

Highway Regulation Committee

Objection to Proposed Prohibition of Waiting – Propps Hall Drive / Poplar Street / Stott Street, Failsworth

Portfolio Holder:

Councillor C Goodwin, Portfolio Holder, Highways & Transport

Officer Contact: Nasir Dad, Director of Environment

Report Author: Mohamed Abdulkadir, Traffic Engineer

20 November 2025

Reason for Decision

The purpose of this report is to consider a number of objections received to the proposed introduction of new Prohibition of Waiting restrictions on the above-named streets.

Recommendation

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

Objection to Proposed Prohibition of Waiting – Propps Hall Drive / Poplar Street / Stott Street, Failsworth**1. Background**

- 1.1 A report recommending the introduction of new Prohibition of Waiting (PoW) restrictions on Propps Hall Drive / Poplar Street / Stott Street, Failsworth, was approved under delegated powers on 20 June 2024. The proposal was advertised, and 3 objections were received.

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

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

- 1.3 Objectors raised concerns that the proposed restrictions would reduce on-street parking. They highlighted that several residents of nearby bungalows, rely on street parking close to their homes and that the loss of these spaces would cause considerable inconvenience.

In response, Officers acknowledge that the proposals will displace some on-street parking but emphasise that the restrictions are required to address identified highway safety concerns. Specifically, vehicles parking too close to the roundabout and junctions, obstructing driver visibility and increasing the risk of collisions. The length of the proposed restrictions is the minimum necessary to address the issues identified. The scheme's purpose is, therefore, to improve sightlines and access for all road users. While the Council recognises the inconvenience to residents, it must prioritise road safety and cannot feasibly provide designated residential or disabled bays within this scheme.

- 1.4 An objector referenced the need for reasonable adjustments under Equality Act 2010, suggesting that provision should be made for disabled residents.

In response, Officers have had due regard to the Council's duties under the Equality Act 2010, and considered the potential impact. While it is acknowledged that some inconvenience may result, the proposal is considered proportionate and necessary to maintain safe visibility for all road users. If vehicles are causing obstructions to parts of the highway, then it may not be possible to accommodate parking for blue badge holders. However, the Committee may wish to consider relaxing the proposal if it is felt that this can be achieved without compromising the aim of the scheme.

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

None

3 Risk Assessments

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

4 Co-operative Implications

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

5 Procurement Implications

None

6 **Current Position**

- 6.1 The purpose of this report is to dismiss 3 objections received pertaining to the perceived adverse effects on general parking provision.
- 6.2 It is the view of Officers that the proposed parking restrictions would reduce the number of on-street parking options. However, the length of the proposed restrictions is the minimum necessary to address the access / safety issues identified.

7 **Options/Alternatives**

- 7.1 Following the objection received, the following options have been considered:

Option 1: Install Prohibition of Waiting restriction as advertised.
Option 2: Do nothing

8 **Preferred Option**

- 8.1 It is recommended that Option 1 be approved by the panel and installed on site. Officers believe this proposal will meet the scheme objective and improve safety issues identified.

9 **Consultation**

- 9.1 The Failsworth East Ward Members have been consulted and no comments have been received.

10 **Financial Implications**

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

11 **Legal Implications**

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

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

- 12.1 None, the work is being undertaken to improve safety on the highways.

13 **Key Decision**


- 13.1 No

14 **Key Decision Reference**

- 14.1 N/A

15 **Appendices**

Appendix A - Approved ModGov Report
Appendix B – Copy of Representations

 Signed Nasir Dad Director of Environment	Dated 10 Nov 2025
---	-------------------

APPENDIX A
APPROVED MOD GOV REPORT

Delegated Officer Report
(Non Key and Contracts up to a value of £100k)

Decision Maker: Nasir Dad, Director of Environment

Date of Decision: 20 June 2024

Subject: Proposed Prohibition of Waiting – Propps Hall Drive / Poplar Street / Stott Street, Failsworth

Report Author: Mark Woodhead, Traffic Engineer

Ward (s): Failsworth East

Reason for the decision: The junction of Propps Hall Drive / Poplar Street / Stott Street is situated within a residential area of Failsworth East. Poplar Street provides a connection between the residential area and the A62, Oldham Road.

A mini roundabout feature is marked at the junction to aide vehicle movements and is also part of a wider traffic calming scheme.

The footway areas along Propps Hall Drive are overly wide, which encourages residents to use them as parking facility, and whilst this occurs throughout its full length, a concentration of parking is now taking place at the roundabout area which is forcing motorists to pull forward of the give way line on the Poplar Street side of the roundabout in order to observe approaching traffic.

A Ward Member has reported the problem to the Traffic Team and has requested that measures be introduced to stop this practice.

Officers have inspected the location and have observed the reported problematic parking.

It is, therefore, proposed that 'No Waiting At Any Time' restrictions be introduced as detailed on drawing number 47/A4/1719/1

Summary:

The purpose of this report is to consider the introduction of 'No Waiting At Any Time' restrictions at the junction of Propps Hall Drive, Stott Street and Poplar Street so as to remove parking and improve intervisibility for all road users negotiating the roundabout.

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

Option 1 – Introduce the double yellow lines to improve visibility and highways safety.

Option 2 – Do nothing and allow the obstructive parking to continue.

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

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

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

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

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

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

Recommendation(s):

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

Implications:

What are the financial implications?

The cost of introducing the Order is shown below: -

	£
Advertisement of Order	1,200
Introduction of Road Markings	500
TOTAL	1,700

The advertising & road marking expenditure of £1,000 will be funded from the 2024/25 Highways TRO & road markings budgets.
(John Edisbury)

*What are the **legal** implications?*

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

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

*What are the **procurement** implications?*

None

*What are the **Human Resources** implications?*

None

**Oldham Impact Assessment
Completed (Including impact on
Children and Young People)**

No

What are the **property** implications

None

Risks:

The introduction of double yellow lines at this location will improve safety for road users, improve access and assist with visibility. There could be reputation risks around the scheme in terms of residents and business reactions to the proposals these can be mitigated by effective communications, the publication notice and review of any objections received before installing the new lining.

Vicki Gallacher (Head of Insurance and Information Governance)

Co-operative implications

The proposals recommended in this report will improve road safety and therefore the safety of our residents. This is important to residents and therefore this proposal shows how we are working cooperatively to improve the lives of our residents. (James Mulvaney, Policy Manager)

**Community cohesion disorder
implications in accordance with
Section 17 of the Crime and
Disorder Act 1998**

None

**Environmental and Health & Safety
Implications**

The introduction of parking restrictions will reduce the risk of road traffic incidents.

IT Implications

None

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

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

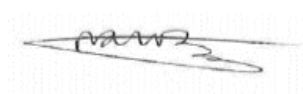
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Stott Street</u> (north west) From its junction with Poplar Street for a distance of 28 metres in a south westerly direction	At Any Time		
	Propps Hall Street (north west) From its junction with Poplar Street for a distance of 15metres in a north easterly direction	At Any Time		
	Poplar Street (both sides) From its junctions with Stott Street and Propps Hall Drive for a distance of 15metres in a north westerly direction	At Any Time		

There are no background papers for this report

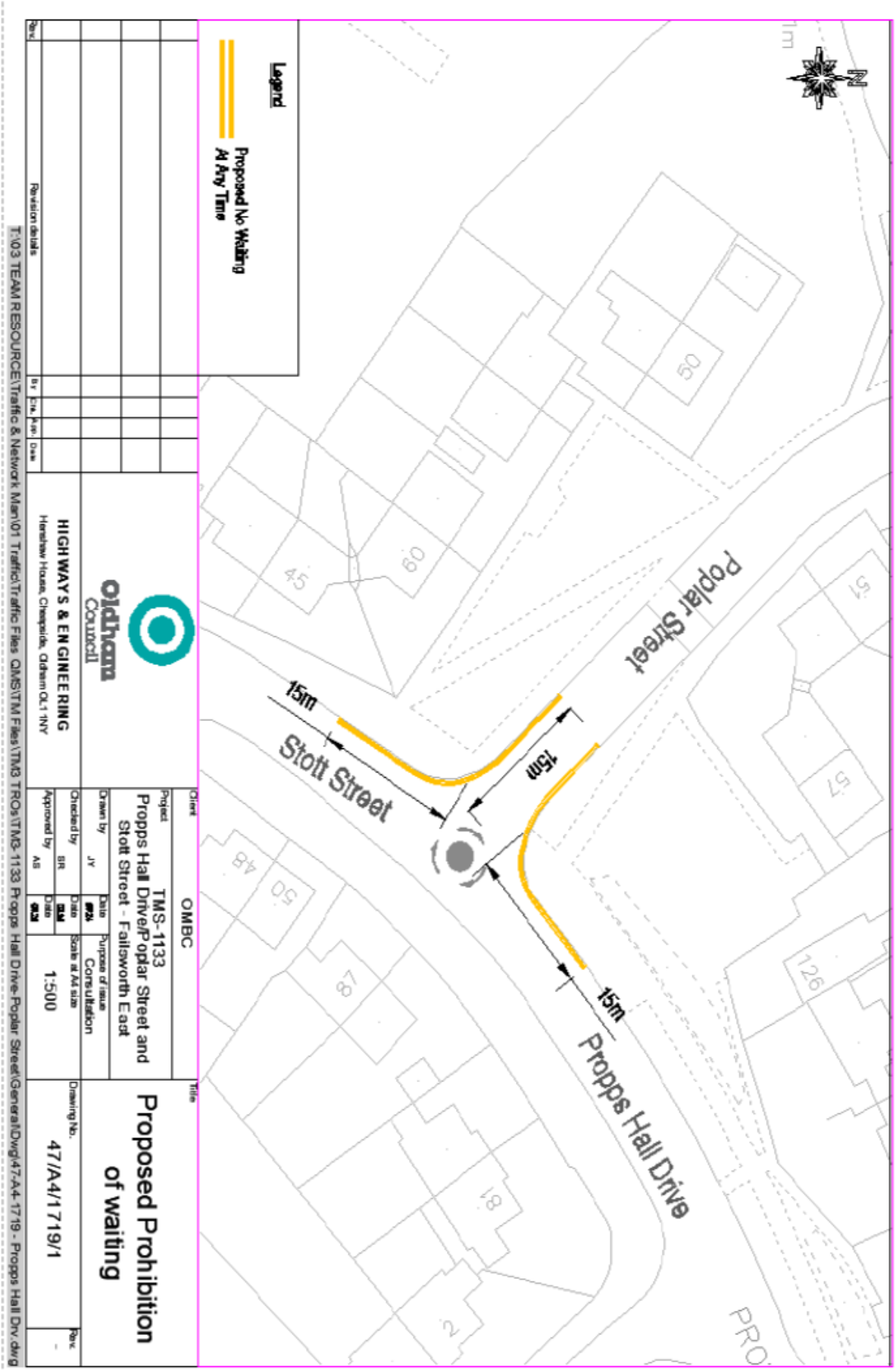
Report Author Sign-off:	
Jill Yates	
Date: 23 May 2024	

In consultation with Director of Environment

Signed :



Date: 20.06.2024



APPENDIX B
COPY OF REPRESENTATIONS

Objection 1

I am writing to express my concerns regarding the implementation of the above order. The reason for my objections, are quite clearly the fact, that these restrictions will place immense pressure on the people who are using these parking areas, as all the properties adjoining these restrictions are solely for the use of disabled people.

Which, in effect will severely hamper their access to their vehicles, taxi's etc. It appears to me that this hasn't been taken into consideration. Due to the fact that none of these properties have designated parking.

Being a resident of one of these properties, who's wife is disabled, I find It incomprehensible that you haven't taken these factors into consideration!

I notice in your correspondence you mention a 'ward member ' who reported the problem to the traffic team. Could this Ward member, be a certain Mark Wilkinson?

If so, is this the same Mark Wilkinson, who made an unsolicited visit to my house several months ago, informing me that I would be reported to the police for parking illegally?

Hmmm?

Finally I would like to bring your attention to THE EQUALITY ACT 2010. IN WHICH IT STATES, AND I QUOTE. "LOCAL AUTHORITIES MUST MAKE REASONABLE ADJUSTMENTS TO ENSURE THAT DISABLED PEOPLE CAN PARK, THIS INCLUDES PROVIDING DESIGNATED DISABLED PARKING BAYS THAT ARE EASY TO SEE."

I hope you will bear this in mind, with your final decision.

Regards, XXXXXX XXXXX, a concerned resident of Poplar Street.

Response

Dear XXXXXX,

Thank you for your representation dated 04 October 2024 regarding the proposed prohibition of waiting. We appreciate you taking the time to share your concerns. All objections made to a proposed order are included in a report which is then submitted to a future Highway Regulation Committee meeting. I will provide further details of this in due course. The committee is made up of elected members and a decision is made at the meeting.

The proposal has been put forward in response to highway safety concerns reported to the Council. It has been observed (by Council Officers) that vehicles parking immediately adjacent to the roundabout are obstructing visibility for motorists. This forces drivers to pull forward of the give-way line to see approaching traffic, which substantially increase the risk of a road traffic incident. The proposal is therefore intended to strictly improve highway safety for all road users by removing this specific obstructive parking.

Officers have had due regard to the Council's duties under the Equality Act 201 and considered the potential impact. We acknowledge that this proposal will displace the vehicles that currently park in this unsafe manner. The primary aim of the restrictions is to address identified highway concerns. While it is acknowledged that some inconvenience may result, the proposal is considered proportionate and necessary to maintain safe visibility for all road users.

Many Thanks
Mohamed

Objection 2

Stott Street, Propps hall street, poplar street, here you are making yellow line in those street now .here we already have Yellow line on one side of the street. Now you are making yellow line on the others side and we already had this parking problem before and now you are making at worst. Either remove the yellow line form the other side of the street or don't make a new yellow line.we can't park anywhere here all the others street are full.

XXXXXXX

Response

Dear XXXXXXX,

Thank you for your representation dated 15 October 2024 regarding the proposed prohibition of waiting at Poplar Street. We appreciate you taking the time to share your concerns. All objections made to a proposed order are included in a report which is then submitted to a future Highway Regulation Committee meeting, I will provide further details of this in due course. The committee is made up of elected members and a decision is made at the meeting.

The proposal has been put forward in response to highway safety concerns reported to the Council. It has been observed that vehicles parking immediately adjacent to the roundabout are obstructing visibility for motorists. This forces drivers to pull forward of the give-way line to see approaching traffic, which substantially increase the risk of a road traffic incident. The proposal is therefore intended to strictly improve highway safety for all road users by removing this specific obstructive parking.

Officers have had due regard to the Council's duties and considered the potential impact. We acknowledge that this proposal will displace the vehicles that currently park in this unsafe manner. The primary aim of the restrictions is to address identified highway concerns. While it is acknowledged that some inconvenience may result, the proposal is considered proportionate and necessary to maintain safe visibility for all road users.

Many Thanks
Mohamed

Objection 3

Dear sir/ madam

I would like to object to the yellow line being put down on poplar st as we live in disabled bungalows and there is nowhere for us to park near to our properties. If you have to use yellow lines could you also give us some parking bays for the bungalows.

XXXX XXX

Comments Dear Sir / Madam,

Thank you for your representation dated 02 October 2024 regarding the proposed prohibition of waiting at Poplar Street. We appreciate you taking the time to share your concerns. All objections made to a proposed order are included in a report which is then submitted to a future Highway Regulation Committee meeting. I will provide further details of this in due course. The committee is made up of elected members and a decision is made at the meeting.

The proposal has been put forward in response to highway safety concerns reported to the Council. It has been observed that vehicles parking immediately adjacent to the roundabout are obstructing visibility for motorists. This forces drivers to pull forward of the give-way line to see approaching traffic, which substantially increases the risk of a road traffic incident. The proposal is therefore intended to strictly improve highway safety for all road users by removing this specific obstructive parking.

Officers have had due regard to the Council's duties and considered the potential impact. We acknowledge that this proposal will displace the vehicles that currently park in this unsafe manner. The primary aim of the restrictions is to address identified highway concerns. While it is acknowledged that some inconvenience may result, the proposal is considered proportionate and necessary to maintain safe visibility for all road users.

Many Thanks
Mohamed