

## **BRIEFING PAPER FOR OLDHAM DISTRICT EXECUTIVE**

# **Petition: Request for Residents Only Parking and Speed Restrictions – Stanley Street, Walkers Lane and Hollins Street Springhead.**

**Date: 25<sup>th</sup> June 2014**  
**Unity Partnership**

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### **1. Purpose of Paper**

The purpose of this paper is to consider a petition that has been received from residents of Stanley Street, Walkers Lane and Hollins Street, Springhead, requesting measures be introduced to alleviate parking and speeding within these streets.

The petition contains 16 signatures and requests the following be considered:-

- Residents only parking.
- Speed restrictions.
- Utilisation of the rear of properties on Stanley Street for residents only parking.

**Petition: Request for Residents Only Parking and Speed Restrictions – Stanley Street, Walkers Lane and Hollins Street, Springhead.**

**2. Consideration**

The requests made by the petitioners are considered below separately

**2.1 Residents Only Parking**

The current criteria for residents only parking are as follows:-

- Only areas suffering a problem over a significant period within any 24 hours will be considered.
- No more than 50% of properties can have off street parking.
- Over 50% of the returned consultations have to be in favour.
- There should be a least one space per household available within the scheme.
- If possible limited waiting will be provided for visitors, shops and if necessary for businesses.

It should also be noted that the residents parking criteria is currently being reviewed to seek clarification on how schemes are funded and to ensure the most appropriate locations are considered for this facility. Until this review has been completed it is not possible to introduce any further residents parking schemes. The current criteria for any residents parking should be borne in mind in the meantime however, when investigating the credibility of requests.

**Stanley Street**

There are 15 residential properties on Stanley Street, of which 3 are town houses with off street parking available within the property and 12 terraced properties that rely on parking within the adopted highway. Of the 15 properties 7 have signed the petition.

Stanley Street is approximately 52 metres in length and has a 5 metre wide carriageway. The south side of the road has a number of lowered kerbs to allow access to driveways, and due to its narrow width parking tends to take place on one side of the road.

To provide visibility for vehicles entering and exiting Stanley Street, 5 metres of waiting restrictions would need to be introduced at the junctions of Stanley Street/Cross Street and Stanley Street/Walkers Lane. If this 10 metres (5 metres either side of Stanley Street) is subtracted from the total length of highway there is insufficient space remaining to accommodate one vehicle per household.

**Walkers Lane**

Situated on Walkers Lane within the vicinity of Stanley Street are 10 terraced properties that rely on parking within the adopted highway. Of the 10

properties, 5 have signed the petition. Whilst parking does occur at this location it is assumed these vehicles belong to residents; including residents from Livingstone Street as it does not have vehicular access. It is also assumed that some Oldham Road residents may park at this location due to the presence of waiting and loading restrictions on Oldham Road. Therefore residents only parking would not be beneficial as the residents of Livingstone Street and Oldham Road would have to be included within the scheme.

### Hollins Street

Hollins Street is an unmade, un-adopted highway consisting of 3 terraced properties; Hollins Street also gives access to the rear of numbers 139-157 Oldham Road. The highway is approximately 50 metres in length to its cul de sac end.

As Hollins Street is not part of the adopted highway network it is difficult to implement a residents only parking scheme due to the poor highway surface and the problems that result in introducing road markings. Whilst access may need to be maintained for all highway users, Hollins Street it is the responsibility of the street managers to maintain and manage.

## 2.2 Speed Restrictions

### Stanley Street

The petition states that Stanley Street is being used as a cut through by speeding vehicles. A sample volume and speed survey was undertaken on Monday 9<sup>th</sup> June 2014. At this time the visibility was clear and the road surface was dry. The survey was carried out during the end of the school day between 2.40pm and 3.10pm. During this time only one vehicle used Stanley Street, travelling west towards Walkers Lane, this vehicle was travelling at 14mph. At the time the volume and speed survey was undertaken there were 3 vehicles parked on Stanley Street.

A second survey was carried out relating to traffic volumes on Tuesday 10<sup>th</sup> June 2014 between the hours of 3.10pm and 3.40pm at this time 4 vehicles were observed using Stanley Street; again all travelling west towards Walkers Lane. These vehicles were then observed travelling south on to Oldham Road. Observations showed vehicles may make this manoeuvre due to poor visibility at the junction of Cross Street and Oldham Road.

A proposal to introduce waiting restrictions within the location of Oldham Road/Cross Street and Cross Street/Stanley Street received delegated approval on 14<sup>th</sup> November 2013 and was subsequently advertised for a period of 28 days from 12<sup>th</sup> December 2013. During this time a letter of objection was received. In relation to the objection and the points raised a report is to be submitted to the next TRO Panel for their consideration of the objection. The Panel will make a decision on whether the proposal should be amended, rescinded or introduced as originally proposed. If the Panel approve that the restrictions be introduced motorists will have clear visibility when exiting Cross Street on to Oldham Road and hopefully this will reduce the number of vehicles using Stanley Street.

There have been no recorded injury accidents on Stanley Street or the junctions of Stanley Street with Walkers Lane or Stanley Street with Cross Street in the last five years. It is therefore doubtful funds would be made available for the introduction of traffic calming measures.

#### Walkers Lane

A sample volume and speed survey was carried out on Tuesday 10<sup>th</sup> June 2014 between the hours of 3.10pm and 3.40pm. At this time the visibility was good and the road surface was dry.

Within this time 33 vehicles were observed travelling north towards Cooper Street and 45 south towards Oldham Road.

The mean speed of traffic has been recorded at 20.0mph towards Cooper Street and 19.5mph towards Oldham Road. The 85<sup>th</sup> percentile of traffic has been recorded as 24.8 towards Cooper Street and 22.6mph towards Oldham Road.

The 85<sup>th</sup> percentile speed is the speed at which 85 percent of motorists travel at or below and has previously been used in determining speed limits; it also gives an indication of higher speeds.

The recorded injury accident database has been interrogated and there have been no recorded injury accidents on Walkers Lane within the last 5years. It is therefore doubtful funds would be made available for the introduction of traffic calming measures.

#### Hollins Street

As Hollins Street is an unmade, un-adopted highway and extremely short in length it would not be appropriate to consider implementing any form of traffic calming.

### 2.3 Conclusion

In light of the prevailing accident records and volume and speed of traffic within the above locations it is not considered traffic calming measures would have any impact on highway safety.

### 2.4 Utilisation of Land to the Rear of Stanley Street for Residents Only Parking

The area of land described within the petition, to be improved for parking, is owned by a private party and not a council asset and therefore could not be utilised by the highway authority.

## 3 **Ward Councillors Views**

- 3.1 The Ward Councillors for Saddleworth West and Lees Ward have been consulted and no comments have been received.

4 **Any Financial, Legal, Human Resources, Procurement, IT Implications**

4.1 None

5 **Recommendation**

It is recommended that in view of the contents of the Briefing Note; no action is taken in respect of the petitioners request and the District Executive support this decision.