

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

Date Thursday 23 July 2020

Time 5.30 pm

Venue Virtual Meeting

https://www.oldham.gov.uk/info/200608/meetings/1940/live_council_meetings_online

- 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 Constitutional Services in advance of the meeting.
 2. CONTACT OFFICER for this Agenda is Constitutional Services at email address constitutional.services@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, 20 July 2020. The question will be read out by the Chair and a response provided at the meeting.
 4. FILMING – This meeting will be recorded for live and/or subsequent broadcast on the Council's website. The whole of the meeting will be recorded, except where there are confidential or exempt items and the footage will be on our website. This activity promotes democratic engagement in accordance with section 100A(9) of the Local Government Act 1972. The cameras will focus on the proceedings of the meeting. As far as possible, this will avoid areas specifically designated for members of the public who prefer not to be filmed. Disruptive and anti social behaviour will always be filmed.

Members of the public and the press may also record / film / photograph or broadcast this meeting when the public and the press are not lawfully excluded.

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, Davis (Chair) and Surjan

Item No

1 Election of Vice Chair

The Panel is asked to elect a Vice Chair for the 2020 2021 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 - 2)

The Minutes of the TRO Panel held on 11 June 2020 are attached for approval.

7 Objections to the Proposed Prohibition of Waiting - Unnamed Access Road off Manor Road, Oldham (Pages 3 - 24)

To consider two letters of objection to introduce a Prohibition of Waiting along the un-named access road between property numbers 18-20 Manor Road, Oldham



TRAFFIC REGULATION ORDER PANEL
11/06/2020 at 5.30 pm

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

Also in Attendance:

Lori Hughes	Constitutional Services
Alan Evans	Group Solicitor
Gary Sutcliffe	Unity Highways
Liz Drogan	Head of Democratic Services
Sarah Robinson	Highways & Engineering

1 **APOLOGIES FOR ABSENCE**

There were no apologies for absence received.

2 **URGENT BUSINESS**

There were no items of urgent business received.

3 **DECLARATIONS OF INTEREST**

There were no declarations of interest received.

4 **PUBLIC QUESTION TIME**

There were no public questions received.

5 **MINUTES OF PREVIOUS MEETING**

RESOLVED that the minutes of the Traffic Regulation Order Panel held on 19th March 2020 be approved as a correct record.

6 **ACORN STREET, LEES - OBJECTIONS TO TRAFFIC MANAGEMENT SCHEME**

The Panel gave consideration that sought approval to traffic management scheme along Acorn Street, Lees which had been approved under delegated powers in January 2020. The proposal had been advertised and four letters of representation had been received which requested the provision of additional yellow lines along both Spindle Mews and Acorn Street and one letter of objection had been received to the yellow lines along Acorn Street.

The traffic management scheme had been proposed to address a pedestrian safety issue identified along Acorn Street. There was currently an informal crossing point on Acorn Street which linked residential properties and the footpath through to Medlock Way. It was proposed to provide a zebra crossing facility at this point, together with a series of traffic calming features for the provision of a safe environment for pedestrians to cross. However, this would also require the removal of on-street parking to ensure the crossing facility was safe to use. To compensate for the loss of parking, it was also proposed that a lay-by parking area be created within a grassed verge section of Acorn Street and be used as a general parking facility. Double yellow lines had been proposed to protect access along Acorn

Street and the side road junctions, to ensure motorists can observe pedestrians using the crossing facility.



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In view of the problematic parking being experienced at other locations, it was felt that additional double yellow lines should be considered for introduction as detailed in the schedules appended to the report and on drawing number 2376/A3/265/1A. If the Panel approved the amendments, arrangements would be made for the additional lengths of double yellow lines to be publicly advertised.

Members were informed that a separate scheme for local businesses would be advertised separately. Members asked if it would be possible to have the two proposals together and were informed that the scheme outlined in the report had already been advertised and the scheme was needed to the safe crossing facility in the interest of road safety, especially for school children.

Members sought and received clarification on the comments from Greater Manchester Police who had been consulted on the scheme. Members also sought and received clarification on the comments of local ward councillors on the scheme.

Options Considered:

Option 1: Approve and advertise the amended proposal, to improve visibility and access along Acorn Street and Spindle Mews.

Option 2: To reject the requests made through the representations and allow the problematic parking to continue.

RESOLVED that notwithstanding the objection received, the Traffic Management Scheme for Acorn Street, Lees, be approved with the amendments as detailed in the report and the proposed amendments be advertised.

The meeting started at 5.30 pm and ended at 5.48 pm



Report to TRO Panel

Objections to the Proposed Prohibition of Waiting – Un-named Access Road off Manor Road, Oldham

Portfolio Holder:

Councillor B Brownridge, Cabinet Member for Neighbourhood and Culture

Officer Contact: Deputy Chief Executive – People and Place

Report Author: Darryll Elwood, Technical Support
Ext. 1946

23 July 2020

Reason for Decision

The purpose of this report is to consider 2 letters of objection submitted to the proposal to introduce a Prohibition of Waiting Order, (double yellow lines) along the un-named access road between property number 18-20 Manor Road, Oldham.

Recommendation

Notwithstanding the objections received, it is recommended that the Panel supports the introduction of double yellow lines along the access road, as per the original proposal detailed in the schedule within the Delegated Report attached at Appendix A.

Objection to the Proposed Prohibition of Waiting – Un-named Access Road, off Manor Road, Oldham**1 Background**

- 1.1 The original proposal was approved under delegated powers on 21 October 2019, decision D3782 refers. A copy of the report is attached at Appendix A.
- 1.2 The proposal was advertised on 6 November 2019, at which time 2 letters of objection were received. The objections are attached at Appendix B.

2 Current Position

- 2.1 Complaints have been received from local residents that the un-named access road, between property numbers 18-20 Manor Road, which leads to the rear of properties on Manor Road and Abbey Hills Road, is regularly used as a convenient parking place; this often prevents vehicular access to the rear of the properties on Manor Road and Abbey Hills Road. The complainants explained that when vehicles park in this location the width of carriageway available for moving vehicles is significantly reduced, therefore, creating an obstruction. Observations undertaken on site have confirmed the parking to be problematic.
- 2.2 Further to the proposal being publicly advertised, two letters of objection have been received to the introduction of double yellow lines along both sides of the carriageway; both objectors have however suggested the proposal could be amended and restrictions be introduced along one side of the un-named access road only (along the gable of number 18).
- 2.3 This suggestion has been considered however due to the need to maintain turning space for vehicles entering and leaving the area, the remaining space could only accommodate 1 to 2 vehicles, depending on their size. Without protecting the turning space motorists would be forced to reverse into Manor Road should they meet a vehicle attempting to leave the area.
- 2.4 It is appreciated that on-street parking within the Manor Road area is at a premium, as many of the residents do not have off-street parking provision, but when parking becomes obstructive for highway users or results in a highway safety problem, the Highway Authority should consider measures to resolve the issue.
- 2.5 With regards to the comments made by the objectors that removing parking will result in anti-social and criminal behaviour; this would be something that should be raised with the Police or the Council's Community Safety Team should the problem result.

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 Alexandra Ward Councillors**

5.1 The Ward Councillors were previously consulted at TMU stage and Councillor Jenny Harrison supports the proposal. Ward Councillors have been consulted at this stage and no further comments have been 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

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 ModGov attached at Appendix A.

APPENDIX A
COPY OF DELEGATED REPORT

Delegated Decision

Un-named Access Road, off Manor Road, Oldham – Prohibition of Waiting

Report of: Deputy Chief Executive – People and Place

Officer contact: Alister Storey, Traffic Engineer
Ext. 5766

18 October 2019

Purpose of Report

The purpose of this report is to consider introduction of prohibition of waiting restrictions on the un-named access road off Manor Road, Oldham, to combat obstructive parking.

Recommendation

It is proposed that the Prohibition of waiting restriction is introduced, in accordance with the schedule detailed in the proposal at the end of this report.

Un-named Access Road, off Manor Road, Oldham – Prohibition of Waiting

1 Background

- 1.1 The length of highway concerned in this report is a short length of un-named adopted highway that acts as an access road to off street parking areas and garages for a number of properties on Manor Road and Abbey Hills Road. The road is accessed off Manor Road between properties 18 and 20.
- 1.2 The maximum width of the carriageway between the two properties curtilages is 4.7 metres including a 500mm hard strip to the west and a 300mm strip to the east.
- 1.3 Complaints have been received from the residents that use the route to gain access to the parking at the rear of their properties, that vehicles are regularly parked on the route significantly narrowing the route and obstructing access. Observations taken on site have confirmed the problem.

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 on the access road, it is felt that a prohibition of waiting order should be introduced as detailed in accordance with the drawing number 47/A4/1550/1.

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 Alexandra Ward Councillors**

6.1 The Ward Councillors have been consulted and Councillor J Harrison supports the proposal.

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	<u>1,700</u>
Annual Maintenance Costs (calculated July 2019)	100

7.2 The advertising, road marking costs of £1,700 will be funded from the Highways Operations – Unity budget.

7.3 The annual maintenance costs estimated at £100 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)

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 – Minor alteration to the visual appearance of the area.

15.6 Natural Environment – Nil.

15.7 Health and Safety – Nil.

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

16.1 By removing obstructive parking, permitted vehicular access to parking spaces will be maintained.

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 prohibition of waiting order is introduced in accordance with the following schedule:

Schedule


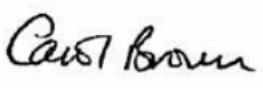
Drawing Number 47/A4/1550/1

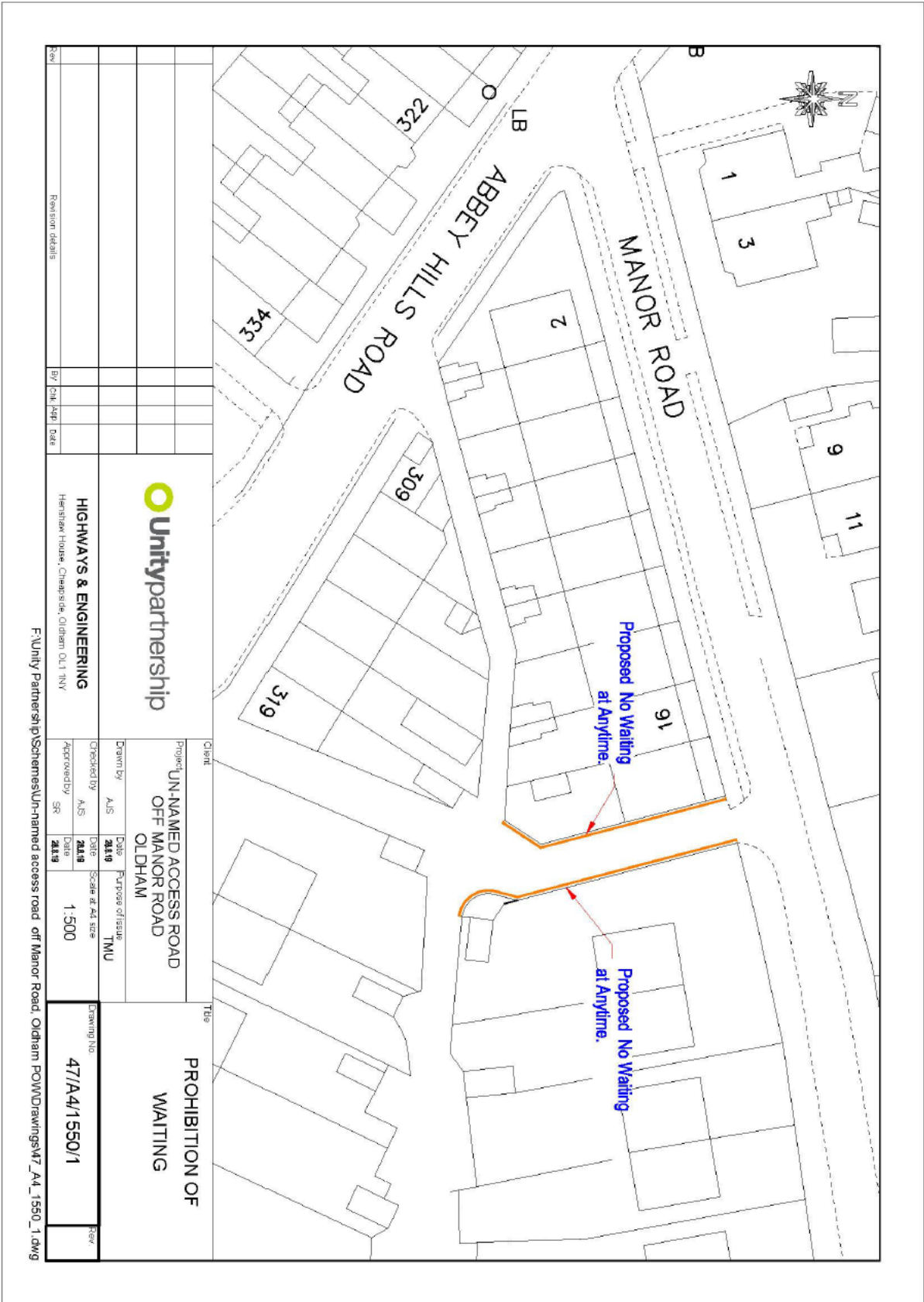
Add to the Oldham Borough Council (Oldham area) Consolidation Order 2003 Part 1, Schedule 1

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Un-named access road between 18 and 20 Manor Road</u> (West side) From its junction with Manor Road in a generally southerly direction for a distance of 27 metres	At Anytime	A,B1,B3,B4,C, K,E,K3	

	<p><u>Un-named access road between 18 and 20 Manor Road</u> (East side)</p> <p>From its junction with Manor Road in a generally southerly direction for a distance of 33.5 metres</p>	At Anytime	A,B1,B3,B4,C, K,E,K3	
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APPROVAL

<p>Decision maker</p> <p style="text-align: center;"></p> <p>Signed _____ Cabinet Member, Neighbourhood Services</p>	Dated 21.10.19
<p>In consultation with</p> <p style="text-align: center;"></p> <p>Signed _____ Director Of Environmental Services</p>	Dated 21.10.19



APPENDIX B
COPY OF OBJECTIONS

14th November 2019

Ref LJM/TO19/36
Proposed Traffic Regulation Order

Dear Sir

With regard to the above reference number and proposal. This street is not unnamed, it is called 'Spenn Street' as evidenced on a council drawing held at the local interest centre Union Street dating from around 1957 and regarding a cap for a mine shaft in Manor Road. Perhaps you will be able to update your records regarding this.

Parking in the area of Manor Road is at a premium especially since one side was protected by parking restrictions, leaving just the Southern side available for parking. The situation is exacerbated by the Western side of Abbeyhills Road having no parking at all, and Manor Road being the first street with available parking after Glodwick Road, a distance of half a mile.

The reason for the parking restrictions on Manor Road was because of vehicles being abandoned on the Northern side blocking access to residents' drives, and the complete and utter failure of the so-called Police service to do anything about it.

I am therefore deeply concerned that if Spenn Street is completely parking prohibited we will see the loss of around 5 or six possible parking places, and those who use them will be displaced onto the Southern side of Manor Road, taking spaces from those resident there or onto the double yellow lines on Manor Road, and all the issues which we had to deal with in the past necessitating parking restrictions will be revisited upon us.

Only this previous week one car inconsiderately parked next to the terraced house on Spenn Street was forced to move by angry residents and this is where he chose to park next:



As you will note the vehicle was ticketed but it did not prevent the complete blocking of the pavement forcing pedestrians into the road and putting themselves in danger of the lives or serious injury.

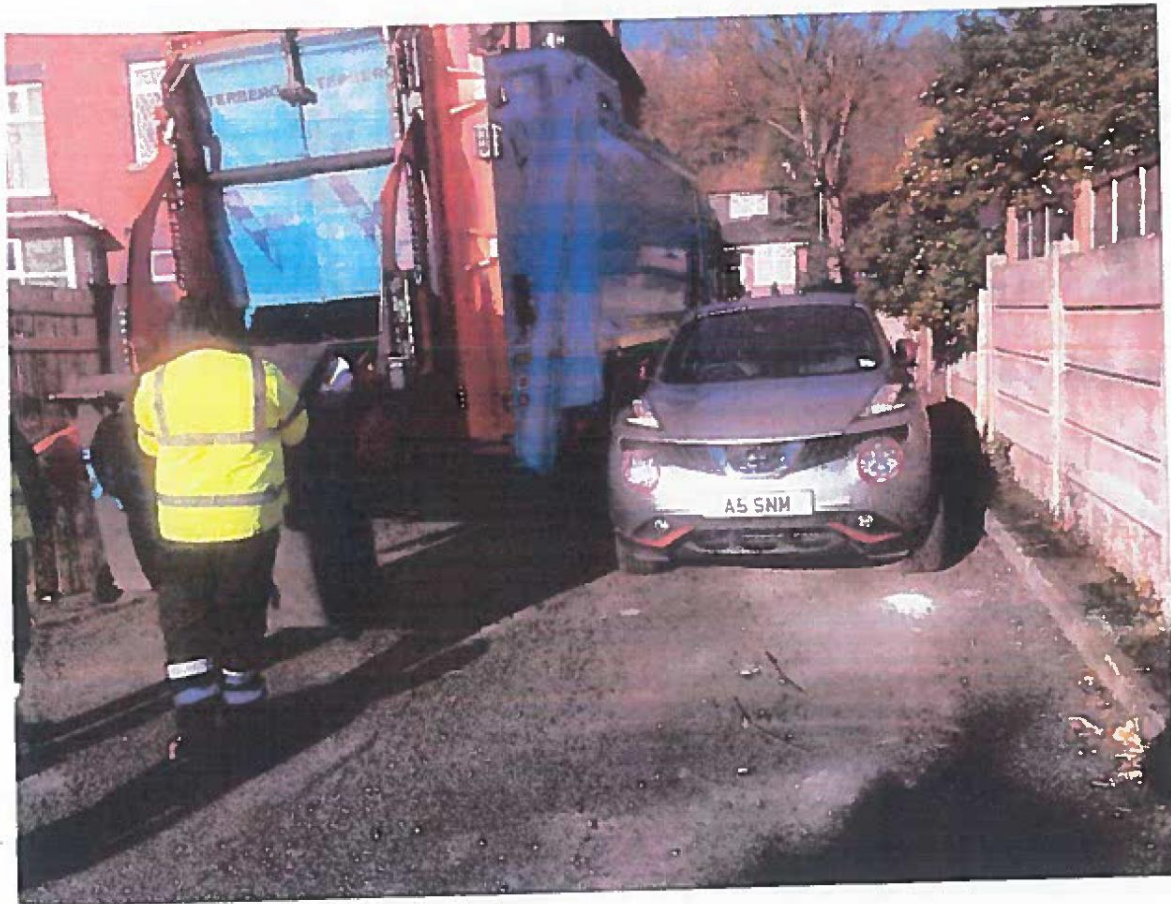
For this reason, I would support parking restrictions to the Western side of Spen Street (end of the terrace), but absolutely not on the other side.

In the 'Delegated Decision' Spen Street is quoted as having a maximum width of 4.7 Metres, however this is not accurate, and upon taking a surveyors tape to the street we found that it is in fact 5.2 Metres wide.



It is possible therefore for all emergency vehicles to access the rear of the properties on Spen Street, in fact the Oldham Refuse lorries are able to reverse down the street every Monday and sometimes on Wednesday with cars parked along the Eastern side.

The Bin Crew were very pleasant and helpful and told me that their lorry is in fact even wider than the fire engines, and that they are able to reverse down Spen Street without difficulty. It is also noteworthy that the car currently parked in the photo is not as close to the kerb as it is possible to get, and there is still sufficient width.

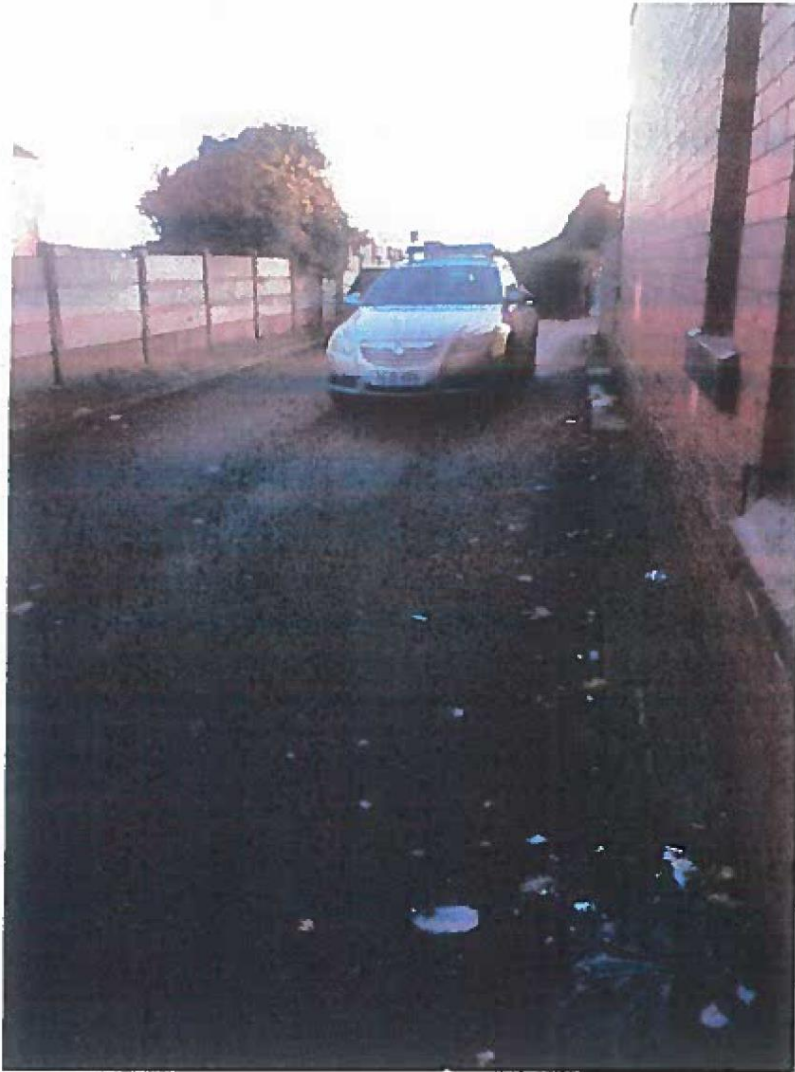


It should be noted that the properties can all be accessed via Manor Road and Abbeyhills Road, and that there are no fire hydrants on Spen Street. There is therefore no access issue raised in allowing parking on the Eastern side only.

The real cause of the issues on Spen Street is in fact 'anti-social behaviour', and only this week Police have had to attend a drug dealers car parked in Spen Street, but this is only one aspect. The street has been used as a place to dump stolen cars, and also to abandon scrap cars, and it is these which are causing the problem with access.

Drug dealing on the corner is a continuing and on-going issue which the 'Police' seem uninterested in dealing with.

Of course, yellow lines will do little or nothing to deter these people from leaving cars in a position which will cause problems for others.



Finally, there is the issue of enforcement, or the lack of it. We rarely see a traffic warden even though there appear to be enough vehicles for them to ticket, but when there is an issue it can take three days for a warden to appear by which time the offending vehicle has long gone. This is to illustrate that parking prohibition is perhaps not the best way to solve this problem.

To summarise I support the imposition of parking restrictions on the Western (terrace side) but not on the Eastern (bungalow side) of Spen street for the reasons outlined above.

Yours Faithfully

Oldham,

OL4 1RQ

1st December 2019

Environment Group Solicitor to the Council,

Civic Centre,

West street,

Oldham,

OL1 1UL

Dear Alister Storey,

RE: Objection to - Road Traffic Order Notice, Reference: LT/TO19/36

“Access road between 18-20 manor road prohibit waiting at all times-in the, on the west side from Manor Road Southerly for 27 metres and on the east side from Manor Road Southerly for 33.5 metres.”

I am a, working from home mum of two children, living on Manor road. I object to the notice of having double yellow lines on both sides of the access road. I think it would cause more problems for local residents, than it would solve. Currently Manor road is very busy day and night. It is already difficult to park anywhere along Manor road anytime of the day or night, as it is full cars or other vehicles from resident's Manor road, resident's from Abbeyhills road, customers and workers from shops/businesses on Manor road and Abbeyhills road.

I don't think you have thought about the notice properly or how this notice would affect the local residents or community in and around Manor road/Abbeyhills road. Or how the crime rate would go up, which in turn would bring more dangerous situations to all the Emergency services (Polices, Ambulances and Fire Brigade) and the residents. Which is unnecessary.

Here are a few of the current concerns on Manor road: -

Displacement - Limited Parking Spaces is now a problem since the double yellow lines got put down one side of manor road (from Abbeyhills road to the cottage gardens). Currently there is not enough parking spaces on Manor road, for the number of people that are using it, (residents from Manor road and Abbeyhills road, customers and workers from shops and businesses on Manor road/Abbeyhills road). The loss of more parking spaces on Manor road would mean that all residents in the terraces on Manor road, would find it near impossible to park anywhere near their own home.

Most of these residents that live here, have young children and would find it very difficult or potentially dangerous to walk up hill 60metres plus. While holding on to a young child's hand and numerous bags of shopping all at the same time alone. As this would be the situation for me.

Local shops/business would also suffer, as customers and workers would have no-where to park their cars. People could potentially cause a dangerous hazard or block the road with their cars/vehicles, because there are no parking spaces available nearby, which could put lives at risk. As some emergency services may not be able to access some of the houses along manor road properly.

Drug dealers/Drug Addicts hanging about in the Access Road and Both Ends of Manor Road. At the moment the access road is being used by from resident's Manor road, residents from Abbeyhills road, customers and workers from shops/businesses on Manor road and Abbeyhills road. Because of this the residents do keep an eye on this quite area, which in turn helps keep the crime down like, the dealing of drugs, use of heroin in or on the access road and robberies.

If you were to put double yellow lines along both sides of the access road, there would be no one about to discourage robbers, drug dealers or the use heroin in an open public place, where local residents walk and children play. This would be very dangerous for not only the residents but the whole community, as this quite area will not be watched.

Fly Tipping and the Abandoning of Stolen Cars is a problem in and around the access road, because the road is currently being watched by the residents, it does discourage some people from other areas from dumping rubbish or abandoning cars here. When this happens, the residents do report it to the police or council.

If you were to put the double yellow lines along both sides of the access road, there would be no one about to discourage the dumping of rubbish or the abandoning of stolen cars in the first place. Plus, nobody would know how long a vehicle has been abandon for? How long potential food waste has been left out for? Which is a dangerous biohazard of humans and the wildlife.

Cars Speeding up and down manor road is a common sight, as it is used as a cut though road from Abbeyhills road to Roundthorn road. This is very dangerous as the road is not very wide, and for all residents especially the children who play in the road or on the pavements outside their own homes.

If you were to carry out this notice and put down the double yellow lines on both sides of the access road on Manor road.

1. There would be a displacement of cars (arguments between residents and businesses on Manor road and Abbeyhills road) due to the lack of parking spaces.
2. Local businesses would suffer (lack of parking spaces).
3. Increase in drug dealing on and around Manor road.
4. Increase of crime (robberies).
5. Increase of, abandoning of stolen cars.

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6. Increase of fly tipping, which can lead to dangerous biohazards that threatens the lives of all residents and wildlife.
 7. Increase of speeding cars in the area, as there will be less cars parked up.

All of these problems would be made worst by putting double yellow lines along both sides of the access road on manor, as residents would no-longer be watching the area. Just the presents of the local residents would discourage crimes (violent crimes, drug dealing and robberies) from happening. Which in turn, could and would put residents' lives at risk.

A fair solution would be to give residents who live in the terraces of Manor road, residential parking and one visitor's pass per household, from the date that you put down the double yellow lines in the access road. The other solution would be to put the double yellow lines down the terrace side of the access road only. This would help keep the well needed parking spaces, plus ensure full access to all residents and emergencies services that need access to the garages at the back of the houses of Abbeyhills road and Manor road.

I hope you take these objections into consideration before choosing to put down double yellow lines along both sides of the access road on manor road.

Your sincerely

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