

**Report to TRO Panel**

## **Lomas Street, Failsworth – Objection to Traffic Regulation Order**

**Portfolio Holder:**

Councillor B Brownridge, Cabinet Member for Neighbourhood and Culture

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

**Report Author:** Sarah Robinson – Traffic Engineer  
**Ext. 4377**

**26 November 2020**

**Reason for Decision**

The purpose of this report is to consider an objection submitted to a proposal to introduce double yellow lines along Lomas Street, Hollinwood.

**Recommendation**

It is recommended that the proposal be amended, and a reduced length of double yellow line be introduced, in accordance with the schedule at the end of this report.

---

---

**Lomas Street, Failsworth – Objection to Traffic Regulation Order****1 Background**

- 1.1 A report recommending the introduction of double yellow lines along Lomas Street was approved under delegated powers on 17 December 2019; the proposal was subsequently advertised, and a letter of objection has been received.
- 1.2 A copy of the approved report is attached at Appendix A and a copy of the objection is attached at Appendix B.
- 1.2 The proposal to introduce double yellow lines within Lomas Street was promoted to assist employees of the Nat West Bank to gain access to their car park area, which is located at the south easterly end of the street. There is very little on-street parking available within the surrounding highway network of the bank, consequently cash machine users, nearby businesses and visitors to the bank use Lomas Street to park. The level of parking taking place is preventing employees of the bank from accessing the car park area, hence the reason why double yellow lines have been proposed.

**2 The Objection**

- 2.1 An objection has been received from a nearby business, whose customers use the Lomas Street to park, and they are concerned that their customers will struggle finding alternative parking nearby. This matter has been discussed with the Nat West Bank who have confirmed that if the length of double yellow lines were reduced to one side of the road they could still access their car park; this would then leave a small amount of on-street parking available.
- 2.2 In view of the above it is felt the length of restrictions proposed be reduced in accordance with the schedule at the end of this report. It is also proposed to introduce an access protection marking at the car park entrance to ensure parking does not obstruct access.

**3 Options/Alternatives**

- 3.1 Option 1 – Introduce the original proposal and remove all on- street parking to the detriment of other businesses.

Option 2 – Do nothing and let the obstructive parking continue.

Option 3 – Amend the proposal and introduce restrictions on one side of the road only.

**4 Preferred Option**

- 4.1 The preferred option is Option 3.

---

5      **Consultation**

5.1      These were detailed with in the previous report.

6      **Comments of Failsworth East Ward Members**

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

7      **Financial Implications**

7.1      These were detailed in the previous report.

8      **Legal Services Comments**

8.1      These were detailed with in the previous report.

9      **Co-operative Agenda**

9.1      In respect of introducing prohibition of waiting within Lomas Street 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      These were dealt with in the previous report.

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

16.1      These were dealt with in the previous report

---

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 **Appendices**

21.1 Appendix A – Approved Mod Gov Report  
Appendix B - Copy of Objection

22 **Proposal**

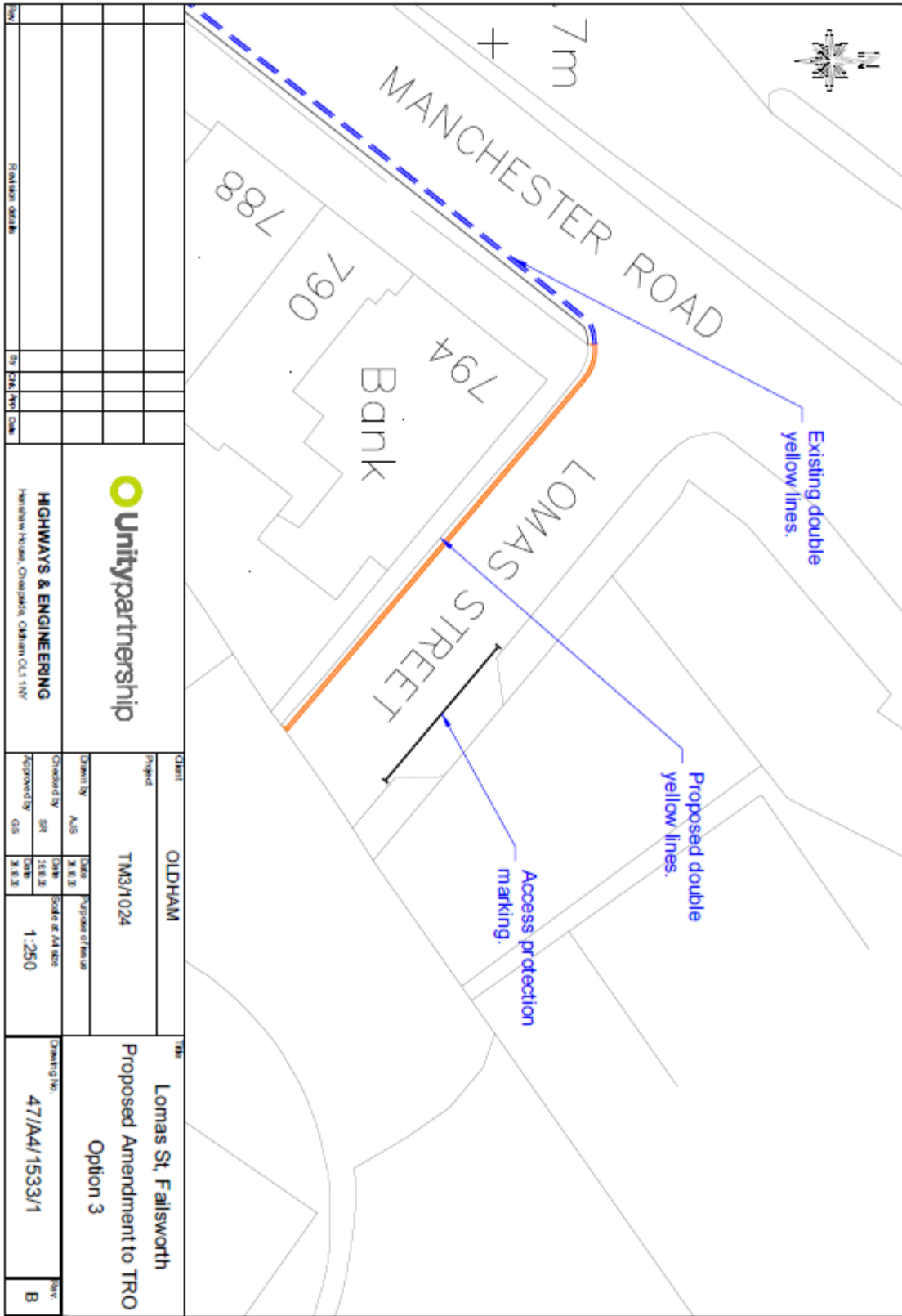
22.1 It is proposed that the scheme to introduce prohibitive waiting within Lomas Street be amended in accordance with the following schedule.

---

Schedule  
Drawing Number 47/A4/1553/1B

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

<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>	<b>Column 4</b>	<b>Column 5</b>
<b>Item No</b>	<b>Length of Road</b>	<b>Duration</b>	<b>Exemptions</b>	<b>No Loading</b>
	<u>Lomas Street, Failsworth</u> (South West Side) From its junction with Oldham Road for its full length	At Any Time		



---

**APPENDIX A**  
**APPROVED MOD GOV REPORT**

## **Delegated Decision**

# **Lomas Street, Failsworth – Proposed Prohibition of Waiting**

Report of: Deputy Chief Executive – People and Place

Officer contact: Sarah Robinson, Traffic Engineer  
Ext. 4377

**6 December 2019**

### **Purpose of Report**

The purpose of this report is to consider a request from the Nat West Bank, Failsworth for the introduction of 'no waiting at any time' restrictions (double yellow lines) along both sides of Lomas Street, Failsworth. The Bank has made this request to resolve the obstructive parking practices taking place and hopefully resolve the anti-social behaviour problems being inflicted on Bank employees by the motorists choosing to park in an obstructive manner.

### **Recommendation**

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

---



## **Lomas Street, Failsworth – Proposed Prohibition of Waiting**

### **1 Background**

- 1.1 Lomas Street, Failsworth is a no through road which is accessed from the A62 Oldham Road and gives access to a car park used by employees of the Nat West Bank. The Nat West Bank premises are located on the Oldham Road / Lomas Street junction and a cash machine facility is provided within the side wall elevation of the bank, on its Lomas Street frontage.
- 1.2 There is very little on-street parking available within the surrounding highway network, consequently cash machine users and visitors to the bank and nearby businesses use Lomas Street to park.
- 1.3 The parking is however now at a level that the access to and from the car park is being regularly obstructed and bank employees who use the car park are experiencing verbal abuse from the drivers of the parked vehicles. The parking practices are also resulting in motorists having to reverse into Oldham Road, which is a highway safety issue. The Bank have therefore requested the introduction of yellow lines to alleviate the problems.

### **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 Due the obstructive parking being experienced and the anti-social behaviour of the motorists who use the street to park, it is felt that double yellow lines should be introduced to resolve these issues, in accordance with drawing number 47/A4/1553/1.

### **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 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 of Failsworth East Ward Councillors**

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

**7 Financial Implications**

7.1 The cost of introducing the Order is shown below:-

	£
Advertisement of Order	1,200
Introduction of Road Markings	500
<b>TOTAL</b>	<b>1,700</b>
Annual Maintenance Costs (calculated September 2019)	100

7.2 The advertising/road marking costs of £1,700 will be funded from the Highways Operations – Unity budget.

7.3 The annual maintenance costs estimated at £100 per annum will be met from the Highways Operations budget. 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)

**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.

---

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.

15.4 Consumption and Use of Resources – Nil.

- 
- 15.5 Built Environment – Nil.
- 15.6 Natural Environment – Nil.
- 15.7 Health and Safety – The introduction of Yellow lines will create a safer environment for users wanting to access the street.

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

- 16.1 The introduction of yellow lines will hopefully alleviate the anti-social behaviour being experienced by the bank employees.

**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 in accordance with the following schedule and drawing number.



Schedule

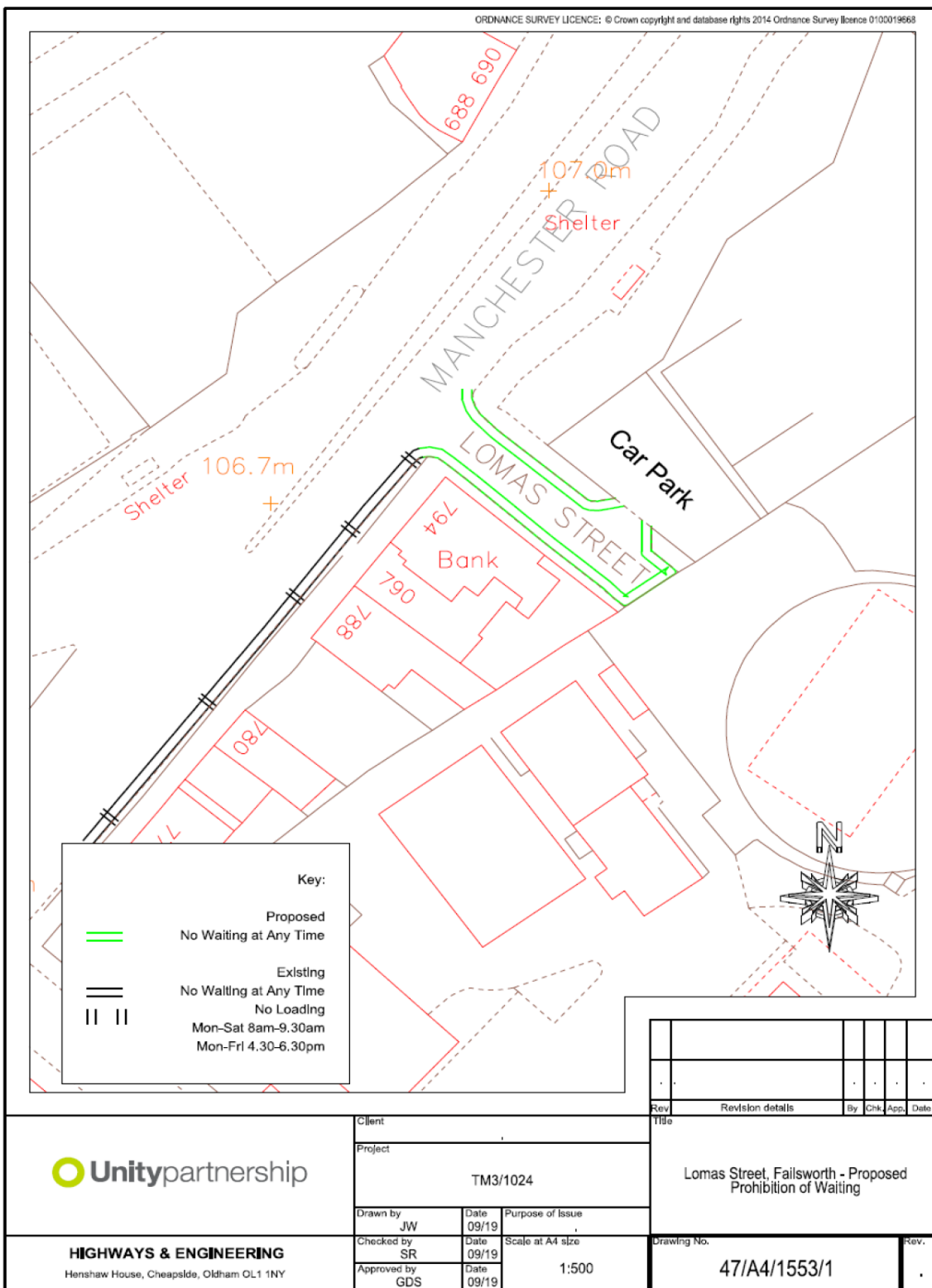
Drawing Number 47/A4/1553/1

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

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<u>Lomas Street, Failsworth</u> (Both Sides)  From its junction with Oldham Road up to and including its cul-de-sac end	At Any Time		

**APPROVAL**

<b>Decision maker</b>  Signed  Cabinet Member, Neighbourhood Services	Dated 17.12.2019
<b>In consultation with</b>  Signed  Director Of Environmental Services	Dated 11.12.19



O:\CAD\ENV\TRAFFIC\jeanette\_whitney\projects\Prohibition of Waiting\Lomas Street, Hollinwood.dgn

---

**APPENDIX B**  
**COPY OF OBJECTION**

---

1st June 2020

Your Ref:- DE/GS/TM3/1024

Re:- Proposed Prohibition of waiting - Lomas Street,Failsworth.

Dear Mr Entwistle,

I write to you in the regard of the above matter,i do object to this small side street being changed into a no parking/waiting street.I have had my buisness on Oldham Rd for over 12 years and myself and my clients do use the street to park as there is no other parking area near to my premises.This will affect my business which has already been impacted by the covid-19 pandemic,my salon is due to re-open in early July and because of the reduction in public transport there is no other means of transport for my clients other than to drive to their appointment which is also advised by the government.

Yours Sincerely.