

## **Highway Regulation Committee**

<b>Decision Maker:</b>	<b>Nasir Dad, Director of Environment</b>
<b>Date of Decision:</b>	<b>9 July 2024</b>
<b>Subject:</b>	<b>Objections to Proposed Prohibition of Waiting – Coverhill Road, Grotton</b>
<b>Report Author:</b>	<b>Andy Cowell, Traffic Engineer</b>
<b>Ward (s):</b>	<b>Saddleworth West and Lees</b>

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<b>Reason for the decision:</b>	<p>A report recommending the introduction of prohibition of waiting restrictions on Coverhill Road and Chimes Court, Grotton, was approved under delegated powers on 22 December 2023. The proposal was subsequently advertised, and four objections were received.</p> <p>A copy of the approved report is attached at Appendix A and a copy of the objections are attached at Appendix B.</p> <p>In summary, the objectors state that the proposed restrictions on Coverhill Road will displace parking on to Chimes Court, or further south on Coverhill Road, and cause problems for residents in these areas. It is reported that in the past, parking has occurred within the cul-de-sac which has blocked footways / driveways and caused a nuisance to residents. The objectors wish to see the length of the proposed restrictions reduced to avoid any displacement.</p> <p>Officers recognise that there may be some displacement. However, the length of the proposed restrictions is the minimum / necessary to address the safety issues identified and protect other parts of Coverhill Road that may be affected by any displacement from the main area of concern.</p> <p>Officers would not support reducing the</p>
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proposed length of restrictions. The restrictions are proposed on a long sweeping bend so forward visibility is affected over a long length, and parking anywhere along it forces vehicles into the path of on-coming traffic. Also, although the main concern is parking opposite the junction of Grotton Meadows, it should be noted that parking in advance of a junction still forces vehicles closer to the junction and in conflict with vehicles exiting it. This can often present a more dangerous situation than parking directly opposite the junction, especially if the parked vehicles cannot be seen by motorists exiting the side road.

It is the view of Officers that any displacement would be minimal. Chimes Court is a quiet cul-de-sac and parking can safely be accommodated within it and residents already park further south, along the east side of Coverhill Road without issues.

**Summary:**

The purpose of this report is to consider objections received to the introduction of waiting restrictions at Coverhill Road and Chimes Court, Grotton

***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. 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 A Marland has commented, this is based on the survey I attended with the Highways Officer, feedback from residents of Grotton Meadows and my own frequent observations of the traffic being forced into the lane of oncoming traffic when vehicles are parked on Coverhill Road. The visibility of residents exiting both Grotton Meadows and Chimes Court is already very restricted and any parked vehicles only make this situation worse. The lack of footpath at the entrance of Grotton Meadows forces pedestrians to use the opposite pavement however it is very narrow and parked vehicles often mean pedestrians are forced to use the road. I believe this order will provide a safer driving and walking experience for drivers and pedestrians and that any vehicle displacement to Chimes Court will be minimal

**Recommendation(s):** It is recommended that the objections be dismissed, and the proposal introduced as advertised in accordance with the schedule and plan 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 **treasurers'** comments?

What are the **procurement** implications? None

What are the **Human Resources** implications? None

**Equality Impact** attached or not required because (please give reason) None, the work is being undertaken to maintain access along the highway.

What are the **property** implications None, the work is being undertaken on the public highway which is under the control of the Highway Authority

**Risk assessments:** These were dealt with in the previous report (refer to Appendix A)

**Co-operative implications** These were dealt with in the previous report (refer to Appendix A)

**IT implications** None

**Environmental and Health and Safety implications** If approved, the restrictions will improve safety for road users.

**Community cohesions, including crime and disorder implications** None

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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 No

the Policy Framework of the Council?

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

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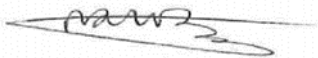
<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 3 July 2024	

Please list and attach any appendices:-

<b>Appendix number or letter</b>	<b>Description</b>
A	Approved Mod Gov Report
B	Copy of Objections

In consultation with Director of Environment

Signed :



Date: 09.07.2024

**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:** 30 November 2023

**Subject:** Proposed Prohibition of Waiting – Coverhill Road and Under Lane, Grotton

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

**Ward (s):** Saddleworth West and Lees

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**Reason for the decision:**

Coverhill Road and Under Lane form a route between Grotton and Mossley. Ward Members have received complaints about parking issues along the route at Old Kiln Lane and Grotton Meadows. Neither of these two junctions are protected by parking restrictions.

Residents of Grotton Meadows have expressed concerns over vehicles parking opposite the junction along the east side of Coverhill Road. Egress from this residential cul-de-sac is difficult due to the lack of a footway on the near side and the geometry of the road to the north. Residents report that vehicles often park opposite the junction which compounds this issue by forcing passing traffic closer to the junction.

Officers have inspected the location with a Ward Member and local residents and support the introduction of restrictions at this site. It is proposed to extend the proposal from Grotton Meadows up to Oldham Road including the next junction along at Chimes Court. This is to cater for any displacement which may occur.

Ward Members have also received complaints about vehicles parking on Under Lane at the junction of Old Kiln Lane, including the verge to the south. This junction forms the access to a

residential housing estate, and it is reported that vehicles park on Under Lane close to the junction which affects visibility for motorists exiting this side road. Parked vehicles have also caused damage to the grass verge.

The location of this junction is close to Quickedge Lane, which has also been the subject of complaints about visibility in the past. The junction is located just south of Old Kiln Lane and is located on the inside of a bend making egress particularly difficult. Vehicles parked close to the junction compound the issue. Previous attempts to introduce restrictions at this site have failed due to a high number of objections received from residents at the formal advertising stage. Although there is no appetite from Ward Members to repropose an identical scheme, restrictions have been included on the north side of this junction in this proposal in another to attempt to address the visibility issues at the site.

Officers have inspected the location with a Ward Member and fully support the introduction of restrictions at both junctions to improve visibility and protect the grass verge from further damage.

It is therefore proposed to promote new prohibition of waiting restrictions along Coverhill Road and Under Lane as detailed on plan 47/A4/1707/1.

If approved, the proposal would reduce the risk of a collision involving motorists exiting Grotton Meadows, Old Kiln Lane and Quickedge Lane.

**Summary:**

The purpose of this report is to consider the introduction of prohibition of waiting restrictions along Coverhill Road and Under Lane, Grotton.

***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 A Marland, I am in full support of these proposed restrictions and new enforcement measures.

Councillor S Al-Hamdani, there have been ongoing parking issues in this location, particularly with regards to the space opposite Grotton Meadows. The junction from Coverhill Road on to Oldham Road is narrow and has poor visibility due to the angles of the roads, and ensuring that the traffic is kept clear from these locations seems a positive step that addresses two current issues, and I am supportive of this improvement to highway safety.

G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal.

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	500
<b>Total</b>	<b>1,700</b>

The advertising & road marking expenditure of £1,700 will be funded from the 2023/24 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 safety.

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

No

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:**

The legal and financial risks are documented separately in this report. The introduction of prohibition of waiting restrictions at Coverhill Road, Under lane will increase the amount of visibility making it safer for local residents. There could be reputation risks around the scheme in terms of residents reactions to the proposals these can be mitigated by effective communications and a consultation prior to any work being undertaken

(Vicki Gallacher, Head of Insurance and Information Governance)

**Co-operative implications**

None (Jonathan Downs)

**Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998**

None.

**Environmental and Health & Safety Implications**

If approved, the restrictions will improve safety for road users..

**IT Implications**

None.

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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

## Schedule

### Drawing Number 47/A4/1707/1

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

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

Item No	Length of Road	Duration	Exemptions	No Loading
	<p style="text-align: center;"><u>Coverhill Road, Grotton</u> (West and south-west side)</p> <p>From its junction with Oldham Road to a point 28 metres south of its junction with Grotton Meadows</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p style="text-align: center;"><u>Coverhill Road, Grotton</u> (East and north-east side)</p> <p>From its junction with Oldham Road for a distance of 150 metres in a general southerly direction</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p style="text-align: center;"><u>Chimes Court, Grotton</u> (Both sides)</p> <p>From its junction with Coverhill Road for a distance of 10 metres in a south westerly direction</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p style="text-align: center;"><u>Under Lane, Grotton</u> (East side)</p> <p>From its junction with Quickedge Lane for a distance of 22 metres in a northerly direction</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p style="text-align: center;"><u>Under Lane, Grotton</u> (West side)</p> <p>From a point 24 metres north of its junction with Old Kiln Lane to a point 65 metres south of its junction with Old Kiln Lane</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p style="text-align: center;"><u>Old Kiln Lane, Grotton</u> (Both sides)</p> <p>From its junction with Under Lane for a distance of 15 metres in a westerly direction</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

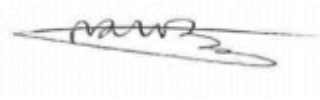
**There are no background papers for this report**

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<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 30 November 2023	

In consultation with Director of Environment

Signed :



Date: 22 December 2023



## APPENDIX B

### COPY OF OBJECTIONS

#### **Objection 1**

To whom it may concern

I am emailing you to object to the proposed placing of double yellow lines on Coverhill Road and Chimes Court. We live at Chimes Court.

We have in the previously had issues with neighbouring streets parking on Chimes Court which has cause major inconvenience with people blocking our drives and double parking making it difficult to get to our homes. They have also parked on the curbs which has been dangerous for the children on the street to play.

I believe if double yellow lines are placed on Coverhill Road, these cars will then come back to park on Chimes Court, making driving and accessing our home difficult again.

Thank you for your consideration

#### **Objection 2**

To whom it may concern,

I write with regard to the above proposal. The introduction of double yellow lines between Coverhill Road, Chimes Court and Grotton Meadows. I have now received the proposal following XXXX XXXXXX request that all residents on Chimes Court should receive it.

We have lived on Chimes Court for 8 years but my family home has always been on Coverhill Road and is to this day so I feel well placed to offer an insight into the issues faced.

The specific issue that has brought about this request is fairly recent, one of the cottages at the Grotton Farm site on your map is/has been privately rented - I believe it still is. However, it comes with little or no parking. The last family that lived there parked a long wheel based works van and a private vehicle on Chimes Court. There are lots of young children that play in the street and having the pavements blocked by the vans prevents them from riding bikes safely on the pavement and also means prams have to be pushed into the road. This family was not the first and I suspect that they will not be the last - however our issue was briefly alleviated by them parking on Coverhill Road at the request of the Councillor. This however, brings a new set of issues. Getting out of Chimes Court and I'm sure Grotton Meadows without being hit by a speeding vehicle is a daily struggle. The vehicles being parked between Chimes Court and Grotton Meadows meant that as you pull out and turn right you are on the opposing carriageway and at the mercy of whatever is speeding towards you.

The lines would be a partial solution but I fear it may just displace the issue further into our street and increase the issues we face on the tight cul-de-sac that we live in. We have previously requested a mirror on Coverhill Road to help with safe egress from Chimes Court but this was refused. The issue of emerging safely from Chimes Court is

exacerbated by the bushes at the first property on Grotton Meadows being massively overgrown, this prevents a view of the oncoming traffic.

I would urge you to look at the proposal and consider variations on it. I agree with XXXX XXXXXX proposal but would maybe reduce the area down to allow for maybe one vehicle. The properties on Grotton Meadows and Chimes Court have ample parking to be self sufficient and the same on Coverhill Road, it is rare for more than one vehicle per property to actually be parked on Coverhill Road and there is plenty of room to accommodate this.

Yours faithfully

### **Objection 3**

To whom it may concern.

I am eMailing to express my views regarding the proposed implementation of double yellow lines on Coverhill Road and Chimes Court.

Firstly, I would like to highlight the current parking challenges we face on Chimes Court. The presence of non-resident vehicles frequently parked along the road has led to several issues. These vehicles often block access to driveways, creating significant inconvenience for residents. Additionally, the practice of parking on the kerb/pavement severely restricts safe pedestrian access, posing a safety hazard for those walking in the area, particularly for parents with prams and those with mobility issues.

Given these existing issues, the proposal for double yellow lines is a welcome initiative. However, I would like to suggest a modification to the current plan. Reducing the proposed distance for the double yellow lines from 150 metres to 100 metres on Coverhill Road would be a more sensible option. This adjustment would help prevent the displacement of vehicles from Coverhill Road to Chimes Court, thereby addressing potential parking issues before they arise and ensuring that the solution is effective for both streets.

I believe that this proposed amendment will not only enhance the effectiveness of the parking restrictions but also contribute to a safer and more accessible environment for all residents and visitors.

Thank you for considering my feedback. I look forward to hearing your thoughts on this matter and would be grateful for any further updates regarding the implementation of the proposed parking restrictions.

Kind Regards

Dear Mr XXXXXX

Thank you for your comments.

The main reason for the scheme was to address a specific issue with vehicles parking opposite Grotton Meadows. Therefore, if the proposed restrictions were relaxed to 100m on the east side of Coverhill Road then this would not address the issue reported.

I have copied below an extract from the report which explains the reasoning behind the scheme.

*Residents of Grotton Hollow have expressed concerns over vehicles parking opposite the junction along the east side of Coverhill Road. Egress from this residential cul-de-sac is difficult due to the lack of a footway on the near side and the geometry of the road to the north. Residents report that vehicles often park opposite the junction which compounds this issue by forcing passing traffic closer to the junction.*

*Officers have inspected the location with a Ward Member and local residents and support the introduction of restrictions at this site. It is proposed to extend the proposal from Grotton Meadows up to Oldham Road including the next junction along at Chimes Court. This is to cater for any displacement which may occur.*

In terms of non residents parking within Chimes Court, are these visitors to the properties or is something external to Chimes Court generating this parking?

Residents can apply for an Access Protection Marking if obstruction of their driveway is a problem.

Coverhill Road is a distributor road and a bus route. It is subject to through traffic movements, higher vehicle speeds and higher pedestrian flows than local residential roads such as Chimes Court. Therefore the proposed restrictions would have a positive impact on road safety for many road users.

If you have any further queries or wish to make a formal objection to the scheme then please let me know.

Kind regards  
Andy

Good afternoon Andy,

Thank you for your detailed response and clarification.

Regarding your question about non-residents parking in Chimes Court: I can confirm that the parking issues have been caused by non-residents and visitors. The cars and vans that were previously parked in Chimes Court are now causing the same problems opposite Grotton Hollow, hence their request for this parking restrictions by the residents.

In 2023, whilst canvassing on Chimes Court, Councillor Alicia Marland received complaints from residents of Chimes Court about the parking situation. She politely requested that the owners of these vehicles park elsewhere, which has resulted in them parking on Coverhill Road.

Could I propose a compromise that I believe will satisfy everyone? If the lines are drawn but leave a designated space for vehicles to park (as shown in the attached), it would appease the residents of Grotton Meadows and prevent any parking overflow into the surrounding areas, including Chimes Court.

I would also like to bring to your attention that Chimes Court is home to 11 children under the age of 15. These children frequently play outside, making it imperative that their safety and space are considered in any parking or traffic proposals.

Additionally, it has come to my attention that not all residents have received a letter about the proposal. Could you please ensure that each house (1-10 Chimes Court) is sent a notification, as I am certain they will have opinions on this matter.



To confirm, I object to this proposal, and I believe other residents may well share this sentiment.

Kind Regards  
Mr XXXXXXX



Dear Mr XXXXXXX

Thank you for your further comments.

In relation to proposing a gap in the restrictions, unfortunately I would not support this. This is a long sweeping bend so forward visibility is affected over a long length and parking anywhere along it forces vehicles into the path of on-coming traffic. Also, although the main concern is parking opposite the junction of Groton Meadows, please note that parking in advance of the junction still forces vehicles closer to the junction and in conflict with vehicles exiting it. This can often present a more dangerous situation than parking directly opposite the junction if the parked vehicles cannot be seen from the junction.

Visitors to Chimes Court can safely be accommodated within the cul-de-sac. It would be unusual for a visitor to park on the main road where it is less safe rather than use the cul-de-sac itself. In terms of other non-residents, what I cannot understand is who these vehicles belong to. What is generating this parking? There are other residential streets that are closer to the village centre that commuters or shoppers may use.

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. It is not always clear which properties may be affected by a proposal and there may be supporters of the scheme whom may wish to make representations. Supporters of a scheme may be regular users of the highway and not necessarily local residents or businesses. However, I will arrange for letters to be sent out to all the other properties on Chimes Court as you have highlighted that they may have an interest.

Kind regards  
Andy

Hi Andy.

The parking issue we had on Chimes Court seems to be caused by the residents and visitors of Lawton Fold, particularly those living closest to Oldham Road (A669). The problem exacerbates during winter, likely because the residents find it challenging to park on their road or drive due to adverse weather conditions, it's easy/safer for them to park on Coverhill Road/Chimes Court and walk up.

May I suggest another alternative solution; would it at all be possible to have the sign on Chimes Court updated to have a 'Polite Notice' of 'Residents Parking' or something similar? Obviously not enforceable, but I would personally be happy with this as a compromise.

Thanks again for your time.

Kind Regards  
XXXXX

Hi Andy.

Understood. Ultimately I think all avenues have been explored, and the decision to have road markings on Coverhill Road doesn't appear to be something I'm going to be able to influence.

Thanks for your time and input, it's appreciated.

Kind Regards  
XXXXX

Good morning Mr XXXXX

Thank you for the additional information.

As Highway Authority unfortunately we could not officially authorise such signs. Residents Only Parking signs are contained in the traffic sign regulations but these are specifically for approved schemes with a traffic order. Signs not contained in the regulations are unauthorised.

I understand that there may be some parking generated from Lawton Fold but this should be minimal. I presume that Hillside Avenue suffers the same especially from those residents with steep or limited driveway space on the north side of Oldham Road.

Kind regards  
Andy

Dear Mr XXXXX

When one or more objections are received to a proposed TRO (Traffic Regulation Order) the details are included in a report which is then submitted to the next TRO Panel meeting. These are scheduled every couple of months. The Panel is made up of selected councillors and a decision is made at the meeting. As well as the objectors comments, your ward members are consulted on the report and can provide comments. I will also provide comments in answer to any objections.

Following our email discussion, please could you let me know if you wish to object to the scheme formally or if you are satisfied with the responses given? Currently, there are no other objections on record. The consultation ends 20<sup>th</sup> June.

Kind regards  
Andy

Hi Andy.

Yes, please lodge my objection and comments formally.

Kind Regards  
XXXX

#### **Objection 4**

Dear sir or madam

With reference the double yellow lines proposed for Coverhill Rd in Grotton. I'm not aware there is a parking issue at the top end of Coverhill Road near to Oldham Road and very rarely see cars parked in this area. A bigger concern is the speed in which cars travel up and down Coverhill Road at times. If anything, I feel parking restrictions could make matters worse. If people can't park on occasion at the top of Coverhill Road they will start to park further down outside the houses. This will reduce visibility for residents leaving their drives, which combined with the speed of some drivers can only lead to the potential for accidents. I hope you will take this into consideration before making a decision on the double yellow lines.

Thank you and best regards