

Report to TRO Panel

Mora Avenue Junction with Burnley Lane, Chadderton – Objection to Traffic Regulation Order

Portfolio Holder:

Councillor A Chadderton, Cabinet Member for Neighbourhoods

Officer Contact: Deputy Chief Executive – People and Place

Report Author: Andrew Cowell, Traffic Engineer
Ext. 4377

17 June 2021

Reason for Decision

The purpose of this report is to consider an objection to a proposal for prohibition of waiting restrictions to be introduced at the junction of Mora Avenue and Burnley Lane, Chadderton.

Recommendations

It is recommended that the objection be dismissed and the proposal introduced as advertised in accordance with the schedule in the original report.

Mora Avenue Junction with Burnley Lane, Chadderton – Objection to Traffic Regulation Order**1 Background**

- 1.1 A report recommending the introduction of prohibition of waiting restrictions at the junction of Mora Avenue and Burnley Lane, Chadderton, was approved under delegated powers on 10 October 2019. The proposal was subsequently advertised and one letter of objection was 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.
- 1.3 The proposal was promoted to address a visibility issue at the junction of Mora Avenue and Burnley Lane which was reported by local residents. The safety of road users is compromised by vehicles parked close to the junction.

2 Objection

- 2.1 One objection was received from a local resident. In summary, the objector claims that the parking problems in the area are caused by a local business. The objector raises other parking issues which are unconnected with the proposal.
- 2.2 It is the view of Officers that the objection should be dismissed as the owner of a vehicle parked in this location is not relevant to the proposal. The proposal is to address an issue with visibility at the junction. Whether the vehicles belong to residents or a business is irrelevant when bearing in mind that any vehicle parked in that location adversely affects visibility. The lengths of restriction proposed are not considered excessive and are the minimum thought necessary to address the issue reported.

3 Options/Alternatives

- 3.1 Option 1 – Introduce the proposed restrictions as advertised.
Option 2 – Do not introduce the proposed restrictions.

4 Preferred Option

- 4.1 The preferred option is Option 1.

5 Consultation

- 5.1 These were detailed with in the previous report.

6 Comments of Chadderton North Ward Councillors

- 6.1 The Ward Councillors have been consulted again and Councillor M Ali is happy to support Officer recommendations. Councillor Nazrul Islam wishes to make no comment.

Councillor B Brownridge has no objection but wants us to investigate the disabled bay and non-resident parking issues that the objector has raised.

7 Response to Councillors Comments

7.1 The disabled bay has now been removed. Unfortunately, we cannot control where motorists choose to park. As stated in the response to the objection, whether the vehicles belong to residents or a business is not relevant when bearing in mind that any vehicle parked in that location would affect visibility.

8 Financial Implications

8.1 These were dealt with in the previous report.

9 Legal Services Comments

9.1 These were dealt with in the previous report.

10 Co-operative Agenda

10.1 In respect of introducing prohibition of waiting restrictions on Mora Avenue and Burnley Lane, there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework

11 Human Resources Comments

11.1 None.

12 Risk Assessments

12.1 None.

13 IT Implications

13.1 None.

14 Property Implications

14.1 None.

15 Procurement Implications

15.1 None.

16 Environmental and Health & Safety Implications

16.1 These were dealt with in the previous report.

17 Equality, community cohesion and crime implications

17.1 These were dealt with in the previous report.

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 – Approved Mod Gov Report
Appendix B - Copy of Objection

APPENDIX A
APPROVED MOD GOV REPORT

Delegated Decision

Proposed Prohibition of Waiting - Mora Avenue Junction with Burnley Lane, Chadderton

Report of: Deputy Chief Executive – People and Place

Officer contact: Alister Storey, Traffic Engineer
Ext. 5766

18 October 2019

Purpose of Report

The purpose of this report is to consider introduction of prohibition of waiting restrictions at the junction of Mora Avenue with Burnley Lane to protect the visibility splays for vehicles exiting Mora Avenue.

Recommendation

It is recommended that no waiting at any time (double yellow lines) restrictions be introduced on Mora Avenue and Burnley Lane in accordance with the schedule at the end of this report.

Proposed Prohibition of Waiting - Mora Avenue Junction with Burnley Lane, Chadderton

1 Background

- 1.1 Both Burnley Lane and Mora Avenue are unclassified residential streets that are subject to a 30 mph speed limit and street lighting, both have footway. Burnley Lane directly links the A663 Broadway to the A627 Chadderton Way. A number of bus routes service Burnley Lane
- 1.2 A new traffic island was installed at the junction in 2018 to improve pedestrian safety and to highlight the junction. Vehicles regularly park on Burnley Lane opposite the island obscuring the visibility for vehicles exiting Mora Avenue. A number of complaints have been received from local residents regarding problems with visibility.
- 1.3 Observations made on site confirm that obstructive parking is causing problems with visibility at this junction.
- 1.4 In view of the above it is felt that measures should be introduced to alleviate the problems being experienced.

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

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.

5.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

6 **Comments of Chadderton North Ward Councillors**

6.1 The Ward Councillors have been consulted and Councillor B Brownridge supports the scheme.

7 **Financial Implications**

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

	£
Advertisement of Order	1,200
Introduction of Road Markings	500
TOTAL	1,700
Annual Maintenance Costs (calculated July 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.

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- 15.5 Built Environment – Nil.
- 15.6 Natural Environment – Nil.
- 15.7 Health and Safety – The introduction of yellow lines at the junction of Burnley Lane and Mora Avenue, Chadderton as detailed, will create a safer environment for both motorists and pedestrians.

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

- 16.1 The introduction of yellow lines may have a negative effect on Community Cohesion as residents in this area will have to find alternative parking arrangements, but highway safety takes priority over the use of the highway for parking.

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.


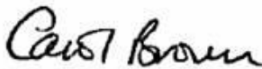
Schedule

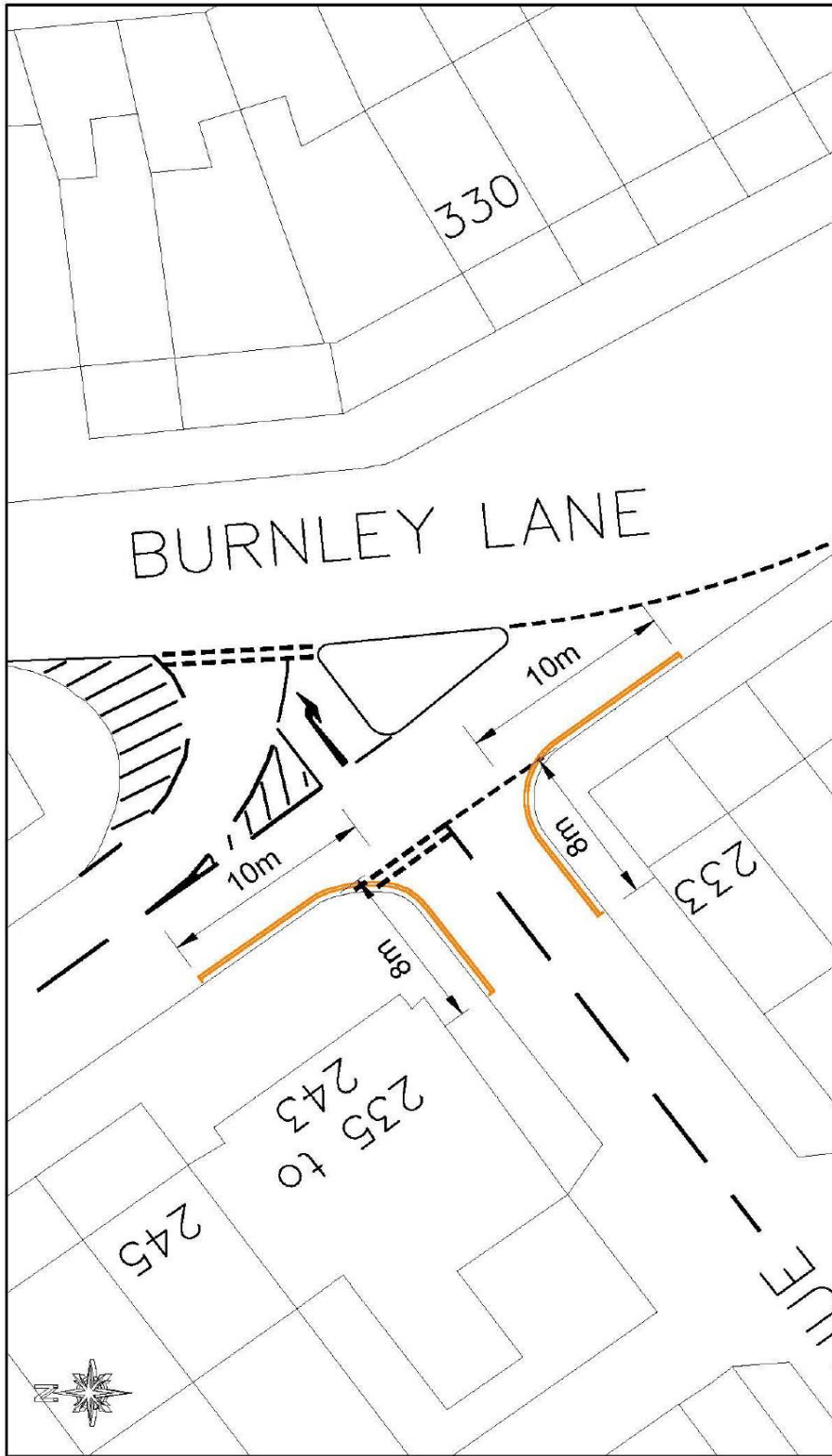
Drawing Number 47/A4/1546/1

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

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Burnley Lane</u> (South West Side) From its junction with Mora Avenue for a distance of 10 metres in a south easterly direction	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Burnley Lane</u> (South West Side) From its junction with Mora Avenue for a distance of 10 metres in a north westerly direction	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Mora Avenue</u> (South East Side) From its junction with Burnley Lane for a distance of 8m metres in a south westerly direction	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Mora Avenue</u> (North West Side) From its junction with Burnley Lane for a distance of 8m metres in a south westerly direction	At Any Time	A, B1, B3, B4, C, E, K3	

APPROVAL

<p>Decision maker</p> <p>Signed  Cabinet Member, Neighbourhood Services</p>	<p>Dated 21.10.19</p>
<p>In consultation with</p> <p>Signed  Director Of Environmental Services</p>	<p>Dated 21.10.19</p>



Unitypartnership HIGHWAYS & ENGINEERING Henshaw House, Cheapside, Colham O.L.1 1NY		Client Project: MORA AVENUE JCT BURNLEY LANE Drawn by: A.J.S. Date: 15.08.19 Checked by: A.J.S. Date: 15.08.19 Approved by: SR Date: 15.08.19	Title PROVISION OF NO WAITING AT ANYTIME Drawing No: 47/A4/1546/1 Rev:
Revision details By: [] Crk: [] App: [] Date: []		F:\Unity Partnership\Schemes\Mora Avenue_Burnley Avenue_Chadderton POW\Drawings\47_A4_1546_1.dwg	

APPENDIX B
COPY OF OBJECTION

PROPOSED PROHIBITION OF WAITING-MORA AVENUE, CHADDERTON, OLDHAM. ORDER 2019

To whom it may concern,

I wish it to be known that I OBJECT TO THIS PROPOSAL
in the strongest possible means.

Our house will be directly affected by this along with several of my neighbours.

This area already has issues with residential parking, this has been made worse due to the Liberty care business that has opened up on Burnley Lane. Its employees are responsible for the traffic problems during the day as it is, they and their clients who persistently park irresponsibly on Mora avenue and Burnley lane. They have room to park off road at the rear of their premises but do not use it. This proposal will just increase the problems we already have. Your proposed action will just make things worse, not better. If you wish to solve the problem then target those irresponsibly parking on Mora avenue, not the residents who are already short of spaces to park.

Burnley lane residents are being unfairly punished due to the actions of others who don't even live on Burnley lane.

Another issue is the number of minibuses being parked on Mora Avenue. Usually 2 or more of them. They are owned by a local resident who we believe is running a business and parking the vehicles on Mora Avenue.

There is also an issue with a marked disabled bay outside 231/229 Burnley Lane. It takes up 2 car spaces on the road. No residents at these addresses are blue badge holders. This bay is only adding to the parking problems for residents and needs to be removed in order to help ease the parking for residents.

The planned yellow lines won't solve the problem it will make it worse because you're reducing the already limited parking that we have. It will cause even more resentment to those non-residents who park irresponsibly. The restrictions will push vehicles further down Mora avenue and cause them to bunch up.

Instead of this action, the council should introduce a resident only parking permit scheme for the area. That would stop the problem without the need for double yellow lines. It could also generate income in the way of fines for those irresponsibly parking without a permit.

That way existing residents won't be affected and the parking issue on Mora avenue will be solved

Juts to reiterate this is an OBJECTION in the strongest possible means.

I would like to request a written response to this objection.

Yours faithfully

The image shows two handwritten signatures in blue ink, each consisting of a stylized, cursive letter 'A'.