

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

Date Thursday 30 January 2020

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 in advance of the meeting.
 2. CONTACT OFFICER for this Agenda is Kaidy McCann Tel. 0161 770 5151 or email Kaidy.McCann@oldham.gov.uk
 3. PUBLIC QUESTIONS – Any member of the public wishing to ask a question at the above meeting can do so only if a written copy of the question is submitted to the Contact officer by 12 Noon on Monday, 27 January 2020.
 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 Akhtar (Vice-Chair), Garry (Chair), C. Gloster and Murphy

Item No

1 Apologies For Absence

- 2 Urgent Business

 Urgent business, if any, introduced by the Chair
- 3 Declarations of Interest

 To Receive Declarations of Interest in any Contract or matter to be discussed at the meeting.
- 4 Public Question Time

 To receive Questions from the Public, in accordance with the Council's Constitution.
- 5 Minutes of Previous Meeting (Pages 1 - 4)

 The Minutes of the meeting held on 14th November 2019 are attached for approval.
- 6 Objection to Traffic Regulation Order - Time Restricted Parking, Beal Lane, Shaw (Pages 5 - 30)

 To consider 5 letters of objection and 1 letter of representation to the proposal to introduce time restricted parking
- 7 Objection to the Proposed Prohibition of Waiting - Victoria Street, Shaw (Pages 31 - 50)

 To consider 3 letters of objection to the current proposal to introduce a Prohibition of Waiting Order in the form of double yellow lines

TRAFFIC REGULATION ORDER PANEL
14/11/2019 at 5.30 pm

Present: Councillor Garry (Chair)
Councillors Akhtar (Vice-Chair) and C. Gloster

Also in Attendance:

Alan Evans	Group Solicitor
Gary Sutcliffe	Unity Highways
Kaidy McCann	Constitutional Services

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**

There were no declarations of interest received.

4 **PUBLIC QUESTION TIME**

There were no public questions received.

5 **MINUTES OF PREVIOUS MEETING**

RESOLVED that the minutes of the meeting held on 28th September 2019 be approved as a correct record.

6 **OBJECTION TO THE PROPOSED PROHIBITION OF
WAITING - FRANKLIN STREET, OLDHAM**

The Panel gave consideration to a report regarding objections received to the introduction of double yellow lines on Franklin Street, Oldham.

Correspondence was received from one of the businesses on Franklin Street, Oldham, regarding difficulties receiving deliveries to their premises, especially from larger vehicles due to the current level of parking along Franklin Street. The business had on occasion been forced to turn away deliveries as they had been unable to gain access to their premises due to obstructive parking. Observations highlighted a number of time plates required to allow enforcement to take place had been removed, arrangements were made to have them replaced, however, within a few days of them being replaced one of them had been removed again, rendering the lines unenforceable.

The proposal had been approved under delegated powers on 23rd January 2019 and subsequently advertised. One objection had been received from Elected Members. The basis of the

objection was that work was needed to be done with the residents to resolve the parking issues.

In light of the objection, the introduction of additional single yellow lines would enable the time plates to be erected higher up the lighting columns and the existing poles would be replaced with longer ones to prevent motorists from removing the time plates.

Options considered.

Option 1: To approve the original proposal.

Option 2: To approve the amended proposal.

Option 3: Not to approve either proposal.

RESOLVED that, consideration of the proposal be deferred to a later date.

7

OBJECTION TO THE PROPOSED PROHIBITION OF WAITING - ROCHDALE ROAD AREA, HIGH CROMPTON, SHAW

The Panel gave consideration to a report regarding objections received to the introduction of double yellow lines at several locations in the High Crompton area.

Correspondence was received from local residents and Ward Members expressing concerns regarding obstructive parking taking place on Rochdale Road within close proximity to its junctions with Mossgate Road, Samuel Lane and Park Cottages, High Crompton. Observations undertaken at those locations had revealed the current parking practices were obstructing visibility for motorists manoeuvring at the junctions. In addition to the visibility issues at the above junctions, concerns have also been raised concerning parked vehicles on the south side of Mossgate Road opposite property numbers 5/7 which can obstruct traffic requiring access along the single-track section of Mossgate Road particularly farm vehicles gaining access to farms along the track.

The proposal had been approved under delegated powers on 22nd January 2019 and subsequently advertised. 7 letters of objections had been received. The basis of the objections was due to waiting restrictions within the Rochdale Road/Mossgate Road, Rochdale Road/Samuel Lane junctions and on Mossgate Road itself and one objection related to the proposal to introduce waiting restrictions within the Rochdale Road/Park Cottages junction.

In light of the objections and additional discussions with Local Ward Members, it was recommended of the four locations proposed in the original report, one of the proposals be rescinded, two remain as per the original proposal and one is amended.

Options considered

Option 1: To introduce a No Waiting at Any Time Traffic Regulation Order as originally proposed.
Option 2: Rescind the proposed Traffic Regulation Orders.
Option 3: To introduce, the amended proposals discussed in paragraphs 2.2, 2.3, 2.4 and 2.5.

RESOLVED that, notwithstanding the objections received, the double yellow lines be introduced as amended to reflect Highway Officers preferred option.

8

OBJECTIONS TO THE PROPOSED PROHIBITION OF WAITING - OTMOOR WAY, ROYTON

Consideration was given to a report regarding objections received to the introduction of double yellow lines on Otmoor Way, Royton.

Correspondence was received from residents of Otmoor Way via their Local Ward Member regarding obstructive parking from within the junction. Observations revealed that a small number of residents did park in this location and in addition, parents/carers picking up and dropping off children from St. Joseph's Primary and Newbank Day Nursery.

The proposal had been approved under delegated powers on 28th November 2018 and subsequently advertised. One letter of objection had been received. The basis of the objection was due to the proposal covering the majority of the objector's driveway.

In light of the objections, there was no reason why the proposed length of waiting restrictions could not be reduced outside of the objector's property. However should the resident find obstructive parking, their only option would be to apply for an Access Protection Marking self-funded.

Options Considered.

Option 1: To introduce a No Waiting at Any Time Traffic Regulation Order as originally proposed.
Option 2: Rescind the proposed Traffic Regulation Orders.
Option 3: to introduce, the amended proposals discussed in paragraphs 2.2 and 2.3 and 2.4.

RESOLVED that, notwithstanding the objections received, the double yellow lines be introduced as amended to reflect Highway Officers preferred option.

The meeting started at 5.50 pm and ended at 6.09 pm

This page is intentionally left blank



Report to TRO Panel

Objection to Traffic Regulation Order – Time Restricted Parking, Beal Lane, Shaw

Portfolio Holder:

Councillor A Ur-Rehman, Cabinet Member for Neighbourhood Services

Officer Contact: Deputy Chief Executive – People and Place

Report Author: Sarah Robinson
Ext. 4377

30 January 2020

Reason for Decision

The purpose of this report is to consider 5 letters of objection and 1 letter of representation to the proposal to introduce time restricted parking along part of Beal Lane, Shaw.

Despite the proposal not being supported by Highway Engineers and Greater Manchester Police, the Panel approved the implementation of the scheme for a 12-month period to allow the effects to be monitored.

Recommendation

It is recommended that in view of the objections now received and the adverse effect the resulting displaced parking will have on the nearby streets, the proposal is rescinded.

Objection to Traffic Regulation Order – Time Restricted Parking, Beal Lane, Shaw**1 Background**

- 1.1 A proposal to introduce a 12-month Traffic Regulation Order along part of Beal Lane, Shaw, which restricted parking to a maximum stay of 3 hours, was approved by the Council's Traffic Regulation Order Panel. The request for the restriction was submitted via a petition, hence the decision made by the Panel. A copy of the report which considered this matter is attached at Appendix A.
- 1.2 The proposal was subsequently advertised and 5 letters of objection and 1 letter of representation have been received; these are attached at Appendix B.
- 1.3 The basis of the objections relates to the detrimental impact the proposal will have on residential parking along Beal Lane for residents who want to park longer than the 3 hours and for Cheetham Street residents who will suffer the problems generated by displaced parking.
- 1.4 This proposal is not supported by Highway Engineers or by Greater Manchester Police due to the highway safety issues that could result; this is detailed in the report attached at Appendix A. In view of the objections now received it is evident that some residents feel the proposal could also have an adverse effect on residential parking due to the displacement that will result.

2 Options/Alternatives

- 2.1 Option 1 – approve the proposal
- 2.2 Option 2 - rescind the proposal

3 Preferred Option

- 3.1 Option 2 is the preferred option.

4 Comments of the Shaw Ward Councillors

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

5 Financial Implications

- 5.1 These were dealt with in the previous report.

6 Legal Services Comments

- 6.1 These were dealt with in the previous report.

7 Co-operative Agenda

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

8 Human Resources Comments

- 8.1 None.

9 Risk Assessments

- 9.1 None

10 IT Implications

- 10.1 None.

11 Property Implications

- 11.1 None.

12 Procurement Implications

- 12.1 None.

13 Environmental and Health & Safety Implications

- 13.1 These were dealt with in the previous report.

14 Equality, community cohesion and crime implications

- 14.1 These were dealt with in the previous report.

15 Equality Impact Assessment Completed?

- 15.1 No.

16 Key Decision

- 16.1 No.

17 Key Decision Reference

- 17.1 Not applicable.

18 Background Papers

- 18.1 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.

19 **Appendices**

- 19.1 Appendix A – Copy of Delegated Report
 Appendix B – Copy of Objections

APPENDIX A
COPY OF TRO PANEL REPORT

Delegated Decision

Proposed Time Restricted Parking – Beal Lane, Shaw

Report of: Deputy Chief Executive – People and Place

Officer contact: Sarah Robinson, Traffic Engineer
Ext. 4377

16 September 2019

Purpose of Report

The purpose of this report is to consider an instruction received from the Council's Traffic Order Panel for the introduction of time restricted parking along part of Beal Lane, Shaw to assist the businesses with customer parking.

Recommendation

It is recommended that the instructions of the Traffic Order Panel be acted upon by introducing time restricted parking between the hours of 8am – 6pm Monday - Friday which is subject to a maximum stay of 3 hours and a return prohibited within 3 hours, in accordance with the schedule at the end of this report and that a report on the first twelve months operation of the restrictions be submitted to a future meeting of the Traffic Order Panel.

Proposed Time Restricted Parking – Beal Lane, Shaw

1 Background

- 1.1 A Petition containing 100 signatures was received by the Council on 21 January 2019 regarding a request from the public to consider the introduction of time restricted parking 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 Highway Authority Consideration of Petition

- 2.1 Beal Lane varies in width between 6.1 and 6.5 metres; consequently, when vehicles are parked on one side of the road, the resulting width available for two way traffic varies approximately between 4.1 and 4.5 metres.
- 2.2 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 and 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.
- 2.3 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.

-
- 2.4 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.
- 2.5 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.
- 2.6 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 facility. It is appreciated that parking currently takes place at this location but this is as a result of motorists themselves considering it reasonable to park there; whereas the introduction of controlled parking bays will confirm to motorists that the Highway Authority is actually recommending it is acceptable and safe to park.
- 2.7 The nature of the residential properties along Beal Lane (terraced with no off-street parking) generate a high demand for on-street parking. Consequently, if measures were introduced to prevent this, it is highly likely that any proposal to introduce controlled parking bays would meet with strong objection and is unlikely to be successful.
- 2.8 In view of the above the Highway Authority does not support the introduction of time restricted parking along Beal Lane, Shaw.

3 Consideration by Traffic Order Panel

- 3.1 The petition was submitted to the Traffic Regulation Order Panel for consideration. The Panel considered the views of both the Highway Officers and the petitioners who attended the meeting. Although Highway Officers were opposed to the request, the Panel approved the introduction of the proposals for a 12 month period to allow the effect of the restrictions to be monitored.

4 Options/Alternatives

- 4.1 Option 1: To approve the recommendation
- 4.2 Option 2: Not to approve the recommendation

5 Preferred Option

- 5.1 The preferred option is Option 1 as instructed by the Traffic Order Panel.

6 Justification

- 6.1 In view of the instruction given by the Traffic Order Panel for the introduction of time restricted parking a proposal has been drafted for advertisement and introduction if unopposed. The proposal can be seen on drawing number 47/A3/1542/1.

7 Consultations

- 7.1 G.M.P. View - The Chief Constable has been consulted and have commented: Having reviewed this location, Gtr Manchester Police would not support the introduction of parking bays on the highway due to safety concerns that this feature would introduce. Beal Lane is a busy commuter route with 2 way vehicular flows throughout the day. At peak times this area is already constrained due to the current on street parking. The carriageway dimensions would not support 2 way traffic if a formalised parking bay is introduced. That in turn would lead to potential safety concerns at the mini roundabout junction which services the industrial estates and lead to injudicious driving behaviour.
- 7.2 T.f.G.M. View - The Director General has been consulted and has no comment on this proposal.
- 7.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.
- 7.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

8 Response to GMP Comments

- 8.1 In view of the comments received from the Chief Constable it is suggested the time restricted parking should not be progressed.

9 Comments of Shaw Ward Councillors

- 9.1 The Ward Councillors have been consulted and Councillor H Sykes agrees with the proposal on the basis that this TRO Order formalises what currently occurs, but to the advantage of residents and businesses and will hopefully move mill employees who use the road as an unofficial car park in order to avoid using ample Distribution Centre parking.
- 9.2 Councillor H Gloster has commented: I concur with the instructions of the TRO Committee, this order will formalise what currently occurs, but to the advantage of the community, residents and businesses.

10 Financial Implications

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

	£
Advertisement of Order	1,200
Introduction of Road Markings	500
Signs and Poles	700
TOTAL	2,400
Annual Maintenance costs (estimated July 2019)	270

10.2 The advertising, road marking and signage costs of £2,400 will be funded from the Highways Operations – Unity budget.

10.3 The annual maintenance costs estimated at £270 per annum will be met from the Highways Operations budget. 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)

11 Legal Services Comments

11.1 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.

11.2 Section 32 (1)(b) of the Road Traffic Regulation Act 1984 gives local authorities the power by order to authorise the use as a parking place of any part of a road within their area. It must appear to the Council that the parking places are necessary for the purpose of relieving or preventing congestion of traffic. Under section 35 of the Act, the Council may impose restrictions on the use of the parking places and in particular, the vehicles which may be permitted to use them.

11.3 In addition to the above, under section 122 of the Act, 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. Given the above, it is recommended that great weight is given to the comments of the Chief Constable at paragraph 7.1 above when deciding whether to proceed with the proposals. (A Evans)

12 Co-operative Agenda

12.1 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

13 Human Resources Comments

13.1 None.

14 Risk Assessments

14.1 None.

15 IT Implications

15.1 None.

16 Property Implications

16.1 None.

17 Procurement Implications

17.1 None.

18 Environmental and Health & Safety Implications

18.1 Energy – Nil.

18.2 Transport – Nil.

18.3 Pollution – Nil.

18.4 Consumption and Use of Resources – In accordance with current specifications.

18.5 Built Environment – Minor alteration to visual appearance of area.

18.6 Natural Environment – Nil.

18.7 Health and Safety – The proposal will create an obstruction for moving traffic.

-
- 19 **Equality, community cohesion and crime implications**
- 19.1 The introduction of time restricted parking will have a detrimental effect on community cohesion due to the difficulties that will be created for the residents who may want to park for long periods of time.
- 20 **Equality Impact Assessment Completed?**
- 20.1 No.
- 21 **Key Decision**
- 21.1 No.
- 22 **Key Decision Reference**
- 22.1 Not applicable.
- 23 **Background Papers**
- 23.1 None.
- 24 **Proposal**
- 24.1 It is proposed that time restricted parking be introduced along part of Beal Lane, Shaw, and that a report on the first 12 months operation of the restrictions be submitted to a future meeting of the Traffic Order Panel as instructed by the Traffic Order Panel at their meeting on 6 June 2019, in accordance with the following schedule.

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

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Beal Lane, Shaw</u> (North Side) From its junction with Jubilee Street for a distance of 10 metres in an easterly direction	At Any Time		

Part 1 Schedule 2

Col 1	Col 2	Col 3	Col 4	Col 5	Col 6
Item No	Length of Road	Duration	Max. period for which a vehicle may wait	Min. Period before vehicle may return	Exemptions
	<u>Beal Lane, Shaw</u> (North Side) From a point 10 metres east of Jubilee Street for a distance of 78 metres in an easterly direction	8am – 6pm Monday - Friday	3 Hours	3 Hours	

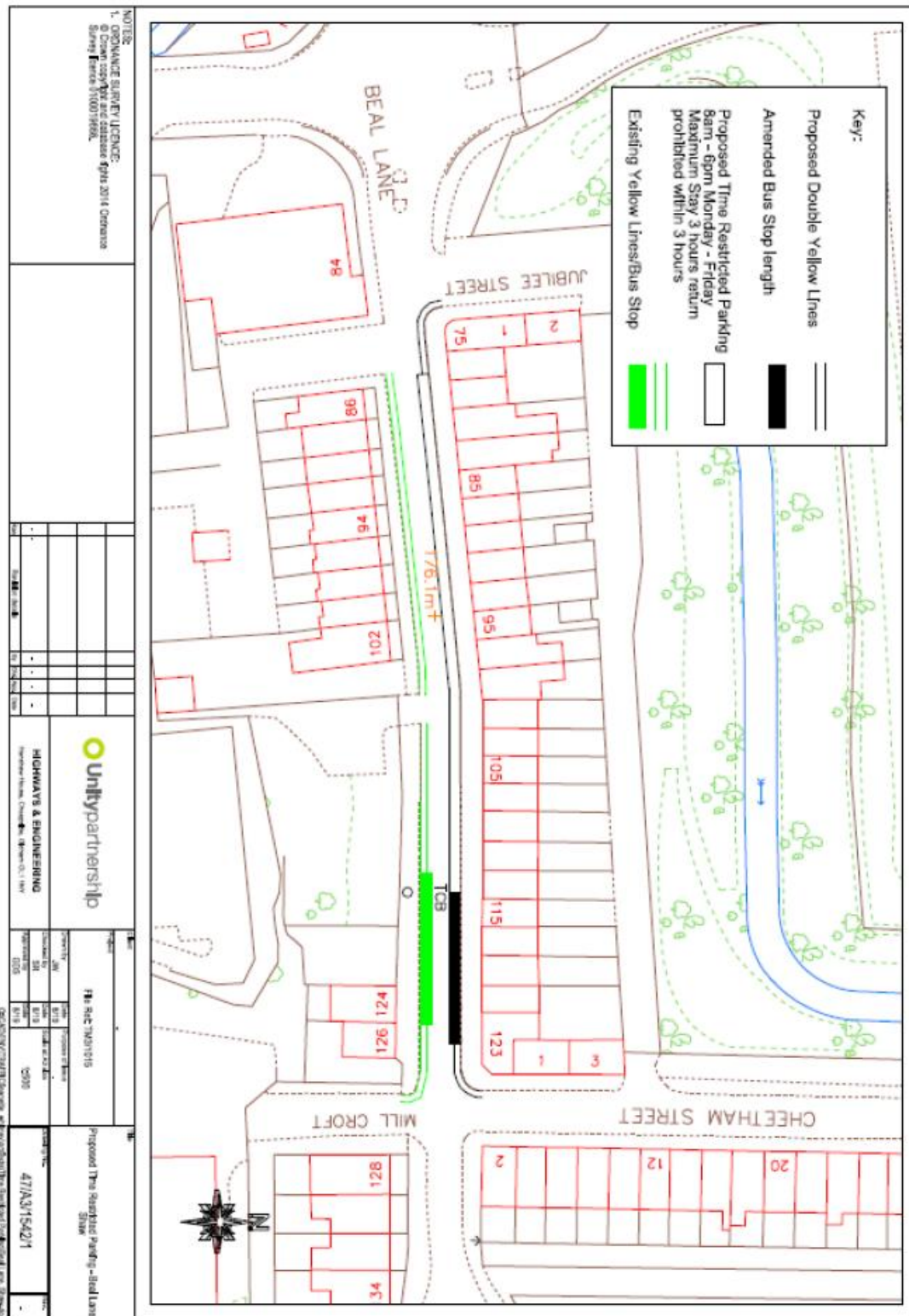
Introduce a Bus Stop Clearway

Road	Description
Beal Lane, Shaw	From a point 30 metres west of Cheetham Street for a distance of 23 metres in an easterly direction

APPROVAL

Decision maker  Signed _____ Cabinet Member, Neighbourhood Services	Dated 23.09.19
In consultation with  Signed _____	Dated 17.09.19

Director Of Environmental Services	
---------------------------------------	--



APPENDIX B
COPY OF OBJECTIONS

From: [REDACTED]
Sent: 12 November 2019 12:34
To: Darryll Elwood
Cc: Linda Mills
Subject: RE: Beal Lane Time Restricted Parking your ref:DE/GC/TM3/101

Thanks for you prompt response.

In light that there seems to be a shirt suited plan to solve a problem with out consideration about what problems WILL be caused by this action.

I strongly object to the proposal !!

If there is a plan to look at the issue holistically for the area, I may reconsider.

Regards
[REDACTED]

On Tue, 12 Nov 2019 at 11:44, Darryll Elwood
<Darryll.Elwood@unitypartnership.com> wrote:

[REDACTED]

I refer to your recent e-mail regarding the proposed time restricted parking on Beal Lane, Shaw.

I have noted your comments and advise you until the proposals have been implemented it is not possible to know the full effects they will be on the surrounding streets, however, it is more than likely the implementation of this proposal will effect parking on the surrounding streets due to long stay displaced parking.

With regards to you question "what plans are there to prevent displaced parking moving on to Cheetham Street", I can advise you it would not be possible to asses this situation until it occurs, however, there are no guarantees any measures would be introduced

to prevent additional parking on Cheetham Street.

In light of your comments relating to you current health issues, please forward any objection directly to myself and I will forward it to the Legal Department.

With Kind Regards

1

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: [REDACTED]
Sent: 11 November 2019 19:57
To: Darryll Elwood <Darryll.Elwood@unitypartnership.com>
Subject: Beal Lane Time Restricted Parking your ref:DE/GC/TM3/1015

Hi

I received correspondence in relation to the proposal for time restricted parking on Beal Lane,

I have no objection to this proposal IF due consideration is given to the knock on effects this will have on the surrounding streets.

I live on Cheetham St and for many years we have suffered from none residents parking on the street using Cheetham Street as a car park. People leave their cars parked on the street whilst they go to work at the local distribution warehouses or as an over spill car park when the tram station car park is full.

It is becoming increasingly difficult for the residents to park on the streets where they live or unload their vehicles after shopping, receive deliveries or work men to access the houses etc.

So if you can assure me that within this proposal there is a plan to support residents in living around the area with the predicted parking problems this WILL cause, I will not object.

If you cannot then I will object.

Could you please advise what plans you have to prevent the issue causing problems for the surrounding area.

Unfortunately I am unable to physically respond or get to the civic as I'm unwell.

Could you please forward this on to the appropriate people?

Regards

The information in this e-mail is confidential and may be legally privileged. It is intended solely 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.

2.e. Proposed time restricted
parking - Beal Lane, Shaw.
Ref. LJM/TO19/28

111 Beal Lane
Shaw
Oldham
OL2 8PH

To Whom it concerns

I am writing to you to express my objection to the above reference, as a resident of Beal Lane this is a concern.

I believe certain restrictions should be put in place as I have expressed concerns previously regarding the mill workers using the road as their car park.

As an education provider the proposed plan will affect when I can park outside my house, during school holidays my car is usually parked on the road where if this plan is put in place I will not be able to. I have lived here over ten years and it may not seem like a big issue to some but with limited parking elsewhere it will become an issue for all Beal Lane residents.

What I suggest is a better plan is to provide all Beal Lane residents with parking permits which limits the number of cars parked on the road.

From the ten years I have lived here the cars parked on Beal Lane have caused no issues or accidents, individuals who have been injured recently were at fault, not the parked cars!

I look forward to hearing your response.
With regards,

Paul Entwistle
Director of Legal Services
Oldham Council

27/11/2019

Ref LIM/TO19/28

Re Proposed Time Restricted Parking – Beal Lane Shaw.

Dear Sir/Madam

I Object to Beal Lane being a Time Restricted Parking area for the following reasons.

You haven't taken into account any of the residents that live on Cheetham Street

We have problems now with parking in front of our homes because of people going to the butchers; he has also informed me that he was the one that got over 100 signatures off customers going into his shop so these aren't even signatures off the residents that live on Beal Lane.

We get him and his employees parking on Cheetham Street this can be up to 5 cars on a daily basis, even though he puts a sign outside his shop asking customers to park over the road on the factory car park they don't and he doesn't.

People also leave their cars to go to work at the mills and also those that use the trams to go to work or to leave them overnight all this is before you even put the restrictions in place, it seems we don't matter because we are just a small Street.

You also get the residents on Cheetham Street that can't park blocking the turning points at the bottom of the Street and opposite number 12 so then you have to illegally reverse onto a main road.

I think no consideration has been put in place for the residents of Cheetham Street the least you could do is make it a residential only parking area like they have near the Tram Station or maybe we should do like Philip the x councillor does across the road, even though the land isn't his at the side of his house, and get our own Cones and just put them outside our houses to stop people parking.

You also have the butcher and cars parking right on the end of Cheetham Street making it hard to see oncoming traffic and also to see when you are entering Cheetham Street if cars are waiting to leave the Street, I am surprised there have been no accidents yet.

Not a Happy Resident.

■ Cheetham Street

Shaw

Oldham

OL2 8PW

Friday 29th November 2019

File REF: TM3/1015

Drawing Ref: 47/A3/1542/1

Doc Ref: TM3/1015-Beal Lane – 06/11/19

Ref: LJM/TO19/28

Proposed Time Restricted Parking – Beal Lane , Shaw

To whom it may concern,

We write to place our objections on record in regards to the above proposal as we do not believe that you have considered the implications to the residents of Cheetham Street.

1. Residents of Cheetham Street do not have an alternative place for their vehicles to be parked unlike those residents on Beal Lane. Can you ensure that residents and businesses on Beal Lane will use their alternative option at the rear of their houses / premises rather than parking on Cheetham Street?
 2. There are already vehicles parked on Cheetham Street for lengthy periods of time whilst their owners work locally or while people use the tram. When asked about this, drivers have said that it is safer to park on Cheetham St due to the high levels of anti-social behaviour and damage to vehicles at the tram car park.
 3. Have you explored a resolution with the business on Jubilee Street to enable those parking spaces to be used by people wishing to use the newsagents and hairdressers situated at that end of Beal Lane?
 4. Have you looked at the unused land adjacent to the houses on Beal Lane to see if this could be used for parking? There is already a small car park there. Who can use this? Why is this not being developed as a solution?
 5. Do you intend to introduce resident only parking on Cheetham Street to protect those drivers that need to park outside their own houses? As you will be aware, Oldham postcodes already suffer from high insurance costs when stating where vehicles are parked when not in use.
-
6. What provision do you have in place for inclement weather when drivers are reluctant to use Grains Road and instead leave their vehicles on lower ground? Again, this puts pressure on the availability of parking spaces on Cheetham Street.

We look forward to your response to our objections.

Yours Sincerely,

REF: DE/GS/TM3/1015

13/11/2019

BEAL STREET SHAW PARKING RESTRICTION

DEAR OLDHAM COUNCIL

I AM WRITING TO YOU TO TOTALLY OPPOSE THE PLANING OF THE PARKING RESTRICTION, WHICH I BELIEVE HAS BEEN DEVISED SOME 18 MONTHS AGO! WHY - WOULD YOU AT THAT TIME NOT HAVE ALSO CONSIDERED THE DETRIMENTAL IMPACT THIS RESTRICTION WOULD HAVE ON CHEETHAM STREET ??? RESIDENTS ??

• WHERE WILL THE RESIDENTS OF BEAL LANE PARK ? YES - CHEETHAM STREET

• WHERE WILL THE OVERSPILL FROM JD WILLIAMS PARK ? - YES CHEETHAM ST.

• WHERE DO THE RESIDENTS OF CHEETHAM STREET PARK ???????

WE CURRENTLY HAVE EMPLOYEES OF JD WILLIAMS PARK ON CHEETHAM ST, ALONG WITH CUSTOMERS FROM THE BUTCHERS - WE CAN PUT UP WITH THE CUSTOMERS FROM THE BUTCHERS AS WE SUPPORT THE SMALL BUSINESS. TRAM USERS + GYM USER AT TARA LEISURE.

WHY NOT ALONG WITH THE RESTRICTION IMPOSE A RESIDENTS PARKING ? ALONG BEAL LANE + CHEETHAM STREET WITH THE RESTRICTION TO STOP JD WILLIAMS EMPLOYEES PARKING BUT WORKING TO HELP THE RESIDENTS WHO LIVE THERE BY SUPPLYING

THEM WITH THE PARKING PERMITS ???

I THINK OLDHAM COUNCIL + THE RESIDENTS
NEED TO WORK TOGETHER ON THIS - NOT JUST
HIT US ALL WITH THIS RESTRICTION TO LOOK
AFTER THE SHOPS. TO NOT CONSIDER OTHER
OPTIONS IS LUDICROUS AND IF YOU ARE
18 MONTHS IN THE PLANNING THIS
RESIDENTS PERMIT SHOULD HAVE BEEN
CONSIDERED AT THAT TIME. IT IS THE
RESIDENTS NOT OLDHAM COUNCIL THAT
WILL HAVE TO DEAL WITH THE AFTERMATH.

KING REGARDS

[REDACTED]
[REDACTED] CHEETHAM STREET
SHAW
OLDHAM.

[REDACTED] I Am ALSO WILLING
TO SPEAK ABOUT THIS MATTER OR
MEET IN PERSON.

~~ALSO~~ I HAVE JUST FOUND OUT THAT THE
BUTCHER HAS GOT PEOPLE WHO ARE
CUSTOMERS TO SIGN A PETITION THIS IS
DISGRACEFUL IF OLDHAM COUNCIL USE THIS
AS YOU WILL BE FAVOURING CUSTOMERS WHO SHOP
OVER RESIDENTS !!!

I FEEL THIS IS A WASTE OF TAX PAYERS
MONEY TO FAVOUR THE SHOPS OVER RESIDENTS
SHAMEFUL !!!

██████████ jubilee street shaw ol2 8pn.

REF:

re: proposed time restricted parking- beal lane shaw.

DE/GS/TM31015

i agree with the proposed parking restriction on beal lane. i would like the parking restrictions to include █ jubilee st shaw. reason being i have constantly have vehicles parked out side my front door(jd williams,littlewoods, workers from these buisness will not use there own car park) also cars from shoppers on beal lane, workers from jd williams,littlewoods congregate outside my home, loud music smoking (not all legal).this is very intimidating.when family or frends try to visit they cannot park outside my home or even near by. i am having the same issues as the buisness and residents on beal lane, i would appreciate if █ jubilee st could be included as well as beal lane.

Yours Faithfully,

This page is intentionally left blank



Report to TRO Panel

Objection to the Proposed Prohibition of Waiting – Victoria Street, Shaw

Portfolio Holder:

Councillor A Ur-Rehman, Cabinet Member for Neighbourhood Services

Officer Contact: Deputy Chief Executive – People and Place

Report Author: Darryll Elwood, Technical Admin
Ext. 1946

30 January 2020

Reason for Decision

The purpose of this report is to consider 3 letters of objection (see Appendix B) to the current proposal to introduce a Prohibition of Waiting Order on Victoria Street, Shaw, 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 Victoria Street, Shaw as per the original proposal shown in the schedule within the Delegated Report at Appendix A.

Objection to the Proposed Prohibition of Waiting – Victoria Street, Shaw**1 Background**

- 1.1 The original proposal was approved under delegated powers on 29 March 2019, decision D3593 refers. A copy of the report is attached at Appendix A.
- 1.2 The proposal was advertised on 2 October 2019 at which time 3 letters of objection were received.

2 Current Position

- 2.1 At this time there are no waiting restrictions on Victoria Street at its junction with Rochdale Road. Observations have revealed parking does take place directly at the junction which not only can obstruct visibility for motorists entering and exiting the junction but prevent the free flow of traffic through the junction. In instances where the free flow of traffic becomes obstructed motorists trying to manoeuvre through the junction in opposite directions can find themselves having to either reverse back along Victoria Street or out onto Rochdale Road creating a possible highway safety issue.
- 2.2 It is appreciated parking on Victoria Street is at a premium as residents of Rochdale Road also park in this location due to existing waiting restrictions on Rochdale Road. However, these vehicles are parking within 10 metres of the junction, therefore the current proposal on the west side of Victoria Street is simply reinforcing rule 243 of the Highway Code (DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space).
- 2.3 In addition to the proposed 10 metres of double yellow lines on the west side of Victoria Street it is recommended 19 metres of double yellow lines are introduced on the east side to assist the free flow of traffic through the junction by preventing vehicles either having to wait on Rochdale Road or reverse back onto Rochdale Road to allow vehicles to exit Victoria Street when parking occurs within close proximity to the junction.

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 Shaw Ward Councillors

- 5.1 The Ward Councillors were previously consulted at TMU stage and comments were received from Councillor H Sykes and Councillor H Gloster who are opposed to the proposal as it is not needed and will encourage further rat running. Councillor C Gloster has not commented as he sits on the TRO Panel. The 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 Delegated Report
Appendix B – Copy of Objections
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 DELEGATED REPORT

Delegated Decision

Proposed Prohibition of Waiting - Victoria Street, Shaw

Report of: Deputy Chief Executive – People and Place

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

26 March 2019

Purpose of Report

The purpose of this report is to consider the introduction of prohibitive waiting restrictions (double yellow lines) on Victoria Street, Shaw to alleviate obstructive parking problems at its junction with Rochdale Road.

Recommendation

It is recommended that 'No Waiting At Any Time' restrictions to be introduced on Victoria Street at its junction with Rochdale Road, Shaw, in accordance with the schedule and plan at the end of this report.

Proposed Prohibition of Waiting - Victoria Street, Shaw

1 Background

- 1.1 A concern has been received regarding the current parking situation on Victoria Street, Shaw within close proximity to its junction with Rochdale Road. This problematic parking is not only obstructing visibility for motorists exiting Victoria Street but also obstructing the free flow of traffic through the junction. Waiting restrictions in the form of double yellow lines have been requested to alleviate parking within the vicinity of the junction.

2. Current Position

- 2.1 Rochdale Road, Shaw is a 'B' classified district distributor route between Oldham and Rochdale and can therefore experience high traffic volumes, particularly at peak periods. Whilst there are waiting restrictions on Rochdale Road at its junction with Victoria Street, there are none on Victoria Street itself. Observations have revealed if vehicles are parked on Victoria Street in close proximity to the junction motorists trying to manoeuvre through the junction in opposite directions can find themselves having to either reverse back along Victoria Street or out on to Rochdale Road creating a possible highway safety issue.

2 Options/Alternatives

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

3 Preferred Option

- 3.1 The preferred option is Option 1, to introduce waiting restrictions.

4 Justification

- 4.1 The introduction of waiting restrictions on Victoria Street will not only improve the visibility for motorists exiting the street but will also help with the free flow of traffic through the junction.

5 Consultations

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

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

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

6 Comments of Shaw Ward Councillors

6.1 The Ward Councillors have been consulted and Councillor H Sykes and Councillor H Gloster are opposed to this proposal as it is not needed and will only encourage further rat running. Councillor G Gloster does not comment as he sits on the TRO Panel.

7 Financial Implications

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

	£
Advertisement of Order	1,200
Introduction of Road Markings	500
TOTAL	1,700
Annual Maintenance costs (calculated February 2019)	100

7.2 The advertising and road marking costs 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 x3250/Sadrul Alam x3305)

8 Legal Services Comments

8.1 The Council must be satisfied that it is expedient to make the Traffic Regulation Order in order to avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or for preventing damage to the road or to any building on or near the road, or for facilitating the passage on the road or any other road of any class of traffic, including pedestrians, or for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property or for preserving or improving the amenities of the area through which the road runs.

-
- 8.2 In addition to the above, under section 122 of the Road Traffic Regulation Act 1984, it shall be the duty of the Council so to exercise the functions conferred on them by the Act as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Regard must also be had to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run, the strategy produced under section 80 Environmental Protection Act 1990 (the national air quality strategy), the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and any other matters appearing to the Council to be relevant.
(A Evans)

9 Co-operative Agenda

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

10 Human Resources Comments

- 10.1 None.

11 Risk Assessments

- 11.1 None.

12 IT Implications

- 12.1 None.

13 Property Implications

- 13.1 None.

14 Procurement Implications

- 14.1 None.

15 Environmental and Health & Safety Implications

- 15.1 Energy – Nil.

- 15.2 Transport – Nil.

- 15.3 Pollution – Nil.

- 15.4 Consumption and Use of Resources – Nil.

-
- 15.5 Built Environment – Nil.
- 15.6 Natural Environment – Nil.
- 15.7 Health and Safety – The introduction of waiting restrictions on Victoria Street, Shaw as detailed, will create a safer environment for all highway users.
- 16 **Equality, community cohesion and crime implications**
- 16.1 By removing obstructive parking, access along the highway and visibility at road junctions will be improved and 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 in accordance with the following schedule and drawing number.

Schedule

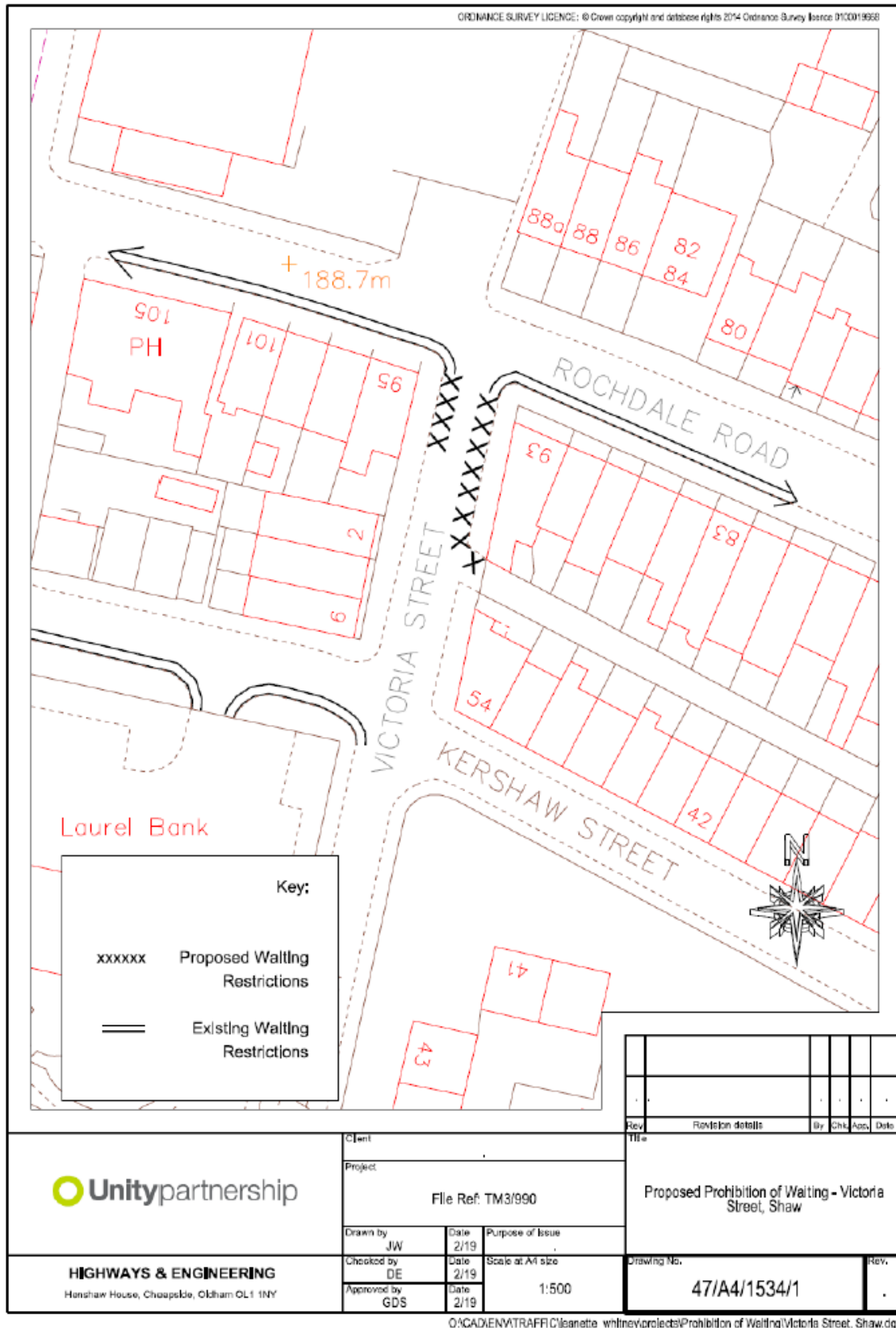
Drawing Number 47/A4/1534/1

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

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<u>Victoria Street</u> (West Side) From its junction with Rochdale Road for a distance of 10 metres in a southerly direction	At Any Time		
	<u>Victoria Street</u> (East Side) From its junction with Rochdale Road for a distance of 19 metres in a southerly direction	At Any Time		

APPROVAL

Decision maker Signed  Cabinet Member, Neighbourhood Services	Dated: 28/03/19
In consultation with Signed  Director Of Environmental Services	Dated: 28/03/19



APPENDIX B
COPY OF OBJECTIONS

26th Oct 19

Rochdale Rd
Shaw
CHDHAM

RE: Proposed prohibition
of waiting-Victoria St Shaw.

Dear Mrs Darryll Elwood,

I am against this proposal due to the fact it's the only place we have to park our vehicles due to double yellows on Rochdale Rd and surrounding areas reducing the parking for residents is only going to cause more problems for the residents and their families when it comes to parking. There is not sufficient parking in this area as it is which already causes problems for us to park such as other car owners deliberately blocking you in if you park in front of their house; or having to park so far away from your house you would not feel safe walking round in the dark as the street light are not the best in the area too. I have lived in this house for 23 years now and the parking situation has always been an issue around this area so I would appreciate it and think it would not be a good idea to increase the double yellow lines on Victoria St.

Yours faithfully

Date: 11 October 2019
Our ref: '001



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

Shaw
Oldham

T:
M:
E:
Twitter:

Dear Environment Group Solicitor to the Council

Re: Ref: LJM/T019/15 – Victoria Street, Shaw near the Rochdale Road junction – proposed double yellow lines for motorist visibility and free flow of traffic at junction

I am writing to register my objection of the above proposal, my reasons for objection are documented below:

1. Local residents are not in favour of these restrictions and have not requested them.
2. Parking is already an issue for residents within this area and further restrictions will exacerbate this situation and increase the issues that residents face.
3. The traffic flow through Victoria Street will increase as people use this as a short cut from one side of Shaw to the other, in an effort to avoid the arterial routes.
4. The removal of parked cars will increase vehicle speed within a residential area which houses our more elderly and vulnerable population.

Due to the above, I suggest that the introduction of double yellow lines is not carried as it will not provide any value to the residents of this area.

Yours sincerely

Dear Environment Group Solicitor to the Council,

**RE: Ref: LJM/TO19/15 - Victoria Street Shaw near the Rochdale Road junction
- proposed double yellow lines for motorist visibility and free flow of traffic at
junction**

I am writing to inform you that I object to the above proposal, the reason for my
objections are listed below:

1. The introduction of restrictions will put more pressure on Victoria Street and increase traffic flow.
2. Increased 'rat running' that is already a significant problem.
2. Traffic already causes problems at current levels.
3. Local residents have not requested these restrictions.
4. I understand the person who is requesting the restrictions is not someone who is local to the area.

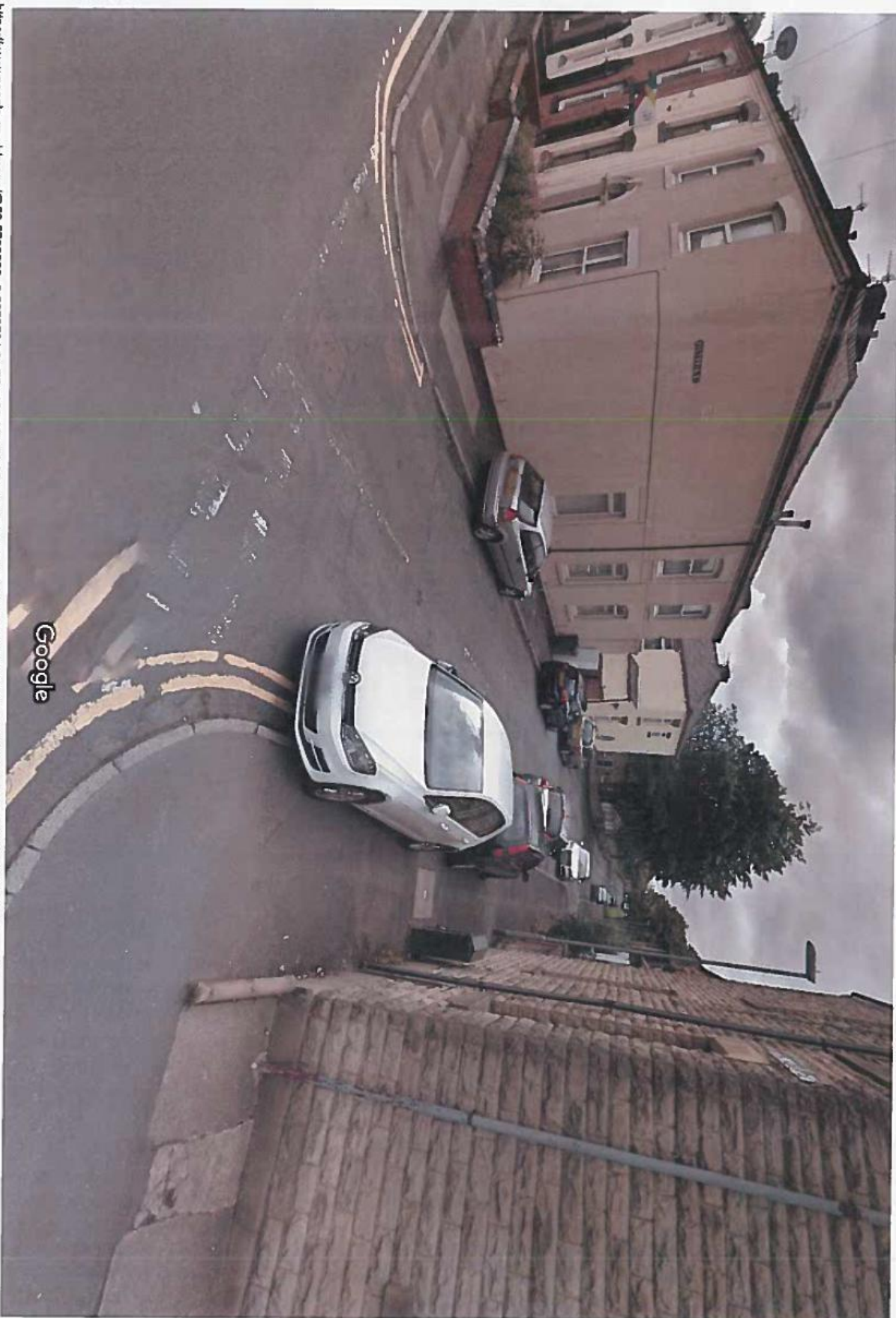
For the above reasons I would suggest the introduction of double yellow lines is not taken forward and I am convinced that this introduction offers no value to the local community.

APPENDIX C
GOOGLE SNAPSHOT OF CURRENT PARKING

13/01/2020

95 B6194 - Google Maps

APPENDIX C



<https://www.google.co.uk/maps/@53.5790228,-2.0972734,3a,75y,169.67h,72.57t/data=!3m1!1e1!3m1!1sJpmicLKv1IvyTbdWfmLsgJ2e0J713312I8I6657hl=en-GB>

2/3

TM3/990

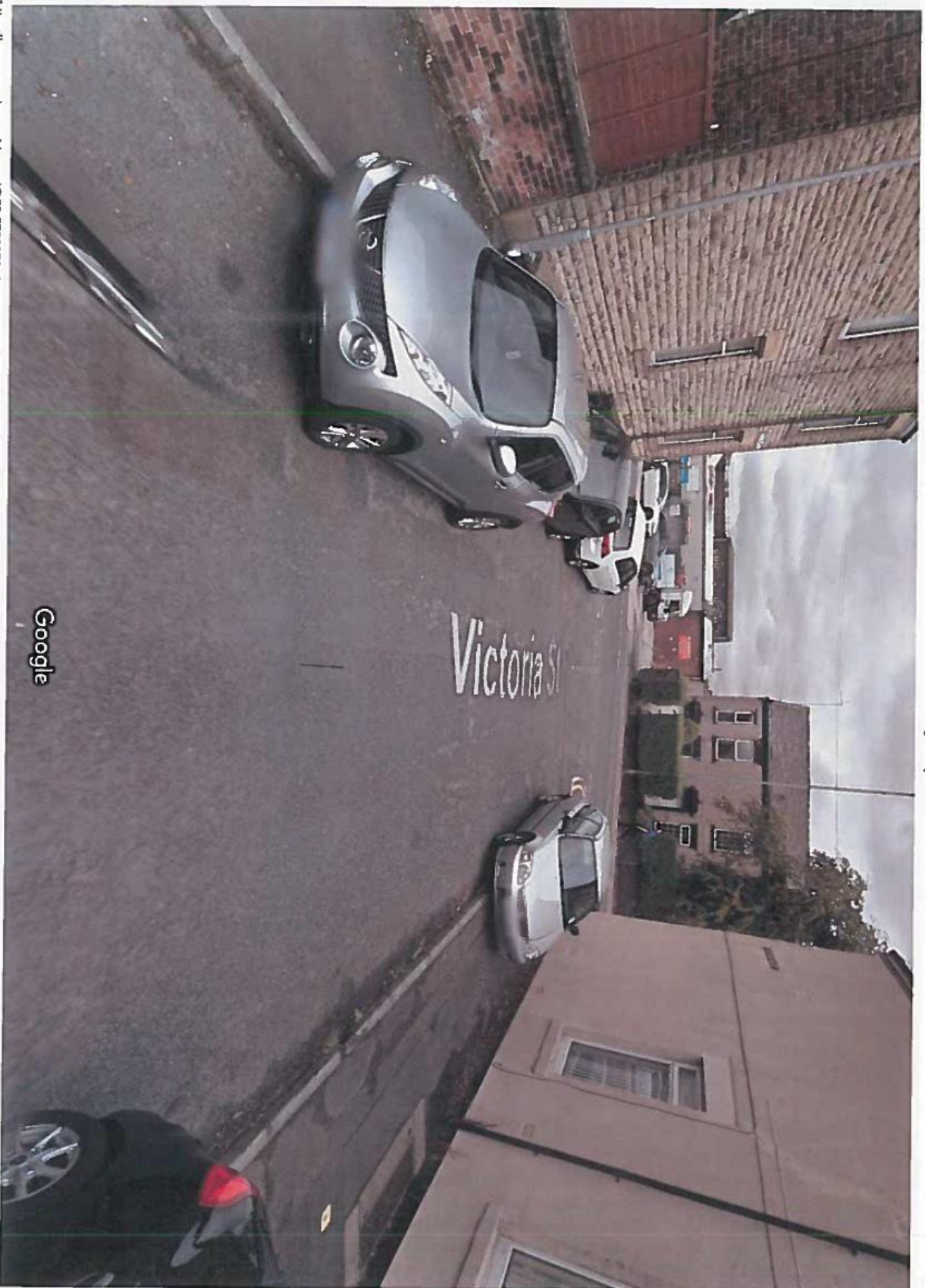
g:\common\dec_rec\356

13.01.20

13/01/2020

APPENDIX C.

Victoria St - Google Maps



<https://www.google.co.uk/maps/@53.5788276,-2.0972715,3a,75y,9.14h,69.47t/data=!3m1!1e1!3m1!1sF-abqymhuwXZloauAcQJNwI2e0I7133121866567h=en-GB>

TM3/990

g:\common\dec_rec\356

13.01.20

This page is intentionally left blank