

TRO Panel

Decision Maker: Director of Environment, Nasir Dad

Date of Decision: 2 June 2023

Subject: Objections to Proposed Prohibition of Waiting Order - Cragg Road/Mill Brow/Street Bridge Road, Chadderton

Report Author: Mark Woodhead, Traffic Engineer

Ward (s): Chadderton North

Reason for the decision: A report recommending the introduction of double yellow lines at the junction of Cragg Road / Mill Brow and Street Bridge Road, Chadderton was approved under delegated powers on 02 January 2023. It was initially thought that no objections had been received to the proposal, consequently, arrangements were made to have the yellow lines marked on site. However, the introduction of the lines resulted in one of the residents making contact with the Traffic Team to explain they had tried to speak with someone about the scheme during the advertisement period. Unfortunately, their request had been misdirected and their objection was received after the advertisement period had ended. Although the lines have been marked on site, the operational date for the order has been put on hold to give the Panel opportunity to consider the objection.

A copy of the approved report is attached at Appendix A and a copy of the objection is attached at Appendix D.

In summary, the objector states that without a drive or access to private land to park their vehicle outside their property, the new markings mean that they either have to park further down the road, out of view of their CCTV Cameras, or in the nearby car parks. The objectors claim they will have to change insurance if they were

to park it in a separate car park, away from their home.

They have a 6-month-old baby and having quick access to and from the vehicles and being able to unload and load the car closer to our home is also a great help.

They further explain that security is also an issue because when they have had their car parked out of view of their CCTV, they have had both their number plates stolen from the car. This has also occurred previously when they parked at the car park near the church).

In response to the objection: the proposed parking restrictions were intended to remove vehicles parking within the bend of the carriageway and reduce pavement parking

Officers have revisited the site and whilst the length of the proposed restrictions on Street Bridge Road remove on street parking, they could be reduced in length by 12 metres; whilst this would assist the objector the overall objectives of the proposal will also be achieved.

Summary:

The purpose of this report is to consider the representation received to the introduction of prohibition of waiting restrictions at the junction of Cragg Road/Mill Brow and Street Bridge Road, Chadderton

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: Reduce the extent of the restrictions along the northern kerblines of Street Bridge Road
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 no comments were received.

Recommendation(s):

It is recommended option 2 be progressed and the length of the yellow lines reduced in accordance with drawing 47/A4/1685/1 Rev A and Schedule provided in Appendix B

Implications:

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

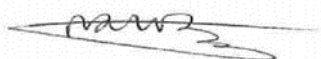
There are no background papers for this report

Report Author Sign-off:	
Mark Woodhead	
Date: 1 June 2023	

Please list and attach any appendices:-

Appendix number or letter	Description
A	Approved Mod Gov Report
B	Revised Schedule
C	Revised Plan
D	Copy of Representations

In consultation with Director of Environment



Signed :

Date: 2 June 2023

APPENDIX A

APPROVED MOD GOV REPORT

Delegated Officer Report
(Non Key and Contracts up to a value of £100k)

Decision Maker: Nasir Dad, Director of Environment

Date of Decision: 16 December 2022

Subject: Proposed Prohibition of Waiting Order - Cragg Road/Mill
Brow/Street Bridge Road, Chadderton

Report Author: Mark Woodhead, Traffic Engineer

Ward (s): Chadderton North

Reason for the decision:

Cragg Road is located approximately 3.2km to northwest of Oldham Town Centre. It connects directly onto the B6195, which provides a connection onto A671 in Royton. Cragg Road connects onto the outside of a bend in the carriageway of the B6195 and to west of the junction, there is a row of 4 terraced properties.

The Highways Department of the Council have received reports, via a resident of inconsiderate parking around the junction. This parking is forcing pedestrians into the carriageway, putting them in conflict with moving traffic, particularly when children are being walked to and from school. Visibility for motorists is also obstructed, increasing the risk for pedestrians who are forced into carriageway.

Officers have inspected the location and recommend new restrictions to address the issues reported. Whilst some enforcement has been undertaken by Greater Manchester Police to remove obstructions, the introduction of new restrictions will provide a longer-term solution to the problem.

It is proposed to promote new prohibition of waiting restrictions at the junction of Cragg Road/Mill Brow and Street Bridge Road. Restrictions will also be introduced opposite the junction and in front of the terraced properties to ensure the pedestrians routes remain clear of obstruction.

This new restriction will:-

- improve visibility and safety for motorists
- remove inconsiderate parking from blocking pedestrian routes; and
- improve safety for pedestrians by removing the need to enter the carriageway

Officers have considered installing bollards to remove the parking. The footway widths are not wide enough in places and bollards would create an obstruction and a significant number would be required which would also not be in keeping with the environment at this location. As a result, this option is not considered feasible to address the concerns that have been raised

Summary:

The purpose of this report is to consider the introduction of a new prohibition of waiting restriction order

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

Option 1: To approve the recommendation and provide a long solution to remove inconsiderate parking

Option 2: Not to approve the recommendation and continue to request Greater Manchester Police remove obstructions.

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

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

G.M.P. View - The Chief Constable has been consulted and would supports this proposal on the grounds of improved pedestrian safety and reduction of demand on GMP resources to deal with obstructions

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

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

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

Recommendation(s):

It is recommended that a prohibition of waiting order be introduced and the existing restrictions be revoked in accordance with the plan (47/A4/1685/1) and schedule at the end of this report

Implications:

What are the financial implications?

The cost of introducing the Order is shown below:-

Advertisement of Order	1200
Introduction of Road Markings	500
TOTAL	1700
Annual Maintenance Cost	100

The advertising & road marking expenditure of £1,700 will be funded from the Highways TRO budget.

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)

What are the legal implications?

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.

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)

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)

Not required because the measures proposed are aimed at improving highway conditions; the scheme is being promoted to assist vulnerable users by reducing on street parking

What are the **property** implications

None, the work is being undertaken on the public highway which is under the control of the Highway Authority. (Rosalyn Smith)

Risks:

None

Co-operative agenda

Introducing restrictions on Cragg Road and Streetbridge Road is recommended as this will address the difficulties experienced by residents, reduce parking and improve road visibility for pedestrians, keeping them safe (Mahmuda Khanom, Policy Support Officer)

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

Schedule

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

Part I Schedule 1 Prohibition of Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Cragg Road, Chadderton (North East side)</u> From its junction with Street Bridge Road for a distance of 15 metres in a north westerly direction	At any time		
	<u>Cragg Road, Chadderton (South West side)</u> From its junction with Mill Brow for a distance of 10 metres in a north westerly direction	At any time		
	<u>Street Bridge Road, Chadderton (North side)</u> From its junction with Cragg Road for a distance of 27metres in a north easterly direction	At any time		
	<u>Street Bridge Road, Chadderton (South side)</u> <u>From its junction with Cragg Road for a distance of 27metres in a north easterly direction</u>	At any time		
	<u>Mill Brow, Chadderton (North West side)</u> From its junction with Cragg Road for a distance of 30 metres in a south westerly direction	At any time		

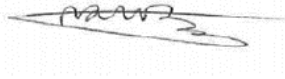
	<u>Mill Brow , Chadderton</u> <u>(South East side)</u> From a point 174 north of its junction with Chadderton Hall Road for a distance of 20 metres in a north easterly direction	At any time		
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There are no background papers for this report

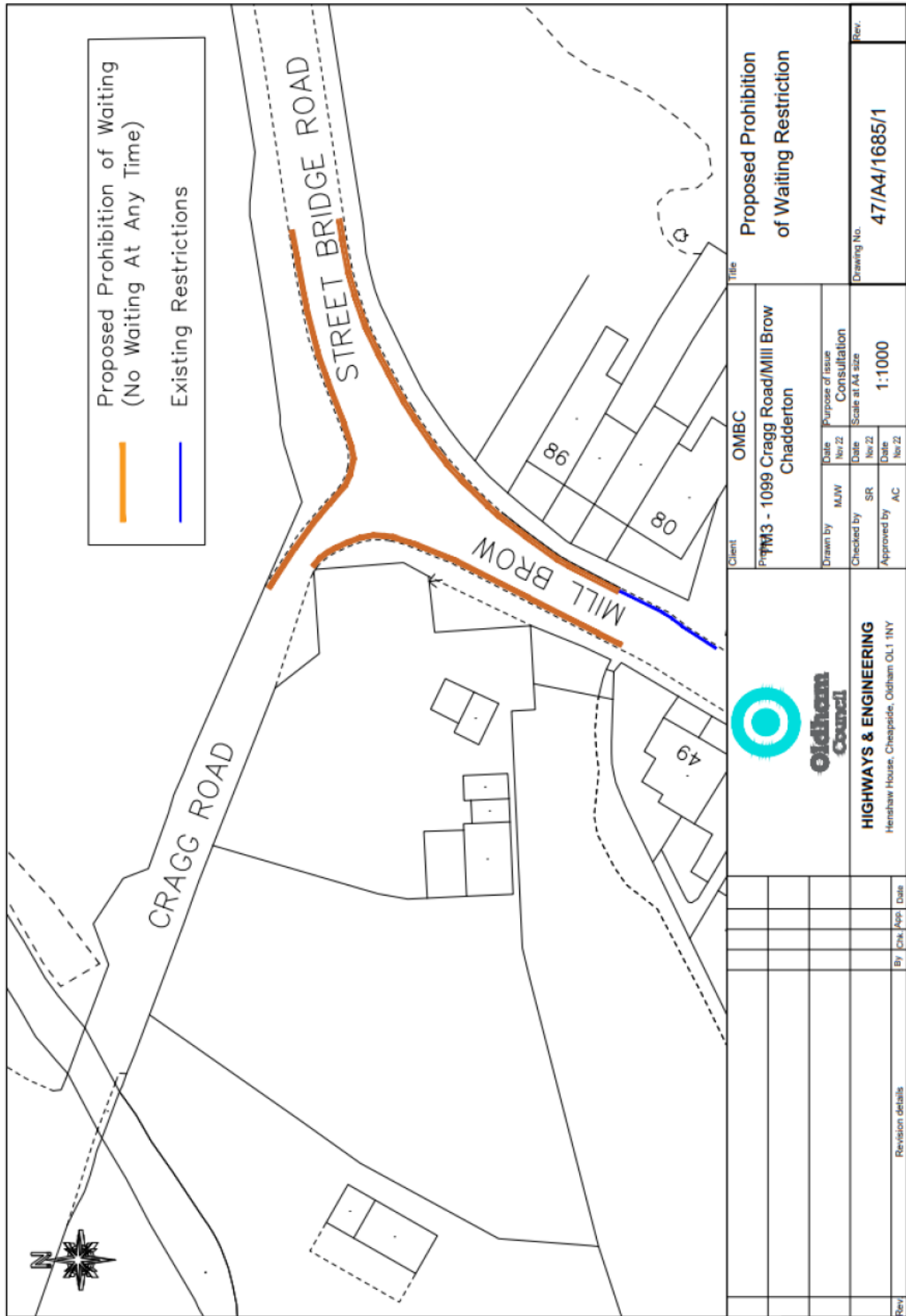
Report Author Sign-off:	
Mark Woodhead	
Date: 16 December 2022	

In consultation with Director of Environment

Signed :



Date: 02.01.2023



Appendix B

Schedule

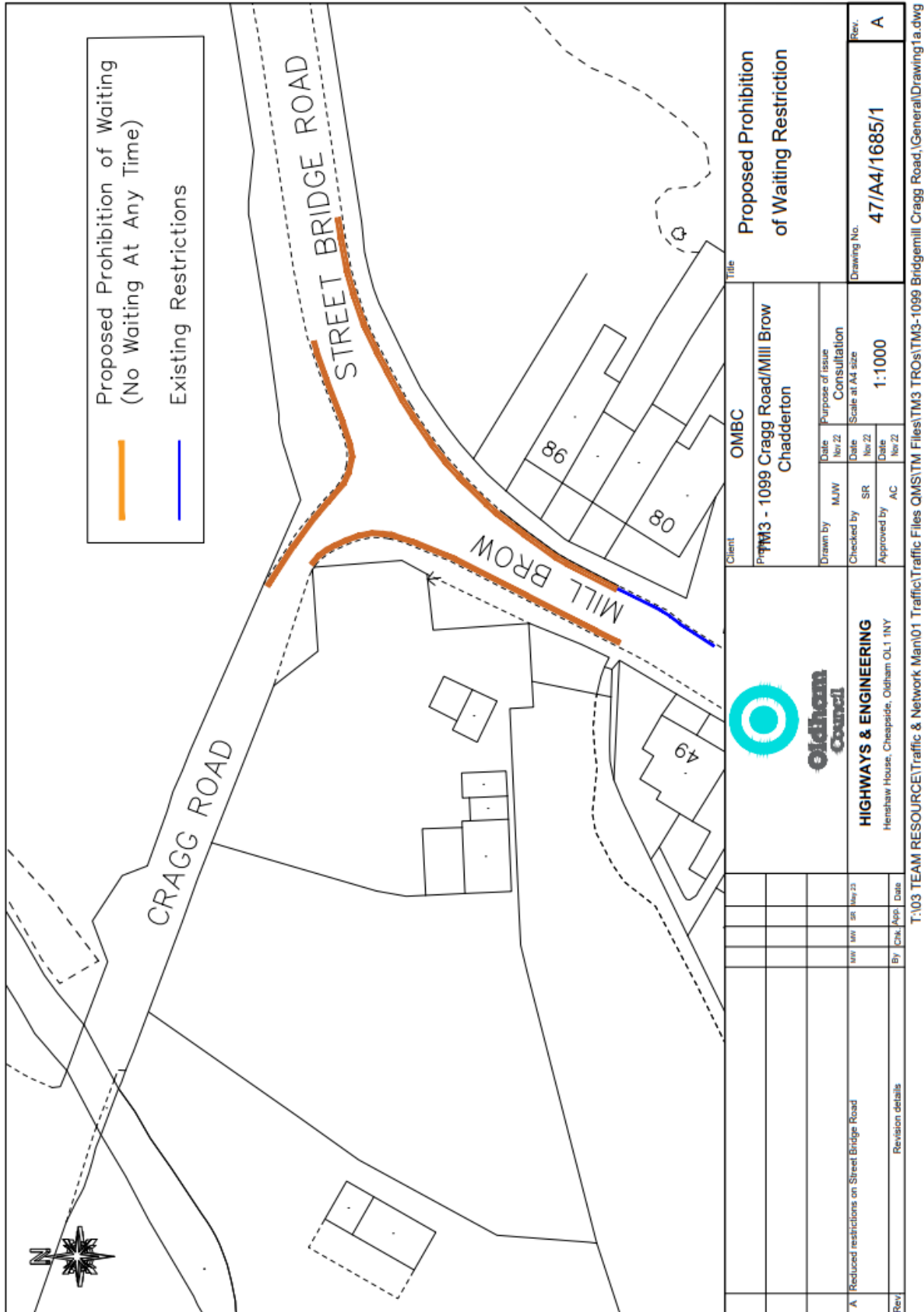
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	<u>Street Bridge Road, Chadderton</u> <u>(South side)</u> From its junction with Cragg Road for a distance of 27metres in a north easterly direction	At any time		
	<u>Mill Brow, Chadderton</u> <u>(North West side)</u> From its junction with Cragg Road for a distance of 30 metres in a south westerly direction	At any time		
	<u>Mill Brow , Chadderton</u> <u>(South East side)</u> From a point 174 north of its junction with Chadderton Hall Road for a distance of 20 metres in a north easterly direction	At any time		

APPENDIX C

Option 2 – Revised Plan



APPENDIX D

COPY OF REPRESENTATIONS

Objection 1

Good Morning Mark,

Thanks for your email, I hope you are well and enjoyed yet another lovely bank holiday weekend!

I have a couple of objections to the new road markings (Double yellows) however I do agree with them being put up to ease traffic and blocking roads / pathways, I am hoping for a compromise.

For me and my partner at ++++++ we are the only property out of the 4 without a drive or access to private land to park on outside our house, so these new markings mean we either have to park further down the road (out of view of our CCTV Cameras) or on the car park either further down the road or further up, this hosts a number of issues for us as we will have to change our insurance if we were to park it in a separate car park away from home which is a further cost to already high insurance for the area we live in, during an energy crises we are struggling to keep up with bills enough as it is.

We have a 6 month old baby and having quick access to and from the vehicles is a must for us, being able to unload and load the car closer to our home is also a great help.

Security is a huge issue for us, my partner had her car parked past the new double yellow lines last night, out of view of our CCTV and she had both her number plates stolen from the car (this is the second time she has had her plates stolen in the past 8 months, the first time was when she parked at the car park near the church).

We are also particularly worried about devaluation of the property as this area seems particularly difficult to sell properties, from what our neighbours have told us & also with the people we bought the property off we were the only people to view and make an offer in 6+ months. One of the biggest issues before buying the property was making sure we could park and at the time there were 2 or 3 cars parked on the pavement from Cragg Road to Street Bridge Road, since we moved in we have only been parking further down Street Bridge Road and not on the corner or the pavement as we did not want to block traffic or the pavement.

The compromise we are looking for is for the yellow lines on the opposite side of Street Bridge Road to be brought back enough for us to park our 2 cars whilst still being able to view them on CCTV from the home, I have attached some pictures and will put notes below each of them.



As you can see my partners plates have been stolen and we have temporarily moved the car further to the corner until we get new plates, the view we have from our CCTV will cover just up to where my old car currently is (this car is going to be taken tomorrow and scrapped), ideally we would like to be able to park 2 cars up to where the end of view is.



If we could have the double yellows end at roughly where the lamp post is I believe that would be enough for me and my partners cars to still be seen by CCTV and there to be the road markings as a deterrent from people parking on the corner during school times, I believe this is a fair compromise to help the both of us.

Our only alternative is to have our front garden levelled and turned into a drive which we cannot afford and again would only fit 1 car.

Please let me know if you have any further compromises to make or what objections you have to my proposal,

I appreciate the help you have given me.

Kind regards,

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