

Report to TRO Panel

Grange Avenue, Werneth – 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

16 June 2022

Reason for Decision

The purpose of this report is to consider six objections to a proposal for prohibition of waiting restrictions to be introduced along Grange Avenue, Werneth.

Recommendation

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

Grange Avenue, Werneth – Objection to Traffic Regulation Order**1 Background**

- 1.1 A report recommending the introduction of prohibition of waiting restrictions at Grange Avenue, Werneth, was approved under delegated powers on 5th March 2020. The proposal was subsequently advertised and six letters of objection and one supporting letter were received.
- 1.2 A copy of the approved report is attached at Appendix A and a copy of the objections are attached at Appendix B.
- 1.3 The proposal was promoted to address issues with obstructive parking along Grange Avenue. Numerous complaints were received from local residents, pedestrians and hauliers regarding parking along the route. Vehicles are regularly left parked obstructing the footway and also contrary to the Highway Code, causing an obstruction to junction visibility splays.
- 1.4 A letter drop to properties along Grange Avenue was carried out in 2020 which highlighted the problems being caused by inconsiderate and obstructive parking. Despite this letter, inconsiderate and obstructive parking continues and is considered a road safety issue.
- 1.5 Officers have previously investigated a scheme to introduce double yellow lines along the full length of the route on the north eastern side, however this failed to gain the support of Ward Members who were concerned about the loss of parking. This proposal will therefore primarily address the issue of obstructive parking at junctions.

2 Objections

- 2.1 Six objections were received from residents of Grange Avenue. In summary, the objectors claim that the proposal:
 - will reduce the availability of on-street parking spaces in an area where there is already a high demand
 - will affect their ability to park outside their homes
 - will affect elderly and disabled residents
 - will affect the value of their homes
 - is only required because of the Council's planning decision to allow new houses to be built opposite with insufficient off-street parking
- 2.2 One letter of support was received from a resident of Grange Avenue, although the resident suggested that the length of restrictions were insufficient to address the issues of pavement parking and requested that the proposal was extended.
- 2.3 The Council appreciates that there is a lack of on-street parking for some residents of Grange Avenue. However, the Council is not responsible for providing on-street parking but has a duty in respect of road safety matters.

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- 2.4 The lengths of restriction proposed are not considered excessive and the proposal has been scaled down. A scheme to address the issues along the full length of Grange Avenue was not supported by ward members.
- 2.5 Whilst waiting restrictions can affect elderly and disabled residents, the individual circumstances of residents cannot always be accommodated on the highway and the Council must prioritise matters of road safety and access. Disabled badge holders can park on the restrictions for up to three hours and the restrictions allow for loading and unloading.
- 2.6 The Council do not routinely treat every junction on the highway with restrictions. Where we receive requests these locations will be investigated.
- 2.7 In relation to the new houses, the number of spaces for the development was deemed sufficient enough not to give rise to a material increase in on-street car parking based on Council planning policy and encouraging sustainable travel.

3 **Options/Alternatives**

- 3.1 Option 1 – Introduce the proposed restrictions as advertised.
- 3.2 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 no comments were received.

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 prohibition of waiting restrictions on Grange Avenue, 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 Prohibition of Waiting – Grange Avenue, Werneth

Report of: Deputy Chief Executive – People and Place

Officer contact: Alister Storey, Traffic Engineer
Ext. 5766

3 March 2020

Purpose of Report

The purpose of this report is to consider the introduction of prohibition of waiting restrictions at locations along Grange Avenue and at various side road junctions along the route to protect drivers visibility by removing the obstructive parking of vehicles.

Recommendation

It is recommended that no waiting at any time (double yellow lines) restrictions be introduced on Grange Avenue and various side road junctions in accordance with the schedule and plans at the end of this report.

Delegated Decision

Proposed Prohibition of Waiting – Grange Avenue, Wemeth

1 Background

- 1.1 Grange Avenue is an unclassified residential two way street that runs between the A62 Manchester Road and Chamber Road. The road is street lit and is subject to a 30mph speed limit and has footways to both sides.
- 1.2 The properties along the route are a mixture of housing stock with varying amounts of off street parking. The majority of the older properties have either off street parking to the front or the rear. A number of new properties have recently been built towards the College Avenue junction, all these properties have off street parking.
- 1.3 Numerous complaints have been received from local residents, pedestrians and hauliers regarding parking along the route. Vehicles are regularly left parked obstructing the footway and also contrary to the Highway Code, causing an obstruction to junction visibility splays.
- 1.4 A letter drop to properties along Grange Avenue was carried out earlier this year which highlighted the problems being caused by inconsiderate and obstructive parking. The letter notified residents that unless the practice ended, there would be no other option than to introduce formal waiting restrictions. Despite this letter, inconsiderate and obstructive parking continues and is considered a road safety issue.
- 1.5 Officers have previously investigated a scheme to introduce double yellow lines the full length of the route along the north eastern side, however this failed to gain the support of Ward Members who were concerned about the loss of parking. The new proposals will address the issue to obstructive parking at junctions, however the issue of obstructive parking of both sides of the carriageway away from junctions will need to be monitored.
- 1.6 In view of the above it is felt that measures recommended 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.I.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 Werneth Ward Councillors

- 6.1 The Ward Councillors have been consulted and do not want Grange Avenue residents to be unreasonably penalised but understand the need to prioritise road safety. The idea is to improve visibility and access at the junction along and at the entrances to Grange Avenue but we hope it will not inadvertently create more inconsiderable (pavement) parking along Grange Avenue. We would not want to see more restrictions along Grange Avenue.

7 Response to Councillors Comments

- 7.1 Due to the current parking practices on Grange Avenue and the adjoining side streets it is likely some displaced parking will occur if this proposal is successful. At this time motorists are parking directly at the junctions creating a highway safety issue for motorists, not only with regards to visibility when entering and exiting the side roads off Grange Avenue, but also obstructing manoeuvres through the junctions especially for larger vehicles including Emergency Service vehicles.
- 7.2 Should any displaced parking generate obstructive footway parking along Grange Avenue, it may be necessary to consider the introduction of waiting restrictions to stop this practice.

8 Financial Implications

8.1 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 October 2019)	100

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

8.3 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)

9 Legal Services Comments

9.1 The Council must be satisfied that it is expedient to make the Traffic Regulation Order in order to avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or for preventing damage to the road or to any building on or near the road, or for facilitating the passage on the road or any other road of any class of traffic, including pedestrians, or for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property or for preserving or improving the amenities of the area through which the road runs.

9.2 In addition to the above, under section 122 of the Road Traffic Regulation Act 1984, it shall be the duty of the Council so to exercise the functions conferred on them by the Act as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. Regard must also be had to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles so as to preserve or improve the amenities of the areas through which the roads run, the strategy produced under section 80 Environmental Protection Act 1990 (the national air quality strategy), the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and any other matters appearing to the Council to be relevant. (A Evans)

10 **Co-operative Agenda**

10.1 In respect of this proposal there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

11 **Human Resources Comments**

11.1 None.

12 **Risk Assessments**

12.1 None.

13 **IT Implications**

13.1 None.

14 **Property Implications**

14.1 None.

15 **Procurement Implications**

15.1 None.

16 **Environmental and Health & Safety Implications**

16.1 Energy – Nil.

16.2 Transport – Nil.

16.3 Pollution – Nil.

16.4 Consumption and Use of Resources – Nil.

16.5 Built Environment – Nil.

16.6 Natural Environment – Nil.

16.7 Health and Safety – The introduction of yellow lines at the locations identified in the plans at the end of this report, will create a safer environment for both motorists and pedestrians.

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

17.1 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.

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 **Proposal**

22.1 It is proposed that a Traffic Regulation Order be introduced in accordance with the following schedule and drawing number.

Schedule

Drawing Number 47/A3/1548/1 & 2

Add to the Oldham Borough Council (Oldham area) Consolidation Order 2003, Part 1, Schedule 1

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Grange Avenue</u> (North side) From a point 92.9 metres south east of its junction with A62 Manchester Road for a distance of 8 metres in a south easterly direction	At Any Time	A, B1, B3, B4, C, E,J,K3	

	<p><u>Grange Avenue</u> (North side/ North East)</p> <p>From a point 11 metres west of its junction with Fernholme Court to a point 10 metres south east of its junction with Fernholme Court</p>	At Any Time	A, B1, B3, B4, C, E,J,K3	
	<p><u>Grange Avenue</u> (North East side)</p> <p>From a point 10 metres north west of its junction with Selkirk Avenue to a point 10 metres south east of its junction with Selkirk Avenue</p>	At Any Time	A, B1, B3, B4, C, E,J,K3	
	<p><u>Grange Avenue</u> (North East side)</p> <p>From a point 10 metres north west of its junction with Eskdale Avenue to a point 10 metres south east of its junction with Eskdale Avenue</p>	At Any Time	A, B1, B3, B4, C, E,J,K3	
	<p><u>Grange Avenue</u> (North East side)</p> <p>From its junction with Chamber Road for a distance of 14 metres in a north west direction</p>	At Any Time	A, B1, B3, B4, C, E,J,K3	

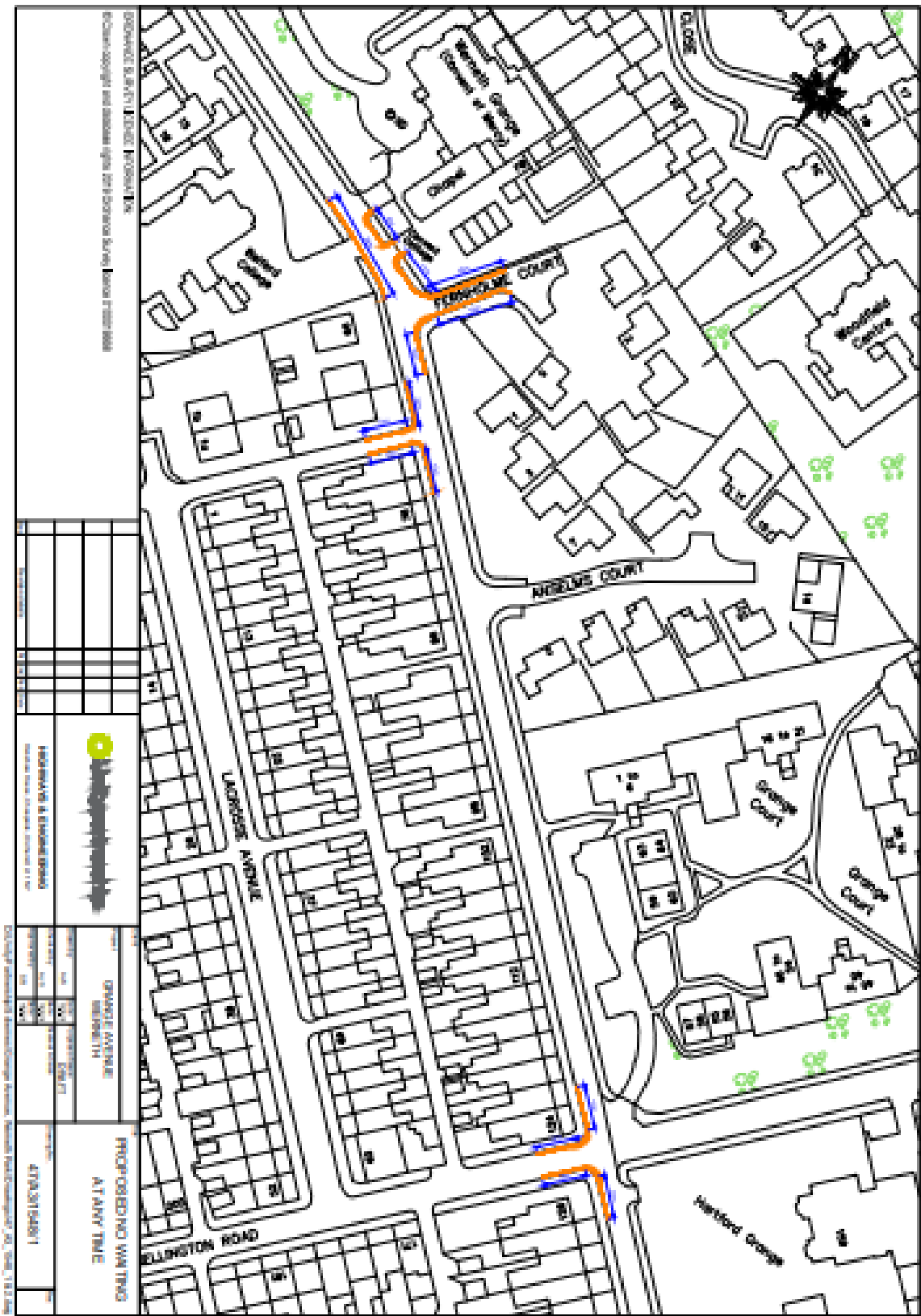
	<p><u>Grange Avenue</u> (South side)</p> <p>From a point 85.6 metres south east of its junction with A62 Manchester Road for a distance of 28 metres in a south easterly direction</p>	At Any Time	A, B1, B3, B4, C, E,J,K3	
	<p><u>Grange Avenue</u> (South West side)</p> <p>From a point 131.6 metres south east of its junction with A62 Manchester Road to a point 157.5 metres south east of its junction with A62 Manchester Road</p>	At Any Time	A, B1, B3, B4, C, E,J,K3	
	<p><u>Grange Avenue</u> (South East side)</p> <p>From a point 10 metres north west of its junction with Wellington Avenue to a point 10 metres south east of its junction with Wellington Avenue</p>	At Any Time	A, B1, B3, B4, C, E,J,K3	
	<p><u>Grange Avenue</u> (South East side)</p> <p>From a point 10 metres north west of its junction with Coniston Avenue to its junction with Chamber Road</p>	At Any Time	A, B1, B3, B4, C, E,J,K3	

	<p><u>Chamber Road</u> (North West side)</p> <p>From a point 10 metres south west of its junction with Grange Avenue to a point 10 metres north east of its junction with Grange Avenue</p>	At Any Time	A, B1, B3, B4, C, E,J,K3	
	<p><u>Eskdale Avenue</u> (Both sides)</p> <p>From its junction with Grange Avenue for a distance of 10 metres in a north easterly direction</p>	At Any Time	A, B1, B3, B4, C, E,J,K3	
	<p><u>Coniston Avenue</u> (Both sides)</p> <p>From its junction with Grange Avenue for a distance of 10 metres in a south westerly direction</p>	At Any Time	A, B1, B3, B4, C, E,J,K3	
	<p><u>Selkirk Avenue</u> (Both sides)</p> <p>From its junction with Grange Avenue for a distance of 10 metres in a north easterly direction</p>	At Any Time	A, B1, B3, B4, C, E,J,K3	

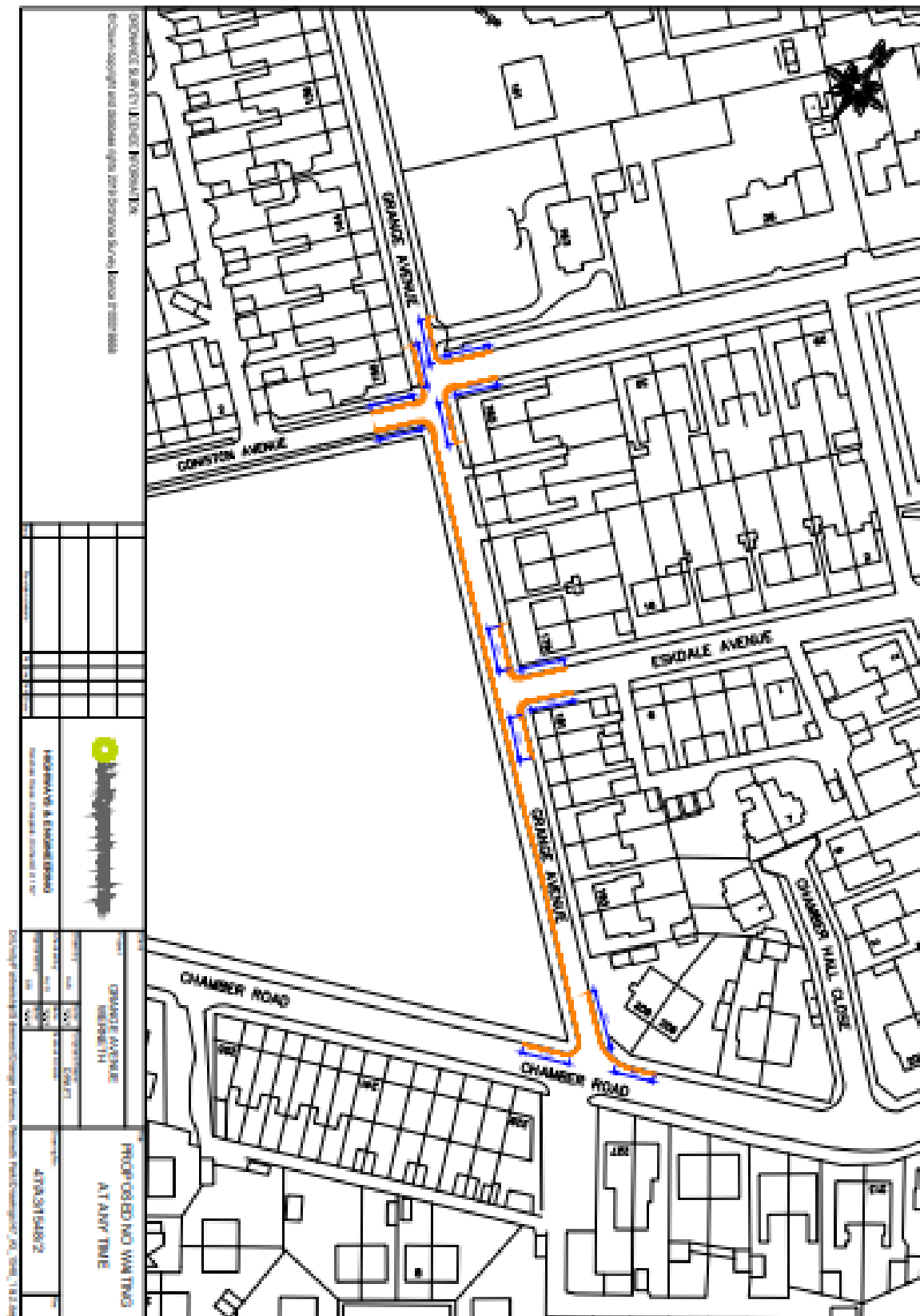
	<p><u>Un-named access road between 72 and 70 Grange Avenue</u> (Both sides)</p> <p>From its junction with Grange Avenue for a distance of 10 metres in a south westerly direction</p>	At Any Time	A, B1, B3, B4, C, E,J,K3	
	<p><u>Fernholme Court</u> (Both sides)</p> <p>From its junction with Grange Avenue for a distance of 18 metres in a primarily north easterly direction</p>	At Any Time	A, B1, B3, B4, C, E,J,K3	

APPROVAL

<p>Decision maker</p> <p>Signed:  Cabinet Member, Environmental Services</p>	<p>Dated 05/03/2020</p>
<p>In consultation with</p> <p>Signed:  Deputy Chief Executive</p>	<p>Dated: 4 March 2020</p>



APPENDIX B



COPY OF REPRESENTATIONS

Dear Sirs

Doc Ref: TM3/1019-Grange Avenue – 18/02/22

Thank you for your letter detailing the proposed introduction of parking restrictions on Grange Avenue.

Whilst I very much welcome the proposals I would wish to make the following observations.

- 1 The most egregious example of inconsiderate parking is on the pavement for the entire length from Selkirk Avenue down to Fernholme Court. Vehicles are parked nose-to-tail for the entire length at some point on most days. The vehicles are parked on the pavement, tight against the wall, making pedestrian access, along that stretch, impossible.
- 2 Conversely, the entire stretch of the Avenue from Chamber Road to Selkirk Avenue (in front of the recently built houses) for which you are proposing to be no parking hardly ever suffers from inconsiderate parking.

I kindly request that you review the proposals to take account of my observations above.

Hi

In regards to the above proposal we are opposing to this, as it will befall more problems, we are in an area where households have multiple vehicles, hence we appreciate each other in parking sensibly with no issues. This proposal will effect everyone in various ways.

So we urge you to please scrap this proposal.

Your ref: DE/GS/TM3/1019

Dear Sir or Madam

RE: The Oldham Area Consolidation Order Prohibition of Waiting Amendment Order 2022

We are the owners and occupiers of 181 Grange Avenue and we would like to formally object to the proposal to place double yellow lines outside of and at the side of our house.

We have lived in this house for 39 years. We are now in our 80's and your proposal will mean that we will not be able to park outside of our home or at the side of our home. This will have a significant impact on our health, wellbeing and mobility. When returning to our home with our shopping bags we will have to park some distance from our home carrying heavy bags.

There are already problems parking in this area. There is insufficient parking for the houses and residents. For many years we endured parking problems when the Anselm/St Augustine School was opposite our home as the school had insufficient parking for the staff. At no time did the Council suggest double yellow lines.

As a Council you allowed a developer to build houses opposite our homes. Grange Avenue is a narrow street and, appears to have been designed not to have house opposite each other. This was a sensible approach that did not crowd the area but the Council did not follow this approach with regard to the houses that have been built opposite my home. They have effectively created the problems with the vehicles in the area and your solution is to further penalise the residents that have lived in this area for many years. I have noted that there are no plans to place double yellow lines on Chamber Rd a busy road and yet you want to place double yellow lines on the residential side street.

The houses on Grange Avenue are family homes and many have more than 1 car. Some of the new houses do not have enough room to park more than 1 car and they say their garages that are not large enough for a car. By allowing these houses to be built in this way the Council has added to the parking problems and the proposal to place double yellow lines outside the homes on my side of the street will exacerbate the parking problem.

In addition, some people will ignore the lines and park over the lines. This will mean that whilst I will not be able to park outside my home other people may do so. How does the Council plan to monitor the no waiting restrictions?

The double yellow lines will also have an impact on the value of my property should I wish to sell my home. No one wants to buy a house where they are unable to park outside or at the side of the house.

As this area is not near a town or any businesses the parking restrictions will only affect the residents living in the area and we and my neighbours clearly need to park their vehicles.

An alternative to the double yellow lines might be for the residents to have parking permits which I know has been put in place at the housing association properties at the Manchester Road end of Grange Avenue.

Dear Mr. Evans,

I am writing both in response to the proposed prohibition of waiting – Grange Avenue, Werneth and on behalf of my parents, Mr. and Mrs. Tavarozzi of 70 Grange Avenue.

My parents would like it known that they object to the above proposal, and in particular to the intention to introduce double yellow lines directly in front of their property (70 Grange Avenue).

My father drives, and is a Disabled Badge holder. My mother is not very mobile. They are fortunate, as their property has a drive, but it is difficult (and takes time) for my father to get in and out of the car, open the drive gates etc., and this would be a source of great stress for my parents.

A more general concern is that if the proposed parking restrictions were introduced then there would be a constant “battle” for the available spaces that would result in a great deal of ill feeling / conflict / unease amongst and between neighbours.

My parents are fully understanding of the need to maintain health and safety within the area, but we would ask that a better solution is found than adding restrictions in what is already a crowded area.

With Best Regards,

To Whom it may concern

Re: Proposed Prohibition of Waiting – Grange Avenue, Oldham

In relation to the letter, you sent dated 18th February and the proposal to add prohibition of waiting outside my house XXX Grange Avenue, Oldham, OL8 4EJ. I understand part of the logic behind the reason, but I have a number of issues I would like to address regarding this plan.

Firstly, is this a course of action throughout the borough of Oldham and is it consistent with all similar roads in the borough. There are several roads that have the same issues as Grange Avenue and are many that are even worse than Grange Avenue throughout the borough.

This plan will affect me, and my family greatly as where are we expected to park our cars if we cannot park them outside our own house. The street is already congested with cars and with you removing the space outside my house, can you suggest where I would park my cars? I have elderly people living at the house and this will cause them undue stress to walk a distance to the house from wherever we can find a space to park my car. The only solution I can think for this problem is if you allow or contribute towards the affected residents building a drive outside their homes for them to park their cars.

The implementation of the proposed prohibition of waiting outside my house will also have the negative affect of the value of my property. If anytime in the future I look at selling the property, the value will be less than other properties on the street as anyone who purchases the property will not be able to park the car outside the house. Is the council prepared to compensate me for the loss in value of the property?

The residents that the proposed prohibition of waiting will directly affect pay their road tax and council tax at the same rate as all the residents on the street but they will be at a direct disadvantage to everyone else in terms of finding a place to park there cars.

I sincerely hope that the council take into consideration all the points raised above about this matter and address them in the meeting that will take place before arriving at a decision.

Regards

My comments regarding the above are as follows:

I am **strongly against** the proposal. This will cause more parking problems for myself and other residents in the proposed area. I do not have a dipped pavement/ curb where I have access to the front garden so that I can park my care due the street lamppost in the way and also cost of lowering the pavement/ curb.

Secondly and most important **I need 24 access in front of the house** as my wife has difficulty walking and her sight is poor (she as a blue badge number for your reference is :N9H82H00153Y1023.

I hope my comments are taken into consideration and I look forward to hearing from you.

I am writing in regards to the proposed double yellow lines to be placed outside both our houses 72 and 74 Grange Avenue. I am against this proposition and bitterly disappointed in why this has been brought up. Firstly, I would just like to point out why the reasons for implementing this was not attached along with the rest of the proposition? You have mentioned that we would have to physically go to your office between the mentioned times to view the reasons for this proposition. My question is why? I do not see the point of it. If you are a solicitor then my understanding is all details/information, if you are on a criminal case for example, you would expect to have it present with you i.e. in discovery as opposed to chasing around place to place as to why for example a certain person is being charged with such and such a crime. It does not make any sense. At least a brief reason as to why this has been suggested should have been mentioned.

I can partially understand why you would want to put double yellow lines on the corners simply to avoid accidents etc. Nevertheless, the real question is if the motorists are causing accidents why do these particular people not look and observe before making a manoeuvre. Basically, why are these people even sat behind a steering wheel. This is basic Highway Code and driving standards, which motorists should follow even after they have passed their practical driving test. In addition, this is why we have horns, which is clearly stated in the Highway Code as to press it to alert other motorists our intentions. The list is endless and I do not need to detail everything down. My point is if certain minor individuals are responsible for causing accidents etc. then why do the rest of the people living on the street have to suffer? If someone is responsible for their actions then they are the ones who should be punished, not the innocent who get dragged into unnecessary predicaments. It is totally unfair and unjust for someone else to take the blame for someone else's crime and live with the consequences.

Putting double yellow lines outside my houses will mean we will not be able to park our cars outside the house and thus would have to park on the opposite side causing obstruction to the oncoming two-way traffic. Which also means when bringing the shopping/groceries inside will be a dangerous task in itself because if you imagine the back door being open and you are taking the shopping out of the car would it not be dangerous and risky for the person doing so having to cross the road with shopping in your hands. This will also potentially cause an overcrowding issue as this street is over 95% Pakistani and in general are very family orientated and have lots of relatives. If this proposition goes ahead then where are the family relatives meant to park their cars? It just does not work out. The way the houses are designed and built there is no way we could make a driveway out of the front gardens as it is just too small.

One big issue will be property value. If there are double yellow lines outside the property i.e. No parking then the house price will drop and also making it difficult to sell the houses in the future. There would be no interest in the properties. What do we do in this situation? Will the council compensate us for the loss? My dad scrimped and saved to acquire these houses and now their worth seems to be hovering in thin air.

One of the main reasons for not inscripting the lines outside our houses is because my elderly father has a disability in his leg after a fall in around 2009. His leg has never been right since however he can still drive properly without trouble. Despite this, I do not want my elderly dad nor does anyone to be crossing roads with his limp in his leg. It makes his life difficult. He does not need this trouble in his life at this age. He does not claim any disability benefits as he has never been in the benefits scene and has always toiled his entire life and paid all his taxes throughout his working life.

Usually you would expect double yellow lines to be printed outside four-way cross road junctions on busy roads, however our house is at a non-busy T-Junction and therefore I cannot see why there would be any need of assigning these lines on. From what I can remember as a child, I have never seen an accident happen here and I have always lived here since approximately 1985. Therefore, you can imagine why there is no need for these lines.

The way things are on our street everyone parks their cars in front of their own houses and if they have surplus cars then they end up parking in their rear gardens or elsewhere on the street and not in front of the adjacent neighbours house causing them an inconvenience. The last thing we would want is to park outside someone else's house and them kicking off with us. We really do not want that even though we could turn around and say we pay road tax as well as you do but the morality of this whole situation will not be there and thus needs to be avoided wherever possible.

We also have a neighbour living in the bungalow at number 70 Grange Avenue who has a disabled granddaughter. She is physically challenged and is on a wheel chair, which must be pushed by someone other than herself. Where the proposed yellow lines are going to be put that is the exact same spot where the disability bus parks in order to drop off the little girl. So please if you could also consider this girl before making any final decisions.

On a final note please I urge you to take our situation very seriously and please do not print the proposed 10m by 10m double yellow lines outside our houses and please consider the devastating impact it will have on parking, my father's situation, and all the above mentioned points. Indeed, I believe you will be just in making your decision.

Thank you very much for your time and help and hopefully will hear from you soon