

## TRO Panel

**Decision Maker:** Director of Environment, Nasir Dad

**Date of Decision:** 8 March 2023

**Subject:** Robinson Street, Chadderton – Objection to Traffic Regulation Order

**Report Author:** Shahed Chaudhary, Senior Engineer

**Ward (s):** Chadderton Central

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**Reason for the decision:**

A report recommending the introduction of prohibitive waiting restrictions, along part of Robinson Street, Chadderton, was approved under delegated powers on 31st March 2022; A copy of the approved report is attached at Appendix A.

2 no. letters of objection were received and a copy of the representations are attached at Appendix B.

### **Background**

The proposal was promoted to address the obstructive parking regularly taking place along Robinson Street. Due to its connectivity with the Metrolink Stop, Robinson Street has been designated as part of the proposed Chadderton Broadway to Freehold Tram Stop cycling and walking route. This route is to be financed by the Greater Manchester Combined Authority's (GMCA) Mayor's Challenge Fund (MCF). It is proposed to connect A663 Broadway from the junction of Lydia Becker Way to Freehold Tram Stop, via Crossley Playing Fields, Denton Lane and Robinson Street. Thus, providing East – West connectivity for cyclists and pedestrians across Chadderton.

Robinson Street has been classified as a quiet

street as it experiences low traffic flows which are conducive for on-carriageway cycling. Although low traffic flows are experienced, parked vehicles inherently create hazards for cyclists, particularly when car doors are opened in the way of passing cyclists. The main area of concern is along the eastern end of Robinson Street, which is in close proximity to the Freehold Metrolink Stop, where vehicles are parked along both sides of the street, all day long.

A pocket park is also located at the eastern end of Robinson Street and vehicles parked adjacent to this area are masking the presence of children who are entering and leaving the park area.

To improve access for cyclists who are using the dedicated cycling route, and to create a safer environment for the park users, it is proposed to introduce double yellow lines along the length of Robinson Street that fronts the park area. The provision of double yellow lines will displace commuters who have parked to use the Metrolink, but as this parking takes place during the daytime only, it is hoped that this will not greatly inconvenience the residents.

Furthermore, along this length of Robinson Street, vehicles mount the footway, obscuring the footway for buggy and wheelchair users.

The introduction of a Traffic Regulation Order to prohibit waiting along part of Robinson Street is necessary to provide a safe on-carriageway cycle route to / and from Freehold Tram Stop and will deter Metrolink commuters from using their cars to reach the Tram Stop. Also, the passage along the footway will be safer for pedestrians, buggy and wheelchair users.

### **Objections**

Two objections have been received from residents from the area of Robinson Street; their objections are summarised below: -

- Banning vehicles from part of the street will push parking issues further along Robinson Street and Block Lane

- The real reason for the traffic problems – the Metrolink stop at Freehold which doesn't have its own car park for all users.
- Prior to the pandemic it was impossible for residents to park on the street during the day due to the number of commuters leaving their cars to travel into Oldham or Manchester.
- There should also be a resident's parking scheme for the people of Robinson Street and Block Lane in order to ensure they are able to park near their properties.
- This will cause the cars to park further down Robinson Street and outside other residents houses, leaving the residents with children or elderly residents unable to park up near to their homes.

### **Comment about the Objections**

The concerns of the objectors are understood; there is high demand for parking in the area due to the majority of residential properties not having off-street parking, resulting in residents having to rely on the highway for parking. The nearby Freehold Metrolink Stop attracts an increasing number of commuters to park on Robinson Street. However, the following points should be taken into consideration:

- The area outside of the pocket park needs to be clear for safety purposes.
- There is no automatic right to park on the public highway.
- Fewer people will be expected to drive and park close to the Metrolink stop as it shall be easier to cycle and walk to the Metrolink stop.
- The parking restrictions are being implemented where there are no residential properties adjacent. During the mornings, if residents' vehicles have been parked outside their houses overnight, the commuters would have to park elsewhere anyway.
- The 'residents only parking permit scheme' has to be implemented across the whole area for it to be effective. This requires the completion of a long statutory process and

extensive consultation, which is beyond the scope of this scheme.

**Summary:**

The purpose of this report is to consider 2 objections to a proposal for prohibition of waiting restrictions to be introduced along Robinson Street, Chadderton.

**What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):**

Option 1 – Introduce the restrictions as advertised  
Option 2 – Do not introduce the restrictions and allow the obstructive parking to continue

***Consultation: including any conflict of interest declared by relevant Cabinet Member consulted***

The Ward Members (Cllrs McLaren, Taylor and Moores) have been consulted and state the following:

The Ward Councillors have previously indicated that they would wish to support the introduction of the Prohibition of Waiting on the stretch of highway alongside the Agnes Robinson Pocket Park which is used by local children. The vehicles parked alongside the pocket park present a potential hazard to young children who might be tempted to run out into the road between parked vehicles, for example, to retrieve a ball.

Ward Councillors understand and accept residents' concerns about the possible displacement of parked vehicles to other parts of Robinson Street and/or Block Lane. The Ward Councillors have asked that the drop zone be converted in to a car park as a means of alleviating some of the on-street car parking which takes place on a daily basis. However, this is probably a matter for Transport for Greater Manchester to address.

A further issue relates to vehicles speeding on Robinson Street. This problem often occurs in the evening when traffic is relatively light but represents a danger to pedestrians and motorists alike. A chicane at, say, the bottom end of Robinson Street in close proximity to Denton Lane would help to alleviate this problem and, perhaps, can be incorporated in to the

current work programme for the Broadway to Freehold Metrolink cycling and walking route.

All things considered, improving road safety is paramount ensuring the safety of young children should take precedence.

**Recommendation(s):**

It is recommended that the restrictions are implemented.

**Implications:**

What are the **financial** implications?

These were dealt with in the previous report.

What are the **legal** implications?

These were dealt with in the previous report.

What are the **procurement** implications?

None

What are the **Human Resources** implications?

None

**Equality and Diversity Impact Assessment** attached or not required because (please give reason)

These were dealt with in the previous report.

What are the **property** implications

None

**Risks:**

None

**Co-operative agenda**

These were dealt with in the previous report.

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Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?

Yes

Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?

Yes

Are any of the recommendations within this report contrary to the Policy Framework of the Council?

No

**There are no background papers for this report**

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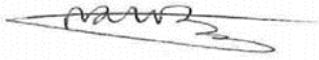
<b>Report Author Sign-off:</b>	
Shahed Chaudhary	

<b>Date:</b> 6 March 2023	
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Please list and attach any appendices:-

<b>Appendix number or letter</b>	<b>Description</b>
A	Approved Mod Gov Report
B	Copy of Representations

In consultation with Director of Environment



Signed :

Date: 08 March 2023

# Appendix A

## Copy of Approved Delegated Report

### Delegated Decision

### Proposed Prohibition of Waiting – Robinson Street, Chadderton

Report of: Deputy Chief Executive – People and Place

Officer contact: Shahed Chaudhary  
shahed.chaudhary@unitypartnership.com

30 March 2022

#### Reason for Decision

The purpose of this report is to restrict parking along a part of Robinson Street, Chadderton, to improve the safety of Robinson Street for cyclists.

#### Recommendation

It is recommended that no waiting at any time (double yellow line) restrictions be introduced on part of Robinson Street, Chadderton in accordance with the schedule at the end of this report.

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## **Proposed Prohibition of Waiting – Robinson Street, Chadderton, Oldham**

### **1 Background**

- 1.1 There are parking practices taking place along Robinson Street, Chadderton and the difficulty that they pose for cyclists.

### **2 Current Position**

- 2.1 Robinson Street is a local residential street which connects Denton Lane and Block Lane. It is fronted mainly by residential properties, on both sides of the road and is used as one of the accesses to Freehold Metrolink Tram Stop.
- 2.2 Due to its connectivity with the Metrolink Stop, Robinson Street has been designated as part of the proposed Chadderton Broadway to Freehold Tram Stop cycling and walking route. This route is to be financed by the Greater Manchester Combined Authority (GMCA)'s Mayor's Challenge Fund (MCF). It is proposed it will connect A663 Broadway from the junction of Lydia Becker Way to Freehold Tram Stop, via Crossley Playing Fields, Denton Lane and Robinson Street. Thus providing East – West connectivity for cyclists and pedestrians across Chadderton.
- 2.3 Robinson Street has been classified as a quiet street as it experiences low traffic flows which are conducive for on-carriageway cycling.
- 2.4 Although low traffic flows are experienced, parked vehicles inherently provide hazards for cyclists, particularly when car doors are opened in the way of passing cyclists. The main area of concern is along the eastern end of Robinson Street, which is in close proximity to the Freehold Metrolink Stop, where vehicles are parked along both sides of the street, all day long.
- 2.5 A pocket park is also located at the eastern end of Robinson Street and vehicles parked adjacent this area are masking the presence of children who are entering and leaving the park area.
- 2.6 To improve access for cyclists who are using the dedicated cycling route, and to create a safer environment for the park users, it is proposed to introduce double yellow lines along the length of Robinson Street that fronts the park area. The provision of double yellow lines will displace commuters who have parked to use the Metrolink, but as this parking takes place during the daytime only it is hoped that this will not greatly inconvenience the residents.

### **3 Options/Alternatives**

- 3.1 Option 1: To approve the recommendation and improve access and safety for pedestrians
- 3.2 Option 2: Not to approve the recommendation and encourage the use of a route with potential hazards

#### 4 **Preferred Option**

4.1 The preferred option to approve is Option 1.

#### 5 **Justification**

5.1 The introduction of a Traffic Regulation Order to prohibit waiting along part of Robinson Street is necessary to provide a safe on-carriageway cycle route to/ and from Freehold Tram Stop and hopefully deter Metrolink commuters from using their cars to reach the Tram Stop.

#### 6 **Consultations**

6.1 G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal.

6.2 T.f.G.M. View - The Director General has been consulted and has no comment on this proposal.

6.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.

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

6.5 Oldham Council Parking View – The Parking Manager has been consulted and has no objection to this proposal.

#### 7 **Comments Of the Chadderton Central Ward Councillors**

7.1 The proposal has previously been discussed with the Unity Partnership Traffic Management Unit. The restriction was to be introduced to improve road safety around the Agnes/Robinson Pocket Park. The Ward Councillors will be happy to support the proposed introduction of the waiting restriction at this location.

#### 8 **Financial Implications**

8.1 The cost of introducing a Traffic regulation order on Robinson Street, Chadderton will be £2.1k. The breakdown of costs is shown within the table below:

	<b>£</b>
Advertisement of Order	1,200
Annual Maintenance	160
<b>Revenue Expenditure</b>	<b>1,360</b>
Introduction of road markings	800
<b>Capital Expenditure</b>	<b>800</b>
<b>Total Expenditure</b>	<b>2,160</b>

- 8.2 The capital expenditure of £0.8k will be funded from the relevant scheme within the Transport Capital Programme, which is financed by Mayors Challenge funding.
- 8.3 The revenue expenditure of £1.3k will be funded from the revenue budget in the Highways Operations Service.

(John Edisbury)

## 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 the introduction of prohibitive waiting restrictions along Robinson Street 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 – In accordance with current specifications.
- 16.5 Built Environment – minor alteration to visual appearance of area
- 16.6 Natural Environment – Nil.
- 16.7 Health and Safety – The removal of parked vehicles will create a safer environment for highway users
- 17 **Equality, community cohesion and crime implications**
- 17.1 None.
- 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 Prohibition of Waiting Order be introduced on Robinson Street, Chadderton in accordance with drawing number 47/A4/1658/1 and the following schedule.



Item to be Included

Drawing Number 47/A4/1658/1

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

**Add to Part I Schedule 1  
Prohibition of Waiting**

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Robinson Street, Chadderton</u> (South Side)  Extending from a point 40 metres west of its junction with Block Lane for a distance of 30 metres in a westerly direction.	At Any Time		

**APPROVAL**

<p><b>Decision maker</b></p> <p>Signed:  Cabinet Member, Neighbourhoods</p>	<p>Dated: 31 March 2022</p>
<p><b>In consultation with</b></p> <p>Signed:  Executive Director for Place &amp; Economic Growth</p>	<p>Dated: 30 March 2022</p>

## Appendix B

### Objections

I am emailing to object to the proposed order!

This order won't stop the cars from using Robinson Street as a car park for the tram station, it will just cause the cars to park further down Robinson Street and outside other residents houses, leaving the residents with children or elderly residents unable to park up near to their homes.

Regards

Dear Sir

I am writing with regard to the above proposed prohibition of waiting order on Robinson Street, Chadderton. This is the first I have heard of the proposed order and only found out about it when it was mentioned on the neighbourhood Facebook page.

While I can understand the need for something to be done about the traffic in the area, I feel that banning vehicles from part of the street will not solve the problem and will, in fact, exacerbate the problem by causing traffic issues further along Robinson Street and onto Block Lane.

Introducing a traffic regulation order such as a prohibition of waiting order appears to be the simplest route to take in trying to solve the problem. However, it does nothing to address the real reason for the traffic problems – the Metrolink stop at Freehold.

As long as the stop has been in operation people have driven to Freehold to park their cars on Block Lane and Robinson Street before getting onto the tram. Prior to the pandemic it was impossible for residents to park on the street during the day due to the number of commuters leaving their cars to travel into Oldham or Manchester. As a car owner I have had to drive a couple of times around the block to find a space to park near to my property on Block Lane. Sometimes I have had to park on Robinson Street due to the lack of space.

While the traffic issue is not at the heights it reached prior to the pandemic there are still problems caused by the use of the Metrolink. Commuters still leave their cars on the street and there are also private cars and taxis stopping to drop people off on Robinson Street rather than using the drop off zone on the other side of the bridge. This leads to congestion on the street, especially at the times when people would have finished work.

If the no waiting order is to be introduced then I feel that there should also be a resident's parking scheme for the people of Robinson Street and Block Lane in order to ensure they are able to park near their properties. There are many elderly residents in the area who are visited by carers/medical personnel. If these people cannot park to attend to their clients then it reduces the amount of time they can be with the client so they are not late getting to the next client.

I feel there needs to be something more pro-active done to address the traffic issues and that the no waiting order is not the solution to the problem. I am therefore in opposition to the proposed traffic order.

Yours