

## TRO Panel

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

**Date of Decision:** 15 June 2023

**Subject:** Objections to Proposed Prohibition of Waiting – Whinberry Way / Ripponden Road, Moorside

**Report Author:** Andy Cowell, Traffic Engineer

**Ward (s):** St James'

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**Reason for the decision:**

A report recommending the introduction of Prohibition of Waiting restrictions at Whinberry Way / Ripponden Road, Moorside was approved under delegated powers on 1 August 2022. The proposal was subsequently advertised, and five objections were received.

One objection was received from a resident of Whinberry Way and four objections were received from residents of Ripponden Road.

In summary, the objector at Whinberry Way states that the proposed restrictions will displace parking from other areas to outside their property.

The objectors at Ripponden Road state that, although they have driveways, they occasionally need to park on the road for short periods to move cars around and the space is used by visitors and for deliveries. Residents believe that the speed limit should be reduced to 30mph and a speed camera installed to improve safety at the site. The objectors also state that very few vehicles park on Whinberry Way and the problem reported may have been a temporary one, and, therefore, there would be little if any displacement onto Ripponden Road, which is wide enough for two large vehicles to pass each other safely. It is also sometimes necessary for

residents to stop and wait for a gap in the traffic in order to reverse onto their driveway.

Officers have considered the objections but believe that the restrictions are fully justified. The scheme, in its current form, would prevent motorists from parking in the area of concern on Whinberry Way and address a number of issues identified, nearby, on Ripponden Road.

In terms of Whinberry Way, although some parking may be displaced to alongside other properties, to prevent this would require a more extensive scheme. Parking is available along the first section of Spinners Way where there are no properties fronting the highway and this is the closest area to the proposed scheme. The restrictions on Whinberry Way were proposed to prevent vehicles parking near to the junction of Ripponden Road, which is a road of strategic importance. Whinberry Way is also the main access point into the residential estate. Vehicles parked near to the junction affect the flow of traffic into and out of the estate and vehicles entering Whinberry Way from Ripponden Road are forced into the opposing carriageway when vehicles are parked close to the junction. The situation is compounded by the higher speed limit on Ripponden Road and poor forward visibility at the corner of the junction

Although no complaints have been received in relation to parking on Ripponden Road in the vicinity of Whinberry Way, when a scheme is devised for new parking restrictions, the Council often extend the scheme out to a wider area to cater for any displacement that may occur and to achieve economies of scale in terms of traffic order costs. The proposed restrictions along Ripponden Road, which forms part of the A672 strategic route, address a number of road safety issues identified by Officers on site.

On Ripponden Road, there is a right turn lane marked out on the carriageway to facilitate right turn movements into Whinberry Way. There is also a central pedestrian island located immediately to the northeast of the junction. Therefore, any vehicle parking alongside the right turn lane would block the road when a vehicle is waiting to turn right. Vehicles parked in this general area also force vehicles into the

central hatched areas and cause vehicles to weave, especially the closer a vehicle is parked to the central island. Vehicles parked near to the island also affect inter-visibility between pedestrians and motorists, and vice versa.

The proposed restrictions on the north east side of the junction are longer in length to protect the island and for visibility reasons (in the UK visibility to the left is less significant than when looking to the right at a side junction). The restrictions are also longer on the north east side to cover an existing SLOW marking in advance of the junction. Vehicles parked on the SLOW marking conceal most of the marking.

It should be noted that the proposed restrictions do not prevent loading and unloading outside the properties or stopping to wait to access a driveway.

There are no plans to reduce the speed limit. Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. It should also be noted that reducing a speed limit alone does not automatically guarantee compliance by drivers. The character and function of Ripponden Road and the environment this section of the road is in would not support a lower speed limit. The speed limits along Ripponden Road were investigated by Transport for Greater Manchester (TfGM) and the Police (GMP) as part of the District wide, Greater Manchester Speed Limit Review undertaken several years ago. This work was carried out to provide consistency and to determine if the current speed limits set in the various districts complied with the new guidance published in the Department for Transport Circular 01/2013, "Setting of Local Speed Limits". Consequently, no changes were deemed necessary at the time to the existing Speed Limit arrangements on Ripponden Road.

Unfortunately, the location would not qualify for a speed camera based on the criteria set by the Department for Transport.

In summary, if approved the proposal will:

- increase visibility along Ripponden Road for motorists exiting Whinberry Way
- increase visibility along Whinberry Way for motorists exiting Spinners Way
- increase visibility for pedestrians crossing at the island
- protect the pedestrian island from becoming obstructed
- improve traffic flow past the island, reducing weaving
- protect the right turn lane
- improve traffic flow in and out of Whinberry Way
- reduce the conflict between left turning vehicles entering Whinberry Way from Ripponden Road and vehicles parked on Whinberry Way
- prevent footways from becoming obstructed by parked vehicles
- prevent parking on the south-westbound slow marking on Ripponden Road

**Summary:**

The purpose of this report is to consider all representations received to the proposed introduction of Prohibition of Waiting restrictions at Whinberry Way / Ripponden Road, Moorside

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

Option 1: Introduce the proposed restrictions as advertised  
 Option 2: Relax the proposed restrictions and introduce an agreed amendment  
 Option 3. Do not introduce the proposed restrictions

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

The Ward Members have been consulted and no comments have been received.

***Recommendation(s):***

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

**Implications:**

***What are the financial implications?***

These were dealt with in the previous report (refer to Appendix A)

***What are the legal implications?***

These were dealt with in the previous report (refer to Appendix A)

What are the <b>procurement</b> implications?	None
What are the <b>Human Resources</b> implications?	None
<b>Equality and Diversity Impact Assessment</b> attached or not required because (please give reason)	Not required because the measures proposed are aimed at improving road safety
What are the <b>property</b> implications	None, the work is being undertaken on the public highway which is under the control of the Highway Authority. (Rosalyn Smith)
<b>Risks:</b>	None
<b>Co-operative agenda</b>	These were dealt with in the previous report (refer to Appendix A)

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**

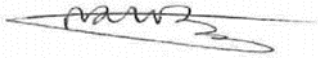
<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 26 May 2023	

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 :

A handwritten signature in black ink, appearing to be 'MAD' followed by a flourish.

Date: 30.05.2023

**APPENDIX A**

**APPROVED MOD GOV REPORT**

## **Delegated Decision**

# **Proposed Prohibition of Waiting – Whinberry Way / Ripponden Road, Moorside**

Report of:

**Emma Barton, Executive Director for Place & Economic Growth**

Officer contact: Andy Cowell, Traffic Engineer  
Ext. 4577

**19 April 2022**

### **Purpose of Report**

The purpose of this report is to consider the introduction of prohibition of waiting restrictions at the junction of Whinberry Way and Ripponden Road, Moorside.

### **Recommendation**

It is recommended that prohibition of waiting restrictions are introduced in accordance with the plan and schedule at the end of this report.

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## **Proposed Prohibition of Waiting – Whinberry Way / Ripponden Road, Moorside**

### **1 Background**

- 1.1 Ripponden Road forms part of the A672 strategic route connecting Oldham with Ripponden. Whinberry Way is a local distributor road located on the outer edge of the town. It forms the main spine road within a housing estate consisting of detached and semi-detached houses. At the point where the roads connect, Ripponden Road has a speed limit of 40mph with Whinberry Way subject to the urban speed limit of 30mph. There is a pedestrian island located on Ripponden Road immediately to the north-east of the junction and a dedicated right turn lane marked out at the junction. All the properties in the area have off-street parking facilities. There are no existing parking restrictions in place at the junction.
- 1.2 The Highways Department of the Council recently received reports of indiscriminate parking on both sides of Whinberry Way, between the junction of Ripponden Road and the junction of Spinners Way.
- 1.3 It is reported that vehicles parked in this location affect visibility for motorists emerging from Spinners Way and also affect the two-way flow of traffic close to the junction of Ripponden Road. Concerns have been raised that vehicles entering Whinberry Way from Ripponden Road are forced into the opposing carriageway when vehicles are parked close to the junction. The situation is compounded by the higher speed limit on Ripponden Road and poor forward visibility at the corner of the junction.
- 1.4 Officers have inspected the location and support new restrictions to address the issues reported. However, to prevent vehicles being displaced onto Ripponden Road and to address other issues, the proposal has been extended out to include a wider area.
- 1.5 It is proposed to promote new prohibition of waiting restrictions on both sides of Whinberry Way and Ripponden Road as detailed on plan 47/A4/1665/1.

### **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 is Option 1

### **4 Justification**

- 4.1 If approved, the proposal will:
  - increase visibility along Ripponden Road for motorists exiting Whinberry Way



- increase visibility along Whinberry Way for motorists exiting Spinners Way
- increase visibility for pedestrians crossing at the island
- protect the pedestrian island from becoming obstructed
- improve traffic flow past the island reducing weaving
- protect the right turn lane
- improve traffic flow in and out of Whinberry Way
- reduce the conflict between left turning vehicles entering Whinberry Way from Ripponden Road and vehicles parked on Whinberry Way
- prevent footways from becoming obstructed by parked vehicles
- prevent parking on the south-westbound slow marking on Ripponden Road

## 5 Consultations

- 5.1 G.M.P. View - The Chief Constable has been consulted and has no comment on 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 St James' Ward Councillors

- 6.1 The Ward Councillors have been consulted and Councillor Alexander supports the proposal.

## 7 Financial Implications

- 7.1 The cost of introducing the Order is shown below

	£
Advertisement of Order	1200
Introduction of Road Markings	500
<b>TOTAL</b>	<b>1700</b>
Annual Maintenance Cost (calculated April 2021)	100

- 7.2 The advertising & road marking expenditure of £1,700 will be funded from the Highways Operations – Unity revenue budget.
- 7.3 The annual maintenance costs estimated at £100 per annum will be met from the Highways Operations budget. If there are pressures in this area as the financial year progresses, the Directorate will have to manage its resources to ensure that there is no adverse overall variance at the financial year end.

(John Edisbury)

## **8 Legal Services Comments**

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

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

## **9 Co-operative Agenda**

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

## **10 Human Resources Comments**

10.1 None.

## **11 Risk Assessments**

11.1 None.

## **12 IT Implications**

12.1 None.

## **13 Property Implications**

13.1 None.

## **14 Procurement Implications**

14.1 None.

15 **Environmental and Health & Safety Implications**

15.1 Energy – Nil.

15.2 Transport – The proposal will improve access along the highway.

15.3 Pollution – Nil.

15.4 Consumption and Use of Resources – Nil.

15.5 Built Environment – Nil.

15.6 Natural Environment – Nil.

15.7 Health and Safety – The proposal will improve safety for road users.

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

16.1 Nil.

17 **Equality Impact Assessment Completed?**

17.1 No.

18 **Key Decision**

18.1 No.

19 **Key Decision Reference**

19.1 Not applicable.

20 **Background Papers**

20.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act:

None.

21 **Proposal**

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

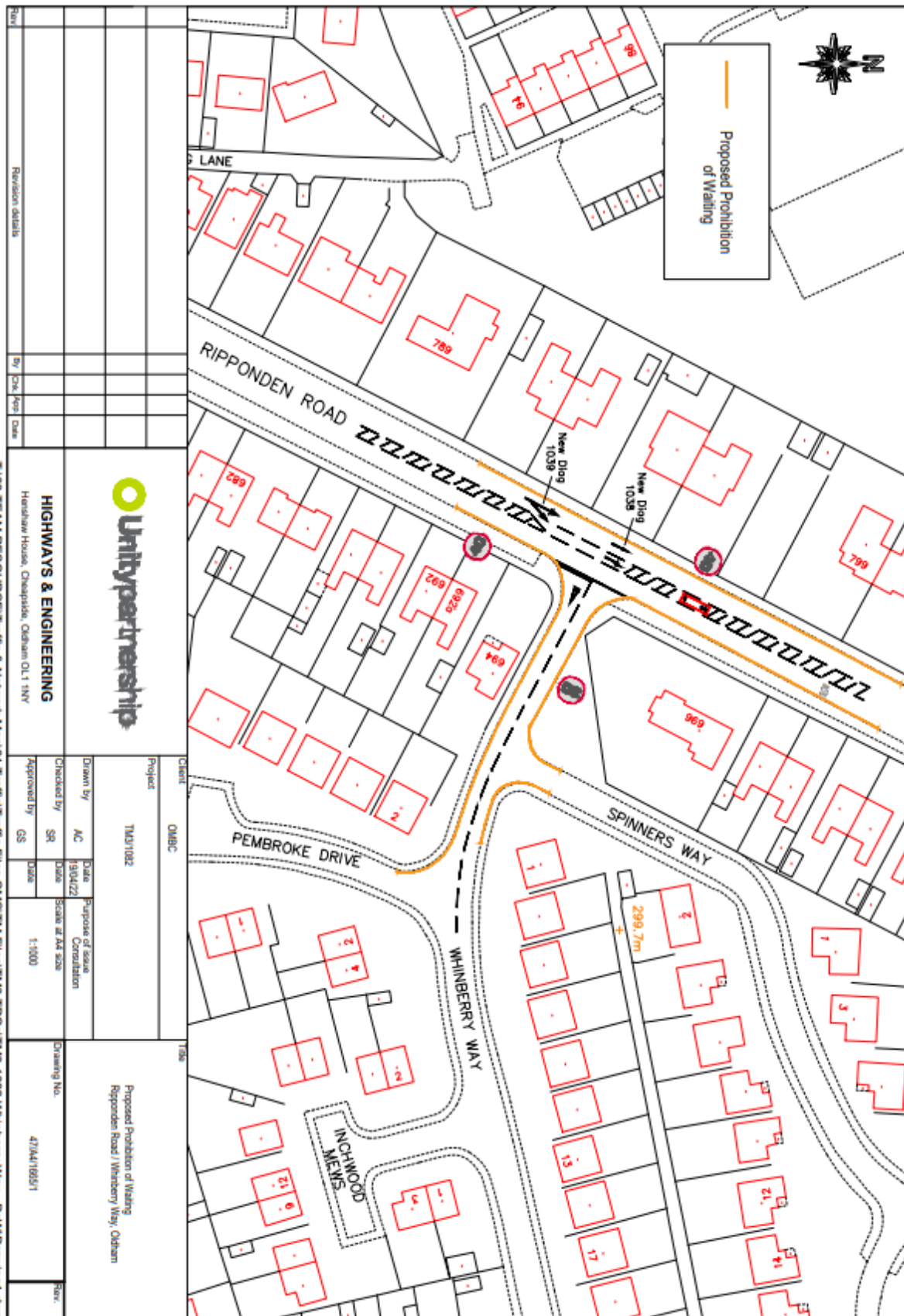
## Schedule

### Drawing Number 47/A4/1665/1

Add to the Oldham Borough Council (Oldham Area) Consolidation Order 2003

#### **Part I Schedule 1 Prohibition of Waiting**

Item No	Length of Road	Duration	Exemptions	No Loading
	<p><u>Whinberry Way, Oldham</u> (South west side)</p> <p>From its junction with Ripponden Road to its junction with Pembroke Drive</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p><u>Whinberry Way, Oldham</u> (North east side)</p> <p>From its junction with Ripponden Road to a point 16 metres north east of its junction with Spinners Way</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p><u>Ripponden Road, Oldham</u> (South east side)</p> <p>From a point 30 metres south west of its junction Whinberry Way to a point 65 metres north east of its junction with Whinberry Way</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p><u>Ripponden Road, Oldham</u> (North west side)</p> <p>From a point 30 metres south west of a point opposite the south westerly kerb-line of Whinberry Way to a point 65 metres north east of a point opposite the north easterly kerb-line of Whinberry Way</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p><u>Spinners Way, Oldham</u> (Both sides)</p> <p>From its junction with Whinberry Way for a distance of 10 metres in a north easterly direction</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p><u>Pembroke Drive, Oldham</u> (West side)</p> <p>From its junction with Whinberry Way for a distance of 10 metres in a southerly direction</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	



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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

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

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<b>Report Author Sign-off:</b>	<b>Andy Cowell</b>
	<b>Gordon Anderson</b>
<b>Date:</b>	21 June 2022

**Approved by:**

Signature:  Date: 23 June 2022  
Emma Barton, Executive Director for Place and Economic Growth

In consultation with

Signature:  Date: 1<sup>st</sup> August 2022  
Cllr Jean Stretton, Portfolio Holder for Neighbourhoods

**APPENDIX B**  
**COPY OF OBJECTIONS**

**Objection 1**

FTAO. Paul Entwistle,

Having recently received a proposition of traffic management on Whinberry way, Myself, resident of XXXXXXXXX have perused and object with the following reasons.

The attached images relate to the inconsiderate parking behaviour of visitors and local residence, this is directly outside my property.

To implement the parking restrictions indicates movement of the issues to areas such as outside my property, this would certainly create an even more hazardous situation as can be seen by the effects and dangers around the T junction in images 101849 and 101851.(These images where taken 010:18 Sunday 29<sup>th</sup> of January.)

The image 084618 is a vehicle parked in the vicinity on a regular occasion of the proposed layout of traffic restrictions. (This image was taken 08:46 Monday 30<sup>th</sup> of January.)

## Objection 2

Dear Sir/Madam

I am writing to you regarding a letter I received from yourselves reference AC/TM3 in relation to parking restrictions (ref LJM/VF21741)being imposed outside my property at :-

XXXXXXXX  
Moorside  
Oldham  
XXXXXX

I wish to object on the following grounds .

At our household we currently have four vehicles ,my wife and both our grown up children each own a car were as I have a small car derived van.

I leave for work at 5am and return around 4pm

My son leaves for work at 7am and returns around 6pm

My wife leaves for work 8 am and returns around 5pm

My daughter rotates between night and day shifts at the hospital.

As I am sure you can imagine the logistics of parking the vehicles in the correct order is already tricky without the added problem of not being able to park on Ripponden Rd for an hour or so until the correct order can be achieved .

We feel the vehicles at our property are only small and do not hinder the flow of traffic or impede the vision of other motorists on Ripponden Rd which is a wide road and only has any real volume of traffic for a few hours only on week days .

I cannot comment on the validity of the proposal on adjoining streets or properties but only on the impact they will have on my household which is purely negative, the restrictions will not prevent the likes of Amazon/DPD drivers stopping for a minute or two to carry out deliveries which I think is perhaps the issue you are trying to address.

Please take into consideration the points I have expressed .

Kind regards



### Objection 3

Ref: LJM/VF21741 Proposed Traffic regulation order – the Oldham area consolidation order prohibition of waiting amendment order 2023

Objections/representations regarding proposed parking restrictions on Ripponden Road

I have lived at either XXXXXXXXXXX (my current address) or XXXXXXXXXXX for the last 42 years.

I have always tried to park on my driveway but occasionally need to park outside the house, never overnight, and have never in all the years I have lived here seen or heard of any accident immediately outside both houses. My disabled mother is frequently brought to my house and dropped off/picked up from outside the house on the road next to the driveway.

Having reviewed your plans for parking restrictions to be put in place I am keen to understand the rationale for these as I feel there is a lack of understanding of the dangers on the road and you have an opportunity to make the road safer if you had the full facts before you conclude this is the right course of action.

Firstly, we have seen more parking on the road over the last few years as a result of Age Concern occupying what was a previous residential property at 789 Ripponden Road. We did object to this change in status at the time, our argument was the increased volume of traffic and parking that this would create but we were assured that given the size of the driveway at the property the road would not be used as a pick up and drop off point and certainly not for parking. This hasn't been the case and you would see this if you were to carry out a review/study on the days it is open. To clarify, I have no objections to Age Concern operating from 789 I am merely explaining the impact it has on parking. I do note that the plans do not extend to outside 789 Ripponden Road?

Secondly, the most recent accident I have witnessed was caused by a coach parking outside 803 Ripponden Road; I understand the house owner has a coach business. A car drove into this huge parked vehicle a couple of months ago. There have been other incidences of coaches parked there since the accident, but I also note that your proposed plans do not extend to putting parking restrictions outside 803 Ripponden Road. There have been a lot of comments on social media about how a coach should not park on the road.

Thirdly, if you are looking at the problems on Whinberry Way then this does not end at Spinners Way as driving past the parked cars on the left hand side of Whinberry Way (nos 1- 13) is in my opinion a bigger hazard than any of the other proposed changes you wish to make.

Fourthly, it would greatly benefit road safety if you were to move the 40 mile per hour speed limit from the top of Sholver Lane (near 779 Ripponden Road) to perhaps after 809 Ripponden Road/ top of Coleridge Road.

In my opinion this would have the biggest impact on road safety in this residential and busy area. This speed limit has existed longer than my 42 years living at both XXX and XXX and is outdated given the number of vehicles now on the roads and using the junctions in the area.

If you were to put in the parking restrictions per your plans without altering the speed limit I can sensibly predict that cars will speed even more than they already do and this will result in multiple

and potentially more serious accidents as those turning right from Whinberry way onto Ripponden Road will be moving from a stationary position into the paths of these cars who will not have time to slow down in time.

Finally, you may wish to consider siting a speed camera in the area. I'm assuming the one near to Our Lady's School (if it does work) is defunct given it was installed prior to the traffic lights at the bottom of Turf Pit Lane.

Given I have more insight into the area I am more than happy to spend time with any of your representatives and show them the areas of my concern.

I have also included a number of photographs taken over the last few days which may help.

I would be grateful if someone could contact me to discuss my issues/comments so that we could perhaps agree a solution that works on every level and shows the council are indeed willing to listen to their residents. My number is XXXXXXXXXX. Regards

## Objection 4

Dear Sirs, With regard to Proposed Traffic Regulation Order: The Oldham Area Consolidation Order Prohibition of Waiting Amendment Order 2023 Ripponden Road / Whinberry Way, Oldham

We OBJECT most strongly to the above Proposal in it's current form for the following reasons:

1] From the front windows of our house we can see along Whinberry Way as far as the junction with Pembroke Drive.

Today, like almost every other day, there has been a complete absence of vehicles parked on Whinberry Way between Ripponden Road and Pembroke Drive during the day. There is one (1) vehicle that is frequently parked overnight on the north east side of Whinberry Way between Ripponden Road and Spinners Way from sometime shortly after 6pm. When this vehicle is parked it almost certainly causes visibility problems for drivers emerging from Spinners Way as it is a "Luton body" van ie a bit larger than a standard Ford Transit van.

We do agree that there are other, rare, occasions when vehicles are parked on Whinberry Way between Ripponden Road and Pembroke Drive.

We also agree that on even rarer occasions there have been vehicles parked on both sides of Whinberry Way between Ripponden Road and Pembroke Drive.

When vehicles are parked on both sides of Whinberry Way between Ripponden Road and Pembroke Drive it does cause problems for traffic turning into Whinberry Way from Ripponden Road. For this reason we would fully support the following No Waiting Restrictions on Whinberry Way:-

a] No Waiting at all times on the north east side from the corner with Ripponden Road to the corner with Spinners Way. This would resolve the visibility problem for those drivers emerging from Spinners Way caused by vehicle(s) parking on this side of Whinberry Way.

b] No Waiting during the following times: Monday to Friday 7am to 10am and 4pm to 7pm, on the south east side from the corner with Ripponden Road to the corner with Pembroke Drive.

The above should alleviate what very little parking problems occur on that section of Whinberry Way and should help traffic turning from Ripponden Road by having a clear road to turn into during busy times of day.

2] As the "parking problem" on Whinberry Way is, more or less, non-existent there is no need to introduce No Waiting Restrictions on the section of Ripponden Road indicated in the Proposal. There will be no vehicles "displaced onto Ripponden Road", caused by introducing any No Waiting Restrictions on Whinberry Way as there is very rarely any parking on that section of Whinberry Way.

There is no need of No Waiting Restrictions on this part of Ripponden Road. The road here is more than wide enough for two (2) vehicles – including HGVs and Buses - to pass each other safely with plenty of room to spare even when vehicles are parked on both sides of this section of Ripponden Road.

There is no traffic flow problem on this part of Ripponden Road to justify introducing the Proposed No Waiting Restrictions.

The moral of the above two (2) points is: If it ain't broke don't "fix" it.

### 3] Accessing our driveway from Ripponden Road

As you can see from our address we are within the proposed "No Waiting" area.

Possibly the following may be clearer to you if you use Google Maps in Satellite View, my browser shows this well <https://www.google.com/maps/@53.5667183,-2.0716098,123m/data=!3m1!1e3>

The above map clearly shows our driveway opening onto our neighbours (XXX) driveway which is the driveway between XXX and XXX. You should also be able to gauge that our driveway is not wide enough to enable turning a medium size car around.

The above map also clearly shows that we do NOT have direct access to our driveway from Ripponden Road. Our access is via our neighbours driveway and this Legal Access is limited to an imaginary drive running between our driveway gateposts and our neighbours driveway gateposts opening onto Ripponden Road. We do not have Legal Access to any other part of our neighbours driveway, we are not allowed to perform any turning manoeuvres or park on any part of our neighbours driveway.

The above map also shows it would not be practical to park on the road outside our house due to the traffic island directly outside our house, so we park on our driveway.

To access our driveway it is necessary to Stop outside number 799 (next door) and WAIT for a gap in the traffic flow in order to be able to reverse onto our driveway. The WAIT time can vary from a few seconds to several minutes depending on traffic flow; a wait of 9 minutes - or even longer - can occur when, for whatever reason, traffic flow is more dense than usual on Ripponden Road. There have been occasions when traffic flow has been so dense - caused by M62 diversion and roadworks on Ripponden Road at the same time - that we have had to leave our car parked outside 799 for a few hours until traffic flow had eased enough to be able to reverse the car onto the drive without disrupting other traffic. Obviously we would no longer be able to do that if this section of Ripponden Road became No Waiting.

No, it would not be possible to simply turn off Ripponden Road and go forwards onto the driveways as it would then be necessary to REVERSE out of the driveways onto Ripponden Road as it is not possible to turn our car around on our driveway; an extremely Dangerous manoeuvre even if traffic flow is very light as the driver cannot see oncoming traffic from either direction.

Under your current Proposed No Waiting scheme if we stop outside 799 and WAIT to reverse we could incur a penalty for breaking the "No Waiting at any time" restriction. So, we would have to STOP in the middle of Ripponden Road with our indicator flashing to turn left and hope that the driver behind has left enough space to let us reverse. I am sure that will cause problems... especially if it is necessary to get several vehicles to reverse to enable us to access our driveway.

Should you go ahead with the proposed No Waiting Restrictions: We ask that the Proposal reduce the No Waiting Restriction on the North West side of Ripponden Road so that the Restriction finishes at the Northern end of the driveway belonging to 799 Ripponden Road, ie the boundary between the house (799) and the driveway, thus avoiding the silly situation of our being prosecuted for Waiting to access our driveway. 4]

Deliveries of heavy goods to houses within the Proposed No Waiting area on Ripponden Road

We expect to be having our roof re-slatted and various other building works carried out starting in March 2023. This will involve deliveries of long lengths of scaffolding, wood and other building supplies. Where do you expect these heavy deliveries to be off loaded from the supply trucks? Deliveries of heavy goods to date have been with the delivery vehicle parked outside 799. We are sure other people will be interested in this response.

Should you decide to go ahead with this Proposal in it's current state we will need to know who we can appeal your decision to.

Yours faithfully

## Objection 5

Dear Sir or Madam

FAO Environment Group Solicitor

Re: The Oldham Area Consolidation Order Prohibition of Waiting Amendment Order 2023  
Ripponden Rd / Whinberry Way

Plan 47/A4/1665/1

Thank you for giving me the opportunity to respond to your proposal to introduce Prohibition of Waiting in my neighbourhood.

I live at XXX Ripponden Rd and have done so for 26 years.

I do not recognise the problem this Order is designed to solve. It is a waste of Council resources.

Though I don't suppose that painting some yellow lines and erecting some notices is prohibitively costly, I doubt that there are the staff to 'police' this restriction.

I think that at the time the Highways Department received reports of indiscriminate parking this related to a relatively short period of time when new residents were completing their move into a house on the corner of Ripponden Rd and Whinberry Way. A van was inconveniently parked there a number of times, which complainants may have, wrongly, assumed was going to become a habitual occurrence. With the move complete, the van has vanished.

There is no problem with indiscriminate parking.

I would urge your officers to reinspect the location. I think they would now find no evidence of a problem, and certainly not one that warrants extending a restriction onto Ripponden Rd to prevent displacement.

A more useful, urgent and cost effective Traffic Regulation Order would be to reduce the speed limit to 30mph on this section of Ripponden Rd, and 20mph on Whinberry Way.

Yours faithfully,