

TRAFFIC REGULATION ORDER PANEL
06/06/2019 at 5.30 pm



Present: Councillor Garry (Chair)
Councillors C. Gloster, Murphy and Akhtar (Vice-Chair)

Also in Attendance:

Gordon Anderson

Head of Highways & Engineering - Unity Partnership

Alan Evans

Group Solicitor

Sian Walter-Browne

Constitutional Services

1 **ELECTION OF VICE CHAIR**

RESOLVED that Councillor Akhtar be elected as Vice-Chair for the Municipal Year 2019/20.

2 **APOLOGIES FOR ABSENCE**

There were no apologies for absence received.

3 **URGENT BUSINESS**

There were no items of urgent business received.

4 **DECLARATIONS OF INTEREST**

There were no declarations of interest received.

5 **PUBLIC QUESTION TIME**

There were no declarations of interest received.

6 **MINUTES OF PREVIOUS MEETING**

RESOLVED that the minutes of the meeting held on 28th March 2019 be approved as a correct record.

7 **OBJECTIONS/REPRESENTATION TO THE PROPOSED
PROHIBITION OF WAITING - HUDDERSFIELD ROAD,
DIGGLE**

The Panel gave consideration to a report which proposed to introduce double yellow lines on Huddersfield Road, Diggle at its junction with Lower Wrigley Green, including a request to extend the current proposal at the southerly end of the restrictions.

The proposal had been approved under delegated powers on 2nd July 2018 and subsequently advertised. Two letters of objection had been received. One letter of support was also received requesting the proposal be extended.

Options considered:-

Option 1: to approve the amended recommendations.

Option 2: not to approve the amended recommendations.

RESOLVED that, notwithstanding the objections received, the double yellow lines be introduced on Huddersfield Road in accordance with the schedule at the end of the report and the proposal relating to extending those lines be advertised.

OBJECTIONS/REPRESENTATION TO THE EXPERIMENTAL PROHIBITION OF WAITING - CHEW BROOK DRIVE, GREENFIELD



The Panel gave consideration to a report which proposed to introduce experimental waiting restrictions (double yellow lines) on Chew Brook Drive, Greenfield.

The proposal had been approved under delegated powers on 25th January 2017 and subsequently advertised. At the time of advertising a number of representations were received, objecting to and supporting the introduction of the waiting restrictions. In light of the representations received a report was submitted the Traffic Order Panel on 21st September 2017 recommending the Panel support the introduction of the proposed restrictions on an experimental basis for a period of eighteen months to assess the situation further.

During the first six months of the experimental Order two representations were received, one in favour of the restrictions being introduced on a permanent basis and one objecting and requesting their removal.

Options considered:-

Option 1: to approve the amended recommendations.

Option 2: not to approve the amended recommendations.

RESOLVED that, notwithstanding the objection received, the Traffic Regulation Order on Chew Brook Drive as per the original report be made permanent.

OBJECTIONS TO PROPOSED DISABLED PERSONS PARKING PLACES ORDER - KERSLEY STREET AND MANLEY ROAD, OLDHAM

The Panel gave consideration to a report which proposed to introduce two disabled persons parking places on Kersley Street and Manley Road, Oldham.

The proposal had been approved under delegated powers on 5th October 2018. 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 when the Panel had deferred the decision until the Traffic Team had completed investigations relating to the usage of the existing disabled bays located on both streets. The Panel had also requested confirmation on when the existing disabled bays on Kersley Street and Manley Road were originally implemented.

The Panel were informed of the following:-

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.

The Panel was informed that observations had now been undertaken and it appeared that the disabled bays were being occupied by Blue Badge holders on a daily basis.

Options considered:-

Option 1: to approve the recommendation.

Option 2: not to approve the recommendation.

RESOLVED 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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OBJECTION TO THE PROPOSED PROHIBITION OF WAITING - STABLE STREET, CHADDERTON

The Panel gave consideration to a report which proposed to introduce a Prohibition of Waiting Order on Stable Street, Chadderton, in the form of double yellow lines.

The proposal had been approved under delegated powers on 4th February 2019, and subsequently advertised.

The Panel noted that Stable Street, Chadderton was the continuation of Railway Road and provided access to the car park and loading area of La Via Tapas restaurant and the private parking areas of Guinness Partnership Housing Association. Waiting restrictions in the form of double yellow lines had 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 became full.

Parking was now at a level that vehicles making deliveries to La Via restaurant were being obstructed, as they were unable to reach the loading area and were also unable to turn round once they had committed to make the turn into Stable Street. Parking was also taking place within the entrance to the restaurant car park.

The owner of La Via restaurant had requested that 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.

Options considered:-

Option 1: to approve the recommendation.

Option 2: not to approve the recommendation.

RESOLVED that, notwithstanding the objection received, the introduction of a Traffic Regulation Order on Stable Street, Chadderton as per the original Proposal be agreed.

BEAL LANE PETITION



The Panel considered a report concerning a petition that had been received requesting that the Council place limited waiting restrictions on the north side of Beal Lane, Shaw, between Jubilee Street and Cheetham Street. The petition asked for restricted parking in this section 8am – 6pm Monday to Friday except for 3 hours. The stated purpose of the petition was to allow the shops to trade whilst preventing warehouse workers parking on the roadway when there was free off-road parking available to them within the confines of the warehouse premises.

The report responded to the petition. The length of Beal Lane where Time Restricted parking was being requested was currently free of parking prohibitions, and was regularly occupied by parked vehicles. The minimum road width required for two-way traffic (comprising of mainly light vehicles) to pass safely, was 5.5 metres and the current parking situation obstructed the two-way flow, forcing motorists to operate an informal 'Give and Take' system. This resulted in traffic queuing back to the roundabout at the nearby Distribution Centres, or motorists operating a bullish attitude by 'barging' their way along Beal Lane.

The Panel were informed that the nature of the residential properties along Beal Lane (terraced with no off-street parking) generated a high demand for on-street parking. If measures were introduced to prevent this, it was highly likely that any proposal to introduce controlled parking bays would meet with strong objection and would be unlikely to be successful. In view of this, the Highway Authority did not support the introduction of time restricted parking along Beal Lane, Shaw.

The Panel noted that a panel made up of a Highways Authority Officer and Ward Councillors had met on 29th January 2019 to consider the petition, when the Ward Councillors had disagreed with the Highways Authority view and wished to support the petition.

Three Petitioners addressed the Panel and explained the implications for their businesses and homes of the current lack of parking restriction. Parking for up to three hours had been requested to give customers time to visit the hairdressers and local shops.

The Highways Officer addressed the Panel and explained the main issues with regards to the proposals were in relation to sight-lines and road width. Introducing restrictions may be seen as condoning parking in a way that would not enhance the safety of the highway.

The Panel asked questions of the Highways Officer and the Petitioners, and they were given the opportunity to ask questions of each other.

Both the Highways Officer and the Petitioners were given the opportunity to sum up their case.



Options considered:-

1. Support the Petition
2. Not Support the Petition

The Panel requested that the proposal be introduced on an experimental basis to monitor its effectiveness and were advised that although it was not possible to make an experimental order, it would be possible to make an order which remained in force until a specified date.

RESOLVED that the petition be supported and the relevant Executive Director be recommended to make an order for 12 months, to restrict parking to three hours from the end of the current “no waiting” area at the junction of Beal Lane and Jubilee Street to the bus bay on the eastbound side of Beal Lane and Cheetham Street.

The meeting started at 5.30 pm and ended at 6.40 pm