

Highway Regulation Committee

Objection to Proposed Prohibition of Waiting – Park Cottages, Rochdale Road, High Crompton, Shaw

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

Reason for Decision

The purpose of this report is to consider a number of objections received to the proposed introduction of Prohibition of Waiting restrictions on Rochdale Road, High Crompton, in the vicinity of Park Cottages.

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 – Park Cottages, Rochdale Road, High Crompton, Shaw**1. Background**

- 1.1 A report recommending the introduction of new Prohibition of Waiting (PoW) restriction on Rochdale Road, High Crompton, was approved under delegated powers on 20 June 2024. The proposal was subsequently advertised, 6 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. 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 Several objectors stated that the removal of parking on Rochdale Road would displace vehicles into Park Cottages or further along Rochdale Road. Residents noted that Park Cottages is already heavily congested, with vehicles often parked on both sides of the pavement, creating access issues. Objectors raised concerns that displacement would worsen existing parking pressures for residents who rely on on-street parking due to shared driveways
- 1.4 Representations highlighted that the parking spaces are frequently used by visitors to the local park, the bowling green, and nearby businesses. One objection was received from the salon owner, stating that the original proposal would make it difficult for prospective clients to park and would directly affect the success of the future business. Another objector noted that the parking allows families and less able people to access the park safely, which supports community mental health and social activity
- 1.5 Multiple objectors questioned the safety justification for the scheme, stating they were unaware of any recorded accidents at the junction. Some residents suggested that the presence of parked cars actually improves safety by acting as a traffic calming measure, visually narrowing the road and encouraging lower speeds on Rochdale Road
- 1.6 Multiple representations questioned why restrictions were proposed outside specific properties rather than on the opposite side of the road, where driveways exist.
- 1.7 Officers acknowledge the concerns regarding parking displacement and the impact on local amenities. In direct response to this feedback, the Council developed a relaxed alternative proposal (Option 2). This option replaces the originally proposed Double Yellow Lines with a Limited Waiting restriction (Mon-Sat 8am–6pm, 3 Hours, No Return Within 1 Hour). This compromise aims to prevent all-day obstructive parking while still allowing visitors to the park, bowling green, and local businesses to park for up to 3 hours.

Regarding safety, Officers clarified that while collision data may not show recorded injury accidents, the Authority is expected to act proactively where hazardous conditions are observed. The original restrictions were designed to protect junction visibility.

Officers noted that parked vehicles cannot be relied upon as a safe or sustainable form of traffic calming, as they are unregulated and may introduce new hazards by obstructing sightlines. Ideally, Officers would prefer the original proposal (Option 1) to fully maximize visibility. However, the relaxed alternative (Option 2) is viewed as a balanced approach that maintains a level of junction protection while respecting the community's need for parking provision.

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- 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 consider the objections received pertaining to the perceived adverse effects on parking provision for residents, businesses, and park users.
- 6.3 In response to feedback, officers have developed a relaxed alternative proposal (Option 2, see Appendices), which introduces a Limited Waiting Bay. This adjustment ensures that long-term parking does not permanently obstruct the carriageway, while still providing a facility for short-term visitors.
- 6.4 It remains the view of officers that restrictions are necessary to address identified safety concerns regarding visibility. The revised proposal represents a balanced approach that meets the scheme objectives while mitigating the impact on residents and local businesses.
- 7 **Options/Alternatives**
- 7.1 Following the objection received, the following options have been considered:
- Option 1: Install Prohibition of Waiting restriction as advertised (Original Proposal).
- Option 2: Install a relaxed Limited Waiting restriction (Relaxed Alternative).
- Option 3: Do nothing and withdraw the proposals.
- 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 Crompton Ward Members have been consulted and have no comment.
- 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

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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: 20 June 2024

Subject: Proposed Prohibition of Waiting – Park Cottages,
Rochdale Road, Shaw

Report Author: Jill Yates, Traffic Engineer

Ward (s): Crompton

Reason for the decision:

The B6194 Rochdale Road is a district distributor road which connects Shaw District centre with the borough of Rochdale.

The majority of Rochdale Road is protected by yellow line restrictions, to protect access throughout the day. However, in the vicinity of Park Cottages, there is a short gap in the restrictions which previously facilitated parking for a hairdressing business that operated from one of the frontage properties. The business has now closed, and the area is being used by the residents who live opposite, to park throughout the day and evening.

When vehicles are parked in this area, motorists who are egressing from Park Cottages are unable to observe traffic approaching from their right. In view of this, a Ward Member has requested that double yellow lines be introduced to remove the parking.

It is proposed to extend the 'No Waiting At Any Time' restriction as detailed on plan 47/A4/1718/1.

Summary:

The purpose of the report is to consider the extension of the 'No Waiting At Any Time' restriction on Rochdale Road in the vicinity of Park Cottages.

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 highway safety.
Option 2: Not to approve the recommendation and allow 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 restrictions are 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:	<p>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 review of any objections received before installing the new lining.</p> <p>Vicki Gallacher (Head of Insurance and Information Governance)</p>
Co-operative implications	<p>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)</p>
Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998	None
Environmental and Health & Safety Implications	None
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

Schedule

Drawing Number 47/A4/1718/1

Delete from the Oldham Borough Council (Crompton Area) Consolidation Order 2003

Part I Schedule I

Item No	Length of Road	Duration	Exemptions	No Loading
(CR94)	<u>Rochdale Road</u> (North East) From a point 32 metres north-west of its junction with Park Cottages (formerly Clegg Street) for a distance of 71 metres in a north westerly direction	At any time	A, B1, B3, B4, C, E, J, K4	
	<u>Rochdale Road</u> (North East) From its junction with Park Cottages for a distance of 15 metres in a north westerly direction	At any time	A1, B1, B2, D, K1, K2, P	

Add to the Oldham Borough Council (Crompton) Consolidation Order 2003

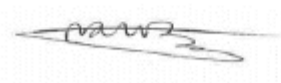
Part I Schedule I

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Rochdale Road</u> (North East side) From its junction with Park Cottages for a distance of 103 metres in a north westerly direction	At any time		

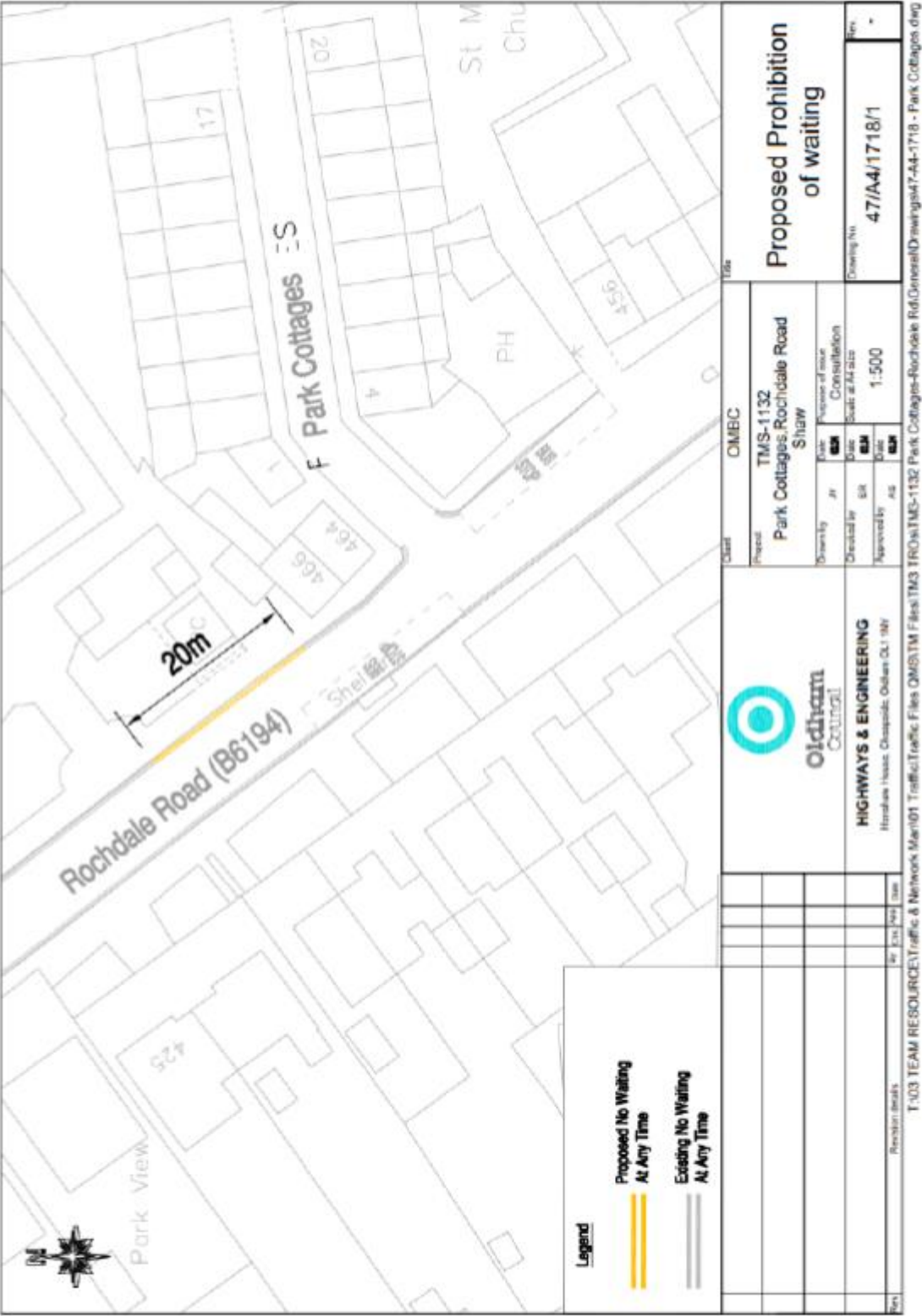
Report Author Sign-off:	
Jill Yates	
Date: 23 May 2024	

In consultation with Director of Environment

Signed :



Date: 20.06.2024



APPENDIX B
COPY OF REPRESENTATIONS

24 October 2024.

Re. The Oldham Rochdale Road High Crompton Prohibition of Waiting Order
2024 (ref: LJM/TO24/21 VF24007.)

Dear Sir/Madam,

I write to make objection to the proposal above. There are various reasons for opposing this proposal, which are set out below.

1. The principal and growing problem on Rochdale Road in the heart of High Crompton (-and not just on this stretch of the road-) is the speed of traffic. Removing the parking spaces entirely, where parking is currently permitted, will increase this problem.

Traffic going in the Rochdale direction speeds up when a clearway becomes apparent past the Whitehead Street/ Rushcroft Road junction, presenting a danger to residents reversing into their drives on the south side of Rochdale Road (in order to adhere to the Highway Code which advises against reversing onto a main road.) Traffic going in the opposite direction and going around the parked cars tends to slow oncoming traffic and, having to go around parked cars, is itself slowed down.

Removing the parking spaces will increase the speed of traffic in both directions and present a much greater risk of accidents than the current arrangements.

2. The reason given for making the proposed change and removing all parking from the road in this location is that it would improve safety for drivers emerging from Park Cottages. There have not been accidents caused by this supposed problem even when disabled customers of the former hairdresser's shop parked over the yellow lines- as they were allowed to do with blue badges- much closer to, even at, the junction than is presently allowed, which is some distance away (-I would estimate 20-30metres.) The family home has been opposite Clegg St./Park Cottages for over sixty years and I have not known of a single accident here caused by parked cars on that side of the road, in all this time. The likelihood of a collision here is small, if the residents of Park Cottages – who constitute a small minority of the total number of people who will be affected by this proposed change – exercise the appropriate amount of care when emerging on to the main road.

3. Visitors to the High Crompton park should be encouraged. The much-needed improvement to the tennis courts might attract more people from further afield, and not just young people -an increased adult presence in the park would be a discouragement to anti-social behaviour there. The parking places provided are used by visitors to the bowling green, and are invaluable for people suffering from disabilities who cannot walk far or are in wheelchairs. There is very little parking space for visitors (- in former years parking was available across the whole of the front of the park before the pedestrian island disrupted that.) Those limited parking opportunities that do exist in the vicinity, behind the park and on Moss Gate behind the tennis courts, present greater difficulties to people with mobility problems in accessing the main body of the park. Furthermore, people who are disabled and who have blue badges would still be able to park there and hopefully will do so; the perceived problem would therefore not be removed even if yellow lines are extended as proposed. But every other visitor, including those with limited mobility not possessing a blue badge, would be disadvantaged.
4. If these spaces are taken away then any visitors to all the houses on the south side of Rochdale Road and to the park will be obliged to park either on the road of Park Cottages itself, or at the bottom end of that street, close to the field, which offers some, limited space, if there is no space in the driveways, due to residents' own cars being parked there. Even worse, some might park on the footpath on the south side of the road. In the case of 413 and 415 Rochdale Road there is a shared drive, which means parking in the drive blocks access and exit and is therefore not practicable. The residents of Park Cottages will find visitors' cars legitimately parked in front of their houses on the street and/or increased two-way traffic on a street which cannot accommodate that traffic as people and their vehicles access the parking spaces at the bottom of the street. I find it hard to believe that most residents of Park Cottages would consider this an improvement.
5. There is a very real danger that extending the yellow lines as proposed will lead to people parking cars entirely on the pavement, providing obstruction to all pedestrians, including, of course, parents with prams and disabled people, for whom this would present a real safety risk. This already happens on the opposite side of the road towards the Marlfield Road junction. If this were to happen -and the chances are that it would- it would be a disaster. Such anti-social behaviour also happens on the pavement on both sides of the road close to the Go Local shop on the road between Thornham Road and the junction of Rushcroft Road/ Whitehead Street, endangering and inconveniencing pedestrians, so it is not fanciful to suggest it would not happen here, much to the detriment

of the appearance of the area, access to the park and pedestrians' safety and convenience. It is also possible that some would simply ignore the yellow lines and park over them, which would send out the signal that parking restrictions can be ignored with impunity, to everyone's disadvantage. That behaviour already exists – with apparent impunity – on Whitehead Street, at the junction with Rochdale Road, outside the Chinese take-away there, also outside the take-away opposite Glebe Street on Rochdale Road in Shaw and happens all the time on Market Street in Shaw. The parking restrictions in the vicinity of Crompton House School – where they really are necessary and serve a legitimate purpose of keeping the road safe - are ignored on a daily basis during term-time during the week by members of that school community.

Parking restrictions should be in place where they are really needed, to keep everyone as safe as possible, in the hope that they will be observed by road-users and where they can be regularly inspected. That safety necessity does not apply to the space where this proposed order plans to place them and if they are ignored that encourages a more widespread practice of ignoring the rules, to the disadvantage of those who do obey the rules.

6. The most common infraction of the existing yellow line prohibition in the past has been by customers of the Bull's Head pub, who have parked close to the junction with Park Cottages, including on the corner. Fortunately, that has occurred rarely, if at all, since the closing and re-opening of the pub, but it is far more likely to happen if all parking spaces on Rochdale Road in this location are removed. It is unlikely that parking officials will be patrolling in the evening when this is most likely to happen. So no benefit will have been obtained, at the expense of the loss of a valued and worthwhile asset.
7. The building on the corner of Park Cottages and Rochdale Road used to be a shop selling woollen goods, then it became a hairdresser's. It is currently being (occasionally) let out as an "Air b and b", it seems. It still has the capacity to be a shop again and a useful community resource in the future. Removing all the parking from an area close to this shop would, as a result, prevent that happening, because, apart from Park Cottages and the limited space at the bottom of the street, there would be nowhere for customers to park.
8. A worse situation is faced by drivers emerging on to Rochdale Road from The Orchards (Shaw side exit) during the day when visibility to the left is blocked by members of Crompton House School parking their cars there, much closer to the junction than is the case with the parking spaces near Park Cottages. (This is also the case in the evenings with local residents'

cars/vans.) So, if double yellow lines are to be placed in front of the park, it would not be consistent to continue to allow parking on the road on the stretch between the two exits from The Orchards.

The exit from the other side is also dangerous because of the bend in the road and the hedge. What action will be taken to deal with that (greater) problem?

9. It is not true to state in the “Statement of Reasons” for this proposed change that the gap in the yellow lines was for the purposes of facilitating parking for customers of the hairdresser’s that previously occupied the property on the corner of Park Cottages. The absence of yellow lines in this area ante-dated the existence of the hairdresser’s business and the parking was always used by visitors to the park and visitors to the residents in the houses as well as to the hairdresser’s– in fact the parking availability was reduced considerably in the immediate vicinity of the hairdresser’s while the hairdresser was still in business by placing of yellow lines there that had never been there before. It is also not true to state that “when vehicles are parked in this area, motorists who are egressing from Park Cottages are unable to observe traffic approaching from their right”. Traffic *can* be seen over the distance needed to egress safely because the parked cars are at some distance. The exit from this street is safer than in other places in the ward.
10. If improvements to the safety of the road are to be made there are other measures that could be taken which would have a far greater impact on road safety and would not have the significant disadvantages of this proposal. The cost of these changes would be better spent in other ways, especially “traffic calming” measures.

Yours faithfully,

Officer Response

Good morning,

Thank you for your representation regarding the proposed Prohibition of Waiting on Rochdale Road – Park Cottages.

All objections received in response to the proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee (HRC) for formal consideration. The Committee, made up of elected Members, will review all evidence and public representations before making a final decision.

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

Highway Safety and Access

The purpose of the original proposed restrictions was to improve junction visibility. 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 road safety concern identified during site assessments.

Accident Record and Safety Evidence

Collision data does not show a recorded injury accident at this specific junction. However, highway authorities are expected to act proactively where hazardous conditions are observed, rather than waiting for a collision record to develop. The proposed measures are a preventative safety intervention.

Speeding and Traffic Behaviour

Rochdale Road carries a relatively high volume of vehicles, and that speeding may be an issue. Presence of parked cars can visually narrow the carriageway and, in some cases, encourage lower speeds. However, parked vehicles cannot be relied upon as a safe or sustainable form of traffic calming. They are unregulated, often inconsistent in position, and may introduce new hazards by obstructing sightlines.

Wider Issues (School Congestion and Pavement Parking)

The Council is aware of ongoing challenges around Crompton House School and St Mary's Primary School. These sites will be addressed under a separate scheme following site inspections and are not part of this TRO proposal.

Following the feedback received, the Council has prepared a **relaxed alternative proposal** to modify the scheme. This option introduces a **Limited Waiting restriction (Mon-Sat 8am–6pm, 3 Hours, No Return Within 1 Hour)**. This modification is designed to provide a compromise which acknowledges the concerns of objectors.

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee (HRC) for formal consideration.

The panel will then make one of the three recommendations:

1. Dismiss the objections and implement the scheme as advertised. (Original Proposal)
2. Modify the scheme such as introduce a relaxed limited prohibition of waiting. (Relaxed Alternative)
3. Withdraw the proposals.

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

Many Thanks,

Mohamed Abdulkadir

Objection 2

Dear Sir/ Madam

Reference

The Oldham Rochdale Road High Crompton Prohibition of Waiting Order 2024

I write to object to the above proposal to further extend the yellow lines on Rochdale Road, High Crompton and raise the following points which I would be grateful if you can consider and also respond to please.

- 1) My family home is directly affected by these proposals and I am a regular visitor who uses the road to park. The house has a shared driveway and therefore does not facilitate offroad visiting. Yellow lines were introduced to alleviate safety concerns directly outside the junction and this was considered sufficient at the time. I am not aware of any safety concerns or incidents since the mitigating yellow lines were introduced. The reasoning that the business of the property on Rochdale Road (Unicut hairsalon) is now closed does not seem to be a justifiable reason for this decision.
- 2) Should the yellow lines be introduced I would then park at the bottom of Park Cottages and lead to further congestion of vehicles in this area.
- 3) Of greater safety concern is the congested parking on Park Cottages which does cause problems as vehicles are often parked on both sides of the pavement on Park Cottages right at the junction - I don't understand why this has not been noted / considered in your reports? In addition the double parking on Park Cottages would cause an issue for emergency response vehicles requiring access - has this been considered? As I mention above adding the yellow lines on Rochdale Road would exacerbate this situation in my view.
- 4) I note that a 'decision' was made in response to this issue in June 2024 (yet residents directly affected by this decision were not consulted until now) Please can you advise why and also if a decision has been made what is the purpose of this consultation?
- 5) I feel that there could be more options considered to mitigate the concerns of all concerned - for example introducing a 4 hour waiting time to allow visitors to the park / houses on Rochdale Road. Consideration for a layby to be made in the existing wide pavement again to facilitate parking. I appreciate that this will be a cost implication but should be considered for the benefit of all.

Submitted for your consideration and attention please

Yours faithfully

xxxxxxxxx

Officer Response

Good morning,

Thank you for your representation regarding the proposed Prohibition of Waiting on Rochdale Road – Park Cottages.

All objections received in response to the proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee (HRC) for formal consideration. The Committee, made up of elected Members, will review all evidence and public representations before making a final decision.

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

Highway Safety and Access

The purpose of the original proposed restrictions was to improve junction visibility. 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 road safety concern identified during site assessments.

The decision made in June 2024 was the approval to proceed to the public consultation stage. The feedback gathering process is currently active, and your comments are a vital part of that legal process.

Following the feedback received, the Council has prepared a relaxed alternative proposal to modify the scheme. This option introduces a **Limited Waiting restriction (Mon-Sat 8am–6pm, 3 Hours, No Return Within 1 Hour)**.

This modification is designed to provide a compromise which acknowledges the concerns of the objector.

Next Steps

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee (HRC) for formal consideration.

The panel will then make one of the three recommendations:

1. Dismiss the objections and implement the scheme as advertised. (Original Proposal)
2. Modify the scheme such as introduce a relaxed limited prohibition of waiting. (Relaxed Alternative)
3. Withdraw the proposals.

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

Many Thanks,
Mohamed Abdulkadir

Objection 3

Re: proposed prohibition or waiting -Rochdale road /park cottages , Shaw

I strongly object to the proposed installation of the no waiting restrictions. I have live here for 26 years and in all that time there has been parking across the road from me. Lot of people use this space to access to park there is no where else to park, it also acts as a deterrent for the increasing number of driver who seem use Rochdale road as a race track. Having this available parking allows families and less able people to access the park from a safe area the is no chance of using the Parking space at the bottom of park cottages as the residents use that space and the road is narrowed by the occupants parking on both sides of the road. I am against this proposal this will not make Rochdale road safer for anyone it only benefits a small portion of the community i.e. the occupiers of Park cottages. Are there any statistics on the number of accident that has occurred from vehicles exiting park cottages, having lived hear for over a quarter of a century I cant recall any. If it were the case that traffic exiting park cottages cannot observe approaching traffic there would have been accident and action years ago. This would also suggest that all roads would not have parked vehicles on them. The hair dressers although closed is still a business premises and may need these spaces in the future one removed it will ne noyon impossible to have it reinstated.

Regard,
xxxxxxx

Response

Good morning,

Thank you for your representation regarding the proposed Prohibition of Waiting on Rochdale Road – Park Cottages.

All objections received in response to the proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee (HRC) for formal consideration. The Committee, made up of elected Members, will review all evidence and public representations before making a final decision.

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

Highway Safety and Access

The primary objective of these proposals is to implement a proactive road safety measure to prevent potential incidents and accidents, rather than being a reactive response to existing statistics. While we note your observation that you cannot recall any accidents, the decision to introduce restrictions is often based on an assessment of risks and potential hazards to all road users. And as such, the purpose of 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 road safety concern identified during site assessments.

Following feedback received, the Council has prepared a relaxed alternative proposal to modify the scheme. This option introduces Limited Waiting restriction (Mon-Sat 8am–6pm, 3 Hours, No Return Within 1 Hour).

This modification is designed to provide an improvement and provide a compromise which acknowledges the concerns of the objector.

Next Steps

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee (HRC) for formal consideration.

The panel will then make one of the three recommendations:

1. Dismiss the objections and implement the scheme as advertised. (Original Proposal)
2. Modify the scheme such as introduce a relaxed limited prohibition of waiting. (Relaxed Alternative)
3. Withdraw the proposals.

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

Many Thanks,
Mohamed Abdulkadir

Objection 4

To whom it may concern,

As a resident who lives on Rochdale Road in High Crompton, I would like to object to the proposal to change this section to double yellow lines. To note I do not park my car here as we have ample parking for both our household cars on the driveway.

My reasons for the objection are below:

If these spaces are taken away then any visitors to all the houses on the south side of Rochdale Road will most likely be obliged to park either in Park Cottages or at the bottom end of that street close to the field because the driveways are occupied by residents cars. Would the residents of Park Cottages want extra parking on there street.?

This also goes for people who come in the mornings to walk there dogs and use the park for a short period of time and also the bowling visitors who come for a few hours, who most likely have limited mobility, whether they are just spectating or taking part.

This may discourage the bowling community to come or they will park on park cottages where they can park closer to the bowling green. We should be making it easier for the community to use the Park and its facilities for Mental Health reasons and keeping active and social, maybe them few hours of just a small walk in the park is their main focus of their day, where they can pull up and park for 20 minutes or so.

I don't think this has been thought through?

The reason given for making the proposed change and removing all parking from the road in this location is that it would improve safety for drivers emerging from Park Cottages.

There have not been any accidents as far as I am aware caused by this supposed problem even when disabled customers of the former hairdressers shop parked over the double yellow lines, as they were allowed to with their blue badge.

This is not a known problem, and they should just exercise more care when pulling out or just turn left if they are not confident and drive around the block, which would add 2 minutes to their journey, rather than changing this whole section for what I can imagine is a small minority.

The principal and growing problem on Rochdale Road in the heart of High Crompton is the speed of the traffic. Removing Parking opportunity where it is currently permitted will increase the speed and traffic problem.

Traffic speeds up when they have cleared this area, I witness every day this and hear the cars racing past and sometimes overtaking at the island crossing to the left of the park and going onto the opposite side of the road to overtake.

If this parking is taken away, I believe this will cause more accidents as traffic will speed up quicker as they don't have to navigate around any parked cars in this area where the park is situated. This needs careful consideration.

I also think this will encourage more people to park on the pavements on the opposite side of the road blocking access for pedestrians and children walking to school or who get dropped off here to then walk up to the school.

A worse situation is faced by drivers emerging on to Rochdale Road from the orchards shaw side exit during the day when visibility to the left is blocked by members of Crompton House school parking there cars there.

So if double yellow lines is placed in front of the park it would be absurd to continue to allow parking on the road on the stretch between the two exits from the Orchards.

More attention should be given to the chaotic, dangerous situation outside High Crompton School and St Marys Way, rather than wasting time, money and resources on this scheme proposed.

Thank you for taking this objection into account.

Response

Good morning,

Thank you for your representation regarding the proposed Prohibition of Waiting on Rochdale Road – Park Cottages.

All objections received in response to the proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee (HRC) for formal consideration. The Committee, made up of elected Members, will review all evidence and public representations before making a final decision.

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. 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 road safety concern identified during site assessments.

Following feedback received, the Council has prepared a relaxed alternative proposal to modify the scheme. This option introduces Limited Waiting restriction (Mon-Sat 8am–6pm, 3 Hours, No Return Within 1 Hour).

This modification is designed to provide an improvement and provide a compromise which acknowledges the concerns of the objector.

Next Steps

Both the original proposal and the relaxed alternative will be presented to the Highways Regulation Committee (HRC) for formal consideration.

The panel will then make one of the three recommendations:

1. Dismiss the objections and implement the scheme as advertised. (Original Proposal)
2. Modify the scheme such as introduce a relaxed limited prohibition of waiting. (Relaxed Alternative)

3. Withdraw the proposals.

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

Many Thanks,
Mohamed Abdulkadir

Objection 5

My name is xxxx xxxxx Owner of xxx and xxx Rochdale Road. I am at the moment making arrangements to reopen the salon. I strongly object to the proposal because this will make it very difficult for my prospective clients to use my salon.

Those parking spaces will facilitate parking for the beauty salon customers.

In addition, I strongly disagree with the statement that the vehicles parked in this area present an obstruction to visualisation of the traffic when egressing from Park Cottages.

In conclusion, I strongly object this proposal because will directly affect the success of my future business.

Kind regards

xxxxxxxxx

Response

Good morning,

Thank you for your representation regarding the proposed Prohibition of Waiting on Rochdale Road – Park Cottages. We understand your concerns that the introduction of Double Yellow Lines (DYL) may impact your business.

All objections received in response to the proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee (HRC) for formal consideration. The Committee, made up of elected Members, will review all evidence and public representations before making a final decision.

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. 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 road safety concern identified during site assessments.

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Next Steps

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The panel will then make one of the three recommendations:

1. Dismiss the objections and implement the scheme as advertised. (Original Proposal)
2. Modify the scheme such as introduce a relaxed limited prohibition of waiting. (Relaxed Alternative)
3. Withdraw the proposals.

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

Many Thanks,

Objection 6

Reference LJM/TO24/21VF24007

I am writing to object to the yellow lines because I play bowls at the park and this is the best place to park as Park Cottages is a very congested street and to get to the few spaces at the end of this street is often difficult, especially if all the spaces are taken and you have to reverse.

It is also convenient if visiting the houses across the road as they have shared drives and so parking on their drive can be an obstruction to their neighbour and means having to reverse onto the busy road so they are able to get out.

The parked cars also slow the traffic down coming to the small island at Rushcroft Rd. making this safer.

Xxxx xxxxxx

Response

Good morning,

Thank you for your representation regarding the proposed Prohibition of Waiting on Rochdale Road – Park Cottages.

All objections received in response to the proposed Traffic Regulation Order (TRO) are carefully reviewed and reported to the Council's Highways Regulation Committee (HRC) for formal consideration. The Committee, made up of elected Members, will review all evidence and public representations before making a final decision.

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. 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 road safety concern identified during site assessments.

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Next Steps

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The panel will then make one of the three recommendations:

1. Dismiss the objections and implement the scheme as advertised. (Original Proposal)
2. Modify the scheme such as introduce a relaxed limited prohibition of waiting. (Relaxed Alternative)
3. Withdraw the proposals.

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

Many Thanks,
Mohamed Abdulkadir

APPENDIX C
REVISED SCHEDULE AND PLAN

Schedule

Drawing Number 47/A4/1718/2

Add to the Oldham Borough Council (Crompton) Consolidation Order 2003

Part I Schedule I

Item No	Length of Road	Duration	Exemptions	No Loading
	<p><u>Rochdale Road</u> (North East side)</p> <p>From a point 17 metres east of its junction with Park Cottages for a distance of 20 metres in a north westerly direction.</p>	<p>Limited Waiting Mon-Sat 8am-6pm Limited to 3 hours No Return within 1 hour</p>		

Proposed Revised Plan

