

**Report to TRO Panel**

## **Wood Street Junction with Salisbury Street, High Crompton – Objection to Traffic Regulation Order**

**Portfolio Holder:**

Councillor A Chadderton, Cabinet Member for Neighbourhoods

**Officer Contact:** Deputy Chief Executive – People and Place

**Report Author:** Andrew Cowell, Traffic Engineer  
Ext. 4377

**17 June 2021**

**Reason for Decision**

The purpose of this report is to consider two objections to a proposal for prohibition of waiting restrictions to be introduced at the junction of Wood Street and Salisbury Street, High Crompton.

**Recommendation**

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

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**Wood Street Junction with Salisbury Street, – Objection to Traffic Regulation Order****1 Background**

- 1.1 A report recommending the introduction of prohibition of waiting restrictions at Rushcroft Road and at the junction of Wood Street and Salisbury Street, was approved under delegated powers on 17 February 2020. The proposal was subsequently advertised and two letters of objection were received. No objections were received in relation to the restrictions proposed at Rushcroft Road so this report will focus only on Wood Street and Salisbury Street.
- 1.2 A copy of the approved report is attached at Appendix A and a copy of the objections are attached at Appendix B.
- 1.3 The proposal was promoted to address a visibility issue at the junction of Wood Street and Salisbury Street which was reported by local residents via a Ward Member. This is a primarily a residential area, but High Crompton Conservative Club is situated at the junction which does attract some visitor parking. A local Ward Member received numerous complaints regarding obstructive and problematic parking caused by vehicles of the people attending the Conservative Club. Site inspections undertaken by Officers found that the safety of road users was compromised by vehicles parked close to the junction.

**2 Objections**

- 2.1 Two objections were received from local residents. In summary, the objectors claim that there is already a high demand for on-street spaces and the proposal will reduce the availability of spaces further and encourage the use of Wood Street as a short cut.
- 2.2 It is the view of Officers that restrictions are required to improve visibility. The Highway Authority is not responsible for providing on-street parking for residents but has a duty in respect of road safety matters. The lengths of restriction proposed are not considered excessive. However, the restrictions could be reduced from 14.5 metres to 10 metres to lessen any effect on on-street parking. Rule 243 of The Highway Code states that motorists DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space. In considering any relaxation though, it should be noted that the restrictions were extended to 14.5 metres along Wood Street to restrict parking up to the side access, which is also used by motorists to access the rear of Rochdale Road.
- 2.3 It is also the view of Officers that the proposed restrictions along Wood Street would not increase the number of vehicles using the road. The restrictions proposed are only 14.5 metres in length. This should not affect the overall parking arrangement on the street to a point where it would encourage its use.

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### 3 **Options/Alternatives**

3.1 Option 1 – Introduce the proposed restrictions as advertised.

Option 2 – Relax the length of the proposed restrictions.

Option 3 – Do not introduce the proposed restrictions.

### 4 **Preferred Option**

4.1 The preferred option is Option 1.

### 5 **Consultation**

5.1 These were detailed with in the previous report.

### 6 **Comments of Crompton Ward Councillors**

6.1 The Ward Councillors have been consulted again and Councillor D Murphy has commented:

“As the Ward Member who raised the issue on behalf of residents, I welcome the report and any possible measures to help the problem.

Carrying out my own observations which I have done on a regular basis I think it is fair to say some nearby residents are also adding to the problem if not causing it. I have taken images of vehicles parked on the junction when the Conservative Club is closed and whilst it has been closed during the COVID-19 pandemic. I believe that the introduction of parking restrictions especially on the Wood Street side of the proposal will aid users of the club by allowing taxis to park for brief periods. Currently because of parked vehicles taxis stop in the middle of the road when people are getting in and out.

The proposal appears to displace x4 vehicles – Wood Street is a long wide road with ample parking further along and a layby adopted by the Council although it does appear unadopted. I would not want to introduce anything else to the area for fears it would have a detrimental impact on the status quo.

I am happy to consider reducing the length on Salisbury Street but not on Wood Street due to the taxis issue.”

6.2 Councillor D Williamson supports the comments made by Councillor D Murphy

### 7 **Financial Implications**

7.1 These were dealt with in the previous report.

### 8 **Legal Services Comments**

8.1 These were dealt with in the previous report.

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- 9        **Co-operative Agenda**
- 9.1      In respect of introducing prohibition of waiting restrictions on Wood Street and Salisbury Street, there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework
- 10       **Human Resources Comments**
- 10.1     None.
- 11       **Risk Assessments**
- 11.1     None.
- 12       **IT Implications**
- 12.1     None.
- 13       **Property Implications**
- 13.1     None.
- 14       **Procurement Implications**
- 14.1     None.
- 15       **Environmental and Health & Safety Implications**
- 15.1     These were dealt with in the previous report.
- 16       **Equality, community cohesion and crime implications**
- 16.1     These were dealt with in the previous report.
- 17       **Equality Impact Assessment Completed?**
- 17.1     No
- 18       **Key Decision**
- 18.1     No.
- 19       **Key Decision Reference**
- 19.1     Not applicable.

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20      **Background Papers**

20.1      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.

21      **Appendices**

21.1      Appendix A – Approved Mod Gov Report  
Appendix B - Copy of Objections

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



**Oldham**  
Council

## **Delegated Decision**

# **Rushcroft Road and Wood Street Junction with Salisbury Street, High Crompton - Proposed Prohibition of Waiting**

Report of: Deputy Chief Executive – People and Place

Officer contact: Alister Storey, Traffic Engineer  
Ext. 5766

**6 January 2020**

### **Purpose of Report**

The purpose of this report is to consider the introduction of Prohibition of Waiting restrictions on Rushcroft Road and Wood Street junction with Salisbury Street, High Crompton.

### **Recommendation**

It is recommended that no waiting at any time (double yellow lines) restrictions be in accordance with the schedule at the end of this report.

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**Rushcroft Road and Wood Street Junction with Salisbury Street, High Crompton  
- Proposed Prohibition of Waiting**

**1 Background**

- 1.1 Rushcroft Road, Shaw is an unclassified local road that is fronted by primarily residential properties with the exception of St Mary's C of E Primary School which is located at the western end of the road. There is also a free to park (max stay 18 hours) OMBC car park that backs on to High Crompton Park that is accessed from Rushcroft Road. The route is traffic calmed with road tables and throttle points with priority give way and is subject to a 20mph speed limit, is street lit and has footway to both sides.
- 1.2 The parking on the carriageway outside St Mary's C of E Primary School is controlled by School Keep Clear markings and double yellow lines. The majority of parents dropping off/picking up from the school utilise the OMBC car park. There are residential properties opposite the school, the carriageway outside these properties is marked out with a parking bay but is not covered with any form of restriction. To the east of this marked bay is the entrance/exit to the free to use car park, parking on the carriageway adjacent to the car park is restricted with double yellow lines.
- 1.3 When a vehicle is parked in the marked bay (outside number 15) it greatly restricts the visibility of vehicles trying to exit the car park. A request has been received from a local Councillor, who has received complaints about the visibility issue, to extend the double yellow lines into the permitted parking area to improve visibility.
- 1.4 Observations taken on site have confirmed that there is an issue with visibility at this location. It is therefore proposed to extend the existing prohibition of waiting order to increase drivers visibility when exiting the car park, as set out in the schedule at the end of this report.
- 1.5 Wood Street and Salisbury Street, Shaw are both unclassified residential streets fronted by primarily residential properties. The majority of these properties do not have any off street parking capacity. Both roads are subject to a 30mph speed limit by virtue of street lighting and have footway to both sides.
- 1.6 At the junction of Wood Street and Salisbury Street is one of the few non-residential properties, High Crompton Conservative Club. A local Councillor has received numerous complaints regarding obstructive and problematic parking caused by vehicles of people attending the Conservative Club. Vehicles regularly park outside the club right up to the junction of the two roads, causing problems with visibility for vehicles exiting Salisbury Road.



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1.7 Observation take on site have confirmed that there is an issue with visibility at this location caused by inconsiderately parked vehicles. It is therefore proposed to introduce a prohibition of waiting order to increase visibility for drivers exiting Salisbury Road as set out in the schedule at the end of this report.

## 2 Options/Alternatives

2.1 Option 1: To introduce a Prohibition of Waiting Traffic Regulation Order.

2.2 Option 2: Not to introduce a Prohibition of Waiting Traffic Regulation Order.

## 3 Preferred Option

3.1 The preferred option to approve is Option 1.

## 4 Justification

4.1 In view of the obstructive parking taking place on Rushcroft Road and at the junction of Wood Street with Salisbury Street, it is felt that the restrictions should be introduced in accordance with drawing number 47/A4/1604/1, 2 & 3 and in the schedules at the end of this report.

## 5 Consultations

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

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

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

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

## 6 Comments of Ward Councillors

6.1 The Ward Councillors have been consulted and Councillor D Williamson supports Option 1.

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## 7 Financial Implications

7.1 The cost of introducing the Order is shown below:-

	£
Advertisement of Order	1,200
Introduction of Road Markings	500
<b>TOTAL</b>	<b>1,700</b>
Annual Maintenance Costs (calculated November 2019)	100

7.2 The advertising/road marking costs of £1,700 will be funded from the Highways Operations – Unity budget.

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

(Nigel Howard)

## 8 Legal Services Comments

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

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

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9      **Co-operative Agenda**

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

10     **Human Resources Comments**

10.1   None.

11     **Risk Assessments**

11.1   None.

12     **IT Implications**

12.1   None.

13     **Property Implications**

13.1   None.

14     **Procurement Implications**

14.1   None.

15     **Environmental and Health & Safety Implications**

15.1   Energy – Nil.

15.2   Transport – Nil.

15.3   Pollution – Nil.

15.4   Consumption and Use of Resources – Nil.

15.5   Built Environment – Minor alteration to the visual appearance of the area.

15.6   Natural Environment – Nil.

15.7   Health and Safety – Nil.

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

16.1   The introduction of yellow lines may have a negative effect on Community Cohesion as residents in this area will have to find alternative parking arrangements, but highway safety takes priority over the use of the highway for parking. By removing obstructive parking, visibility for drivers and pedestrians will be increased thus improving highway safety.

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17 **Equality Impact Assessment Completed?**

17.1 No.

18 **Key Decision**

18.1 No.

19 **Key Decision Reference**

19.1 Not applicable.

20 **Background Papers**

20.1 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.

21 **Proposal**

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

Schedule

Drawing Numbers 47/A4/1604/1/2/3


Delete from to the Oldham Borough Council (Crompton Area) Consolidation Order Prohibition of Waiting, Amendment No 22 Order 2010

<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>	<b>Column 4</b>
<b>Item No</b>	<b>Length of Road</b>	<b>Duration</b>	<b>Exemptions</b>
CR144	<u>Rushcroft Road</u> (North side) From its junction with Northdowns Road for a distance of 55m in a westerly direction	At Any Time	A, B1, B3, B4, C, E, J, K3

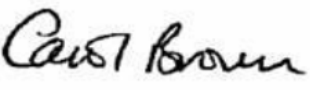
Add to the Oldham Borough Council (Crompton Area) Consolidation Order 2003  
Part 1, Schedule 1

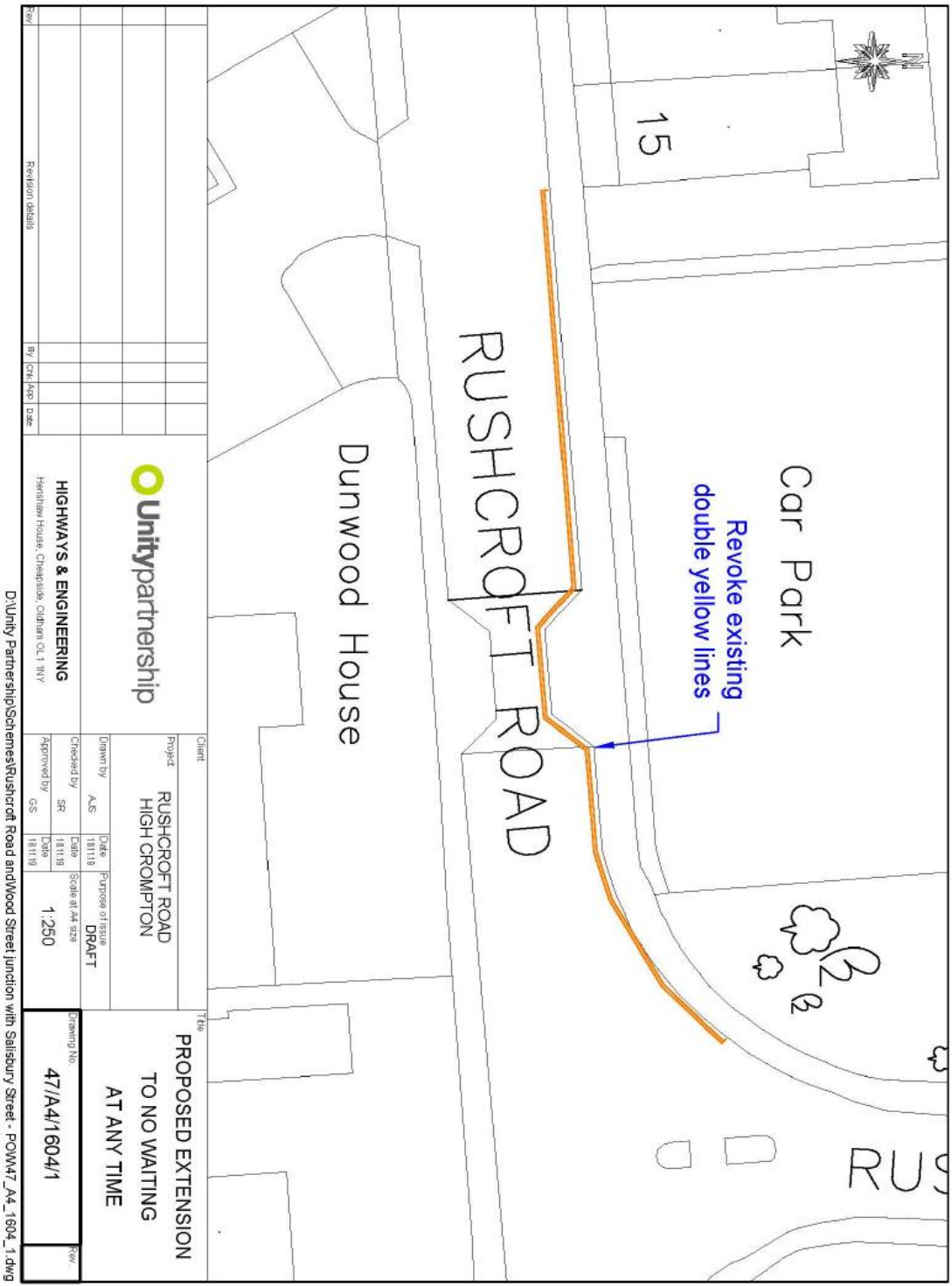
Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions
	<u>Rushcroft Road</u> (North side)  From its junction with Northdowns Road for a distance of 60m in a westerly direction	At Any Time	A, B1, B3, B4, C, E, J, K3
	<u>Wood Street</u> (Northwest Side)  From its junction with Salisbury Street for a distance of 14.5 metres in a north easterly direction	At Any Time	A, B1, B3, B4, C, E, J, K3
	<u>Salisbury Street</u> (Northeast Side)  From its junction with Wood Street for a distance of 14.5 metres in a north westerly direction	At Any Time	A, B1, B3, B4, C, E, J, K3

**APPROVAL**

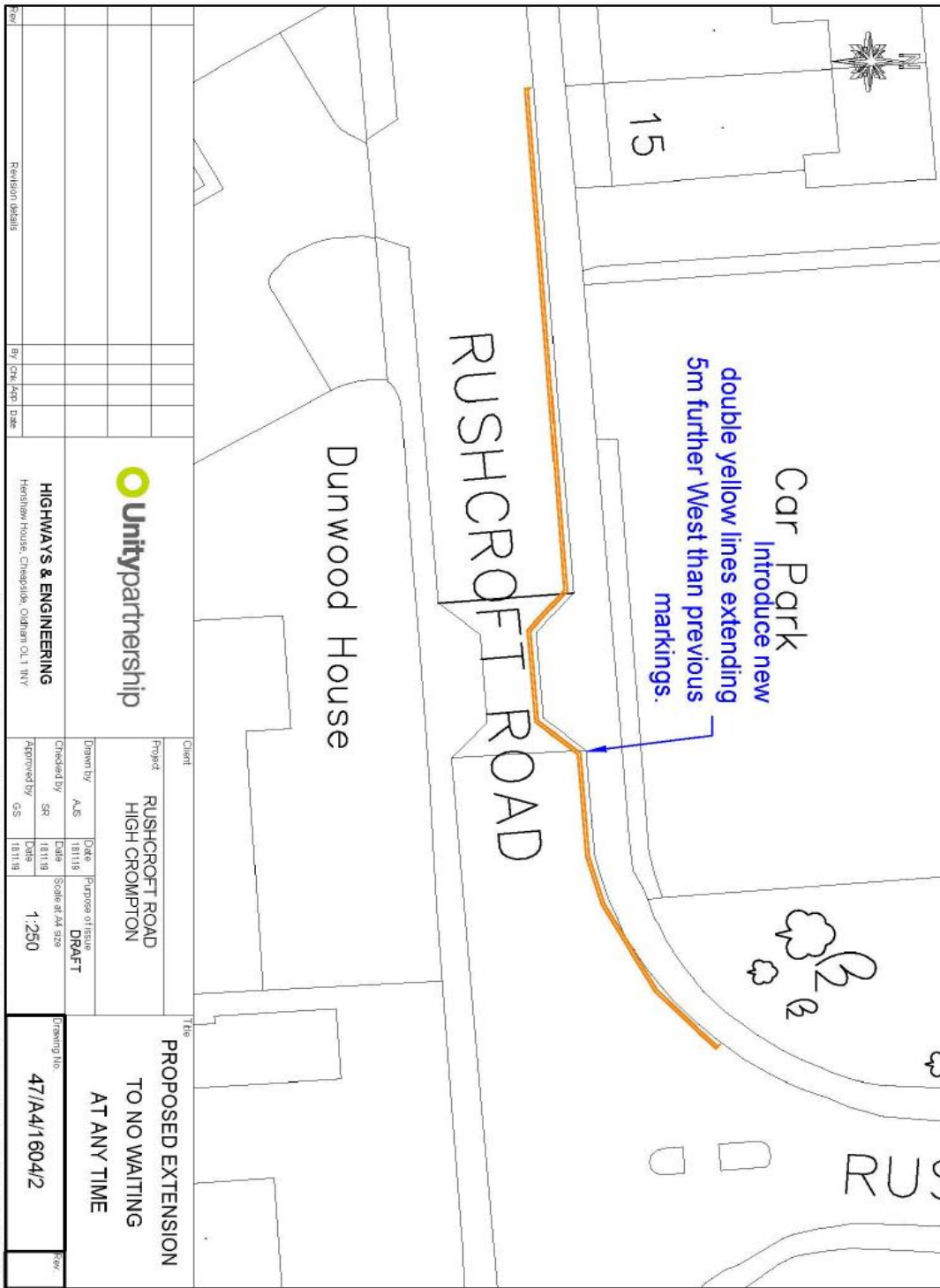
<p><b>Decision maker</b></p>  <p>Signed _____ Cabinet Member, Environmental Services</p>	<p>Dated 17<sup>th</sup> February 2020</p>
<p><b>In consultation with</b></p>	

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Signed:  Director Of Environmental Services	Dated: 7 January 2020
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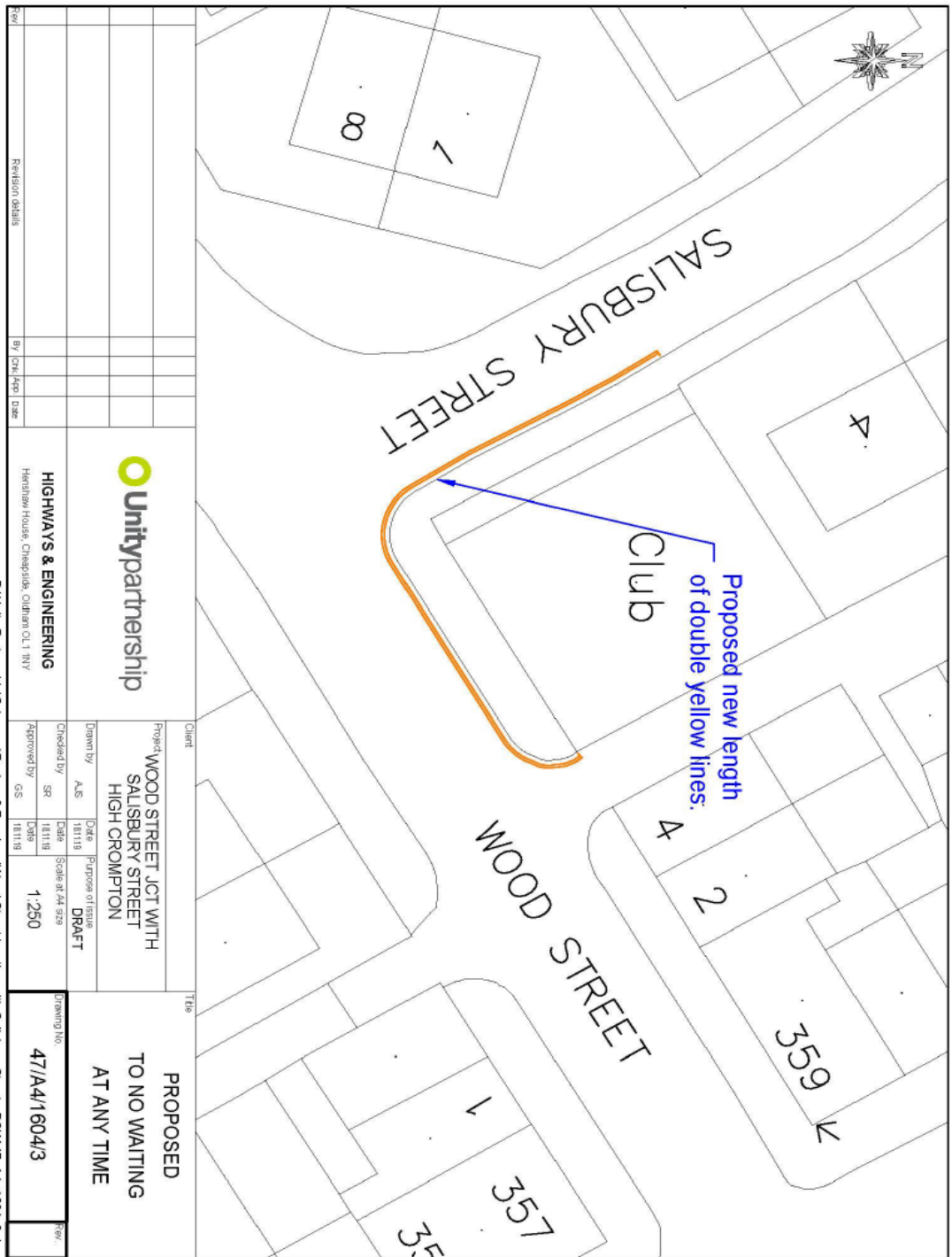




Revision details	By: [ ]	Date: [ ]
<b>HIGHWAYS &amp; ENGINEERING</b> Handston House, Chesapeake, Oufham, UK, 11111		
Client	RUSHCROFT ROAD HIGH CROMPTON	
Project	RUSHCROFT ROAD HIGH CROMPTON	
Drawn by	AS	Date
Checked by	SR	Date
Approved by	GS	Date
Purpose of issue	DRAFT	
Scale at A4 size	1:250	
Drawing No.	47/A4/1604/2	
<b>PROPOSED EXTENSION          TO NO WAITING          AT ANY TIME</b>		

D:\Unity Partnership\Schemes\Rushcroft Road and Wood Street junction with Salisbury Street - POM47\_AA\_1604\_2.dwg





Revision Details	By: CH/APP Date:			Client
		<b>HIGHWAYS &amp; ENGINEERING</b> Heronlaw House, Chesfield, Oldham OL1 1NY		Project: WOOD STREET JCT WITH SALISBURY STREET HIGH CROMPTON
		Drawn by: A.S.	Date: 18/11/18	Scale: A4 size
		Checked by: SR	Date: 18/11/18	Purpose of Issue: DRAFT
		Approved by: GS	Date: 18/11/18	Scale: 1:250
D:\Unity Partnerships\Schemes\Rushcroft Road and Wood Street junction with Salisbury Street - PCW447_A4_1604_3.dwg		Drawing No: 47/A4/1604/3		Title: PROPOSED TO NO WAITING AT ANY TIME

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

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Doc Ref: TM3/1032-WoodStreet-10/5/20

I am objecting to the proposed double Yellow lines, as they would widen the road and encourage yet more traffic to use Wood Street as a short cut, instead of travelling 100m further and using Thornham Road.

Wood Street is a narrow street and not suitable to be used as a through road.

There are older people trying to cross to the shops and young children walking to St. Mary's School and Crompton House School, with very heavy road traffic passing through.

The majority are not accessing the local area.

Wood Street is being used as a Road.

To make Wood Street safer for the local community, I would suggest making it one way, from Thornham Road up to Rochdale Road, which would halve the through traffic and also installing Traffic Calming Measures.

I trust that you will take my views on board.

Kind Regards

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9th June 2020

Dear Sir / Madam

RE:- Proposed Prohibition of Waiting - Wood Street, Shaw - DE/GS/TM3/1032

We have received your letter dated 10th May 2020 with regard to the above subject which we want to oppose.

The parking on Wood Street is already a parking war and introducing these yellow lines around the Conservative Club will make it even worse.

As I type this letter there are 4 vehicles parked where these double yellow would be and all these vehicles belong to people who live on Rochdale Road. If the yellow lines are introduced these vehicles would park obviously at the other side of the road which is where we and other people who live on Wood Street park.

2 of the vehicles parked at the moment outside the Conservative Club (as stated above) belong to someone on Rochdale Road and these vehicles have not moved for days/weeks. Other people who live on Rochdale Road cannot park at the back of their properties because the person with the 2 cars (mentioned above) also has numerous vehicles (all in a bad state of repair) parked down the backings.

We have to decide which is the best time to go out in the car as when we get back you can guarantee that there is nowhere to park and have to wait (sometimes hours) for vehicles to move before we can get parked. We don't like parking further down Wood Street as we are parking outside other peoples properties which we don't feel is fair.

I don't know who has asked for the yellow lines to be introduced but I can guarantee that they are not people living on Wood Street who have to fight to get a parking space when they get home from work.

We like to park outside our property as recently cars in this area have been broken into and we have CCTV which can be used if our vehicle is broken into. This CCTV has been used on a few occasions by the police for various incidents. Obviously if our car is not parked outside there is no need for the CCTV to be on.

If council employees have assessed the situation I hope it was done before the lockdown as parking at the moment isn't too bad due to the lockdown but once it is lifted the parking war will start again.

We have spoken to a few people who live in the area and they are opposed to the idea of yellow lines, the only person we know of who is for the lines has their own driveway so this will not affect them.

People have said to us why don't you get a driveway put in but with living in a council property this is something I don't think we should have to pay for and I don't particularly want to have to give up any part of the front garden for a driveway.

Please can the residents who this is going to affect most be consulted before any actions are taken.

We look forward to a favourable response.

Yours faithfully