

**Report to TRO Panel**

## **Old Road / Grimshaw Street, Failsworth – Objection to Prohibition of Waiting**

**Portfolio Holder:**

Councillor A Chadderton, Cabinet Member for Neighbourhoods

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

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

**17 June 2021**

**Purpose of Report**

The purpose of this report is to consider 6 objections which have been received to the proposal to introduce prohibitive waiting restrictions at the junction of Old Road and Grimshaw Street, Failsworth.

**Recommendation**

It is recommended that further to considering the objections submitted, the restrictions are reduced in length to maximise on street parking. The revised lengths of double yellow lines to be introduced are detailed in the schedule at the end of this report.

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**Old Road / Grimshaw Street, Failsworth – Objection to Prohibition of Waiting****1 Background**

- 1.1 A proposal to introduce prohibitive waiting restrictions at the junction of Old Road and Grimshaw Street, Failsworth was approved under delegated powers on 17 February 2020; a copy of the report is attached at Appendix A. The proposal was subsequently advertised and 6 letters of objection have been received from residents who will be directly affected by the proposal. The objections are attached at Appendix B.

**2 Summary of Objections**

- 2.1 The residents who objected to the proposal are mainly concerned about how the proposal will affect their ability to park near to their properties and in the general area, due to the level of on-street parking already taking place.

**3 Current Situation**

- 3.1 The reason the yellow lines have been proposed is to address the difficulties the residents of Grimshaw Street are experiencing in receiving deliveries and getting their waste bins emptied; the Refuse Collection Team have previously confirmed they experience problems accessing the street to empty the bins. The Refuse Team have recently explained that they still have problems accessing Grimshaw Street, but the residents have decided to adopt their own collection point arrangement where they leave their bins near to the Old Road junction so the driver of the refuse vehicle doesn't have to access Grimshaw Street. Whilst this may be working, the residents shouldn't have to put these arrangements in place, and it doesn't address the access needs for deliveries etc.
- 3.2 The main problem the refuse wagon drivers experience is the parking taking place on the junction radii, particularly when a flatbed truck is regularly parked. The Waste Management Supervisor for this area has suggested that just removing the parking immediately at the junction i.e. within 5 metres along Old Road and a 10 metre length along Grimshaw Street, will afford the drivers enough room to be able to gain access; this will see a reduction in the length of yellow lines originally proposed and help maximise parking for residents.
- 3.3 In view of the objections received it is felt that the length of the double yellow lines should be reduced.

**4 Preferred Option**

- 4.1 Option 1 – Introduce the yellow lines as originally proposed.

Option2 – Amend the proposal by reducing the length of yellow lines to be introduced.

Option 3 – Rescind the proposal and leave the junction unprotected and let the problematic parking continue.

The preferred option is Option 2

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5      **Financial Implications**

5.1     These were dealt with in the previous report.

6      **Comments of Failsworth West Ward Members**

6.1     Ward Members have been consulted and Councillor M Wilkinson confirms Option 2 would have my support. Councillor E Garry happy to support Option 2. Councillor P Davies as TRO Chair will not be making a comment as a Ward Member.

7      **Legal Services Comments**

7.1     These were dealt with in the previous report.

8      **Co-operative Agenda**

8.1     In respect of the consideration of objections received 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    The introduction of waiting restrictions to remove on-street parking will have a detrimental effect on community cohesion as parking becomes displaced, but the primary purpose of a highway is for access not parking.

16     **Equality Impact Assessment Completed?**

16.1    No.

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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 Mod Gov report approved on 17 February 2020  
Appendix B – Objections received

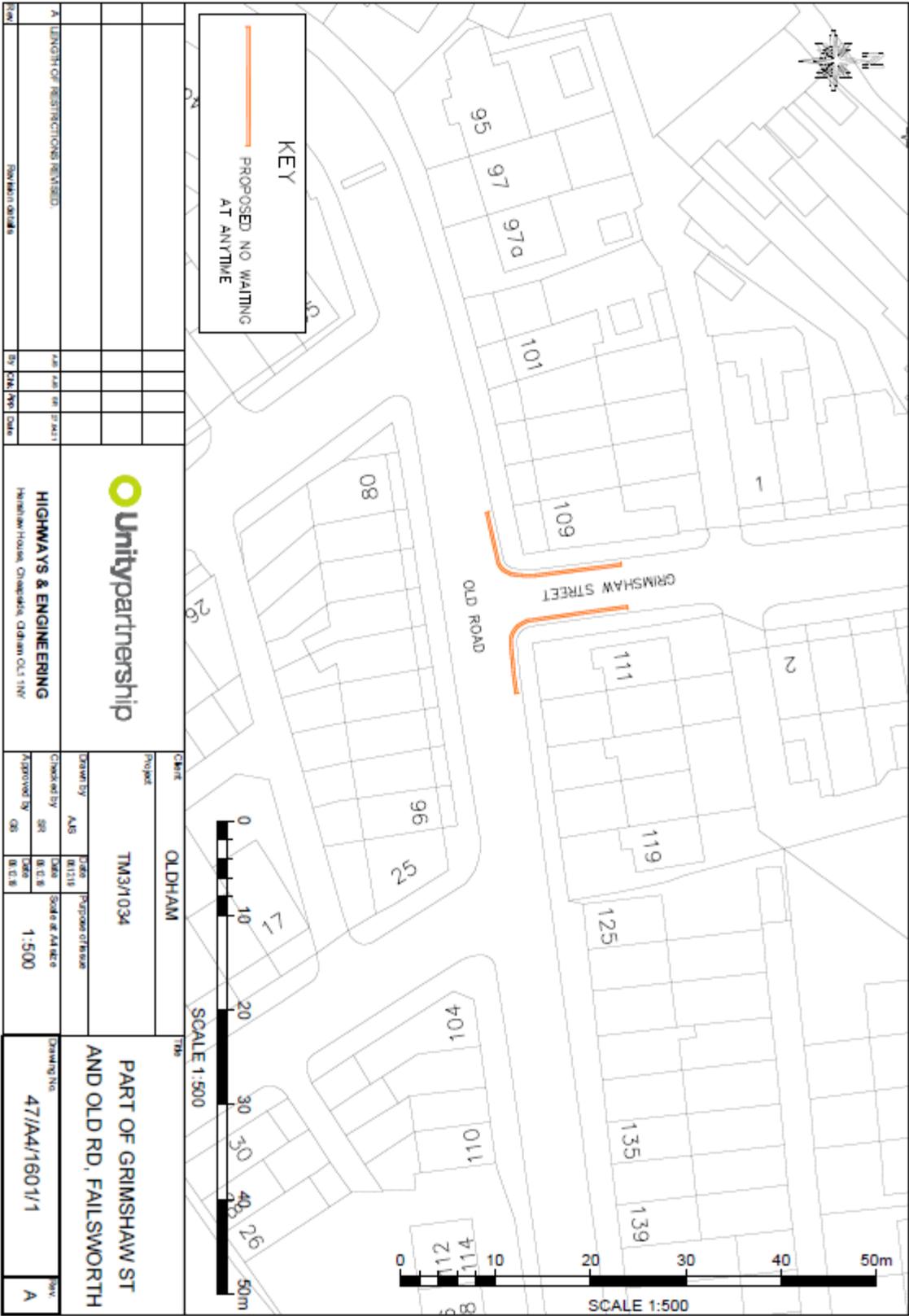
21 **Proposal**

21.1 It is proposed that the original scheme to introduce double yellow lines at the junction of Old Road and Grimshaw Street be amended and the schedule below be approved for introduction

Schedule  
Drawing Number 47/A4/1605/1

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

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Old Road</u> (North Side)  Extending from a point 5 metres East of Grimshaw Street to a point 5 metres West of Grimshaw Street	At Any Time		
	<u>Grimshaw Street</u> (Both Sides)  Extending from its junction with Old Road for a distance of 10 metres in a northerly direction	At Any Time		



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**APPENDIX A**  
**COPY OF MODGOV REPORT**



**Oldham**  
Council

## **Delegated Decision**

# **Proposed Prohibition of Waiting – Grimshaw Street / Old Road, Failsworth**

Report of: Deputy Chief Executive – People and Place

Officer contact: Sarah Robinson, Traffic Engineer  
Ext. 4377

**11 February 2020**

### **Purpose of Report**

The purpose of this report is to consider the introduction of prohibitive waiting restrictions (double yellow lines) at the junction of Grimshaw Street and Old Road, Failsworth, to prevent the obstructive parking practices which are regularly taking place and preventing access for larger vehicles into Grimshaw Street.

### **Recommendation**

It is recommended that double yellow lines be introduced at the junction of Grimshaw Street and Old Road, in accordance with the schedule at the end of this report.

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## **Proposed Prohibition of Waiting – Grimshaw Street / Old Road, Failsworth**

### **1 Background**

- 1.1 Grimshaw Street, Failsworth is a cul-de-sac fronted by terraced residential properties on both sides of the street. The residents do not have off-street parking provision and consequently rely on the highway for parking.
- 1.2 Grimshaw Street is accessed from Old Road, which again is fronted by terraced property with the residents relying on parking within the highway.
- 1.3 When vehicles are parked at the junction of Old Road and Grimshaw Street, the drivers of larger vehicles are experiencing difficulties accessing Grimshaw Street, particularly the refuse collection service, which means that on occasion residents do not get their bins emptied.
- 1.4 This problem has been discussed with the refuse collection team and they have confirmed that if parking was prevented from outside numbers 107 to 111 Old Road and along the initial 22 metres of Grimshaw Street, the refuse vehicle will be able to access Grimshaw Street to the point where the residential properties start, and where the bins can then be accessed.

### **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 problems being experienced by the Refuse Collection Team it is felt that waiting should be prohibited as detailed on drawing number 47/A4/1605/1.

### **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 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.

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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 West Ward Councillors**

6.1 The Ward Councillors have been consulted and no comments have been 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>	<u>1,700</u>
Annual Maintenance Costs (calculated November 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.

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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.

15.4 Consumption and Use of Resources – In accordance with current specifications

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- 15.5 Built Environment – Alteration to visual appearance of area
- 15.6 Natural Environment – Nil.
- 15.7 Health and Safety – The removal of obstructive parking will create a safer environment for all highway users.
- 16 **Equality, community cohesion and crime implications**
- 16.1 There may be objection from the residents as on-street parking will be reduced.
- 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 47/A4/1605/1.

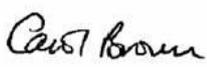
Schedule

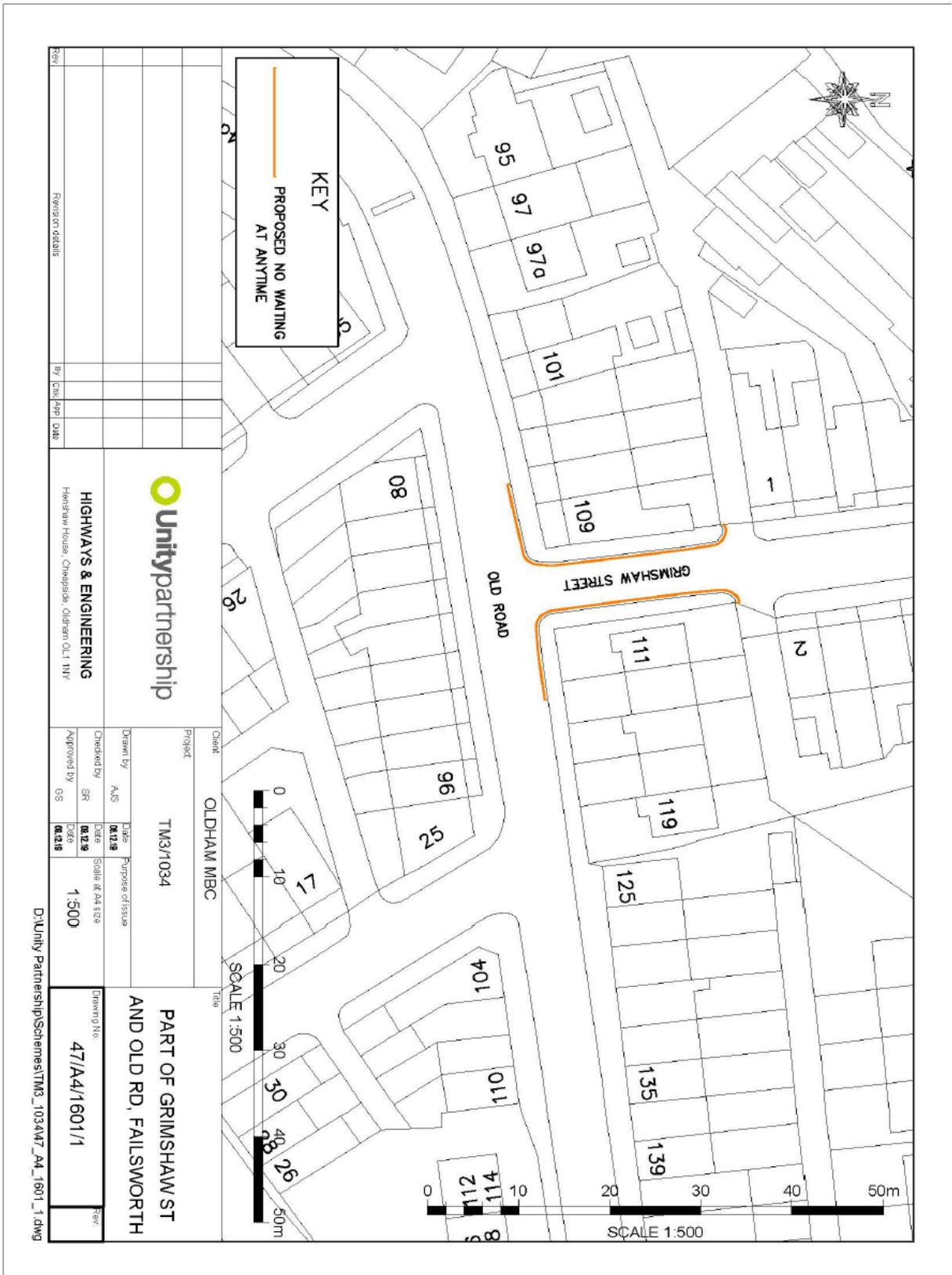
Drawing Number 47/A4/1605/1

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>Old Road</u> (North Side)  Extending from a point 10 metres north of Grimshaw Street to a point 10 metres west of Grimshaw Street	At Any Time		
	<u>Grimshaw Street</u> (Both Sides)  Extending from its junction with Old Road for a distance of 22 metres in a northerly direction	At Any Time		

**APPROVAL**

<b>Decision maker</b>   Signed _____ Cabinet Member, Environmental Services	Dated 17 <sup>th</sup> February 2020
<b>In consultation with</b>   Signed _____ Director of Environmental Services	Dated 11.02.2020



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**APPENDIX B**  
**OBJECTIONS RECEIVED**

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From:  
Date: Thursday, 21 May 2020, 14:22:55  
To: Highways@oldham.gov.uk <Highways@oldham.gov.uk>  
Subject: Double yellow lines on Grimshaw Street

To whom it may concern,

I am writing to appose the placement of yellow lines on the bottom of Grimshaw Street.

Myself and my partner live at number Grimshaw Street, we are both nurses and have lived here for over a year now.

Due to our occupations we work 24h shift patterns these include days, nights, on call Hours, twilight shifts that finish at 3am.

This street is very narrow and there is nowhere else to park for those with a two car household. I am very concerned as the placement of the yellow lines would mean that I would have to walk on my own at 3am from wherever my car can be placed at that time. This is really worrying as in December on my way home from a twilight shift I found a drug user unresponsive on old road and had to perform CPR and ring an ambulance for him at 3am so the thought of walking from even further away is terrifying at this time.

I believe the issue is there is a roofing business based on Grimshaw street and during the day time some of the work men park their personal vans at the bottom of the road which takes up too much space that the bin men cannot get down the street which results in our bins not being emptied.

Quite often I come home from work and there is a strangers car parked outside my home, which then leaves me parking at the bottom of the road. We have found that people park here to walk through and use the metro link system. This seems to affect only the households at the beginning of the street as it is too difficult to manoeuvre at the bottom of the road near the bridge.

I work extremely hard in work every day and so does my partner this would make our lives so much more difficult and could delay our response to work when on call as I honestly don't know where else we could park.

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I object to the proposed prohibition of waiting on Grimshaw St, Failsworth as it will not alleviate parking issues it will simply cause cars to be parked further into the street, worsening an already poor parking situation especially now that the business at 1A Grimshaw St have taken to parking their vans in the street without a moments' thought for the residents of Grimshaw St and Old Rd.

Residents' parking permits would be a more workable solution.

Regards

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## STATEMENT OF

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1. I am, owner and resident of Old Road, Failsworth, Manchester, M35 0DJ. I make this statement in response to the Proposed Prohibition of Waiting Notice, filed under reference LJM/TO20/10. The facts, matters and opinions to which I depose herein are made within my own knowledge and attention following consideration of the draft order and reasoning. I believe the facts and matters to which I depose herein to be true and accurate.
2. Having considered the draft proposal, I hereby wish to formally object to such proposals and hereby set out the following reasons for such objections together with reasonable alternatives to the proposed.
3. The reason provided for the proposal is to enable large vehicles, in particular refuse collection vehicles, to access Grimshaw Street up to the point where the residential properties start enabling the bins to be accessed.
4. Having consideration of the proposed restrictions, the reason for the proposal and the effect upon not only my own household, but on other households, it is in my opinion that the proposal is excessive, unnecessary and can be remedied by alternative means which will cause less inconvenience and detriment to the residents of Old Road and Grimshaw Street.
5. Old Road and Grimshaw Street, of which the prohibition proposal concerns, are residential streets consisting of terraced properties both alongside and opposite one another.
6. The proposed prohibition of waiting amendment seeks to place parking restrictions which cover the north side of Old Road from a point of 10 metres north of Grimshaw Street and 10 metres west of Grimshaw Street (in effect preventing waiting/parking within the area outside 107 to 113 Old Road, ie 4 properties) and on both sides of Grimshaw Street 22 metres from its junction with Old Road (in effect the full length of 109 and 111 Old Road respectively)
7. On a typical day, both Old Road and Grimshaw Street are full with parked vehicles, hence why there are often vehicles parked on both sides of Grimshaw Street, not only outside the residential properties, but also along the stretch of Grimshaw Street 22 metres north of Old Road (which is subject to the proposed restrictions).

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8. In addition to the residents of Old Road and Grimshaw Street parking roadside, many of which own 2 vehicles (more in some cases) and some of which also bring home work vehicles, there are also vehicles owned by visitors to these properties, ie relatives etc. Further, there is a builder's yard situated behind Old Road and Grimshaw Street, and it is often the case that throughout the day and sometimes overnight, multiple vans owned by the builder's yard are parked on Old Road and/or Grimshaw Street. In addition it is likely that Old Road in particular is also often utilized by staff and patrons of the local Dental Surgery situated on the corner of Oldham Road and the adjacent Ash Street, in light of the lack of parking on Oldham Road and the existing restrictions in place on Ash Street preventing non-residents from parking there. I have also witnessed tram commuters parking on Old Road in the morning, returning in the evening.
9. Notwithstanding the proposed restrictions, the following existing restrictions should be taken in to account in and around Old Road and Grimshaw Street:
- 2 x dipped kerbs outside 97 and 97a Old Road
  - Double yellow lines outside 96 and 104 Old Road continuing approximately 5 metres round the corner to Beech Street;
  - Double yellow lines outside 147-165 Old Road (north side – 10 properties);
  - Double yellow lines from 116-122 Old Road (south side) and continuing for the remainder of Old Road up to the junction of Oldham Road;
  - Resident only parking by way of displayable permit for the whole of the adjacent Ash Street.
10. The aforementioned existing parking restrictions, in addition to the proposed additional restrictions would likely leave a maximum potential capacity of approximately 30 parking spaces for 56 properties taking into account Old Road alone (realistically however this would more likely be closer to 25 spaces, allowing for gaps between vehicles). In effect, this provides for a parking space for approximately one vehicle out of every two properties, which, taking in to account some residents owning multiple vehicles; visitors; builders yard vehicles; tram commuters and local patrons, would be grossly insufficient on road parking for residents. The parking space to property numbers ratio would be further reduced taking in to account Grimshaw Street whereby the proposal seeks to withdraw a further 44 metres of parking space. This therefore begs the question as to where those residents who are not fortunate enough to secure a parking space will indeed park their vehicle?

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11. From a personal perspective, the parking restrictions will prevent my vehicle from being parked outside my property. This is particularly evasive as my partner and myself have 3 toddlers (twin boys aged 3 and a girl aged 2). Of our 3 children, our daughter, who is the youngest of the 3, has special needs (severe developmental delay), who's nursery place is funded by Oldham Council due to Additional Educational Need and especially cannot be left unattended. All three children attend nursery 4 days a week and with myself being at work from 09.00am-17.30pm, my partner is required to single-handedly transport them to and from nursery by car. In the event that the parking restrictions were to be applied, getting all 3 children from the house to the car would prove to be extremely problematic, and potentially dangerous, increasingly so the further away from the house the car was parked at the time. At present, the routine for loading the children in to the car consists of strapping the two boys in the car whilst the youngest child remains in the house, followed by then strapping the youngest child in the car. This would not be safe or possible should the car be parked any distance from the house and would involve further difficulties should any additional items which would need to be loaded in addition to the children. Old Road can be quite a busy thoroughfare and therefore the result of a toddler running in to the road could lead to potentially fatal consequences. Furthermore, my partner works between the hours of 4pm-11.30pm. By the time she returns home from work, not only is it likely that by this time the available parking spaces will have been taken, leaving her to potentially find alternative parking (of which there are no immediate alternatives), more worryingly, this also leaves her in the potentially dangerous position of having to walk alone in the dark at around midnight from the ultimate parking space to home. This then goes back to the potential consequence that it becomes untenable/dangerous to get our children to the car the following day. Whilst there may be occasions whereby a space is available close to our property, there will inadvertently be many occasions where this will not be the case.
12. Turning to the issue of refuse vehicles being unable to turn in to Grimshaw Street, having young children who are ecstatic at the sight of "garbage trucks" and who jump up at the window each time the trucks arrive my partner and I have witnessed on many occasions the refuse trucks fail to even attempt to turn in to Grimshaw Street, instead driving straight past resulting in the bins not being collected. My partner has made numerous complaints to Oldham Council in respect of this. Interestingly, since receipt of the proposed notice the bins have been collected without fail each week, either by way of the driver's mate moving the bins from the usual collection point on Grimshaw Street to the junction of Old Road (the length of my house), or with the

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refuse truck driving in to Grimshaw Street and reversing back out with the guidance of the driver's mate, this being despite the presence of vehicles parked in the area of the proposed restrictions (video attached). The issue of being unable to turn in to Grimshaw Street is therefore borne by the lack of desire on the driver's part as opposed to restrictions caused by parked vehicles. A competent driver should have no such issue in negotiating such a manoeuvre. In the event that turning in to Grimshaw Street was ever an issue, it takes no more than 2-3 minutes for the driver's mate to move the bins the short distance from the usual collection point on Grimshaw Street to the junction of Old Road. This could be expedited by providing residents with guidance to use the pavement at the junction of Old Road as the bin collection point. Whilst it could be argued that this would cause an obstruction on the pavement at this point, the current collection point already causes an obstruction on the pavement and therefore a change of collection point would simply change the point of obstruction as opposed to causing an additional obstruction. Furthermore, any such obstruction would be shortlived in any event as the majority of residents collect their bins shortly after being emptied.

13. It is also worth pointing out that the refuse trucks also struggle to turn left on to Ash Street from Old Road, despite the absence of any parked vehicles on Ash Street, having to perform a three-point manoeuvre in order to complete the turn (as can be seen in the attached video). However, there do not appear to be any proposed restrictions for Ash Street. The introduction of the proposed restrictions would likely result in vehicles requiring to park closer to the corner of Old Road and Ash Street which would make turning left even more difficult for the refuse vehicles.
14. To summarise, approving the proposed restrictions would have the following potential negative consequences/effects upon the residents of Grimshaw Street and Old Road:
  - Inadequate on road parking for residents (likely 1 space per 2 households);
  - Inconvenience caused to residents with children (exemplified by my own particular example set out in paragraph 11) or those with mobility issues should a nearby parking space be unavailable;
  - Increased risk of vandalism/break in should vehicles be forced to be parked elsewhere (break ins are frequently reported around the local area and therefore residents want the peace of mind in knowing their vehicle is close by);
  - Safety concerns for residents, in particular women walking home alone from their vehicle;

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- Community tensions/Conflicts/arguments between residents should people park outside other's properties, taking the parking space "deemed" to be theirs.
  - Reduction in property prices for future sales borne by the lack of guaranteed on street parking.
15. In light of the above negative effects of introducing the proposed restrictions, of which I am of the opinion are unreasonable for the residents of Grimshaw Street and Old Road to endure compared to the reasoning provided for the proposal, I would suggest the following list of alternative solutions which would solve the issue of access to Grimshaw Street whilst at the same time preventing unnecessary issues to the residents:
- Maintain existing restrictions with no additional restrictions introduced;  
Or
  - Refuse collectors to either access Grimshaw Street if possible, or alternatively driver's mate to move bins the short distance from the current collection point to the junction of Old Road. This would require in effect moving the bins just one house length which is surely less of an inconvenience than that of would be caused to approximately 80 households in the event of parking restrictions being introduced;  
Or
  - Provide residents of Grimshaw Street and Old Road with a new bin collection point at the junction of Old Road;  
Or
  - Introduce residents parking (2 permits per household) which will reduce on street parking with a reduction of vehicles caused by households with multiple vehicles, builders yard vehicles, tram commuters and non-residential patrons.
16. In light of the foregoing I humbly request that the proposal is rejected and the suggested alternatives are given serious consideration in the interest of convenience, community relations and more importantly the aforementioned safety concerns.
17. On a final note, whilst I was able to obtain a copy of the draft order and council's reasoning for the proposal, I fear that a number of residents may not have had the benefit of such information in order to fully consider the proposal and formulate a fully informed response. The instruction provided within the notice in order to examine the draft order and reasoning was to attend your office between certain times. However, this was at the centre of a national lockdown due to Covid-19 and therefore whilst it remains to be seen as to whether your office was actually open and accessible to the public at this time, many residents would have been isolating in any event

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and therefore unable to attend to review the relevant documents. Furthermore, the telephone number provided went unanswered on the numerous occasions I myself attempted to make contact and the same can be said for other residents I have spoken to. Whilst I therefore bypassed the suggested instructions and obtained the relevant documents by e-mailing the Unity Partnership, I expect there may be some residents who have simply been unable to obtain the same in the absence of being unable to attend the office address provided or successfully reach the telephone number provided. As such, I hope that the above difficulties have been taken in to consideration and all residents have been provided with a fair and reasonable chance to respond in full knowledge of the facts.

18. I look forward to hearing from you in due course in respect of the next steps, including whether or not an appeal is permitted should the objections fail.

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Dear Mrs Darryll Elwood

Thank you for your assistance in this matter. I would like to object against the planned proposal of these parking restrictions, and would like to outline my reasons why.

Parking on this street is already congested and I believe these changes would create a huge problem for not just ourselves but our immediate neighbours also.

I have a young daughter and it is imperative I have access nearby my home for her safety.

The roofing company nearby already uses the areas in question for parking and I believe bringing in these restrictions would force their employees to park further down the street therefore blocking access to residents.

Also, where am I supposed to park the other car in my household? The streets nearby (namely ash street and beech street) have permit parking so I have no option to park there. Even if I could then my insurance would be invalid as my car would be parked away from my home.

I agree something maybe needs to be changed, I can't see why this street could not be permit parking also so only residents of this street would have access to these parking areas, as I believe most of the congestion comes from the roofing company and residents of old road.

Thank you once again for your assistance. I eagerly await a response in this matter.

Yours sincerely

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Old Road  
Failsworth  
Manchester  
M35 0DJ

Date 10/06/2020

**Objection to proposed prohibition of waiting - Ref - DE/GS/TM3/1034**

Dear Sir/Madam,

Please take this letter as formal notice that both home owners, (of Old Road Failsworth M35 0DJ) wish to contest the proposed changes to parking along Old Road and Grimshaw Street. Reference as above.

**Reasons for contesting proposal**

***Decreased lack of parking for residents:***

This would reduce the car parking spaces on Grimshaw Street and Old Road by approximately 10 car parking spaces. This would be in addition to residents having significantly reduced parking on Old Road (several areas already have yellow lines), reduced parking on Beech Street and resident permit parking on Ash street. This already has an impact on residents parking, so further restrictions would cause additional issues as the proposal would reduce parking by at least 10 cars to residents.

There are also 2 dropped kerbs outside 97 and 97a Old Road, which again already affects the number of parking spaces.

***Decreasing property value and saleability for homeowners/residents/landlords:***

The proposal would reduce approximately 4 car parking spaces on Old Road alone, with a further 6 on Grimshaw Street. The additional lack of car parking that the proposal would invoke will affect house prices and could be a major selling issue for homeowners or landlords on Old Road and also Grimshaw Street, where parking would be greatly reduced. When we bought our home in 2006, one of the primary factors was that we had the opportunity to park outside our home and on our street. Since we have lived here, we have started a family and have a young child. Or may be elderly and need access, also I feel this would impact on current/future residents.

***Homeowners would not be able to park near their property:***

There are issues with parking on Old Road at present due to people parking on the road to use the nearby dentist, shopping precinct and also park on the street so they can take use the tram. There is no parking for the dentists in the area and no parking available at the tram stop.

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As there are parking restrictions on Ash Street for resident permit parking only, often the flow of traffic and car user's impacts on Old Road. Decreasing the parking space on Old Road and Grimshaw Street would affect this to further detriment. I have often had to park away from my own property several times due to people parking for the above reasons listed – this is without visitors to residents on the street – so limiting parking would make this even more difficult. Along with our household, several households on Old Road and Grimshaw Street have young families and children. It would not be fair for neighbours to have to park a distance away from their home or in another street and also there is a risk that this could cause accidents/issues with transporting young babies and children to properties.

Also I'm sure neighbouring streets would not like residents of Old Road and Grimshaw Street to begin to park outside their homes and in their streets as we would then congest other areas and create a knock on effect.

***Other nearby streets and areas in Failsworth are of a similar make up/layout and don't have parking restrictions in place because of the weekly bin collection:***

Nearby streets such as Beech Street, Ash Street and Elm Street, olive Street (amongst several others) have restricted space for refuse/bin vehicles to manoeuvre and are able to do this effectively. Residents leave their bins at several locations along these streets and I have witnessed the refuse/bin vehicles easily manage to move bins to the truck to be emptied. In fact the other side of Old Road (past the bollards) has worse conditions for a refuse vehicle to manoeuvre as it is a one way street.

Whereas along Old Road/Grimshaw Street the bin truck can exit via Ash Street onto Oldham Road to continue its collection rounds. How come you are looking to remove parking due to bin collection on Grimshaw Street/Old Road and not make any further restrictions to all nearby areas/streets where I'm sure this is a common issue.

**Several areas on Old Road and parts of Beech Street already have yellow lines/parking restrictions:**

Several sections of Old Road, parts of Beech Street already have yellow lines and parking restrictions which have already decreased the parking space in the road.

Removing further parking availability will greatly affect the residents options to park. Adding further restrictions would not be fair to those who have vehicles. All the residents in Old road have respect for other neighbours/car users. Over several years all the residents who drive/own/use a vehicle tend to park in a specific spot as courtesy and out of respect of their neighbours, we all manage the current parking restrictions on Old Road as best we can. Reducing this further will cause issues. Also if more residents start to drive/purchase vehicles this could make it more difficult in future years.

***Bin collection points:***

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Residents already leave their bins at certain areas, this has organically happened over the many years I have lived here. There is not a vast collection of bins for collection – I would estimate that there are only approximately 20 houses on Grimshaw street.

***Minimal bins are collected – not a high volume:***

Some residents of Old Road, place their bins at collection points/areas on Beech Street and Ash Street – so not all residents place their bins on/near Grimshaw Street. Therefore this is not a high volume of bins for the refuse workers to collect.

Given that there are such small numbers relating to this and that the bins are on wheels and are moveable – why would the proposal be to instantly look to remove parking and put in restrictions rather than look at other options – I have listed several counter proposals below. I approximate 20 houses, maximum on Grimshaw Street.

***Refuse vehicles merely stop in streets to collect bins in adjoining streets and other areas in Failsworth:***

Connected to Old Road are streets where there is restricted room for bin trucks to manoeuvre (Beech Street, Elm Street, Ash Street, Olive Street) – I'm sure this is also the case in other streets nearby and in other areas.

I have observed this along other streets/roads in the area.

On several occasions I have observed that the bin trucks simply park in the middle of the roads in other streets/roads near Old Road/Grimshaw street (and in other areas in Failsworth), whilst collecting the bins and then move on.

I myself have had to wait in my car for bin trucks to complete their collection and move on. This has happened in several areas in Failsworth and indeed other areas that I have driven through. As a driver this is something that you just accept as the bins need to be collected and the refuse workers are merely doing their job.

As I have mentioned previously the refuse collectors are very quick so this is not for an arduous length of time. Could this not be an option that could be adhered to on Old Road if you are stating there are issues with bin collections?

This is also the case on Elm Street, Ash Street, Beech Street and the other side of Old Road and the neighbouring street Olive Street. The other section of Old Road is effectively a one way street due to the bollards, with Olive Street being a cul de sac. There is significantly less space for manoeuvres for large vehicles and there are no parking restrictions in respect of refuse collection in either of these 2 areas.

***Time it takes for refuse collection/frequency is only once a week:***

The bin collection in this area occur every Thursday morning. Therefore you are proposing for residents to have reduced parking spaces (10 in total) for the whole week for

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the sake of effectively 15 mins+ a week of refuse collection for Grimshaw Street and Old road- which does not make sense. If there were large council vehicles that frequented the area on a constant and daily basis, I could understand that you would look to consider permanent restrictions on parking. However as I have stated the refuse collectors are very quick in this area, it only take a very short space of time to empty the minimal bins and adding yellow lines as proposal would mean that the parking restrictions would be a constant, daily issue for residents.

***There is often no issue with parking on Grimshaw Street:***

I have often witnessed that the refuse collection vehicle has not had issues with driving onto Grimshaw Street. Cars, vans etc. do occasionally park temporarily in the areas on Grimshaw Street, but this parking area is not always occupied on a bin collection day. There is often no issue with this on a Thursday morning.

***Local business nearby affected:***

Whilst adding yellow lines may initially benefit the local business High Tech roofing as it is accessed only via the back of Grimshaw Street – the company's vehicles often temporarily park on Grimshaw Street during work hours, which is completely fine and understandable. However if this parking was removed, they would then have no option but to use areas on Grimshaw Street or Old Road, which again would reduce parking for residents and also affect the workers/business.

***No off road parking available:***

There is no off road parking available to residents on Old Road and Grimshaw Street so if parking is reduced further this will impact residents accordingly.

***Difficulty for residents to view plans/challenge and submit proposals:***

Due to COVID19, health reasons, access to internet/web and other issues, I feel it has been difficult for residents to view the proposal in detail. Some residents are elderly and will not have internet access or be able to request copies of the reports that have been made etc.

**Counter proposals/suggestions**

***No parking restrictions – not adding any yellow lines – no changes:***

The bins are of a minimal number and they are on wheels so the refuse workers can move them easily. I have seen that even where there has been no issues with parking on Grimshaw street – as I have stated it is not the case that every week there are issues - that refuse collectors simply wheel the bins to the truck. As I have stated above, this is of a minimal number – you are not talking high volumes of bins to collect. The collection of this area is very quick.

As stated above, other streets and roads (Beech Street, Ash Street, Elm Street, the other side of Old Road to name but a few – all have heavy parking from residents which may affect the refuse vehicles ability to manoeuvre. There are no yellow lines, nor parking restrictions in these streets, so why is it that you are proposing to add lines to Grimshaw

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Street/sections of Old Road. This is not fair as the situation is comparable and in some streets it is more difficult due to parking etc.

In other areas/cul de sacs is it standard practice to immediately propose yellow lines. I am sure that in a lot of cul de sacs there are issues with bin collection. In fact family members who live in local areas, have terrible parking/access and they do not have restrictions. They simply leave the bins at a collection point in the street where refuse is collected accordingly.

I have witnessed that the bin trucks have no problems with parking down the street.

***Not adding double yellow lines but having designated bin collection points at the top of Grimshaw Street to assist residents and refuse collectors:***

There could be a noted and agreed bin collection point at the top of Grimshaw Street (as is currently what residents do and leave their waste in a cluster) for a Thursday collection. This would alleviate the need to reduce parking and also ensure that the refuse can be collected effectively. I have witnessed on several occasions that the refuse collectors often have no issues with parking the bin truck on Grimshaw Street and regularly wheel bins to the truck. If there was a designated bin collection point this would further assist the refuse collectors.

***Adding parking restrictions to one side of Grimshaw Street for a set restriction period i.e. Thursday and not removing parking from Old road:***

Parking restrictions could be implemented using parking bays (or whatever is usually used in this case) with restrictions noted above them – this would be similar to how it is currently laid out at the bottom of Ash Street – adjacent to Old Road.

The parking restrictions could list that parking is prohibited during a set time/day (for example during a set period on a Thursday) which would ensure that this area would be kept clear on collection day. I have previously lived in an area near the Etihad stadium where this is the situation. Residents have to display parking permits at set times on match/concert days and people can't park on the streets during a set time/date. Why can't something like this be considered? This would then ensure that there are no issues with refuse collection and also would only have a minimal impact on residents of Old Road and Grimshaw Street.

***Adding parking restrictions to both sides of Grimshaw Street for a set restriction period i.e. Thursday and not removing parking from Old road:***

This would ensure that cars would keep this area clear on collection day on both sides of Grimshaw Street. Explanation as above.

Please note I will also be contacting my local MP for support in challenging the proposals if they go ahead as you have suggested - this would be due to the reasons I have stated above.

Please could you confirm that you have received this appeal and it has been submitted. Could you also kindly advise of the timescales regarding a decision being made.

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I look forward to hearing from you.

If you wish to discuss this further please contact me or write to me at my home address.

Kind regards

Dear Mrs Elwood

Thank you for getting back to me, the only objection I would have about having yellow line outside my house would be parking my car outside my house, as its the only place I can park, because I don't have parking space at the rear of my house and would not feel comfortable with parking it out of view, as I have had issues of vandalism in the past.

However, I dont have any objections with having yellow lines at the side of my house, as I have had a couple of problems with vans scratching and bumping into my car going in and coming out of Grimshaw Street.