

Report to TRO Panel

Objections to the Proposed Prohibition of Waiting – Lansdowne Road Area, Chadderton

Portfolio Holder:

Councillor A Ur-Rehman, Cabinet Member for Neighbourhood Services

Officer Contact: Deputy Chief Executive – People and Place

Report Author: Darryll Elwood, Technical Admin
Ext. 1946

25 July 2019

Reason for Decision

The purpose of this report is to consider two letters of objection (see Appendix B) to the current proposal to introduce a Prohibition of Waiting Order in the Lansdowne Road Area of Chadderton, in the form of double yellow lines.

Recommendation

Notwithstanding the objections received it is recommended that the Panel supports the introduction of a Traffic Regulation Order within the Lansdowne Road Area, Chadderton as per the original proposal shown in the schedule at Appendix A.

Objection to the Proposed Prohibition of Waiting – Lansdowne Road Area, Chadderton

1 Background

- 1.1 The original proposal was approved under delegated powers on 4 February 2019, decision D3522 refers. A copy of the report is attached at Appendix A.
- 1.2 The Lansdowne Road area of Chadderton consists of commercial properties and concerns have been raised by Local Ward Members and residents from surrounding streets relating to employees and visitors/customers to the businesses creating obstructive parking by parking partially or fully on the footways forcing pedestrians to walk in the carriageway, particularly pedestrians pushing prams or wheelchair users (see Appendix C).
- 1.3 In addition to the highway safety issue these vehicles are causing for pedestrians, complaints have also been received from Diodes Zetex Semiconductors Limited who have stated that on occasion deliveries made to their premises have been unable to gain access due to the obstructive parking taking place within the vicinity of their entrance on Stockfield Road.

2 Current Position

- 2.1 Observations have been undertaken which have revealed excessive parking does take place on Lansdowne Road and Stockfield Road and whilst the parking currently taking place on Arkwright Street is minimal, if Arkwright Street was not included in the proposal due to its close proximity to the other streets, parking could be displaced on to this street possibly creating difficulties for vehicles entering and exiting the waste disposal depot. These observations also revealed that if larger vehicles are parked on the streets in question they can obstruct the free flow of traffic; also sight lines for motorists entering and exiting premises/junctions can become obstructed; creating a highway safety issue.
- 2.2 In view of the difficulties being experienced within the area it is felt that a Prohibition of Waiting, Traffic Regulation Order should be introduced in accordance with drawing number 47/A4/1523/1 and the schedule in Appendix A.
- 2.3 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. To introduce a No Waiting at Any Time Traffic Regulation Order.

5 **Comments of the Chadderton Central Ward Councillors**

5.1 The Ward Councillors have been consulted and Councillor E Moores has commented:

I am writing with regards to the proposed waiting restriction on Lansdowne Road and adjoining Streets, which will be presented to the TRO Panel on the 25 July 2019.

I have spoken to my Ward Colleagues, Cllrs Taylor and McLaren, who with myself fully support the proposed waiting restriction. As stated in our previous representations, there are ongoing issues with vehicles obstructing pedestrian walkways, entrances being partially blocked and traffic movement being obstructed due to double parking, all of which puts the safety of pedestrians and other road users at risk.

Whilst we appreciate that this proposal could impact on some local businesses, they have been fully aware of this proposal for some time and have put nothing in place to alleviate the situation.

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**

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 Objections
Appendix C – Photographs

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.

APPENDIX A
COPY OF DELEGATED REPORT



Oldham
Council

Delegated Decision

Proposed Prohibition of Waiting – Lansdowne Road, Stockfield Road and Arkwright Street, Chadderton

Report of: Deputy Chief Executive – People and Place

Officer contact: Darryll Elwood, Technical Assistant
Ext. 1946

22 January 2019

Purpose of Report

The purpose of this report is to consider a number of complaints received from local residents, businesses and Ward Members requesting the introduction of prohibitive waiting restrictions on parts of Lansdowne Road, Stockfield Road and Arkwright Street, Chadderton to alleviate obstructive parking taking place.

Recommendation

It is recommended that no waiting at any time (double yellow lines) restrictions be introduced on parts of Lansdowne Road, Stockfield Road and Arkwright Street, Chadderton in accordance with the schedule at the end of the report.

Proposed Prohibition of Waiting – Lansdowne Road, Stockfield Road and Arkwright Street, Chadderton

1 Background

- 1.1 Correspondence has been received from local residents, businesses and Ward Members expressing concerns regarding the level of obstructive parking taking place on parts of Lansdowne Road, Stockfield Road and Arkwright Street, Chadderton.
- 1.2 The streets in question consist of commercial properties and the concerns raised relate to a number of these businesses using the highway as an extension to their premises by parking vehicles fully/partially on the footways. The vehicles in question belong to employees or customers of the businesses. Ultimately, due to this obstructive parking pedestrians are being forced to walk in the carriageway, therefore, creating a highway safety issue.
- 1.3 Concerns have also been raised by Diodes Zetex Semiconductors Limited that on occasion deliveries made to their premises have been unable to gain access due to the obstructive parking taking place within the vicinity of their entrance on Stockfield Road.

2 Current Position

- 2.1 Observations have been undertaken which have revealed excessive parking does take place on Lansdowne Road and Stockfield Road and whilst the parking currently taking place on Arkwright Street is minimal, if Arkwright Street was not included in the proposal due to its close proximity to the other streets, parking could be displaced on to this street possibly creating difficulties for vehicles entering and exiting the waste disposal depot. These observations also revealed that if larger vehicles are parked on the streets in question they can obstruct the free flow of traffic; also sight lines for motorists entering and exiting premises/junctions can become obstructed; creating a highway safety issue.
- 2.2 In view of the difficulties being experienced within the area it is felt that a Prohibition of Waiting, Traffic Regulation Order should be introduced in accordance with drawing number 47/A3/1523/1 and the schedule at the end of this report.

3 Options/Alternatives

- 3.1 Option 1: To introduce a No Waiting at Any Time Traffic Regulation Order
- 3.2 Option 2: Not to introduce a No Waiting at Any Time Traffic Regulation Order

4 Preferred Option

4.1 The preferred option is Option 1: To introduce a No Waiting at Any Time Traffic Regulation Order.

5 Justification

5.1 In view of the obstructive parking practices taking place it is felt that the introduction of yellow lines should be progressed.

6 Consultations

6.1 G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal.

6.2 T.f.G.M. View - The Director General has been consulted and supports 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 Chadderton Central Ward Councillors

7.1 The Ward Councillors have been consulted and comments received as follows:

Councillor E Moores - I have observed the problematic parking in this area. I have been contacted by local residents (motorists & pedestrians) who pass through the area and they have expressed serious concerns about inconsiderate and obstructive parking. I have also been in contact with a number of local businesses the majority of whom support the proposal. Based on my personal observations, my contacts with residents and businesses I am fully supportive of the proposals detailed in the report.

Councillor C McLaren - The Ward Councillors have completed two informal consultation exercises with local businesses. The proposals received widespread support with few exceptions. I am, therefore, happy to add my support and look forward to the outcome of the formal consultation. I hope that it will be possible to take the scheme forward.

Councillor E Taylor - I am happy to support this initiative, as the problem is persistent, and it is difficult for residents to utilise part of the pavement, and impossible, if they have a pram or pushchair. Given the volume and type of traffic on the main road, and aforementioned vehicle obstruction, I am concerned that forcing residents to step out in to a busy road is dangerous and could potentially lead to a serious accident.

8 Financial Implications

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

	£
Advertisement of Order	1,800
Introduction of Road Markings	1,000
TOTAL	<u>2,800</u>
Annual Maintenance costs (calculated October 2018)	200

- 8.2 The advertising and initial road marking cost of £2,800 will be funded from cost centre 40916 (Highways Operations – Unity).
- 8.3 The annual maintenance costs estimated at £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)

9 Legal Services Comments

- 9.1 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 – Nil.

16.6 Natural Environment – Nil.

16.7 Health and Safety – The introduction of double yellow lines on Lansdowne Road, Stockfield Road and Arkwright Street, Chadderton as detailed, will create a safer environment for both motorists and pedestrians.

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

17.1 The introduction of yellow lines may have a negative effect on Community Cohesion as employees and customers of some of the businesses will have to find alternative parking arrangements.

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 **Proposal**

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

Schedule
Drawing Number 47/A3/1523/1
Lansdowne Road, Stockfield Road and Arkwright Street, Chadderton


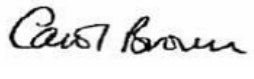
Add to the Oldham Borough Council (Chadderton area) Consolidation Order 2003

Part 1 Schedule 1

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Lansdowne Road</u> (Both Sides) From its junction with Crompton Street to its junction with Geneva Walk in a southerly direction	At Any Time	A, B1, B3, B4, C, E, K3	

	<u>Stockfield Road</u> (Both Sides) From its junction with Lansdowne Road to its junction with Peel Street in a westerly direction	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Arkwright Street</u> (Both Sides) From its junction with Lansdowne Road to its junction with Hargreaves Street in an easterly direction	At Any Time	A, B1, B3, B4, C, E, K3	

APPROVAL

Decision maker Signed  Cabinet Member, Neighbourhood Services	Dated 04/02/19
In consultation with Signed  Director Of Environmental Services	Dated 25/01/19



NOTES:
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Unitypartnership

HIGHWAYS & ENGINEERING
 Highway Design, Construction, Planning, Traffic Engineering

Project No:	19-001
Client:	19-001
Scale:	1:2500
Date:	11/18

Proposed Right of Way - Lane down
 Road, South of
 Cambridge

47/A3/1523/1

APPENDIX B
COPY OF OBJECTIONS

Environment Group Solicitor
Civic Centre
West Street
Oldham
OL1 1UL

9th April 2019

RE: Proposed Prohibition of Waiting – Lansdowne Road Area, Chadderton

Dear Paul Entwistle

submitting objection to the above proposed order.

We are DVSA authorised M.O.T station trading from
Our DVSA licence require the premises to have a safe and clear path/walkway to a waiting area, with
the proposed order we will be forced to park customers cars in our very limited forecourt making the
path way narrow, which would present a health and safety risk.

Only parking available for customers and my staff will be on Peel Street, a lot of my customers and
staff won't feel comfortable leaving their cars out of sight from . With all these extra
cars parked on Peel Street with no supervision it would attract vandals and thieves to break into our
cars. I don't think I will be having many customers remaining if their cars are being broken in to and
damaged . I relies on the parking on Stockfield Road to operate a safe and success
business.

Yours sincerely,

21st March 2019

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

Dear Sir/Madam

Re: **Proposed Traffic Regulation Order**
The Oldham Chadderton Area Consolidation Order Prohibition of Waiting Amendment Order
2019
Lansdowne Road/Stockfield Road/Arkwright Street

As the proprietor of _____ situated at _____ I would like to object to the above Order for the following reasons:

As a very busy garage, customers drop off and collect their vehicles throughout the day. This proposal will not allow this to continue and will severely affect my business.

Vehicle parts are delivered constantly throughout the day and the same as the above applies.

Recovery trucks (AA/RAC) deliver vehicles to the garage out of hours and are unable to access the premises, with no alternative other than to park on Lansdowne Road.

Customers regularly drop vehicles off in the evening/early morning before the premises open, parking them on the road.

There are no parking facilities available within close proximity for my staff or my customers other than Lansdowne Road.

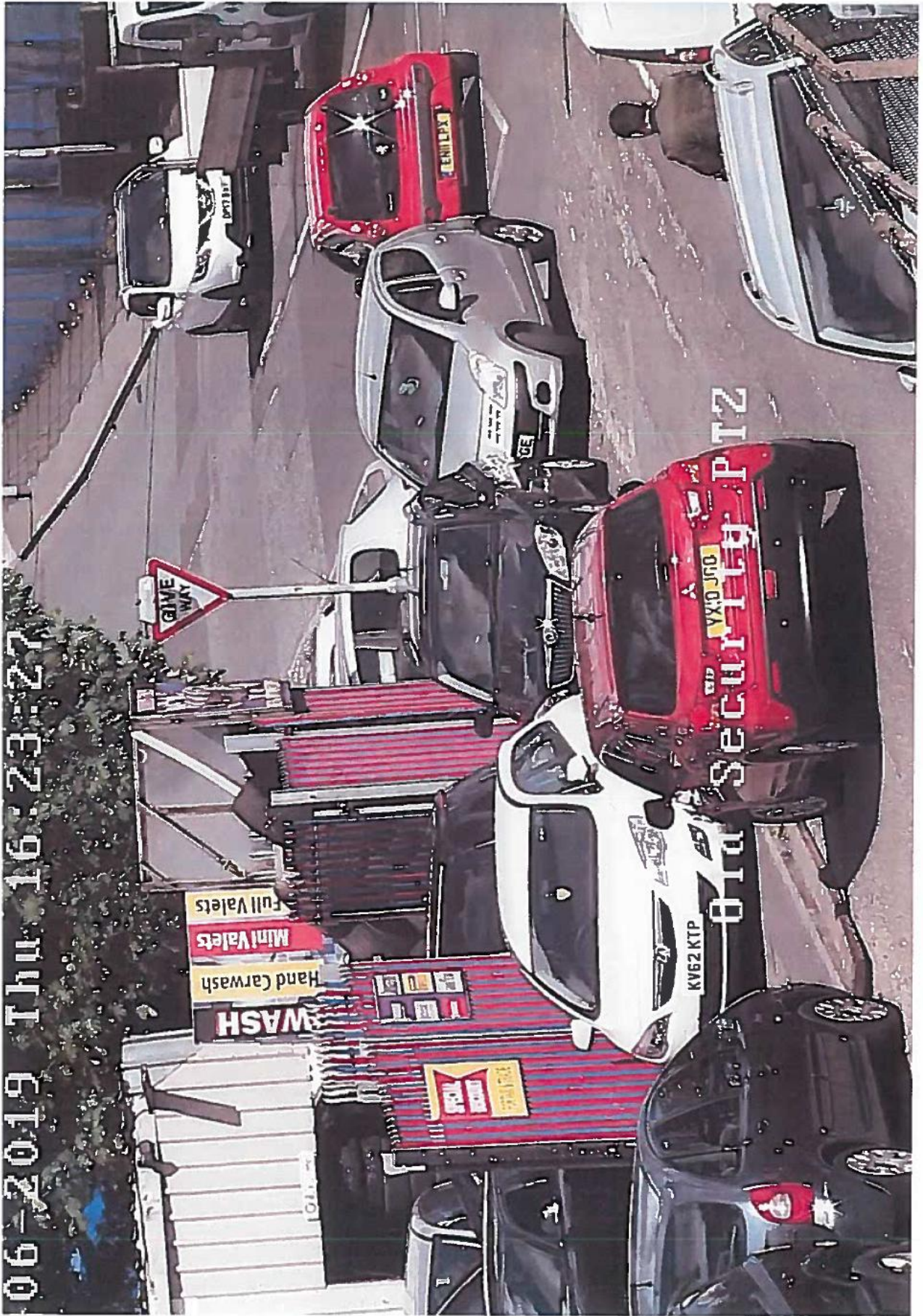
To conclude we have insufficient parking facilities in this area and the impact of this proposal will significantly hinder my business, possibly resulting in the closure of my business.

Can we propose just one side of the road prohibited would be an option and ease the situation.

Yours faithfully

APPENDIX C
PHOTOGRAPHS





06-2019 Thu 16:23:27

TM3/998

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09.07.19