

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

Date Thursday 16 March 2023

Time 5.30 pm

Venue Lees Suite, Civic Centre, Oldham, West Street, Oldham, OL1 1NL

Notes 1. DECLARATIONS OF INTEREST- If a Member requires any advice on any item involving a possible declaration of interest which could affect his/her ability to speak and/or vote he/she is advised to contact Paul Entwistle or Constitutional Services in advance of the meeting.

2. CONTACT OFFICER for this Agenda is Constitutional Services Tel. 0161 770 5151 or email [Constitutional.Services@oldham.gov.uk](mailto: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, 13 March 2023.

4. FILMING - The Council, members of the public and the press may record / film / photograph or broadcast this meeting when the public and the press are not lawfully excluded. Any member of the public who attends a meeting and objects to being filmed should advise the Constitutional Services Officer who will instruct that they are not included in the filming.

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[https://www.oldham.gov.uk/homepage/1449/attending\\_council\\_meetings](https://www.oldham.gov.uk/homepage/1449/attending_council_meetings)

MEMBERSHIP OF THE TRAFFIC REGULATION ORDER PANEL IS AS FOLLOWS:

Councillors C. Gloster (Vice-Chair), Salamat, Woodvine, S Bashforth (Chair) and Ahmad

- 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 - 6)  
The Minutes of the meeting held on 19<sup>th</sup> January 2023 are attached for approval.
- 6 Robinson Street, Chadderton – Objection to Traffic Regulation Order (Pages 7 - 24)  
The purpose of this report is to consider objections received to introduce prohibitive waiting restrictions within Robinson Street, Chadderton.



**TRAFFIC REGULATION ORDER PANEL**  
**19/01/2023 at 5.30 pm**

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

Also in Attendance:

Alan Evans	Group Solicitor
Paul Rogers	Constitutional Services
Andy Cowell	Highways and Engineering
Liam Kennedy	Highways & Engineering

1           **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Bashforth.

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 29<sup>th</sup> September 2022 be approved as a correct record.

Due to the considerable attendance of the public, the Committee agreed to consider item no.10 as the next order of business.

6           **DEFINITIVE MAP AND STATEMENT MODIFICATION  
ORDER S53 – WILDLIFE AND COUNTRYSIDE ACT 1981.  
CLAIM TO REGISTER A PUBLIC FOOTPATH BETWEEN  
DOBCROSS NEW ROAD AND MOW HALLS LANE,  
DOBCROSS**

The Council has received an Application in respect of the application route which is claimed as a Footpath through use of the route by the public for more than 20 years. Applications based on use by the public for more than 20 years must meet the legal tests for use 'as of right', which means use without secrecy, without force and without the permission of the landowner. The Application is supported by User Evidence Forms, completed by 34 individuals who claim to have used the application route for periods ranging between 23 and 70 years until the bridge closure in 2015 without challenge, although some user evidence forms claim continued use until 2019. The application route is not recorded on the Definitive Map and Statement for the area and was not identified on either the draft or provisional maps prepared in the early 1950's. The evidence in support of and against the Application must be considered

and the Application determined in line with legal requirements as described in paragraph 1.3 of this report.



The Panel received a late submission from the Wednesday Walkers Club in favour of the application which identified that the route had been included in the Tame Valley Trail laid out by the former Greater Manchester County Council in the late 1970s.

Options considered:

Option 1: To approve the application and add the claimed route to the Definitive Map and Statement as a footpath.

Option 2: Not to approve the application.

The Panel were advised that if they agreed that the use of the claimed route had been with permission of the Council (the officer view), use of the route would not meet the legal test for use 'as of right' and therefore the application should be refused. Alternatively if the Panel considered that the establishment of the Tame Valley Trail through Council owned land which the public were invited to use for recreation purposes could be considered to constitute an acceptance by Oldham Council (as landowner) of the public's right to use the claimed route for highway purposes, the application should be allowed.

Resolved: that

- 1.the Application submitted under Schedule 14 of the Wildlife and Countryside Act 1981 (the 1981 Act), requesting that a Modification Order be made in respect of a route running between Dobcross New Road and Mow Halls Lane, Dobcross (the application route), which is shown on location plan 764/A4/235/1 be approved and a Modification Order be made as the Panel agrees that the establishment and use of the Tame Valley Trail for over 20 years constitutes the acceptance by Oldham Council of the public's right to use the claimed route for highway purposes, thereby meeting the legal test of 20 years use of the claimed route 'as of right'
2. Officers be authorised to carry out the necessary procedures with a view to confirming the Order in the event that no objections are made to the Order.

The applicant for the application attended the meeting and addressed the Committee on the application.

Councillor Lancaster attended the meeting as Ward Councillor and spoke in favour of the application.

The Panel gave consideration to a report which sought approval for the proposed disabled parking places at various places in the Borough.

The Panel was informed that a report recommending the introduction of 41 disabled persons parking places at various locations in the Borough was approved under delegated powers on 3<sup>rd</sup> August 2022. The proposal was subsequently advertised, and several representations were received in relation to the 7 proposed parking places below –

- 64 Grafton Street, Failsworth
- 4 Andrew Street, Failsworth
- 22 Consort Avenue, Royton
- 6 Kelso Close, Oldham
- 2 Zealand Street, Oldham
- 12 Grove Road, Uppermill
- 5 Staley Street, Oldham

The Council were informed that the applicant at Grafton Street and Andrew Street had moved home. Therefore, those proposed parking places would be removed from the scheme. The applicant at Consort Avenue contacted the Council to request an alternative location for the bay. Therefore, that proposed parking place would be transferred to next year's scheme. One letter of objection was received to the proposed parking place at Kelso Close. In summary the objector states that the position of the bay will impact on their parking arrangements forcing them to park further away from their home. One letter of objection was received to the proposed parking place at Zealand Street but later withdrawn. Therefore, the proposed bay would be introduced as advertised. One letter of objection was received to the proposed parking space at Grove Road. In summary the objector states that the proposed disabled bay would result in a significant reduction in the available space directly outside their property. Three letters of objection were received to the proposed parking space at Staley Street. In summary, the objectors state that there was a limited amount of space on the street for residents to park and the proposed disabled bay would reduce that further.

In light of the objections, it was recommended by Officers that the proposed disabled persons parking places are introduced in accordance with the schedule in the original report except for the bays at Grafton Street, Andrew Street and Consort Avenue.

Options considered:

Option 1: Do not introduce the disabled persons parking places at Kelso Close, Grove Road and Staley Street.

Option 2: Introduce the disabled persons parking places at Kelso Close, Grove Road and Staley Street.

**RESOLVED** that, as per the recommendation, the disabled persons parking places on Kelso Close, Grove Road and Staley Street be introduced in accordance with the schedule in the original report as attached at Appendix A.

8

**OBJECTIONS TO PROPOSED PROHIBITION OF WAITING AND NO STOPPING ON ENTRANCE MARKINGS – CLYDE STREET AND BROADBENT ROAD, OLDHAM**

The Panel gave consideration to a report regarding objections received to the introduction of prohibitive waiting restrictions and no stopping along Clyde Street and Broadbent Road, Oldham.

The proposal was promoted to improve visibility along Ripponden Road for motorists emerging from Clyde Street and improved visibility for motorists and pedestrians at the junction of Broadbent Road and Whitecroft Street outside Kingsland School.

The proposal had been approved under delegated powers on 8<sup>th</sup> December 2021 and subsequently advertised. Two letters of objections had been received. The basis of the objections was that the proposed restrictions would adversely affect their businesses as customers would have less space to park directly outside. One objector believed that the problems had been generated because of a temporary situation with building contractors parking at the junction during recent renovation works to a nearby property.

In light of the objections, the proposal was drafted in 2021 before the renovation works took place. The complaint related to vehicles consistently parking at the junction creating a visibility issue along Ripponden Road and access and egress issues on Clyde Street.

Options considered:

Option 1: Introduce the proposed restrictions as advertised

Option 2: Do not introduce the proposed restrictions

**RESOLVED** that, as per the recommendation, the objections be dismissed and the proposal be introduced as advertised in accordance with the schedule in the original report.

9

**OBJECTIONS TO PROPOSED PROHIBITION OF WAITING – DRAKE CLOSE, CROMPTON STREET AND HENSHAW STREET, OLDHAM**

The Panel gave consideration to a report regarding objections received to the introduction of prohibitive waiting restrictions along Drake Close, Crompton Street and Henshaw Street, Oldham

The proposal was promoted to prevent damage to the footway and utility infrastructure, it would allow access to the bin store, improved pedestrian access along the footway, improved visibility and access at the junctions of Crompton Street/Drake

Close and Crompton Street/Henshaw Street and improved forward visibility at the bend on Crompton Street



**Oldham**  
Council

The proposal had been approved under delegated powers on 8<sup>th</sup> December 2021 and subsequently advertised. Two letters of objection had been received. The basis of the objections was that the proposed restrictions would displace parking onto Crompton Street making it more difficult for those residents to park. One of the objectors had a disabled wife and concerns were raised regarding that.

In light of the objections, Officers recognised that there may be some displacement from Drake Close which could result in a further reduction in the availability of on-street spaces on Crompton Street. However, the length of the proposed restrictions was the minimum thought necessary to address the issues reported by First Choice Homes Oldham, to protect nearby junctions and to protect the bend on Crompton Street. The disabled person had been invited to apply for a disabled parking bay to lessen any impact. The application had been received and would be vetted as part of the next annual assessments in Spring 2023.

Options considered:

Option 1: Introduce the proposed restrictions as advertised

Option 2: Do not introduce the proposed restrictions

**RESOLVED** that, as per the recommendation, the objections be dismissed and the proposal introduced as advertised in accordance with the original report.

10

### **OBJECTIONS TO PROPOSED PROHIBITION OF WAITING – CHURCH ROAD AND WELLMEADOW LANE, UPPERMILL**

The Panel gave consideration to a report regarding objections received to the introduction of waiting restrictions at Church Road and Wellmeadow Lane Uppermill.

The proposal was promoted to reinforce guidance published in the Highway Code; 243 which states that motorists should not stop or park on a bend or at a junction.

The majority of residents local to the proposal have the use of off-street parking places and there is on-street parking space away from the junction and bend within walking distance.

Resolved:

That in the light of the objections received the proposed waiting restrictions at Church Road and Wellmeadow Lane as set out in the report be not introduced.

An objector attended the meeting and addressed the Committee on this application.

11

### **DEFINITIVE MAP AND STATEMENT MODIFICATION**

**ORDER S257 TOWN AND COUNTRY PLANNING ACT  
1990 – DIVERSION OF DEFINITIVE FOOTPATHS 83, 84 &  
88 CROMPTON, AT LAND OFF COCKER MILL LANE,  
SHAW, AND S53A – WILDLIFE AND COUNTRYSIDE ACT  
1981**



The Panel gave consideration to a report which sought approval to the making of a Public Path Diversion and Definitive Map and Statement Modification Order for Footpaths 83,84 and 88 Crompton as detailed in the report.

The application has been made by Redrow Homes Lancashire in relation to the proposed construction of a residential development of 201 dwellings (FUL/347664/21).

Resolved:

that the Council make a Public Path Diversion & Definitive Map and Statement Modification Order for the diversion of Footpaths 83 & 84 Crompton and the extinguishment of Footpath 88 Crompton under Section 257 of the Town and Country Planning Act 1990 and Section 53A of the Wildlife and Countryside Act 1981 as detailed in the report and officers be authorised to carry out the necessary procedures with a view to confirming the Order in the event that no objections are made to the Order.

The meeting started at 5.30 pm and ended at 6.45 pm



## TRO Panel

**Decision Maker:** Director of Environment, Nasir Dad

**Date of Decision:** 8 March 2023

**Subject:** Robinson Street, Chadderton – Objection to Traffic Regulation Order

**Report Author:** Shahed Chaudhary, Senior Engineer

**Ward (s):** Chadderton Central

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**Reason for the decision:**

A report recommending the introduction of prohibitive waiting restrictions, along part of Robinson Street, Chadderton, was approved under delegated powers on 31st March 2022; A copy of the approved report is attached at Appendix A.

2 no. letters of objection were received and a copy of the representations are attached at Appendix B.

### **Background**

The proposal was promoted to address the obstructive parking regularly taking place along Robinson Street. Due to its connectivity with the Metrolink Stop, Robinson Street has been designated as part of the proposed Chadderton Broadway to Freehold Tram Stop cycling and walking route. This route is to be financed by the Greater Manchester Combined Authority's (GMCA) Mayor's Challenge Fund (MCF). It is proposed to connect A663 Broadway from the junction of Lydia Becker Way to Freehold Tram Stop, via Crossley Playing Fields, Denton Lane and Robinson Street. Thus, providing East – West connectivity for cyclists and pedestrians across Chadderton.

Robinson Street has been classified as a quiet

street as it experiences low traffic flows which are conducive for on-carriageway cycling. Although low traffic flows are experienced, parked vehicles inherently create hazards for cyclists, particularly when car doors are opened in the way of passing cyclists. The main area of concern is along the eastern end of Robinson Street, which is in close proximity to the Freehold Metrolink Stop, where vehicles are parked along both sides of the street, all day long.

A pocket park is also located at the eastern end of Robinson Street and vehicles parked adjacent to this area are masking the presence of children who are entering and leaving the park area.

To improve access for cyclists who are using the dedicated cycling route, and to create a safer environment for the park users, it is proposed to introduce double yellow lines along the length of Robinson Street that fronts the park area. The provision of double yellow lines will displace commuters who have parked to use the Metrolink, but as this parking takes place during the daytime only, it is hoped that this will not greatly inconvenience the residents.

Furthermore, along this length of Robinson Street, vehicles mount the footway, obscuring the footway for buggy and wheelchair users.

The introduction of a Traffic Regulation Order to prohibit waiting along part of Robinson Street is necessary to provide a safe on-carriageway cycle route to / and from Freehold Tram Stop and will deter Metrolink commuters from using their cars to reach the Tram Stop. Also, the passage along the footway will be safer for pedestrians, buggy and wheelchair users.

### **Objections**

Two objections have been received from residents from the area of Robinson Street; their objections are summarised below: -

- Banning vehicles from part of the street will push parking issues further along Robinson Street and Block Lane

- The real reason for the traffic problems – the Metrolink stop at Freehold which doesn't have its own car park for all users.
- Prior to the pandemic it was impossible for residents to park on the street during the day due to the number of commuters leaving their cars to travel into Oldham or Manchester.
- There should also be a resident's parking scheme for the people of Robinson Street and Block Lane in order to ensure they are able to park near their properties.
- This will cause the cars to park further down Robinson Street and outside other residents houses, leaving the residents with children or elderly residents unable to park up near to their homes.

### **Comment about the Objections**

The concerns of the objectors are understood; there is high demand for parking in the area due to the majority of residential properties not having off-street parking, resulting in residents having to rely on the highway for parking. The nearby Freehold Metrolink Stop attracts an increasing number of commuters to park on Robinson Street. However, the following points should be taken into consideration:

- The area outside of the pocket park needs to be clear for safety purposes.
- There is no automatic right to park on the public highway.
- Fewer people will be expected to drive and park close to the Metrolink stop as it shall be easier to cycle and walk to the Metrolink stop.
- The parking restrictions are being implemented where there are no residential properties adjacent. During the mornings, if residents' vehicles have been parked outside their houses overnight, the commuters would have to park elsewhere anyway.
- The 'residents only parking permit scheme' has to be implemented across the whole area for it to be effective. This requires the completion of a long statutory process and

extensive consultation, which is beyond the scope of this scheme.

**Summary:**

The purpose of this report is to consider 2 objections to a proposal for prohibition of waiting restrictions to be introduced along Robinson Street, Chadderton.

**What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):**

Option 1 – Introduce the restrictions as advertised  
Option 2 – Do not introduce the restrictions and allow the obstructive parking to continue

***Consultation: including any conflict of interest declared by relevant Cabinet Member consulted***

The Ward Members (Cllrs McLaren, Taylor and Moores) have been consulted and state the following:

The Ward Councillors have previously indicated that they would wish to support the introduction of the Prohibition of Waiting on the stretch of highway alongside the Agnes Robinson Pocket Park which is used by local children. The vehicles parked alongside the pocket park present a potential hazard to young children who might be tempted to run out into the road between parked vehicles, for example, to retrieve a ball.

Ward Councillors understand and accept residents' concerns about the possible displacement of parked vehicles to other parts of Robinson Street and/or Block Lane. The Ward Councillors have asked that the drop zone be converted in to a car park as a means of alleviating some of the on-street car parking which takes place on a daily basis. However, this is probably a matter for Transport for Greater Manchester to address.

A further issue relates to vehicles speeding on Robinson Street. This problem often occurs in the evening when traffic is relatively light but represents a danger to pedestrians and motorists alike. A chicane at, say, the bottom end of Robinson Street in close proximity to Denton Lane would help to alleviate this problem and, perhaps, can be incorporated in to the

current work programme for the Broadway to Freehold Metrolink cycling and walking route.

All things considered, improving road safety is paramount ensuring the safety of young children should take precedence.

**Recommendation(s):**

It is recommended that the restrictions are implemented.

**Implications:**

What are the **financial** implications?

These were dealt with in the previous report.

What are the **legal** implications?

These were dealt with in the previous report.

What are the **procurement** implications?

None

What are the **Human Resources** implications?

None

**Equality and Diversity Impact Assessment** attached or not required because (please give reason)

These were dealt with in the previous report.

What are the **property** implications

None

**Risks:**

None

**Co-operative agenda**

These were dealt with in the previous report.

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Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?

Yes

Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?

Yes

Are any of the recommendations within this report contrary to the Policy Framework of the Council?

No

**There are no background papers for this report**

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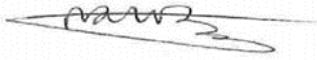
<b>Report Author Sign-off:</b>	
Shahed Chaudhary	

<b>Date:</b> 6 March 2023	
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Please list and attach any appendices:-

<b>Appendix number or letter</b>	<b>Description</b>
A	Approved Mod Gov Report
B	Copy of Representations

In consultation with Director of Environment



Signed :

Date: 08 March 2023

# Appendix A

## Copy of Approved Delegated Report

### Delegated Decision

### Proposed Prohibition of Waiting – Robinson Street, Chadderton

Report of: Deputy Chief Executive – People and Place

Officer contact: Shahed Chaudhary  
shahed.chaudhary@unitypartnership.com

30 March 2022

#### Reason for Decision

The purpose of this report is to restrict parking along a part of Robinson Street, Chadderton, to improve the safety of Robinson Street for cyclists.

#### Recommendation

It is recommended that no waiting at any time (double yellow line) restrictions be introduced on part of Robinson Street, Chadderton in accordance with the schedule at the end of this report.

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## **Proposed Prohibition of Waiting – Robinson Street, Chadderton, Oldham**

### **1 Background**

- 1.1 There are parking practices taking place along Robinson Street, Chadderton and the difficulty that they pose for cyclists.

### **2 Current Position**

- 2.1 Robinson Street is a local residential street which connects Denton Lane and Block Lane. It is fronted mainly by residential properties, on both sides of the road and is used as one of the accesses to Freehold Metrolink Tram Stop.

- 2.2 Due to its connectivity with the Metrolink Stop, Robinson Street has been designated as part of the proposed Chadderton Broadway to Freehold Tram Stop cycling and walking route. This route is to be financed by the Greater Manchester Combined Authority (GMCA)'s Mayor's Challenge Fund (MCF). It is proposed it will connect A663 Broadway from the junction of Lydia Becker Way to Freehold Tram Stop, via Crossley Playing Fields, Denton Lane and Robinson Street. Thus providing East – West connectivity for cyclists and pedestrians across Chadderton.

- 2.3 Robinson Street has been classified as a quiet street as it experiences low traffic flows which are conducive for on-carriageway cycling.

- 2.4 Although low traffic flows are experienced, parked vehicles inherently provide hazards for cyclists, particularly when car doors are opened in the way of passing cyclists. The main area of concern is along the eastern end of Robinson Street, which is in close proximity to the Freehold Metrolink Stop, where vehicles are parked along both sides of the street, all day long.

- 2.5 A pocket park is also located at the eastern end of Robinson Street and vehicles parked adjacent this area are masking the presence of children who are entering and leaving the park area.

- 2.6 To improve access for cyclists who are using the dedicated cycling route, and to create a safer environment for the park users, it is proposed to introduce double yellow lines along the length of Robinson Street that fronts the park area. The provision of double yellow lines will displace commuters who have parked to use the Metrolink, but as this parking takes place during the daytime only it is hoped that this will not greatly inconvenience the residents.

### **3 Options/Alternatives**

- 3.1 Option 1: To approve the recommendation and improve access and safety for pedestrians

- 3.2 Option 2: Not to approve the recommendation and encourage the use of a route with potential hazards

#### 4 **Preferred Option**

4.1 The preferred option to approve is Option 1.

#### 5 **Justification**

5.1 The introduction of a Traffic Regulation Order to prohibit waiting along part of Robinson Street is necessary to provide a safe on-carriageway cycle route to/ and from Freehold Tram Stop and hopefully deter Metrolink commuters from using their cars to reach the Tram Stop.

#### 6 **Consultations**

6.1 G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal.

6.2 T.f.G.M. View - The Director General has been consulted and has no comment on this proposal.

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

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

6.5 Oldham Council Parking View – The Parking Manager has been consulted and has no objection to this proposal.

#### 7 **Comments Of the Chadderton Central Ward Councillors**

7.1 The proposal has previously been discussed with the Unity Partnership Traffic Management Unit. The restriction was to be introduced to improve road safety around the Agnes/Robinson Pocket Park. The Ward Councillors will be happy to support the proposed introduction of the waiting restriction at this location.

#### 8 **Financial Implications**

8.1 The cost of introducing a Traffic regulation order on Robinson Street, Chadderton will be £2.1k. The breakdown of costs is shown within the table below:

	<b>£</b>
Advertisement of Order	1,200
Annual Maintenance	160
<b>Revenue Expenditure</b>	<b>1,360</b>
Introduction of road markings	800
<b>Capital Expenditure</b>	<b>800</b>
<b>Total Expenditure</b>	<b>2,160</b>

- 8.2 The capital expenditure of £0.8k will be funded from the relevant scheme within the Transport Capital Programme, which is financed by Mayors Challenge funding.
- 8.3 The revenue expenditure of £1.3k will be funded from the revenue budget in the Highways Operations Service.

(John Edisbury)

## 9 Legal Services Comments

- 9.1 The Council must be satisfied that it is expedient to make the Traffic Regulation Order in order to avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or for preventing damage to the road or to any building on or near the road, or for facilitating the passage on the road or any other road of any class of traffic, including pedestrians, or for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property or for preserving or improving the amenities of the area through which the road runs.
- 9.2 In addition to the above, under section 122 of the Road Traffic Regulation Act 1984, it shall be the duty of the Council so to exercise the functions conferred on them by the Act as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Regard must also be had to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run, the strategy produced under section 80 Environmental Protection Act 1990 (the national air quality strategy), the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and any other matters appearing to the Council to be relevant. (A Evans)

- 10 **Co-operative Agenda**
- 10.1 In respect of the introduction of prohibitive waiting restrictions along Robinson Street there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.
- 11 **Human Resources Comments**
- 11.1 None.
- 12 **Risk Assessments**
- 12.1 None.
- 13 **IT Implications**
- 13.1 None.
- 14 **Property Implications**
- 14.1 None.
- 15 **Procurement Implications**
- 15.1 None.
- 16 **Environmental and Health & Safety Implications**
- 16.1 Energy – Nil.
- 16.2 Transport – Nil.
- 16.3 Pollution – Nil.
- 16.4 Consumption and Use of Resources – In accordance with current specifications.
- 16.5 Built Environment – minor alteration to visual appearance of area
- 16.6 Natural Environment – Nil.
- 16.7 Health and Safety – The removal of parked vehicles will create a safer environment for highway users
- 17 **Equality, community cohesion and crime implications**
- 17.1 None.
- 18 **Equality Impact Assessment Completed?**
- 18.1 No.
- 19 **Key Decision**

19.1 No.

20 **Key Decision Reference**

20.1 Not applicable.

21 **Background Papers**

21.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act :

None.

22 **Proposal**

22.1 It is proposed that a Prohibition of Waiting Order be introduced on Robinson Street, Chadderton in accordance with drawing number 47/A4/1658/1 and the following schedule.



Item to be Included

Drawing Number 47/A4/1658/1

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

**Add to Part I Schedule 1  
Prohibition of Waiting**

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Robinson Street, Chadderton</u> (South Side)  Extending from a point 40 metres west of its junction with Block Lane for a distance of 30 metres in a westerly direction.	At Any Time		

**APPROVAL**

<p><b>Decision maker</b></p> <p>Signed:  Cabinet Member, Neighbourhoods</p>	Dated: 31 March 2022
<p><b>In consultation with</b></p> <p>Signed:  Executive Director for Place &amp; Economic Growth</p>	Dated: 30 March 2022

## Appendix B

### Objections

I am emailing to object to the proposed order!

This order won't stop the cars from using Robinson Street as a car park for the tram station, it will just cause the cars to park further down Robinson Street and outside other residents houses, leaving the residents with children or elderly residents unable to park up near to their homes.

Regards

Dear Sir

I am writing with regard to the above proposed prohibition of waiting order on Robinson Street, Chadderton. This is the first I have heard of the proposed order and only found out about it when it was mentioned on the neighbourhood Facebook page.

While I can understand the need for something to be done about the traffic in the area, I feel that banning vehicles from part of the street will not solve the problem and will, in fact, exacerbate the problem by causing traffic issues further along Robinson Street and onto Block Lane.

Introducing a traffic regulation order such as a prohibition of waiting order appears to be the simplest route to take in trying to solve the problem. However, it does nothing to address the real reason for the traffic problems – the Metrolink stop at Freehold.

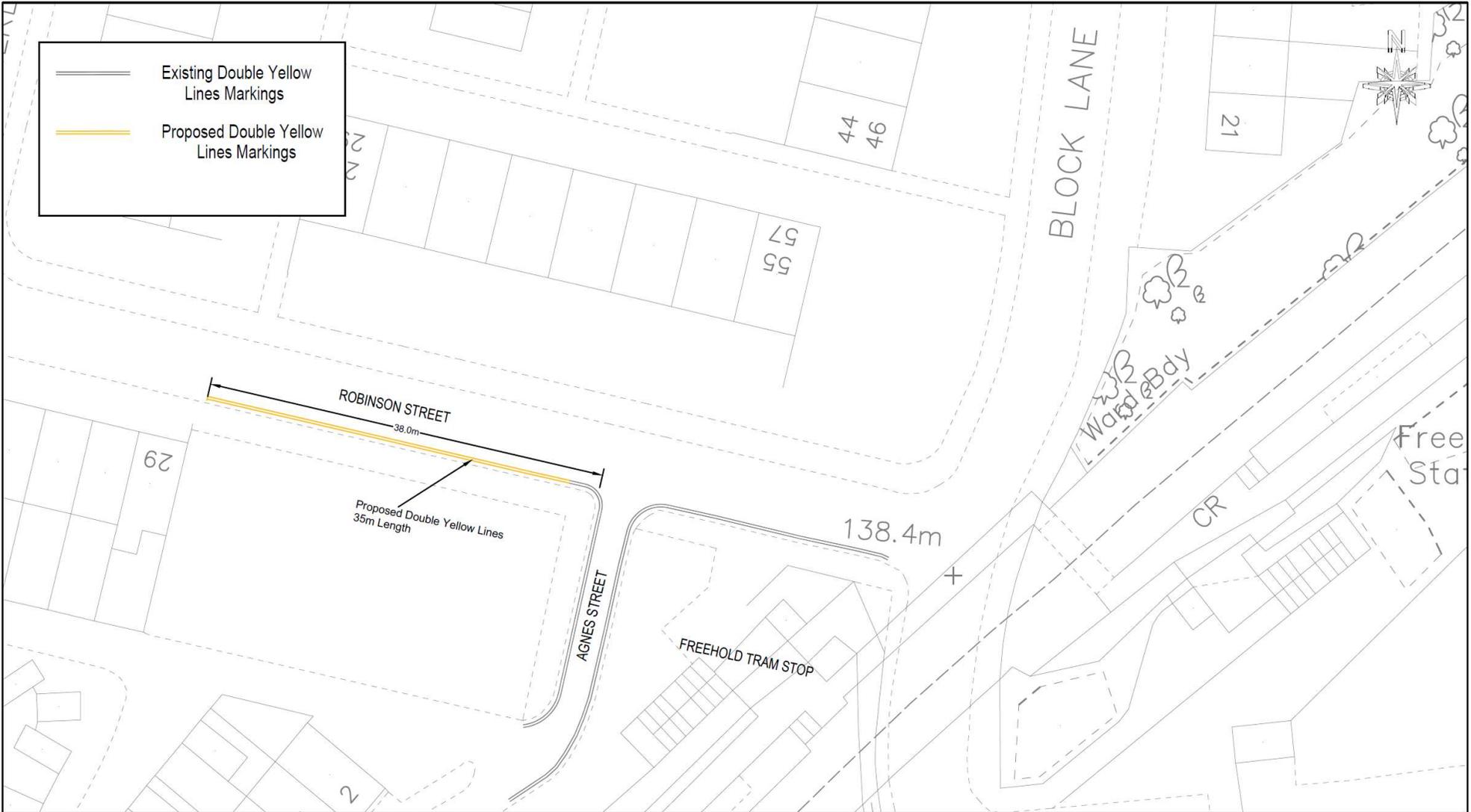
As long as the stop has been in operation people have driven to Freehold to park their cars on Block Lane and Robinson Street before getting onto the tram. Prior to the pandemic it was impossible for residents to park on the street during the day due to the number of commuters leaving their cars to travel into Oldham or Manchester. As a car owner I have had to drive a couple of times around the block to find a space to park near to my property on Block Lane. Sometimes I have had to park on Robinson Street due to the lack of space.

While the traffic issue is not at the heights it reached prior to the pandemic there are still problems caused by the use of the Metrolink. Commuters still leave their cars on the street and there are also private cars and taxis stopping to drop people off on Robinson Street rather than using the drop off zone on the other side of the bridge. This leads to congestion on the street, especially at the times when people would have finished work.

If the no waiting order is to be introduced then I feel that there should also be a resident's parking scheme for the people of Robinson Street and Block Lane in order to ensure they are able to park near their properties. There are many elderly residents in the area who are visited by carers/medical personnel. If these people cannot park to attend to their clients then it reduces the amount of time they can be with the client so they are not late getting to the next client.

I feel there needs to be something more pro-active done to address the traffic issues and that the no waiting order is not the solution to the problem. I am therefore in opposition to the proposed traffic order.

Yours



	Existing Double Yellow Lines Markings
	Proposed Double Yellow Lines Markings

Rev.	Revision details	By	Chk	App	Date

  
**Oldham**  
 Council

**HIGHWAYS & ENGINEERING**  
 Henshaw House, Cheapside, Oldham OL1 1NY

Client			OMBC
Project			TM3/1073
Drawn by	SC	Date	01/22
Checked by	SR	Date	01/22
Approved by	GS	Date	01/22
Purpose of issue		Consultation	
Scale at A4 size		1:500	

Title		Proposed TRO Robinson Street, Chadderton	
Drawing No.		47/A4/1658 /1	
Rev.			

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