

TRAFFIC REGULATION ORDER PANEL
29/07/2021 at 5.30 pm



Present: Councillor Davis (Chair)
Councillors Brownridge (Vice-Chair), C. Gloster, Salamat and Woodvine

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**

Councillor Brownridge declared a personal interest at item 7 and item 8.

4 **PUBLIC QUESTION TIME**

There were no public questions received.

5 **MINUTES OF PREVIOUS MEETING**

RESOLVED that the minutes of the meeting held on 17th June 2021 be approved as a correct record.

6 **MOSTON ROAD, MIDDLETON - OBJECTION TO TRAFFIC REGULATION ORDER**

The Panel gave consideration to a report regarding objections received to the introduction of prohibitive waiting restrictions at Moston Road, Middleton.

The proposal was promoted to address an issue with vehicles parking in a dedicated turning facility, in the form of a turning head, positioned on the west side of Moston Road. It was reported by a local business and by the Council's Waste Management Team. There were a number of residential, commercial and industrial properties in the vicinity of the turning head which generated a demand for on-street parking. The turning head was regularly used as a parking area for vehicles which prevented it from being used as intended.

The proposal had been approved under delegated powers on 6 January 2020 and subsequently advertised. Two letters of objections were received from local businesses. The basis of the objections was that there was already a high demand for on street parking near the turning head and the proposal would

reduce the availability of spaces further, increasing tensions between residents and the businesses over parking spaces.

In light of the objections, site inspection found that ample on street spaces were available further north along Moston Road. The turning head was constructed specifically for use as a turning facility and when it could not be used this increased the number of reversing manoeuvres along Moston Road. The turning head was now in use and could not provide the extra spaces as suggested.

Options considered:

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.

RESOLVED that, notwithstanding the objections received, the proposed restrictions be introduced as set out in the report.

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COPTIC ROAD, CHADDERTON - OBJECTION TO TRAFFIC REGULATION ORDER

Councillor Brownridge declared a personal interest in this item and took no part in the discussion or vote thereon.

The Panel gave consideration to a report regarding objections received to the introduction of prohibitive waiting restrictions at Coptic Road, Chadderton.

The proposal was promoted to address an issue with obstructive parking at Coptic Road near to its junction with Chadderton Park Road, reported by local residents via their Ward Councillor. Coptic Road was a residential cul-de-sac off Chadderton Park Road, the junction bell mouth and initial length of carriageway was regularly subject to obstructive parking by residents from Chadderton Park Road parking on both sides of the carriageway and on the footpaths. Observations revealed that vehicles regularly parked on Coptic Road within close proximity to its junction with Chadderton Park Road. This created a highway safety issue not only for motorists trying to negotiate the junction but pedestrians as well due to the size of some of the vehicle's parking at the location.

The proposal had been approved under delegated powers on 17 December 2019 and subsequently advertised. Three letters of objections were received from residents of Chadderton Park Road and two from residents of Coptic Road. The basis of the objections was that there was already a high demand for on street parking along Chadderton Park Road and the proposal would reduce the availability of those spaces further. The proposal may displace parking further along Coptic Road and the availability of on-street spaces has already been affected by a planning decision to allow a new nursery to operate on Chadderton Park Road at the junction of Middleton Road and could be made worse following approval for a new care home on

the west side of Chadderton Park Road between Coptic Road and Middleton Road.



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In light of the objections, whilst there was a lack of on street parking for some residents of Chadderton Park Road, it was not the responsibility of the Council to provide on street parking, only a duty in respect of road safety matters. In relation to the planning applications, the nursery only operated during the daytime when on-street parking spaces were more readily available. The decision by the Council to refuse the application for the new care home was overturned by the Planning Inspectorate. The number of spaces within the site for employees and visitors was increased to 34 and was deemed sufficient enough not to give rise to a material increase in on street car parking.

Options considered:

Option 1 – Introduce the proposed restrictions as advertised.

Option 2 – Do not introduce the proposed restrictions.

RESOLVED that, notwithstanding the objections received, the proposed restrictions be introduced as set out in the report.

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PEEL STREET/GARFORTH STREET JUNCTION WITH MIDDLETON ROAD AND STOCKFIELD ROAD JUNCTION WITH PEEL STREET, CHADDERTON - COLLISION REDUCTION MEASURES - OBJECTIONS TO TRAFFIC PROPOSALS

Councillor Brownridge declared a personal interest in this item and took no part in the discussion or vote thereon.

The Panel gave consideration to a report regarding objections and representation received to a proposed Traffic Regulation Orders associated with the Peel Street/Garforth Street Junction with Middleton Road and Stockfield Road Junction with Peel Street, Chadderton – Collision Reduction Measures.

The proposal was promoted to address the high collision rates at the junctions. Collision data for the last three years to March 2019 identified 7 personal injury collisions at the Peel Street/Garforth Street junction which resulted in 2 serious injuries and 10 slight injuries. Data for the Stockfield Road Junction with Peel Street identified 7 personal injury collisions which resulted in 7 slight injuries.

The proposal had been approved under delegated powers on 02 April 2020 and subsequently advertised. Two letters of objections were received from local businesses. The basis of the objections was that the restrictions would affect the operations of the businesses and the ability of passing trade to find the businesses

In light of the objections, it was appreciated that the prohibition of motor vehicles would change current traffic patterns, however road safety concerns must take priority. The junctions

concerned had the highest rates of personal injury collisions in Oldham. However, the deletion of the proposed restrictions and the removal of the current restriction on the West side of Peel Street would not impact on the safety of the proposed scheme.



Options considered:

Option 1 – Not to uphold the Objections to the proposals and to approve the Traffic Regulation Order as Advertised.

Option 2 – To uphold the Objections to the proposals and rescind the proposals.

Option 3 – To partially uphold the Objections to the proposals and to approve amendments to the proposals.

RESOLVED that, notwithstanding the objections received, the objections to the proposal be partially upheld and the proposal be introduced as amended in the report.

The meeting started at 5.30 pm and ended at 6.02 pm