

## **Highway Regulation Committee**

### **Objection to Proposed Prohibition of Waiting – Elmstone Drive, Royton**

**Portfolio Holder:**

Councillor C Goodwin, Portfolio Holder, Highways and Transport

**Officer Contact:** Nasir Dad, Director of Environment

**Report Author:** Mohamed Abdulkadir, Traffic Engineer

**29 January 2026**

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#### **Reason for Decision**

The purpose of this report is to consider a number of objections received to the proposed extension of the existing Prohibition of Waiting restrictions on Elmstone Drive, Royton.

#### **Recommendation**

It is recommended that Option 2 be approved by the Panel and implemented on site. Whilst Officers still believe the original recommendation (Option 1) will meet the scheme objective, the relaxed proposal (Option 2) will still meet the scheme objective and provide a compromise which acknowledges the concern of the objectors.

**Objection to Proposed Prohibition of Waiting – Elmstone Drive, Royton****1. Background**

- 1.1 A report recommending the introduction of new Prohibition of Waiting (PoW) restriction on Elmstone Drive, Royton, was approved under delegated powers on 9 July 2024. The proposal was subsequently advertised - eleven objections and two letters of support were received.

A copy of the approved report is attached in Appendix A and a copy of the representations is attached in Appendix B. A revised schedule and plan to support Option 2 (relaxed proposal) recommendation is provided within Appendix C.

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

- 1.3 A number of objectors strongly stated that the restrictions would simply displace parking further along Bleasdale Street, Milton Street, and other nearby roads, worsening existing parking pressures and causing significant inconvenience for residents. One objector specifically questioned the significant length of the proposed restriction on the north-west side of Bleasdale Street and where residents would park.

Officers acknowledge the concerns regarding parking displacement. In direct response to this feedback, the Council developed a relaxed alternative proposal (Option 2), which reduces the proposed double yellow lines to a 10-metre section on the eastern side of the Elmstone Drive junction. This compromise aims to maintain visibility while allowing a nearby resident some opportunity to park closer to their home. Furthermore, Officers clarified that the length of the restriction on Bleasdale Street is not 34 metres but approximately 20 metres on the western side and 10 metres on the eastern side, representing a proportionate response to protect the junction's visibility.

- 1.4 Several objectors highlighted historic planning decisions that removed driveways from certain properties, leaving limited parking options. Objectors also suggested that the problem is not persistent but is caused by inconsiderate parking, pointing out that residents of odd-numbered houses with driveways are often not utilizing their off-road parking, choosing instead to park on the street.

Officers recognise the challenges faced by residents without off-street parking. However, these matters relate to historic planning decisions and fall outside the scope of this Traffic Regulation Order. The proposed restrictions are designed solely to address highway safety concerns at the junction. Officers confirmed that the purpose of the proposed restrictions is explicitly to improve visibility and access at the junction of Elmstone Drive and Bleasdale Street.

- 1.5 One objection cited medical grounds, explaining that the inability to park outside their property would negatively effect accessibility for a disabled family member.

Officers have carefully considered the representation and acknowledge the potential impact on individual circumstances. While the scheme aims to improve safety and accessibility for all road users, the relaxed alternative proposal seeks to balance these objectives with residents' needs. The revised layout maintains junction protection while freeing up space for parking adjacent to affected properties.

- 1.6 Multiple representations questioned why restrictions were proposed outside specific properties rather than on the opposite side of the road, where driveways exist.

The proposed layout is based on site assessments and visibility requirements at the junction. Restrictions have been positioned to protect critical sightlines and ensure safe maneuverability for larger vehicles. Applying restrictions only to the opposite side would not

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adequately address the identified safety concerns. However, the relaxed alternative reduces the restriction length on the even-numbered side to minimise impact on residents.

- 1.7 Some objectors argued that the proposal does not address broader traffic and parking problems in the area, such as issues on Milton Street and Radcliffe Street.

Officers note these concerns; however, they fall outside the scope of this specific Traffic Regulation Order. Residents experiencing persistent issues on other streets are encouraged to report them through the Council's Highways Service Request process for separate investigation and consideration in future schemes.

- 1.8 Two formal letters of support were received citing access issues observed when inconsiderate parking is taking place.

- 1.9 The letters' of support endorse the implementation of the waiting restrictions as necessary measure to improve access and visibility / sightlines.

**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 the objections received pertaining to the perceived adverse effects on general parking provision and concerns about displacement of parking onto adjacent streets.

- 6.3 In response to feedback, officers have developed a relaxed alternative proposal (Option 2, see Appendices), which reduces the length of the proposed restriction on Elmstone Drive from 20 metres to 10 metres. This adjustment maintains necessary junction protection while allowing some opportunity for residents to park closer to their properties.

- 6.4 It remains the view of officers that the proposed restrictions are necessary to address documented safety concerns, including obstruction of sightlines and access difficulties for larger vehicles such refuse collection vehicles. The revised proposal represents a balanced approach that meets the scheme objectives while mitigating the impact on residents.

**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 1).

Option 2: Install a reduced Prohibition of Waiting restriction (Option 2).

Option 3: Do nothing

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8      **Preferred Option**

8.1      It is recommended that Option 2 be approved by the panel and installed on site. Officers still believe this proposal will meet the scheme objective and also acknowledge the concern of some of the objectors.

9      **Consultation**

9.1      The Royton South Ward Members have been consulted and have no comments.

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**

13.2      No

14      **Key Decision Reference**


14.2      N/A

15      **Appendices**

Appendix A - Approved Mod Gov Report

Appendix B – Copy of Representations

Appendix C – Revised Schedule and Plan

<div>Signed </div> <div>Director of Environment</div>	Dated 14/01/26
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**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:** 9 July 2024

**Subject:** Proposed Waiting Restrictions – Elmstone Drive /  
Bleasdale Street, Royton, Oldham

**Report Author:** Jill Yates, Traffic Engineer

**Ward (s):** Royton South

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**Reason for the decision:** Elmstone Drive is a residential street accessed from Bleasdale Street, both of which form an offset crossroads with Milton Street. Bleasdale Street is primarily residential but gives access to numerous other residential side roads and is used by some motorists to access the facilities within Royton District Centre and Royton Park; the majority of these motorists use Milton Street.

Residents of Elmstone Drive have reported difficulties entering and exiting from Bleasdale Street due to vehicles being parked in close proximity to the Bleasdale Street junction. The difficulties being experienced have been observed and have resulted in vehicles having to reverse into Bleasdale Street, to then be in conflict with other motorists. To alleviate the difficulties being experienced, it is proposed to introduce prohibitive waiting restrictions (double yellow lines)

**Summary:** The purpose of the report is to consider the introduction of prohibitive waiting restrictions at the junction of Elmstone Drive and Bleasdale Street, Royton

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

Option 1: To approve the recommendation and improve safety at the junction.  
Option 2: Not to approve the recommendation and let the obstructive parking 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 prohibitive waiting restrictions be introduced at the Elmstone Drive / Bleasdale Street junction in accordance with drawing number 47 / A4 1724 / 1

**Implications:**

**What are the financial implications?**

The cost of introducing the Order is shown below:-

	£
Advertisement of Order	1,200
Road Markings	500
Remove Sign Plates and Post	500
<b>Total</b>	<b>2,200</b>

The advertising, road markings and sign plates will be funded from the relevant budgets within Highways.

(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

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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. (Alan Evans)

What are the <i>procurement</i> implications?	None
What are the <i>Human Resources</i> implications?	None
Equality Impact attached or not required because (please give reason)	No
What are the <i>property</i> implications	None
Risk assessments:	The introduction of 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



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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 cohesions, including crime and disorder implications**

None

**Environmental and Health & Safety Implications**

None

**IT Implications**

None

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Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?	Yes
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Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?	Yes
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Are any of the recommendations within this report contrary to the Policy Framework of the Council?	No
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Schedule  
Drawing Number 47/A4/1724/1

Delete from the Oldham - Royton Area Consolidation Order Prohibition of Waiting  
Amendment No 25 Order 2012

**Part I Schedule I**

Item No	Length of Road	Duration	Exemptions	No Loading
R105	<u>Bleasdale Street</u> (northwest side)  From a point 34 metres south-west of its junction with Elmstone Drive to a point 10 metres north-east of the junction	Mon – Fri 8am – 6pm		

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

**Part I Schedule I**

**Prohibition of No Waiting**

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Bleasdale Street</u> (North West side)  From a point 34 metres south-west of its junction with Elmstone Drive to a point 10 metres north-east of its junction with Elmstone Drive	At Any Time		
	<u>Elmstone Drive</u> (North East side)  From its junction with Bleasdale Street in a north westerly direction for a distance of 20 metres	At Any Time		
	<u>Elmstone Drive</u> (South West side)  From its junction with Bleasdale Street in a north westerly direction for a distance of 10 metres	At Any Time		

There are no background papers for this report

<b>Report Author Sign-off:</b>	
Jill Yates	
<b>Date:</b> 5 July 2024	

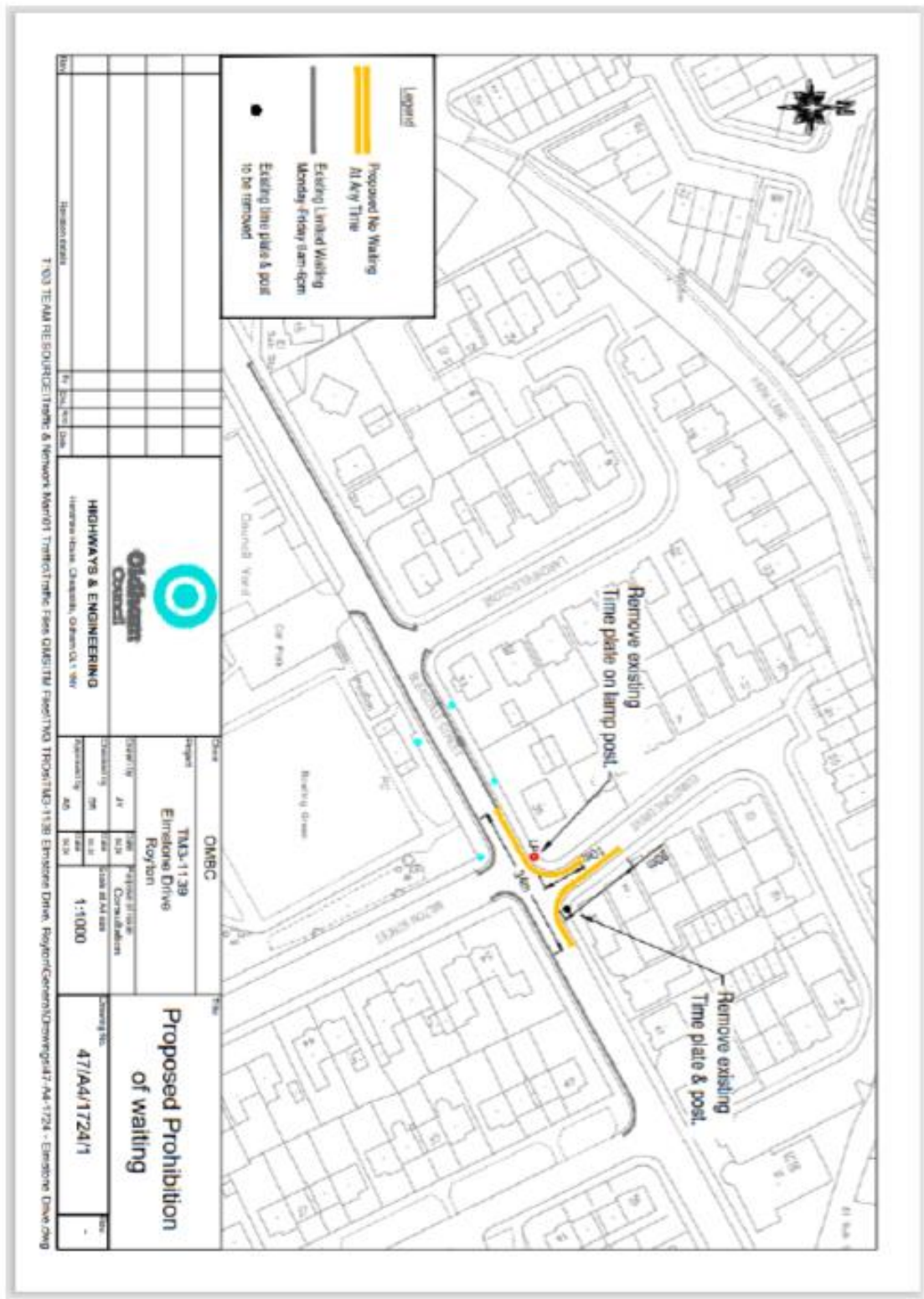
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In consultation with Director of Environment

Signed :

A handwritten signature in black ink, appearing to be 'M. W. 2', written over a light blue horizontal line.

Date: 9 July 2024



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**APPENDIX B**  
**COPY OF REPRESENTATIONS**

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## **Objection 1**

Dear M Abdulkadir

Proposed Prohibition of waiting – Elmstone Drive

I am writing to you to **OPPOSE** the double yellow lines outside my house (XXXXXXXXX). When the estate was built in 2005, George Wimpey applied for all the estate properties to have a drive each. You denied the proposed the number of properties and their drives, asking George Wimpy to remove the drives on the even numbered side of the road to add more houses for more council tax. Therefore, the even numbered side of the road have no drives as the odd numbered side houses have.

My house is a 4-bedroom house with no drive and a single garage with nowhere else to park, so I park outside my house like all other properties do on the even numbered side of the road and most other properties do around the UK.

About 5 years ago, I flattened my front garden and paved it. We subsequently applied for you to install a dropped curb meaning we could park off-street outside our house. Unfortunately, you denied our request.

I have a disabled mother who comes to visit and she parks her car outside my house or at the side of my house. She should have the right to park outside my house.

I agree Bleasdale Street and the **BEGINNING** of Elmstone Drive do require double yellow lines to stop cars being parked at the entrance to the road. However, I believe that these yellow lines should be on the opposite side of the road to what is being proposed.

The reason for my proposal is that houses 35 Bleasdale St and 1 Elmstone Drive have driveway parking for 3 cars each, whereas the homes on the even side of the road have no driveway parking (see below diagram):

Sometimes cars park on the side (see red area on the diagram), this causes large vehicles not to be able make entry to the road. There needs to be a through entry but it doesn't have to be on myside of the street, it needs to be on the side where all the driveways are. The people with drives have an ability to park either on their drive or create room at the side of their drives. People on the even numbered side of the drive don't all have the ability to create a drive, certainly the first three even numbered houses.

Another reason why I oppose this proposal is having a 4 bedroom house without any parking provisions will seriously devalue my property.

If you have any further comments or queries, please contact me either by email XXXXXX, by phone (XXXXXX) or by written communication (XXXXXXX)

Best Wishes

XXXXXXXXX

## **Officer Response**

Good morning,

Thank you for your letter dated 2 October 2024 regarding the above-proposed scheme. We appreciate you taking the time to share your views and background information regarding the parking arrangements affecting your property. Your comments have been carefully reviewed as part of the statutory consultation process.

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All objections to a proposed Traffic Regulation Order are formally considered within a report submitted to a future Highways Regulation Committee meeting. I will provide further details of this in due course. The Committee, made up of elected members, will make the final decision on the proposal.

We have reviewed your comments and would like to respond to the key points raised:

#### Highway Safety

Thank you for your observations and for acknowledging that the junction of Elmstone Drive and Bleasdale Street experiences issues with vehicles parking close to the junction.

The purpose of the proposed restrictions is to improve highway safety and maintain access at this junction. Site visits have confirmed that vehicles parked near or opposite the junction restrict visibility and cause difficulties for larger vehicles — including emergency and refuse collection vehicles — when manoeuvring. The proposed double yellow lines are intended to address these issues and maintain safe sightlines for all road users.

#### Lack of Driveway Provision

We fully recognise your concerns regarding the limited parking provision along the even-numbered side of Elmstone Drive, where properties do not benefit from individual driveways, making on-street parking important for residents.

Please note that the Traffic Regulation Order (TRO) Team was not involved in the original planning decisions relating to the design of the estate — including the decision not to provide driveways on the even-numbered side or the refusal of applications for dropped kerbs. These matters were determined separately by the Council's Planning Team in accordance with planning legislation, policies, and design criteria applicable at that time.

#### Alternative Consideration

To help reduce the impact on residents, we have revisited the proposal and developed a relaxed alternative. This revised option proposes a reduced 10-metre section of double yellow lines on your side of Elmstone Drive. This would maintain necessary junction protection while allowing residents some opportunity to park closer to their properties.

Both the original proposal and the relaxed option will be presented to the Highways Regulation Committee for consideration. Committee Members will review all objections, technical assessments, and officer recommendations before reaching a final decision.

You will be informed of the details of the meeting once confirmed and the outcome following that meeting.

Many Thanks,  
Mohamed

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## **Objection 2**

To Environmental Group Solicitor to the Council,

I am writing to inform you of my OBJECTION to the planned proposed traffic regulation order, in particular the 20m restriction on Elmstone Drive.

Whilst I can understand the need to stop people from parking in the near vicinity of the Bleasdale St / Elmstone Drive Junction, I simply cannot accept the proposal of placing restrictions directly outside my property. The reasons for my objection are as follows:

- Serious devaluation of my property;
- A lack of alternative parking options provided;
- Medical reasons;
- Previous application for off road parking rejected;
- Council's persistence of driveway removal for even numbered properties at planning stage;
- Lack of any proposed parking restrictions in front of properties with off-street parking;

My family and I have lived in our 4-bedroom detached property above since it was built in June 2005. During the whole of this time, we have parked our 2 cars directly outside the front of the property without any issue or complaint until now.

I firmly believe that putting a traffic regulation order, in the form of double yellow lines, directly outside my property will put off any potential future buyers of the property and would therefore I would need to reduce the property's value in comparison with the same property at No 6 Elmstone Drive where no parking restrictions would exist. Families, wishing to live in a 4-bedroom family home, are no longer a 'one car family' who could simply use the small garage situated at the rear of the property.

In the proposed traffic regulation order, knowing that there are currently vehicles parked in front of No 2 Elmstone Drive where the proposed double yellow lines are to be positioned, you have not suggested any alternative parking options for the vehicles impacted. I would like to know where you think these 2 vehicles should be parked safely and securely if not in front of the owners' property without sparking issues or complaints from other homeowners on Elmstone Drive or the surrounding area.

For the last 7 years, I have been prescribed daily Selective Serotonin Reuptake Inhibitors (SSRIs – Anti depressants) in order to cope with high levels of anxiety to which I am exposed to. Whilst I have undertaken therapy and developed coping strategies for anxiety, I try to eliminate further unnecessary anxiety from my life.

The prospect of having our vehicles, which we have worked hard to afford and maintain, parked in a position away from our property is highly likely to increase to my anxiety levels. In addition, the vehicles not parked outside the property is likely to lead to increased insurance costs.

I am happy to provide you with evidence of the medication I am taking if you deem this necessary.

In the recent past, we flattened the front of our property thinking that we could park one of our vehicles off-road at the front of our property similarly to other properties further into the Elmstone Drive estate. When we requested for a dropped curb to be installed outside our property, our



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request was rejected on the proviso that whilst we could fit our car on the driveway, any future owners with larger cars may not be able to do so without overhanging the public footpath.

It is my understanding, from information supplied to us by the George Wimpey sales representative at the time of purchase, that the original planning submission for the estate had driveways assigned to all the properties occupying the intrados (the inner arch of the estate). This original planning submission was rejected on the basis that, if the driveways were removed, an additional property could be added to the plans leading to increase revenues for the Council in the form of council tax on the additional property.

If this is the case, any traffic issues which are currently being experienced are the result of poor planning decisions in the past and not residents parking wherever they feel necessary.

Finally, as I previously stated, I am not opposed to parking restrictions being applied to the first 10 metres on each side of Elmstone Drive to ease traffic passing each other on Elmstone Drive, I think the real traffic issue with Elmstone Drive is the lack of any parking restrictions alongside the road on the extrados (outer arch of the estate). The vast majority of the properties situated on the outer arch have driveways and therefore whilst parking on the road, contribute to the restriction of traffic flow and remove the availability of passing places.

I would be grateful if you could seriously take all these reasons for objection into consideration when making a decision on the planned traffic regulation order.

Yours sincerely,

XXXXXXXX

XXXXXXXX homeowner since 2005

### **Officer Response**

Good Afternoon,

Thank you for your letter (attached) dated 8 October 2024 regarding the proposed *Prohibition of Waiting Order* on Elmstone Drive and Bleasdale Street. We appreciate you taking the time to share your comments in relation to the impact the proposal will have on your daily life.

All objections received in response to a proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee for consideration. The Committee, made up of elected Members, will make the final decision on the proposal based on all technical evidence and representations from residents.

We have reviewed the points you raised and would like to respond as follows:

#### **Highway Safety**

We acknowledge your understanding of the need to manage parking near the Elmstone Drive / Bleasdale Street junction, which currently experiences difficulties due to vehicles parking too close to the corner. These parked vehicles restrict visibility for drivers exiting Elmstone Drive and cause access issues for larger vehicles, including emergency services and refuse collection vehicles. The proposed double yellow lines are specifically intended to improve safety by protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a clear road safety concern identified during site assessments.

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#### Lack of Driveway Provision and Parking Constraints

We fully recognise the challenges residents face on the even-numbered side of Elmstone Drive, where properties — including yours — do not have individual driveways. We understand that on-street parking is important for daily convenience.

These matters were determined by the Council's Planning Department and the developer in accordance with relevant design standards and planning legislation at that time.

#### Medical Grounds

We acknowledge the personal impact this proposal may have on your wellbeing. Your comments have been noted and will be included in the report to the Highways Regulation Committee for consideration.

#### Alternative Considerations

In light of the feedback received from yourself, the proposal has been reviewed, and a revised alternative has been developed. This alternative reduces the proposed double yellow lines to a 10-metre section on your side of Elmstone Drive, rather than the initially proposed 20 metres. This adjustment maintains necessary junction protection while providing some opportunity for residents to continue parking closer to their homes. Both the original proposal and this relaxed alternative will be presented to the Highways Regulation Committee for their consideration. Members will review all objections, technical assessments, and officer recommendations before reaching a final decision.

You will be informed once the Committee meeting date is confirmed and advised of the outcome following their decision.

Thank you again for taking the time to share your detailed feedback. Your comments have been noted and will form part of the report to Committee Members.

Many Thanks,  
Mohamed Abdulkadir

### **Objection 3**

Dear Paul,

I would like to put in an objection to the above proposed traffic regulation order for Elmstone Drive.

I have lived on Elmstone Drive for nearly 20 years and have never encountered a problem on this junction in terms of entering and exiting. I have never once had to reverse into Bleasdale street and I use my car daily at different times of the day. There possibly could have been a temporary issue as 2 residents had skips on their driveways recently and were parking their cars further up the street on the corner. This is no longer a problem.

Where you are proposing to put in the restrictions will cause problems with parking on the street. Indeed it would cover number 2's house completely and therefore where would they park? All I can see happening is that they will park further down the street which will have a domino effect on everyone else's parking causing no end of issues.

If you come and look at different times of the day there is very rarely an issue with cars parking at the end of the street.

When the planning went in for this development over 20 years ago our side of the street had proposed driveways but the council rejected this in favour of no driveways so that they could have extra houses. The place you definitely need restrictions is the bottom of Milton Street at the cross

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roads with Radcliffe Street. You can't see into Redcliffe street because of a parked van and it is very dangerous. This is a busy area due to it being a through road and not a Cul de Sac like Elmstone Road is.

As you have stated Elmstone drive is only really used by residents and delivery services and collection of waste and they always seem to be able to enter and exit.

A compromise solution would be to have the 10m restriction on the other side of the road which would mean Elmstone drive would always be clear for entering and exiting.

If you move ahead with these restrictions it will cause no end of problems for the residents on the street.

## **Response**

Good afternoon,

Thank you for your email dated 27 October 2024 regarding the proposed Prohibition of Waiting Order on Elmstone Drive and Bleasdale Street. We appreciate you taking the time to share your comments and experiences relating to the junction and parking arrangements in this area.

All objections to a proposed Traffic Regulation Order (TRO) are formally reviewed and reported to the Council's Highways Regulation Committee for consideration.

The Committee, made up of elected Members, will make the final decision based on the technical assessments undertaken and the representations received.

We have reviewed the points you raised and would like to respond as follows:

### **Highway Safety**

We note your comments about not having experienced issues when entering or exiting the junction. However, site observations carried out by officers have identified that vehicles parked close to the Bleasdale Street / Elmstone Drive junction can obstruct visibility for motorists and create difficulties for larger vehicles, including emergency and refuse collection vehicles, when manoeuvring. The proposed double yellow lines are therefore intended to improve junction visibility and overall safety for all road users. While isolated circumstances such as temporary skips may have contributed to short-term obstruction, the broader safety concerns relate to ongoing access and visibility issues identified during multiple assessments.

### **Impact on Residents and Local Parking**

We fully recognise that parking availability on Elmstone Drive is limited for properties without individual driveways. The proposal has been developed to maintain an appropriate balance between highway safety and residents' on-street parking needs. In response to the feedback received, the scheme has been revisited, and a revised alternative has been developed. This option proposes a reduced 10-metre section of double yellow lines on the even-numbered side of Elmstone Drive, rather than the originally proposed 20 metres. The revised layout maintains necessary junction protection while allowing some parking to remain closer to properties.

Both the original and the revised proposals will be presented to the Highways Regulation Committee for review. Committee Members will consider all objections, technical assessments, and officer recommendations before making a decision.

You will be notified once the date of the Committee meeting is confirmed and informed of the outcome following that meeting.

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Thank you again for sharing your views — they will be included in the report submitted for Committee consideration.

Many Thanks,

#### **Objection 4**

I wish to object to the proposal of double yellow line along the road of Elmstone Drive to Bleasdale Street.

Further I have been a resident since the houses were built, almost 20 years and I have never had any issues getting in and out of Elmstone Drive. You have listened to the minority not majority who have not noticed an issue.

I believe that introducing yellow lines along the road of Elmstone Drive to Bleasdale would cause parking problems in Bleasdale Street itself. Currently the problems are caused by parking there throughout the day, difficulty entering and exiting from Bleasdale Street. The few cars that do park there tend to be residents or visitors to Elmstone Drive. So their cars will be parked on Bleasdale Street and causing issues for Bleasdale Street residents. The cars don't generally cause a problem as most drivers are sensible enough not to park on the corners of entrance. Also you want put restriction on the north west side of Bleasdale Street 34 metres south west of Elmstone Drive to 10 metres north east of the junction, that is a significant amount, have you considered where there's residents are going to put there cars. It's going to cause issues for Milton Street, further up Bleasdale Street so residents will be fighting for space and this will cause issue amongst residents and residents mental health as they can't park in front of their house. You need to factor in the issues it's going to cause to the neighbouring areas, I want to come home and park in front of my house like I have been doing, if the yellow lines happens that won't be possible.

#### **Response**

Good Afternoon,

Thank you for your letter (attached) dated 8 October 2024 regarding the proposed Prohibition of Waiting Order on Elmstone Drive and Bleasdale Street. We appreciate you taking the time to share your comments in relation to the impact the proposal will have on your daily life.

All objections received in response to a proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee for consideration. The Committee, made up of elected Members, will make the final decision on the proposal based on all technical evidence and representations from residents.

We have reviewed the points you raised and would like to respond as follows:

##### **Highway Safety and Access**

The purpose of the proposed restrictions is to improve visibility and access at the junction of Elmstone Drive and Bleasdale Street. During site visits, the Council's Officers observed vehicles parking close to, or opposite, the junction, which obstructs sightlines and makes turning manoeuvres difficult — particularly for larger vehicles such as refuse collection and emergency vehicles. The proposed double yellow lines are specifically intended to improve safety by protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a clear road safety concern identified during site assessments.

##### **Parking Displacement Concerns**

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We understand your concern that introducing double yellow lines at this location could displace parking further along Bleasdale Street and nearby roads.

Following feedback received during the consultation period, the Council has also developed a relaxed alternative proposal. This option introduces a reduced 10-metre section of double yellow lines on the Elmstone Drive side of the junction. This would maintain visibility and turning space while allowing residents nearby some opportunity to park closer to their homes.

#### Clarification on the Extent of Restrictions

For clarification, the proposed restrictions on Bleasdale Street are not 34 metres in length. The current design includes approximately 20 metres on the western side and 10 metres on the eastern side of Bleasdale Street at its junction with Elmstone Drive. These lengths represent a proportionate response designed solely to protect the junction's critical visibility area.

#### Next Steps

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee for formal consideration. The panel will then make one of the three recommendations:

Dismiss the objections and implement scheme as advertised.

Modify the scheme such as introduce a relaxed prohibition of waiting.

Withdraw the proposals.

You will be notified of the Committee's meeting date and their decision following that meeting.

Thanks,  
Mohamed Abdulkadir

### **Objection 5**

I wish to object to the proposal of double yellow line along the road of Elmstone Drive to Bleasdale Street.

I believe that introducing yellow lines along the road of Elmstone Drive to Bleasdale would cause parking problems in Bleasdale Street itself. Currently the problems are caused by parking there throughout the day, difficulty entering and exiting from Bleasdale Street. The few cars that do park there tend to be residents or visitors to Elmstone Drive. So their cars will be parked on Bleasdale Street and causing issues for Bleasdale Street residents. The cars don't generally cause a problem as most drivers are sensible enough not to park on the corners of entrance. Also you want put restriction on the north west side of Bleasdale Street 34 metres south west of Elmstone Drive to 10 metres north east of the junction, that is a significant amount, have you considered where there's residents are going to put there cars. It's going to cause issues for Milton Street, further up Bleasdale Street so residents will be fighting for space and this will cause issue amongst residents and residents mental health as they can't park in front of their house. You need to factor in the issues it's going to cause to the neighbouring areas, I want to come home and park in front of my house like I have been doing, if the yellow lines happens that won't be possible.

### **Response**

Good Afternoon,

Thank you for your letter (attached) dated 8 October 2024 regarding the proposed Prohibition of Waiting Order on Elmstone Drive and Bleasdale Street. We appreciate you taking the time to share your comments in relation to the impact the proposal will have on your daily life.

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All objections received in response to a proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee for consideration. The Committee, made up of elected Members, will make the final decision on the proposal based on all technical evidence and representations from residents.

We have reviewed the points you raised and would like to respond as follows:

#### Highway Safety and Access

The purpose of the proposed restrictions is to improve visibility and access at the junction of Elmstone Drive and Bleasdale Street. During site visits, the Council's Officers observed vehicles parking close to, or opposite, the junction, which obstructs sightlines and makes turning manoeuvres difficult — particularly for larger vehicles such as refuse collection and emergency vehicles. The proposed double yellow lines are specifically intended to improve safety by protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a clear road safety concern identified during site assessments.

#### Parking Displacement Concerns

We understand your concern that introducing double yellow lines at this location could displace parking further along Bleasdale Street and nearby roads.

Following feedback received during the consultation period, the Council has also developed a relaxed alternative proposal. This option introduces a reduced 10-metre section of double yellow lines on the Elmstone Drive side of the junction. This would maintain visibility and turning space while allowing residents nearby some opportunity to park closer to their homes.

#### Clarification on the Extent of Restrictions

For clarification, the proposed restrictions on Bleasdale Street are not 34 metres in length. The current design includes approximately 20 metres on the western side and 10 metres on the eastern side of Bleasdale Street at its junction with Elmstone Drive. These lengths represent a proportionate response designed solely to protect the junction's critical visibility area.

#### Next Steps

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee for formal consideration. The panel will then make one of the three recommendations:

Dismiss the objections and implement scheme as advertised.

Modify the scheme such as introduce a relaxed prohibition of waiting.

Withdraw the proposals.

You will be notified of the Committee's meeting date and their decision following that meeting.

### **Objection 6**

Dear Paul Entwistle

I am writing to formally object to the proposed Order under the Road Traffic Regulation Act 1984, which would remove the existing Monday to Friday waiting restrictions on Bleasdale Street and introduce 'at any time' waiting restrictions on sections of both Bleasdale Street and Elmstone Drive. This proposal is concerning for several reasons, and I urge the council to reconsider the implications of these restrictions.

1. Displacement of Parking onto Bleasdale Street: The introduction of 'at any time' waiting restrictions will severely impact the residents of Elmstone Drive, who will be forced to park their vehicles on Bleasdale Street. However, parking is already very limited on Bleasdale Street due to existing restrictions, and adding more vehicles will create congestion and make it nearly



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impossible for residents to find parking spaces. This will also negatively affect traffic flow and access for emergency services and delivery vehicles, exacerbating an already challenging situation.

2. Lack of Consideration for Long-Term Parking Needs: When planning permission was granted for new housing developments on Bleasdale Street and Elmstone Drive 20 years ago, the council should have taken into account the potential increase in vehicles over the years and the limited capacity for on-street parking. Unfortunately, this issue appears to have been overlooked. The roads are narrow, and the current parking infrastructure is not sufficient to support the needs of residents in both streets. Implementing new restrictions without addressing this fundamental issue is likely to lead to significant inconvenience for the community. It feels like Oldham Council intentionally grant planning permission to housing developers knowing they will reduce the original on street parking in the near future setting a trap for residents to issuing PNCs at will.

3. Unbalanced Approach to Traffic Management: The council's focus on imposing restrictions on Bleasdale Street and Elmstone Drive appears unbalanced when compared to other local areas experiencing similar or worse traffic problems. Specifically, the junction of Milton Street and Radcliffe Street is currently a serious hazard, with vehicles parked on both sides of Radcliffe Street making it extremely difficult to pass safely. It is unreasonable for the council to impose restrictions on Bleasdale Street while leaving the situation on Milton Street and Radcliffe Street unaddressed, where the traffic issues are as bad, if not worse. Again, no restrictions are imposed on the either Milton Street or Radcliffe Street and both are acting as a 'single lane one way street' when vehicles are parked on both sides.

If the council is intent on introducing restrictions to improve traffic safety and parking management, a comprehensive approach is necessary, including considering similar restrictions at the problematic Milton Street and Radcliffe Street junction. Focusing solely on one area without addressing the broader traffic and parking issues across the neighborhood creates an unfair and ineffective solution.

In light of the above, I strongly urge Oldham Borough Council to reconsider the proposed waiting restrictions. A more balanced, community-focused approach should be adopted to address parking and traffic issues without disproportionately affecting the residents of Elmstone Drive and Bleasdale Street.

Thank you for considering my objections.

## **Response**

Good Afternoon,

Thank you for your letter (attached) dated 14 October 2024 regarding the proposed Prohibition of Waiting Order on Elmstone Drive and Bleasdale Street. We appreciate you taking the time to share your comments in relation to the impact the proposal will have on your daily life.

All objections received in response to a proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee for consideration. The Committee, made up of elected Members, will make the final decision on the proposal.

We have reviewed the points you raised and would like to respond as follows:

### **Highway Safety and Access**

The purpose of the proposed restrictions is to improve visibility and access at the junction of Elmstone Drive and Bleasdale Street. During site visits, the Council's Officers observed vehicles parking close to, or opposite, the junction, which obstructs sightlines and makes turning

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manoeuvres difficult — particularly for larger vehicles such as refuse collection and emergency vehicles. The proposed double yellow lines are specifically intended to improve safety by protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a clear road safety concern identified during site assessments.

#### Parking Displacement Concerns

We understand your concern that introducing double yellow lines at this location could displace parking further along Bleasdale Street and nearby roads.

Following feedback received during the consultation period, the Council has also developed a relaxed alternative proposal. This option introduces a reduced 10-metre section of double yellow lines on the Elmstone Drive side of the junction. This would maintain visibility and turning space while allowing residents nearby some opportunity to park closer to their homes.

#### Clarification on the Extent of Restrictions

For clarification, the proposed restrictions on Bleasdale Street are not 34 metres in length. The current design includes approximately 20 metres on the western side and 10 metres on the eastern side of Bleasdale Street at its junction with Elmstone Drive. These lengths represent a proportionate response designed solely to protect the junction's critical visibility area.

#### Comments Regarding Other Streets

Your observations regarding conditions on Milton Street and Radcliffe Street are noted. These locations fall outside the scope of this specific Traffic Regulation Order (TRO). However, if residents are experiencing persistent or significant parking and access issues in those areas, these can be formally reported through the Council's Highways Service Request process. Once a request is logged, the matter can be investigated separately, and if appropriate, considered for a future scheme.

#### Next Steps

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee for formal consideration. The panel will then make one of the three recommendations:

Dismiss the objections and implement scheme as advertised.

Modify the scheme such as introduce a relaxed prohibition of waiting.

Withdraw the proposals.

You will be notified of the Committee's meeting date and their decision following that meeting.

### **Objection 7**

In response to your proposal to make the end of Elmstone Drive a no parking/waiting area.

I wish to point out that when these houses were built the plan included houses on the odd number side having a garage and a driveway and houses on the even side having a garage and a space in front of the house to park one car.

I suspect the proposal has arisen due to the thoughtlessness of one individual who has been parking on the corner of Elmstone. The existing arrangements have worked for 18 years and it seems incredibly unfair to the occupants of number 2 to have this imposed due to a neighbour's careless actions.

I agree that the corner could be made no parking but not in front of number 2 which may impact other people.

Please reconsider this proposal and tweak it to reflect a more just outcome.

Paul Wilkinson

2 Elmstone Drive

Sent from my iPhone



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## **Response**

Good Afternoon,

Thank you for your letter (attached) dated 07 October 2024 regarding the proposed Prohibition of Waiting Order on Elmstone Drive and Bleasdale Street. We appreciate you taking the time to share your comments in relation to the impact the proposal will have on your daily life.

All objections received in response to a proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee for consideration. The Committee, made up of elected Members, will make the final decision on the proposal based on all technical evidence and representations from residents.

We have reviewed the points you raised and would like to respond as follows:

### **Highway Safety and Access**

The purpose of the proposed restrictions is to improve visibility and access at the junction of Elmstone Drive and Bleasdale Street. During site visits, the Council's Officers observed vehicles parking close to, or opposite, the junction, which obstructs sightlines and makes turning manoeuvres difficult — particularly for larger vehicles such as refuse collection and emergency vehicles. The proposed double yellow lines are specifically intended to improve safety by protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a clear road safety concern identified during site assessments.

**Parking Displacement Concerns & Relaxed Proposal** We understand your concern that introducing double yellow lines at this location could displace parking further along Bleasdale Street and nearby roads.

Following feedback received during the consultation period, the Council has also developed a relaxed alternative proposal. This option introduces a reduced 10 metre section of double yellow lines on the Elmstone Drive side of the junction. This would maintain visibility and turning space while allowing resident at number 2 some opportunity to park closer to their homes.

### **Next Steps**

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee for formal consideration. The panel will then make one of the three recommendations:

1. Dismiss the objections and implement scheme as advertised.
2. Modify the scheme such as introduce a relaxed prohibition of waiting.
3. Withdraw the proposals.

You will be notified of the Committee's meeting date and their decision following that meeting.

## **Objection 8**

Hi Linda,

Thank you for sending this across.

I object to the changes because I feel the issue and the obstruction to the Highway is actually being caused by the traffic on the opposite side of the road to Number 2.

Number 1 and 3 both have options for off road parking but fail to utilise them.

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Number 3 has three cars at the household and parks one on the drive and 2 blocking the footpath at the bottom of the drive.

I feel that adding double yellow lines outside of number 2 will cause them to park further down resulting in blocked driveways and poor visibility for the remaining homes on Elmstone Drive.

Please let me know if this is sufficient to object and if you require any further information.

Many Thanks,

## **Response**

Good Afternoon,

Thank you for your letter (attached) dated 09 October 2024 regarding the proposed Prohibition of Waiting Order on Elmstone Drive and Bleasdale Street. We appreciate you taking the time to share your comments in relation to the impact the proposal will have on your daily life.

All objections received in response to a proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee for consideration. The Committee, made up of elected Members, will make the final decision on the proposal.

We have reviewed the points you raised and would like to respond as follows:

### **Highway Safety and Access**

The purpose of the proposed restrictions is to improve visibility and access at the junction of Elmstone Drive and Bleasdale Street. During site visits, the Council's Officers observed vehicles parking close to, or opposite, the junction, which obstructs sightlines and makes turning manoeuvres difficult — particularly for larger vehicles such as refuse collection and emergency vehicles. The proposed double yellow lines are specifically intended to improve safety by protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a clear road safety concern identified during site assessments.

### **Parking Displacement Concerns & Relaxed Proposal**

We understand your concern that introducing double yellow lines at this location could displace parking further along Bleasdale Street and nearby roads.

Following feedback received during the consultation period, the Council has also developed a relaxed alternative proposal. This option introduces a reduced 10 metre section of double yellow lines on the eastern side of the Elmstone Drive junction. This would maintain visibility and turning space while allowing resident at number 2 some opportunity to park closer to their homes.

### **Next Steps**

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee for formal consideration. The panel will then make one of the three recommendations:

1. Dismiss the objections and implement scheme as advertised.
2. Modify the scheme such as introduce a relaxed prohibition of waiting.
3. Withdraw the proposals.

You will be notified of the Committee's meeting date and their decision following that meeting.

## **Objection 9**

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Dear Paul

I am writing to object to the proposed traffic regulation order for Elmstone Drive, (OL26DH)

I have lived at number 4 Elmstone Drive for almost 20 years. We have never had an issue with having to reverse onto Bleasdale Street as Elmstone Drive is congested. There was a short period of time where a few houses had skips on their drives and they parked on the corner of the street. This did mean it was difficult to see the oncoming traffic.

I do think that yellow lines on the corners would prevent this in future. However I do not understand why the yellow lines will be outside number 2.

The occupants at number 2 applied to have their kerb lowered so they could park on their (small) driveway. This would have taken their car off the road. However the council did not approve this. Now you are saying you are going to put restrictions outside their house?

The opposite side of Elmstone Dr (odd numbers) have driveways. The side where number 2 is do not. This is because the council declined planning permission for the houses to have driveways as they wanted more houses to be built. This meant that the even number houses have to park on the road. Some houses had big enough gardens to create driveways. We personally at number 4 do not have this option as there isn't enough space.

The houses across the road all have driveways. The majority of these house have converted their garages into rooms. Consequently this has left them with one less parking space on their property.

I do believe that putting double yellow lines outside number 2 Elmstone Drive will create more problems than it will solve. The space outside number 2 does not impede any comings or goings along the road. To put restrictions in will mean more congestion further down the road.

I have attached photos of how the road typically looks during the day. I do not believe the restrictions are necessary outside number 2.

## **Response**

Good afternoon,

Thank you for your email dated 28 October 2024 regarding the proposed Prohibition of Waiting Order on Elmstone Drive and Bleasdale Street. We appreciate you taking the time to share your comments and experiences relating to the junction and parking arrangements in this area.

All objections received in response to a proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee for consideration. The Committee, made up of elected Members, will make the final decision on the proposal.

We have reviewed the points you raised and would like to respond as follows:

### **Highway Safety and Access**

The purpose of the proposed restrictions is to improve visibility and access at the junction of Elmstone Drive and Bleasdale Street. During site visits, the Council's Officers observed vehicles parking close to, or opposite, the junction, which obstructs sightlines and makes turning manoeuvres difficult — particularly for larger vehicles such as refuse collection and emergency vehicles. The proposed double yellow lines are specifically intended to improve safety by

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protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a clear road safety concern identified during site assessments.

#### Parking Displacement Concerns & Relaxed Proposal

We understand your concern that introducing double yellow lines at this location could displace parking further along Bleasdale Street and nearby roads.

Following feedback received during the consultation period, the Council has also developed a relaxed alternative proposal. This option introduces a reduced 10 metre section of double yellow lines on the eastern side of the Elmstone Drive junction. This would maintain visibility and turning space while allowing resident at number 2 some opportunity to park closer to their homes.

#### Next Steps

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee for formal consideration. The panel will then make one of the three recommendations:

1. Dismiss the objections and implement scheme as advertised.
2. Modify the scheme such as introduce a relaxed prohibition of waiting.
3. Withdraw the proposals.

You will be notified of the Committee's meeting date and their decision following that meeting.

Many Thanks,

#### **Objection 10**

Hi,

I wish to object to the proposal of double yellow line along the road of Elmstone Drive to Bleasdale Street.

Further I have been a resident since the houses were built, almost 20 years and I have never had any issues getting in and out of Elmstone Drive. You have listened to the minority not majority who have not noticed an issue.

I believe that introducing yellow lines along the road of Elmstone Drive to Bleasdale would cause parking problems in Bleasdale Street itself. Currently the problems are caused by parking there throughout the day, difficulty entering and exiting from Bleasdale Street. The few cars that do park there tend to be residents or visitors to Elmstone Drive. So their cars will be parked on Bleasdale Street and causing issues for Bleasdale Street residents. The cars don't generally cause a problem as most drivers are sensible enough not to park on the corners of entrance. Also you want put restriction on the north west side of Bleasdale Street 34 metres south west of Elmstone Drive to 10 metres north east of the junction, that is a significant amount, have you considered where there's residents are going to put there cars. It's going to cause issues for Milton Street, further up Bleasdale Street so residents will be fighting for space and this will cause issue amongst residents and residents mental health as they can't park in front of their house. You need to factor in the issues it's going to cause to the neighbouring areas, I want to come home and park in front of my house like I have been doing, if the yellow lines happens that won't be possible.

Thank you,

#### **Response**

Good Afternoon,

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Thank you for your letter (attached) dated 24 October 2024 regarding the proposed Prohibition of Waiting Order on Elmstone Drive and Bleasdale Street. We appreciate you taking the time to share your comments in relation to the impact the proposal will have on your daily life.

All objections received in response to a proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee for consideration. The Committee, made up of elected Members, will make the final decision on the proposal.

We have reviewed the points you raised and would like to respond as follows:

#### Highway Safety and Access

The purpose of the proposed restrictions is to improve visibility and access at the junction of Elmstone Drive and Bleasdale Street. During site visits, the Council's Officers observed vehicles parking close to, or opposite, the junction, which obstructs sightlines and makes turning manoeuvres difficult — particularly for larger vehicles such as refuse collection and emergency vehicles. The proposed double yellow lines are specifically intended to improve safety by protecting junction visibility and ensuring safe manoeuvrability for all road users. The restrictions are designed to address a clear road safety concern identified during site assessments.

#### Parking Displacement Concerns

We understand your concern that introducing double yellow lines at this location could displace parking further along Bleasdale Street and nearby roads.

Following feedback received during the consultation period, the Council has also developed a relaxed alternative proposal. This option introduces a reduced 10 metre section of double yellow lines on the eastern side of Elmstone Drive side of the junction. This would maintain visibility and turning space while allowing resident at No. 2 nearby some opportunity to park closer to their homes.

**Clarification on the Extent of Restrictions** For clarification, the proposed restrictions on Bleasdale Street are not 34 metres in length. The current design includes approximately 20 metres on the western side and 10 metres on the eastern side of Bleasdale Street at its junction with Elmstone Drive. These lengths represent a proportionate response designed solely to protect the junction's critical visibility area.

#### Next Steps

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee for formal consideration. The panel will then make one of the three recommendations:

1. Dismiss the objections and implement scheme as advertised.
2. Modify the scheme such as introduce a relaxed prohibition of waiting.
3. Withdraw the proposals.

You will be notified of the Committee's meeting date and their decision following that meeting.

Many Thanks,

#### **Letter of support 1**

Good evening,

I'd just like to add as residents of 35 Bleasdale St, we fully back this proposal to stop parking. It has become dangerous having to blindly edge from Elmstone into busy Bleasdale St, where drivers often use excessive speed, especially down toward Rochdale Rd.

Also, I've lost count of the amount of times we've been blocked on/off our driveway due to inconsiderate parking.

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These incidents below are just this month.

## **Letter of support 2**

Good afternoon

I'm writing in relation to the proposed addition to the introduction of "no waiting" on Elmstone Drive & Bleasdale Street.

I am absolutely in favour of the addition of yellow lines to try and make the entrance/exit to Elmstone Drive safer.

I have previously highlighted my safety concerns (Enq 64982 Elmstone Drive, Royton) so your proposal is well received.

However, looking at the drawing that was sent with the application it seems the side of the road that causes the issues will still be a problem.

Please see attached images of cars parked covering the whole of the pavement on the "odd" side of the street.

If the yellow lines are to come 10m onto Elmstone Drive this will be no deterrent to those that repeatedly park in such an unsafe manner.

the houses that do have drives on the "odd" side are not using them and are parking on the street which is obviously not helping the problem.

I look forward to your reply.

## **Response**

Good afternoon,

Thank you for your email and for confirming your support for the proposed Prohibition of Waiting (Double Yellow Lines) on Elmstone Drive and Bleasdale Street.

We appreciate you taking the time to share your comments and supporting information. The proposal has received a number of objections and as a result the scheme will be referred to the Highway Regulation Committee for a decision.

The panel will then make one of the three recommendations:  
Dismiss the objections and implement scheme as advertised.  
Modify the scheme such as introduce a relaxed prohibition of waiting.  
Withdraw the proposals.

Your letter of support will be included in the report to the **Highways Regulation Committee (HRC)** for consideration.

Many Thanks,

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**APPENDIX C**  
**REVISED SCHEDULE AND PLAN**

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## **Schedule**

### **Drawing Number 47/A4/1724/1**

Delete from the Oldham - Royton Area Consolidation Order Prohibition of Waiting  
Amendment No 25 Order 2012

#### **Part I Schedule I**

<b>Item No</b>	<b>Length of Road</b>	<b>Duration</b>	<b>Exemptions</b>	<b>No Loading</b>
R105	<u>Bleasdale Street</u> (northwest side)  From a point 34 metres south-west of its junction with Elmstone Drive to a point. 10 metres north-east of the junction	Mon – Fri 8am – 6pm		



**Part I Schedule I**

**Prohibition of No Waiting**

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Bleasdale Street</u> (North West side)  From a point 34 metres south-west of its junction with Elmstone Drive to a point. 10 metres north-east of its junction with Elmstone Drive	At Any Time		
	<u>Elmstone Drive</u> (North East side)  From its junction with Bleasdale Street in a north westerly direction for a distance of 10 metres	At Any Time		
	<u>Elmstone Drive</u> (South West side)  From its junction with Bleasdale Street in a north westerly direction for a distance of 10 metres	At Any Time		

Proposed Revised Plan

