

Report to TRO Panel

St Mary's Gate Area, Shaw – Objections to Proposed Waiting Restrictions (Single and Double Yellow Lines)

Portfolio Holder:

Councillor A Shah, Cabinet Member for Neighbourhood Services

Officer Contact: Deputy Chief Executive – People and Place

Report Author: Darryll Elwood, Technical Assistant

Ext. 1946

28 March 2019

Reason for Decision

The purpose of this report is to consider three objections received to the proposal to introduce waiting restrictions (double and single yellow lines) within the St Mary's Gate area, Shaw.

Recommendation

Due to the objections received it is recommended the proposal be amended, in accordance with the schedule and plan at the end of this report.

St Mary's Gate Area, Shaw – Objections to Proposed Waiting Restrictions (Single and Double Yellow Lines)**1 Background**

1.1 A proposal to introduce waiting restrictions within the St Mary's Gate area of Shaw, was approved under delegated powers on 24 April 2018, Delegated Reference No D3296 refers. A copy of the report detailing the reason for the yellow lines is attached at Appendix A. The proposal was subsequently advertised and three letters of objection were received, which are attached at Appendix B.

2 Current Position

2.1 Currently there are existing waiting restrictions along the south side of King Albert Street and the west side of Chapel Street and at the junctions of both St Mary's Gate and Chapel Street with Rochdale Road, all of which assist in ensuring free flow of traffic through the area by removing double parking, obstructive parking etc.

2.2 Correspondence was received in August 2017 from a local business expressing a concern that vehicles parking on St Mary's Gate within close proximity to their premises frequently prevented entry and exit to their car park, visibility was also obstructed.

2.3 In light of the concerns raised a number of observations were undertaken in the area which revealed on-street parking does take place and obstruction can occur on St Mary's Gate and the surrounding streets. The area is predominately residential; however, there are a small number of businesses, also due to the area being within close proximity to Shaw District Centre, parking is of a premium for residents, businesses and visitors to the area.

2.4 Due to the current parking levels a proposal was advertised and subsequently 3 objections were received from one of the local businesses, see Appendix B. In light of the issues raised in the objections it is recommended the original proposal be amended and the proposed single yellow lines on Crompton Street and Co-operative Street be removed from the proposal. It is also proposed to remove the double yellow lines from the north side of King Albert Street and the east side of Co-operative Street at their junction as per the plan and schedule at the end of this report.

2.5 Whilst the objections refer to the whole of the proposal, other businesses within the area are suffering due to obstructive on-street parking (2.2 refers), therefore, it is recommended that the double yellow lines proposed on St Mary's Gate and the south side of King Albert Street are approved. This will allow easier access to both car parks and assist the free flow of traffic along St Mary's Gate; also better visibility will be created for all highway users.

3 Options/Alternatives

3.1 Option 1 – To Approve the Amended Recommendations

3.2 Option 2 – Not to Approve the Amended Recommendations

4 **Preferred Option**

4.1 The preferred option is Option 1.

5 **Consultation**

5.1 The Emergency Services and Transport for Greater Manchester were consulted in the original report.

6 **Comments of the Shaw Ward Councillors**

6.1 The Ward Councillors have been consulted and Councillor H Sykes and Councillor H Gloster support the amended proposals as they strike a balance between business and local residents.

7 **Financial Implications**

7.1 These were dealt with in the previous report.

8 **Legal Services Comments**

8.1 These were dealt with in the previous report.

9 **Co-operative Agenda**

9.1 In respect of the introduction of double yellow lines on sections St Mary's Gate and King Albert Street, Shaw, there are no co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

10 **Human Resources Comments**

10.1 None.

11 **Risk Assessments**

11.1 None.

12 **IT Implications**

12.1 None.

13 **Property Implications**

13.1 None.

14 **Procurement Implications**

14.1 None.

15 **Environmental and Health & Safety Implications**

15.1 These were dealt with in the previous report.

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

16.1 The introduction of yellow lines on sections on St Mary's Gate and King Albert Street may result in some displaced parking from motorists who may use this area to park but unobstructed access and highway safety take priority over the need to park.

17 **Equality Impact Assessment Completed?**

17.1 No.

18 **Key Decision**

18.1 No.

19 **Key Decision Reference**

19.1 Not applicable.

20 **Background Papers**

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

None.

21 **Appendices**

21.1 Appendix A – Copy of Mod Gov Report
Appendix B – Copy of Objections

Proposal

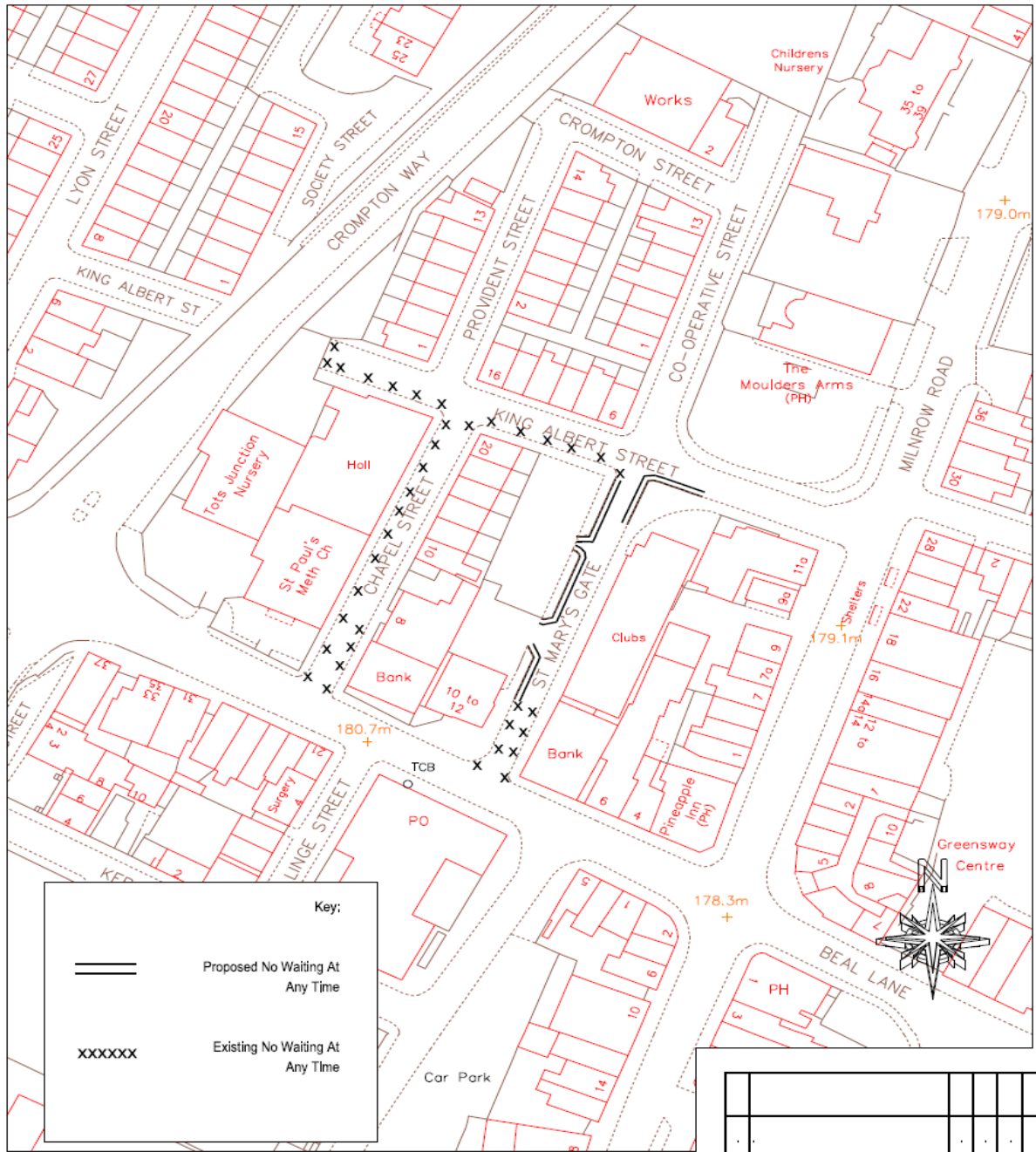
22.1 It is proposed that a Traffic Regulation Order be introduced in accordance with the following schedule and drawing number.

Schedule

Drawing Number 47/A4/1496/1

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

Column 1	Column 2	Column 3	Column 4	Column 5
Item No.	Length of Road	Duration	Exemptions	No Loading
	<u>St Mary's Gate</u> (West Side) From a point 15 metres north of its junction with Rochdale Road to its junction with King Albert Street	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>St Mary's Gate</u> (East Side) From its junction with King Albert Street for a distance of 10 metres in a southerly direction	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>King Albert Street</u> (South Side) From its junction with St Mary's Gate for a distance of 10 metres in an easterly direction	At Any Time	A, B1, B3, B4, C, E, K3	



Key:

==== Proposed No Waiting At Any Time

XXXXXX Existing No Waiting At Any Time

Rev	Revision details	By	Chk.	App.	Date

Unitypartnership

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

Client		
Project		
File Ref: TM3/975		
Drawn by	Date	Purpose of Issue
JW	02/19	Scale at A4 size
Checked by	Date	1:1000
DTG	02/19	
Approved by	Date	
GDS	02/19	

Title

Proposed Prohibition and Restriction of Waiting - St Mary's Gate Area, Shaw

Drawing No. **47/A4/1496/1**

Rev. **V2**

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APPENDIX A
COPY OF MOD GOV REPORT



Oldham
Council

Delegated Decision

Proposed Prohibition and Restriction of Waiting - St Mary's Gate Area, Shaw

Report of: Executive Director, Economy, Skills and Neighbourhoods

Officer contact: Dean Goodwin (Traffic Engineer)
Ext. 1958

20 April 2018

Reason for Decision

The purpose of this report is to consider the introduction of 'no waiting at any time' and 'restriction of waiting' parking restrictions (double / single yellow lines) along St Mary's Gate, King Albert Street, Co-operative Street and Crompton Street, Shaw.

Recommendation

It is recommended that a Traffic Regulation Order be introduced in the St Mary's Gate area, Shaw, in accordance with the schedule and plan at the end of this report.

Delegated Decision

Proposed Prohibition and Restriction of Waiting – St Mary's Gate Area, Shaw

1 Background

- 1.1 A request has been received from a local business located on St Mary's Gate, Shaw, for additional waiting restrictions on the west side of St Mary's Gate, to remove obstructively parked vehicles from that part of St Mary's Gate fronting their premises.
- 1.2 In addition, a previous request for waiting restrictions was received in January 2017 from another business premises located on Crompton Street, Normanton Catering, to assist with access problems to their premises along St Mary's Gate and Co-operative Street, due to alleged obstructively parked vehicles.

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 to approve is Option 1.

4 Justification

- 4.1 The area is predominantly residential in nature with a small number of business premises and a Church/Nursery that can all be accessed through the area in question. The area is also part of Shaw Town Centre and as such visitors to the Town Centre may also park within the area. There are existing waiting restrictions along the south side of King Albert Street and the west side of Chapel Street and at the junctions of both St Mary's Gate and Chapel Street with Rochdale Road, all of which assist in ensuring free flow of traffic through the area by removing double parking, obstructive parking etc.
- 4.2 The request received in the latter part of 2017 was initially to assist in removing vehicles parking on the footway and obstructing pedestrian access to business premises (QDOS) and also vehicular access to the private car park of the same premises. Observations showed that this type of parking was taking place as described and also continued along St Mary's Gate impeding pedestrian access along the footway and also access to another private car park in the ownership of the Cartshaft Club.

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- 4.3 The previous request referred to in 1.2 above was duly considered however, at the time, it was deemed that no intervention was required. However, since the request at the end of 2017 further inspections were carried out that showed a high level of parking within St Mary's Gate and Co-operative Street. The parking observed was seen to be obstructing the footway on the west side of St Marys Gate and on the east side of Co-operative Street, double parking along both St Mary's Gate and Co-operative Street and parking at the junction of St Mary's Gate and King Albert Street.
- 4.4 The premises located on Crompton Street operate between 9am-5pm Monday to Friday and it is therefore considered appropriate to have restricted waiting along the east side of Co-operative Street and the north side of Crompton Street fronting the premises, thereby allowing residents to continue to park outside of the restricted times.
- 4.5 In view of the above, it is felt that waiting restrictions, both 'no waiting at any time' and 'restricted' on St Marys Gate and adjacent streets should be introduced in accordance with the schedule at the end of this report and as shown on drawing number 47/A4/1496/1.

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 objection to 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 Shaw Ward Councillors

- 6.1 The Ward Councillors have been consulted and Councillor H Sykes has indicated this will help the business who has raised this issue but may cause some problems to local residents.

7 Financial Implications

- 7.1 The cost of making this restriction along with initial road marking and maintenance thereafter is as follows:

	£
Advertisement of Order	1,200
Lining Costs	600
Signing costs	600
TOTAL	2,400
Annual Maintenance Costs (estimates calculated February 2018)	60

- 7.2 The advertising and initial road marking/signage cost of £2,400 will be funded from cost centre 40916 (Highways Operations – Unity).

- 7.3 The annual maintenance costs estimated at £60 per annum will be met from cost centre 40350 (Highways Operations). If there are pressures in this area as the financial year progresses, the Directorate will have to manage its resources to ensure that there is no adverse overall variance at the financial year end. (Nigel Howard x3250 /Sadrul Alam x3305)

8 Legal Services Comments

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

9 Co-operative Agenda

9.1 In respect of this proposal there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

10 Human Resources Comments

10.1 None.

11 Risk Assessments

11.1 None.

12 IT Implications

12.1 None.

13 Property Implications

13.1 None.

14 Procurement Implications

14.1 None.

15 Environmental and Health & Safety Implications

15.1 Energy – Nil.

15.2 Transport – Nil.

15.3 Pollution – Nil.

15.4 Consumption and Use of Resources – Nil.

15.5 Built Environment – Nil.

15.6 Natural Environment – Nil.

15.7 Health and Safety – Nil.

16 Equality, community cohesion and crime implications

16.1 By removing obstructive parking and improving visibility and access the proposal will meet the aspirations of the complainant and other residents / road users in the area.

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/A4/1496/1

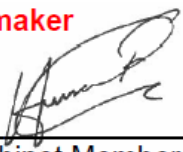
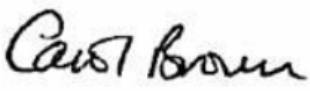
Add to the Oldham Borough Council (Crompton area) Consolidation Order 2003

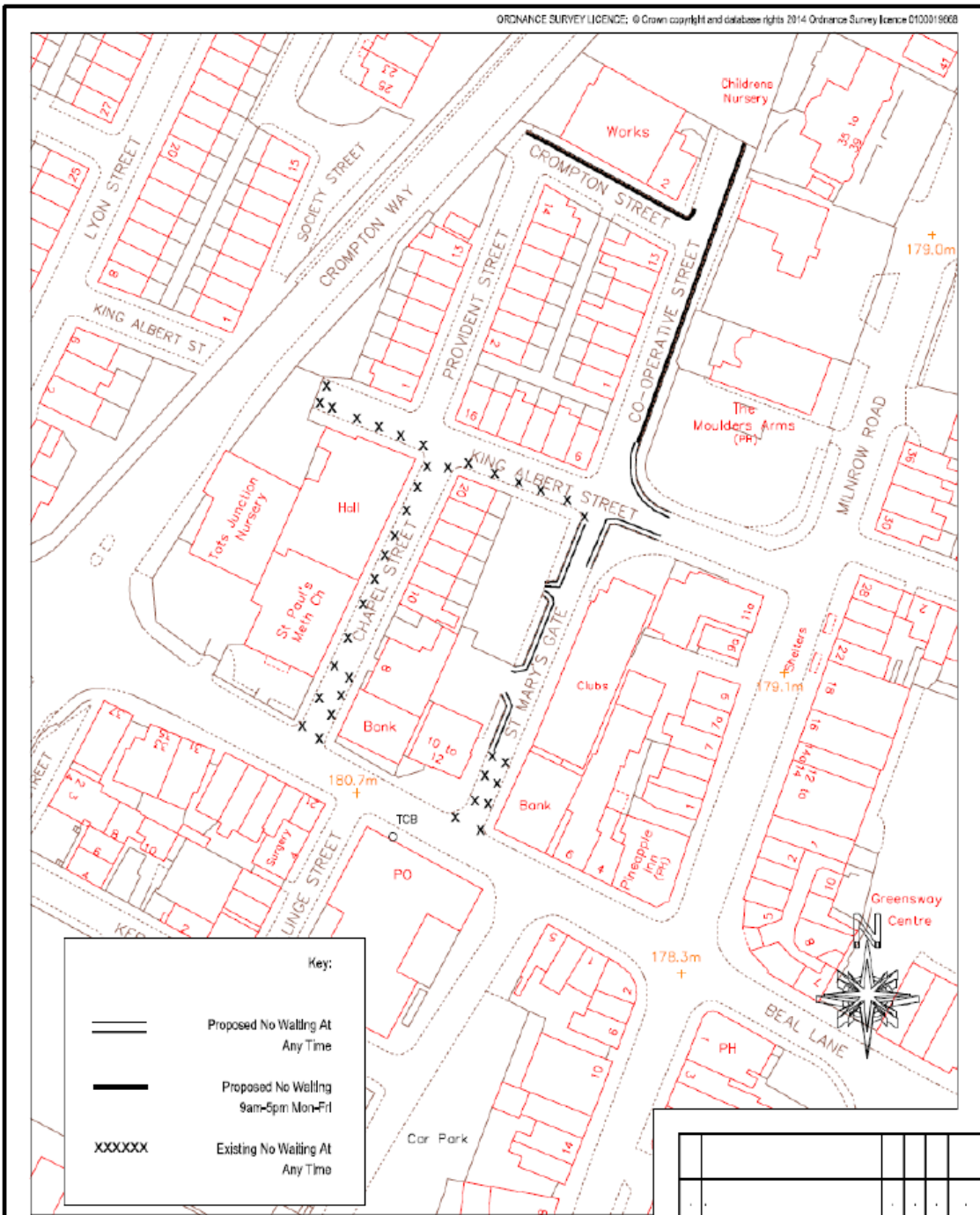
Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>St Mary's Gate</u> (West side) From a point 15 metres north of its junction with Rochdale Road to its junction with King Albert Street	At any time	A, B1, B3, B4, C, E, K3	

	<p><u>St Mary's Gate</u> (East side)</p> <p>From its junction with King Albert Street for a distance of 10 metres in a southerly direction</p>	At any time	A, B1, B3, B4, C, E, K3	
	<p><u>King Albert Street</u> (North side)</p> <p>From its junction with Co-operative Street for a distance of 10 metres in an easterly direction</p>	At any time	A, B1, B3, B4, C, E, K3	
	<p><u>King Albert Street</u> (South side)</p> <p>From its junction with St Mary's Gate for a distance of 10 metres in an easterly direction</p>	At any time	A, B1, B3, B4, C, E, K3	
	<p><u>Co-operative Street</u> (East side)</p> <p>From its junction with King Albert Street for a distance of 10 metres in a northerly direction</p>	At any time	A, B1, B3, B4, C, E, K3	
	<p><u>Co-operative Street</u> (East side)</p> <p>From a point 10 metres north of its junction with King Albert Street to the cul-de-sac end</p>	9am-5pm Mon-Fri	A, B1, B3, B4, C, E, K3	

	<p><u>Crompton Street</u> (North side)</p> <p>From its junction with Co-operative Street to its junction with Provident Street</p>	<p>9am-5pm Mon-Fri</p>	<p>A, B1, B3, B4, C, E, K3</p>	
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APPROVAL

<p>Decision maker</p> <p>Signed  Cabinet Member, Environmental Services</p>	<p>Dated 24/04/18</p>
<p>In consultation with</p> <p>Signed  Director Of Environmental Services</p>	<p>Dated 24/04/18</p>



	Client		Revision details		By	CHK	App	Date
	Project		Title					
HIGHWAYS & ENGINEERING Henshaw House, Cheepcliffe, Okham CL1 1NY	File Ref: TM3/975		Proposed Prohibition and Restriction of Waiting - St Mary's Gate Area, Shaw					
	Drawn by	Date	Purpose of Issue					
	Checked by	Date	Scale at A4 size					
Approved by		Date	Drawing No.		Rev.			
GDS		02/18	47/A4/1496/1					

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APPENDIX B
COPY OF OBJECTIONS



Normanton Catering Technicians Ltd

Service, Installation & Spares

Telephone:

Fax:



Awarded Service Partner of the Year by Rational U.K.

Mrs Darryll Elwood
Technical Admin, Traffic and Network Management
Oldham Council
Highways and Engineering
Traffic Section, Floor 1
Henshaw House
Cheapside
Oldham
OL1 1NY

20th December 2018

Dear Madam

Re: Your Ref: DE/TM3/975

I object to the proposal of the above project totally. Some of my reasons I list below.

We have a business in Crompton Street. We have Five Service Technicians with Transit vans that cover the North of England who constantly visit our premises to pick up spare parts and for instruction. We also have five staff members, all travelling a distance that all have to park their cars. That is ten vehicles in all. We park as neatly as we can at present with a possibility of two in our compound. The proposal would severely restrict our parking as others displaced from the proposed restricted areas where they now park would be looking for and blocking the remaining areas. We have deliveries every day from UPS and occasionally with large vehicles who sometimes struggle to pass the parked cars but most of them find us.

1. As you are aware whenever restrictions are introduced you are moving one problem area into another and in this case an even smaller area. This will cause social unrest and God forbid even racial tension.
2. On certain afternoons workmen visiting the Cartshaft Working Mens Club, leave many large vans in the area and park in front of our building.
3. The occupants of Co-operative Street Have more than one vehicle and use both sides of the road to park.
4. Employees from businesses in the area use Co-operative Street, i.e. Nuttall's, Cartshaft, Tots Junction Nursery and business's on Milnrow Road.
5. Parents dropping their children off at the Tots Junction Nursery often park down the full length of Provident Street and struggle loading the children into their seats with doors wide open.

-
6. The vehicles currently using the proposed restricted areas will move to the only space available blocking the parking spaces we currently use for vehicles from our business.
 7. No. 2 Crompton Street have two vehicles and two young children who would not alighting and leaving the vehicles as safely as they do at present with an even more congested parking situation.
 8. No 13 Co-operative Street at present have a car and a large van that occupy the full length of the side of their property.
 9. Some twenty years ago we were refused the purchase of the land at the rear of our property which we proposed to park our vehicles and to landscape the remainder but were refused. Subsequently the Elizabeth Pilling building has been knocked down and a new housing scheme built on the land using part of the land we were not allowed to buy. New trees were planted on the Crompton Way boundary which I assume was part of the building agreement. At the same time, I know not who, planted oak trees two metres from the back of our building. I can see no reason for this as I believe Oak trees can grow to quite a size? Twenty metres tall and twenty metres wide in some instances.
 - 10. The movement of vehicles in and out of this relatively small area are the lifeblood of the businesses and the community. To put any further restrictions would severely affect the way our business operates.**

Yours sincerely



**Normanton
Catering
Technicians Ltd**

Service, Installation & Spares

Telephone:

Fax:

Awarded Service Partner of the Year by Rational U.K.



Environment Group Solicitor to the Council
Civic Centre
West Street
Oldham
OL1 1UL

St Mary's Gate objection

27th December 2018

Dear Mrs Elwood

Re: Your Ref DE/TM3/975

Proposed Prohibition and Restriction of Waiting - St. Mary's Gate, Shaw

I object wholeheartedly to the above proposal, and the following are my reasons:

We are the only business which operates on Crompton Street, employing 10 staff, six of which are Field based Service Technicians. As we cover the North of England our Technicians will visit our premises a few times a week to replenish their stock onto their vehicles (Ford Transit vans.) We also have five staff members working from Crompton Street, all have a vehicle. At present they park on both side of Crompton Street as well as in our own compound, however the proposal would severely restrict our parking as others would start parking from the proposed restricted areas.

We have daily deliveries from UPS and other suppliers with large vehicles who, do struggle to park now and get passed the parked cars in the vicinity.

We own and rent out 2 Crompton Street and our current tenants have resided there for over 5 years. The young family have 2 young children, and own 2 vehicles, they park directly outside their home, which is the most sensible place with them being so young. They have in the past had to park round the corner onto Co-operative Street, however has proven unsafe as they have had their vehicles broken into. (Should this proposal get granted, we are at a huge risk of losing our Tenants) Something we do not want!

As you are aware whenever restrictions are introduced you are moving one problem area into another, and in this instance an even smaller area. This will cause social unrest and ultimately the vehicles currently using the proposed restricted areas will move to the only spaces available, blocking the parking spaces we currently use.

On many occasions, workmen driving large vans etc visiting the Cartshaft WMC, leave their vehicles parked in the area and in front of our building causing obstructions. Also, several of the residents of Co-operative Street have more than one vehicle and use both sides of the road to park. Employees from other businesses in the area, Nuttalls Funeral Directors, Cartshaft, Tots Junction Nursery all currently park on Co-operative and Provident street.

I have had several altercations with parents dropping their children off at the Tots Junction Nursery, as they currently double park down the full length of Provident Street, and on the Junction leaving their doors wide open whilst getting their children in/out of their vehicles.

I would like you to sincerely consider the above reasons for my objection. As this will have a detrimental effect on us as a business as there simply is not enough space as it is for the volume of vehicles we have within this area and adding additional parking restrictions will just make matters worse.

Best regards



**Normanton
Catering
Technicians Ltd**

Service, Installation & Spares

Telephone:

Fax:

Awarded Service Partner of the Year by Rational U.K.



Environment Group Solicitor to the Council
Civic Centre
West Street
Oldham
OL1 1UL

2nd January 2019

Dear Madam

St Mary's Gate objection

Re: Your Ref DE/TM3/975

Proposed Prohibition and Restriction of Waiting - St. Mary's Gate, Shaw

I write to object to the above proposal, because being the only business on Crompton Street have issues with parking at present and feel this proposal will only exacerbate the problem, forcing other members of the public to park in spaces that we require to run our business. As a **business rate payer, I feel this is the least that Oldham Council can do to help in this situation.**

I object immensely to the proposal of putting Yellow lines anywhere on Crompton Street.

Yours faithfully