

Report to TRO Panel

Representations to Proposed Disabled Persons Parking Places Order – Various Locations

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

16 June 2022

Reason for Decision

The purpose of this report is to consider all representations received to the introduction of disabled persons parking places at various locations in the Borough.

Recommendation

It is recommended that the proposed disabled persons parking places are introduced in accordance with the schedule in the original report except for the bays at Harper Street, South Hill Street, Albany Street, Kilburn Street and John Knott Street.

Representations to Proposed Disabled Persons Parking Places Order – Various Locations**1 Background**

- 1.1 A report recommending the introduction of 25 disabled persons parking places at various locations in the Borough was approved under delegated powers on 16 December 2021. The proposal was subsequently advertised and several representations were received.
- 1.2 A copy of the approved report is attached at Appendix A and a copy of the representations are attached at Appendix B.

2 Representations

- 2.1 Representations were received in relation to the 5 proposed parking places below.
- 38 Harper Street, Oldham
 - 10/12 South Hill Street, Oldham
 - 15 Albany Street, Oldham
 - 3 Kilburn Street, Oldham
 - John Knott Street, Lees (Rear of 112 St. John Street)
- 2.2 The Council were informed that the applicant at Harper Street had sadly passed away. Therefore, this proposed parking place will be removed from the scheme.
- 2.3 The Council were informed that the applicant at South Hill Street had off-street parking. This was verified by inspection. Residents with access to an off-street parking facility do not qualify for a disabled parking place. Therefore, this proposed parking place will be removed from the scheme. The applicant has been informed.
- 2.4 The Council were informed by the applicant at Albany Street that they intend to sell the property and therefore no longer require the proposed parking place.
- 2.5 Two letters of objection were received to the proposed parking place at Kilburn Street. In summary the objectors state that as the bay will extend across their frontage this will make their property unsaleable. They also state that the bay is not required as the applicant's car is always parked outside their own house. The neighbours are respectful and don't park in that space.
- The Panel should consider whether or not to introduce this parking place based on the objectors' comments.
- 2.6 Six letters of objection were received to the proposed parking place at John Knott Street. In summary, the objectors state that:
- the proposed location for the sign/post is private land

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- the bay would be better located on St John Street
 - there are few on-street spaces and the length of the bay would reduce the availability of spaces further
 - the location breaches Rule 243 of the Highway Code which states DO NOT stop or park opposite or within 10 meters of a junction.
 - a number of deliveries have been turned away when vehicles have parked close to the double yellow lines on John Knott Street
 - concerns over emergency vehicle access
 - existing problems with waste disposal vehicles unable to gain access
 - the narrow road width is not suitable for a disabled person to access a vehicle

In light of the objections and in particular the concerns over the proximity of the bay to the junction and the difficulty in positioning a sign and pole, we support its removal from the scheme and for an alternative location to be found. The applicant would be informed accordingly.

3 **Options/Alternatives**

3.1 Option 1 – Do not introduce the disabled persons parking places on Harper Street, South Hill Street, Albany Street, and John Knott Street but introduce the proposed disabled persons parking place on Kilburn Street.

3.2 Option 2 – Do not introduce the disabled persons parking places on Harper Street, South Hill Street, Albany Street, Kilburn Street and John Knott Street

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 Medlock Vale / Werneth / Alexandra / St Mary's / Waterhead / Saddleworth West and Lees / St James' / Coldhurst / Royton South / Chadderton Central Ward Councillors**

6.1 The Ward Councillors have been consulted again and Councillor Birch supports Option 1.

7 **Financial Implications**

7.1 These were dealt with in the previous report.

8 **Legal Services Comments**

8.1 These were dealt with in the previous report.

9 **Co-operative Agenda**

9.1 In respect of introducing the proposed disabled persons parking places, 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 Representations

APPENDIX A

APPROVED MOD GOV REPORT

Delegated Decision

**Proposed Disabled Persons Parking Places Order
– Various Locations**

Report of: Deputy Chief Executive, People and Place

Officer contact: Andrew Cowell, Traffic Engineer
Ext. andy.cowell@unitypartnership.com

19 November 2021

Reason for Decision

The purpose of the report is to seek approval to implement disabled persons parking places at various locations around the Borough.

Recommendation

It is recommended that the proposed disabled bays detailed in the Schedule at the end of the report be introduced.

Proposed Disabled Persons Parking Places Order – Various Locations

1 Background

- 1.1 Oldham Highways receives approximately 70 applications annually for on-street disabled parking places from disabled residents who have difficulty parking close to their property due to the presence of parked vehicles. It was considered by Oldham Highways Traffic Management Team that due to the number of requests received that suitable criteria be adopted by the Cabinet Member for consideration of applications and funding secured to implement successful applications. The criteria has recently been updated and further funding secured to introduce a limited number of bays in 2021.
- 1.2 The first Tranche of applications have now been processed, locations inspected and a list of 25 successful applicants determined. Applicants that do not qualify under the Council's criteria have been notified in writing.
- 1.3 A second Report will follow in the New Year that will request the approval of the successful applications contained within remaining backlog of 82. This will form Tranche 2 of the current proposal.
- 1.4 The criteria can be found in the Guidance Notes in Appendix 1.

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 to approve is Option 1.

4 Justification

- 4.1 Many disabled residents have difficulty parking close to their properties due to the presence of parked vehicles. This can cause considerable stress and cause further physical suffering. It is considered that the only effective way to help disabled residents is to provide on-street disabled persons parking places near to their property. This will enable these residents easier access to their properties and improve their mobility and quality of life. It should be noted that any person displaying a blue badge can park within a disabled persons parking place.

4.2 In order to ensure that new on-street disabled parking spaces work effectively, a Traffic Regulation Order is implemented, so the facility can be enforced by the Council's Civil Enforcement Officers under decriminalised powers.

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 Medlock Vale / Werneth / Alexandra / St Mary's / Waterhead / Saddleworth West and Lees / St James' / Coldhurst / Royton South / Chadderton Central Ward Councillors

6.1 The Ward Councillors have been consulted and the Chadderton Central ward councillors are happy to support the proposed introduction of disabled parking space at Bexhill Walk.

7 Financial Implications

7.1 This proposal will see the introduction of 25 disabled parking bays across the Borough. The cost of this proposal is shown below:

	£
Advertising Costs	3,000
Signs/Poles	10,000
Lining	7,000
TOTAL	20,000
Annual Maintenance Costs (calculated October 2021)	2,400

7.2 The advertising and road marking/signage costs of £20,000 will be funded from the Highways Operations – Unity budget.

7.3 The annual maintenance costs estimated at £2,400 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 Section 32 (1)(b) of the Road Traffic Regulation Act 1984 gives local authorities the power by order to authorise the use as a parking place of any part of a road within their area. It must appear to the Council that the parking places are necessary for the purpose of relieving or preventing congestion of traffic. Under section 35 of the Act, the Council may impose restrictions on the use of the parking places and in particular, the vehicles which may be permitted to use them.
- 8.2 In addition to the above, under section 122 of the Act, 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 the provision of Disabled Persons Parking Places, 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

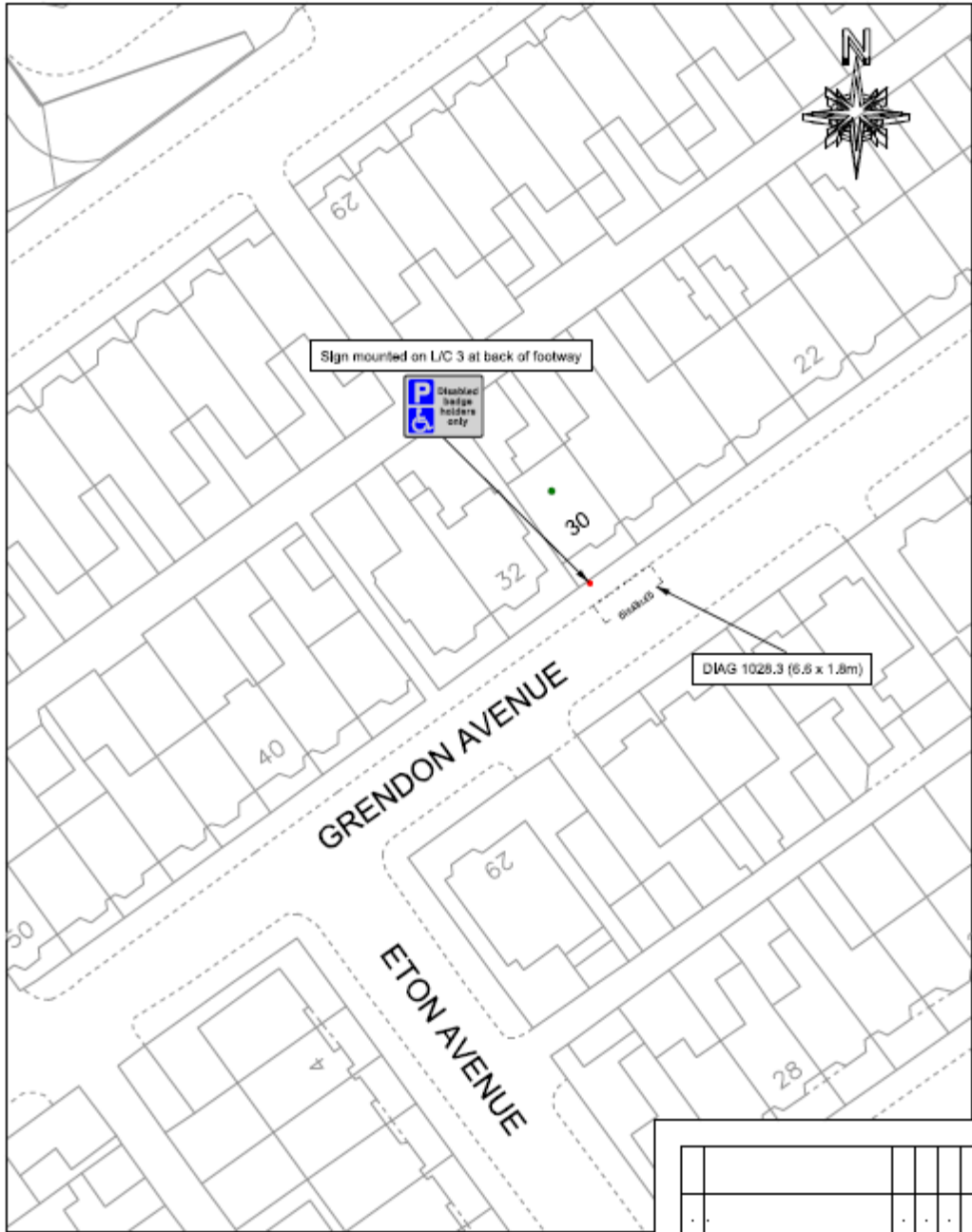
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- 14.1 None.
- 15 **Environmental and Health & Safety Implications**
- 15.1 Energy – Nil.
- 15.2 Transport – Nil.
- 15.3 Pollution – Nil.
- 15.4 Consumption and Use of Resources – Nil.
- 15.5 Built Environment - Minor alteration to visual appearance of area.
- 15.6 Natural Environment – Nil.
- 15.7 Health and Safety – Nil.
- 16 **Equality, community cohesion and crime implications**
- 16.1 The provision of disabled parking places will ease concerns for disabled residents but the facilities may effect community cohesion due to the reduction in on-street parking that will result.
- 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 1 – Guidance Notes

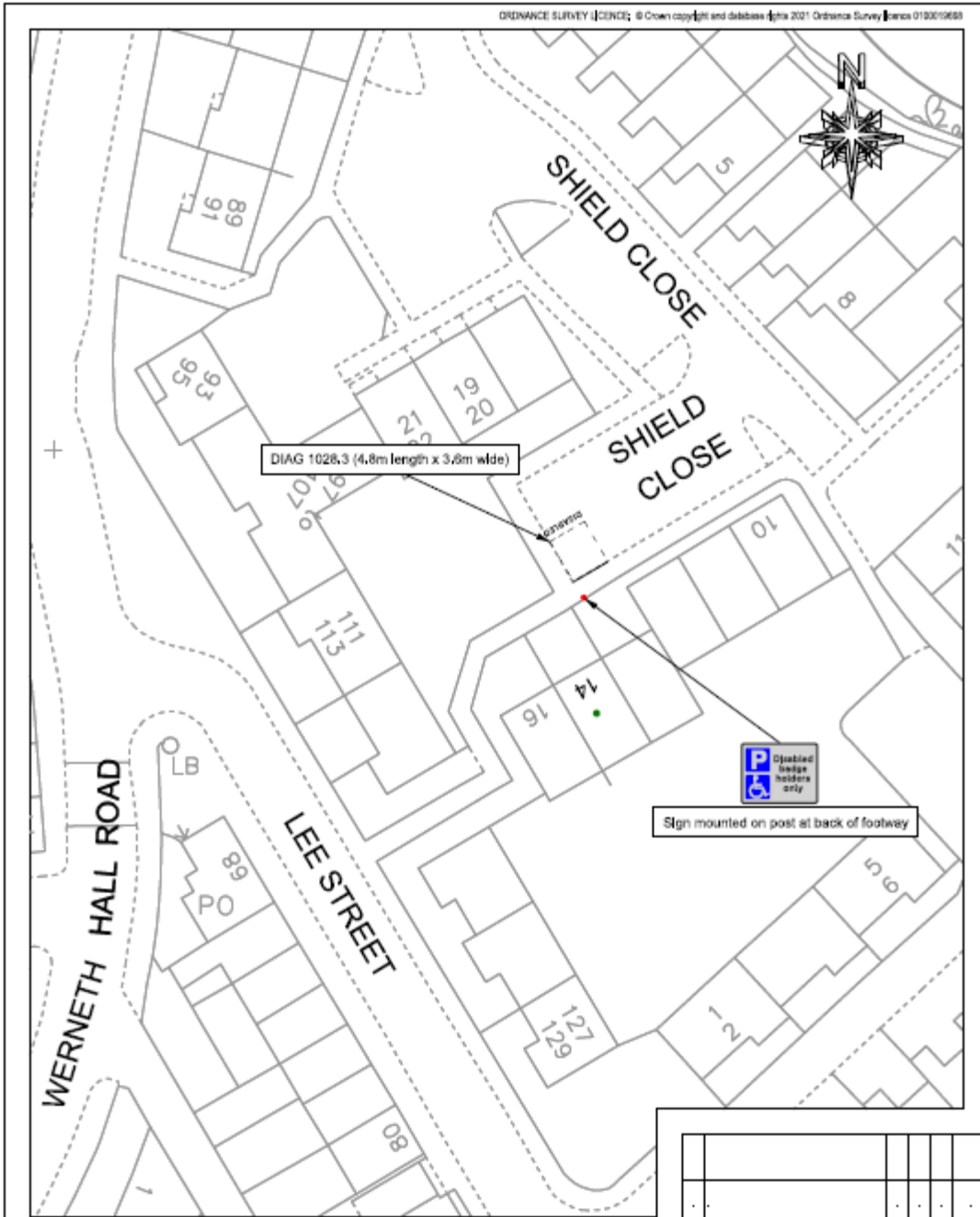
22 **Proposal**

22.1 It is proposed to introduce disabled persons' parking places, in accordance with the schedule below:



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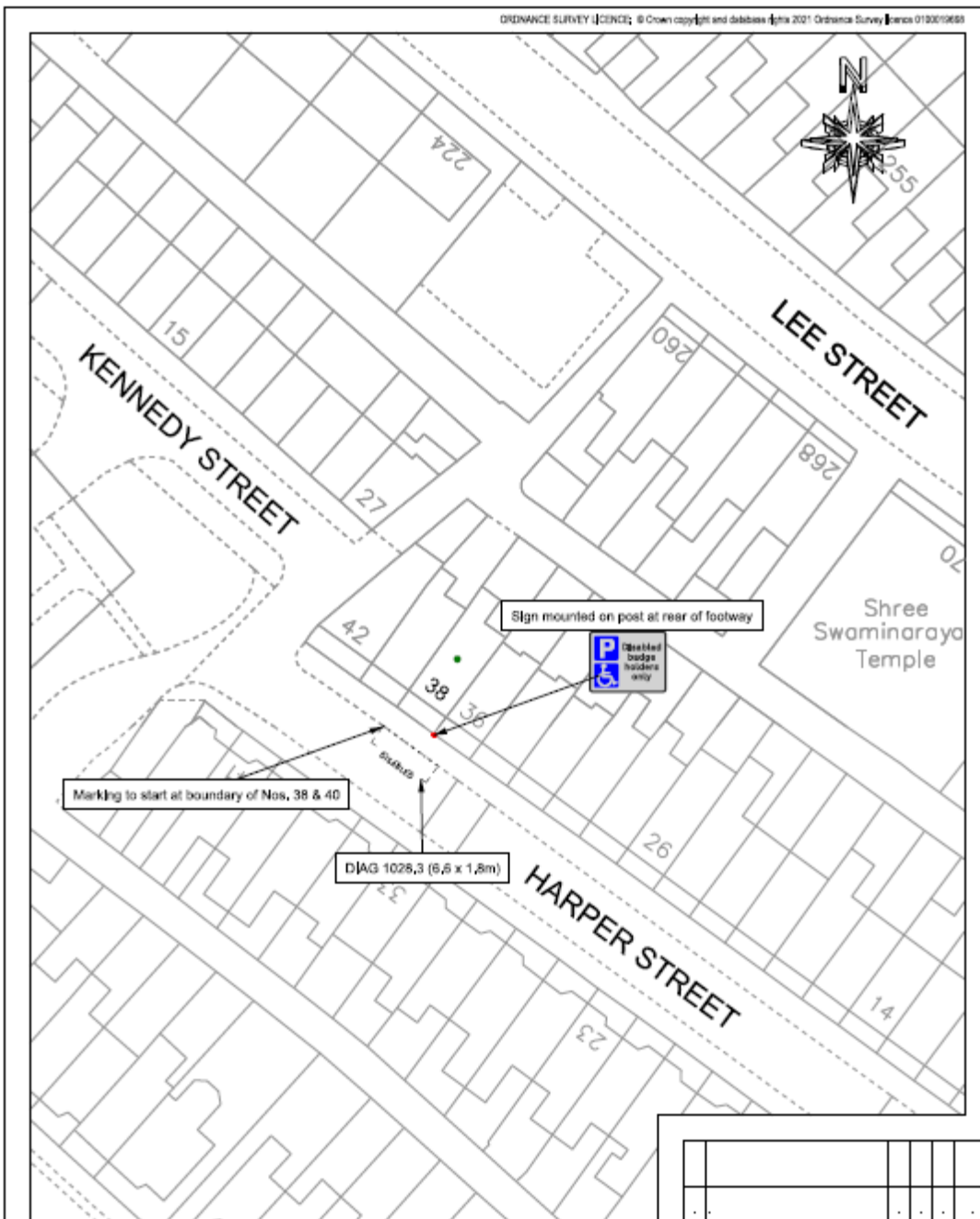
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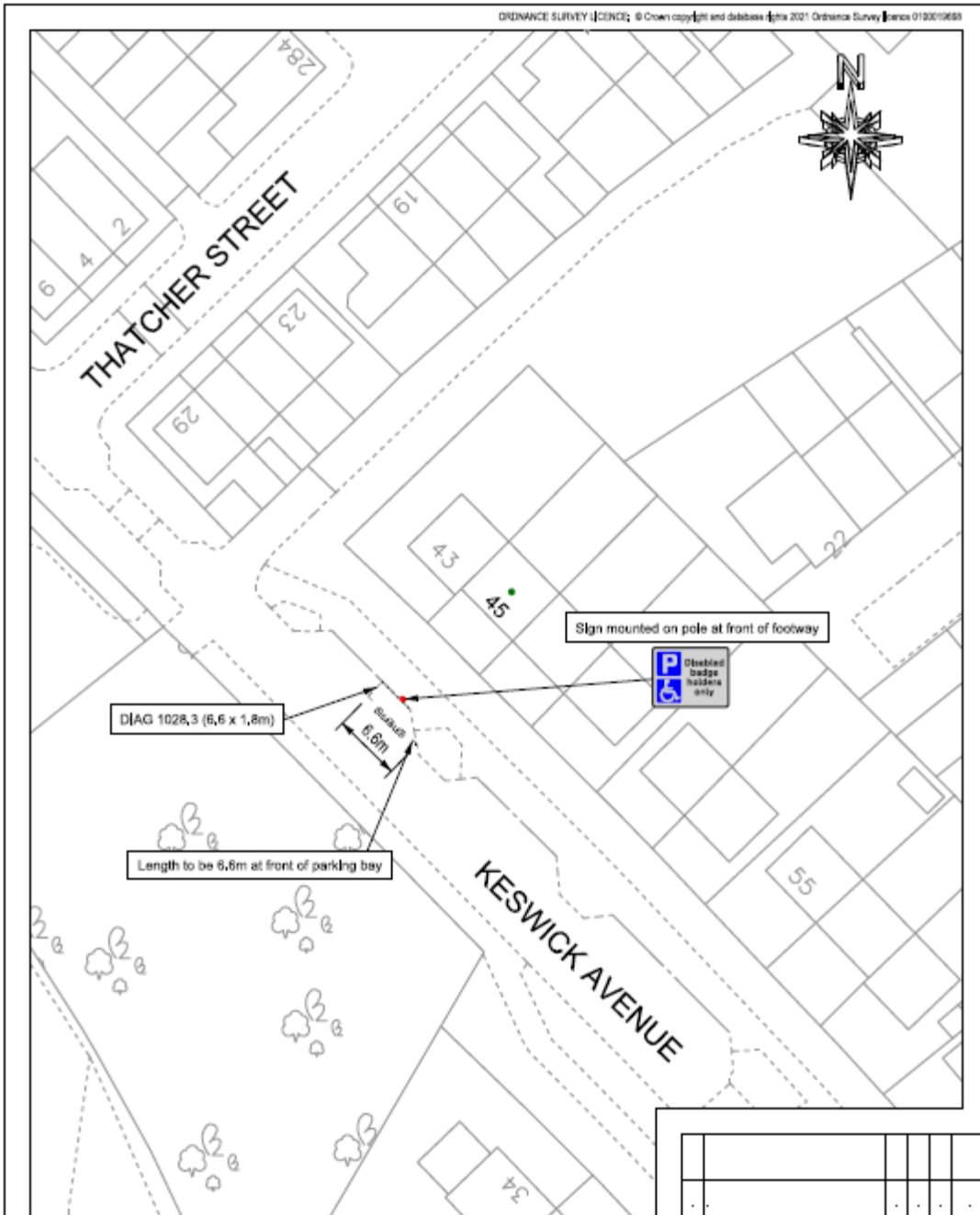
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Unitypartnership

HIGHWAYS & ENGINEERING
Henshaw House, Chesapeake, Oldham OL1 1NY

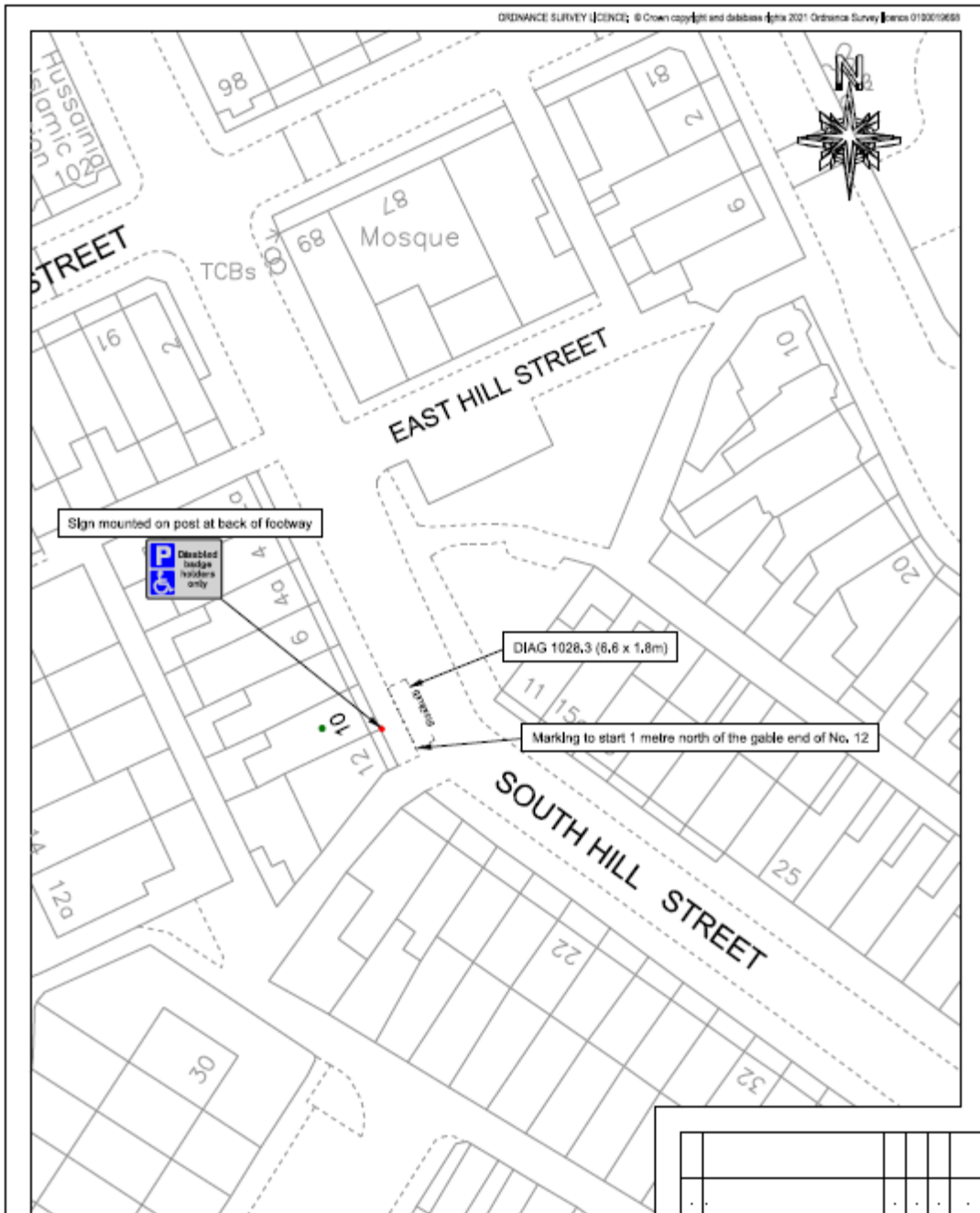
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45 Keswick Avenue, Oldham

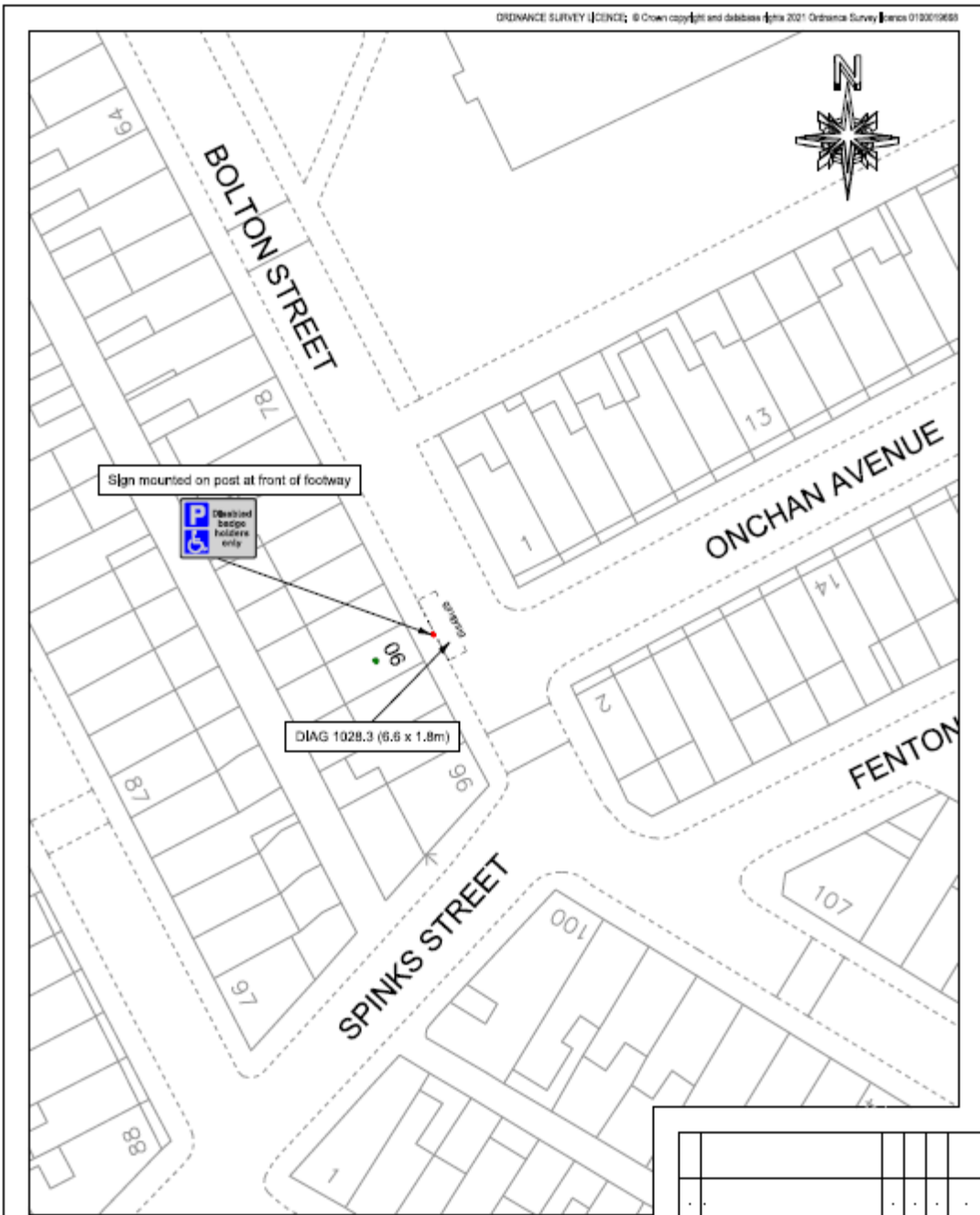
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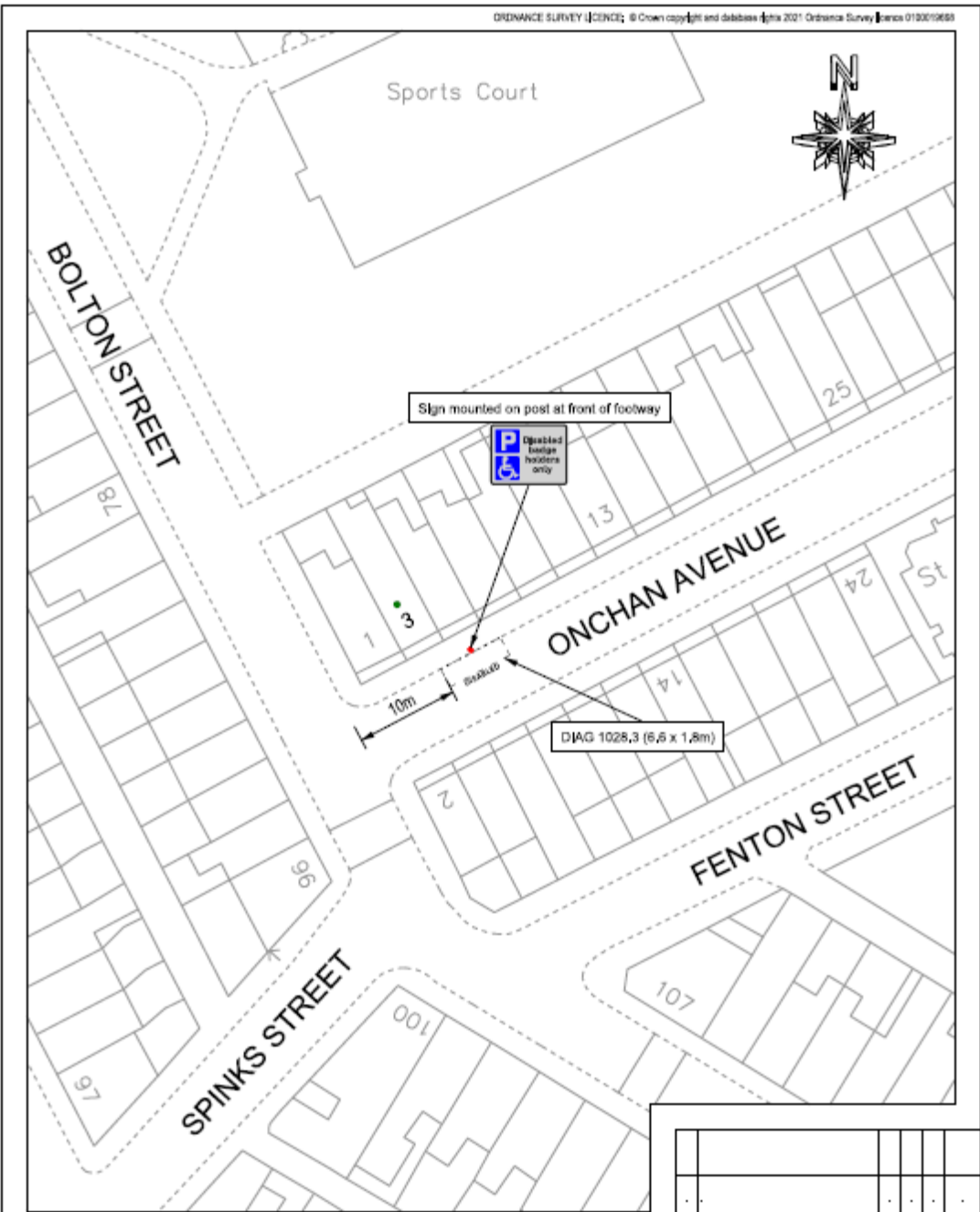
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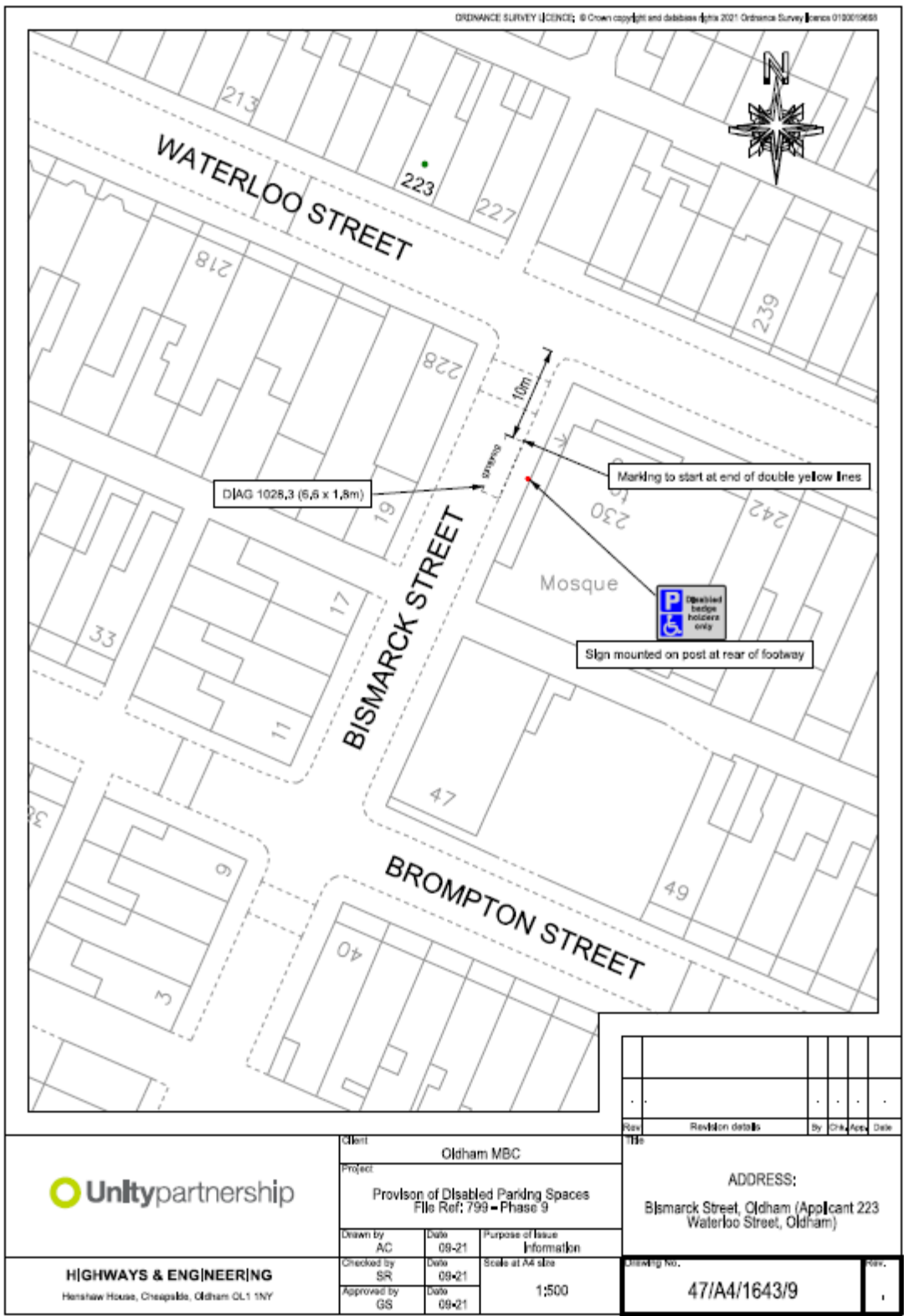
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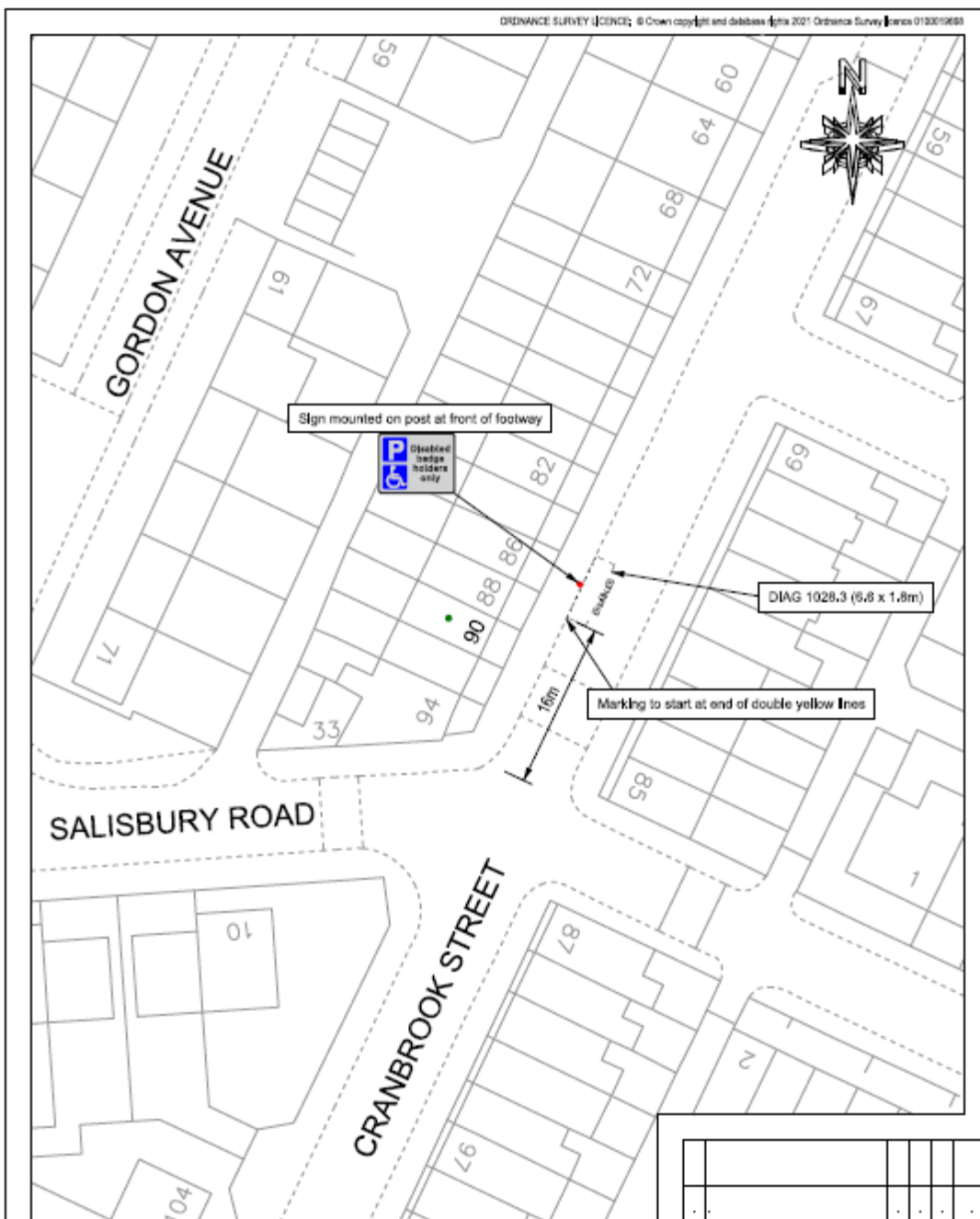
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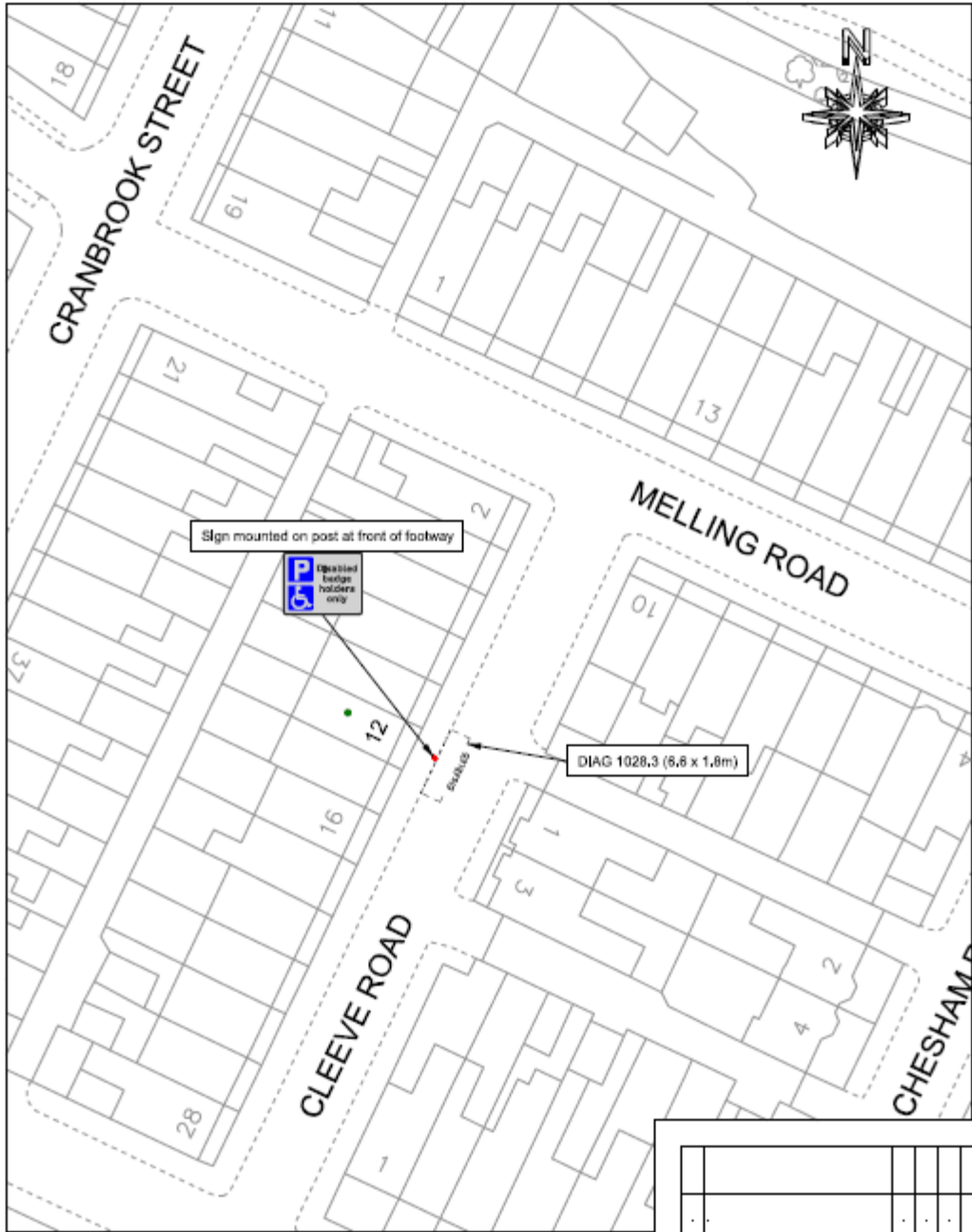
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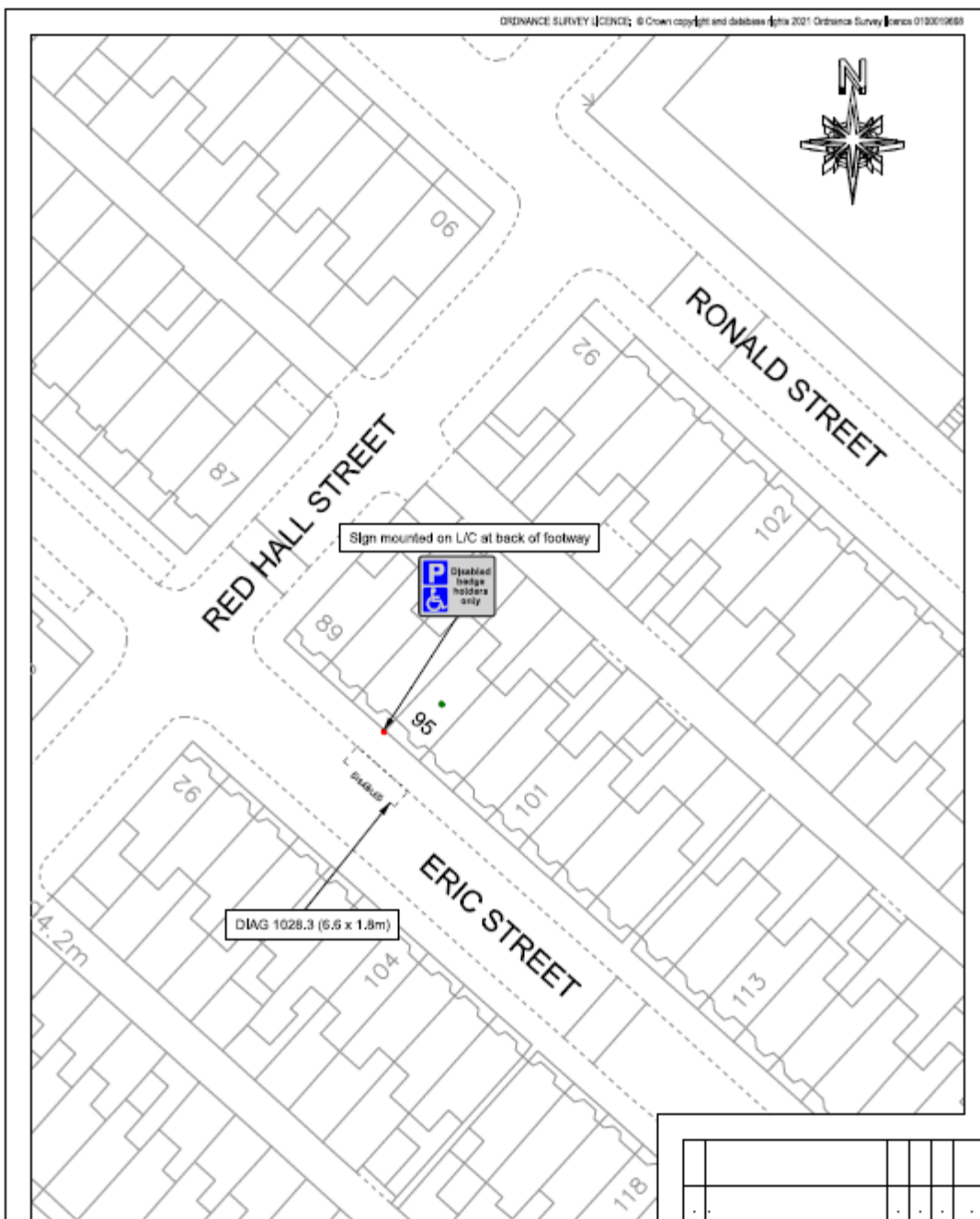
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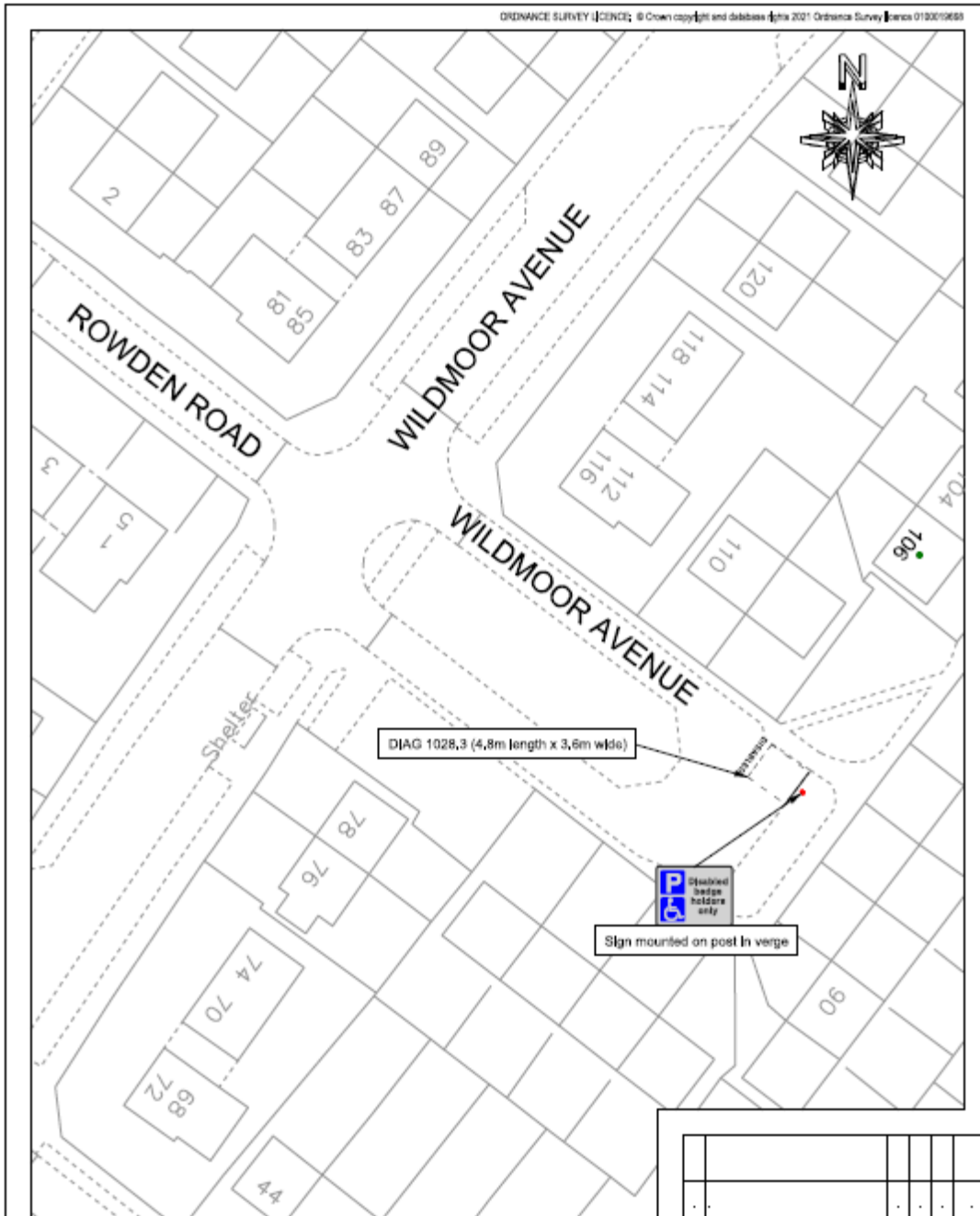
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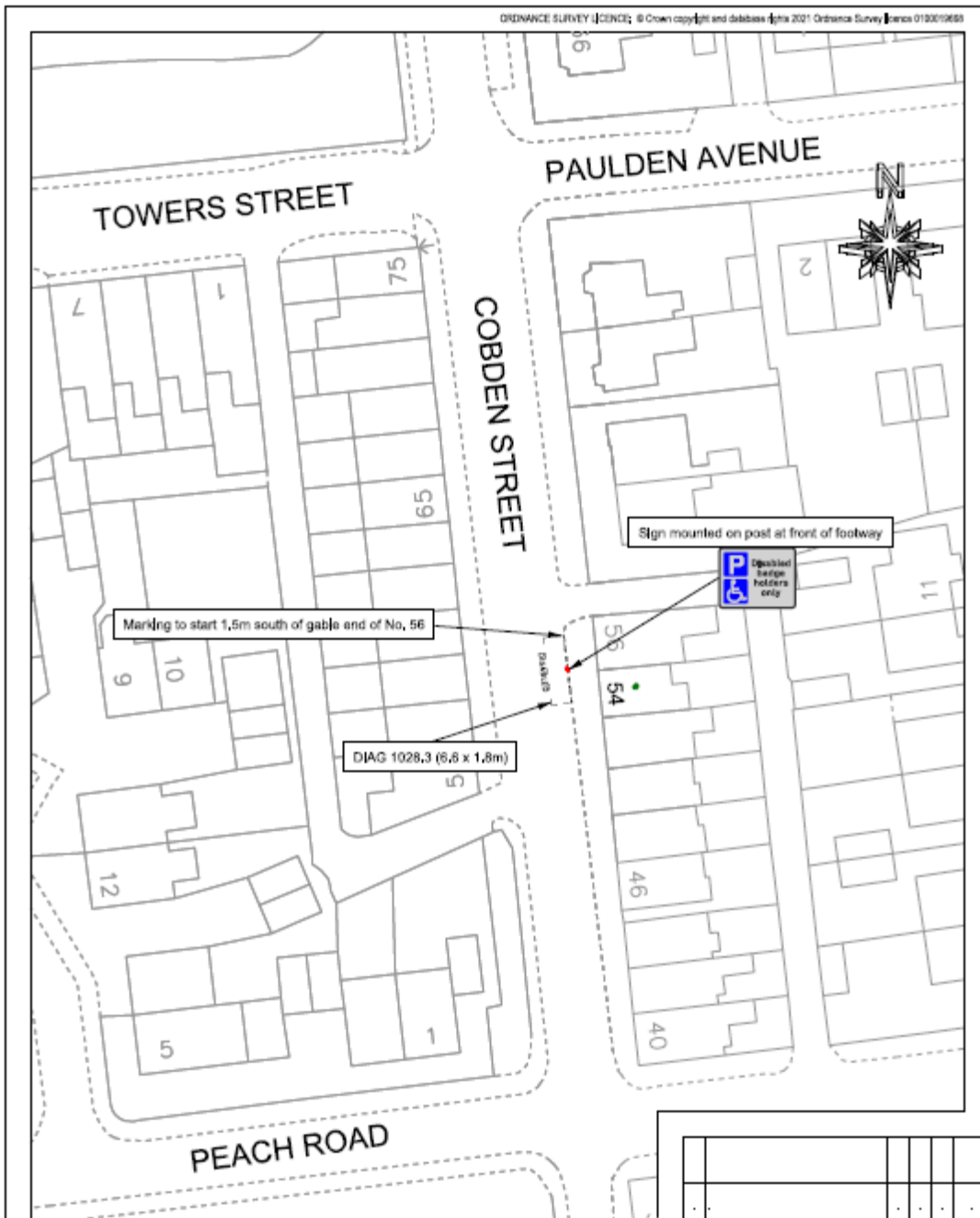
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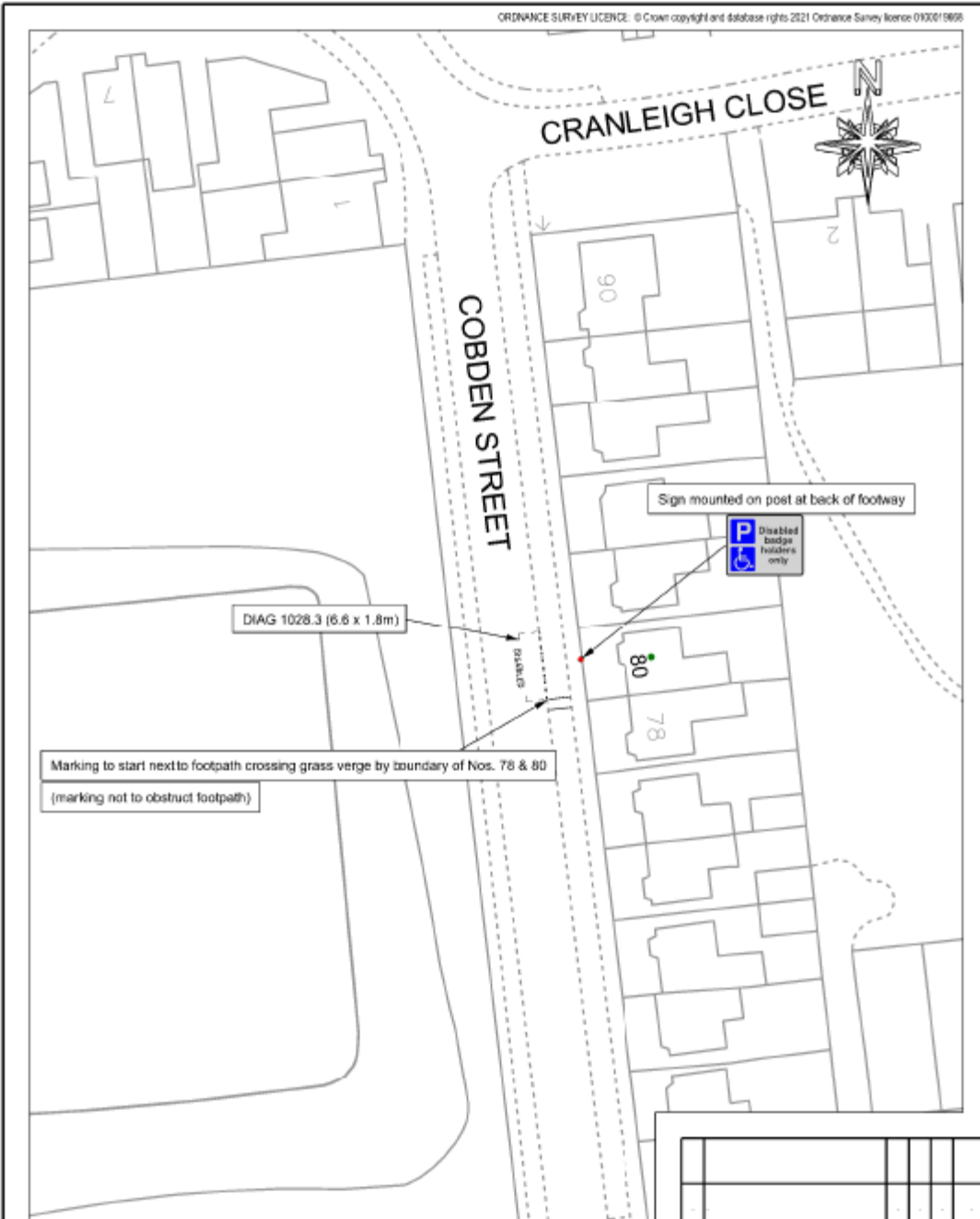
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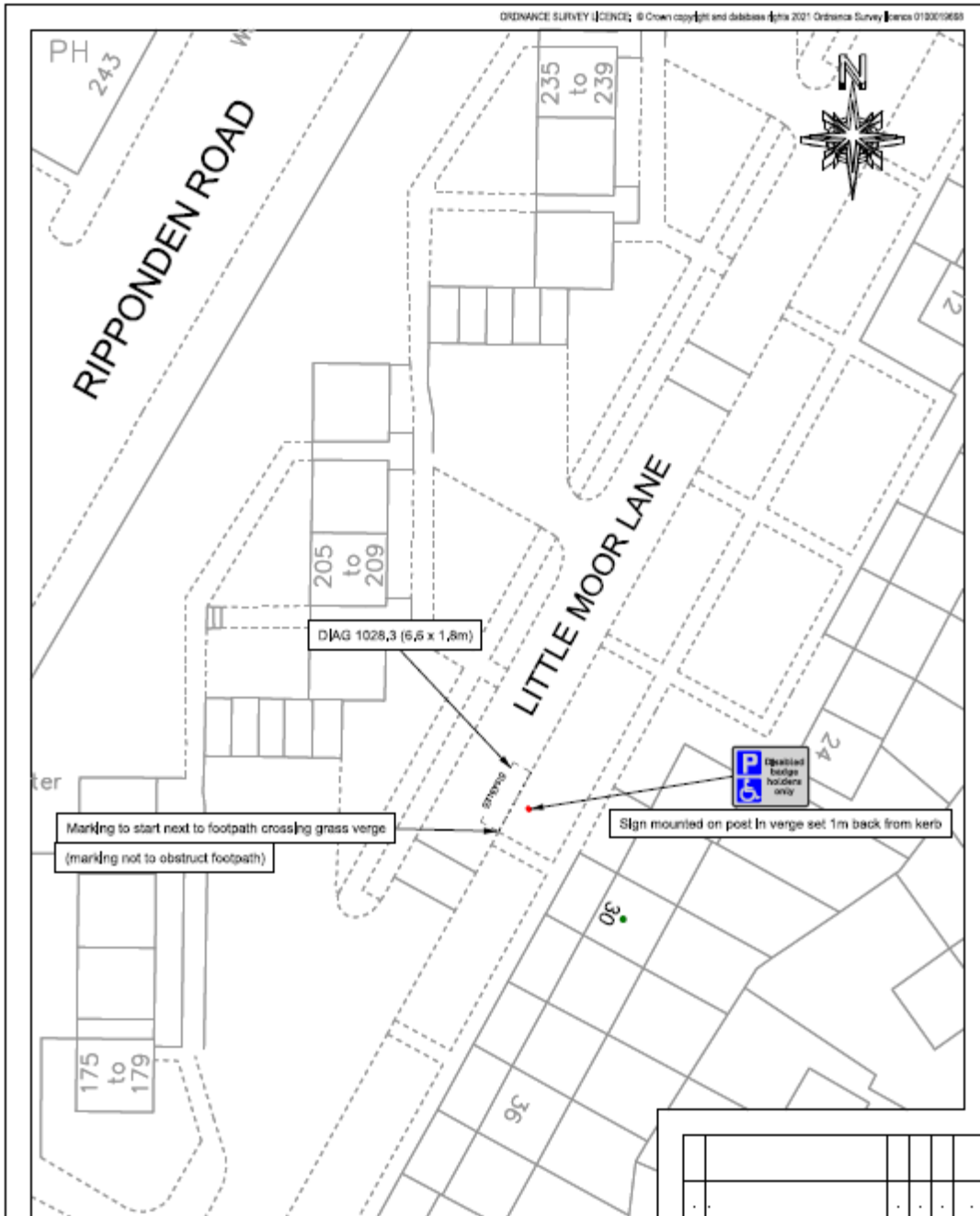
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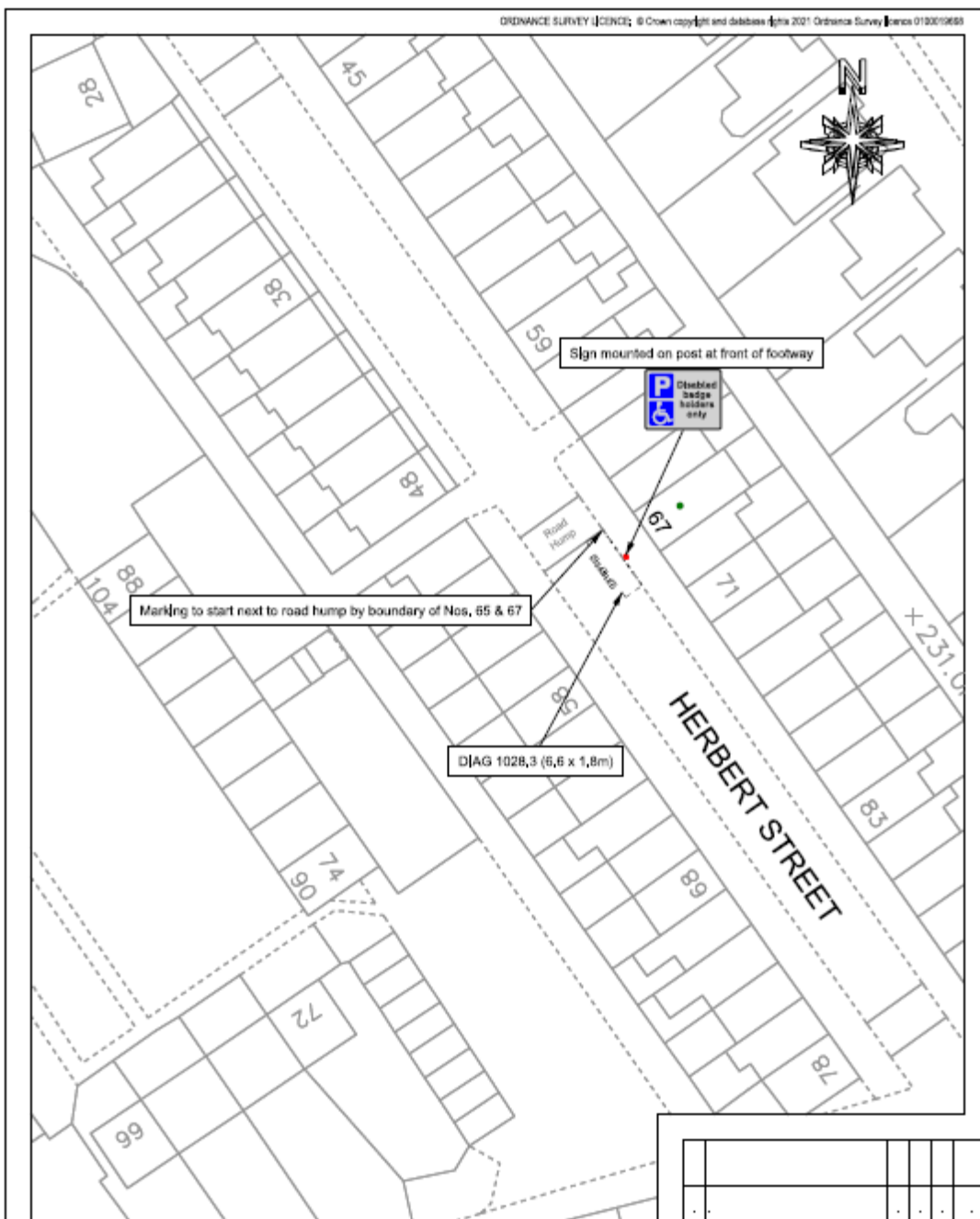
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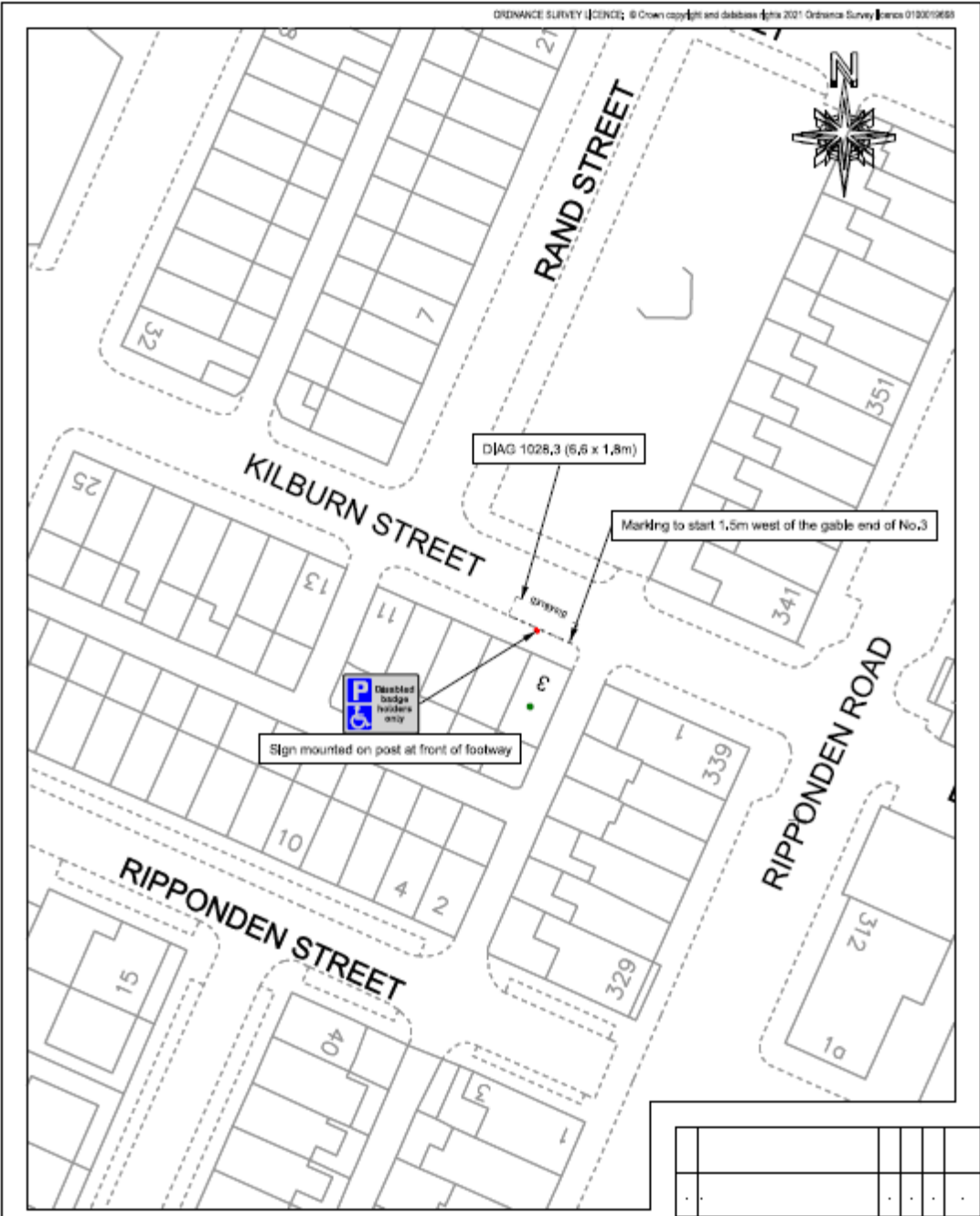
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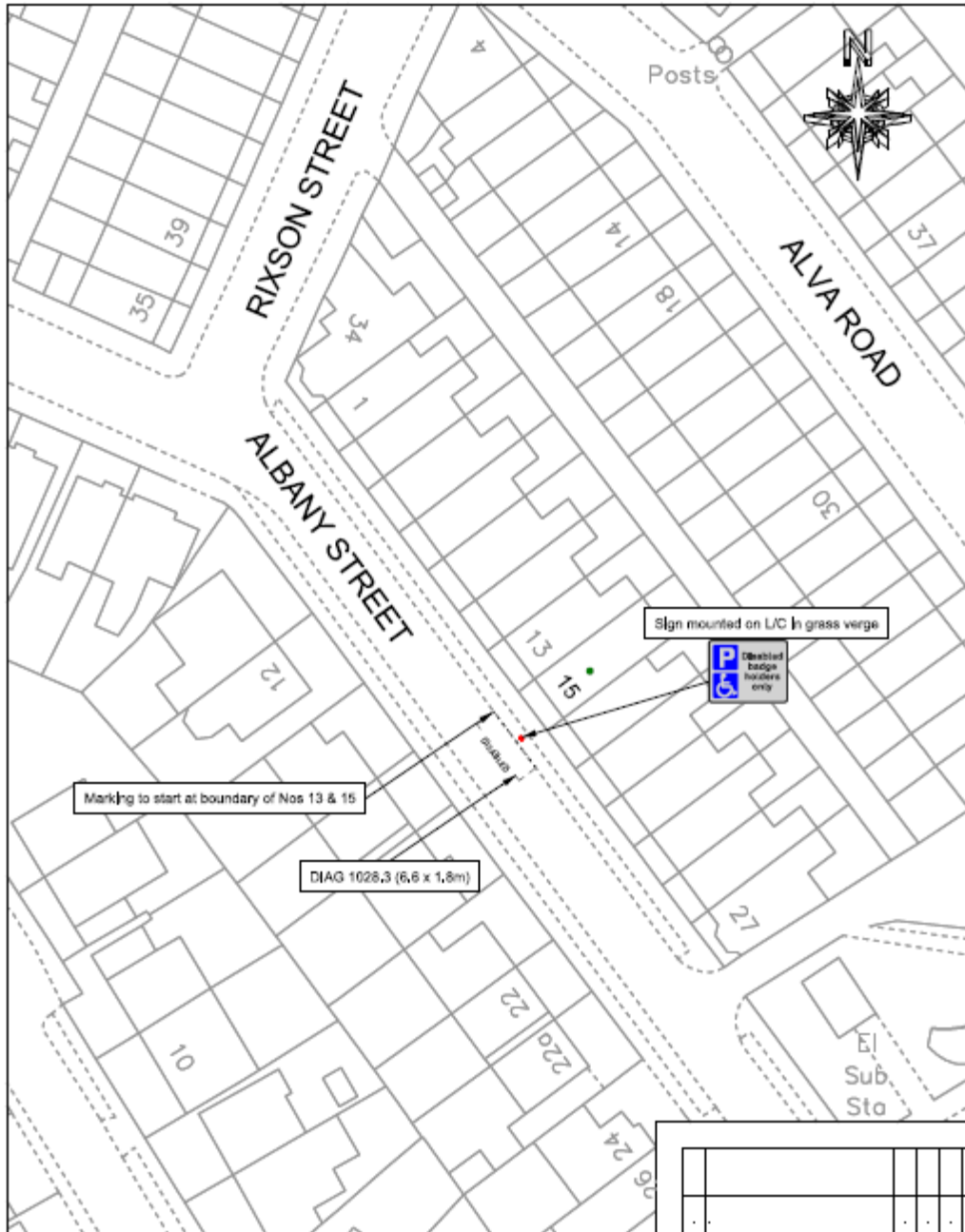
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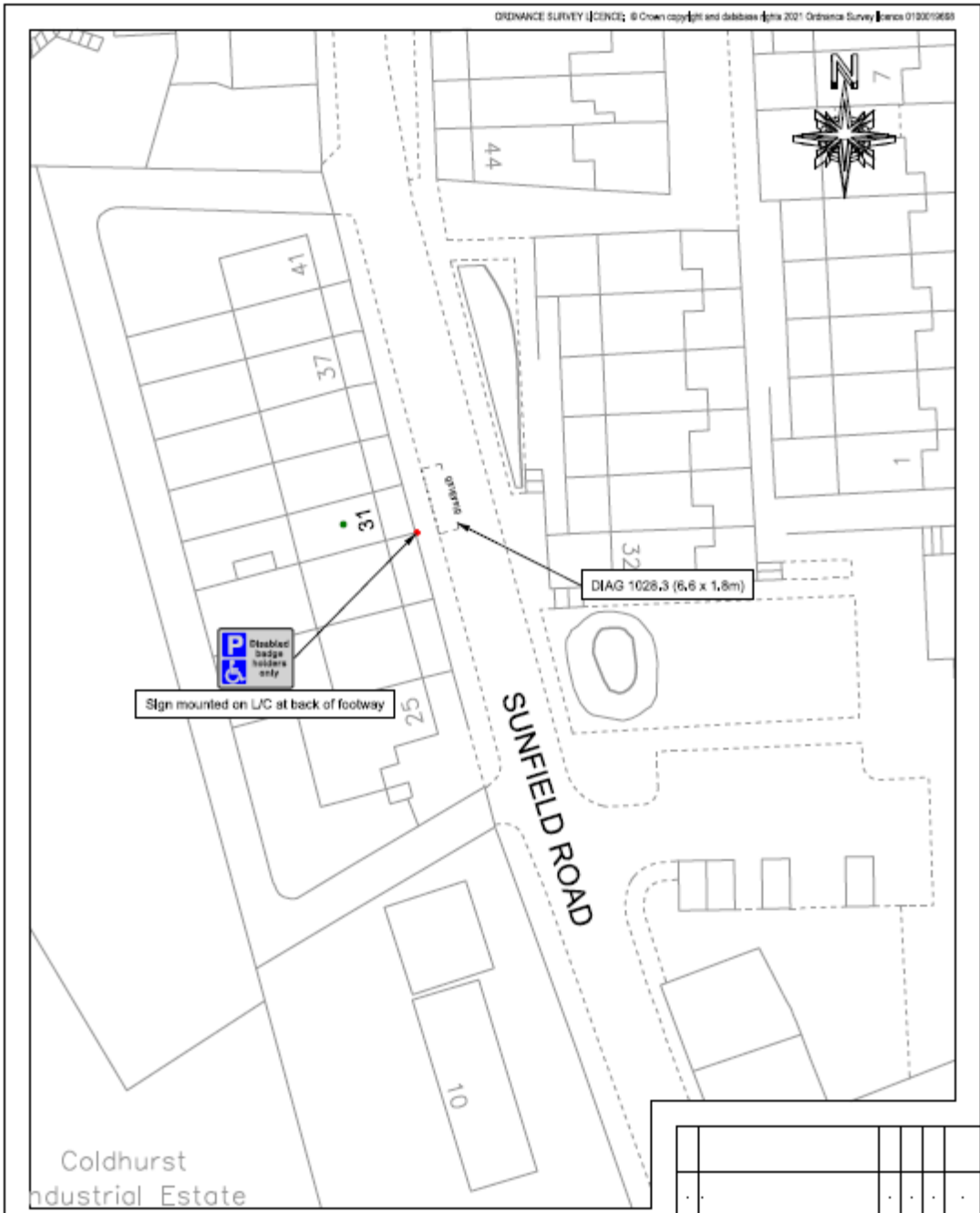
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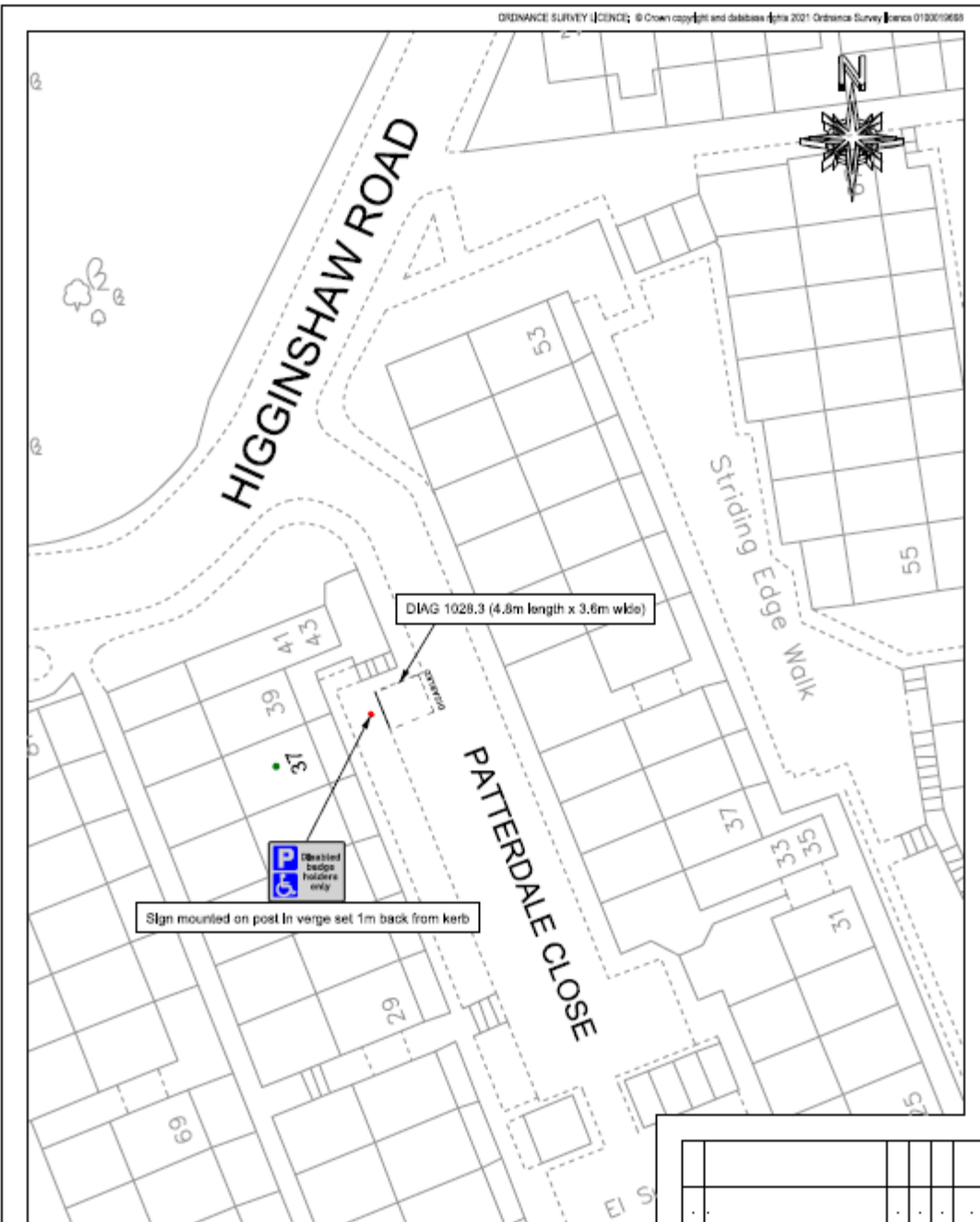
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Coldhurst Industrial Estate

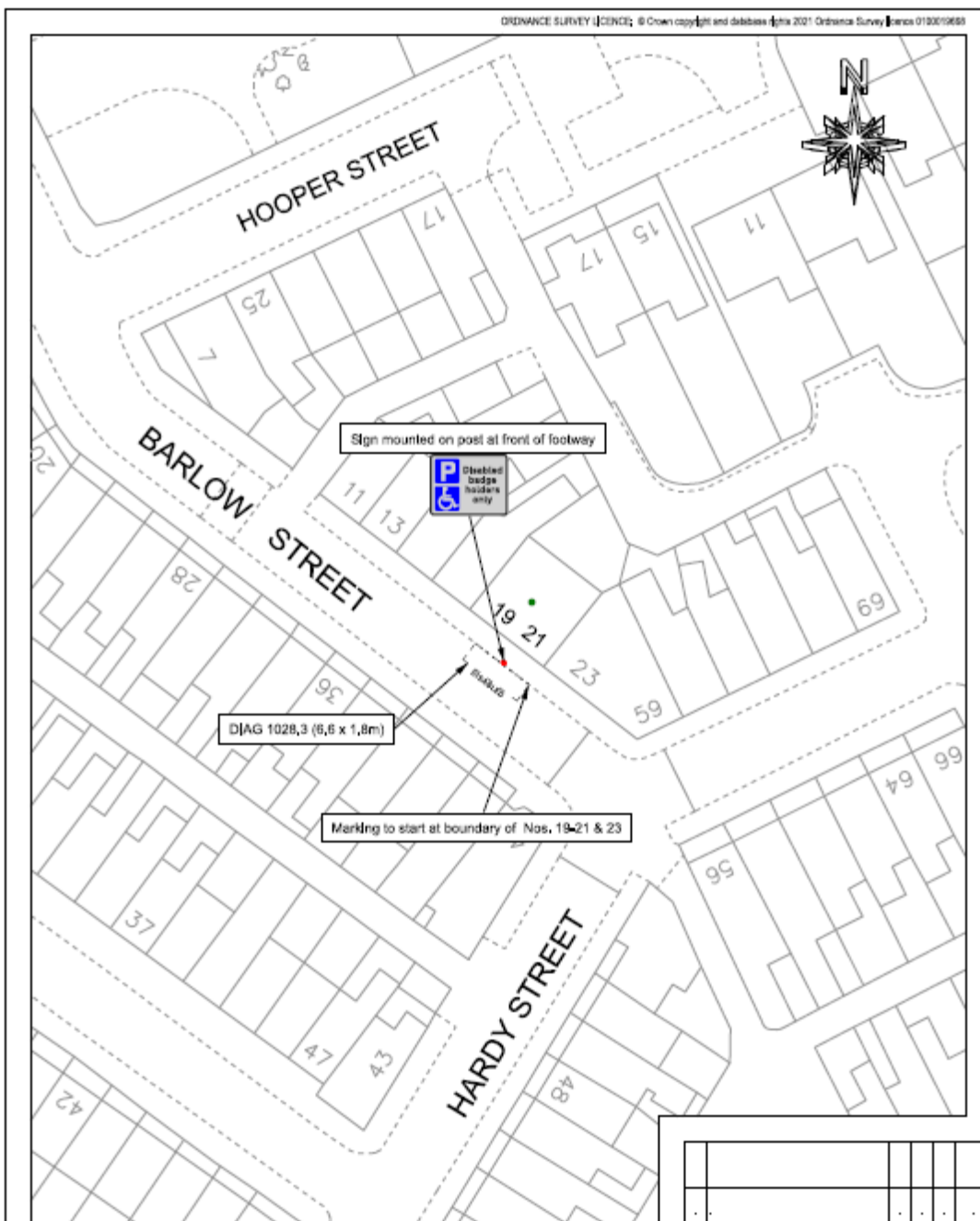
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	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 9		
HIGHWAYS & ENGINEERING Henshaw House, Chesapeake, Oldham OL1 1NY	Drawn by AC	Date 09-21	Purpose of Issue Information Scale at A4 size 1:500
	Checked by SR	Date 09-21	
	Approved by GS	Date 09-21	
Drawing No. 47/A4/1643/22		Rev. .	C:\Disabled Bays\Disabled Bays.dgn



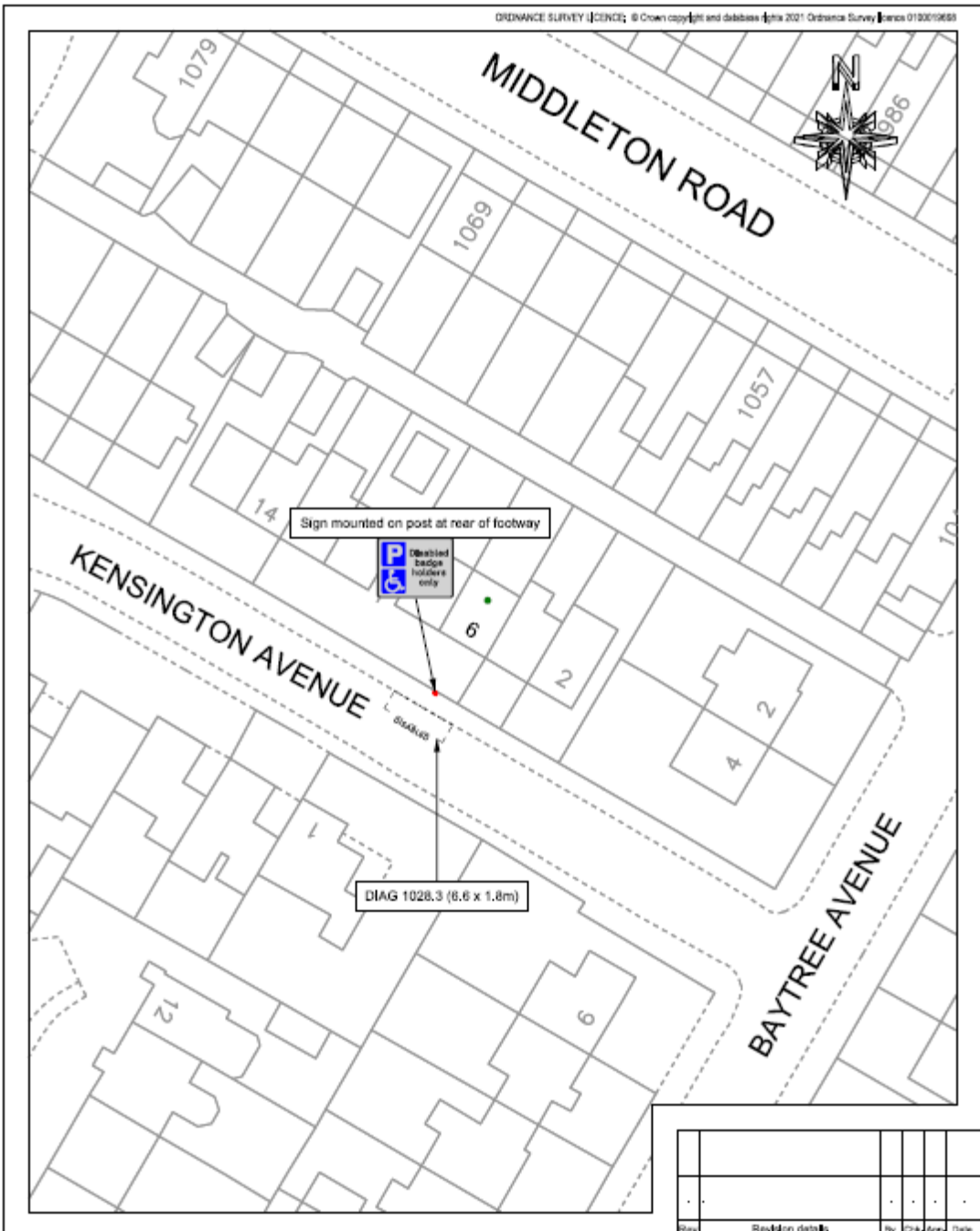
Rev	Revision details	By	Chk	Issd	Date

	Client: Oldham MBC		Title: ADDRESS: 37 Patterdale Close, Oldham
	Project: Provision of Disabled Parking Spaces File Ref: 799 - Phase 9		
HIGHWAYS & ENGINEERING Henshaw House, Chesapeake, Oldham OL1 1NY	Drawn by: AC	Date: 09-21	Purpose of Issue: Information Scale at A4 size: 1:500
	Checked by: SR	Date: 09-21	
	Approved by: GS	Date: 09-21	
Drawing No.: 47/A4/1643/23		Rev.: 1	C:\Isabel Bays\Isabel Bays,ogn



Rev	Revision details	By	Chk	Appr	Date

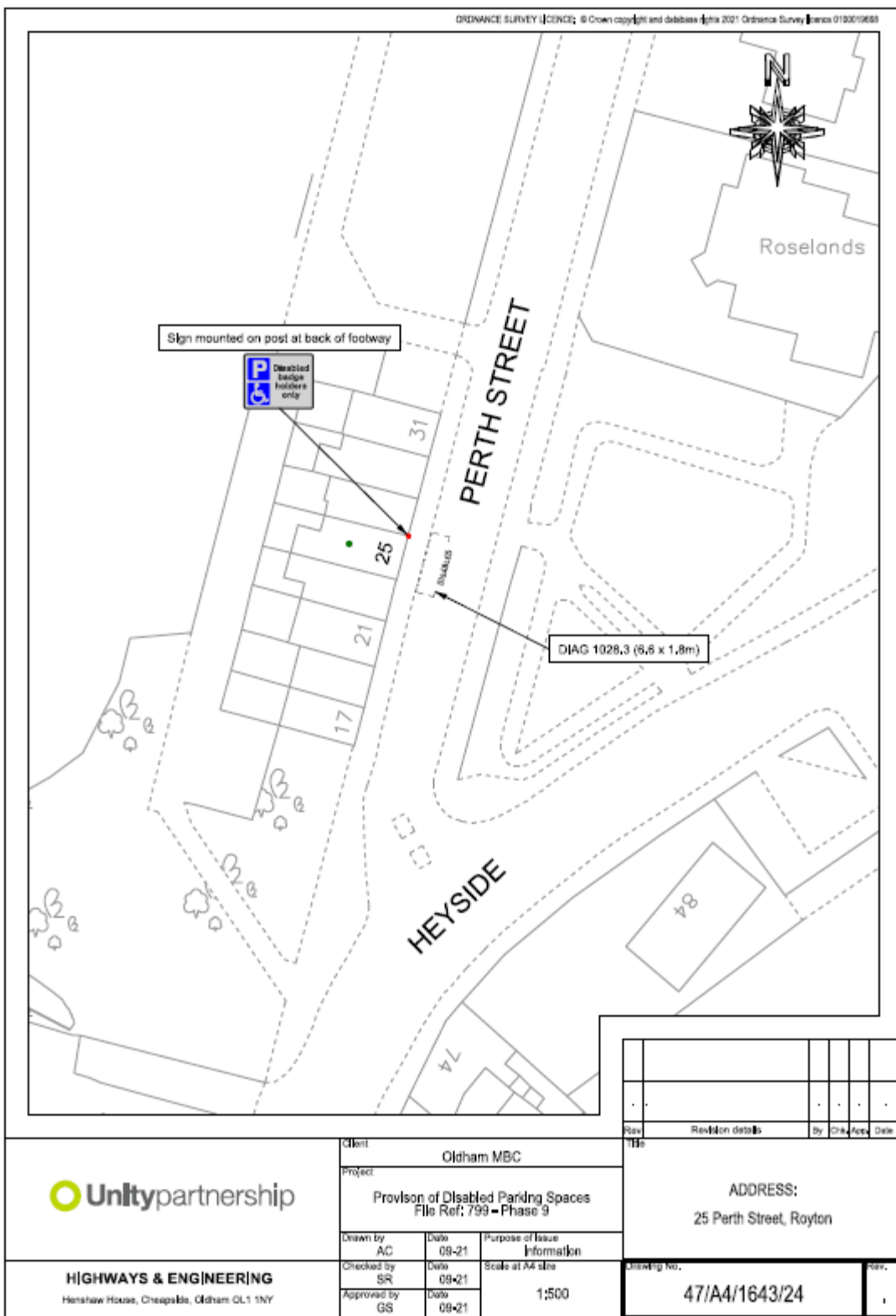
	Client: Oldham MBC		Project: Provision of Disabled Parking Spaces File Ref: 799 - Phase 9	ADDRESS: 19 - 21 Barlow Street, Oldham	
	Drawn by: AC	Date: 09-21		Purpose of Issue: Information	Drawing no.: 47/A4/1643/6
HIGHWAYS & ENGINEERING Henshaw House, Cheapside, Oldham OL1 1NY	Checked by: SR	Date: 09-21	Scale at A4 size: 1:500	Rev.:	
Approved by: GS			Date: 09-21	C:\Users\and.bays\My Recent Places\47/A4/1643/6.dwg	



Rev	Revision details	By	Drawn	Date

	Client Oldham MBC			ADDRESS: 6 Kensington Avenue, Chadderton
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 9			
	Drawn by AC	Date 09-21	Purpose of Issue Information	
	Checked by SR	Date 09-21	Scale at A4 size 1:500	
HIGHWAYS & ENGINEERING Henshaw House, Cheapside, Oldham OL1 1NY	Approved by GS	Date 09-21	Drawing No. 47/A4/1643/25	Rev.

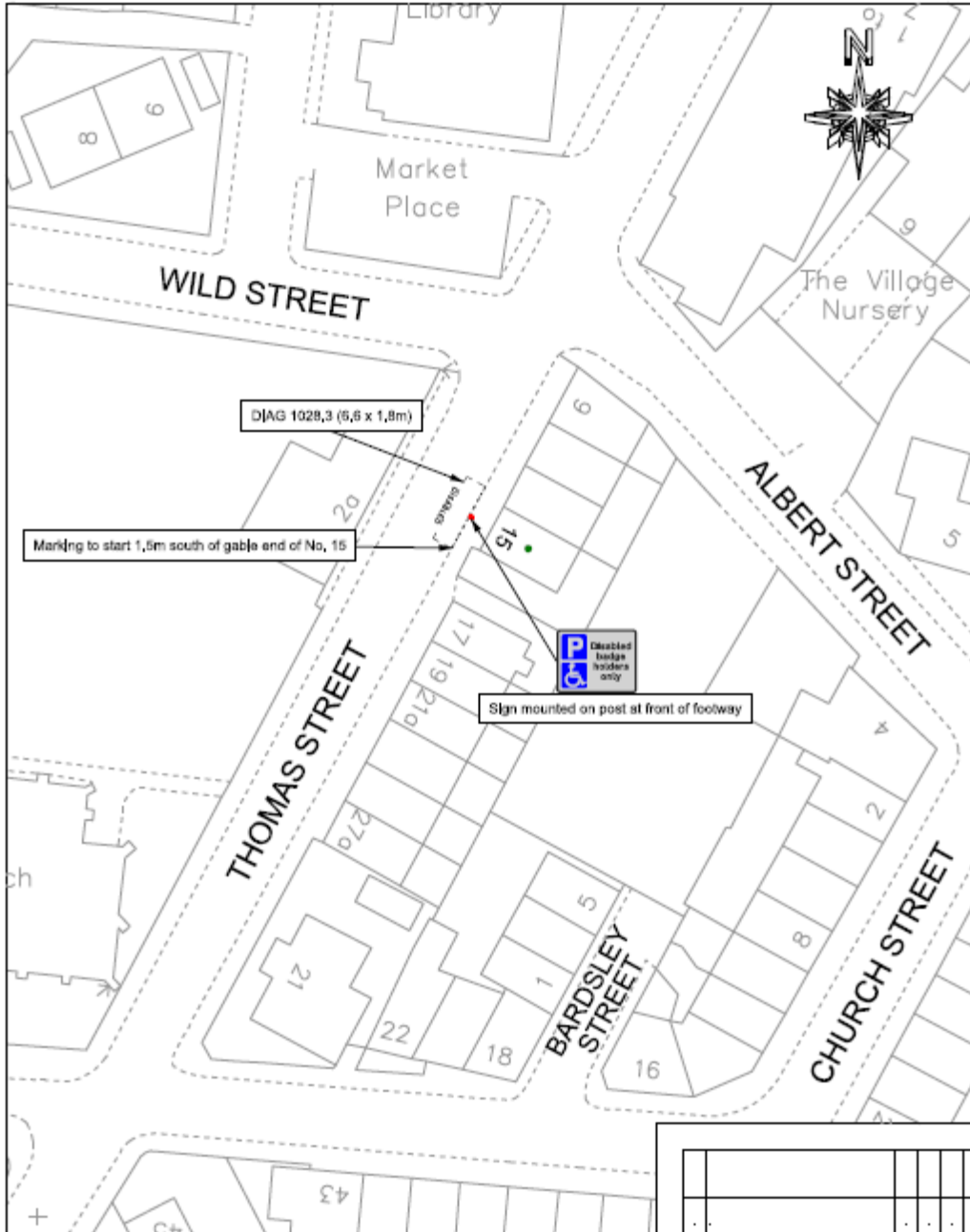
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Rev	Revision details	By	CHK	Appr	Date

	Client: Oldham MBC		ADDRESS: 25 Perth Street, Royton
	Project: Provison of Disabled Parking Spaces File Ref: 799-Phase 9		
HIGHWAYS & ENGINEERING Henshaw House, Cheapside, Oldham OL1 1NY	Drawn by: AC	Date: 08-21	Purpose of Issue: Information Scale at A4 size: 1:500
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	Approved by: GS	Date: 08-21	
Drawing no.: 47/A4/1643/24		Rev.:	

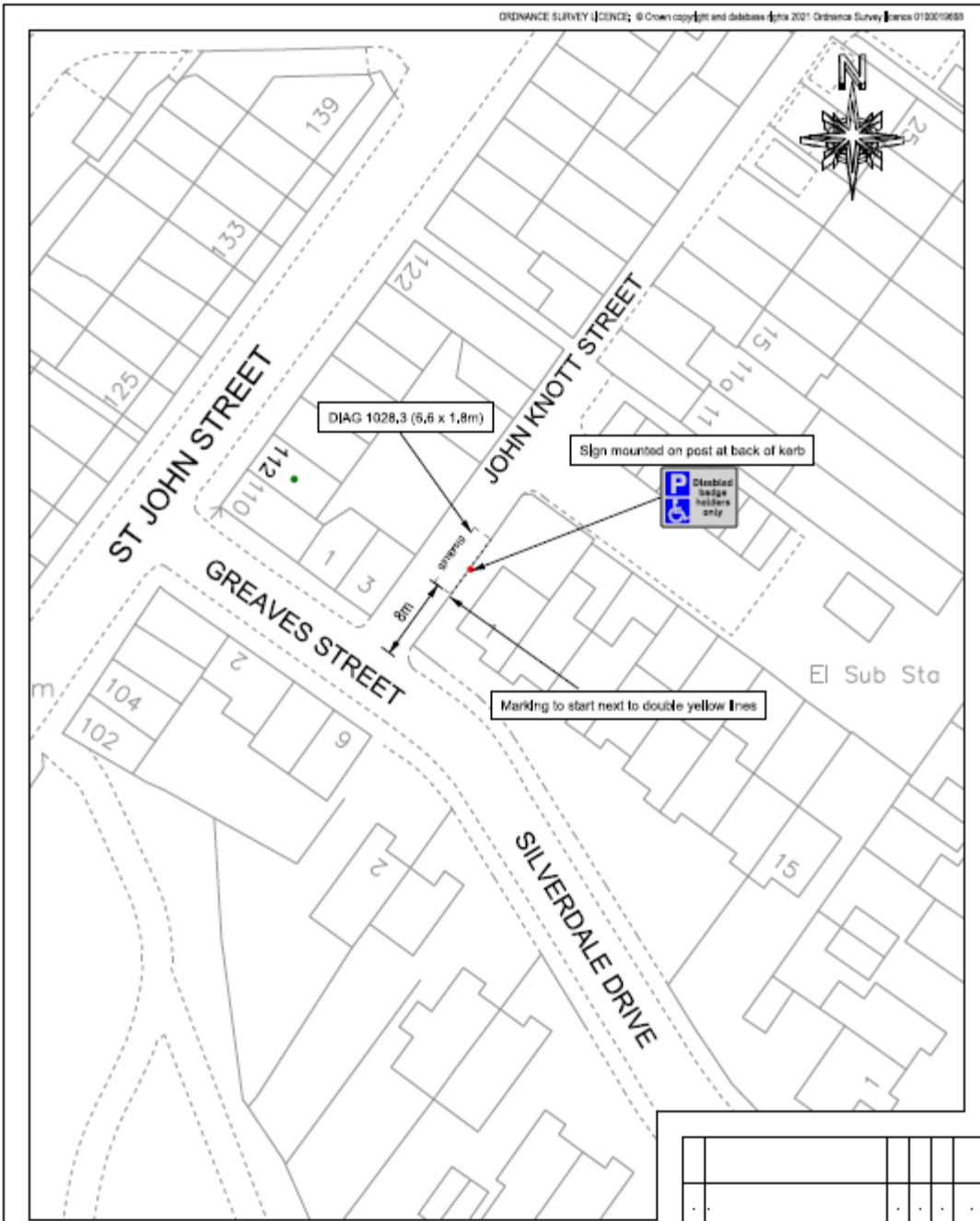
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Rev	Revision details	By	CHK	Rev	Date
.

	Client: Oldham MBC		ADDRESS: 15 Thomas Street, Lees
	Project: Provision of Disabled Parking Spaces File Ref: 799 - Phase 9		
HIGHWAYS & ENGINEERING Henshaw House, Chesapeake, Oldham OL1 1NY	Drawn by: AC	Date: 09-21	Purpose of Issue: Information Scale at A4 size: 1:500
	Checked by: SR	Date: 09-21	
	Approved by: GS	Date: 09-21	
		Drawing No.:	47/A4/1643/13

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Rev	Revision details	By	CHK	APP	Date

Unitypartnership

HIGHWAYS & ENGINEERING
Henshaw House, Cheapside, Oldham OL1 1NY

Client Oldham MBC		
Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 9		
Drawn by AC	Date 09-21	Purpose of Issue Information
Checked by SR	Date 09-21	Scale at A4 size 1:500
Approved by GS	Date 09-21	

ADDRESS: John Knott Street, Lees (Applicant 112 Saint John Street, Lees)	
Drawing No. 47/A4/1643/15	Rev.

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APPENDIX A
GUIDANCE NOTES

Oldham Council – Disabled Parking Bay Guidance

Introduction

This guidance specifies how Oldham Council will deal with applications for Disabled Parking Bays on the highway.

Disabled parking bays are designated with white lines and a traffic sign. Anyone with a Blue Badge can park in any disabled parking bay, even if it is outside your house (with or without your permission).

Disabled parking bays require a legal order to be completed before they can be introduced. Due to limited financial resources applications are considered annually should funding be available. Applicants must therefore be aware that there is likely to be a delay in progressing their application.

This legal process is also subject to a public advertisement period when objections can be submitted.

Before You Apply

To qualify for a Disabled Parking Bay, you must:

- Have a Blue Badge valid for at least 12 months;
- Have received the Blue Badge under the conditions relating to mobility;
- Have a taxed and insured vehicle registered at the Blue Badger Holder's address and driven by a member of the household;
- Not have the use of an off-street parking place or the ability to accommodate one in the grounds of the property.

The Applicant

Applicants should be receiving the Higher Rates of Mobility to qualify for a Disabled Parking Bay and should have received their Blue Badge under the conditions relating to mobility. They should also have a Blue Badge valid for at least 12 months.

There are two systems that are used for this purpose namely an Independent Mobility Assessment (IMA) or a Personal Independence Payment (PIP).

Oldham Council's Blue Badge Team hold the information from the IMA and will confirm the severity of the applicants mobility problems.

Blue Badge holders assessed through a PIP application will receive an award letter with a score of 8 or more to confirm their mobility difficulties.

Applicants who receive their Blue Badge for hidden conditions (shown in Appendix A), should not be considered for a Disabled Parking Bay unless a mobility problem can also be identified.

The initial assessment criteria include a clause that if off-street parking provision can be accommodated within the grounds of the property this should be pursued initially rather than a disabled parking bay introduced.

The feasibility for this will be undertaken by Traffic Engineers during the on-site assessment and will be appraised against the Council's Light Duty Vehicle Crossing criteria, which is published on the Council website. The provision of this facility will be discussed with the applicant and if there are valid reasons why off-street parking cannot be progressed the assessment criteria for an on-street disabled parking bay will progress.

The vehicle registered at the property should also be driven by a member of the household and regularly stored at the address. The main driver should not reside at a separate address and should not be the keeper of the vehicle.

The Location

Once it has been established the applicant meets the assessment criteria, consideration will be given to where the disabled parking bay can be introduced on the public highway.

Disabled parking bays will be introduced outside or as close to properties that do not have their own off-street parking provision.

Disabled parking bays are a minimum of 6.6 metres in length, which is longer than the length of a car and the width of a terraced property. Whilst this is not generally too problematic when there are only a few bays in the area, several bays introduced within a confined area can adversely affect residential parking in nearby streets.

This guidance introduces the concept of Density Criteria for Disabled Parking Bays to address the existing and future concentration particularly within residential terraced street environments where upper limits should be placed on the number of bays introduced.

When considering new developments or existing streets which are being remodelled, the Department for Transport Manual for Streets 2007 recommends that 5% of residential car-parking spaces are designated for use by disabled people. This recommendation will be adopted when considering applications along existing streets.

Under this guidance the location of the bays within the street will also be considered. For example, rather than concentrating the bays at one end of the street, it may be more appropriate to space them evenly which would leave them accessible for all residents of the street.

Where streets with existing bays have already met the new density criteria, further applications will be rejected, and consideration will be given as to whether the existing locations are appropriate.

Assessment of Applications

Appendix A

This contains details of hidden disabilities which may now grant people access to the Blue Badge scheme. This means that people with less obvious health conditions will have the same right to park in standard Disabled Parking Bays that you see on car parks and the public highway, as those with physical disabilities.

APPENDIX A

What are the hidden disabilities?

While the catch-all phrase encompasses many health issues, the most common are listed below:

- ADHD
- Amnesia
- Anxiety
- Autism spectrum disorder (ASD) and Asperger's Syndrome
- Crohn's Disease
- Complex mental health disorders
- Epilepsy
- Huntington's Disease
- Irritable Bowel Diseases
- Lupus
- ME
- Rheumatoid arthritis
- Ulcerative Colitis

This is not an exhaustive list.

What are the new criteria?

The new criteria for Blue Badges will extend eligibility to people who:

-
- cannot undertake a journey without there being a risk of serious harm to their health or safety or that of any other person (such as young children with autism);
 - cannot undertake a journey without it causing them very considerable psychological distress;
 - have very considerable difficulty when walking (both the physical act and experience of walking).

What are the benefits?

Previously, local authorities could not exclude those with hidden disabilities but granting permission was very much open to interpretation. The changes mean Council's now have much clearer guidelines.

SCHEDULE 1

Delete - Disabled Person's Parking Place Part II Schedule 4

Oldham Borough Council (Chadderton Area) Consolidation Order 2003

As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Column 1	Column 2	Column 3	Column 4	Column 5	Column 5
Item No	Length of Road	Class of Vehicle	Days and hours of operation	Maximum period of waiting	No return within
(CH269)	<u>Bexhill Walk, Chadderton</u> (West side) In the parking area located to the rear of 7/9 Bexhill Walk	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(CH250)	<u>Burnley Lane, Chadderton</u> (South side) From a point 18 metres north west of its junction with Brierley Street for a distance of 6.6 metres in a north westerly direction (outside 57/59 Burnley Lane)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(CH269)	<u>Burnley Lane, Chadderton</u> (South east side) From a point 11.2 metres south east of its junction with unnamed highway at the gable of 233 Burnley Lane for a distance of 6.6 metres in a south easterly direction (outside 229 Burnley Lane)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(CH250)	<u>Robinson Street, Chadderton</u> (South side) From a point 8.5 metres east of its junction with Gorton Street for a distance of 6.6 metres in an easterly direction (outside 85 Robinson Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

Oldham Borough Council (Crompton Area) Consolidation Order 2003
 As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Column 1	Column 2	Column 3	Column 4	Column 5	Column 5
Item No	Length of Road	Class of Vehicle	Days and hours of operation	Maximum period of waiting	No return within
(CR187)	<u>Cunliffe Drive, Shaw</u> (West side) In the parking bay area outside property number 27 Cunliffe Drive	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(CR187)	<u>Trent Road, Shaw</u> (South side) From a point 14.6 metres south east of its junction with Valley Rise for a distance of 6.6 metres in a south easterly direction (outside 41 Trent Road)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(CR146)	<u>Lees Street, Shaw</u> (North side) From a point 37 metres east of its junction with Vicarage Street for a distance of 6.6 metres in an easterly direction	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(CR189)	<u>Duchess Street</u> (North side) From a point 44.2 metres west of its junction with Trent Road for a distance of 6.6 metres in a westerly direction (outside 62 Duchess Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(CR146)	<u>Derwent Drive, Shaw</u> (South east side) From a point 27 metres south west of its junction with Alwin Road for a distance of 6.6 metres in a south westerly direction	Disabled persons vehicle	24 hours daily	No limit	Not applicable

Oldham Borough Council (Oldham Area) Consolidation Order 2003
As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Column 1	Column 2	Column 3	Column 4	Column 5	Column 5
Item No	Length of Road	Class of Vehicle	Days and hours of operation	Maximum period of waiting	No return within
(O.890)	<u>Bronte Close, Oldham</u> (South side) In the layby opposite 17 Coleridge Road for a distance of 3.6 metres	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(O.858)	<u>Mayfield Road</u> (North west side) From a point 42.2 metres south west of its junction with Vulcan Street for a distance of 6.6 metres in a south westerly direction (outside 75 Mayfield Road)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(O.858)	<u>Lower Edge Avenue</u> (East side) From a point 113.7 metres north east of its junction with Coldhurst Street for a distance of 6.6 metres in a north easterly direction (outside 7 Gatley Brow)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(O.822)	<u>Osborne Road</u> (South east side) From a point 19 metres north east of its junction with Coppice Street for a distance of 6.6 metres in a north easterly direction (outside 21 Osborne Road)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(O.858)	<u>Beaufont Drive</u> (West side) From a point 10 metres north east of its junction with Roundthorn Road for a distance of 6.6 metres in a north easterly direction (gable of 251 Roundthorn Road)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

(O.785)	<u>Wyndale Road, Oldham</u> (West side) From a point 10 metres north of its junction with Crofton Street for a distance of 6.6 metres in a northerly direction	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(O.936)	<u>Belgrave Road</u> (South west side) From a point 74.3 metres north west of its junction with Honeywell Lane for a distance of 6.6 metres in a north westerly direction (outside 182 Belgrave Road)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(O.858)	<u>Stirling Street</u> (North west side) From a point 74 metres north west of its junction with Main Road for a distance of 6.6 metres in a north westerly direction (outside 22 Stirling Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(O.922)	<u>Chapel Road</u> (West side) From a point 14 metres north west of its junction with Devon Way for a distance of 6.6 metres in a north westerly direction (outside 114 Chapel Road)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(O.936)	<u>Eskdale Avenue</u> (East side) From a point 27 metres north east of its junction with Grange Avenue for a distance of 6.6 metres in a north easterly direction (outside 9 Eskdale Avenue)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(O.822)	<u>Latimer Street</u> (West side) From a point 21.5 metres north of its junction with Ridley Street for a distance of 6.6 metres in a northerly direction (outside 24 & part of 22 Latimer Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

(O.890)	<u>St Thomas Street South, Oldham</u> (North east side) From a point 37.4 metres south east of its junction with St Thomas's Circle for a distance of 6.6 metres in a south westerly direction (outside 15/17 St Thomas Street South)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(O.786)	<u>Crofton Street</u> (North side) From a point 43 metres east of its junction with Ashton Road for a distance of 6.6 metres in an easterly direction	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(O.890)	<u>Lord Street, Oldham</u> (South side) In the cul-de-sac end adjacent to existing permit parking bay	Disabled persons vehicle	24 hours daily	No limit	Not applicable

Oldham Borough Council (Lees Area) Consolidation Order 2003
As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Column 1	Column 2	Column 3	Column 4	Column 5	Column 5
Item No	Length of Road	Class of Vehicle	Days and hours of operation	Maximum period of waiting	No return within
(L42)	<u>Nicholson Street, Lees</u> (East side) From a point 42.1 metres north of its junction with High Street for a distance of 6.6 metres in a northerly direction (outside 8 Nicholson Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(L40)	<u>Warrington Street</u> (East side) From a point 10 metres south of its junction with Princess Street for a distance of 6.6 metres in a southerly direction (outside 5 & part of 3 & 7 Warrington Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

(L41)	<u>Hey Crescent, Lees</u> (West side) The south west corner of the parking area between 7 and 9 Hey Crescent (outside 7 Hey Crescent)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(L42)	<u>Medlock Way, Lees</u> (North side) From a point 35 metres west of its junction with Further Hey Close for a distance of 6.6 metres in a westerly direction (outside 24 Medlock Way)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

Oldham Borough Council (Failsworth Area) Consolidation Order 2003
As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Column 1	Column 2	Column 3	Column 4	Column 5	Column 5
Item No	Length of Road	Class of Vehicle	Days and hours of operation	Maximum period of waiting	No return within
(F130)	<u>Dalton Street, Failsworth</u> (South side) From a point 24 metres south west of its junction with Ward Street for a distance of 6.6 metres in a south westerly direction (outside 33 Dalton Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(F117)	<u>Main Street</u> (North east side) From a point 34 metres north west of its junction with Ashton Road West for a distance of 6.6 metres in a north westerly direction)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

Oldham Borough Council (Saddleworth Area) Consolidation Order 2003
 As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Column 1	Column 2	Column 3	Column 4	Column 5	Column 5
Item No	Length of Road	Class of Vehicle	Days and hours of operation	Maximum period of waiting	No return within
(S151)	<u>Brownhill Drive, Austerlands</u> (North side) From a point 30 metres west of its junction with Lower Turf Lane for a distance of 6.6 metres in a westerly direction (outside 31 Brownhill Drive)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(S179)	<u>Stonebreaks Road, Springhead</u> (South west side) From a point 12 metres south east of its junction with Woodbrook Road for a distance of 6.6 metres in a south easterly direction (outside 43 Stonebreaks Road)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

Oldham Borough Council (Royton Area) Consolidation Order 2003
 As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Column 1	Column 2	Column 3	Column 4	Column 5	Column 5
Item No	Length of Road	Class of Vehicle	Days and hours of operation	Maximum period of waiting	No return within
(R129)	<u>Church Street, Royton</u> (North side) From a point 17.3 metres north east of its junction with Dunkerley Street for a distance of 6.6 metres in a north easterly direction (outside 56 Church Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

(R101)	<u>Blackshaw Lane</u> (North west side) From a point 40 metres south east of its junction with Saint Ives Way for a distance of 6.6 metres in a south easterly direction	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(R100)	<u>Hall Street, Royton</u> (West side) From a point 27 metres north of its junction with Brook Street for a distance of 6.6 metres in a northerly direction	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(R134)	<u>Rochdale Road, Royton</u> (East side) From a point 25.2 metres north west of its junction with Lakeland Drive for a distance of 6.6 metres in a north westerly direction (outside 800 Rochdale Road)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(R134)	<u>Roman Road, Royton</u> (North side) In the parking layby opposite 8 Roman Road	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(R50)	<u>Hartington Court</u> From a point 38 metres south east of Shaw Street for a distance of 10 metres in a south easterly direction having a width of 4.8 metres	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
(R50)	<u>Hartington Court</u> The cul de sac end having a width of 6 metres and a length of 6.6 metres	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable

SCHEDULE 2

Items to be deleted from the Principal Order at Part 1 Schedule 1 PROHIBITION OF WAITING

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
(0.890)	Lord Street (North side) access from Henshaw Street (West side) From a point 134 metres south east of its junction with Henshaw Street for a distance of 18 metres in a southerly direction	At Any Time	A, B1, B3, B4, C, E, K3	

SCHEDULE 3

Items to be included in the Principal Order at Part 1 Schedule 1 PROHIBITION OF WAITING

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	Lord Street (North side) access from Henshaw Street (West side) From a point 134 metres south east of its junction with Henshaw Street for a distance of 21 metres in a southerly direction	At Any Time	A, B1, B3, B4, C, E, K3	

SCHEDULE 4

Oldham Area - Disabled Bays Insert into Part II Schedule 4

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Grendon Avenue</u> <u>Oldham</u> (North-west side) From a point 97 metres south west of its junction with Windsor Road for a distance of	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	6.6 metres in a south westerly direction				
	<u>Shield Close, Oldham</u> (South-east side) In the parking area at its most south-westerly point outside number 14	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Harper Street, Oldham</u> (North-east side) From a point 103 metres north west of its junction with Manley Road for a distance of 6.6 metres in a north westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Keswick Avenue, Oldham</u> (North-east side) From a point 38 metres south east of its junction with Thatcher Street for a distance of 6.6 metres in a south easterly direction within the layby outside number 45	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>South Hill Street, Oldham</u> (West side) From a point 48 metres south of its junction with Greengate Street for a distance of 6.6 metres in a southerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Bolton Street, Oldham</u> (West side) From a point 14 metres north of its junction with Spinks Street for a distance of 6.6 metres in a northerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Onchan Avenue, Oldham</u> (North side) From a point 10 metres east of its junction with Bolton Street for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	<u>Bismarck Street, Oldham</u> (South-east side) From a point 10 metres south west of its junction with Waterloo Street for a distance of 6.6 metres in a south westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Cranbrook Street, Oldham</u> (North-west side) From a point 16 metres north east of its junction with Salisbury Road for a distance of 6.6 metres in a north easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Cleeve Road, Oldham</u> (North-west side) From a point 24 metres south west of its junction with Melling Road for a distance of 6.6 metres in a south westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Eric Street, Oldham</u> (North-east side) From a point 15 metres south east of its junction with Red Hall Street for a distance of 6.6 metres in a south easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Wildmoor Avenue, Oldham</u> (South-east side) In the parking area at its most north easterly point in the cul-de-sac outside number 94	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Cobden Street, Oldham</u> (East side) From a point 42 metres south of its junction with Paulden Avenue for a distance of 6.6 metres in a southerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	<p><u>Cobden Street, Oldham</u> (East side)</p> <p>From a point 46 metres south of its junction with Cranleigh Close for a distance of 6.6 metres in a southerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Littlemoor Lane, Oldham</u> (South-east side)</p> <p>From a point 52 metres north east of a point opposite the north easterly kerb-line of Otago Street for a distance of 6.6 metres in a north easterly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Herbert Street, Oldham</u> (North-east side)</p> <p>From a point 79 metres north west of a point opposite the northerly kerb-line of Adlington Street for a distance of 6.6 metres in a north westerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Kilburn Street Oldham</u> (South-west side)</p> <p>From a point 24 metres north west of its junction with Ripponden Road for a distance of 6.6 metres in a north westerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Albany Street, Oldham</u> (North-east side)</p> <p>From a point 37 metres south east of its junction with Rixson Street for a distance of 6.6 metres in a south easterly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Sunfield Road Oldham</u> (West side)</p> <p>From a point 95 metres north of its junction with Henshaw Street for a distance of 6.6 metres in a northerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	<u>Patterdale Close, Oldham</u> (West side) In the parking area at its most northerly point outside number 37	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Barlow Street, Oldham</u> (North-east side) From a point 12 metres north west of its junction with Hardy Street for a distance of 6.6 metres in a north westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

SCHEDULE 5
Chadderton Area – Disabled Bays

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Kensington Avenue, Chadderton</u> (North-east side) From a point 38 metres north west of its junction with Baytree Avenue for a distance of 6.6 metres in a north westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

SCHEDULE 6
Royton Area - Disabled Bays


Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Perth Street, Royton</u> (West side) From a point 35 metres north of its junction with Heyside for a distance of 6.6	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	metres in a northerly direction				
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SCHEDULE 7
Lees Area - Disabled Bays

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Thomas Street, Lees</u> (South-east side) From a point 16 metres south west of its junction with Albert Street for a distance of 6.6 metres in a south westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>John Knott Street, Lees</u> (South-east side) From a point 8 metres north east of its junction with Greaves Street for a distance of 6.6 metres in a north easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

APPROVAL

<p>Decision maker</p> <p>Signed: </p> <p>Cabinet Member, Neighbourhoods</p>	<p>Dated: 16th December 2021</p>
<p>In consultation with</p> <p>Signed: John Lamb Interim Director of Environmental Services</p>	<p>Dated: 14th December 2021</p>

APPENDIX B

COPY OF REPRESENTATIONS

Kilburn Street

I'm writing to you in regards to the above proposal of a disabled parking bay to be installed at 315 Kilburn street, Watersheddings, Oldham.

Regretfully, I wish to make known my outright objection of this proposal, on the main grounds that there is no need for it - which I will go into further detail below.

As I understand it, a main condition that must be met in an application for this space is that the resident is having difficulties accessing their property. While I completely understand and appreciate issues blue badge holders have, and am very mindful of disabilities in general, I can assure you there are no such issues being experienced by no. 3 Kilburn street. And therefore I am incredibly surprised, along with my fellow residents, about this proposal to waste the council's time and money.

Having lived at 7 Kilburn street for a few years now, I have never been made aware of or witnessed any accessibility issues concerning the residents at no. 3. In fact, the resident's car (a white Ford Puma) is always parked directly outside no. 3. I can say with certainty in 3 years I have never seen them have to park anywhere else!

The residents of Kilburn street are, in fact,

incredibly mindful and considerate that the residents at number 3 are elderly, and as an unspoken rule never take their spot.

While I do not assume that the residents of no. 3 are disabled, or blue badge holders - I have to question their need for more parking space as neither resident is in need of a wheelchair, crutches, walking stick, or any other assistance. They always have ample space and, as their house is situated next to an alleyway, they are never blocked in ^{have plenty of space to the rear}

I worry that a disabled space, while really not required as above, will also cause issues in its unsightliness, impracticalness, and problematic when I come to sell my property. In short term, a large disabled bay will mean I cannot park close to my house either - making things like bringing in my shopping harder than it already is. As above, even if a space is free in front of no. 3 I do not park there despite this making my life a whole lot easier!

In conclusion, I hope that you can understand my frustration and disapproval of this application - and that you will take my thoughts into consideration.

I rarely speak up or take action when disgruntled by something - but I felt you should be hearing the viewpoints of the other residents this application will effect!

With my kindest regards,

DEAR SIR/MADAM,
WE STRONGLY OBJECT TO YOUR PROPOSED
DISABLED PERSONS PARKING SPACE AT
2/5 HILBURN STREET, FROM THE MEASURE-
MENTS GIVEN THIS WOULD BRING THE
DISABLED SPACE RIGHT IN FRONT OF OUR
HOUSE FRONTAGE WHICH, IN OUR OPINION
WOULD RENDER OUR PROPERTY UNSALEABLE.
THERE IS ABSOLUTELY NO REASON FOR A
SPECIAL SPACE AS THE CAR IN QUESTION
IS NEVER PARKED ANYWHERE OTHER THAN
OUTSIDE NO. 3. MEANING THE OWNERS
HAVE JUST THE WIDTH OF THE PAVEMENT
TO WALK BEFORE GETTING INTO THE CAR.
NOBODY IS ALLOWED TO PARK THERE
OR WEAR IT, IF THEY TRY THEY ARE
BLOCKED IN BY THE OWNER OF NO. 3,
THIS STREET HAS FAR MORE CARS THAN SPACES
AND WHAT YOU ARE PROPOSING WOULD BRING

A LOT OF ILL FEELING BY THE RESIDENTS WHO
CAN RARELY GET A SPACE ON THE STREET
LET ALONE OUTSIDE THEIR HOMES.

SOLUTION

LARGE GRASSED AREA - UNUSED OPPOSITE
REPLACED WITH LARGE PARKING AREA
FOR RESIDENTS.

John Knott Street

To Whom it May Concern

I write to you with my objection to the proposal of a 24 hour disabled parking bay on John Knott Street, Lees, Oldham, reference proposal number: LJM/20509. There are a number of concerns with this proposal which I will detail below, however I wish to highlight, this proposal was made on 4th February 2022. However, the notice for residents to object was not put up until the evening of 12th February 2022. Secondly, many attempts were made to contact your office on the details provided on the notice. There was never a response received from you and it was not possible to come and view the plans, and these had to be sourced another way without any support from your office.

The proposed parking bay is proposed to be placed 8.9 meters from John Knott Street, this breaches Rule 243 of the Highway Code which states 'Rule 243 of the highway code DO NOT stop or park opposite or within 10 meters of a junction.' Therefore, the proposed parking bay would breach the highway code.

When turning into John Knott Street from Greaves Street, this is a blind corner, making it dangerous as there would be limited passing space for oncoming cars to pull into. This would also mean that when pulling out of the road, it would not be possible to sit on the left-hand side of the road, whilst waiting to turn onto Greaves Street.

The Highway Code Rule 239 states: 'Do not stop too close to a vehicle displaying a Blue Badge: remember the occupant may need more room to get in or out'. The proposed parking bay is next to a 4 foot fence, and to ensure there is enough room to pass the parked car the vehicle would need to park up against the fence, and therefore one side of the car would be inaccessible. It is clearly stated in the highway code those with a Blue Badge may require more room, however the parking space is completely inaccessible on one side of the car.

The proposed parking space is a bin collection point. The bins are collected each Tuesday for several residents on St. John Street and Greaves Street, and are regularly there for a few days when not collected in. This would not be beneficial to a Blue Badge user to access the space as it is not possible to get into the parking space when bins are at the collection point.

Land proposed where the Disabled badge sign will be to indicate this is a 24 hour disabled parking bay, is private land. This Private land is not owned by Oldham Council, as previously also confirmed by the Highways Department at Oldham Council (see attached email). Therefore, the sign is proposed to be put on land that does not belong to Oldham Council but is registered with Land Registry to 'J.Collins'.

To implement a 24 hour disabled Parking bay will restrict the possible passing places on John Knott Street and restrict access to some larger vehicles. Due to the width of the road, a number of deliveries have been turned away when vehicles have parked close to the double yellow lines on John Knott Street, in the area of the proposed parking bay.

The 24 hour Disabled parking bay is proposed for 112 St. John Street. There is land on St John Street which does not breach the rules above. The land on St John Street, is closer to 112 St John Street than the proposed land on John Knott Street.

The 24 hour Disabled Parking Bay would be more suitably placed on St John Street, closer to the resident's property applying for the 24 hour disabled parking bay. This is also not a bin collection point and would allow access to both sides of the car, as there is no restrictive access on St. John Street. A Disabled Parking Bay on St John Street would not require a sign to be placed on Private land and would also not be in breach of Highway Code Rule 243: 'Do Not stop or park within 10 meters of a junction' as the double yellow lines would not allow this. The area on St. John Street does not have a bin collection point and therefore access to the parking bay also would not be restricted by bin collections.

In summary, I object to the proposal of a 24 hour disabled parking bay on John Knott Street due to safety concerns, bin collection, accessibility of the 24 hour disabled parking bay, Highway Code

breaches, restrictive access, no passing place and the proposal of using privately owned land when there is a more suitable, less restrictive location for the 24 hour disabled parking bay which also provides easier access and closer to the requesting party, 112 St. John Street.

Please find my objection to the proposed introduction of a 24 hour disabled bay on John Knott Street. Please can you ensure my objection is correctly filed and collated, along with other objections.

The reasons for my objection are as follows.

John Knott street is a single lane, cut-de-sac street, built up of 11 dwellings. Each dwelling has a motor vehicle in their household meaning 11 vehicles need parking each night on John Knott Street. This is not currently possible due to the small nature of John Knott Street. Introducing a 24 hour disabled bay, for somebody not residing on the street, would only make the parking situation worse than it already is by reducing the available number of parking spaces by two bays.

Another factor contributing to my objection is the current crime statistics in our area. Owning a van which is used for work purposes and already having experienced my work vehicle being vandalised and broken into, multiple times, I feel parking on the street I live on to be a lot safer than parking the van away from my home where the previously described incidents have occurred. (St John Street)

Finally, If the proposed disabled bay is to go ahead, the vehicle would not be able to be parked on John Knott Street and successfully be able to open both driver's and passenger doors, as this would either be obstructed by number 1 Silverdale's rear garden fence or mean parking a sufficient distance from the fence and result in blocking access to John Knott Street.

My solution to the above application would be to provide a 24 hour disabled bay on St John Street, outside the required property. This would mean the bay would be as close as possible to the desired dwelling, enough space would be available to open both driver's and passenger doors simultaneously whilst the vehicle is parked and this would not reduce the availability the residents of St John Street have to fairly park their own vehicles outside their own property.

To Whom it May Concern

As a concerned resident of John Knott Street I wish to highlight my objection to the proposal of a 24 hour disabled parking bay on John Knott Street, Lees, Oldham, reference proposal number: LJM/20509.

This proposal was made on 4th February 2022. However, the notice for residents to object was not put up until the evening of 12th February 2022.

The proposed parking bay is proposed to be placed 8.9 meters from John Knott Street, this breaches Rule 243 of the Highway Code which states 'Rule 243 of the highway code DO NOT stop or park opposite or within 10 meters of a junction.' Therefore, the proposed parking bay would breach the highway code.

When turning into John Knott Street from Greaves Street, this is a blind corner, making it dangerous as there would be limited passing space for oncoming cars to pull into. This would also mean that when pulling out of the road, it would not be possible to sit on the left-hand side of the road, whilst waiting to turn onto Greaves Street.

The Highway Code Rule 239 states: 'Do not stop too close to a vehicle displaying a Blue Badge: remember the occupant may need more room to get in or out'. The proposed parking bay is next to a 4 foot fence, and to ensure there is enough room to pass the parked car the vehicle would need to park up against the fence, and therefore one side of the car would be inaccessible. It is clearly stated in the highway code those with a Blue Badge may require more room, however the parking space is completely inaccessible on one side of the car.

The proposed area is a bin collection point each Tuesday for several residents on St. John Street and Greaves Street and therefore a parking space would restrict access to bin collection.

Land proposed where the Disabled badge sign will be to indicate this is a 24 hour disabled parking bay, is private land. This Private land is not owned by Oldham Council, as previously also confirmed by the Highways Department at Oldham Council. Therefore, the sign is proposed to be put on land that does not belong to Oldham Council but is registered with Land Registry to 'J.Collins'.

To implement a 24 hour disabled Parking bay will restrict the possible passing places on John Knott Street and restrict access to some larger vehicles. Due to the width of the road, a number of deliveries have been turned away when vehicles have parked close to the double yellow lines on John Knott Street, in the area of the proposed parking bay.

The 24 hour Disabled parking bay is proposed for 112 St. John Street. There is land on St John Street which does not breach the rules above. The land on St John Street, is closer to 112 St John Street that the proposed land on John Knott Street.

I object to the proposal of a 24 hour disabled parking bay on John Knott Street due to safety concerns, bin collection, accessibility of the 24 hour disabled parking bay, Highway Code breaches, restrictive access, no passing place and the proposal of using privately owned land when there is a more suitable, less restrictive location for the 24 hour disabled parking bay which also provides easier access and closer to the requesting party, 112 St. John Street.

Please find below my objection to the proposed Introduction of a **24 hour disable bay on John Knott Street**. I request your Acknowledge receipt by return email of this my strong objection to this proposal as set out below. Please ensure this Objection is filed and collated correctly against this proposal along with all other Objections to the John Knott Street 24 hour Disabled parking please. John Knott Street is an unusually narrow single lane residential street with a cul-de-sac at its end. (The maximum width of John Knott Street at the proposed disable parking bay is 4.6 meters wide without any vehicles parked with a car parked at this point this is reduced down to a maximum passable road width of 2.60 meters).

My objections are as follows

Accident concern

I believe the proposed Disable parking bay being so close to the junction with Greave Street and the blind entrance to John Knot Street would leave any Disabled person with reduced motor function or mobility at great risk of possible injury when entering or leaving a vehicle at this proposed site. Any access to a vehicle here would entail opening the driver side door into and blocking the open narrow live lane for access or egress to said vehicle. Access into the vehicle via the passenger door is impossible at this site. We the residence witness on a daily basis cars, taxis and delivery drivers traveling at speed or reversing without due care into John Knott Street at the very proposed site for the disabled parking bay. As there is no room for a footpath anywhere on the named street. I know there is not a resident of John Knott Street that has not had a near miss of being run over when walking out towards this junction due to vehicle entering the street blindly and at speed.

Emergency Vehicle Access

I have a very real concern regarding Emergency vehicle access. Over the years I have been a resident on this street (approx. 18 years) I myself have witnessed on several occasions when emergence vehicles such as Ambulance and fire engines have been unable to gain access to homes on John Knott Street again due to vehicles parked at the proposed parking site, any vehicles parked at this point needs to be able to be removed very quickly for such emergency vehicle access.

Services, Maintenance and repair Access

We the residence of John Knott Street regularly suffer almost weekly the inconvenience of having services such as waste disposal vehicles unable to gain access, resulting in regular missed waste collections due to the narrowed road width and badly parked vehicle at the proposed disabled bay sighting. If slow or delayed access to a vehicle at this proposed site, I truly believe this would further exacerbate this situation. Road maintenance, emergency sewer clearance and drain repair vehicles have all had access issues regularly resulting in delayed or cancelled works, all due to the above vehicles width and their inability to pass the very narrowed road width at the very proposed 24 hour disabled parking site.

Further more all the residence of John Knott Street suffers on an hourly basis from the inconvenience and inaccessibility to and from our homes due to the extremely limited parking on the road. Cars and van unable to find parking simply stop and block the road as the drivers then simple leave their vehicles parked in the live lane and unattended. This coupled with the houses who's address is that of St Johns Street which then backing on to John Knott street also continue to blocking access with there outwardly open gates and left out wheelie bins all blocking the live very narrow lane, create such a problem that you rarely have a free journey in or out of the street.

Resident parking

I am sure many residents who may have objected to this Proposed 24 hour disabled parking bay have focused on the very limited available on road parking (5-6 vehicle at the very most) on John Knott Street. The size of the proposed Disabled Bay 6.6m would reduce this number by 2 vehicles! Due to the fact John Knott Street is used by residents from all the surrounding streets, park their vehicle on a long-term basis, some time for week without movement. We the residents of the 11 houses and council payers of John Knott Street are denied the convenience of parking on the street that we reside on, we suffer the many inconveniences mentioned including having are own

vehicle broken into, vandalised and valuable items stolen while parked on other streets in the area. Some of the residents off John Knott Street have installed CCTV to combat this escalating issue, providing a Disabled parking bay for a none, John Knott Street residence means in short, we are providing security for others while our own vehicles are left vulnerable and out of view or ear shot of the street resident or the very cameras we have installed.

After due consideration I believe that for individual's safe access to their disabled vehicle, convenience to their dwelling and visible security plus emergency vehicle access to all the homes on John Knott Street, I believe the application for a 24 hour disabled bay be moved to the first parking bay on St John Street, after the yellow lines and only one door away from 112. This location is much closer to the disabled resident of 112 St John Street I believe the curb at this point would require adjustment, this would then always offer safe pavement access in and out of the 24 hours a day.

To Whom it May Concern

I write to you with my objection to the proposal of a 24 hour disabled parking bay on John Knott Street, Lees, Oldham, reference proposal number: LJM/20509.

I have a number of concerns with this proposal.

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In summary, I object to the proposal of a 24 hour disabled parking bay on John Knott Street due to safety concerns, bin collection, accessibility of the 24 hour disabled parking bay, Highway Code breaches, restrictive access and no passing place.

For anyone that lives on our street or has visited our street, will know straight away that parking is a challenge. So to find out that a potential disabled bay is being proposed to accommodate a household that doesn't live on our street is very frustrating. Looking at the proposed plans this will take up a space that could fit two cars. Which will therefore limit the availability of parking on our road.

We are a young family and my partner works away a lot, so being able to park as close as possible to our home is something very important to me. Not just for the convenience but also for safety reasons. My usual parking space that I am able to park in most days is on fact the exact spot in which is being proposed to be used as a disabled bay.

In addition, if this space is to be used for a disabled bay then it is also going to cause issues for our bin collection. As this is where the bins for our street and also for some of the houses on Silver Dale are collected from each week.

Surely disabled bays require access around the full vehicle and the spot in which is being proposed is in fact directly next to a fence – surely this is restricted access? A solution to this would be to in fact allocate the disabled parking bay outside the house in question whom in which requires the disabled bay.

If you require any further information from myself please do not hesitate to contact me.

Thankyou again for passing my objections on to the relevant department.