

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

Date Thursday 17 June 2021

Time 5.30 pm

Venue Council Chamber, Civic Centre, Oldham, West Street, Oldham, OL1 1NL

- Notes
1. DECLARATIONS OF INTEREST- If a Member requires any advice on any item involving a possible declaration of interest which could affect his/her ability to speak and/or vote he/she is advised to contact Paul Entwistle or Kaidy McCann in advance of the meeting.
 2. CONTACT OFFICER for this Agenda is Kaidy McCann Tel. 0161 770 5151 or email 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, 14 June 2021.
 4. ATTENDANCE DURING COVID-19 - Due to current restrictions, a limited number of members of the public are be able to attend the meeting, therefore this will be on a first come first served basis. Face coverings must be worn at all times and details for track and trace will be required on arrival.
 5. 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 Davis (Chair), Brownridge (Vice-Chair), C. Gloster, Salamat and Woodvine

Item No

- 1 Apologies For Absence
- 2 Urgent Business
Urgent business, if any, introduced by the Chair
- 3 Declarations of Interest
To Receive Declarations of Interest in any Contract or matter to be discussed at the meeting.
- 4 Public Question Time
To receive Questions from the Public, in accordance with the Council's Constitution.
- 5 Minutes of Previous Meeting (Pages 1 - 2)
The Minutes of the Traffic Regulation Order Panel held on 21st January 2021 are attached for approval.
- 6 Old Road / Grimshaw Street, Failsworth - Objection to Prohibition of Waiting (Pages 3 - 32)
The purpose of this report is to consider 6 objections which have been received to the proposal to introduce prohibitive waiting restrictions at the junction of Old Road and Grimshaw Street, Failsworth
- 7 Proposed Prohibition of Waiting at Denton Lane, Chadderton - Objection to Traffic Regulation Order (Pages 33 - 52)
The purpose of this report is to consider an objection, in the form of a petition, to a proposal for prohibition of waiting restrictions to be introduced on Denton Lane, Chadderton
- 8 Wood Street Junction with Salisbury Street, High Crompton - Objection to Traffic Regulation Order (Pages 53 - 72)
The purpose of this report is to consider two objections to a proposal for prohibition of waiting restrictions to be introduced at the junction of Wood Street and Salisbury Street, High Crompton
- 9 Mora Avenue Junction with Burnley Lane, Chadderton - Objection to Traffic Regulation Order (Pages 73 - 88)
The purpose of this report is to consider an objection to a proposal for prohibition of waiting restrictions to be introduced at the junction of Mora Avenue and Burnley Lane, Chadderton



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TRAFFIC REGULATION ORDER PANEL
21/01/2021 at 5.30 pm

Present: Councillor Davis (Chair)
Councillors C. Gloster, Murphy and Surjan

Also in Attendance:

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

1 **APOLOGIES FOR ABSENCE**

There were no apologies for absence received.

2 **URGENT BUSINESS**

There were no items of urgent business received.

3 **DECLARATIONS OF INTEREST**

There were no declarations of interest received.

4 **PUBLIC QUESTION TIME**

There were no public questions received.

5 **MINUTES OF PREVIOUS MEETING**

RESOLVED that the minutes of the meeting held on 26th November 2020 be approved as a correct record.

6 **PROPOSED STOPPING UP OF FOOTPATHS - LAND
ADJACENT TO FORMER CHADDERTON SPORTS
CENTRE**

The Panel gave consideration to a report regarding stopping up of footpaths that cross land adjacent to the former Chadderton Sports Centre, Chadderton.

The former Chadderton Sports Centre and adjacent land had been purchased and planning consent (PA/339179/16) had been obtained for the conversion to a conference/exhibition centre and restaurant with associated car parking. The large grassed area designated to be a car park had a series of footpaths running through the site which connected Milne Street with Middleton Road and was utilised by members of the public. The footpaths therefore required stopping up due to the change in use of land. No detrimental effect would occur to pedestrians as the existing footways along Milne Street and Middleton Road were open for use.

Options considered.

Option 1: to approve the recommendation.

Option 2: not to approve the recommendation.

RESOVLED that, as per the recommendation, the footpaths detailed in the schedule within the report be stopped up under powers contained in section 257 of the Town and Country Planning Act 1990.



The meeting started at 5.30 pm and ended at 5.41 pm



Report to TRO Panel

Old Road / Grimshaw Street, Failsworth – Objection to Prohibition of Waiting

Portfolio Holder:

Councillor A Chadderton, Cabinet Member for Neighbourhoods

Officer Contact: Deputy Chief Executive – People and Place

Report Author: Sarah Robinson, Traffic Engineer
Ext. 4377

17 June 2021

Purpose of Report

The purpose of this report is to consider 6 objections which have been received to the proposal to introduce prohibitive waiting restrictions at the junction of Old Road and Grimshaw Street, Failsworth.

Recommendation

It is recommended that further to considering the objections submitted, the restrictions are reduced in length to maximise on street parking. The revised lengths of double yellow lines to be introduced are detailed in the schedule at the end of this report.

Old Road / Grimshaw Street, Failsworth – Objection to Prohibition of Waiting**1 Background**

- 1.1 A proposal to introduce prohibitive waiting restrictions at the junction of Old Road and Grimshaw Street, Failsworth was approved under delegated powers on 17 February 2020; a copy of the report is attached at Appendix A. The proposal was subsequently advertised and 6 letters of objection have been received from residents who will be directly affected by the proposal. The objections are attached at Appendix B.

2 Summary of Objections

- 2.1 The residents who objected to the proposal are mainly concerned about how the proposal will affect their ability to park near to their properties and in the general area, due to the level of on-street parking already taking place.

3 Current Situation

- 3.1 The reason the yellow lines have been proposed is to address the difficulties the residents of Grimshaw Street are experiencing in receiving deliveries and getting their waste bins emptied; the Refuse Collection Team have previously confirmed they experience problems accessing the street to empty the bins. The Refuse Team have recently explained that they still have problems accessing Grimshaw Street, but the residents have decided to adopt their own collection point arrangement where they leave their bins near to the Old Road junction so the driver of the refuse vehicle doesn't have to access Grimshaw Street. Whilst this may be working, the residents shouldn't have to put these arrangements in place, and it doesn't address the access needs for deliveries etc.
- 3.2 The main problem the refuse wagon drivers experience is the parking taking place on the junction radii, particularly when a flatbed truck is regularly parked. The Waste Management Supervisor for this area has suggested that just removing the parking immediately at the junction i.e. within 5 metres along Old Road and a 10 metre length along Grimshaw Street, will afford the drivers enough room to be able to gain access; this will see a reduction in the length of yellow lines originally proposed and help maximise parking for residents.
- 3.3 In view of the objections received it is felt that the length of the double yellow lines should be reduced.

4 Preferred Option

- 4.1 Option 1 – Introduce the yellow lines as originally proposed.

Option2 – Amend the proposal by reducing the length of yellow lines to be introduced.

Option 3 – Rescind the proposal and leave the junction unprotected and let the problematic parking continue.

The preferred option is Option 2

5 **Financial Implications**

5.1 These were dealt with in the previous report.

6 **Comments of Failsworth West Ward Members**

6.1 Ward Members have been consulted and Councillor M Wilkinson confirms Option 2 would have my support. Councillor E Garry happy to support Option 2. Councillor P Davies as TRO Chair will not be making a comment as a Ward Member.

7 **Legal Services Comments**

7.1 These were dealt with in the previous report.

8 **Co-operative Agenda**

8.1 In respect of the consideration of objections received 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 The introduction of waiting restrictions to remove on-street parking will have a detrimental effect on community cohesion as parking becomes displaced, but the primary purpose of a highway is for access not parking.

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 Mod Gov report approved on 17 February 2020
Appendix B – Objections received

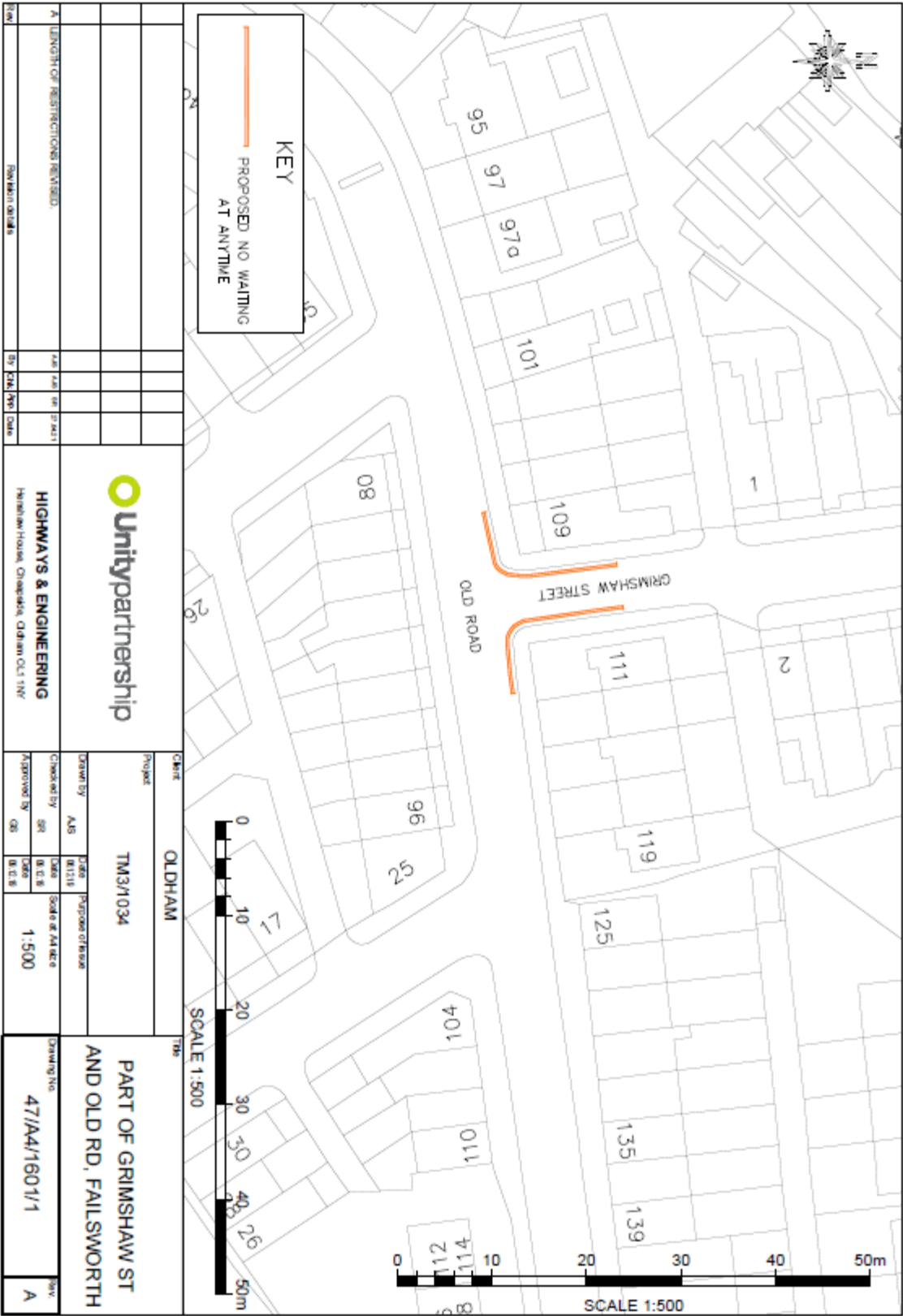
21 **Proposal**

21.1 It is proposed that the original scheme to introduce double yellow lines at the junction of Old Road and Grimshaw Street be amended and the schedule below be approved for introduction

Schedule
Drawing Number 47/A4/1605/1

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

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Old Road</u> (North Side) Extending from a point 5 metres East of Grimshaw Street to a point 5 metres West of Grimshaw Street	At Any Time		
	<u>Grimshaw Street</u> (Both Sides) Extending from its junction with Old Road for a distance of 10 metres in a northerly direction	At Any Time		



APPENDIX A
COPY OF MODGOV REPORT



Oldham
Council

Delegated Decision

Proposed Prohibition of Waiting – Grimshaw Street / Old Road, Failsworth

Report of: Deputy Chief Executive – People and Place

Officer contact: Sarah Robinson, Traffic Engineer
Ext. 4377

11 February 2020

Purpose of Report

The purpose of this report is to consider the introduction of prohibitive waiting restrictions (double yellow lines) at the junction of Grimshaw Street and Old Road, Failsworth, to prevent the obstructive parking practices which are regularly taking place and preventing access for larger vehicles into Grimshaw Street.

Recommendation

It is recommended that double yellow lines be introduced at the junction of Grimshaw Street and Old Road, in accordance with the schedule at the end of this report.

Proposed Prohibition of Waiting – Grimshaw Street / Old Road, Failsworth

1 Background

- 1.1 Grimshaw Street, Failsworth is a cul-de-sac fronted by terraced residential properties on both sides of the street. The residents do not have off-street parking provision and consequently rely on the highway for parking.
- 1.2 Grimshaw Street is accessed from Old Road, which again is fronted by terraced property with the residents relying on parking within the highway.
- 1.3 When vehicles are parked at the junction of Old Road and Grimshaw Street, the drivers of larger vehicles are experiencing difficulties accessing Grimshaw Street, particularly the refuse collection service, which means that on occasion residents do not get their bins emptied.
- 1.4 This problem has been discussed with the refuse collection team and they have confirmed that if parking was prevented from outside numbers 107 to 111 Old Road and along the initial 22 metres of Grimshaw Street, the refuse vehicle will be able to access Grimshaw Street to the point where the residential properties start, and where the bins can then be accessed.

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 problems being experienced by the Refuse Collection Team it is felt that waiting should be prohibited as detailed on drawing number 47/A4/1605/1.

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 Failsworth West Ward Councillors**

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

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 November 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 – In accordance with current specifications

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- 15.5 Built Environment – Alteration to visual appearance of area
- 15.6 Natural Environment – Nil.
- 15.7 Health and Safety – The removal of obstructive parking will create a safer environment for all highway users.
- 16 **Equality, community cohesion and crime implications**
- 16.1 There may be objection from the residents as on-street parking will be reduced.
- 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 47/A4/1605/1.


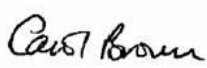
Schedule

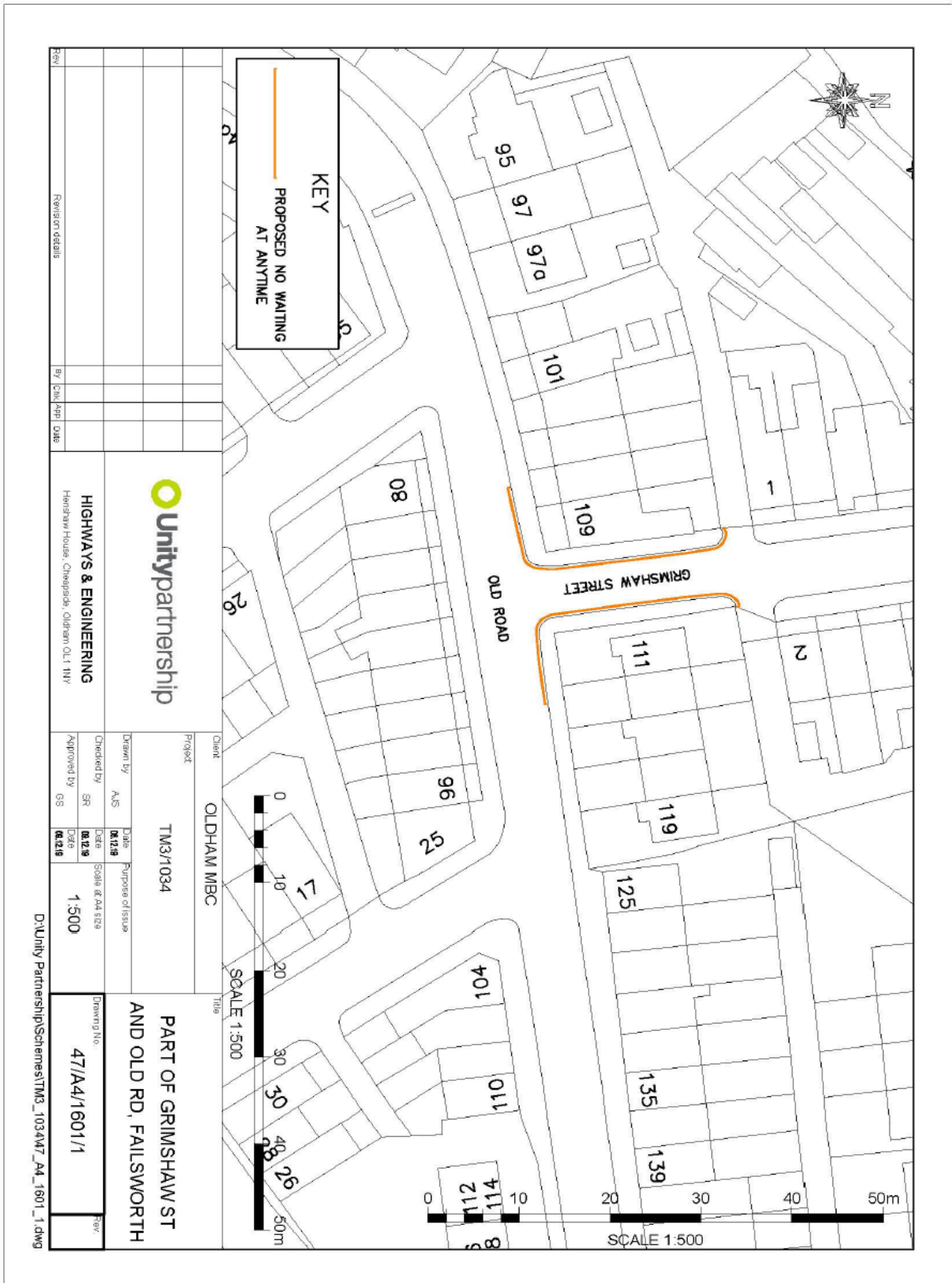
Drawing Number 47/A4/1605/1

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

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<u>Old Road</u> (North Side) Extending from a point 10 metres north of Grimshaw Street to a point 10 metres west of Grimshaw Street	At Any Time		
	<u>Grimshaw Street</u> (Both Sides) Extending from its junction with Old Road for a distance of 22 metres in a northerly direction	At Any Time		

APPROVAL

Decision maker  Signed _____ Cabinet Member, Environmental Services	Dated 17 th February 2020
In consultation with  Signed _____ Director of Environmental Services	Dated 11.02.2020



APPENDIX B
OBJECTIONS RECEIVED

From:
Date: Thursday, 21 May 2020, 14:22:55
To: Highways@oldham.gov.uk <Highways@oldham.gov.uk>
Subject: Double yellow lines on Grimshaw Street

To whom it may concern,

I am writing to appose the placement of yellow lines on the bottom of Grimshaw Street.

Myself and my partner live at number Grimshaw Street, we are both nurses and have lived here for over a year now.

Due to our occupations we work 24h shift patterns these include days, nights, on call Hours, twilight shifts that finish at 3am.

This street is very narrow and there is nowhere else to park for those with a two car household. I am very concerned as the placement of the yellow lines would mean that I would have to walk on my own at 3am from wherever my car can be placed at that time. This is really worrying as in December on my way home from a twilight shift I found a drug user unresponsive on old road and had to perform CPR and ring an ambulance for him at 3am so the thought of walking from even further away is terrifying at this time.

I believe the issue is there is a roofing business based on Grimshaw street and during the day time some of the work men park their personal vans at the bottom of the road which takes up too much space that the bin men cannot get down the street which results in our bins not being emptied.

Quite often I come home from work and there is a strangers car parked outside my home, which then leaves me parking at the bottom of the road. We have found that people park here to walk through and use the metro link system. This seems to affect only the households at the beginning of the street as it is too difficult to manoeuvre at the bottom of the road near the bridge.

I work extremely hard in work every day and so does my partner this would make our lives so much more difficult and could delay our response to work when on call as I honestly don't know where else we could park.

I object to the proposed prohibition of waiting on Grimshaw St, Failsworth as it will not alleviate parking issues it will simply cause cars to be parked further into the street, worsening an already poor parking situation especially now that the business at 1A Grimshaw St have taken to parking their vans in the street without a moments' thought for the residents of Grimshaw St and Old Rd.

Residents' parking permits would be a more workable solution.

Regards

STATEMENT OF

1. I am, owner and resident of Old Road, Failsworth, Manchester, M35 0DJ. I make this statement in response to the Proposed Prohibition of Waiting Notice, filed under reference LJM/TO20/10. The facts, matters and opinions to which I depose herein are made within my own knowledge and attention following consideration of the draft order and reasoning. I believe the facts and matters to which I depose herein to be true and accurate.
2. Having considered the draft proposal, I hereby wish to formally object to such proposals and hereby set out the following reasons for such objections together with reasonable alternatives to the proposed.
3. The reason provided for the proposal is to enable large vehicles, in particular refuse collection vehicles, to access Grimshaw Street up to the point where the residential properties start enabling the bins to be accessed.
4. Having consideration of the proposed restrictions, the reason for the proposal and the effect upon not only my own household, but on other households, it is in my opinion that the proposal is excessive, unnecessary and can be remedied by alternative means which will cause less inconvenience and detriment to the residents of Old Road and Grimshaw Street.
5. Old Road and Grimshaw Street, of which the prohibition proposal concerns, are residential streets consisting of terraced properties both alongside and opposite one another.
6. The proposed prohibition of waiting amendment seeks to place parking restrictions which cover the north side of Old Road from a point of 10 metres north of Grimshaw Street and 10 metres west of Grimshaw Street (in effect preventing waiting/parking within the area outside 107 to 113 Old Road, ie 4 properties) and on both sides of Grimshaw Street 22 metres from its junction with Old Road (in effect the full length of 109 and 111 Old Road respectively)
7. On a typical day, both Old Road and Grimshaw Street are full with parked vehicles, hence why there are often vehicles parked on both sides of Grimshaw Street, not only outside the residential properties, but also along the stretch of Grimshaw Street 22 metres north of Old Road (which is subject to the proposed restrictions).

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8. In addition to the residents of Old Road and Grimshaw Street parking roadside, many of which own 2 vehicles (more in some cases) and some of which also bring home work vehicles, there are also vehicles owned by visitors to these properties, ie relatives etc. Further, there is a builder's yard situated behind Old Road and Grimshaw Street, and it is often the case that throughout the day and sometimes overnight, multiple vans owned by the builder's yard are parked on Old Road and/or Grimshaw Street. In addition it is likely that Old Road in particular is also often utilized by staff and patrons of the local Dental Surgery situated on the corner of Oldham Road and the adjacent Ash Street, in light of the lack of parking on Oldham Road and the existing restrictions in place on Ash Street preventing non-residents from parking there. I have also witnessed tram commuters parking on Old Road in the morning, returning in the evening.
9. Notwithstanding the proposed restrictions, the following existing restrictions should be taken in to account in and around Old Road and Grimshaw Street:
- 2 x dipped kerbs outside 97 and 97a Old Road
 - Double yellow lines outside 96 and 104 Old Road continuing approximately 5 metres round the corner to Beech Street;
 - Double yellow lines outside 147-165 Old Road (north side – 10 properties);
 - Double yellow lines from 116-122 Old Road (south side) and continuing for the remainder of Old Road up to the junction of Oldham Road;
 - Resident only parking by way of displayable permit for the whole of the adjacent Ash Street.
10. The aforementioned existing parking restrictions, in addition to the proposed additional restrictions would likely leave a maximum potential capacity of approximately 30 parking spaces for 56 properties taking into account Old Road alone (realistically however this would more likely be closer to 25 spaces, allowing for gaps between vehicles). In effect, this provides for a parking space for approximately one vehicle out of every two properties, which, taking in to account some residents owning multiple vehicles; visitors; builders yard vehicles; tram commuters and local patrons, would be grossly insufficient on road parking for residents. The parking space to property numbers ratio would be further reduced taking in to account Grimshaw Street whereby the proposal seeks to withdraw a further 44 metres of parking space. This therefore begs the question as to where those residents who are not fortunate enough to secure a parking space will indeed park their vehicle?

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11. From a personal perspective, the parking restrictions will prevent my vehicle from being parked outside my property. This is particularly evasive as my partner and myself have 3 toddlers (twin boys aged 3 and a girl aged 2). Of our 3 children, our daughter, who is the youngest of the 3, has special needs (severe developmental delay), who's nursery place is funded by Oldham Council due to Additional Educational Need and especially cannot be left unattended. All three children attend nursery 4 days a week and with myself being at work from 09.00am-17.30pm, my partner is required to single-handedly transport them to and from nursery by car. In the event that the parking restrictions were to be applied, getting all 3 children from the house to the car would prove to be extremely problematic, and potentially dangerous, increasingly so the further away from the house the car was parked at the time. At present, the routine for loading the children in to the car consists of strapping the two boys in the car whilst the youngest child remains in the house, followed by then strapping the youngest child in the car. This would not be safe or possible should the car be parked any distance from the house and would involve further difficulties should any additional items which would need to be loaded in addition to the children. Old Road can be quite a busy thoroughfare and therefore the result of a toddler running in to the road could lead to potentially fatal consequences. Furthermore, my partner works between the hours of 4pm-11.30pm. By the time she returns home from work, not only is it likely that by this time the available parking spaces will have been taken, leaving her to potentially find alternative parking (of which there are no immediate alternatives), more worryingly, this also leaves her in the potentially dangerous position of having to walk alone in the dark at around midnight from the ultimate parking space to home. This then goes back to the potential consequence that it becomes untenable/dangerous to get our children to the car the following day. Whilst there may be occasions whereby a space is available close to our property, there will inadvertently be many occasions where this will not be the case.
12. Turning to the issue of refuse vehicles being unable to turn in to Grimshaw Street, having young children who are ecstatic at the sight of "garbage trucks" and who jump up at the window each time the trucks arrive my partner and I have witnessed on many occasions the refuse trucks fail to even attempt to turn in to Grimshaw Street, instead driving straight past resulting in the bins not being collected. My partner has made numerous complaints to Oldham Council in respect of this. Interestingly, since receipt of the proposed notice the bins have been collected without fail each week, either by way of the driver's mate moving the bins from the usual collection point on Grimshaw Street to the junction of Old Road (the length of my house), or with the

refuse truck driving in to Grimshaw Street and reversing back out with the guidance of the driver's mate, this being despite the presence of vehicles parked in the area of the proposed restrictions (video attached). The issue of being unable to turn in to Grimshaw Street is therefore borne by the lack of desire on the driver's part as opposed to restrictions caused by parked vehicles. A competent driver should have no such issue in negotiating such a manoeuvre. In the event that turning in to Grimshaw Street was ever an issue, it takes no more than 2-3 minutes for the driver's mate to move the bins the short distance from the usual collection point on Grimshaw Street to the junction of Old Road. This could be expedited by providing residents with guidance to use the pavement at the junction of Old Road as the bin collection point. Whilst it could be argued that this would cause an obstruction on the pavement at this point, the current collection point already causes an obstruction on the pavement and therefore a change of collection point would simply change the point of obstruction as opposed to causing an additional obstruction. Furthermore, any such obstruction would be shortlived in any event as the majority of residents collect their bins shortly after being emptied.

13. It is also worth pointing out that the refuse trucks also struggle to turn left on to Ash Street from Old Road, despite the absence of any parked vehicles on Ash Street, having to perform a three-point manoeuvre in order to complete the turn (as can be seen in the attached video). However, there do not appear to be any proposed restrictions for Ash Street. The introduction of the proposed restrictions would likely result in vehicles requiring to park closer to the corner of Old Road and Ash Street which would make turning left even more difficult for the refuse vehicles.
14. To summarise, approving the proposed restrictions would have the following potential negative consequences/effects upon the residents of Grimshaw Street and Old Road:
 - Inadequate on road parking for residents (likely 1 space per 2 households);
 - Inconvenience caused to residents with children (exemplified by my own particular example set out in paragraph 11) or those with mobility issues should a nearby parking space be unavailable;
 - Increased risk of vandalism/break in should vehicles be forced to be parked elsewhere (break ins are frequently reported around the local area and therefore residents want the peace of mind in knowing their vehicle is close by);
 - Safety concerns for residents, in particular women walking home alone from their vehicle;

-
- Community tensions/Conflicts/arguments between residents should people park outside other's properties, taking the parking space "deemed" to be theirs.
 - Reduction in property prices for future sales borne by the lack of guaranteed on street parking.
15. In light of the above negative effects of introducing the proposed restrictions, of which I am of the opinion are unreasonable for the residents of Grimshaw Street and Old Road to endure compared to the reasoning provided for the proposal, I would suggest the following list of alternative solutions which would solve the issue of access to Grimshaw Street whilst at the same time preventing unnecessary issues to the residents:
- Maintain existing restrictions with no additional restrictions introduced;
Or
 - Refuse collectors to either access Grimshaw Street if possible, or alternatively driver's mate to move bins the short distance from the current collection point to the junction of Old Road. This would require in effect moving the bins just one house length which is surely less of an inconvenience than that of would be caused to approximately 80 households in the event of parking restrictions being introduced;
Or
 - Provide residents of Grimshaw Street and Old Road with a new bin collection point at the junction of Old Road;
Or
 - Introduce residents parking (2 permits per household) which will reduce on street parking with a reduction of vehicles caused by households with multiple vehicles, builders yard vehicles, tram commuters and non-residential patrons.
16. In light of the foregoing I humbly request that the proposal is rejected and the suggested alternatives are given serious consideration in the interest of convenience, community relations and more importantly the aforementioned safety concerns.
17. On a final note, whilst I was able to obtain a copy of the draft order and council's reasoning for the proposal, I fear that a number of residents may not have had the benefit of such information in order to fully consider the proposal and formulate a fully informed response. The instruction provided within the notice in order to examine the draft order and reasoning was to attend your office between certain times. However, this was at the centre of a national lockdown due to Covid-19 and therefore whilst it remains to be seen as to whether your office was actually open and accessible to the public at this time, many residents would have been isolating in any event

and therefore unable to attend to review the relevant documents. Furthermore, the telephone number provided went unanswered on the numerous occasions I myself attempted to make contact and the same can be said for other residents I have spoken to. Whilst I therefore bypassed the suggested instructions and obtained the relevant documents by e-mailing the Unity Partnership, I expect there may be some residents who have simply been unable to obtain the same in the absence of being unable to attend the office address provided or successfully reach the telephone number provided. As such, I hope that the above difficulties have been taken in to consideration and all residents have been provided with a fair and reasonable chance to respond in full knowledge of the facts.

18. I look forward to hearing from you in due course in respect of the next steps, including whether or not an appeal is permitted should the objections fail.

Dear Mrs Darryll Elwood

Thank you for your assistance in this matter. I would like to object against the planned proposal of these parking restrictions, and would like to outline my reasons why.

Parking on this street is already congested and I believe these changes would create a huge problem for not just ourselves but our immediate neighbours also.

I have a young daughter and it is imperative I have access nearby my home for her safety.

The roofing company nearby already uses the areas in question for parking and I believe bringing in these restrictions would force their employees to park further down the street therefore blocking access to residents.

Also, where am I supposed to park the other car in my household? The streets nearby (namely ash street and beech street) have permit parking so I have no option to park there. Even if I could then my insurance would be invalid as my car would be parked away from my home.

I agree something maybe needs to be changed, I can't see why this street could not be permit parking also so only residents of this street would have access to these parking areas, as I believe most of the congestion comes from the roofing company and residents of old road.

Thank you once again for your assistance. I eagerly await a response in this matter.

Yours sincerely

Old Road
Failsworth
Manchester
M35 0DJ

Date 10/06/2020

Objection to proposed prohibition of waiting - Ref - DE/GS/TM3/1034

Dear Sir/Madam,

Please take this letter as formal notice that both home owners, (of Old Road Failsworth M35 0DJ) wish to contest the proposed changes to parking along Old Road and Grimshaw Street. Reference as above.

Reasons for contesting proposal

Decreased lack of parking for residents:

This would reduce the car parking spaces on Grimshaw Street and Old Road by approximately 10 car parking spaces. This would be in addition to residents having significantly reduced parking on Old Road (several areas already have yellow lines), reduced parking on Beech Street and resident permit parking on Ash street. This already has an impact on residents parking, so further restrictions would cause additional issues as the proposal would reduce parking by at least 10 cars to residents.

There are also 2 dropped kerbs outside 97 and 97a Old Road, which again already affects the number of parking spaces.

Decreasing property value and saleability for homeowners/residents/landlords:

The proposal would reduce approximately 4 car parking spaces on Old Road alone, with a further 6 on Grimshaw Street. The additional lack of car parking that the proposal would invoke will affect house prices and could be a major selling issue for homeowners or landlords on Old Road and also Grimshaw Street, where parking would be greatly reduced. When we bought our home in 2006, one of the primary factors was that we had the opportunity to park outside our home and on our street. Since we have lived here, we have started a family and have a young child. Or may be elderly and need access, also I feel this would impact on current/future residents.

Homeowners would not be able to park near their property:

There are issues with parking on Old Road at present due to people parking on the road to use the nearby dentist, shopping precinct and also park on the street so they can take use the tram. There is no parking for the dentists in the area and no parking available at the tram stop.

As there are parking restrictions on Ash Street for resident permit parking only, often the flow of traffic and car user's impacts on Old Road. Decreasing the parking space on Old Road and Grimshaw Street would affect this to further detriment. I have often had to park away from my own property several times due to people parking for the above reasons listed – this is without visitors to residents on the street – so limiting parking would make this even more difficult. Along with our household, several households on Old Road and Grimshaw Street have young families and children. It would not be fair for neighbours to have to park a distance away from their home or in another street and also there is a risk that this could cause accidents/issues with transporting young babies and children to properties.

Also I'm sure neighbouring streets would not like residents of Old Road and Grimshaw Street to begin to park outside their homes and in their streets as we would then congest other areas and create a knock on effect.

Other nearby streets and areas in Failsworth are of a similar make up/layout and don't have parking restrictions in place because of the weekly bin collection:

Nearby streets such as Beech Street, Ash Street and Elm Street, olive Street (amongst several others) have restricted space for refuse/bin vehicles to manoeuvre and are able to do this effectively. Residents leave their bins at several locations along these streets and I have witnessed the refuse/bin vehicles easily manage to move bins to the truck to be emptied. In fact the other side of Old Road (past the bollards) has worse conditions for a refuse vehicle to manoeuvre as it is a one way street.

Whereas along Old Road/Grimshaw Street the bin truck can exit via Ash Street onto Oldham Road to continue its collection rounds. How come you are looking to remove parking due to bin collection on Grimshaw Street/Old Road and not make any further restrictions to all nearby areas/streets where I'm sure this is a common issue.

Several areas on Old Road and parts of Beech Street already have yellow lines/parking restrictions:

Several sections of Old Road, parts of Beech Street already have yellow lines and parking restrictions which have already decreased the parking space in the road.

Removing further parking availability will greatly affect the residents options to park. Adding further restrictions would not be fair to those who have vehicles. All the residents in Old road have respect for other neighbours/car users. Over several years all the residents who drive/own/use a vehicle tend to park in a specific spot as courtesy and out of respect of their neighbours, we all manage the current parking restrictions on Old Road as best we can. Reducing this further will cause issues. Also if more residents start to drive/purchase vehicles this could make it more difficult in future years.

Bin collection points:

Residents already leave their bins at certain areas, this has organically happened over the many years I have lived here. There is not a vast collection of bins for collection – I would estimate that there are only approximately 20 houses on Grimshaw street.

Minimal bins are collected – not a high volume:

Some residents of Old Road, place their bins at collection points/areas on Beech Street and Ash Street – so not all residents place their bins on/near Grimshaw Street. Therefore this is not a high volume of bins for the refuse workers to collect.

Given that there are such small numbers relating to this and that the bins are on wheels and are moveable – why would the proposal be to instantly look to remove parking and put in restrictions rather than look at other options – I have listed several counter proposals below. I approximate 20 houses, maximum on Grimshaw Street.

Refuse vehicles merely stop in streets to collect bins in adjoining streets and other areas in Failsworth:

Connected to Old Road are streets where there is restricted room for bin trucks to manoeuvre (Beech Street, Elm Street, Ash Street, Olive Street) – I'm sure this is also the case in other streets nearby and in other areas.

I have observed this along other streets/roads in the area.

On several occasions I have observed that the bin trucks simply park in the middle of the roads in other streets/roads near Old Road/Grimshaw street (and in other areas in Failsworth), whilst collecting the bins and then move on.

I myself have had to wait in my car for bin trucks to complete their collection and move on. This has happened in several areas in Failsworth and indeed other areas that I have driven through. As a driver this is something that you just accept as the bins need to be collected and the refuse workers are merely doing their job.

As I have mentioned previously the refuse collectors are very quick so this is not for an arduous length of time. Could this not be an option that could be adhered to on Old Road if you are stating there are issues with bin collections?

This is also the case on Elm Street, Ash Street, Beech Street and the other side of Old Road and the neighbouring street Olive Street. The other section of Old Road is effectively a one way street due to the bollards, with Olive Street being a cul de sac. There is significantly less space for manoeuvres for large vehicles and there are no parking restrictions in respect of refuse collection in either of these 2 areas.

Time it takes for refuse collection/frequency is only once a week:

The bin collection in this area occur every Thursday morning. Therefore you are proposing for residents to have reduced parking spaces (10 in total) for the whole week for

the sake of effectively 15 mins+ a week of refuse collection for Grimshaw Street and Old road- which does not make sense. If there were large council vehicles that frequented the area on a constant and daily basis, I could understand that you would look to consider permanent restrictions on parking. However as I have stated the refuse collectors are very quick in this area, it only take a very short space of time to empty the minimal bins and adding yellow lines as proposal would mean that the parking restrictions would be a constant, daily issue for residents.

There is often no issue with parking on Grimshaw Street:

I have often witnessed that the refuse collection vehicle has not had issues with driving onto Grimshaw Street. Cars, vans etc. do occasionally park temporarily in the areas on Grimshaw Street, but this parking area is not always occupied on a bin collection day. There is often no issue with this on a Thursday morning.

Local business nearby affected:

Whilst adding yellow lines may initially benefit the local business High Tech roofing as it is accessed only via the back of Grimshaw Street – the company's vehicles often temporarily park on Grimshaw Street during work hours, which is completely fine and understandable. However if this parking was removed, they would then have no option but to use areas on Grimshaw Street or Old Road, which again would reduce parking for residents and also affect the workers/business.

No off road parking available:

There is no off road parking available to residents on Old Road and Grimshaw Street so if parking is reduced further this will impact residents accordingly.

Difficulty for residents to view plans/challenge and submit proposals:

Due to COVID19, health reasons, access to internet/web and other issues, I feel it has been difficult for residents to view the proposal in detail. Some residents are elderly and will not have internet access or be able to request copies of the reports that have been made etc.

Counter proposals/suggestions

No parking restrictions – not adding any yellow lines – no changes:

The bins are of a minimal number and they are on wheels so the refuse workers can move them easily. I have seen that even where there has been no issues with parking on Grimshaw street – as I have stated it is not the case that every week there are issues - that refuse collectors simply wheel the bins to the truck. As I have stated above, this is of a minimal number – you are not talking high volumes of bins to collect. The collection of this area is very quick.

As stated above, other streets and roads (Beech Street, Ash Street, Elm Street, the other side of Old Road to name but a few – all have heavy parking from residents which may affect the refuse vehicles ability to manoeuvre. There are no yellow lines, nor parking restrictions in these streets, so why is it that you are proposing to add lines to Grimshaw

Street/sections of Old Road. This is not fair as the situation is comparable and in some streets it is more difficult due to parking etc.

In other areas/cul de sacs is it standard practice to immediately propose yellow lines. I am sure that in a lot of cul de sacs there are issues with bin collection. In fact family members who live in local areas, have terrible parking/access and they do not have restrictions. They simply leave the bins at a collection point in the street where refuse is collected accordingly.

I have witnessed that the bin trucks have no problems with parking down the street.

Not adding double yellow lines but having designated bin collection points at the top of Grimshaw Street to assist residents and refuse collectors:

There could be a noted and agreed bin collection point at the top of Grimshaw Street (as is currently what residents do and leave their waste in a cluster) for a Thursday collection. This would alleviate the need to reduce parking and also ensure that the refuse can be collected effectively. I have witnessed on several occasions that the refuse collectors often have no issues with parking the bin truck on Grimshaw Street and regularly wheel bins to the truck. If there was a designated bin collection point this would further assist the refuse collectors.

Adding parking restrictions to one side of Grimshaw Street for a set restriction period i.e. Thursday and not removing parking from Old road:

Parking restrictions could be implemented using parking bays (or whatever is usually used in this case) with restrictions noted above them – this would be similar to how it is currently laid out at the bottom of Ash Street – adjacent to Old Road.

The parking restrictions could list that parking is prohibited during a set time/day (for example during a set period on a Thursday) which would ensure that this area would be kept clear on collection day. I have previously lived in an area near the Etihad stadium where this is the situation. Residents have to display parking permits at set times on match/concert days and people can't park on the streets during a set time/date. Why can't something like this be considered? This would then ensure that there are no issues with refuse collection and also would only have a minimal impact on residents of Old Road and Grimshaw Street.

Adding parking restrictions to both sides of Grimshaw Street for a set restriction period i.e. Thursday and not removing parking from Old road:

This would ensure that cars would keep this area clear on collection day on both sides of Grimshaw Street. Explanation as above.

Please note I will also be contacting my local MP for support in challenging the proposals if they go ahead as you have suggested - this would be due to the reasons I have stated above.

Please could you confirm that you have received this appeal and it has been submitted. Could you also kindly advise of the timescales regarding a decision being made.

I look forward to hearing from you.

If you wish to discuss this further please contact me or write to me at my home address.

Kind regards

Dear Mrs Elwood

Thank you for getting back to me, the only objection I would have about having yellow line outside my house would be parking my car outside my house, has its the only place I can park, because I don't have parking space at the rear of my house and would not feel comfortable with parking it out of view, as I have had issues of vandalism in the past.

However, I dont have any objections with having yellow lines at the side of my house, as I have had a couple of problems with vans scratching and bumping into my car going in and coming out of Grimshaw Street.

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Report to TRO Panel

Proposed Prohibition of Waiting at Denton Lane, Chadderton – Objection to Traffic Regulation Order

Portfolio Holder:

Councillor A Chadderton, Cabinet Member for Neighbourhoods

Officer Contact: Deputy Chief Executive – People and Place

Report Author: Andrew Cowell, Traffic Engineer
Ext. 4377

17 June 2021

Reason for Decision

The purpose of this report is to consider an objection, in the form of a petition, to a proposal for prohibition of waiting restrictions to be introduced on Denton Lane, Chadderton.

Recommendation

It is recommended that the objection be dismissed and the proposal introduced as advertised in accordance with the schedule in the original report.

Proposed Prohibition of Waiting at Denton Lane, Chadderton – Objection to Traffic Regulation Order**1 Background**

- 1.1 A report recommending the introduction of prohibition of waiting restrictions at various locations along Denton Lane, Chadderton, was approved under delegated powers on 23 September 2019. The proposal was subsequently advertised and one objection was received in the form of a petition signed by 19 residents.
- 1.2 A copy of the approved report is attached at Appendix A and a copy of the objection is attached at Appendix B.
- 1.3 The proposal was promoted primarily to address visibility issues at various junctions along Denton Lane and the obstruction of the footway and dropped kerbs near to the junction of Fields New Road. The safety of road users is compromised by vehicles parked close to the junction and on footways. The issues were raised by local residents and Ward Members. Letters to residents asking them to park with greater care and consideration have not produced an appropriate response.

2 Objection

- 2.1 One objection was received from a local resident in the form of a petition signed by 19 local residents and shop owners. In summary, the petition states that locals do not believe that there are any safety issues at the eastern end of Denton Lane in the vicinity of the shops, that visibility can be an issue at junctions but this is only a problem at night and that overall there is a high demand for on-street parking along Denton Lane and the proposed restrictions will make parking even more difficult.
- 2.2 It is the view of Officers that the petition should be dismissed. The lengths of restriction proposed are not considered excessive and are the minimum thought necessary to address the issues reported.
- 2.3 At each junction there are a number of hatched areas to encourage parking away from the junction. The proposal only seeks to make this on-street parking arrangement formal by introducing conventional waiting restrictions in place of the hatching, which are better understood and less likely to be contravened. Although traffic flows are lower in the evening and at night, any vehicle parked close to a junction still adversely affects visibility whatever the time of day.

2.4 The main focus of the objection is on the restrictions proposed at the eastern end of Denton Lane close to the junction of Fields New Road. Although the petitioners claim that there are no safety issues here, there are in fact a number of issues Officers believe should be addressed in this location. There are visibility issues for motorists exiting the area in front of the shops. Hatching is also applied here to discourage parking close to the access, but as with the other markings, motorists do not currently comply with them. Immediately in advance of the junction at Fields New Road there is a bend in the road which affects visibility for motorists entering Denton Lane. Parked vehicles in this location reduce forward visibility further. It is also reported that parked vehicles affect pedestrian movements along the footway, the ability to cross where there are dropped kerbs and visibility crossing Denton Lane at the junction.

3 **Options/Alternatives**

3.1 Option 1 – Introduce the proposed restrictions as advertised.

Option 2 – Do not introduce the proposed restrictions.

4 **Preferred Option**

4.1 The preferred option is Option 1.

5 **Consultation**

5.1 These were detailed with in the previous report.

6 **Comments of Chadderton Central Ward Councillors**

6.1 The Ward Councillors have been consulted again and as previously stated, the Ward Councillors have been made aware by residents of the difficulties experienced when trying to exit side roads onto Denton Lane. Problems have been caused by motorists parking on corners, and sometimes obstructing dropped kerbs, which has resulted in a much restricted view of oncoming traffic and increased the risk of an accident occurring especially when seeking to turn right. Letters to residents asking them to park with greater care and consideration have not produced an appropriate response. The situation is exacerbated at the beginning and end of the school when parents/carers are dropping children off or collecting children who attend Christ Church CE primary School. The Ward Councillors support the proposal on the grounds that the measures will improve road safety for pedestrians and motorists alike.

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 introducing prohibition of waiting restrictions on Denton Lane, there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.
- 10 **Human Resources Comments**
- 10.1 None.
- 11 **Risk Assessments**
- 11.1 None.
- 12 **IT Implications**
- 12.1 None.
- 13 **Property Implications**
- 13.1 None.
- 14 **Procurement Implications**
- 14.1 None.
- 15 **Environmental and Health & Safety Implications**
- 15.1 These were dealt with in the previous report.
- 16 **Equality, community cohesion and crime implications**
- 16.1 These were dealt with in the previous report.
- 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 – Approved Mod Gov Report
Appendix B - Copy of Objection

APPENDIX A
APPROVED MOD GOV REPORT

Delegated Decision

Denton Lane, Chadderton – Prohibition of Waiting - Side Road Visibility Protection

Report of: Deputy Chief Executive – People and Place

Officer contact: Alister Storey, Traffic Engineer
Ext. 5766

16 September 2019

Purpose of Report

The purpose of this report is to consider the introduction of no waiting at any time restrictions (double yellow lines) on Denton Lane at the junctions of side roads, to remove the obstructive parking of vehicles that create problems with visibility.

Recommendation

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

Denton Lane, Oldham – Prohibition of Waiting Side Road Visibility Protection

1 Background

- 1.1 The length of Denton Lane considered in this report runs from the junction with Fields New Road through to Fold Green. The route is subject to street lighting and is traffic calmed with road tables, the speed limit throughout is 20mph.
- 1.2 Parking bays are marked out either side of the carriageway with the visibility splays created with hatched road markings. Unfortunately vehicles regularly park on the hatch markings which drastically decreases visibility when trying to enter Denton Lane.
- 1.3 At the northern extents of the route there a number of shops. Visitors to these regularly park obstructively on hatch markings but also on the footway blocking pedestrian dropped kerbs.

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 at various locations along Denton Lane, it is felt double yellow lines should be introduced in accordance with the drawing number 47/A3/1540/1.

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 Chadderton Central Ward Councillors

- 6.1 The Ward Councillors have been consulted and the Ward Councillors have been made aware by residents of the difficulties experience when trying to exit side roads onto Denton Lane. Problems have been caused by motorists parking on corners, and sometimes obstructing dropped kerbs, which has resulted in a much restricted view of oncoming traffic and increased the risk of an accident occurring especially when seeking to turn right. Letters to residents asking them to park with greater care and consideration have not produced an appropriate response. The situation is exacerbated at the beginning and end of the school day when parents/carers are dropping children off or collecting children who attend Christ Church CE Primary School.

The observations by the Traffic Management Unit have confirmed that this problem continues to exist and the Ward Councillors support the proposal on the grounds of improving road safety for pedestrians and motorists alike.

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 July 2019)	100

- 7.2 The advertising and 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 access along the highway and visibility at road junctions will be improved and meet the aspirations of drivers.
- 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/A3/1540/1


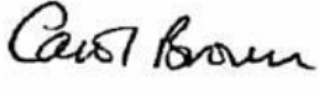
Add to the Oldham Borough Council (Chadderton area) Consolidation Order 2003

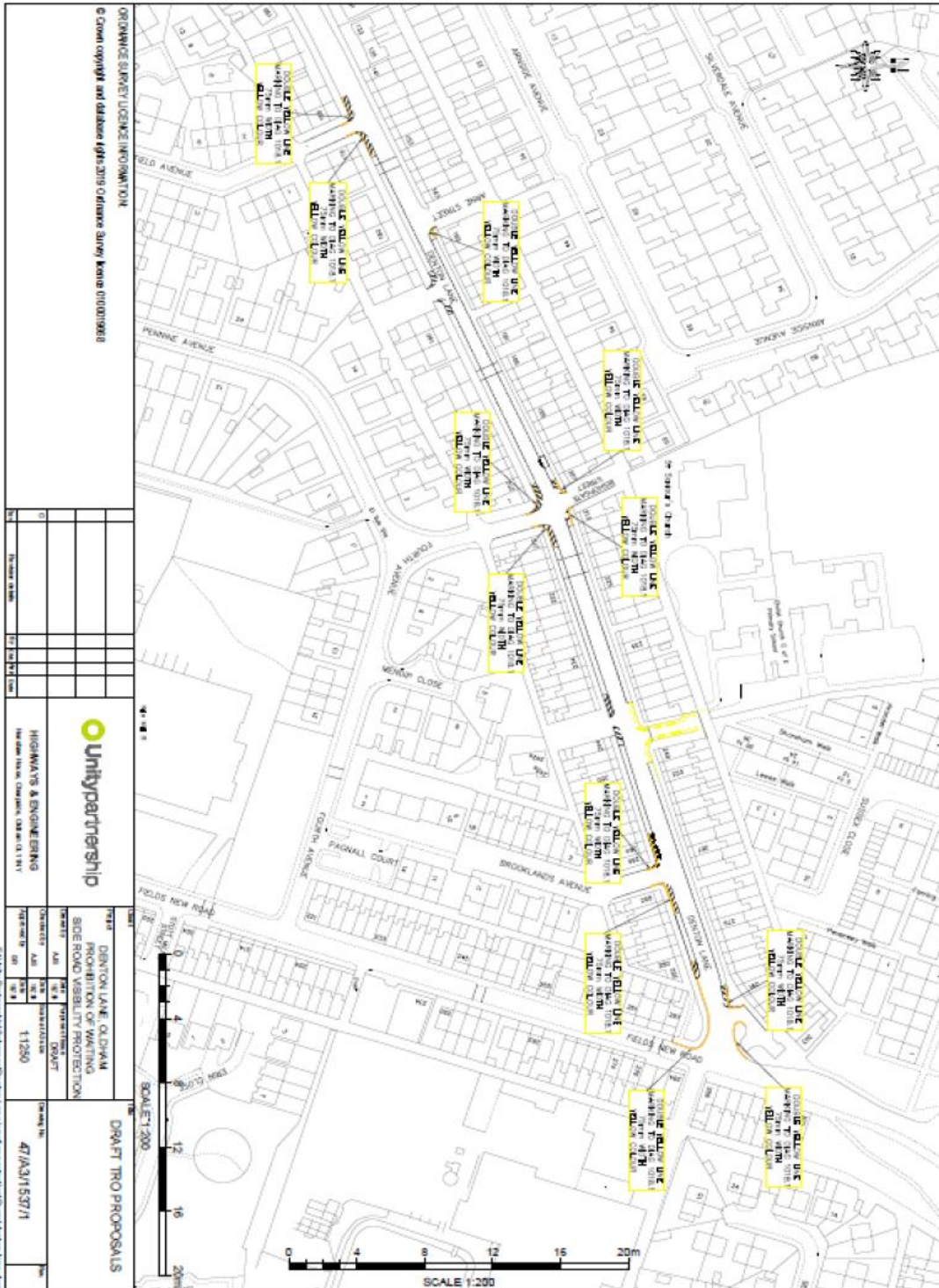
Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Denton Lane</u> (North Side) From its junction with Fields New Road for a distance of 20 metres in a Westerly direction	At Any Time	A,B1,B3,B4,C, K,E,K3	
	<u>Denton Lane</u> (North Side) From a point 28 metres Southwest of its junction with Fields New Road for a distance of 14.5 metres in a North Easterly direction	At Any Time	A,B1,B3,B4,C, K,E,K3	
	<u>Denton Lane</u> (North Side) From its junction with Bishopsgate Street for a distance of 8 metres in a North Easterly direction	At Any Time	A,B1,B3,B4,C, K,E,K3	
	<u>Denton Lane</u> (North Side) From its junction with Bishopsgate Street for a distance of 7 metres in South Westerly direction	At Any Time	A,B1,B3,B4,C, K,E,K3	
	<u>Denton Lane</u> (North Side) From its junction with Arne Street for a distance of 5.2 metres in North Easterly direction	At Any Time	A,B1,B3,B4,C, K,E,K3	

	<u>Denton Lane</u> (South Side) From its junction with Fields New Road for a distance of 36.8 metres in a South Westerly direction	At Any Time	A,B1,B3,B4,C, K,E,K3	
	<u>Fields New Road</u> (West Side) From its junction with Denton Lane for a distance of 10.7 metres in a southerly direction	At Any Time	A,B1,B3,B4,C, K,E,K3	
	<u>Denton Lane</u> (South Side) From its junction with Brooklands Avenue for a distance of 12.3 metres in a North Easterly direction	At Any Time	A,B1,B3,B4,C, K,E,K3	
	<u>Denton Lane</u> (South Side) From its junction with Brooklands Avenue for a distance of 12.7 metres in a South Westerly direction	At Any Time	A,B1,B3,B4,C, K,E,K3	
	<u>Brooklands Avenue</u> (Both sides) From its junction with Denton Lane for a distance of 5 metres in a Southerly direction	At Any Time	A,B1,B3,B4,C, K,E,K3	
	<u>Denton Lane</u> (South Side) From its junction with Bishopsgate Street for a distance of 9.3 metres in an North Easterly direction	At Any Time	A,B1,B3,B4,C, K,E,K3	

	<u>Denton Lane</u> (South Side) From its junction with Bishopgate Street for a distance of 9.7 metres in a South Easterly direction	At Any Time	A,B1,B3,B4,C, K,E,K3	
	<u>Bishopgate Street</u> (Both Sides) From the southern kerb line of its junction with Denton Lane for a distance of 5.3 metres in a Southerly direction	At Any Time	A,B1,B3,B4,C, K,E,K3	
	<u>Denton Lane</u> (South Side) From its junction with Marfield Avenue for a distance of 11.3 metres in a North Easterly direction	At Any Time	A,B1,B3,B4,C, K,E,K3	
	<u>Denton Lane</u> (South Side) From its junction with Marfield Avenue for a distance of 9.9 metres in a South Westerly direction	At Any Time	A,B1,B3,B4,C, K,E,K3	
	<u>Marfield Avenue</u> (Both Sides) From its junction with Denton lane for a distance of 5 metres in a Southerly direction	At Any Time	A,B1,B3,B4,C, K,E,K3	

APPROVAL



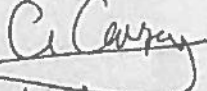
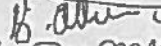



<p>Decision maker</p> <p>Signed  Cabinet Member, Neighbourhood Services</p>	<p>Dated 23.09.19</p>
<p>In consultation with</p> <p>Signed  Director Of Environmental Services</p>	<p>Dated 17.09.19</p>



APPENDIX B
COPY OF OBJECTIONS

DENTON LANE CHADDERTON REF LIM/T019/29

THIS IS A PETITION REGARDING THE ABOVE FROM THE RESIDENTS OF DENTON LANE WITH HOUSE NUMBERS FROM 273 ACROSS AND UP THE LANE TO THE ALCOVER INCLUDING ALL THE SHOPS WHO HAVE SIGNED THIS BECAUSE OF THERE CUSTOMERS AT THE SHOPS AND ALSO WE AND THE SHOPS DON'T THINK WE ARE INTRUDING ON ANY SAFETY AREA AT THE TOP OF DENTON LANE WE DO BELIEVE THOUGH THAT FURTHER DOWN THE LANE COMING OUT OF RAVEN AND MARFIELD BROOKLANDS AND FOURTH AVENUE ARE BAD GETTING OUT ONTO THE ROAD BECAUSE OF PARKED CARS BUT THIS IS ONLY AT NIGHT WHEN PEOPLE GET HOME FROM WORK SO BY DOING THIS TO THE AVENUES OFF IT WILL MAKE IT WORST FOR US ON DENTON LANE TO PARK BECAUSE THEY WILL TAKE THE PLACES WE ALSO HAVE A LOT OF MULTIPLE RESEDENCIES ON DENTON LANE AND FIELDS NEW ROAD WHO THINK ITS OK TO PARK ON DENTON LANE BUT HEY HO WHO ARE WE SO PLEASE ACCEPT THIS PETITION ON BEHALF OF THE TOP END OF DENTON LANE WHO KNEW NOTHING ABOUT THIS AS SAID WHERE YOU HAVE MAKRED AT THE TOP IT IS NOT UNSAFE IN ME MYSELF HAVE LIVED HERE FOR 47 YEARS AND WHY CHANGE DENTON LANE NOW

D BOSS	289	Denton Lane	
A. BOSS	"	"	A. Boss.
G ASHWORTH	287	Denton Lane	
J. Taylor	285	Denton Lane	J Taylor
D. Tierney	285	Denton Lane	D Tierney
R. Keylock	285	Denton Lane	R Keylock
V. Allen	303	DENTON LANE	V. Allen
D. Allen	303	Denton Lane	D. Allen
C. CASEY	230	Fieldnew Rd.	
Diane Allen	303	Denton Lane	
Lisa Russell	268	Denton Lane	L Russell
Ant Russell	"	"	A Russell
P. Bardsley	274	"	P. Bardsley
K Bardsley	274	"	K Bardsley
S Bardsley	"	"	S Bardsley
L Mitchell	273	"	
V. Kaushal	299	Denton Lane	Vijeta K
B BLAIR	293	"	
C BOSS -	291	"	

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Report to TRO Panel

Wood Street Junction with Salisbury Street, High Crompton – Objection to Traffic Regulation Order

Portfolio Holder:

Councillor A Chadderton, Cabinet Member for Neighbourhoods

Officer Contact: Deputy Chief Executive – People and Place

Report Author: Andrew Cowell, Traffic Engineer
Ext. 4377

17 June 2021

Reason for Decision

The purpose of this report is to consider two objections to a proposal for prohibition of waiting restrictions to be introduced at the junction of Wood Street and Salisbury Street, High Crompton.

Recommendation

It is recommended that the objections be dismissed and the proposal introduced as advertised in accordance with the schedule in the original report.

Wood Street Junction with Salisbury Street, – Objection to Traffic Regulation Order**1 Background**

- 1.1 A report recommending the introduction of prohibition of waiting restrictions at Rushcroft Road and at the junction of Wood Street and Salisbury Street, was approved under delegated powers on 17 February 2020. The proposal was subsequently advertised and two letters of objection were received. No objections were received in relation to the restrictions proposed at Rushcroft Road so this report will focus only on Wood Street and Salisbury Street.
- 1.2 A copy of the approved report is attached at Appendix A and a copy of the objections are attached at Appendix B.
- 1.3 The proposal was promoted to address a visibility issue at the junction of Wood Street and Salisbury Street which was reported by local residents via a Ward Member. This is a primarily a residential area, but High Crompton Conservative Club is situated at the junction which does attract some visitor parking. A local Ward Member received numerous complaints regarding obstructive and problematic parking caused by vehicles of the people attending the Conservative Club. Site inspections undertaken by Officers found that the safety of road users was compromised by vehicles parked close to the junction.

2 Objections

- 2.1 Two objections were received from local residents. In summary, the objectors claim that there is already a high demand for on-street spaces and the proposal will reduce the availability of spaces further and encourage the use of Wood Street as a short cut.
- 2.2 It is the view of Officers that restrictions are required to improve visibility. The Highway Authority is not responsible for providing on-street parking for residents but has a duty in respect of road safety matters. The lengths of restriction proposed are not considered excessive. However, the restrictions could be reduced from 14.5 metres to 10 metres to lessen any effect on on-street parking. Rule 243 of The Highway Code states that motorists DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space. In considering any relaxation though, it should be noted that the restrictions were extended to 14.5 metres along Wood Street to restrict parking up to the side access, which is also used by motorists to access the rear of Rochdale Road.
- 2.3 It is also the view of Officers that the proposed restrictions along Wood Street would not increase the number of vehicles using the road. The restrictions proposed are only 14.5 metres in length. This should not affect the overall parking arrangement on the street to a point where it would encourage its use.

3 **Options/Alternatives**

3.1 Option 1 – Introduce the proposed restrictions as advertised.

Option 2 – Relax the length of the proposed restrictions.

Option 3 – Do not introduce the proposed restrictions.

4 **Preferred Option**

4.1 The preferred option is Option 1.

5 **Consultation**

5.1 These were detailed with in the previous report.

6 **Comments of Crompton Ward Councillors**

6.1 The Ward Councillors have been consulted again and Councillor D Murphy has commented:

“As the Ward Member who raised the issue on behalf of residents, I welcome the report and any possible measures to help the problem.

Carrying out my own observations which I have done on a regular basis I think it is fair to say some nearby residents are also adding to the problem if not causing it. I have taken images of vehicles parked on the junction when the Conservative Club is closed and whilst it has been closed during the COVID-19 pandemic. I believe that the introduction of parking restrictions especially on the Wood Street side of the proposal will aid users of the club by allowing taxis to park for brief periods. Currently because of parked vehicles taxis stop in the middle of the road when people are getting in and out.

The proposal appears to displace x4 vehicles – Wood Street is a long wide road with ample parking further along and a layby adopted by the Council although it does appear unadopted. I would not want to introduce anything else to the area for fears it would have a detrimental impact on the status quo.

I am happy to consider reducing the length on Salisbury Street but not on Wood Street due to the taxis issue.”

6.2 Councillor D Williamson supports the comments made by Councillor D Murphy

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 introducing prohibition of waiting restrictions on Wood Street and Salisbury Street, 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 These were dealt with in the previous report.

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 – Approved Mod Gov Report
Appendix B - Copy of Objections

APPENDIX A
APPROVED MOD GOV REPORT



Oldham
Council

Delegated Decision

Rushcroft Road and Wood Street Junction with Salisbury Street, High Crompton - Proposed Prohibition of Waiting

Report of: Deputy Chief Executive – People and Place

Officer contact: Alister Storey, Traffic Engineer
Ext. 5766

6 January 2020

Purpose of Report

The purpose of this report is to consider the introduction of Prohibition of Waiting restrictions on Rushcroft Road and Wood Street junction with Salisbury Street, High Crompton.

Recommendation

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

**Rushcroft Road and Wood Street Junction with Salisbury Street, High Crompton
- Proposed Prohibition of Waiting**

1 Background

- 1.1 Rushcroft Road, Shaw is an unclassified local road that is fronted by primarily residential properties with the exception of St Mary's C of E Primary School which is located at the western end of the road. There is also a free to park (max stay 18 hours) OMBC car park that backs on to High Crompton Park that is accessed from Rushcroft Road. The route is traffic calmed with road tables and throttle points with priority give way and is subject to a 20mph speed limit, is street lit and has footway to both sides.
- 1.2 The parking on the carriageway outside St Mary's C of E Primary School is controlled by School Keep Clear markings and double yellow lines. The majority of parents dropping off/picking up from the school utilise the OMBC car park. There are residential properties opposite the school, the carriageway outside these properties is marked out with a parking bay but is not covered with any form of restriction. To the east of this marked bay is the entrance/exit to the free to use car park, parking on the carriageway adjacent to the car park is restricted with double yellow lines.
- 1.3 When a vehicle is parked in the marked bay (outside number 15) it greatly restricts the visibility of vehicles trying to exit the car park. A request has been received from a local Councillor, who has received complaints about the visibility issue, to extend the double yellow lines into the permitted parking area to improve visibility.
- 1.4 Observations taken on site have confirmed that there is an issue with visibility at this location. It is therefore proposed to extend the existing prohibition of waiting order to increase drivers visibility when exiting the car park, as set out in the schedule at the end of this report.
- 1.5 Wood Street and Salisbury Street, Shaw are both unclassified residential streets fronted by primarily residential properties. The majority of these properties do not have any off street parking capacity. Both roads are subject to a 30mph speed limit by virtue of street lighting and have footway to both sides.
- 1.6 At the junction of Wood Street and Salisbury Street is one of the few non-residential properties, High Crompton Conservative Club. A local Councillor has received numerous complaints regarding obstructive and problematic parking caused by vehicles of people attending the Conservative Club. Vehicles regularly park outside the club right up to the junction of the two roads, causing problems with visibility for vehicles exiting Salisbury Road.

1.7 Observation take on site have confirmed that there is an issue with visibility at this location caused by inconsiderately parked vehicles. It is therefore proposed to introduce a prohibition of waiting order to increase visibility for drivers exiting Salisbury Road as set out in the schedule at the end of this report.

2 Options/Alternatives

2.1 Option 1: To introduce a Prohibition of Waiting Traffic Regulation Order.

2.2 Option 2: Not to introduce a Prohibition of Waiting Traffic Regulation Order.

3 Preferred Option

3.1 The preferred option to approve is Option 1.

4 Justification

4.1 In view of the obstructive parking taking place on Rushcroft Road and at the junction of Wood Street with Salisbury Street, it is felt that the restrictions should be introduced in accordance with drawing number 47/A4/1604/1, 2 & 3 and in the schedules at the end of this report.

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 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 Ward Councillors

6.1 The Ward Councillors have been consulted and Councillor D Williamson supports Option 1.

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 November 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 The introduction of yellow lines may have a negative effect on Community Cohesion as residents in this area will have to find alternative parking arrangements, but highway safety takes priority over the use of the highway for parking. By removing obstructive parking, visibility for drivers and pedestrians will be increased thus improving highway safety.

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 Numbers 47/A4/1604/1/2/3

Delete from to the Oldham Borough Council (Crompton Area) Consolidation Order Prohibition of Waiting, Amendment No 22 Order 2010

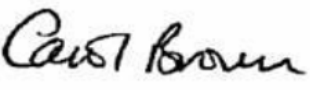
Column 1	Column 2	Column 3	Column 4
Item No	Length of Road	Duration	Exemptions
CR144	<u>Rushcroft Road</u> (North side) From its junction with Northdowns Road for a distance of 55m in a westerly direction	At Any Time	A, B1, B3, B4, C, E, J, K3

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

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions
	<u>Rushcroft Road</u> (North side) From its junction with Northdowns Road for a distance of 60m in a westerly direction	At Any Time	A, B1, B3, B4, C, E, J, K3
	<u>Wood Street</u> (Northwest Side) From its junction with Salisbury Street for a distance of 14.5 metres in a north easterly direction	At Any Time	A, B1, B3, B4, C, E, J, K3
	<u>Salisbury Street</u> (Northeast Side) From its junction with Wood Street for a distance of 14.5 metres in a north westerly direction	At Any Time	A, B1, B3, B4, C, E, J, K3

APPROVAL

<p>Decision maker</p>  <p>Signed _____ Cabinet Member, Environmental Services</p>	<p>Dated 17th February 2020</p>
<p>In consultation with</p>	

Signed:  Director Of Environmental Services	Dated: 7 January 2020
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TM3/1032

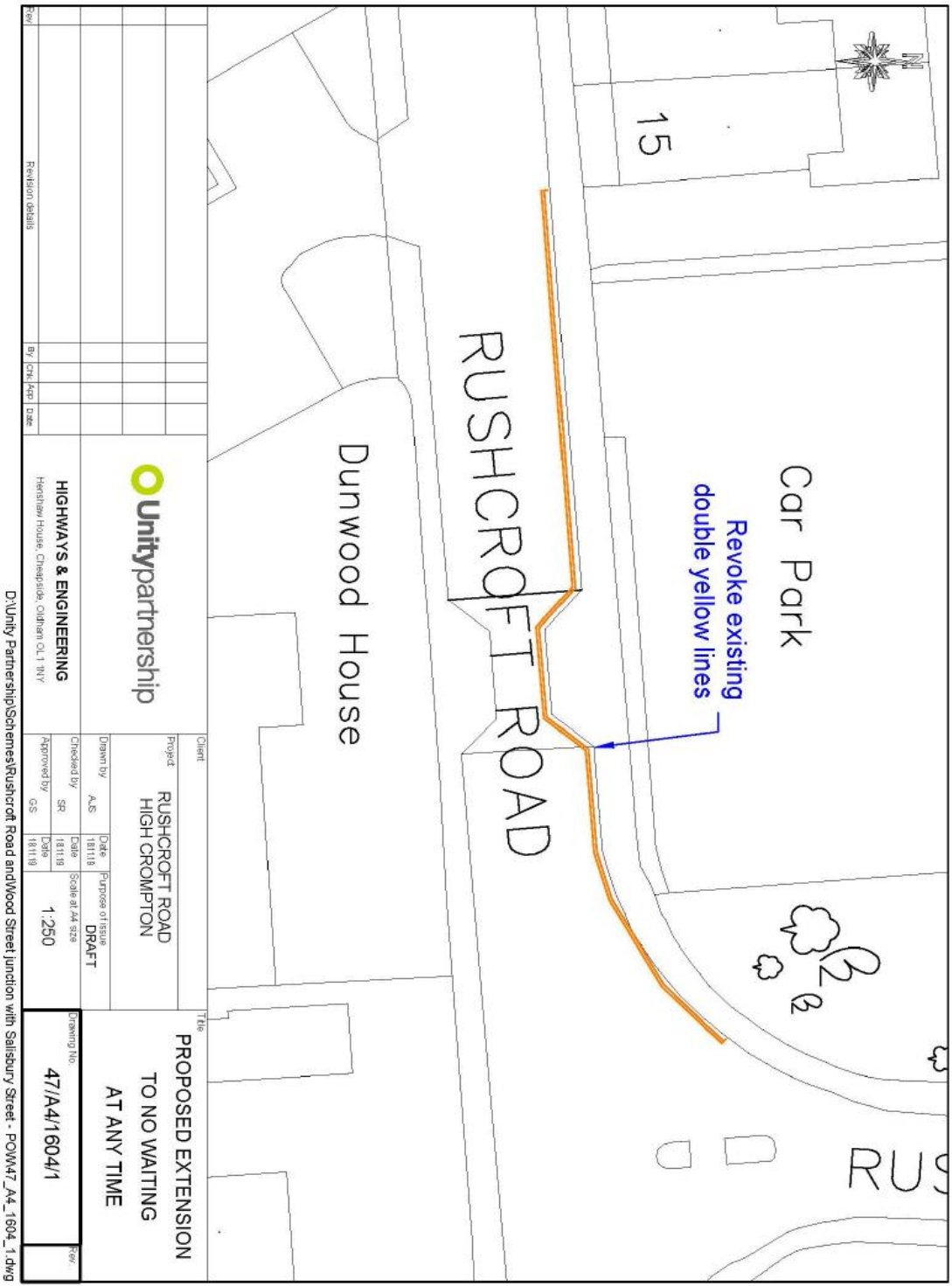
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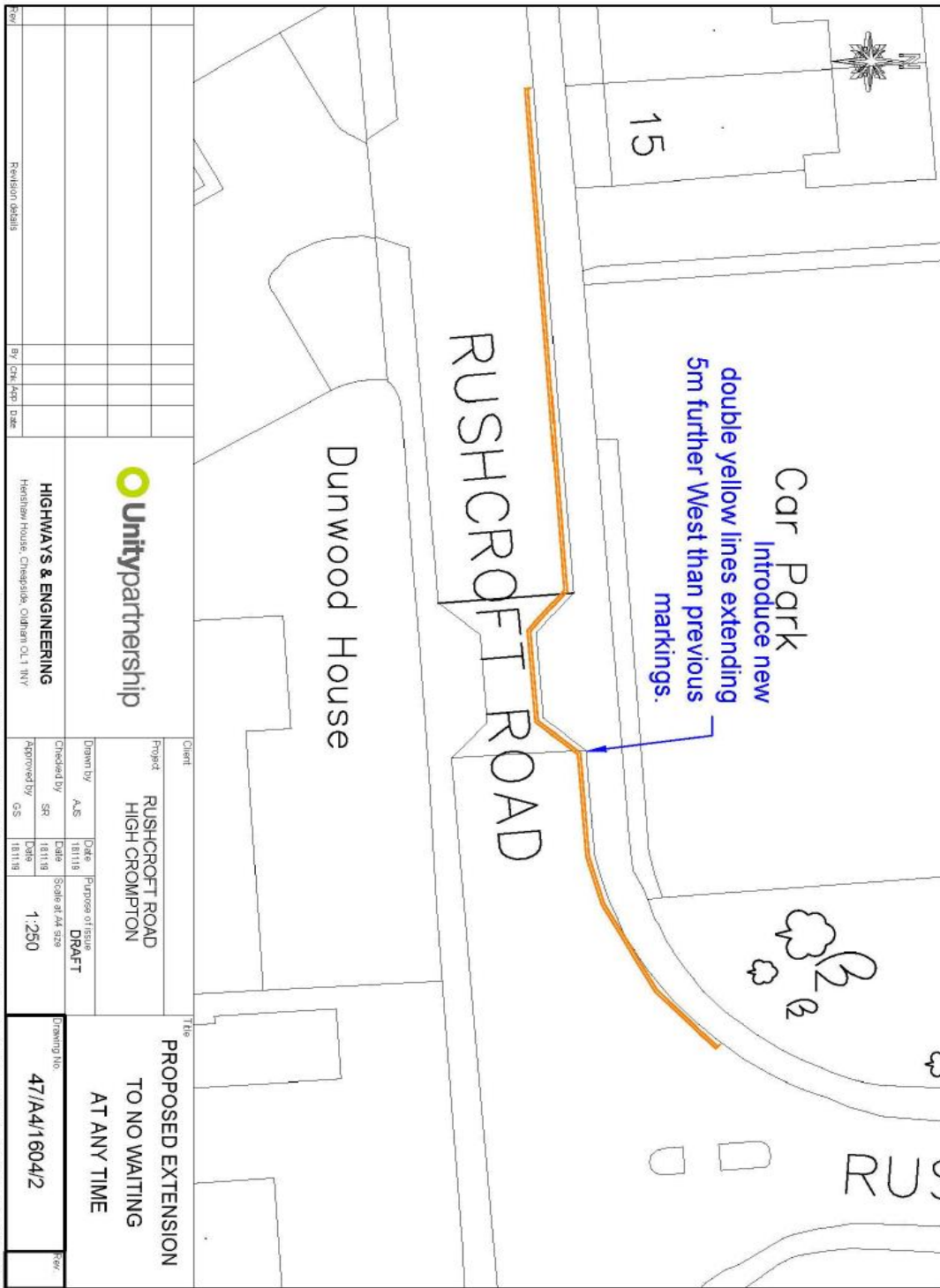
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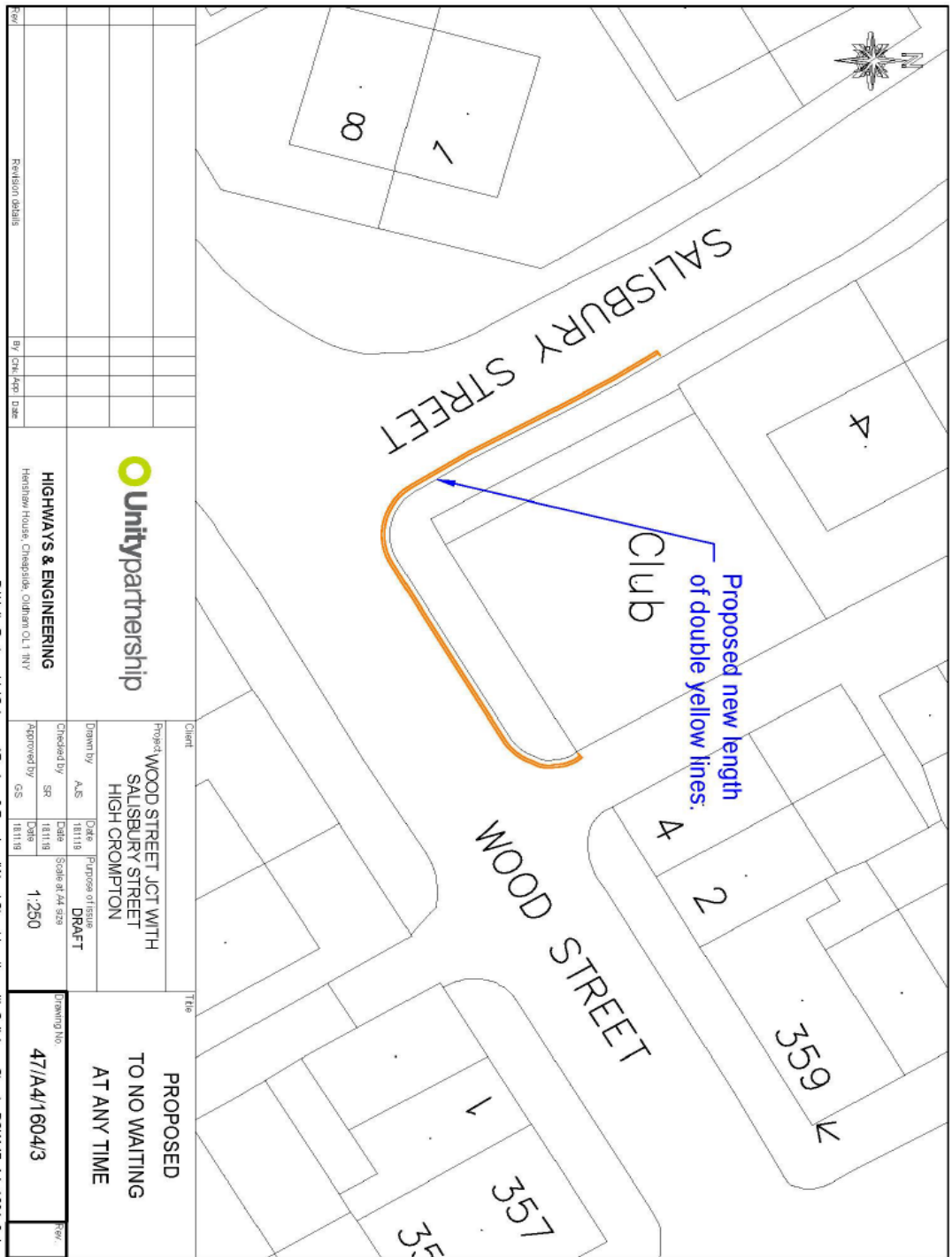
TM3/1032

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27.04.21







Revision Details	By: CH/APP Date:		HIGHWAYS & ENGINEERING Henshaw House, Chesfield, Oldham OL1 1NY	Client	Project: WOOD STREET JCT WITH SALISBURY STREET HIGH CROMPTON	Title	PROPOSED TO NO WAITING AT ANY TIME
				Drawn by	Date: 18/11/18 Scale: A4 size Purpose of Issue: DRAFT	Checked by: SR Date: 18/11/18 Scale: 1:250	Approved by: GS Date: 18/11/18

APPENDIX B
COPY OF OBJECTIONS

Doc Ref: TM3/1032-WoodStreet-10/5/20

I am objecting to the proposed double Yellow lines, as they would widen the road and encourage yet more traffic to use Wood Street as a short cut, instead of travelling 100m further and using Thornham Road.

Wood Street is a narrow street and not suitable to be used as a through road.

There are older people trying to cross to the shops and young children walking to St. Mary's School and Crompton House School, with very heavy road traffic passing through.

The majority are not accessing the local area.

Wood Street is being used as a Road.

To make Wood Street safer for the local community, I would suggest making it one way, from Thornham Road up to Rochdale Road, which would halve the through traffic and also installing Traffic Calming Measures.

I trust that you will take my views on board.

Kind Regards

9th June 2020

Dear Sir / Madam

RE:- Proposed Prohibition of Waiting - Wood Street, Shaw - DE/GS/TM3/1032

We have received your letter dated 10th May 2020 with regard to the above subject which we want to oppose.

The parking on Wood Street is already a parking war and introducing these yellow lines around the Conservative Club will make it even worse.

As I type this letter there are 4 vehicles parked where these double yellow would be and all these vehicles belong to people who live on Rochdale Road. If the yellow lines are introduced these vehicles would park obviously at the other side of the road which is where we and other people who live on Wood Street park.

2 of the vehicles parked at the moment outside the Conservative Club (as stated above) belong to someone on Rochdale Road and these vehicles have not moved for days/weeks. Other people who live on Rochdale Road cannot park at the back of their properties because the person with the 2 cars (mentioned above) also has numerous vehicles (all in a bad state of repair) parked down the backings.

We have to decide which is the best time to go out in the car as when we get back you can guarantee that there is nowhere to park and have to wait (sometimes hours) for vehicles to move before we can get parked. We don't like parking further down Wood Street as we are parking outside other peoples properties which we don't feel is fair.

I don't know who has asked for the yellow lines to be introduced but I can guarantee that they are not people living on Wood Street who have to fight to get a parking space when they get home from work.

We like to park outside our property as recently cars in this area have been broken into and we have CCTV which can be used if our vehicle is broken into. This CCTV has been used on a few occasions by the police for various incidents. Obviously if our car is not parked outside there is no need for the CCTV to be on.

If council employees have assessed the situation I hope it was done before the lockdown as parking at the moment isn't too bad due to the lockdown but once it is lifted the parking war will start again.

We have spoken to a few people who live in the area and they are opposed to the idea of yellow lines, the only person we know of who is for the lines has their own driveway so this will not affect them.

People have said to us why don't you get a driveway put in but with living in a council property this is something I don't think we should have to pay for and I don't particularly want to have to give up any part of the front garden for a driveway.

Please can the residents who this is going to affect most be consulted before any actions are taken.

We look forward to a favourable response.

Yours faithfully



Report to TRO Panel

Mora Avenue Junction with Burnley Lane, Chadderton – Objection to Traffic Regulation Order

Portfolio Holder:

Councillor A Chadderton, Cabinet Member for Neighbourhoods

Officer Contact: Deputy Chief Executive – People and Place

Report Author: Andrew Cowell, Traffic Engineer
Ext. 4377

17 June 2021

Reason for Decision

The purpose of this report is to consider an objection to a proposal for prohibition of waiting restrictions to be introduced at the junction of Mora Avenue and Burnley Lane, Chadderton.

Recommendations

It is recommended that the objection be dismissed and the proposal introduced as advertised in accordance with the schedule in the original report.

Mora Avenue Junction with Burnley Lane, Chadderton – Objection to Traffic Regulation Order**1 Background**

- 1.1 A report recommending the introduction of prohibition of waiting restrictions at the junction of Mora Avenue and Burnley Lane, Chadderton, was approved under delegated powers on 10 October 2019. The proposal was subsequently advertised and one letter of objection was received.
- 1.2 A copy of the approved report is attached at Appendix A and a copy of the objection is attached at Appendix B.
- 1.3 The proposal was promoted to address a visibility issue at the junction of Mora Avenue and Burnley Lane which was reported by local residents. The safety of road users is compromised by vehicles parked close to the junction.

2 Objection

- 2.1 One objection was received from a local resident. In summary, the objector claims that the parking problems in the area are caused by a local business. The objector raises other parking issues which are unconnected with the proposal.
- 2.2 It is the view of Officers that the objection should be dismissed as the owner of a vehicle parked in this location is not relevant to the proposal. The proposal is to address an issue with visibility at the junction. Whether the vehicles belong to residents or a business is irrelevant when bearing in mind that any vehicle parked in that location adversely affects visibility. The lengths of restriction proposed are not considered excessive and are the minimum thought necessary to address the issue reported.

3 Options/Alternatives

- 3.1 Option 1 – Introduce the proposed restrictions as advertised.
Option 2 – Do not introduce the proposed restrictions.

4 Preferred Option

- 4.1 The preferred option is Option 1.

5 Consultation

- 5.1 These were detailed with in the previous report.

6 Comments of Chadderton North Ward Councillors

- 6.1 The Ward Councillors have been consulted again and Councillor M Ali is happy to support Officer recommendations. Councillor Nazrul Islam wishes to make no comment.

Councillor B Brownridge has no objection but wants us to investigate the disabled bay and non-resident parking issues that the objector has raised.

7 Response to Councillors Comments

7.1 The disabled bay has now been removed. Unfortunately, we cannot control where motorists choose to park. As stated in the response to the objection, whether the vehicles belong to residents or a business is not relevant when bearing in mind that any vehicle parked in that location would affect visibility.

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 introducing prohibition of waiting restrictions on Mora Avenue and Burnley Lane, 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 These were dealt with in the previous report.

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 – Approved Mod Gov Report
Appendix B - Copy of Objection

APPENDIX A
APPROVED MOD GOV REPORT

Delegated Decision

Proposed Prohibition of Waiting - Mora Avenue Junction with Burnley Lane, Chadderton

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 at the junction of Mora Avenue with Burnley Lane to protect the visibility splays for vehicles exiting Mora Avenue.

Recommendation

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

Proposed Prohibition of Waiting - Mora Avenue Junction with Burnley Lane, Chadderton

1 Background

- 1.1 Both Burnley Lane and Mora Avenue are unclassified residential streets that are subject to a 30 mph speed limit and street lighting, both have footway. Burnley Lane directly links the A663 Broadway to the A627 Chadderton Way. A number of bus routes service Burnley Lane
- 1.2 A new traffic island was installed at the junction in 2018 to improve pedestrian safety and to highlight the junction. Vehicles regularly park on Burnley Lane opposite the island obscuring the visibility for vehicles exiting Mora Avenue. A number of complaints have been received from local residents regarding problems with visibility.
- 1.3 Observations made on site confirm that obstructive parking is causing problems with visibility at this junction.
- 1.4 In view of the above it is felt that measures should be introduced to alleviate the problems being experienced.

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 practices taking place it is felt that the introduction of double yellow lines should be progressed.

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 Chadderton North Ward Councillors**

6.1 The Ward Councillors have been consulted and Councillor B Brownridge supports the scheme.

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 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 – Nil.
 - 15.6 Natural Environment – Nil.
 - 15.7 Health and Safety – The introduction of yellow lines at the junction of Burnley Lane and Mora Avenue, Chadderton as detailed, will create a safer environment for both motorists and pedestrians.

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

- 16.1 The introduction of yellow lines may have a negative effect on Community Cohesion as residents in this area will have to find alternative parking arrangements, but highway safety takes priority over the use of the highway for parking.

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.


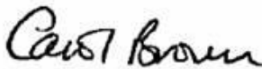
Schedule

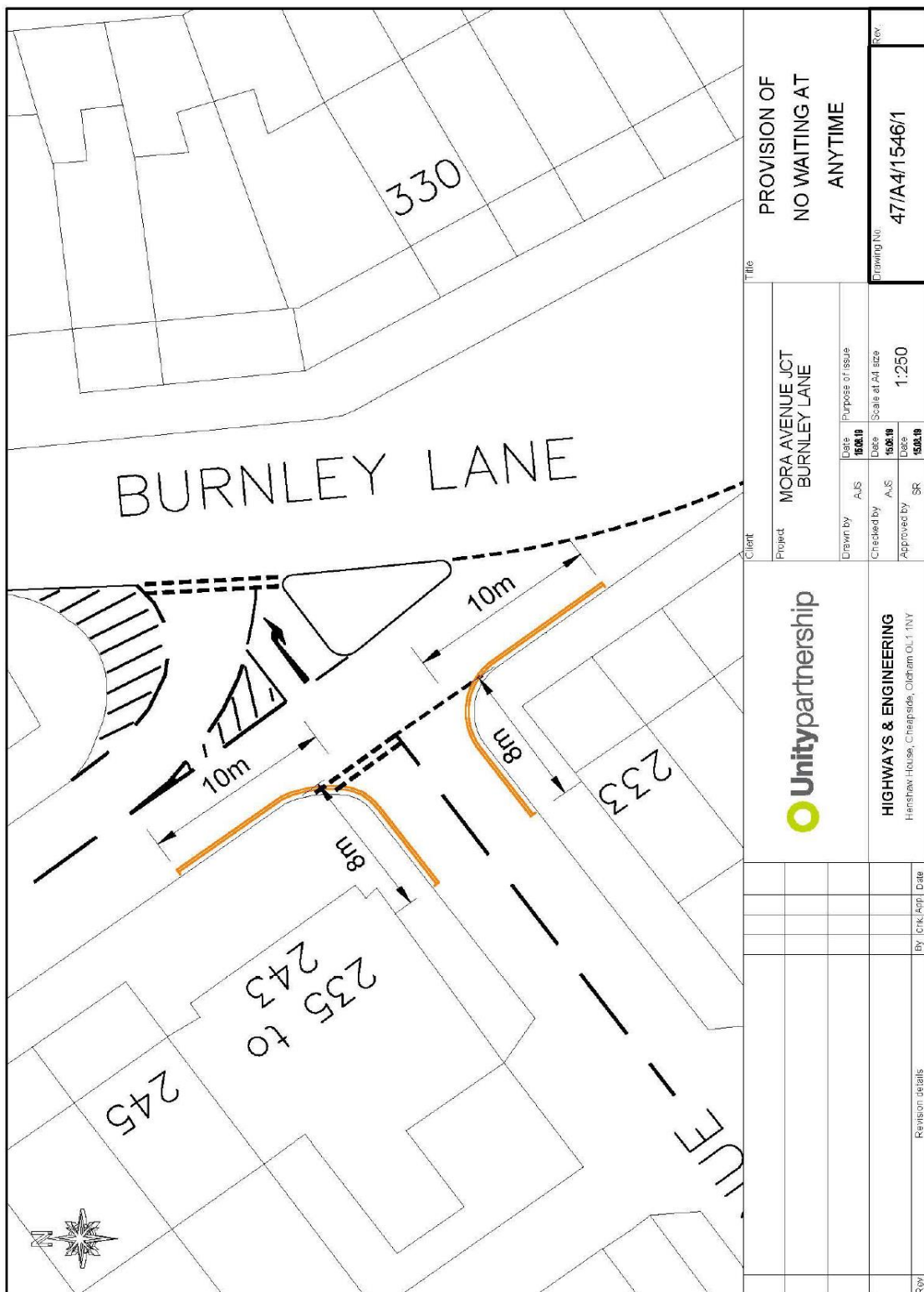
Drawing Number 47/A4/1546/1

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

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Burnley Lane</u> (South West Side) From its junction with Mora Avenue for a distance of 10 metres in a south easterly direction	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Burnley Lane</u> (South West Side) From its junction with Mora Avenue for a distance of 10 metres in a north westerly direction	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Mora Avenue</u> (South East Side) From its junction with Burnley Lane for a distance of 8m metres in a south westerly direction	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Mora Avenue</u> (North West Side) From its junction with Burnley Lane for a distance of 8m metres in a south westerly direction	At Any Time	A, B1, B3, B4, C, E, K3	

APPROVAL

<p>Decision maker</p> <p>Signed  Cabinet Member, Neighbourhood Services</p>	<p>Dated 21.10.19</p>
<p>In consultation with</p> <p>Signed  Director Of Environmental Services</p>	<p>Dated 21.10.19</p>



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APPENDIX B
COPY OF OBJECTION

PROPOSED PROHIBITION OF WAITING-MORA AVENUE, CHADDERTON, OLDHAM. ORDER 2019

To whom it may concern,

I wish it to be known that I OBJECT TO THIS PROPOSAL
in the strongest possible means.

Our house will be directly affected by this along with several of my neighbours.

This area already has issues with residential parking, this has been made worse due to the Liberty care business that has opened up on Burnley Lane. Its employees are responsible for the traffic problems during the day as it is, they and their clients who persistently park irresponsibly on Mora avenue and Burnley lane. They have room to park off road at the rear of their premises but do not use it. This proposal will just increase the problems we already have. Your proposed action will just make things worse, not better. If you wish to solve the problem then target those irresponsibly parking on Mora avenue, not the residents who are already short of spaces to park.

Burnley lane residents are being unfairly punished due to the actions of others who don't even live on Burnley lane.

Another issue is the number of minibuses being parked on Mora Avenue. Usually 2 or more of them. They are owned by a local resident who we believe is running a business and parking the vehicles on Mora Avenue.

There is also an issue with a marked disabled bay outside 231/229 Burnley Lane. It takes up 2 car spaces on the road. No residents at these addresses are blue badge holders. This bay is only adding to the parking problems for residents and needs to be removed in order to help ease the parking for residents.

The planned yellow lines won't solve the problem it will make it worse because you're reducing the already limited parking that we have. It will cause even more resentment to those non-residents who park irresponsibly. The restrictions will push vehicles further down Mora avenue and cause them to bunch up.

Instead of this action, the council should introduce a resident only parking permit scheme for the area. That would stop the problem without the need for double yellow lines. It could also generate income in the way of fines for those irresponsibly parking without a permit.

That way existing residents won't be affected and the parking issue on Mora avenue will be solved

Juts to reiterate this is an OBJECTION in the strongest possible means.

I would like to request a written response to this objection.

Yours faithfully

The image shows two handwritten signatures in blue ink, each consisting of a single, stylized, upward-sloping stroke.