

Beal Lane Petition Report

12th March 2019

1 Background

- 1.1 A Petition containing 100 signatures was received by the Council on 21st January 2019 regarding a request from the public to consider the introduction of Limited Waiting restriction along Beal lane between Jubilee Street and Cheetham Street. The Petition reads:

'We the undersigned appeal to Oldham Council to place limited waiting - restrictions on the north side of Beal Lane, between Jubilee Street and Cheetham Street.

Restricted parking in this section 8am – 6pm Monday to Friday except for 3 hours

The purpose of this petition is to allow the shops to trade whilst preventing warehouse workers parking on the roadway when there is free off road parking available to them within the confines of the warehouse premises.'

2 Current Position

- 2.1 Beal Lane varies in width between 6.1 and 6.5 metres; consequently, when vehicles are parked on one side of the road, the resulting width available for two way traffic varies approximately between 4.1 and 4.5 metres. The length of Beal Lane where Time Restricted parking is being requested by the Petitioners is currently free of parking prohibitions, apart from short lengths of junction protection at Jubilee Street & Cheetham Street and a Bus Stop Clearway area; the long length of road space that is free of restrictions is regularly occupied by parked vehicles.
- 2.2 The minimum road width required for two-way traffic (comprising of mainly light vehicles) to pass safely, is 5.5 metres, consequently the current parking situation obstructs the two-way flow forcing motorists to operate what is less than an ideal, informal 'Give and Take' system for two –reasons:
- (i) Vehicles travelling from Jubilee Street towards Cheetham Street have to enter the oncoming lane at risk of traffic approaching from the opposite direction and from around a bend with limited forward visibility at a higher relative speed.

- (ii) Vehicles travelling from Cheetham Street towards Jubilee Street have an increased advantage at the “Give and Take” section by virtue of the fact that they do not have to enter the opposing lane and can easily dominate the direction of flow at busy periods.
- 2.3 The current arrangement often results in traffic queuing back to the roundabout at the nearby Distribution Centres, or motorists operating a bullish attitude by ‘barging’ their way along Beal Lane.
- 2.4 The introduction of Time Restricted Parking requires the provision of marked parking bays on the carriageway and an associated Traffic Regulation Order which restricts their use to maximum length of stay; however, when such orders are introduced, the Highway Authority has to be satisfied that when parking bays are introduced it is not at the detriment to moving traffic.
- 2.5 The primary purpose of a highway is for the safe and efficient passage of vehicles: roads and streets should not be automatically considered as a potential parking facilities. It is appreciated that parking currently takes place at this location, but this is as a result of motorists themselves considering it reasonable to park there; whereas the introduction of controlled parking bays will confirm to motorists that the Highway Authority is actually recommending it is acceptable and safe to park.
- 2.6 The nature of the residential properties along Beal Lane (terraced with no off-street parking) generate a high demand for on-street parking. Consequently, if measures were introduced to prevent this, it is highly likely that any proposal to introduce controlled parking bays would meet with strong objection and is unlikely to be successful.
- 2.7 In view of the above the Highway Authority would not support the introduction of time restricted parking along Beal Lane, Shaw

3 Petition Panel

- 3.1 A panel made up of a Highways Authority Officer and Ward Councillors met on 29th January 2019 to consider the petition.
- 3.2 Ward Councillors disagreed with the Highways Authority view and wish to support the petition.
- 3.3 Following this meeting the lead petitioner will be advised that the next step will be for them to present the petition at a meeting of Traffic Regulation Order panel, which can further consider this petition.