

## TRO Panel

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

**Date of Decision:** 28 September 2023

**Subject:** Objections to Proposed Prohibition of Waiting – Chew Valley Road / Rimmon Close, Greenfield

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

**Ward (s):** Saddleworth South

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**Reason for the decision:**

A report recommending the introduction of ‘Prohibition of Waiting’ and ‘Bus Stop Clearway’ restrictions at Chew Valley Road and Rimmon Close, Greenfield was approved under delegated powers on 12 July 2022. The proposal was subsequently advertised, and four objections were received. These were reported to the TRO Panel on 15 June where it was resolved that consideration will be deferred to next meeting. The Panel asked Officers to look at relaxing the length of the proposed restrictions. This has been completed and is attached as Appendix C. The remainder of the report, below, is unchanged from that submitted to the TRO Panel meeting on 15 June.

One objection was received from a member of the public. Councillor Woodvine and Councillor Sheldon initially supported the proposals but following the advertisement of the scheme, both Ward Members changed their views on the length of the restrictions proposed and now do not support the scheme in its current form. The Ward Members only support the restrictions at the mini roundabout at Rimmon Close. Councillor McManus was not a ward member at the time of the first consultation but does not support the scheme in its current form either. Three identical objections were also received from parents with children at St Mary’s school but once the justification for the scheme was

sent to them, none objected formally. The correspondence has been included, though, for reference.

A copy of the approved report is attached at Appendix A and a copy of the objections are attached at Appendix B.

In summary, the objectors state that the restrictions are too excessive and do not allow enough parking for parents outside the school. The objectors also wish for the area to remain unrestricted to allow tourists to park in this area at weekends. When the Dovestone Reservoir car park is full, this leads to a demand for on-street parking in Greenfield and parking outside the school does not adversely affect residents.

Officers have considered the objections but believe that the restrictions are fully justified. The scheme, in its current form, would prevent motorists from parking on both sides of the road outside the school and from parking at the two roundabouts, speed cushions, traffic island and bus stop. The scheme does allow some parking outside the school on the north-east side for around 17 vehicles alongside the wider footway, and where the road widens towards Manchester Road.

The scheme in its current form would improve two-way traffic flows along Chew Valley Road where congestion occurs at school times. It would ease vehicular manoeuvres around the mini-roundabout and prevent parking near to the pedestrian island, allowing vehicles to pass it without weaving and allowing pedestrians to be seen whilst waiting at the crossing. It would protect the majority of the speed cushions, allowing them to be negotiated correctly, and therefore, reducing any potential damage to vehicles. The introduction of the 'bus stop clearway' would allow buses to access the stop and let passengers board and alight safely on the footway. TfGM supports these measures as there have been sporadic issues with parked vehicles preventing access to the bus stop. One of the main aims of the scheme is to remove the parking on the south-west side, north west of the school, where there is no footway for pupils to use. This will encourage use of the opposite footway which has been purposely widened to

improve safety for pupils. A zebra crossing has also recently been introduced to allow pupils to cross from the new wider footway to the school.

Given these safety measures already introduced, Officers do not believe it is acceptable for parents to use the south-west side for parking where there is no footway and pupils are forced to alight the vehicle into a live carriageway.

The Police support the proposal in its current form.

**Summary:**

The purpose of this report is to consider all representations received to the introduction of 'Prohibition of Waiting' and a 'Bus Stop Clearway' restrictions at Chew Valley Road and Rimmon Close, Greenfield.

***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 Councillor M Woodvine has approved the report as he requested interventions at this location

Councillor G Sheldon has commented:- I would welcome some additional yellow lines around the mini roundabout at Rimmon Close. There is no necessity to double yellow the whole length from Rimmon to the Clarence Public house. Parked cars are often a speeding deterrent, and this space is used daily as a school drop off point. It is also used at weekend by the many visitors to Greenfield. Therefore, I would support a small section of Double yellow lines but not the complete length of the road.

Councillor M Woodvine has also confirmed that he agrees with the above comments from Councillor Sheldon

***Recommendation(s):***

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

**Implications:**

<i>What are the <b>financial</b> implications?</i>	These were dealt with in the previous report (refer to Appendix A)
<i>What are the <b>legal</b> implications?</i>	These were dealt with in the previous report (refer to Appendix A)
What are the <b>procurement</b> implications?	None
<i>What are the <b>Human Resources</b> implications?</i>	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
<i>What are the <b>property</b> implications</i>	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)

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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**

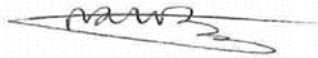
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<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 16 August 2023	

Please list and attach any appendices:-

Appendix number or letter	Description
A	Approved Mod Gov Report
B	Copy of Representations
C	Revised Proposal Option

In consultation with Director of Environment



Signed :

Date: 05.09.2023

**APPENDIX A**

**APPROVED MOD GOV REPORT**

## **Delegated Decision**

# **Proposed Prohibition of Waiting – Chew Valley Road / Rimmon Close, Greenfield**

Report of: Executive Director for Place and Economic Growth

Officer contact: Andy Cowell, Traffic Engineer      Ext. 4577

**1 April 2022**

### **Purpose of Report**

The purpose of this report is to consider the introduction of prohibition of waiting restrictions at Chew Valley Road and Rimmon Close, Greenfield.

### **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 – Chew Valley Road / Rimmon Close, Greenfield**

### **1 Background**

- 1.1 Chew Valley Road is a principal road (A669) forming the main route through Greenfield in Saddleworth. At the south eastern end of Chew Valley Road there is a three arm roundabout connecting it with Holmfirth Road and Manchester Road (A635). Around 200 metres to the north-west of this roundabout is a four arm mini-roundabout connecting it with St Marys Drive and Rimmon Close. Between the two roundabouts there is a school, central pedestrian island and speed cushions. It is this area which has been the subject of complaints about indiscriminate parking.
- 1.2 There are 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. These markings protect the main crossing point outside the school entrance / exit. Prohibition of waiting restrictions are 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 are also in place from the mini-roundabout 5 metres into St Mary's Drive.
- 1.3 A footway widening scheme has 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 is no footway.
- 1.4 It is 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.
- 1.5 Parked vehicles at the roundabout affect vehicle manoeuvres into and out of the two side streets. Parked vehicles on Chew Valley Road affect two-way traffic flows along Chew Valley Road. Parking near to the speed cushions prevents vehicles from negotiating them correctly. On the south-west side where there is no footway, the opening of car doors to let children alight in the carriageway creates a conflict with passing traffic.
- 1.6 It is 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 will also be applied to Rimmon Close at the mini-roundabout. A new bus stop clearway will be included on the south west side to protect the existing unmarked bus stop.

### **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 The proposal will improve two-way traffic flows along Chew Valley Road, encourage parking on the north-east side to allow children to alight safely on the wider footway, ease vehicle manoeuvres around the mini-roundabout and prevent parking near to the island and speed cushions allowing them to be negotiated safely. The bus stop clearway will allow buses to access the stop and let passengers board and alight on the footway.

#### 5 **Consultations**

- 5.1 G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal.
- 5.2 T.f.G.M. View - The Director General has been consulted and fully supports these proposals. There has been sporadic issues with parked vehicles preventing access to the bus stop indicated on the plan and by introducing a clearway this should resolve them.
- 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 Saddleworth South Ward Councillors**

- 6.1 The Ward Councillors have been consulted and Councillor Woodvine and Councillor Sheldon support the proposals.

#### 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 and road marking costs 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/A3/1659/1

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

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

<b>Item No</b>	<b>Length of Road</b>	<b>Duration</b>	<b>Exemptions</b>	<b>No Loading</b>
	<u>Chew Valley Road, Greenfield</u> (South west side)  From its junction with Rimmon Close for a distance of 98 metres in a south easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Chew Valley Road, Greenfield</u> (South west side)  From its junction with Manchester Road for a distance of 95 metres in a north westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Chew Valley Road, Greenfield</u> (North east side)  From a point 15 metres south-east of its junction with St Mary's Drive for a distance of 35 metres in a south easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Rimmon Close, Greenfield</u> (Both sides)  From its junction with Chew Valley Road for a distance of 13 metres in a westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

No Stopping Order (Bus Stop Clearway)

<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>	<b>Column 4</b>	<b>Column 5</b>
<b>Item No</b>	<b>Length of Road</b>	<b>Duration</b>	<b>Exemptions</b>	<b>No Loading</b>
	<u>Chew Valley Road,</u> <u>Greenfield</u> (South west side)  From a point 25 metres north west of its junction with Manchester Road for a distance of 17 metres in a north westerly direction	24 Hours		



**APPROVAL**

<p><b>Decision maker</b></p> <p>Signed </p> <p>Cabinet Member, Neighbourhoods</p>	<p>Dated: 12 July 2022</p>
<p><b>In consultation with</b></p> <p>Signed </p> <p>Executive Director for Place and Economic Growth</p>	<p>Dated: 6 July 2022</p>

## APPENDIX B

### COPY OF OBJECTIONS

#### Objection from a Member of the Public

Good Morning,

I strongly object to the proposed scheme referenced above. It is unnecessary and an over-elaborate interpretation of the scheme proposed by local councillors over a year ago. The initial request was for a small section of double yellow lines around the mini round at Rimmon Close to improve safety and visibility. Your interpretation of this seems to be to remove the majority of the much needed on street parking at Chew Valley Rd. Not only is this section of road used for St Marys School but also offers much needed overspill for the Dovestone car parks at weekends.

Below is a much more suitable plan (restrictions shown in blue) which will address the safety and visibility concerns and minimise the chaos your scheme would cause by allowing much needed parking for residents, parents and tourists.



Much has changed since this initial scheme was concocted and now with the introduction of a new crossing (not shown on the plans) I believe these outdated plans should be scrapped and re-evaluated once the crossing has been installed.

Many Thanks



## Objections from Ward Members

I am quite frustrated to see this. I asked for a simple scheme around the junction of Rimmon and St. Mary's Drive to aid visibility.

Now this outrageous scheme has been proposed which will cause chaos for all. We as the Councillors for SS have not been consulted and object strongly to this.

We still want the original plan for the roundabout as I requested over a year ago. The residents on Rimmon have waited much longer than necessary due to this ridiculous TRO.

Please prioritise the plans for the roundabout and dispense with the rest.

I have spoken with Max and Chris over the last few days and we are concerned about the full length of yellow lines as you propose. There is limited parking around the school for parents to drop off their children and these proposals will only make matters worse. I support the double yellows by the mini roundabout but object to the whole road becoming no waiting, from Rimmon to the Clarence.

Please will you take this email as a formal objection to the proposal as it stands from myself.

Regards

I have been made aware of this by a letter going out to the parents of St Mary's school and have received concerns from several parents.

Whilst I was not part of the original process and unable to voice my concerns (being elected in May) this will cause an already bad situation to get considerably worse.

The TRO in the current format simply will not work.

Please take this email as my formal objection.

Please note my objection is around the full-length yellow lines that have been included and not the yellow lines around the roundabout.

Kind regards,

## Identical Correspondence from Three Parents and Response

I am writing to object to the proposed Traffic Regulation Order on Chew Valley Road, Greenfield.

As a parent of children at Greenfield St. Mary's School and a local resident I believe that this order will cause more problems than it solves.

Currently, during school pick-up and drop-off (maximum time-frame 30 mins a day), parents park along the walled side (South side) of Chew Valley Road. The school car park is not big enough to fit all parents' cars.

If the whole walled section of Chew Valley Road is off-limits, most of those cars will need to relocate to Manchester Road, which would cause more problems than it solves. There are already parking restrictions on Manchester Road and, as there is more residential housing, it is already much busier than Chew Valley Road.

It seems reasonable to keep the walled side (South side) of Chew Valley Road open to parking and then, to avoid any double parking, introduce double yellow lines on the opposite side of the road (North side). There is ample space for a row of parked cars and for the road to be a functional 2-way street.

In conclusion: The proposed section for parking is not big enough for the amount of school cars and also requires the children to cross a road unnecessarily. It also forces the majority of parents to park on Manchester Road, which is already busy with residential houses/cars and existing parking restrictions. This problem will only get worse during the summer when Dovestone parking requirements increase.

Please do get in touch if you have any further questions.

Regards

## Response

Thank you for your email.

The scheme provides many road safety benefits as described in the justification below and is supported by the Police, TfGM and ward members.

The main focus of the scheme is to remove the parking on the south-west side, north west of the school where there is no footway for pupils to use. This will encourage use of the opposite footway which has been purposely widened to improve safety for pupils. Pupils currently cross the road outside the school and can be aided by parents and the school crossing patrol when one is in operation.

If parents have to drive to the school then there are other options such as St Mary's Drive for instance.

## Justification

The proposal will improve two-way traffic flows along Chew Valley Road, encourage parking on the north-east side to allow children to alight safely on the wider footway, ease vehicle manoeuvres around the mini-roundabout and prevent parking near to the island and speed cushions allowing them to be negotiated safely. The bus stop clearway will allow buses to access the stop and let passengers board and alight on the footway.

Please let me know if you still wish to object to the proposal now that you have more information about the scheme.

# APPENDIX C

## REVISED PROPOSAL OPTION

