

Report to TRO Panel

Acorn Street, Lees – Objections to Traffic Management Scheme

Portfolio Holder:

Councillor A Ur-Rehman, Cabinet Member for Neighbourhood Services

Officer Contact: Deputy Chief Executive – People and Place

Report Author: Sarah Robinson, Traffic Engineer
Ext. 4377

11 June 2020

Reason for Decision

The purpose of this report is to consider objections and representations received to a proposed Traffic Management Scheme along Acorn Street, Lees.

Recommendation

It is recommended that the scheme be approved with amendments detailed at the end of this report and the proposed amendments be advertised.

Acorn Street, Lees – Objections to Traffic Management Scheme**1 Background**

- 1.1 A traffic management scheme along Acorn Street, Lees was approved under delegated powers on 9 January 2020; a copy of the approved report is attached at Appendix A.
- 1.2 The proposal was subsequently advertised and 4 letters of representation have been received requesting the provision of additional yellow lines along both Spindle Mews and Acorn Street and one letter of objection to the yellow lines along Acorn Street. The correspondence relating to these is attached at Appendix B.
- 1.3 Acorn Street is fronted by a mixture of residential and commercial properties; some of the residents and business owners are experiencing problems with obstructive parking, throughout the day, as the street is being used for parking by nearby businesses, overspill parking for Lees District Centre, and also as a school parking facility at school arrival and departure times.
- 1.4 The traffic management scheme has been proposed to address a pedestrian safety issue identified along Acorn Street. There is currently an informal crossing point on Acorn Street which links the residential properties and the footpath which connects through to Medlock Way; this route is used by school children who attend the Hey with Zion and St Edwards schools. It is therefore proposed to provide a zebra crossing facility at this point, together with a series of traffic calming features, to provide a safe environment for pedestrians to cross. However, this will also require the removal of on-street parking to ensure the crossing facility is safe to use. To compensate for the loss of parking it also proposed to create a lay-by parking area within a grassed verge section of Acorn Street, to be used as a general parking facility.
- 1.5 Double yellow lines have been proposed to protect access along Acorn Street, and the side roads junctions, and to ensure motorists can observe pedestrians using the crossing facility.
- 1.6 The objection raised has asked for an additional length of grass verge to be converted to a parking lay-by (the length in-between Mellor Street and the crossing facility) as they feel the double yellow lines proposed for introduction along this length will be problematic. Whilst the reason for this request is understood, unfortunately, this is not a feasible course of action due to the impact it would have on highway safety. The approach to the crossing facility from Mellor Street is on the inside of a bend, and parking along this length, even in a layby, would obstruct a motorists view of the facility. The Police have also specifically asked that parking does not take place along this length because of this reason.
- 1.7 The representations received have requested additional yellow lines along Spindle Mews and Acorn Street to remove problematic parking currently being experienced.

2 **Justification**

- 2.1 In view of the problematic parking being experienced at other locations, it is felt additional double yellow lines should be considered for introduction as detailed in the schedules at the end of this report and on drawing number 2376/A3/265/1A. If the Panel approve the amendments, arrangements will be made for the additional lengths of double yellow lines to be publicly advertised.

3 **Options/Alternatives**

- 3.1 Option 1 – Approve and advertise the amended proposal, to improve visibility and access along Acorn Street and Spindle Mews.
- 3.2 Option 2 – To reject the requests made through the representations and allow the problematic parking to continue.

4 **Preferred Option**

- 4.1 The preferred option is Option 1.

5 **Comments of Saddleworth West and Lees Ward Councillors**

- 5.1 The Ward Members have been consulted and Councillor V Leach and Councillor S Hewitt supports the revised proposals.
- 5.2 Councillor S Al-Hamdani has commented he is supportive of the proposals.

In particular, anything we can do to encourage pedestrian access to the two schools is greatly welcomed, as Medlock Way suffers from chronic traffic issues.

It is also worth noting that the Council's tree planting schemes are already struggling to find locations in Saddleworth and Lees, and removing potential locations would be an issue, in line with the comments recommending the retention of the young trees and verge space.

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 Traffic management Scheme along Acorn Street 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 These were dealt with in the 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**

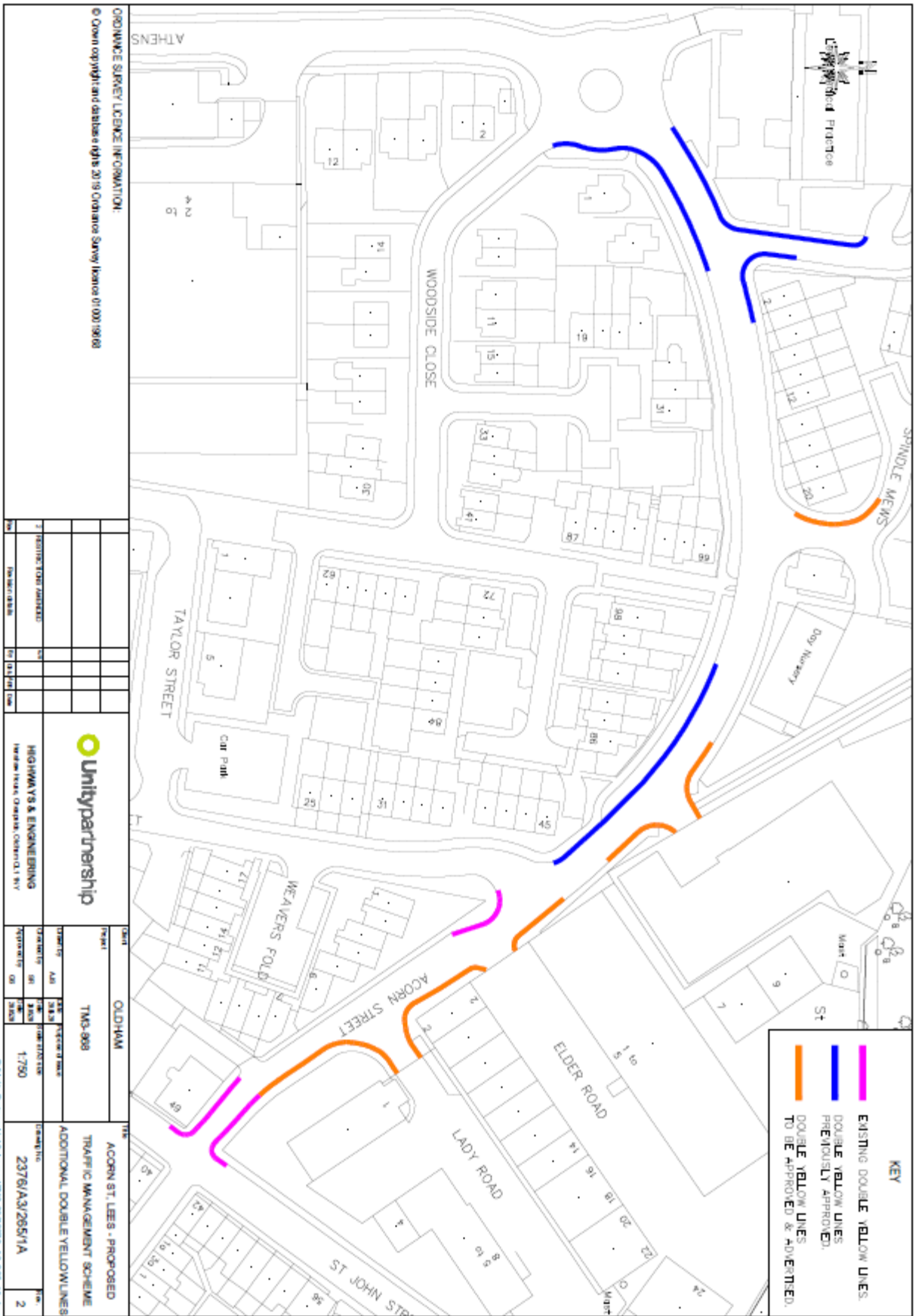
20.1 Appendix A Copy of Delegated Report
Appendix B Copy of Objections

21 **Proposal**

21.1 It is proposed the original scheme be approved and the additional 'no waiting at any time' restrictions proposed for Spindle Mews and Acorn Street be approved and advertised, in accordance with the following schedule.

Add to from the Oldham Borough Council (Lees area) Consolidation Order Prohibition of Waiting Amendment No 15 Order 2017

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Acorn Street, Lees</u> (North East Side) From a point 48 metres south east of Spindle Mews for a distance of 35 metres in a generally south easterly easterly direction	At Any Time		
	<u>Acorn Street, Lees</u> (North East Side) From a point 15 metres north west of Elder Road to a point 15 metres north west of St Johns Street.	At Any Time		
	<u>Spindle Mews</u> (West Side) From its junction with Acorn Street for a distance of 26 metres in a northerly direction	At Any Time		



ORDNANCE SURVEY LICENCE INFORMATION:
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7	10/11/2019	10/11/2019	10/11/2019
8	10/11/2019	10/11/2019	10/11/2019
9	10/11/2019	10/11/2019	10/11/2019
10	10/11/2019	10/11/2019	10/11/2019

Unitypartnership
 HIGHWAYS & ENGINEERING
 INFRASTRUCTURE DIVISION

PROJECT	OLDHAM
PROJECT NO.	TM3-998
DATE	1/7/20
SCALE	1:750

ACORN ST, LEES - PROPOSED TRAFFIC MANAGEMENT SCHEME
 ADDITIONAL DOUBLE YELLOW LINES
 2376/AJ/265/1A
 2

APPENDIX A
COPY OF DELEGATED REPORT

Delegated Decision

Acorn Street, Lees – Traffic Management Scheme

Report of: Deputy Chief Executive – People and Place

Officer contact: Sarah Robinson, Traffic Engineer
Ext. 4377

7 January 2020

Purpose of Report

The purpose of this report is to consider the implementation of a traffic management scheme along Acorn Street, Lees which was approved in principle by the Council's Traffic Regulation Order Panel at their meeting in June 2017.

Recommendation

It is recommended that the Traffic Regulation Orders required to facilitate the scheme, which are detailed in the schedule at the end of this report, be approved.

Acorn Street, Lees – Traffic Management Scheme

1 Background

- 1.1 Acorn Street, Lees runs to the north of Lees District centre and is fronted by a health centre, residential properties and a number of retail / commercial businesses.
- 1.2 An informal pedestrian crossing facility exists on Acorn Street at its junction with Woodside Close which is heavily used by school children and their parents when walking to and from the Hey with Zion and St Edwards Schools.
- 1.3 Due to concerns raised by parents of the school children, waiting has already been prohibited in the vicinity of the 'crossing' facility to improve safety for pedestrians; however prior to their introduction objections were received to the yellow line proposal, mainly from the nearby businesses, which were considered by the Council's Traffic Order Panel.
- 1.4 The Panel considered the objections but recommended the introduction of the waiting restrictions, subject to a traffic management scheme being developed and introduced, which includes the construction of parking lay-bys, the provision of a zebra crossing facility and traffic calming features. A copy of the TRO Panel report is attached at Appendix A for information.
- 1.5 The creation of the parking lay-bys will require the removal of a grass verge and several young trees. The removal of the trees has been discussed with the Environmental Services Team who are concerned about loss and have made the following comments:-

It's not so much the tree loss as the loss of space next to the highway where trees can exist. The trees are quite young and can be replaced elsewhere and quickly established to the level these trees are (although they were quite expensive trees when planted a few years back)

It is well documented how roadside trees can capture and lock up many forms of air pollution including all the harmful particulate matter and as Environmental Services try to get as many roadside trees between people and pollution it seems all our work is being undone as fast as we can get it done.

There is a national appetite for the work we are trying to do and I think the Council as a whole really needs to get on board.

I accept that cars are double parked here and that some measures need to be taken, but I think in this case a double yellow should be extended down one side of the road (as in other stretched of this road)

I know there is an issue with parking for residents at 2-20 Acorn Street but this is because they want to park on the road near their front door rather than use the 2 x parking spaces per property at the rear.

Aside from all of the above I think the scheme detracts significantly from the amenity of the area.

I hope you can take on board these comments and look to see if there is an alternative to removing trees and space where trees can exist.

- 1.6 The concerns of the Environmental Services Team have been noted but due to the highway safety concerns being experienced it is felt the needs of highway users should take priority.

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 Funding has now been made available through the capital programme for the traffic management scheme to be introduced, the details of which can be seen on drawing number 2376/A3/265/1.

5 **Consultations**

- 5.1 G.M.P. View - The Chief Constable has been consulted and has made the following comments.
- 5.2 T.f.G.M. View - The Director General has been consulted and has no comment on 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 on Police Recommendations**

- 6.1 Additional yellow lines along Acorn Street into Tawny Close have been included in the proposal.

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- 6.2 Bollards are to be introduced on the build out adjacent the speed cushion location.
 - 6.3 The 'SLOW' road marking is to remain on Acorn Street, on approach to Spindle Mews.
 - 6.4 A 'SLOW' road marking will be introduced on approach to the roundabout.
 - 6.5 A section of guardrail will be provided at the end of the footpath link adjacent Wilson and Rogers Hairdressers.
 - 6.6 The provision of a reflective band on the lighting column will be discussed with the Street Lighting Team.
 - 6.7 Additional double yellow lines will be introduced on the westerly approach to the controlled area of the crossing.

The amendments described above have been detailed on the drawing.

7 Comments of Saddleworth West and Lees Ward Councillors

- 7.1 The Ward Councillors have been consulted and Councillor V Leach supports the comments made by Councillor S Hewitt which are stated within the TRO Panel report.

8 Financial Implications

- 8.1 The advertising cost for introducing the Traffic Regulation Orders is estimated to cost £1,500 and will be Capital Expenditure. This will be funded from the £55K budget allocated for this scheme within the Transport Capital Programme.

(John Edisbury)

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.

9.3 In relation to the speed tables, the Council should satisfy itself that the proposals will be effective in reducing or preventing road accidents and will justify the expenditure incurred. It will be necessary to publish details of the proposals in one or more local newspapers and consider any objections received before deciding whether to proceed with the proposals.

9.4 In relation to the proposed zebra crossing, under section 23 of the Road Traffic Regulation Act 1984, the Council may establish crossings on roads for which it is the traffic authority and may alter or remove any such crossings. Before establishing, altering or removing a crossing the Council must consult the chief officer of police and give public notice of the proposal. (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.

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- 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 – In accordance with current specifications.
- 16.5 Built Environment – Alteration to visual appearance of area.
- 16.6 Natural Environment – Nil.
- 16.7 Health and Safety – Safety will be improved for all highway users.
- 17 **Equality, community cohesion and crime implications**
- 17.1 The improvements to highway safety will have a positive effect on community cohesion.
- 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 TRO Panel Report

23 **Proposal**

23.1 It is proposed that Traffic Regulation Orders be introduced in accordance with the following schedule and drawing number.

Delete from the Oldham Borough Council (Lees area) Consolidation Order Prohibition of Waiting Amendment No 15 Order 2017

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<u>Acorn Street, Lees</u> (North side) From a point 10 metres west of its junction with Spindle Mews to a point 30 metres east of its junction with Spindle Mews	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Acorn Street, Lees</u> (south side) From a point 15 metres west of its junction with Spindle Mews to a point 40 metres east of its junction with Spindle Mews	At Any Time	A, B1, B3, B4, C, E, K3	

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

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<u>Acorn Street, Lees</u> (North Side) From its junction with Spindle Mews for a distance of 10 metres in a westerly direction	At Any Time		
	<u>Acorn Street, Lees</u> (North Side) From a point 30 metres south west of Tawny Close to a point 25 metres east of Tawny Close	At Any Time		

	<u>Acorn Street, Lees</u> (South Side) From its junction with Woodside Close for a distance of 37 metres in a generally easterly direction	At Any Time		
	<u>Acorn Street, Lees</u> (South Side) From its junction with Mellor Street for a distance of 55 metres in a general westerly direction	At Any Time		
	<u>Tawny Close</u> (East Side) From its junction with Acorn Street for a distance of 10 metres in a northerly direction	At Any Time		
	<u>Tawny Close</u> (West Side) From its junction with Acorn Street for a distance of 30 metres in a northerly direction	At Any Time		

Proposed Traffic Calming Features

Height 75 mm Ramp Gradients 1:15


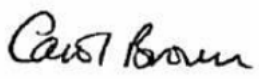
Road	Type of Feature	Location	Length
Acorn Street, Lees	Triple Speed Cushion	The centre point of the feature located 22 metres east of Tawny Close	3.5 metres
Acorn Street, Lees	Speed Table	The centre point of the feature located 75 metres east of Tawny Close	7 metres

Acorn Street, Lees	Speed Table	The centre point of the feature located 13 metres north west of Mellor Street	7 metres
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Proposed Zebra Crossing

Road	Location
Acorn Street, Lees	Located 10 metres east of Spindle Mews

APPROVAL

<p>Decision maker</p> <p>Signed  _____ Cabinet Member, Environmental Services</p>	<p>Dated 09/01/2020</p>
<p>In consultation with</p> <p>Signed  . Director Of Environmental Services</p>	<p>Dated 09.01.2020</p>

APPENDIX B
COPY OF OBJECTIONS

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

Ref: DE/GS/TM3/868

Hello,

My name is [REDACTED] and I am the Company Director of [REDACTED]. We are based on St. Johns Industrial Estate, Elder Road, Lees, OL4 3DZ this is off Acorn Street.

Since the extension at Hayneswood Engineering, we have had massive problems with parking on Acorn Street. Employees from Hayneswood park on Acorn Street as they do not have access to the carpark. This is a massive problem for all the tenants on our industrial estate, getting on and off the estate is dangerous as parked cars limit visibility up and down Acorn Street. Dozens of large vehicles need access to the Industrial Estate daily and frequently they are unable to turn in through the gates due to parked cars.

I am very concerned that the introduction of yellow lines will push even more parked cars towards our estate. Yellow lines at the entrance to our estate would work much better for all the tenants of the Industrial Estate and so I ask that you could look into extending the traffic management.

I have spoken to several of the tenants on the estate and the landlord and we all agree that the currently proposed traffic management scheme will be disastrous for all the tenant of St. Johns Industrial Estate.

If you require any further information, please do email me [REDACTED] or I can be contacted on [REDACTED]

Many thanks,
[REDACTED]

Dear Mr Entwistle

Ref: Proposed Traffic Management Scheme – Acorn Street, Lees, Oldham

I am writing on behalf of [REDACTED]

Whilst we welcome the proposals for traffic calming measures around the Spindle Mews area we must object to the 'at any time waiting' restrictions limited to the opposite side of the road only.

'No parking enforcement' is required on the same side as the industrial units to the junction of Acorn Street and St. Johns Street. Currently visibility exiting the industrial estates is poor and turning out onto Acorn Street is becoming very dangerous.

This area of Acorn Street is heavily utilised by commercial vehicles both entering and exiting the Industrial estate and good visibility is vital. We are very concerned that the probability of a road traffic accident has increased because of the number of parked cars near the exit.

We hope you will take this into account when planning the proposals.

Yours sincerely

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

5th February 2020

Dear Sir/ Madam

**Re: Proposed traffic management scheme- Acorn Street, Lees Oldham
Re: DE/GS/TM3/868**

We are the owner and landlord of St Johns Industrial Estate which is situated at the easterly edge of your proposed works on Acorn Street. We write to inform you how much we welcome the proposed scheme and to enquire if it would be possible for the 'no waiting at any time' restriction be extended from the top of Mellor Street, as shown on the proposal plans, past Elder and Lady Road and on to the junction of Acorn Street and St Johns Street.

We propose this extension to the parking restrictions as on several occasions over the last few years we have contacted Oldham council to discuss parking on Acorn Street at the entrance to St Johns Industrial Estate. Vehicles parked here greatly reduce visibility and manoeuvring for vehicles and heavy goods vehicles visiting this site. As parking restrictions will be in place, we fear this will push parking to the entrance of the estate, increasing risks.

Please see attached plan showing the location of St Johns Industrial Estate, we have marked in red the stretch of road we request be designated as no waiting at any time.

Should you wish to discuss this further, please contact us.

Kind regards

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

27th January, 2020

Dear Sir or Madam,

RE: Proposed Traffic Management Scheme – Acorn Street, Lees, Oldham

With regards the above scheme we are not in favour of the new layout. Would it be feasible to put a parking bay on the left hand side of the road between the proposed speed table and the zebra crossing as there is ample space. The zebra crossing is obviously for the parents who park along this road and walk into school thus stopping congestion around the school, but where will they now park if you apply the “no waiting at any time” restrictions.

With Regards



Sent: 06 February 2020 14:20
To: Sarah Robinson <Sarah.Robinson@unitypartnership.com>
Cc: Gary Sutcliffe <Gary.Sutcliffe@unitypartnership.com>
Subject: RE: Acorn Street, Lees, Oldham

Hi Sarah

Thanks for getting back to me.

I give you my consent to use my emails for the report to be presented at the Panel as a representation to request the lines are reinstated. As I previously advised these lines do need re instating for safety reasons.

As you state access protection marking can be included, free of charge at our driveway, when the scheme is implemented I will therefore have the application form completed at the weekend and posted back when I have time.

Do I need to highlight this for your attention?

Sent from Yahoo Mail on Android

On Thu, 6 Feb 2020 at 8:11, Sarah Robinson
<Sarah.Robinson@unitypartnership.com> wrote:



The area you identified for additional parking is on the inside of a bend and the Police have specifically asked for this area to be protected by double yellow lines to ensure there is adequate forward visibility of the crossing

facility. Even if the provision of a parking lay-by was considered appropriate, funding isn't available to include this area in the scheme.

The removal of the yellow lines along Spindle Mews was explained in my previous e-mail. An objection has already been received to the scheme so the proposals will have to be given further consideration by the Councils Traffic Order Panel. If you are in agreement I will include your e-mails in the report to be presented at the Panel as a representation to request the lines are reinstated. I should be grateful for your confirmation by e-mail.

An access protection marking can be included, free of charge at your driveway, when the scheme is implemented. If you are in agreement with this I will still need you to complete the application form, but you will not need to include the fee.

Whilst you may consider the nearby business to be 'silly' please be aware they previously had off street parking provision which was taken from them to construct the properties where you now live.

The contravention of the double yellow lines has been reported to the Councils Parking Enforcement Team.

Regards

Sarah Robinson

Traffic Engineer, Traffic and Network Management



Henshaw House, Cheapside, Oldham OL1 1NY

Sent: 31 January 2020 18:38
To: Sarah Robinson <Sarah.Robinson@unitypartnership.com>
Subject: Re: Acorn Street, Lees, Oldham

Thanks for getting back to me.

However where I put the arrows to propose more parking there is no bend at that point so dont know what your referring to as that stretch only veers slightly round but there is no bend there.

Also this corner near my drive on spindle mews used to have double yellow lines there but some clown removed them! I want to know what objected to have these removed?

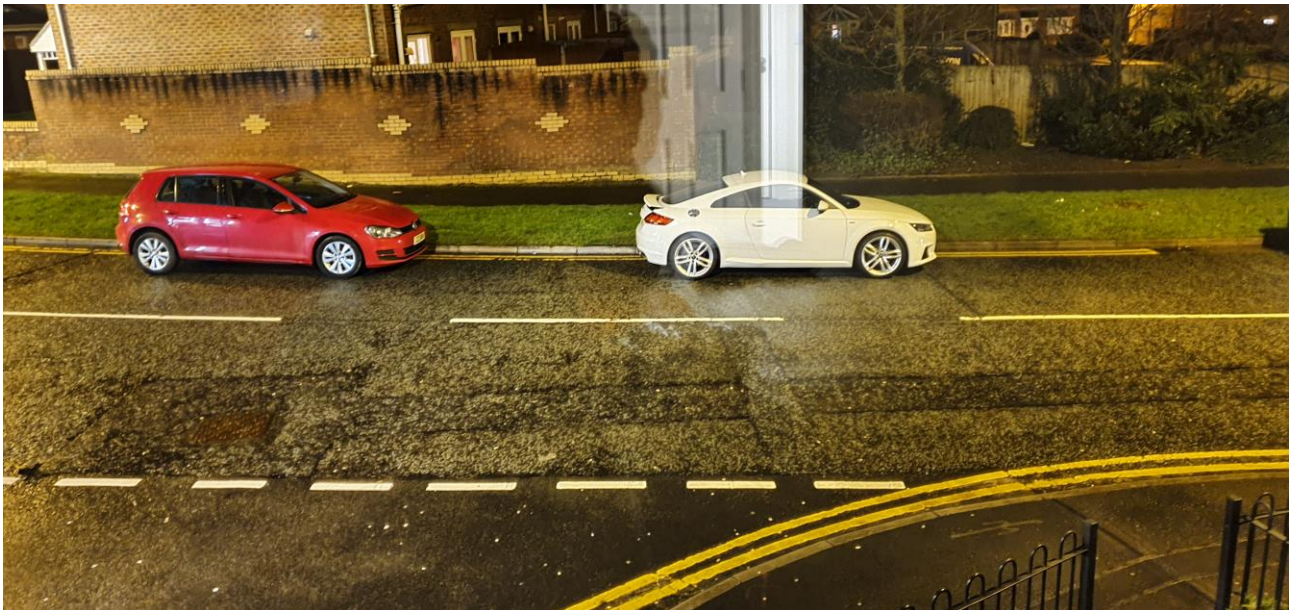
My guess is these silly little businesses near by whi just cut people's hair all day long. These are the ones causing unnecessary chaos. If people were to park like this near there houses I bet they wouldn't be happy would they?

Also I know I can apply for access protection parking across the entrance of my driveway. My question is why would anyone in there right mind pay nearly 170 quid for a small white line to be painted when I could do that myself for less than 20 quid. It's a complete rip off and even when applying it ain't guaranteed you will get one anyway! If the fees where reasonable and citizens where not being fleeced then I would apply!

Here is more evidence of cretins parking along acorn, idiots parked on double yellow lines!!

A very unhappy resident!!

3



On Fri, 31 Jan 2020 at 15:59, Sarah Robinson

<Sarah.Robinson@unitypartnership.com> wrote:



I refer to your e-mails regarding the proposed traffic management scheme along Acorn Street, Lees

With regards to the questions raised in your original e-mail each one is considered below separately:-

Creation of Parking Bays within Grass Verge on the Westerly Approach to the Zebra Crossing.

This approach to the crossing is on the inside of a bend consequently, motorists need to be able to see through the bend to observe if pedestrians are waiting to cross. Creating a parking area in this area will obstruct a driver's forward visibility, hence the reason why the double yellow lines are being proposed to remove the parking.

Yellow Lines along Spindle Mews

The introduction of yellow lines along Spindle Mews, adjacent to your property, has previously been proposed but due to objections received, the Council's Traffic Order Panel wouldn't support their introduction. I understand your concerns regarding parking along this length, but at this stage it is not possible to include this into the proposed order. I would therefore suggest that if the scheme being advertised is successfully implemented, a monitoring exercise is undertaken to determine what effect displaced parking has had on the wider area; if other streets start to experience problems a further proposal can be drafted which will include Spindle Mews.

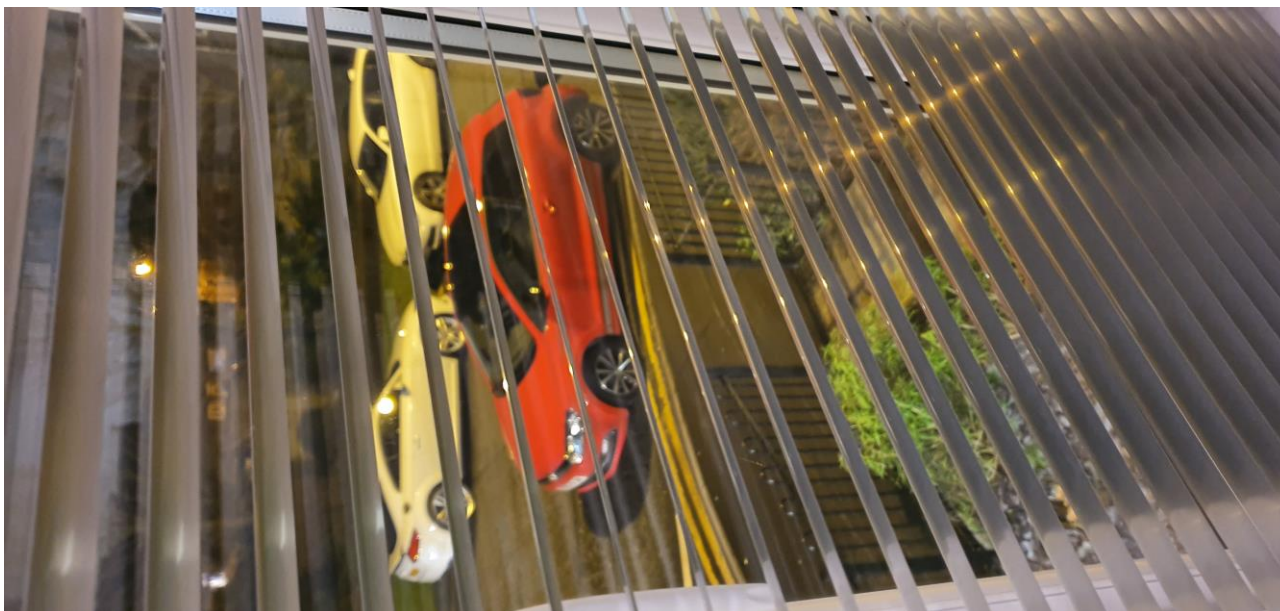
In terms of your driveway being obstructed you can apply for an access protection marking to be placed across the entrance; I've attached a copy of the application form for you to complete should you wish to pursue this.

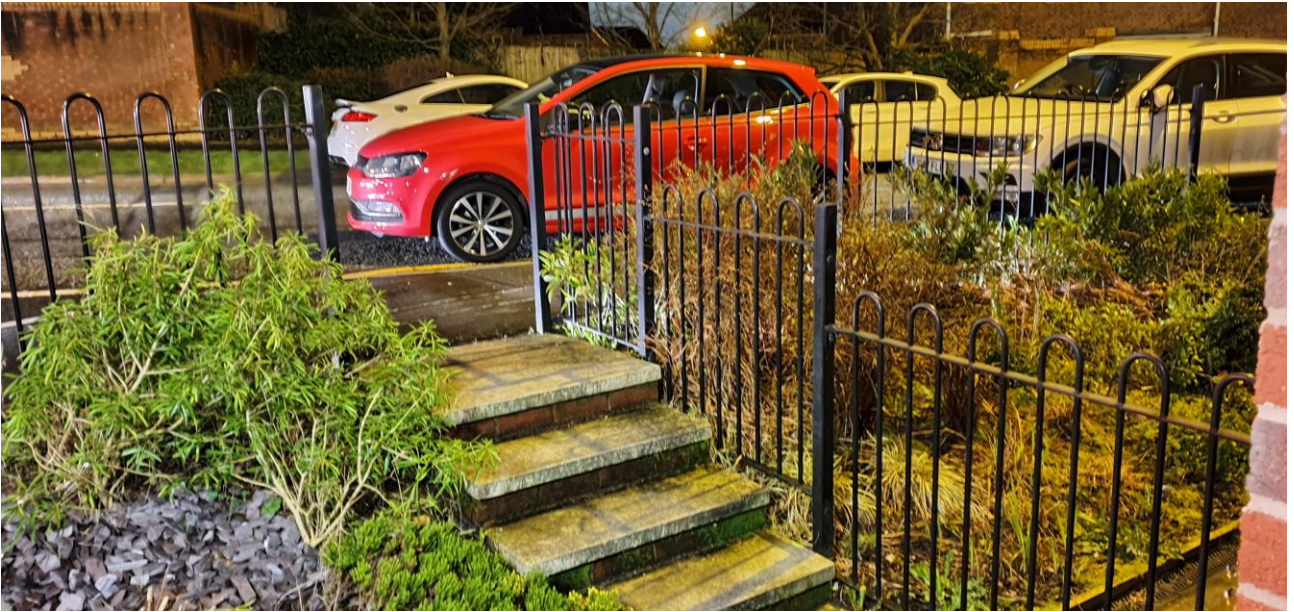
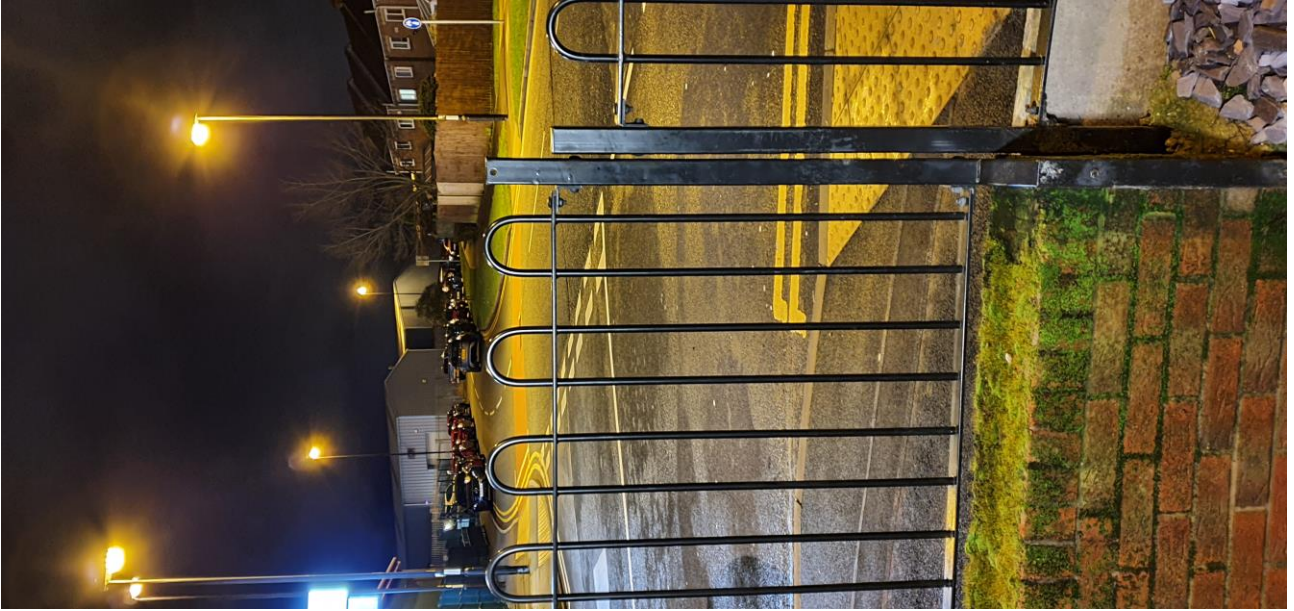
Regards

Sarah Robinson

Sent: 30 January 2020 18:14
To: Darryll Elwood <Darryll.Elwood@unitypartnership.com>
Subject: Re: Acorn Street, Lees, Oldham

Further to my email 28th January here are images taken now when I have got home from work. Look at the congestion and people parking on double yellow lines its disgusting!! If you look at the one more in distance you can see all cars on either side after proposed zebra crossing and also all these cars on corner leading into spindle mews not good at all.





On Tue, 28 Jan 2020 at 0:10

Dear Mrs Elwood,

Today we received a letter in the post relating to the proposed traffic management scheme. I am delighted to learn you are taking this matter seriously and are acting upon my recent concerns brought to your attention so swiftly.

After looking over the map attached to the letter I noticed there are 2 parts overlooked.

One is the strip of road after the proposed zebra crossing as there is also a large grass verge also there which could be made into a lay bye to ease road congestion with parked cars there and make the road safer in that section as well. This would create lots more parking which can only be good for visitors to the hair salons and visitors alike.

The other matter is on the corner leading into spindle mews. This corner leads to my driveway which backs onto this close and this previously had double yellow lines all the way around however the majority were removed a while back. Why I'm unsure? Please consider re instating the yellow lines fully as cars often park there throughout the week especially Tuesday through Saturday. They cause restricted viewing when turning in and coming out of the close as these cars jutt out and narrow the road significantly which could lead to someone having an accident. It would be very beneficial to residents on spindle mews as would make access in and out much easier/safer.

I have attached images with arrows pointing to the areas I am referring too. I really appreciate your time in looking at these.

Again thank you for your time invested so far in looking into these proposals as these changes would benefit the area greatly in helping it have safer traffic management and a safer environment all round.

Much appreciated.