

## **Report to TRO Panel**

# **Objections to Proposed Disabled Persons Parking Places Order – Kersley Street and Manley Road, Oldham**

### **Portfolio Holder:**

Councillor A Shah, Cabinet Member for Neighbourhood Services

**Officer Contact:** Deputy Chief Executive – People and Place

**Report Author:** Jeanette Whitney, Technical Admin Officer

**Ext.** 4305

**6 June 2019**

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### **Reason for Decision**

The purpose of this report is to consider a number of objections received to the introduction of two disabled persons parking places on Kersley Street and Manley Road, Oldham.

### **Recommendation**

It is recommended that notwithstanding the objections received, the disabled bays be introduced as originally proposed and in accordance with the schedule contained in the original report.

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**Objections to Proposed Disabled Persons Parking Places Order – Kersley Street and Manley Road, Oldham****1 Background**

- 1.1 A proposal to introduce two disabled persons parking places on Kersley Street and Manley Road, Oldham was approved under delegated powers on 5 October 2018 (reference D3423). The proposal was advertised and objections were received for each location due to the number of bays already in existence. The objections were considered by the Traffic Order Panel at their meeting on 28 March 2019; a copy of the report is attached at Appendix A, (relevant items highlighted in yellow). The Panel deferred the decision until the Traffic Team had completed investigations relating to the usage of the existing disabled bays located on both streets.
- 1.2 The Panel also requested confirmation on when the existing disabled bays on Kersley Street and Manley Road were originally implemented.  
  
Kersley Street – 2 No bays implemented September 2013 and February 2018  
Manley Road – 7 No bays implemented April 2011, June 2015 (x2), May 2016 (x2), March 2017 and February 2019
- 1.3 As requested by the Panel observations have now been undertaken and it would appear that the disabled bays are being occupied by Blue Badge holders on a daily basis.
- 1.4 In view of the above, the TRO Panel are now asked to make a decision on the item deferred at the last meeting.

**2 Options/Alternatives**

- 2.1 Option 1: To approve the introduction of the disabled bays.
- 2.2 Option 2: Not to approve the introduction of the disabled bays.

**3 Preferred Option**

- 3.1 The preferred option is for the Panel to make the final decision.

**4 Consultations**

- 4.1 The Traffic Management Unit, including all of the emergency services were consulted and no comments were received.

**5 Comments of St Mary's and Medlock Vale Ward Councillors**

- 5.1 Ward Councillors have been consulted and no comments were received.

**6 Financial Implications**

- 6.1 These were dealt with in the previous report.

**7 Legal Services Comments**

- 7.1 These were dealt with in the previous report.
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**8 Co-operative Agenda**

8.1 In respect of the proposed disabled persons parking places 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**

10.1 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 These were dealt with in the previous report.

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

15.1 None.

**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**

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20.1     Appendix A – Copy of TRO Panel report, 28 March 2019  
          Appendix B – Photographs since last TRO Panel meeting

21       **Proposal**

21.1     It is proposed that the Panel make a decision on whether Option 1 or Option 2 is approved.

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**APPENDIX A**  
**COPY OF TRO PANEL REPORT**

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## **Report to TRO Panel**

# **TRO Panel – Objections to Proposed Disabled Persons Parking Places Order – Various Locations**

### **Portfolio Holder:**

Councillor A Shah, Cabinet Member for Neighbourhood Services

**Officer Contact:** Deputy Chief Executive – People and Place

**Report Author:** Jeanette Whitney, Technical Admin Officer  
**Ext. 4305**

**28 March 2019**

### **Reason for Decision**

The purpose of this report is to consider eight objections received to the introduction of disabled persons parking places at various locations in the Borough.

### **Recommendation**

It is recommended that notwithstanding the objections received, the disabled bays proposed at Lynmouth Avenue, Oldham, Lune Street, Oldham, Gibraltar Street, Lees, Montgomery Street, Oldham, Seville Street, Shaw be approved.

The Panel is however requested to make a decision on the bays proposed for Manley Road, Oldham and Kersley Street, Oldham due to the objections received which state there are already several other bays available for use in the immediate vicinity.

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## **Objections to Proposed Disabled Persons Parking Places Order – Various Locations**

### **1 Background**

- 1.1 A proposal to introduce 42 disabled persons parking places at various locations in the Borough was approved under delegated powers on 5 October 2018 (reference D3423). A copy of the approved delegated report is attached at Appendix A. The proposal was subsequently advertised and eight letters of objection have been received.
- 1.2 Objections have been received to the proposed parking places at :-
- Layby outside Shops, Coleridge Road, Oldham  
23 Gibraltar Street, Oldham  
17 Lune Street, Oldham  
6 Lynmouth Avenue, Oldham  
2 Montgomery Street, Oldham  
9 Seville Street, Shaw  
54 Kersley Street, Oldham  
86 Manley Road, Oldham
- 1.3 The letters of objection are attached at Appendices D and E.
- 1.4 Many disabled residents have difficulty parking close to their properties due to the presence of parked vehicles. This can cause considerable stress and cause further physical suffering. It is considered that the only effective way to help disabled residents is to provide on-street disabled persons parking places near to their property. This will enable these residents easier access to their properties and improve their mobility and quality of life.

### **2 Consideration of Objections**

- 2.1 Layby Outside Shops, Coleridge Road, Oldham – The implementation of disabled bays at this location are at the request of a Ward Member, due to the difficulties experienced parking in the facility, which is regularly occupied throughout the day by teachers employed at St Thomas Moorside Primary School.
- 2.2 23 Gibraltar Street, Oldham – The Highway Authority are aware that parking on Lune Street is restricted to one-side parking due to the width of the carriageway and the location of the proposed bay has been taken into consideration. However, the space on the highway outside a person's property is not restricted to their use and if it is the only convenient place to introduce a disabled facility for a neighbour then the residents will have to seek alternative parking.
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- 2.3 17 Lune Street, Oldham – The Highway Authority are aware that parking on Lune Street is restricted to one-side parking due to the width of the carriageway and the location of the proposed bay has been taken into consideration. However, the space on the highway outside a person's property is not restricted to their use and if it is the only convenient place to introduce a disabled facility for a neighbour then the residents will have to seek alternative parking.
- 2.4 6 Lynmouth Avenue, Oldham – At this location there is a residents only parking scheme in place and adjacent the applicants property is visitor parking only. If the disabled bay were to be placed outside the applicants property it would significantly reduce the amount of visitor parking; the disabled bay has been proposed at this location, at the end of the visitor parking bay, so reduction is minimal and the applicant is in agreement with this recommendation.
- 2.7 2 Montgomery Street, Oldham – Unfortunately, due to the length of disabled parking bays, they sometimes extend across the frontage of the applicants neighbours property, especially on terraced streets. However, the space on the highway outside a person's property is not restricted to their use and if it is the only convenient place to introduce a disabled facility for a neighbour then the residents will have to seek alternative parking.
- 2.8 9 Seville Street, Shaw - Unfortunately, due to the length of disabled parking bays, they sometimes extend across the frontage of the applicants neighbours property, especially on terraced streets. However, the space on the highway outside a person's property is not restricted to their use and if it is the only convenient place to introduce a disabled facility for a neighbour then the residents will have to seek alternative parking. In relation to the sign/pole, these are located on site where safe and conveniently away from Utility apparatus but have to be implemented within the confines of the marking of the disabled bay.

### **3 Objections Received Requiring Special Consideration**

- 3.1 54 Kersley Street, Oldham – Unfortunately, the disabled bay cannot be implemented outside the applicants property due to the presence of a traffic calming feature. However, the space on the highway outside a person's property is not restricted to their use and if it is the only convenient place to introduce a disabled facility for a neighbour then the residents will have to seek alternative parking.
- 3.2 86 Manley Road, Oldham – Unfortunately, the disabled bay cannot be implemented outside the applicants property due to the presence of a traffic calming feature. However, the space on the highway outside a person's property is not restricted to their use and if it is the only convenient place to introduce a disabled facility for a neighbour then the residents will have to seek alternative parking.
- 3.3 Part of the objection submitted to the bays for Kersley Street and Manley Road state that there is already a number of disabled bays in the locality and there is not a requirement to introduce any further bays.
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3.4 The objectors are correct; the drawings attached at Appendix C show where the existing bays are located together with the locations of the proposed bays. Due to the number of bays that have been introduced over the previous seven years and the number of bays that are regularly being applied for each year, it is felt a policy is required which stipulates the ratio of disabled bays per street so residential areas do not become oversubscribed with disabled parking places, which will then disadvantage able bodied residents and their visitors.

3.5 Until this policy has been developed and approved, the Panel are requested to make a decision on whether the bays on Kersley Street and Manley Road, Oldham should be introduced.

#### 4 **Options/Alternatives**

4.1 Option 1: To approve the original proposal in full.

4.2 Option 2: Not to approve the original proposal in full.

#### 5 **Preferred Option**

5.1 The preferred option to approve is Option 1.

#### 6 **Comments Of Medlock Vale / Saint Mary's / Hollinwood / St James' / Crompton Ward Councillors**

6.1 Ward Councillors were previously consulted at ModernGov stage and comments were received. Councillors have again been consulted and:

Crompton Ward – Councillor D Murphy and Councillor D Williamson support the proposed scheme on Seville Street, Shaw.

St James' – Councillor G Alexander has commented:

I asked for two disabled bays outside the shops on Coleridge Road, Sholver, it came to our attention that staff from St Thomas School were parking all day outside the shops as so were the staff from the One Stop Shop which then prohibited residents of Sholver to park outside the shops especially the disabled people that live on Goldsmith Drive, there is ample parking for staff from the school and One stop Shop at the back of the shops for which we have provided security lighting as the dark evenings draw in.

So there is no reason for any objections but if needs be we will be okay with one disabled parking bay to be installed with a 30 minute parking limit again we don't want people parking outside these shops all day as this does not help our disabled residents on Sholver.

It is difficult enough for disabled residents who live on Sholver and more so when the bad weather comes, so having these disabled bays will be a big help so that disabled people who have cars will not have far to travel to access a shop for basic necessities.

We cannot understand why anyone would object to helping disabled people.

The Councillors of St James are all in agreement for these bays to be put in place.

We understand that it cannot be monitored by the police at all times, but it will help as a deterrent hopefully.

#### 7 **Response to Councillor Comments**

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- 7.1 After consultation with the Legal Team, if the TRO Panel agree to implement one disabled bay this would be acceptable but if a 30 minute time restricted parking restriction is imposed on the use of the bay a further statutory advertisement period will be required which details the changes.

**8 Financial Implications**

- 8.1 These were dealt with in the previous report.

**9 Legal Services Comments**

- 9.1 These were dealt with in the previous report.

**10 Co-operative Agenda**

- 10.1 In respect of disabled bays 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 These were dealt with in the previous report.

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

- 17.1 No.
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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 – Copy of Delegated Report  
Appendix B – Copies of Drawings  
Appendix C – Copies of Drawings requiring Special Consideration  
Appendix D – Copies of Letters of Objection  
Appendix E – Copies of Letters of Objection requiring Special Consideration

23      **Proposal**

23.1    Notwithstanding the objections received, it is recommended that Option 1 be approved and the Proposed Order be introduced without amendment, as detailed in the schedule and shown on the drawings contained in the original report.

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**APPENDIX A**  
**COPY OF DELEGATED REPORT**

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## **Delegated Decision**

# **Proposed Disabled Persons Parking Places Order – Various Locations**

Report of: Deputy Chief Executive – People and Place

Officer contact: Jeanette Whitney, Technical Admin Officer  
Ext. 4305

**1 October 2018**

### **Reason for Decision**

The purpose of the report is to seek approval to implement disabled persons parking places at various locations around the Borough.

### **Recommendation**

It is recommended that the proposed disabled bays detailed in the Schedule at the end of the report be introduced.

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**Proposed Disabled Persons Parking Places Order – Various Locations**

**1 Background**

- 1.1 The Traffic Section within Unity Partnership receive many requests for on-street disabled parking places from disabled residents who have difficulty parking close to their property due to the presence of parked vehicles. It was considered that due to the high number of requests received that suitable criteria be adopted for consideration of applications and funding secured to implement successful applications.
- 1.2 Applications received in 2017/18 have now been processed, locations inspected and a list of successful applicants determined. Applicants that do not qualify under the Council's criteria have been notified in writing.

**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 Many disabled residents have difficulty parking close to their properties due to the presence of parked vehicles. This can cause considerable stress and cause further physical suffering. It is considered that the only effective way to help disabled residents is to provide on-street disabled persons parking places near to their property. This will enable these residents easier access to their properties and improve their mobility and quality of life.
- 4.2 In order to ensure that new on-street disabled parking spaces work effectively, a Traffic Regulation Order is implemented, so the facility can be enforced by the Council's Civil Enforcement Officers under decriminalised powers.

**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 Werneth / Waterhead / St James' / St Mary's / Medlock Vale / Hollinwood / Alexandra / Chadderton North / Chadderton Central / Royton South / Royton North / Saddleworth West and Lees / Saddleworth North / Saddleworth South / Crompton / Shaw Ward Councillors**

- 6.1 The Ward Councillors have been consulted and:  
Councillor D Williamson and Councillor D Murphy support the proposal for Crompton Ward  
Councillor H Sykes supports the proposal for Shaw Ward  
Councillor C McLaren supports the proposal for Chadderton Central Ward

**7 Financial Implications**

- 7.1 The initial cost of this proposal and the annual maintenance costs thereafter are as follows:

	£
Advertising Costs	3,000
Signs/Poles	12,000
Lining	10,000
<b>TOTAL</b>	<b>25,000</b>
Annual Maintenance Costs (calculated July 2018) to be funded from the highways revenue budget	3,200

- 7.2 The advertising, signage and road marking costs of £25,000 will be funded from cost centre 40916 (Highways Operations – Unity).

- 7.3 The annual maintenance costs estimated at £3,200 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/Sadrul Alam)

**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.

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- 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 the provision of Disabled Persons Parking Places, 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.

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- 15.4 Consumption and Use of Resources – Nil.
- 15.5 Built Environment - Minor alteration to visual appearance of area.
- 15.6 Natural Environment – Nil.
- 15.7 Health and Safety – Nil.
- 16 **Equality, community cohesion and crime implications**
- 16.1 The provision of disabled parking places will ease concerns for disabled residents but the facilities may effect community cohesion due to the reduction in on-street parking that will result.
- 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 to introduce disabled persons' parking places, in accordance with the schedule below:
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**SCHEDULE 1****Delete - Disabled Person's Parking Place****Part II Schedule 4**

Oldham Borough Council (Royton 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

Column 1	Column 2	Column 3	Column 4	Column 5	Column 5
Item No	Length of Road	Class of Vehicle	Days and hours of operation	Maximum period of waiting	No return within
(R100)	<u>Shaw Road, Royton</u> (North west side)  From a point 53 metres south west of its junction with Spring Vale Way for a distance of 6.6 metres in a south westerly direction (outside 439 Shaw Road)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

Oldham Borough Council (Oldham 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

Column 1	Column 2	Column 3	Column 4	Column 5	Column 5
Item No	Length of Road	Class of Vehicle	Days and hours of operation	Maximum period of waiting	No return within
(0.890)	<u>Cobden Street, Oldham</u> (West side)  From a point 21.3 metres south of its junction with Towers Street for a distance of 6.6 metres in a southerly direction (outside 65 Cobden Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(0.890)	<u>Gainsborough Avenue, Oldham</u> (West side)  From a point 25.7 metres south east of its junction with Hulme Street for a distance of 6.6 metres in a south easterly direction (outside 90/92 Gainsborough Avenue)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

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(0.785)	<u>Harold Street, Oldham</u> (South side)  From a point 41 metres west of its junction with Plato Street for a distance of 6.6 metres in a westerly direction (outside 18/20 Harold Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(0.785)	<u>Lacrosse Avenue, Oldham</u> (South west side)  From a point 21 metres north west of its junction with Wellington Road for a distance of 6.6 metres in a north westerly direction (outside 46 Lacrosse Avenue)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(0.786)	<u>Waverley Street, Oldham</u> (North west side)  From a point 48 metres south west of its junction with Whetstone Hill Lane for a distance of 6.6 metres in a south westerly direction (outside 103 Waverley Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(0.822)	<u>Whittingham Grove, Oldham</u> (South east side)  From a point 12 metres south west of its junction with Sherwood Street for a distance of 3.6 metres in a south westerly direction (outside 5 Whittingham Grove)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

Oldham Borough Council (Failsworth 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

Column 1 Item No	Column 2 Length of Road	Column 3 Class of Vehicle	Column 4 Days and hours of operation	Column 5 Maximum period of waiting	Column 5 No return within
(F130)	<u>Albert Street West, Failsworth</u> (West side)  From a point 34.7 metres south of its junction with Barons Court for a distance of 6.6 metres in a southerly direction (outside 40/42 Barons Court)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(F139)	<u>Ashton Road West, Failsworth</u> (South side)  From a point 24.5 metres north east of its junction with Partington Street for a distance of 6.6 metres in a north easterly direction (outside 240 Ashton Road West)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

## SCHEDULE 2

Delete the Oldham Borough Council (Royton area) Consolidation Order 2016

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
(R130)	<u>Oak Avenue</u> (North side)  From its junction with Firbank Road for a distance of 18 metres in a north westerly direction	At any time	A, B1, B3, B4, C, E, K3	

**SCHEDULE 3**

Insert the Oldham Borough Council (Royton area) Consolidation Order 2003

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Oak Avenue</u> (North side)  From its junction with Firbank Road for a distance of 13 metres in a north westerly direction	At any time	A, B1, B3, B4, C, E, K3	

**SCHEDULE 4****Oldham Area - Disabled Bays**

Insert into Part II Schedule 4

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Belgrave Road, Oldham</u> (South west side)  From a point 74.3 metres north west of its junction with Honeywell Lane for a distance of 6.6 metres in a north westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Belgrave Road, Oldham</u> (North side)  From a point 111.8 metres south east of its junction with Broadway Street for a distance of 6.6 metres in a south easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Bolton Street, Oldham</u> (West side)  From a point 48.5 metres north west of its junction with Spinks Street for a distance of 6.6 metres in a north westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable

<p><u>Brewerton Road, Oldham</u> (North West side)</p> <p>From a point 26 metres north east of its junction with Elgin Road for a distance of 6.6 metres in a north easterly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
<p><u>Brompton Street, Oldham</u> (North side)</p> <p>From a point 26.8 metres east of its junction with Retford Street for a distance of 6.6 metres in an easterly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
<p><u>Chelmsford Street, Oldham</u> (East side)</p> <p>From a point 65 metres south east of its junction with Selwyn Street for a distance of 6.6 metres in a south easterly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
<p><u>Chestnut Close, Oldham</u> (South side)</p> <p>From a point 15 metres east of its junction with Walnut Avenue for a distance of 6.6 metres in an easterly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
<p><u>Coleridge Road, Oldham</u> (North side)</p> <p>In the parking layby area outside shops located opposite 87-91 Coleridge Road</p>	Disabled Persons Vehicle	24 Hours Daily	No limit	Not applicable
<p><u>Eskdale Avenue, Oldham</u> (East side)</p> <p>From a point 27 metres north east of its junction with Grange Avenue for a distance of 6.6 metres in a north easterly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable

	<u>Gibraltar Street, Oldham</u> (East side)  From a point 13 metres south of its junction with Vigo Street for a distance of 6.6 metres in a south westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Grafton Street, Oldham</u> (North side)  From a point 10.6 metres north west of its junction with Dickens Street for a distance of 6.6 metres in a north westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Huddersfield Road, Oldham</u> (North side)  From a point 41.5 metres east of its junction with Watson Street for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Kersley Street, Oldham</u> (West side)  From a point 79.5 metres south of its junction with Hardy Street for a distance of 6.6 metres in a southerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Lune Street, Oldham</u> (West side)  From a point 37.4 metres south of its junction with Wilson Street for a distance of 6.6 metres in a southerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Lynmouth Avenue, Oldham</u> (West side)  From a point 59.7 metres south of its junction with Hathershaw Lane for a distance of 6.6 metres in a southerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable

	<u>Manley Road, Oldham</u> (West side)  From a point 38.4 metres north east of its junction with Langham Road for a distance of 6.6 metres in a north easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Manley Road, Oldham</u> (West side)  From a point 22.1 metres north of its junction with Upland Road for a distance of 6.6 metres in a northerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Montgomery Street, Hollinwood</u> (West side)  From a point 27 metres south of its junction with Hollins Road for a distance of 6.6 metres in a southerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Morris Street, Oldham</u> (South side)  From a point 22.4 metres east of its junction with Spinks Street for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Oban Avenue, Oldham</u> (South side)  From a point 22 metres from its cul-de-sac end for a distance of 6.6 metres in a south westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Oxford Street, Oldham</u> (South side)  From a point 71 metres north east of its junction with Rutland Street for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable

	<u>Pitt Street, Oldham</u> (South side)  From a point 27.8 metres west of its junction with Spinks Street for a distance of 6.6 metres in an westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Royd Street, Oldham</u> (West side)  From a point 5.1 metres north of its junction with Heron Street for a distance of 6.6 metres in a northerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>St Thomas Street South, Oldham</u> (East side)  From a point 38 metres north west of its junction with Wellington Road for a distance of 6.6 metres in a north westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Villa Road, Oldham</u> (South side)  From a point 23.7 metres east of its junction with Ashton Road for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Windsor Road, Oldham</u> (East side)  From a point 41.4 metres north west of its junction with Chamber Road for a distance of 6.6 metres in a north westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Wye Street, Oldham</u> (North side)  From a point 10 metres west of its junction with St Thomas Street North for a distance of 6.6 metres in a westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable

---

## SCHEDULE 5

### Chadderton Area – Disabled Bays

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Frederick Street, Chadderton</u> (East side)  From a point 25.1 metres from its cul-de-sac end for a distance of 6.6 metres in a northerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Taylor Street, Chadderton</u> (West side)  From a point 81 metres north of its junction with Melbourne Avenue for a distance of 6.6 metres in a northerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable

## SCHEDULE 6

### Royton Area - Disabled Bays

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Hartington Court, Royton</u> (South side)  In the parking area at the cul-de-sac end located opposite 32-35 Hartington Court	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable

---

	<u>Hartington Court, Royton</u> (West side)  From a point 36 metres south east of its junction with Shaw Street for a distance of 7.2 metres in a south easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Leyburn Avenue, Royton</u> (North side)  From a point 11.2 metres west of its junction with Richmond Avenue for a distance of 6.6 metres in a westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

## SCHEDULE 7

### Saddleworth & Lees Area - Disabled Bays

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Hey Crescent, Lees</u> (North side)  From a point 46.6 metres south west of its junction with Stamford Road for a distance of 6.6 metres in a westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Heywood Lane, Austerlands</u> (North side)  From a point 19.6 metres east of its junction with Brownhill Drive for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable

	<u>Platting Road, Lydgate</u> (East side)  From a point 18 metres south of its junction with Burnedge Lane for a distance of 6.6 metres in an southerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Rowland Way, Lees</u> (East side)  From a point 34 metres north west of its junction with Medlock Way for a distance of 6.6 metres in a north westerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Stoneleigh Road, Springhead</u> (East side)  From a point 92.3 metres south east of its junction with Cooper Street for a distance of 6.6 metres in a south easterly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable



## SCHEDULE 8

### Shaw Area - Disabled Bays

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Duchess Street, Shaw</u> (North side)  From a point 44.2 metres west of its junction with Trent Road for a distance of 6.6 metres in a westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	<u>Kershaw Street, Shaw</u> (North side)  From a point 9.5 metres east of its junction with Victoria Street for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Maple Close, Shaw</u> (East side)  From a point 7.6 metres south of its junction with Wood Street for a distance of 6.6 metres in a southerly direction	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<u>Samlesbury Close, Shaw</u> (East side)  In the parking area located opposite 182/184 Samlesbury Close	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Seville Street, Shaw</u> (East side)  From a point 15.6 metres south east of its junction with Hesketh Avenue for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

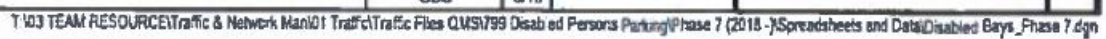
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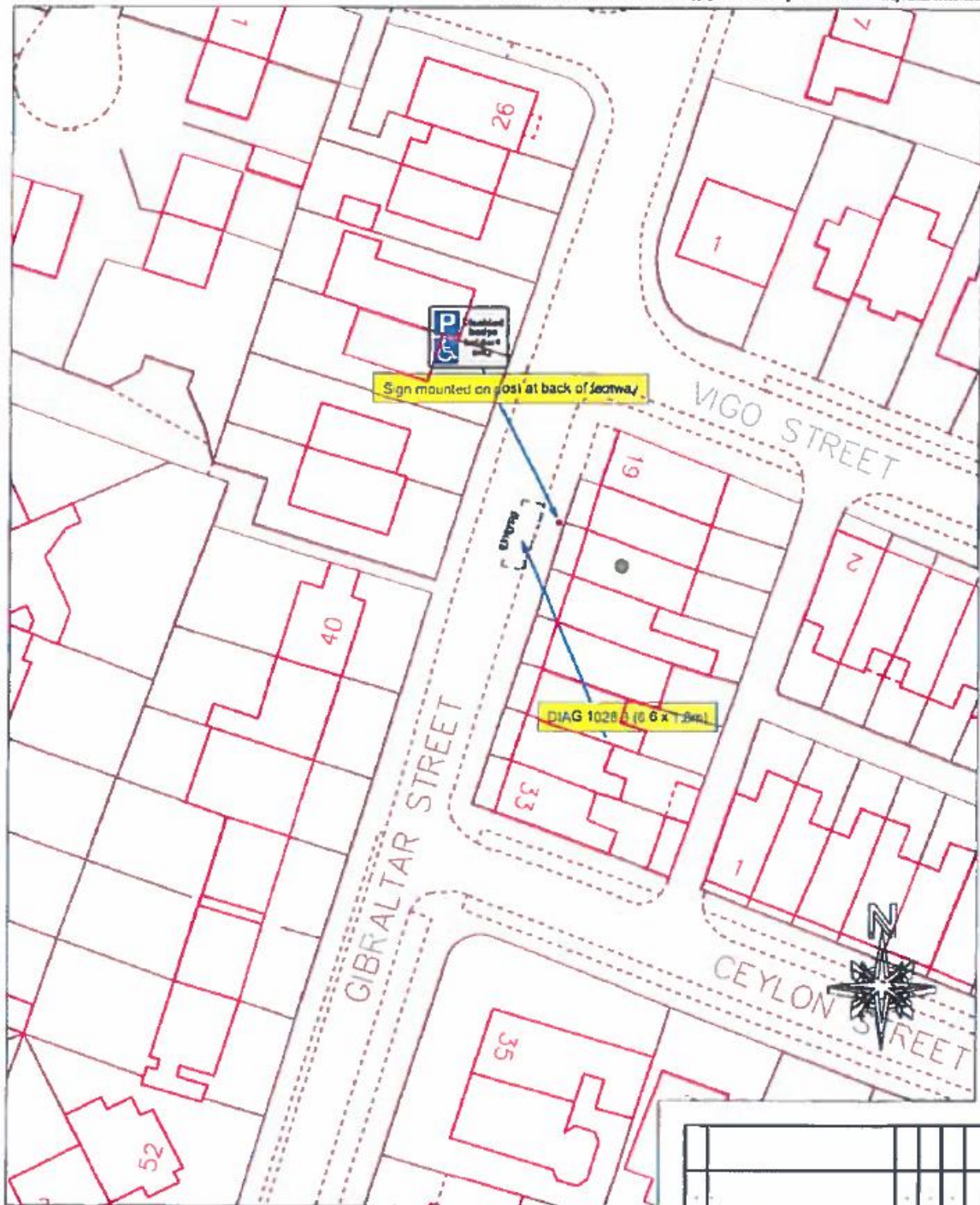
<p><b>Decision maker</b></p> <p>Signed <u></u></p> <p>Cabinet Member, Neighbourhood Services</p>	<p>Dated <u>5</u> October 2018</p>
<p><b>In consultation with</b></p> <p>Signed <u></u></p> <p>Director Of Environmental Services</p>	<p>Dated <u>3</u> October 2018</p>


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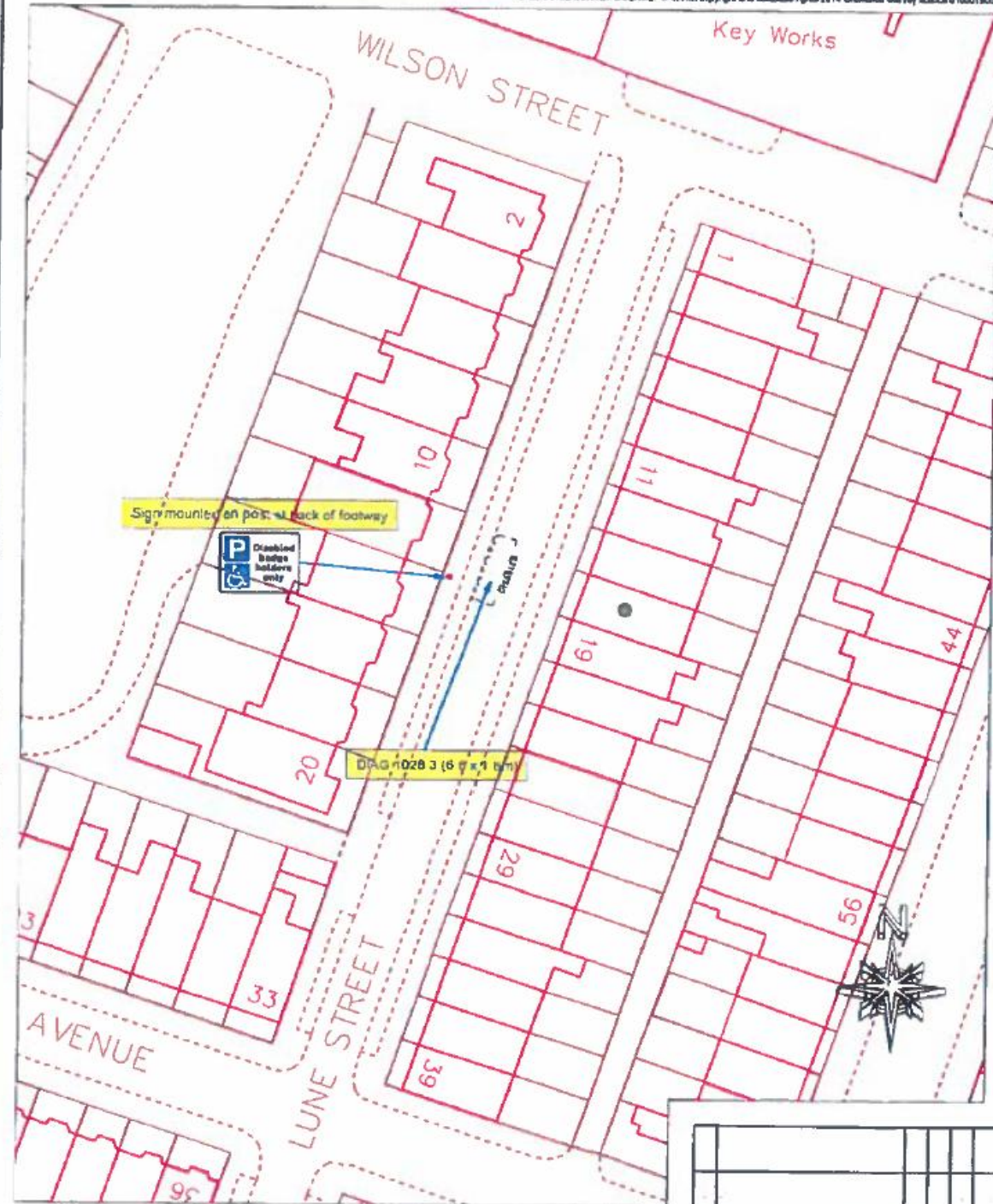
**APPENDIX B**  
**COPIES OF DRAWINGS**

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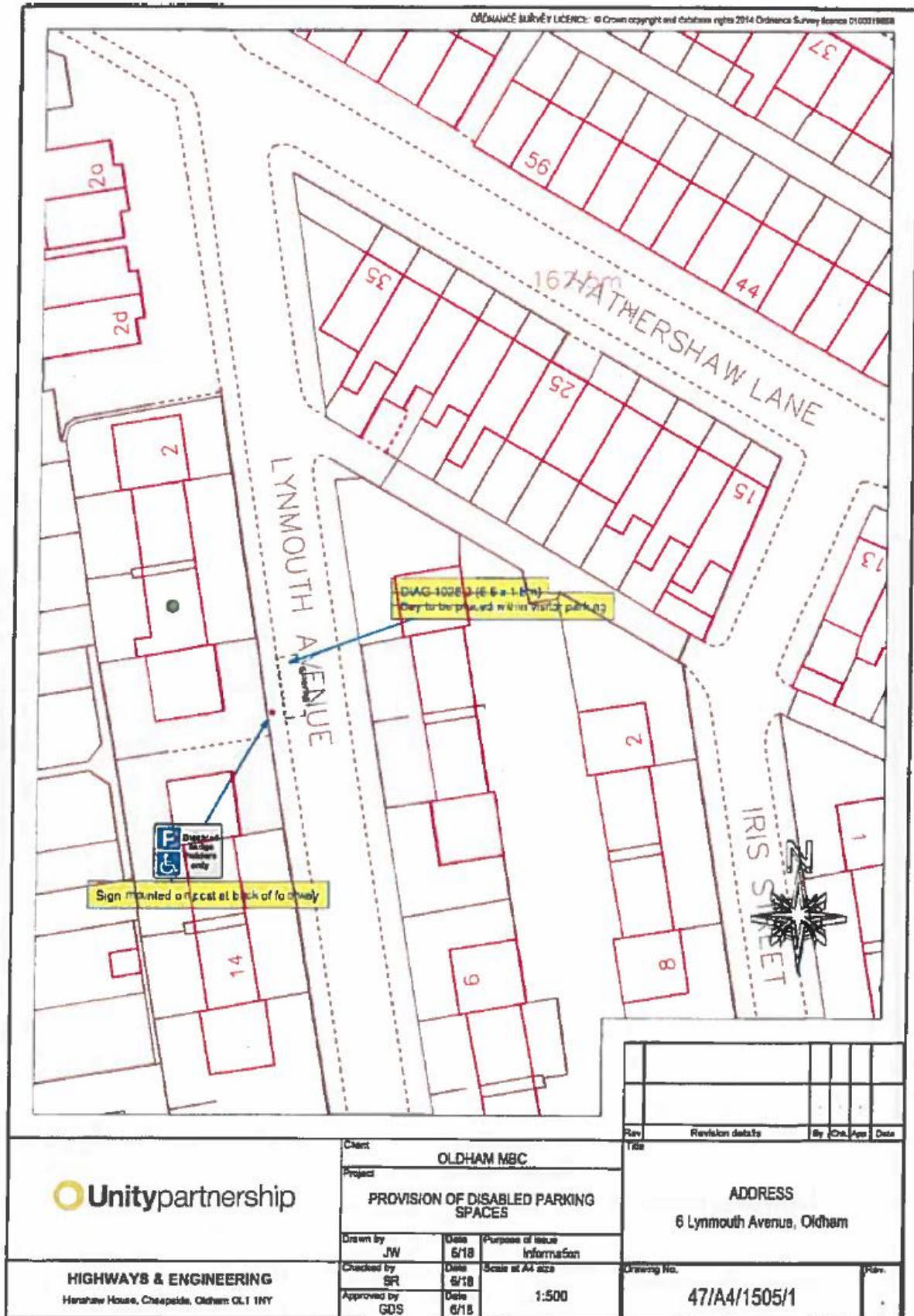




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	Project		PROVISION OF DISABLED PARKING SPACES	
	Drawn by	Date	Purpose of Issue	Information
	JW	6/18	Scale at A4 size	1:500
<b>HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Chesapeake, Oldham OL1 1NY	Checked by	Date	Drawing No.	
	SR	6/18	47/A4/1505/1	
Approved by	Date	Rev		
GDS	6/18	Revision details		
		By	Chk	App
		Date	Date	Date
		Title		
		ADDRESS		
		23 Gibraltar Street, Oldham		



	Client <b>OLDHAM MBC</b>			Rev 1/20		Revis on details		By One		Date	
	Project <b>PROVISION OF DISABLED PARKING SPACES</b>										
	Drawn by JW			Date 6/18		Purpose of issue Information					
	Checked by SR			Date 6/18		Scale of A4 size 1:500					
Approved by GDS			Date 6/18						Drawing No. <b>47/A4/1505/1</b>		Rev .
<b>HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Cheapside, Oldham OL1 1NY											

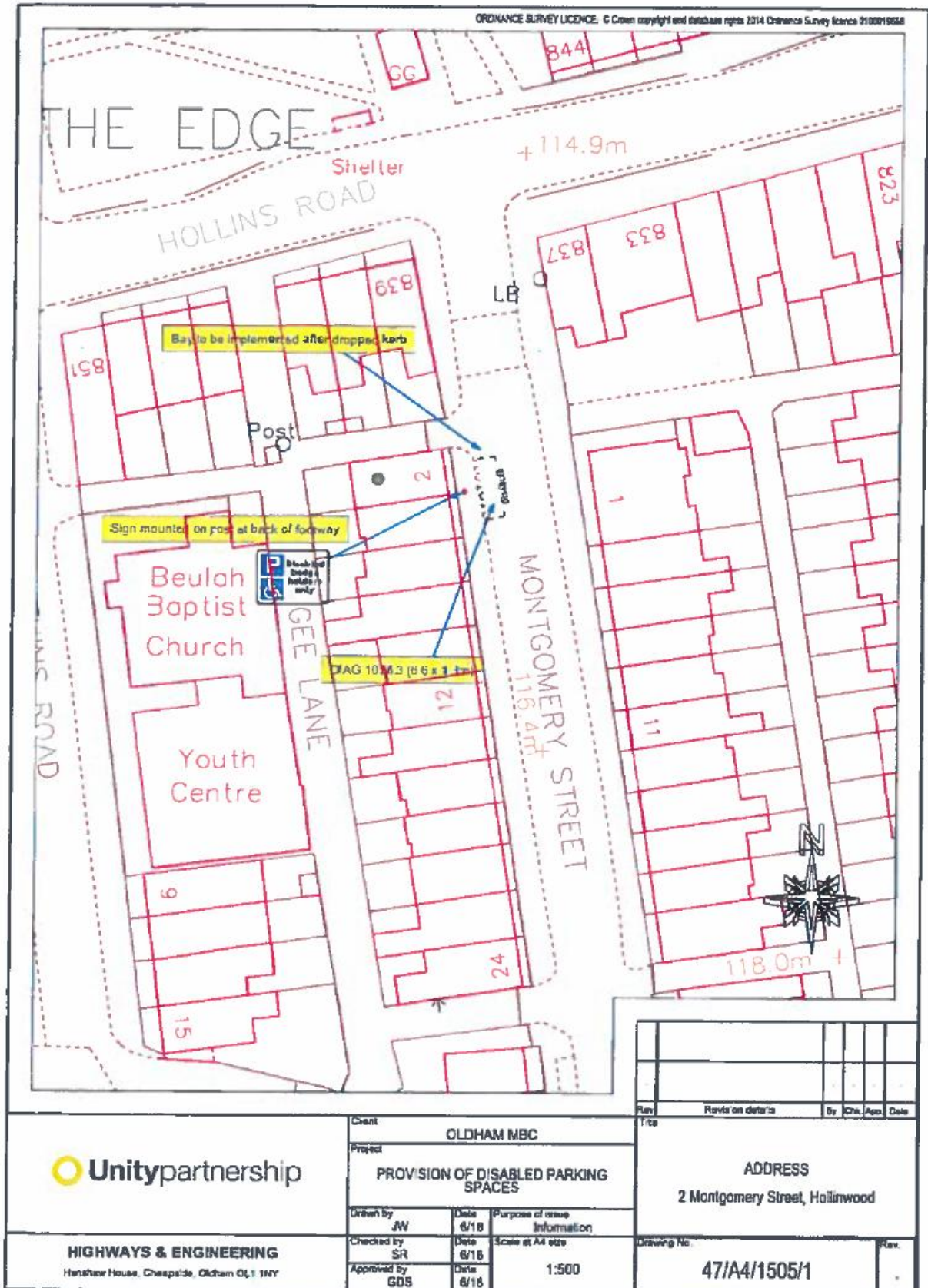


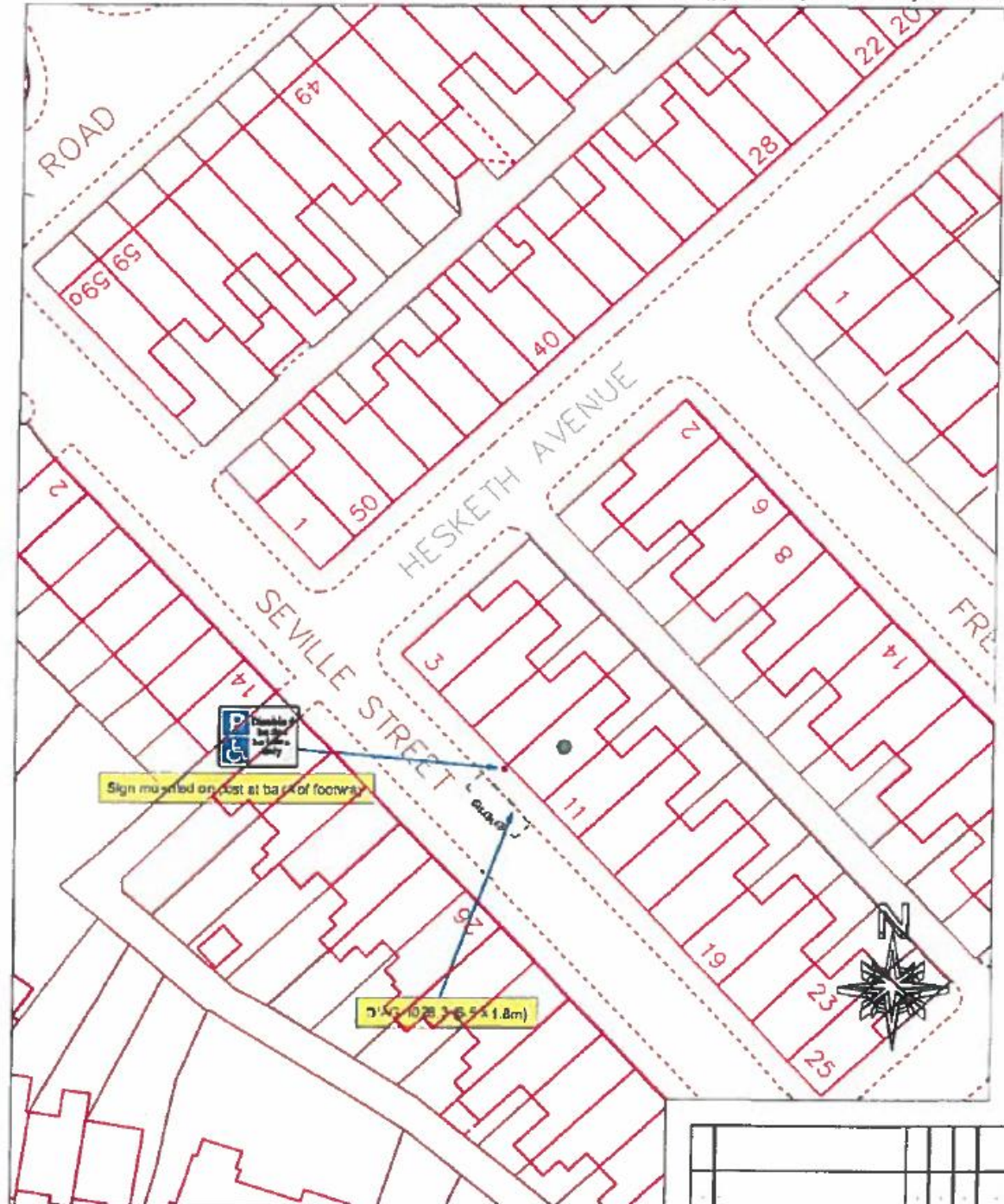
**Unitypartnership**


**HIGHWAYS & ENGINEERING**  
Hathershaw House, Chesapeake, Oldham: OL1 1NY

Client <b>OLDHAM MBC</b>		
Project <b>PROVISION OF DISABLED PARKING SPACES</b>		
Drawn by <b>JW</b>	Date <b>6/18</b>	Purpose of issue <b>Information</b>
Checked by <b>SR</b>	Date <b>6/18</b>	Scale at A4 size <b>1:500</b>
Approved by <b>GDS</b>	Date <b>6/18</b>	

Rev	Revision details	By	On	App	Date
Title <b>ADDRESS</b> <b>6 Lynmouth Avenue, Oldham</b>					
Drawing No. <b>47/A4/1505/1</b>					Plan



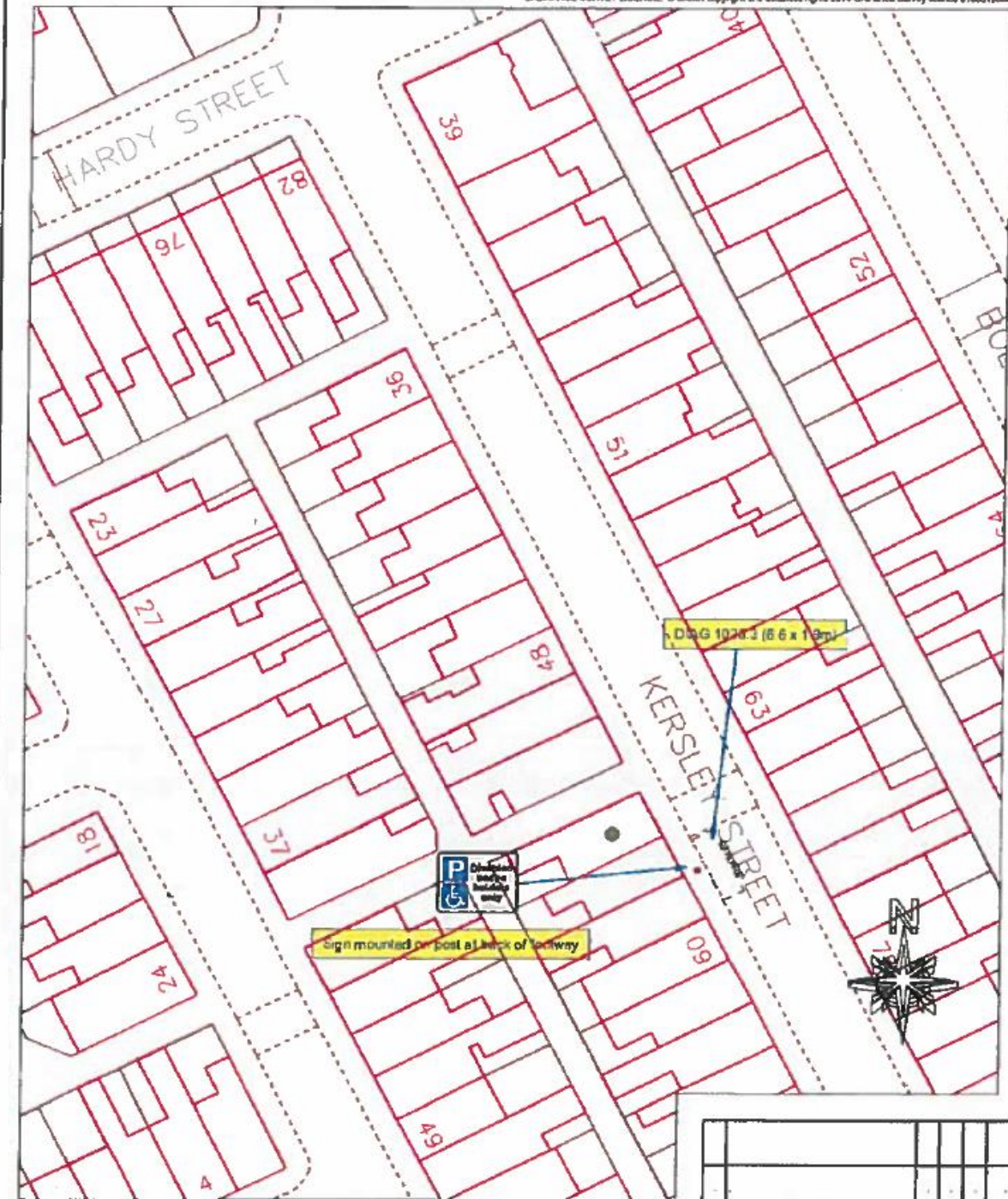



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	Project <b>PROVISION OF DISABLED PARKING SPACES</b>		Revision details By Chk App Date	
	Drawn by <b>JW</b>	Date <b>6/18</b>	Purpose of issue Information	
	Checked by <b>SR</b>	Date <b>6/18</b>	Scale at A4 size <b>1:500</b>	
<b>HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Cheapside, Oldham OL1 1NY	Approved by <b>GDS</b>	Date <b>6/18</b>	Drawing No. <b>47/A4/1505/1</b>	

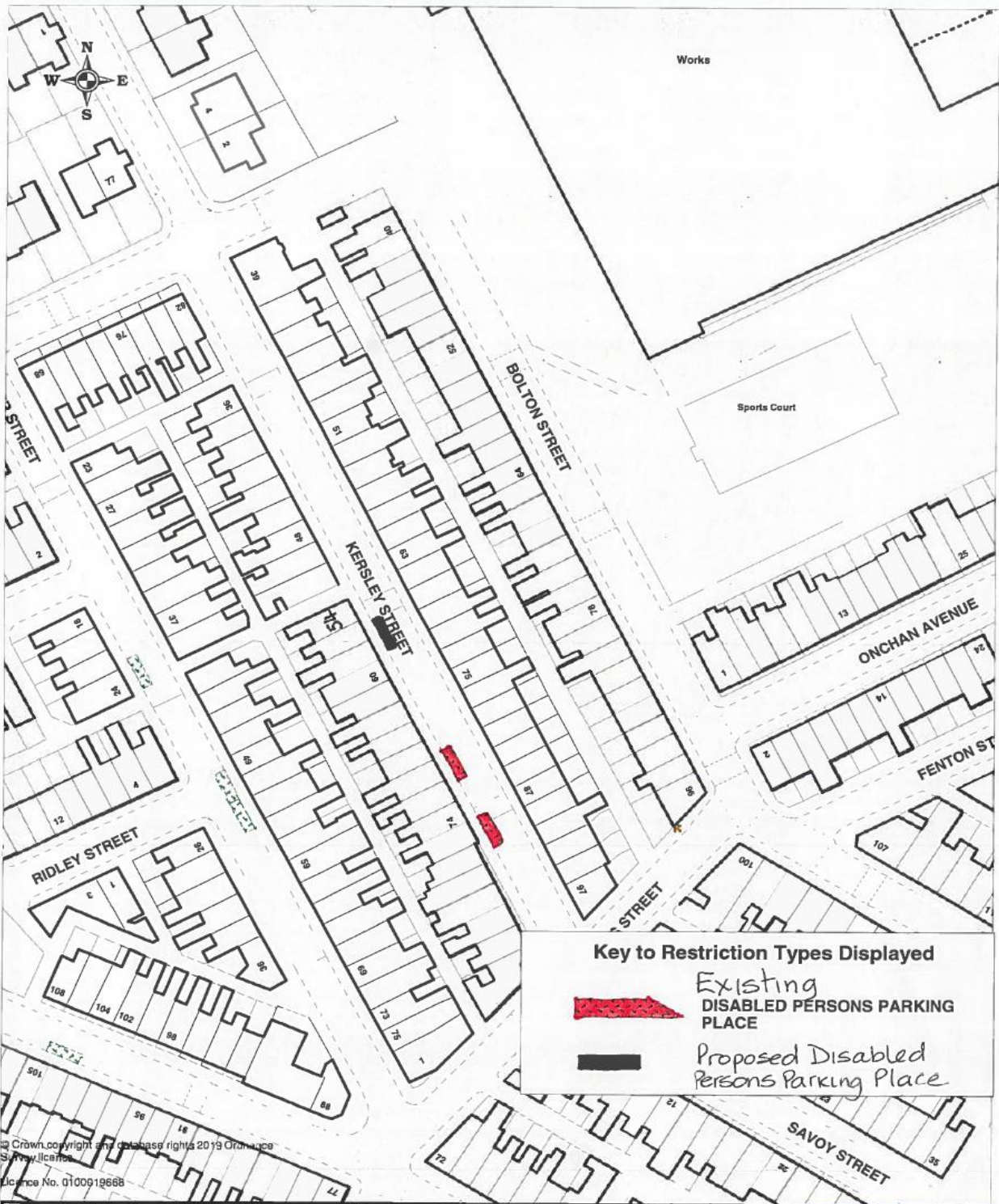
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**APPENDIX C**

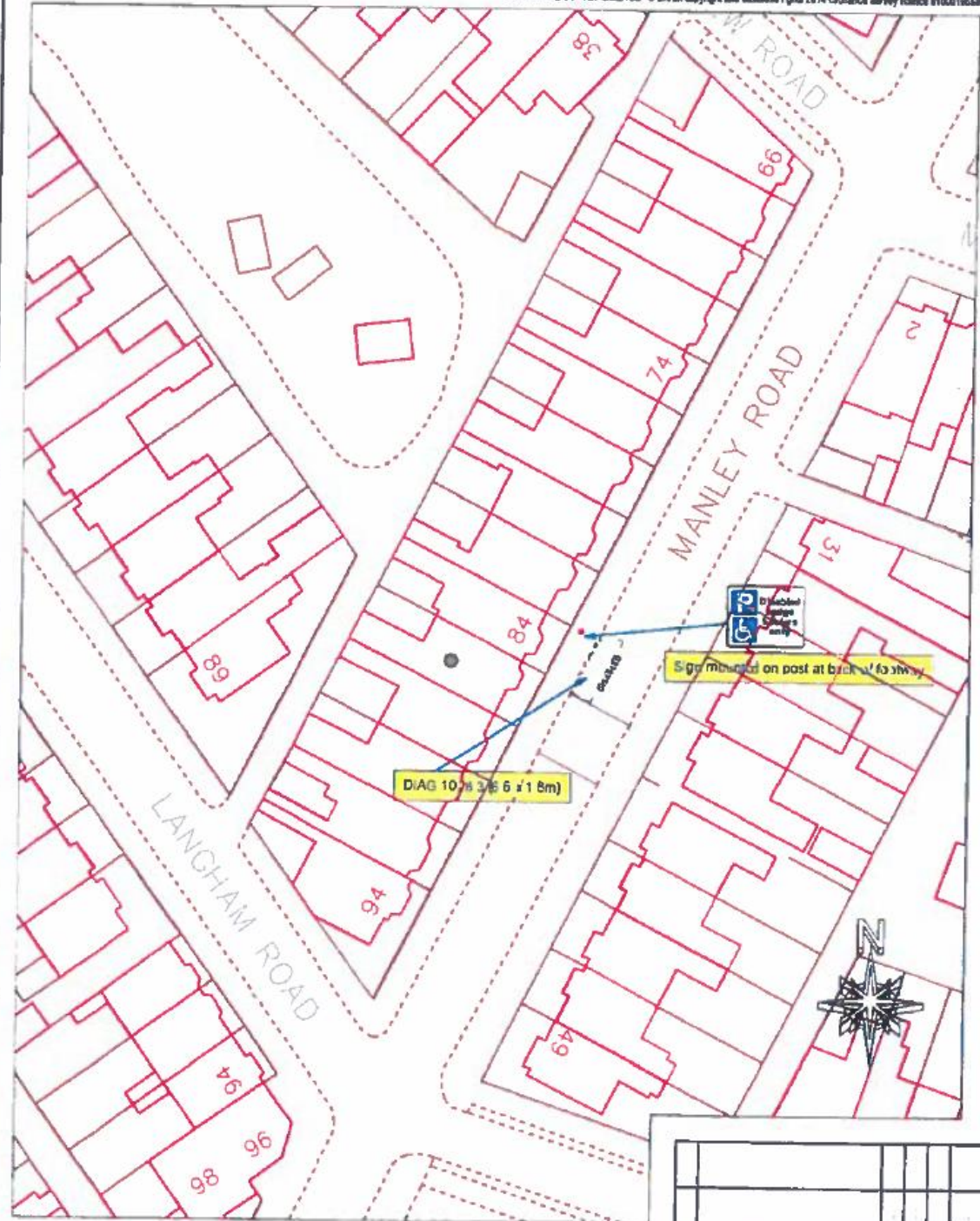
**COPIES OF DRAWINGS REQUIRING SPECIAL CONSIDERATION**



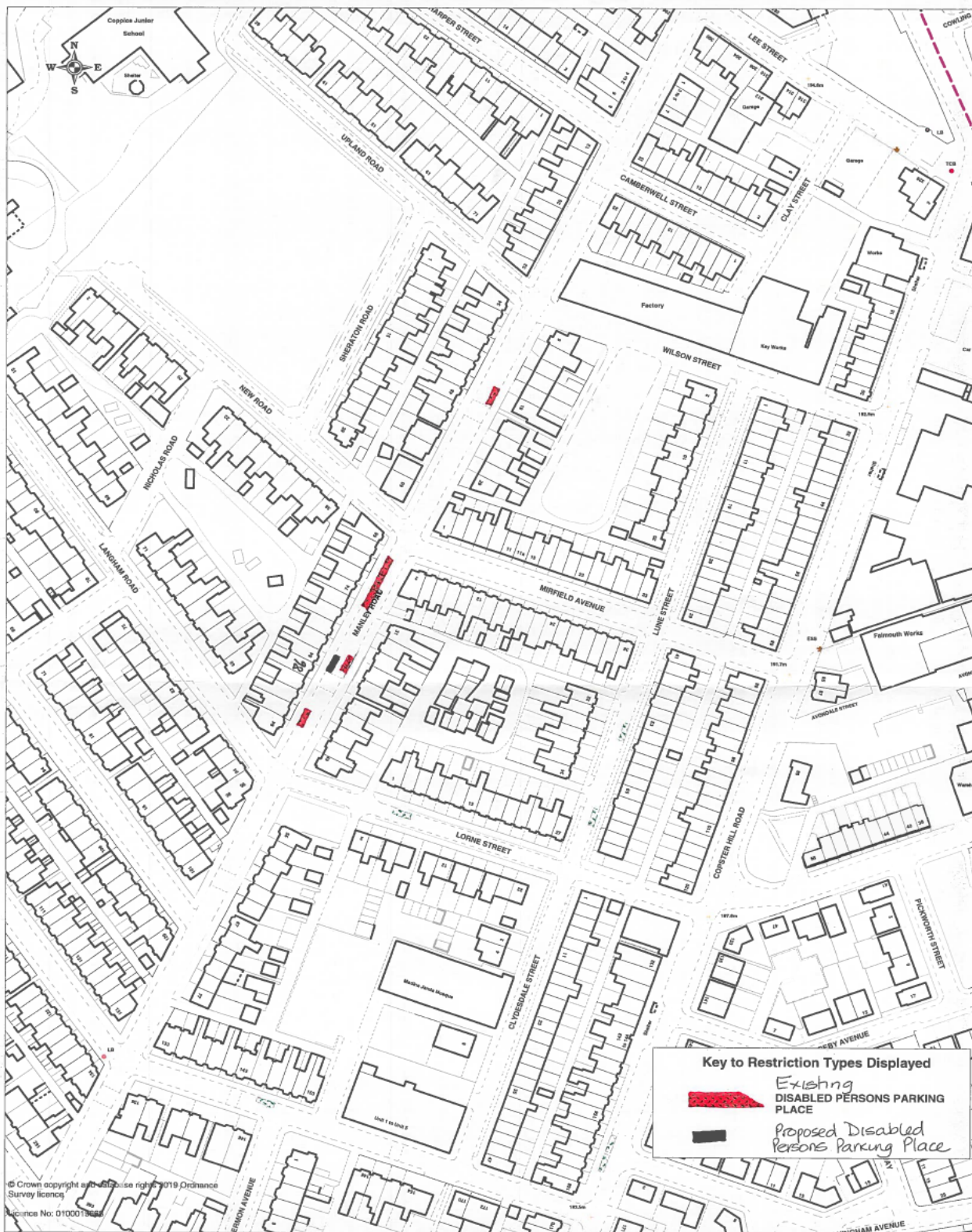
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	Project <b>PROVISION OF DISABLED PARKING SPACES</b>		ADDRESS <b>54 Kersley Street, Oldham</b>	
	Drawn by <b>JW</b>	Date <b>6/18</b>	Purpose of issue Information	Drawing No. <b>47/A4/1505/1</b>
<b>HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Cheapside, Oldham OL1 1NY	Checked by <b>SR</b>	Date <b>6/18</b>	Scale at A4 size <b>1:500</b>	Rev. 
Approved by <b>GDS</b>	Date <b>6/18</b>			



  <b>HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Cheapside, Oldham OL1 1NY	Client <b>Oldham MBC</b>		Title <b>Kersley Street, Oldham</b>	
	Project			
	Drawn by	Date <b>30/01/2019</b>	Purpose of Issue <b>Information</b>	
	Checked by	Date	Scale at A4 size <b>1 : 1000</b>	
	Approved by	Date	Drawing No.	Rev.



	Client		OLDHAM MBC		<table border="1"> <thead> <tr> <th>Rev</th> <th>Revision details</th> <th>By</th> <th>Chk</th> <th>App</th> <th>Date</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	Rev	Revision details	By	Chk	App	Date																		
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Project		PROVISION OF DISABLED PARKING SPACES																											
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SR	6/18	1:500																											
Approved by	Date	Drawing No																											
GDS	6/18	47/A4/1505/1																											
<b>HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Cheapside, Oldham OL1 1WY		ADDRESS 86 Manley Road, Oldham																											



		Client Oldham MBC		Title Manley Road, Oldham	
		Project		Drawing No.	
<b>HIGHWAYS &amp; ENGINEERING</b> Hanshaw House, Cheapside, Oldham OL1 1NY		Drawn by	Date 30/01/2019	Purpose of issue Information	Rev.
		Checked by	Date	Scale at A3 size 1 : 1250	
		Approved by	Date		

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**APPENDIX D**  
**COPIES OF LETTERS OF OBJECTION**

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**Jeanette Whitney**

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**From:** [REDACTED]  
**Sent:** 17 December 2018 14:57  
**To:** Jeanette Whitney  
**Subject:** Your Ref. JW/GDS/799 17th December 2018 From [REDACTED]  
[REDACTED]

Dear Jeanette, Would you kindly forward the following email to the appropriate department as per phone call. With Regard to your proposed disabled persons parking place to be situated outside [REDACTED] no 8 Lynmouth Avenue, Hathershaw Ref no JW/GDS/799

I strongly oppose, I will outline my reasons in separate paragraphs.

1, After speaking to my neighbour ( the applicant) when she applied for this parking facility she was on the understanding it was to be placed outside her own front gate. being as it isnt it wouldnt serve her any purpose as she as just said with her severe breathing difficulties she would be ill opposed to have to walk uphill carrying her shopping bags etc and so it would serve no benefit,  
2. The main problem though is that there are far to few visitor parking places as it is and would only serve to congest the avenue even further, particularly at school opening morning and school closing afternoon times when parking in this Avenue is Horrendous, where every space is taken up. Also at weekends when families visit their respective parents etc its much the same simply not enough spaces to go round so to speak, I base this strong opposition on the above facts  
and would hope you would take them into consideration when considering your proposal, I would be grateful of a response when you have perused the facts,

Kind Regards, [REDACTED]

---

**The owner/Occupier**

[REDACTED]  
Oldham, OL8 1BP

Dear Sir/Madam,

This is in regard with the following Ref: LJM/TO18/28

I really appreciate what you are doing for the disabled persons. However, Lune street as you are aware is one-sided parking and there are in total 30 houses in this street with the capacity of parking only 10-12 cars. We have a car of our own and we are already struggling with the current parking situation of the Lune street.

There are two garages in Wilson street and the owners/employees of the garage are parking their cars on the Lune street due to which most of the parking places are taken. Earlier, we had an alternative to park our car on Wilson street but now these parking places are also taken by the same two garages where they park their cars (often scrap cars) and repair their cars which you can observe by visiting the place. In fact, their customers are also told to park their cars on the Lune and Wilson street for the repair resulting in sometimes leaving no space to park.

One of my neighbour living on house no. 14 once applied for the parking for disabled persons and was refused with the excuse saying the street has one-sided parking. Therefore, I object with the proposal for disabled persons parking places order.

Yours faithfully,

[REDACTED]

Dated 2<sup>nd</sup> January 2019

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
12<sup>th</sup> December 2018

Jeanette Whitney  
Technical Admin, Traffic and Network Management  
Highways and Engineering  
Traffic Section, Floor 1  
HenshawHouse  
Cheapside  
OL1 1NY

Dear Sirs/Madam

Re: your ref: JW/GDS/799

As the owner of a property on Gibraltar Street, Lees I have been made aware of the application for a disabled parking bay.

On certain roads it is impossible to park on both sides of the carriageway as they are too narrow, as is the case on Gibraltar Street. So by installing a bay on one side you are preventing other people from parking outside their own homes.

This could also lead to other drivers parking opposite or diagonal to the bay when it is empty and leading to an obstruction of the traffic flow.

I am asking you to take these considerations into account

Yours Sincerely



[REDACTED]

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

2/4 Montgomery St.

Your Ref: LIM/TO18/28

4<sup>th</sup> January 2019

Dear Sirs,

**Re: Introduction of 24 hour disabled bay outside 2/4 Montgomery Street**

I write with reference to your recent email.

My specific objections to the proposed disabled parking bay are as follows:-

1. The parking bay plans drafted encroach outside my property [REDACTED] There is more than adequate parking space outside number 2 for the plans to have been drafted and I would like an explanation as to why the plans were drafted in this way given that there are no restrictions outside number 2.
2. I am also mindful, aside from causing inconvenience to my potential parking, should I choose to sell my house in the future, this may affect a potential sale given that the bay would encroach half way outside my property. I certainly wouldn't choose to buy a property where I would encounter potential parking difficulties.
3. Disabled parking bays should only be considered in such situations where they are both necessary, and not just convenient for the individual. Disability Living Allowance (Higher Mobility Rate) is payable to people of working age who are "unable or virtually unable to walk considering the distance
4. There is already limited parking on this street for the residents. Not only do the residents of our street park here, but also, residents on Hollins Road, limiting parking further.

Yours faithfully

Seville Street,  
Shaw  
Oldham  
OL2 8SF

4th January 2019

Mr Alan Evans  
Environment Group Solicitor  
Civic Centre  
Oldham  
OL1 1UL

Dear Sir

emailed claire bostock to advise  
that the penultimate paragraph  
contained personal detail and  
reference and is not acceptable.  
requested resubmission or  
deletion of  
personal para.

**Document Reference number QMS:799 Phase 7 Consultation**  
**Drawing Number 47/A4/1505/1**

Further to my e-mail sent on 3rd January 2019, to Mr Alan Evans, below are concerns, and reasons for objecting to the proposed site of a Disabled Parking Bay at number 9 Seville Street, Shaw, OL2 8SF.

Firstly I would like to make clear that I am writing with the permission, and on behalf of my 87 year old mother, [redacted] Seville St Shaw, and to make you aware that my mum is disabled, her house has been modified to assist her needs, she has been a Blue Badge holder for over forty years, and resided at number [redacted] for over 55 years.

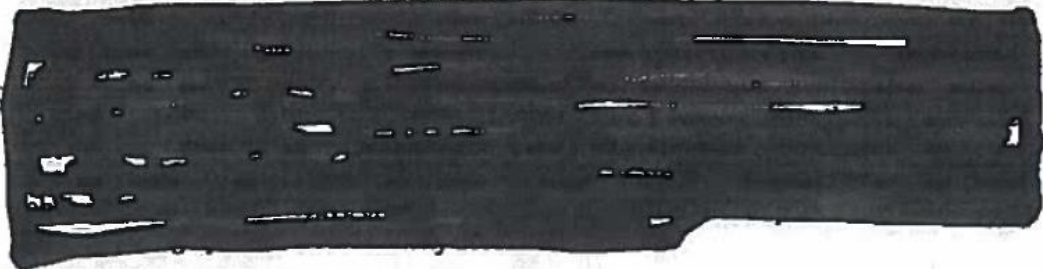
After studying the enclosed drawing, the objections that my mum and I wish to draw to your attention for this proposed disabled bay, are:-

The position of the post and sign mounted at the back of the footway; would be on the narrowest wall between the two properties, (just half a bricks width) as this is where the two front doors are adjacent to one another, and would therefore be almost outside my mum's front door, I need to make you aware that should this work be carried out here, that the mains water supply comes into my mum's property at the front door. I am unhappy with this position, as I feel it draws attention that a disabled person who has not requested this parking bay lives at the adjacent address [redacted]. If the post could be sited on the opposite side of number 9's front window, between number 9 and 11, not only would it be against a much bigger brick wall, it would not necessarily indicate a particular house where the disabled person is living.

We also have an issue with the length of the bay, as not only does it seem excessively large, it appears to overhang both number 7 and number 11 Seville St. As the person does not require the use of a wheelchair in which case the proposed bay may have needed to be this size, I/we find it difficult to understand why it has been drawn up to this size. I would also like to point out, that if the bay is sited as per the diagram, it will make it impossible for number 7, 5 and 3 to park a vehicle outside their properties, as it will only leave enough space to park two more vehicles; and I can envisage this creating problems for years to come. In fact, prior to my husbands death in 2001, (he also had a

blue badge); due to heart and circulatory problems he had difficulty walking more than 50 yards without resting, therefore he relied heavily on his vehicle; he applied for, and was refused a designated parking bay [REDACTED] Seville St, on the grounds that the length of the bay would have a knock on effect on other residents being unable to park outside their own properties, also, he was advised that it would potentially make it difficult if they ever decided to sell, the property, due to a disabled bay at the front door. I can understand that criteria for parking bays might have changed over the years, but the fact remains the street has not changed, with the exception there are now more car owners than when my husband applied, which is going to make parking very difficult for everyone.

deleted  
no instructions  
yelland  
contact  
email  
9/1/19.10.55



I trust that you will give some consideration to these objections, and I look forward to hearing from you. My daughters contact details are [REDACTED]  
[REDACTED], should you require any further information, I would appreciate if you would contact her, as she deals with my correspondence.

Yours faithfully,

ENVIRONMENT GROUP SOLICITOR,  
CIVIC CENTRE,  
WEST STREET,  
OLDHAM,  
OL1 1UL

Coleridge Road Sholver

[REDACTED]  
[REDACTED] COLERIDGE ROAD,  
SHOLVER,  
OLDHAM,  
OL1 4RT  
4 JANUARY 2019.

DEAR SIR,

I AM WRITING IN RESPONSE TO THE LETTER DATED 5.12.18 (REF JW/CDS/799), WITH REGARD TO THE PROPOSED 24 HOUR DISABLED PERSONS PARKING PLACES ORDER, IN THE PARKING LAYBY OPPOSITE SHOPS ON COLERIDGE ROAD, SHOLVER, MOORSIDE, OLDHAM.

I UNDERSTAND THAT COUNCILLOR ALEXANDER HAS REQUESTED THIS CHANGE, BUT NO CONSULTATION HAS BEEN CONDUCTED WITH THE BUSINESSES AFFECTED. (WHAT EVIDENCE DOES HE HAVE THAT THIS CHANGE IS NECESSARY?).

THIS LAYBY IS USED BY REGULAR SHOPPERS AT MY BUSINESS AND OTHERS IN THE ROW, AND THERE ARE NO DISABLED BADGE HOLDERS PARKING IN THIS LAYBY.

IF THIS PROPOSAL GOES AHEAD, IT WILL DRASTICALLY REDUCE THE NUMBER OF PARKING PLACES AVAILABLE FOR REGULAR SHOPPERS, WHICH COULD AFFECT TRADE, AND ALSO WHO AND HOW WOULD THIS PARKING RESTRICTION BE MONITORED?

ON THIS BASIS, I STRONGLY OBJECT TO THIS PROPOSAL AND WOULD ASK YOU TO PLEASE REJECT IT.

THESE VIEWS ARE ALSO SHARED BY NUMBERS [REDACTED] & [REDACTED] COLERIDGE ROAD I.E. RAINBOW CHIPPY & POPULAR SPICE RESPECTIVELY.

N.B. NUMBERS 89 & 91 HAVE BEEN EMPTY FOR OVER TEN YEARS.

YOURS FAITHFULLY,


[REDACTED]  
[REDACTED]

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**APPENDIX E**

**COPIES OF LETTERS OF OBJECTION REQUIRING SPECIAL CONSIDERATION**

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

 Kersley Street  
Oldham  
OL4 1DN

54 Kersley St.

20 December 2018

Dear Sirs

**Re: Proposed Disabled Persons Parking Places Order-Outside 54 Kersley Street**

Further to your letter dated 05 December 2018 regarding the proposed disabled parking bay outside the above mentioned property, we strongly oppose the proposal for the following reasons:

Firstly, there are already limited parking spaces available on Kersley Street. The street consists of all terraced houses, many houses on the street own more than one car and we struggle for parking spaces. Furthermore, we work Monday to Friday and return home in the evenings to find parking spaces already taken. By inserting a disabled parking bay this will limit spaces further depriving the rest of those living on the street.

Secondly, the proposed disabled parking bay will extend outside the whole of our property. This will have an impact on our parents who are elderly and require access to parking outside our house as they are unable to walk long distances. Many residents park their vehicle directly outside their house, by introducing the disabled parking bay, our mother will have to park her vehicle further away from the house, almost certainly on the street behind which will affect her health and cause her to become more housebound as she would struggle to get from her vehicle to the front door especially if she has items to carry from the vehicle i.e. shopping.

Thirdly and most importantly, there are already two disabled parking bays on the same row on Kersley Street. By inserting another disabled parking bay on the same row will cause residents especially those living on our particular row of houses further inconvenience. This would mean there are three disabled parking bays all on the same row which is unreasonable and disproportionate to those living on our row. On the contrary, if a disabled parking bay is to be introduced then it should be introduced on the subsequent block which is much more in close proximity to 54 Kersley Street.

We note the neighbour who has applied for the disabled parking gets in and out of her husband's vehicle without any hardship. We feel by walking a few yards to the other two disabled parking bays on the same row of her house will not cause any further difficulties for her.

Fourthly, the map enclosed indicates that the parking bay would be directly outside our house and not 54 Kersley Street whom is seeking the disabled parking bay. We find this completely

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unjustifiable and reiterate the parking bay should be directly outside 54 Kersley Street or alternatively, further towards the left side of their property. As mentioned, the disabled parking bay should not be outside our property or on our row as we already have two disabled parking bays on our row.

Furthermore, our family member is a Hackney Carriage taxi driver for Oldham Council, the taxi is his livelihood and as with many taxi drivers he needs the security and peace of mind to be able to park outside the property as his car has been broken into and vandalised when it has been parked elsewhere or on the street adjacent.

Moreover, the proposed disabled parking bay would decrease the value of our property due to the lack of a parking space.

Overall, we strongly oppose the introduction of the disabled parking bay as it is unreasonable and disproportionate. We request that you reconsider the proposal and consider the other residents living on Kersley Street.

We look forward to hearing from you with a favourable reply.

Yours faithfully

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[REDACTED]  
[REDACTED] Manley Road  
Oldham  
OL8 1AU

28<sup>th</sup> December 2018

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

84 Manley Road.

Your Ref: JW/GDS/799

**Subject Matter: Re Proposed Disabled Persons Parking Places Order – Various Location – 84 Manley Road**

Dear Sir/Madam

I am writing this letter to inform you of my strong objection to the proposal for a 24 hour disabled parking bay [REDACTED] at 84 Manley Road.

I have 4 dependent children living with me; we require the space outside my house to ensure their safety. My wife has recently suffered from mental illness and is on the road to recovery; she is on medication and has periodic meetings with her consultant. We require the space to ensure the safety and well being of my family.

Currently on our block of houses and across the road there are five 24 hour disable parking bays already. This has made it a huge challenge for my wife and me to park safely. This proposed parking bay will further increase the risk and anxiety and stress levels for all our family.

I am strongly against this decision and object. Please can you place this parking bay in front of 88 Manley Road? I hope you can empathise and appreciate the situation.

Yours sincerely

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**APPENDIX B**  
**PHOTOGRAPHS SINCE LAST TRO PANEL MEETING**  
**KERSLEY STREET**

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**APPENDIX B**  
**PHOTOGRAPHS SINCE LAST TRO PANEL MEETING**  
**MANLEY ROAD**

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