

Report to TRO Panel

Objections/Representation to the Experimental Prohibition of Waiting – Chew Brook Drive, Greenfield

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

6 June 2019

Reason for Decision

The purpose of this report is to consider one letter of objection (Appendix B) and one letter of support (Appendix C), relating to the experimental waiting restrictions (double yellow lines) on Chew Brook Drive, Greenfield.

Recommendation

After consideration of the letter of objection and letter of support received, it is recommended that notwithstanding the letter of objection, the Panel support the making of a permanent Traffic Regulation Order on Chew Brook Drive as per the original report shown in Appendix A.

Objections/Representation to the Proposed Prohibition of Waiting – Chew Brook Drive, Greenfield**1 Background**

- 1.1 A proposal to introduce waiting restrictions (double yellow lines) on Chew Brook Drive, Greenfield, Decision Reference Number D2838 refers, was approved under delegated powers on 25 January 2017. At the time of advertising a number of representations were received, objecting to and supporting the introduction of the waiting restrictions. In light of the representations received a report was submitted the Traffic Order Panel on 21 September 2017 recommending the Panel support the introduction of the proposed restrictions on an experimental basis for a period of eighteen months to assess the situation further.
- 1.2 During the first six months of the experimental Order two representations were received, one in favour of the restrictions being introduced on a permanent basis and one objecting and requesting their removal. Due to these representations being received at the start of the 18 month experimental Order, letters have recently been sent to both parties asking if they still wish to make representation.

2 Current Position

- 2.1 Correspondence has been received from both parties requesting their original representations be presented to the TRO Panel.
- 2.2 Observations have been undertaken on Chew Brook Drive which have revealed parking does take place on sections of Chew Brook Drive, where there are no restrictions present and it is therefore recommended the experimental Order currently in place is introduced on a permanent basis to prevent further parking, which could include vehicles double parking through the bend in the highway and within close proximity to the junctions.
- 2.3 The permanent introduction of the experimental Order will not only assist in the free flow of traffic albeit on a give and take basis but increase visibility by improving sight lines through the bend and remove some of the on street parking within close proximity to the junction of Chew Brook Drive with Chew Valley Road but still provide some on street parking provision for residents of Chew Valley Road who are unable to park on this road due to existing waiting restrictions.

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 Saddleworth North Ward Councillors

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

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 Chew Brook Drive 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 Chew Brook Drive 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 Original TRO Report (including original Appendices)
Appendix B – Copy of Objection
Appendix C – Copy of Letter of Support

Proposal

22.1 Notwithstanding the objection received it is recommended that Option 1 be approved and the proposed Order be introduced without amendment, as detailed in the schedule contained in the original report (See Appendix A).

APPENDIX A

COPY OF ORIGINAL TRO REPORT (INCLUDING ORIGINAL APPENDICES)

TRO Panel

Objections to the Proposed Prohibition of Waiting - Chew Brook Drive, Greenfield, Oldham

Report of: Executive Director, Economy, Skills and Neighbourhoods

Officer contact: Darryll Elwood, Technical Admin
Ext. 1946

21 September 2017

Purpose of Decision

The purpose of this report is to consider 9 representations/objections received relating to the above proposal, four objections, one support and four supporting the proposal but requesting additional restrictions be included. The current proposal is to introduce a Prohibition of Waiting Order on Chew Brook Drive, Greenfield in the form of double yellow lines as shown in the report at Appendix A.

Recommendation

Notwithstanding the representations/objections received it is recommended that the Panel supports the introduction of a Traffic Regulation Order on Chew Brook Road, Greenfield, Oldham as originally proposed, but as an Experimental Order for a period of 18 months.

Objections to the Proposed Prohibition of Waiting – Chew Brook Drive, Greenfield, Oldham**1 Background**

- 1.1 The original proposal was approved under delegated powers on 25 January 2017, decision reference D2838 refers. A copy of the report is attached at Appendix A.
- 1.2 A request was received from a number of local residents of Chew Brook Drive requesting waiting restrictions be introduced on Chew Brook Drive, Greenfield to prevent double parking taking place on the bend in the highway.
- 1.3 Observations revealed double parking does take place on this section of Chew Brook Drive; not only obstructing a motorists sight line to oncoming traffic on the bend but can obstruct the free flow of traffic.

2 Current Position

- 2.1 The proposal to introduce waiting restrictions on Chew Brook Drive was subsequently advertised on the 22 March 2017 and 4 letters of objection were received (see Appendix B), 4 letters of support (but requesting additional waiting restrictions be introduced (see Appendix C, this Appendix also includes plans showing the additional restrictions requested) and 1 letter of support (see Appendix D).
- 2.2 The residents requested the extension of the waiting restrictions on Chew Brook Drive due to the current restrictions not being sufficient to prevent problematic parking (double parking) taking place within close proximity to the bend adjacent the pond on Chew Brook Drive. That said, the residents of Chew Brook Drive are aware that a number of residents of Chew Valley Road do rely on parking on Chew Brook Drive due to the limited on-street parking available on Chew Valley Road. In light of this the residents requested a small section of waiting restrictions be introduced as per the schedule in the original report.
- 2.3 The current proposal will remove the obstructive parking from the bend; however, there will still be some on-street parking available.
- 2.4 In light of the number of representations made and the fact that 50% are requesting additional restrictions other than the ones proposed and 50% don't want any restrictions at all, it is recommended that the original proposal is introduced as an Experimental Order. If objections are received because the Order has not been successful, then amendments can be considered by the TRO Panel. However, if the proposed waiting restrictions are successful in removing obstructive parking where required but still provide a section of on street parking without creating any additional problematic parking then the proposal can be made permanent.

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- 2.5 The representations requesting additional restrictions are from residents living within close proximity to the proposed restrictions, their concern is; there is a possibility driveways could be obstructed by displaced parking if the yellow lines are introduced. In light of this, these residents could be offered the option of having an Access Protection Marking (APM) implemented free of charge at the time the lining is undertaken. However, any residents requesting an APM after this time will be charged for its implementation.

3 Options/Alternatives

- 3.1 Option 1: To approve the original proposal as an Experimental Order.
- 3.2 Option 2: Not to approve the original proposal.

4 Preferred Option

- 4.1 The preferred option is option 1.

5 Comments of Saddleworth South Ward Councillors

- 5.1 Ward Councillors were previously consulted at TMU stage and Councillor J McCann and Councillor G Sheldon support the proposal. Councillors have again been consulted and Councillor G Sheldon supports the proposal. Councillor J McCann supports the proposals for the 18 month experimental period as there is a problem and this will enable us to see if this measure solves it.

6 Financial Implications

- 6.1 Dealt with in previous report.

7 Legal Services Comments

- 7.1 Dealt with in previous report.

8 Co-operative Agenda

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

9 Human Resources Comments

- 9.1 None.

10 Risk Assessments

- 9.1 None.

- 11 **IT Implications**
- 11.1 None.
- 12 **Property Implications**
- 12.1 None.
- 13 **Procurement Implications**
- 13.1 None.
- 14 **Environmental and Health & Safety Implications**
- 14.1 Dealt with in previous report.
- 15 **Equality, community cohesion and crime implications**
- 15.1 Dealt with in previous report.
- 16 **Equality Impact Assessment Completed?**
- 16.1 No.
- 17 **Key Decision**
- 17.1 No.
- 18 **Key Decision Reference**
- 18.1 Not applicable.
- 19 **Background Papers**
- 19.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act :
- None.
- 20 **Appendices**
- 20.1 Appendix A – Copy of Delegated Report
Appendix B – Copy of letters of objection
Appendix C – Copy of letters of support requesting additional restrictions – including a plan showing the additional restrictions requested.
Appendix D – Copy of letter of support

21 **Proposal**

- 21.1 Notwithstanding the objection received it is recommended that Option 1 be approved and the proposed Order be introduced as an Experimental Order for a period of 18 months without amendment, as detailed in the schedule contained in the original report (See Appendix A).

APPENDIX A
COPY OF DELEGATED REPORT



Oldham
Council

Delegated Decision

Proposed Prohibition of Waiting – Chew Brook Drive, Greenfield

Report of: Executive Director, Economy, Skills and Neighbourhoods

Officer contact: Darryll Elwood, Technical Admin
Ext. 1946

9 January 2017

Reason for Decision

The purpose of this report is to consider the introduction of 'no waiting at any time' restrictions (double yellow lines) on part of Chew Brook Drive, Greenfield.

Recommendation

It is recommended that a Traffic Regulation Order be introduced on part of Chew Brook Drive, Greenfield, in accordance with the schedule at the end of this report.

Delegated Decision

Proposed Prohibition of Waiting – Chew Brook Drive, Greenfield

1 Background

- 1.1 A request has been received from a number of local residents for the existing waiting restrictions on Chew Brook Drive to be extended further along Chew Brook Drive to prevent double parking taking place on the bend in the highway, (see photograph at Appendix A).
- 1.2 Observations undertaken in the area have revealed that double parking does occur on this section of Chew Brook Drive; not only obstructing a motorists sight line to on coming vehicles on the bend but can obstruct the free flow of traffic at the junction on occasion causing vehicles to reverse back on to Chew Valley Road to allow vehicles to manoeuvre past the parked vehicles.

2 Current Position

- 2.1 The current waiting restrictions are not sufficient to prevent problematic parking taking place. However, whilst the additional restrictions will remove the obstructive parking there will still be some on street parking available.
- 2.2 Chew Brook Drive is a large cul-de-sac with a number of semi and detached houses with off street parking available to all. It is assumed the vehicles parking within this location belong to residents from Chew Valley Road or visitors to the area who are unable to park on Chew Valley Road due to existing waiting restrictions.
- 2.3 Whilst the residents requesting the extension to the waiting restrictions have expressed a concern with regards to the obstructive parking taking place, they do not wish to remove on street parking entirely as they realise there is a demand for some on-street parking.
- 2.3 By introducing additional restrictions on Chew Brook Drive, as per the schedule at the end of this report; sight lines will be improved for motorists travelling through bend in the highway, obstruction within close proximity to the junction will be removed but some on street parking will still be available.

3 Options/Alternatives

- 3.1 Option 1: To approve the recommendation.
- 3.2 Option 2: Not to approve the recommendation.

4 Preferred Option

- 4.1 The preferred option to approve is Option 1.

5 Justification

- 5.1 The introduction of a Traffic Regulation Order on Chew Brook Drive is necessary to ensure clear visibility through the bend in the highway and also to assist in the free flow of traffic through the junction of Chew Valley Road and Chew Brook Drive.

6 Consultations

- 6.1 G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal.
- 6.2 T.I.G.M. View - The Director General has been consulted and has no comment on this proposal.
- 6.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.
- 6.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

7 Comments Of Saddleworth South Ward Councillors

- 7.1 The Ward Councillors have been consulted and Councillor J McCann and Councillor G Sheldon support the proposal.

8 Financial Implications

- 8.1 The cost of introducing the Order is shown below:-

	£
Advertisement of Order	1,000
Lining Costs	600
TOTAL	1,600
Annual Maintenance Costs (estimates calculated April 2016)	60

- 8.2 The initial costs of implementing the order and the annual traffic management maintenance costs will be absorbed by existing revenue budgets within Highways Operations Unity (40916). 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.
(Sadrul Alam/ Nigel Howard x3250)

9 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.

- 9.2** In addition to the above, under section 122 of the Road Traffic Regulation Act 1984, it shall be the duty of the Council so to exercise the functions conferred on them by the Act as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Regard must also be had to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run, the strategy produced under section 80 Environmental Protection Act 1990 (the national air quality strategy), the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and any other matters appearing to the Council to be relevant.
(A Evans)

10 Co-operative Agenda

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

11 Human Resources Comments

- 11.1** None.

12 Risk Assessments

- 12.1** None.

13 IT Implications

- 13.1** None.

14 Property Implications

- 14.1** None.

15 Procurement Implications

15.1 None.

16 Environmental and Health & Safety Implications

16.1 Energy – Nil.

16.2 Transport – Nil.

16.3 Pollution – Nil.

16.4 Consumption and Use of Resources – Nil.

16.5 Built Environment – Minor alteration to visual appearance of area.

16.6 Natural Environment – Nil.

16.7 Health and Safety – The removal of obstructive parking will create a safer environment for highway users.

17 Equality, community cohesion and crime implications

17.1 By removing obstructive parking and improving visibility and access the proposal will meet the aspirations of the complainants.

18 Equality Impact Assessment Completed?

18.1 No.

19 Key Decision

19.1 No.

20 Key Decision Reference

20.1 Not applicable.

21 Background Papers

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

None.

22 Appendices

22.1 Appendix A – Photographic Evidence

Schedule

Drawing Number 47/A4/1448/1

Oldham Borough Council (Saddleworth Area) Consolidation Order 2003
As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004



Delete from Part I Schedule 1

Item No	Length of Road	Duration	Exemptions	No Loading
(S70)	<u>Chew Brook Drive</u> (Both Sides) Extending from its junction with Chew Valley Road for a distance of 20 metres in a south westerly direction	At any time		

Insert In Part I Schedule 1 Prohibition of Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Chew Brook Drive</u> (North West Side) Extending from its junction with Chew Valley Road for a distance of 43 metres in a south westerly direction	At Any Time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Chew Brook Drive</u> (South East Side) Extending from its junction with Chew Valley Road for a distance of 29.5 metres in a south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

APPROVAL

Decision maker Signed  Cabinet Member, Environmental Services	Dated <u>25.1.17</u>
In consultation with Signed  Director Of Environmental Services	Dated <u>9.1.17</u>

APPENDIX A
PHOTOGRAPH



APPENDIX B
COPY OF LETTERS OF OBJECTION

12/04/2017

Your Ref:DE/TM3/926

Environment Group Solicitor to the Council
Civic Centre
West Street
Oldham
OL1 2UL

Dear Sirs

Re: CHEW BROOK DRIVE, GREENFIELD (Ref: UM/TO17/11)
Proposed Prohibition of Waiting Amendment Order 2017

I wish to register my objection to the Proposed Prohibition of Waiting on Chew Brook Drive, Greenfield.

My family and I have lived on Chew Valley Road for the past eight and a half years and during this time, we have never known of any traffic problems regarding access or parking on Chew Brook Drive, so we would like to know why these proposed changes are necessary?

Parking for residents in Saddleworth generally is always at a premium, but the proposed changes would reduce the parking capacity for both residents and visitors to Chew Valley Road and Chew Brook Drive, Greenfield.

There are 13 terraced houses on Chew Valley Road facing Chew Brook Drive (numbers 153-177). The residents of these 13 houses currently own 18 vehicles. The current length of road on Chew Valley Road in front of these residences which is available for parking is approximately 53 metres.

There are various sizes of vehicles between the combined households, but an average size of a vehicle would be approximately 4 metres in length. Allowing for 1 metre of space between each car for manoeuvring, this would allow parking for 10 resident's cars.

There is a further 10 metres of parking space located on Berry Brow adjacent to the side of No.153 Chew Valley Road, which has space for a further 2 cars to be parked.

The above situation still leaves a shortfall in parking for 6 resident's vehicles living between 153 – 177 Chew Valley Road.

This shortfall in resident's parking is catered for across Chew Valley Road on Chew Brook Drive, adjacent to the duck pond where there is parking availability.

I have known that more than 6 vehicles belonging to residents living in numbers 153-177 Chew Valley Road, are parking on Chew Brook Drive, but this is also due to the additional concerns of vehicle safety when parked on Chew Valley Road between No's 153-177.

1

Apart from the residents between 153-177 Chew Valley Road having a lack of parking space, there is also the additional concern of trying to keep their vehicles free from being damaged due to being parked outside their homes on Chew Valley Road, which is a further important reason why residents park opposite on Chew Brook Drive.

I personally know of vehicles having been damaged whilst parked outside 153-177 Chew Valley Road homes due to traffic conditions when 2 lanes of traffic try to pass at the same time, with one lane of traffic refusing to wait until the road is clear of on-coming traffic.

Previously, my own car has had the rear off side light cluster smashed due to traffic passing too close to parked cars, which cost me £200 to repair.

I have previously witnessed a single deck public "First" bus damage a residents car parked on Chew Valley Road whilst trying to pass residents parked vehicles outside numbers 169-175 Chew Valley Road, but with oncoming traffic not giving way and the bus has actually caught one of the residents parked cars outside his house and dragged the residents vehicle for 2-3 metres, damaging the exterior mirror and bodywork to the residents car and setting his car alarm off!

Due to the size of the bus, the bus driver didn't stop as he was presumably unaware that he had caused damage to a parked car on Chew Valley Road due to travelling so close rather than wait for oncoming traffic to pass thus allowing the bus more room to continue along Chew Valley Road.

My mother-in-law's car (a small Toyota Aygo car), has also received damage to the rear of her car whilst parked on Chew Valley Road during a visit to us, due to traffic driving too close to parked cars at this location.

To avoid damage to our vehicles from traffic using Chew Valley Road and the subsequent expense to repair our cars due to no fault of our own and without recourse to the drivers who have caused the damage, unless you can witness the damage when it happens at the time, residents of 153-177 Chew Valley Road will park their vehicles on Chew Brook Drive.

There is a high volume of traffic which use Chew Valley Road including a variety of large vehicles such as Buses (both single and double deck), Farm Tractors towing agricultural trailers or machinery, Class 1 and Class 3 HGV's, 4X4 vehicles plus domestic cars (both residents and visitors to Dove Stones).

In contrast, Chew Brook Drive is a Cul-de-Sac with no through traffic using it, making Chew Brook Drive ideal for residential parking and I have never known of any issues where a vehicle cannot access any part of Chew Brook Drive (e.g. an Emergency or Refuse vehicle).

There are many other residents living on Chew Valley Road from the Wellington Pub up to Berry Brow who have to park outside their homes, but their section of Chew Valley Road is straight and some of these residents have access to additional parking at the rear of their properties, (which residents of 153-177 Chew Valley Road do not have).

Chew Valley Road starts to bend from Kinders Lane up to Grove Street with the most affected critical parking area being between 153-177 Chew Valley Road.

Parking on Chew Brook Drive could be relieved if residents living on Chew Brook Drive would use the off road drive parking which they have as a facility at their homes. I know of 3 residents living on Chew Brook Drive who regularly park their vehicles on Chew Brook Drive when they already have their own drive for off road parking.

Of course, these residents pay their Road Fund Licence and are therefore free to park their cars on a public street or highway, but the reason why residents living between 153-177 Chew Valley Road use Chew Brook Drive to park their cars, is purely through necessity due to lack of parking space on Chew Valley Road and also to avoid costly damage to their vehicles which is a risk when parking outside our homes on Chew Valley Road.

Implementing increased Prohibition of waiting and parking on Chew Brook Drive as proposed, will simply reduce parking availability for residents and would create a bigger parking problem and hazard, with vehicles parking lower down Chew Brook Drive creating a "bottle neck" at the Cul-de-Sac area at the bottom of Chew Brook Drive, where there are elderly residents who may need access for ambulances from time to time.

The proposed Parking Prohibition on Chew Brook Drive will also become critical during the months April – September due to parking required on Chew Brook Drive for visitors to Greenfield Cricket Club during Saturday and Sunday weekend match days.

The information I have supplied in this objection, does not account for the parking requirements for families and friends visiting residents living between 153-177 Chew Valley Road, as well as the residents of Chew Brook Drive, although this parking requirement would usually be short stay.

My compromise suggestion would be to increase the Parking Prohibition by 9.5 metres only on the south east side of Chew Brook Drive where there is already parking prohibition markings.

This would mean losing parking space for 2 vehicles, although one vehicle usually parking on this side of Chew Brook Drive does have their own off road drive space to utilise.

The above suggestion would leave the south east side entrance of Chew Brook Drive clear, with ample room for vehicles to access Chew Brook Drive.

Should the parking prohibition measures currently proposed for Chew Brook Drive go ahead, then I would like OMBC to respond to my following questions:-

- 1) Where does OMBC suggest residents of 153-177 Chew Valley Road park their vehicles?
- 2) If no workable alternative parking suggestion is proposed by OMBC for the residents of 153-177 Chew Valley Road, then would OMBC be prepared to accept claims for compensation for damage caused to resident's cars parked on Chew Valley Road due to the lack of off road parking availability because of parking prohibition measures introduced?
- 3) In addition, I would like to suggest that OMBC consider reducing the speed of traffic flow on Chew Valley Road between Berry Brow and Grove Street by installing "Speed Humps" or "Sleeping Policemen" traffic calming measures, this would allow traffic to reduce their speed and consider the flow of oncoming traffic, thus allowing for 1 lane of traffic to pass 1 lane of parked cars, compared to trying to make 3 lanes of traffic (1 parked and 2 lanes flowing in opposite directions)!

I hope you will take into consideration the concerns of residents on Chew Valley Road and Chew Brook Drive who will be detrimentally affected by the proposed prohibition of waiting traffic amendment order 2017 on Chew Brook Drive.

I look forward to your response prior to any of the proposed work being carried out.

Yours faithfully

Chew Valley Road
Greenfield
Oldham
OL3 7DF

c.c.darryll.elwood@unitypartnership.com

Chew Valley Road,
Greenfield,
Oldham.
OL3 7DF

07/04/2017

To whom it may concern

Ref: DE/TM3/926

I am writing to express my concern and objection to the **Proposed Prohibition of Waiting – Chew Brook Drive, Greenfield.**

I have been a resident on Chew Valley Road for the past 18 years; my house is opposite the entrance to Chew Brook Drive. Throughout this time there has been an increase in parked cars on Chew Valley Road and it is necessary for residents to park their vehicle on the roads leading off Chew Valley Road to ensure no obstructions are made on the main road. To the best of my knowledge cars are parked on Chew Brook Drive in a sympathetic manner towards the residents of this street, not causing disruption.

I was made aware of the proposal by a resident of Chew Brook Drive who brought it to our attention. They have concerns if the proposal goes through and are in agreement with myself that it is not solving any issue, just creating an issue by causing more congestion and narrowed road on a main Road through the village.

I hope that you will take my concerns into account prior to making a final decision on this matter.

Kind Regards

As Chew Brook Drive is not a through road it has always been a safe place to park.

The residents have always had easy access to drive to and from their property.

Yours faithfully

Chew Valley Rd
Greentield
Oldham

OL3 7DF.
Re: CHEW BROOK DRIVE: GREENFIELD
Dear Sirs

We strongly object to the proposals of double yellow lines on Chew Brook Drive.

We choose to park on Chew Brook Drive because there are no sufficient parking spaces on Chew Valley Road.

With parking down there it allows free movement of public transport to move freely through Chew Valley Road.

What is the alternative where we can park to maintain the safe flowing of traffic on Chew Valley Rd.

Darryll Elwood

From:
Sent: 18 April 2017 20:33
To: Darryll Elwood
Subject: Proposed Prohibition of Waiting - Chew Brook Drive, Greenfield

For the Attention of the Group Solicitor

I am writing in connection with the above Proposal.

I would like to put in writing my objections to the above. I am a resident of Greenfield living at . Chew Valley Road with my husband and two grown up children. We live in the row of 13 terrace houses (with no drives or garages and insufficient parking for the row) opposite Chew Brook Drive. I would be grateful if you would consider the following problems.

- There is already double yellow lines at both ends of the terrace row therefore minimising the amount of parking for the row.
- We are unable to park on the opposite side of the road due to the road itself being quite narrow and currently used by buses and other heavy traffic.
- Some houses on the row have more than one car. When I bought my house neither of my children drove. They are now both adults and need cars to get to and from work. My son is a police officer and my daughter is a nurse at The Royal Oldham (both doing shift work). My husband works in Shaw and leaves home at 4.30 am to get to work. Although it is not ideal to have more than one car per house, families and indeed situations change and lots of families have more than one car but not always the option to afford a property with additional parking.
- There are new apartments above the Premier Shop opposite and there is now less parking behind the shop for residents to use as an overspill.
- Parking is already an issue in the immediate vicinity for residents and visitors and there is often no where to park. I see this as becoming a very real issue amongst neighbours in the not too distant future.

I think the waiting restrictions/double yellow lines will just exacerbate the problem of parking for the majority of residents in this area of Chew Valley Road to appease a few residents on Chew Brook Drive.

I would be very grateful if you could consider my concerns and keep me informed of the outcome.

Regards

APPENDIX C

COPY OF LETTERS OF SUPPORT REQUESTING ADDITIONAL RESTRICTIONS
INCLUDING A PLAN SHOWING THE ADDITIONAL RESTRICTIONS REQUESTED

Darryll Elwood

From: Sarah Robinson
Sent: 10 April 2017 15:42
To: Alan Evans
Cc: Darryll Elwood; Linda Mills
Subject: FW: Objection to Proposed Prohibition of Waiting - Chew Brook Drive Greenfield

Hi Alan

Please find below an objection to the Chew Brook Drive TRO.

Regards
Sarah Robinson
Traffic Engineer, Traffic and Network Management

Unity Partnership Henshaw House, Cheapside, Oldham OL1 1NY

T 0161 770 4377 | F 0161 770 3411
E sarah.robinson@unitypartnership.com | W www.unitypartnership.com

From: " " "
Sent: 10 April 2017 15:20
To: Sarah Robinson
Subject: Proposed Prohibition of Waiting - Chew Brook Drive Greenfield

I refer to a telephone conversation on 10th April with yourself when you very kindly offered to forward the below on to the Environment Group Solicitor for registration and for which I sincerely thank you.

Oldham Borough Council
Road Traffic Regulation Act 1984
Proposed Traffic Regulation Order
The Oldham Saddleworth Area Consolidation Order
Prohibition of Waiting Amendment Order 2017
Chew Brook Drive Greenfield
Ref: LJM/TO17/11

I refer to your letter dated 24th March 2017 handed to me via a neighbour regarding a Proposed Prohibition of Waiting – Chew Brook Drive Greenfield.

Upon studying and viewing the plan of your proposals, I agree in principle, however, I wish to make a representation/objection requesting a possible amendment: -

The south east side being further extended to correspond in length with the north west side, i.e. the building line of 9 Chew Brook Drive.

The reason for this amendment is the requirement of a 'visibility splay' when exiting the service road at the rear of properties 1 to 7 Chew Brook Drive, which would be adversely affected by the parking of a vehicle(s), which dependant upon the height and width of this vehicle(s) would block/impede visibility, forcing my vehicle possibly into the path of vehicles exiting and entering Chew Brook Drive.

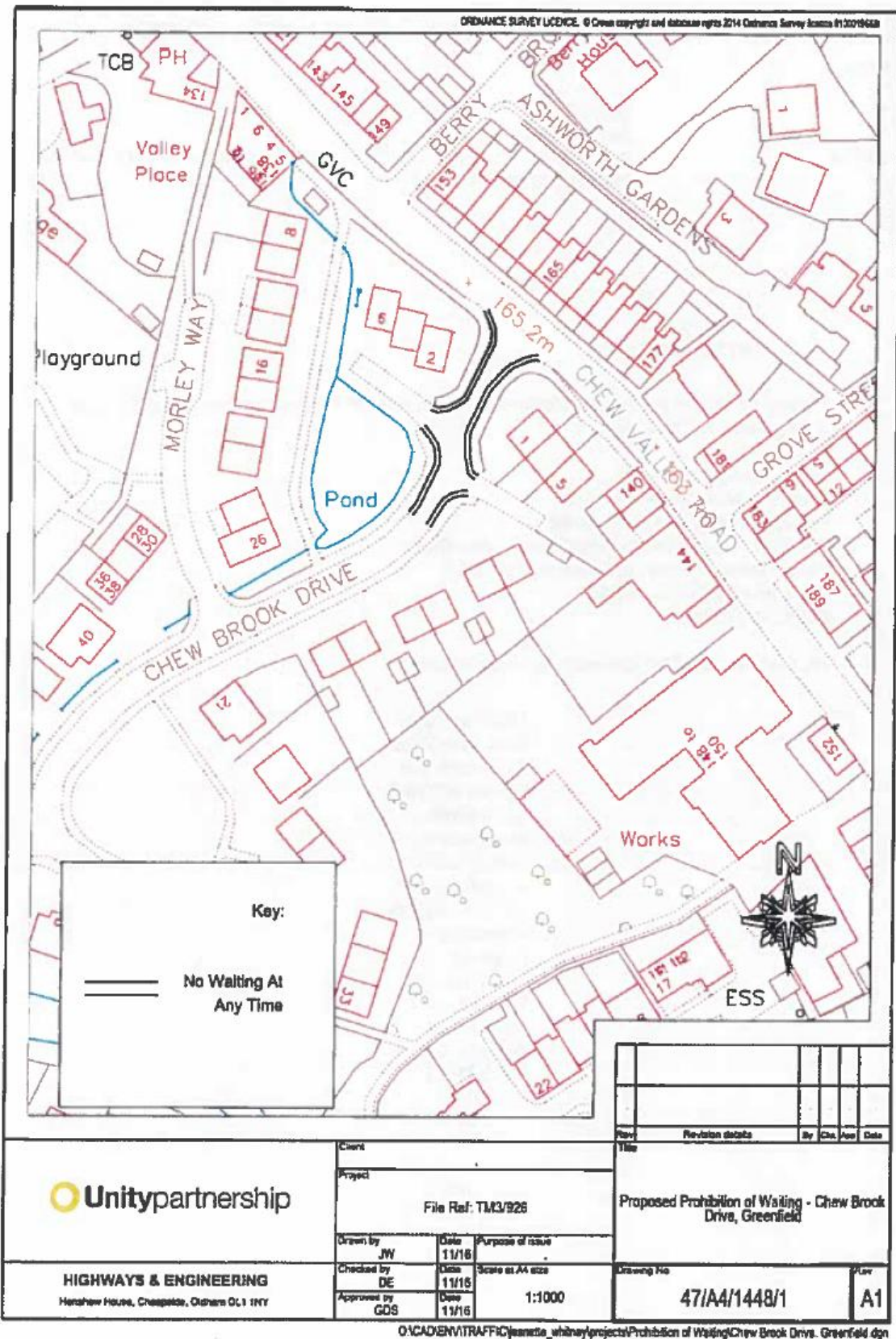
I would also respectfully point out that due to the lack of turning area within my land curtilage, I reverse from the path corner, adjacent to 7 Chew Brook Drive on to the service road and then into my garage, and if a vehicle is parked there, this would involve, I feel a dangerous and difficult manoeuvre on to the service road, which could in fact prevent myself from a safety aspect. Therefore, the end result would be having to drive into my garage and then

having no alternative but to exit by reverse passed a parked vehicle, which would block/impede visibility, forcing my vehicle possibly into the path of vehicles exiting and entering Chew Brook Drive.

I trust the above clarifies the current situation and request again for the south east side to be extended in order for the prevention of possible road traffic accidents.

Regards

Chew Brook Drive
Greenfield
Oldham
OL3 7PD.



Darryll Elwood

From:
Sent: 15 April 2017 10:31
To: Darryll Elwood
Cc: Sarah Robinson
Subject: Ref: LIM/TO17/11 CHEW BROOK DRIVE GREENFIELD PROHIBITION OF WAITING AMENDMENT ORDER 2017

Dear Ms Robinson.

I should be obliged if you would forward this letter/email to the Environment Group Solicitor for registration. Thank you.

Oldham Borough Council
Road Traffic Regulation Act 1984
Proposed Traffic Regulation Order
The Oldham Saddleworth Area Consolidation Order
Prohibition of Waiting Amendment Order 2017
Chew Brook Drive Greenfield
Ref: LIM/TO17/11

For the attention of the Environment Group Solicitor

I refer to a letter dated 24th March 2017 from Mrs Elwood of Traffic and Network Management a copy of which was passed on to me by a neighbour concerning a Proposed Prohibition of Waiting Amendment Order for Chew Brook Drive Greenfield.

As a resident I have observed vehicles on occasions

1

Inappropriately parked either fully/partly parked on the pavement or roadway immediately abutting the entrance road to the properties at the rear of 1 – 7 Chew Brook Drive (the south east side i.e. fronting Number 7). This has also occurred when the north west side had vehicles parked, which has resulted in vehicles now being double parked. This has impacted on all using and frequenting this area, especially the residents of 1 to 7 who manoeuvre in and out daily.

However, I wish to make a representation/objection requesting an Amendment which is as follows:-

The south east side being further extended to correspond in length with the north west side being the building line of 9 Chew Brook Drive,

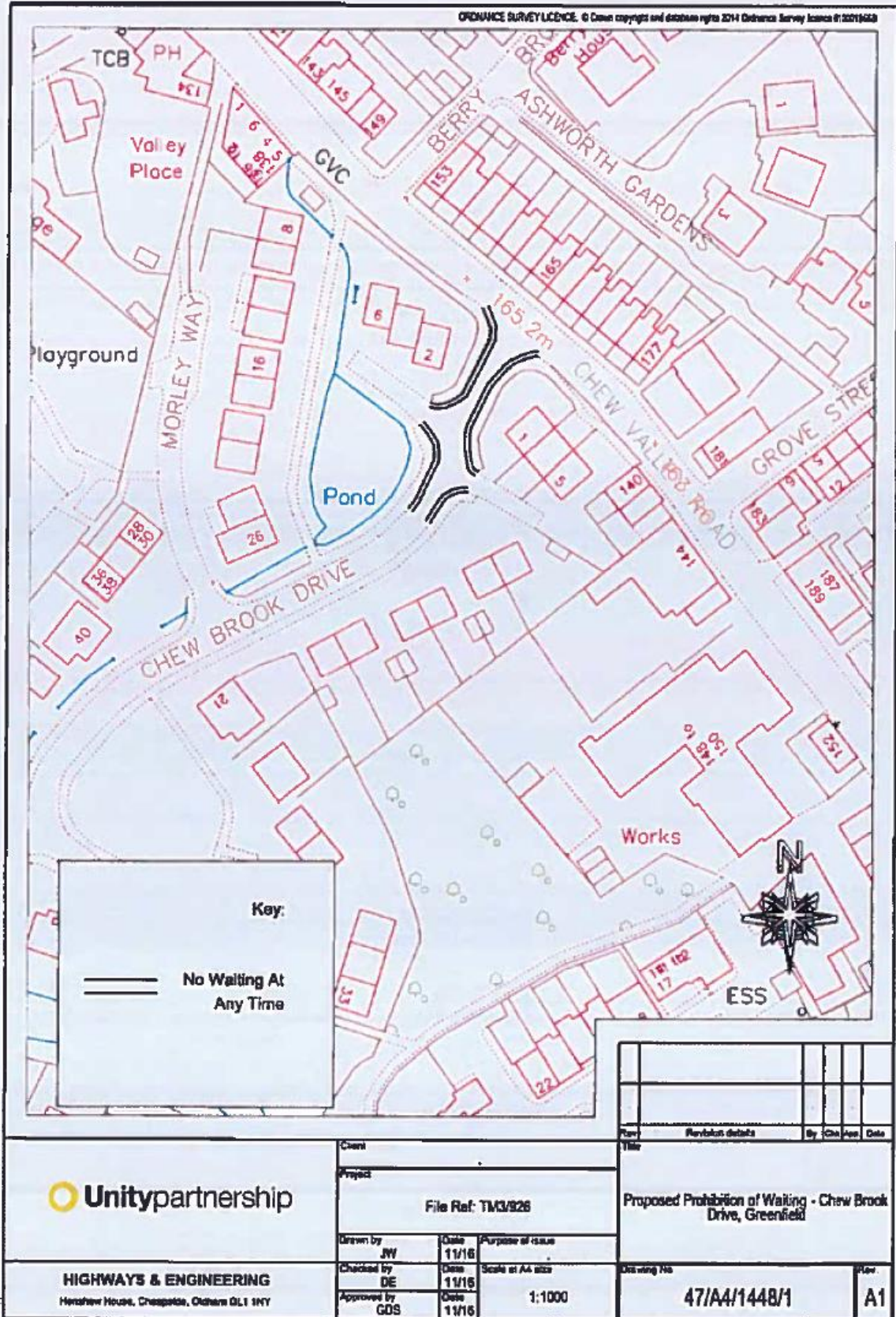
The reason for this amendment, is whilst I appreciate that, as and when the north west side has the 23 metres waiting restrictions hopefully approved this will stop the double parking, but I strongly believe that without the south east side being further extended motorists will simply park their vehicles here, i.e. immediately abutting the entrance road to the properties at the rear/fronting of 1 – 7 Chew Brook Drive which will again seriously impact on the residents of 1 – 7 Chew Brook Drive creating an obstructed visibility splay when exiting and reversing safely into the shared road at the rear/front of their properties. However, if the south east waiting restriction was, to now correspond in length with the north west side, this should eliminate the need for any dangerous manoeuvres, which undoubtedly would occur

without the
waiting restriction
being extended.

Chew Brook
Drive can be a
busy thoroughfare
with locals and
visitors of all
ages; people
walking their dogs
and families with
young children in
prams, going to
the park and/or
cricket ground
which is directly
behind Chew
Brook Drive. I
would therefore
respectfully ask
you to consider
my
representation/obj
ection and grant
my request for
this amendment,
which should
stop/discourage
hazardous parking
and create a safe
environment for
all; otherwise in
my opinion it will
compound the
situation if this
part of Chew
Brook Drive is
excluded from the
Waiting Order.

Yours faithfully

Chew Brook
Drive
Greenfield
Oldham
OL3 7PD.
<<<<<<<<



Darryll Elwood

From:
Sent: 23 April 2017 23:58
To: Darryll Elwood
Subject: Your ref: DE/TM3/926, Proposed Prohibition of Waiting - Chew Brook Drive, Greenfield

FAO: Mrs Darryll Elwood
Your ref: DE/TM3/926

Re: Proposed Prohibition of Waiting - Chew Brook Drive, Greenfield

Dear Darryll,

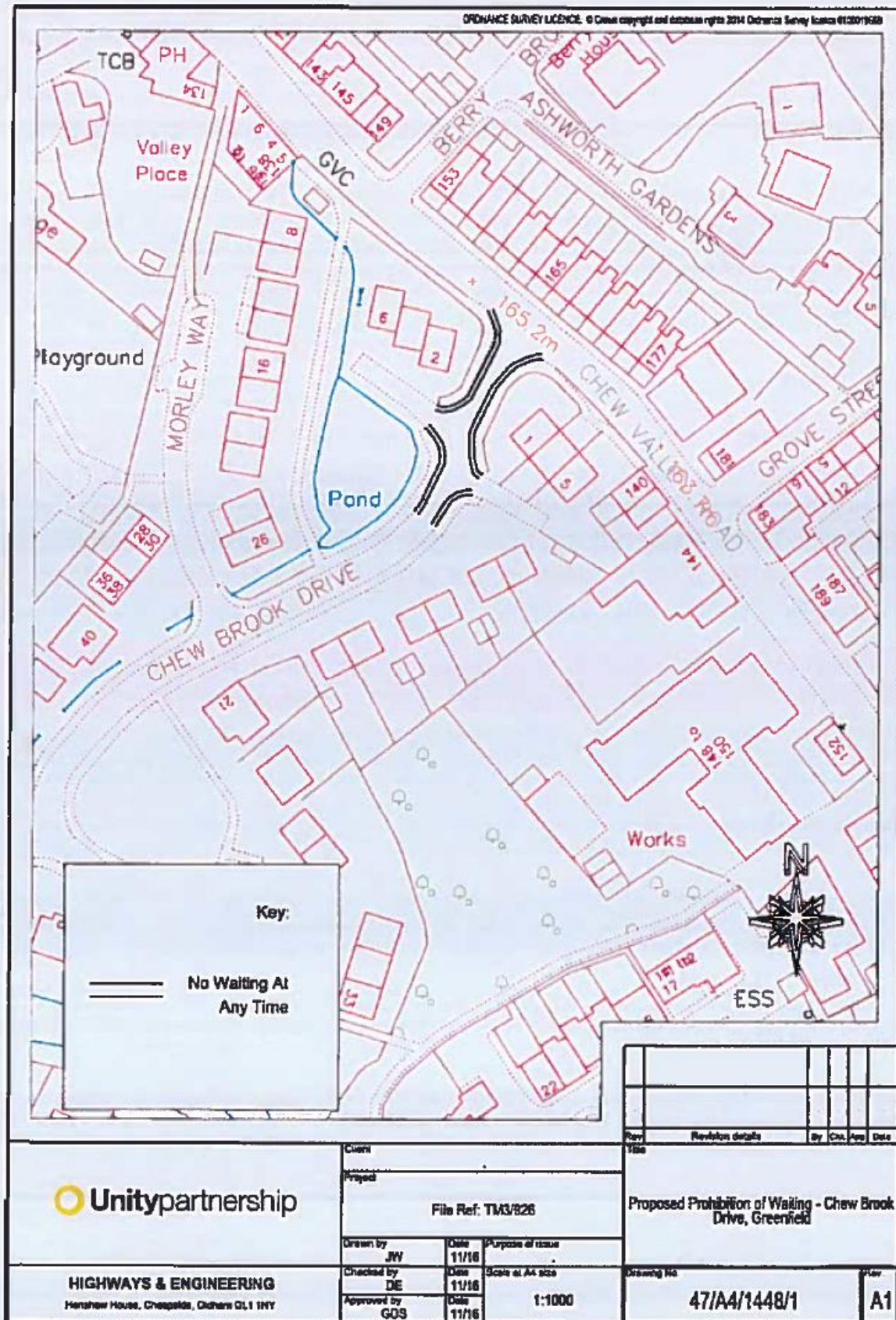
Further to our telephone conversation on Thursday 20 April in connection with the above. As discussed, looking at the plans my wife and I are concerned that drivers will park their vehicles directly in front of our property. Therefore we wish for the double yellow line parking restriction to also be included directly outside of our property and that of our next door neighbour, i.e. nos and , please.

Should you have any queries at all regarding this matter you can contact me during the daytime at my place of work, the Civic Centre on extension no.

Many thanks.
My best wishes,

Chew Brook Drive
Greenfield, OL3 7PD

Sent from my iPhone



Chew Brook Drive
Greenfield
Oldham
OL3 7PD

Wednesday, 05 April 2017

Environment Group Solicitor

Ref: UM/TO17/11
Prohibition of waiting amendment
Chew Brook Drive, Greenfield

I both agree and object to the proposals.

Agree

The parking of vehicles opposite my house (marked on the attached sheet) has concerned me for some time. It restricts access to the houses and in particular has made reversing out of my drive difficult. I worry about access for emergency services, not just for me (I am years old) but for all the other residents, so parking restrictions are a welcome, sensible and reasonable measure.

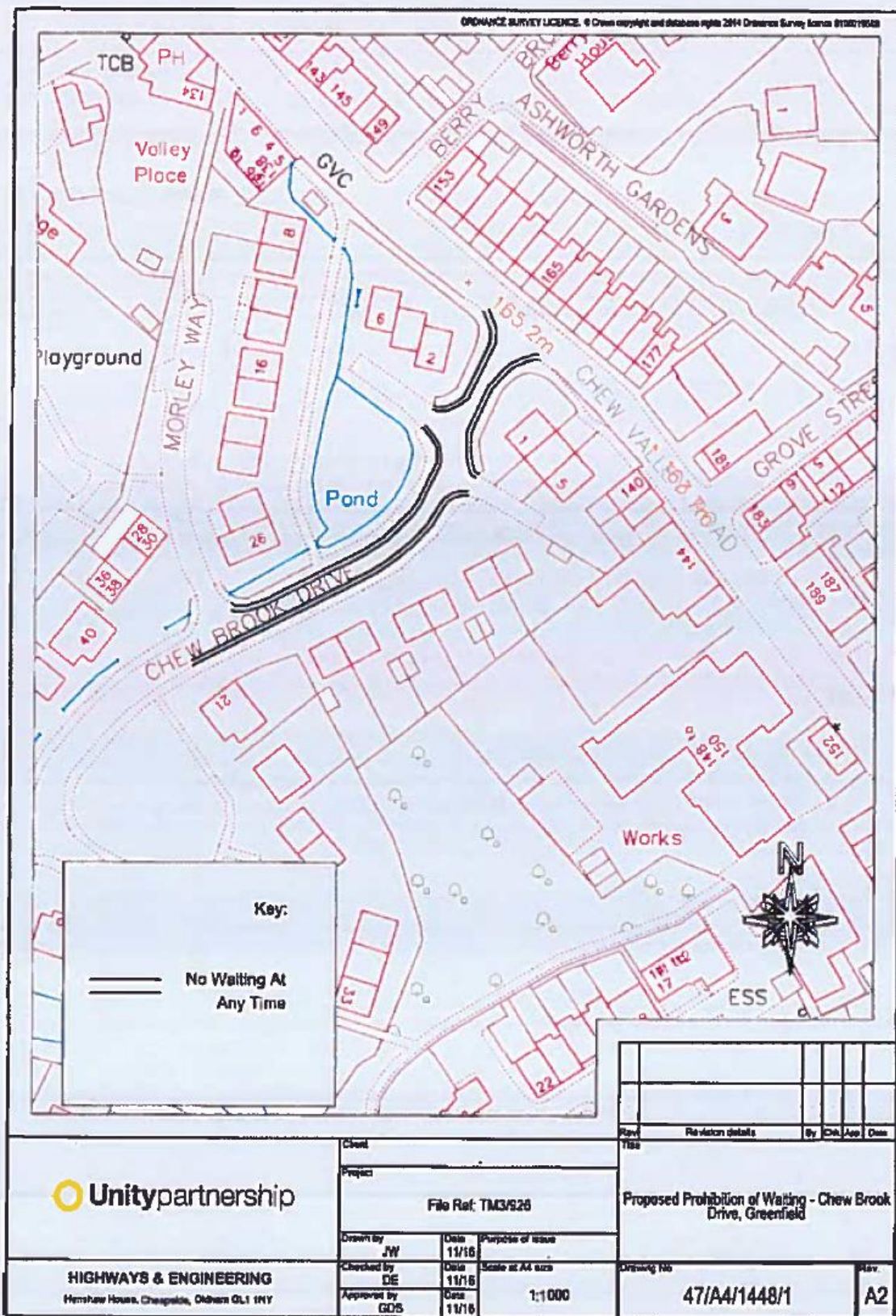
Object but alternative solution (at virtually no additional cost)

However by having parking restrictions on only one side of the road simply moves the problem from one side of the road to the other. The restricted access to both my property and the rest of the development will remain. For me, it will be even worse and the parked cars will be moved even closer to my property and make the turn into my drive even sharper and more difficult than it is already.

Therefore I suggest that the parking restrictions are:

1. Included equally on both sides of the road (north west and south east sides);
2. Extended further along Chew Brook Drive to a total of approximately 50 metres to the junction with Morley Way.

Yours faithfully,



APPENDIX D

COPY OF LETTER OF SUPPORT

Dear Sirs,

I am writing to you in support of the application for the [redacted] position at [redacted] which is being made by [redacted].

[redacted] has been working for [redacted] for [redacted] years and has been a member of the [redacted] team since [redacted]. During this time, [redacted] has demonstrated a high level of commitment and dedication to the work of the [redacted] team and has been a valuable member of the team.

[redacted] has a strong background in [redacted] and has been instrumental in the development of [redacted] at [redacted].

Yours faithfully,

[redacted]

[redacted]

**Chew Brook Drive
Greenfield
Oldham
OL3 7PD
Tel: 01457 870174**

Re: Proposed Prohibition of Waiting – Chew Brook Drive, Ref: LMJ/TO17/11

To the Environmental Group Solicitor to the Council:

In accordance with the letter from Paul Entwistle (Director of Legal Services) we are informing you that we fully support the proposed extension of the yellow lines on Chew Brook Drive in accordance with drawing number 47/A4/1448/1 (file reference TM3/926).

At present vehicles park in the positions of the proposed line extensions, leaving a dangerously narrow gap for emergency vehicles and refuse wagons etc. to access properties further down Chew Brook drive. Vehicles also park over the pavement, obstructing the dropped kerbs provided for child and disability buggies and obstructing access to the private drives to properties 1 to 6 on the plan.

We strongly support these proposed small line extensions on the grounds of safety, access to dropped kerbs and free access to private driveways.

Yours sincerely,

18th April 2017

APPENDIX B
COPY OF OBJECTION

Darryll Elwood

APPENDIX D

From: Darryll Elwood
Sent: 26 March 2019 09:40
To: '
Subject: RE: Chew Brook Drive Greenfield - TM3/926-ChewBrookDriveGreenfield-7-3-19

Dear

I'm sorry, unfortunately at this time I am struggling to undertake any weekend/evening site visits, especially as it may take several visits to capture this issues you have described. However, if you wish to take the photographs yourself and forward them to me, I will include them in my report.

With Kind Regards

NO PHOTOS RECEIVED

Darryll

Mrs Darryll Elwood

Technical Support, Traffic & Network Management



Henshaw House, Cheapside, Oldham, OL1 1NY
T: 0161 770 1946 | www.unitypartnership.com

Unity Partnership Limited | Registered in England No. 5916336
Registered Office: Henshaw House, Cheapside, Oldham, Oldham, OL1 1NY

From:
Sent: 23 March 2019 10:40
To: Darryll Elwood
Subject: Re: Chew Brook Drive Greenfield - TM3/926-ChewBrookDriveGreenfield-7-3-19

Thank you.....Apologies for the late response, Would it be possible for someone to photograph our parking situation on an evening or weekend? And show this to whoever is making the decision on the parking restrictions.

Kind Regards

On Thursday, 14 March 2019, Darryll Elwood <Darryll.Elwood@unitypartnership.com> wrote:

Dear

Thank you for your e-mail.

Kind Regards Darryll

Mrs Darryll Elwood

Technical Support, Traffic & Network Management



Henshaw House, Cheapside, Oldham, OL1 1NY

T: 0161 770 1946 | www.unitypartnership.com

Unity Partnership Limited | Registered in England No. 5916336

Registered Office: Henshaw House, Cheapside, Oldham, Oldham, OL1 1NY

From:

Sent: 13 March 2019 22:09

To: Darryll Elwood

Subject: Chew Brook Drive Greenfield - TM3/926-ChewBrookDriveGreenfield-7-3-19

Thank you for your correspondence.. Yes I do still wish to object, Parking in Greenfield is difficult enough without the additional parking restrictions. I have managed to get a PCN which is the first time ever ! I had a very heavy bag to take to my car, left it in the hallway walked across to Chew Brook and parked on the yellow lines at the top of the Drive, 2 minutes across from my house locked my door and an officer was behind my car. Apologised profusely he could see the bag was heavy and no where to park! He didn't speak a word. I then received a letter in December I hadn't paid the 1st PCN so I now owed £70.00. I have gone into great detail what actually happened.. I was in the wrong and I have paid, what I do dispute the officer did lie he did not issue me with a PCN or even speak to me ! Don't feel this has been dealt with fairly.

Kind Regards

The information in this e-mail is confidential and may be legally privileged. It is intended solely for the addressee. Access to this email by anyone else is unauthorised. If you have received it in error, please notify us immediately by replying to this e-mail and then delete it from your system. This note confirms that this email message has been swept for the presence of computer viruses, however we advise that in keeping with good IT practice the recipient should ensure that the e-mail together with any attachments are virus free by running a virus scan themselves. We cannot accept any responsibility for any damage or loss caused by software viruses.
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Registered No : 5916336. VAT No : 903761336.



Oldham
Council

Greenfield
Oldham

Highways and Engineering
Traffic Section, Floor 1
Henshaw House, Cheapside
Oldham OL1 1NY

Switchboard: 0161 770 3000
Fax: 0161 770 3411

07 March 2019

Your Ref:
Our Ref: DE/GS/TM3/926

Dear

Re: Experimental Traffic Regulation Order – Chew Brook Drive, Greenfield – TM3/926

I refer to your letter of objection dated 4th April 2018 regarding the introduction of waiting restrictions on Chew Brook Drive, Greenfield.

As the restrictions were introduced on an experimental basis for a period of 18 months, I can advise you that the Experimental Order is now nearing its expiry date (28th July 2019). I am therefore writing to ask if you still wish to object to the waiting restrictions. If so, I should be grateful if you would advise me by 31st March 2019 so your representation/objection can be submitted to the Traffic Regulation Order Panel meeting in June 2019.

If I have not received any correspondence from you by 31st March 2019, I will assume that you no longer wish to make any representations and that you are happy for the Order to be introduced on a permanent basis in its current state.

Should you have any queries about this letter, please do not hesitate to contact me on any of the details below.

Yours sincerely

Mrs Darryll Elwood
Traffic and Network Management
Direct line: 0161 770 1946
Email: darryll.elwood@unitypartnership.com
Doc Ref: TM3/926-ChewBrookDriveGreenfield-7-3-19

working for a co-operative borough

 **Unitypartnership**

Issued by Unity Partnership
on behalf of Oldham Council

04/04/2018

Ref: UJM/17/11

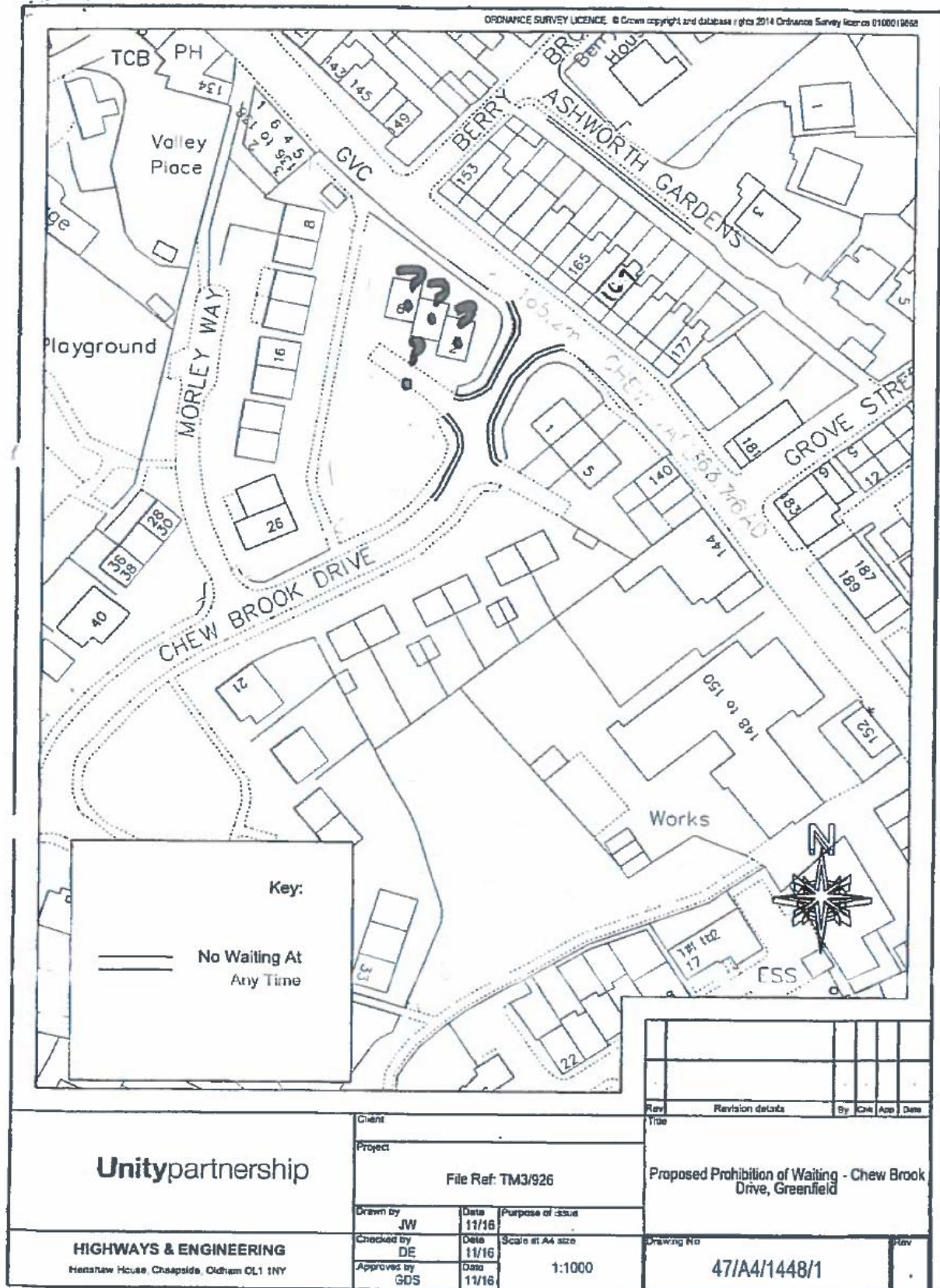
Dear Mr Entwistle,

I would like to strongly object to the waiting restrictions placed on Chew Brook Drive, Greenfield. We are only 24 hours "in" to when the double yellow lines have been put there and the impact on residents is chaos! I have elderly neighbours either side of me and they have had to park a lot farther down Chew Valley Rd as they are unable to park outside their home due to people parking there that used to park opposite down the drive. I have lived in this house for over 19 years and have always parked respectfully and with consideration for my neighbours. Unfortunately the minority who I hasten to add have the luxury of a double garage and a parking bay decide to lodge a complaint having no thought or consideration to others.

Please can you reconsider and lift the parking restrictions

Kind Regards





APPENDIX C

COPY OF LETTER OF SUPPORT

From:
Sent: 31 March 2019 12:10
To: Darryll Elwood
Cc:
Subject: Re: Chew Brook Drive Greenfield - Experimental Prohibition of Waiting Order 2018. TM3/926
Attachments: IMG_4211.JPG; IMG_4212.JPG; IMG_4213.JPG; IMG_4216.JPG; IMG_4217.JPG; IMG_4218.JPG; IMG_4299.jpg; IMG_6522.JPG; IMG_6523.JPG; IMG_6524.JPG; IMG_6525.JPG; Fwd: Your ref: DE/TM3/926, Proposed Prohibition of Waiting - Chew Brook Drive, Greenfield; Chew Brook Drive Parking Issue.zip; Fwd: Your ref: DE/TM3/926, Proposed Prohibition of Waiting - Chew Brook Drive, Greenfield
Importance: High

Hi Daryl,

Further to your recent e mail dated 07 March 2019 to me and the e mail below dated 12 March 2019 to my comments. I draw your attention to Please note comments, we find them completely valid and correct.

I attach a compressed zip folder containing several photos which accentuate the problem, along with my original e mail which voiced our concerns, which have certainly now come to fruition. Please view all of these photos. This type of parking is occurring on a daily basis, and the situation has now become intolerable, Darryll. We find it very intrusive, disrespectful, selfish, thoughtless and stressful. Surely, it must also be illegal? To add to my comments, we also feel that emergency services and deliveries find it almost impossible to get down Chew Brook Drive.

Please put this matter forward, with our concerns, feelings and requests, with a view to a positive outcome for us.

Many thanks.
My best wishes,

OL1 1UH
Tel: 0161 7
Fax: 0161 770 8701
E Mail:

Please note: For satellite navigation purposes the postcode is OL1 1NL
Visiting the Civic Centre by Metrolink? The nearest stop is Oldham King Street (2-3 mins walk)

----- Forwarded message -----

From:

To:

Sent: Tuesday, 12 March 2019 15:27:43 GMT

Subject: Re: Chew Brook Drive Greenfield - Experimental Prohibition of Waiting Order 2018, TM3/926

Hi

I have spoken to , and we are in agreement for yourself and to put the following points forward on our behalf.

She too like myself want the council to to put a painted white line on the corner of our cul de sac where the drop down kerb is in front of your house as I believe they said they were going to do initially when they introduced the double yellow lines but failed to do so. Just painting the double yellow lines on the opposite of the road to stop cars being parked there on the corner of the cul de sac of No's. 2, 4, 6 has just moved the problem on the opposite side of the road and cul de sac by parking on the cul de sac corner of 1, 3, 5, 7 and on the pavement in front of your house No. 7 and house No. 9. This makes it hazardous for driving in and out of the cul de sac for No's. 1, 3, 5, 7 and also hazardous for driving on and off the driveway of number No. 9; not to mention the privacy for your house No. 7 and house No. 9 with vehicles literally parking on the pavement so pedestrians and people with pushchairs cannot use the pavement.

I say keep the double yellow lines That have been introduced and introduce the white line around the drop down kerb on the cul de sac of 1,3,5,7,9 Chew Brook Drive Greenfield Oldham as I believe was initially intended but wasn't carried out.

Regards

Sent from my iPad

From: Darryll Elwood

Sent: Thursday, March 07, 2019 8:51 AM

To: [mail](#)

Subject: Chew Brook Drive Greenfield - Experimental Prohibition of Waiting Order 2018. TM3/926

I refer to your e-mail sent 26th April 2018, regarding the introduction of waiting restrictions on Chew Brook Drive, Greenfield.

As the restrictions were introduced on an experimental basis for a period of 18 months, I can advise you the Experimental Order is now nearing its expiry date (28th July 2019). I am therefore writing to ask if the issues you were experiencing at the time of your correspondence still exist and whether you still wish to object to the waiting restrictions. If so, I would be grateful if you could advise me by 31st March 2019 so your representation/objection can be submitted to the Traffic Order Panel meeting in June 2019.

If I have not received any correspondence by 31st March 2019, I will assume you no longer wish to make any representations and you are happy for the Order to be introduced on a permanent basis in its current state.

The original concerns raised in your e-mail relate to motorist parking adjacent to the service road at the rear of properties 1 to 7 Chew Brook Drive (please see your original e-mail below).

With regards to your original representation regarding the Experimental Order, I will await your reply.

With Kind Regards

Mrs Darryll Elwood

Technical Support, Traffic & Network Management

<image003.jpg>

Henshaw House, Cheapside, Oldham, OL1 1NY

T: 0161 770 1946 | www.unitypartnership.com

Unity Partnership Limited | Registered in England No. 5916336

Registered Office: Henshaw House, Cheapside, Oldham, Oldham, OL1 1NY

From:

Sent: 26 April 2018 12:31

To: Darryll Elwood

Subject: The Oldham - Chew Brook Drive Greenfield - Experimental Prohibition of Waiting Order 2018.

Dear Mrs Elwood,

We refer to the above heading, and previous e-mails sent by Mrs K Marchbank, Mrs C Dransfield, and during April 2017, when representations were made regarding this Waiting Order.

However, since the introduction of this Waiting Order, and with sincere regret, and the [redacted] and Chew Brook Drive must draw your attention to the actions of thoughtless, inconsiderate drivers who have, on numerous occasions parked immediately adjacent to the service road at the rear of properties 1 to 7 Chew Brook Drive, (frontage of 7 – 9 Chew Brook Drive) either fully or three-quarters on the pavement, for lengthy periods of time, ranging from 3 hours to 96 hours.

These hazardous actions have prevented the residents and visitors driving/reversing out of the service road safely, as the vehicles, which in one case, due to its height, completely blocked visibility, whilst on all other occasions the vehicle(s) partially obscured sight of any vehicles approaching from a southerly direction. These actions have also forced pedestrians, with or without prams, wheelchair users, to cross over on to the pavement which runs alongside the pond, and back, or to pass the vehicle(s) road side.

We would be grateful therefore, if you could offer any help in resolving these dangerous situations, which have definitely increased since the introduction of the new double lines, and which,

ironically we fully applaud as at least now emergency vehicles etc., can hopefully enter/exit Chew Brook Drive safely.

We attach photos taken at random, of some of the vehicles parked in front of 7 – 9 Chew Brook Drive and also lower down Chew Brook Drive, Greenfield, which we hope will be of assistance.

We await your reply.

Regards

[redacted] Chew Brook Drive

[redacted] Chew Brook Drive

– [redacted] Chew Brook Drive

– [redacted] Chew Brook Drive

