

HIGHWAY REGULATION COMMITTEE

Objections to Proposed Disabled Persons Parking Order

Portfolio Holder:

Councillor C Goodwin, Cabinet Member for Don't Trash Oldham

Officer Contact: Nasir Dad, Director of Environment

Report Author: Andy Cowell

Ext. 4577

13 March 2025

Reason for Decision

To consider objections received to the annual proposed disabled persons parking bay order.

Recommendation

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 other than the changes outlined below.

Objections to Proposed Disabled Persons Parking Bay Order

1 Background

A report recommending the introduction of 29 disabled persons parking places at various locations in the Borough was approved under delegated powers on 14 November 2024. The proposal was subsequently advertised, and several representations have been received.

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

Representations were received in relation to the following proposed parking places:

- 58/60 Hollinhall Street, Oldham
- 31 Colwyn Street, Oldham
- 64 Copster Hill Road, Oldham
- 57 Manchester Road, Shaw (Seville Street)
- 192 Frederick Street, Oldham
- 65 Raper Street, Oldham
- 74 Trafalgar Street, Oldham
- 112 St John Street, Lees (John Knott Street)
- 19 Mosshey Street, Shaw

The Council was informed that the applicant at Trafalgar Street had passed away and the applicants at Mosshey Street and St John Street were moving home. Therefore, these proposed parking places will be removed from the scheme.

One letter of objection was received to each of the proposed disabled parking places at Hollinhall Street, Colwyn Street, Copster Hill Road, Seville Street, Frederick Street and Raper Street.

In summary, the objector at Hollinhall Street states that residents were not informed about the proposal by letter, that the proposed bay is too long, that there is already a disabled bay next door which is often left empty at night and this proposed by will reduce the number of parking spaces on the street.

In response to the objection:

Consultations were sent out, but the public notice was posted on site in advance.

The regulations dictate the minimum length of disabled bays, and this is 6.6m long, so unfortunately, it could not be introduced at a shorter length. The minimum length is specified in the Traffic Signs Regulations and General Directions 2016. This is legislation set by central government and applies to the whole of the UK. Therefore, unfortunately, the Council cannot change this.

So long as a disabled badge is being displayed in the vehicle, then no offence is being committed in terms of the disabled bay traffic order.

The applicant of the existing bay has a blue badge and when contacted stated that they have two cars in their household which they use plus their son's car. Therefore, depending

on which car they use, they will have the disabled badge on it when it's parked outside the house. If the vehicle parked at home doesn't have the badge displayed on the car, they will not park it in the bay as they may get a ticket.

In summary, the objector at Colwyn Street states that there are already parking issues on this street due to its proximity to the tram stop and town centre. Therefore, having a disabled bay will take up more space and residents will struggle even more.

In response to the objection:

Officers appreciate that there may be a lack of on-street spaces on this street, but this affects disabled residents even more so, as unlike able bodied residents, they may not be able to park further away and walk to their home. Therefore, the disabled bay will assist any disabled residents and it is parking issues such as this which encourages disabled residents to apply for a bay.

In summary, the objector at Copster Hill Road states that the proposed bay will take up most, if not all of the parking outside their property. They have two vehicles and already struggle to find a space. They have three children and have safety concerns for them not being able to park close to their property. The objector also claims that the applicant used to park in the old garages across the road.

In response to the objection:

Officers appreciate that there may be a lack of on-street spaces on this street, but this affects disabled residents even more so, as unlike able bodied residents they may not be able to park further away and walk to their home. Therefore, the disabled bay will assist any disabled residents, and it is parking issues such as this which encourages disabled residents to apply for a bay.

Only if the children were disabled would the objector be able to apply for a parking facility outside their property. Many residents have children and would like to park nearer to their property, but this is a situation which is repeated across the Borough and the country.

The applicant may have access to an off-street parking facility, but this is not within the property boundary and is a distance from the home and would involve crossing a busy road.

In summary, the objector at Seville Street states that residents of Seville Street already struggle to find somewhere to park near their property due to customers of the nearby social club and other nearby streets. The objector work shifts and is a single female and is often faced with having to park some considerable distance away from their property. The objector has already requested a Resident Permit Parking scheme to be introduced and goes on to say that the applicant doesn't even reside at the property full time – they visit and stay over a maximum of 2 nights a week and doesn't live on Seville Street. To their knowledge, the driver of the vehicle is not mobility impaired, and therefore, could drop the applicant off outside their property and park elsewhere like everyone else. The objector also wants know why the Council is even considering spending tax payers money for the sake of one resident; officer time in drafting these proposals/plan, legal costs, lining costs the objector estimates that these would be in the region of a minimum of between £700-£1,000.

In response to the objection:

Officers appreciate that there may be a lack of on-street spaces on this street, but this affects disabled residents even more so, as unlike able bodied residents they may not be able to park further away and walk to their home. Therefore, the disabled bay will assist any

disabled residents and it is parking issues such as this which encourages disabled residents to apply for a bay.

There is currently no budget for new resident parking schemes.

There are parking restrictions outside the applicant's home on Manchester Road so Seville Street is the closest available parking space to the applicants property. It is standard practice to propose the bay in the closest place to the applicant's property.

The applicant need not be the driver of the vehicle. The applicant qualifies based on them having a blue badge and a vehicle registered at their address.

The cost of processing one application is not significant. The assessment of disabled bay applications, the legal traffic order process and the installation of approved bays is carried out once per year with a combined traffic order. Therefore, there are significant economies of scale.

In summary, the objector at Frederick Street states that they have an elderly resident in the house and require that space to be vacant for regular hospital / doctor appointments. It will be dangerous and difficult for them to walk to a vehicle that is parked far away or across the road. The objector requests that the proposed location for the bay is moved further down the street.

In response to the objection:

Officers appreciate that there may be other residents with mobility issues living nearby and if they have a blue badge, they can also use the bay.

There are parking restrictions, a bus stop and a build-out outside the applicant's home, so the proposed location is the closest available parking space to the applicant's property. It is standard practice to propose the bay in the closest place to the applicant's property.

In summary, the objector at Raper Street states that parking is already difficult in this street making it necessary for vehicles on our side of the road to park partially on the pavement.

The proposed bay on this side of the road is diagonally opposite the existing bay and will make it difficult for vehicles to traverse the road, also creating a potentially dangerous 'chicane'. It will also constitute an access hazard for wide delivery vehicles, minibuses or emergency vehicles such as ambulances or fire engines. If the applicant truly requires a disabled parking bay then there is no reason why the considerably large existing bay opposite could not be marginally extended to accommodate two vehicles as both inhabitants drive small micro style vehicles.

In response to the objection:

It is the view of officers that the position of the proposed bay in relation to the existing bay, diagonally opposite, would not create a chicane effect as parking can be accommodated on both sides of the street. Historical images of the street show vehicles parking fully on the carriageway on both sides, and this has not generated any complaints about obstruction. Although it does prevent two-way flow, vehicles can pass along the street, and it is a situation repeated on many quiet terraced streets where the demand for on-street parking is high.

The regulations dictate the minimum length of disabled bays, and this is 6.6m long.

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- 1.2 **Community Cohesion Implications, including crime and disorder implications under Section 17 of the Crime and Disorder Act 1998**
- None
- 1.3 **Risk Assessments**
- These were dealt with in the previous report (refer to Appendix A)
- 1.4 **Co-operative Implications**
- These were dealt with in the previous report (refer to Appendix A)
- 1.5 **Procurement Implications**
- None
- 2 **Current Position**
- 2.1 Objections reported to Highway Regulation Committee
- 3 **Options/Alternatives**
- 3.1 Option 1: Do not introduce the disabled persons parking places at Hollinhall Street, Colwyn Street, Copster Hill Road, Seville Street, Frederick Street and Raper Street
- Option 2: Introduce the disabled persons parking places at Hollinhall Street, Colwyn Street, Copster Hill Road, Seville Street, Frederick Street and Raper Street.
- 4 **Preferred Option**
- 4.1 Option 2
- 5 **Consultation**
- 5.1 The Waterhead, Coldhurst, Medlock Vale, Crompton and Werneth Ward Members have been consulted and no objections have been received.
- 6 **Financial Implications**
- 6.1 These were dealt with in the previous report (refer to Appendix A)
- 7 **Legal Implications**
- 7.1 These were dealt with in the previous report (refer to Appendix A)
- 8 **Equality Impact, including implications for Children and Young People**
- 8.1 No
- 9 **Key Decision**
- 9.1 No

10 **Key Decision Reference**

10.1 N/A

11 **Background Papers**

11.1 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 :

File Ref :QMS/799

Name of File : Disabled Persons Parking / Phase12 (2024)

Records held in Highways Department, Spindles Shopping Centre, West Street, Oldham


Officer Name :Andy Cowell

Contact No : 4577

13 **Appendices**

13.1 Appendix A - Approved Mod Gov Report

Appendix B - Copy of Objections

<p>Signed:</p>  <p>In consultation with Nasir Dad, Director of Environment</p>	<p>Dated: 29/01/2025</p>
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APPENDIX A
APPROVED MOD GOV REPORT

Delegated Decision Report

Decision below £250k

Subject:	Proposed Disabled Persons Parking Order – Various Locations
Decision maker: Senior Officer	Director of Environment, Nasir Dad
Decision maker: Cabinet Member	Don't Trash Oldham, Councillor C Goodwin
Decision date:	1 November 2024
Report author:	Andrew Cowell
Ward (s):	Coldhurst / Saddleworth West & Lees / Hollinwood / Medlock Vale / Werneth / Alexandra / St Mary's / Waterhead / St James' / Chadderton South / Chadderton Central / Chadderton North / Saddleworth South / Shaw / Crompton / Saddleworth North

Reason for decision

The purpose of the report is to seek approval to implement disabled persons parking places at various locations around the Borough

Recommendation(s)

It is recommended that the disabled parking bays and prohibition of waiting restrictions detailed in Schedule 1 and 2 be revoked and the disabled parking bays and prohibition of waiting restrictions detailed in Schedules 3 to 7 at the end of the report be introduced.

Background

The Traffic Section receive many requests for on-street disabled parking places from disabled residents who have difficulty parking close to their property due to the presence of parked vehicles. It was considered that due to the high number of requests received that suitable criteria be adopted for consideration of applications and funding secured to implement successful applications

Applications have now been processed, locations inspected and a list of successful applicants determined. Applicants that do not qualify under the Council's criteria have been notified in writing

The orders relating to any existing disabled bays where the Council has been informed that the bay is no longer required or in cases where the applicant no longer qualifies, are to be revoked. These locations are detailed in Schedule 1

Many disabled residents have difficulty parking close to their properties due to the presence of parked vehicles. This can cause considerable stress and cause further physical suffering. It is considered that the only effective way to help disabled residents is to provide on-street disabled persons parking places near to their property. This will enable these residents easier access to their properties and improve their mobility and quality of life.

In order to ensure that new on-street disabled parking spaces work effectively, a Traffic Regulation Order is implemented, so the facility can be enforced by the Council's Civil Enforcement Officers under decriminalised powers.

In addition to the applications this year, following a review of the restrictions on Lord Street, a new disabled bay is to be provided on the west side for use by any blue badge holders living in the area. This is to compensate for the loss of a disabled bay at the end of the cul-de-sac which was revoked in 2022 as the original applicant no longer required the use of the facility. The position on the highway that the original disabled bay occupied will now be marked out as an unrestricted parking space. This proposal requires an adjustment to the prohibition of waiting restrictions positioned in between.

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 *(include any conflict of interest declared by relevant Cabinet Member consulted)*

The Ward Members have been consulted and Councillor H Sykes has no comment to add.

Councillor P Byrne supports the proposals for Saddleworth North and South.

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.

Risks

The introduction of disabled bays will enable disabled residents easier access to their properties and improve their mobility and quality of life.. There could be reputation risks around the scheme in terms of local resident reactions to the proposals but these can be mitigated by effective communications, the publication notice and review of any objections received before installing the restrictions.

Implications

Financial	<p>The cost to implement disabled parking bays as detailed within this report is as follows :</p> <p>This will be funded from the Disabled Parking bays and TRO budgets within the Highways Service.</p> <table border="1" data-bbox="603 360 1337 504"> <tr> <td>Advertising Costs</td> <td>5,500.00</td> </tr> <tr> <td>Signs/Poles</td> <td>10,000.00</td> </tr> <tr> <td>Lining</td> <td>2,000.00</td> </tr> <tr> <td>Total Cost</td> <td>17,500.00</td> </tr> </table> <p>It should be noted, the Highways Service is currently reporting an overspend of £104k at Month 6. The proposed cost of £17.5k is already built into this forecast so there should be no further pressure than is currently being reported.</p> <p>(John Edisbury)</p>	Advertising Costs	5,500.00	Signs/Poles	10,000.00	Lining	2,000.00	Total Cost	17,500.00
Advertising Costs	5,500.00								
Signs/Poles	10,000.00								
Lining	2,000.00								
Total Cost	17,500.00								
Legal	<p>Section 32(1)(b) of the Road Traffic Regulation Act 1984 gives local authorities the power by order to authorise the use as a parking place of any part of a road within their area. It must appear to the Council that the parking places are necessary for the purpose of relieving or preventing congestion of traffic. Under section 35 of the Act, the Council may impose restrictions on the use of the parking places and in particular, the vehicles which may be permitted to use them.</p> <p>In addition to the above, under section 122 of the Act, 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)</p>								
Equality impact including implications for Children and Young People	None								
Co-operative	<p>The proposal set out in this report to implement disabled persons parking places at various locations around the borough supports our disabled residents to more easily park outside of their homes. This is in response to requests from many disabled residents who have flagged the difficulties they face. The council has been shown to be working cooperatively with residents by</p>								

	proposing the following recommendation, in line with our cooperative agenda. (James Mulvaney, Policy Manager)
Procurement	<p>There are no procurement implications associated with seeking approval to implement disabled persons parking places at various locations around the Borough. However, the report proposes costs associated with making this physically happen from a works and services perspective. As such any subsequent requirements post approval of this DDR, for goods, works or services which will support in the delivery of any of these implementations, the Commercial Procurement Unit should be engaged prior to any discussions with third party suppliers to ensure a compliant process is conducted and recorded.</p> <p>Jasmin Banks-Lee, Commercial Procurement Unit</p>

SCHEDULE 1

Delete - Disabled Person's Parking Place Part II Schedule 4

Oldham Borough Council (Chadderton Area) Consolidation Order 2003
As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Column 1 Item No	Column 2 Length of Road	Column 3 Class of Vehicle	Column 4 Days and hours of operation	Column 5 Maximum period of waiting	Column 5 No return within
(CH250)	<p><u>Milne Street, Chadderton</u> (East side)</p> <p>From a point 24.3 metres north of its junction with Bentley Street for a distance of 6.6 metres in a north easterly direction (outside 44/46 Milne Street)</p>	Disabled persons vehicle	24 hours daily	No limit	Not applicable

Oldham Borough Council (Crompton Area) Consolidation Order 2003
 As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Column 1 Item No	Column 2 Length of Road	Column 3 Class of Vehicle	Column 4 Days and hours of operation	Column 5 Maximum period of waiting	Column 5 No return within
(CR187)	<u>Glebe Street, Shaw</u> (West side) From a point 37.4 metres north of its junction with Salts Street for a distance of 6.6 metres in a northerly direction (outside 77 Glebe Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

Oldham Borough Council (Oldham Area) Consolidation Order 2003
 As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Column 1 Item No	Column 2 Length of Road	Column 3 Class of Vehicle	Column 4 Days and hours of operation	Column 5 Maximum period of waiting	Column 5 No return within
(O858)	<u>Werneth Hall Road, Oldham</u> (West side) From a point 5 metres south of its junction with Malton Street for a distance of 6.6 metres in a southerly direction (outside 20 Werneth Hall Road)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(O890)	<u>Morris Street, Oldham</u> (South side) From a point 44 metres north west of its junction with Spinks Street for a distance of 6.6 metres in a north westerly direction (outside 56/58 Morris Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(O996)	<u>Greengate Street, Oldham</u> (South-east side) From a point 48 metres south-west of its junction with Sickle Street for a distance of 6.6 metres in a south-westerly direction (outside 169)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

(O858)	<u>Shakespeare Road, Oldham</u> (North side) From a point 36 metres east of its junction with Chesterton Road for a distance of 6.6 metres in an easterly direction (outside 31 Shakespeare Road)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(O786)	<u>Belmont Street, Oldham</u> (North side) From a point 60 metres west of its junction with Franklin Street for a distance of 6.6 metres in a westerly direction (outside 68 and part of 70 Belmont Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(O1008)	<u>Devon Street, Oldham</u> (North side) From a point 17 metres west of its junction with Stafford Street for a distance of 6.6 metres in a westerly direction (outside 54)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(O878)	<u>Coniston Avenue, Oldham</u> (North west side) From a point 73.2 metres south west of its junction with Grange Avenue for a distance of 6.6 metres in a south westerly direction (outside 12)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

Oldham Borough Council (Saddleworth Area) Consolidation Order 2003
 As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Column 1 Item No	Column 2 Length of Road	Column 3 Class of Vehicle	Column 4 Days and hours of operation	Column 5 Maximum period of waiting	Column 5 No return within
(S187)	<u>Platting Road, Lydgate</u> (East side) From a point 18 metres south of its junction with Burnedge Lane for a distance of 6.6 metres in a southerly direction (outside 18 Platting Road)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

Oldham Borough Council (Royton Area) Consolidation Order 2003
 As amended by the Oldham Borough Council (Variation of the Oldham Area, Lees Area, Chadderton Area, Failsworth Area, Royton Area, Crompton Area and Saddleworth Area Consolidation Orders) Minor Order 2004

Column 1 Item No	Column 2 Length of Road	Column 3 Class of Vehicle	Column 4 Days and hours of operation	Column 5 Maximum period of waiting	Column 5 No return within
(R144)	<u>Shaw Road, Royton</u> (South-east side) From a point 90 metres south-west of a point opposite the south westerly kerbline of Kingsgate Way for a distance of 6.6 metres in a south-westerly direction (outside 146)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(R60)	<u>Shaw Road, Royton</u> (North West side) From a point 78 metres west of its junction with Cowlshaw Lane for a distance of 6.6 metres in a south westerly direction having a width of 2 metres (outside 547)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

SCHEDULE 2

Items to be deleted from the Principal Order at Part 1 Schedule 1 PROHIBITION OF WAITING

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
(0.890)	<p><u>Lord Street (North side)</u> <u>access from Henshaw</u> <u>Street</u> (West side)</p> <p>From a point 134 metres south east of its junction with Henshaw Street for a distance of 21 metres in a southerly direction</p>	At Any Time	A, B1, B3, B4, C, E, K3	

SCHEDULE 3

Items to be included in the Principal Order at Part 1 Schedule 1 PROHIBITION OF WAITING

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<p><u>Lord Street (North side)</u> <u>access from Henshaw</u> <u>Street</u> (West side)</p> <p>From a point 132.6m metres south-east of its junction with Henshaw Street for a distance of 27 metres in a southerly direction</p>	At Any Time	A, B1, B3, B4, C, E, K3	

SCHEDULE 4

Oldham Area - Disabled Bays Insert into Part II Schedule 4

Column 1 Item No	Column 2 Length of Road	Column 3 Class of vehicle	Column 4 Days and Hours of Operation	Column 5 Maximum period of parking	Column 6 No return within
	<p><u>Clydesdale Street,</u> <u>Oldham</u> (south-east side)</p> <p>From a point 56 metres south-west of its junction with Lorne Street for a distance of 6.6 metres in a south-westerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	<p><u>College Road, Oldham (south-east side)</u></p> <p>From a point 72 metres north-east of its junction with Frederick Street for a distance of 6.6 metres in a north-easterly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Colwyn Street, Oldham (south side)</u></p> <p>from a point 10 metres west of its junction with Bay Street for a distance of 6.6 metres in a westerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Copster Hill Road, Oldham (north-west side)</u></p> <p>From a point 10 metres north-east of its junction with Mirfield Avenue for a distance of 6.6 metres in a north-easterly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Cottam Street, Oldham (south-west side)</u></p> <p>From a point 54 metres south-east of its junction with Westhulme Avenue for a distance of 6.6 metres in a south-easterly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Frederick Street, Oldham (south-west side)</u></p> <p>from a point 78 metres north-west of its junction with Chamber Road for a distance of 6.6 metres in a north-westerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	<p><u>Hardy Street, Oldham</u> (south-east side)</p> <p>From a point 16 metres south-west of its junction with Latimer Street for a distance of 6.6 metres in a south-westerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Hollinhall Street, Oldham</u> (south-west side)</p> <p>From a point 33 metres north-west of its junction with Cedric Road for a distance of 6.6 metres in a north-westerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Hopkin Avenue, Oldham</u> (north-east side)</p> <p>From a point 41 metres south-east of its junction with Harcourt Street for a distance of 6.6 metres in a south-easterly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Lee Street, Oldham</u> (south-west side)</p> <p>From a point 15 metres north-west of its junction with Manley Road for a distance of 6.6 metres in a north-westerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Lord Street, Oldham</u> (west side)</p> <p>From a point 126 metres south-east of its junction with Henshaw Street for a distance of 6.6 metres in a southerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Mafeking Street, Oldham</u> (north-west side)</p> <p>from a point 32 metres south-west of its junction with Pretoria Road for a distance of 6.6 metres in a south-westerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	<p><u>May Street, Oldham</u> (north side)</p> <p>In the most westerly parking space on the north side of May Street at the back of 24 Heron Street</p>	Disabled persons vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Mirfield Avenue, Oldham</u> (south side)</p> <p>From a point 16 metres west of its junction with Lune Street for a distance of 6.6 metres in a westerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Raper Street, Oldham</u> (west side)</p> <p>From a point 123 metres south of its junction with Greenwood Street for a distance of 6.6 metres in a southerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Skipton Street, Oldham</u> (north-west side)</p> <p>From a point 22 metres north-east of its junction with Nether Hey Street for a distance of 6.6 metres in a north-easterly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Stuart Street, Oldham</u> (north-east side)</p> <p>From a point 87 metres north-west of its junction with Wellington Road for a distance of 6.6 metres in a north-westerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	<u>Trafalgar Street, Oldham</u> (east side) From a point 22 metres north of its junction with Ward Street for a distance of 6.6 metres in a northly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Villa Road, Oldham</u> (north-west side) From a point 54 metres south-west of its junction with Meldrum Street for a distance of 6.6 metres in a south-westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Werneth Hall Road, Oldham</u> (north-west side) From a point 19 metres south-west of its junction with Malton Street for a distance of 6.6 metres in a south-westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

SCHEDULE 5

Chadderton Area – Disabled Bays

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Henley Street, Chadderton</u> (north-west side) From a point 51 metres north-east of its junction with Windsor Avenue for a distance of 6.6 metres in a north-easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Kempton Way, Chadderton</u> (south side) In the most westerly space at the cul-de-sac end of Kempton Way by the side of 1 Newbury Walk	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	<p><u>Middleton Road, Chadderton</u> (South-west side)</p> <p>From a point 26 metres south-east of a point opposite the south-east kerb line of Gainsborough Road for a distance of 6.6 metres in a south-easterly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Whitstable Close, Chadderton</u> (north side)</p> <p>In the parking space on the north side of Whitstable Close in the north-west parking area by the gable end of 25 Whitstable Close</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

SCHEDULE 6

Saddleworth Area - Disabled Bays

Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<p><u>Friarmere Road, Delph</u> (east side)</p> <p>from a point 15 metres north of its junction with Denshaw Road for a distance of 6.6 metres in a northerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>John Knott Street, Lees</u> (south-east side)</p> <p>From a point 28 metres north-east of its junction with Greaves Street for a distance of 6.6 metres in a north-easterly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	<u>Lee Street, Uppermill</u> (south-east side) From a point 60 metres south-west of its junction with Station Road for a distance of 6.6 metres in a south-westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
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SCHEDULE 7
Crompton Area - Disabled Bays

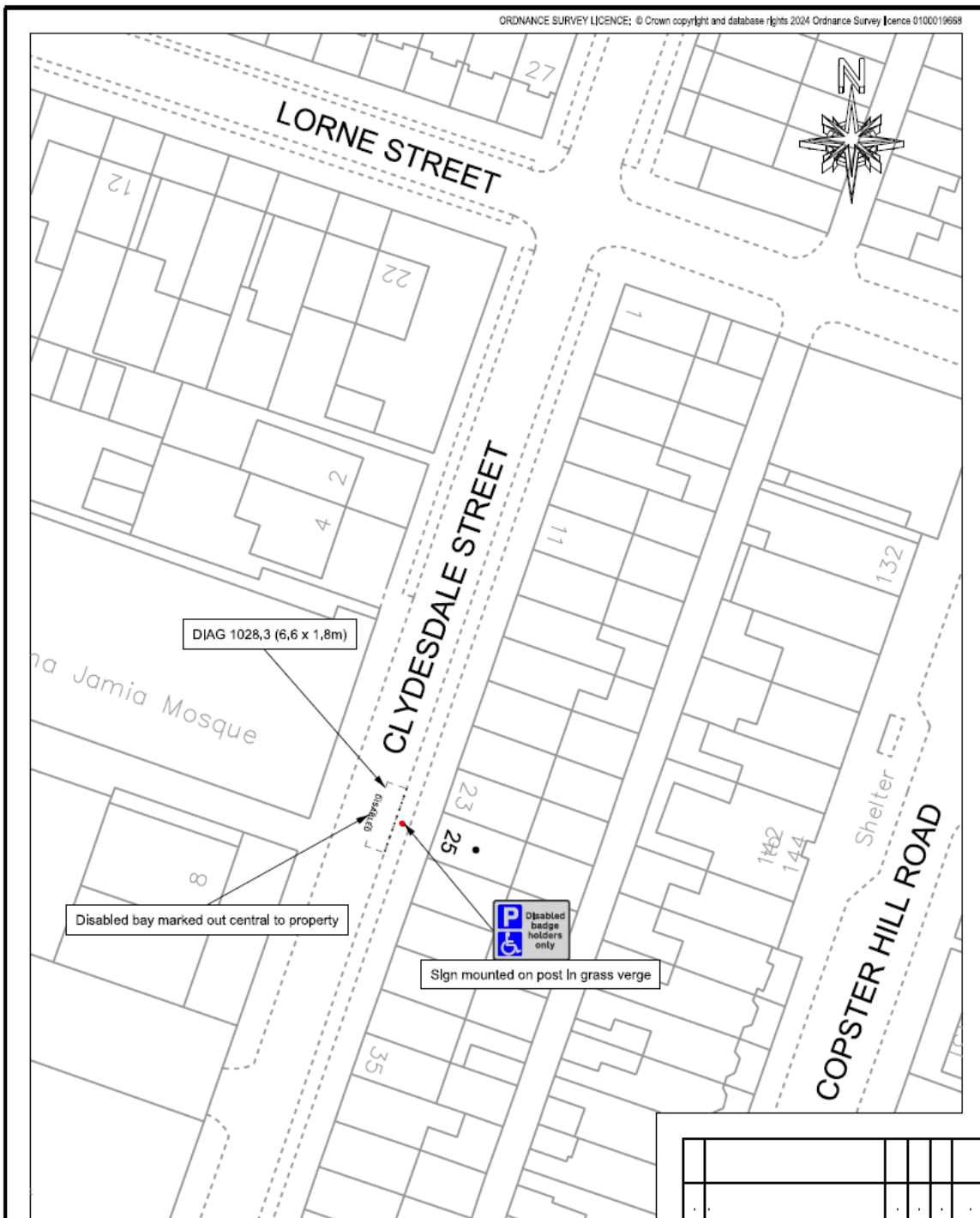
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6
Item No	Length of Road	Class of vehicle	Days and Hours of Operation	Maximum period of parking	No return within
	<u>Mosshey Street, Shaw</u> (north-east side) From a point 44 metres south-east of its junction with Leach Street for a distance of 6.6 metres in a south-easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Seville Street, Shaw</u> (north-east side) from a point 13 metres south-east of its junction with Manchester Road for a distance of 6.6 metres in a south-easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

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

Background Papers under Section 100D of the Local Government Act 1972

Report author sign-off	Andy Cowell
Role	Traffic Engineer
Date of sign-off	1 November 2024

Approval	
Officer approval sign-off	 Nasir Dad
Role	Director of Environment
Date of sign-off	14/11/24



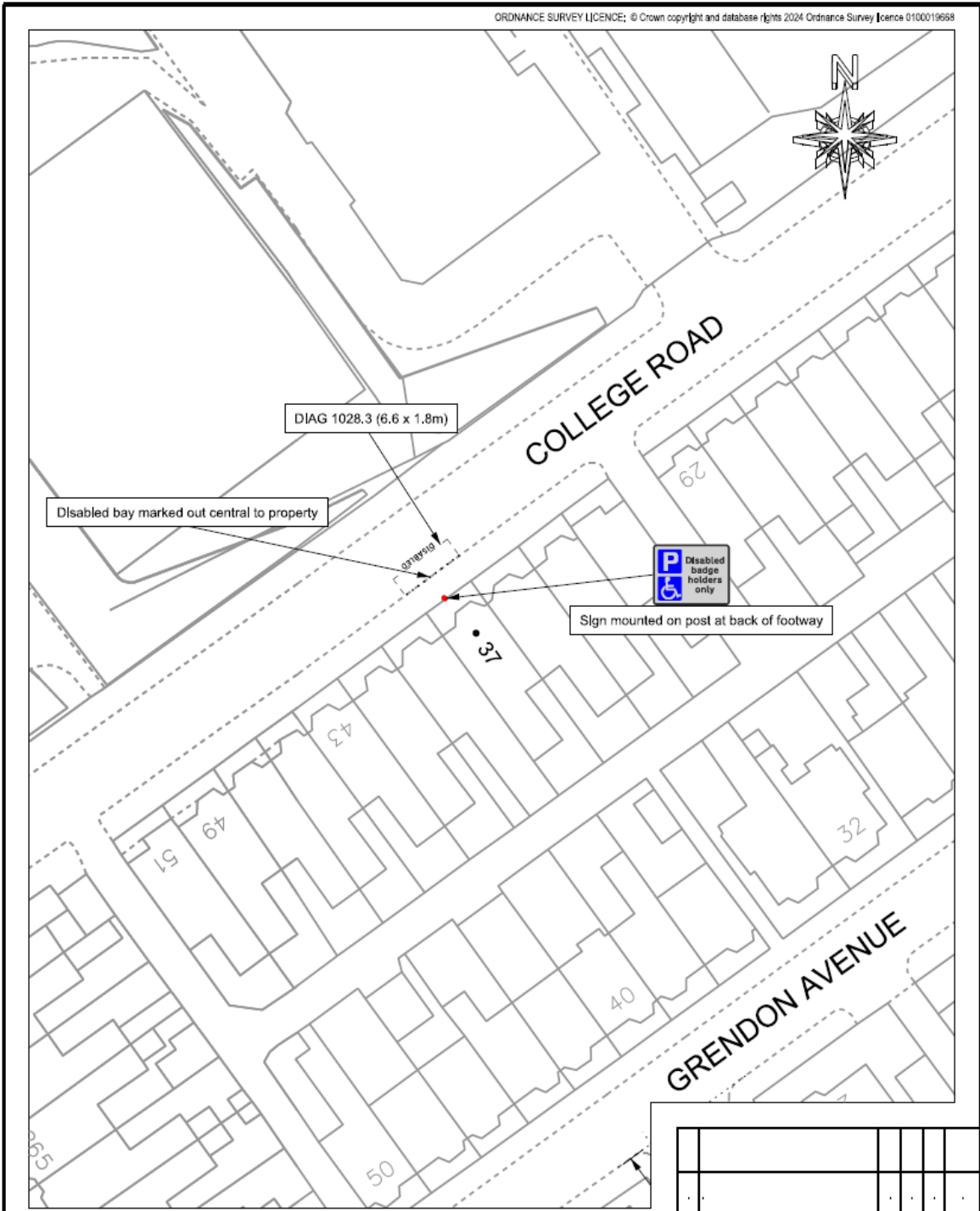

Oldham Council


**Place and Economic Growth
HIGHWAYS & ENGINEERING**
Oldham Council Offices, Spinkies Shopping Centre,
West Street, Oldham OL1 1JF

Client		Oldham MBC	
Project		Provision of Disabled Parking Spaces File Ref: 799 - Phase 12	
Drawn by	AC	Date	09-24
Checked by	SR	Date	09-24
Approved by	.	Date	09-24
Purpose of Issue		Information	
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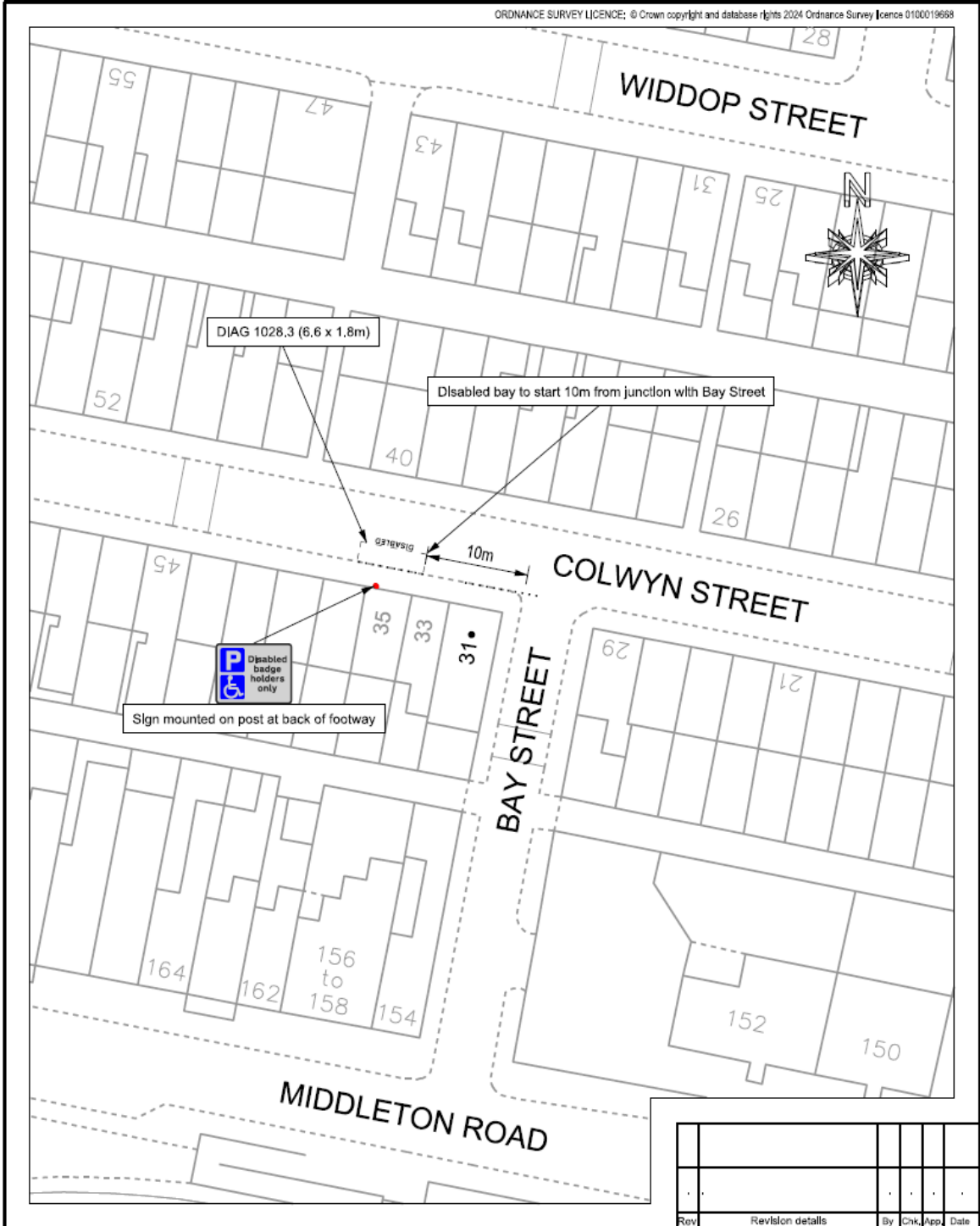
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Title					
ADDRESS: 25 Clydesdale Street, Oldham					
Drawing No.					Rev.
47/A4/1734/8					.

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 <p>Oldham Council</p> <p>Place and Economic Growth HIGHWAYS & ENGINEERING Oldham Council Offices, Spindles Shopping Centre, West Street, Oldham OL1 1LF</p>	Client Oldham MBC		Title		
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 12		ADDRESS: 37 College Road, Oldham		
	Drawn by AC	Date 09-24	Purpose of Issue Information	Scale at A4 size 1:500	Drawing No. 47/A4/1734/4
	Checked by SR	Date 09-24	Approved by	Date 09-24	Rev.

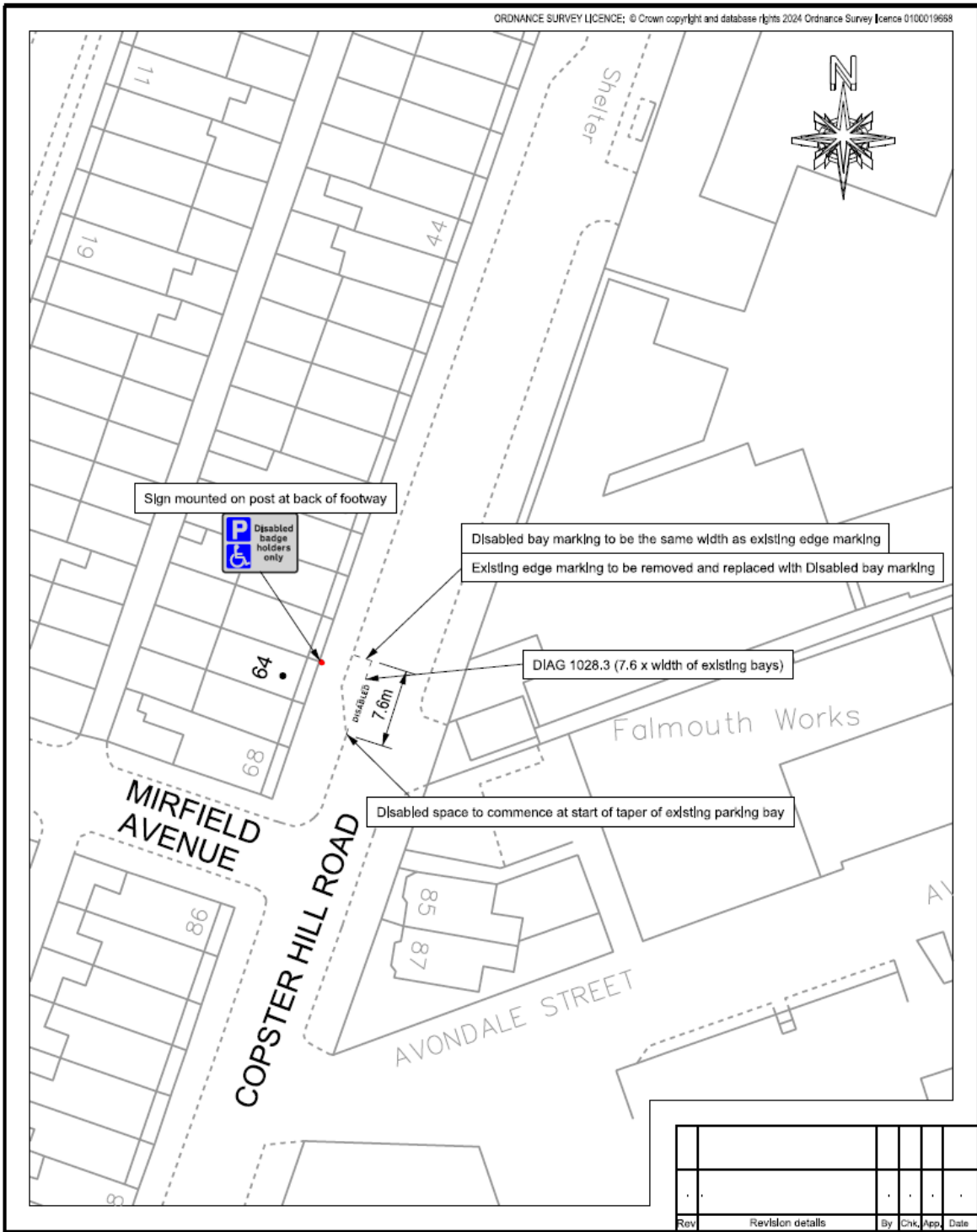
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Rev	Revision details	By	Chk	App	Date

 <p>Oldham Council</p> <p>Place and Economic Growth HIGHWAYS & ENGINEERING Oldham Council Offices, Spindles Shopping Centre, West Street, Oldham OL1 1U</p>	Client Oldham MBC		Title 31 Colwyn Street, Oldham	
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 12			
	Drawn by AC	Date 09-24	Purpose of Issue Information	
	Checked by SR	Date 09-24	Scale at A4 size 1:500	
Approved by .		Date 09-24	Drawing No. 47/A4/1734/32	Rev. .

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Rev	Revision details	By	Chk	Appr	Date



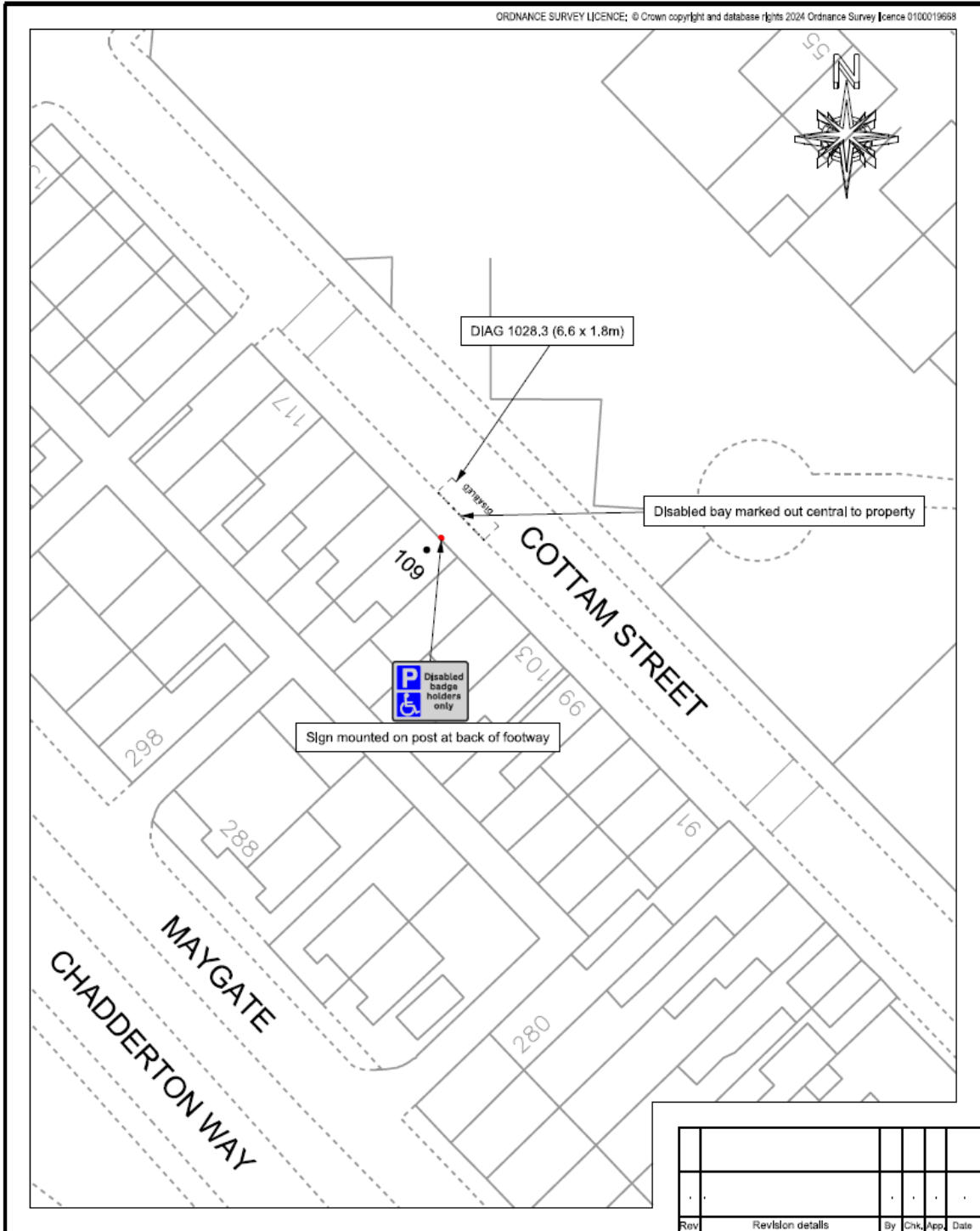
Oldham Council

**Place and Economic Growth
HIGHWAYS & ENGINEERING**
Oldham Council Offices, Sandles Shopping Centre,
West Street, Oldham OL1 1LJ


Client		Oldham MBC	
Project		Provision of Disabled Parking Spaces File Ref: 799 - Phase 12	
Drawn by	Date	Purpose of Issue	
AC	09-24	Information	
Checked by	Date	Scale at A4 size	
SR	09-24	1:500	
Approved by	Date		
	09-24		

Title	
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Drawing No.	Rev.
47/A4/1734/10	.

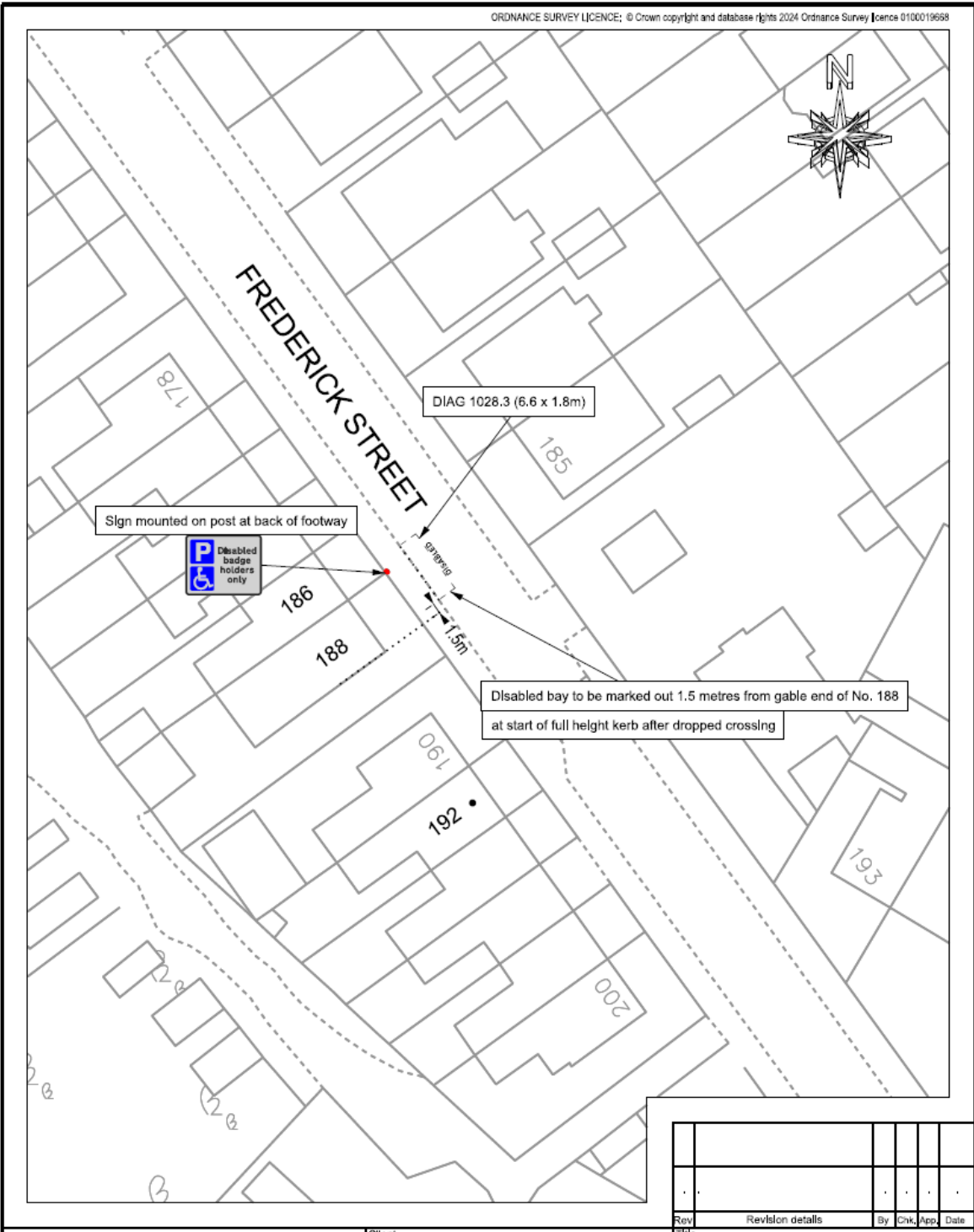
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Rev	Revision details	By	Chk	App	Date

 <p>Oldham Council</p> <p>Place and Economic Growth HIGHWAYS & ENGINEERING Oldham Council Offices, Sealdes Shopping Centre, West Street, Oldham OL1 1LF</p>	Client Oldham MBC		Title ADDRESS: 109 Cottam Street, Oldham	
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 12			
	Drawn by AC	Date 09-24	Purpose of Issue Information	Scale at A4 size 1:500
	Checked by SR	Date 09-24	Approved by .	Date 09-24
Drawing No. 47/A4/1734/22			Rev. .	

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Sign mounted on post at back of footway



DIAG 1028.3 (6.6 x 1.8m)

Disabled bay to be marked out 1.5 metres from gable end of No. 188 at start of full height kerb after dropped crossing

Rev	Revision details	By	Chk	App	Date



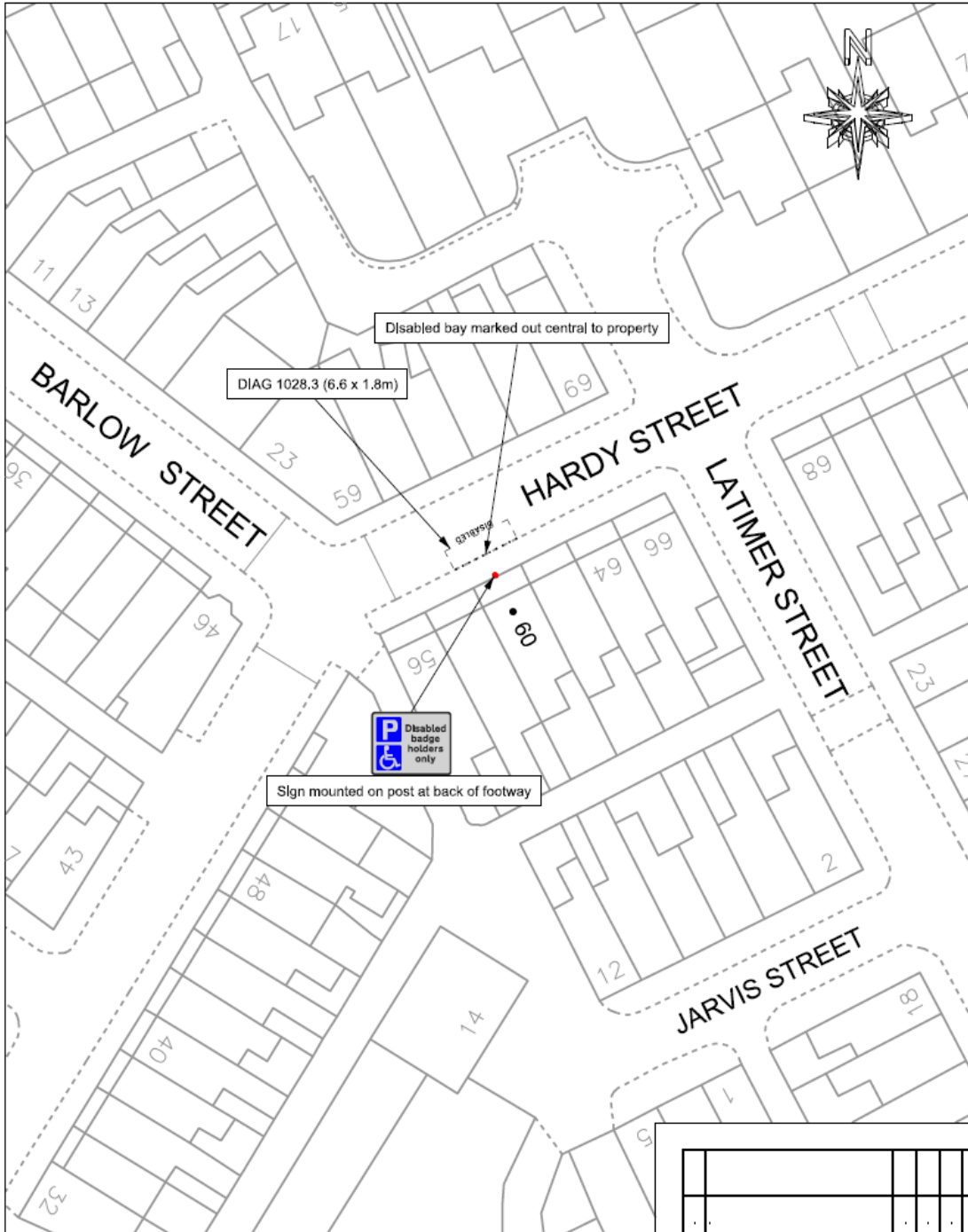
Oldham Council

**Place and Economic Growth
HIGHWAYS & ENGINEERING**
Oldham Council Offices, Spindles Shopping Centre,
West Street, Oldham OL1 1LF

Client		Oldham MBC	
Project		Provision of Disabled Parking Spaces File Ref: 799 - Phase 12	
Drawn by	Date	Purpose of Issue	
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Checked by	Date	Scale at A4 size	
SR	09-24	1:500	
Approved by	Date		
	09-24		

Title	
ADDRESS: 192 Frederick Street, Oldham	
Drawing No.	Rev.
47/A4/1734/29	.

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Rev	Revision details	By	Chk	App	Date



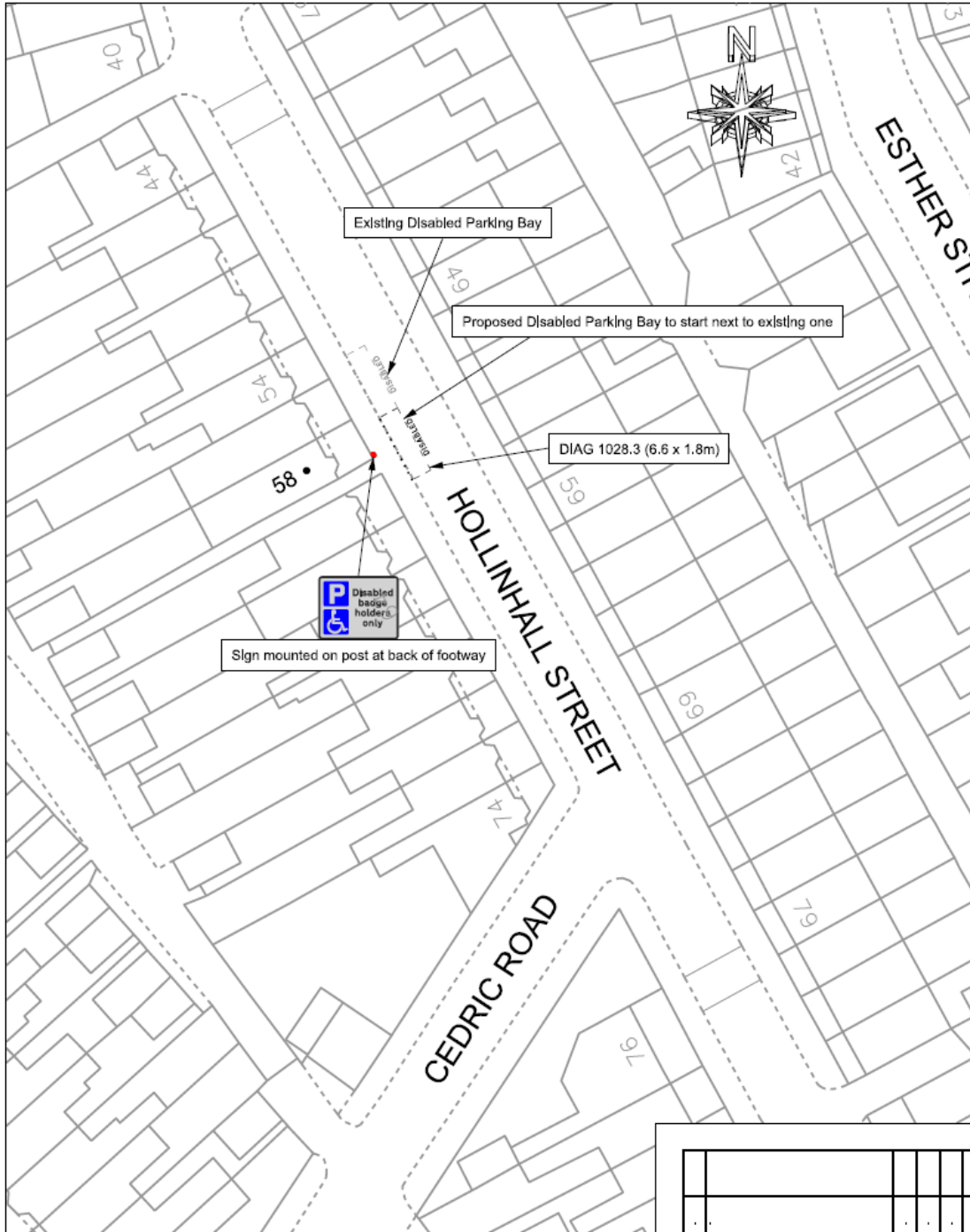
Oldham Council

**Place and Economic Growth
HIGHWAYS & ENGINEERING**
Oldham Council Offices, Spindles Shopping Centre,
West Street, Oldham OL1 1LF

Client		Oldham MBC	
Project		Provision of Disabled Parking Spaces File Ref: 799 - Phase 12	
Drawn by	Date	Purpose of Issue	
AC	09-24	Information	
Checked by	Date	Scale at A4 size	
SR	09-24	1:500	
Approved by	Date		
	09-24		

Title	
ADDRESS: 60 Hardy Street, Oldham	
Drawing No.	Rev.
47/A4/1734/12	.

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Existing Disabled Parking Bay

Proposed Disabled Parking Bay to start next to existing one

DIAG 1028.3 (6.6 x 1.8m)

Sign mounted on post at back of footway



Rev	Revision details	By	Cnk	App	Date



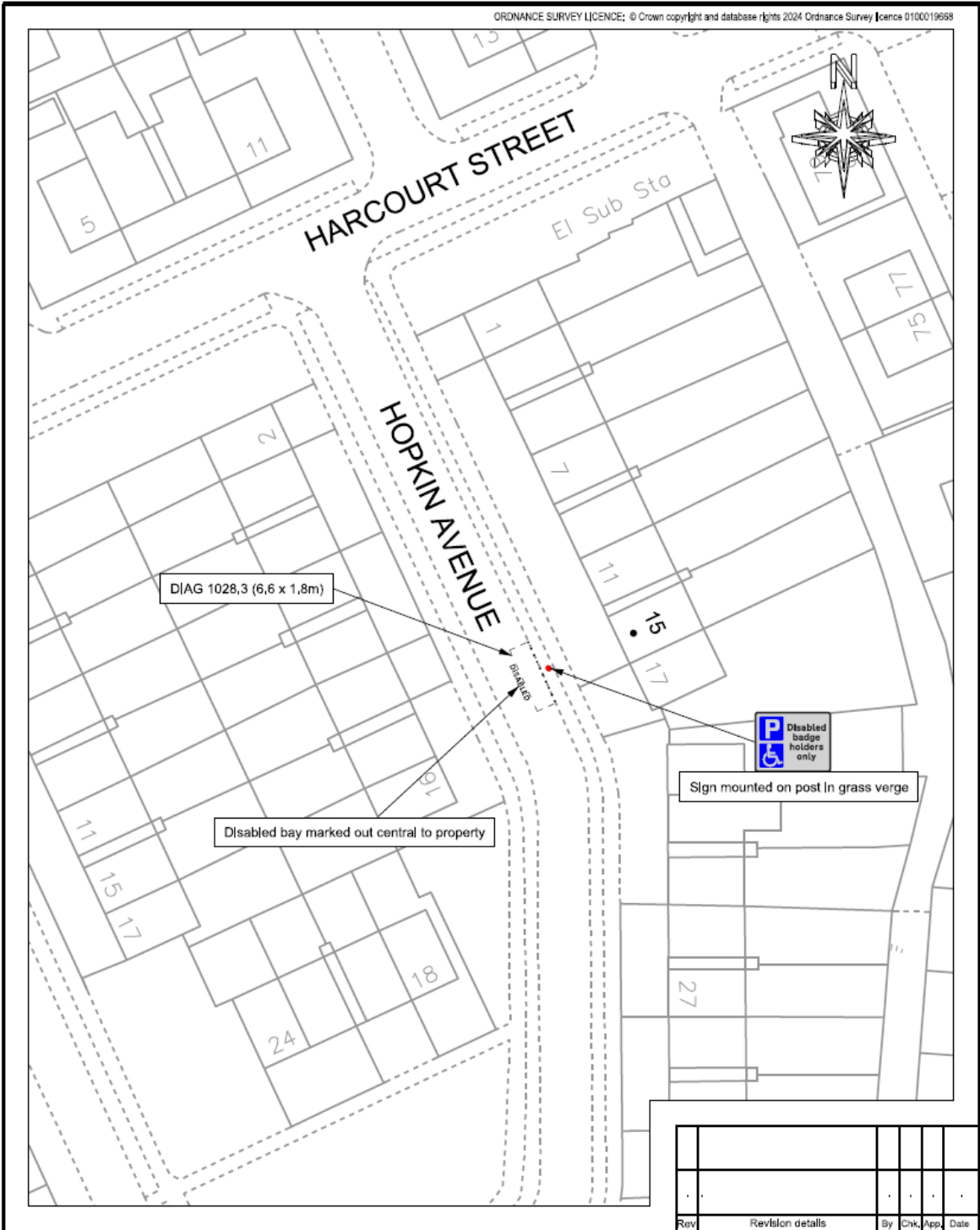
Oldham Council


**Place and Economic Growth
HIGHWAYS & ENGINEERING**
Oldham Council Offices, Spindles Shopping Centre,
West Street, Oldham OL1 1LZ

Client		Oldham MBC	
Project		Provision of Disabled Parking Spaces File Ref: 799 - Phase 12	
Drawn by	AC	Date	09-24
Checked by	SR	Date	09-24
Approved by		Date	09-24
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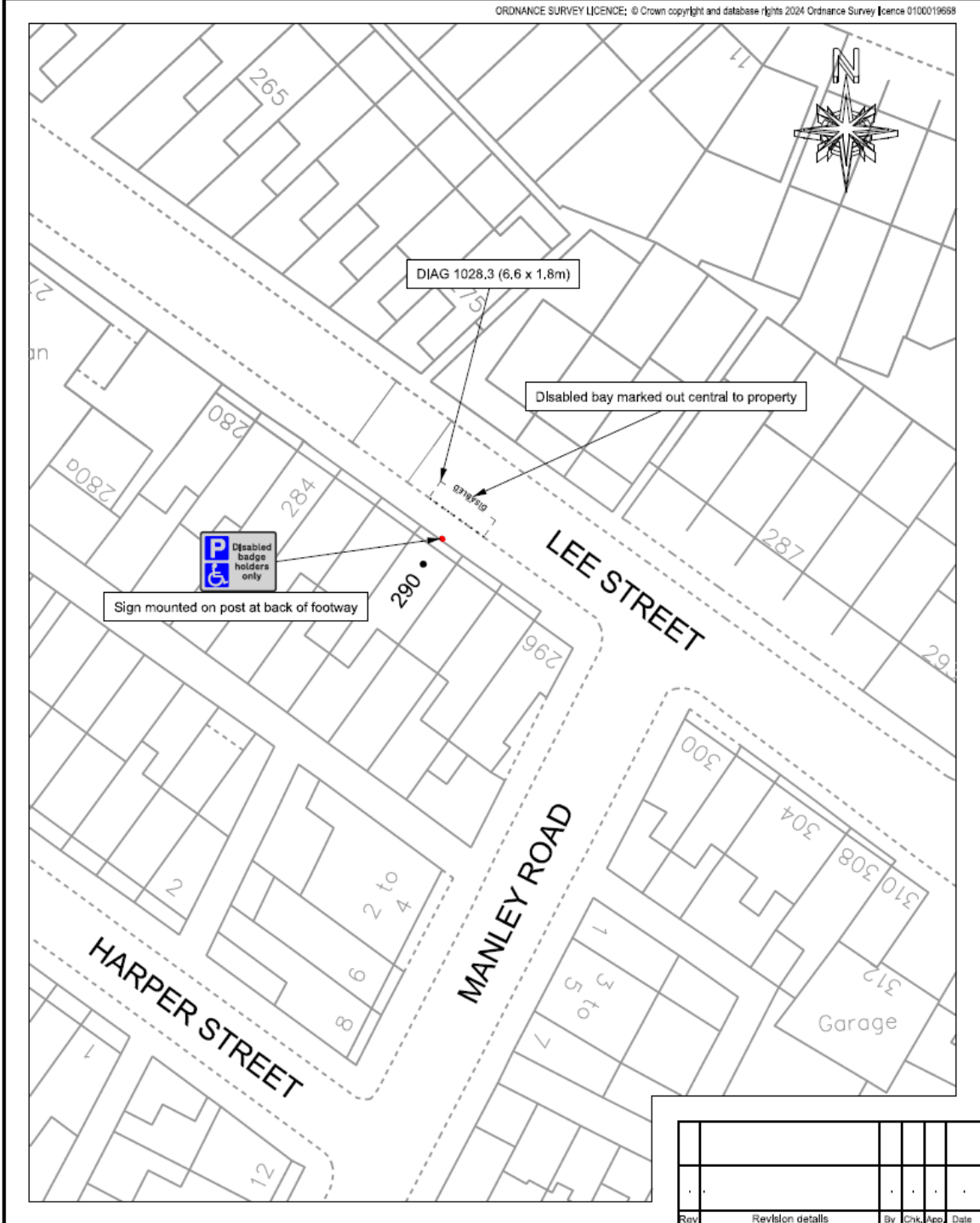
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Drawing No.	47/A4/1734/14		Rev.


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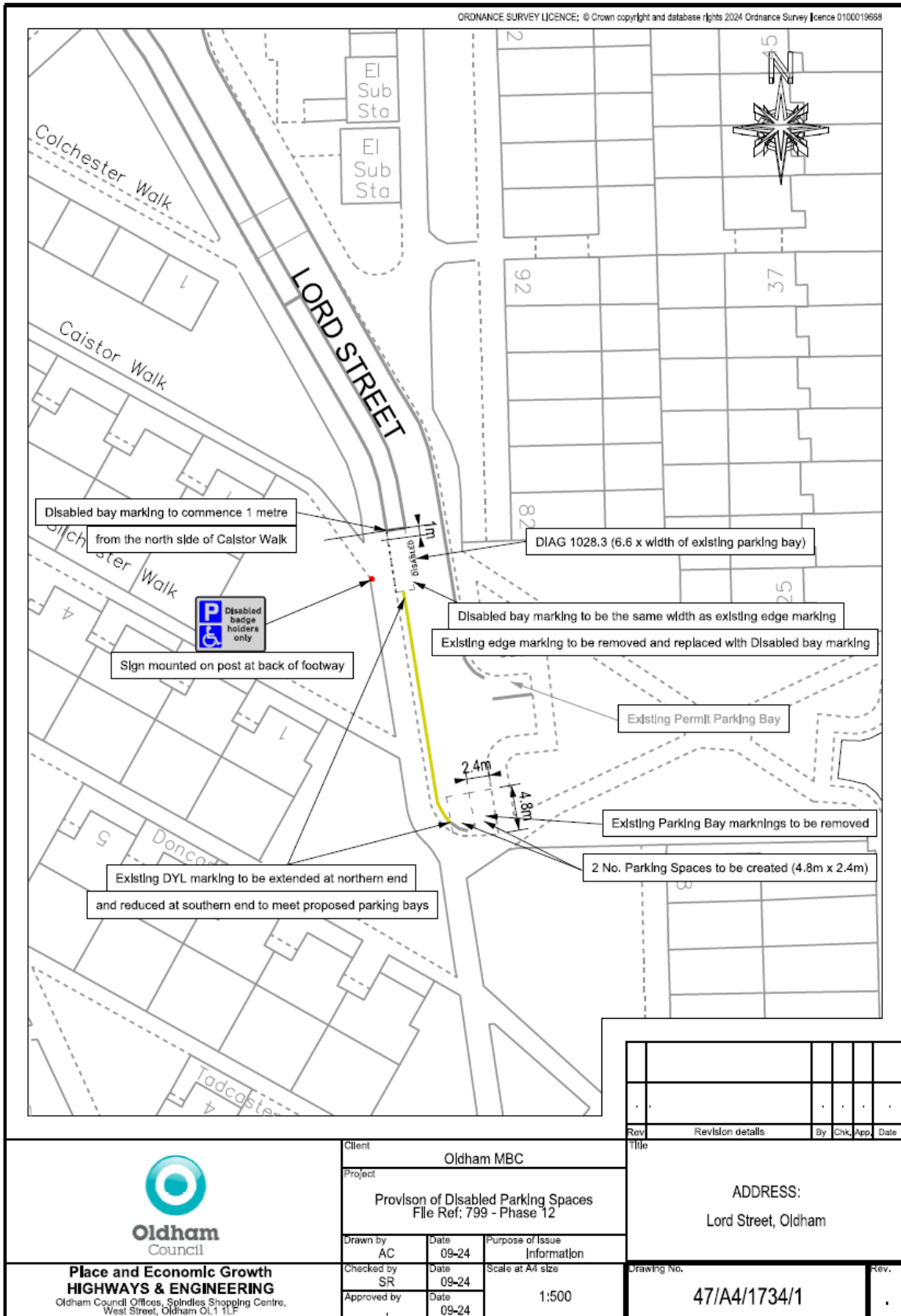
 <p>Oldham Council</p> <p>Place and Economic Growth HIGHWAYS & ENGINEERING Oldham Council Offices, Spindles Shopping Centre, West Street, Oldham OL1 1LF</p>	Client Oldham MBC		Title		
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 12		ADDRESS: 15 Hopkin Avenue, Oldham		
	Drawn by AC	Date 09-24	Purpose of Issue Information	Drawing No. 47/A4/1734/16	
	Checked by SR	Date 09-24	Scale at A4 size 1:500	Rev.	.
Approved by	Date 09-24				

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 <p>Oldham Council</p> <p>Place and Economic Growth HIGHWAYS & ENGINEERING Oldham Council Offices, Spindles Shopping Centre, West Street, Oldham OL1 1LF</p>	Client Oldham MBC		Title		
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 12		ADDRESS: 290 Lee Street, Oldham		
	Drawn by AC	Date 09-24	Purpose of Issue Information	Drawing No. 47/A4/1734/7	
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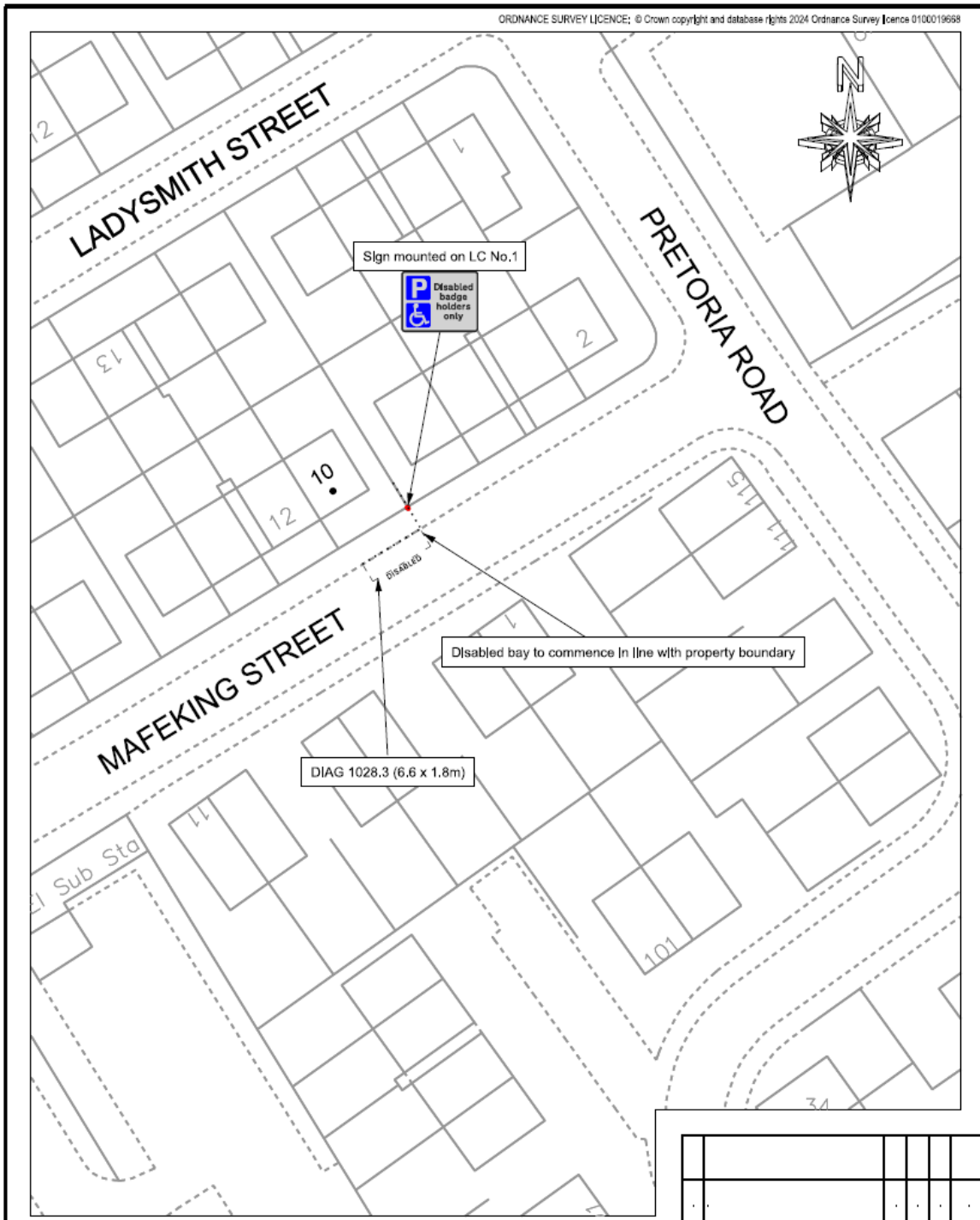

Oldham Council

**Place and Economic Growth
HIGHWAYS & ENGINEERING**
Oldham Council Offices, Spindles Shopping Centre,
West Street, Oldham OL1 1LF

Client		Oldham MBC	
Project		Provision of Disabled Parking Spaces File Ref: 799 - Phase 12	
Drawn by	AC	Date	09-24
Checked by	SR	Date	09-24
Approved by		Date	09-24
Purpose of Issue		Information	
Scale at A4 size		1:500	

Title		ADDRESS: Lord Street, Oldham	
Drawing No.		47/A4/1734/1	
Rev.		.	

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Rev	Revision details	By	Chk	App	Date
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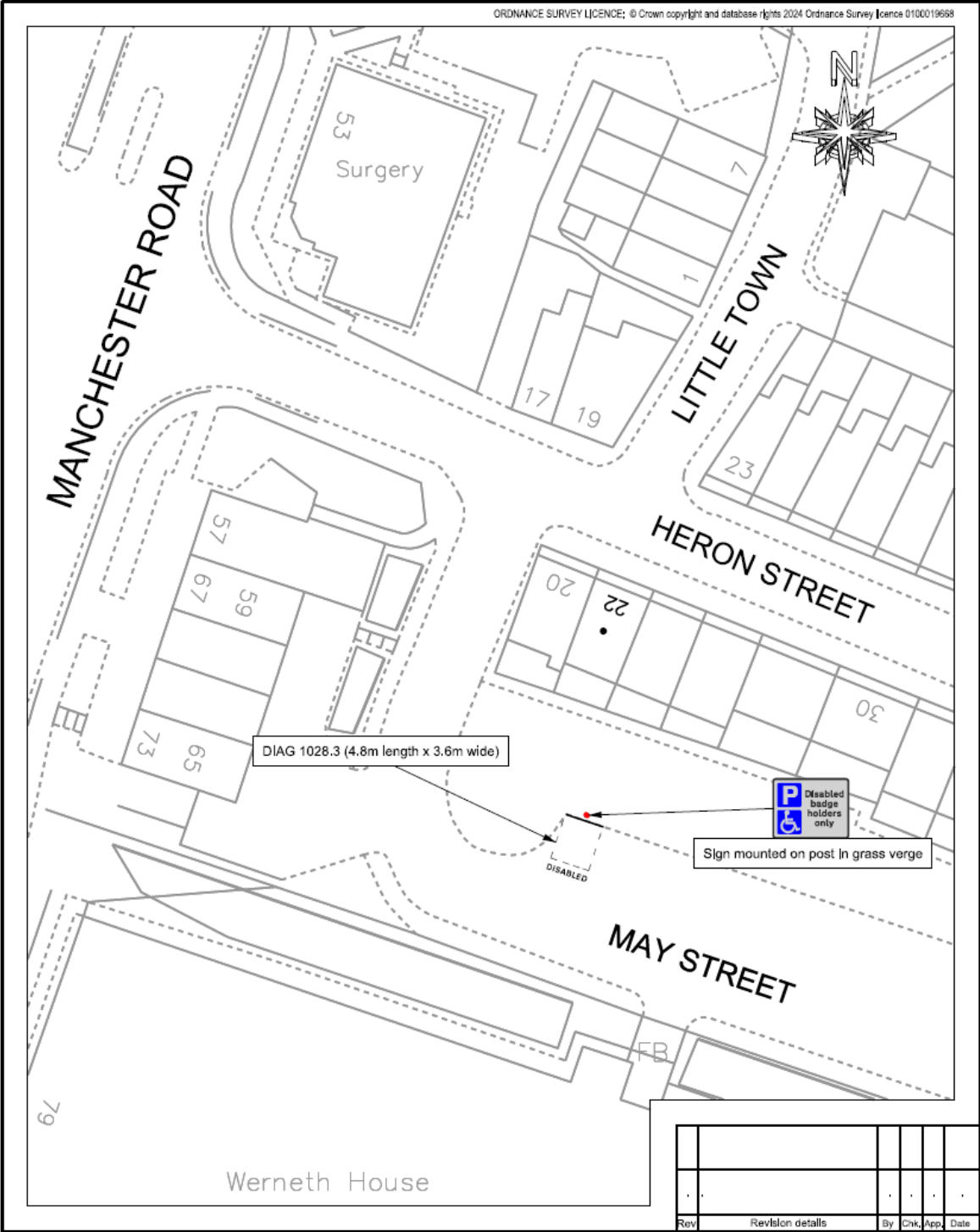
Oldham Council

**Place and Economic Growth
HIGHWAYS & ENGINEERING**
Oldham Council Offices, Spindles Shopping Centre,
West Street, Oldham OL1 1LF

Client Oldham MBC		
Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 12		
Drawn by AC	Date 09-24	Purpose of Issue Information
Checked by SR	Date 09-24	Scale at A4 size 1:500
Approved by	Date 09-24	

Title ADDRESS: 10 Mafeking Street, Oldham	
Drawing No. 47/A4/1734/31	Rev. .

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Rev	Revision details	By	Cnk	App	Date

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 Project: Provision of Disabled Parking Spaces
 File Ref: 799 - Phase 12

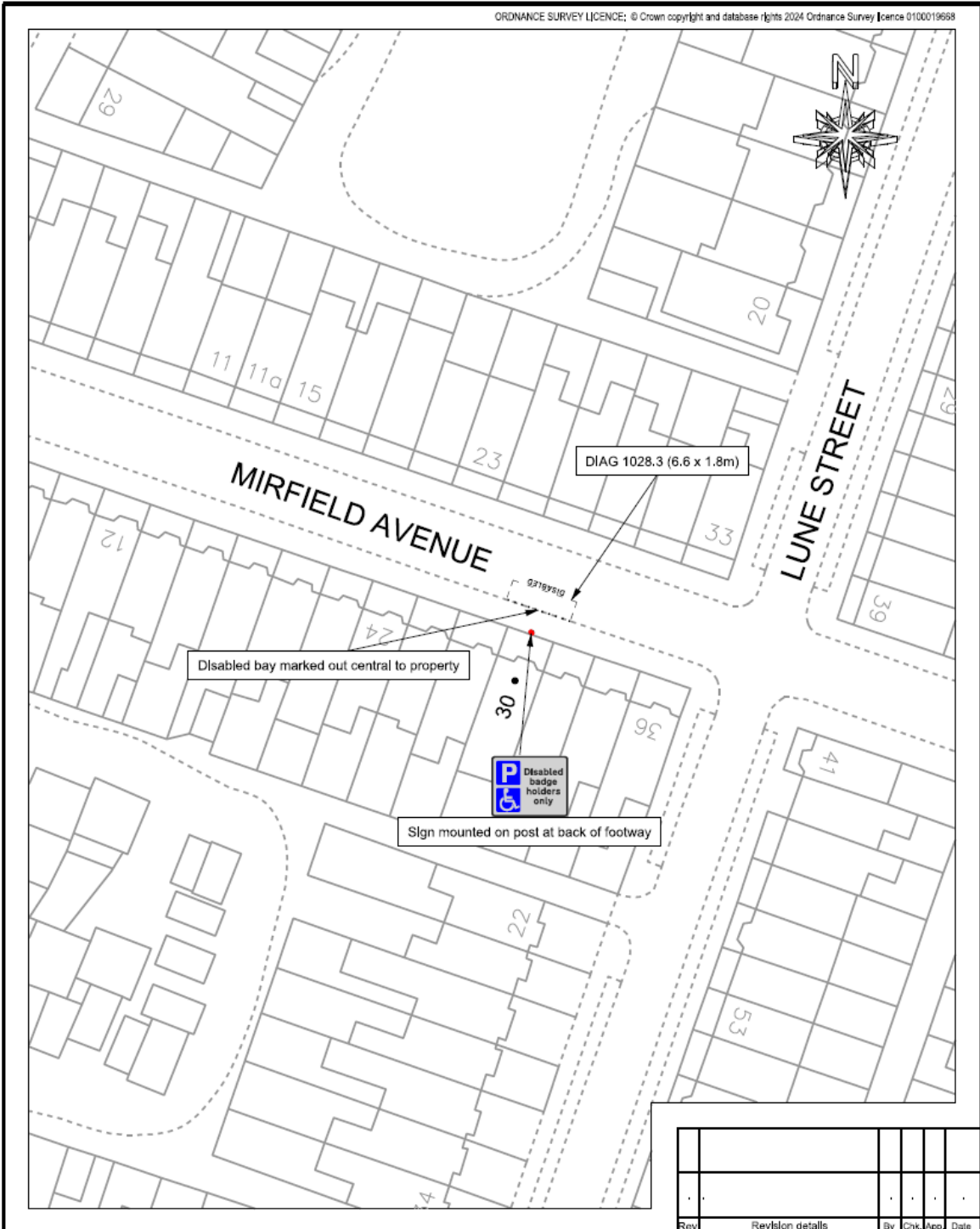
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 Approved by: Date: 09-24


Drawing No. 47/A4/1734/3 Rev.:

Oldham Council

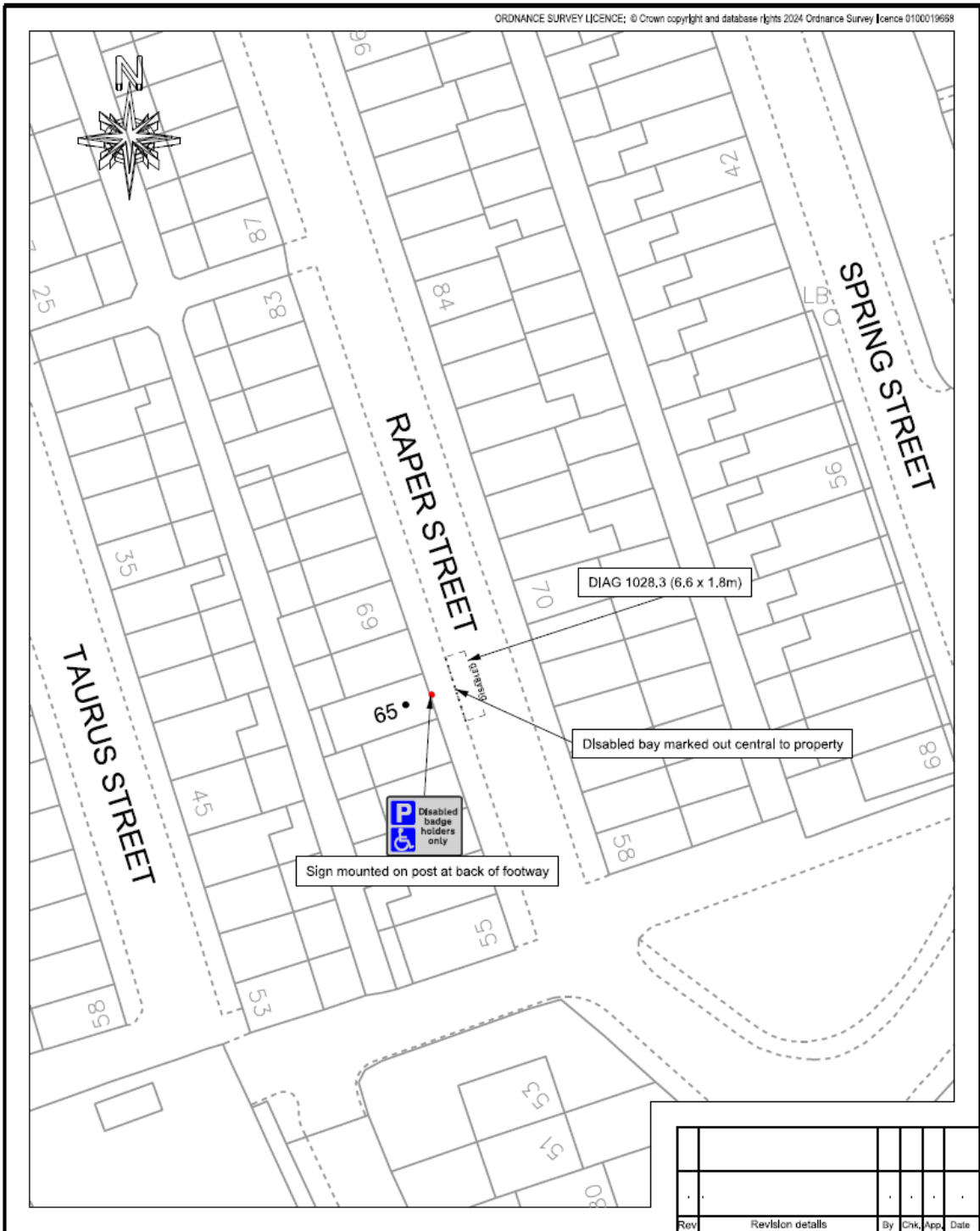
Place and Economic Growth
HIGHWAYS & ENGINEERING
Oldham Council Offices, Spinales Shopping Centre,
 West Street, Oldham OL1 1LP




Rev	Revision details	By	Chk	App	Date

 <p>Oldham Council</p> <p>Place and Economic Growth HIGHWAYS & ENGINEERING Oldham Council Offices, Seeholmes Shopping Centre, West Street, Oldham OL1 1LF</p>	Client Oldham MBC		Title		
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 12		ADDRESS: 30 Mirfield Avenue, Oldham		
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Approved by	Date 09-24				

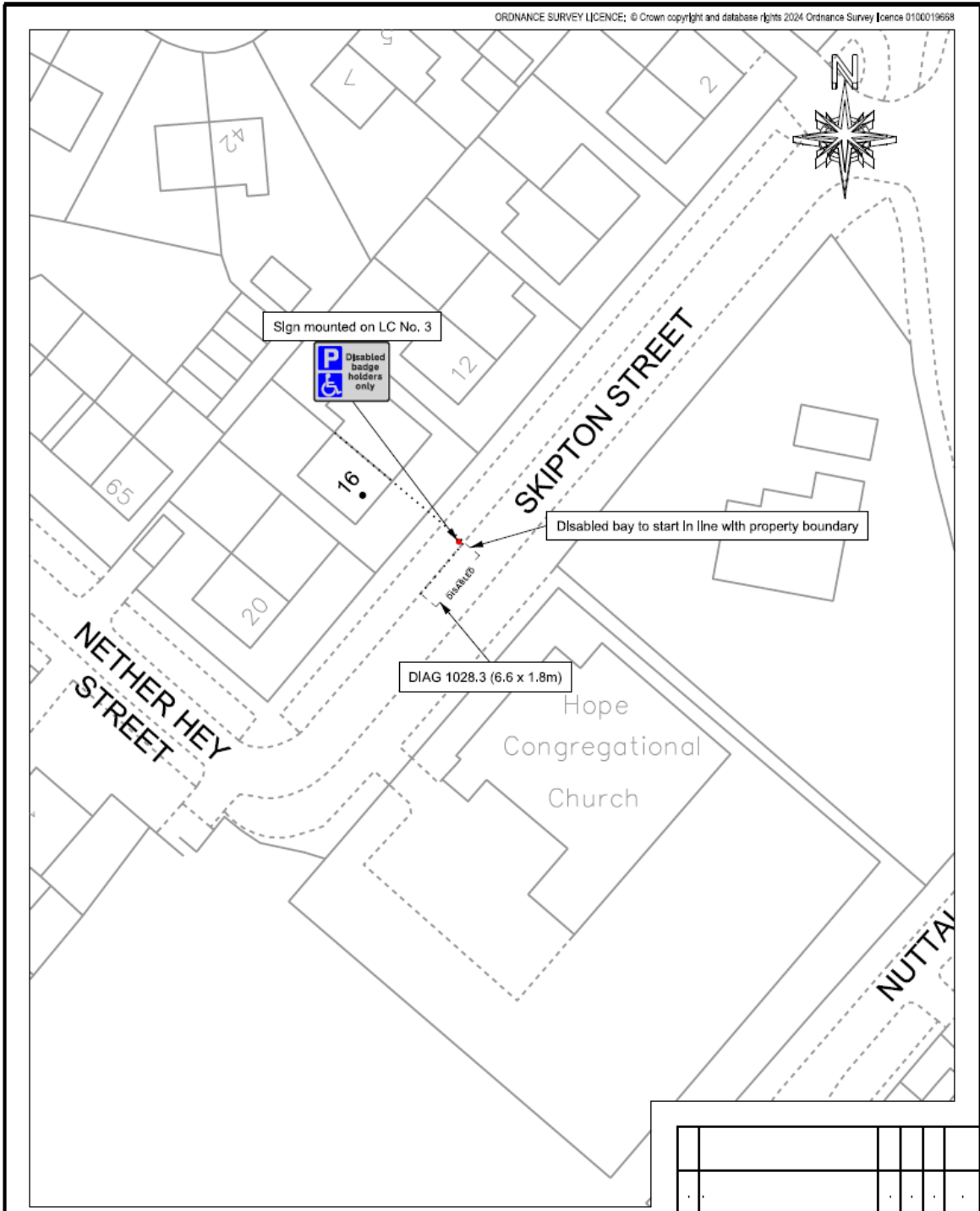
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Rev	Revision details	By	Chk.	App.	Date

 <p>Oldham Council</p> <p>Place and Economic Growth HIGHWAYS & ENGINEERING Oldham Council Offices, Spindles Shopping Centre, West Street, Oldham OL1 1LF</p>	Client Oldham MBC		Title ADDRESS: 65 Raper Street, Oldham	
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 12		Drawing No. 47/A4/1734/15	
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Checked by SR		Date 09-24		Approved by .
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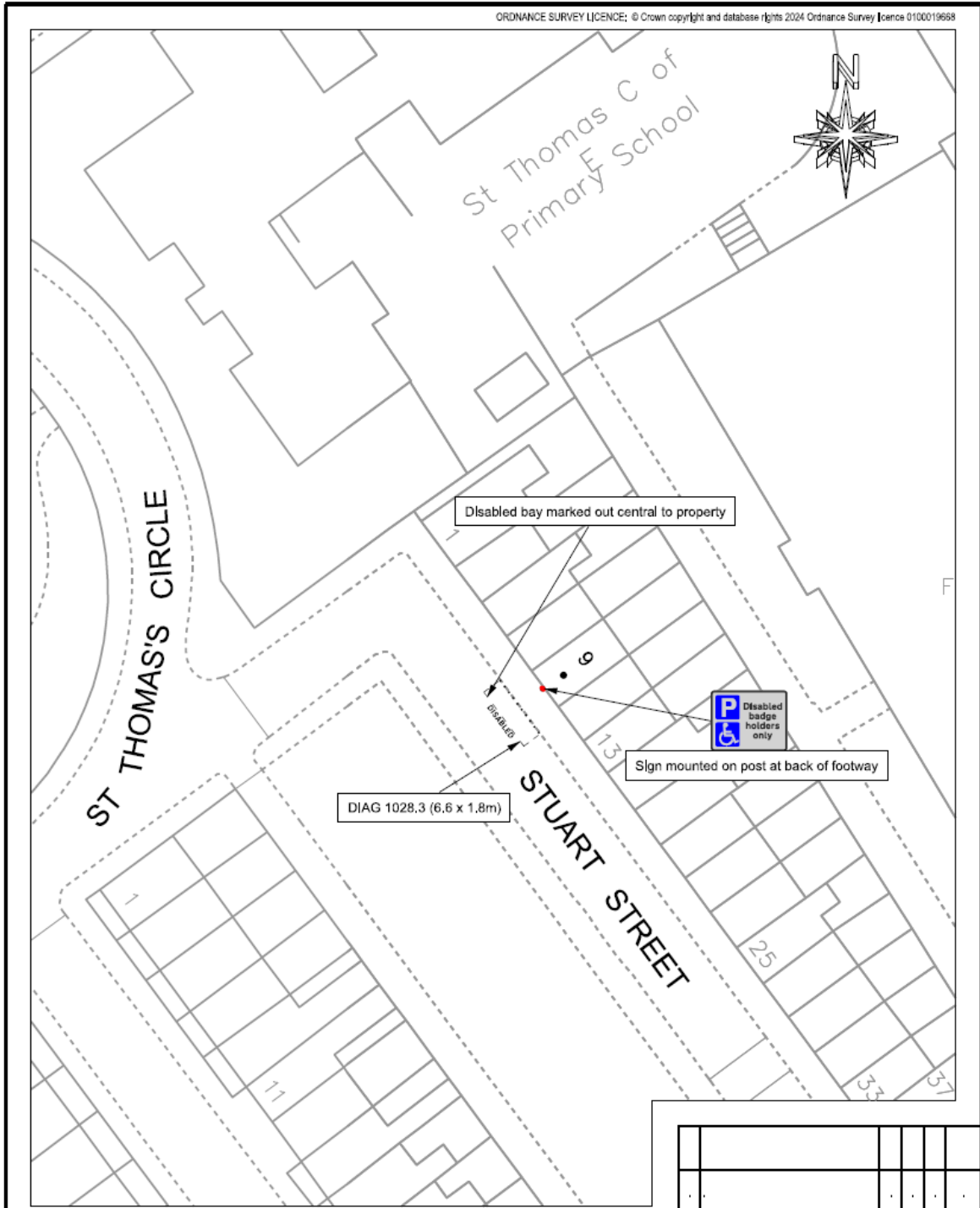
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Rev. Revision details By Cnk. App. Date

 <p>Oldham Council</p>	Client Oldham MBC		Title ADDRESS: 16 Skipton Street, Oldham
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 12		
	Drawn by AC	Date 09-24	
Place and Economic Growth HIGHWAYS & ENGINEERING Oldham Council Offices, Spindles Shopping Centre, West Street, Oldham OL1 1LF	Checked by SR	Date 09-24	Drawing No. 47/A4/1734/13
	Approved by	Date 09-24	

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Rev	Revision details	By	Chk	App	Date
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Drawing No.					Rev.
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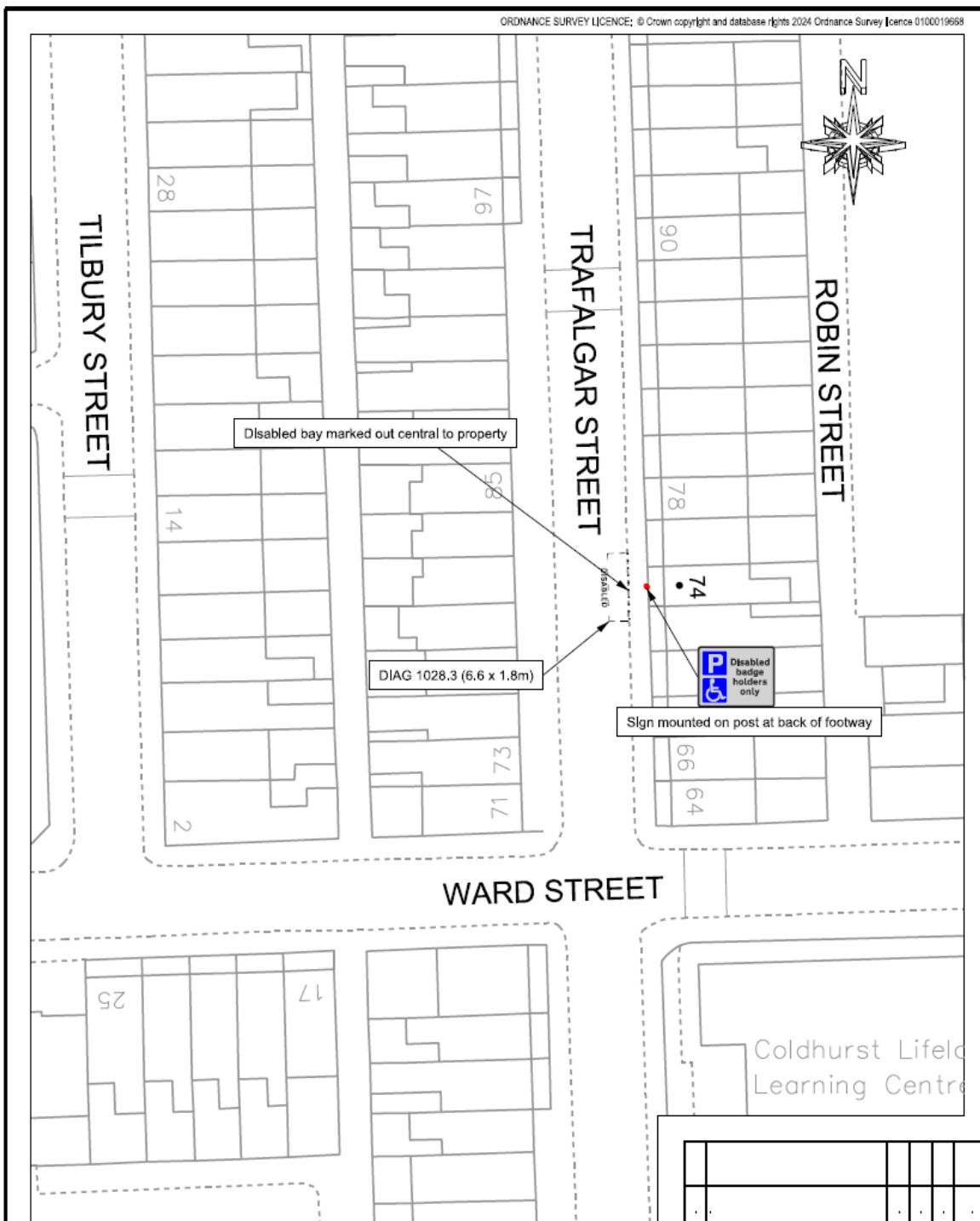


Oldham Council


**Place and Economic Growth
HIGHWAYS & ENGINEERING**
Oldham Council Offices, Soliholes Shopping Centre,
West Street, Oldham OL1 1LF

Client Oldham MBC			
Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 12			
Drawn by AC	Date 09-24	Purpose of Issue Information	
Checked by SR	Date 09-24	Scale at A4 size 1:500	
Approved by	Date 09-24		

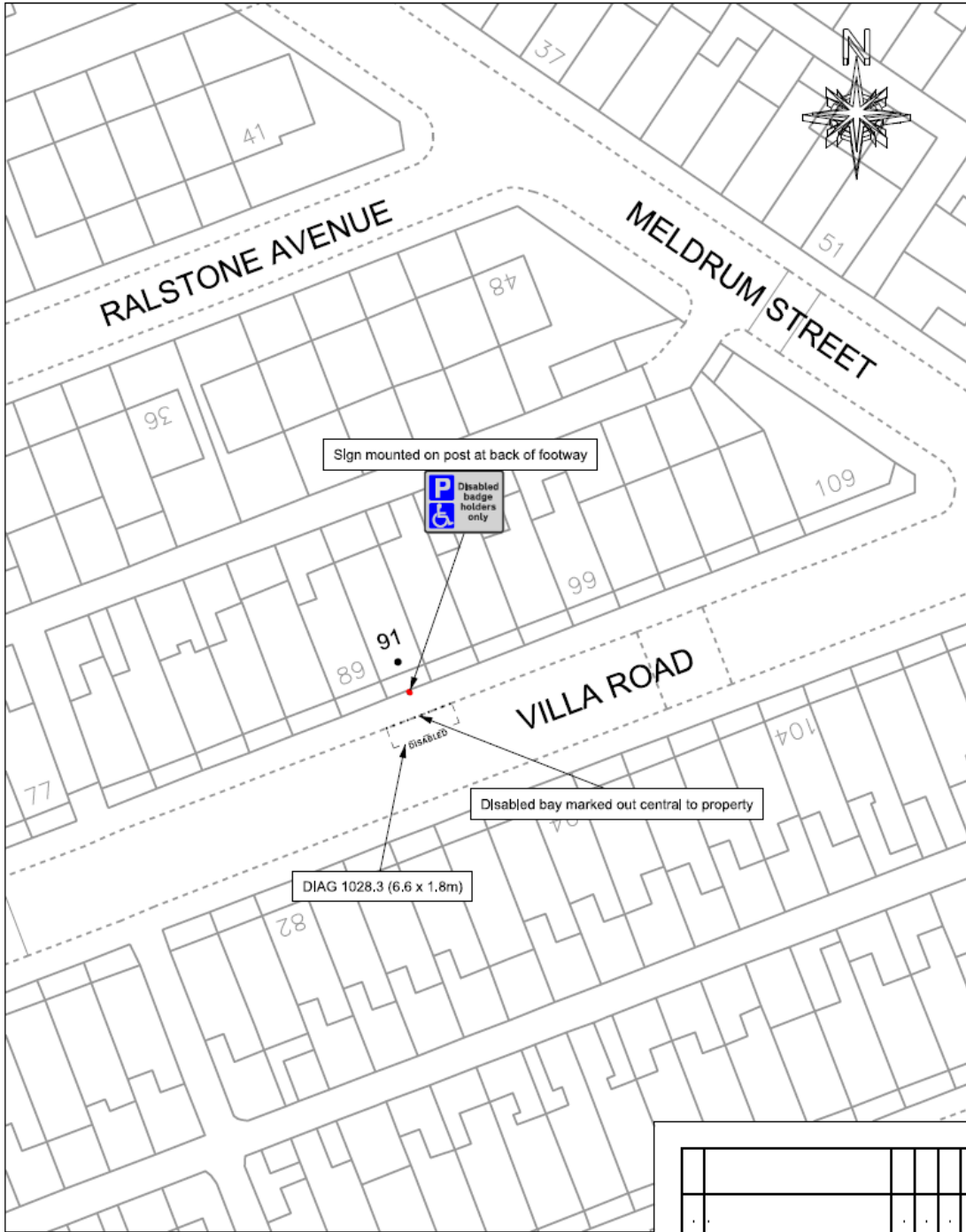
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Rev	Revision details	By	Chk	App	Date

 <p>Oldham Council</p> <p>Place and Economic Growth HIGHWAYS & ENGINEERING Oldham Council Offices, Spindles Shopping Centre, West Street, Oldham OL1 1LF</p>	Client Oldham MBC		Title	
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 12		ADDRESS: 74 Trafalgar Street, Oldham	
	Drawn by AC	Date 09-24	Purpose of Issue Information	Scale at A4 size 1:500
Checked by SR	Date 09-24	Approved by	Date 09-24	Rev.

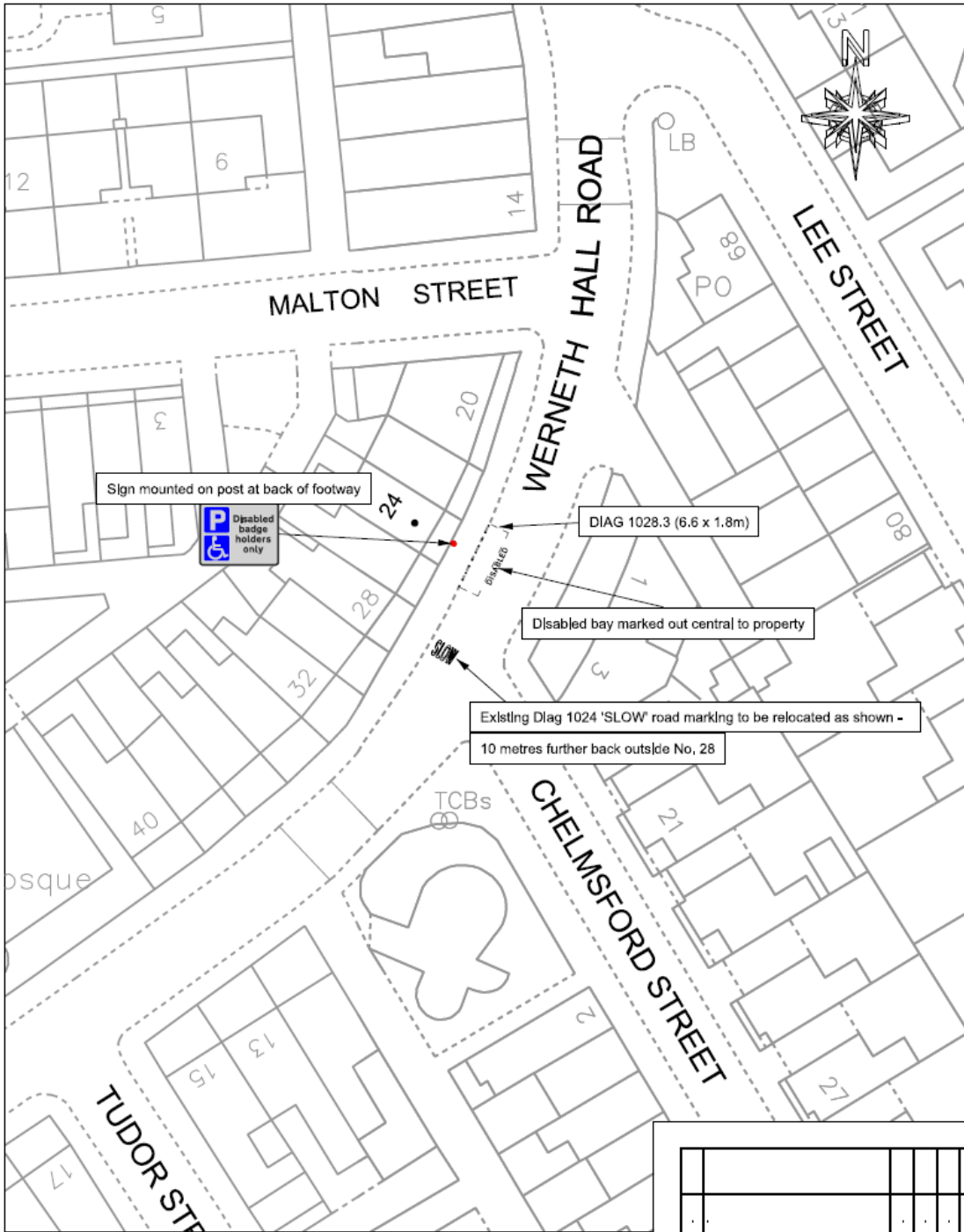
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Rev	Revision details	By	Chk	App	Date

 <p>Oldham Council</p> <p>Place and Economic Growth HIGHWAYS & ENGINEERING Oldham Council Offices, Spindles Shopping Centre, West Street, Oldham OL1 1LF</p>	Client Oldham MBC		Title		
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 12		ADDRESS: 91 Villa Road, Oldham		
	Drawn by AC	Date 09-24	Purpose of Issue Information	Scale at A4 size	Drawing No.
	Checked by SR	Date 09-24	1:500	47/A4/1734/11	Rev.
Approved by	Date 09-24				

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Rev	Revision details	By	Chk	App	Date



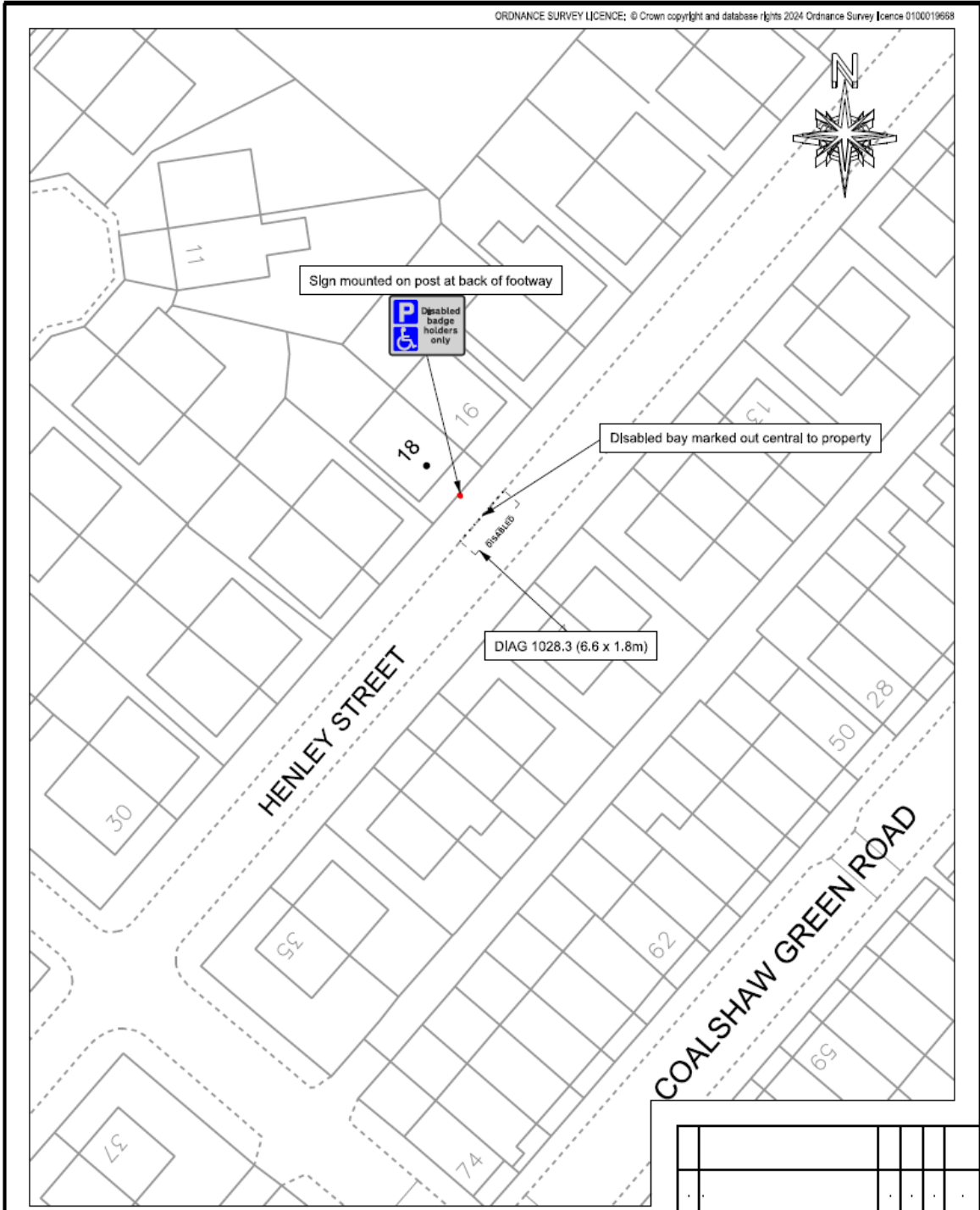
Oldham Council

**Place and Economic Growth
HIGHWAYS & ENGINEERING**
Oldham Council Offices, Spindles Shopping Centre,
West Street, Oldham OL1 1LF

Client Oldham MBC		
Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 12		
Drawn by AC	Date 09-24	Purpose of Issue Information
Checked by SR	Date 09-24	Scale at A4 size 1:500
Approved by	Date 09-24	

Title ADDRESS: 24 Werneth Hall Road, Oldham	
Drawing No. 47/A4/1734/6	Rev. .

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Rev	Revision details	By	Chk	App	Date



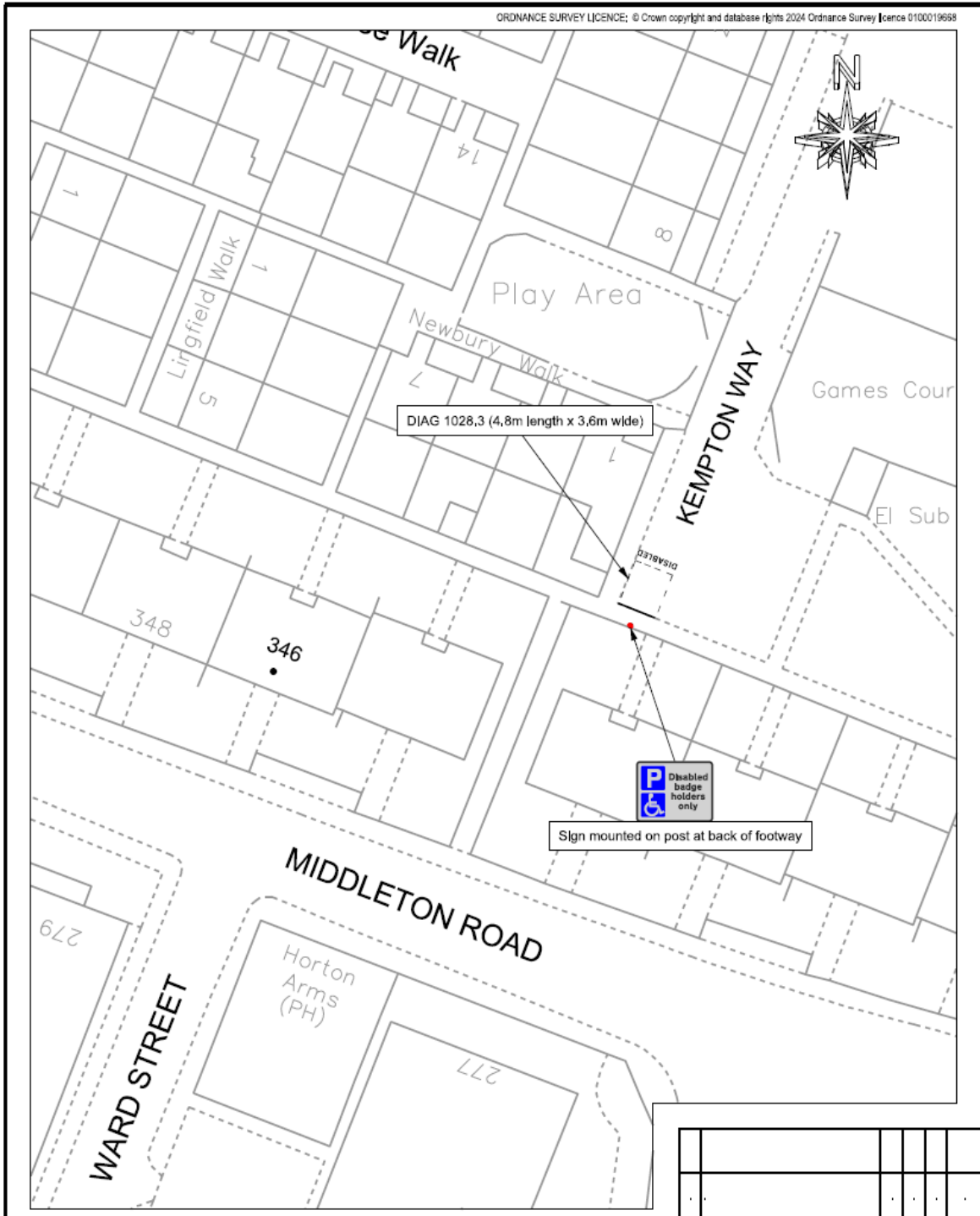
Oldham Council

**Place and Economic Growth
HIGHWAYS & ENGINEERING**
Oldham Council Offices, Siphodes Shopping Centre,
West Street, Oldham OL1 1U

Client		Oldham MBC	
Project		Provision of Disabled Parking Spaces File Ref: 799 - Phase 12	
Drawn by	AC	Date	09-24
Checked by	SR	Date	09-24
Approved by	.	Date	09-24
Purpose of Issue		Information	
Scale at A4 size		1:500	

Title		ADDRESS: 18 Henley Street, Chadderton	
Drawing No.	47/A4/1734/18		Rev.

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DIAG 1028,3 (4,8m length x 3,6m wide)

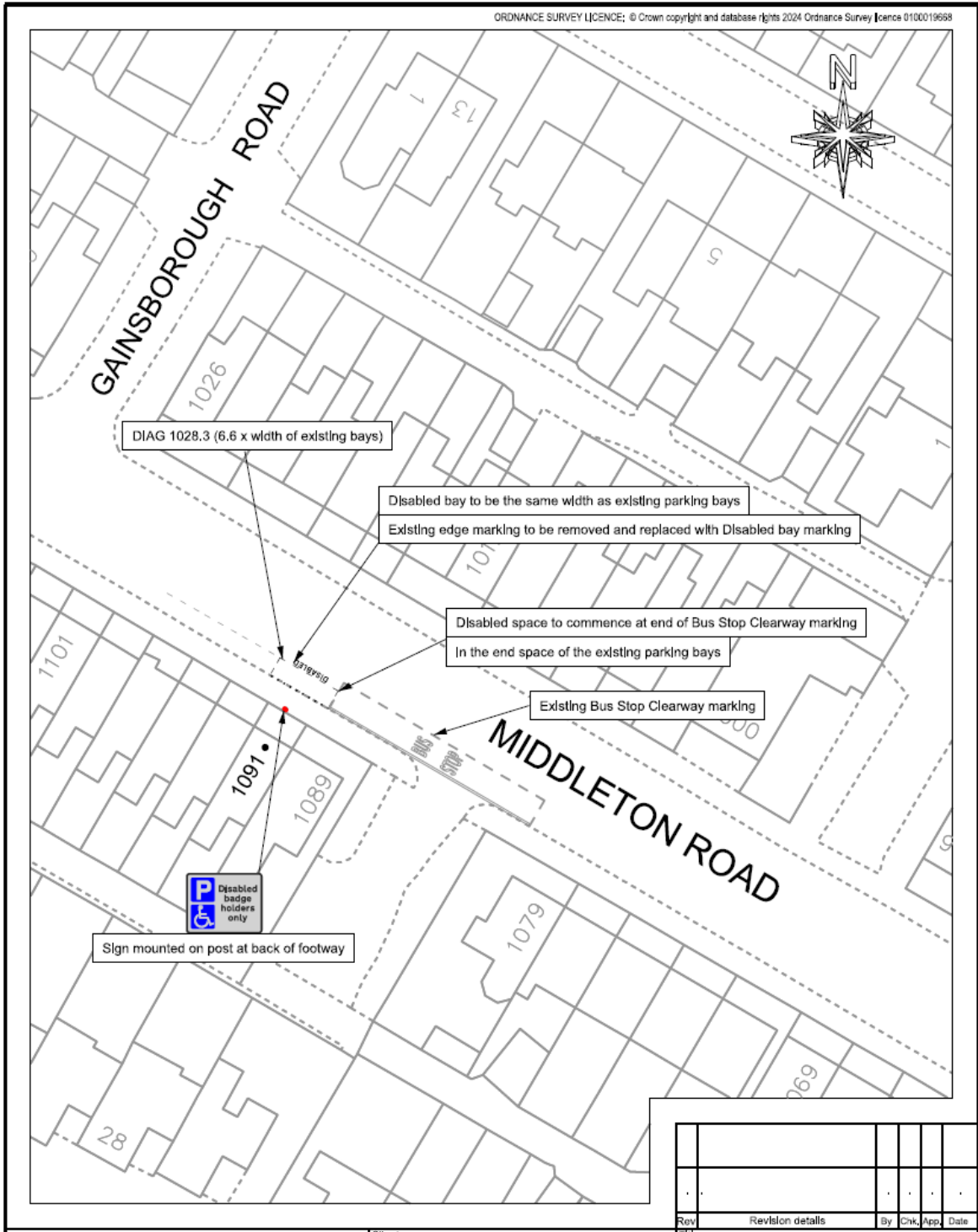



Sign mounted on post at back of footway

Rev	Revision details	By	Chk	App	Date

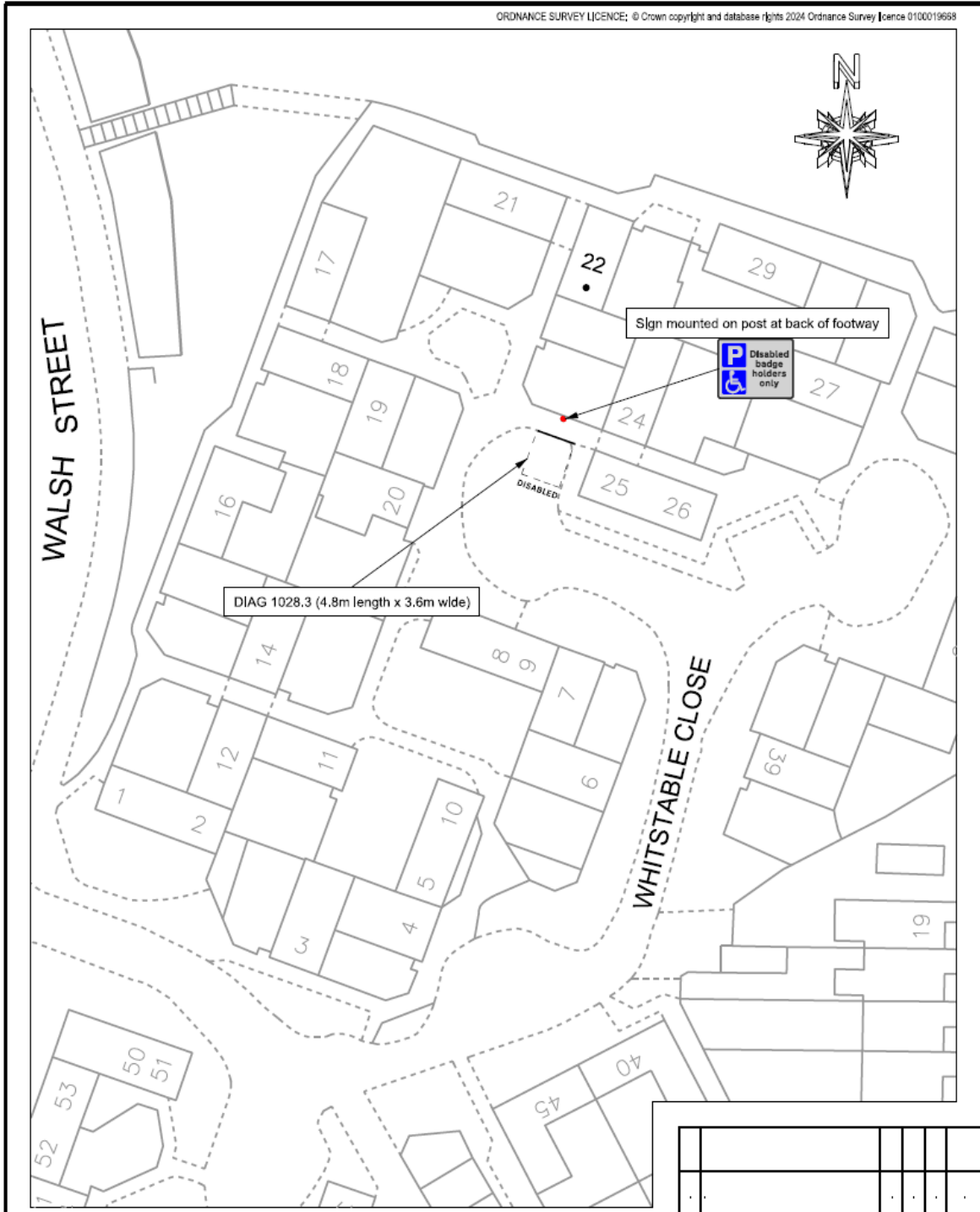
 <p>Oldham Council</p> <p>Place and Economic Growth HIGHWAYS & ENGINEERING Oldham Council Offices, Spindles Shopping Centre, West Street, Oldham: OL1 1LP</p>	Client Oldham MBC		Title ADDRESS: Flat 2, 346 Middleton Road, Chadderton (Kempton Way)		
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 12		Drawn by AC	Date 09-24	Purpose of Issue Information
	Checked by SR	Date 09-24	Scale at A4 size 1:500	Drawing No. 47/A4/1734/20	Rev. .

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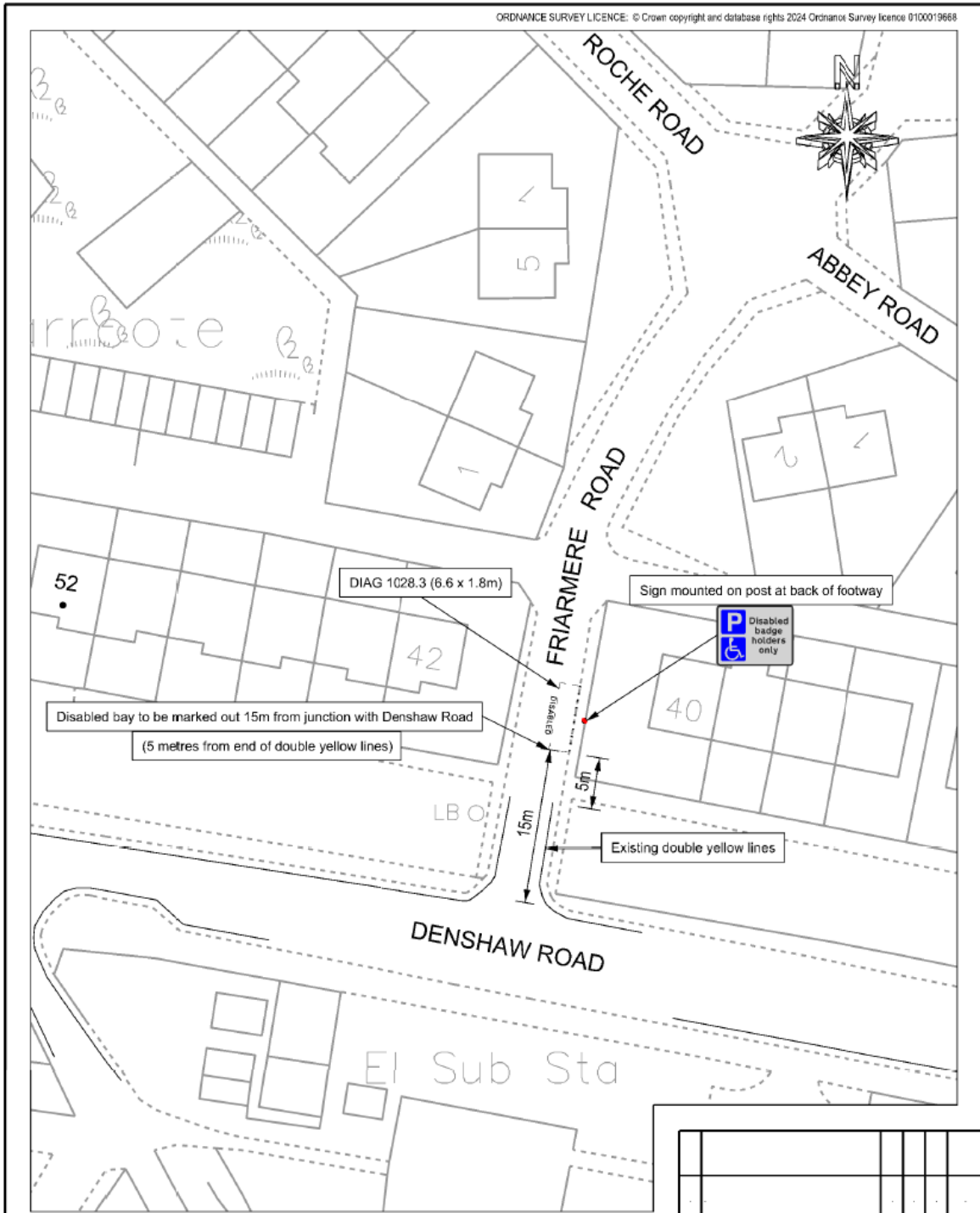
 <p>Oldham Council</p> <p>Place and Economic Growth HIGHWAYS & ENGINEERING Oldham Council Offices, Spindles Shopping Centre, West Street, Oldham OL1 1LP</p>	Client	Oldham MBC			Title												
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	Checked by	SR	Date	09-24													
Approved by	.	Date	09-24														
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Rev	Revision details	By	Chk	App	Date												
Drawing No. 47/A4/1734/21																	

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 Oldham Council Place and Economic Growth HIGHWAYS & ENGINEERING <small>Oldham Council Offices, Spindles Shopping Centre, West Street, Oldham OL1 1LF</small>	Client Oldham MBC		Title		
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 12		ADDRESS: 22 Whitstable Close, Chadderton		
	Drawn by AC	Date 09-24	Purpose of Issue Information	Scale at A4 size 1:500	Rev. No. 47/A4/1734/19
	Checked by SR	Date 09-24	Approved by	Date 09-24	Rev.

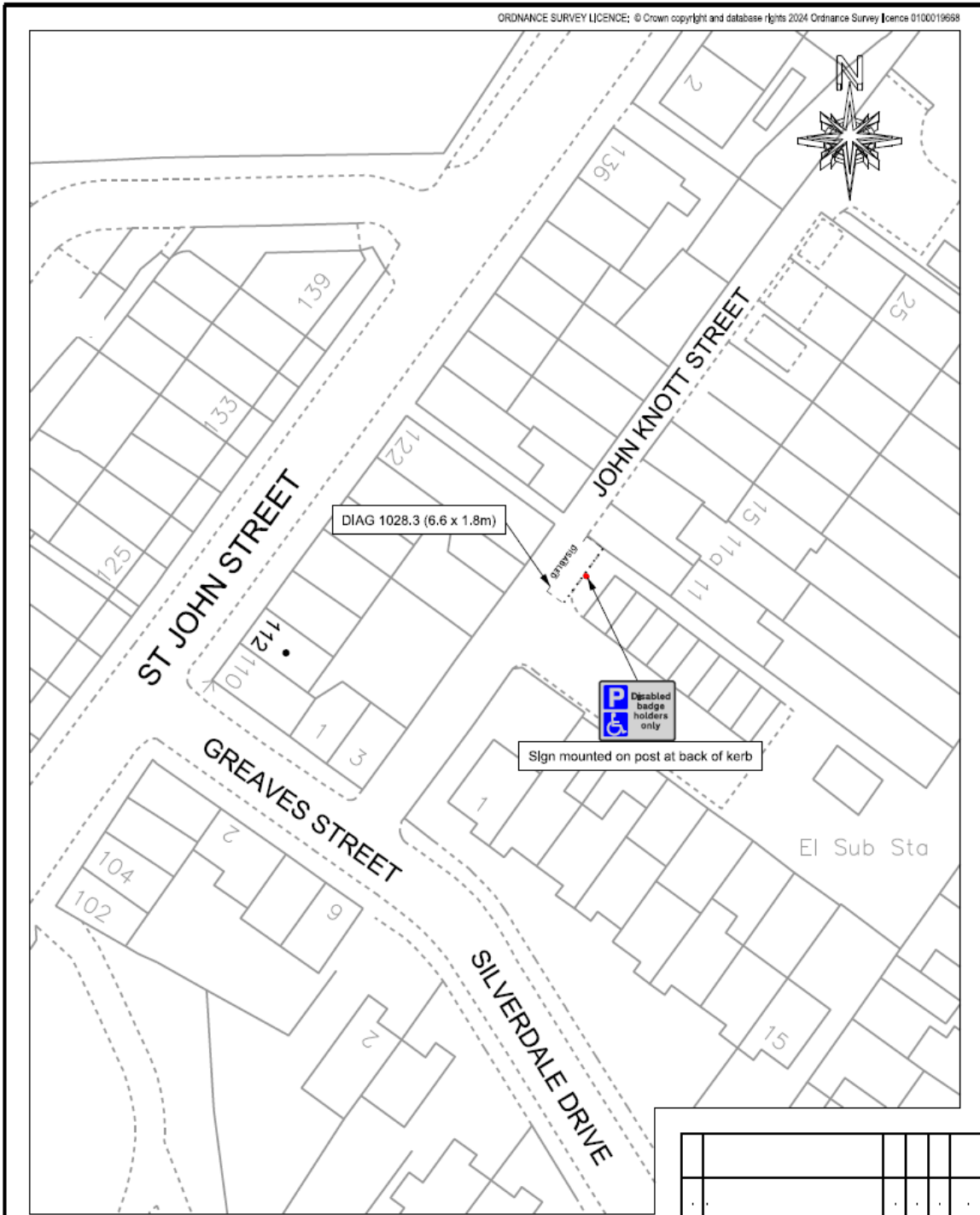
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Rev	Revision details	By	Chk	App	Date

 <p>Oldham Council</p>	Client Oldham MBC		Title ADDRESS: 52 Denshaw Road, Delph (Friarmere Road)
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 12		
Place and Economic Growth HIGHWAYS & ENGINEERING Oldham Council Offices, Spindles Shopping Centre, West Street, Oldham OL1 1LF	Drawn by AC	Date 09-24	Purpose of issue information
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Drawing No. 47/A4/1734/30		Rev. .	

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Rev	Revision details	By	Chk	App	Date



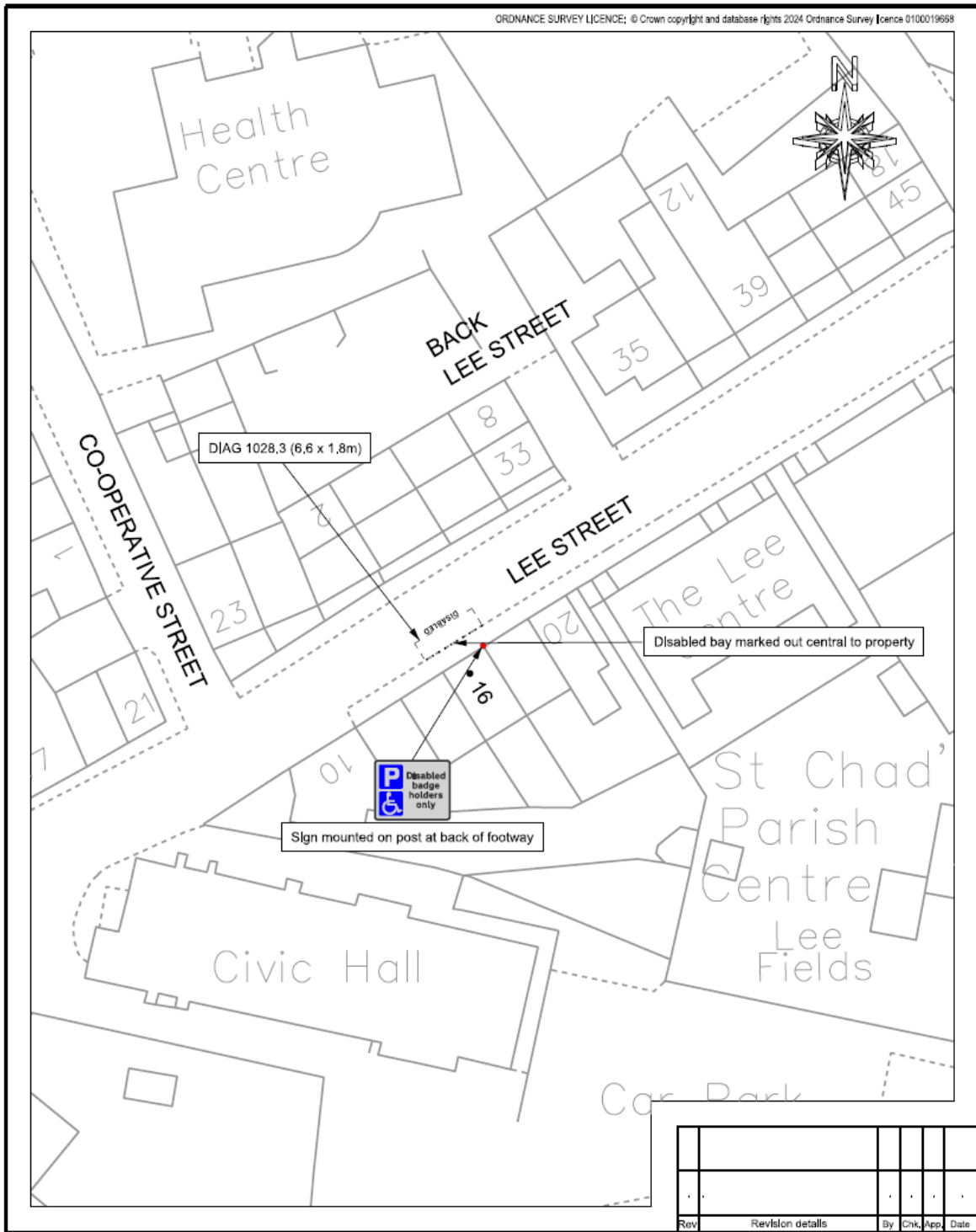
Oldham Council

**Place and Economic Growth
HIGHWAYS & ENGINEERING**
Oldham Council Offices, Spindles Shopping Centre,
West Street, Oldham OL1 1LP


Client Oldham MBC		
Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 12		
Drawn by AC	Date 09-24	Purpose of Issue Information
Checked by SR	Date 09-24	Scale at A4 size
Approved by	Date 09-24	1:500

Title	
ADDRESS: John Knott Street, Lees (Applicant 112 Saint John Street, Lees)	
Drawing No.	Rev.
47/A4/1734/2	.

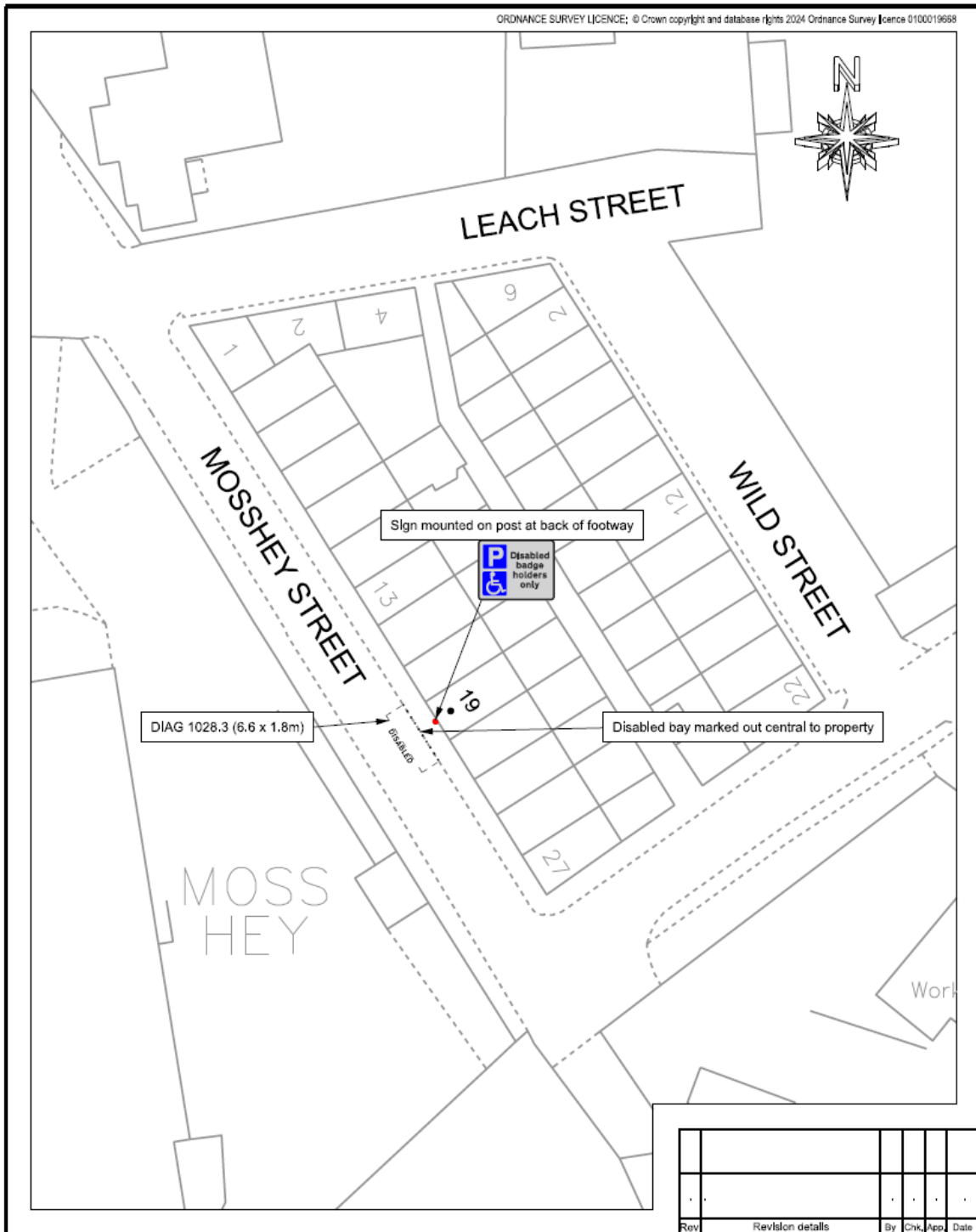
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Rev	Revision details	By	Chk	App	Date

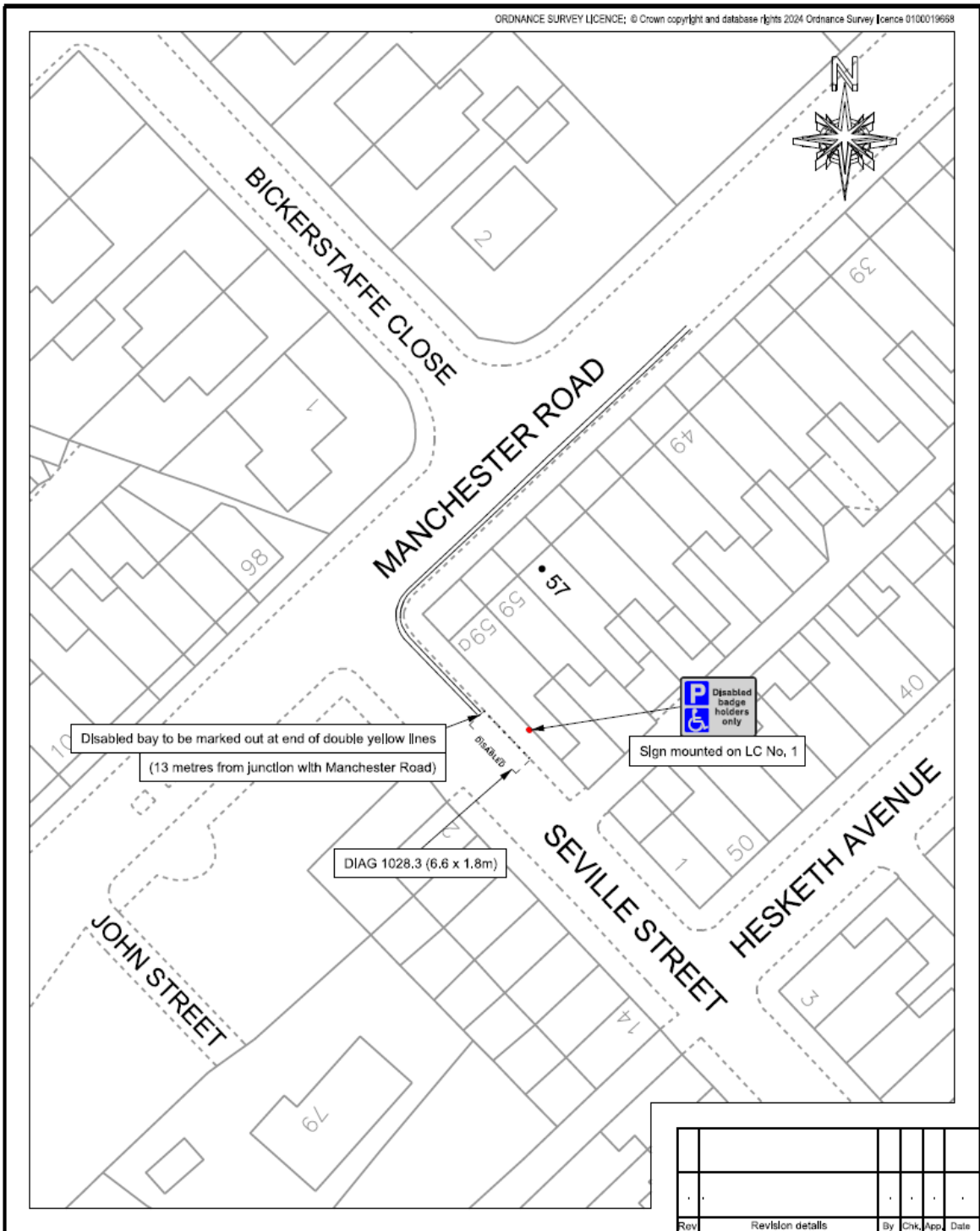
 <p>Oldham Council</p> <p>Place and Economic Growth HIGHWAYS & ENGINEERING Oldham Council Offices, Salford Shopping Centre, West Street, Oldham OL1 1LF</p>	Client Oldham MBC		Title ADDRESS: 16 Lee Street, Uppermill	
	Project Provison of Disabled Parking Spaces File Ref: 799 - Phase 12		Drawing No. 47/A4/1734/25	
	Drawn by AC	Date 09-24	Purpose of Issue Information	Scale at A4 size 1:500
Checked by SR		Date 09-24	Rev. .	
Approved by .		Date 09-24	.	


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 <p>Oldham Council</p> <p>Place and Economic Growth HIGHWAYS & ENGINEERING Oldham Council Offices, Spindles Shopping Centre, West Street, Oldham OL1 1LP</p>	Client Oldham MBC		Title		
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 12		ADDRESS: 19 Mosshey Street, Shaw		
	Drawn by AC	Date 09-24	Purpose of Issue Information	Drawing No. 47/A4/1734/26	
	Checked by SR	Date 09-24	Scale at A4 size 1:500	Rev.	
Approved by	Date 09-24				

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 <p>Oldham Council</p> <p>Place and Economic Growth HIGHWAYS & ENGINEERING Oldham Council Offices, Spindles Shopping Centre, West Street, Oldham OL1 1LP</p>	Client Oldham MBC		Title		
	Project Provision of Disabled Parking Spaces File Ref: 799 - Phase 11		ADDRESS: 57 Manchester Road, Shaw (Seville Street)		
	Drawn by AC	Date 09-24	Purpose of Issue Information2	Drawing No. 47/A4/1734/27	
	Checked by SR	Date 09-24	Scale at A4 size 1:500	Rev.	.
Approved by	Date 09-24				

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APPENDIX B
COPY OF OBJECTIONS

Objection 1 (Hollinhal Street)

Hello

I write with ref to application ref LJM/TO24/20 VF24243 for a disabled parking bay outside number 58/60 Hollinhal Street OL4 3EH.

I live at number XX and the person at number 60 knew nothing about this until your poster was put up on the lamp post outside her house.

There is already a disabled bay outside number 56 that is so big it stretches halfway outside number 54 and number 58, why do the bays need to be so big, there is no wheelchairs involved that require extra space at the back of the vehicles they have at number 56. The disabled space outside number 56 is also empty many nights during the week as the husband there works nights so he goes off in his wives car who has the blue badge and leaves his own car parked on the street outside other people's houses so in my opinion they use the disabled bay to manipulate the parking on the street as this guarantees he will have a space to park when he returns home at 6am in the morning or anytime.

The couple at number 58 who I assume are the new applicants also have 2 cars and my concern is that they will only do the same as the couple at 56 and use take space to control the parking.

I understand the need for a space when a disability effects the individual but I object to any proposal for a second bay outside 58 and 60 as in my opinion there is no reason why the space outside 56 cannot be made smaller so it does not span across 54 and 58, the car they have at 56 is a very large car with way more space than it requires and if you reduced the size of the bays you would not need to overlap in front of number 60.

Please can you send someone round to assess the situation properly

I do think that the minimum 6.6m length is totally over the top bearing in mind the average car is 4.4m long and 4.7 for estates, it is basically wasting space for other people like myself and many other neighbours who struggle to get a parking space anywhere on our own street most evenings when getting home from work.

I do object to this application based on this totally oversized space taking regulation which needs a more common sense approach depending on individual circumstances.

Many Thanks

Objection 2 (Colwyn Street)

Hi,

I received a letter through my post about a proposed disabled persons parking places order in front of 35 Colwyn Street, Oldham.

I strongly object to this as we have parking issues already for all the residents on this street.

Ever since the tram station on Middleton Road, people who use the tram for commute or even to go manchester for shopping they park on colwyn street and leave the cars for the full day, some leave it for all night, due to the this, we the residents on colwyn street struggle to find parking on the street.

Having a disabled bay will take up space and we will struggle even more, so i STRONGLY OBJECT TO THIS DISABLED PEROSNS PARKING.

Please do not do this.

Thank you.

Objection 3 (Copster Hill Road)

Dear Sir/madam

I refer to the above in relation to the disabled parking bay which you wish to introduce for 64 Copsterhill Road, I strongly object against this for the following reasons:

*This will obstruct/take up most if not all of the parking outside my property (No. XX)

*We have two vehicles which we already struggle to find space to park

*I have three dependent children and this is a very busy road and if this order goes ahead it will mean that I will not be able to park close to my property which from a safety point of view is increasing risk to my children.

*I know for a fact that previous to this my neighbours have been for several years parking opposite in the old garages and never had an issue getting to their vehicle, so I don't see why now their parking should take priority over my children's safety.

Yours Sincerely

Objection 4 (Seville Street)

Hi

I am a resident of Seville Street and have been made aware of your proposals by my neighbour.

Residents of Seville Street already struggle to find somewhere to park near their property due to customers of the nearby social club and other nearby streets. I work shifts, am a single female and am often faced with having to park some considerable distance away from my property. This will be made much more worse if your proposals to introduce a TRO by way of a Disabled Parking Bay go ahead. These proposals do not take into consideration the wider residents. I have already contacted my local ward councillors

previously (over 12 months ago) to enquiry about the possibility of Resident Permit Parking being introduced, however, to date, I have never received a response, yet here you are, proposing to introduce a Disabled Parking Bay. The person the bay is for doesn't even reside at the property full time – they visit and stay over a maximum of 2 nights a week!

I strongly object to the introduction of this TRO (Disabled Parking Bay) on the grounds that parking is already problematic for residents and that the wider residents have been given no consideration whatsoever. All this will lead to is even more animosity between residents when it comes to parking, more so because the applicant does not even live on Seville Street – they live on Manchester Road! A Blue Badge Holder can park on a yellow line restriction for a maximum of 3 hours therefore, the driver of the vehicle is able to park immediately outside the property (outside of the loading ban hours) to which they are associated with ease for the purpose of picking up/ dropping off the person for whom the Blue Badge associated with this application has been issued. To my knowledge, the driver of the vehicle is not mobility impaired therefore, why are they not being expected to park where they can, like the rest of us residents?

I want to know why you are even considering spending tax payers money for the sake of one resident; officer time in drafting these proposals/plan, legal costs, lining costs – I calculate these would be in the region of a minimum of between £700-£1,000. I suggest you look at the 'wider picture' and give the actual residents of Seville Street some consideration.

Objection 5 (Frederick Street)

Good afternoon,

I write with reference to the above planning permission case.

I am a resident of XXX Frederick Street, OL84DH. I note that a disabled parking bay will be put near to our house and we object to the proposal.

The reason for this is because we have an elderly resident, my grandma, in the house. We require that space to vacant for her due to regular hospital / doctor appointments. It will be dangerous and difficult for her to walk to a vehicle that is parked far away or across the road. It is also important to note that Frederick Street is a busy road.

The location of the bay will cause difficulty for residents of 186 and 188.

We understand the requirement for the bay for 192 and therefore propose for the bay to be placed past 188 and 186 which is not at a distant for 192 disabled bay user.

I look forward to your urgent response and trust that our objection will be taken into account. Should this be rejected, we require a detailed explanation of why our objection will not be considered and what the Council proposes for the safety of the elderly resident in 186.

Kind regards,

Objection 6 (Raper Street)

I wish to object in the most strenuous terms to the proposed disabled bay at 65 Raper Street.

The proposed bay encroaches the frontage of my property (where I currently park) and is not only unnecessary (as a large disabled bay already exists on the opposite side of the road, encroaching between property numbers 62-64) but also creates further problems. Parking is already difficult in this street, making it necessary for vehicles on our side of the road to park partially on the pavement.

The proposed bay on this side of the road is diagonally opposite the existing bay and will make it difficult for vehicles to traverse the road. Also creating a potentially dangerous 'chicane'. It will also constitute an access hazard for wide delivery vehicles, minibuses or emergency vehicles such as ambulances or fire engines.

I also question the necessity for a bay as the individual in question regularly parks on the pavement in front of his property.

This merely seems to be a selfish attempt to be gifted reserved parking at the expense of adjoining property's.

If he truly requires disabled parking then there is no reason why the considerably large existing bay opposite could not be marginally extended to accommodate 2 vehicles (as both inhabitants drive small micro style vehicles, another reason why extending any bay beyond his property's frontage is unnecessary).

In my opinion there is only reason for extending the existing bay slightly and not generating potential hazards, obstructions, parking problems and costs involved with additional disabled parking.

I will be happy to forward pictures to demonstrate the points I have made if necessary.