

TRO Panel

Decision Maker: Director of Environment, Nasir Dad

Date of Decision: 28 September 2023

Subject: Objections to Proposed Prohibition of Waiting – Delph New Road Area, Delph

Report Author: Andy Cowell, Traffic Engineer

Ward (s): Saddleworth North

Reason for the decision:

A report recommending the introduction of Prohibition of Waiting restrictions in the Delph New Road area of Delph was approved under delegated powers on 1 August 2022. The proposal was subsequently advertised and fifteen objections were received.

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

In total, fifteen representations were received. Four representations were received from residents of Station Approach, ten were received from Gatehead Business Park and one from a resident on Oldham Road. Councillor Lancaster and Councillor Byrne initially supported the scheme when consulted in 2022 but following objections from the business park, both withdrew their support for the scheme.

In summary, the residents of Station Approach support the restrictions on Delph New Road but request that the proposed restrictions on Station Approach are relaxed to maintain as much parking space as possible for residents and visitors. The majority of the representations received were from Gatehead Business Park in objection to the scheme. The businesses state that the scheme would remove valuable on-street parking space currently used by

employees and visitors to the business park. A resident from Oldham Road was concerned that the proposed restrictions would affect loading and unloading.

Station Approach

The residents at Station Approach state that they understand the reason for the proposed restrictions on Delph New Road and support these measures to improve safety at this location. However, residents are concerned with the length of the proposed restrictions on Station Approach as some of this space is currently used by residents and visitors. Residents have therefore requested a reduction in the length of the proposed restrictions.

Oldham Road

A resident of Oldham Road states that removing the short section of parking on the north side of Oldham Road, Delph seems unnecessary. It is used infrequently other than by the Postal Service when collecting from the post box and for residents to load and unload their vehicles for short, infrequent periods.

Officers have considered the comments but as the proposal is for a prohibition of waiting restrictions, which still allow loading and unloading, officers believe that the restrictions should be introduced as advertised. Officers have also witnessed vehicles parking fully on the footway (see photo 5 in appendix D).

Delph New Road

A number of objections were received from businesses on Gatehead Business Park, which is situated on the south side of Delph New Road. The main points raised by the objectors are detailed below along with the Council's response to each one. In light of the objections received, Officers have proposed a relaxation to the scheme to maintain some on-street parking close to the business park, although this could potentially lead to complaints if it starts to affect movements into and out of Station Approach, especially when the new development is completed off Station Approach. The plan is attached at Appendix C.

Officers believe that the restrictions on Delph New Road between Oldham Road and Station Approach are fully justified. Referring to images 1 to 4 attached at Appendix D, taken on 3 August clearly show the footway blocked by parked vehicles and motorists unable to pass HGVs on the bend. Image 3 shows motorists driving over the footway to pass on-coming traffic.

Summary of Objections and Officers response (*in italic*)

Although off-street parking is available within the site, some parking associated with the business park spills out onto the highway. The businesses believe that the proposed restrictions will have an adverse effect on each of their businesses and do not believe that the parking problem on Delph New Road warrants the length of restrictions proposed.

The length of the restrictions proposed was to cater for any displacement. A proposed relaxation to the scheme would maintain some on-street parking spaces for the businesses to use, albeit in a different location and away from the bend.

The proposal will affect both customers and staff and have a detrimental effect on each business. This could lead to businesses closing or having to relocate which will affect the local economy.

A proposed relaxation to the scheme would maintain some on-street parking spaces for the businesses to use.

Motorists park further along Delph New Road and along the A62 in Delph. This causes no issues and no restrictions are proposed here.

When a scheme is devised for new parking restrictions, Officers often extend the scheme out to a wider area to cater for any displacement that may occur and to address any other reported or identified safety or access issues to achieve economies of scale in traffic order costs. However, there must be a sensible boundary to the scheme and areas further away must be dealt with under a separate proposal.

The road is wide enough to accommodate parking without any major effect on traffic flow

The existing road width (7m) is inadequate to allow parking on or close to a bend on a road of this status. Motorists generally park partly on the footway which helps maintain two-way flows. However, this often obstructs the footway and when vehicles do park fully on the carriageway this does affect the two-way flow of traffic especially for larger vehicles. The effect of vehicles parked on or close to a bend is to force motorists across the centre line in conflict with opposing traffic. See photographic evidence (images 1 to 4) in Appendix D.

No parking occurs in some of the areas restricted.

The length of the restrictions proposed was to cater for any displacement.

When planning permission was given for Gatehead Business Park, a site designated for employment, the council policy was a “minimum” for parking spaces. The policy at the time was that people should use public transport, or other environmentally friendly means, to arrive at their place of work. • You are aware that there are insufficient bus services to Oldham rural locations. Additionally, since the covid pandemic, there is a reluctance to use public transport.

A relaxation to the scheme would maintain some on-street parking spaces for the businesses to use.

The length of the proposed restrictions is too extensive and may displace parking into other areas.

The wider areas included in the advertised proposal were areas where parking may be expected to transfer to and considered important enough to protect given the geometry and classification of road involved. However, a relaxation to the scheme would maintain some on-street parking spaces for the businesses to use so no displacement would occur. The areas included in this scheme will also be protected for any future changes to on-street parking activity.

The letter is dated 26th January 2023 and encloses the notice. The notice encloses the order, dated 27th January 2023. How can a letter dated the 26th enclosed a notice from the 27th which has not yet been issued. The letter was also received on the 25th January, so why was it dated 26th? I believe that this notice is invalid and should be withdrawn.

The letters were posted in advance simply because it was more convenient for the Officer to post them on that date. Sending letters out earlier than planned doesn't invalidate any subsequent order, provided we take account of all representations received before the closing date for representations.

None of the businesses were consulted on the proposal.

As with all TROs, the Council followed The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 in advertising this proposal, which involved publishing a notice of intent in the local newspaper and posting copies on site. There is a list of statutory consultees such as GMP and TfGM. The Council do not generally consult with persons whom it believes may be affected by a proposal as there may be supporters of the scheme who would not be afforded the same opportunity to make representations. Supporters of a scheme may be regular users of the highway and not necessarily local residents or businesses. The TRO advertising process is a form of consultation in itself, where any member of the public can make representations, not just those consulted directly.

I find it disingenuous that Cllr Byrne and Councillor Lancaster were said to be in favour of the proposal in the Officer's reasoning for the parking restrictions.

The comments included in the report were received via email from both ward members in May and June 2022.

In summary, Officers have considered the comments made by the business park and have proposed a relaxation to the scheme. On the south side to the west of the business park it is

proposed to leave an 85m gap in the restrictions. The amended proposal will protect the bend and junctions whilst preserving around 17 on-street parking spaces for use by the business park, which was the focus of the objections.

Officers have considered the comments made by residents of Station Approach and have proposed a relaxation to the scheme. The length of restrictions will be reduced to 10 metres on the east side and to 30 metres on the west side. This will protect the junction and the outside of the bend where there is also a future development access proposed. It will preserve the majority of the on-street parking space along Station Approach for residents and visitors to use. The safety of road users will not be compromised by reducing the lengths of restriction. The road is a cul-de-sac with low traffic volumes and speeds and the main reason for the proposed restrictions on Station Approach was to simply to protect the road from any nuisance parking displaced from Delph New Road.

Summary:

The purpose of this report is to consider all representations received to the introduction of Prohibition of Waiting restrictions at Delph New Road, Oldham Road and Station Approach, Delph

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: Relax the proposed restrictions and introduce the amended proposed as shown in Appendix C
Option 3. 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 Councillor P Byrne supports the amended proposal and has spoken to the residents of Station Approach who are aware of the proposal

Councillor G Harkness- there has been some concern over parking on Delph New Road and following a site visit where the problems were outlined in detail. Based on the objections raised to the original concerns and taking into account the safety issues that are occurring and potential displacement I would support the amended reduced restrictions

Recommendation(s): It is recommended that the proposal be introduced as advertised or as per the amended plan shown in Appendix C.

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? None

*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

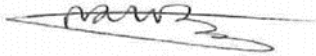
There are no background papers for this report

Report Author Sign-off:	
Andy Cowell	
Date: 16 August 2023	

Please list and attach any appendices:-

Appendix number or letter	Description
A	Approved Mod Gov Report
B	Copy of Representations
C	Proposed Relaxation Plan

In consultation with Director of Environment



Signed :

Date: 15.09.2023

APPENDIX A

APPROVED MOD GOV REPORT



Oldham
Council

Delegated Decision

Decision Maker:	Emma Barton, Executive Director for Place & Economic Growth
Portfolio area:	Cllr J Stretton – Portfolio Holder for Neighbourhoods
Date of Decision:	28 June 2022
Subject:	Proposed Prohibition of Waiting and Bus Stop Clearway – Delph New Road, Delph
Report Author:	Andy Cowell, Traffic Team Ext. 4577
Contact Officer:	Gordon Anderson, Head of Highways and Engineering
Ward(s) Affected:	Saddleworth North

Purpose of Report

The purpose of this report is to consider the Council's response to a number of concerns about vehicles parking on the bend on Delph New Road and also at the entrance to Station Approach, a residential cul-de-sac located nearby. It is reported that the parking activity is associated with Gatehead Business Park.

Officers have inspected the location and support new restrictions to address the issues reported.

Recommendation

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

Proposed Prohibition of Waiting and Bus Stop Clearway – Delph New Road, Delph

1 Background

- 1.1 Delph New Road forms part of the A6052 principal route connecting Dobcross with Delph. At its northern end, just south of the village, it connects with the A62 and forms a staggered cross-roads with The Sound. On the approach to the cross-roads there is a bend in the road with no existing restrictions in place to control parking.
- 1.2 The Highways Department of the Council recently received reports of vehicles parking on the bend on Delph New Road and also at the entrance to Station Approach, a residential cul-de-sac located nearby. It is reported that the parking activity is associated with Gatehead Business Park.
- 1.3 Gatehead Business Park is located to the west of the bend and although there are dedicated parking facilities within the site, parking often spills out onto the highway onto Delph New Road and Station Approach. Concerns have been raised that motorists are forced into the opposing carriageway when travelling along Delph New Road due to the vehicles parked on the bend and also that visibility is affected for motorists emerging from Station Approach when vehicles park near to the junction. Vehicles parked on Station Approach itself also hinder access and egress.
- 1.4 Officers have inspected the location and support new restrictions to address the issues reported. However, to prevent vehicles being displaced into other problematic areas, the proposal has been extended out to include a wider area to include a second bend further west along Delph New Road, a bus stop lay-by on Oldham Road and the north side of the staggered cross-roads.
- 1.5 It is proposed to promote new prohibition of waiting restrictions on Delph New Road, Oldham Road, Huddersfield Road, The Sound and Station Approach as detailed on plan 47/A3/1668/1.

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 If approved, the proposal will:

- increase visibility along Delph New Road for motorists exiting Station Approach and Gatehead Business Park
- improve access and egress at Station Approach
- reduce the conflict between opposing traffic along Delph New Road on the bend
- enable buses to access the bus stop lay-by unhindered
- prevent obstructive parking at the cross-roads

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 North Ward Councillors

6.1 The Ward Councillors have been consulted and Councillors Lancaster and Byrne support the proposal. Councillor Byrne also stated that it is regrettable that we need to do this but we have tried everything else within reason.

7 Financial Implications

7.1 The cost of introducing the Order is shown below

	£
Advertisement of Order	1200
Introduction of Road Markings	1000
TOTAL	2700
Annual Maintenance Cost (calculated April 2021)	100

7.2 The advertising & road marking expenditure of £2,700 will be funded from the Highways Operations – Unity revenue 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.

(John Edisbury)

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.

- 8.3 In relation to the bus stop clearway, these can be introduced without the need for a Traffic Regulation Order. The Council has introduced an approvals procedure for dealing with bus stop clearways which to a large extent mirrors the procedure to be followed when making Traffic Regulation Orders. It is recommended that the approval procedure be followed.

(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 – N/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

Report Author Sign-off:	Andy Cowell
	Gordon Anderson
Date:	21 June 2022

Approved by:

Signature:  Date: 23 June 2022
Emma Barton, Executive Director for Place and Economic Growth

In consultation with

Signature:  Date: 1st August 2022
Cllr Jean Stretton, Portfolio Holder for Neighbourhoods

Proposal

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

Schedule

Drawing Number 47/A3/1668/1

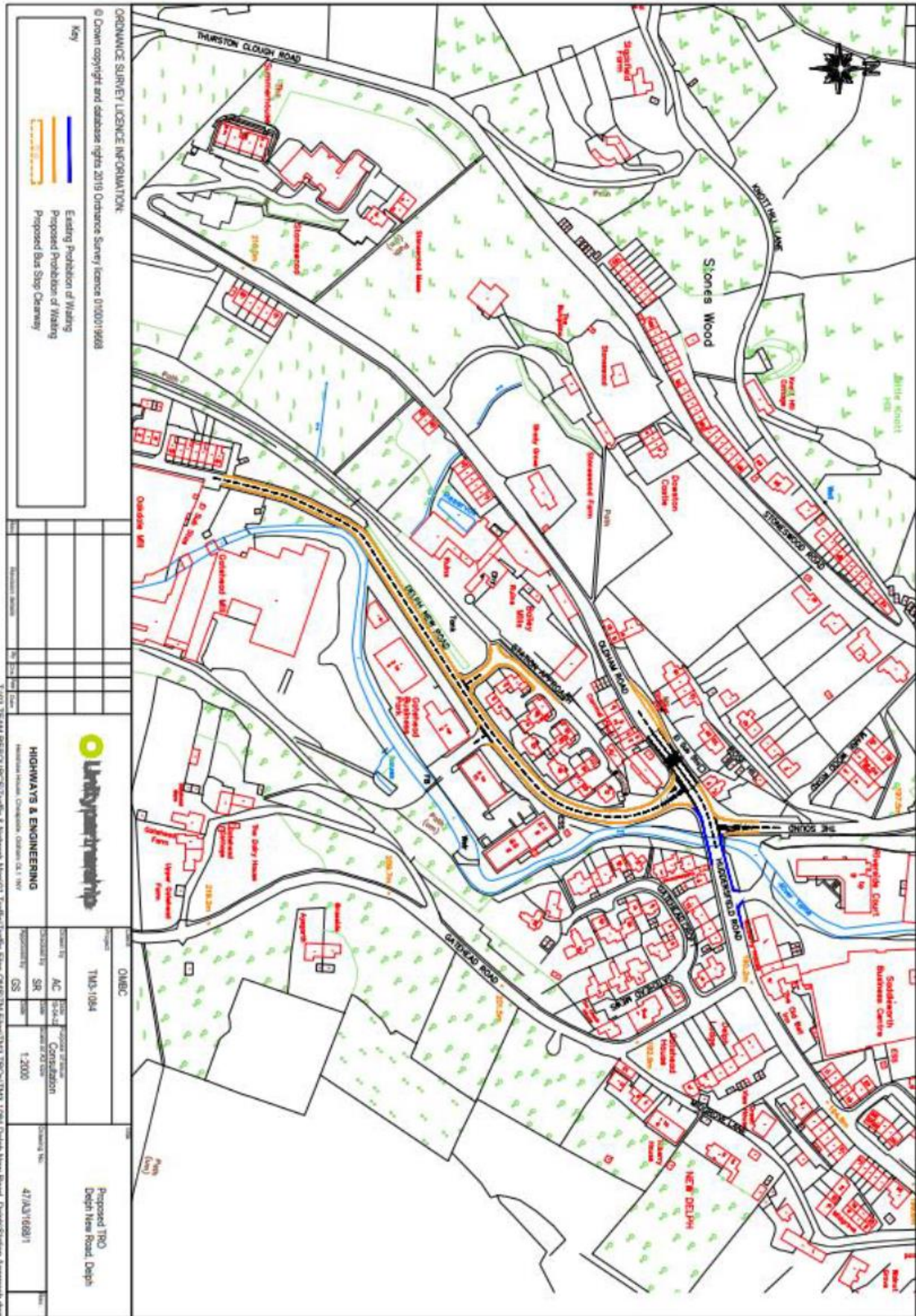
Add to the Oldham Borough Council (Saddleworth Area) Consolidation Order 2003

Part I Schedule 1 Prohibition of Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Delph New Road, Delph</u> (Both sides) From its junction with Oldham Road (A62) for a distance of 380 metres in a general south westerly direction measured along centre line of the carriageway	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>The Sound, Delph</u> (Both sides) From its junction with Oldham Road / Huddersfield Road (A62) for a distance of 25 metres in a northerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Station Approach, Delph</u> (West and northerly sides) From its junction with Delph New Road for a distance of 90 metres in a northerly and then easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Station Approach, Delph</u> (East and southerly sides) From its junction with Delph New Road for a distance of 50 metres in a northerly and then easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Oldham Road, Delph</u> (North west side) From its junction with The Sound for a distance of 25 metres in a south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

No Stopping Order (Bus Stop Clearway)

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<p><u>Oldham Road, Delph</u> (North side)</p> <p>In the lay-by from a point 55 metres south west of its junction with The Sound for a distance of 45 metres in a south westerly direction</p>	24 Hours		



APPENDIX B
COPY OF OBJECTIONS

Station Approach

Objection 1

I am emailing to say we live on Station approach and have been advised that there will be double yellows all the way up the street.

I know this is used as overflow for the neighbours to park and the houses would struggle if these were to go ahead.

I understand the issue with people parking from delph new road but the neighbours would also struggle with this.

Also when is this work due to start as we didn't receive a letter at all but was given the details via a neighbour.

Objection 2

We are writing with reference to the above Proposed Parking Restrictions to Delph New Road/The Sound/Station Approach/Oldham Road Delph. We are in total support of the restrictions planned for Delph New Road as this has been an increasing problem over the last 12 months.

We do object to the restrictions on Station Approach. Whilst we understand and agree that restrictions will in turn be required for Station Approach to stop cars that usually park on Delph New Road from parking on Station Approach we do ask that you reconsider the length of the restrictions. Station Approach already has limited parking for residents and this would reduce it even further. Can the proposed parking restrictions be reduced to the immediate road leading from Delph New Road but NOT extend round the bend further into Station Approach.

I hope you will consider our request and if you wish to discuss further please do not hesitate to contact me

Objection 3

Firstly, we understand and acknowledge the increasing traffic flow difficulties along Delph New Road as a consequence of on road parking by users and tenants of Gatehead Business Park, Delph. As residents of Station Approach, we have experienced our own difficulties exiting out of Station Approach onto Delph New Road due to cars parking directly on Delph New Road opposite entrance to Station Approach meaning visibility is very poor to exit Station Approach and also dangerous due to cars having to drive on the wrong side of the road to navigate past parked cars then into the path of oncoming traffic.

We have also witnessed the difficulties that buses in particular and other road users are having on Delph New Road navigating these obstructions especially on the blind bend as you come onto Delph New Road from Huddersfield Road and is only a matter of time before an accident happens.

We therefore support the council officers recommendations for waiting restrictions on Delph New Road.

Similarly we appreciate that the presumable consequence of waiting restrictions on Delph New Road would then have vehicles seeking alternative source of on-street parking and possibly onto Station Approach.

However we do have concerns about the extent of yellow lines planned for Station Approach and would request a relaxation of the schemes proposals for Station Approach in particular.

When Station Approach was constructed (and we were the first residents to take up occupancy in 2004) each property was assigned only one parking space. This was either (dependent on house location and type) in an allocated courtyard space, a garage or carport. A limited number of visitors spaces were provided. For example the first courtyard parking provision was 4 allocated courtyard spaces and one carport for 5 residences. Inevitably, the majority of residents, whether house or

apartment occupiers, had more than one car resulting in overflow parking in non designated courtyard areas, double parking in spaces or using the visitors spaces. In addition some parking has always taken place on Station Approach itself (opposite the entrance to first courtyard for upto four cars) This informal arrangement has worked well for 18 years now and has proved adequate for both residents and visitors/tradespeople etc of Station Approach.

The proposed scheme includes double yellow lines on both the west and northerly sides of Station Approach for 90 meters northerly and then easterly and also on the east and southerly sides of the street for 50 meters northerly and easterly.

This will remove residents and their visitors flexibility to park on Station Approach and the loss of valuable additional spaces which will have a knock on already limited parking on the whole of Station Approach and possibly create tensions between residents which is something that should be avoided.

On a personal basis, we are one of two houses (our property No 3 and our neighbours at No 1) whose garden access is directly on to the proposed area of the traffic management double yellow lines proposed scheme. Our house No X is split levels with an entrance on the lower ground level into our garden off Station Approach, and another entrance at Upper ground level from the first courtyard. The house is built into the former railway embankment wall with 3 storeys facing Delph New Road, and 2 storeys from courtyard level. Living, kitchen and dining areas all situated at the lower ground level. This means that on-street parking is often used directly accessing our garden gate on to Station Approach, both for deliveries, shopping, home visits etc and access for my partner (wife) who has mobility issues and has great difficulty in climbing many stairs and walking some distances. My wife's disability has developed over a number of years and was not an issue when we purchased the house in 2004. A number of internal adaptations and room re-purposing has been done to accommodate her needs to be able to stay in our home as not in a position to be able to move at this time.

Therefore it is vital we are still able to park outside our gate on Station Approach for ease of access without stairs.

We would be grateful therefore for a revision to the scheme to allow for a space/gap/disabled space left outside our gate for use by my wife for access and also be utilised by any visitors/home visits/health professionals who assist with leg pain management, shopping and help with any jobs around the home.

We would recommend that the length of the proposed yellow-lines are reviewed and shortend to allow for the current "residents and residents visitors" only on-street parking as detail above.

The street was not adopted for a number of years and was under the jurisdictions of the Delph Station Management company, there are a number of 'residents only' parking signs remaining from this period and have helped reduce the number of people using Station Approach for overflow parking.

We hope that you take these comments and concerns into account and relax some of the scheme proposals accordingly.

Objection 4

I am concerned that not all residents have been contacted regarding the proposals and that the detail on the images in the report are incredibly unclear and blurred.

I appreciate the rational for bringing the parking restrictions up Station Approach and the potential for parking being displaced and becoming the proem of us residents. Parking restrictions of the proposed kind, will create a minefield of issues and potential disputes for residents of Station Approach on a daily basis. We shouldn't lose our residential parking because of an issue created by the businesses across the road. What alternatives are there to the proposals for Station Approach?

I can see that displaced parking could be an issue and the parking on Delph New Road has undoubtedly been getting worse. I've noticed that there are certain days when it is worse and are likely to be caused due to the schedule of a particular business and when more staff are in the office. It's a difficult situation and I appreciate you addressing it. Are there any other available options such as resident parking restrictions? I don't know they work or if there are other options.

Despite appreciating the rationale. I'm conscious that parking restrictions on entry to Station Approach would cause a significant problem to a resident at number 3 with mobility issues. It is likely that parking restrictions on Station Approach would result in issues between neighbours and I obviously wouldn't want this.

I think the parking issues needs to be addressed directly with the businesses causing the increased parking on the main road.

Oldham Road

Objection

Primarily the concern is that the cars parked along Delph New Road, slows the traffic using the junction. Speeding on this busy intersection is prolific and fear this will be exacerbated if all the parking is removed. I do believe that double yellow lines around the junctions to Gatehead Business Park and Station Approach are necessary – others are proposed in places where no-one has ever / would ever park.

I also do not see why there is any issue with parking along the east side of Delph New Road up to just before the turning into Gatehead Business Park, the road along here is wide enough for two vehicles to pass even if there are cars parked. These on street parking areas are used daily for people working in the business park or visiting the restaurant and other amenities. Where would these people be expected to park? It might limit the success of these businesses and others nearby which depend of parking spaces which would then be filled with these users.

The existing parking on the north side of Station Approach seems necessary – many people park here who wish to access the Delph Donkey footpath, along with visitors and residents at Station Approach. This parking could be residents only but to remove it completely seems counterproductive and unnecessary.

Removing the short section of parking in front of 2 Oldham Road, Delph also seems unnecessary – it is used infrequently other than by the Postal Service when collecting from the post box / on deliveries locally. As residents at Oldham Road, we occasionally park in front of the property when loading / unloading the car for short infrequent periods.

Delph New Road (Business Park)

Objection 1

We object to the proposed imposition of parking restrictions on Delph New Road/ The Sound/ Station Approach/ Oldham Road.

We are long standing tenants in Gatehead Business Park.

We employ 5 members of staff.

Our business is client facing- this means it is crucial to the successful operation of our business that we are able to meet our clients. This occurs on a daily basis. Our clients are typically older (60+ age bracket) who come to visit us in our offices.

The imposition of the parking restrictions would make this impractical at best and virtually impossible at worst.

We would have to relocate- this would involve a considerable financial outlay on our part. We may well have to re locate out of the borough as there is little, if any, alternative suitable office accommodation for our purposes. This may well have knock on consequences for our ability to employ staff and adverse consequences for the staff we currently employ.

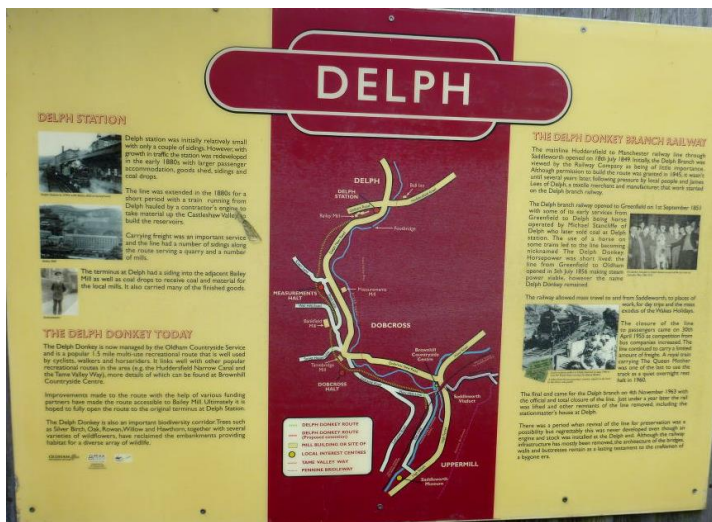
I trust you will re consider your decision to impose these parking restrictions and withdraw the same as the adverse consequences of your action will undoubtedly outweigh the benefits.

Objection 2

As a Business Owner located on Gatehead Business Park we have been notified of the proposed double yellow lines on Delph New Road. We are disappointed that no consultation has taken place with businesses which will be severely affected.

We have been a tenant here for 5 years and I travel to work daily and have never seen any issues with the parking on Delph New Rd. These restrictions will have a massive impact on the businesses located on the business park.

There are many walkers and cyclists who access the Delph Donkey at "Station Approach".



Within the car park of Gatehead Business Park there is a footpath and bridge over the river, again with many cyclists and walkers using the road parking in this area to access the countryside.

There are many adverts for cyclists and walkers to use the area and many will park on Delph New Rd or even within Gateshead Business Park.

<http://www.visitoldham.com/activities/the-saddleworth-rail-trail-p224621>

<https://saddleworthparishcouncil.org.uk/wp-content/uploads/2016/10/CYCLING-IN-SADDLEWORTH.pdf>

Further down Delph New Rd there are cars parked outside houses which cause no issues.



Delph New Rd is certainly not as busy as A62 Huddersfield Rd. Traffic calming measures of reducing to 20mph is certainly enough on Delph New Rd and visibility at this speed is absolutely sufficient (It was when it was 30mph)

Its confusing therefore why vehicles parking on Delph New Rd are deemed more dangerous and an obstruction when cars parked on the A62 is aloud (and rightly so as no issues). This road is much busier and on occasions has large HGVs diverted from the M62 going passed with no issues.



OMBC targeting an industrial area like this is completely ridiculous and unwarranted. Not only is this unneeded and has no benefit to the area it will cause unnecessary disruption to businesses, cyclists and walkers.

The pavements are not obstructed and im not aware of any accidents.

We are strongly against these proposals and suggests that these proposals are withdrawn and as a minimum consultation with the business park.

Objection 3

I received your letter regarding the planned introduction of double yellow lines on Delph New Road on the 25th January 2023. I am confused about this however, as the date on the letter is the 26th of January 2023, and the date on the notice is 27th January 2023. I was under the impression that you cannot have either letters or notices dated post-delivery. Does this not invalidate the notice meaning it should be withdrawn?

I note that you have received reports about vehicles parking on the bend of Delph New Road and at the entrance to Station Approach. Having worked at Gatehead Business Park for the past 5 years, I have seen cars parked on the Gatehead Business Park side of the road, however, I am struggling to think of times that I have seen cars parked on the opposite side of the road, other than the residents of Station House.

I do not accept your reasoning of it being difficult for buses and other large vehicles to pass whilst people are parked on the road. I have not seen any issues. I can see the logic in making the corner of Delph New Road for 15m and the Entrance of Gatehead Business Park double yellow lines for visibility, I cannot understand the proposed introduction of double yellow lines from Gatehead Business Park to Gatehead Mill, as this stretch of road is straight and provides good visibility. I believe the current un-altered double yellow line plan will have a profound impact on local businesses and the local economy.

I further note that officers of the council have been to investigate the proposed area and produced the plan for the double yellow line areas. This plan was drawn up without local business input in any format before the notice was issued. I believe that this is a large mistake on the part of the officers, who have not done their due diligence in properly assessing the area in question. Further discussion and involvement of the local businesses are required.

Lastly, in the consultations part of the report, there are two Local Ward Councilors that have been consulted namely Councilor Lancaster and Councilor Byrne. However, after consulting the Landlords of Gatehead Business Park phase 1, who have approached both councilors and have been informed that neither one have supported the proposal. This

does then raise the question of the validity of this notice and whether it should be withdrawn.

Whilst I am not against the introduction of Double Yellow lines on the corner of Delph New Road to the entrance of Gatehead Business Park, I cannot understand why there is so much extra area included in this plan. Before this plan is formalized, I would like to see more engagement with local businesses. They are going to be adversely affected by this proposal so it needs to be withdrawn, or be changed enough so that all parties including local businesses can be satisfied.

Objection 4

I am writing to you with grave concerns about your double yellow lining the above roads. Whilst I total understand and agree with why this is being done, this will impact hugely on my business.

Future Safety is located right at the bottom of the right-hand side part of the estate and we have issues with cars just being parked in our car park slots or on the approach to the units. These cars are left will they visit business at the far end of the estate.

If the roads are double yellowed this could virtually block in my business as you have not listed any further parking facilities.

So for the safe working continuity of my business and staff, I have to object to this proposal , unless alternative parking options are made available .

Objection 5

We note your letter of 26th January regarding the proposed parking restrictions above and would like to register our objection.

Geosyntec Consultants Ltd rent offices on the Gatehead Business Park, Delph New Road, and have done so for the last 12 years and never in this period have we received or heard of, any complaints from residents regarding parking on Delph New Road.

If such complaints have been lodged directly with the council, then surely, they ought to have been some due consideration shown to tenants of the business parks, who after all, support the local community, and we should have been offered a chance to air views at a local consultation.

We appreciate that parking on the Delph New Road bend, where it meets Huddersfield Road, may not be ideal, although this not a regular occurrence, or one that causes problems, especially in the last 12 years that we have tenants here. The road is wide enough for this not to cause an obstruction or a problem for vehicles coming from either direction and the traffic flows well.

Double yellow lines from the entrance to Gatehead Business Park, going in the direction towards Uppermill makes no sense whatsoever; this is a straight road, is not overlooked by houses and causes no obstruction or disturbance to anyone. There would be no advantage to introducing parking restrictions here.

Local businesses have suffered during the pandemic and are just getting back on their feet now that people are returning to office life, such parking restrictions, without offering nearby alternatives, will make people re-consider working from home again on a permanent basis and then companies would have to justify costs for having offices in the area. Not everyone who work in the Delph and surrounding areas lives locally. This would have an impact on local businesses, as on a daily basis, our office staff use the shops and facilities in Delph and Uppermill.

We trust you will consider the points made above.

Objection 6

Thank you for your letter dated 26th January 2023 yet received on 25th January 2023 which we find ill thought out and unhelpful to businesses which are already struggling in Oldham and Saddleworth due to poor infrastructure and high rates and post the Covid pandemic.

Delph New Road has had industries upon it for many, many years woollen mills and a dye factory and had the railway until the turn of the century. Now industries are reliant on roadways to transport their goods and their workers to their businesses. As a result workers do have to park on the road as the employers can only provide a limited amount of parking due to the history of the area.

Should you go ahead with your proposals to stop parking on Delph New Road it will only move the problem further up the road and also cause issues with residents who live in the terraced houses having people parking outside their houses? It will reduce the availability of labour to the various businesses around the Delph New Road area and inadvertently reduce the revenue to the Council as business will move out of the area and businesses will close down. The transport system is not regular enough for people to use public transport.

The answer would be for the council to build a car park at the side of the road where the old railway was situated or have a limited time to park on the roadway such as a 90 minute waiting time and to reduce the speed on the road to 20miles per hour. Traffic calming measure such as rumble strips are needed on the road to reduce the speed some drivers speed around the area.

The answer is not to put double yellow lines on the road unless the council wants more empty businesses and higher unemployment. The answer is road calming, to provide a further carpark for employees and limit the time which a car can be parked on the roadway. This can be policed by a traffic warden who would provide revenue to the Council and if necessary the car park could be metered.

Objection 7

I was the original architect for two buildings off Delph New Road, and was agent for the planning application. Although I am now more or less retired, I still on occasion visit them, as I maintain a desk and drawing board in one of the offices

I have seen a letter from OMBC giving notice of intention to restrict parking on a length of Delph New Road and Station Approach

There appears to have been no consultation with businesses in the vicinity, and furthermore I understand that councillor's views have been misrepresented

This seems to me to be unnecessarily high-handed on the part of the LA, and the measures proposed excessive

Furthermore, I recall being told during discussions with planning and highways officers when the original drawings were being prepared that the LPA wanted to see a minimum of offroad parking spaces provided (guided by central government advice to encourage the use of public transport for sustainability reasons), so it may be argued that parking on Delph New Road would not be unexpected. I believe it is not excessive, and has not significantly increased since the outset, and is certainly no more than pre-Covid

I suggest that before making any formal Order, a meeting be arranged between officers, interested councillors and local business owners

If any further input from me about the original design concept would be thought useful, please let me know

Objection 8

We would like to object to the proposed parking restrictions planned as detailed above. We have recently opened a private baby scanning clinic at Gatehead business park, Delph. Our customers travel from all over Greater Manchester and Surrounding areas. At our clinic, we have individual appointment times and see a number of clients who arrive at various times throughout the day. The use of public transport simply isn't an option for most of them as they will simply choose other clinics where parking is available. Whilst the business park has its own carpark spaces are not reserved therefore, they fill quickly at the start of the working day. We see ladies at various stages of pregnancy 6 weeks to 33 weeks and we can't really expect them to park and walk a long distance if a space is not available. We do not overlap our appointments so typically there will be a maximum of 1 or 2 cars but they do need to park close to the clinic (my wife generally walks to work). We believe the implementation of parking restrictions would have a negative effect on our growing business, we gain most our customers from recommendation and not being able to park locally could lead to negative reviews.

Objection 9

It has come to my attention that the Council are proposing to install double-yellow-lines at the aforementioned locations. I have reviewed both the Council's letter dated 26th January, and the purported vindication from Linda Mills.

Make no mistake that I think this proposal is a brazen attack on the tenants, businesses, and patrons of the Gatehead Business Park (GBP) offices and industrial units; and find it unconscionable and wholly repugnant that there has been no consultation with the Landlord(s), tenants and staff that comprise the businesses at GBP – many of whom live and work in the area. Please allow me to draw upon the Council's proposal.

The Council's reasoning that access and egress to Station Approach is somehow hindered, I find perplexing. I have never seen a vehicle park on the Station Approach side of the road and so struggle to see how this prevents access. Whilst I sit writing this letter, I can think of a handful of locations around Saddleworth where there are on-road parking similarities; namely – further down Delph New Rd, adjacent Gatehead Mill – where residents park directly adjacent. I note that the proposal stops short of implementing double-yellow lines here.

This will have a profound effect on the local economy, as it will draw existing tenants away from Delph – at a significant cost to themselves - and it could very well dissuade new tenants from occupying; consequently, Fresca and other local eateries may decline, which will mean they cut-back on staff, therefore weakening the local pound, and adding to existing environmental woes as people travel further for work. I find it hard to believe that those who put this proposal together, did not consider the aforesaid. Nevertheless, surely a consultation with the local businesses would have highlighted these patent reservations, and allowed the Council to submit a more informed proposal.

In Linda Mills' email, it states that both Councillors Lancaster and Byrne support this proposal, and that everything else within reason has been tried. What else, exactly, has been tried? I am not aware of any correspondence prior to this proposal? Moreover, I understand that Councillor Byrne does not, in fact, support the proposal; so there appears to be an obvious contradiction here.

I understand that the grievance has come from Station Approach; but to the best of my knowledge, this development was built after GBP. Furthermore, the imposition of yellow-lines only serves to move the problem elsewhere, rather than 'solve' it. The likely destinations being the already vehicle-laden Oldham Rd / Old Bell crossroads; or possibly the even more ill-suited Gatehead Rd.

This proposal needs to be withdrawn; and any proposal of a similar nature desperately requires thorough planning and consultation, instead of an abjectly ill-thought out plan and complete disregard for local businesses. I will make a point of speaking to Harry Catherall, Frank Rothwell and the others at the Business Breakfast on 2nd March.

Objection 10

The Operational Guidance to local authorities on the Traffic Management Act 2004, states that, in appraising its local parking policy, an authority should take account of the: existing and projected levels of parking demand availability and pricing of on- and off-street parking justification for and accuracy of existing Traffic Regulation Orders accuracy and quality of traffic signs and road markings that restrict or permit parking. Please also refer to the comments issued by Eric Pickles, Local Government Secretary, 30th August 2014

I note your letter of 26th January regarding the proposed parking restrictions above. I list below my objections to the proposed restrictions.

1. I believe that you are procedurally incorrect and that the notice should be withdrawn or re-issued. Your letter is dated 26th January 2023 and encloses the notice. The notice encloses the order, dated 27th January 2023. How can a letter dated the 26th enclosed a notice from the 27th which has not yet been issued. Strangely, your letter was also received on the 25th January, so why was it dated 26th? I believe that this notice is invalid and should be withdrawn.
2. Referring to the operational guidance above, please can you demonstrate the consideration undertaken in issuing your notice. Should there be no consideration, or local consultation, I believe the notice should be withdrawn and questions asked about its legality.
3. Working in the area, I have seen no evidence of traffic flow problems with the current situation. Indeed there have been no accidents, to my knowledge, in the recent past.
4. There is occasional parking on the roads listed. Installation of double yellow lines will move parking elsewhere. This is likely to be Huddersfield Road, which is busy and will ensure a traffic problem, Gatehead Rd and Gatehead Croft. The latter are narrow roads which will cause traffic problems with local residents. This proposed policy will increase accidents on Huddersfield and Oldham road (A62)
5. Station Approach. I am baffled that this is proposed to have the yellow lines.
6. Since the pandemic, people are wary of travelling on public transport. Restricting on road parking will hinder the ability of local businesses to attract employees.
7. Notwithstanding the above there are insufficient regular buses to attract employees should available parking be removed.
8. There will be damage to the local shops and businesses as people will travel to Manchester. A thriving business and local community will be affected. Existing tenants have told us that should this go ahead – they will have to relocate; additionally, one has stated that they will have to close at lunch times – which means laying off staff; 'Prospective tenants have expressed their concern regarding these proposals, and consequently have halted lease negotiations until the outcome has been determined.
9. Double yellow lines of this magnitude will affect local businesses. What consultation has been carried out?
10. Please see below the council reasoning with my comments against.

Good afternoon.

Following our conversation earlier I have copied below the Councils reasons for proposing this Order. I note you have a copy of the notice and plan.

Proposed Prohibition of Waiting and Bus Stop Clearway – Delph New Road, Delph

1 Background

1.1 Delph New Road forms part of the A6052 principal route connecting Dobcross with Delph. At its northern end, just south of the village, it connects with the A62 and forms a staggered cross-roads with The Sound. On the approach to the cross-roads there is a bend in the road with no existing restrictions in place to control parking. The bend is a large sweeping bend with little restriction to view.

1.2 The Highways Department of the Council recently received reports of vehicles parking on the bend on Delph New Road and also at the entrance to Station Approach, a residential cul-de-sac located nearby. It is reported that the parking activity is associated with Gatehead Business Park. I have worked at Gatehead Business Park for almost 18 years. In that time, whilst I have seen cars parked on the Gatehead Business Park side of the road, there have been less than 5 occasions that I have seen cars parked on the Station Approach side. I am not aware of cars parking on Station Approach from the Business Park in the last 10 years. I recall that anyone parking there from the Business Park previously was abused by some tenants on Station Approach.

1.3 Gatehead Business Park is located to the west of the bend and although there are dedicated parking facilities within the site, parking often spills out onto the highway onto Delph New Road and Station Approach. Concerns have been raised that motorists are forced into the opposing carriageway when travelling along Delph New Road due to the vehicles parked on the bend and also that visibility is affected for motorists emerging from Station Approach when vehicles park near to the junction. Vehicles parked on Station Approach itself also hinder access and egress. See above comments on Station Approach. In the one situation of me seeing a car parked on the same side of Station Approach, it was towards Dobcross and would not have obstructed views. I do not see cars parked on Station Approach and on no occasions have there been restricted views by cars parked. This is a fallacy caused by, I suspect, a small number of residents claiming so, when it is not true. In addition, the carriageway is fairly wide at this point and there is little cross over to the opposing carriageway. Every village centre, including Dobcross, Delph, Greenfield, Uppermill and others have multitudes of vehicles crossing over onto the opposite side of the road. These do not warrant yellow lines.

1.4 Officers have inspected the location and support new restrictions to address the issues reported. However, to prevent vehicles being displaced into other problematic areas, the proposal has been extended out to include a wider area to include a second bend further west along Delph New Road, a bus stop lay-by on Oldham Road and the north side of the staggered cross-roads. Officers have not consulted the businesses and have not taken their views. There is not a problem but the proposed measures will cause more parking on Oldham Road and parts of the Sound. This will create further and worse problems. Should a problem be acknowledged then there should be yellow lines added on both sides of the road from Station Approach and the Business Park. A 15 m length would allow more than adequate sight lines. There is also no problem near the bus stop lay-by.

1.5 It is proposed to promote new prohibition of waiting restrictions on Delph New Road, Oldham Road, Huddersfield Road, The Sound and Station Approach as detailed on plan 47/A3/1668/1.

2 Options/Alternatives

2.1 Option 1: To approve the recommendation. The Gatehead Business Park tenants object to this and have not been consulted in drawing up the plans. See the Eric Pickles recommendations at the start of my letter.

2.2 Option 2: Not to approve the recommendation. Further consultation is required. See my comments above in location of yellow lines.

3 Preferred Option

3.1 The preferred option is Option 1. Consultation is needed based upon inadequate and inaccurate information within this report. This has been caused by one or two complaints.

4 Justification

4.1 If approved, the proposal will:

- increase visibility along Delph New Road for motorists exiting Station Approach and Gatehead Business Park. See solution suggested above.
- improve access and egress at Station Approach See suggestion above.
- reduce the conflict between opposing traffic along Delph New Road on the bend. There is little conflict that could be further improved as suggested above. Are you proposing to put double yellow lines throughout all the Saddleworth villages, that would similarly damage local businesses?
- enable buses to access the bus stop lay-by unhindered. This is not a problem whatsoever and there is no evidence of this.
- prevent obstructive parking at the cross-roads. There is no obstructive parking at the crossroads.

5 Consultations

5.1 G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal. No support either. I note that Businesses have not been consulted.

5.2 T.f.G.M. View - The Director General has been consulted and has no comment on this proposal. No support either. I note that Businesses have not been consulted.

5.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal. No support either. I note that Businesses have not been consulted.

5.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal. No support either. I note that Businesses have not been consulted.

6 Comments of Saddleworth North Ward Councillors

6.1 The Ward Councillors have been consulted and Councillors Lancaster and Byrne support the proposal. Councillor Byrne also stated that it is regrettable that we need to do this but we have tried everything else within reason. A colleague has spoken to Councillor Byrne. Councillor Byrne has stated that she and Councillor Lancaster have NOT supported the proposal.

A viable and environmentally sustainable community has to have a balance of housing, recreational facilities, industrial and economic places of work. This proposal has not considered the impact of this balance and will cause people to move further from their current places of work. Thus causing economic loss to Oldham and further environmental impact.

I trust that you will re-consider this proposal but would welcome discussion to find a more workable solution.

I refer to my letter of 14th February regarding the above. I have some further points to make as follows -

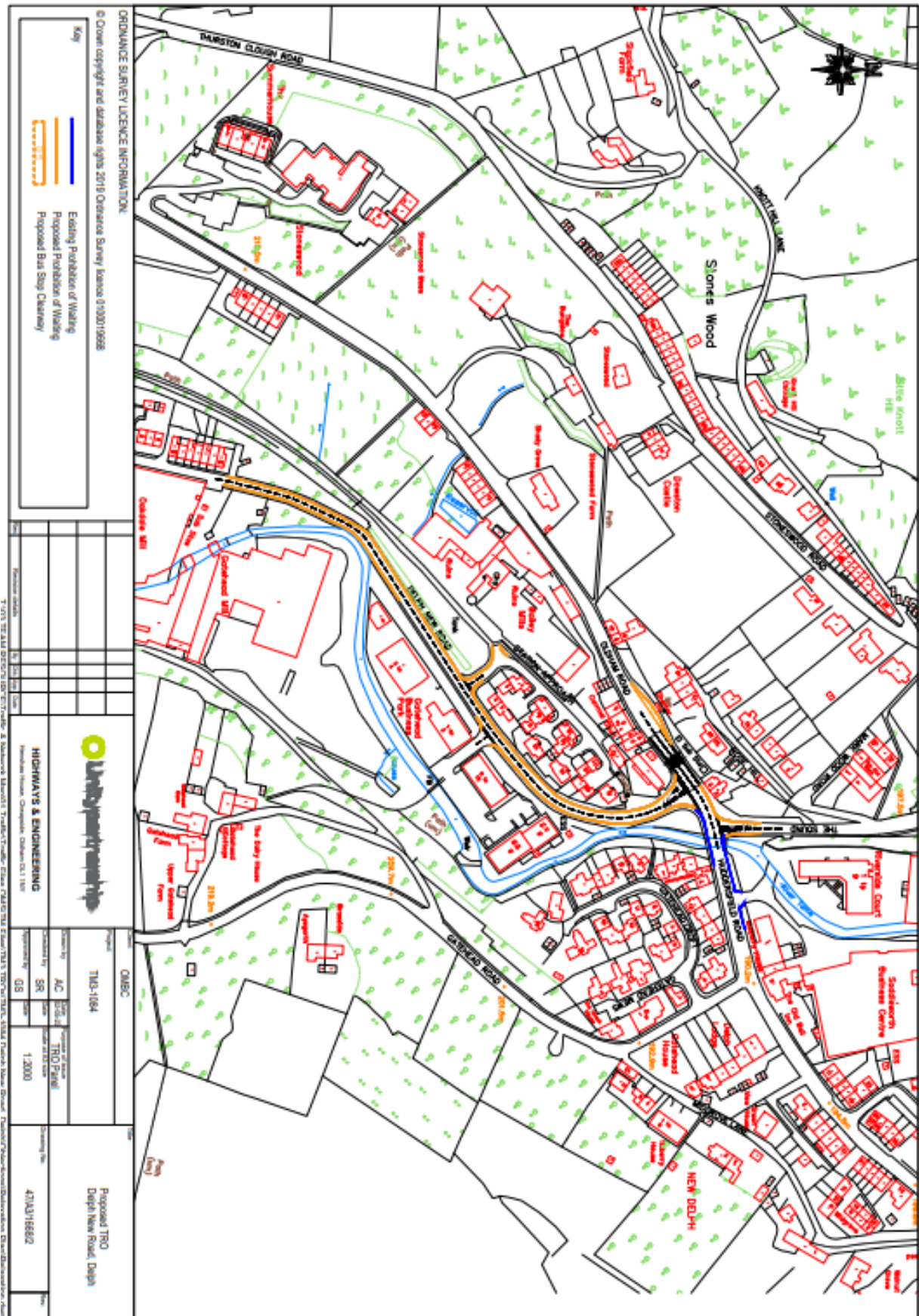
I understand that complaints have been made by a few residents on Station Approach regarding parking on Delph New Road. I would point out that the Gatehead Business Parks, Phases 1 and 2, were built before permission was given for houses on Station Approach, and that this was formerly industrial land. This is yet another example of residents coming into an area and objecting to what is already there. I would also reiterate that I have seldom seen any parking from the Business Park on Station Approach or Delph New Road on that side of the highway.

When planning permission was given for Gatehead Business Park, a site designated for employment, the council policy was a "minimum" for parking spaces. The policy at the time was that people should use public transport, or other environmentally friendly means, to arrive at their place of work.

You are aware that there are insufficient bus services to Oldham rural locations. Additionally, since the covid pandemic, there is a reluctance to use public transport. I trust that you will consider these further relevant points.

APPENDIX C

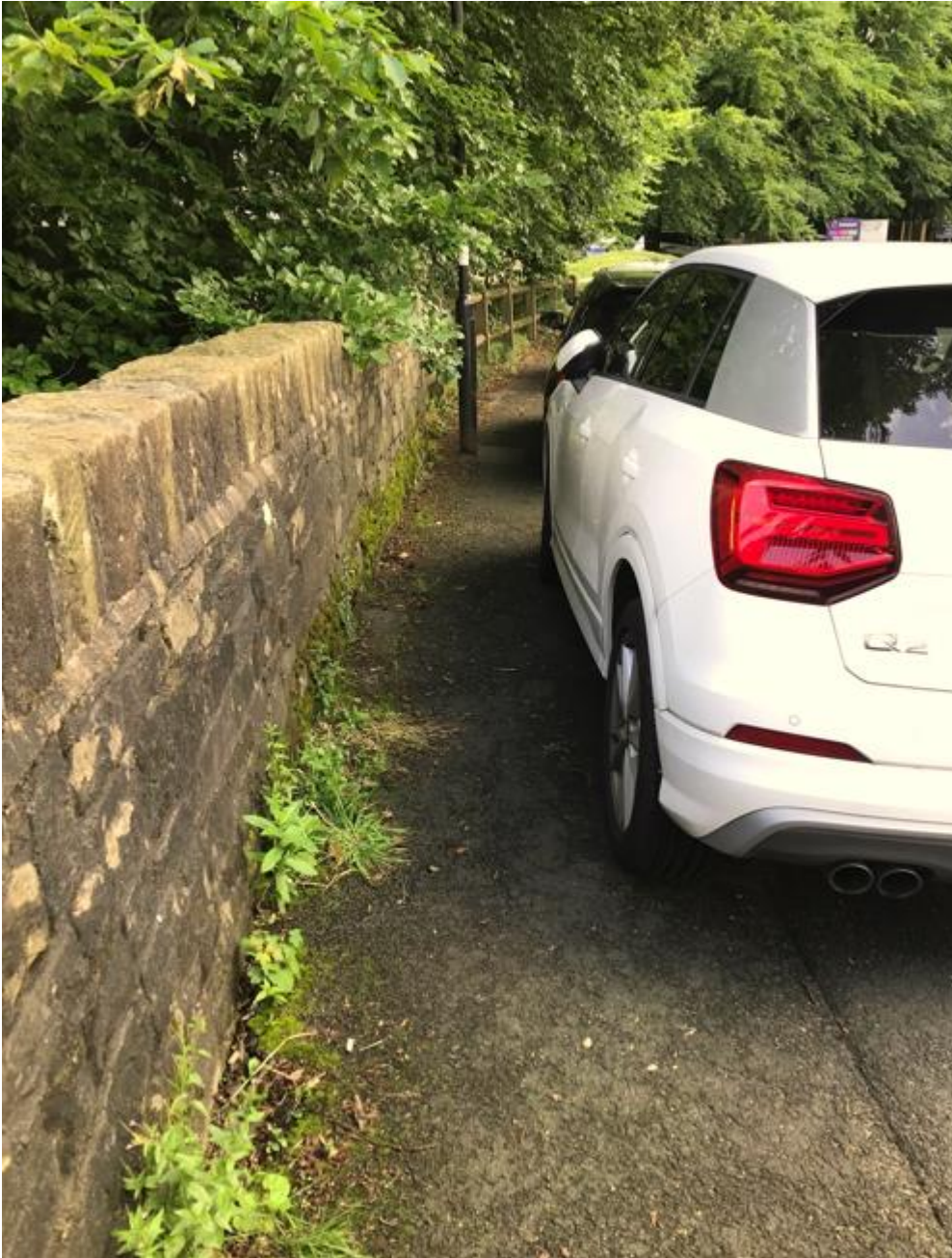
PROPOSED RELAXATION PLAN



APPENDIX D

PHOTOS TAKEN ON 3RD AUGUST 2023

1 Delph New Road - Footway looking south-west



2 Delph New Road - Footway looking north-east



3 Delph New Road - Carriageway looking north-east



4 Delph New Road - Carriageway looking south-east



5 Oldham Road / The Sound – Footway looking west

