road Junction with Mossgate Road

A Bus Stop Clearway is located on the north east side of Rochdale Road, north west of its junction with Mossgate Road which prevents stopping 24hrs a day 7 days a week for a distance of 23 metres, which protects a motorist's visibility to the right at the Mossgate Road junction. However, on the south east side of the junction there is only a 5 metre length of waiting restriction (double yellow lines), which does not provide adequate visibility for motorists egressing the Mossgate Road junction.

1.3 Rochdale Road Junction with Samuel Lane

At this time there are no restrictions present on Rochdale Road on either side of its junction with Samuel Lane, however, there is a bus stop clearway located on the south west side of Rochdale Road, 7.5 metres north west of its junction with Samuel Lane. Observations have revealed when vehicles park in the 7.5 metre gap in between the junction and the bus stop clearway they can restrict the access for bus drivers entering the bus stop clearway area. Larger vehicles parking in this location have also been observed slightly overhanging the entrance into Samuel Lane. Parking on Rochdale Road, on either side of this junction also obstructs the visibility for motorists exiting Samuel Lane.

1.4 Rochdale Road Junction with Park Cottages

There are waiting restrictions on the north east side of Rochdale Road, south east of its junction with Park Cottages; however, there are no restrictions on the north west side of the junction. Motorists who park on this section of Rochdale Road within close proximity to its junction with Park Cottages obstruct visibility for motorists exiting Park Cottages onto Rochdale Road.

1.5 Mossgate Road

Mossgate Road serves a mainly residential area but also provides access to a number of agricultural premises which are remote from the main residential area. High Crompton Park is situated adjacent to Mossgate Road where a pedestrian access is located into the park. There are no public parking facilities within the park at this location, only a limited amount of on street parking is available.

Visitors to the park are parking within the highway which at times can cause an obstruction to through traffic. The parking is also periodically preventing access to residential driveways along this length of Mossgate Road.

2 **Current Position**

2.1 When the proposed waiting restrictions were advertised 7 letters of objection were received, see Appendix B.

Six of the objections relate to the proposals to introduce waiting restrictions within the Rochdale Road/Mossgate Road, Rochdale Road/Samuel Lane junctions and on Mossgate Road itself and one objection relates to the proposal to introduce waiting restrictions within the Rochdale Road/Park Cottages junction.

In view of the objections received and additional discussions with local Ward Members, it is recommended, of the four locations proposed in the original report, one of the proposals be rescinded, two remain as per the original proposal and one is amended.

2.2 Proposed Restrictions Rochdale Road junction with Mossgate Road - Paragraph 1.2 Refers

Whilst objections have been received to this proposal, the existing 5 metre length of waiting restrictions, south east of Mossgate Road is insufficient to provide adequate visibility for motorists exiting Mossgate Road, therefore, notwithstanding the objections received, it is recommended the Panel support the original proposal as detailed in the schedule and plan at Appendix A and the end of this report.

2.3 Proposed Restrictions Rochdale Road junction with Samuel Lane – Paragraph 1.3 Refers

Due to the comments made in the objections, additional consideration has been given to the original proposal. As there is limited vehicular movement along Samuel Lane, it is recommended that only the 7.5 length of waiting restrictions proposed for Rochdale Road, north west of Samuel Lane be introduced which will remove parking on the approach to the bus stop. The amendments are detailed in the schedule at the end of this report.

2.4 Proposed Restrictions Rochdale Road junction with Park Cottages - Paragraph 1.4 Refers

As the observations have revealed vehicles park not only directly at the junction but also park on the footway creating a highway safety issue for motorists exiting Park Cottages and pedestrians utilizing the footway, it is recommended the original proposal as shown in the report at Appendix A and in the schedule and plan at the end of this report be approved. Photographic evidence has also been attached to this report at Appendix C showing the problematic parking in this location.

2.5 Proposed Restrictions on Mossgate Road - Paragraph 1.5 Refers

Due to the comments made in the letters of objection and further discussions with the Local Ward members, it is recommended the proposed restrictions along Mossgate Road be rescinded as the original reason the restrictions were requested no longer exists.

3 **Options/Alternatives**

3.1 Option 1: To introduce a No Waiting at Any Time Traffic Regulation Order as originally proposed.

3.2 Option 2: Rescind the proposed Traffic Regulation Orders.

3.3 Option 3: To introduce, the amended proposals discussed in paragraphs 2.2, 2.3, 2.4 and 2.5.

4 **Preferred Option**

4.1 The preferred option is Option 3

5 **Comments of the Crompton Ward Councillors**

5.1 The Ward Councillors have been consulted and Councillor D Murphy supports Option 3.

6 **Financial Implications**

6.1 These were dealt with in the previous report.

7 **Legal Services Comments**

7.1 These were dealt with in the previous report.

8 **Co-operative Agenda**

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

9 **Human Resources Comments**

9.1 None.

10 **Risk Assessments**

10.1 None.

11 **IT Implications**

11.1 None.

12 **Property Implications**

12.1 None.

13 **Procurement Implications**

13.1 None.

14 **Environmental and Health & Safety Implications**

14.1 These were dealt with in the previous report.

15 **Equality, community cohesion and crime implications**

15.1 Dealt with in previous report.

16 **Equality Impact Assessment Completed?**

16.1 No.

17 **Key Decision**

17.1 Not applicable.

18 **Key Decision Reference**

18.1 Not applicable.

19 **Background Papers**

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

None.

20 **Appendices**

20.1 Appendix A – Copy of Delegated Report
Appendix B – Copy of Objections
Appendix C – Photographs

21 **Proposal**

21.1 Notwithstanding the objections received it is recommended that Option 3 be approved, and the proposed Order be introduced as detailed in the schedule at the end of this report.

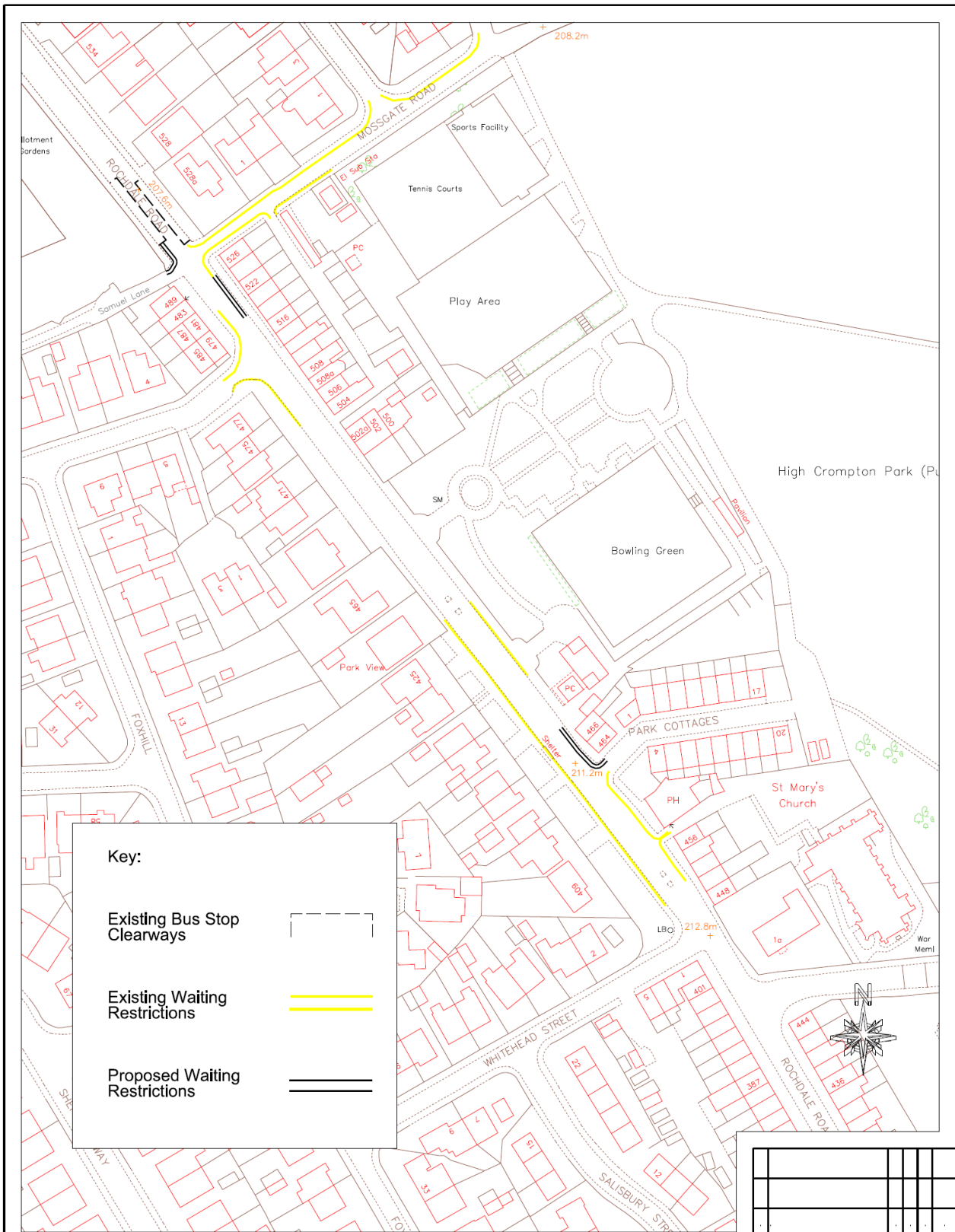
22 **Proposal**

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

Schedule
Drawing Numbers 47/A3/1527/1-V2 – Rochdale Road, High Crompton

Add to the Oldham Borough Council (Crompton Area) Consolidation Order 2003.
Part 1 Schedule 1

Column 1	Column 2	Column 3	Column 4	Column 5
Item No.	Length of Road	Duration	Exemptions	No Loading
	<u>Rochdale Road</u> (North East Side) From a point 5 metres south east of its junction with Mossgate Road for a distance of 15 metres in a south easterly direction	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Rochdale Road</u> (South West Side) From its junction with Samuel Lane for a distance of 7.5 metres in a north westerly direction	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Rochdale Road</u> (North East Side) From its junction with Park Cottages for a distance of 15 metres in a north westerly direction	At Any Time	A, B1, B3, B4, C, E, K3	



Key:

Existing Bus Stop Clearways

Existing Waiting Restrictions

Proposed Waiting Restrictions

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

Client		
Project		
File Ref: TM3/1002		
Drawn by	Date	Purpose of Issue
JW	10/19	
Checked by	Date	Scale at A3 size
DE	10/19	1:1000
Approved by	Date	
GDS	10/19	

Rev	Revision details	By	Chk	App	Date

Title	
Proposed Prohibition of Waiting - Rochdale Road, High Crompton	
Drawing No.	Rev.
47/A3/1527/1	2

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APPENDIX A
COPY OF DELEGATED REPORT

Delegated Decision

Proposed Prohibition of Waiting – Rochdale Road and Mossgate Road, High Crompton

Report of: Deputy Chief Executive – People and Place

Officer contact: Darryll Elwood – Technical Assistant
Ext. 1946

22 January 2019

Purpose of Report

The purpose of this report is to consider requests received from residents and Local Ward Members for the introduction of prohibitive waiting restrictions on Rochdale Road, High Crompton at its junctions with Mossgate Road, Samuel Lane and Park Cottages. Also on the south side of Mossgate Road opposite property numbers 5/7 to alleviate obstructive parking taking place.

Recommendation

It is recommended that no waiting at any time (double yellow lines) restrictions be introduced on Rochdale Road and Mossgate Road High Crompton in accordance with the schedule and drawing number 47/A3/1527/1 at the end of this report.

Proposed Prohibition of Waiting – Rochdale Road and Mossgate Road, High Crompton

1 Background

- 1.1 Correspondence has been received from local residents and Ward Members expressing concerns regarding obstructive parking taking place on Rochdale Road within close proximity to its junctions with Mossgate Road, Samuel Lane and Park Cottages, High Crompton. Observations undertaken at these locations have revealed the current parking practices are obstructing visibility for motorists manoeuvring at the junctions. In view of the above it is felt that measures should be introduced to alleviate the problems being experienced.

In addition to the visibility issues at the above junctions, concerns have also been raised regarding vehicles parking on the south side of Mossgate Road opposite property numbers 5/7 which can obstruct traffic flows leading towards the single track section of Mossgate Road particularly farm vehicles gaining access to farms along the track.

1.2 Rochdale Road Junction with Mossgate Road

There is a Bus Stop Clearway located on the north east side of Rochdale Road, north west of its junction with Mossgate Road preventing parking 24hrs a day 7 days a week. However, on the south east side of the junction there is a 5 metre length of waiting restriction (double yellow lines). Due to the short length of the restrictions any vehicles parking within close proximity can obstruct the visibility for motorists exiting Mossgate Road on to Rochdale Road, creating a possible highway safety issue.

1.3 Rochdale Road Junction with Samuel Lane

At this time there are no restrictions present on Rochdale Road on either side of its junction with Samuel Lane, however, there is a bus stop clearway located on the south west side of Rochdale Road, 7.5 metres north west of its junction with Samuel Lane. Observations have revealed when vehicles park in the 7.5 metre gap between the junction and the bus stop clearway they can prevent the easy passage of buses entering the bus stop clearway box and larger vehicles parking in this location have also been observed slightly overhanging the entrance into Samuel Lane. Parking on Rochdale Road on either side of this junction also obstructs the visibility of motorists exiting Samuel Lane.

1.4 Rochdale Road Junction with Park Cottages

There are waiting restrictions on the north east side of Rochdale Road, south east of its junction with Park Cottages; however, there are no restrictions on the north west side of the junction. Therefore motorists park on this section of Rochdale Road within close proximity to its junction with Park Cottages obstructing visibility for motorists exiting Park Cottages onto Rochdale Road.

1.5 Mossgate Road

Mossgate Road serves a mainly residential area as well as a number of agricultural premises and also serves as a narrow through route to other residential and agricultural premises and beyond to Woodend / Smallbrook Road, Shaw. High Crompton Park is situated adjacent to Mossgate Road and a pedestrian access is located off Mossgate Road. There are no public parking facilities within the park at this location, with a limited amount of on street parking only available. A designated car park is located off Rushcroft Road on the opposite side of the park and is clearly sign posted.

Visitors to the park are parking on the highway and at times are causing an obstruction to through traffic in general and specifically to farm vehicles and delivery vehicles to the farm premises located off the access road at the end of Mossgate Road. The parking is also periodically preventing access to residential driveways along this length of Mossgate Road.

2 **Current Position**

2.1 Rochdale Road, High Crompton is a 'B' classified district distributor route between Oldham and Rochdale and can therefore experience high traffic volumes, particularly at peak periods. Motorists entering Rochdale Road from a side road, therefore, require clear visibility of approaching traffic to safely negotiate the junction.

2.2 The proposed waiting restrictions on Mossgate Road will remove obstructively parked vehicles from the highway, allowing better access for residents and businesses alike, while at the same time maintaining some of the on street parking currently available to visitors to the park.

2.3 In view of the difficulties being experienced within the area it is felt that a Prohibition of Waiting, Traffic Regulation Order should be introduced at all four locations in accordance with drawing numbers 47/A3/1527/1 and the schedule at the end of this report.

3 **Options/Alternatives**

3.1 Option 1: To introduce a No Waiting at Any Time Traffic Regulation Order

3.2 Option 2: Not to introduce a No Waiting at Any Time Traffic Regulation Order

4 **Preferred Option**

4.1 The preferred option is Option 1

5 **Justification**

5.1 In view of the obstructive parking practices taking place it is felt that the introduction of yellow lines should be progressed in accordance with the drawing number 47/A3/1527/1.

6 Consultations

- 6.1 G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal.
- 6.2 T.f.G.M. View - The Director General has been consulted and supports this proposal.
- 6.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.
- 6.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

7 Comments of Crompton Ward Councillors

- 7.1 The Ward Councillors have been consulted and no comments were received.

8 Financial Implications

- 8.1 The cost of making this restriction along with initial road marking and maintenance thereafter is as follows:

	£
Advertisement of Order	1,800
Introduction of Road Markings	600
TOTAL	2,400
Annual Maintenance costs (calculated October 2018)	200

- 8.2 The advertising and initial road marking cost of £2,400 will be funded from cost centre 40916 (Highways Operations – Unity).
- 8.3 The annual maintenance costs estimated at £200 per annum will be met from cost centre 40350 (Highways Operations). If there are pressures in this area as the financial year progresses, the Directorate will have to manage its resources to ensure that there is no adverse overall variance at the financial year end. (Nigel Howard/Sadrul Alam)

9 Legal Services Comments

- 9.1 The Council must be satisfied that it is expedient to make the Traffic Regulation Order in order to avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or for preventing damage to the road or to any building on or near the road, or for facilitating the passage on the road or any other road of any class of traffic, including pedestrians, or for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property or for preserving or improving the amenities of the area through which the road runs.

9.2 In addition to the above, under section 122 of the Road Traffic Regulation Act 1984, it shall be the duty of the Council so to exercise the functions conferred on them by the Act as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Regard must also be had to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run, the strategy produced under section 80 Environmental Protection Act 1990 (the national air quality strategy), the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and any other matters appearing to the Council to be relevant. (A Evans)

10 **Co-operative Agenda**

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

11 **Human Resources Comments**

11.1 None.

12 **Risk Assessments**

12.1 None.

13 **IT Implications**

13.1 None.

14 **Property Implications**

14.1 None.

15 **Procurement Implications**

15.1 None.

16 **Environmental and Health & Safety Implications**

16.1 Energy – Nil.

16.2 Transport – Nil.

16.3 Pollution – Nil.

-
- 16.4 Consumption and Use of Resources – Nil.
 - 16.5 Built Environment – Nil.
 - 16.6 Natural Environment – Nil.
 - 16.7 Health and Safety – The introduction of yellow lines on Rochdale Road, High Crompton as detailed, will create a safer environment for both motorists and pedestrians.

17 Equality, community cohesion and crime implications

- 17.1 The introduction of yellow lines may have a negative effect on Community Cohesion as residents and employees / customers of the two Hairdressers located in this area will have to find alternative parking arrangements, but highway safety takes priority over the use of the highway for parking.

18 Equality Impact Assessment Completed?

- 18.1 No.

19 Key Decision

- 19.1 No.

20 Key Decision Reference

- 20.1 Not applicable.

21 Background Papers

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

None.

22 Proposal

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

Schedule
Drawing Numbers 47/A3/1527/1 - Rochdale Road, High Crompton


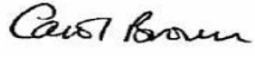
Add to the Oldham Borough Council (Crompton area) Consolidation Order 2003

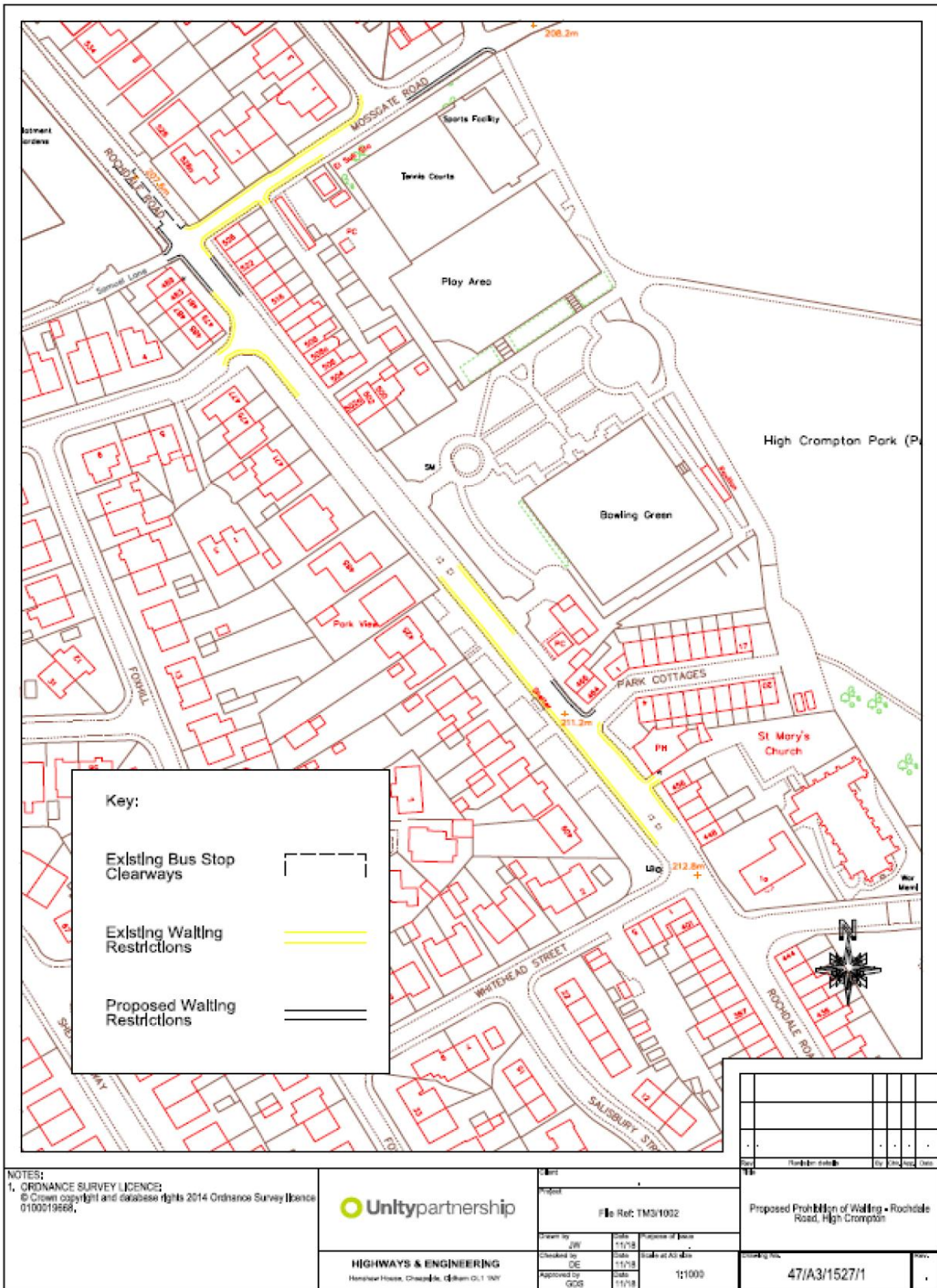
Part 1 Schedule 1

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Rochdale Road</u> (North East Side) From a point 5 metres south east of its junction with Mossgate Road for a distance of 15 metres in a south easterly direction	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Rochdale Road</u> (South West Side) From a point 15 metres south east of its junction with Samuel Lane to a point 7.5 metres north west of its junction with Samuel Lane	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Rochdale Road</u> (North East Side) From its junction with Park Cottages for a distance of 15 metres in a north westerly direction	At Any Time	A, B1, B3, B4, C, E, K3	

	<u>Mossgate Road</u> (south side) From a point 75 metres north east of its junction with Rochdale Road for a distance of 30 metres in a north easterly direction	At any time	A, B1, B3, 4, C, E, K3	
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APPROVAL

Decision maker Signed  Cabinet Member, Neighbourhood Services	Dated 04/02/19
In consultation with Signed  Director Of Environmental Services	Dated 25/01/19



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 0100019668)



HIGHWAYS & ENGINEERING
 Hemlock House, Chesham, Bucks. UB8 3LJ

Project		File Ref: TM3/1002	
Drawn by	JW	Date	11/18
Checked by	DE	Date	11/18
Approved by	GC/S	Date	11/18
Scale		1:11000	

Author	TM
Checker	
Drawn	
Scale	
Project	Proposed Prohibition of Waiting - Rochdale Road, High Crompton
Drawing No.	47/A3/1527/1

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APPENDIX B
COPY OF OBJECTIONS

Rochdale Road
Shaw
Oldham

DELIVERED BY HAND
Environment Group Solicitor to the Council
Civic centre
West street
Oldham
OL1 1UL

11 April 2019

Dear Sir/ Madam

Re: Proposed Prohibition of Waiting -Rochdale Road Area, High Crompton
Ref: DE/GS/TM3/1002 – LJM/TO19/9

I am objecting to the proposed prohibition of waiting on the Rochdale Road and Mossgate Road area as referenced above.

My objections are as follows:

1. Purpose of the report & In section 1.1 it is stated that residents and Ward members expressed concerns about obscuring visibility for motorists in manoeuvring their vehicles, yet I am unaware of any accidents in at least 17 years. It is stated that it is 'felt' that measures should be introduced to alleviate problems – surely the measures should be based on facts and events rather than feelings. I know of one of the residents on Mossgate Rd has asked all her neighbours if they have complained about the alleged problems at the junction, and not one of them has said yes, one for them said not for 5 years. It is also stated that local Ward Members expressed concerns yet in section 6 'Consultations' it states that Ward Members have made no comments – not even to support the proposal to alleviate the concerns that they have allegedly raised?
2. In section 1.2 you state there is a safety issue due to visibility restrictions yet as stated above – there has been no problems/accidents for at least 17 years. This proposed area is where residents park their vehicles and enforcing restrictions would mean there would be no provision for them to park. It would appear that there are at least 28 car parking spaces affected. I personally have a business that provides 7 local families with an income and they park here for work during the day along with our customers. I would point out that it was yourselves as a council that gave permission for a hair salon to be here, yet now you are putting into jeopardy my business by taking away appropriate parking for team members and customers. Your statement that parking in this area is 'creating a possible highway safety issue', again I would suggest that there have been no accidents for at least 17 years in this particular area that you all of a sudden have decided is a 'possible' problem. By exercising appropriate caution drivers of vehicles are still able to exit Mossgate Rd onto Rochdale Rd safely. I would suggest that the timing of this enforcement is very suspect and coincidentally is in line with proposals to build 700 houses on the area of greenbelt whereby Greenhill Avenue and Mossgate Road will be used as access roads. This is another issue of which is not the basis of this objection but valid none the less, since if residents, park users and our customers start to use surrounding streets to park as an alternative to the main road, then those residents will then be disrupted and no doubt this process of parking enforcement will

about parking restriction for this junction. Very few farm/delivery vehicles use Mossgate Road and we have been informed that the farm premises at this end of Mossgate Road are inactive. Visitors to the park are mentioned as users of this road and removing some of these spaces will not impact them as there is a car park provided off Rushcroft Road nearby, I would suggest that park users are frequently unable to use this parking since it is used by teachers and parents at St Mary's School and is always full. I will assume you believe my customers/team could have parked here as an alternative to the main highway on Rochdale Rd however since included in the proposal is a 50% reduction in parking space on this road and the fact that residents and park users will also have to use this remaining provision, yet again you are adversely affecting my business.

6. Section 2.1 – Any motorists entering Rochdale Rd from any side road can safely negotiate the junction by exercising appropriate caution in their vehicle. As you state the high traffic volumes noted at peak periods I would suggest again that this will become simply high traffic volumes travelling at increased speeds if the parking restriction come in to force opening up the road.
7. Section 2.2 – it is stated that the proposal will remove obstructively parked vehicles from the highway allowing residents and businesses better access. These vehicles are not obstructing anything as stated previously and cause no safety issues if anything they are positive measures naturally calming the speed of traffic on this stretch of road. I am curious to know which businesses will have better access? My hairdressing business will certainly not have better access for my customers or staff. The residents in the area will also not have better access, being unable to park near to their home in a location they have for many years enjoyed access to, I have no doubt this will have an impact on house prices in the area concerned with the removal of access to parking.
8. Section 2.3 - I would like to point out that the map (drawing map) 47/A3/1527/1 you have provided in informing everyone about this proposal is incorrect. There are in fact more existing waiting restrictions along Rochdale Rd in front of the area near the park than are marked on this drawing. Therefore, the information you have provided to the public, Ward members, Local councillors, GMP, TfGM, GM Fire Service, NW Ambulance service, Carol Brown (Director of Environmental Services) and Arooj Shah (Neighborhood services) have all been given misleading and incorrect information on which to base a properly informed decision. The true reflection of the amount of alternative parking available should your proposal go through is significantly less that you have made out is available and consequently only adds more negative impacts on not just my business, but others in the area, residents and park users.



9. Section 5 – In view of the fact that the drawings that have been issued have provided misleading information, I find no reason that the proposal has any justification for being progressed since a properly informed decision cannot be made.

From:
Sent: 19 April 2019 18:18
To: Jeanette Whitney; Alan Evans; Paul Entwistle
Cc: Darryll Elwood; Constitutional Services; Cllr D Williamson
Subject: Objection to revised scheme on Mossgate Road
Attachments: RevisedPlan-V1.pdf

Hello all

On behalf of myself and Cllr I wish to object to the revised plan attached.

I may have missed the addition could you confirm if ward members were notified and when please?

Alan and Constitutional Services – Being mindful that I am a member of the TRO panel it would make sense that I do not sit on the panel for this application, I would however like to address the panel as it was me who asked for the scheme further down the road at the request of residents.

Reasons for objection

Mossgate Road is already short of parking spaces which is obviously on a first come first served basis I would not want to see any parking spaces lost. Visitors to the High Crompton Park also park on Mossgate Road. I am not sure if the revision is at the request of businesses at the top of the lane but for information my understanding is that this is a possible breach of planning permission and is being investigated by enforcement.

I also believe that the revision will have a detrimental impact of 7 Mossgate Road who does not have a drive, relies on off street parking and who would find it difficult to park on near by Greenhill Avenue due the width of the road and driveway layout.

Many thanks

Best regards

Liberal Democrat
Councillor for Crompton ward
Shadow Cabinet Member for Neighbourhood Services

Shaw
Oldham
OL2 8QL

Greenhill Ave
High Crompton
Shaw
Oldham

Ref :L J M/TO19/9

Dear Sir/ Madam

I am objecting to the changes to the proposed probation of waiting to Rochdale Road and Mossgate road.

You state that this is in direct action to complaints made from residents after safety. I have asked every person on Mossgate and Greenhill and not one person has complained in the last 5 years. My objections are as follows:

1. 28 car parking spaces are affected – where should those cars go? you are moving the 'problem' to other streets – such as Greenhill. If the cars then start to park onto Greenhill Ave you are simply causing more traffic issue. The timing of this enforcement is very suspect. Once the cars start to park on Greenhill Ave and parking becomes an issue and we complain parking enforcement will commence on Greenhill Ave, this will ensure that the proposed 700 houses that are PROPOSED will be able to use Greenhill Ave as a main access road. The consultation date for this hasn't even ended yet and you are already clearing the way for these houses to be built.
2. None of us has complained about the safety of this road I have asked everyone on Mossgate Road and Greenhill avenue
3. If parking is prohibited on Rochdale Road cars will go faster up and down Rochdale Road, the parked cars act as a natural traffic calming measure and slow the traffic down, which bearing in mind its next to the park this is a positive thing.
4. Farm vehicles no longer use the track mentioned in 1.1 as the farms are inactive! There are also double yellows opposite ensuring that vehicles can quite easily get through.
5. In section 1.5 you mention that high Crompton park has car parking off rushcroft road. They don't – this is used by teachers and parents at St Mary's School and is always full, so it's irrelevant if it's signposted! Also, Mossgate Road is used by the elderly to access the park, by stopping parking you are making the park inaccessible for them (the parking on Rushcroft Road even if it was free – it never is, would be too far for them to walk and the paths at that point of the park are often waterlogged and inaccessible.
6. In section 2.2 you mention that restrictions will help residents and businesses – please point out to me which residents and businesses will benefit from this? Two salons and an IFA will be heavily impacted by this. Also homeowners that are able to park near to their home will not be able to even close, this will have a massive impact on house prices.

You haven't even offered parking solutions – such as the wide footpaths on Mossgate and Rochdale road being turned into parking bays.

I would also like to know how these parking restrictions will be enforced? As people park on double yellow lined road as standard?

As mentioned in my objection number 1. I find this highly underhand that Oldham council would behave in such a manner that you would think we don't know the real reason that you are trying to implement.

Kind Regards

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

mossgate road,
Shaw,
Oldham,
OL27NY

11.4.19

Re reference
DE/GS/TM3/1002

Dear sir/madam

I am writing to contest the proposed double yellow lines opposite 7mossgate road, on reference DE/GS/TM3/1002 while firstly the drawing number 47/A3/1527/1 currently incorrectly demonstrates how the road is currently marked out. Directly outside 5 and 7 mossgate road there are existing yellow lines which are not represented on the drawing, feeling you have not given correct information to residents to make an informed decision as per council policy .

I do have a problem with the section proposed on mossgate road in that I do not believe some of the businesses requesting the proposed prohibition of waiting are operating with the necessary planning permission or authority to do so, in addition I would only consider giving it approval if a dispensation or scheme was in place to allow the residents directly opposite to park on the kerb which is very wide and could easily accommodate a vehicle whilst allowing pedestrians, push chairs and prams through.

If implemented this would be a very cruel scheme to put in place and result in a resident having nowhere to park and them having no choice but to park on a neighbouring street (Greenhill) causing problems with flow. This area is a parking nightmare any lost spaces will have a detrimental impact on the area.

I would suggest this scheme is dismissed as made enquires through planning department previously found the following response.

Reference PA/334952/14

The proposed development constitutes inappropriate development in an area which is designated as Green Belt. The applicant has failed to demonstrate the very special circumstances to outweigh the harm to the Green Belt in respect of inappropriateness and openness. The storage of vehicles would significantly detract from the openness and character of the Green Belt. As such, the proposal is contrary to Policy 22 within the Joint Development Plan Document forming part of the Local Development Framework for Oldham, the saved policy OE1.11 of the Oldham Metropolitan Borough Unitary Development Plan and advice within the National Planning Policy Framework

1. Statement in accordance with Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended)

The proposed development would not improve the economic, social and environmental conditions of the area and therefore does not comprise sustainable

development. There were no conditions which could reasonably have been imposed, to make the development acceptable. It was therefore not possible to approve the application. The Local Planning Authority has therefore implemented the requirement in Paragraphs 186-187 of the NPPF.

Best regards

Environment Group Solicitor **Rochdale Road • Shaw • Oldham OL2 7NP**
Council
Civic Centre
West Street
Oldham
OL1 1UL

Friday 22nd March 2019

Dear Sirs,

Re: ROAD TRAFFIC REGULATION ACT 1984

PROPOSED TRAFFIC REGULATION ORDER

THE OLDHAM CROMPTON AREA CONSOLIDATION ORDER PROHIBITION OF WAITING
AMENDMENT ORDER 2019

Rochdale Road/Mossgate Road High Crompton

I am writing today to express my objection to the Proposed Traffic Regulation Order detailed above.

I am a local business owner of over 15 years and feel that the restrictions proposed will have a great impact on my business. It will also cause more parking disruption than is currently happening.

My business operates on a client basis, and close by parking is essential for client appointments at the Office. I am also required to transport many client files to home visits; therefore close access to my car is crucial.

I also feel that if the restrictions go ahead this will cause negative relations with our neighbours, as the over-spill parking will fall further along neighbouring streets

Other concerns are the speed of traffic passing along this part of Rochdale Road, current flow is generally fast, however vehicles do slow/stop to give way to on-coming traffic, which helps break the flow. If the parking restriction is in place, this will allow traffic to flow with ease at a much greater speed causing concern for pedestrians, of which many are Children.

I hope my objection and the grounds I have given are greatly considered.

Yours faithfully



12~

Ref DE/GS/TM3/1002.

Proposed Prohibition of waiting
Rochdale Road Area Highercompton.

Rochdale Rd
Highercompton
Shaw
Oxham
OL2 7PD.

1- 4. 2019.

Dear Mr Entwistle,

I have traded in my Salon [redacted] for the past 39 years. The majority of my clients travel to the Salon, and need a parking space.

Double yellow lines would be very detrimental to my business, it would affect any passing trade not being able to pull up outside my Salon. Where do you expect my clients to park?

There is also planning permission passed for a bistro to open in the park, which is directly next to my Salon. That is going to cause chaos, as there is going to be nowhere to park, at all.

I already struggle to get on my drive as people from the Bulls Head Pub park overnight. There are also the bowlers, and other people who frequent the park who need spaces to park.

Would it be considered to have a restricted waiting time for 2/3 hours? or permit parking, as Park Cottages is already full with tenants cars.

I do understand the problem with people parking on the pavement, that it restricts drivers visibility pulling out of park cottages, I make my clients aware of this, so they do not park on the pavement. But saying that, there has never been an accident in the the 39 years I have lived and traded at [redacted] Rochdale Rd.

P.T.C.

I would be very grateful if you could look into
this matter, and it can be solved. Thanking you.

Yours faithfully

MRS. _____

_____;

APPENDIX C
PHOTOGRAPHS

