

***TRAFFIC REGULATION ORDER PANEL
Regulatory Committee
Agenda***

Date Thursday 28 March 2019

Time 5.30 pm

Venue Lees Suite, Civic Centre, Oldham, West Street, Oldham, OL1 1NL

- Notes
1. DECLARATIONS OF INTEREST- If a Member requires any advice on any item involving a possible declaration of interest which could affect his/her ability to speak and/or vote he/she is advised to contact Paul Entwistle or Kaidy McCann in advance of the meeting.
 2. CONTACT OFFICER for this Agenda is Kaidy McCann Tel. 0161 770 5151 or email Kaidy.McCann@oldham.gov.uk
 3. PUBLIC QUESTIONS – Any member of the public wishing to ask a question at the above meeting can do so only if a written copy of the question is submitted to the Contact officer by 12 Noon on Monday, 25 March 2019.
 4. FILMING - The Council, members of the public and the press may record / film / photograph or broadcast this meeting when the public and the press are not lawfully excluded. Any member of the public who attends a meeting and objects to being filmed should advise the Constitutional Services Officer who will instruct that they are not included in the filming.

Please note that anyone using recording equipment both audio and visual will not be permitted to leave the equipment in the room where a private meeting is held.

Recording and reporting the Council's meetings is subject to the law including the law of defamation, the Human Rights Act, the Data Protection Act and the law on public order offences.

MEMBERSHIP OF THE TRAFFIC REGULATION ORDER PANEL IS AS FOLLOWS:

Councillors S Bashforth (Chair), C. Gloster, Murphy and Shuttleworth (Vice-Chair)

Item No

1 Apologies For Absence

2 Urgent Business

Urgent business, if any, introduced by the Chair

3 Declarations of Interest

To Receive Declarations of Interest in any Contract or matter to be discussed at the meeting.

4 Public Question Time

To receive Questions from the Public, in accordance with the Council's Constitution.

5 Minutes of Previous Meeting (Pages 1 - 2)

The Minutes of the Traffic Regulation Order Panel held on 20th September 2018 are attached for approval.

6 Haven Lane, Moorside - Objections to Proposed Waiting and Peak Time Loading Restriction (Pages 3 - 18)

To consider two objections received to the proposal to introducing waiting and peak time loading restrictions on Haven Lane, Moorside

7 Objection to Proposed Double Yellow Lines - Block Lane, Chadderton (Pages 19 - 34)

The purpose of this report is to consider an objection received to the proposal to introduce waiting restrictions (double yellow lines) at the junction of Block Lane with Hampshire Road, Chadderton

8 Objections to Proposed Disabled Persons Parking Places Order - Various Locations (Pages 35 - 82)

The purpose of the report is to consider eight objections received to the introduction of disabled persons parking places at various locations in the Borough

9 St Mary's Gate Area, Shaw - Objections to Proposed Waiting Restrictions (Single and Double Yellow Lines) (Pages 83 - 104)

To consider three objections received to the proposal to introduce waiting restrictions (double and single yellow lines) within the St Mary's Gate area, Shaw

TRAFFIC REGULATION ORDER PANEL
20/09/2018 at 5.30 pm



Present: Councillor S Bashforth (Chair)
Councillors C. Gloster, Murphy and Shuttleworth (Vice-Chair)

Also in Attendance:

Alison McGlade	Member of the public
Alan Evans	Group Solicitor
Gary Sutcliffe	Principal Engineer
Daniel Meadowcroft	Highways Asset Client Manager
Sian Walter-Browne	Constitutional Services

1 **APOLOGIES FOR ABSENCE**

There were no apologies for absence received.

2 **URGENT BUSINESS**

There were no items of urgent business received.

3 **DECLARATIONS OF INTEREST**

There were no declarations of interest received.

4 **PUBLIC QUESTION TIME**

There were no public questions received.

5 **MINUTES OF PREVIOUS MEETING**

RESOLVED that the minutes of the meeting held on 26th July 2018, as amended, be approved as a correct record.

6 **OBJECTIONS TO PROPOSED DISABLED PERSONS
PARKING PLACES ORDER - OSBORNE STREET, SHAW**

The Panel gave consideration to a report which asked them to consider a number of objections received to the introduction of two disabled persons parking places on Osborne Street, Shaw.

This proposal had been approved under delegated powers on 6 September 2017 (reference D3049). Following receipt of a number of objections, a report was submitted to the Traffic Regulation Order Panel on 12 March 2018, when the Panel deferred the decision until a feasibility study had been completed. This had investigated the removal of the footway area to enable the disabled bays to be located directly outside the applicants properties, rather than on the opposite side of the road. The residents opposite had objected to the disabled bays.

An investigation had also been undertaken into the possibility of acquiring and using non-highway land as potential car parking areas to free up space on the existing highway network, to

minimise the effects of one or more Blue Badge holders in the Osborne Street area.



The outcome of both investigations had revealed the work to be costly and it could not be funded from existing Council budgets.

A member of the public attended the meeting and addressed the Panel about the implications of the proposal for local residents.

Options considered:-

Option 1: To approve the recommendation.

Option 2: Not to approve the recommendation.

RESOLVED that the proposal for the introduction of two disabled persons parking places on Osborne Street, Shaw was not approved for the following reasons:-

1. There were already five disabled bays provided in the close vicinity, on Victoria Street.
2. Osborne Street was a very short road and the provision of two disabled bays would have a significant impact on the other residents.
3. The bay proposed outside Number 10 would impede the use of the turning area at the end of Osborne Street and require drivers to reverse out onto Victoria Street in an unsafe manner.

The meeting started at 5.30 pm and ended at 6.10 pm



Report to TRO Panel

Haven Lane, Moorside – Objections to Proposed Waiting and Peak Time Loading Restriction

Portfolio Holder:

Councillor A Shah, Cabinet Member for Neighbourhood Services

Officer Contact: Deputy Chief Executive – People and Place

Report Author: Darryll Elwood, Technical Assistant

Ext. 1946

28 March 2019

Reason for Decision

The purpose of this report is to consider two objections received to the proposal to introduce waiting and peak time loading restrictions on Haven Lane, Moorside.

Recommendation

Notwithstanding the objections received it is recommended that the Panel supports the introduction of a Traffic Regulation Order on Haven Lane as per the original proposal shown in the schedule at Appendix A.

Haven Lane, Moorside – Objections to Proposed Waiting and Peak Time Loading Restriction**1 Background**

- 1.1 A proposal to introduce waiting and peak time loading restrictions on Haven Lane, Moorside, was approved under delegated powers on 9 February 2018, Delegated Reference No D3197 refers. A copy of the report detailing the reason for the restrictions is attached at Appendix A. The proposal was subsequently advertised and two letters of objection were received, which are attached at Appendix B. There was also a 42 signature petition attached to one of the objections which is not included with this report due to General Data Protection Regulations (GDPR). However, a copy of the petition is available for the Panel to see.

2 Current Position

- 2.1 Currently there are existing waiting/peak time loading restrictions along both sides of Haven Lane from its junction with Turf Pit Lane for a distance of 15 metres which assist in ensuring the free flow of traffic through the junction. However, correspondence was received in 2017 from a number of local residents expressing concern that vehicles are parking either partially or fully on the footway at the end of the restrictions preventing pedestrians from using the footways. Due to this obstructive parking pedestrians are being forced to walk in the carriageway.
- 2.2 In light of the concerns raised a number of observations were undertaken which revealed motorists do park in this location either partially or fully on the footway forcing pedestrians to walk in the carriageway. The visibility and free flow of traffic can also become obstructed due to the width of the carriageway at this point and the slight bend in the highway, this and the fact pedestrians are being forced in the carriageway could create a highway safety issue.
- 2.3 Due to the concerns raised and the observations undertaken a proposal was advertised to extend the existing restrictions by 6 metres and 8 metres on the South East side and the North West side of Haven Lane respectively, in accordance with the schedule and plan at the end of this report. As the recommended length required allowing a vehicle to manoeuvre and park safely is 6 metres, this proposal will effectively remove one parking space from each side of the carriageway.

3 Options/Alternatives

- 3.1 Option 1 – To Approve the Amended Recommendations
- 3.2 Option 2 – Not to Approve the Amended Recommendations

4 Preferred Option

- 4.1 The preferred option is Option 1.

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- 5 **Consultation**
- 5.1 The Emergency Services and Transport for Greater Manchester were consulted in the original report.
- 6 **Comments of the St James Ward Councillors**
- 6.1 Ward Members were consulted and no comments were received.
- 7 **Financial Implications**
- 7.1 These were dealt with in the previous report.
- 8 **Legal Services Comments**
- 8.1 These were dealt with in the previous report.
- 9 **Co-operative Agenda**
- 9.1 In respect of the introduction of waiting and peak time loading restrictions on Haven Lane, Moorside, there are no co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.
- 10 **Human Resources Comments**
- 10.1 None.
- 11 **Risk Assessments**
- 11.1 None.
- 12 **IT Implications**
- 12.1 None.
- 13 **Property Implications**
- 13.1 None.
- 14 **Procurement Implications**
- 14.1 None.
- 15 **Environmental and Health & Safety Implications**
- 15.1 These were dealt with in the previous report.
- 16 **Equality, community cohesion and crime implications**
- 16.1 The introduction of waiting and peak time loading restrictions on Haven Lane may result in some displaced parking for motorists who use this area to park but unobstructed access and highway safety take priority over the need to park.

17 **Equality Impact Assessment Completed?**

17.1 No.

18 **Key Decision**

18.1 No.

19 **Key Decision Reference**

19.1 Not applicable.

20 **Background Papers**

20.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act :

None.

21 **Appendices**

21.1 Appendix A – Copy of Mod Gov Report
Appendix B – Copy of Objections (petition not included).

Proposal

22.1 It is proposed that a Traffic Regulation Order be introduced in accordance with the following schedule and drawing number.

Schedule
Drawing Number 47/A4/1496/1

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

Column 1	Column 2	Column 3	Column 4	Column 5
Item No.	Length of Road	Duration	Exemptions	No Loading
	<u>Haven Lane</u> (South East Side) From a point 15 metres south west of its junction with Turf Pit Lane for a distance of 6 metres in a south westerly direction	At Any Time		Mon - Sat 7.30 - 9.30am and Mon – Fri 4 – 6.30pm

	<u>Haven Lane</u> (North West Side) From a point 15 metres south west of its junction with Turf Pit Lane for a distance of 8 metres in a south westerly direction	At Any Time		Mon - Sat 7.30 - 9.30am and Mon – Fri 4 – 6.30pm
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APPENDIX A
COPY OF MOD GOV REPORT

Delegated Decision

Haven Lane, Moorside – Proposed Prohibition of Waiting and Peak Time Loading Restrictions

Report of: Executive Director, Economy, Skills and Neighbourhoods

Officer contact: Darryll Elwood, Technical Admin Officer
Ext. 1964

6 February 2018

Reason for Decision

The purpose of this report is to consider an extension to the double yellow lines and peak time loading restriction along Haven Lane, near to its junction with Turf Pit Lane, Moorside, due to obstructive parking problems that have been reported and observed.

Recommendation

It is recommended that no waiting at any time (double yellow lines) and peak time loading restrictions be introduced in accordance with the schedules at the end of this report.

Haven Lane, Moorside – Proposed Prohibition of Waiting and Peak Time Loading Restrictions

1 Background

- 1.1 Complaints have been received concerning obstructive parking taking place along Haven Lane where the road narrows, near to its junction with Turf Pit Lane.
- 1.2 Haven Lane is predominantly residential, but experiences a high volume of traffic that uses the street as a short cut between the Watersheddings and Moorside areas. When parking occurs within the narrow section, difficulty is experienced gaining access to and from Turf Pit Lane. Whilst its junction with Haven Lane is currently protected by double yellow lines and a peak time loading restriction, the narrow section is unprotected and results in parking taking place on both sides of the road.
- 1.3 Observations undertaken at the junction have revealed that parking is regularly taking place and it is felt that the waiting and loading restrictions should be extended to improve access for both residents and through traffic.
- 1.4 Observations have also revealed that vehicles parking in this location are parking partially or fully on the footway forcing pedestrians to walk in the carriageway, therefore creating a highway safety issue.

2 Options/Alternatives

- 2.1 Option 1: To approve the recommendation.
- 2.2 Option 2: Not to approve the recommendation.

3 Preferred Option

- 3.1 The preferred option to approve is Option 1.

4 Justification

- 4.1 In view of the obstructive parking practices that have been observed, it is felt that the existing waiting and loading restrictions be extended along Haven Lane, in accordance with drawing number 47/A4/1486/1 and the schedule at the end of this report.

5 Consultations

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

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

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

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

6 Comments Of St James Ward Councillors

6.1 The Ward Councillors have been consulted and no comments were received.

7 Financial Implications

7.1 The cost of introducing this order is shown below:

	£
Advertisement of Order	1,800
Road Marking Costs	500
Provision of Signs	700
TOTAL	3,000
Annual Maintenance Costs (calculated November 2017)	240

7.2 The initial advertising, road marking and signage costs totalling £3,000 will be funded from cost centre 40916 (Highways Operations – Unity).

7.3 The annual maintenance costs estimated at £240 per annum will be met from cost centre 40350 (Highways Operations). If there are pressures in this area as the financial year progresses, the Directorate will have to manage its resources to ensure that there is no adverse overall variance at the financial year end. (Nigel Howard/Sadrul Alam)

8 Legal Services Comments

8.1 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)

9 Co-operative Agenda

- 9.1 In respect of extending the waiting and loading restrictions along Haven Lane, there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

10 Human Resources Comments

- 10.1 None.

11 Risk Assessments

- 11.1 None.

12 IT Implications

- 12.1 None.

13 Property Implications

- 13.1 None.

14 Procurement Implications

- 14.1 None.

15 Environmental and Health & Safety Implications

- 15.1 Energy – Nil.
15.2 Transport – Nil.
15.3 Pollution – Nil.

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- 15.4 Consumption and Use of Resources – In accordance with current specifications.
- 15.5 Built Environment – Minor alteration to visual appearance of area.
- 15.6 Natural Environment – Nil.
- 15.7 Health and Safety – The removal of obstructive parking will create a safer environment for highway users.
- 16 **Equality, community cohesion and crime implications**
- 16.1 Nil.
- 17 **Equality Impact Assessment Completed?**
- 17.1 No.
- 18 **Key Decision**
- 18.1 No.
- 19 **Key Decision Reference**
- 19.1 Not applicable.
- 20 **Background Papers**
- 20.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act :
- None.
- 21 **Proposal**
- 21.1 It is proposed that no waiting at any time and peak time loading restrictions be introduced along part of Haven Lane, Moorside, in accordance with the following schedule.

Schedule


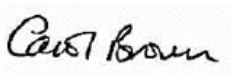
No Waiting at Any Time and No Loading Mon – Sat 7.30 – 9.30 am
and Mon – Fri 4.00 -6.30 pm

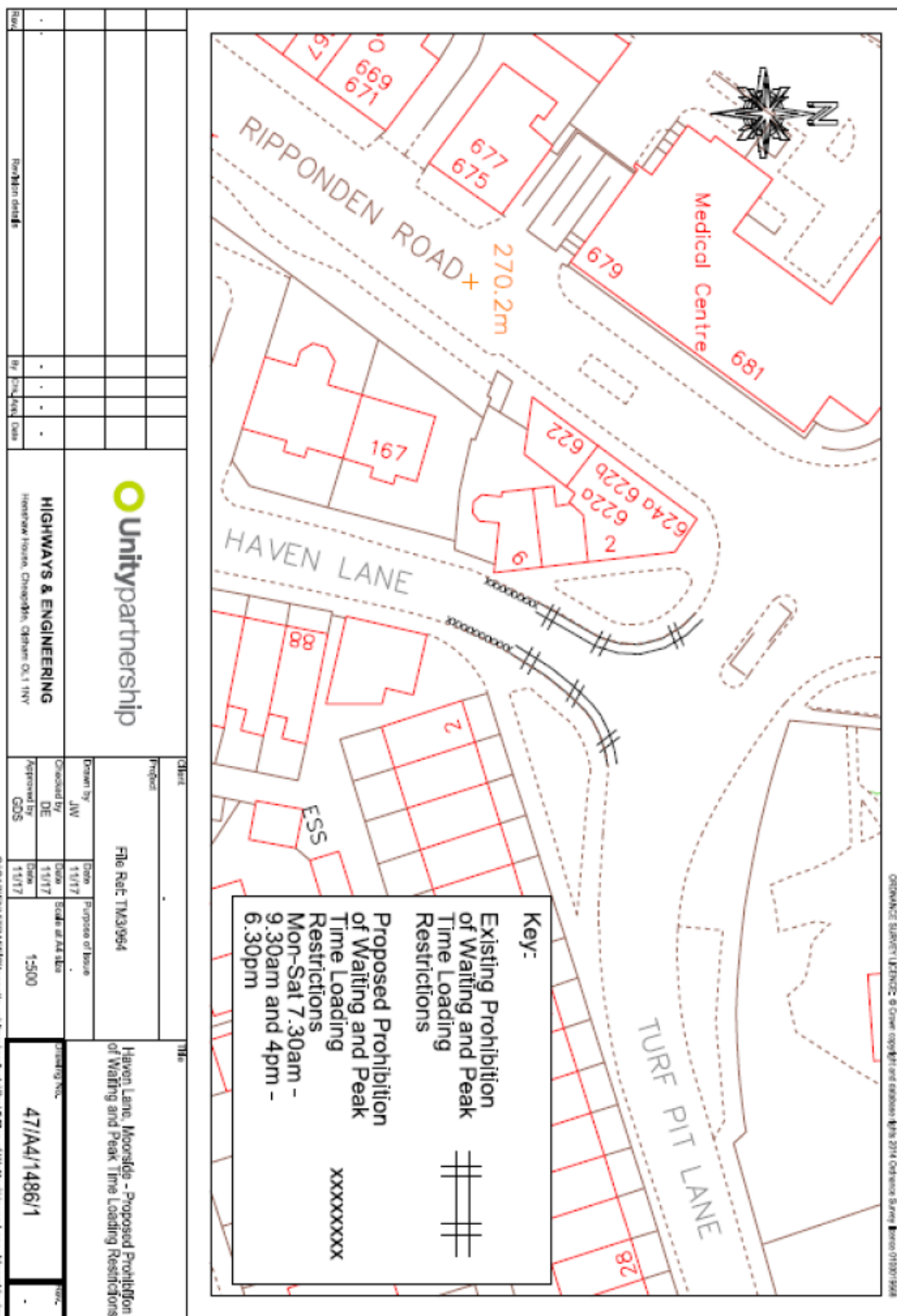
Drawing Number 47/A4/1486/1

Add to the Oldham Borough Council (Oldham area) Consolidation Order 2003
Add to Part 1 Schedule 1

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<u>Haven Lane</u> (South East Side) From a point 15 metres south west its junction with Turf Pit Lane for a distance of 6 metres in a south westerly direction	At Any time		Mon – Sat 7.30 – 9.30am and Mon – Fri 4pm – 6.30 pm
	<u>Haven Lane</u> (North West Side) From a point 15 metres south west of its junction with Turf Pit Lane for a distance of 8 metres in a south westerly direction	At Any Time		Mon – Sat 7.30 – 9.30am and Mon – Fri 4pm – 6.30 pm

APPROVAL

Decision maker Signed  Cabinet Member, Environmental Services	Dated _____09/02/18_____
In consultation with Signed  Director Of Environmental Services	Dated _____07/02/18_____



APPENDIX B
COPY OF OBJECTIONS (PETITION NOT INCLUDED)

Ripponden Rd
Moorside
Oldham

REF: LJM/TO18/13

17 May 2018

OBJECTION TO THE ORDER FOR YELLOW LINES ON HAVEN LANE

To Whoever this may concern

I am writing to object against the plan to place yellow lines on haven lane.

As business owner on Ripponden Rd adjoining haven lane and turf pit lane, I fear these plans have given me serious cause for concern for the future of my business of over 14 yrs, as most of my loyal customers park in this area.

Unfortunately the parking situation is already an issue for many residents and surrounding business' as there is not enough of it due to health centre, pharmacy, garage on haven lane and local residents. This will have a massive impact on where our customers will park and therefore our business'

This is a lane and double parked all the way to the top as residents have no alternative parking either. It will create mayhem and distress for all in the area who have incidentally lived here for many many years.

I fear the only people who may benefit from such restriction would be the building constructors further up the lane and who probably requested it. They will be long gone while long standing residents and loyal customers have to live with the inconvenience of not being able to park in front of their own property.

I do hope this is going to be reconsidered as a bad future plan for haven lane/turf pit lane

Regards

Haven Lane
Moorside
Oldham
Lancs

Date: 26th April 2018

REF: LJM/TO18/13

Objection to the order for yellow lines on Haven Lane/Turf Pit Lane

Dear Sir/Madam,

Following discussion with a local councilor, I am writing to object against the council placing yellow lines on Haven Lane/Turf Pit Lane upon the following grounds.

We initially became aware of the above when informed by the owner of the garage on Haven Lane. Following this, notices have been placed on lamp posts around the area from Oldham Council stating that this must be enforced to prevent people parking on both sides of the lane outside our home.

This problem arose when houses were built on Havenside and worsened by the building of more houses on Redrow. These houses were passed by Oldham Council.

After owning our house - Haven Lane for 25 years, and having recently spent £900.00 upgrading our CCTV due to car crime around Haven Lane, I believe this will dramatically reduce the price of our home, which when purchased was not surrounded by traffic lights or yellow lines.

If the above order is carried out, I will be compelled to park my car outside two businesses on Ripponden Road, affecting their businesses as customers will be unable to park. In addition, this will also affect the garage and the barbers on Haven Lane whose customers also use this road to park. In total, affecting four businesses.

This raises the question – where are we, as home owners on Haven Lane going to park?

I trust that liability for either dispensation or failing that, a resident parking permit will be provided if the above is carried out.

Regards,



Report to TRO Panel

Block Lane, Chadderton – Objection to Proposed Double Yellow Lines

Portfolio Holder:

Councillor A Shah, Cabinet Member for Neighbourhood Services

Officer Contact: Deputy Chief Executive – People and Place

Report Author: Darryll Elwood, Technical Assistant
Ext. 1946

28 March 2019

Reason for Decision

The purpose of this report is to consider an objection received to the proposal to introduce waiting restrictions (double yellow lines) at the junction of Block Lane with Hampshire Road, Chadderton.

Recommendation

It is recommended, in light of the objection received the yellow lines be extended along Hampshire Road in accordance with the schedule and plan at the end of this report.

Block Lane, Chadderton – Objection to Proposed Double Yellow Lines**1 Background**

- 1.1 A proposal to introduce double yellow lines on one side of the junction of Block Lane with Hampshire Road, Chadderton, was approved under delegated powers on 5 October 2018; a copy of the report detailing the reason for the yellow lines is attached at Appendix A. The proposal was subsequently advertised and one letter of objection has been received, which is attached at Appendix B.

2 Current Position

- 2.1 Currently there are waiting restrictions on one side of the Block Lane/Hampshire Road junction but none of the opposite side. The additional yellow lines were proposed further to a complaint received from a local resident via the MP for the area. The complaint refers to difficulties motorists can experience when vehicles park within close proximity to the junction, effecting not only visibility for motorists exiting Hampshire Road on to Block Lane but also obstructing the free flow of traffic through the junction.
- 2.2 The objectors concern is that if 15 metres of double yellow line is introduced on the north side of Hampshire Road there is a possibility vehicles could park at the end of the waiting restrictions within close proximity to their driveway, therefore, creating a visibility issue when exiting the driveway.
- 2.3 In light of the concerns raised it is now proposed to introduce 30 metres of waiting restrictions (double yellow lines) on the north side of Hampshire Road as shown in the schedule and plan at the end of this report, instead of 15 metres as originally proposed. This will remove any obstructive parking and subsequently improve visibility when exiting the driveway at the gable of 124 Block Lane.

3 Options/Alternatives

- 3.1 Option 1 – To Approve the Amended Recommendations
- 3.2 Option 2 – Not to Approve the Amended Recommendations

4 Preferred Option

- 4.1 The preferred option is Option 1.

5 Consultation

- 5.1 The Emergency Services and Transport for Greater Manchester were consulted in the original report.

6 Comments of the Werneth Ward Councillors

- 6.1 The Ward Councillors have been consulted and no comments were received.

7 Financial Implications

7.1 These were dealt with in the previous report.

8 Legal Services Comments

8.1 These were dealt with in the previous report.

9 Co-operative Agenda

9.1 In respect of the introduction of double yellow lines at the junction of Block Lane and Hampshire Road there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework

10 Human Resources Comments

10.1 None.

11 Risk Assessments

11.1 None

12 IT Implications

12.1 None.

13 Property Implications

13.1 None.

14 Procurement Implications

14.1 None.

15 Environmental and Health & Safety Implications

15.1 These were dealt with in the previous report.

16 Equality, community cohesion and crime implications

16.1 The introduction of yellow lines at the junction of Block Lane with Hampshire Road may result in some displaced parking from motorists who may use this area to park, but unobstructed access and highway safety take priority over the need to park.

17 Equality Impact Assessment Completed?

17.1 No

18 **Key Decision**

18.1 No.

19 **Key Decision Reference**

19.1 Not applicable.

20 **Background Papers**

20.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act :

None.

21 **Appendices**

21.1 Appendix A – Copy of Mod Gov Report
Appendix B – Copy of Objection

Proposal

22.1 It is proposed that a Traffic Regulation Order be introduced in accordance with the following schedule and drawing number.

Schedule
Drawing Number 47/A4/1508/1

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

Column 1	Column 2	Column 3	Column 4	Column 5
Item No.	Length of Road	Duration	Exemptions	No Loading
	<u>Block Lane</u> (West Side) From its junction with Hampshire Road for a distance of 15 metres in a northerly direction	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Hampshire Road</u> (North Side) From its junction with Block Lane for a distance of 30 metres in a westerly direction	At Any Time	A, B1, B3, B4, C, E, K3	

APPENDIX A
COPY OF MOD GOV REPORT



Oldham
Council

Delegated Decision

Proposed Prohibition of Waiting – Block Lane, Chadderton, Oldham

Report of: Deputy Chief Executive – People and Place

Officer contact: Darryll Elwood, Technical Support Admin
Ext. 1946

1 October 2018

Purpose of Report

The purpose of this report is to consider a request received from a resident of the Block Lane area via the elected MP for the introduction of prohibitive waiting restrictions on Block Lane at its junction with Hampshire Road, to alleviate obstructive parking taking place.

Recommendation

It is recommended that no waiting at any time (double yellow lines) restrictions be introduced on Block Lane and Hampshire Road in accordance with the schedule at the end of this report.

Proposed Prohibition of Waiting – Block Lane, Chadderton, Oldham

1 Background

- 1.1 Correspondence has been received from a local resident requesting the introduction of waiting restrictions on Block Lane at its junction with Hampshire Road, Chadderton to remove the obstructive parking currently taking place.

2 Current Position

- 2.1 Currently there are 15 metres of waiting restrictions on one side of Hampshire Road and 15 metres of waiting restrictions on Block Lane to prevent obstructive parking taking place within the junction. However, a request has now been received to introduce the same length of restrictions on the opposite side of Hampshire Road and Block Lane to allow clearer visibility when entering and exiting Hampshire Road.
- 2.2 Observations have revealed that vehicles parking within close proximity to the junction of Hampshire Road and Block Lane are creating a highway safety issue for motorists trying to negotiate the junction.
- 2.3 In view of the difficulties being experienced at the junction of Hampshire Road and Block Lane due to the presence of parked vehicles, it is felt that prohibitive waiting restrictions should be introduced in accordance with drawing number 47/A4/1508/1 and the schedule at the end of this report.

3 Options/Alternatives

- 3.1 Option 1: To introduce a No Waiting at Any Time Traffic Regulation Order.
- 3.2 Option 2: Not to introduce a No Waiting at Any Time Traffic Regulation Order.

4 Preferred Option

- 4.1 The preferred option to approve is Option 1.

5 Justification

- 5.1 The introduction of a Traffic Regulation Order in the form of double yellow lines will remove obstructive parking allowing traffic to manoeuvre safely through the junction of Block Lane and Hampshire Road, therefore creating a safer environment for all highway users.

6 Consultations

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

6.2 T.f.G.M. View - The Director General has been consulted and has no objection to this proposal.

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

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

7 Comments Of the Werneth Ward Councillors

7.1 The Ward Councillors have been consulted and no comments were received.

8 Financial Implications

8.1 The cost of introducing this Order is shown below:

	£
Advertisement	1,200.00
Lining Cost	500.00
TOTAL	1,700.00
Annual Maintenance Costs (this will be funded from the Highways revenue budget (estimates calculated June 2018)	10.00

8.2 The advertising and road marking costs of £1,700 will be funded from cost centre 40916 (Highways Operations – Unity).

8.3 The annual maintenance costs estimated at £10 per annum will be met from cost centre 40350 (Highways Operations). If there are pressures in this area as the financial year progresses, the Directorate will have to manage its resources to ensure that there is no adverse overall variance at the financial year end. (Nigel Howard x3250/Sadrul Alam x3305)

9 Legal Services Comments

9.1 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.

-
- 9.2 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)
- 10 **Co-operative Agenda**
- 10.1 In respect of the proposal to introduce waiting restrictions on Block Lane and Hampshire Road there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.
- 11 **Human Resources Comments**
- 11.1 None.
- 12 **Risk Assessments**
- 12.1 None.
- 13 **IT Implications**
- 13.1 None.
- 14 **Property Implications**
- 14.1 None.
- 15 **Procurement Implications**
- 15.1 None.
- 16 **Environmental and Health & Safety Implications**
- 16.1 Energy – Nil.
- 16.2 Transport – Nil.
- 16.3 Pollution – Nil.

16.4 Consumption and Use of Resources – Nil.

16.5 Built Environment – Nil.

16.6 Natural Environment – Nil.

16.7 Health and Safety – Nil.

17 Equality, community cohesion and crime implications

17.1 By removing obstructive parking from Block Lane and Hampshire Road in accordance with the schedule at the end of this report, traffic movements in this location will be unobstructed therefore improving highway safety.

18 Equality Impact Assessment Completed?

18.1 No.

19 Key Decision

19.1 No.

20 Key Decision Reference

20.1 Not applicable.

21 Background Papers

21.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act :

None.

22 Proposal

22.1 It is proposed that a Traffic Regulation Order be introduced in accordance with the following schedule and drawing number.

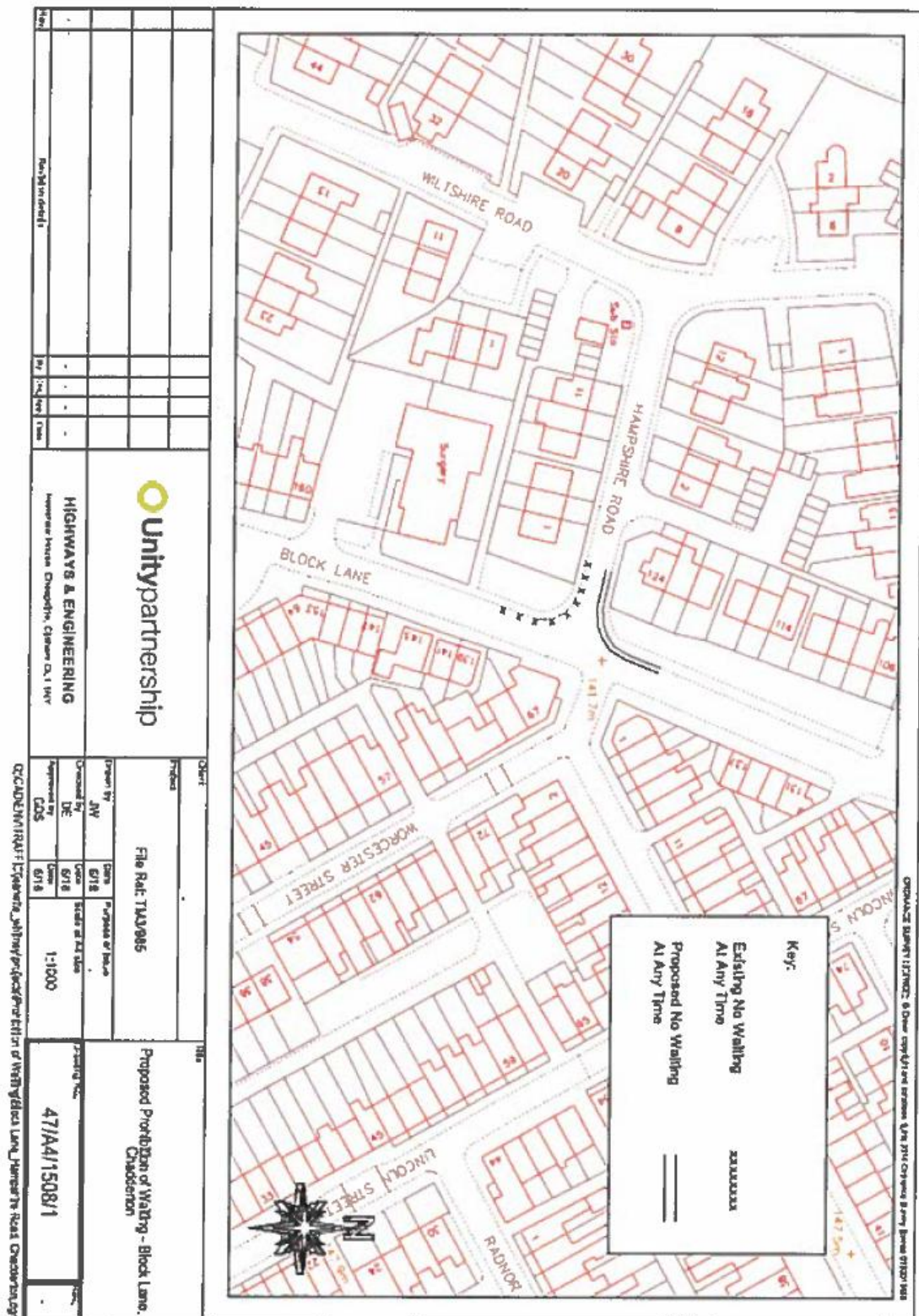
Schedule
Drawing Number 47/A4/1508/1

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

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<u>Block Lane</u> (West Side) From its junction with Hampshire Road for a distance of 15 metres in a northerly direction	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Hampshire Road</u> (North Sides) From its junction with Block Lane for a distance of 15 metres in a westerly direction	At Any Time	A, B1, B3, B4, C, E, K3	

APPROVAL

<p>Decision maker</p> <p>Signed <u></u> Cabinet Member, Neighbourhood Services</p>	<p>Dated <u>5</u> October 2018 _____</p>
<p>In consultation with</p> <p>Signed <u></u> Director Of Environmental Services</p>	<p>Dated <u>3</u> October 2018 _____</p>



		HIGHWAYS & ENGINEERING <small>Improving Access, Improving Lives, Improving the Future</small>	
File Ref: TM3/985		Proposed Prohibition of Waiting - Block Lane, Chadderton	
Drawn by JNV	Date 6/18	Purpose of Issue Scale at A3 Size	Project Ref. 47/A4/1508/1
Checked by DNE	Date 6/18	Scale at A3 Size 1:1000	Project Ref. 47/A4/1508/1
Approved by CDS	Date 6/18	Scale at A3 Size 1:1000	Project Ref. 47/A4/1508/1

APPENDIX B
COPY OF OBJECTION

YOUR REF LJM/TO18/26

[REDACTED]

[REDACTED] BLOCK LANE

CHADDERTON

OLDHAM

OL9 7RU

27TH DEC 2018.

TEL 0161 [REDACTED]

DEAR MESSER MILLS

RE - YOUR REPLY TO MY LETTER OF
THE 14TH DECEMBER 2018. I WISH TO
OBJECT TO YOUR PROPOSED PARKING
RESTRICTION WHICH WOULD ONLY ENCOURAGE
PEOPLE TO PAVEMENT PARK IN FRONT OF
MY GATE PREVENTING MY ACCESS TO AND
FROM MY PROPERTY.

YOURS [REDACTED]

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Report to TRO Panel

TRO Panel – Objections to Proposed Disabled Persons Parking Places Order – Various Locations

Portfolio Holder:

Councillor A Shah, Cabinet Member for Neighbourhood Services

Officer Contact: Deputy Chief Executive – People and Place

Report Author: Jeanette Whitney, Technical Admin Officer
Ext. 4305

28 March 2019

Reason for Decision

The purpose of this report is to consider eight objections received to the introduction of disabled persons parking places at various locations in the Borough.

Recommendation

It is recommended that notwithstanding the objections received, the disabled bays proposed at Lynmouth Avenue, Oldham, Lune Street, Oldham, Gibraltar Street, Lees, Montgomery Street, Oldham, Seville Street, Shaw be approved.

The Panel is however requested to make a decision on the bays proposed for Manley Road, Oldham and Kersley Street, Oldham due to the objections received which state there are already several other bays available for use in the immediate vicinity.

Objections to Proposed Disabled Persons Parking Places Order – Various Locations**1 Background**

- 1.1 A proposal to introduce 42 disabled persons parking places at various locations in the Borough was approved under delegated powers on 5 October 2018 (reference D3423). A copy of the approved delegated report is attached at Appendix A. The proposal was subsequently advertised and eight letters of objection have been received.
- 1.2 Objections have been received to the proposed parking places at :-
- Layby outside Shops, Coleridge Road, Oldham
23 Gibraltar Street, Oldham
17 Lune Street, Oldham
6 Lynmouth Avenue, Oldham
2 Montgomery Street, Oldham
9 Seville Street, Shaw
54 Kersley Street, Oldham
86 Manley Road, Oldham
- 1.3 The letters of objection are attached at Appendices D and E.
- 1.4 Many disabled residents have difficulty parking close to their properties due to the presence of parked vehicles. This can cause considerable stress and cause further physical suffering. It is considered that the only effective way to help disabled residents is to provide on-street disabled persons parking places near to their property. This will enable these residents easier access to their properties and improve their mobility and quality of life.

2 Consideration of Objections

- 2.1 Layby Outside Shops, Coleridge Road, Oldham – The implementation of disabled bays at this location are at the request of a Ward Member, due to the difficulties experienced parking in the facility, which is regularly occupied throughout the day by teachers employed at St Thomas Moorside Primary School.
- 2.2 23 Gibraltar Street, Oldham – The Highway Authority are aware that parking on Lune Street is restricted to one-side parking due to the width of the carriageway and the location of the proposed bay has been taken into consideration. However, the space on the highway outside a person's property is not restricted to their use and if it is the only convenient place to introduce a disabled facility for a neighbour then the residents will have to seek alternative parking.

-
- 2.3 17 Lune Street, Oldham – The Highway Authority are aware that parking on Lune Street is restricted to one-side parking due to the width of the carriageway and the location of the proposed bay has been taken into consideration. However, the space on the highway outside a person's property is not restricted to their use and if it is the only convenient place to introduce a disabled facility for a neighbour then the residents will have to seek alternative parking.
- 2.4 6 Lynmouth Avenue, Oldham – At this location there is a residents only parking scheme in place and adjacent the applicants property is visitor parking only. If the disabled bay were to be placed outside the applicants property it would significantly reduce the amount of visitor parking; the disabled bay has been proposed at this location, at the end of the visitor parking bay, so reduction is minimal and the applicant is in agreement with this recommendation.
- 2.7 2 Montgomery Street, Oldham – Unfortunately, due to the length of disabled parking bays, they sometimes extend across the frontage of the applicants neighbours property, especially on terraced streets. However, the space on the highway outside a person's property is not restricted to their use and if it is the only convenient place to introduce a disabled facility for a neighbour then the residents will have to seek alternative parking.
- 2.8 9 Seville Street, Shaw - Unfortunately, due to the length of disabled parking bays, they sometimes extend across the frontage of the applicants neighbours property, especially on terraced streets. However, the space on the highway outside a person's property is not restricted to their use and if it is the only convenient place to introduce a disabled facility for a neighbour then the residents will have to seek alternative parking. In relation to the sign/pole, these are located on site where safe and conveniently away from Utility apparatus but have to be implemented within the confines of the marking of the disabled bay.

3 Objections Received Requiring Special Consideration

- 3.1 54 Kersley Street, Oldham – Unfortunately, the disabled bay cannot be implemented outside the applicants property due to the presence of a traffic calming feature. However, the space on the highway outside a person's property is not restricted to their use and if it is the only convenient place to introduce a disabled facility for a neighbour then the residents will have to seek alternative parking.
- 3.2 86 Manley Road, Oldham – Unfortunately, the disabled bay cannot be implemented outside the applicants property due to the presence of a traffic calming feature. However, the space on the highway outside a person's property is not restricted to their use and if it is the only convenient place to introduce a disabled facility for a neighbour then the residents will have to seek alternative parking.
- 3.3 Part of the objection submitted to the bays for Kersley Street and Manley Road state that there is already a number of disabled bays in the locality and there is not a requirement to introduce any further bays.

-
- 3.4 The objectors are correct; the drawings attached at Appendix C show where the existing bays are located together with the locations of the proposed bays. Due to the number of bays that have been introduced over the previous seven years and the number of bays that are regularly being applied for each year, it is felt a policy is required which stipulates the ratio of disabled bays per street so residential areas do not become oversubscribed with disabled parking places, which will then disadvantage able bodied residents and their visitors.
- 3.5 Until this policy has been developed and approved, the Panel are requested to make a decision on whether the bays on Kersley Street and Manley Road, Oldham should be introduced.

4 Options/Alternatives

- 4.1 Option 1: To approve the original proposal in full.
- 4.2 Option 2: Not to approve the original proposal in full.

5 Preferred Option

- 5.1 The preferred option to approve is Option 1.

6 Comments Of Medlock Vale / Saint Mary's / Hollinwood / St James' / Crompton Ward Councillors

- 6.1 Ward Councillors were previously consulted at ModernGov stage and comments were received. Councillors have again been consulted and:

Crompton Ward – Councillor D Murphy and Councillor D Williamson support the proposed scheme on Seville Street, Shaw.

St James' – Councillor G Alexander has commented:

I asked for two disabled bays outside the shops on Coleridge Road, Sholver, it came to our attention that staff from St Thomas School were parking all day outside the shops as so were the staff from the One Stop Shop which then prohibited residents of Sholver to park outside the shops especially the disabled people that live on Goldsmith Drive, there is ample parking for staff from the school and One stop Shop at the back of the shops for which we have provided security lighting as the dark evenings draw in.

So there is no reason for any objections but if needs be we will be okay with one disabled parking bay to be installed with a 30 minute parking limit again we don't want people parking outside these shops all day as this does not help our disabled residents on Sholver.

It is difficult enough for disabled residents who live on Sholver and more so when the bad weather comes, so having these disabled bays will be a big help so that disabled people who have cars will not have far to travel to access a shop for basic necessities.

We cannot understand why anyone would object to helping disabled people.

The Councillors of St James are all in agreement for these bays to be put in place.

We understand that it cannot be monitored by the police at all times, but it will help as a deterrent hopefully.

7 Response to Councillor Comments

- 7.1 After consultation with the Legal Team, if the TRO Panel agree to implement one disabled bay this would be acceptable but if a 30 minute time restricted parking restriction is imposed on the use of the bay a further statutory advertisement period will be required which details the changes.

8 Financial Implications

- 8.1 These were dealt with in the previous report.

9 Legal Services Comments

- 9.1 These were dealt with in the previous report.

10 Co-operative Agenda

- 10.1 In respect of disabled bays there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

11 Human Resources Comments

- 11.1 None.

12 Risk Assessments

- 12.1 None.

13 IT Implications

- 13.1 None.

14 Property Implications

- 14.1 None.

15 Procurement Implications

- 15.1 None.

16 Environmental and Health & Safety Implications

- 16.1 These were dealt with in the previous report.

17 Equality, community cohesion and crime implications

- 17.1 No.

18 **Equality Impact Assessment Completed?**

18.1 No.

19 **Key Decision**

19.1 No.

20 **Key Decision Reference**

20.1 Not applicable.

21 **Background Papers**

21.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act :

None.

22 **Appendices**

22.1 Appendix A – Copy of Delegated Report
Appendix B – Copies of Drawings
Appendix C – Copies of Drawings requiring Special Consideration
Appendix D – Copies of Letters of Objection
Appendix E – Copies of Letters of Objection requiring Special Consideration

23 **Proposal**

23.1 Notwithstanding the objections received, it is recommended that Option 1 be approved and the Proposed Order be introduced without amendment, as detailed in the schedule and shown on the drawings contained in the original report.

APPENDIX A
COPY OF DELEGATED REPORT

Delegated Decision

Proposed Disabled Persons Parking Places Order – Various Locations

Report of: Deputy Chief Executive – People and Place

Officer contact: Jeanette Whitney, Technical Admin Officer
Ext. 4305

1 October 2018

Reason for Decision

The purpose of the report is to seek approval to implement disabled persons parking places at various locations around the Borough.

Recommendation

It is recommended that the proposed disabled bays detailed in the Schedule at the end of the report be introduced.

Proposed Disabled Persons Parking Places Order – Various Locations

1 Background

- 1.1 The Traffic Section within Unity Partnership receive many requests for on-street disabled parking places from disabled residents who have difficulty parking close to their property due to the presence of parked vehicles. It was considered that due to the high number of requests received that suitable criteria be adopted for consideration of applications and funding secured to implement successful applications.
- 1.2 Applications received in 2017/18 have now been processed, locations inspected and a list of successful applicants determined. Applicants that do not qualify under the Council's criteria have been notified in writing.

2 Options/Alternatives

- 2.1 Option 1: To approve the recommendation.
- 2.2 Option 2: Not to approve the recommendation.

3 Preferred Option

- 3.1 The preferred option to approve is Option 1.

4 Justification

- 4.1 Many disabled residents have difficulty parking close to their properties due to the presence of parked vehicles. This can cause considerable stress and cause further physical suffering. It is considered that the only effective way to help disabled residents is to provide on-street disabled persons parking places near to their property. This will enable these residents easier access to their properties and improve their mobility and quality of life.
- 4.2 In order to ensure that new on-street disabled parking spaces work effectively, a Traffic Regulation Order is implemented, so the facility can be enforced by the Council's Civil Enforcement Officers under decriminalised powers.

5 Consultations

- 5.1 G.M.P. View - The Chief Constable has been consulted and has no comment on this proposal.
- 5.2 T.f.G.M. View - The Director General has been consulted and has no objection to this proposal.
- 5.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.

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

6 Comments Of Werneth / Waterhead / St James' / St Mary's / Medlock Vale / Hollinwood / Alexandra / Chadderton North / Chadderton Central / Royton South / Royton North / Saddleworth West and Lees / Saddleworth North / Saddleworth South / Crompton / Shaw Ward Councillors

- 6.1 The Ward Councillors have been consulted and:
Councillor D Williamson and Councillor D Murphy support the proposal for Crompton Ward
Councillor H Sykes supports the proposal for Shaw Ward
Councillor C McLaren supports the proposal for Chadderton Central Ward

7 Financial Implications

- 7.1 The initial cost of this proposal and the annual maintenance costs thereafter are as follows:

	£
Advertising Costs	3,000
Signs/Poles	12,000
Lining	10,000
TOTAL	25,000
Annual Maintenance Costs (calculated July 2018) to be funded from the highways revenue budget	3,200

- 7.2 The advertising, signage and road marking costs of £25,000 will be funded from cost centre 40916 (Highways Operations – Unity).

- 7.3 The annual maintenance costs estimated at £3,200 per annum will be met from cost centre 40350 (Highways Operations). If there are pressures in this area as the financial year progresses, the Directorate will have to manage its resources to ensure that there is no adverse overall variance at the financial year end. (Nigel Howard/Sadrul Alam)

8 Legal Services Comments

- 8.1 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.

- 8.2 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)

9 Co-operative Agenda

- 9.1 In respect of the provision of Disabled Persons Parking Places, there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

10 Human Resources Comments

- 10.1 None.

11 Risk Assessments

- 11.1 None.

12 IT Implications

- 12.1 None.

13 Property Implications

- 13.1 None.

14 Procurement Implications

- 14.1 None.

15 Environmental and Health & Safety Implications

- 15.1 Energy – Nil.

- 15.2 Transport – Nil.

- 15.3 Pollution – Nil.

15.4 Consumption and Use of Resources – Nil.

15.5 Built Environment - Minor alteration to visual appearance of area.

15.6 Natural Environment – Nil.

15.7 Health and Safety – Nil.

16 Equality, community cohesion and crime implications

16.1 The provision of disabled parking places will ease concerns for disabled residents but the facilities may effect community cohesion due to the reduction in on-street parking that will result.

17 Equality Impact Assessment Completed?

17.1 No.

18 Key Decision

18.1 No.

19 Key Decision Reference

19.1 Not applicable.

20 Background Papers

20.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act :

None.

21 Proposal

21.1 It is proposed to introduce disabled persons' parking places, in accordance with the schedule below:

SCHEDULE 1**Delete - Disabled Person's Parking Place****Part II Schedule 4**

Oldham Borough Council (Royton Area) Consolidation Order 2003

As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Column 1 Item No	Column 2 Length of Road	Column 3 Class of Vehicle	Column 4 Days and hours of operation	Column 5 Maximum period of waiting	Column 5 No return within
(R100)	<u>Shaw Road, Royton</u> (North west side) From a point 53 metres south west of its junction with Spring Vale Way for a distance of 6.6 metres in a south westerly direction (outside 439 Shaw Road)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

Oldham Borough Council (Oldham Area) Consolidation Order 2003

As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Column 1 Item No	Column 2 Length of Road	Column 3 Class of Vehicle	Column 4 Days and hours of operation	Column 5 Maximum period of waiting	Column 5 No return within
(0.890)	<u>Cobden Street, Oldham</u> (West side) From a point 21.3 metres south of its junction with Towers Street for a distance of 6.6 metres in a southerly direction (outside 65 Cobden Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(0.890)	<u>Gainsborough Avenue, Oldham</u> (West side) From a point 25.7 metres south east of its junction with Hulme Street for a distance of 6.6 metres in a south easterly direction (outside 90/92 Gainsborough Avenue)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

(0.785)	<u>Harold Street, Oldham</u> (South side) From a point 41 metres west of its junction with Plato Street for a distance of 6.6 metres in a westerly direction (outside 18/20 Harold Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(0.785)	<u>Lacrosse Avenue, Oldham</u> (South west side) From a point 21 metres north west of its junction with Wellington Road for a distance of 6.6 metres in a north westerly direction (outside 46 Lacrosse Avenue)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(0.786)	<u>Waverley Street, Oldham</u> (North west side) From a point 48 metres south west of its junction with Whetstone Hill Lane for a distance of 6.6 metres in a south westerly direction (outside 103 Waverley Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(0.822)	<u>Whittingham Grove, Oldham</u> (South east side) From a point 12 metres south west of its junction with Sherwood Street for a distance of 3.6 metres in a south westerly direction (outside 5 Whittingham Grove)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

Oldham Borough Council (Failsworth Area) Consolidation Order 2003
As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Column 1 Item No	Column 2 Length of Road	Column 3 Class of Vehicle	Column 4 Days and hours of operation	Column 5 Maximum period of waiting	Column 5 No return within
(F130)	<u>Albert Street West, Failsworth</u> (West side) From a point 34.7 metres south of its junction with Barons Court for a distance of 6.6 metres in a southerly direction (outside 40/42 Barons Court)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(F139)	<u>Ashton Road West, Failsworth</u> (South side) From a point 24.5 metres north east of its junction with Partington Street for a distance of 6.6 metres in a north easterly direction (outside 240 Ashton Road West)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

SCHEDULE 2

Delete the Oldham Borough Council (Royton area) Consolidation Order 2016

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
(R130)	<u>Oak Avenue</u> (North side) From its junction with Firbank Road for a distance of 18 metres in a north westerly direction	At any time	A, B1, B3, B4, C, E, K3	

SCHEDULE 3

Insert the Oldham Borough Council (Royton area) Consolidation Order 2003

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Oak Avenue</u> (North side) From its junction with Firbank Road for a distance of 13 metres in a north westerly direction	At any time	A, B1, B3, B4, C, E, K3	

SCHEDULE 4**Oldham Area - Disabled Bays**

Insert into Part II Schedule 4

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Belgrave Road, Oldham</u> (South west side) From a point 74.3 metres north west of its junction with Honeywell Lane for a distance of 6.6 metres in a north westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Belgrave Road, Oldham</u> (North side) From a point 111.8 metres south east of its junction with Broadway Street for a distance of 6.6 metres in a south easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Bolton Street, Oldham</u> (West side) From a point 48.5 metres north west of its junction with Spinks Street for a distance of 6.6 metres in a north westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable

<u>Brewerton Road, Oldham</u> (North West side) From a point 26 metres north east of its junction with Elgin Road for a distance of 6.6 metres in a north easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
<u>Brompton Street, Oldham</u> (North side) From a point 26.8 metres east of its junction with Retford Street for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
<u>Chelmsford Street, Oldham</u> (East side) From a point 65 metres south east of its junction with Selwyn Street for a distance of 6.6 metres in a south easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
<u>Chestnut Close, Oldham</u> (South side) From a point 15 metres east of its junction with Walnut Avenue for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
<u>Coleridge Road, Oldham</u> (North side) In the parking layby area outside shops located opposite 87-91 Coleridge Road	Disabled Persons Vehicle	24 Hours Daily	No limit	Not applicable
<u>Eskdale Avenue, Oldham</u> (East side) From a point 27 metres north east of its junction with Grange Avenue for a distance of 6.6 metres in a north easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable

	<u>Gibraltar Street, Oldham</u> (East side) From a point 13 metres south of its junction with Vigo Street for a distance of 6.6 metres in a south westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Grafton Street, Oldham</u> (North side) From a point 10.6 metres north west of its junction with Dickens Street for a distance of 6.6 metres in a north westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Huddersfield Road, Oldham</u> (North side) From a point 41.5 metres east of its junction with Watson Street for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Kersley Street, Oldham</u> (West side) From a point 79.5 metres south of its junction with Hardy Street for a distance of 6.6 metres in a southerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Lune Street, Oldham</u> (West side) From a point 37.4 metres south of its junction with Wilson Street for a distance of 6.6 metres in a southerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Lynmouth Avenue, Oldham</u> (West side) From a point 59.7 metres south of its junction with Hathershaw Lane for a distance of 6.6 metres in a southerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable

	<u>Manley Road, Oldham</u> (West side) From a point 38.4 metres north east of its junction with Langham Road for a distance of 6.6 metres in a north easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Manley Road, Oldham</u> (West side) From a point 22.1 metres north of its junction with Upland Road for a distance of 6.6 metres in a northerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Montgomery Street, Hollinwood</u> (West side) From a point 27 metres south of its junction with Hollins Road for a distance of 6.6 metres in a southerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Morris Street, Oldham</u> (South side) From a point 22.4 metres east of its junction with Spinks Street for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Oban Avenue, Oldham</u> (South side) From a point 22 metres from its cul-de-sac end for a distance of 6.6 metres in a south westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Oxford Street, Oldham</u> (South side) From a point 71 metres north east of its junction with Rutland Street for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable

	<u>Pitt Street, Oldham</u> (South side) From a point 27.8 metres west of its junction with Spinks Street for a distance of 6.6 metres in an westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Royd Street, Oldham</u> (West side) From a point 5.1 metres north of its junction with Heron Street for a distance of 6.6 metres in a northerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>St Thomas Street South, Oldham</u> (East side) From a point 38 metres north west of its junction with Wellington Road for a distance of 6.6 metres in a north westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Villa Road, Oldham</u> (South side) From a point 23.7 metres east of its junction with Ashton Road for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Windsor Road, Oldham</u> (East side) From a point 41.4 metres north west of its junction with Chamber Road for a distance of 6.6 metres in a north westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Wye Street, Oldham</u> (North side) From a point 10 metres west of its junction with St Thomas Street North for a distance of 6.6 metres in a westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable

SCHEDULE 5

Chadderton Area – Disabled Bays

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Frederick Street, Chadderton</u> (East side) From a point 25.1 metres from its cul-de-sac end for a distance of 6.6 metres in a northerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Taylor Street, Chadderton</u> (West side) From a point 81 metres north of its junction with Melbourne Avenue for a distance of 6.6 metres in a northerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable

SCHEDULE 6

Royton Area - Disabled Bays

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Hartington Court, Royton</u> (South side) In the parking area at the cul-de-sac end located opposite 32-35 Hartington Court	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable

	<u>Hartington Court, Royton</u> (West side) From a point 36 metres south east of its junction with Shaw Street for a distance of 7.2 metres in a south easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Leyburn Avenue, Royton</u> (North side) From a point 11.2 metres west of its junction with Richmond Avenue for a distance of 6.6 metres in a westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

SCHEDULE 7

Saddleworth & Lees Area - Disabled Bays

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Hey Crescent, Lees</u> (North side) From a point 46.6 metres south west of its junction with Stamford Road for a distance of 6.6 metres in a westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Heywood Lane, Austerlands</u> (North side) From a point 19.6 metres east of its junction with Brownhill Drive for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable

	<u>Platting Road, Lydgate</u> (East side) From a point 18 metres south of its junction with Burnedge Lane for a distance of 6.6 metres in an southerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Rowland Way, Lees</u> (East side) From a point 34 metres north west of its junction with Medlock Way for a distance of 6.6 metres in a north westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Stoneleigh Road, Springhead</u> (East side) From a point 92.3 metres south east of its junction with Cooper Street for a distance of 6.6 metres in a south easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable



SCHEDULE 8

Shaw Area - Disabled Bays

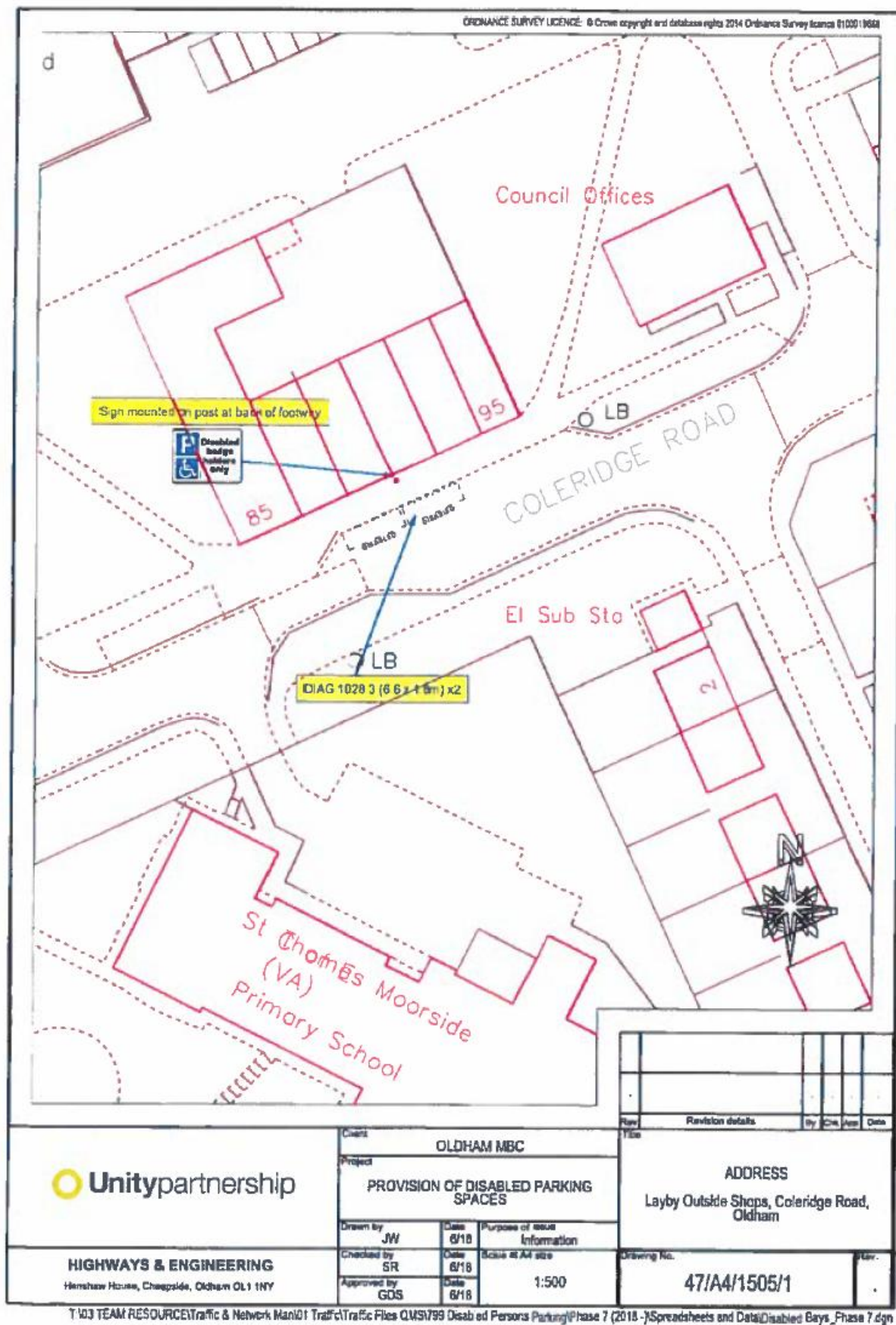
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Duchess Street, Shaw</u> (North side) From a point 44.2 metres west of its junction with Trent Road for a distance of 6.6 metres in a westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

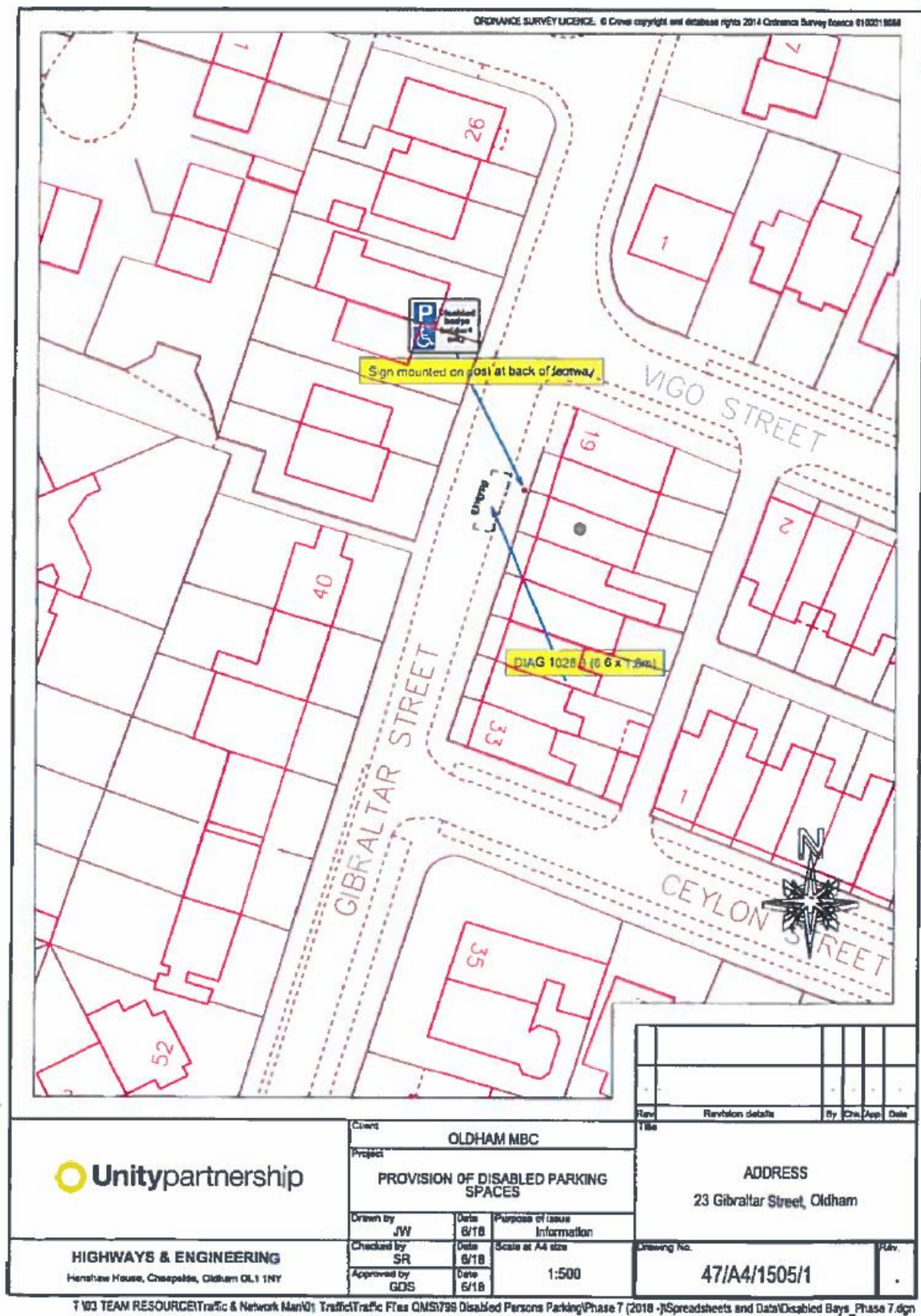
	<u>Kershaw Street, Shaw</u> (North side) From a point 9.5 metres east of its junction with Victoria Street for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Maple Close, Shaw</u> (East side) From a point 7.6 metres south of its junction with Wood Street for a distance of 6.6 metres in a southerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Samlesbury Close, Shaw</u> (East side) In the parking area located opposite 182/184 Samlesbury Close	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Seville Street, Shaw</u> (East side) From a point 15.6 metres south east of its junction with Hesketh Avenue for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

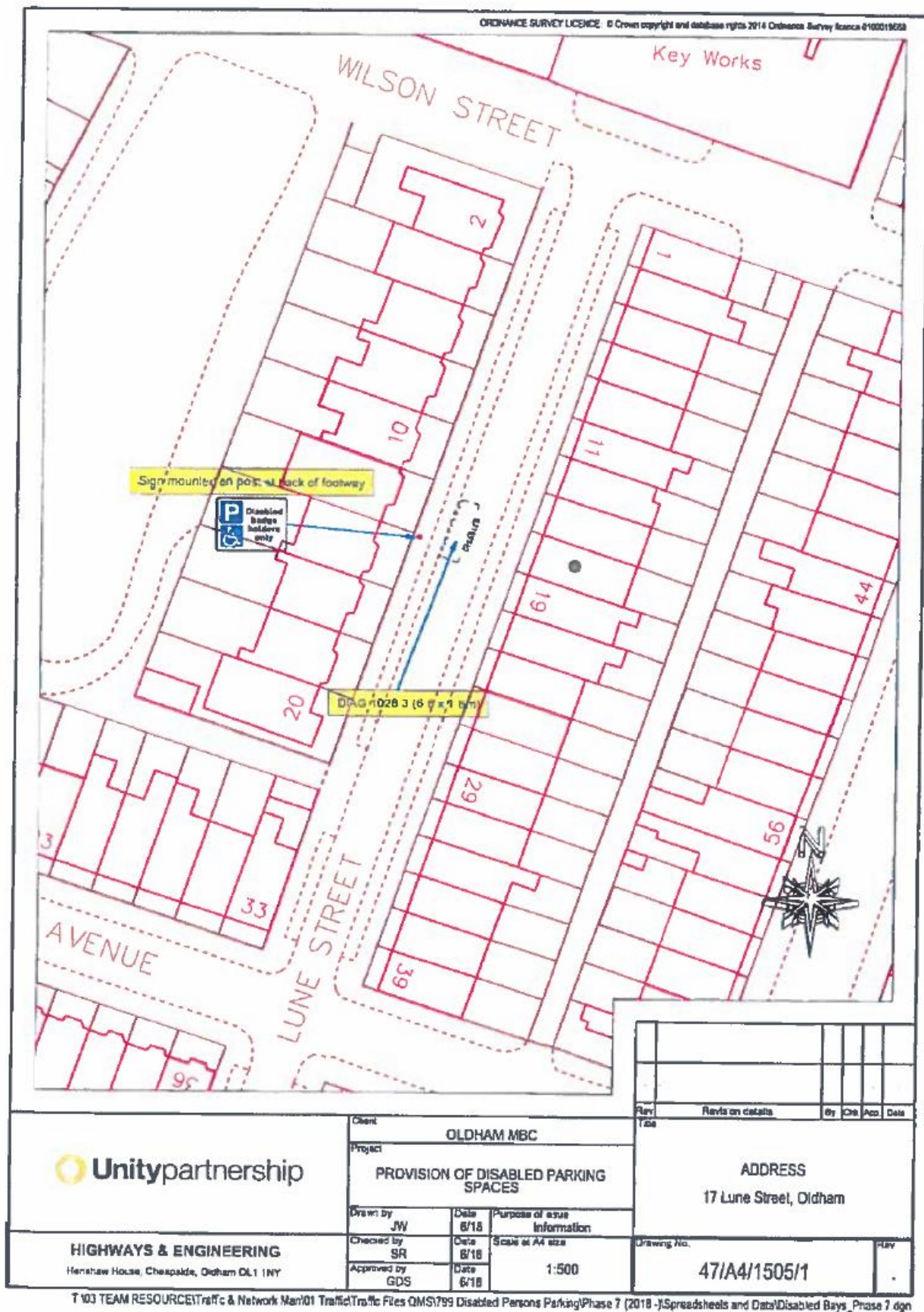
APPROVAL

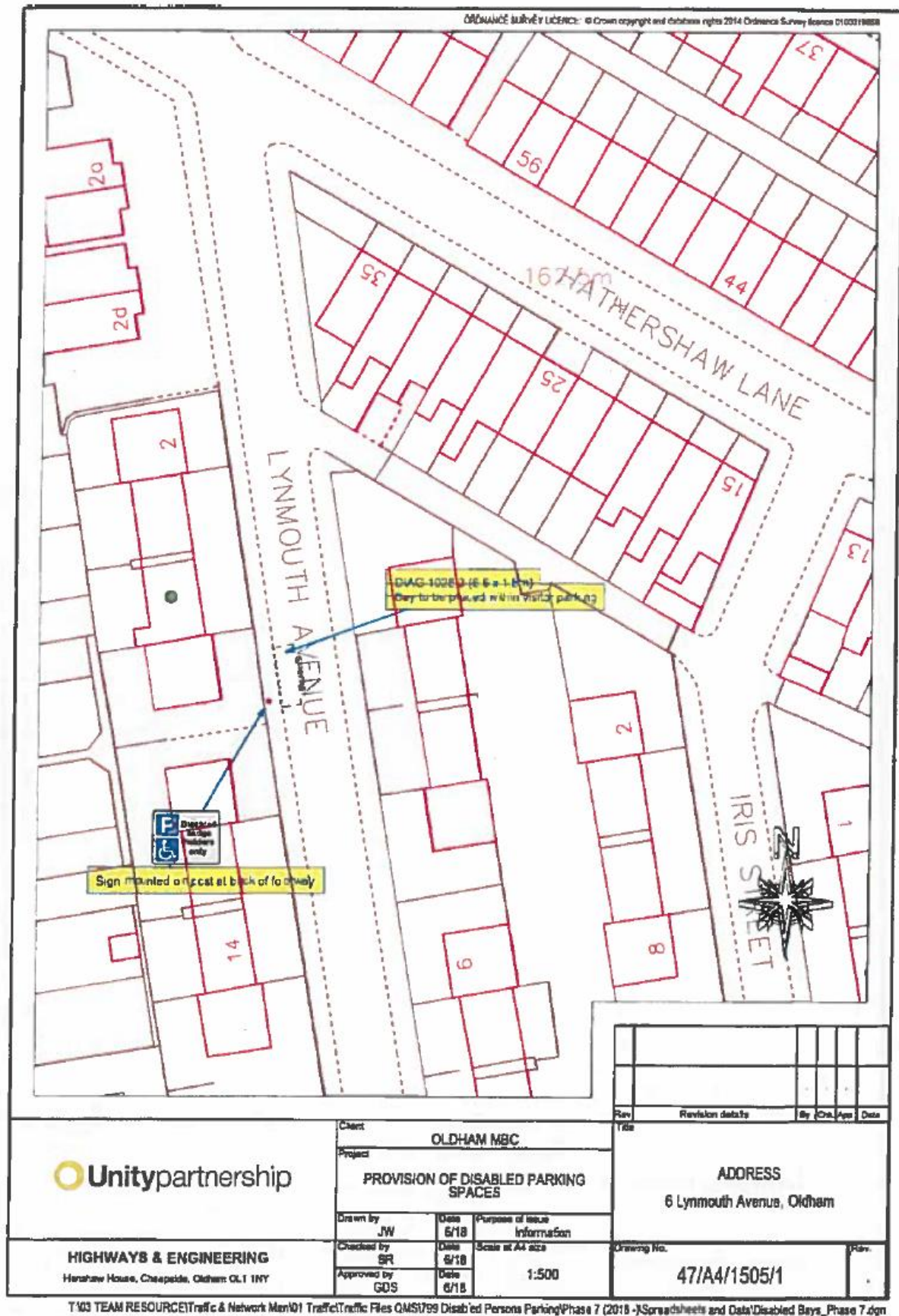
<p>Decision maker</p> <p>Signed <u></u> Cabinet Member, Neighbourhood Services</p>	<p>Dated <u>5</u> October 2018</p>
<p>In consultation with</p> <p>Signed <u></u> Director Of Environmental Services</p>	<p>Dated <u>3</u> October 2018</p>

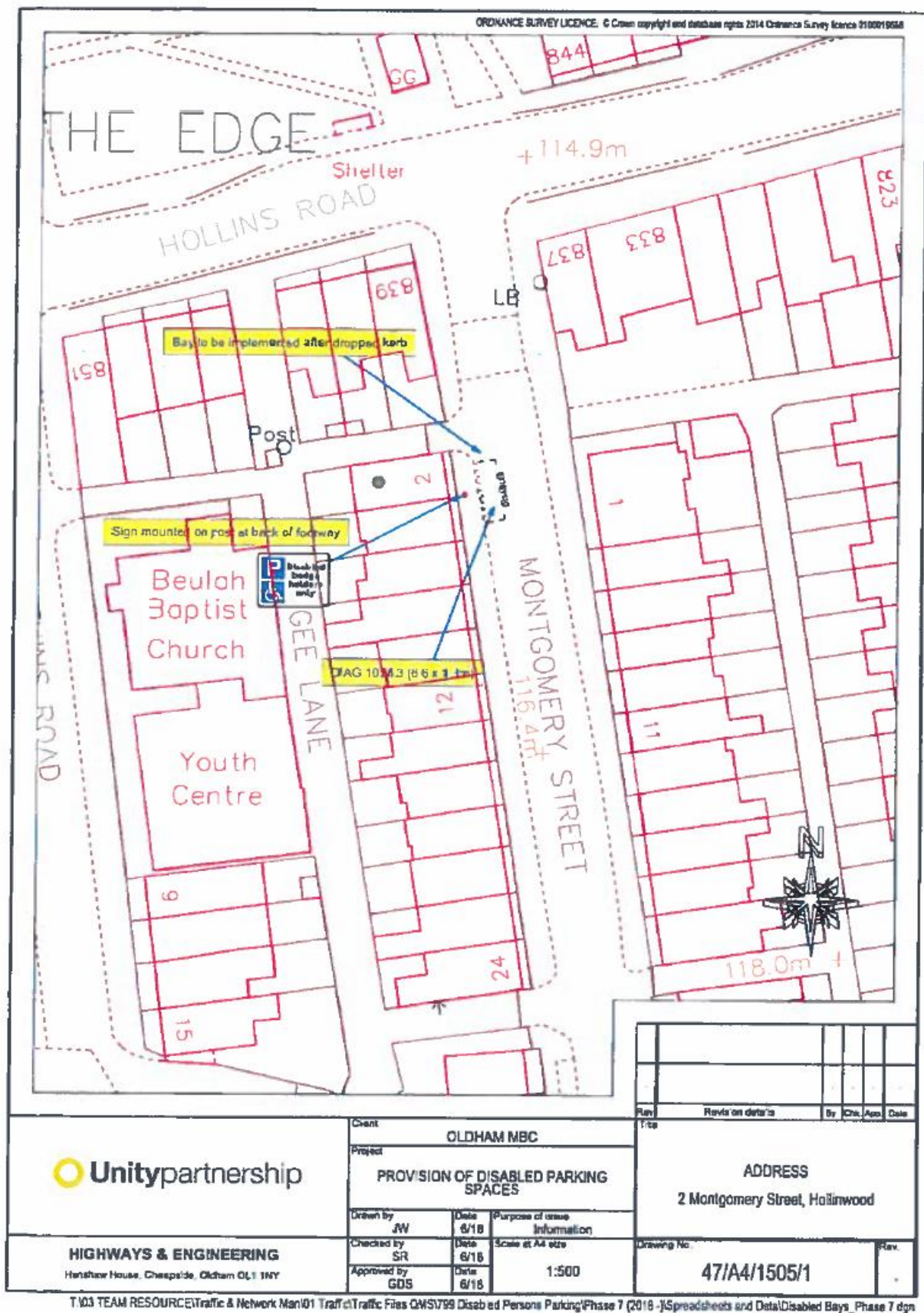
APPENDIX B
COPIES OF DRAWINGS

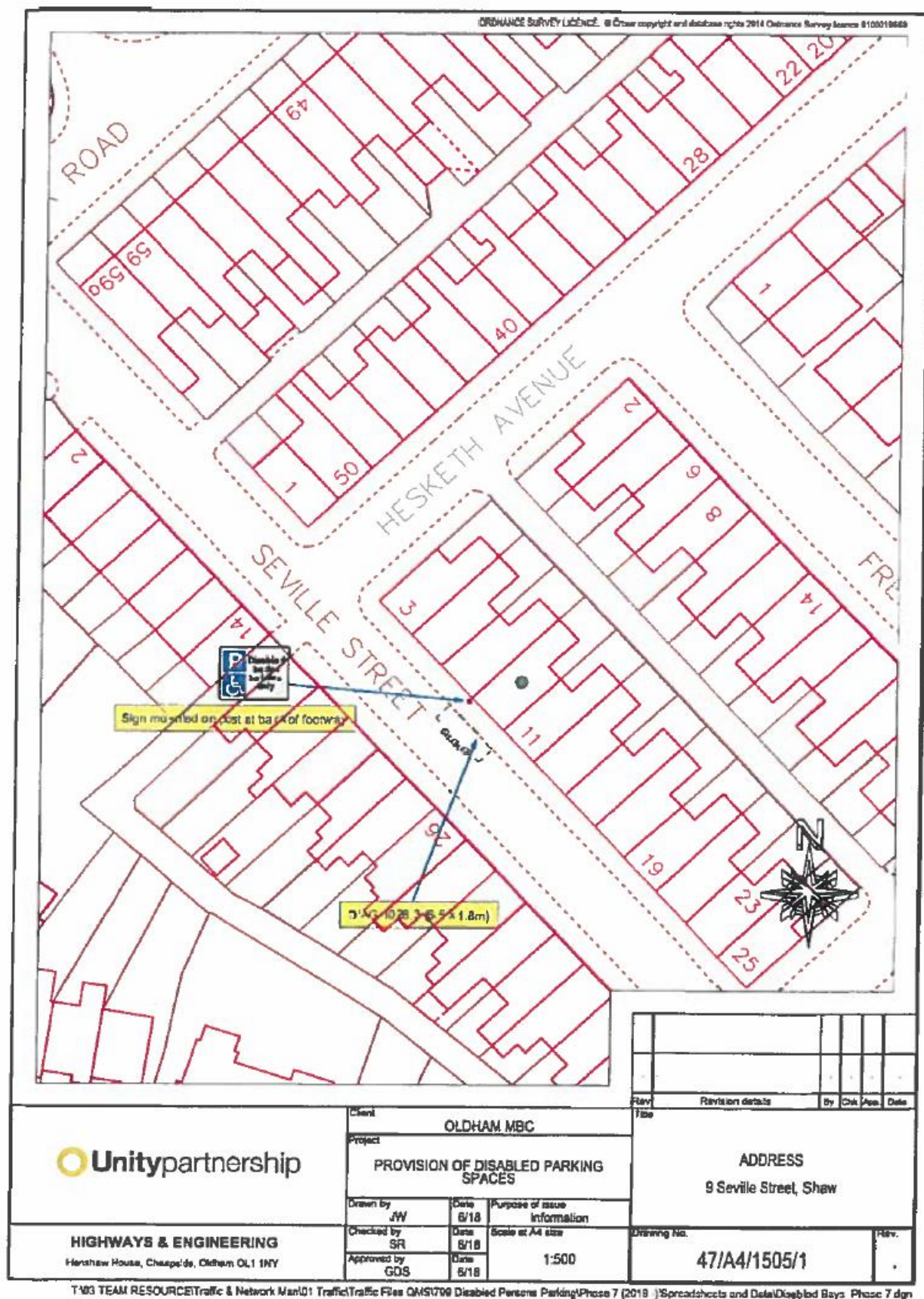






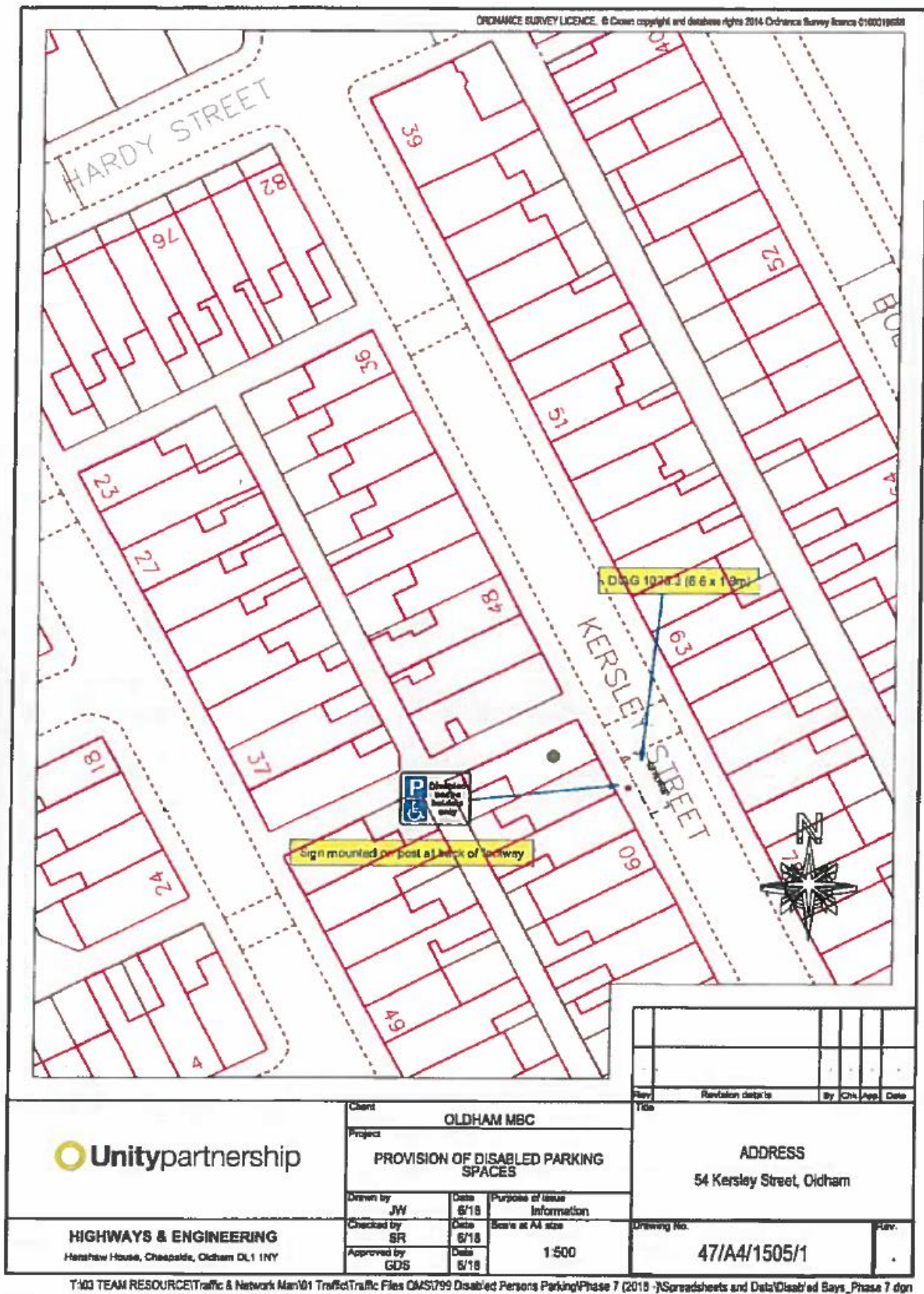


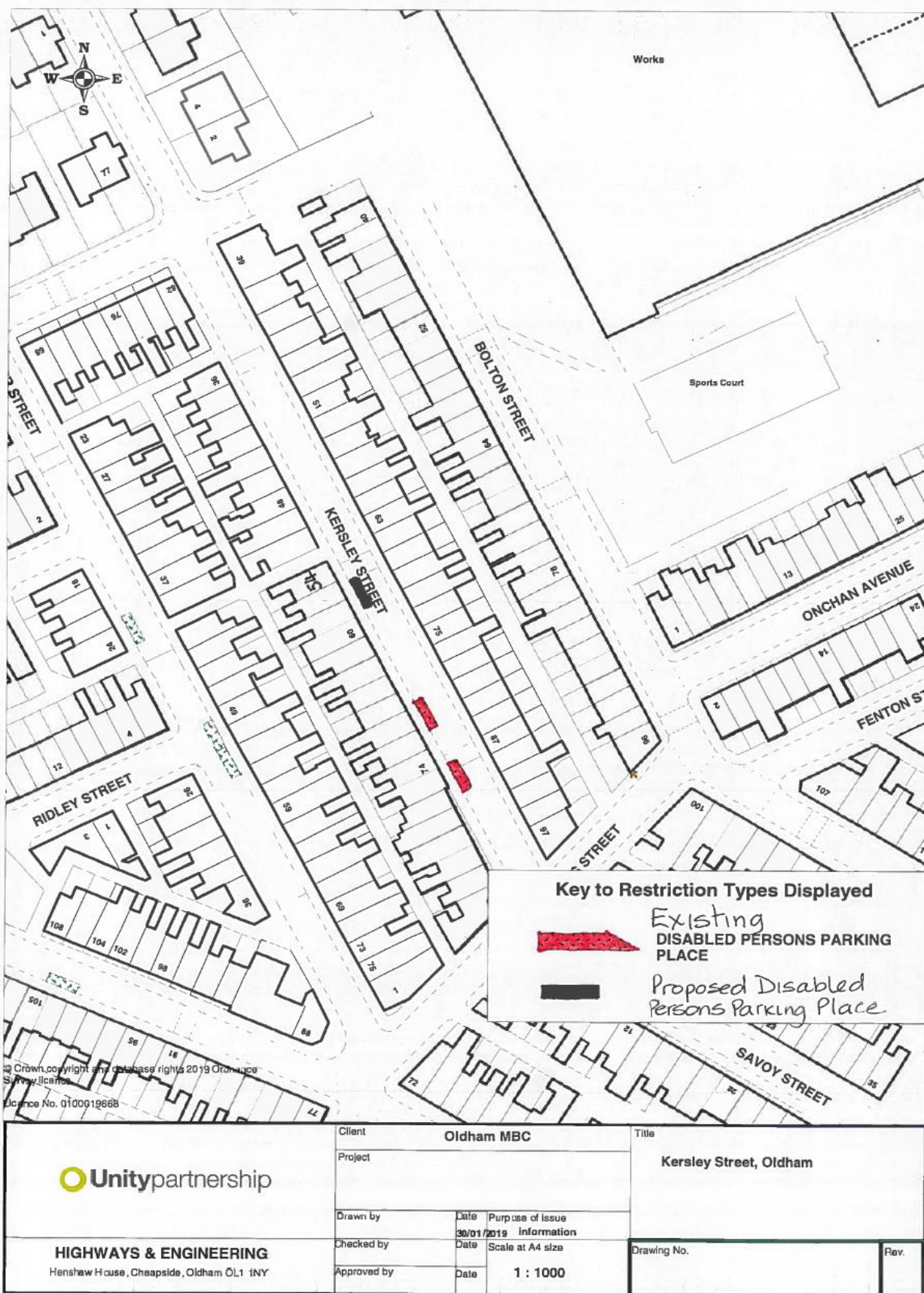


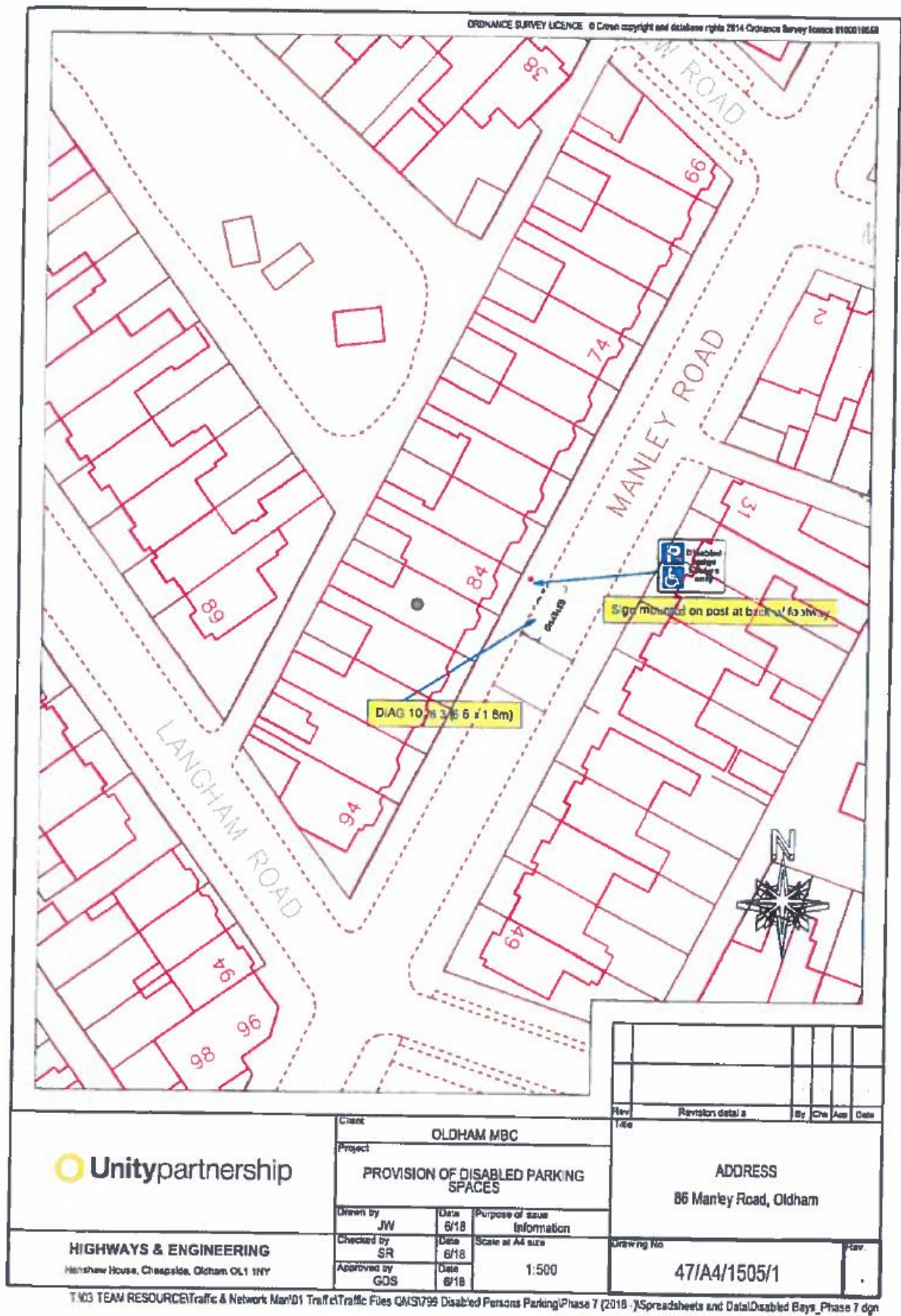


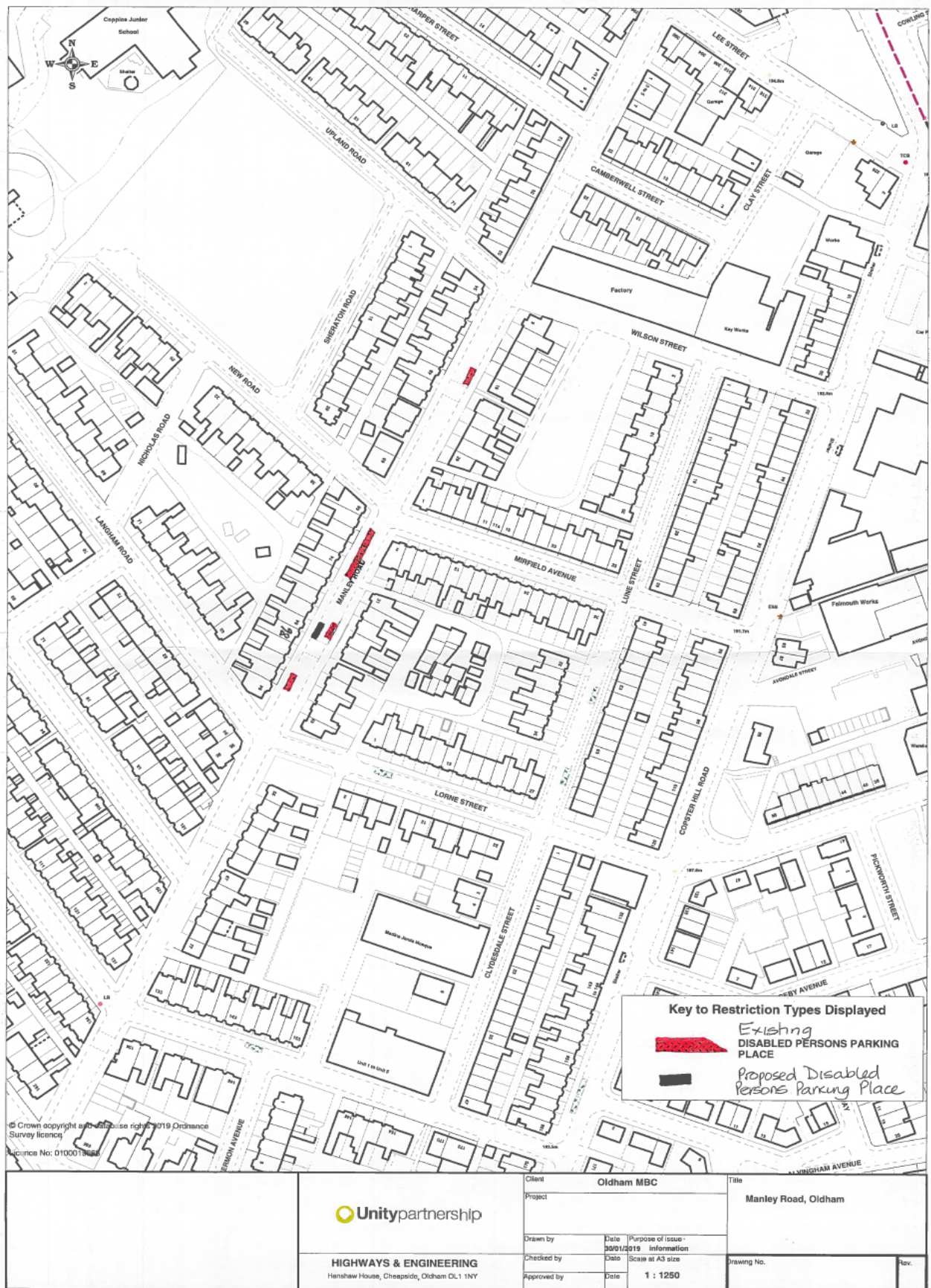
APPENDIX C

COPIES OF DRAWINGS REQUIRING SPECIAL CONSIDERATION









APPENDIX D
COPIES OF LETTERS OF OBJECTION

Jeanette Whitney

From: [REDACTED]
Sent: 17 December 2018 14:57
To: Jeanette Whitney
Subject: Your Ref. JW/GDS/799 17th December 2018 From [REDACTED]
[REDACTED]

Dear Jeanette, Would you kindly forward the following email to the appropriate department as per phone call. With Regard to your proposed disabled persons parking place to be situated outside [REDACTED] no 8 Lynmouth Avenue, Hathershaw Ref no JW/GDS/799

I strongly oppose, I will outline my reasons in separate paragraphs.

1, After speaking to my neighbour (the applicant) when she applied for this parking facility she was on the understanding it was to be placed outside her own front gate. being as it isnt it wouldnt serve her any purpose as she as just said with her severe breathing difficulties she would be ill opposed to have to walk uphill carrying her shopping bags etc and so it would serve no benefit,
2. The main problem though is that there are far to few visitor parking places as it is and would only serve to congest the avenue even further, particularly at school opening morning and school closing afternoon times when parking in this Avenue is Horrendous, where every space is taken up. Also at weekends when families visit their respective parents etc its much the same simply not enough spaces to go round so to speak, I base this strong opposition on the above facts
and would hope you would take them into consideration when considering your proposal, I would be grateful of a response when you have perused the facts,

Kind Regards, [REDACTED]

The owner/Occupier

[REDACTED]
Oldham, OL8 1BP

Dear Sir/Madam,

This is in regard with the following Ref: LJM/TO18/28

I really appreciate what you are doing for the disabled persons. However, Lune street as you are aware is one-sided parking and there are in total 30 houses in this street with the capacity of parking only 10-12 cars. We have a car of our own and we are already struggling with the current parking situation of the Lune street.

There are two garages in Wilson street and the owners/employees of the garage are parking their cars on the Lune street due to which most of the parking places are taken. Earlier, we had an alternative to park our car on Wilson street but now these parking places are also taken by the same two garages where they park their cars (often scrap cars) and repair their cars which you can observe by visiting the place. In fact, their customers are also told to park their cars on the Lune and Wilson street for the repair resulting in sometimes leaving no space to park.

One of my neighbour living on house no. 14 once applied for the parking for disabled persons and was refused with the excuse saying the street has one-sided parking. Therefore, I object with the proposal for disabled persons parking places order.

Yours faithfully,

[REDACTED]

Dated 2nd January 2019
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
12th December 2018

Jeanette Whitney
Technical Admin, Traffic and Network Management
Highways and Engineering
Traffic Section, Floor 1
HenshawHouse
Cheapside
OL1 1NY

Dear Sirs/Madam

Re: your ref: JW/GDS/799

As the owner of a property on Gibraltar Street, Lees I have been made aware of the application for a disabled parking bay.

On certain roads it is impossible to park on both sides of the carriageway as they are too narrow, as is the case on Gibraltar Street. So by installing a bay on one side you are preventing other people from parking outside their own homes.

This could also lead to other drivers parking opposite or diagonal to the bay when it is empty and leading to an obstruction of the traffic flow.

I am asking you to take these considerations into account

Yours Sincerely



[REDACTED]

URGENT
Environment Group Solicitor to the Council
Civic Centre
West Street
Oldham
OL1 1UL

2/4 Montgomery St.

Your Ref: LIM/TO18/28

4th January 2019

Dear Sirs,

Re: Introduction of 24 hour disabled bay outside 2/4 Montgomery Street

I write with reference to your recent email.

My specific objections to the proposed disabled parking bay are as follows:-

1. The parking bay plans drafted encroach outside my property [REDACTED] There is more than adequate parking space outside number 2 for the plans to have been drafted and I would like an explanation as to why the plans were drafted in this way given that there are no restrictions outside number 2.
2. I am also mindful, aside from causing inconvenience to my potential parking, should I choose to sell my house in the future, this may affect a potential sale given that the bay would encroach half way outside my property. I certainly wouldn't choose to buy a property where I would encounter potential parking difficulties.
3. Disabled parking bays should only be considered in such situations where they are both necessary, and not just convenient for the individual. Disability Living Allowance (Higher Mobility Rate) is payable to people of working age who are "unable or virtually unable to walk considering the distance
4. There is already limited parking on this street for the residents. Not only do the residents of our street park here, but also, residents on Hollins Road, limiting parking further.

Yours faithfully

Seville Street,
Shaw
Oldham
OL2 8SF

4th January 2019

Mr Alan Evans
Environment Group Solicitor
Civic Centre
Oldham
OL1 1UL

Dear Sir

emailed claire bostock to advise
that the penultimate paragraph
contained personal detail and
reference and is not acceptable.
requested resubmission or
deletion of
personal para.

Document Reference number QMS:799 Phase 7 Consultation
Drawing Number 47/A4/1505/1

Further to my e-mail sent on 3rd January 2019, to Mr Alan Evans, below are concerns, and reasons for objecting to the proposed site of a Disabled Parking Bay at number 9 Seville Street, Shaw, OL2 8SF.

Firstly I would like to make clear that I am writing with the permission, and on behalf of my 87 year old mother, [redacted] Seville St Shaw, and to make you aware that my mum is disabled, her house has been modified to assist her needs, she has been a Blue Badge holder for over forty years, and resided at number [redacted] for over 55 years.

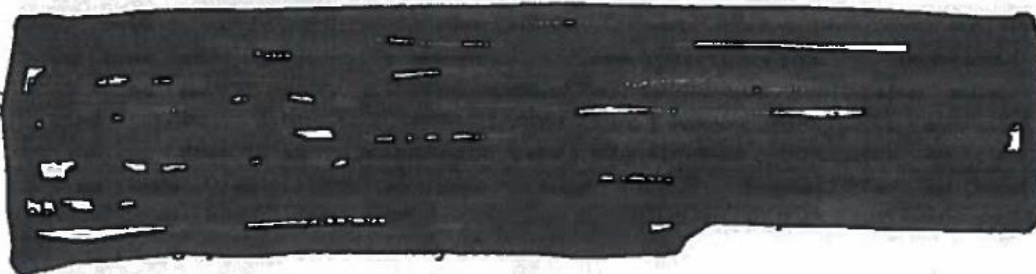
After studying the enclosed drawing, the objections that my mum and I wish to draw to your attention for this proposed disabled bay, are:-

The position of the post and sign mounted at the back of the footway; would be on the narrowest wall between the two properties, (just half a bricks width) as this is where the two front doors are adjacent to one another, and would therefore be almost outside my mum's front door, I need to make you aware that should this work be carried out here, that the mains water supply comes into my mum's property at the front door. I am unhappy with this position, as I feel it draws attention that a disabled person who has not requested this parking bay lives at the adjacent address [redacted]. If the post could be sited on the opposite side of number 9's front window, between number 9 and 11, not only would it be against a much bigger brick wall, it would not necessarily indicate a particular house where the disabled person is living.

We also have an issue with the length of the bay, as not only does it seem excessively large, it appears to overhang both number 7 and number 11 Seville St. As the person does not require the use of a wheelchair in which case the proposed bay may have needed to be this size, I/we find it difficult to understand why it has been drawn up to this size. I would also like to point out, that if the bay is sited as per the diagram, it will make it impossible for number 7, 5 and 3 to park a vehicle outside their properties, as it will only leave enough space to park two more vehicles; and I can envisage this creating problems for years to come. In fact, prior to my husbands death in 2001, (he also had a

blue badge); due to heart and circulatory problems he had difficulty walking more than 50 yards without resting, therefore he relied heavily on his vehicle; he applied for, and was refused a designated parking bay [REDACTED] Seville St, on the grounds that the length of the bay would have a knock on effect on other residents being unable to park outside their own properties, also, he was advised that it would potentially make it difficult if they ever decided to sell, the property, due to a disabled bay at the front door. I can understand that criteria for parking bays might have changed over the years, but the fact remains the street has not changed, with the exception there are now more car owners than when my husband applied, which is going to make parking very difficult for everyone.

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no instructions
yelland
Kotack
email
9/1/19.10.55



I trust that you will give some consideration to these objections, and I look forward to hearing from you. My daughters contact details are [REDACTED]
[REDACTED], should you require any further information, I would appreciate if you would contact her, as she deals with my correspondence.

Yours faithfully,

ENVIRONMENT GROUP SOLICITOR,
CIVIC CENTRE,
WEST STREET,
OLDHAM,
OL1 1UL

Coleridge Road Sholver

██████████
██████████ COLERIDGE ROAD,
SHOLVER,
OLDHAM,
OL1 4RT
4 JANUARY 2019.

DEAR SIR,

I AM WRITING IN RESPONSE TO THE LETTER DATED 5.12.18 (REF JW/CDS/799), WITH REGARD TO THE PROPOSED 24 HOUR DISABLED PERSONS PARKING PLACES ORDER, IN THE PARKING LAYBY OPPOSITE SHOPS ON COLERIDGE ROAD, SHOLVER, MOORSIDE, OLDHAM.

I UNDERSTAND THAT COUNCILLOR ALEXANDER HAS REQUESTED THIS CHANGE, BUT NO CONSULTATION HAS BEEN CONDUCTED WITH THE BUSINESSES AFFECTED. (WHAT EVIDENCE DOES HE HAVE THAT THIS CHANGE IS NECESSARY?).

THIS LAYBY IS USED BY REGULAR SHOPPERS AT MY BUSINESS AND OTHERS IN THE ROW, AND THERE ARE NO DISABLED BADGE HOLDERS PARKING IN THIS LAYBY.

IF THIS PROPOSAL GOES AHEAD, IT WILL DRASTICALLY REDUCE THE NUMBER OF PARKING PLACES AVAILABLE FOR REGULAR SHOPPERS, WHICH COULD AFFECT TRADE, AND ALSO WHO AND HOW WOULD THIS PARKING RESTRICTION BE MONITORED?

ON THIS BASIS, I STRONGLY OBJECT TO THIS PROPOSAL AND WOULD ASK YOU TO PLEASE REJECT IT.

THESE VIEWS ARE ALSO SHARED BY NUMBERS ██████████ & ██████████ COLERIDGE ROAD I.E. RAINBOW CHIPPY & POPULAR SPICE RESPECTIVELY.

N.B. NUMBERS 89 & 91 HAVE BEEN EMPTY FOR OVER TEN YEARS.


YOURS FAITHFULLY,

████████████████████
████████████████████

APPENDIX E

COPIES OF LETTERS OF OBJECTION REQUIRING SPECIAL CONSIDERATION

Environment Group Solicitor
Oldham Council
Civic Centre
West Street
Oldham
OL1 1 UL

 Kersley Street
Oldham
OL4 1DN

54 Kersley St.

20 December 2018

Dear Sirs

Re: Proposed Disabled Persons Parking Places Order-Outside 54 Kersley Street

Further to your letter dated 05 December 2018 regarding the proposed disabled parking bay outside the above mentioned property, we strongly oppose the proposal for the following reasons:

Firstly, there are already limited parking spaces available on Kersley Street. The street consists of all terraced houses, many houses on the street own more than one car and we struggle for parking spaces. Furthermore, we work Monday to Friday and return home in the evenings to find parking spaces already taken. By inserting a disabled parking bay this will limit spaces further depriving the rest of those living on the street.

Secondly, the proposed disabled parking bay will extend outside the whole of our property. This will have an impact on our parents who are elderly and require access to parking outside our house as they are unable to walk long distances. Many residents park their vehicle directly outside their house, by introducing the disabled parking bay, our mother will have to park her vehicle further away from the house, almost certainly on the street behind which will affect her health and cause her to become more housebound as she would struggle to get from her vehicle to the front door especially if she has items to carry from the vehicle i.e. shopping.

Thirdly and most importantly, there are already two disabled parking bays on the same row on Kersley Street. By inserting another disabled parking bay on the same row will cause residents especially those living on our particular row of houses further inconvenience. This would mean there are three disabled parking bays all on the same row which is unreasonable and disproportionate to those living on our row. On the contrary, if a disabled parking bay is to be introduced then it should be introduced on the subsequent block which is much more in close proximity to 54 Kersley Street.

We note the neighbour who has applied for the disabled parking gets in and out of her husband's vehicle without any hardship. We feel by walking a few yards to the other two disabled parking bays on the same row of her house will not cause any further difficulties for her.

Fourthly, the map enclosed indicates that the parking bay would be directly outside our house and not 54 Kersley Street whom is seeking the disabled parking bay. We find this completely

unjustifiable and reiterate the parking bay should be directly outside 54 Kersley Street or alternatively, further towards the left side of their property. As mentioned, the disabled parking bay should not be outside our property or on our row as we already have two disabled parking bays on our row.

Furthermore, our family member is a Hackney Carriage taxi driver for Oldham Council, the taxi is his livelihood and as with many taxi drivers he needs the security and peace of mind to be able to park outside the property as his car has been broken into and vandalised when it has been parked elsewhere or on the street adjacent.

Moreover, the proposed disabled parking bay would decrease the value of our property due to the lack of a parking space.

Overall, we strongly oppose the introduction of the disabled parking bay as it is unreasonable and disproportionate. We request that you reconsider the proposal and consider the other residents living on Kersley Street.

We look forward to hearing from you with a favourable reply.

Yours faithfully

[REDACTED]
[REDACTED] Manley Road
Oldham
OL8 1AU

28th December 2018

FAO: Environment Group Solicitor to the Council
Civic Centre
West Street
Oldham
OL1 1UL

84 Manley Road.

Your Ref: JW/GDS/799

Subject Matter: Re Proposed Disabled Persons Parking Places Order – Various Location – 84 Manley Road

Dear Sir/Madam

I am writing this letter to inform you of my strong objection to the proposal for a 24 hour disabled parking bay [REDACTED] at 84 Manley Road.

I have 4 dependent children living with me; we require the space outside my house to ensure their safety. My wife has recently suffered from mental illness and is on the road to recovery; she is on medication and has periodic meetings with her consultant. We require the space to ensure the safety and well being of my family.

Currently on our block of houses and across the road there are five 24 hour disable parking bays already. This has made it a huge challenge for my wife and me to park safely. This proposed parking bay will further increase the risk and anxiety and stress levels for all our family.

I am strongly against this decision and object. Please can you place this parking bay in front of 88 Manley Road? I hope you can empathise and appreciate the situation.

Yours sincerely



Report to TRO Panel

St Mary's Gate Area, Shaw – Objections to Proposed Waiting Restrictions (Single and Double Yellow Lines)

Portfolio Holder:

Councillor A Shah, Cabinet Member for Neighbourhood Services

Officer Contact: Deputy Chief Executive – People and Place

Report Author: Darryll Elwood, Technical Assistant
Ext. 1946

28 March 2019

Reason for Decision

The purpose of this report is to consider three objections received to the proposal to introduce waiting restrictions (double and single yellow lines) within the St Mary's Gate area, Shaw.

Recommendation

Due to the objections received it is recommended the proposal be amended, in accordance with the schedule and plan at the end of this report.

St Mary's Gate Area, Shaw – Objections to Proposed Waiting Restrictions (Single and Double Yellow Lines)**1 Background**

- 1.1 A proposal to introduce waiting restrictions within the St Mary's Gate area of Shaw, was approved under delegated powers on 24 April 2018, Delegated Reference No D3296 refers. A copy of the report detailing the reason for the yellow lines is attached at Appendix A. The proposal was subsequently advertised and three letters of objection were received, which are attached at Appendix B.

2 Current Position

- 2.1 Currently there are existing waiting restrictions along the south side of King Albert Street and the west side of Chapel Street and at the junctions of both St Mary's Gate and Chapel Street with Rochdale Road, all of which assist in ensuring free flow of traffic through the area by removing double parking, obstructive parking etc.
- 2.2 Correspondence was received in August 2017 from a local business expressing a concern that vehicles parking on St Mary's Gate within close proximity to their premises frequently prevented entry and exit to their car park, visibility was also obstructed.
- 2.3 In light of the concerns raised a number of observations were undertaken in the area which revealed on-street parking does take place and obstruction can occur on St Mary's Gate and the surrounding streets. The area is predominately residential; however, there are a small number of businesses, also due to the area being within close proximity to Shaw District Centre, parking is of a premium for residents, businesses and visitors to the area.
- 2.4 Due to the current parking levels a proposal was advertised and subsequently 3 objections were received from one of the local businesses, see Appendix B. In light of the issues raised in the objections it is recommended the original proposal be amended and the proposed single yellow lines on Crompton Street and Co-operative Street be removed from the proposal. It is also proposed to remove the double yellow lines from the north side of King Albert Street and the east side of Co-operative Street at their junction as per the plan and schedule at the end of this report.
- 2.5 Whilst the objections refer to the whole of the proposal, other businesses within the area are suffering due to obstructive on-street parking (2.2 refers), therefore, it is recommended that the double yellow lines proposed on St Mary's Gate and the south side of King Albert Street are approved. This will allow easier access to both car parks and assist the free flow of traffic along St Mary's Gate; also better visibility will be created for all highway users.

3 Options/Alternatives

- 3.1 Option 1 – To Approve the Amended Recommendations
- 3.2 Option 2 – Not to Approve the Amended Recommendations

4 Preferred Option

4.1 The preferred option is Option 1.

5 Consultation

5.1 The Emergency Services and Transport for Greater Manchester were consulted in the original report.

6 Comments of the Shaw Ward Councillors

6.1 The Ward Councillors have been consulted and Councillor H Sykes and Councillor H Gloster support the amended proposals as they strike a balance between business and local residents.

7 Financial Implications

7.1 These were dealt with in the previous report.

8 Legal Services Comments

8.1 These were dealt with in the previous report.

9 Co-operative Agenda

9.1 In respect of the introduction of double yellow lines on sections St Mary's Gate and King Albert Street, Shaw, there are no co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

10 Human Resources Comments

10.1 None.

11 Risk Assessments

11.1 None.

12 IT Implications

12.1 None.

13 Property Implications

13.1 None.

14 Procurement Implications

14.1 None.

15 Environmental and Health & Safety Implications

15.1 These were dealt with in the previous report.

16 **Equality, community cohesion and crime implications**

- 16.1 The introduction of yellow lines on sections on St Mary's Gate and King Albert Street may result in some displaced parking from motorists who may use this area to park but unobstructed access and highway safety take priority over the need to park.

17 **Equality Impact Assessment Completed?**

- 17.1 No.

18 **Key Decision**

- 18.1 No.

19 **Key Decision Reference**

- 19.1 Not applicable.

20 **Background Papers**

- 20.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act :

None.

21 **Appendices**

- 21.1 Appendix A – Copy of Mod Gov Report
Appendix B – Copy of Objections

Proposal

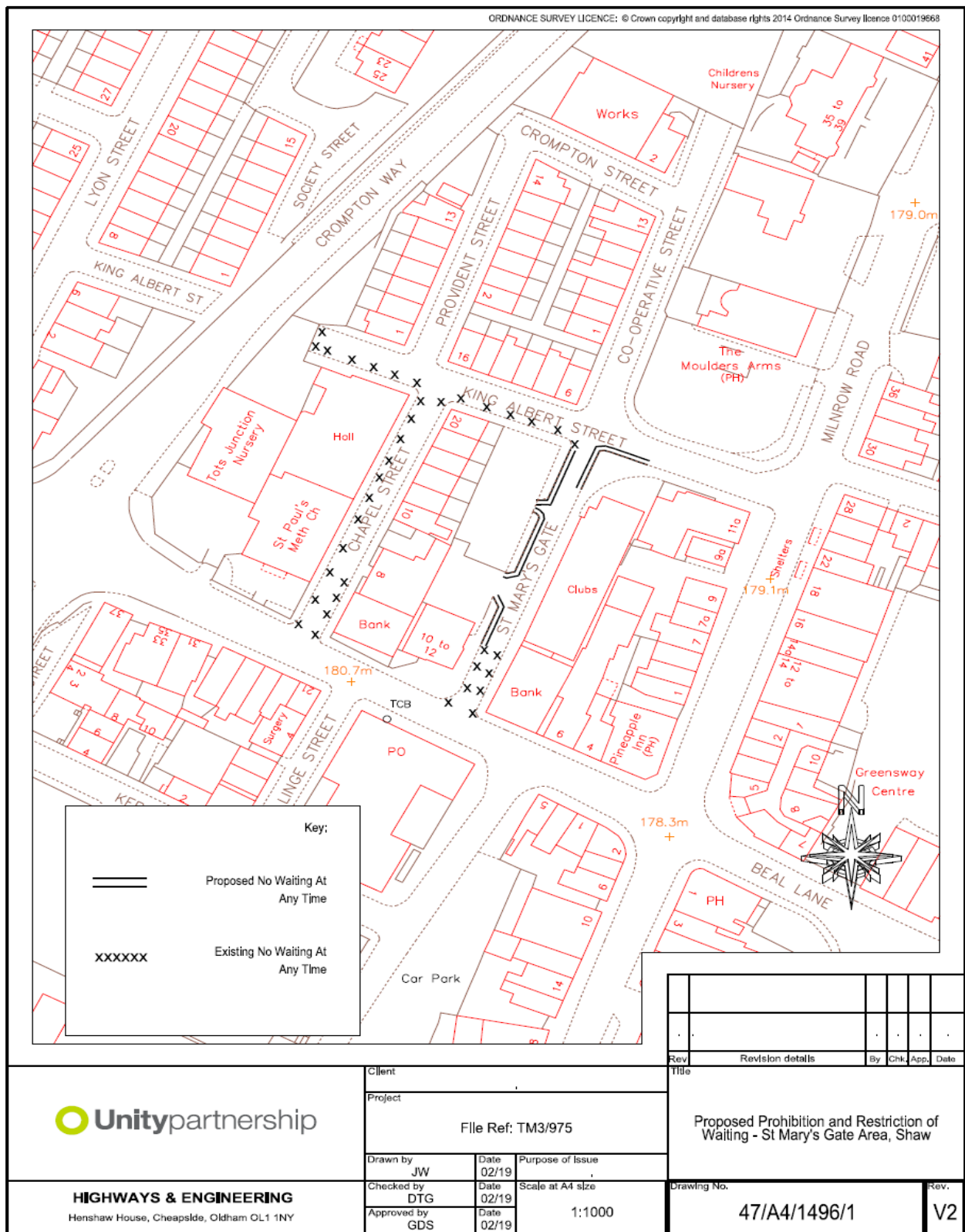
- 22.1 It is proposed that a Traffic Regulation Order be introduced in accordance with the following schedule and drawing number.

Schedule

Drawing Number 47/A4/1496/1

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

Column 1	Column 2	Column 3	Column 4	Column 5
Item No.	Length of Road	Duration	Exemptions	No Loading
	<u>St Mary's Gate</u> (West Side) From a point 15 metres north of its junction with Rochdale Road to its junction with King Albert Street	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>St Mary's Gate</u> (East Side) From its junction with King Albert Street for a distance of 10 metres in a southerly direction	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>King Albert Street</u> (South Side) From its junction with St Mary's Gate for a distance of 10 metres in an easterly direction	At Any Time	A, B1, B3, B4, C, E, K3	



TM3/975

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APPENDIX A
COPY OF MOD GOV REPORT



Oldham
Council

Delegated Decision

Proposed Prohibition and Restriction of Waiting - St Mary's Gate Area, Shaw

Report of: Executive Director, Economy, Skills and Neighbourhoods

Officer contact: Dean Goodwin (Traffic Engineer)
Ext. 1958

20 April 2018

Reason for Decision

The purpose of this report is to consider the introduction of 'no waiting at any time' and 'restriction of waiting' parking restrictions (double / single yellow lines) along St Mary's Gate, King Albert Street, Co-operative Street and Crompton Street, Shaw.

Recommendation

It is recommended that a Traffic Regulation Order be introduced in the St Mary's Gate area, Shaw, in accordance with the schedule and plan at the end of this report.

Delegated Decision

Proposed Prohibition and Restriction of Waiting – St Mary's Gate Area, Shaw

1 Background

- 1.1 A request has been received from a local business located on St Mary's Gate, Shaw, for additional waiting restrictions on the west side of St Mary's Gate, to remove obstructively parked vehicles from that part of St Mary's Gate fronting their premises.
- 1.2 In addition, a previous request for waiting restrictions was received in January 2017 from another business premises located on Crompton Street, Normanton Catering, to assist with access problems to their premises along St Mary's Gate and Co-operative Street, due to alleged obstructively parked vehicles.

2 Options/Alternatives

- 2.1 Option 1: To approve the recommendation.
- 2.2 Option 2: Not to approve the recommendation.

3 Preferred Option

- 3.1 The preferred option to approve is Option 1.

4 Justification

- 4.1 The area is predominantly residential in nature with a small number of business premises and a Church/Nursery that can all be accessed through the area in question. The area is also part of Shaw Town Centre and as such visitors to the Town Centre may also park within the area. There are existing waiting restrictions along the south side of King Albert Street and the west side of Chapel Street and at the junctions of both St Mary's Gate and Chapel Street with Rochdale Road, all of which assist in ensuring free flow of traffic through the area by removing double parking, obstructive parking etc.
- 4.2 The request received in the latter part of 2017 was initially to assist in removing vehicles parking on the footway and obstructing pedestrian access to business premises (QDOS) and also vehicular access to the private car park of the same premises. Observations showed that this type of parking was taking place as described and also continued along St Mary's Gate impeding pedestrian access along the footway and also access to another private car park in the ownership of the Cartshaft Club.

-
- 4.3 The previous request referred to in 1.2 above was duly considered however, at the time, it was deemed that no intervention was required. However, since the request at the end of 2017 further inspections were carried out that showed a high level of parking within St Mary's Gate and Co-operative Street. The parking observed was seen to be obstructing the footway on the west side of St Marys Gate and on the east side of Co-operative Street, double parking along both St Mary's Gate and Co-operative Street and parking at the junction of St Mary's Gate and King Albert Street.
- 4.4 The premises located on Crompton Street operate between 9am-5pm Monday to Friday and it is therefore considered appropriate to have restricted waiting along the east side of Co-operative Street and the north side of Crompton Street fronting the premises, thereby allowing residents to continue to park outside of the restricted times.
- 4.5 In view of the above, it is felt that waiting restrictions, both 'no waiting at any time' and 'restricted' on St Marys Gate and adjacent streets should be introduced in accordance with the schedule at the end of this report and as shown on drawing number 47/A4/1496/1.

5 Consultations

- 5.1 G.M.P. View - The Chief Constable has been consulted and has no comment on this proposal.
- 5.2 T.f.G.M. View - The Director General has been consulted and has no objection to this proposal.
- 5.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.
- 5.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

6 Comments of Shaw Ward Councillors

- 6.1 The Ward Councillors have been consulted and Councillor H Sykes has indicated this will help the business who has raised this issue but may cause some problems to local residents.

7 Financial Implications

- 7.1 The cost of making this restriction along with initial road marking and maintenance thereafter is as follows:

	£
Advertisement of Order	1,200
Lining Costs	600
Signing costs	600
TOTAL	2,400
Annual Maintenance Costs (estimates calculated February 2018)	60

- 7.2 The advertising and initial road marking/signage cost of £2,400 will be funded from cost centre 40916 (Highways Operations – Unity).

- 7.3 The annual maintenance costs estimated at £60 per annum will be met from cost centre 40350 (Highways Operations). If there are pressures in this area as the financial year progresses, the Directorate will have to manage its resources to ensure that there is no adverse overall variance at the financial year end. (Nigel Howard x3250 /Sadrul Alam x3305)

8 Legal Services Comments

- 8.1 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.
- 8.2 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)

9 Co-operative Agenda

9.1 In respect of this proposal there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

10 Human Resources Comments

10.1 None.

11 Risk Assessments

11.1 None.

12 IT Implications

12.1 None.

13 Property Implications

13.1 None.

14 Procurement Implications

14.1 None.

15 Environmental and Health & Safety Implications

15.1 Energy – Nil.

15.2 Transport – Nil.

15.3 Pollution – Nil.

15.4 Consumption and Use of Resources – Nil.

15.5 Built Environment – Nil.

15.6 Natural Environment – Nil.

15.7 Health and Safety – Nil.

16 Equality, community cohesion and crime implications

16.1 By removing obstructive parking and improving visibility and access the proposal will meet the aspirations of the complainant and other residents / road users in the area.

17 **Equality Impact Assessment Completed?**

17.1 No.

18 **Key Decision**

18.1 No.

19 **Key Decision Reference**

19.1 Not applicable.

20 **Background Papers**

20.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act:

None.

21 **Proposal**

21.1 It is proposed that a Traffic Regulation Order be introduced in accordance with the following schedule and drawing number.

Schedule

Drawing Number 47/A4/1496/1

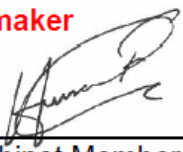
Add to the Oldham Borough Council (Crompton area) Consolidation Order 2003

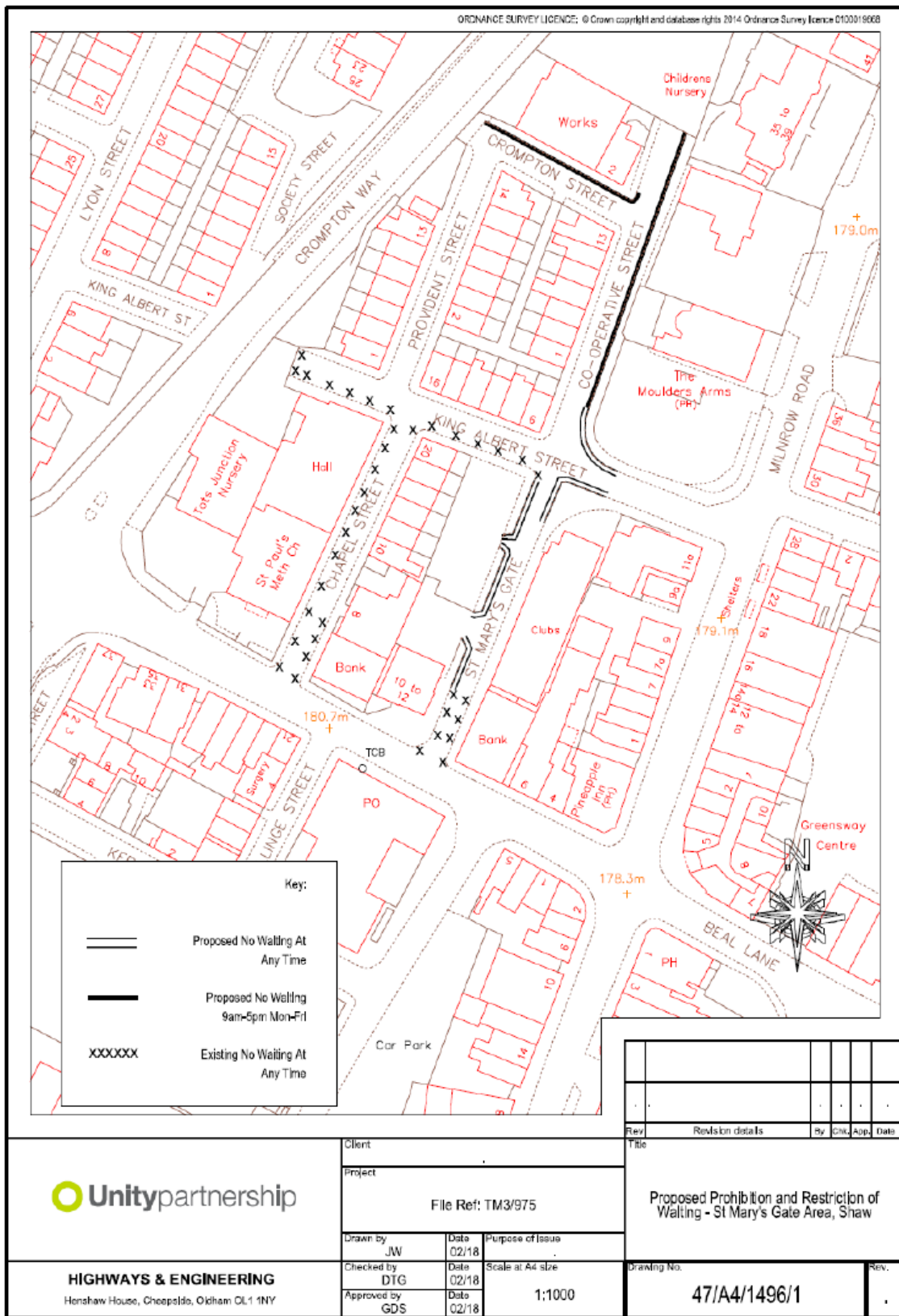
Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>St Mary's Gate</u> (West side) From a point 15 metres north of its junction with Rochdale Road to its junction with King Albert Street	At any time	A, B1, B3, B4, C, E, K3	

	<u>St Mary's Gate</u> (East side) From its junction with King Albert Street for a distance of 10 metres in a southerly direction	At any time	A, B1, B3, B4, C, E, K3	
	<u>King Albert Street</u> (North side) From its junction with Co-operative Street for a distance of 10 metres in an easterly direction	At any time	A, B1, B3, B4, C, E, K3	
	<u>King Albert Street</u> (South side) From its junction with St Mary's Gate for a distance of 10 metres in an easterly direction	At any time	A, B1, B3, B4, C, E, K3	
	<u>Co-operative Street</u> (East side) From its junction with King Albert Street for a distance of 10 metres in a northerly direction	At any time	A, B1, B3, B4, C, E, K3	
	<u>Co-operative Street</u> (East side) From a point 10 metres north of its junction with King Albert Street to the cul-de-sac end	9am-5pm Mon-Fri	A, B1, B3, B4, C, E, K3	

	<u>Crompton Street</u> (North side) From its junction with Co-operative Street to its junction with Provident Street	9am-5pm Mon-Fri	A, B1, B3, B4, C, E, K3	
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APPROVAL

Decision maker Signed  Cabinet Member, Environmental Services	Dated 24/04/18
In consultation with Signed  Director Of Environmental Services	Dated 24/04/18



APPENDIX B
COPY OF OBJECTIONS



Normanton Catering Technicians Ltd

Service, Installation & Spares

Telephone:

Fax:



Awarded Service Partner of the Year by Rational U.K.

Mrs Darryll Elwood
Technical Admin, Traffic and Network Management
Oldham Council
Highways and Engineering
Traffic Section, Floor 1
Henshaw House
Cheapside
Oldham
OL1 1NY

20th December 2018

Dear Madam

Re: Your Ref: DE/TM3/975

I object to the proposal of the above project totally. Some of my reasons I list below.

We have a business in Crompton Street. We have Five Service Technicians with Transit vans that cover the North of England who constantly visit our premises to pick up spare parts and for instruction. We also have five staff members, all travelling a distance that all have to park their cars. That is ten vehicles in all. We park as neatly as we can at present with a possibility of two in our compound. The proposal would severely restrict our parking as others displaced from the proposed restricted areas where they now park would be looking for and blocking the remaining areas. We have deliveries every day from UPS and occasionally with large vehicles who sometimes struggle to pass the parked cars but most of them find us.

1. As you are aware whenever restrictions are introduced you are moving one problem area into another and in this case an even smaller area. This will cause social unrest and God forbid even racial tension.
2. On certain afternoons workmen visiting the Cartshaft Working Mens Club, leave many large vans in the area and park in front of our building.
3. The occupants of Co-operative Street Have more than one vehicle and use both sides of the road to park.
4. Employees from businesses in the area use Co-operative Street, i.e. Nuttall's, Cartshaft, Tots Junction Nursery and business's on Milnrow Road.
5. Parents dropping their children off at the Tots Junction Nursery often park down the full length of Provident Street and struggle loading the children into their seats with doors wide open.

-
6. The vehicles currently using the proposed restricted areas will move to the only space available blocking the parking spaces we currently use for vehicles from our business.
 7. No. 2 Crompton Street have two vehicles and two young children who would not alighting and leaving the vehicles as safely as they do at present with an even more congested parking situation.
 8. No 13 Co-operative Street at present have a car and a large van that occupy the full length of the side of their property.
 9. Some twenty years ago we were refused the purchase of the land at the rear of our property which we proposed to park our vehicles and to landscape the remainder but were refused. Subsequently the Elizabeth Pilling building has been knocked down and a new housing scheme built on the land using part of the land we were not allowed to buy. New trees were planted on the Crompton Way boundary which I assume was part of the building agreement. At the same time, I know not who, planted oak trees two metres from the back of our building. I can see no reason for this as I believe Oak trees can grow to quite a size? Twenty metres tall and twenty metres wide in some instances.
 - 10. The movement of vehicles in and out of this relatively small area are the lifeblood of the businesses and the community. To put any further restrictions would severely affect the way our business operates.**

Yours sincerely



Normanton Catering Technicians Ltd

Service, Installation & Spares

Telephone:

Fax:

Awarded Service Partner of the Year by Rational U.K.



Environment Group Solicitor to the Council
Civic Centre
West Street
Oldham
OL1 1UL

St Mary's Gate objection

27th December 2018

Dear Mrs Elwood

Re: Your Ref DE/TM3/975

Proposed Prohibition and Restriction of Waiting - St. Mary's Gate, Shaw

I object wholeheartedly to the above proposal, and the following are my reasons:

We are the only business which operates on Crompton Street, employing 10 staff, six of which are Field based Service Technicians. As we cover the North of England our Technicians will visit our premises a few times a week to replenish their stock onto their vehicles (Ford Transit vans.) We also have five staff members working from Crompton Street, all have a vehicle. At present they park on both side of Crompton Street as well as in our own compound, however the proposal would severely restrict our parking as others would start parking from the proposed restricted areas.

We have daily deliveries from UPS and other suppliers with large vehicles who, do struggle to park now and get passed the parked cars in the vicinity.

We own and rent out 2 Crompton Street and our current tenants have resided there for over 5 years. The young family have 2 young children, and own 2 vehicles, they park directly outside their home, which is the most sensible place with them being so young. They have in the past had to park round the corner onto Co-operative Street, however has proven unsafe as they have had their vehicles broken into. (Should this proposal get granted, we are at a huge risk of losing our Tenants) Something we do not want!

As you are aware whenever restrictions are introduced you are moving one problem area into another, and in this instance an even smaller area. This will cause social unrest and ultimately the vehicles currently using the proposed restricted areas will move to the only spaces available, blocking the parking spaces we currently use.

On many occasions, workmen driving large vans etc visiting the Cartshaft WMC, leave their vehicles parked in the area and in front of our building causing obstructions. Also, several of the residents of Co-operative Street have more than one vehicle and use both sides of the road to park. Employees from other businesses in the area, Nuttalls Funeral Directors, Cartshaft, Tots Junction Nursery all currently park on Co-operative and Provident street.

I have had several altercations with parents dropping their children off at the Tots Junction Nursery, as they currently double park down the full length of Provident Street, and on the Junction leaving their doors wide open whilst getting their children in/out of their vehicles.

I would like you to sincerely consider the above reasons for my objection. As this will have a detrimental effect on us as a business as there simply is not enough space as it is for the volume of vehicles we have within this area and adding additional parking restrictions will just make matters worse.

Best regards



**Normanton
Catering
Technicians Ltd**

Service, Installation & Spares

Telephone:

Fax:

Awarded Service Partner of the Year by Rational U.K.



Environment Group Solicitor to the Council
Civic Centre
West Street
Oldham
OL1 1UL

2nd January 2019

Dear Madam

St Mary's Gate objection

Re: Your Ref DE/TM3/975

Proposed Prohibition and Restriction of Waiting - St. Mary's Gate, Shaw

I write to object to the above proposal, because being the only business on Crompton Street have issues with parking at present and feel this proposal will only exacerbate the problem, forcing other members of the public to park in spaces that we require to run our business. As a **business rate payer**, I feel this is the least that Oldham Council can do to help in this situation.

I object immensely to the proposal of putting Yellow lines anywhere on Crompton Street.

Yours faithfully