

## **Report to TRO Panel**

# **Objection to the Proposed Prohibition of Waiting – Stable Street, Chadderton**

### **Portfolio Holder:**

Councillor A Shah, Cabinet Member for Neighbourhood Services

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

**Report Author:** Darryll Elwood, Technical Admin  
**Ext.** 1946

**6 June 2019**

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### **Reason for Decision**

The purpose of this report is to consider 1 letter of objection (see Appendix A) to the current proposal to introduce a Prohibition of Waiting Order on Stable Street, Chadderton, in the form of double yellow lines.

### **Recommendation**

Notwithstanding the objection received it is recommended that the Panel supports the introduction of a Traffic Regulation Order on Stable Street, Chadderton as per the original proposal shown in the schedule at Appendix B.

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**Objection to the Proposed Prohibition of Waiting – Stable Street, Chadderton****1 Background**

- 1.1 The original proposal was approved under delegated powers on 4 February 2019, decision D3516 refers. A copy of the report is attached at Appendix B.
- 1.2 Stable Street, Chadderton is the continuation of Railway Road and provides access to the car park and loading area of La Via Tapas restaurant and the private parking areas of Guinness Partnership Housing Association.
- 1.3 Waiting restrictions in the form of double yellow lines have previously been proposed on both Stable Street and Railway Road, however, due to the number of objections received when the proposal was publically advertised some of the restrictions were removed from Stable Street to enable employees from Guinness Partnership to utilise the highway for overspill parking when the car park becomes full.

**2 Current Position**

- 2.1 Unfortunately the parking is now at a level that vehicles making deliveries to La Via restaurant are being obstructed as they are unable to reach the loading area and are also unable to turn round once they have committed to make the turn into Stable Street. Parking is also taking place within the entrance to the restaurant car park (see Appendix C).
  - 2.2 As per the Google Snapshot shown at Appendix C vehicles parking on Stable Street are not only obstructing the free flow of traffic but parking partially on the footway creating a highway safety issue for pedestrians.
  - 2.3 In light of the current parking the owner of La Via restaurant has requested additional waiting restrictions in the form of double yellow lines be introduced on the remainder of Stable Street to allow access for larger vehicles including deliveries to his premises and emergency vehicles and permit the free flow of traffic.
  - 2.4 Stable Street is 6.6 metres wide on the section where the waiting restrictions are proposed. The standard width required for a vehicle to park wholly within the carriageway is 2 metres. As parking takes place on both sides of the carriageway, the total width utilised by parked vehicles is 4 metres, leaving 2.6 metres for the passing and repassing of vehicles. Larger vehicles including emergency service vehicles require a minimum of 3 metres; therefore, the available carriageway left for vehicles to travel along is not wide enough, ultimately, vehicles park partially on the footway, creating a safety issue for all highway users including pedestrians. Even if parking was permitted on one side the carriageway the free flow of traffic would be obstructed unless vehicles again parked partially on the footway.
  - 2.5 Whilst the Highway Authority is aware footway parking does take place this practice is not condoned and therefore when considering any proposal to introduce restrictions would not consider this type of parking acceptable.
  - 2.6 La Via restaurant, Guinness Partnership Housing Association and the car park at the Hollinwood Metro Link tram stop can all be accessed via Stable Street, therefore, higher traffic volumes can be created along Stable Street. In light of this it is recommended that parking be removed in its entirety to ensure the free flow of traffic in both directions.
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- 2.7 The current proposal will remove the obstructive parking and create a safer environment for all highway users.
- 3 **Options/Alternatives**
- 3.1 Option 1: To approve the original proposal.
- 3.2 Option 2: Not to approve the original proposal.
- 4 **Preferred Option**
- 4.1 The preferred option is option 1.
- 5 **Comments of Hollinwood Ward Councillors**
- 5.1 The Ward Councillors were previously consulted at TMU stage and no comments were received. Ward Councillors have been consulted again 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.
- 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**
- 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**
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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 Objection  
Appendix B – Copy of Delegated Report  
Appendix C – Google snapshot of current parking

21 **Proposal**

21.1 Notwithstanding the objections received it is recommended that Option 1 be approved and the proposed Order be introduced as detailed in the schedule contained in the original report at Appendix A.

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**APPENDIX A**  
**COPY OF OBJECTION**

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Paul Entwistle  
Director of Legal Services  
Oldham Council  
Civic Centre  
West Street  
Oldham  
OL1 1UL

10 April 2019

Dear Mr Entwistle

**Re: THE OLDHAM CHADDERTON AREA CONSOLIDATION ORDER  
PROHIBITION OF WAITING AMENDMENT ORDER 2019, Ref LJM/TO19/13**

I am writing on behalf of The Guinness Partnership Ltd to object to your proposal under the above mentioned order to introduce 'at any time' waiting restrictions (double yellow lines) on Stable Street, Chadderton, Oldham.

The Guinness Partnership Ltd are a major employer based in Oldham. A significant number of our employees rely on having a car to get to work. Over the last couple of years, our workforce has increased and we have sourced overflow parking facilities however on occasion, these facilities are not sufficient and some overspill parking on Stable Street is unavoidable. We note the Council previously recognised this issue at the time of the implementation of the Metrolink line and agreed not to installed yellow lines on this section of the road. We are disappointed that the Council are now planning to reverse this decision.

Bower House is the main hub for centralised services such as call centre staff who work shifts and it is imperative that they have somewhere to park safely and close to the office.

We do not accept that the restaurant is unable to accept deliveries. We have daily delivery and collections from Royal Mail without difficulty and have other large delivery vehicles who are able to access and manoeuvre safely along Stable Street to Bower House. We regularly communicate to our staff the need to park safely and not to block the entrance to La Via Tapas restaurant.

We consider that Stable Street is still accessible and the current levels of parking do not cause an obstruction. We confirm that Emergency Vehicles have been able to access the road without problems.

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However, we agree that there could be some changes to the parking arrangements in Stable Street which would facilitate the free flow of traffic. I enclose a copy of 'Plan-V1' on which we have highlighted the areas on the road where we would do not object to the implementation of yellow lines and which we agree are necessary for road safety reasons. However, we would reiterate our objection to the implementation of 'at any time' waiting restrictions (double yellow lines) along the remaining parts of Stable Street.

We actively encourage sustainable transport and confirm that we do offer a variety of alternative travel options to our staff, including offering season ticket loans for public transport. We also promote a cycle to work scheme with incentives to assist buying a bicycle together a purpose built bicycle store onsite and shower facilities for those who cycle to work

We would welcome a meeting with representatives from the Council and the proprietor of La Via Restaurant in order to find a solution to the situation and explore the option of sourcing other parking facilities. If you wish to discuss this matter further and/or arrange a meeting, please contact

Yours sincerely

Director of Governance & Legal Services  
The Guinness Partnership Ltd

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## Plan - V1





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**APPENDIX B**  
**COPY OF DELEGATED REPORT**

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## **Delegated Decision**

### **Proposed Prohibition of Waiting - Stable Street, Chadderton**

Report of: Deputy Chief Executive – People and Place

Officer contact: Sarah Robinson, Traffic Engineer  
Ext. 4377

**21 January 2019**

#### **Purpose of Report**

The purpose of this report is to consider the introduction of no waiting at any time restrictions (double yellow lines) along Stable Street, Chadderton to remove obstructive parking problems being experienced by delivery drivers attempting to access the grounds of the La Via Tapas restaurant.

#### **Recommendation**

It is proposed that double yellow lines are introduced along Stable Street, Chadderton, in accordance with the schedule detailed in the proposal at the end of this report.

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## **Proposed Prohibition of Waiting - Stable Street, Chadderton**

### **1 Background**

- 1.1 Stable Street, Chadderton is the continuation of Railway Road and provides access to the car park and loading area of La Via Tapas restaurant and the private parking areas of Guinness Partnership Housing Association.
- 1.2 Both Railway Road and part of Stable Street have previously been treated with double yellow lines as part of the implementation of the Metrolink line, but due to numerous objections received at the time this proposal was publically advertised, some of the yellow lines proposed for implementation along Stable Street were removed from the scheme; the purpose of this was to enable the employees of Guinness Partnership to utilise the highway as overspill parking when their car park becomes full.
- 1.3 Unfortunately, the parking is now at a level that vehicles making deliveries to La Via restaurant are being obstructed as they are unable to reach the loading area and are also unable to turn round once they have committed to make the turn into Stable Street. Parking is also taking place partly within the entrance of the restaurant car park which compounds the problem.
- 1.4 The proprietor of the restaurant has been in regular contact with the Highways Team to seek assistance in resolving this problem; the only option available to the Highways Team is to introduce additional double yellow lines to remove the parking.
- 1.5 Observations have been undertaken in the area which have revealed that parking is taking place along Stable Street and also partly within the entrance to the car park of the restaurant; in view of this it is felt that double yellow lines should be introduced to remove all on-street parking from Stable Street.

### **2 Options/Alternatives**

- 2.1 Option 1: To approve the recommendation
- 2.2 Option 2: Not to approve the recommendation

### **3 Preferred Option**

- 3.1 The preferred option is Option 1

### **4 Justification**

- 4.1 In view of the obstructive parking taking place along Stable Street it is felt that double yellow lines should be introduced in accordance with drawing number 47/A4/1528/1.

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## 5 Consultations

- 5.1 G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal.
- 5.2 T.f.G.M. View - The Director General has been consulted and supports 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 Hollinwood Ward Councillors

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

## 7 Financial Implications

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

	£
Advertisement of Order	1,200
Introduction of Road Markings	500
<b>TOTAL</b>	<b>1,700</b>
Annual Maintenance costs (calculated Nov 2018)	100

- 7.2 The advertising and initial road marking cost of £1,700 will be funded from cost centre 40916 (Highways Operations – Unity).
- 7.3 The annual maintenance costs estimated at £100 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 this proposal there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

10 **Human Resources Comments**

- 10.1 None.

11 **Risk Assessments**

- 11.1 None.

12 **IT Implications**

- 12.1 None.

13 **Property Implications**

- 13.1 None.

14 **Procurement Implications**

- 14.1 None.

15 **Environmental and Health & Safety Implications**

- 15.1 Energy – Nil.  
15.2 Transport – Nil.  
15.3 Pollution – Nil.

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- 15.4 Consumption and Use of Resources – In accordance with current specifications.
- 15.5 Built Environment – Minor alteration to visual appearance of area.
- 15.6 Natural Environment – Nil.
- 15.7 Health and Safety – The introduction of the yellow lines will create a safer environment for all highway users.
- 16 **Equality, community cohesion and crime implications**
- 16.1 Removing obstructive parking along the highway will meet the aspirations of the complainant.
- 17 **Equality Impact Assessment Completed?**
- 17.1 No.
- 18 **Key Decision**
- 18.1 No.
- 19 **Key Decision Reference**
- 19.1 Not applicable.
- 20 **Background Papers**
- 20.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act:
- None.
- 21 **Proposal**
- 21.1 It is proposed that a Traffic Regulation Order be introduced along Stable Street in accordance with the following schedule.

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Schedule

Drawing Number 47/A4/1528/1

Delete from the Oldham borough Council (Chadderton Area) Consolidation Order 2003

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Stable Street</u> (North West Side)  From its junction with Hollinwood Avenue for a distance of 30 metres in a generally westerly direction	8am – 5 pm Mon - Sat	A, B1, B3, B4, C, E, K3	
	<u>Stable Street</u> (South East Side)  From its junction with Hollinwood Avenue, including the left turn slip, for a distance of 39.6 metres in a south westerly direction	At Any Time	A, B1, B3, B4, C, E, K3	

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

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Stable Street</u> (Both Sides)  From its junction with Hollinwood Avenue, including the left turn slip, to its junction with Hudson Street	At Any Time	A, B1, B3, B4, C, E, K3	

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**APPROVAL**

**Decision maker**

Signed   
Cabinet Member,  
Neighbourhood Services

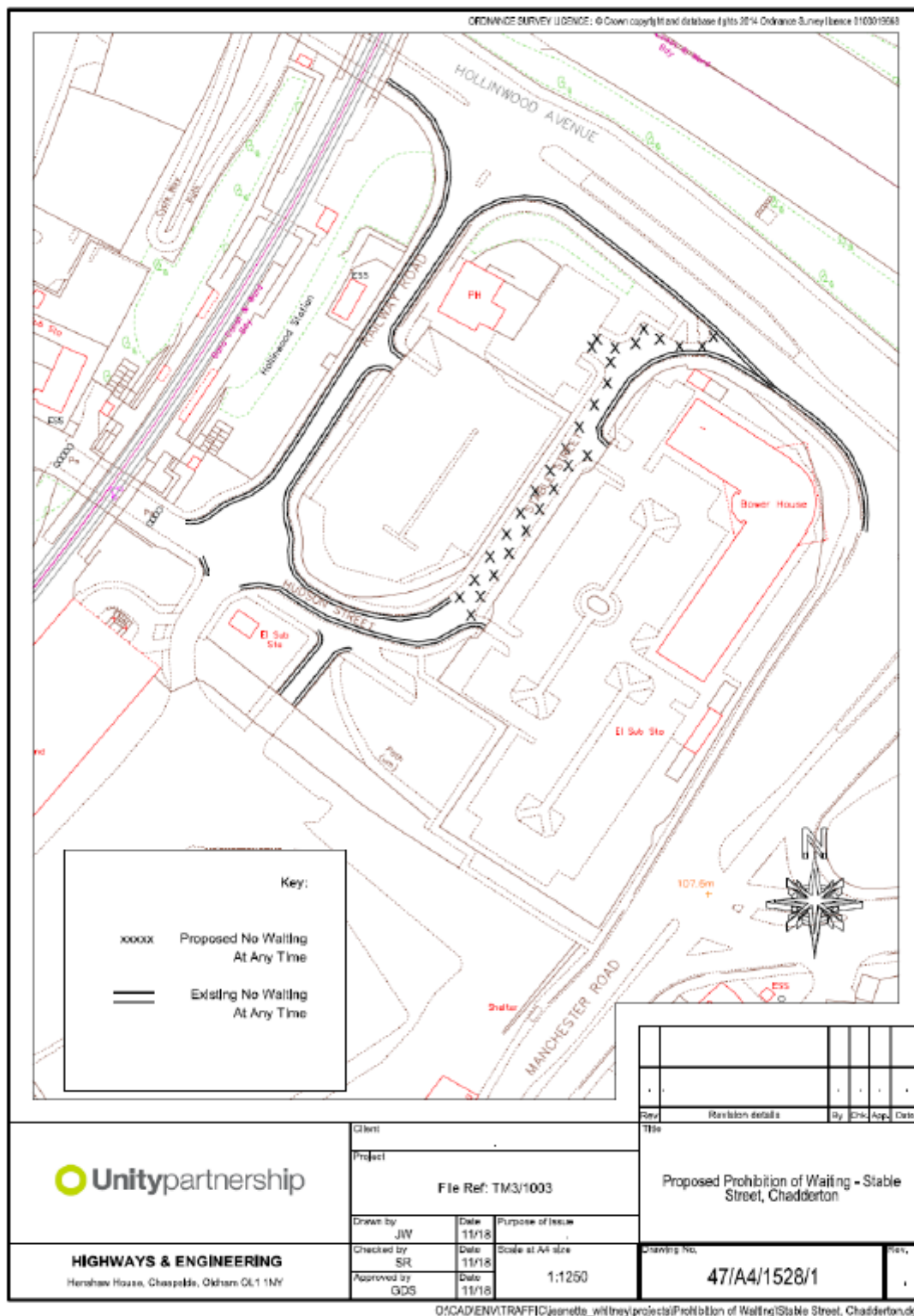
Dated 04/02/19

**In consultation with**

Signed   
Director Of Environmental  
Services

Dated 25/01/19





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**APPENDIX C**

**GOOGLE SNAPSHOT OF CURRENT PARKING**

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## APPENDIX C

