

## TRO Panel

**Decision Maker:** Director of Environment, Nasir Dad

**Date of Decision:** 19 January 2023

**Subject:** Objections to Proposed Prohibition of Waiting – Church Road and Wellmeadow Lane, Uppermill

**Report Author:** Andy Cowell, Traffic Engineer

**Ward (s):** Saddleworth South

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**Reason for the decision:**

A report recommending the introduction of prohibition of waiting restrictions at Church Road and Wellmeadow Lane, Uppermill was approved under delegated powers on 8 December 2021. The proposal was subsequently advertised and two objections were received.

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

In summary the objectors state that the restrictions are not necessary as there have been no accidents involving parked vehicles at this location and that the restrictions will increase the speed of traffic due to the lack of parked cars, which reportedly slow traffic down. The objectors also state that some residents rely on these areas for parking.

In response to the objections: parked cars are not a form of traffic calming. It is clear, that any vehicle parked close to a junction affects visibility for motorists negotiating that junction. Likewise, the effect of vehicles parked on or close to a bend is to force motorists across the centre line in conflict with opposing traffic

The length of the proposed restrictions reinforce guidance published in The Highway Code. Rule 243 states that motorists should not stop or park on a bend or at a junction.

The majority of residents local to the proposal have the use of off-street parking places and there is on-street parking space away from the junction and bend within walking distance.

**Summary:**

The purpose of this report is to consider all representations received to the introduction of prohibition of waiting restrictions at Church Road and Wellmeadow Lane, Uppermill.

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

Option 1: Introduce the proposed restrictions as advertised  
Option 2: Do not introduce the proposed restrictions

**Consultation: including any conflict of interest declared by relevant Cabinet Member consulted**

The Ward Members have been consulted and no comments have been received.

**Recommendation(s):**

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

**Implications:**

What are the **financial** implications?

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

What are the **legal** implications?

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

What are the **procurement** implications?

If any procurement for works or supplies are required and the value falls under **£10,000-00**, no procurement process is required. Service Area to obtain at least 1 written Quotation specifying that the Council's terms and conditions will apply following the instructions in **Rule 5.1**(Oldham Council Contractual Procurement Rules). and file ready for audit inspection. Local Supply Chain including SMEs to be considered where practical. Specific exemption from Public Contract Regulations where public contracts between entities within the public sector that exercise control which is similar to that it exercises over its own departments. **(PCR 2015 Part 2, Ch1, sub section 3 rule 12)**,  
(Philip Harper Oliver)

What are the **Human Resources** implications? None

**Equality and Diversity Impact Assessment** attached or not required because (please give reason) Not required because the measures proposed are aimed at improving road safety

What are the **property** implications? None, the work is being undertaken on the public highway which is under the control of the Highway Authority. (Rosalyn Smith)

**Risks:** None

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

Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution? Yes

Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget? Yes

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

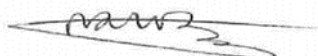
**There are no background papers for this report**

<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 20 December 2022	

Please list and attach any appendices:-

<b>Appendix number or letter</b>	<b>Description</b>
A	Approved Mod Gov Report
B	Copy of Representations

In consultation with Director of Environment



Signed :

Date: 20.12.2022

**APPENDIX A**

**APPROVED MOD GOV REPORT**

## **Delegated Decision**

# **Proposed Prohibition of Waiting – Church Road and Wellmeadow Lane, Uppermill**

Report of: Deputy Chief Executive – People and Place

Officer contact: Andy Cowell, Traffic Engineer  
Ext. 4577

**7 December 2021**

### **Purpose of Report**

The purpose of this report is to consider the introduction of prohibition of waiting restrictions at the junction of Church Road and Wellmeadow Lane, Uppermill.

### **Recommendation**

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

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## **Proposed Prohibition of Waiting – Church Road and Wellmeadow Lane, Uppermill**

### **1 Background**

- 1.1 Church Road extends from Uppermill village centre in a north easterly direction providing access to a number of residential side streets. Beyond the main populated area the road connects with a network of narrow lanes. Wellmeadow Lane is a residential street situated to the north of Church Road and provides access to further residential streets beyond that. Wellmeadow Lane has two junctions with Church Road. The westernmost junction has restrictions in place which were introduced in 2016 to improve visibility along Church Road. A recent complaint has highlighted that vehicles are parking at the second junction and the complainant has requested that the problem is addressed in the same way.
- 1.2 Officers have inspected the location and found that vehicles do park close to the junction which affects visibility in both directions along Church Road. The main concern is visibility to the east where there is a bend close to the junction. This amplifies the issue further with motorists travelling westbound having poor forward visibility to any vehicles emerging from the junction.
- 1.3 In addition to causing an issue with visibility, vehicles parked further along from the junction closer to the bend, or on the bend itself, force eastbound motorists into the centre of the road and in direct conflict with westbound motorists on the bend.
- 1.4 It is therefore proposed to promote new prohibition of waiting restrictions along Church Road at its junction with Wellmeadow Lane to a point 15 metres on the south west side and to its junction with Saddleworth Fold on the north east side, encompassing the inside of the bend. Restrictions will also be extended into the mouth of the junction to ease access and egress and protect existing dropped kerbs from being obstructed.

### **2 Options/Alternatives**

- 2.1 Option 1: To approve the recommendation
- 2.2 Option 2: Not to approve the recommendation

### **3 Preferred Option**

- 3.1 The preferred option is Option 1

### **4 Justification**

- 4.1 The proposal will improve visibility along Church Road for motorists emerging from Wellmeadow Lane and improve forward visibility at the bend to the east of the junction, reducing the risk of a collision at the junction and on the bend.

## 5 Consultations

- 5.1 G.M.P. View - The Chief Constable has been consulted and has no objection to 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 Saddleworth South Ward Councillors

- 6.1 The Ward Councillors have been consulted and Councillor G Sheldon supports the proposal.

## 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 Cost (calculated April 2021)	100

- 7.2 The advertising and 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)

## 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 – The proposal will improve access along the highway.

15.3 Pollution – Nil.

15.4 Consumption and Use of Resources – Nil.

15.5 Built Environment – Nil.

15.6 Natural Environment – Nil.

15.7 Health and Safety – The proposal will improve safety for road users.

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

16.1 Nil.

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**

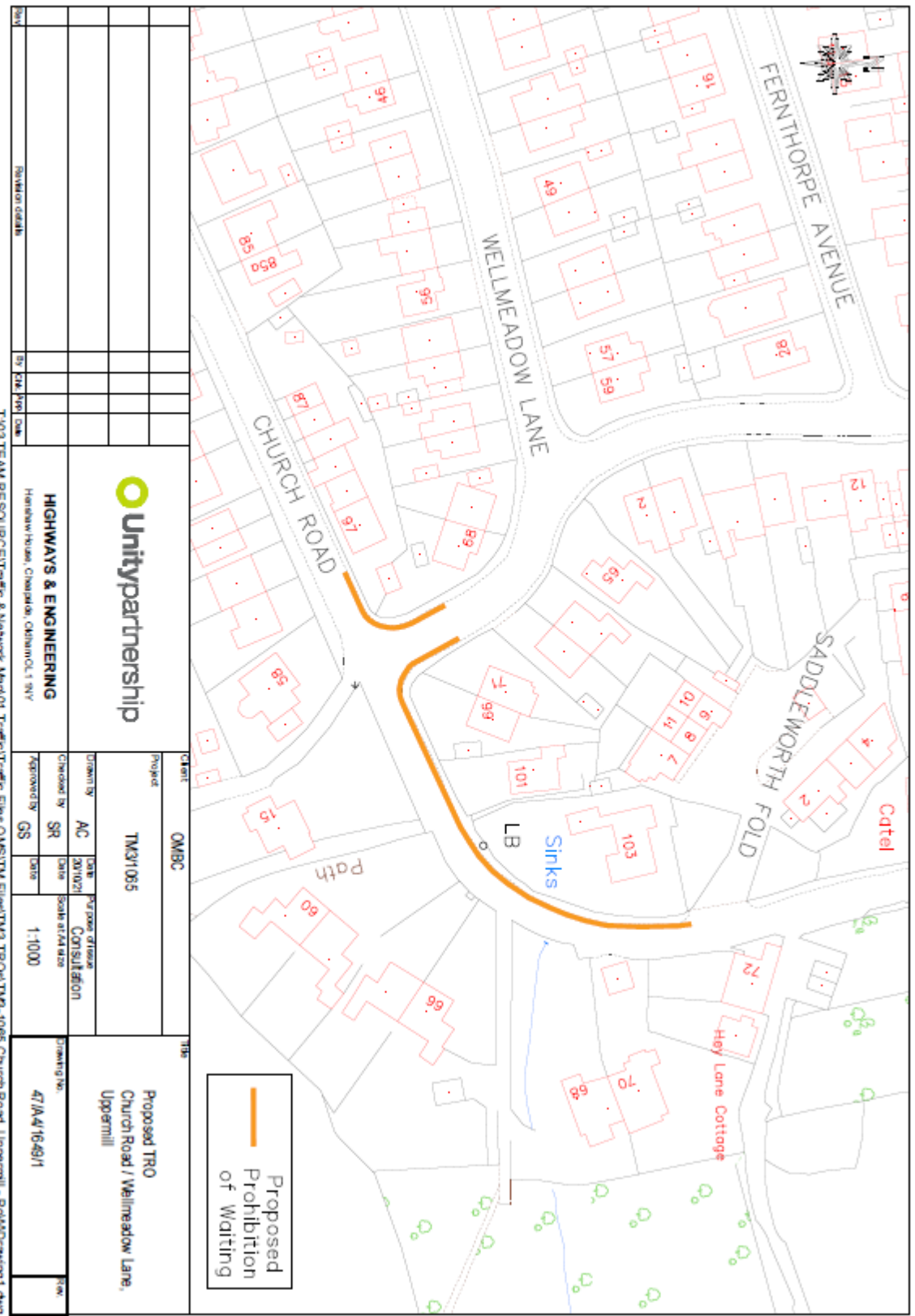
20.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act:

None.

21 **Proposal**

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





REV	REVISIONS	BY	DATE



**HIGHWAYS & ENGINEERING**  
 Harrogate Road, Chappell, Kirkstall, Leeds LS17 7JY

Client	OMBC
Project	TM31065
Drawn by	AC
Checked by	SR
Approved by	GS
Date	20/10/21
Scale	1:1000

Project Title	Proposed TRO Church Road / Wellmeadow Lane, Uppermill
Drawing No.	47/A4/16-48/1
File	

T:\03TEAM RESOURCES\Traffic & Network\Main01 Traffic\Traffic Files\QMS\TM31065\TRAFFIC\TM3-1065 Church Road, Uppermill - POW\Drawing 1.dwg

Schedule

Drawing Number 47/A4/1649/1

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


**Part I Schedule 1  
Prohibition of Waiting**

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Church Road, Uppermill</u> (North west side)  From a point 15 metres south-west of its junction with Wellmeadow Lane (easternmost junction) to its junction with Saddleworth Fold	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Wellmeadow Lane, Uppermill</u> (Both sides)  From its junction with Church Road (easternmost junction) for a distance of 16 metres in a north westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

**APPROVAL**

**Decision maker**

Signed:

  
Cabinet Member,  
Neighbourhoods

Dated: 08 December 2021

**In consultation with**

Signed: John Lamb  
Interim Director of  
Environmental Services

Dated: 07 December 2021

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

**Objection 1**

Dear Mr Entwistle,

I live at [REDACTED] at the main curve of the road proposed for the traffic restriction. I can report in the 23 years I have lived at this address no more than 5 car accidents have occurred on this bend and higher up on the approach to the curve. all accidents happened at night driving down hill and most likely to fast, whether under influence one is not to know. Thankfully there were no fatalities but minor damage to the walls aligning this bend.

I believe the parking restriction would have no effect on the speed drivers approach this bend but in fact give them the confidence to approach it faster in the knowledge no cars would be obstructing their driving line. I would add this upper proportion of Church road is not busy but for the traffic of a few residents living higher up the hill, the farmer and his tractor and the few drivers who patronise the two pubs, The Coss Keys and the Church Inn ( which one would find are actually very quiet during the week) and of course the Sunday worshippers.

There are three occasions in the village Calander which the traffic restriction would dramatically affect the attendance, 'Yanks Weekend', 'The Band Contest', 'Whit Friday' and the 'Rush Cart' weekend. All these events rely on parking in and around the village to make these events a success.

The parking along the proposed section has in my view not been disruptive to local residents nor hazardous to those using this section of the road.

The restriction however would cause parking issues for the many nurses and care worker I witness visiting my neighbours on a weekly basis and also to myself and family when my children rely on the road for parking when they are home from university.

I find the presence of the parked car on these corners do in fact slow the traffic. It is my feeling this section of road would be best suited to a speed restriction and in addition speed bumps.

There are scores of village roads i travel in Saddleworth which are far more hazardous which most drivers negotiate without incident.

Yours Faithfully

## Objection 2

re; parking restriction proposal, Church Rd. and Wellmeadow Lane Uppermill.  
Ref; LJM/TO22/23 VF 21207

I have read the proposals and rationale for parking restrictions and discussed them with neighbours and hereby wish to register my objections.

- I have lived at my address for around 40 years during which time no accident has occurred.
- The ( ONE ) complaint leading to the proposal was made around a year ago during which no accident has occurred.
- My observation is that when the Wellmeadow Lane /Church Rd. junction is clear of parked vehicles, drivers approach it at a greater speed.
- It is surprising that in 2022 the main concern is traffic flow rather than traffic calming.
- The current situation is that parked vehicles restrict the traffic flow from time to time, leading to a decrease in the speed of traffic.
- Should the restrictions proposed go ahead, it would thus lead to vehicles travelling faster as there would be no possibility of parked vehicles around the corner of the junction.
- Church Road and Wellmeadow Lane are on the St. Chad's school run which means that during two periods daily traffic density increases as does speed, causing problems for residents and those parents and children who walk to school. Your department will be aware of some of the issues from monitoring.
- Any aid to traffic flow and speed will put residents and pedestrians at more risk. ROSPA cites speed as a major cause of accidents and death.
- A more sensible measure would be to extend the current Uppermill Speed limit of 20 mph over the area rather than imposing parking restrictions.
- This is a semi rural residential area and not in need of unsightly urban solutions.

I would also add that making the full rationale for parking restrictions only available to read to personal visitors to the Highways Dept in Oldham seems designed to restrict the consultation process; not everyone is able or has the time. There is no reason why they could not have been attached to the letters sent out to householders.