

TRO Panel

Decision Maker: Director of Environment, Nasir Dad

Date of Decision: 11 January 2024

Subject: Objections to Proposed Prohibition of Waiting – Magnolia Gardens and Primrose Bank, Oldham

Report Author: Andy Cowell, Traffic Engineer

Ward (s): Werneth

Reason for the decision:

A report recommending the introduction of Prohibition of Waiting restrictions at Magnolia Gardens and Primrose Bank, Oldham, was approved under delegated powers on 6 March 2023. The proposal was subsequently advertised, and nineteen representations were received.

These were reported to the TRO Panel on 28 September 2023, where it was resolved that consideration will be deferred to the next meeting. The Panel asked Officers to meet with the objectors who attended the meeting, with a view to further relaxing the length of the proposed restrictions on Primrose Bank. This site meeting has now taken place. A relaxation has been proposed which retains some on street parking space on Primrose Bank, whilst also restricting parking at junctions and on one side of the road to maintain visibility and ease traffic movements respectively. The plan is attached as Appendix C.

The remainder of the report below is unchanged from that submitted to the TRO Panel meeting on 28 September, except the addition of the revised plan in Appendix C.

Fifteen objections were received from residents, businesses and customers of businesses located on Primrose Bank. Two objections as

well as two supporting letters were received from residents of Magnolia Gardens.

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

If the Panel were to consider relaxing the scheme, then it is the view of officers that the restrictions proposed in the main areas of concern should remain. These are around the perimeter of the play area and at the junction of Magnolia Gardens and Primrose Bank. Restrictions should also be considered on one side of Primrose Bank to increase forward visibility and improve traffic flows.

Summary of Objections and Officers response (*in italic*)

The objectors at Primrose Bank believe that the proposed restrictions are unnecessary and will have a negative impact on the residents and local businesses. It is felt that the restrictions will remove most of the on-street parking spaces which customers, employees and residents rely on.

The properties on Primrose Bank do have the benefit of some off-street parking. As Highway Authority, the Council's primary responsibility is to ensure that its highways are safe for all road users. The Council is not responsible for providing convenient parking and can only maintain on-street parking where it is safe to do so.

The objectors also believe that the restrictions are not justified as there are no safety issues with parking on Primrose Bank and there have been no accidents of any significance to warrant this.

There are two reported collisions along Primrose Bank within the last three years. The proposal will provide a number of clear safety benefits as detailed below.

- *prevent parking on Primrose Bank opposite and adjacent to the junction of Magnolia Gardens increasing visibility for motorists entering Primrose Bank*

- *prevent parking on and close to the mini-roundabout on Primrose Bank allowing motorists to negotiate it correctly and safely*
- *prevent parking on both sides of Primrose Bank resulting in better forward visibility and two-way flow of traffic*
- *prevent parking close to the junction of Ashton Road allowing motorists to turn into Primrose Bank safely.*

It is also felt that the restrictions will simply displace the parking into other areas.

Primrose Bank is the main access road to a number of residential streets and has been the subject of complaints about parking. Any displacement would take place into minor streets.

Business owners are also concerned for the safety of vulnerable customers and employees having to walk further, especially during the dark winter months.

As Highway Authority, the Council's primary responsibility is to ensure that its highways are safe for all road users. The Council is not responsible for providing convenient parking for all employees. In the interest of its businesses and residents it will always try to maintain on-street parking but only where it is safe to do so.

Objectors also state that there was a lack of proper community engagement and consultation.

In terms of consultations, as with all TROs, the Council followed The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 in advertising this proposal, which involved publishing a notice of intent in the local newspaper and posting copies on site. There is a list of statutory consultees such as GMP and TfGM. The Council do not generally consult with persons whom it believes may be affected by a proposal as there may be supporters of the scheme whom would not be afforded the same opportunity to make representations. Supporters of a scheme may

be regular users of the highway and not necessarily local residents or businesses. The TRO advertising process is a form of consultation in itself, where any member of the public can make representations, not just those consulted directly.

The objectors at Magnolia Gardens believe that the proposed parking restrictions will severely limit the availability of parking spaces in their neighbourhood.

The majority of residents at Magnolia Gardens have access to off-street parking, which is reportedly under-used. The proposed restrictions provide a number of safety and access benefits. The proposal will prevent parking around the perimeter and entrance / exit point to the play area on Magnolia Gardens increasing inter-visibility between motorists and child-pedestrians and vice versa. It will also ease access along Magnolia Gardens for larger vehicles and provide a safer environment for pedestrians.

Summary of Supporting Letters

The supporters at Magnolia Gardens state that the restrictions should be introduced as soon as possible especially those proposed around the Primrose Bank area near the FitBodz Gym and around the perimeter of the play area on Magnolia Gardens. The supporters believe that parked vehicles create a blind spot for those turning onto Primrose Bank from Magnolia Gardens. The supporters state that the play area is used by a lot of children and cars parking in front are causing blind spots for children crossing the road especially when there is an event held at the Primrose Bank Centre. Residents also have parking available to them behind their houses in a safe car park designed for them but choose not to use it.

Summary:

The purpose of this report is to consider all representations received to the introduction of Prohibition of Waiting restrictions at Magnolia Gardens and Primrose Bank, Oldham.

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 N Ibrahim, I agree with the proposal, this has been a long time coming. We have regular complaints in regard to the ongoing issues with the parking along Primrose Bank. With staff / businesses not using offsite parking and to continue creating issues for residents daily, personally I feel introducing this Proposed Prohibition of Waiting is the only way to help resolve this.

Councillor S Akhtar, The local residents have been complaining about parking along Primrose Bank for a long time. The process commenced prior to Covid and I welcome these proposals.

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:

*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 **procurement** implications?

None

*What are the **Human Resources** implications?*

None

Oldham Impact Assessment Completed (Including impact on Children and Young People)

Not required because the measures proposed are aimed at improving road safety

*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 implications

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

Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998 None

Environmental and Health & Safety Implications None

IT Implications None

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

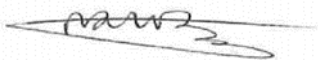
There are no background papers for this report

Report Author Sign-off:	
Andy Cowell	
Date:	
5 December 2023	

Please list and attach any appendices:-

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

In consultation with Director of Environment



Signed :

Date: 22 December 2023

APPENDIX A
APPROVED MOD GOV REPORT

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

Decision Maker:	Director of Environment, Nasir Dad
Date of Decision:	3 March 2023
Subject:	Proposed Prohibition of Waiting – Magnolia Gardens and Primrose Bank, Oldham
Report Author:	Andy Cowell / Darryll Elwood
Ward (s):	Werneth

Reason for the decision:

Over the last five years this location has undergone extensive demolition and regeneration work resulting in a new housing and associated road layout incorporating a large number of new properties. The new properties have all been provided with off street parking either at the front of the properties via a driveway or to the rear as part of a private parking court area. In 2017, when the development was partially finished a request was received from the Housing PFI Team to introduce double yellow lines in front of the properties recently built and occupied. This was due to the residents persistently refusing to utilise the off-street parking provisions provided.

The development is now finished and a second request has been received from the PFI Team to extend the double yellow lines on Magnolia Gardens to remove obstructive parking.

Magnolia Gardens was constructed in a loop with entrance/exits leading onto Chamber Road, as part of the development a play area has been constructed in the centre of the loop, providing a safe play area for children. Unfortunately, due to motorists parking on both side of Magnolia Gardens visibility is severely obstructed for pedestrians entering and exiting the park,

especially younger children, creating a highway safety issue. In addition, observations revealed due to the problematic parking pedestrians can be put in direct conflict with vehicles and causes obstruction/visibility issues at junctions and along the road in general. The obstructively parked vehicles can also impact refuse collections as on occasion the refuse vehicle is unable to gain access.

One of the main access points to Magnolia Gardens is from Primrose Bank. In a separate request, residents have raised concerns about parking outside the First Choices Homes Depot for several years since it opened. The depot is positioned on the north side of Primrose Bank opposite one of the access points to Magnolia Gardens. Ward Councillors have asked the Council to install double yellow lines as there have been several near misses involving pedestrians and vehicles. Officers have visited the site and also witnessed obstructive parking further east near the mini-roundabout and towards Ashton Road.

In view of the above it is felt that 'no waiting at any time' restrictions should be introduced on Magnolia Gardens to remove the obstructive parking taking place and to encourage the use of the off-street parking provided for residents and their visitors and create a safe environment for all highway users. No waiting at any time restrictions should also be introduced on Primrose Bank to address the reported issues outside the depot and prevent obstructive parking between Magnolia Gardens and Ashton Road.

It is proposed to promote new prohibition of waiting restrictions on Magnolia Gardens and Primrose Bank as detailed on plan 47/A4/1657/1.

Summary:

The purpose of this report is to consider the introduction of prohibition of waiting restrictions along Magnolia Gardens and Primrose Bank, Oldham.

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

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

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

The Ward Members have been consulted and Councillor J Iqbal supports the proposal.

Councillor F Hussain has stated I am happy with the actual Primrose Bank restrictions which should have been done a long time ago

G.M.P. View – The Chief Constable has been consulted and supports this proposal on the grounds of pedestrian safety and large/emergency vehicle access

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 new Traffic Regulation Order be introduced in accordance with the plan 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	1,200
Introduction of Road Markings	1,000
TOTAL	2,200
Annual Maintenance Cost	100

The advertising and road marking expenditure of £2.2k will be funded from the Housing PFI 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 safety.

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

Implementing new waiting restrictions on Magnolia Gardens and Primrose Bank, will reduce obstructive parking on Magnolia Garden, and increase visibility of the road for pedestrians, keeping residents 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

Drawing Number 47/A3/1657/1

Delete from the Oldham Borough Council (Oldham area) Consolidation Order 2003

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Magnolia Gardens</u> (Both sides) From its eastern junction with Chamber Road for a distance of 33 metres in a north westerly direction	At any time	A, B1, B3, B4, C, E, K3	
	<u>Magnolia Gardens</u> (Both sides) From its western junction with Chamber Road for a distance of 67 metres in a north westerly direction	At any time	A, B1, B3, B4, C, E, K3	

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

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<p><u>Magnolia Gardens</u> (West side)</p> <p>From its eastern junction with Chamber Road for a distance of 70 metres in a general north westerly direction</p>	At any time	A, B1, B3, B4, C, E, K3	
	<p><u>Magnolia Gardens</u> (East side)</p> <p>From its eastern junction with Chamber Road for a distance of 60 metres in a general north westerly direction</p>	At any time	A, B1, B3, B4, C, E, K3	
	<p><u>Magnolia Gardens</u> (West side)</p> <p>From its western junction with Chamber Road for a distance of 67 metres in a general north westerly direction</p>	At any time	A, B1, B3, B4, C, E, K3	
	<p><u>Magnolia Gardens</u> (East and south sides)</p> <p>From its western junction with Chamber Road for a distance of 140 metres in a general north westerly, then north easterly and then south easterly direction covering the perimeter of the play area</p>	At any time	A, B1, B3, B4, C, E, K3	
	<p><u>Magnolia Gardens</u> (West side)</p> <p>From its junction with Primrose Bank for a distance of 53 metres in a general southerly direction</p>	At any time	A, B1, B3, B4, C, E, K3	

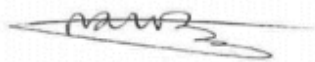
	<p><u>Magnolia Gardens</u> (East side)</p> <p>From its junction with Primrose Bank for a distance of 67 metres in a south westerly and then south easterly direction</p>	At any time	A, B1, B3, B4, C, E, K3	
	<p><u>Primrose Bank</u> (South side)</p> <p>From its junction with Ashton Road to a point 19 metres west of its junction with Magnolia Gardens</p>	At any time	A, B1, B3, B4, C, E, K3	
	<p><u>Primrose Bank</u> (North side)</p> <p>From its junction with Crossbank Street for a distance of 16 metres in a westerly direction</p>	At any time	A, B1, B3, B4, C, E, K3	
	<p><u>Primrose Bank</u> (North side)</p> <p>From a point 27 metres west of its junction with Crossbank Street to its junction with Hoyle Avenue</p>	At any time	A, B1, B3, B4, C, E, K3	
	<p><u>Primrose Bank</u> (West side)</p> <p>From its junction with Hoyle Avenue for a distance of 10 metres in a southerly direction</p>	At any time	A, B1, B3, B4, C, E, K3	
	<p><u>Hoyle Avenue</u> (North side)</p> <p>From its junction with Primrose Bank for a distance of 15 metres in a general westerly direction</p>	At any time	A, B1, B3, B4, C, E, K3	

	<u>Hoyle Avenue</u> (South side) From its junction with Primrose Bank for a distance of 12 metres in a general westerly direction	At any time	A, B1, B3, B4, C, E, K3	
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There are no background papers for this report

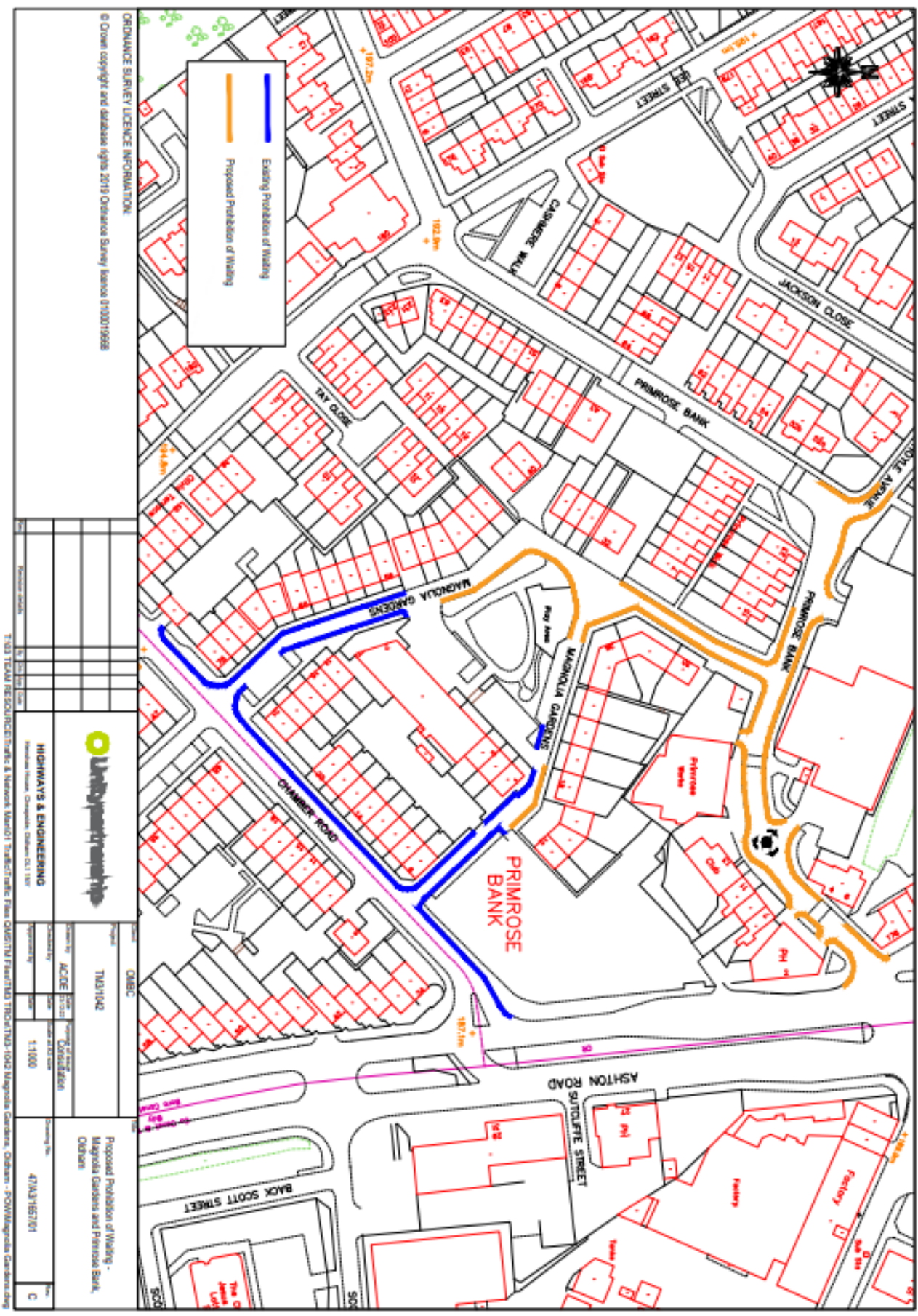
Report Author Sign-off:	
Andy Cowell	
Date: 3 March 2023	

In consultation with Director of Environment



Signed:

Date: 06.03.2023



APPENDIX B
COPY OF REPRESENTATIONS

Supporting letters

To whom it may concern,

I have received the attached letter via post and would like to give my comments regarding the proposed parking restrictions.

After reading the proposed restrictions I would like to ask of you to get this in place as soon as possible especially the prohibited parking proposal around the primrose bank area near the FitBodz Gym.

This area has become well known for being dangerous to turn onto as; parked cars create a blind spot for those turning onto Primrose Bank from Magnolia Garden.

This area has also been brought up as a cause for concern many times by residents, neighbours and family members who live on Magnolia Gardens as well as many people that live on our street that have complained about near misses due to parked cars at this junction. I myself have had many incidents of not being able to see due to a park car that is blocking my view completely of if there is any oncoming traffic.

We would really appreciate if the proposal of the parking restrictions was actioned as soon as possible to avoid any accidents here.

Thank you

I refer to your letter dated 6 June 2023 regarding the proposed parking restrictions and confirm I am for the proposals, especially around the perimeter of the play area on Magnolia Gardens.

1) The play area is used by a lot of children and cars parking in front are causing blind spots for children crossing the road.

2) cars are coming from 3 different directions when passing the perimeter of the park. Drivers are parking on the bend, causing a blind spot for oncoming cars on both directions. Incident has already happened of a car going around the bend at crashing into a residential drive/lamppost.

3) When there is a event at the primrose bank centre, people are parking recklessly everywhere around the perimeter of the park, blocking in drives, causing blind spots for other road users. It's not just few cars, there are at least over 15 vehicles parked carelessly anywhere when an event is happening.

4) when there is no event, the perimeter of the park where there is no yellow lines, it is attracting young drivers from other areas to just park in front of the park, playing loud music and disrupting the local residents. You are not able to say anything to these youngsters as there is no yellow lines and they can park there no matter how much of a danger it is causing. They are not breaking the law but it is a nuisance for the local residents and it makes the neighbourhood unruly.

5) most of the people that are parking everyday around the perimeter and bend of the play area, have parking available to them behind their houses in a safe car park designed for them and there is plenty of space. It is not justified to park around the perimeter of the park and cause danger just because you do not wish to walk that bit extra to go to your home and park at the back.

Please see picture of the blue and black car parked on the bend. Usually more cars are parked at night. When cars are going around this bend from either direction, it is a blind spot and a risk.







example Of how cars park around the perimeter of the play area during the day. I feel it is a hazard for oncoming traffic that comes from 3 different directions and for anyone using the footpath /playarea.

Please see how people from other areas park around the perimeter of the play area . It makes it difficult to get out the drive or reverse park into the drive and makes the situation more dangerous for all road users and people/children.

I hope you will consider all the risks and look forward to hearing the outcome.

Kind regards,

Objection 1

We run a community cafe on Primrose Bank. I have only come across this proposal ref-LJM/22235 when a neighbour brought it to my attention as nothing was sent to us.

We strongly object to this proposal because it will have a negative impact on our business. It will affect customers and it will affect the food delivery services we use such as Uber, Just Eat etc as drivers will not have anywhere to park to pick up orders.

There are other businesses that also require parking and seriously feel that this proposal needs to be looked at again, taking into consideration the livelihood of the local community and the services that are being provided.

I look forward to your response.

Objection 2

To whom it may concern

We have recently been made aware you are considering putting double yellow lines on these roads, which surround my place of work.

Putting these double yellow lines on these streets would result in myself having to park in an alternative location around the corner from primrose bank on crossbank way where I would have to walk in the dark during the winter months carrying a laptop, making me feel unsafe due to the nature of the area. Alternatively I would have to park on Lee Street resulting in the same outcome.

With two other businesses being built in the area this will cause more issues elsewhere possibly making it more difficult to access other areas.

We could appreciate if double yellow lines were going to be put down on side of the road to prevent double parking however your current proposal would result in the above issues.

Kind regards

Objection 3

We have recently been made aware you are considering putting double yellow lines on these roads, which surround my place of work.

Putting these double yellow lines on these streets would result in myself having to park in an alternative location around the corner from primrose bank on crossbank way where I would have to walk in the dark during the winter months carrying a laptop, making me feel unsafe due to the nature of the area. Alternatively I would have to park on Lee Street resulting in the same outcome.

We could appreciate if double yellow lines were going to be put down on side of the road to prevent double parking however your current proposal would result in the above issues.

Objection 4

Hi

I work for fcho and park on one of the accompanying streets, I do this considering the neighbouring properties always ensuring I am parking courteously. I have been made aware of the above plans and I feel this will resolve nothing but solely move the parking to a street close by.

You only have to drive two streets away, less than 300 meters and you will see double parking and only enough clearance for one vehicle at a time. This is more of an issues than the parking detailed above. If you go ahead with these plans it would only result in the surrounding areas being even more crowded potentially leading to more issues and damage to vehicles. I have been witness to the parking around primrose bank for over a year and nobody ever parks inconsiderably or uncourteously so feel these measures are unwarranted.

I hope you look into this further this and investigate the adjoining streets to see the impact these double yellows would result in as I don't feel it will resolve any problems but simply create more

Kind regards

Objection 5

If the traffic order is in place there wouldn't be anywhere to legally park conveniently to use the gym also what I've been advised from the management that this has the potential to affect business and the possibility of closure.

Which is a concern as I am a member and use the business.

Thanks

Objection 6

Hi,

I am writing to object against the proposed planning of double yellow lines outside my local fitness centre on primrose bank.

I have been coming to this gym since 2002 and by adding double yellow lines it would make it difficult for me to attend the gym. There has never been an issue with parking but by doing this it would make various local businesses suffer and the community who attend the fitness centre or West Indian social club.

Kind regards

Objection 7

I train at FitBodz and these yellow lines I'm against them, don't you have enough yellow lines around Oldham, this is going to cause a lot of problems in the future where people can't park whilst trying to attend the gym.

Objection 8

I am objecting to the above works as this will impact completely on our business. we provide a community gym for local, people from out of town, disabled people, problem children etc. the closure of our business would be virtually immediately as customers would not be able to park.

I am informed this is a road safety issue, yet we have had no serious accidents on this road for the 20 plus years we have been here.

There has been 2 stabbings on primrose bank the last few years (one fatal) so the idea of women, disabled and problem children having to leave their cars and walk would put them in severe danger

I oppose the traffic restrictions on these grounds.

also there has been no consultation with any local business or residents so we would like to know where this concern has come from also why no consultation with ourselves or others

regards

Objection 9

Dear Oldham Council,

I hope this letter finds you well. I am writing to express my strong objection to the proposed parking restrictions that have been recently announced by the Highways and Engineering Traffic Section of Oldham council. As a resident and taxpayer in this community, I believe these restrictions are unnecessary and will have a negative impact on the residents and local businesses.

First and foremost, the proposed parking restrictions will severely limit the availability of parking spaces in our neighborhood. This will not only inconvenience residents but will also discourage visitors from frequenting local businesses. Small businesses rely heavily on convenient parking to attract customers, and imposing unnecessary restrictions will only hurt their ability to thrive. As a result, these restrictions could potentially lead to a decline in economic activity and job losses in our community.

Furthermore, the proposed parking restrictions fail to take into account the diverse needs of the residents. Many individuals, including the elderly, people with disabilities, and those with limited mobility, heavily depend on close and accessible parking spaces. By implementing these restrictions, you would be disregarding the needs of these vulnerable members of our community, thereby compromising their ability to carry out their daily activities independently.

Moreover, the timing and manner in which these restrictions were announced have been inadequate. There was a lack of proper community engagement and consultation before making this decision. It is crucial that the concerns and opinions of residents are taken into account and that a collaborative approach is adopted when implementing changes that directly impact our community.

I urge you to reconsider these proposed parking restrictions and instead explore alternative solutions that address the concerns of residents while supporting local businesses. Some possible alternatives include implementing a resident-only permit

system, increasing public transportation options, or constructing additional parking facilities to accommodate the growing needs of the community.

In conclusion, I strongly object to the proposed parking restrictions due to their potential adverse effects on residents, local businesses, and the overall quality of life in our community. I kindly request that you revisit this decision and work towards a solution that takes into consideration the diverse needs and opinions of the community.

Thank you for your attention to this matter. I look forward to your prompt response and a constructive dialogue regarding this issue.

Sincerely,

Objection 10

Dear Oldham Council,

I hope this letter finds you well. I am writing to express my strong objection to the proposed parking restrictions that have been recently announced by the Highways and Engineering Traffic Section of Oldham council. As a resident and taxpayer in this community, I believe these restrictions are unnecessary and will have a negative impact on the residents and local businesses.

First and foremost, the proposed parking restrictions will severely limit the availability of parking spaces in our neighborhood. This will not only inconvenience residents but will also discourage visitors from frequenting local businesses. Small businesses rely heavily on convenient parking to attract customers, and imposing unnecessary restrictions will only hurt their ability to thrive. As a result, these restrictions could potentially lead to a decline in economic activity and job losses in our community.

Furthermore, the proposed parking restrictions fail to take into account the diverse needs of the residents. Many individuals, including the elderly, people with disabilities, and those with limited mobility, heavily depend on close and accessible parking spaces. By implementing these restrictions, you would be disregarding the needs of these vulnerable members of our community, thereby compromising their ability to carry out their daily activities independently.

Moreover, the timing and manner in which these restrictions were announced have been inadequate. There was a lack of proper community engagement and consultation before making this decision. It is crucial that the concerns and opinions of residents are taken into account and that a collaborative approach is adopted when implementing changes that directly impact our community.

I urge you to reconsider these proposed parking restrictions and instead explore alternative solutions that address the concerns of residents while supporting local businesses. Some possible alternatives include implementing a resident-only permit system, increasing public transportation options, or constructing additional parking facilities to accommodate the growing needs of the community.

In conclusion, I strongly object to the proposed parking restrictions due to their potential adverse effects on residents, local businesses, and the overall quality of life in our community. I kindly request that you revisit this decision and work towards a solution that takes into consideration the diverse needs and opinions of the community.

Thank you for your attention to this matter. I look forward to your prompt response and a constructive dialogue regarding this issue.

Please acknowledge receipt of this email.

Faithfully

Objection 11

Thank you for your correspondence outlining the proposed plans for Parking restrictions. I do not have a specific reference number as none has been specified on the correspondence that we received. I think having a unique reference number would have allowed you to be more organised in dealing with this proposal. Needless to say, my correspondence is related to the plans proposed around the primrose bank and surrounding area. Thank you for identifying the area of the proposed parking restrictions for our understanding, as you can imagine I am not too familiar with the terminologies so I can only assume the parking restrictions refer to what is commonly referred to as double yellow lines!

Introduction:

We operate Newley established local family business. We are located at primrose bank, Oldham, OL8 1HQ. It is an art studio and a shop. A place where we not only create bespoke art, but have art pieces, wall art to sell, like any typical retail shop. Our small local business is a new business, we have been in the premises for just over 12 months, gradually renovating it and setting ourselves up, whilst still being in a soft opening phase. We have just got to a point where we are able to open our doors to the public officially. It has taken us 12 months to get to where we are at, yet we have a long way to go to provide a service our community/residents and the borough needs. A completely unique business in Oldham which aims to help educate and spread art and grow the passion for art. At the moment we operate by customers visiting the studio, speaking to us about their wall space for art, have customised art work created, or just be able to pick something off the shelf. We have customers requesting that we hold art clubs and classes, for all ages. This is something that we will be setting up in the near future as we become more established.

Without diving in to the statistics of how deprived Oldham is, a business and an opportunity that we hope to bring to Oldham is very much needed and important. It will help to relieve mental stress, allow people to engage more with each other, learn to be more creative, and generally IMIJS art studio gives more options for locals to do in Oldham, than just fast food takeaways and restaurants.

Parking outside our business:

A lot of the time we just use up one parking space on the road. We always try to ensure we leave a parking space or two for customers to park for when they visit the art studio, and other local business, or for when small delivery drivers drop off Amazon, or eBay parcels to local residents living on Ashton road. Directly opposite me is a block of apartments who have residents living there and require parking facility. Up the road after the roundabout there is a cafe which also recently opened its doors. They serve locals light food and drinks. Then we have a gym and housing units office. Back towards Ashton road there are a few businesses including an accounting firm, a convenience store and a foreign currency shop. There are yet a further more retail units being built. All these are businesses that are operating and require parking. At any given time, there are 30 cars safely parked in the proximity and in the areas, you have marked out on the pixelated map. Around the corner from the art studio there is a populated area of residents who require a lot of parking.

Your proposal for parking restrictions:

You have proposed a plan to restrict parking in and around this area. I would like to ask if you have considered all of these residents and locals in your plans and if so, what is the proposed plan for parking of all vehicles? How have all these vehicles been facilitated in

your plan? Why has this not been sent out along with the proposal? Where is the plan for assurance for businesses and residents? If you have not factored all these businesses and residents in to your proposal then what is the purpose of your plan? How have you devised a plan and not considered the locals it effects? How does it serve the community? how does it make it easier for residents to live in the area and for a business to exist let alone thrive in Oldham? Where do you propose for all these business and residents to park their vehicles? by 2030 the government plans to ban the sale of all except electric vehicles. how is your plan future proof and helping to introduce an infrastructure which will not require millions of pounds re-spent in a few years ? What is the impact on the value of property and local business? how will we be compensated? with oldham town centre in so much refurb and redevelopment plans, retail shops closing what are you doing to help rebuild Oldham? How do you think this proposal will help to rebuild the town and have that foot flow of shoppers to get our local economy booming? What happens to my art studio and other businesses if customers can not park any where near or remotely close enough to get to the business?

Appeal

I think it is safe to note that my response to your proposal is an objection. I do not like how this is being proposed, I do not like how no consideration has been given. I do not like how no compensation of plan and reassurance has been outlined. I do not like how your vision for Oldham and the area is useful to us in anyway. The residents living opposite the art studio will have nowhere to park. Those going to the gym come from varying distances, the housing unit office where staff have to park outside on the road, the locals who live nearby are all left bewildered. My customers will have nowhere to park, thus directly effecting my trade before I have been able to officially get my business off the ground. I think you need to revise your proposal and be prepared to answer the above questions.

I hope all of my questions can be answered and you rethink your proposal for restricted parking.

I anticipate a response to my objection letter and expect a letter of acknowledgement with a date to hear back from you with an update to this proposal and an outcome.

thank you for taking time out to hear our concerns as a business at primrose bank, oldham, ol81hq. I look forward to your reply

kind regards

Objection 12

I object to the proposal concerning outside 9 Primrose bank.

The OMBC has blocked our car access to the rear via the back entrance, which we have used in the past for over twenty five years.

Now you are going to block the parking at the front of the building.

where Are we suppose to park?

Apply this principle outside your home or business premises.

I will attend the group meeting, please notify me with date and time of the face to face meeting.

I OBJECT TO THE PROPOSAL.

kind regards,

Objection 13

Good evening,

I have received a hand delivered letter regarding the parking restrictions on primrose bank. I strongly object to this proposal because we will struggle to park our cars and this close to the main road and there is no other parking near by.

We don't even have a driveway and working from home would mean my car would be mostly parked outside my house and the residence nearby parking space are for their own use.

We don't even have any access from the back and this would make things harder for us.

Please reconsider this because this would not be fair on us.

Regards,

Objection 14

Hi to whom It may concern,

The proposal for parking restrictions on Primrose bank i am writing to state i strongly oppose this as it will affect my parking and affect my business.

Objection 15

Dear Sir/Madam,

I have received a hand delivered letter regarding the parking restrictions on primrose bank. I strongly object to this proposal as we are a small business operating from this location. We will struggle to park our cars as well as our clients who come to visit our office with your proposal. This will have a massive impact on our business.

Kind regards

Objection 16

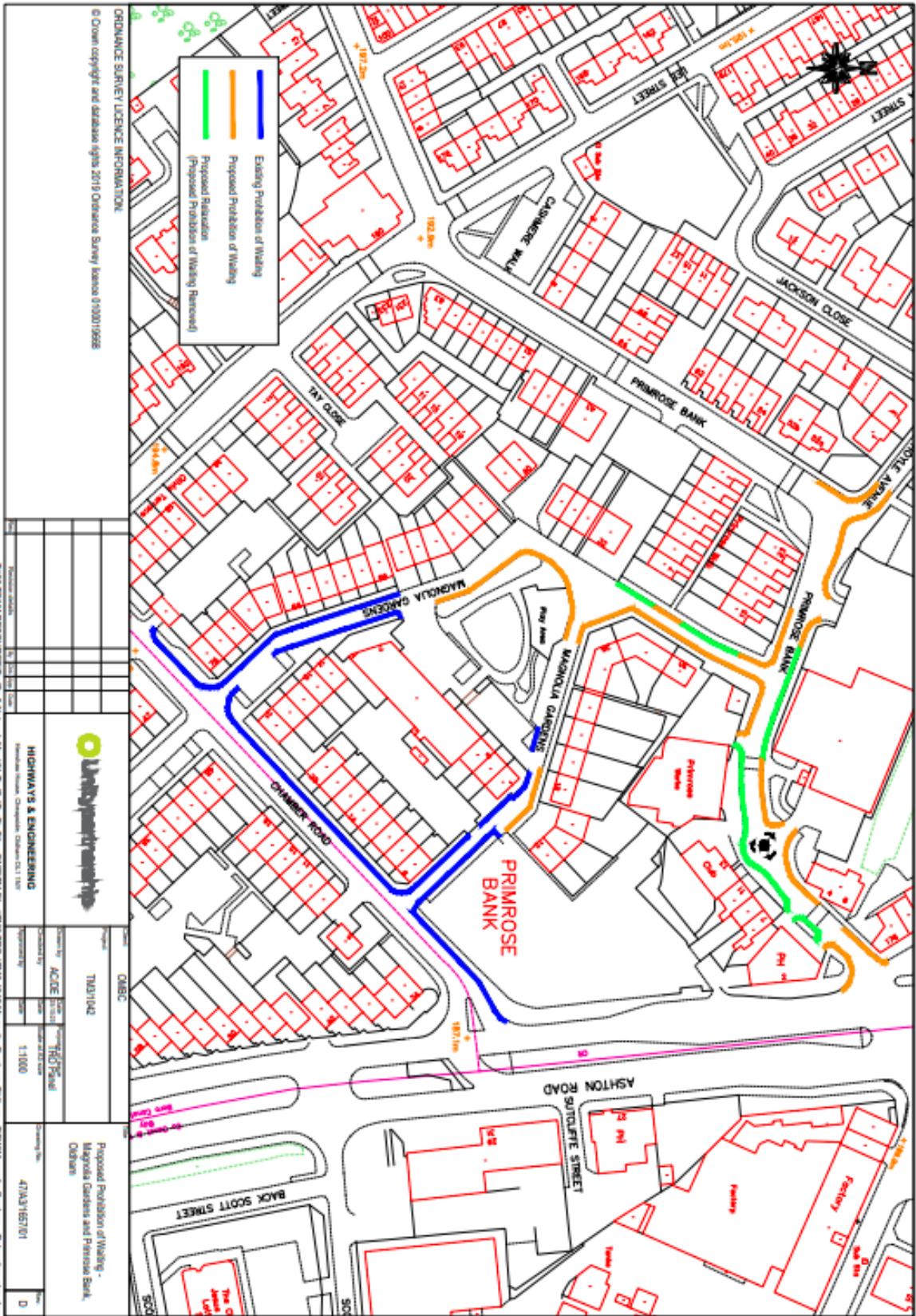
My reason for this objection on this Proposed parking restrictions is that the Anglo West Indian social club located at 13 Primrose bank Oldham OL81HQ which I'm a member will be gravely affected by this especially when having events and funerals, There are also other business next doors and no where else for packing
Ref:A/CTM3

Your consideration will be greatly appreciated

Objection 17

As secretary of the Anglo West Indian social club at 13 primrose bank. On behalf of our membership of 50 and patrons we wish to let you know that we object to parking restrictions on primrose bank. This is unnecessary and we have been in business here for over 50 years and there have been no accidents of any significance to warrant this.
Thanks

APPENDIX C
RELAXATION PLAN



ORDNANCE SURVEY LICENCE INFORMATION:
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HORNBY & ENGINEERING <small>Professional Services, Queensland, Australia 4210</small>	
CLIENT: THA	PROJECT: Proposed Prohibition of Mooring - Magdalena Gardens and Primrose Bank, Odessa
DRAWN BY: AC/CE	DATE: 11/10/20
CHECKED BY: TH/PS	SCALE: 1:1000
PROJECT NO: 4210/16/01	SHEET NO: D