

**TRAFFIC REGULATION ORDER PANEL**  
**15/06/2023 at 5.30 pm**



**Present:** Councillor Shuttleworth (Chair)  
Councillors Salamat, Woodvine, Fryer and Kenyon (Substitute)

Also in Attendance:

Alan Evans	Group Solicitor
Kaidy McCann	Constitutional Services
Andy Cowell	Highways and Engineering
Laila Chowdhury	Constitutional Services

1           **ELECTION OF VICE-CHAIR**

**RESOLVED** that Councillor Salamat be elected as Vice-Chair of the Traffic Regulation Order Panel for the 2023/24 Municipal Year.

2           **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillor Murphy.

3           **URGENT BUSINESS**

There were no items of urgent business received.

4           **DECLARATIONS OF INTEREST**

Councillor Woodvine declared an interest at agenda item 8 therefore did not partake in the vote.

5           **PUBLIC QUESTION TIME**

There were no public questions received.

6           **MINUTES OF PREVIOUS MEETING**

**RESOLVED** that the minutes of the meeting held on 30<sup>th</sup> March 2023 be approved as a correct record.

7           **OBJECTIONS TO PROPOSED PROHIBITION OF WAITING  
– WHINBERRY WAY / RIPPONDEN ROAD, MOORSIDE**

The Panel gave consideration to a report taking into account all representations received to the introduction of Prohibition of Waiting restrictions at Whinberry Way / Ripponden Road, Moorside.

Ripponden Road formed part of the A672 strategic route connecting Oldham with Ripponden. Whinberry Way was a local distributor road located on the outer edge of the town. It formed the main spine road within a housing estate consisting of detached and semi-detached houses. At the point where the roads connect, Ripponden Road had a speed limit of 40mph with Whinberry Way subject to the urban speed limit of 30mph. There was 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 had off-street parking facilities. There were no existing parking restrictions in place at the junction.

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.

It was 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 had been raised that vehicles entering Whinberry Way from Ripponden Road were forced into the opposing carriageway when vehicles were parked close to the junction. The situation was compounded by the higher speed limit on Ripponden Road and poor forward visibility at the corner of the junction.

Officers had 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 had been extended out to include a wider area.

It was 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.

Options considered:

- Option 1: To approve the recommendation
- Option 2: Not to approve the recommendation

**RESOLVED** that, as per the recommendation, the proposed restrictions be introduced as advertised

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### **OBJECTIONS TO PROPOSED PROHIBITION OF WAITING – CHEW VALLEY ROAD / RIMMON CLOSE, GREENFIELD**

The Panel gave consideration to a report received for the introduction of Prohibition of Waiting and a Bus Stop Clearway restrictions at Chew Valley Road and Rimmon Close, Greenfield.

Chew Valley Road was a principal road (A669) forming the main route through Greenfield in Saddleworth. At the south eastern end of Chew Valley Road there was a three arm roundabout connecting it with Holmfirth Road and Manchester Road (A635). Around 200 metres to the north-west of this roundabout was a four arm mini-roundabout connecting it with St Marys Drive and Rimmon Close. Between the two roundabouts there was a school, central pedestrian island and speed cushions. It was that

area which had been the subject of complaints about indiscriminate parking.



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There were three existing School Keep Clear markings in place outside the school, two on the south-west side where the school is located and one on the north-east side opposite. Those markings protect the main crossing point outside the school entrance / exit. Prohibition of waiting restrictions were in place to the north-west of the mini-roundabout on both sides, but only extend to 15 metres on the south-east side and only on one side of the road. Restrictions were also in place from the mini roundabout 5 metres into St Mary's Drive.

A footway widening scheme had recently been completed on the north-east side of Chew Valley Road opposite the school. On the south-west side to the west of the school entrance there was no footway.

It was reported that residents park close to the mini-roundabout and that parents park on both sides of Chew Valley Road at each side of the School Keep Clear markings.

Parked vehicles at the roundabout affected vehicle manoeuvres into and out of the two side streets. Parked vehicles on Chew Valley Road affected two-way traffic flows along Chew Valley Road. Parking near to the speed cushions prevented vehicles from negotiating them correctly. On the south-west side where there was no footway, the opening of car doors to let children alight in the carriageway created a conflict with passing traffic.

It was therefore proposed to promote new prohibition of waiting restrictions along the south-west side of Chew Valley Road between the two roundabouts and extend the existing restrictions on the north-east side further south-east beyond the pedestrian central island and the first set of speed cushions. Restrictions would also be applied to Rimmon Close at the mini-roundabout. A new bus stop clearway would be included on the south west side to protect the existing unmarked bus stop.

### **Options/Alternatives**

Option 1: To approve the recommendation

Option 2: Not to approve the recommendation

**RESOLVED** that, consideration will be deferred to next meeting.

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### **OBJECTIONS TO PROPOSED PROHIBITION OF WAITING ORDER - CRAGG ROAD/MILL BROW/STREET BRIDGE ROAD, CHADDERTON**

The Panel considered this report, taking into account the representation received to the introduction of prohibition of waiting restrictions at the junction of Cragg Road/Mill Brow and Street Bridge Road, Chadderton.

A report which recommended 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.

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

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 had 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 would also be achieved.

Options considered:

- Option 1: Introduce the proposed restrictions as advertised
- Option 2: Reduce the extent of the restrictions along the northern kerblineline of Street Bridge Road
- Option 3: Do not introduce the proposed restrictions

**RESOLVED** that, as per the recommendation, the proposed restrictions be introduced as advertised.

The meeting started at 5.31 pm and ended at 6.14 pm