

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

Date Thursday 15 June 2023

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 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
 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, 12 June 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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Please also note the Public attendance Protocol on the Council's Website

https://www.oldham.gov.uk/homepage/1449/attending_council_meetings

MEMBERSHIP OF THE TRAFFIC REGULATION ORDER PANEL IS AS FOLLOWS:

Councillors Salamat, Woodvine, Murphy, Fryer and Shuttleworth (Chair)



- 1 Election of Vice-Chair

To appoint a Vice-Chair of the Traffic Regulation Order Panel for the 2023/24 Municipal Year.
- 2 Apologies For Absence
- 3 Urgent Business

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

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

To receive Questions from the Public, in accordance with the Council's Constitution.
- 6 Minutes of Previous Meeting (Pages 1 - 2)

The Minutes of the meeting held on 30th March 2023 are attached for approval.
- 7 Objections to Proposed Prohibition of Waiting – Whinberry Way / Ripponden Road, Moorside (Pages 3 - 24)

The purpose of this report is to consider all representations received to the introduction of Prohibition of Waiting restrictions at Whinberry Way / Ripponden Road, Moorside
- 8 Objections to Proposed Prohibition of Waiting – Chew Valley Road / Rimmon Close, Greenfield (Pages 25 - 42)

The purpose of this report is to consider all representations received to the introduction of Prohibition of Waiting and a Bus Stop Clearway restrictions at Chew Valley Road and Rimmon Close, Greenfield
- 9 Objections to Proposed Prohibition of Waiting Order - Cragg Road/Mill Brow/Street Bridge Road, Chadderton (Pages 43 - 60)

Recommended option 2 be progressed and the length of the yellow lines reduced in accordance with drawing 47/A4/1685/1 Rev A and Schedule provided in Appendix B



TRAFFIC REGULATION ORDER PANEL
30/03/2023 at 5.30 pm

Present: Councillor C. Gloster (Vice-Chair, in the Chair)
Councillors Salamat and Ahmad

Also in Attendance:

Kaidy McCann Constitutional Services
Shahed Chaudhary Senior Engineer

1 **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor S. 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 19th January 2023 be approved as a correct record.

6 **ROBINSON STREET, CHADDERTON – OBJECTION TO TRAFFIC REGULATION ORDER**

The Panel gave consideration to a report regarding objections received to the introduction of prohibitive waiting restrictions along part of Robinson Street, Chadderton.

The Proposal was promoted to address the obstructive parking that regularly took place along Robinson Street. Due to its connectivity with the Metrolink Stop, Robinson Street had been designated as part of the proposed Chadderton Broadway to Freehold Tram Stop cycling and walking route. The route was to be financed by the Greater Manchester Combined Authority's (GMCA) Mayor's Challenge Fund (MCF). A pocket park was located at the eastern end of Robinson Street and vehicles parked adjacent to the area masked the presence of children who were entering and leaving the park area. To improve access for cyclists who were using the dedicated cycling route and to create a safer environment for the park users, it was proposed to introduce double yellow lines along the length of Robinson Street that fronted the park area.

The proposal had been approved under delegated powers on 31st March 2022 and subsequently advertised. Two letters of objections had been received. The basis of the objections was that vehicles that previously parked on that side of the street would push parking issues further along Robinson Street and Block Lane. The traffic problems were due to Freehold Tram Stop not have a car park for its users and that during the pandemic, it was impossible for residents to park on the street during the day due to the number of commuters who left their vehicles to use the Tram Stop.

In light of the objections, there was a high demand for parking in the area due to the majority of residential properties not having off-street parking, which resulted in residents having to rely on the highway for parking. The nearby Tram Stop attracted an increasing number of commuters to park on Robinson Street. However, the area outside of the pocket park needed to be clear for safety purposes and there was no automatic right to park on the public highway. Fewer people were expected to drive and park close to the Tram Stop as it should be easier to cycle and walk to the Tram Stop. The parking restrictions were being implemented where there were no residential properties adjacent.

Options considered:

Option 1: Introduce the restrictions as advertised.

Option 2: Do not introduce the restrictions and allow the obstructive parking to continue.

RESOLVED that, as per the recommendation, the proposed restrictions be introduced as advertised.

The meeting started at 5.30 pm and ended at 5.36 pm



TRO Panel

Decision Maker: Director of Environment, Nasir Dad

Date of Decision: 15 June 2023

Subject: Objections to Proposed Prohibition of Waiting – Whinberry Way / Ripponden Road, Moorside

Report Author: Andy Cowell, Traffic Engineer

Ward (s): St James'

Reason for the decision:

A report recommending the introduction of Prohibition of Waiting restrictions at Whinberry Way / Ripponden Road, Moorside was approved under delegated powers on 1 August 2022. The proposal was subsequently advertised, and five objections were received.

One objection was received from a resident of Whinberry Way and four objections were received from residents of Ripponden Road.

In summary, the objector at Whinberry Way states that the proposed restrictions will displace parking from other areas to outside their property.

The objectors at Ripponden Road state that, although they have driveways, they occasionally need to park on the road for short periods to move cars around and the space is used by visitors and for deliveries. Residents believe that the speed limit should be reduced to 30mph and a speed camera installed to improve safety at the site. The objectors also state that very few vehicles park on Whinberry Way and the problem reported may have been a temporary one, and, therefore, there would be little if any displacement onto Ripponden Road, which is wide enough for two large vehicles to pass each other safely. It is also sometimes necessary for

residents to stop and wait for a gap in the traffic in order to reverse onto their driveway.

Officers have considered the objections but believe that the restrictions are fully justified. The scheme, in its current form, would prevent motorists from parking in the area of concern on Whinberry Way and address a number of issues identified, nearby, on Ripponden Road.

In terms of Whinberry Way, although some parking may be displaced to alongside other properties, to prevent this would require a more extensive scheme. Parking is available along the first section of Spinners Way where there are no properties fronting the highway and this is the closest area to the proposed scheme. The restrictions on Whinberry Way were proposed to prevent vehicles parking near to the junction of Ripponden Road, which is a road of strategic importance. Whinberry Way is also the main access point into the residential estate. Vehicles parked near to the junction affect the flow of traffic into and out of the estate and vehicles entering Whinberry Way from Ripponden Road are forced into the opposing carriageway when vehicles are parked close to the junction. The situation is compounded by the higher speed limit on Ripponden Road and poor forward visibility at the corner of the junction

Although no complaints have been received in relation to parking on Ripponden Road in the vicinity of Whinberry Way, when a scheme is devised for new parking restrictions, the Council often extend the scheme out to a wider area to cater for any displacement that may occur and to achieve economies of scale in terms of traffic order costs. The proposed restrictions along Ripponden Road, which forms part of the A672 strategic route, address a number of road safety issues identified by Officers on site.

On Ripponden Road, there is a right turn lane marked out on the carriageway to facilitate right turn movements into Whinberry Way. There is also a central pedestrian island located immediately to the northeast of the junction. Therefore, any vehicle parking alongside the right turn lane would block the road when a vehicle is waiting to turn right. Vehicles parked in this general area also force vehicles into the

central hatched areas and cause vehicles to weave, especially the closer a vehicle is parked to the central island. Vehicles parked near to the island also affect inter-visibility between pedestrians and motorists, and vice versa.

The proposed restrictions on the north east side of the junction are longer in length to protect the island and for visibility reasons (in the UK visibility to the left is less significant than when looking to the right at a side junction). The restrictions are also longer on the north east side to cover an existing SLOW marking in advance of the junction. Vehicles parked on the SLOW marking conceal most of the marking.

It should be noted that the proposed restrictions do not prevent loading and unloading outside the properties or stopping to wait to access a driveway.

There are no plans to reduce the speed limit. Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. It should also be noted that reducing a speed limit alone does not automatically guarantee compliance by drivers. The character and function of Ripponden Road and the environment this section of the road is in would not support a lower speed limit. The speed limits along Ripponden Road were investigated by Transport for Greater Manchester (TfGM) and the Police (GMP) as part of the District wide, Greater Manchester Speed Limit Review undertaken several years ago. This work was carried out to provide consistency and to determine if the current speed limits set in the various districts complied with the new guidance published in the Department for Transport Circular 01/2013, "Setting of Local Speed Limits". Consequently, no changes were deemed necessary at the time to the existing Speed Limit arrangements on Ripponden Road.

Unfortunately, the location would not qualify for a speed camera based on the criteria set by the Department for Transport.

In summary, if approved the proposal will:

- increase visibility along Ripponden Road for motorists exiting Whinberry Way
- increase visibility along Whinberry Way for motorists exiting Spinners Way
- increase visibility for pedestrians crossing at the island
- protect the pedestrian island from becoming obstructed
- improve traffic flow past the island, reducing weaving
- protect the right turn lane
- improve traffic flow in and out of Whinberry Way
- reduce the conflict between left turning vehicles entering Whinberry Way from Ripponden Road and vehicles parked on Whinberry Way
- prevent footways from becoming obstructed by parked vehicles
- prevent parking on the south-westbound slow marking on Ripponden Road

Summary:

The purpose of this report is to consider all representations received to the proposed introduction of Prohibition of Waiting restrictions at Whinberry Way / Ripponden Road, Moorside

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

Option 1: Introduce the proposed restrictions as advertised
 Option 2: Relax the proposed restrictions and introduce an agreed amendment
 Option 3. Do not introduce the proposed restrictions

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

The Ward Members have been consulted and no comments have been received.

Recommendation(s):

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

Implications:

What are the financial implications?

These were dealt with in the previous report (refer to Appendix A)

What are the legal implications?

These were dealt with in the previous report (refer to Appendix A)

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)	Not required because the measures proposed are aimed at improving road safety
What are the property implications	None, the work is being undertaken on the public highway which is under the control of the Highway Authority. (Rosalyn Smith)
Risks:	None
Co-operative agenda	These were dealt with in the previous report (refer to Appendix A)

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

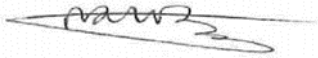
Report Author Sign-off:	
Andy Cowell	
Date: 26 May 2023	

Please list and attach any appendices:-

Appendix number or letter	Description
A	Approved Mod Gov Report
B	Copy of Representations

In consultation with Director of Environment

Signed :

A handwritten signature in black ink, appearing to be 'MAD', written over a light gray dotted rectangular background.

Date: 30.05.2023

APPENDIX A

APPROVED MOD GOV REPORT

Delegated Decision

Proposed Prohibition of Waiting – Whinberry Way / Ripponden Road, Moorside

Report of:

Emma Barton, Executive Director for Place & Economic Growth

Officer contact: Andy Cowell, Traffic Engineer
Ext. 4577

19 April 2022

Purpose of Report

The purpose of this report is to consider the introduction of prohibition of waiting restrictions at the junction of Whinberry Way and Ripponden Road, Moorside.

Recommendation

It is recommended that prohibition of waiting restrictions are introduced in accordance with the plan and schedule at the end of this report.

Proposed Prohibition of Waiting – Whinberry Way / Ripponden Road, Moorside

1 Background

- 1.1 Ripponden Road forms part of the A672 strategic route connecting Oldham with Ripponden. Whinberry Way is a local distributor road located on the outer edge of the town. It forms the main spine road within a housing estate consisting of detached and semi-detached houses. At the point where the roads connect, Ripponden Road has a speed limit of 40mph with Whinberry Way subject to the urban speed limit of 30mph. There is a pedestrian island located on Ripponden Road immediately to the north-east of the junction and a dedicated right turn lane marked out at the junction. All the properties in the area have off-street parking facilities. There are no existing parking restrictions in place at the junction.
- 1.2 The Highways Department of the Council recently received reports of indiscriminate parking on both sides of Whinberry Way, between the junction of Ripponden Road and the junction of Spinners Way.
- 1.3 It is reported that vehicles parked in this location affect visibility for motorists emerging from Spinners Way and also affect the two-way flow of traffic close to the junction of Ripponden Road. Concerns have been raised that vehicles entering Whinberry Way from Ripponden Road are forced into the opposing carriageway when vehicles are parked close to the junction. The situation is compounded by the higher speed limit on Ripponden Road and poor forward visibility at the corner of the junction.
- 1.4 Officers have inspected the location and support new restrictions to address the issues reported. However, to prevent vehicles being displaced onto Ripponden Road and to address other issues, the proposal has been extended out to include a wider area.
- 1.5 It is proposed to promote new prohibition of waiting restrictions on both sides of Whinberry Way and Ripponden Road as detailed on plan 47/A4/1665/1.

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 If approved, the proposal will:
 - increase visibility along Ripponden Road for motorists exiting Whinberry Way

- increase visibility along Whinberry Way for motorists exiting Spinners Way
- increase visibility for pedestrians crossing at the island
- protect the pedestrian island from becoming obstructed
- improve traffic flow past the island reducing weaving
- protect the right turn lane
- improve traffic flow in and out of Whinberry Way
- reduce the conflict between left turning vehicles entering Whinberry Way from Ripponden Road and vehicles parked on Whinberry Way
- prevent footways from becoming obstructed by parked vehicles
- prevent parking on the south-westbound slow marking on Ripponden Road

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 St James' Ward Councillors

- 6.1 The Ward Councillors have been consulted and Councillor Alexander supports the proposal.

7 Financial Implications

- 7.1 The cost of introducing the Order is shown below

	£
Advertisement of Order	1200
Introduction of Road Markings	500
TOTAL	1700
Annual Maintenance Cost (calculated April 2021)	100

- 7.2 The advertising & road marking expenditure of £1,700 will be funded from the Highways Operations – Unity revenue 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.

(John Edisbury)

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 – The proposal will improve access along the highway.

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 proposal will improve safety for road users.

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

16.1 Nil.

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.

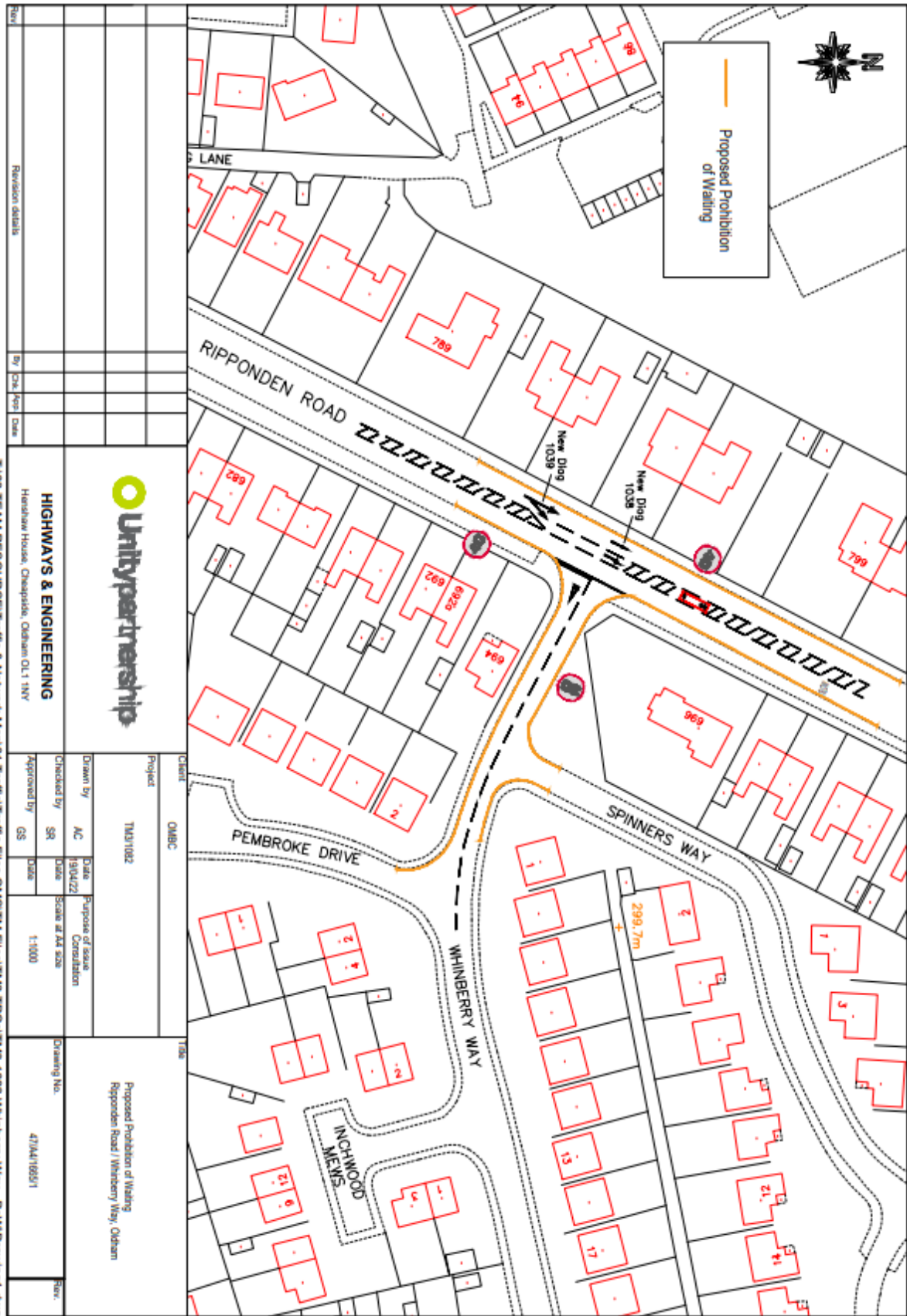
Schedule

Drawing Number 47/A4/1665/1

Add to the Oldham Borough Council (Oldham Area) Consolidation Order 2003

Part I Schedule 1 Prohibition of Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Whinberry Way, Oldham</u> (South west side) From its junction with Ripponden Road to its junction with Pembroke Drive	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Whinberry Way, Oldham</u> (North east side) From its junction with Ripponden Road to a point 16 metres north east of its junction with Spinners Way	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Ripponden Road, Oldham</u> (South east side) From a point 30 metres south west of its junction Whinberry Way to a point 65 metres north east of its junction with Whinberry Way	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Ripponden Road, Oldham</u> (North west side) From a point 30 metres south west of a point opposite the south westerly kerb-line of Whinberry Way to a point 65 metres north east of a point opposite the north easterly kerb-line of Whinberry Way	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Spinners Way, Oldham</u> (Both sides) From its junction with Whinberry Way for a distance of 10 metres in a north easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Pembroke Drive, Oldham</u> (West side) From its junction with Whinberry Way for a distance of 10 metres in a southerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	



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

Report Author Sign-off:	Andy Cowell
	Gordon Anderson
Date:	21 June 2022

Approved by:

Signature:  Date: 23 June 2022
Emma Barton, Executive Director for Place and Economic Growth

In consultation with

Signature:  Date: 1st August 2022
Cllr Jean Stretton, Portfolio Holder for Neighbourhoods

APPENDIX B
COPY OF OBJECTIONS

Objection 1

FTAO. Paul Entwistle,

Having recently received a proposition of traffic management on Whinberry way, Myself, resident of XXXXXXXXX have perused and object with the following reasons.

The attached images relate to the inconsiderate parking behaviour of visitors and local residence, this is directly outside my property.

To implement the parking restrictions indicates movement of the issues to areas such as outside my property, this would certainly create an even more hazardous situation as can be seen by the effects and dangers around the T junction in images 101849 and 101851.(These images where taken 010:18 Sunday 29th of January.)

The image 084618 is a vehicle parked in the vicinity on a regular occasion of the proposed layout of traffic restrictions. (This image was taken 08:46 Monday 30th of January.)

Objection 2

Dear Sir/Madam

I am writing to you regarding a letter I received from yourselves reference AC/TM3 in relation to parking restrictions (ref LJM/VF21741)being imposed outside my property at :-

XXXXXXXXX
Moorside
Oldham
XXXXXX

I wish to object on the following grounds .

At our household we currently have four vehicles ,my wife and both our grown up children each own a car were as I have a small car derived van.

I leave for work at 5am and return around 4pm

My son leaves for work at 7am and returns around 6pm

My wife leaves for work 8 am and returns around 5pm

My daughter rotates between night and day shifts at the hospital.

As I am sure you can imagine the logistics of parking the vehicles in the correct order is already tricky without the added problem of not being able to park on Ripponden Rd for an hour or so until the correct order can be achieved .

We feel the vehicles at our property are only small and do not hinder the flow of traffic or impede the vision of other motorists on Ripponden Rd which is a wide road and only has any real volume of traffic for a few hours only on week days .

I cannot comment on the validity of the proposal on adjoining streets or properties but only on the impact they will have on my household which is purely negative, the restrictions will not prevent the likes of Amazon/DPD drivers stopping for a minute or two to carry out deliveries which I think is perhaps the issue you are trying to address.

Please take into consideration the points I have expressed .

Kind regards

Objection 3

Ref: LJM/VF21741 Proposed Traffic regulation order – the Oldham area consolidation order prohibition of waiting amendment order 2023

Objections/representations regarding proposed parking restrictions on Ripponden Road

I have lived at either XXXXXXXXXXX (my current address) or XXXXXXXXXXX for the last 42 years.

I have always tried to park on my driveway but occasionally need to park outside the house, never overnight, and have never in all the years I have lived here seen or heard of any accident immediately outside both houses. My disabled mother is frequently brought to my house and dropped off/picked up from outside the house on the road next to the driveway.

Having reviewed your plans for parking restrictions to be put in place I am keen to understand the rationale for these as I feel there is a lack of understanding of the dangers on the road and you have an opportunity to make the road safer if you had the full facts before you conclude this is the right course of action.

Firstly, we have seen more parking on the road over the last few years as a result of Age Concern occupying what was a previous residential property at 789 Ripponden Road. We did object to this change in status at the time, our argument was the increased volume of traffic and parking that this would create but we were assured that given the size of the driveway at the property the road would not be used as a pick up and drop off point and certainly not for parking. This hasn't been the case and you would see this if you were to carry out a review/study on the days it is open. To clarify, I have no objections to Age Concern operating from 789 I am merely explaining the impact it has on parking. I do note that the plans do not extend to outside 789 Ripponden Road?

Secondly, the most recent accident I have witnessed was caused by a coach parking outside 803 Ripponden Road; I understand the house owner has a coach business. A car drove into this huge parked vehicle a couple of months ago. There have been other incidences of coaches parked there since the accident, but I also note that your proposed plans do not extend to putting parking restrictions outside 803 Ripponden Road. There have been a lot of comments on social media about how a coach should not park on the road.

Thirdly, if you are looking at the problems on Whinberry Way then this does not end at Spinners Way as driving past the parked cars on the left hand side of Whinberry Way (nos 1- 13) is in my opinion a bigger hazard than any of the other proposed changes you wish to make.

Fourthly, it would greatly benefit road safety if you were to move the 40 mile per hour speed limit from the top of Sholver Lane (near 779 Ripponden Road) to perhaps after 809 Ripponden Road/ top of Coleridge Road.

In my opinion this would have the biggest impact on road safety in this residential and busy area. This speed limit has existed longer than my 42 years living at both XXX and XXX and is outdated given the number of vehicles now on the roads and using the junctions in the area.

If you were to put in the parking restrictions per your plans without altering the speed limit I can sensibly predict that cars will speed even more than they already do and this will result in multiple

and potentially more serious accidents as those turning right from Whinberry way onto Ripponden Road will be moving from a stationary position into the paths of these cars who will not have time to slow down in time.

Finally, you may wish to consider siting a speed camera in the area. I'm assuming the one near to Our Lady's School (if it does work) is defunct given it was installed prior to the traffic lights at the bottom of Turf Pit Lane.

Given I have more insight into the area I am more than happy to spend time with any of your representatives and show them the areas of my concern.

I have also included a number of photographs taken over the last few days which may help.

I would be grateful if someone could contact me to discuss my issues/comments so that we could perhaps agree a solution that works on every level and shows the council are indeed willing to listen to their residents. My number is XXXXXXXXXX. Regards

Objection 4

Dear Sirs, With regard to Proposed Traffic Regulation Order: The Oldham Area Consolidation Order Prohibition of Waiting Amendment Order 2023 Ripponden Road / Whinberry Way, Oldham

We OBJECT most strongly to the above Proposal in it's current form for the following reasons:

1] From the front windows of our house we can see along Whinberry Way as far as the junction with Pembroke Drive.

Today, like almost every other day, there has been a complete absence of vehicles parked on Whinberry Way between Ripponden Road and Pembroke Drive during the day. There is one (1) vehicle that is frequently parked overnight on the north east side of Whinberry Way between Ripponden Road and Spinners Way from sometime shortly after 6pm. When this vehicle is parked it almost certainly causes visibility problems for drivers emerging from Spinners Way as it is a "Luton body" van ie a bit larger than a standard Ford Transit van.

We do agree that there are other, rare, occasions when vehicles are parked on Whinberry Way between Ripponden Road and Pembroke Drive.

We also agree that on even rarer occasions there have been vehicles parked on both sides of Whinberry Way between Ripponden Road and Pembroke Drive.

When vehicles are parked on both sides of Whinberry Way between Ripponden Road and Pembroke Drive it does cause problems for traffic turning into Whinberry Way from Ripponden Road. For this reason we would fully support the following No Waiting Restrictions on Whinberry Way:-

a] No Waiting at all times on the north east side from the corner with Ripponden Road to the corner with Spinners Way. This would resolve the visibility problem for those drivers emerging from Spinners Way caused by vehicle(s) parking on this side of Whinberry Way.

b] No Waiting during the following times: Monday to Friday 7am to 10am and 4pm to 7pm, on the south east side from the corner with Ripponden Road to the corner with Pembroke Drive.

The above should alleviate what very little parking problems occur on that section of Whinberry Way and should help traffic turning from Ripponden Road by having a clear road to turn into during busy times of day.

2] As the "parking problem" on Whinberry Way is, more or less, non-existent there is no need to introduce No Waiting Restrictions on the section of Ripponden Road indicated in the Proposal. There will be no vehicles "displaced onto Ripponden Road", caused by introducing any No Waiting Restrictions on Whinberry Way as there is very rarely any parking on that section of Whinberry Way.

There is no need of No Waiting Restrictions on this part of Ripponden Road. The road here is more than wide enough for two (2) vehicles – including HGVs and Buses - to pass each other safely with plenty of room to spare even when vehicles are parked on both sides of this section of Ripponden Road.

There is no traffic flow problem on this part of Ripponden Road to justify introducing the Proposed No Waiting Restrictions.

The moral of the above two (2) points is: If it ain't broke don't "fix" it.

3] Accessing our driveway from Ripponden Road

As you can see from our address we are within the proposed "No Waiting" area.

Possibly the following may be clearer to you if you use Google Maps in Satellite View, my browser shows this well <https://www.google.com/maps/@53.5667183,-2.0716098,123m/data=!3m1!1e3>

The above map clearly shows our driveway opening onto our neighbours (XXX) driveway which is the driveway between XXX and XXX. You should also be able to gauge that our driveway is not wide enough to enable turning a medium size car around.

The above map also clearly shows that we do NOT have direct access to our driveway from Ripponden Road. Our access is via our neighbours driveway and this Legal Access is limited to an imaginary drive running between our driveway gateposts and our neighbours driveway gateposts opening onto Ripponden Road. We do not have Legal Access to any other part of our neighbours driveway, we are not allowed to perform any turning manoeuvres or park on any part of our neighbours driveway.

The above map also shows it would not be practical to park on the road outside our house due to the traffic island directly outside our house, so we park on our driveway.

To access our driveway it is necessary to Stop outside number 799 (next door) and WAIT for a gap in the traffic flow in order to be able to reverse onto our driveway. The WAIT time can vary from a few seconds to several minutes depending on traffic flow; a wait of 9 minutes - or even longer - can occur when, for whatever reason, traffic flow is more dense than usual on Ripponden Road. There have been occasions when traffic flow has been so dense - caused by M62 diversion and roadworks on Ripponden Road at the same time - that we have had to leave our car parked outside 799 for a few hours until traffic flow had eased enough to be able to reverse the car onto the drive without disrupting other traffic. Obviously we would no longer be able to do that if this section of Ripponden Road became No Waiting.

No, it would not be possible to simply turn off Ripponden Road and go forwards onto the driveways as it would then be necessary to REVERSE out of the driveways onto Ripponden Road as it is not possible to turn our car around on our driveway; an extremely Dangerous manoeuvre even if traffic flow is very light as the driver cannot see oncoming traffic from either direction.

Under your current Proposed No Waiting scheme if we stop outside 799 and WAIT to reverse we could incur a penalty for breaking the "No Waiting at any time" restriction. So, we would have to STOP in the middle of Ripponden Road with our indicator flashing to turn left and hope that the driver behind has left enough space to let us reverse. I am sure that will cause problems... especially if it is necessary to get several vehicles to reverse to enable us to access our driveway.

Should you go ahead with the proposed No Waiting Restrictions: We ask that the Proposal reduce the No Waiting Restriction on the North West side of Ripponden Road so that the Restriction finishes at the Northern end of the driveway belonging to 799 Ripponden Road, ie the boundary between the house (799) and the driveway, thus avoiding the silly situation of our being prosecuted for Waiting to access our driveway. 4]

Deliveries of heavy goods to houses within the Proposed No Waiting area on Ripponden Road

We expect to be having our roof re-slatted and various other building works carried out starting in March 2023. This will involve deliveries of long lengths of scaffolding, wood and other building supplies. Where do you expect these heavy deliveries to be off loaded from the supply trucks? Deliveries of heavy goods to date have been with the delivery vehicle parked outside 799. We are sure other people will be interested in this response.

Should you decide to go ahead with this Proposal in it's current state we will need to know who we can appeal your decision to.

Yours faithfully

Objection 5

Dear Sir or Madam

FAO Environment Group Solicitor

Re: The Oldham Area Consolidation Order Prohibition of Waiting Amendment Order 2023
Ripponden Rd / Whinberry Way

Plan 47/A4/1665/1

Thank you for giving me the opportunity to respond to your proposal to introduce Prohibition of Waiting in my neighbourhood.

I live at XXX Ripponden Rd and have done so for 26 years.

I do not recognise the problem this Order is designed to solve. It is a waste of Council resources.

Though I don't suppose that painting some yellow lines and erecting some notices is prohibitively costly, I doubt that there are the staff to 'police' this restriction.

I think that at the time the Highways Department received reports of indiscriminate parking this related to a relatively short period of time when new residents were completing their move into a house on the corner of Ripponden Rd and Whinberry Way. A van was inconveniently parked there a number of times, which complainants may have, wrongly, assumed was going to become a habitual occurrence. With the move complete, the van has vanished.

There is no problem with indiscriminate parking.

I would urge your officers to reinspect the location. I think they would now find no evidence of a problem, and certainly not one that warrants extending a restriction onto Ripponden Rd to prevent displacement.

A more useful, urgent and cost effective Traffic Regulation Order would be to reduce the speed limit to 30mph on this section of Ripponden Rd, and 20mph on Whinberry Way.

Yours faithfully,



TRO Panel

Decision Maker: Director of Environment, Nasir Dad

Date of Decision: 15 June 2023

Subject: Objections to Proposed Prohibition of Waiting – Chew Valley Road / Rimmon Close, Greenfield

Report Author: Andy Cowell, Traffic Engineer

Ward (s): Saddleworth South

Reason for the decision:

A report recommending the introduction of Prohibition of Waiting and Bus Stop Clearway restrictions at Chew Valley Road and Rimmon Close, Greenfield was approved under delegated powers on 12 July 2022. The proposal was subsequently advertised and four objections were received.

One objection was received from a member of the public. Councillor Woodvine and Councillor Sheldon initially supported the proposals but following the advertisement of the scheme both Ward Members changed their views on the length of the restrictions proposed and do not now support the scheme in its current form. The Ward Members only support the restrictions at the mini-roundabout at Rimmon Close. Councillor McManus was not a ward member at the time of the first consultation but does not support the scheme in its current form either. Three identical objections were also received from parents with children at St Mary's school but once the justification for the scheme was sent to them, none objected formally. The correspondence has been included though for reference.

A copy of the approved report is attached at Appendix A and a copy of the objections are attached at Appendix B.

In summary the objectors state that the restrictions are too excessive and do not allow enough parking for parents outside the school. The objectors also wish for the area to remain unrestricted to allow tourists to park in this area at weekends. When the Dovestone Reservoir car park is full this leads to a demand for on-street parking in Greenfield and parking outside the school does not adversely affect residents.

Officers have considered the objections but believe that the restrictions are fully justified. The scheme in its current form would prevent motorists from parking on both sides of the road outside the school and from parking at the two roundabouts, speed cushions, traffic island and bus stop. The scheme does allow some parking outside the school on the north-east side for around 17 vehicles alongside the wider footway and where the road widens towards Manchester Road.

The scheme in its current form would improve two-way traffic flows along Chew Valley Road where congestion occurs at school times. It would ease vehicular manoeuvres around the mini-roundabout and prevent parking near to the pedestrian island, allowing vehicles to pass it without weaving and allowing pedestrians to be seen whilst waiting at the crossing. It would protect the majority of the speed cushions allowing them to be negotiated correctly, therefore reducing any potential damage to vehicles. The introduction of the bus stop clearway would allow buses to access the stop and let passengers board and alight safely on the footway. TfGM support these measures as there have been sporadic issues with parked vehicles preventing access to the bus stop. One of the main aims of the scheme is to remove the parking on the south-west side, north west of the school where there is no footway for pupils to use. This will encourage use of the opposite footway which has been purposely widened to improve safety for pupils. A zebra crossing has also recently been introduced to allow pupils to cross from the new wider footway to the school. Given these safety measures already introduced, Officers do not believe it is acceptable for parents to use the south-west side for parking where there is no footway and

pupils are forced to alight the vehicle into a live carriageway.

The Police support the proposal in its current form.

Summary:

The purpose of this report is to consider all representations received to the introduction of Prohibition of Waiting and a Bus Stop Clearway restrictions at Chew Valley Road and Rimmon Close, Greenfield.

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

Option 1: Introduce the proposed restrictions as advertised
Option 2: Relax the proposed restrictions and introduce an agreed amendment
Option 3. Do not introduce the proposed restrictions

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

The Ward Members have been consulted and Councillor M Woodvine has approved the report as he requested interventions at this location

Councillor G Sheldon has commented, I would welcome some additional yellow lines around the mini roundabout at Rimmon Close. There is no necessity to double yellow the whole length from Rimmon to the Clarence Public house. Parked cars are often a speeding deterrent and this space is used daily as a school drop off point. It is also used at weekend by the many visitors to Greenfield. Therefore, I would support a small section of Double yellow lines but not the complete length of the road.

Councillor M Woodvine has also confirmed that he agrees with the above comments from Councillor Sheldon

Recommendation(s):

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

Implications:

What are the financial implications?

These were dealt with in the previous report (refer to Appendix A)

What are the legal implications?

These were dealt with in the previous report (refer to Appendix A)

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)	Not required because the measures proposed are aimed at improving road safety
What are the property implications	None, the work is being undertaken on the public highway which is under the control of the Highway Authority. (Rosalyn Smith)
Risks:	None
Co-operative agenda	These were dealt with in the previous report (refer to Appendix A)

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

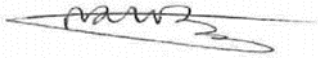
Report Author Sign-off:	
Andy Cowell	
Date:	
26 May 2023	

Please list and attach any appendices:-

Appendix number or letter	Description
A	Approved Mod Gov Report
B	Copy of Representations

In consultation with Director of Environment

Signed :

A handwritten signature in black ink, appearing to be 'MAD' followed by a flourish.

Date: 30.05.2023

APPENDIX A

APPROVED MOD GOV REPORT

Delegated Decision

Proposed Prohibition of Waiting – Chew Valley Road / Rimmon Close, Greenfield

Report of: Executive Director for Place and Economic Growth

Officer contact: Andy Cowell, Traffic Engineer Ext. 4577

1 April 2022

Purpose of Report

The purpose of this report is to consider the introduction of prohibition of waiting restrictions at Chew Valley Road and Rimmon Close, Greenfield.

Recommendation

It is recommended that prohibition of waiting restrictions are introduced in accordance with the plan and schedule at the end of this report.

Proposed Prohibition of Waiting – Chew Valley Road / Rimmon Close, Greenfield

1 Background

- 1.1 Chew Valley Road is a principal road (A669) forming the main route through Greenfield in Saddleworth. At the south eastern end of Chew Valley Road there is a three arm roundabout connecting it with Holmfirth Road and Manchester Road (A635). Around 200 metres to the north-west of this roundabout is a four arm mini-roundabout connecting it with St Marys Drive and Rimmon Close. Between the two roundabouts there is a school, central pedestrian island and speed cushions. It is this area which has been the subject of complaints about indiscriminate parking.
- 1.2 There are three existing School Keep Clear markings in place outside the school, two on the south-west side where the school is located and one on the north-east side opposite. These markings protect the main crossing point outside the school entrance / exit. Prohibition of waiting restrictions are in place to the north-west of the mini-roundabout on both sides, but only extend to 15 metres on the south-east side and only on one side of the road. Restrictions are also in place from the mini-roundabout 5 metres into St Mary's Drive.
- 1.3 A footway widening scheme has recently been completed on the north-east side of Chew Valley Road opposite the school. On the south-west side to the west of the school entrance there is no footway.
- 1.4 It is reported that residents park close to the mini-roundabout and that parents park on both sides of Chew Valley Road at each side of the School Keep Clear markings.
- 1.5 Parked vehicles at the roundabout affect vehicle manoeuvres into and out of the two side streets. Parked vehicles on Chew Valley Road affect two-way traffic flows along Chew Valley Road. Parking near to the speed cushions prevents vehicles from negotiating them correctly. On the south-west side where there is no footway, the opening of car doors to let children alight in the carriageway creates a conflict with passing traffic.
- 1.6 It is therefore proposed to promote new prohibition of waiting restrictions along the south-west side of Chew Valley Road between the two roundabouts and extend the existing restrictions on the north-east side further south-east beyond the pedestrian central island and the first set of speed cushions. Restrictions will also be applied to Rimmon Close at the mini-roundabout. A new bus stop clearway will be included on the south west side to protect the existing unmarked bus stop.

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 The proposal will improve two-way traffic flows along Chew Valley Road, encourage parking on the north-east side to allow children to alight safely on the wider footway, ease vehicle manoeuvres around the mini-roundabout and prevent parking near to the island and speed cushions allowing them to be negotiated safely. The bus stop clearway will allow buses to access the stop and let passengers board and alight on the footway.

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 fully supports these proposals. There has been sporadic issues with parked vehicles preventing access to the bus stop indicated on the plan and by introducing a clearway this should resolve them.
- 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 Saddleworth South Ward Councillors**

- 6.1 The Ward Councillors have been consulted and Councillor Woodvine and Councillor Sheldon support the proposals.

7 **Financial Implications**

- 7.1 The cost of introducing the Order is shown below

	£
Advertisement of Order	1200
Introduction of Road Markings	500
TOTAL	1700
Annual Maintenance Cost (calculated April 2021)	100

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

(John Edisbury)

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 – The proposal will improve access along the highway.

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 proposal will improve safety for road users.

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

16.1 Nil.

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/A3/1659/1

Add to the Oldham Borough Council (Saddleworth Area) Consolidation Order 2003

Part I Schedule 1 Prohibition of Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Chew Valley Road, Greenfield</u> (South west side) From its junction with Rimmon Close for a distance of 98 metres in a south easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Chew Valley Road, Greenfield</u> (South west side) From its junction with Manchester Road for a distance of 95 metres in a north westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Chew Valley Road, Greenfield</u> (North east side) From a point 15 metres south-east of its junction with St Mary's Drive for a distance of 35 metres in a south easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Rimmon Close, Greenfield</u> (Both sides) From its junction with Chew Valley Road for a distance of 13 metres in a westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

No Stopping Order (Bus Stop Clearway)

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Chew Valley Road,</u> <u>Greenfield</u> (South west side) From a point 25 metres north west of its junction with Manchester Road for a distance of 17 metres in a north westerly direction	24 Hours		

APPROVAL

<p>Decision maker</p> <p>Signed  Cabinet Member, Neighbourhoods</p>	<p>Dated: 12 July 2022</p>
<p>In consultation with</p> <p>Signed  Executive Director for Place and Economic Growth</p>	<p>Dated: 6 July 2022</p>

APPENDIX B

COPY OF OBJECTIONS

Objection from a Member of the Public

Good Morning,

I strongly object to the proposed scheme referenced above. It is unnecessary and an over-elaborate interpretation of the scheme proposed by local councillors over a year ago. The initial request was for a small section of double yellow lines around the mini round at Rimmon Close to improve safety and visibility. Your interpretation of this seems to be to remove the majority of the much needed on street parking at Chew Valley Rd. Not only is this section of road used for St Marys School but also offers much needed overspill for the Dovestone car parks at weekends.

Below is a much more suitable plan (restrictions shown in blue) which will address the safety and visibility concerns and minimise the chaos your scheme would cause by allowing much needed parking for residents, parents and tourists.



Much has changed since this initial scheme was concocted and now with the introduction of a new crossing (not shown on the plans) I believe these outdated plans should be scrapped and re-evaluated once the crossing has been installed.

Many Thanks

Objections from Ward Members

I am quite frustrated to see this. I asked for a simple scheme around the junction of Rimmon and St. Mary's Drive to aid visibility.

Now this outrageous scheme has been proposed which will cause chaos for all. We as the Councillors for SS have not been consulted and object strongly to this.

We still want the original plan for the roundabout as I requested over a year ago. The residents on Rimmon have waited much longer than necessary due to this ridiculous TRO.

Please prioritise the plans for the roundabout and dispense with the rest.

I have spoken with Max and Chris over the last few days and we are concerned about the full length of yellow lines as you propose. There is limited parking around the school for parents to drop off their children and these proposals will only make matters worse. I support the double yellows by the mini roundabout but object to the whole road becoming no waiting, from Rimmon to the Clarence.

Please will you take this email as a formal objection to the proposal as it stands from myself.

Regards

I have been made aware of this by a letter going out to the parents of St Mary's school and have received concerns from several parents.

Whilst I was not part of the original process and unable to voice my concerns (being elected in May) this will cause an already bad situation to get considerably worse.

The TRO in the current format simply will not work.

Please take this email as my formal objection.

Please note my objection is around the full-length yellow lines that have been included and not the yellow lines around the roundabout.

Kind regards,

Identical Correspondence from Three Parents and Response

I am writing to object to the proposed Traffic Regulation Order on Chew Valley Road, Greenfield.

As a parent of children at Greenfield St. Mary's School and a local resident I believe that this order will cause more problems than it solves.

Currently, during school pick-up and drop-off (maximum time-frame 30 mins a day), parents park along the walled side (South side) of Chew Valley Road. The school car park is not big enough to fit all parents' cars.

If the whole walled section of Chew Valley Road is off-limits, most of those cars will need to relocate to Manchester Road, which would cause more problems than it solves. There are already parking restrictions on Manchester Road and, as there is more residential housing, it is already much busier than Chew Valley Road.

It seems reasonable to keep the walled side (South side) of Chew Valley Road open to parking and then, to avoid any double parking, introduce double yellow lines on the opposite side of the road (North side). There is ample space for a row of parked cars and for the road to be a functional 2-way street.

In conclusion: The proposed section for parking is not big enough for the amount of school cars and also requires the children to cross a road unnecessarily. It also forces the majority of parents to park on Manchester Road, which is already busy with residential houses/cars and existing parking restrictions. This problem will only get worse during the summer when Dovestone parking requirements increase.

Please do get in touch if you have any further questions.

Regards

Response

Thank you for your email.

The scheme provides many road safety benefits as described in the justification below and is supported by the Police, TfGM and ward members.

The main focus of the scheme is to remove the parking on the south-west side, north west of the school where there is no footway for pupils to use. This will encourage use of the opposite footway which has been purposely widened to improve safety for pupils. Pupils currently cross the road outside the school and can be aided by parents and the school crossing patrol when one is in operation.

If parents have to drive to the school then there are other options such as St Mary's Drive for instance.

Justification

The proposal will improve two-way traffic flows along Chew Valley Road, encourage parking on the north-east side to allow children to alight safely on the wider footway, ease vehicle manoeuvres around the mini-roundabout and prevent parking near to the island and speed cushions allowing them to be negotiated safely. The bus stop clearway will allow buses to access the stop and let passengers board and alight on the footway.

Please let me know if you still wish to object to the proposal now that you have more information about the scheme.



TRO Panel

Decision Maker: Director of Environment, Nasir Dad

Date of Decision: 2 June 2023

Subject: Objections to Proposed Prohibition of Waiting Order - Cragg Road/Mill Brow/Street Bridge Road, Chadderton

Report Author: Mark Woodhead, Traffic Engineer

Ward (s): Chadderton North

Reason for the decision: A report recommending the introduction of double yellow lines at the junction of Cragg Road / Mill Brow and Street Bridge Road, Chadderton was approved under delegated powers on 02 January 2023. It was initially thought that no objections had been received to the proposal, consequently, arrangements were made to have the yellow lines marked on site. However, the introduction of the lines resulted in one of the residents making contact with the Traffic Team to explain they had tried to speak with someone about the scheme during the advertisement period. Unfortunately, their request had been misdirected and their objection was received after the advertisement period had ended. Although the lines have been marked on site, the operational date for the order has been put on hold to give the Panel opportunity to consider the objection.

A copy of the approved report is attached at Appendix A and a copy of the objection is attached at Appendix D.

In summary, the objector states that without a drive or access to private land to park their vehicle outside their property, the new markings mean that they either have to park further down the road, out of view of their CCTV Cameras, or in the nearby car parks. The objectors claim they will have to change insurance if they were

to park it in a separate car park, away from their home.

They have a 6-month-old baby and having quick access to and from the vehicles and being able to unload and load the car closer to our home is also a great help.

They further explain that security is also an issue because when they have had their car parked out of view of their CCTV, they have had both their number plates stolen from the car. This has also occurred previously when they parked at the car park near the church).

In response to the objection: the proposed parking restrictions were intended to remove vehicles parking within the bend of the carriageway and reduce pavement parking

Officers have revisited the site and whilst the length of the proposed restrictions on Street Bridge Road remove on street parking, they could be reduced in length by 12 metres; whilst this would assist the objector the overall objectives of the proposal will also be achieved.

Summary:

The purpose of this report is to consider the representation received to the introduction of prohibition of waiting restrictions at the junction of Cragg Road/Mill Brow and Street Bridge Road, Chadderton

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

Option 1: Introduce the proposed restrictions as advertised
Option 2: Reduce the extent of the restrictions along the northern kerblines of Street Bridge Road
Option 3: Do not introduce the proposed restrictions

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

The Ward Members have been consulted no comments were received.

Recommendation(s):

It is recommended option 2 be progressed and the length of the yellow lines reduced in accordance with drawing 47/A4/1685/1 Rev A and Schedule provided in Appendix B

Implications:

<i>What are the financial implications?</i>	These were dealt with in the previous report (refer to Appendix A)
<i>What are the legal implications?</i>	These were dealt with in the previous report (refer to Appendix A)
What are the procurement implications?	None
<i>What are the Human Resources implications?</i>	None
Equality and Diversity Impact Assessment attached or not required because (please give reason)	Not required because the measures proposed are aimed at improving road safety
<i>What are the property implications</i>	None, the work is being undertaken on the public highway which is under the control of the Highway Authority. (Rosalyn Smith)
Risks:	None
Co-operative agenda	These were dealt with in the previous report (refer to Appendix A)

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

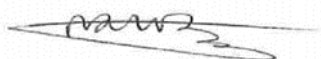
There are no background papers for this report

Report Author Sign-off:	
Mark Woodhead	
Date: 1 June 2023	

Please list and attach any appendices:-

Appendix number or letter	Description
A	Approved Mod Gov Report
B	Revised Schedule
C	Revised Plan
D	Copy of Representations

In consultation with Director of Environment



Signed :

Date: 2 June 2023

APPENDIX A

APPROVED MOD GOV REPORT

Delegated Officer Report
(Non Key and Contracts up to a value of £100k)

Decision Maker: Nasir Dad, Director of Environment

Date of Decision: 16 December 2022

Subject: Proposed Prohibition of Waiting Order - Cragg Road/Mill
Brow/Street Bridge Road, Chadderton

Report Author: Mark Woodhead, Traffic Engineer

Ward (s): Chadderton North

Reason for the decision: Cragg Road is located approximately 3.2km to northwest of Oldham Town Centre. It connects directly onto the B6195, which provides a connection onto A671 in Royton. Cragg Road connects onto the outside of a bend in the carriageway of the B6195 and to west of the junction, there is a row of 4 terraced properties.

The Highways Department of the Council have received reports, via a resident of inconsiderate parking around the junction. This parking is forcing pedestrians into the carriageway, putting them in conflict with moving traffic, particularly when children are being walked to and from school. Visibility for motorists is also obstructed, increasing the risk for pedestrians who are forced into carriageway.

Officers have inspected the location and recommend new restrictions to address the issues reported. Whilst some enforcement has been undertaken by Greater Manchester Police to remove obstructions, the introduction of new restrictions will provide a longer-term solution to the problem.

It is proposed to promote new prohibition of waiting restrictions at the junction of Cragg Road/Mill Brow and Street Bridge Road. Restrictions will also be introduced opposite the junction and in front of the terraced properties to ensure the pedestrians routes remain clear of obstruction.

This new restriction will:-

- improve visibility and safety for motorists
- remove inconsiderate parking from blocking pedestrian routes; and
- improve safety for pedestrians by removing the need to enter the carriageway

Officers have considered installing bollards to remove the parking. The footway widths are not wide enough in places and bollards would create an obstruction and a significant number would be required which would also not be in keeping with the environment at this location. As a result, this option is not considered feasible to address the concerns that have been raised

Summary:

The purpose of this report is to consider the introduction of a new prohibition of waiting restriction order

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

Option 1: To approve the recommendation and provide a long solution to remove inconsiderate parking

Option 2: Not to approve the recommendation and continue to request Greater Manchester Police remove obstructions.

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

The Ward Members have been consulted and no comments have been received

G.M.P. View - The Chief Constable has been consulted and would supports this proposal on the grounds of improved pedestrian safety and reduction of demand on GMP resources to deal with obstructions

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

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

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

Recommendation(s):

It is recommended that a prohibition of waiting order be introduced and the existing restrictions be revoked in accordance with the plan (47/A4/1685/1) and schedule at the end of this report

Implications:

What are the financial implications?

The cost of introducing the Order is shown below:-

Advertisement of Order	1200
Introduction of Road Markings	500
TOTAL	1700
Annual Maintenance Cost	100

The advertising & road marking expenditure of £1,700 will be funded from the Highways TRO budget.

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.
(John Edisbury)

What are the legal implications?

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.

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)

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)

Not required because the measures proposed are aimed at improving highway conditions; the scheme is being promoted to assist vulnerable users by reducing on street parking

What are the **property** implications

None, the work is being undertaken on the public highway which is under the control of the Highway Authority. (Rosalyn Smith)

Risks:

None

Co-operative agenda

Introducing restrictions on Cragg Road and Streetbridge Road is recommended as this will address the difficulties experienced by residents, reduce parking and improve road visibility for pedestrians, keeping them safe (Mahmuda Khanom, Policy Support Officer)

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

Schedule

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

**Part I Schedule 1
Prohibition of Waiting**

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Cragg Road, Chadderton (North East side)</u> From its junction with Street Bridge Road for a distance of 15 metres in a north westerly direction	At any time		
	<u>Cragg Road, Chadderton (South West side)</u> From its junction with Mill Brow for a distance of 10 metres in a north westerly direction	At any time		
	<u>Street Bridge Road, Chadderton (North side)</u> From its junction with Cragg Road for a distance of 27metres in a north easterly direction	At any time		
	<u>Street Bridge Road, Chadderton (South side)</u> From its junction with Cragg Road for a distance of 27metres in a north easterly direction	At any time		
	<u>Mill Brow, Chadderton (North West side)</u> From its junction with Cragg Road for a distance of 30 metres in a south westerly direction	At any time		

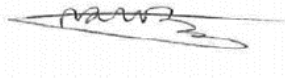
	<u>Mill Brow , Chadderton</u> <u>(South East side)</u> From a point 174 north of its junction with Chadderton Hall Road for a distance of 20 metres in a north easterly direction	At any time		
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There are no background papers for this report

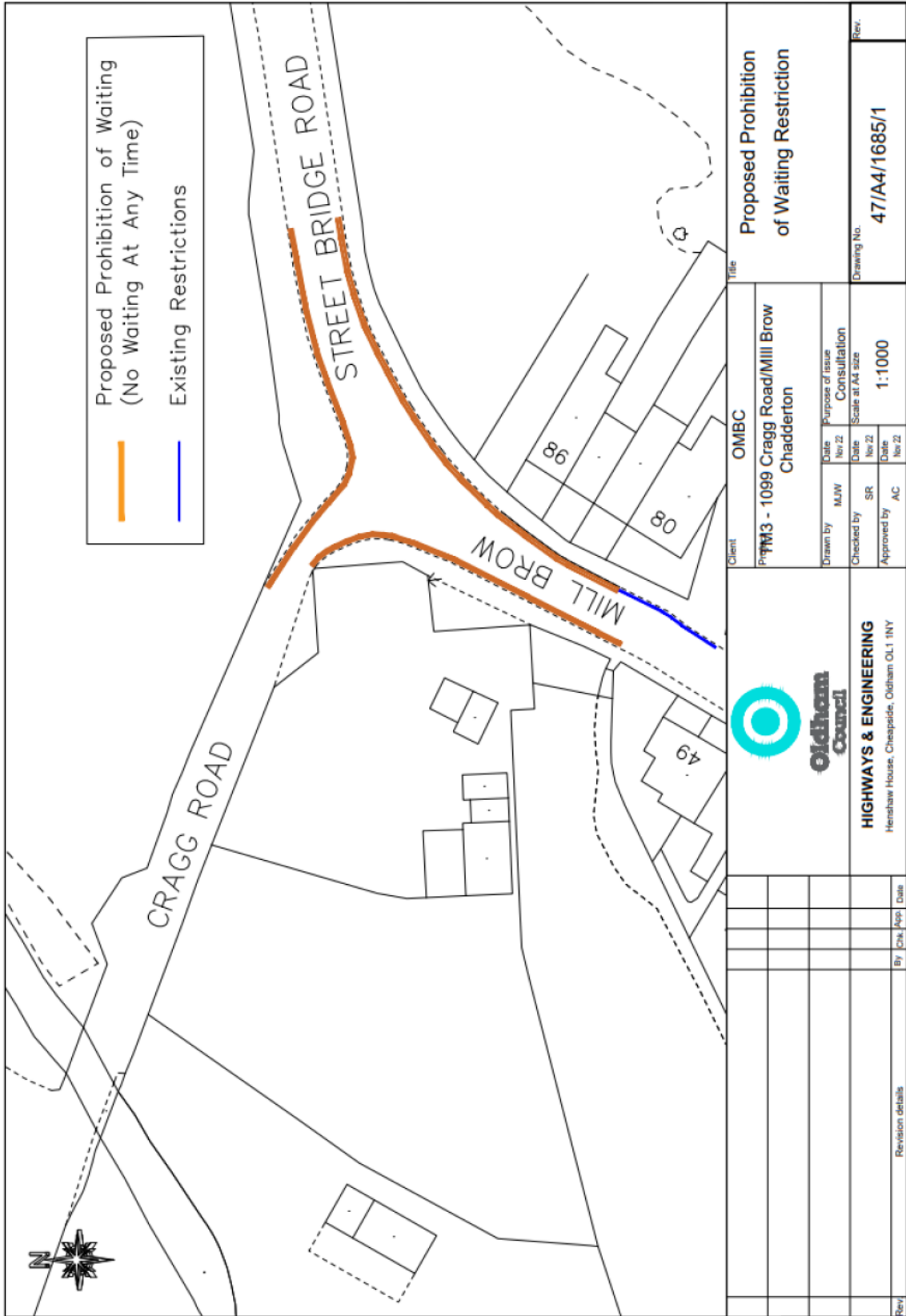
Report Author Sign-off:	
Mark Woodhead	
Date: 16 December 2022	

In consultation with Director of Environment

Signed :



Date: 02.01.2023



Appendix B

Schedule

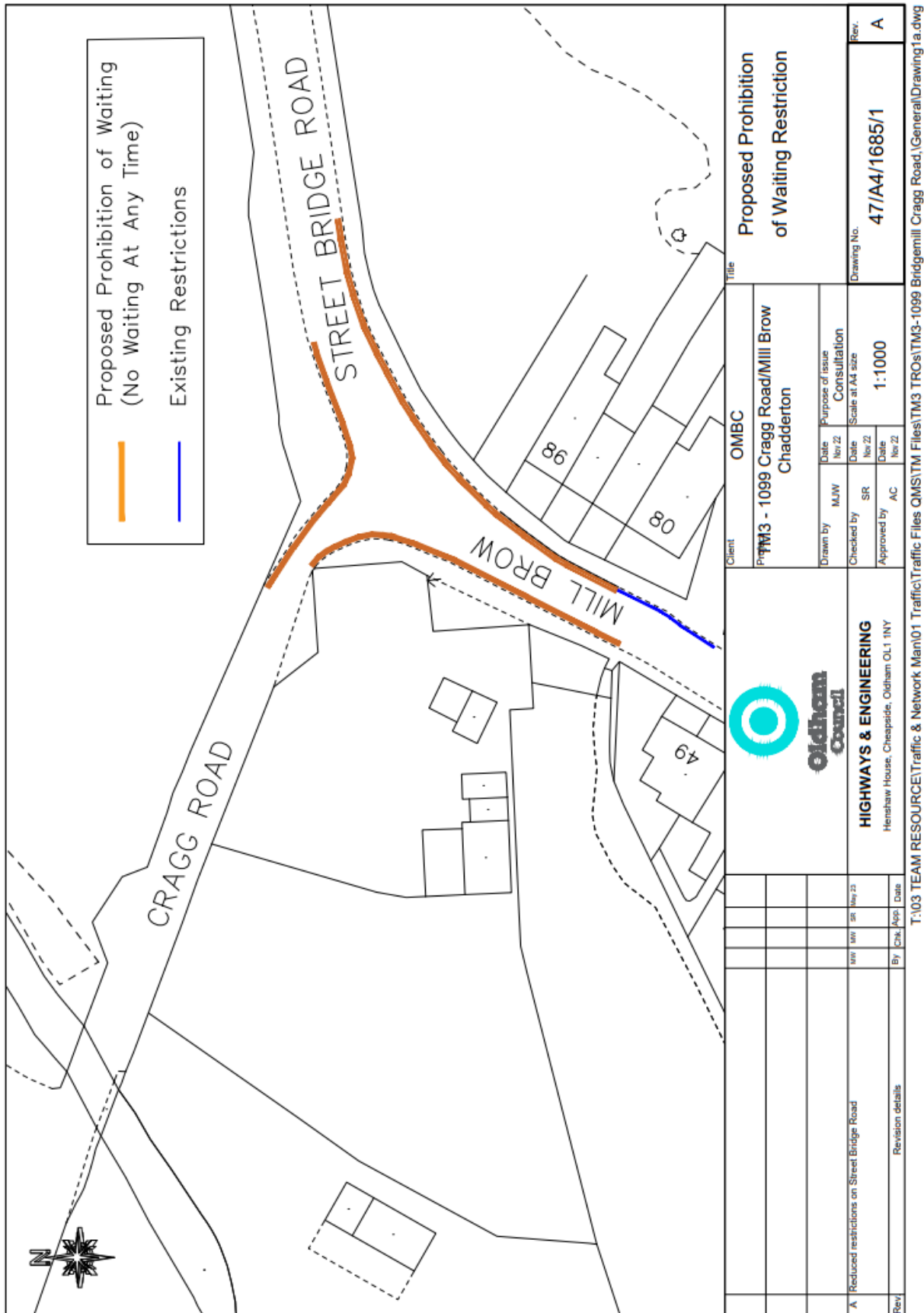
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APPENDIX C

Option 2 – Revised Plan



APPENDIX D

COPY OF REPRESENTATIONS

Objection 1

Good Morning Mark,

Thanks for your email, I hope you are well and enjoyed yet another lovely bank holiday weekend!

I have a couple of objections to the new road markings (Double yellows) however I do agree with them being put up to ease traffic and blocking roads / pathways, I am hoping for a compromise.

For me and my partner at ++++++ we are the only property out of the 4 without a drive or access to private land to park on outside our house, so these new markings mean we either have to park further down the road (out of view of our CCTV Cameras) or on the car park either further down the road or further up, this hosts a number of issues for us as we will have to change our insurance if we were to park it in a separate car park away from home which is a further cost to already high insurance for the area we live in, during an energy crises we are struggling to keep up with bills enough as it is.

We have a 6 month old baby and having quick access to and from the vehicles is a must for us, being able to unload and load the car closer to our home is also a great help.

Security is a huge issue for us, my partner had her car parked past the new double yellow lines last night, out of view of our CCTV and she had both her number plates stolen from the car (this is the second time she has had her plates stolen in the past 8 months, the first time was when she parked at the car park near the church).

We are also particularly worried about devaluation of the property as this area seems particularly difficult to sell properties, from what our neighbours have told us & also with the people we bought the property off we were the only people to view and make an offer in 6+ months. One of the biggest issues before buying the property was making sure we could park and at the time there were 2 or 3 cars parked on the pavement from Cragg Road to Street Bridge Road, since we moved in we have only been parking further down Street Bridge Road and not on the corner or the pavement as we did not want to block traffic or the pavement.

The compromise we are looking for is for the yellow lines on the opposite side of Street Bridge Road to be brought back enough for us to park our 2 cars whilst still being able to view them on CCTV from the home, I have attached some pictures and will put notes below each of them.



As you can see my partners plates have been stolen and we have temporarily moved the car further to the corner until we get new plates, the view we have from our CCTV will cover just up to where my old car currently is (this car is going to be taken tomorrow and scrapped), ideally we would like to be able to park 2 cars up to where the end of view is.



If we could have the double yellows end at roughly where the lamp post is I believe that would be enough for me and my partners cars to still be seen by CCTV and there to be the road markings as a deterrent from people parking on the corner during school times, I believe this is a fair compromise to help the both of us.

Our only alternative is to have our front garden levelled and turned into a drive which we cannot afford and again would only fit 1 car.

Please let me know if you have any further compromises to make or what objections you have to my proposal,

I appreciate the help you have given me.

Kind regards,
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