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# TRAFFIC REGULATION ORDER / PETITIONER PANEL Agenda

Date Thursday 6 June 2019

Time 5.30 pm

Venue Crompton 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 Sian Walter-Browne in advance of the meeting.
- 2. CONTACT OFFICER for this Agenda is Sian Walter-Browne Tel. 0161 770 4710 or email <a href="mailto:sian.walter-browne@oldham.gov.uk">sian.walter-browne@oldham.gov.uk</a>
- 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, 3 June 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 C. Gloster, Murphy, Akhtar and Garry (Chair)

#### Item No

1 Election of Vice Chair

The Panel is asked to elect a Vice Chair for the Municipal Year.

2 Apologies For Absence



3 Urgent Business

Urgent business, if any, introduced by the Chair

4 Declarations of Interest

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

5 Public Question Time

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

6 Minutes of Previous Meeting (Pages 1 - 4)

The Minutes of the meeting held on 28<sup>th</sup> March 2019 are attached for approval.

Objections/Representation to the Proposed Prohibition of Waiting - Huddersfield Road, Diggle (Pages 5 - 24)

To consider two letters of objection and one letter of support, relating to the introduction of waiting restrictions (double yellow lines) on Huddersfield Road, Diggle at its junction with Lower Wrigley Green.

8 Objections/Representation to the Experimental Prohibition of Waiting - Chew Brook Drive, Greenfield (Pages 25 - 88)

To consider one letter of objection and one letter of support, relating to the experimental waiting restrictions (double yellow lines) on Chew Brook Drive, Greenfield.

Objections to Proposed Disabled Persons Parking Places Order - Kersley Street and Manley Road, Oldham (Pages 89 - 156)

To consider a number of objections received to the introduction of two disabled persons parking places on Kersley Street and Manley Road, Oldham.

Objection to the Proposed Prohibition of Waiting - Stable Street, Chadderton (Pages 157 - 176)

To consider one letter of objection to the current proposal to introduce a Prohibition of Waiting Order on Stable Street, Chadderton, in the form of double yellow lines.

11 Beal Lane Petition (Pages 177 - 178)

To consider a petition seeking the introduction of Limited Waiting restriction along Beal Lane, between Jubilee Street and Cheetham Street.

## TRAFFIC REGULATION ORDER PANEL 28/03/2019 at 5.30 pm

Agenda Item 6

Oldham
Council

Present: Councillor S Bashforth (Chair)

Councillors C. Gloster and Shuttleworth (Vice-Chair)

Also in Attendance:

Alan Evans Group Solicitor

Darryll Elwood Technical Admin Officer
Kaidy McCann Constitutional Services

Gary Sutcliffe Traffic and Road Safety Manager

Jeannette Whitney Technical Support Admin

#### 1 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Murphy.

#### 2 URGENT BUSINESS

There were no items of urgent business received.

#### 3 **DECLARATIONS OF INTEREST**

Councillor C. Gloster declared a personal interest at item 8, paragraph 2.1 by virtue of being a Governor at St. Thomas Mooreside Primary School.

#### 4 PUBLIC QUESTION TIME

There were no public questions received.

#### 5 MINUTES OF PREVIOUS MEETING

**RESOLVED** that the minutes of the meeting held on 20<sup>th</sup> September 2018 be approved as a correct record.

## 6 HAVEN LANE, MOORSIDE - OBJECTIONS TO PROPOSED WAITING AND PEAK TIME LOADING RESTRICTION

The Panel gave consideration to a report on the proposed waiting and peak time loading restrictions on Haven Lane, Moorside.

Correspondence was received in 2017 from a number of local residents expressing concerns that vehicles were parking either partially or fully on the footway at the end of the restrictions preventing pedestrians from using the footways.

The proposal had been approved under delegated powers on 9<sup>th</sup> February 2018 and subsequently advertised. Two letters of objections and one petition had been received. The basis of the objections was that there was no parking available for residents and businesses.

Observations showed that motorist did park in the location on the footway forcing pedestrians to walk in the carriageway. The visibility and free flow of traffic was obstructed due to the width of the carriageway and the slight bend in the highway, which along with the pedestrians being forced into the carriageway would create a highway safety issue.



#### Options considered

Option 1: to approve the recommendation.

Option 2: not to approve the recommendation.

**RESOLVED** that, notwithstanding the objections received, the order be introduced as originally proposed and in accordance with the schedule at the end of the report.

## 7 OBJECTION TO PROPOSED DOUBLE YELLOW LINES - BLOCK LANE, CHADDERTON

Consideration was given to a report on the proposal to introduce double yellow lines at the junction of Block Lane and Hampshire Road, Chadderton.

Restrictions on one side of the Block Lane / Hampshire Road junction currently existed. A complaint was received by a local resident via the MP for the area which referred to the difficulties motorists experienced when vehicles parked within close proximity to the junction.

The proposal had been approved under delegated powers on 5<sup>th</sup> October 2018 and subsequently advertised. One letter of objection had been received. The basis of the objection was that vehicles could park at the end of the waiting restrictions within close proximity to their driveway, creating a visibility issue when exiting the driveway.

Observations revealed that vehicles parking within close proximity to the junction of Hampshire Road and Block Lane were creating a highway safety issue for motorists trying to negotiate the junction.

In light of the objection it was proposed to introduce 30 metres of waiting restrictions on the north side of Hampshire Road instead of the 15 metres originally proposed. However as this proposal had not been the subject of public consultation, it would have to be advertised before it could be implemented.

#### Options considered

Option 1: to approve the amended recommendation.

Option 2: not to approve the amended recommendation.

RESOLVED that, notwithstanding the objections received, the double yellow lines be introduced on Block Lane in accordance with the schedule at the end of the report and the proposal relating to Hampshire Road 1994 Vertised.

## 8 OBJECTIONS TO PROPOSED DISABLED PERSONS PARKING PLACES ORDER - VARIOUS LOCATIONS



Consideration was given to a report regarding objections received related to the introduction of disabled persons parking places at various locations in the Borough.

It was proposed to introduce 42 disabled persons parking places at various locations in the borough. The proposal had been approved under delegated powers on 5<sup>th</sup> October 2018 and subsequently advertised. Letters of objection had been received relating to eight of the proposed locations.

The Panel sought and received clarification on the nature of the representations.

#### Options considered:

Option 1: To approve the original proposal in full.

Option 2: Not to approve the original proposal in full.

Option 3: The Traffic Regulation Order Panel to approve the original proposal with amendments relating to the objections received.

#### **RESOLVED** that:

- The proposed disabled parking bay for the layby outside shops, Coleridge Road, Oldham not be introduced, and a proposal for the whole layby to be subject to a limited waiting restriction consisting of a maximum waiting time of one hour with no return within four hours be advertised.
- 2. Notwithstanding the objection received, the proposed disabled parking bay for 23 Gibraltar Street, Oldham be introduced without amendment.
- Notwithstanding the objection received, the proposed disabled parking bay for 17 Lune Street, Oldham be introduced without amendment.
- 4. Notwithstanding the objection received, the proposed disabled parking bay for 6 Lynmouth Avenue, Oldham be introduced without amendment.
- 5. Notwithstanding the objection received, the proposed disabled parking bay for 2 Montgomery Street, Oldham be introduced without amendment.
- Notwithstanding the objection received, the proposed disabled parking bay for 9 Seville Street, Shaw be introduced without amendment.
- 7. The proposed disabled parking bay for 54 Kersley Street, Oldham be deferred pending investigation into the current disabled bays in the locality and further information about the applicant.
- 8. The proposed disabled parking bay for 88 Manley Road, Oldham be deferred pending investigation into the current disabled bays in the locality.

#### **DOUBLE YELLOW LINES)**

Consideration was given to a report on the proposal to introduce double and single yellow lines within the St Mary's Gate area, Shaw.



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 currently existed, which assisted in ensuring the free flow of traffic through the area by removing double and obstructive parking.

The proposal had been approved under delegated powers on 24<sup>th</sup> April 2018 and subsequently advertised. Three letters of objections had been received. The basis of the objections was that parking problems would be moved to a new area.

Observations revealed that on-street parking did take place and obstructions occurred on St Mary's Gate and the surrounding streets. Due to the area being within a close proximity to Shaw District Centre, parking was a premium for residents, businesses and visitors to the area.

#### Options considered

Option 1: to approve the amended recommendation.

Option 2: not to approve the amended recommendation.

**RESOLVED** that, notwithstanding the objections received, the single and double yellow lines be introduced as amended in the report and in accordance with the schedule at the end of the report.

The meeting started at 5.30 pm and ended at 6.11 pm



#### Report to TRO Panel

# Objections/Representation to the Proposed Prohibition of Waiting - Huddersfield Road, Diggle

#### **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

6 June 2019

#### **Reason for Decision**

The purpose of this report is to consider two letters of objection and one letter of support, relating to the introduction of waiting restrictions (double yellow lines) on Huddersfield Road, Diggle at its junction with Lower Wrigley Green. Included in the letter of support is a request to extend the current proposal at the southerly end of the restrictions, as per the schedule and plan at the end of this report.

#### Recommendation

After consideration of the objections and letter of support received, it is recommended the Panel support the re-advertising of the Order, to not only introduce the original proposal but to include the introduction of an additional 7 metres of waiting restrictions at the south end of the original proposal.

TRO Panel 6 June 2019

## Objections/Representation to the Proposed Prohibition of Waiting – Huddersfield Road, Diggle

#### 1 Background

1.1 A proposal to introduce waiting restrictions (double yellow lines) on Huddersfield Road, Diggle at its junction with Lower Wrigley Green, Delegated Reference Number D3356 refers, was approved under delegated powers on 2 July 2018. A copy of the report detailing the reason for the waiting restrictions is attached at Appendix A. The proposal was subsequently advertised and two letters of objection were received, which are attached at Appendix B. One letter of support was also received requesting the proposal be extended, which is attached at Appendix C.

#### 2 **Current Position**

- 2.1 Currently there are no waiting restrictions on the east side of Huddersfield Road at its junction with Lower Wrigley Green and therefore this area is used as a convenient on street parking provision for residents and visitors to the area. The complaints received relate to difficulties motorists experience when exiting Lower Wrigley Green due to obstructive parking on Huddersfield Road within close proximity to the junction.
- 2.2 In light of the concerns raised observations were undertaken which revealed vehicles parked in this location can obstruct visibility for motorists exiting Lower Wrigley Green and therefore, create a safety issue.
- 2.3 Whilst in many cases as per rule 243 of the Highway Code, 10 metres of waiting restriction would be introduced to remove obstructive parking from the mouth of the junction. However, due to the junction layout, the width of Huddersfield Road and the fact there is no pedestrian footway on Huddersfield Road opposite Lower Wrigley Green, the standard visibility splay is required, which in this instance is considerably longer in length than 10 metres.
- 2.4 The objector's main concern is that the length of waiting restrictions proposed on either side of Lower Wrigley Green will reduce available on street parking within the area, (approximately space for 5 vehicles, discounting 10 metres on either side of the junction and residents driveways). Whilst this statement is true, highway safety must take precedence over the need to park within the highway. Ultimately, any motorists parking within this location would need to find an alternative location to park, if the proposal was successful.
- 2.5 In addition to the two objection letters, a letter has been received requesting the current proposal be extended on the south side of Lower Wrigley Green. The concerns raised in this letter of support is there is a possibility vehicles may park at the end of the proposed double yellow lines, which is within close proximity to the residents driveway and could cause not only visibility issues for the residents exiting their driveway but could also obstruct the residents when entering/exiting their driveway.
- 2.6 In light of the residents' concerns an additional 7 metres of waiting restrictions is proposed at the south end of the original proposed waiting restrictions as shown in the schedules and plan at the end of this report.
- 2.7 Should the Panel support the extension of the waiting restrictions, the proposal would need to be to re-advertised as the new proposal is longer than originally advertised?

2.8	Calculations have shown the financial implications currently shown in the Delegated Report are sufficient to include an additional advertisement and the introduction of the additional waiting restrictions.
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 Saddleworth North 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 on Huddersfield Road at its junction with Lower Wrigley Green 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 Huddersfield Road, Diggle at its junction with Lower Wrigley Green 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 Delegated Report

Appendix B – Copy of Objections

Appendix C – Copy of Letter of Support

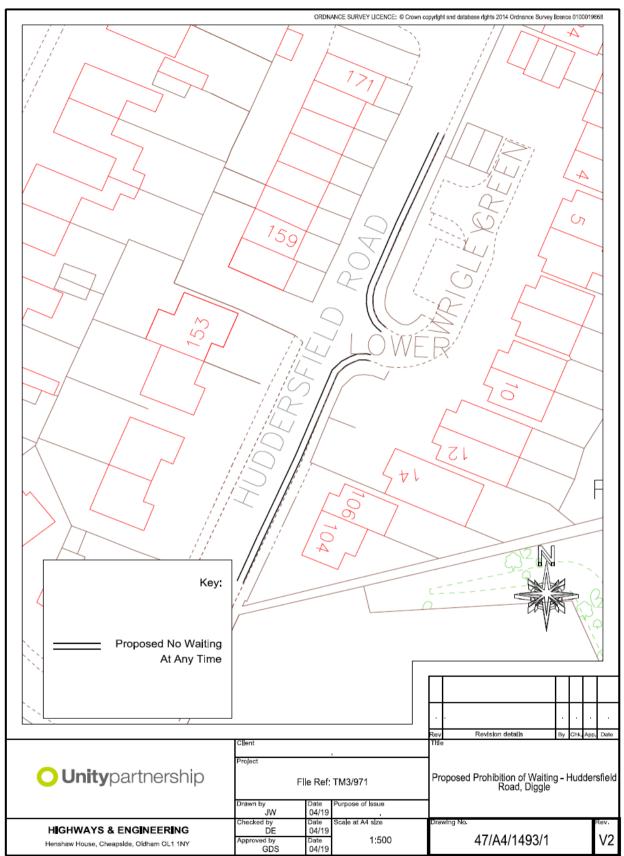
- 22 **Proposal**
- 22.1 It is proposed that a Traffic Regulation Order be introduced in accordance with the following schedule and drawing number.

#### <u>Schedule</u>

Drawing Number 47/A4/1493/1-Version 2

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

Column 1	Column 2	Column 3	Column 4	Column 5
Item No.	Length of Road	Duration	Exemptions	No Loading
	Huddersfield Road (South East Side)  From a point 40 metres south of its junction with Lower Wrigley Green to a point 33 metres north of its junction with Lower Wrigley			
	Green			



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# APPENDIX A COPY OF DELEGATED REPORT



#### **Delegated Decision**

# Proposed Prohibition of Waiting – Huddersfield Road, Diggle, Oldham

Report of: Executive Director, Economy, Skills and Neighbourhoods

Officer contact: Mrs Darryll Elwood, Technical Admin Support

Ext. 1946

9 May 2018

#### Reason for Decision

The purpose of this report is to consider the introduction of waiting restrictions in the form of double yellow lines on Huddersfield Road, Diggle at its junction with Lower Wrigley Green.

#### Recommendation

It is recommended that a prohibition of waiting be introduced on Huddersfield Road, Diggle, in accordance with the schedule at the end of this report.

#### Delegated Decision

#### Proposed Prohibition of Waiting - Huddersfield Road, Diggle, Oldham

#### 1 Background

1.1 Communication has been received from a number of residents of Lower Wrigley Green expressing concern that motorists are experiencing difficulties when exiting Lower Wrigley Green due to vehicles parking on the south east side of Huddersfield Road within close proximity to the junction.

#### 2 Current Position

Observations have been undertaken which have revealed parking does take place on Huddersfield Road within close proximity to the junction of Lower Wrigley Green. When vehicles park in such a manner sight lines for motorists exiting Lower Wrigley Green become obstructed creating a highway safety issue.

#### 3 Options/Alternatives

- 3.1 Option 1: To approve the recommendation.
- 3.2 Option 2: Not to approve the recommendation.

#### 4 Preferred Option

4.1 The preferred option to approve is Option 1.

#### 5 Justification

5.1 In view of the difficulties being experienced at the junction of Huddersfield Road and Lower Wrigley Green, it is felt that prohibitive waiting restrictions in the form of double yellow lines be introduced, in accordance with drawing number 47/A4/1493/1 and schedule at the end of this report.

#### 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.

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15.12.17

#### 7 Comments Of Saddleworth North Ward Councillors

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

#### 8 Financial Implications

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

	£
Cost of Lining	600.00
Advertisement Costs	1,200.00
TOTAL	1,800.00
Annual Maintenance Cost (estimates calculated December 2017)	60.00

- 8.2 The advertising and initial road marking cost of £1,800 will be funded from cost centre 40916 (Highways Operations Unity).
- 8.3 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/Sadrul Alam)

#### 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 introduction of double yellow lines on Huddersfield Road at its junction with Lower Wrigley Green, Diggle, 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 In accordance with current specifications.
- 16.5 Built Environment Nil.
- 16.6 Natural Environment Minor alteration to visual appearance of area.
- 16.7 Health and Safety The removal of parking from Huddersfield Road at its junction with Lower Wrigley Green will create a safer environment for all highway users.
- 17 Equality, community cohesion and crime implications
- 17.1 The introduction of double yellow lines will create a more harmonious environment for the residents.
- 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.

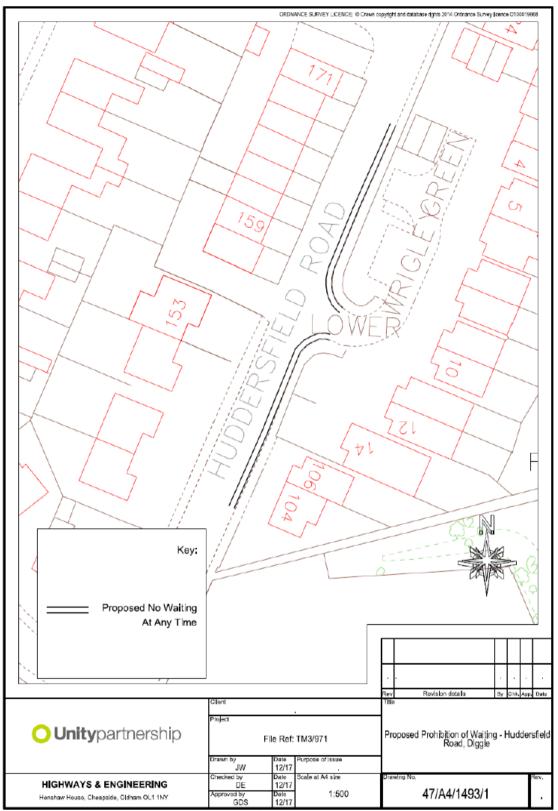
- 22 Proposal
- 22.1 It is proposed that 'no waiting at any time' restrictions be introduced on Huddersfield Road at its junction with Lower Wrigley Green, Diggle, in accordance with the following schedule.

#### <u>Schedule</u> <u>Drawing Number 47/A4/1493/1</u>

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

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	Huddersfield Road			
	(South East Side)			
		At Any		
	From a point 33 metres	Time		
	south of its junction with			
	Lower Wrigley Green to a			
	point 33 metres north of its			
	junction with Lower Wrigley			
	Green			

APPROVAL			
Decision maker Signed  Signed Cabinet Member, Environmental Services	Dated02/07/18		
Signed Director Of Environmental Services	Dated10/05/18		



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15.12.17

# APPENDIX B COPY OF OBJECTIONS

To the Environment Group Solicitor to the Council

Civic Centre

West Street

Oldham OL1 1UL

# PROPOSED TREFIC REGULATION ACT 1984 PROPOSED TREFIC REGULATION ORDER THE OLDHAM SADDLEWORTH AREA CONSOLIDATION ORDER PROHIBITION OF WAITING AMENDMENT ORDER 2018

#### Huddersfield Road Diggle

Dear Sir/Madam

Re: Proposed Prohibition of Waiting - Huddersfield Road Diggle

Further to your letter of 3rd December 2018, the attached notice and plan regarding the abovementioned proposal.

I am writing to make representation and to object to the proposal on several grounds.

- 1. It is unnecessary
- 2. It would severely reduce the already limited parking spaces in the village
- 3. It would restrict parking and access to the proposed new school in the village
- It would lead to increasing the speed of traffic approaching the entrance to Lower Wrigley Green
- 5. It would increase average speeds past that junction
- 6. It would endanger life as a result
- 7. It would have a detrimental effect on road safety in the area
- 8. Increased nuisance from car noise, acceleration and speed in the area
- The yellow lines and street furniture would be an un necessary waste of limited council resources
- The yellow lines and street furniture would add to environmental and street pollution and is not in keeping with a small village environment
- 11. The yellow lines would be unsightly
- 12. They would be a waste of yellow paint

The proposal, if implemented, would have a negative effect in that the addition of yellow lines would create a clear corridor, or 'clear way', past the entrance to Lower Wrigley Green. This would encourage drivers to 'put their foot down' on that stretch of road. This would increase the speed of passing traffic in close proximity to a narrow footpath which would increase the risk of fear and harm to pedestrians in the area as well as motorists.

Currently the preponderance of parked vehicles along the entire length of Huddersfield Road in Diggle act as natural chicanes and have the effect of reducing the average speeds through the village. This proposal would have the opposite effect and increase speeds in the village.

If improved road safety is the concern of the council I suggest they should consider implementing a blanket 20 mph speed limit along the entire length of Huddersfield Road from the junction with Standedge Road to the junction with Carr Lane/Harrop Green Lane. This would have the effect of reducing average speeds through the village to the benefit of pedestrians, horse riders etc. as well as car drivers.

The current proposal would have the opposite effect of increasing speeds and increasing the risk of harm to pedestrians and other road users.

In conclusion, I object to the proposal on the grounds of cost, reduction of available car parking, environmental pollution and the risk of harm to health and safety due to increased car speeds in the area. All in all I think the proposal would make the road less safe if yellow lines were introduced in line with this proposal.

Yours faithfully

Dated 3rd January 2019

Ref: Draft Order LIM/TO18/24; also TM3/971

Dear Sir or Madam.

Please take this letter as a formal objection to the proposed prohibition of waiting – Huddersfield Road Diggle.

This objection is made on the basis that it will further restrict the aiready scarce resource of car parking facilities along Huddersfield Road.

On this basis, if Double Yellow Lines are considered a necessity, then it would be preferable to reduce their length to less than the proposed distance of 33 metres (north and south).

For example, the existing Double Yellow lines north and south of the junction with Ward Lane on Huddersfield Road are much shorter in distance (approximately one third of the current proposal).

Reducing the length of the proposed double yellow lines (to make similar distances with those adjoining Ward lane) will have the following benefit:

- Sensible compromise between maximising visibility of vehicles leaving Lower Wrigley Green, and minimising impact on car parking provision
- Areas of Huddersfield Road where vehicles can park on both sides of the road creates the advantage of naturally calming the speed of passing traffic, as vehicles must move into single file to pass

Dated 2nd January

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# APPENDIX C COPY OF LETTER OF SUPPORT

11th December 2018

Dear Mrs Elwood,

I write in response to your recent letter, dated 3<sup>rd</sup> December 2018, advising us of plans to implement a "Prohibition of Walting" restriction on the road outside our property. Whilst we agree with the need for this parking restriction, we request that it be extended as per the attached edited plans.

The reason we are requesting this extension is that the proposed restriction starts halfway along the dropped Kerb that corresponds with our off-road parking space. This is likely to encourage parking at the south west end of the dropped kerb. Currently, on the occasions that someone parks there it can be very difficult and dangerous when we try to pull out of our driveway due to the parked car blocking our vision. Ending the restriction here would, as a result of lost parking spaces to the North East, result in cars being parked (almost always) right next to or on the dropped kerb, thus obstructing our view of the road.

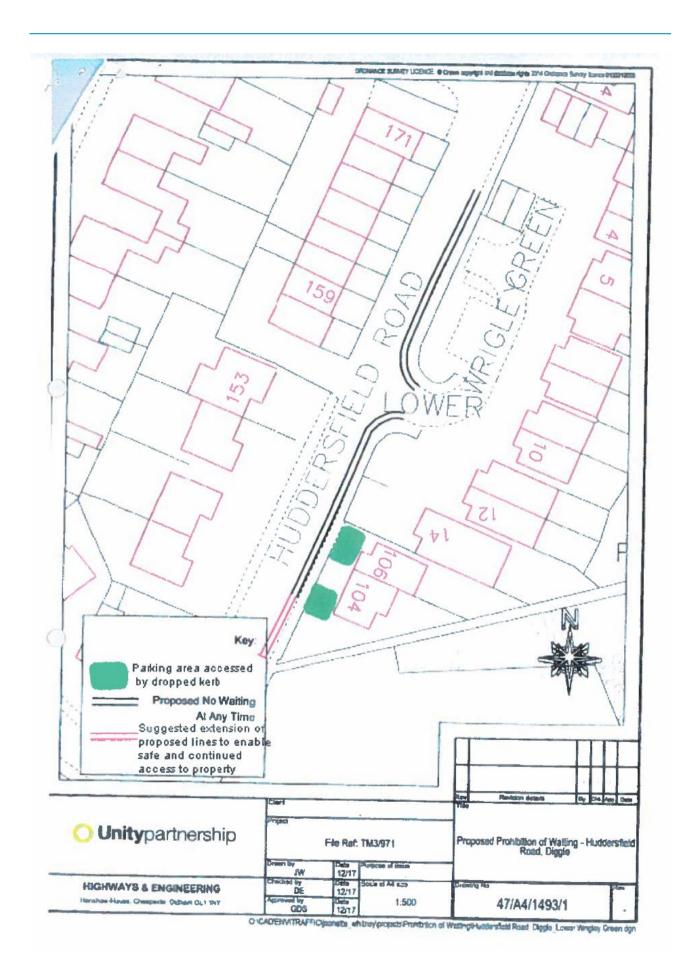
This is further exacerbated by the fact that the driveway slopes down steeply from the road (approx. 1:8), meaning that we are starting off much lower than the parked cars. By extending the Prohibition of Waiting restriction a few metres in a south west direction (as per the attached drawings), this would discourage parking on the dropped kerb and maintain a clear line of sight for safely manoeuvring off the driveway.

Also, there are many people (including children) who cross at this point, as the footpath commences on the opposite side of the road opposite the public footpath adjacent to our property. Moving the restriction in the way we suggest would allow them better visibility along this busy road and a safe crossing point to the public footpath that leads to canalside and common grounds

May I take this opportunity to reiterate that we do agree with the need for this parking restriction, only requesting that it be extended as per the attached edited plans.

Please feel free to contact us to discuss, or arrange a visit so we can discuss the issue in person.

Yours Sincerely





#### Report to TRO Panel

### Objections/Representation to the Experimental Prohibition of Waiting – Chew Brook Drive, Greenfield

#### **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

6 June 2019

#### **Reason for Decision**

The purpose of this report is to consider one letter of objection (Appendix B) and one letter of support (Appendix C), relating to the experimental waiting restrictions (double yellow lines) on Chew Brook Drive, Greenfield.

#### Recommendation

After consideration of the letter of objection and letter of support received, it is recommended that notwithstanding the letter of objection, the Panel support the making of a permanent Traffic Regulation Order on Chew Brook Drive as per the original report shown in Appendix A.

TRO Panel 6 June 2019

### Objections/Representation to the Proposed Prohibition of Waiting – Chew Brook Drive, Greenfield

#### 1 Background

1.1 A proposal to introduce waiting restrictions (double yellow lines) on Chew Brook Drive, Greenfield, Decision Reference Number D2838 refers, was approved under delegated powers on 25 January 2017. At the time of advertising a number of representations were received, objecting to and supporting the introduction of the waiting restrictions. In light of the representations received a report was submitted the Traffic Order Panel on 21 September 2017 recommending the Panel support the introduction of the proposed restrictions on an experimental basis for a period of eighteen months to assess the situation further.

1.2 During the first six months of the experimental Order two representations were received, one in favour of the restrictions being introduced on a permanent basis and one objecting and requesting their removal. Due to these representations being received at the start of the 18 month experimental Order, letters have recently been sent to both parties asking if they still wish to make representation.

#### 2 Current Position

- 2.1 Correspondence has been received from both parties requesting their original representations be presented to the TRO Panel.
- 2.2 Observations have been undertaken on Chew Brook Drive which have revealed parking does take place on sections of Chew Brook Drive, where there are no restrictions present and it is therefore recommended the experimental Order currently in place is introduced on a permanent basis to prevent further parking, which could include vehicles double parking through the bend in the highway and within close proximity to the junctions.
- 2.3 The permanent introduction of the experimental Order will not only assist in the free flow of traffic albeit on a give and take basis but increase visibility by improving sight lines through the bend and remove some of the on street parking within close proximity to the junction of Chew Brook Drive with Chew Valley Road but still provide some on street parking provision for residents of Chew Valley Road who are unable to park on this road due to existing waiting restrictions.

#### 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 Saddleworth North Ward Councillors

6.1	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 on Chew Brook Drive 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 Chew Brook Drive 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

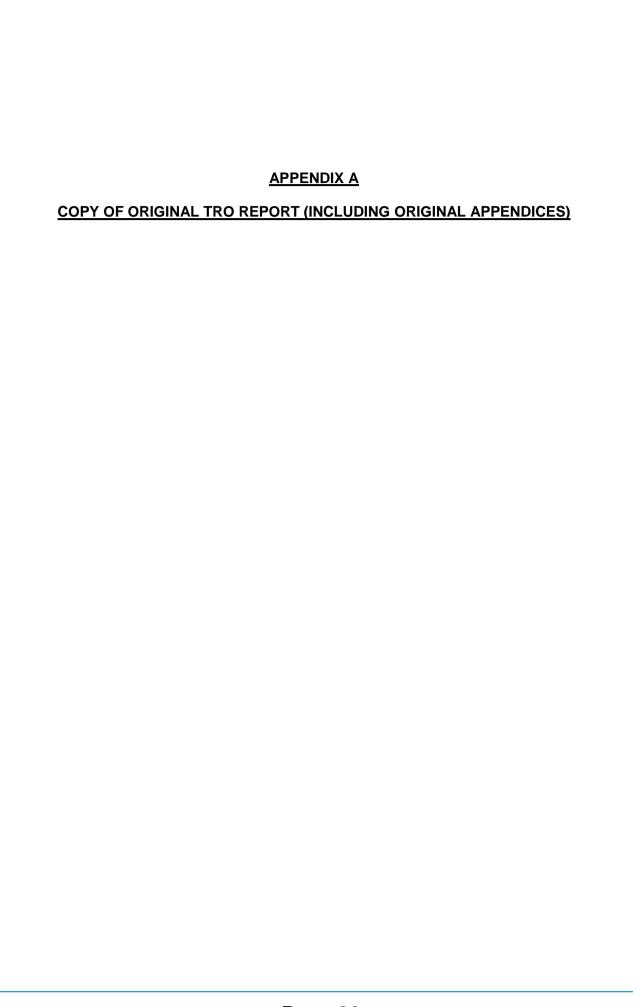
21.1 Appendix A – Copy of Original TRO Report (including original Appendices)

Appendix B – Copy of Objection

Appendix C - Copy of Letter of Support

#### **Proposal**

22.1 Notwithstanding the objection received it is recommended that Option 1 be approved and the proposed Order be introduced without amendment, as detailed in the schedule contained in the original report (See Appendix A).





#### TRO Panel

# Objections to the Proposed Prohibition of Waiting - Chew Brook Drive, Greenfield, Oldham

Report of: Executive Director, Economy, Skills and Neighbourhoods

Officer contact: Darryll Elwood, Technical Admin

Ext. 1946

21 September 2017

#### Purpose of Decision

The purpose of this report is to consider 9 representations/objections received relating to the above proposal, four objections, one support and four supporting the proposal but requesting additional restrictions be included. The current proposal is to introduce a Prohibition of Waiting Order on Chew Brook Drive, Greenfield in the form of double yellow lines as shown in the report at Appendix A.

#### Recommendation

Notwithstanding the representations/objections received it is recommended that the Panel supports the introduction of a Traffic Regulation Order on Chew Brook Road, Greenfield, Oldham as originally proposed, but as an Experimental Order for a period of 18 months.

## Objections to the Proposed Prohibition of Waiting - Chew Brook Drive, Greenfield, Oldham

#### 1 Background

- 1.1 The original proposal was approved under delegated powers on 25 January 2017, decision reference D2838 refers. A copy of the report is attached at Appendix A.
- 1.2 A request was received from a number of local residents of Chew Brook Drive requesting waiting restrictions be introduced on Chew Brook Drive, Greenfield to prevent double parking taking place on the bend in the highway.
- 1.3 Observations revealed double parking does take place on this section of Chew Brook Drive; not only obstructing a motorists sight line to oncoming traffic on the bend but can obstruct the free flow of traffic.

#### 2 Current Position

- 2.1 The proposal to introduce waiting restrictions on Chew Brook Drive was subsequently advertised on the 22 March 2017 and 4 letters of objection were received (see Appendix B), 4 letters of support (but requesting additional waiting restrictions be introduced (see Appendix C, this Appendix also includes plans showing the additional restrictions requested) and 1 letter of support (see Appendix D).
- 2.2 The residents requested the extension of the waiting restrictions on Chew Brook Drive due to the current restrictions not being sufficient to prevent problematic parking (double parking) taking place within close proximity to the bend adjacent the pond on Chew Brook Drive. That said, the residents of Chew Brook Drive are aware that a number of residents of Chew Valley Road do rely on parking on Chew Brook Drive due to the limited on-street parking available on Chew Valley Road. In light of this the residents requested a small section of waiting restrictions be introduced as per the schedule in the original report.
- 2.3 The current proposal will remove the obstructive parking from the bend; however, there will still be some on-street parking available.
- 2.4 In light of the number of representations made and the fact that 50% are requesting additional restrictions other than the ones proposed and 50% don't want any restrictions at all, it is recommended that the original proposal is introduced as an Experimental Order. If objections are received because the Order has not been successful, then amendments can be considered by the TRO Panel. However, if the proposed waiting restrictions are successful in removing obstructive parking where required but still provide a section of on street parking without creating any additional problematic parking then the proposal can be made permanent.

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- 2.5 The representations requesting additional restrictions are from residents living within close proximity to the proposed restrictions, their concern is; there is a possibility driveways could be obstructed by displaced parking if the yellow lines are introduced. In light of this, these residents could be offered the option of having an Access Protection Marking (APM) implemented free of charge at the time the lining is undertaken. However, any residents requesting an APM after this time will be charged for its implementation.
- 3 Options/Alternatives
- 3.1 Option 1: To approve the original proposal as an Experimental Order.
- 3.2 Option 2: Not to approve the original proposal.
- 4 Preferred Option
- 4.1 The preferred option is option 1.
- 5 Comments of Saddleworth South Ward Councillors
- 5.1 Ward Councillors were previously consulted at TMU stage and Councillor J McCann and Councillor G Sheldon support the proposal. Councillors have again been consulted and Councillor G Sheldon supports the proposal. Councillor J McCann supports the proposals for the 18 month experimental period as there is a problem and this will enable us to see if this measure solves it.
- 6 Financial Implications
- 6.1 Dealt with in previous report.
- 7 Legal Services Comments
- 7.1 Dealt with in previous report.
- 8 Co-operative Agenda
- 8.1 In respect of the proposal there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.
- 9 Human Resources Comments
- 9.1 None.
- 10 Risk Assessments
- 9.1 None.

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11	IT Implications	
11.1	None.	
12	Property Implications	
12.1	None.	
13	Procurement Implications	
13.1	None.	
14	Environmental and Health & Safety Implications	
14.1	Dealt with in previous report.	
15	Equality, community cohesion and crime implications	
15.1	Dealt with in previous report.	
16	Equality Impact Assessment Completed?	
16.1	No.	
17	Key Decision	
17.1	No.	
18	Key Decision Reference	
18.1	Not applicable.	
19	Background Papers	
19.1	The following is a list of background papers on which this report is baccordance with the requirements of Section 100(1) of the Local Gove Act 1972. It does not include documents which would disclose exconfidential information as defined by the Act:	ernment
	None.	
20	Appendices	
20.1	Appendix A — Copy of Delegated Report  Appendix B — Copy of letters of objection  Appendix C — Copy of letters of support requesting additional restriction including a plan showing the additional restrictions requestional restriction restriction requestional restriction requestion requestional restriction requestional restriction requestion r	
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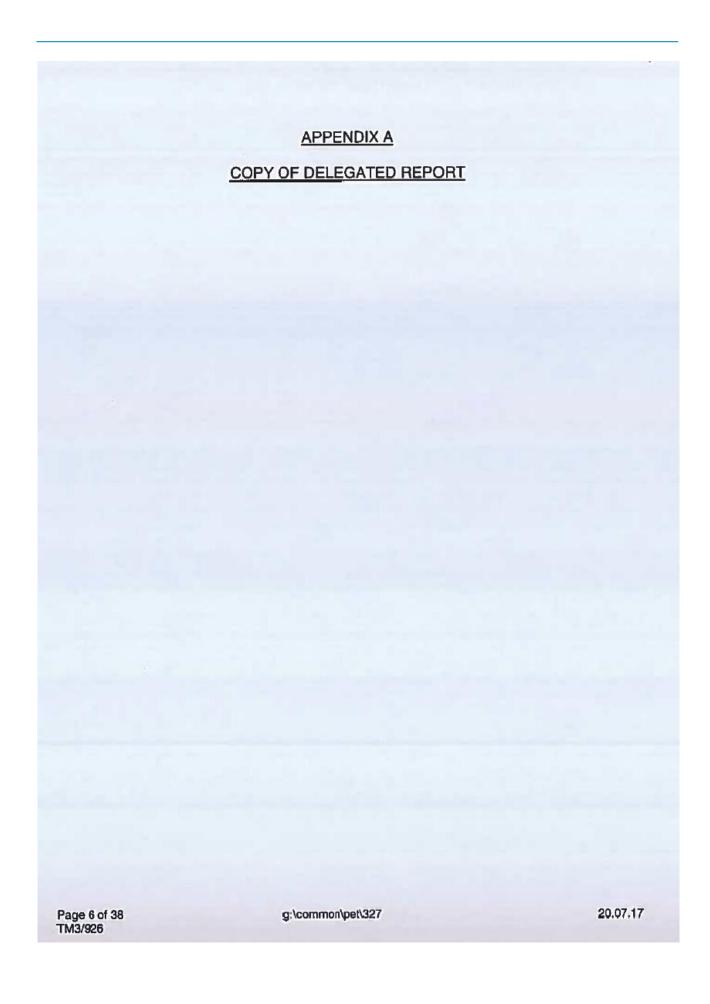
#### 21 Proposal

21.1 Notwithstanding the objection received it is recommended that Option 1 be approved and the proposed Order be introduced as an Experimental Order for a period of 18 months without amendment, as detailed in the schedule contained in the original report (See Appendix A).

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### **Delegated Decision**

## Proposed Prohibition of Waiting - Chew Brook Drive, Greenfield

Report of: Executive Director, Economy, Skills and Neighbourhoods

Officer contact: Darryll Elwood, Technical Admin

Ext. 1946

9 January 2017

#### Reason for Decision

The purpose of this report is to consider the introduction of 'no waiting at any time' restrictions (double yellow lines) on part of Chew Brook Drive, Greenfield.

#### Recommendation

It is recommended that a Traffic Regulation Order be introduced on part of Chew Brook Drive, Greenfield, in accordance with the schedule at the end of this report.

#### **Delegated Decision**

#### Proposed Prohibition of Waiting - Chew Brook Drive, Greenfield

#### 1 Background

- 1.1 A request has been received from a number of local residents for the existing waiting restrictions on Chew Brook Drive to be extended further along Chew Brook Drive to prevent double parking taking place on the bend in the highway, (see photograph at Appendix A).
- 1.2 Observations undertaken in the area have revealed that double parking does occur on this section of Chew Brook Drive; not only obstructing a motorists sight line to on coming vehicles on the bend but can obstruct the free flow of traffic at the junction on occasion causing vehicles to reverse back on to Chew Valley Road to allow vehicles to manoeuvre past the parked vehicles.

#### 2 Current Position

- 2.1 The current waiting restrictions are not sufficient to prevent problematic parking taking place. However, whilst the additional restrictions will remove the obstructive parking there will still be some on street parking available.
- 2.2 Chew Brook Drive is a large cul-de-sac with a number of semi and detached houses with off street parking available to all. It is assumed the vehicles parking within this location belong to residents from Chew Valley Road or visitors to the area who are unable to park on Chew Valley Road due to existing waiting restrictions.
- 2.3 Whilst the residents requesting the extension to the waiting restrictions have expressed a concern with regards to the obstructive parking taking place, they do not wish to remove on street parking entirely as they realise there is a demand for some on-street parking.
- 2.3 By introducing additional restrictions on Chew Brook Drive, as per the schedule at the end of this report; sight lines will be improved for motorists travelling through bend in the highway, obstruction within close proximity to the junction will be removed but some on street parking will still be available.

#### 3 Options/Alternatives

- 3.1 Option 1: To approve the recommendation.
- 3.2 Option 2: Not to approve the recommendation.

#### 4 Preferred Option

4.1 The preferred option to approve is Option 1.

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#### 5 Justification

5.1 The introduction of a Traffic Regulation Order on Chew Brook Drive is necessary to ensure clear visibility through the bend in the highway and also to assist in the free flow of traffic through the junction of Chew Valley Road and Chew Brook Drive.

#### 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 comment on 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 Saddleworth South Ward Councillors

7.1 The Ward Councillors have been consulted and Councillor J McCann and Councillor G Sheldon support the proposal.

#### 8 Financial Implications

8.1 The cost of introducing the Order is shown below:-

	E
Advertisement of Order	1,000
Lining Costs	600
TOTAL	1,600
Annual Maintenance Costs (estimates calculated April 2016)	60

B.2 The initial costs of implementing the order and the annual traffic management maintenance costs will be absorbed by existing revenue budgets within Highways Operations Unity (40916). 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. (Sadrul Alam/ Nigel Howard x3250)

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#### 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 this proposal 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.

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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 - Minor alteration to visual appearance of area. 16.6 Natural Environment - Nil. 16.7 Health and Safety - The removal of obstructive parking will create a safer environment for highway users. 17 Equality, community cohesion and crime implications 17.1 By removing obstructive parking and improving visibility and access the proposal will meet the aspirations of the complainants. 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 – Photographic Evidence Page 5 of 9 TM3/926 g:\common\dec\_rec\2977 02.11.16

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#### Schedule

#### **Drawing Number 47/A4/1448/1**

Oldham Borough Council (Saddleworth 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

#### Delete from Part I Schedule 1

Item No	Length of Road	Duration	Exemptions	No Loading
(S70)	Chew Brook Drive (Both Sides)  Extending from its junction with Chew Valley Road for a distance of 20 metres in a south westerly direction	At any time		

#### Insert in Part I Schedule 1 Prohibition of Walting

Item No	Length of Road	Duration	Exemptions	No Loading
	Chew Brook Drive (North West Side)  Extending from its junction with Chew Valley Road for a distance of 43 metres in a south westerly direction	At Any Time	A, B1, B2, B3, B4, C, E, F, J, K5	
	Chew Brook Drive (South East Side)  Extending from its junction with Chew Valley Road for a distance of 29.5 metres in a south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

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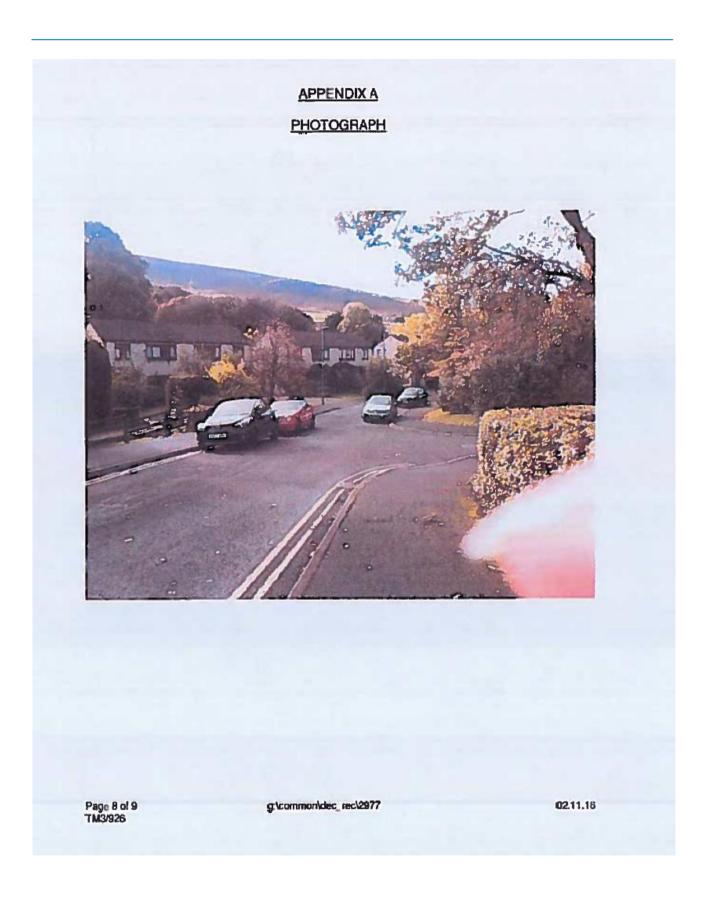
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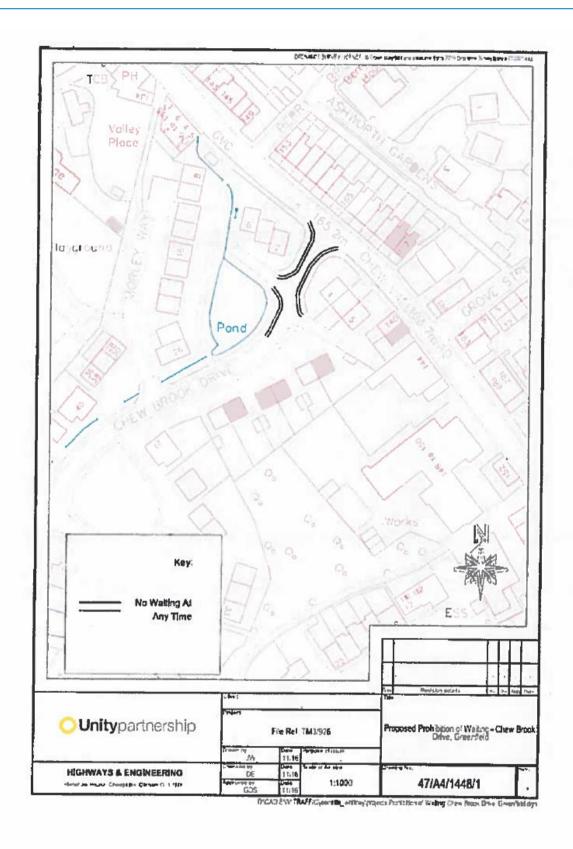
APPROVAL		
Decision maker Signed Cabinet Member, Environmental Services	Dated 25 - 1 - 17	
Signed Director Of Environmental Services	Dated 9.1.17	

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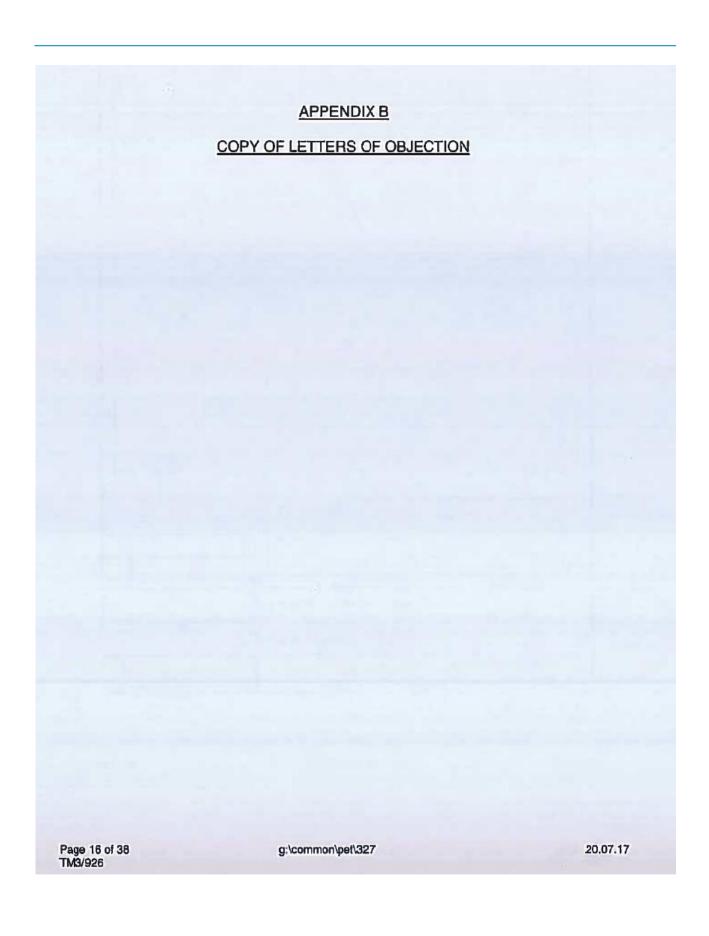
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12/04/2017

Your Ref:DE/TM3/926

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

Dear Sirs

Re: CHEW BROOK DRIVE, GREENFIELD (Ref: LIM/T017/11)
Proposed Prohibition of Waiting Amendment Order 2017

I wish to register my objection to the Proposed Prohibition of Waiting on Chew Brook Drive, Greenfield.

My family and I have lived on Chew Valley Road for the past eight and a half years and during this time, we have never known of any traffic problems regarding access or parking on Chew Brook Drive, so we would like to know why these proposed changes are necessary?

Parking for residents in Saddleworth generally is always at a premium, but the proposed changes would reduce the parking capacity for both residents and visitors to Chew Valliey Road and Chew Brook Drive, Greenfield.

There are 13 terraced houses on Chew Valley Road facing Chew Brook Drive (numbers 153-177).

The residents of these 13 houses currently own 18 vehicles. The current length of road on Chew Valley Road in front of these residences which is available for parking is approximately 53 metres.

There are various sizes of vehicles between the combined households, but an average size of a vehicle would be approximately 4 metres in length. Allowing for 1 metre of space between each car for manoeuvring, this would allow parking for 10 resident's cars.

There is a further 10 metres of parking space located on Berry Brow adjacent to the side of No.153 Chew Valley Road, which has space for a further 2 cars to be parked.

The above situation still leaves a shortfall in parking for 6 resident's vehicles living between 153 - 177 Chew Valley Road.

This shortfall in resident's parking is catered for across Chew Valley Road on Chew Brook Drive, adjacent to the duck pond where there is parking availability.

I have known that more than 6 vehicles belonging to residents living in numbers 153-177 Chew Valley Road, are parking on Chew Brook Drive, but this is also due to the additional concerns of vehicle safety when parked on Chew Valley Road between No's 153-177.

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Apart from the residents between 153-177 Chew Valley Road having a lack of parking space, there is also the additional concern of trying to keep their vehicles free from being damaged due to being parked outside their homes on Chew Valley Road, which is a further important reason why residents park opposite on Chew Brook Drive.

I personally know of vehicles having been damaged whilst parked outside 153-177 Chew Valley Road homes due to traffic conditions when 2 lanes of traffic try to pass at the same time, with one lane of traffic refusing to wait until the road is clear of on-coming traffic.

Previously, my own car has had the rear off side light cluster smashed due to traffic passing too close to parked cars, which cost me £200 to repair.

I have previously witnessed a single deck public "First" bus damage a residents car parked on Chew Valley Road whilst trying to pass residents parked vehicles outside numbers 169-175 Chew Valley Road, but with oncoming traffic not giving way and the bus has actually caught one of the residents parked cars outside his house and dragged the residents vehicle for 2-3 metres, damaging the exterior mirror and bodywork to the residents car and setting his car alarm off!

Due to the size of the bus, the bus driver didn't stop as he was presumably unaware that he had caused damage to a parked car on Chew Valley Road due to travelling so close rather than wait for oncoming traffic to pass thus allowing the bus more room to continue along Chew Valley Road.

My mother-in-law's car (a small Toyota Aygo car), has also received damage to the rear of her car whilst parked on Chew Valley Road during a visit to us, due to traffic driving too close to parked cars at this location.

To avoid damage to our vehicles from traffic using Chew Valley Road and the subsequent expense to repair our cars due to no fault of our own and without recourse to the drivers who have caused the damage, unless you can witness the damage when it happens at the time, residents of 153-177 Chew Valley Road will park their vehicles on Chew Brook Drive.

There is a high volume of traffic which use Chew Valley Road including a variety of large vehicles such as Buses (both single and double deck), Farm Tractors towing agricultural trailers or machinery, Class 1 and Class 3 HGV's, 4X4 vehicles plus domestic cars (both residents and visitors to Dove Stones).

In contrast, Chew Brook Drive is a Cul-de-Sac with no through traffic using it, making Chew Brook Drive ideal for residential parking and I have never known of any issues where a vehicle cannot access any part of Chew Brook Drive (e.g. an Emergency or Refuse vehicle).

There are many other residents living on Chew Valley Road from the Wellington Pub up to Berry Brow who have to park outside their homes, but their section of Chew Valley Road is straight and some of these residents have access to additional parking at the rear of their properties, (which residents of 153-177 Chew Valley Road do not have).

Chew Valley Road starts to bend from Kinders Lane up to Grove Street with the most affected critical parking area being between 153-177 Chew Valley Road.

Parking on Chew Brook Drive could be relieved if residents living on Chew Brook Drive would use the off road drive parking which they have as a facility at their homes. I know of 3 residents living on Chew Brook Drive who regularly park their vehicles on Chew Brook Drive when they already have their own drive for off road parking.

Of course, these residents pay their Road Fund Licence and are therefore free to park their cars on a public street or highway, but the reason why residents living between 153-177 Chew Valley Road use Chew Brook Drive to park their cars, is purely through necessity due to lack of parking space on Chew Valley Road and also to avoid costly damage to their vehicles which is a risk when parking outside our homes on Chew Valley Road.

Implementing increased Prohibition of waiting and parking on Chew Brook Drive as proposed, will simply reduce parking availability for residents and would create a bigger parking problem and hazard, with vehicles parking lower down Chew Brook Drive creating a "bottle neck" at the Cul-de-Sac area at the bottom of Chew Brook Drive, where there are elderly residents who may need access for ambulances from time to time.

The proposed Parking Prohibition on Chew Brook Drive will also become critical during the months April — September due to parking required on Chew Brook Drive for visitors to Greenfield Cricket Club during Saturday and Sunday weekend match days.

The information I have supplied in this objection, does not account for the parking requirements for families and friends visiting residents living between 153-177 Chew Valley Road, as well as the residents of Chew Brook Drive, although this parking requirement would usually be short stay.

My compromise suggestion would be to increase the Parking Prohibition by 9.5 metres only on the south east side of Chew Brook Drive where there is already parking prohibition markings.

This would mean losing parking space for 2 vehicles, although one vehicle usually parking on this side of Chew Brook Drive does have their own off road drive space to utilise.

The above suggestion would leave the south east side entrance of Chew Brook Drive clear, with ample room for vehicles to access Chew Brook Drive.

Should the parking prohibition measures currently proposed for Chew Brook Drive go ahead, then I would like OMBC to respond to my following questions:-

- 1) Where does OMBC suggest residents of 153-177 Chew Vailey Road park their vehicles?
- 2) If no workable alternative parking suggestion is proposed by OMBC for the residents of 153-177 Chew Valley Road, then would OMBC be prepared to accept claims for compensation for damage caused to resident's cars parked on Chew Valley Road due to the lack of off road parking availability because of parking prohibition measures introduced?
- 3) In addition, I would like to suggest that OMBC consider reducing the speed of traffic flow on Chew Valley Road between Berry Brow and Grove Street by installing "Speed Humps" or "Sleeping Policemen" traffic calming measures, this would allow traffic to reduce their speed and consider the flow of oncoming traffic, thus allowing for 1 lane of traffic to pass 1 lane of parked cars, compared to trying to make 3 lanes of traffic (1 parked and 2 lanes flowing in opposite directions)!

I hope you will take into consideration the concerns of residents on Chew Valley Road and Chew Brook Drive who will be detrimentally affected by the proposed prohibition of waiting traffic amendment order 2017 on Chew Brook Drive.

I look forward to your response prior to any of the proposed work being carried out.

Yours faithfully

Chew Valley Road Greenfield Oldham OL3 70F

c.c.darryll.elwood@unitypartnership.com

Chew Valley Road, Greenfield, Oldham. OL3 7DF

07/04/2017

To whom it may concern

Ref:-DE/TM3/926

I am writing to express my concern and objection to the Proposed Prohibition of Walting – Chew Brook Drive, Greenfield.

I have been a resident on Chew Valley Road for the past 18 years; my house is opposite the entrance to Chew Brook Drive. Throughout this time there has been an increase in parked cars on Chew Valley Road and it is necessary for residents to park their vehicle on the roads leading off Chew Valley Road to ensure no obstructions are made on the main road. To the best of my knowledge cars are parked on Chew Brook Drive in a sympathetic manner towards the residents of this street, not causing disruption.

I was made aware of the proposal by a resident of Chew Brook Drive who brought it to our attention. They have concerns if the proposal goes through and are in agreement with myself that it is not solving any issue, just creating an issue by causing more congestion and narrowed road on a main Road through the village.

I hope that you will take my concerns into account prior to making a final decision on this matter.

Kind Regards

Chew Valley Rd GHEWHER GHEWHOLD OLS TOF. OLS TOF. COM. SITS WE STRUGLY Object to	the proposals of double yelled Ines on Chees Brock Drive are no sufficient park ing space on Ches Vallang lond With parking do sa there of allows from more next of public transport to nove frond.  There puts to nove	et trackie on clas value ple
As the brank Drive it has aways been a safe place to park.  The resident have always to dime	Louis father sol	
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#### Darryll Elwood

From:

Sent:

18 April 2017 20:33

To:

Darryll Elwood

Subject:

Proposed Prohibition of Waiting - Chew Brook Drive, Greenfield

#### For the Attention of the Group Solicitor

I am writing in connection with the above Proposal.

I would like to put in writing my objections to the above. I am a resident of Greenfield living at . Chew Valley Road with my husband and two grown up children. We live in the row of 13 terrace houses (with no drives or garages and insufficient parking for the row) opposite Chew Brook Orive. I would be grateful if you would consider the following problems.

- There is already double yellow lines at both ends of the terrace row therefore minimising the amount of parking for the row.
- We are unable to park on the opposite side of the road due to the road itself being quite narrow and currently
  used by buses and other heavy traffic.
- Some houses on the row have more than one car. When I bought my house neither of my children drove. They are now both adults and need cars to get to and from work. My son is a police officer and my daughter is a nurse at The Royal Oldham (both doing shift work). My husband works in Shaw and leaves home at 4.30 am to get to work. Although it is not ideal to have more than one car per house, families and indeed situations change and lots of families have more than one car but not always the option to afford a property with additional parking.
- There are new apartments above the Premier Shop opposite and there is now less parking behind the shop for residents to use as an overspill.
- Parking is already an issue in the immediate vicinity for residents and visitors and there is often no where to park. I see this as becoming a very real issue amongst neighbours in the not too distant future.

I think the waiting restrictions/double yellow lines will just exacerbate the problem of parking for the majority of residents in this area of Chew Valley Road to appease a few residents on Chew Brook Drive.

i would be very grateful if you could consider my concerns and keep me informed of the outcome.

Regards

Page 23 of 38 TM3/926 g:\common\pet\327

# APPENDIX C COPY OF LETTERS OF SUPPORT REQUESTING ADDITIONAL RESTRICTIONS INCLUDING A PLAN SHOWING THE ADDITIONAL RESTRICTIONS REQUESTED Page 24 of 38 TM3/926 g:\common\pet\327 20.07.17

#### **Darryll Elwood**

From:

Sarah Robinson

Sent:

10 April 2017 15:42

To:

Alan Evans Darryli Elwood; Linda Mills

Subject:

FW: Objection to Proposed Prohibition of Waiting - Chew Brook Drive Greenfield

Hi Alan

Please find below an objection to the Chew Brook Drive TRO.

Regards

Sarah Robinson

Traffic Engineer, Traffic and Network Management

Unity Partnership Henshaw House, Cheapside, Oldham OL1 1NY

T 0161 770 4377 | F 0161 770 3411

E sarah.robinson@unitypartnership.com | W www.unitypartnership.com

From:

Sent: 10 April 2017 15:20

To: Sarah Robinson

Subject: Proposed Prohibition of Waiting - Chew Brook Drive Greenfield

I refer to a telephone conversation on 10th April with yourself when you very kindly offered to forward the below on to the Environment Group Solicitor for registration and for which I sincerely thank you.

Oldham Borough Council
Road Traffic Regulation Act 1984
Proposed Traffic Regulation Order
The Oldham Saddleworth Area Consolidation Order
Prohibition of Waiting Amendment Order 2017
Chew Brook Drive Greenfield
Ref: LJM/T017/11

I refer to your letter dated 24th March 2017 handed to me via a neighbour regarding a Proposed Prohibition of Waiting — Chew Brook Drive Greenfield.

Upon studying and viewing the plan of your proposals, I agree in principle, however, I wish to make a representation/objection requesting a possible amendment: -

The south east side being further extended to correspond in length with the north west side, i.e. the building line of 9 Chew Brook Drive.

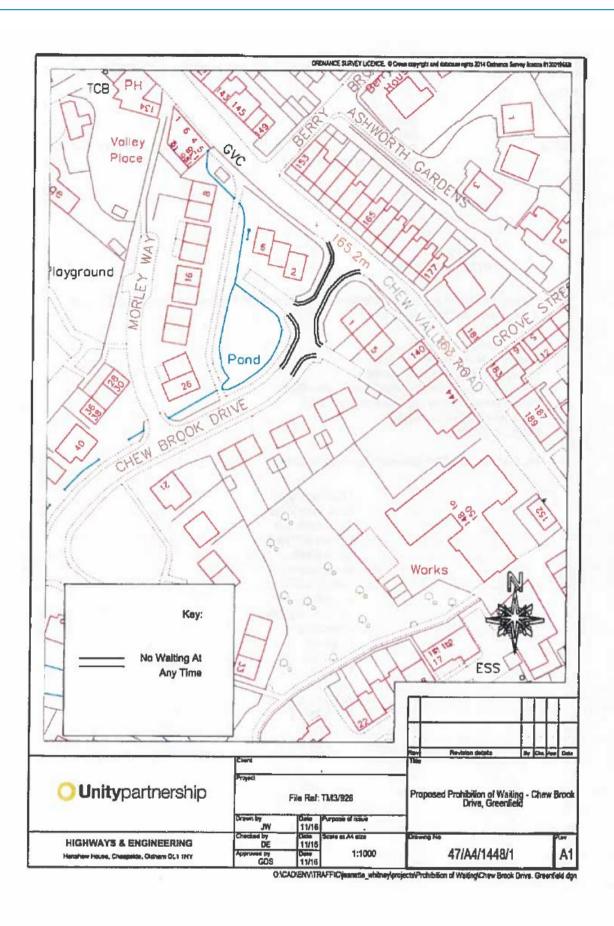
The reason for this amendment is the requirement of a 'visibility splay' when exiting the service road at the rear of properties 1 to 7 Chew Brook Drive, which would be adversely affected by the parking of a vehicle(s), which dependent upon the height and width of this vehicle(s) would block/impede visibility, forcing my vehicle possibly into the path of vehicles exiting and entering Chew Brook Drive.

I would also respectfully point out that due to the lack of turning area within my land curtilage, I reverse from the path corner, adjacent to 7 Chew Brook Drive on to the service road and then into my garage, and if a vehicle is parked there, this would involve, I feel a dangerous and difficult manoeuvre on to the service road, which could in fact prevent myself from a safety aspect. Therefore, the end result would be having to drive into my garage and then

1

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having no alternative but to exit by reverse passed a parked vehicle, which would block/impede visibility, forcing my vehicle possibly into the path of vehicles exiting and entering Chew Brook Drive. I trust the above clarifies the current situation and request again for the south east side to be extended in order for the prevention of possible road traffic accidents. Regards Chew Brook Drive Greenfield Oldham OL3 7PD. 2 Page 26 of 38 TM3/926 g:\common\pet\327 20.07.17



Page 27 of 38 g:\common\pet\327 TM3/926 20.07.17

#### **Darryll Elwood**

From:

Sent: To: Cc: 15 April 2017 10:01 Darryll Elwood Sarah Robinson

Subject:

Ref. LIM/TO17/11 CHEW BROOK DRIVE GREENFIELD PROHIBITION OF WAITING

**AMENDMENT ORDER 2017** 

#### Dear Ms Robinson.

I should be obliged if you would forward this letter/email to the Environment Group Solicitor for registration. Thank you.

Oldham Borough Council
Road Traffic Regulation Act 1984
Proposed Traffic Regulation Order
The Oldham Saddleworth Area Consolidation Order
Prohibition of Waiting Amendment Order 2017
Chew BrookDrive Greenfield
Ref: LIM/T017/11

For the attention of the Environment Group Solicitor

I refer to a letter dated 24th March 2017 from Mrs Elwood of Traffic and Network Management a copy of which was passed on to me by a neighbour concerning a Proposed Prohibition of Waiting Amendment Order for Chew Brook Drive Greenfield.

As a resident I have observed vehicles on occasions

1

Page 28 of 38 TM3/926 g:\common\pet\327

inappropriately parked either fully/partly parked on the pavement or roadway immediately abutting the entrance road to the properties at the rear of 1-7 Chew Brook Drive (the south east side i.e. fronting Number 7). This has also occurred when the north west side had vehicles parked, which has resulted in vehicles now being double parked. This has impacted on all using and frequenting this area, especially the residents of 1

However, I wish to make a representation/obj ection requesting an Amendment which is as follows:-

manoeuvre in and

to 7 who

out daily.

The south east side being further extended to correspond in length with the north west side being the building line of 9 Chew Brook Drive,

The reason for this amendment, is whilst I appreciate that, as and when the north west side has the 23 metres waiting restrictions hopefully approved this will stop the double parking, but I strongly believe that without the south east side being further extended motorists will simply park their vehicles here, i.e. immediately abutting the entrance road to the properties at the rear/fronting of 1-7 Chew **Brook Drive** which will again seriously impact on the residents of 1 - 7 Chew Brook Drive creating an obstructed visibility splay when exiting and reversing safely into the shared road at the rear/front of their properties. Howe ver, if the south east waiting restriction was, to now correspond in length with the north west side. this should eliminate the need for any dangerous manoeuvres, which undoubtedly would occur

3

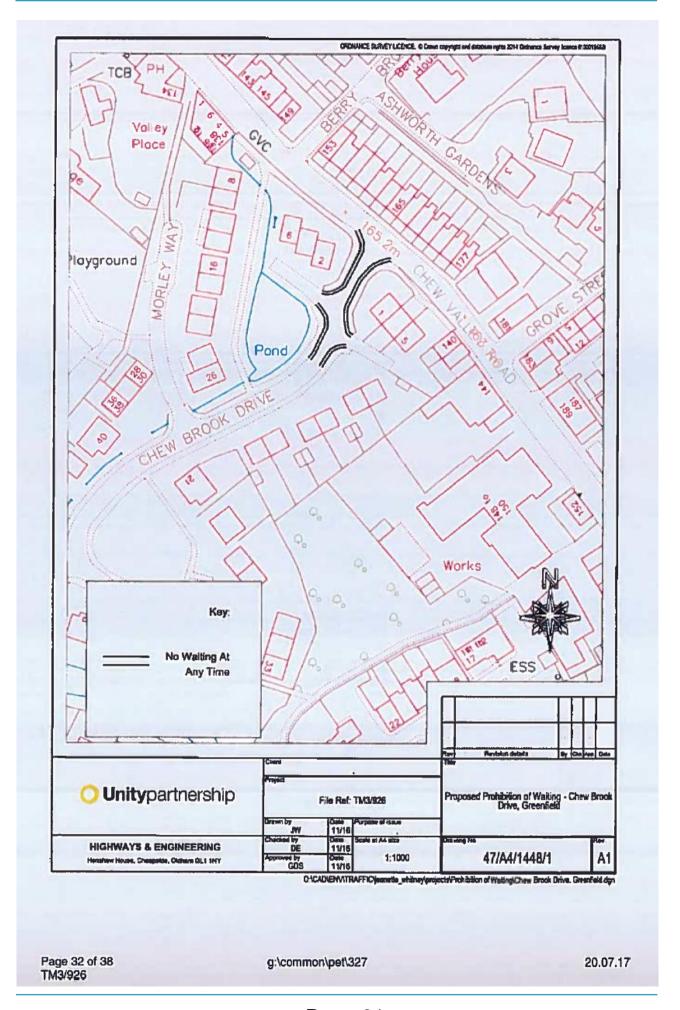
Page 30 of 38 TM3/926 g:\common\pet\327

without the waiting restriction being extended.

Chew Brook Drive can be a busy thoroughfare with locals and visitors of all ages; people walking their dogs and families with young children in prams, going to the park and/or cricket ground which is directly behind Chew Brook Drive, I would therefore respectfully ask you to consider my representation/obj ection and grant my request for this amendment. which should stop/discourage hazardous parking and create a safe environment for all; otherwise in my opinion it will compound the situation if this part of Chew Brook Drive is excluded from the Waiting Order.

Yours faithfully

Chew Brook Drive Greenfield Oldham OL3 7PD. <<<<<<



#### Darryll Elwood

From:

Sent:

23 April 2017 23:58

To: Subject: Darryll Elwood

Your ref: DE/TM3/926, Proposed Prohibition of Waiting - Chew Brook Drive,

Greenfield

FAO: Mrs Darryll Elwood Your ref: DE/TM3/926

Re: Proposed Prohibition of Waiting - Chew Brook Drive, Greenfield

Dear Darryll,

Further to our telephone conversation on Thursday 20 April in connection with the above. As discussed, looking at the plans my wife and I are concerned that drivers will park their vehicles directly in front of our property. Therefore we wish for the double yellow line parking restriction to also be included directly outside of our property and that of our next door neighbour, i.e. nos and , please.

Should you have any queries at all regarding this matter you can contact me during the daytime at my place of work, the Civic Centre on extension no.

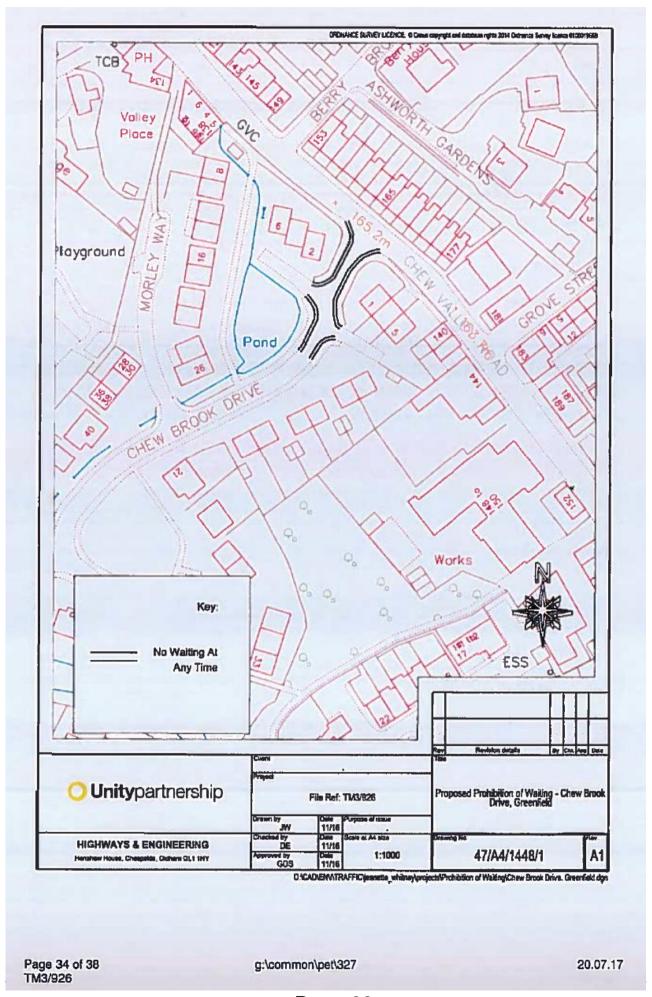
Many thanks.

My best wishes,

Chew Brook Drive Greenfield, OL3 7PD

Sent from my iPhone

Page 33 of 38 TM3/926 g:\common\pet\327



Chew Brook Drive Greenfield Oldham OL3 7PD

Wednesday, 05 April 2017

**Environment Group Solicitor** 

Ref: UM/T017/11

Prohibition of waiting amendment Chew Brook Drive, Greenfield

I both agree and object to the proposals.

#### Agree

The parking of vehicles opposite my house (marked on the attached sheet) has concerned me for some time. It restricts access to the houses and in particular has made reversing out of my drive difficult. I worry about access for emergency services, not just for me (I am years old) but for all the other residents, so parking restrictions are a welcome, sensible and reasonable measure.

Object but alternative solution (at virtually no additional cost)

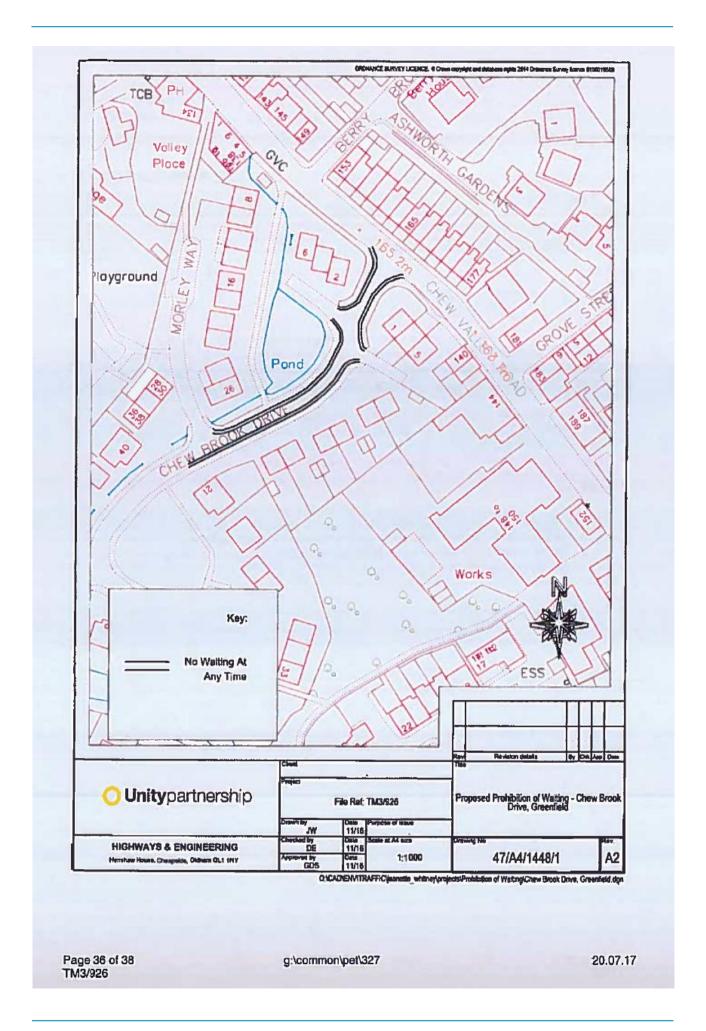
However by having parking restrictions on only one side of the road simply moves the problem from one side of the road to the other. The restricted access to both my property and the rest of the development will remain. For me, it will be even worse and the parked cars will be moved even closer to my property and make the turn into my drive even sharper and more difficult than it is already.

Therefore I suggest that the parking restrictions are:

- 1. Included equally on both sides of the road (north west and south east sides);
- 2. Extended further along Chew Brook Drive to a total of approximately 50 metres to the junction with Morley Way.

Yours faithfully.

Page 35 of 38 TM3/926 g:\common\pet\327



## APPENDIX D COPY OF LETTER OF SUPPORT

Page 37 of 38 TM3/926 g:\common\pet\327

Chew Brook Drive Greenfield Oldham OL3 7PD Tel: 01457 870174

Re: Proposed Prohibition of Waiting - Chew Brook Drive, Ref: LMJ/TO17/11

To the Environmental Group Solicitor to the Council:

In accordance with the letter from Paul Entwistle (Director of Legal Services) we are informing you that we fully support the proposed extension of the yellow lines on Chew Brook Drive in accordance with drawing number 47/A4/1448/1 (file reference TM3/926).

At present vehicles park in the positions of the proposed line extensions, leaving a dangerously narrow gap for emergency vehicles and refuse wagons etc. to access properties further down Chew Brook drive. Vehicles also park over the pavement, obstructing the dropped kerbs provided for child and disability buggies and obstructing access to the private drives to properties 1 to 6 on the plan.

We strongly support these proposed small line extensions on the grounds of safety, access to dropped kerbs and free access to private driveways.

Yours sincerely,

18th April 2017

Page 38 of 38 TM3/926

g:\common\pet\327

## APPENDIX B COPY OF OBJECTION

#### Darryll Elwood

#### HYPENDIX D

From:

Darryll Elwood

Sent:

26 March 2019 09:40

To:

Subject:

RE: Chew Brook Drive Greenfield - TM3/926-ChewBrookDriveGreenfield-7-3-19

Dear

I'm sorry, unfortunately at this time I am struggling to undertake any weekend/evening site visits, especially as it may take several visits to capture this issues you have described. However, if you wish to take the photographs yourself and forward them to me, I will include them in my report.

With Kind Regards

NO PHOTOS RECEIVED

Darryll

#### Mrs Darryll Elwood

echnical Support, Traffic & Network Management



Henshaw House, Cheapside, Oldham, OL† 1NY T: 0161 770 1946 | www.unitypartnership.com

Unity Partnership Limited i Registered in England No. 5916336 Registered Office: Henshaw House, Cheapside, Oldham, Oldham, OL1 1NY

From:

Sent: 23 March 2019 10:40

To: Darryll Elwood

Subject: Re: Chew Brook Drive Greenfield - TM3/926-ChewBrookDriveGreenfield-7-3-19

Thank you....Apologies for the late response, Would it be possible for someone to photograph our parking ituation on an evening or weekend? And show this to whoever is making the decision on the parking estrictions.

Kind Regards

On Thursday, 14 March 2019, Darryll Elwood < Darryll. Elwood@unitypartnership.com> wrote:

Dear

Thank you for your e-mail.

Kind Regards Darryll

Mrs Darryll Elwood

Technical Support, Traffic & Network Management



Henshaw House, Cheapside, Oldham, OL1 1NY

T: 0161 770 1946 | www.unitypartnership.com

Unity Partnership Limited I Registered in England No. 5916336

Registered Office: Henshaw House, Cheapside, Oldham, Oldham, OL1 1NY

From:

Sent: 13 March 2019 22:09

To: Darryll Elwood

Subject: Chew Brook Drive Greenfield - TM3/926-ChewBrookDriveGreenfield-7-3-19

Thank you for your correspondence.. Yes I do still wish to object, Parking in Greenfield is difficult enough without the additional parking restrictions. I have managed to get a PCN which is the first time ever! I had a very heavy bag to take to my car, left it in the hallway walked across to Chew Brook and parked on the yellow lines at the top of the Drive, 2 minutes across from my house locked my door and an officer was behind my car. Apologised profusely he could see the bag was heavy and no where to park! He didn't speak a word. I then received a letter in December I hadn't paid the 1st PCN so I now owed £70,00. I have gone into great detail what actually happened.. I was in the wrong and I have paid, what I do dispute the officer did lie he did not issue me with a PCN or even speak to me! Don't feel this has been dealt with fairly.

Kind Regards

The information in this e-mail is confidential and may be legally privileged. It is intended solety for the addressee. Access to this email by anyone else is unauthorised. If you have received it in error, please notify us immediately by replying to this e-mail and then delete it from your system.

This note confirms that this email message has been swept for the presence of computer viruses, however we advise that in keeping with good IT practice the recipient should ensure that the e-mail together with any attachments are virus free by running a virus scan themselves. We cannot accept any responsibility for any damage or loss caused by software viruses.

The Unity Partnership Ltd, registered in England at Henshaw House, Cheapside, Oldham, OL1 1NY.

Registered No : 5916336. VAT No : 903761336.



Greenfield Oldham

07 March 2019

Highways and Engineering Traffic Section, Floor 1 Henshaw House, Cheapside Oldham OL1 1NY

Switchboard: 0161 770 3000 Fax: 0161 770 3411

Your Ref:

Our Ref: DE/GS/TM3/926

Dear

Re: Experimental Traffic Regulation Order - Chew Brook Drive, Greenfield - TM3/926

I refer to your letter of objection dated 4<sup>th</sup> April 2018 regarding the introduction of waiting restrictions on Chew Brook Drive, Greenfield.

As the restrictions were introduced on an experimental basis for a period of 18 months, I can advise you that the Experimental Order is now nearing its expiry date (28<sup>th</sup> July 2019). I am therefore writing to ask if you still wish to object to the waiting restrictions. If so, I should be grateful if you would advise me by 31st March 2019 so your representation/objection can be submitted to the Traffic Regulation Order Panel meeting in June 2019.

If I have not received any correspondence from you by 31st March 2019, I will assume that you no longer wish to make any representations and that you are happy for the Order to be introduced on a permanent basis in its current state.

Should you have any queries about this letter, please do not hesitate to contact me on any of the details below.

Yours sincerely

Mrs Darryll Elwood

Traffic and Network Management

Direct line: 0161 770 1946

Email: darryll.elwood@unitypartnership.com

Doc Ref: TM3/926-ChewBrookDriveGreenfield-7-3-19

**O** Unitypartnership

Issued by Unity Partnership on behalf of Oldham Council

working for a co-operative borough

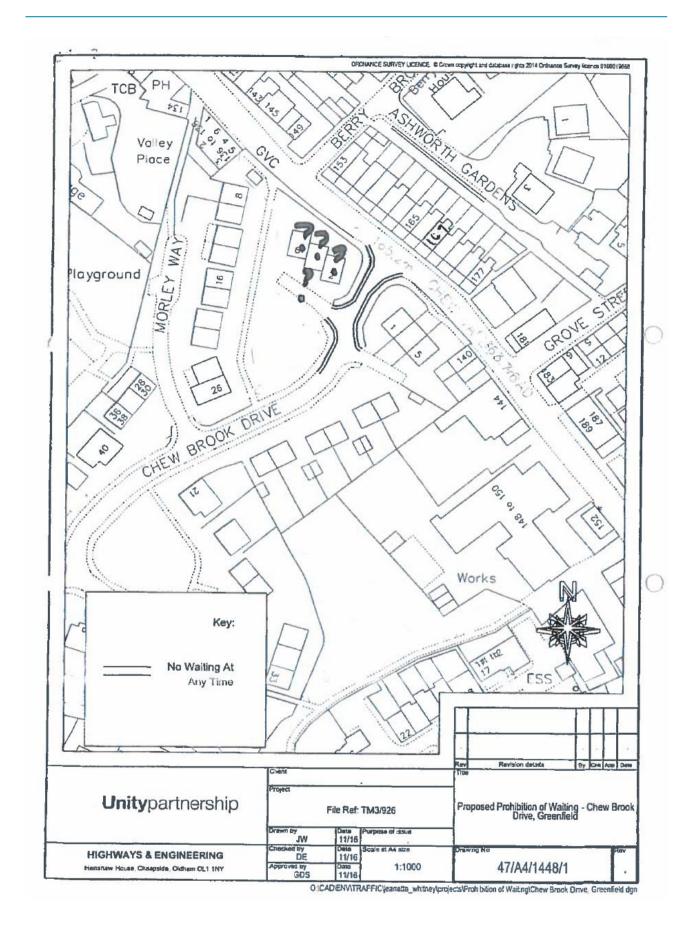
Ref: UM/17/11

Dear Mr Entwistle.

I would like to strongly object to the waiting restrictions placed on Chew Brook Drive, Greenfield. We are only 24 hours" in" to when the double yellow lines have been put there and the impact on residents is chaos! I have elderly neighbours either side of me and they have had to park a lot farther down Chew Valley Rd as they are unable to park outside their home due to people parking there that used to park opposite down the drive. I have lived in this house for over 19 years and have always parked respectfully and with consideration for my neighbours. Unfortunately the minority who I hasten to add have the luxury of a double garage and a parking bay decide to lodge a complaint having no thought or consideration to others.

Please can you reconsider and lift the parking restrictions

Kind Regards



## APPENDIX C COPY OF LETTER OF SUPPORT

#### **Darryll Elwood**

#### APPENDIX

From:

Sent: To:

31 March 2019 12:10 Darryll Elwood

Cc:

Subject:

RE: Cnew Brook Drive Greenfield - Experimental Prohibition of Waiting Order 2018.

Attachments:

IMG\_4211JPG; IMG\_4212JPG; IMG\_4213JPG; IMG\_4216JPG; IMG\_4217JPG; IMG\_ 4218.JPG; IMG\_4299.jpg; IMG\_6522.JPG; IMG\_6523.JPG; IMG\_6524.JPG; IMG 6525.JPG; Fwd: Your ref: DE/TM3/926, Proposed Prohibition of Waiting - Chew Brook Drive, Greenfield; Chew Brook Drive Parking Issue.zip; Fwd: Your ref: DE/TM3/926, Proposed Prohibition of Waiting - Chew Brook Drive, Greenfield

Importance:

High

Hi Daryl,

Further to your recent e mail dated 07 March 2019 to e mail below dated 12 March 2019 to my I draw your attention to Please note comments, we

find them completely valid and correct.

comments.

I attach a compressed zip folder containing several photos which accentuate the problem, along with my original e mail which voiced our concerns, which have certainly now come to fruition. Please view all of these photos. This type of parking is occurring on a daily basis, and the situation has now become intolerable, Darryll. We find it very intrusive, disrespectful, selfish, thoughtless and stressful. Surely, it must also be illegal? To add to comments, we also feel that emergency services and deliveries find it almost impossible to get down Chew Brook Drive.

Please put this matter forward, with our concerns, feelings and requests, with a view to a positive outcome for us.

Many thanks. My best wishes,

OL1 1UH Tel: 01617

Fax: 0161 770 8701

E Mai

Please note: For satellite navigation purposes the postcode is OL1 1NL Visiting the Civic Centre by Metrolink? The nearest stop is Oldham King Street (2-3 mins walk) ---- Forwarded message ----

From: To:

Sent: Tuesday, 12 March 2019 15:27:43 GMT

Subject: Re; Chew Brook Drive Greenfield - Experimental Prohibition of Waiting Order 2018, TM3/926

Hill

I have spoken to . and we are in agreement for yourself and to put the following points forward on our behalf,

She too like myself want the council to to put a painted white line on the corner of our cull de sac where the drop down kerb is in front of your house as I believe they said they were going to do initially when they introduced the double yellow lines but failed to do so. Just painting the double yellow lines on the opposite of the road to stop cars being parked there on the corner of the cull de sac of No's. 2, 4, 6 has just moved the problem on the opposite side of the road and cull de sac by parking on the cull de sac corner of 1, 3, 5, 7 and on the pavement in front of your house No. 7 and house No. 9. This makes it hazardous for driving in and out of the cull de sac for No's. 1, 3, 5, 7 and also hazardous for driving on and off the driveway of number No. 9; not to mention the privacy for your house No. 7 and house No. 9 with vehicles literally parking on the pavement so pedestrians and people with pushchairs cannot use the pavement.

I say keep the double yellow lines That have been introduced and introduce the white line around the drop down kerb on the cul de sac of 1,3,5,7,9 Chew Brook Drive Greenfield Oldham as I believe was initially intended but wasn't carried out.

Regards

Sent from my iPad

From: Darryll Elwood

Sent: Thursday, March 07, 2019 8:51 AM

To: <u>mailt</u>i

Subject: Chew Brook Drive Greenfield - Experimental Prohibition of Waiting Order 2018. TM3/926

I refer to your e-mail sent 26<sup>th</sup> April 2018, regarding the introduction of waiting restrictions on Chew Brook Drive, Greenfield.

As the restrictions where introduced on an experimental basis for a period of 18 months, I can advise you the Experimental Order is now nearing its expiry date (28<sup>th</sup> July 2019). I am therefore writing to ask if the issues you were experiencing at the time of your correspondence still exist and whether you still wish to object to the waiting restrictions. If so, I would be grateful if you could advise me by 31st March 2019 so your representation/objection can be submitted to the Traffic Order Panel meeting in June 2019,

If I have not received any correspondence by 31<sup>st</sup> March 2019, I will assume you no longer wish to make any representations and you are happy for the Order to be introduced on a permanent basis in its current state.

The original concerns raised in your e-mail relate to motorist para properties 1 to 7 Chew Brook Drive (please see your original e-ma	ail below).	of at the Teal Of
With regards to your original consecontation second in Al-	o Eventino estal Octavi (c. 1911)	
With regards to your original representation regarding th	ie Experimental Order, I will a	wait your reply.
With Kind Regards		
Mrs Darryll Elwood		
Technical Support, Traffic & Network Management		
<image003.jpg></image003.jpg>		
Henshaw House, Cheapside, Oldham, OL1 1NY		
4 20 9 10 10 10 10		
T: 0161 770 1946   www.unitypartnership.com		
Unity Partnership Umited I Registered in England No. 5916336		
Registered Office: Henshaw House, Cheapside, Oldham, Oldham, OL1 1NY		
Parameter		
From: Sent: 26 April 2018 12:31		
To: Darryll Elwood Subject: The Oldham - Chew Brook Drive Greenfield - Experimental Prohi	bition of Waiting Order 2018.	
Door Man Elwand		
Dear Mrs Elwood,		
We refer to the above heading, and previous e-mails sent by uring April 2017, when representations were made	Mrs K Marchbank, Mrs C De regarding this Waiting Ord	ransfield, and er.

However, since the introduction of this Waiting Order, and with sincere regret, and the and Chew Brook Drive must draw your attention to the actions of thoughtless, inconsiderate drivers who have, on numerous occasions parked immediately adjacent to the service road at the rear of properties 1 to 7 Chew Brook Drive, (frontage of 7 – 9 Chew Brook Drive) either fully or three-quarters on the pavement, for lengthy periods of time, ranging from 3 hours to 96 hours.

These hazardous actions have prevented the residents and visitors driving/reversing out of the service road safely, as the vehicles, which in one case, due to its height, completely blocked visibility, whilst on all other occasions the vehicle(s) partially obscured sight of any vehicles approaching from a southerly direction. These actions have also forced pedestrians, with or without prams, wheelchair users, to cross over on to the pavement which runs alongside the pond, and back, or to pass the vehicle(s) road side.

We would be grateful therefore, if you could offer any help in resolving these dangerous situations, which have definitely increased since the introduction of the new double lines, and which,

ironically we fully applaud as at least now emergency vehicles etc., can hopefully enter/exit Chew Brook Drive safely.

We attach photos taken at random, of some of the vehicles parked in front of 7 – 9 Chew Brook Drive and also lower down Chew Brook Drive, Greenfield, which we hope will be of assistance.

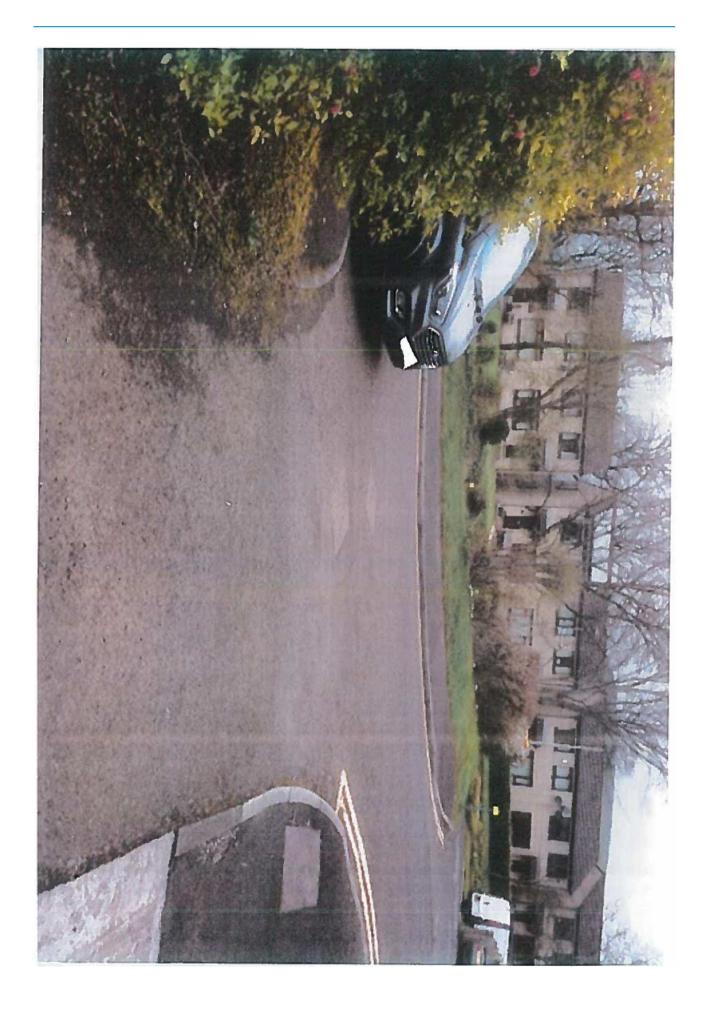
We await your reply.

Regards

Chew Brook Drive

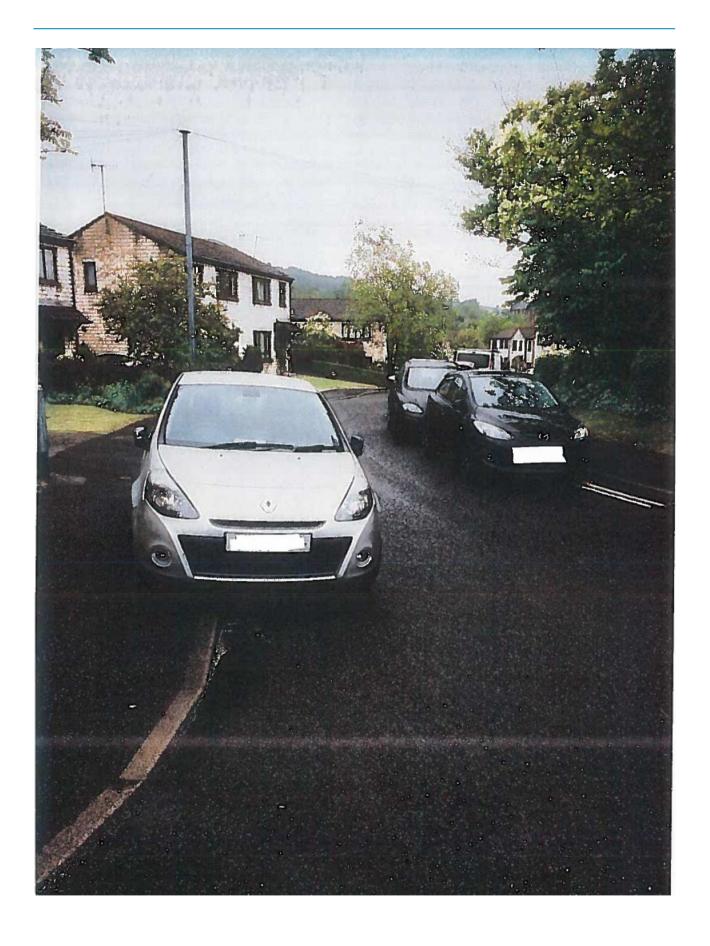
**Chew Brook Drive** 

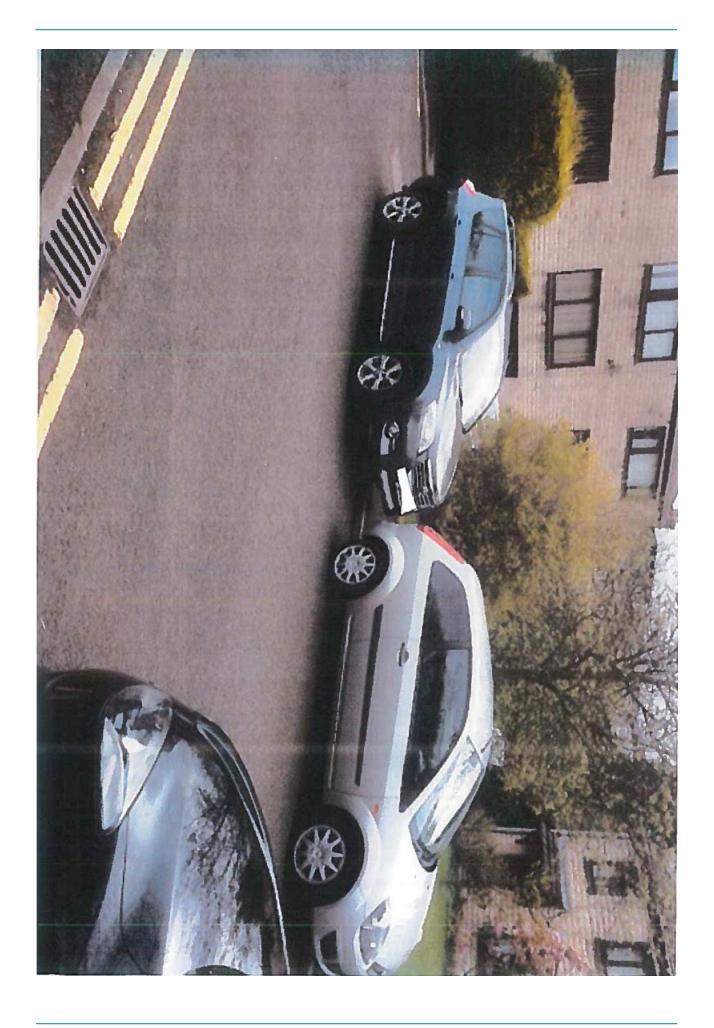
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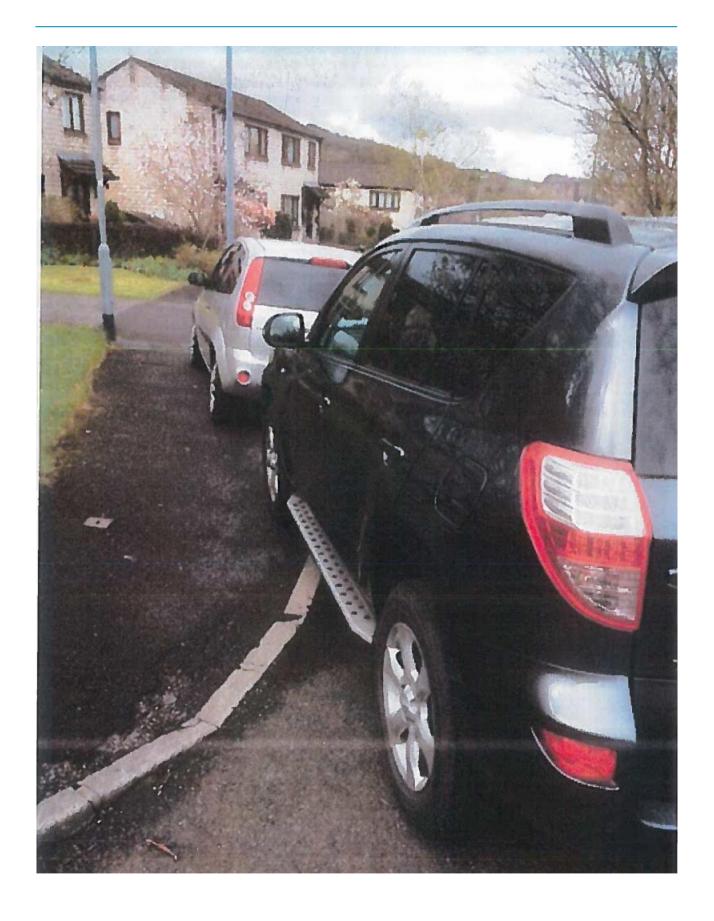




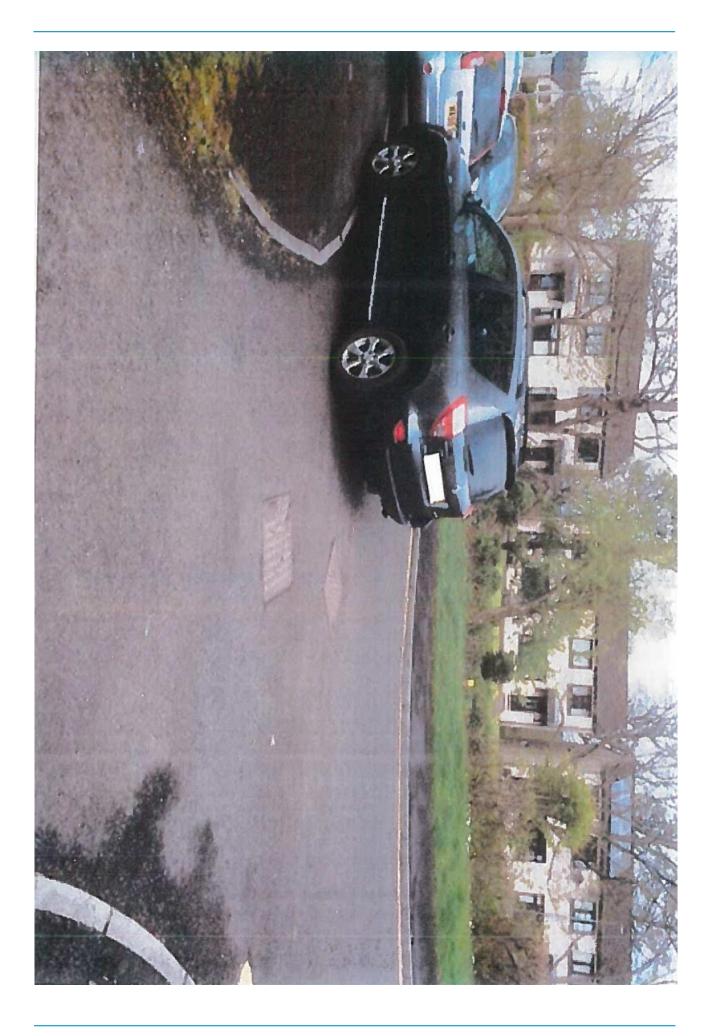


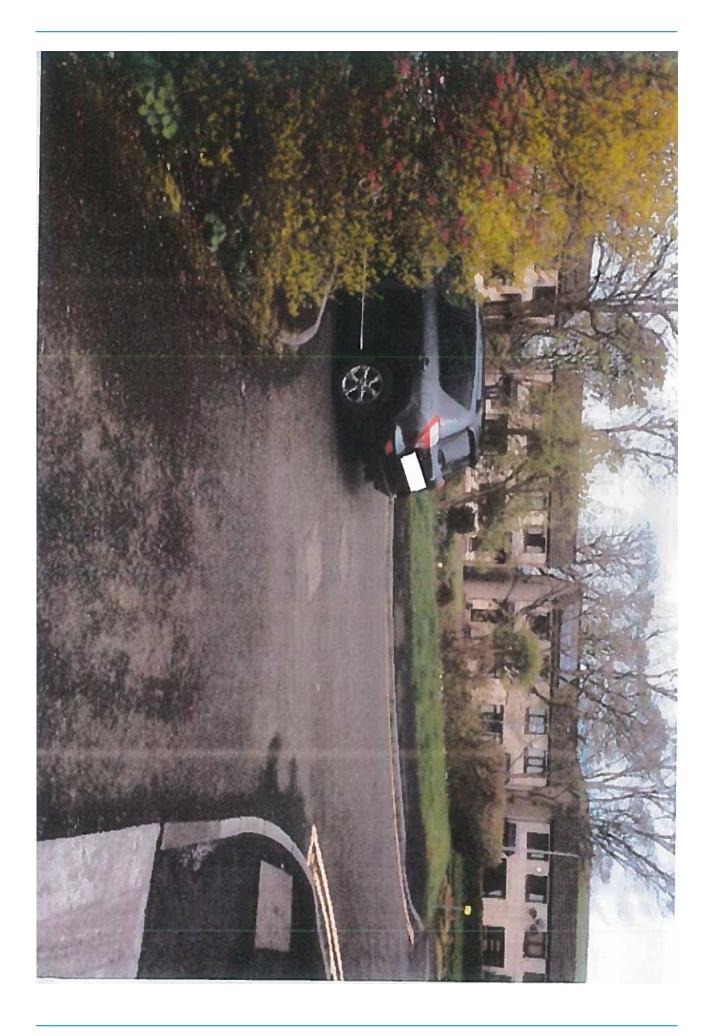


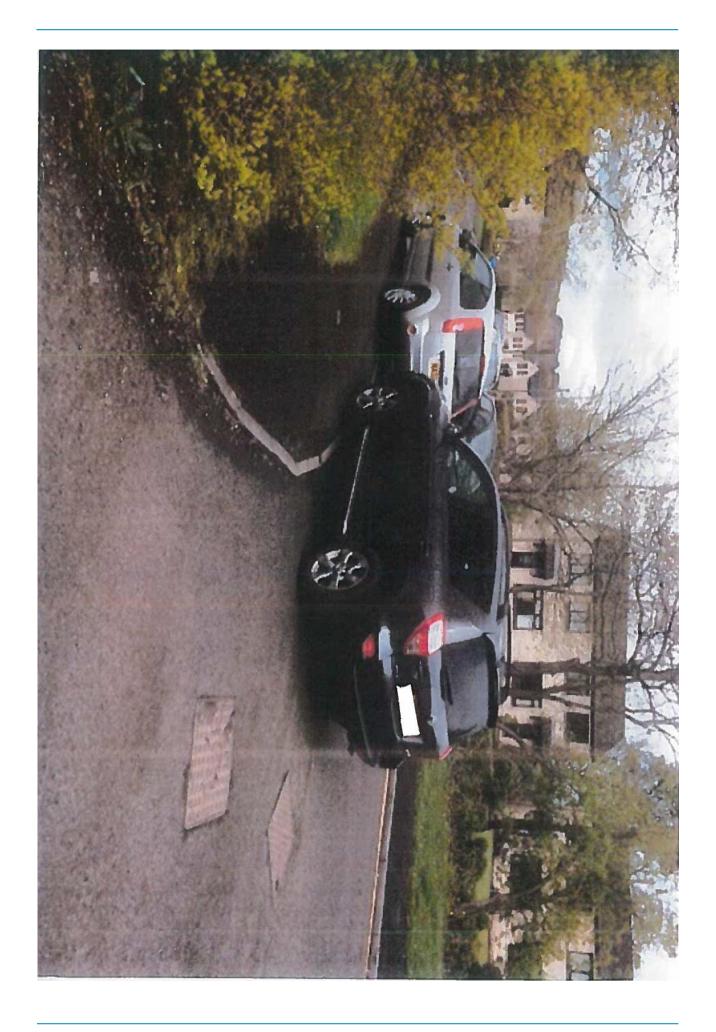














#### Report to TRO Panel

# Objections to Proposed Disabled Persons Parking Places Order – Kersley Street and Manley Road, Oldham

#### **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

6 June 2019

#### **Reason for Decision**

The purpose of this report is to consider a number of objections received to the introduction of two disabled persons parking places on Kersley Street and Manley Road, Oldham.

#### Recommendation

It is recommended that notwithstanding the objections received, the disabled bays be introduced as originally proposed and in accordance with the schedule contained in the original report.

TRO Panel 6 June 2019

## Objections to Proposed Disabled Persons Parking Places Order – Kersley Street and Manley Road, Oldham

#### 1 Background

- 1.1 A proposal to introduce two disabled persons parking places on Kersley Street and Manley Road, Oldham was approved under delegated powers on 5 October 2018 (reference D3423). The proposal was advertised and objections were received for each location due to the number of bays already in existence. The objections were considered by the Traffic Order Panel at their meeting on 28 March 2019; a copy of the report is attached at Appendix A, (relevant items highlighted in yellow). The Panel deferred the decision until the Traffic Team had completed investigations relating to the usage of the existing disabled bays located on both streets.
- 1.2 The Panel also requested confirmation on when the existing disabled bays on Kersley Street and Manley Road were originally implemented.
  - Kersley Street 2 No bays implemented September 2013 and February 2018 Manley Road 7 No bays implemented April 2011, June 2015 (x2), May 2016 (x2), March 2017 and February 2019
- 1.3 As requested by the Panel observations have now been undertaken and it would appear that the disabled bays are being occupied by Blue Badge holders on a daily basis.
- 1.4 In view of the above, the TRO Panel are now asked to make a decision on the item deferred at the last meeting.

#### 2 Options/Alternatives

- 2.1 Option 1: To approve the introduction of the disabled bays.
- 2.2 Option 2: Not to approve the introduction of the disabled bays.

#### 3 Preferred Option

3.1 The preferred option is for the Panel to make the final decision.

#### 4 Consultations

- 4.1 The Traffic Management Unit, including all of the emergency services were consulted and no comments were received.
- 5 Comments of St Mary's and Medlock Vale Ward Councillors
- 5.1 Ward Councillors have been consulted and no comments were received.
- 6 Financial Implications
- 6.1 These were dealt with in the previous report.
- 7 Legal Services Comments
- 7.1 These were dealt with in the previous report.

8	Co-operative Agenda
8.1	In respect of the proposed disabled persons parking places there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethica Framework.
9	Human Resources Comments
9.1	None.
10	Risk Assessments
10.1	None.
11	IT Implications
11.1	None.
12	Property Implications
12.1	None.
13	Procurement Implications
13.1	None.
14	Environmental and Health & Safety Implications
14.1	These were dealt with in the previous report.
15	Equality, community cohesion and crime implications
15.1	None.
16	Equality Impact Assessment Completed?
16.1	No.
17	Key Decision
17.1	No.
18	Key Decision Reference
18.1	Not applicable.
19	Background Papers
19.1	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 no include documents which would disclose exempt or confidential information as defined by the Act:
	None.
20	Appendices

20.1 Appendix A – Copy of TRO Panel report, 28 March 2019 Appendix B – Photographs since last TRO Panel meeting

#### 21 **Proposal**

21.1 It is proposed that the Panel make a decision on whether Option 1 or Option 2 is approved.

# APPENDIX A COPY OF TRO PANEL REPORT

#### **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.

TRO Panel 28 March 2019

#### 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 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.
- 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.
- **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.
- 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.

- 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 Kev 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.

#### **Delegated Decision**

#### 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.

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- 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.

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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.

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- 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 2	Column 3	Column 4	Column 5	Column 5
Length of Road	Class of Vehicle	Days and hours of operation	Maximum period of waiting	No return within
Shaw Road, Royton (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
	Shaw Road, Royton (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	Length of Road  Class of Vehicle  Shaw Road, Royton (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	Length of Road  Class of Vehicle  Shaw Road, Royton (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  Class of Days and hours of persons vehicle  24 hours daily  25 vehicle	Length of Road  Class of Vehicle  Days and hours of operation  Shaw Road, Royton (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)  Class of Days and hours of maximum period of waiting  24 hours daily  No limit  No limit

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	Column 2	Column 3	Column 4	Column 5	Column 5
Item No	Length of Road	Class of Vehicle	Days and hours of operation	Maximum period of waiting	No return within
(0.890)	Cobden Street, Oldham (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)	Gainsborough Avenue. Oldham (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)	Harold Street, Oldham (South side)  From a point 41 metres west of its junction with Plato Street for a	Disabled persons vehicle	24 hours daily	No limit	Not applicable
	distance of 6.6 metres in a westerly direction (outside 18/20 Harold Street)				
(0.785)	Lacrosse Avenue, Oldham (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)	Waverley Street, Oldham (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)	Whittingham Grove, Oldham (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	Column 2	Column 3	Column 4	Column 5	Column 5
Item No	Length of Road	Class of Vehicle	Days and hours of operation	Maximum period of waiting	No return within
(F130)	Albert Street West, Failsworth (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)	Ashton Road West, Failsworth (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	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
(R130)	Oak Avenue (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
	Oak Avenue (North side)  From its junction with Firbank Road	At any time	A, B1, B3, B4, C, E, K3	
	for a distance of 13 metres in a north westerly direction			

### 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
	Belgrave Road, Oldham (South west side)	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	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				
	Belgrave Road, Oldham (North side)	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	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				
	Bolton Street, Oldham (West side)  From a point 48.5 metres north west of	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	its junction with Spinks Street for a distance of 6.6 metres in a north westerly direction				

Brewerton Road, Oldham (North West side)	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
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				
Brompton Street, Oldham (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
Chelmsford Street, Oldham (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
Chestnut Close, Oldham (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
Coleridge Road, Oldham (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
Eskdale Avenue, Oldham (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

Gibraltar Street, Oldham (East side)	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
From a point 13 metres south of its junction with Vigo Street for a distance of 6.6 metres in a south westerly direction				
Grafton Street, Oldham (North side)	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
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				
Huddersfield Road, Oldham (North side)	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
From a point 41.5 metres east of its junction with Watson Street for a distance of 6.6 metres in an easterly direction				
Kersley Street, Oldham (West side)	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
From a point 79.5 metres south of its junction with Hardy Street for a distance of 6.6 metres in a southerly direction				
Lune Street, Oldham (West side)	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
From a point 37.4 metres south of its junction with Wilson Street for a distance of 6.6 metres in a southerly direction				
Lynmouth Avenue, Oldham (West side)	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
From a point 59.7 metres south of its junction with Hathershaw Lane for a distance of 6.6 metres in a southerly direction				
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	Manley Road, Oldham (West side)	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	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				
	Manley Road, Oldham (West side)	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	From a point 22.1 metres north of its junction with Upland Road for a distance of 6.6 metres in a northerly direction				
	Montgomery Street, Hollinwood (West side)	Disabled Persons Vehicle	24 Hours Daily	No Iimit	Not Applicable
	From a point 27 metres south of its junction with Hollins Road for a distance of 6.6 metres in a southerly direction				
	Morris Street, Oldham (South side)	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	From a point 22.4 metres east of its junction with Spinks Street for a distance of 6.6 metres in an easterly direction				
	Oban Avenue, Oldham (South side)	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	From a point 22 metres from its cul-de- sac end for a distance of 6.6 metres in a south westerly direction				
-	Oxford Street, Oldham (South side)	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	From a point 71 metres north east of its junction with Rulland Street for a distance of 6.6 metres in an easterly direction				

Pitt Street, Oldham (South side)	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
From a point 27.8 metres west of its junction with Spinks Street for a distance of 6.6 metres in an westerly direction				
Royd Street, Oldham (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
St Thomas Street South, Oldham (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
Villa Road, Oldham (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
Windsor Road, Oldham (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
Wye Street, Oldham (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
	Frederick Street, Chadderton (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
	Taylor Street, Chadderton (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	
	Hartington Court, Royton (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

Hartington Court, Royton (West side)	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
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				
Levburn Avenue, Royton (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
	Hey Crescent, Lees (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
	Heywood Lane, Austerlands (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

Platting Road, Lydgate (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 Vehide	24 Hours Daily	No límit	Not Applicable
From a point 34 metres north west of its junction with Mediock Way for a distance of 6.6 metres in a north westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
Stoneleigh Road, Springhead (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

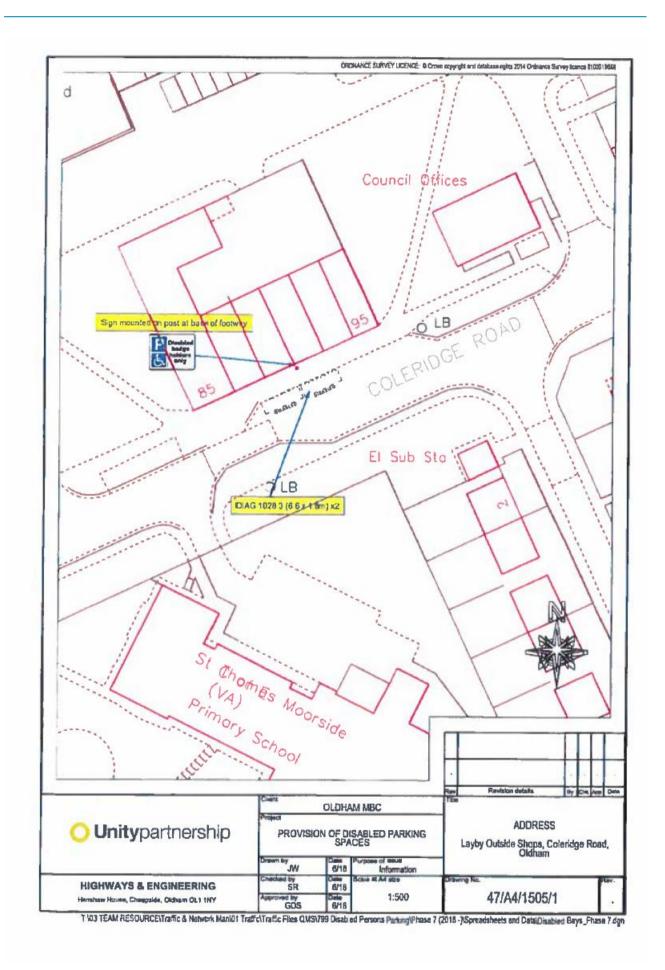
# SCHEDULE 8 Shaw Area - Disabled Bays

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
	Duchess Street, Shaw (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 Vehide	24 Hours Daily	No Limit	Not Applicable

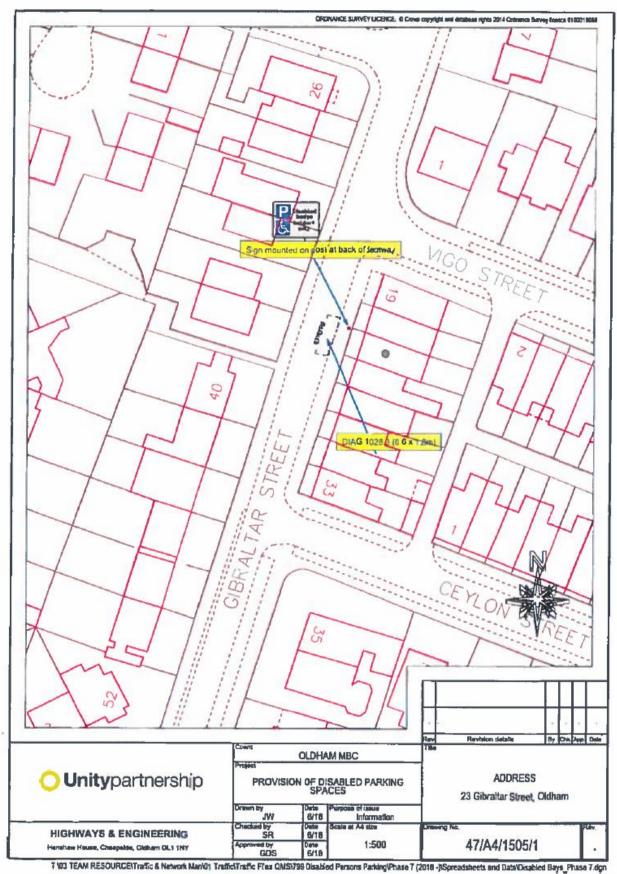
Kershaw Street, Shaw (North side)  From a point 9.5 metres east of its junction with Victoria Street for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
Maple Close, Shaw (East side)  From a point 7.6 metres south of its junction with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

# 

# APPENDIX B COPIES OF DRAWINGS

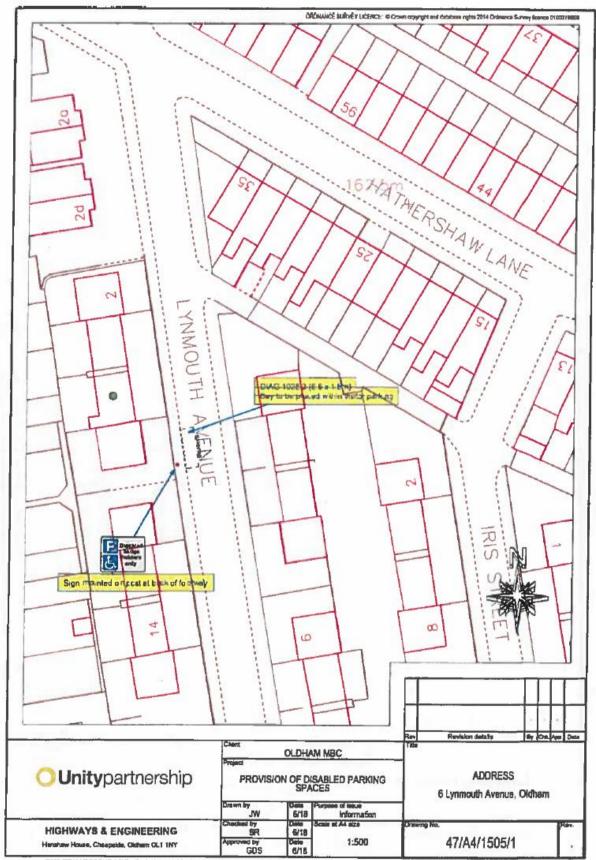


Page 119

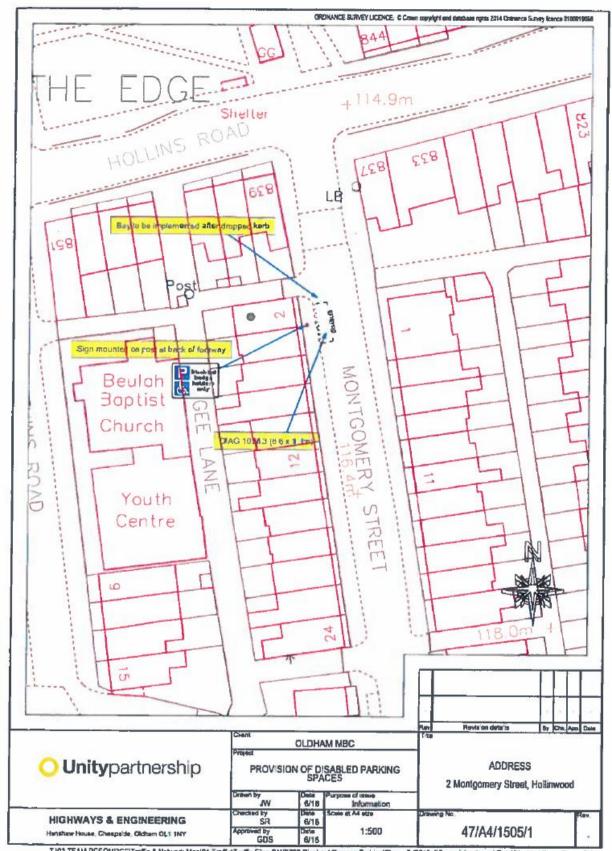




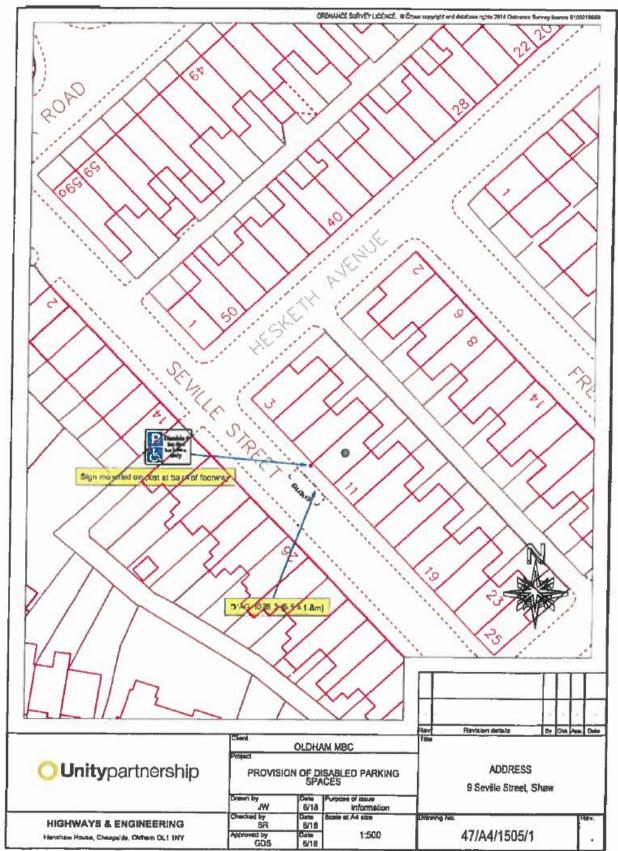
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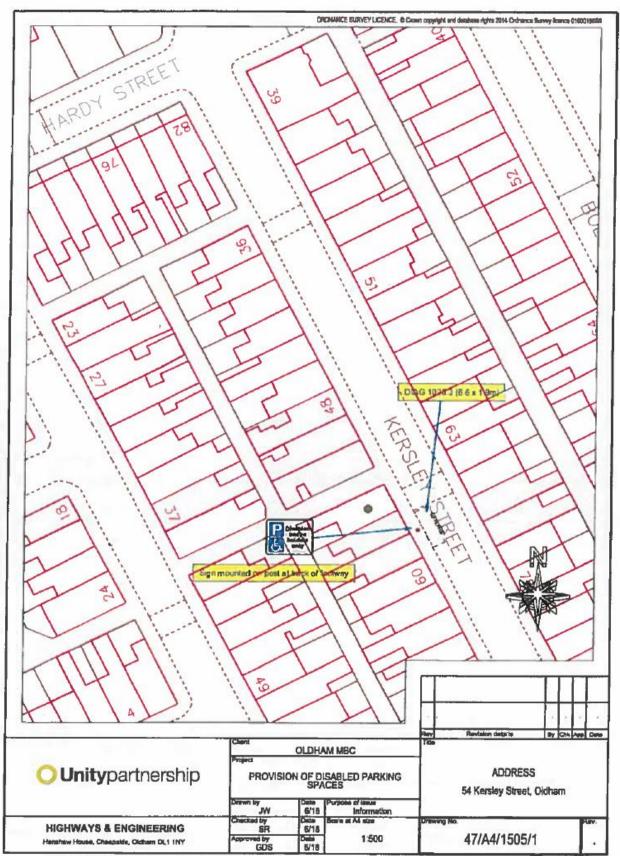


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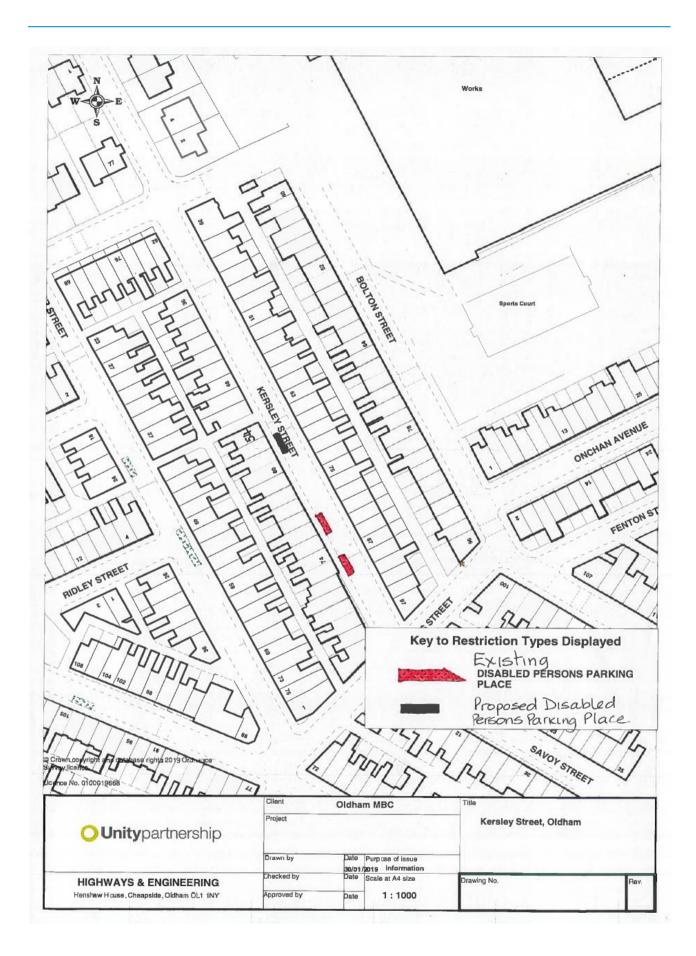


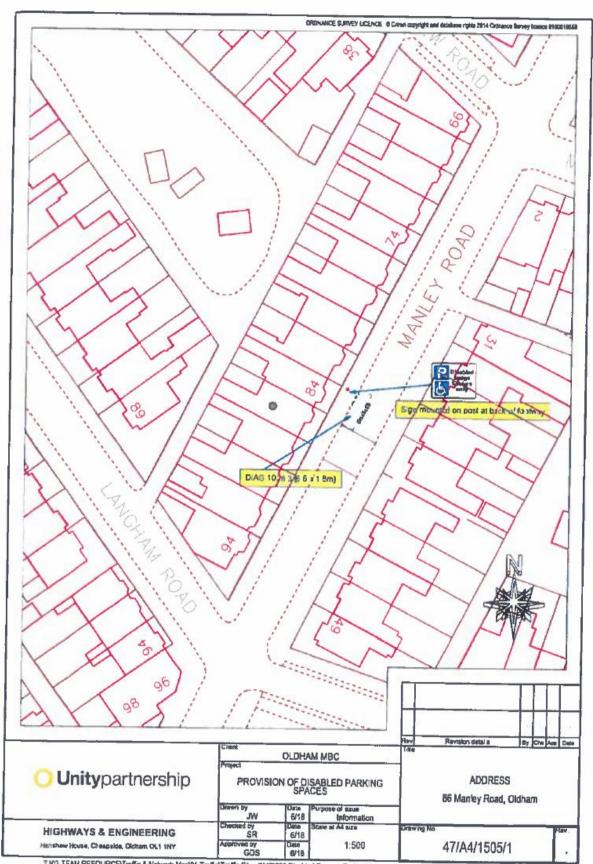
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APPENDIX C
COPIES OF DRAWINGS REQUIRING SPECIAL CONSIDERATION

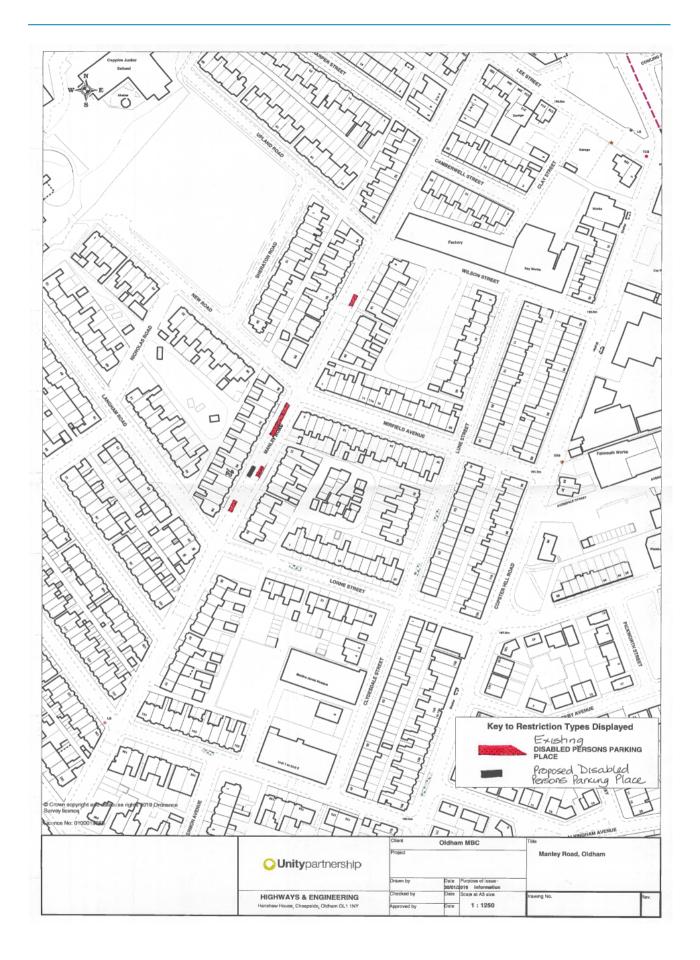


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# APPENDIX D COPIES OF LETTERS OF OBJECTION

#### Jeanette Whitney

From:

Sent:

17 December 2018 14:57

To: Jeanette Whitney

Subject: Your Ref. JW/GDS/799 17th December 2018 From

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 no 8 Lynmouth Avenue, Hathershaw Ref no JW/GDS/799

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

- 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,

The owner/Occupier
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,

Dated 2nd January 2019



Jeanette Whitney
Techanical 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 to 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

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:-

- The parking bay plans drafted encroach outside my property the plans of 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.
- 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.
- Disabled parking bays should only be considered in such situations where they are both
  necessary, and not just <u>convenient</u> 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
- 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 BSF

4th January 2019

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

Dear Sir

emented elainebostock to advise that the penultimate paragraph contained personal detail and reference and in not acceptable.

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

Personal pata

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, 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 for over 55 years.

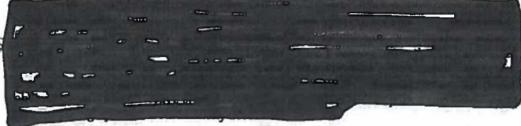
After studying the enclosed drawing, the objections that my mum and I wish to draw to your attention for this proposed disabled bay, are:-

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 to be steed 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 then 50 yards without resting, therefore he relied heavily on his vehicle; he applied for, and was refused a designated parking bay the state of the 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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I trust that you will give some consideration to these objections, and I look forward to hearing from you. My daughters contact details are.

Should you require any further information, I would appreciate if you would contact her, as she deals with my correspondence.

Yours faithfully

ENVIRONMENT GIRUP SOLICITOR, CIVIC CONTINE, WEST STREET, OLDIHAM, OLI IUL

Caleradge Road Shalver

COLCENTRAGE RAP. SALCIVER, OLDAHAM, OLI ART 4 JANUARY 2019.

Drak SIR,

I AM WRITING IN BESTONSE TO THE VETTER DATED S.13.18 (REF JW/CIDS/799), WITH REGARD TO THE PROPOSED 24 HOUR DISHBURD PROCESSONS PROBLING PLACES ORDER, IN THE PARKING LAYBY EPPORTE SHOPS ON COLDRIDGE ROAD, SHOLVER, MOONSHE, ON-DHAM.

I UNDORSOAND THAT COUNCILLOR ALEXANDOR HAS REQUESTED THIS CHANGE, BUT NO CONSULTATION ALLS BEEN CONDUCTED WITH THE JUSINESSES APPECTED. (WHAT TON DECKE DOES HE HAVE THAT THIS CHANGE IS NECLESSARY?).

THIS LAY BY IS USED BY REGULAR SHOPPIONS AT MY BUSINESS AND OTHERS IN THE ROW, AND THOSE ARE NO DISABLED BADGLE HOLDERS PARKING IN THIS LAY BY.

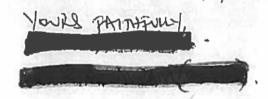
IF THIS PROPOSAL CLOSES ANKARD, IT WILL DEARSTICALLY DONCE THE NUMBER OF PARKING PLACES ANALYSIE FOR DECLULAR SHOPPERS, WHICH COULD AFFROT TLADE, AND ALSO WHO AND HOW WOULD THIS PARKING DESTRUCTION BE MONITORED?

on this BARIS, I Strankey orbited to this proposal AND WOULD ARK YOU to produce bester it.

THESE VIEWS ARE MISO SHARD BY NUMBERS (CONCLIDENT PORD)

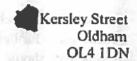
1.C. PHINBON CHI PRY X POPULAR SPICE RESPECTIVELY.

NB. NUMBERS 89 x 91 HAVE BEEN EMPTY FOR ONES TEN KARD.



APPENDIX E  COPIES OF LETTERS OF OBJECTION REQUIRING SPECIAL CONSIDERATION	

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



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

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 the strong objection to the proposal for a 24 hour disabled parking bay the strong objection to the proposal for a 24 hour disabled parking bay the strong objection to the proposal for a 24 hour disabled parking bay the strong objection to the proposal for a 24 hour disabled parking bay the strong objection to the proposal for a 24 hour disabled parking bay the strong objection to the proposal for a 24 hour disabled parking bay the strong objection to the proposal for a 24 hour disabled parking bay the strong objection to the proposal for a 24 hour disabled parking bay the strong objection to the proposal for a 24 hour disabled parking bay the strong objection to the proposal for a 24 hour disabled parking bay the strong objection to the proposal for a 24 hour disabled parking bay the strong objection to the proposal for a 24 hour disabled bay the strong objection to the proposal for a 24 hour disabled bay the strong objection to the strong objection to the proposal for a 24 hour disabled bay the strong objection to the proposal for a 24 hour disabled bay the strong objection to the proposal for a 24 hour disabled bay the strong objection to the proposal for a 24 hour disabled bay the strong objection to the strong ob

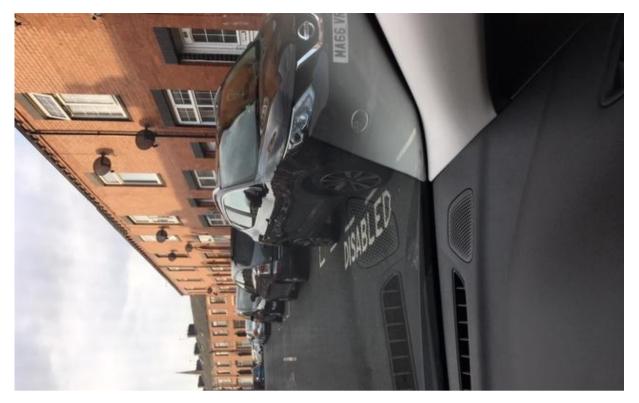
I have 4 dependent children living with me; we require the space outside my house to ensure their safety. My wife has recently suffered from mental illness and is on the road to recovery; she is on medication and has periodic meetings with her consultant. We require the space to ensure the safety and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

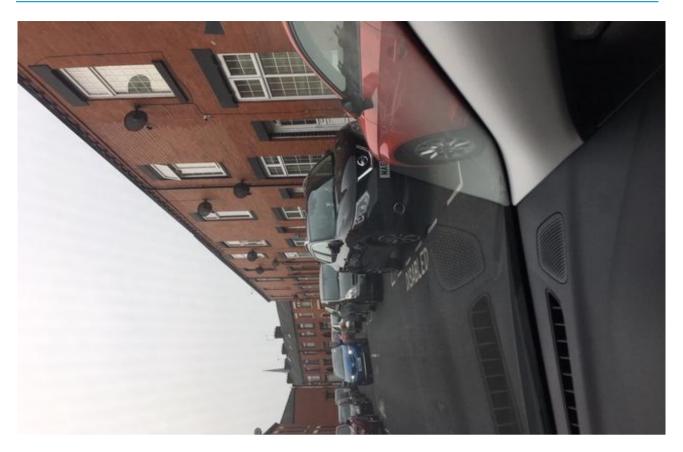
I am strongly against this decision and object. Please can you place this parking bay in front of 88 Manley Road? I hope you can empathise and appreciate the situation.

Yours sincerely

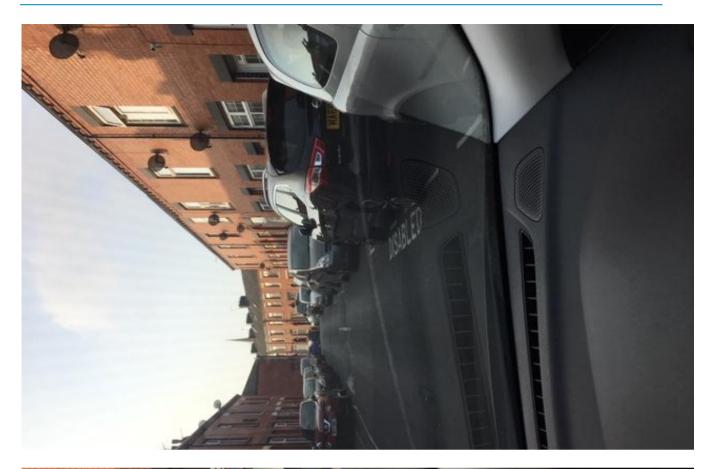
# APPENDIX B PHOTOGRAPHS SINCE LAST TRO PANEL MEETING KERSLEY STREET





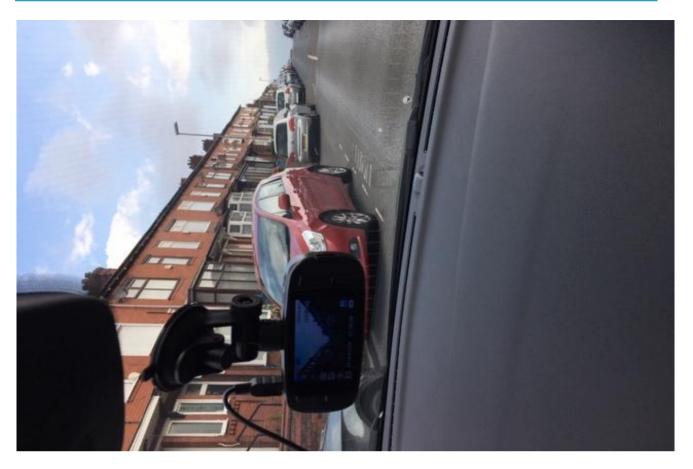


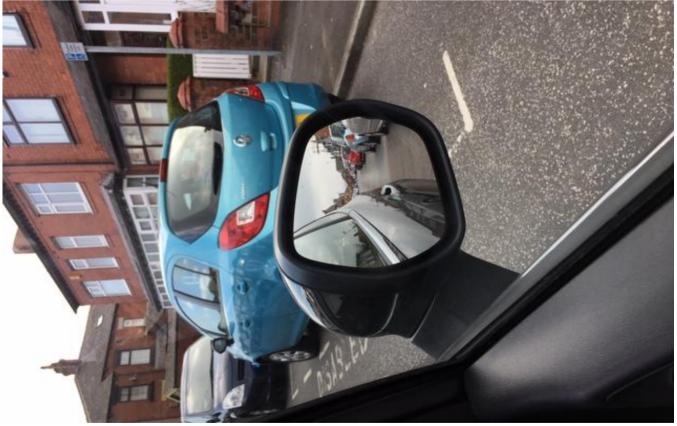


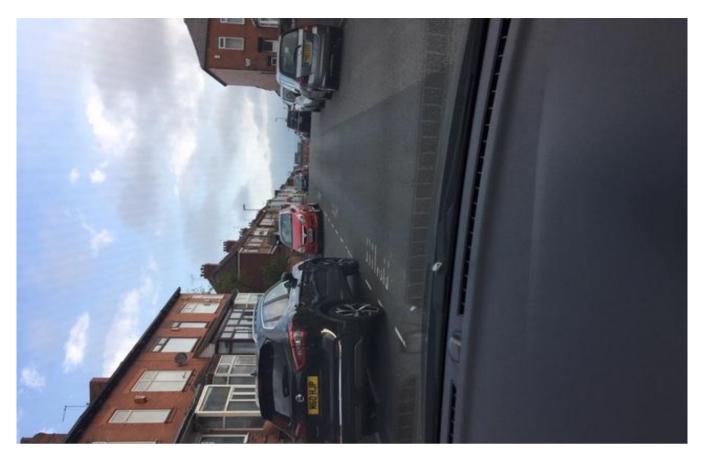




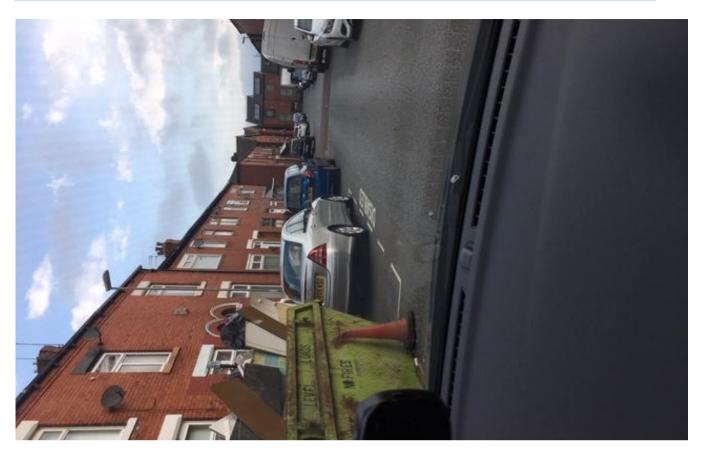
# APPENDIX B PHOTOGRAPHS SINCE LAST TRO PANEL MEETING MANLEY ROAD



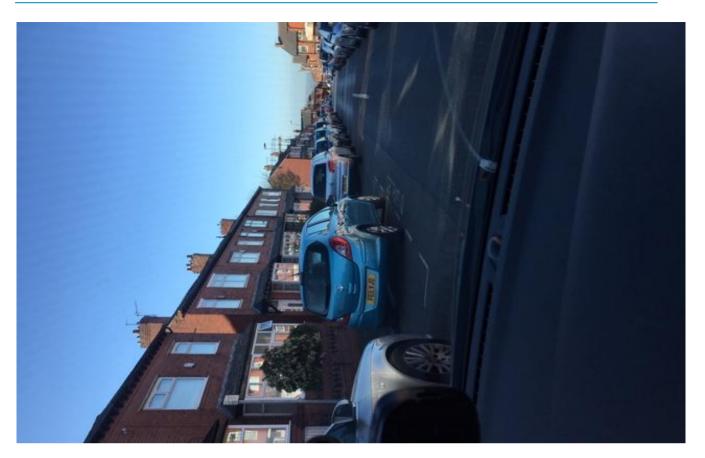




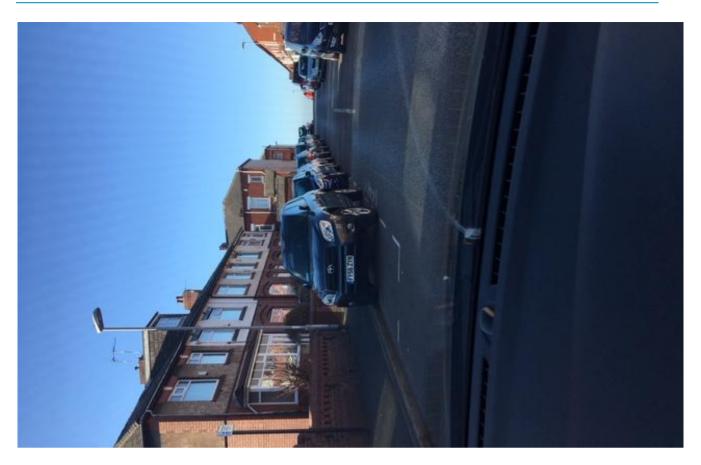


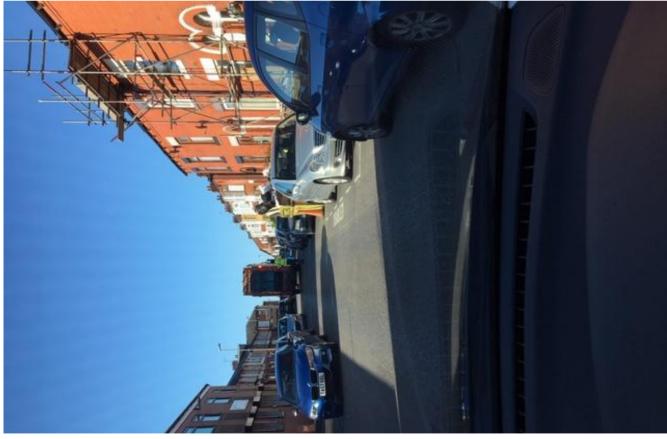






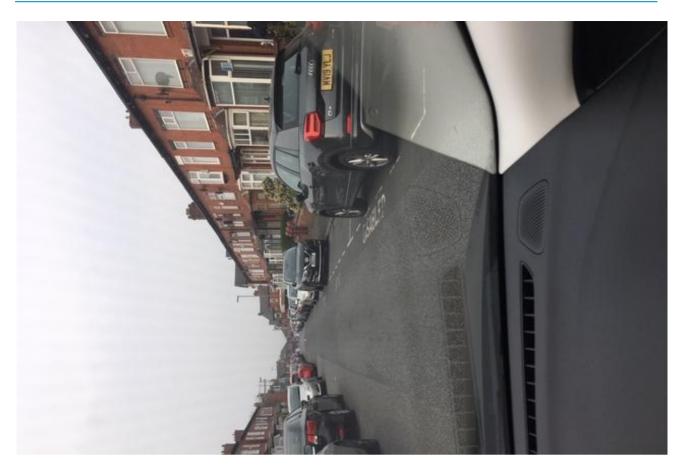




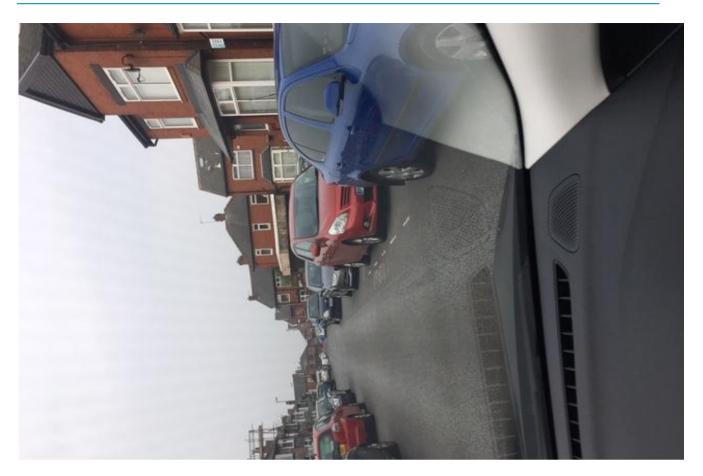


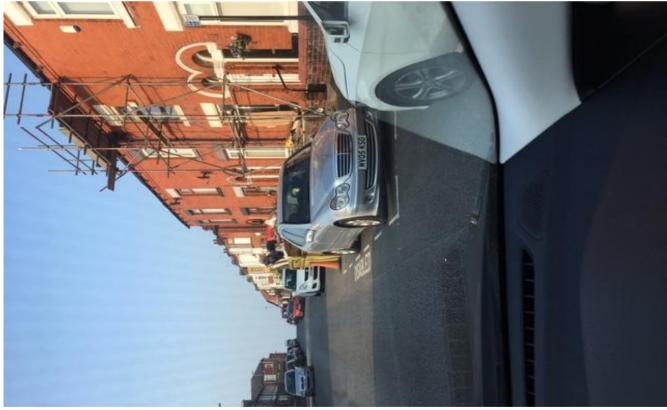


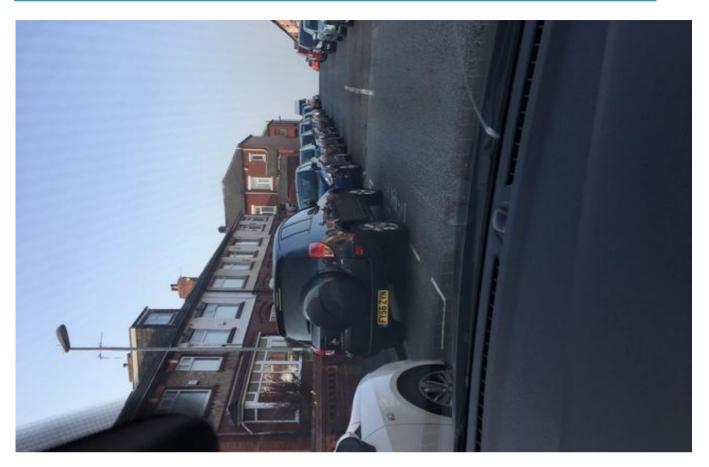


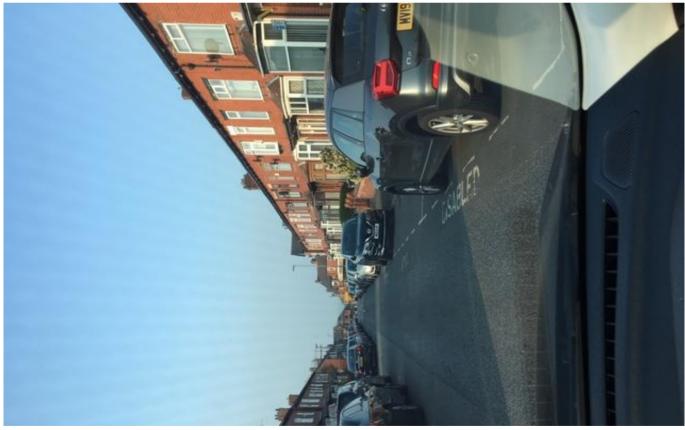




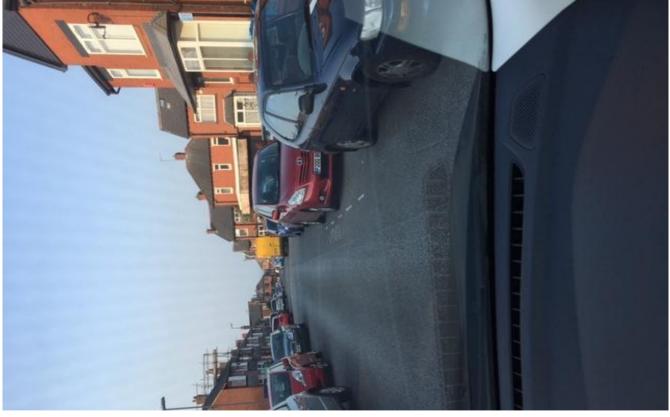














#### Report to TRO Panel

## Objection to the Proposed Prohibition of Waiting – Stable Street, Chadderton

#### **Portfolio Holder:**

Councillor A Shah, Cabinet Member for Neighbourhood Services

Officer Contact: Deputy Chief Executive – People and Place

Report Author: Darryll Elwood, Technical Admin

**Ext.** 1946

6 June 2019

#### Reason for Decision

The purpose of this report is to consider 1 letter of objection (see Appendix A) to the current proposal to introduce a Prohibition of Waiting Order on Stable Street, Chadderton, in the form of double yellow lines.

#### Recommendation

Notwithstanding the objection received it is recommended that the Panel supports the introduction of a Traffic Regulation Order on Stable Street, Chadderton as per the original proposal shown in the schedule at Appendix B.

TRO Panel 6 June 2019

#### Objection to the Proposed Prohibition of Waiting - Stable Street, Chadderton

#### 1 Background

1.1 The original proposal was approved under delegated powers on 4 February 2019, decision D3516 refers. A copy of the report is attached at Appendix B.

- 1.2 Stable Street, Chadderton is the continuation of Railway Road and provides access to the car park and loading area of La Via Tapas restaurant and the private parking areas of Guinness Partnership Housing Association.
- 1.3 Waiting restrictions in the form of double yellow lines have previously been proposed on both Stable Street and Railway Road, however, due to the number of objections received when the proposal was publically advertised some of the restrictions were removed from Stable Street to enable employees from Guinness Partnership to utilise the highway for overspill parking when the car park becomes full.

#### 2 Current Position

- 2.1 Unfortunately the parking is now at a level that vehicles making deliveries to La Via restaurant are being obstructed as they are unable to reach the loading area and are also unable to turn round once they have committed to make the turn into Stable Street. Parking is also taking place within the entrance to the restaurant car park (see Appendix C).
- 2.2 As per the Google Snapshot shown at Appendix C vehicles parking on Stable Street are not only obstructing the free flow of traffic but parking partially on the footway creating a highway safety issue for pedestrians.
- 2.3 In light of the current parking the owner of La Via restaurant has requested additional waiting restrictions in the form of double yellow lines be introduced on the remainder of Stable Street to allow access for larger vehicles including deliveries to his premises and emergency vehicles and permit the free flow of traffic.
- 2.4 Stable Street is 6.6 metres wide on the section where the waiting restrictions are proposed. The standard width required for a vehicle to park wholly within the carriageway is 2 metres. As parking takes place on both sides of the carriageway, the total width utilised by parked vehicles is 4 metres, leaving 2.6 metres for the passing and repassing of vehicles. Larger vehicles including emergency service vehicles require a minimum of 3 metres; therefore, the available carriageway left for vehicles to travel along is not wide enough, ultimately, vehicles park partially on the footway, creating a safety issue for all highway users including pedestrians. Even if parking was permitted on one side the carriageway the free flow of traffic would be obstructed unless vehicles again parked partially on the footway.
- 2.5 Whilst the Highway Authority is aware footway parking does take place this practice is not condoned and therefore when considering any proposal to introduce restrictions would not consider this type of parking acceptable.
- 2.6 La Via restaurant, Guinness Partnership Housing Association and the car park at the Hollinwood Metro Link tram stop can all be accessed via Stable Street, therefore, higher traffic volumes can be created along Stable Street. In light of this it is recommended that parking be removed in its entirety to ensure the free flow of traffic in both directions.

2.7	The current proposal will remove the obstructive parking and create a safer environment for all highway users.		
3	Options/Alternatives		
3.1	Option 1: To approve the original proposal.		
3.2	Option 2: Not to approve the original proposal.		
4	Preferred Option		
4.1	The preferred option is option 1.		
5	Comments of Hollinwood Ward Councillors		
5.1	The Ward Councillors were previously consulted at TMU stage and no comments were received. Ward Councillors have been consulted again and no comments were received.		
6	Financial Implications		
6.1	These were dealt with in the previous report.		
7	Legal Services Comments		
7.1	These were dealt with in the previous report.		
8	Co-operative Agenda		
8.1	In respect of the proposal there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.		
9	Human Resources Comments		
9.1	None.		
10	Risk Assessments		
10.1	None.		
11	IT Implications		
11.1	None.		
12	Property Implications		
12.1	None.		
13	Procurement Implications		
13.1	None.		
14	Environmental and Health & Safety Implications		
14.1	These were dealt with in the previous report.		
15	Equality, community cohesion and crime implications		

- 15.1 Dealt with in previous report.
- 16 Equality Impact Assessment Completed?
- 16.1 No.
- 17 Key Decision
- 17.1 No.
- 18 Key Decision Reference
- 18.1 Not applicable.
- 19 **Background Papers**
- 19.1 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.

- 20 Appendices
- 20.1 Appendix A Copy of Objection

Appendix B - Copy of Delegated Report

Appendix C - Google snapshot of current parking

- 21 **Proposal**
- 21.1 Notwithstanding the objections received it is recommended that Option 1 be approved and the proposed Order be introduced as detailed in the schedule contained in the original report at Appendix A.

## APPENDIX A COPY OF OBJECTION



## APPENDIX A

30 Brock Street Regent's Place London NW1 3FG Email: info@guinness org.uk www.guinnesspartnership.com

Paul Entwistle
Director of Legal Services
Oldham Council
Civic Centre
West Street
Oldham
OL1 1UL

10 April 2019

Dear Mr Entwistle

## Re: THE OLDHAM CHADDERTON AREA CONSOLIDATION ORDER PROHIBITION OF WAITING AMENDMENT ORDER 2019, Ref LJM/TO19/13

I am writing on behalf of The Guinness Partnership Ltd to object to your proposal under the above mentioned order to introduce 'at any time' waiting restrictions (double yellow lines) on Stable Street, Chadderton, Oldham.

The Guinness Partnership Ltd are a major employer based in Oldham. A significant number of our employees rely on having a car to get to work. Over the last couple of years, our workforce has increased and we have sourced overflow parking facilities however on occasion, these facilities are not sufficient and some overspill parking on Stable Street is unavoidable. We note the Council previously recognised this issue at the time of the implementation of the Metrolink line and agreed not to installed yellow lines on this section of the road. We are disappointed that the Council are now planning to reverse this decision.

Bower House is the main hub for centralised services such as call centre staff who work shifts and it is imperative that they have somewhere to park safely and close to the office.

We do not accept that the restaurant is unable to accept deliveries. We have daily delivery and collections from Royal Mail without difficulty and have other large delivery vehicles who are able to access and manoeuvre safely along Stable Street to Bower House. We regularly communicate to our staff the need to park safely and not to block the entrance to La Via Tapas restaurant.

We consider that Stable Street is still accessible and the current levels of parking do not cause an obstruction. We confirm that Emergency Vehicles have been able to access the road without problems.

However, we agree that there could be some changes to the parking arrangements in Stable Street which would facilitate the free flow of traffic. I enclose a copy of 'Plan-V1' on which we have highlighted the areas on the road where we would do not object to the implementation of yellow lines and which we agree are necessary for road safety reasons. However, we would reiterate our objection to the implementation of 'at any time' waiting restrictions (double yellow lines) along the remaining parts of Stable Street.

We actively encourage sustainable transport and confirm that we do offer a variety of alternative travel options to our staff, including offering season ticket loans for public transport. We also promote a cycle to work scheme with incentives to assist buying a bicycle together a purpose built bicycle store onsite and shower facilities for those who cycle to work

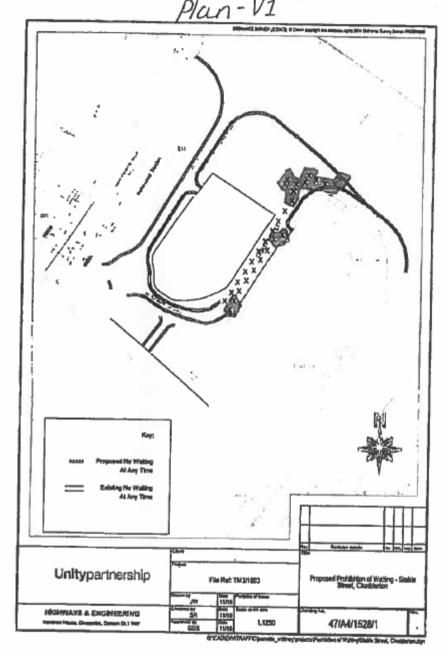
We would welcome a meeting with representatives from the Council and the proprietor of La Via Restaurant in order to find a solution to the situation and explore the option of sourcing other parking facilities. If you wish to discuss this matter further and/or arrange a meeting, please contact

Yours sincerely

Director of Governance & Legal Services The Guinness Partnership Ltd 15 x highlighted 'x' indicators (Pink)

agreeable with /By The Suinness Partnership

Plan-V1



## APPENDIX B COPY OF DELEGATED REPORT



### **Delegated Decision**

## Proposed Prohibition of Waiting - Stable Street, Chadderton

Report of: Deputy Chief Executive - People and Place

Officer contact: Sarah Robinson, Traffic Engineer

Ext. 4377

21 January 2019

#### Purpose of Report

The purpose of this report is to consider the introduction of no waiting at any time restrictions (double yellow lines) along Stable Street, Chadderton to remove obstructive parking problems being experienced by delivery drivers attempting to access the grounds of the La Via Tapas restaurant.

#### Recommendation

It is proposed that double yellow lines are introduced along Stable Street, Chadderton, in accordance with the schedule detailed in the proposal at the end of this report.

#### Delegated Decision

#### Proposed Prohibition of Waiting - Stable Street, Chadderton

#### 1 Background

- 1.1 Stable Street, Chadderton is the continuation of Railway Road and provides access to the car park and loading area of La Via Tapas restaurant and the private parking areas of Guinness Partnership Housing Association.
- 1.2 Both Railway Road and part of Stable Street have previously been treated with double yellow lines as part of the implementation of the Metrolink line, but due to numerous objections received at the time this proposal was publically advertised, some of the yellow lines proposed for implementation along Stable Street were removed from the scheme; the purpose of this was to enable the employees of Guinness Partnership to utilise the highway as overspill parking when their car park becomes full.
- 1.3 Unfortunately, the parking is now at a level that vehicles making deliveries to La Via restaurant are being obstructed as they are unable to reach the loading area and are also unable to turn round once they have committed to make the turn into Stable Street. Parking is also taking place partly within the entrance of the restaurant car park which compounds the problem.
- 1.4 The proprietor of the restaurant has been in regular contact with the Highways Team to seek assistance in resolving this problem; the only option available to the Highways Team is to introduce additional double yellow lines to remove the parking.
- 1.5 Observations have been undertaken in the area which have revealed that parking is taking place along Stable Street and also partly within the entrance to the car park of the restaurant; in view of this it is felt that double yellow lines should be introduced to remove all on-street parking from Stable Street.
- 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 is Option 1
- 4 Justification
- 4.1 In view of the obstructive parking taking place along Stable Street it is felt that double yellow lines should be introduced in accordance with drawing number 47/A4/1528/1.

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#### 5 Consultations

- 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 supports 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 Hollinwood Ward Councillors

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

#### 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
Introduction of Road Markings	500
TOTAL	1,700
Annual Maintenance costs (calculated Nov 2018)	100

- 7.2 The advertising and initial road marking cost of £1,700 will be funded from cost centre 40916 (Highways Operations Unity).
- 7.3 The annual maintenance costs estimated at £100 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.

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- 82 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.

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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 introduction of the yellow lines will create a safer environment for all highway users.
- 16 Equality, community cohesion and crime implications
- 16.1 Removing obstructive parking along the highway will meet the aspirations of the complainant.
- 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 along Stable Street in accordance with the following schedule.

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#### Schedule 5 chedule 5 chedu

#### Drawing Number 47/A4/1528/1

Delete from 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
	Stable Street (North West Side)  From its junction with Hollinwood Avenue for a distance of 30 metres in a generally westerly direction	8am – 5 pm Mon - Sat	A, B1, B3, B4, C, E, K3	
	Stable Street (South East Side)  From its junction with Hollinwood Avenue, including the left turn slip, for a distance of 39.6 metres in a south westerly direction	At Any Time	A, B1, B3, B4, C, E, K3	

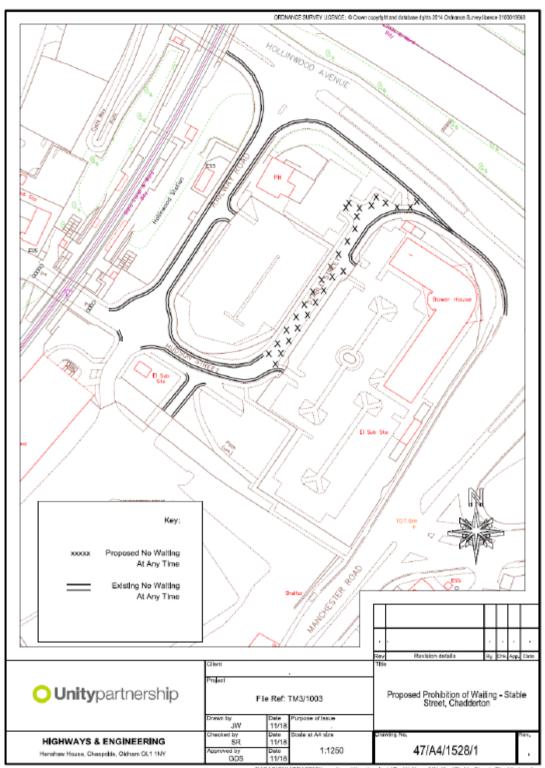
Add to the Oldham Borough Council (Chadderton Area) Consolidation Order 2003

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	Stable Street			
	(Both Sides)	At Any Time	A, B1, B3, B4,	
			C, E, K3	
	From its junction with			
	Hollinwood Avenue, including			
	the left turn slip, to its junction			
	with Hudson Street			

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#### **APPROVAL**

Signed Cabinet Member, Neighbourhood Services	Dated 04/02/19
Signed Director Of Environmental Services	Dated 25/01/19



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## APPENDIX C GOOGLE SNAPSHOT OF CURRENT PARKING





## **TRO PANEL - Beal Lane Petition Report**

## 6<sup>th</sup> June 2019

## 1 Background

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

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

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

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

### 2 Current Position

- 2.1 Beal Lane varies in width between 6.1 and 6.5 metres; consequently, when vehicles are parked on one side of the road, the resulting width available for two way traffic varies approximately between 4.1 and 4.5 metres2.2 The length of Beal Lane where Time Restricted parking is being requested by the Petitioners is currently free of parking prohibitions, apart from short lengths of junction protection at Jubilee Street & Cheetham Street and a Bus Stop Clearway area; the long length of road space that is free of restrictions is regularly occupied by parked vehicles.
- 2.2 The minimum road width required for two-way traffic (comprising of mainly light vehicles) to pass safely, is 5.5 metres, consequently the current parking situation obstructs the two-way flow forcing motorists to operate what is less than an ideal, informal 'Give and Take' system for two –reasons:
  - (i) Vehicles travelling from Jubilee Street towards Cheetham Street have to enter the oncoming lane at risk of traffic approaching from the opposite direction and from around a bend with limited forward visibility at a higher relative speed.

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

### 3 Petition Panel

- 3.1 A panel made up of a Highways Authority Officer and Ward Councillors met on 29th January 2019 to consider the petition.
- 3.2 Ward Councillors disagreed with the Highways Authority view and wish to support the petition.

### 4 Recommendation

- 4.1 For the Panel to make a decision to:
  - (a) Support the Petition
  - (b) Not Support the Petition