

Highway Regulation Committee

Objection to Proposed Prohibition of Waiting – Gloucester Street North / Radnor Street, Werneth

Portfolio Holder:

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

Officer Contact: Nasir Dad, Director of Environment

Report Author: Mohamed Abdulkadir, Traffic Engineer

19 June 2025

Reason for Decision

The purpose of this report is to consider a number of objections received to the proposed extension of the existing 'Prohibition of Waiting' restrictions on Gloucester Street North and Radnor Street, Werneth.

Recommendation

It is recommended that Option 2 be approved by the Panel. Whilst Officers still believe the original recommendation (Option 1) will meet the scheme objective, the relaxed proposal (Option 2) will still meet the scheme objective and provide a compromise which acknowledges the concern of the objector with limited mobility.

Objection to Proposed Prohibition of Waiting – Gloucester Street North / Radnor Street, Werneth**1. Background**

- 1.1 A report recommending the extension of existing Prohibition of Waiting (PoW) restriction on Gloucester Street North / Radnor Street, Werneth, was approved under delegated powers on 19 June 2024. The proposal was subsequently advertised and four objections, five letters of support and one alternative suggestion letter were received.

A copy of the approved report is attached in Appendix A and a copy of the representations is attached in Appendix B. A revised schedule and plan to support Option 2 (relaxed proposal) recommendation is provided within Appendix C.

- 1.2 The main points raised by the objectors are detailed below, along with the Council's response to each one.

- 1.3 One objector states that the proposal will exacerbate the existing parking pressures, noting the nearby car park is frequently occupied by non-residential vehicles, including trailer vans, which already limits parking availability for residents.

Officers recognise that the proposed parking restrictions would reduce the number of on-street parking options. However, the length of the proposed restrictions is the minimum necessary to address the access issues identified. The Council has a duty in respect of road safety and maintaining access along the highway. It is not the responsibility of the Council to provide parking directly outside residential properties or businesses as this cannot always be safely achieved. In regard to the nearby car park, the facility is under private ownership and not within Council jurisdiction; therefore, the Council's capacity to implement direct solutions is limited. Nevertheless, Traffic Management Officers will liaise with the car park owner to explore potential remedies to address this situation.

- 1.4 One objector states that the proposed solution focuses unnecessarily on the Gloucester Street/Radnor Street bend, suggesting that a residential parking scheme would be more effective in addressing the actual congestion issues caused by commercial vehicles.

Officers acknowledge that there is currently no budget available for new residents parking schemes and these schemes are generally reserved for areas where problems extend over a wide area, such as near a football stadium or hospital. Schemes are not intended to address individual problems outside a property or along a single street. Further to this, it is reported that some of the access issues are caused by the residents themselves.

- 1.5 One objector states that the proposals will impact numerous households who park their vehicles along the Gloucester Street North / Radnor Street bend. Objector proposes implementing restrictions on one side of the street only. They suggest alternative solutions including time-restricted controls for waste collection and better management of the existing car park.

Officers believe that implementation of time limited waiting restrictions would prove insufficient in addressing the fundamental accessibility concerns at the bend in question. Unrestricted access is required at all times and given documented evidence of an incident whereby an ambulance was unable to navigate at 2am, thus potentially compromising emergency response capabilities.

As Highway Authority, the Council has a duty to maintain access along the highway network. Officers recognise that the proposed restrictions would reduce the number of on-street parking.

However, the length of the restrictions has been kept to a minimum (with residents in mind) to address the access issues identified. Although the Committee can decide to relax the scheme or abandon it if the restrictions are not supported. The Council has a duty in respect to road safety and maintaining access along the highway. It is not the responsibility of the Council to provide parking directly outside residential properties or businesses as this cannot always be safely achieved.

- 1.6 One objector has also raised concerns regarding disability access, citing that the proposed restrictions would prevent them from parking outside their property, significantly impacting their partner with limited mobility.

Officers have carefully considered the objector's representation and the concerns relating to objector's limited mobility. Whilst the proposed scheme is designed to improve highway safety and accessibility for all road users, officers have considered a reduced proposed length of parking restriction, which is felt would still meet the objective of the scheme, and also provide for a parking space adjacent to the objector's property.

- 1.7 5 formal letters of support have been received with photographic evidence provided to demonstrate access issues observed when inconsiderate parking is taking place. Key points raised include:

- Emergency vehicle access issue – Multiple residents report witnessing emergency vehicles struggling to navigate the street due to parked vehicles on both sides. Specific incident cited of ambulance access at 2am
- Road safety concerns – Current parking conditions force pedestrians, include school children, wheelchair users and parents with prams to walk on the road
- Blocked driveway - Resident reported difficulty accessing their own driveway / garden due to inconsiderate parking

- 1.8 The letters of support strongly endorse the implementation of the waiting restrictions as necessary measure to improve emergency vehicle access, pedestrian safety and general traffic flow.

2 Community Cohesion Implications, including crime and disorder implications under Section 17 of the Crime and Disorder Act 1998

None

3 Risk Assessments

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

4 Co-operative Implications

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

5 Procurement Implications

None

6 **Current Position**

- 6.1 The purpose of this report is to dismiss 3 objections received pertaining to the perceived adverse effects on general parking provision.
- 6.2 Officers have, however, partially considered 1 objection received from the resident with limited mobility, and as such, have outlined a relaxed proposal (Option 2, see Appendices).
- 6.3 The option proposes a reduced length of restriction. This proposal frees up one car length parking space, which is felt that this would meet the objective of the scheme, and also provide for parking provision needed due to limited mobility.
- 6.4 It is the view of Officers that the proposed parking restrictions would reduce the number of on-street parking options. However, the length of the proposed restrictions is the minimum necessary to address the access issues identified.

7 **Options/Alternatives**

- 7.1 Following the objection received, the following options have been considered:

Option 1: Install Prohibition of Waiting restriction as advertised.

Option 2: Install a reduced Prohibition of Waiting restriction.

Option 3: Do nothing

8 **Preferred Option**

- 8.1 It is recommended that Option 2 be approved by the panel and installed on site. Officers still believe this proposal will meet the scheme objective and also acknowledge the concern of the objector mentioned in 1.6.

9 **Consultation**

- 9.1 The Werneth Ward Members have been consulted and Councillor N Ibrahim has commented, I feel we should go for the original recommendation (option 1) if you see some of the supporting evidence as I have, you will see the Officer's recommendation is valid. Only after great consideration after viewing and speaking to residents this matter was put forward to Highways for their opinion and consideration.

10 **Financial Implications**

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

11 **Legal Implications**

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

12 **Equality Impact, including implications for Children and Young People**

- 12.1 None, the work is being undertaken to improve safety on the highways.

13 **Key Decision**

- 13.2 No

14 **Key Decision Reference**

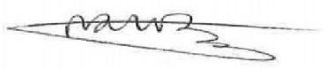
14.2 N/A

15 **Appendices**

Appendix A - Approved Mod Gov Report

Appendix B – Copy of Representations

Appendix C – Revised Schedule and Plan

 Signed _____ In consultation with Nasir Dad, Director of Environment	Dated 20.03.25
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APPENDIX A
APPROVED MOD GOV REPORT

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

Decision Maker: Nasir Dad, Director of Environment

Date of Decision: 19 June 2024

Subject: Proposed Prohibition of Waiting – Gloucester Street North / Radnor Street, Werneth

Report Author: Jill Yates, Traffic Engineer

Ward (s): Werneth

Reason for the decision:

A complaint has been received via a Ward Member regarding obstructive parking taking place through the bend area where Gloucester Street North meets Radnor Street. It is reported that parking denies access for larger vehicles attempting to travel through the bend. Consequently, delivery vehicles and some larger cars are regularly prevented from traveling the full length of both streets.

The properties along both streets have no off-street parking provision; general use parking facilities are available, but these soon become fully utilised, or residents opt to park directly outside their properties.

The carriageway along both Gloucester Street North and Radnor Street is not wide enough to accommodate on-street parking and two-way flow of traffic, hence the reason why parked vehicles are obstructing the route, particularly when parked through the bend.

In view of the difficulties being experienced, the Ward Members have asked that double yellow lines be introduced.

Summary:

It is proposed to extend the existing 'No Waiting At Any Time' restriction along the south easterly kerb line of Radnor Street and the north easterly kerb line of Gloucester Street North. In addition, restrictions are also proposed on the opposite side of both roads on the inside of the bend area, in accordance with drawing number 47/A4/1721/1.

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

Option 1: To approve the recommendation and remove the obstructive parking that is preventing access along the street.

Option 2: Not to approve the recommendation and allow the obstructive parking to continue.

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

The Ward Members have been consulted and Councillor F Hussain has commented, parking is difficult around this area so need to get it right first time rather than TRO an area that doesn't need it.

There are parking bays on Radnor Street therefore I don't feel there's a need for TRO here (apart from the bend) – unnecessary budget spend.

Response to Councillors Comments

The length of yellow lines can be reduced to maximise on-street parking. The proposal has been amended and the scheme to be progressed is now described in the schedules at the end of this and detailed on the amended drawing.

Councillor N Ibrahim has commented, I am happy for this to be approved as I was the Councillor that proposed this. There is a great concern with parking on Gloucester St North, as the residents have previously raised concerns but no action has been taken. I have seen photo evidence of how parked cars cause issues and obstruct vehicles from travelling through at all times of the day and night. There is severe concern especially if there was an emergency vehicle that needed access in a situation and the owner of the vehicle was not contactable.

I have photo evidence over a number of months regarding this issue if needed can be provided

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

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

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

No

What are the *property* implications

None

Risks:

The introduction of yellow lines at this location will improve safety for road users, improve access and assist with visibility. There could be reputation risks around the scheme in terms of residents and business reactions to the proposals these can be mitigated by effective communications, the publication notice and review of any objections received before installing the new lining.

Vicki Gallacher (Head of Insurance and Information Governance)

Co-operative implications	The proposals recommended in this report will improve road safety and therefore the safety of our residents. This is important to residents and therefore this proposal shows how we are working cooperatively to improve the lives of our residents. (James Mulvaney, Policy Manager)
Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998	None
Environmental and Health & Safety Implications	Removal of inconsiderate parking will improve road safety.
IT Implications	None

Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution?	Yes
Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget?	Yes
Are any of the recommendations within this report contrary to the Policy Framework of the Council?	No

Schedule
Drawing Number 47/A4/1721/1

Delete from the Oldham Borough Council (Oldham Area) Consolidation Order 2003
Part I Schedule I

Item No	Length of Road	Duration	Exemptions	No Loading
(O276)	<u>Radnor Street</u> (Both sides) From its junction with Lincoln Street for a distance of 5 metres in a north easterly direction	At any time	A, B1, B3, B4, C, E, J, K4	

Add to the Oldham Borough Council (Oldham Area) Consolidation Order 2003
Part I Schedule I

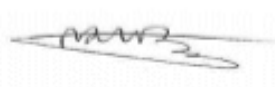
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Radnor Street</u> (south east side) From its junction with Lincoln Street for a distance of 10 metres in a north easterly direction	At Any time		
	<u>Radnor Street</u> (north west side) From its junction with Gloucester Street North for a distance of 10 metres in a south westerly direction	At Any time		
	<u>Radnor Street</u> (south east side) From its junction with Gloucester Street North for a distance of 22 metres in a south westerly direction	At Any time		
	Gloucester Street North (north east side) From its junction with Hereford Street for a distance of 10 metres in a south easterly direction	At Any time		
	Gloucester Street North (north east side) From a point 50 metres south east of its junction with Hereford Street to its junction with Radnor Street	At Any time		
	Gloucester Street North (south west side) From a point 33 metres south east of its junction with Hereford Street to its junction with Radnor Street	At Any Time		

There are no background papers for this report

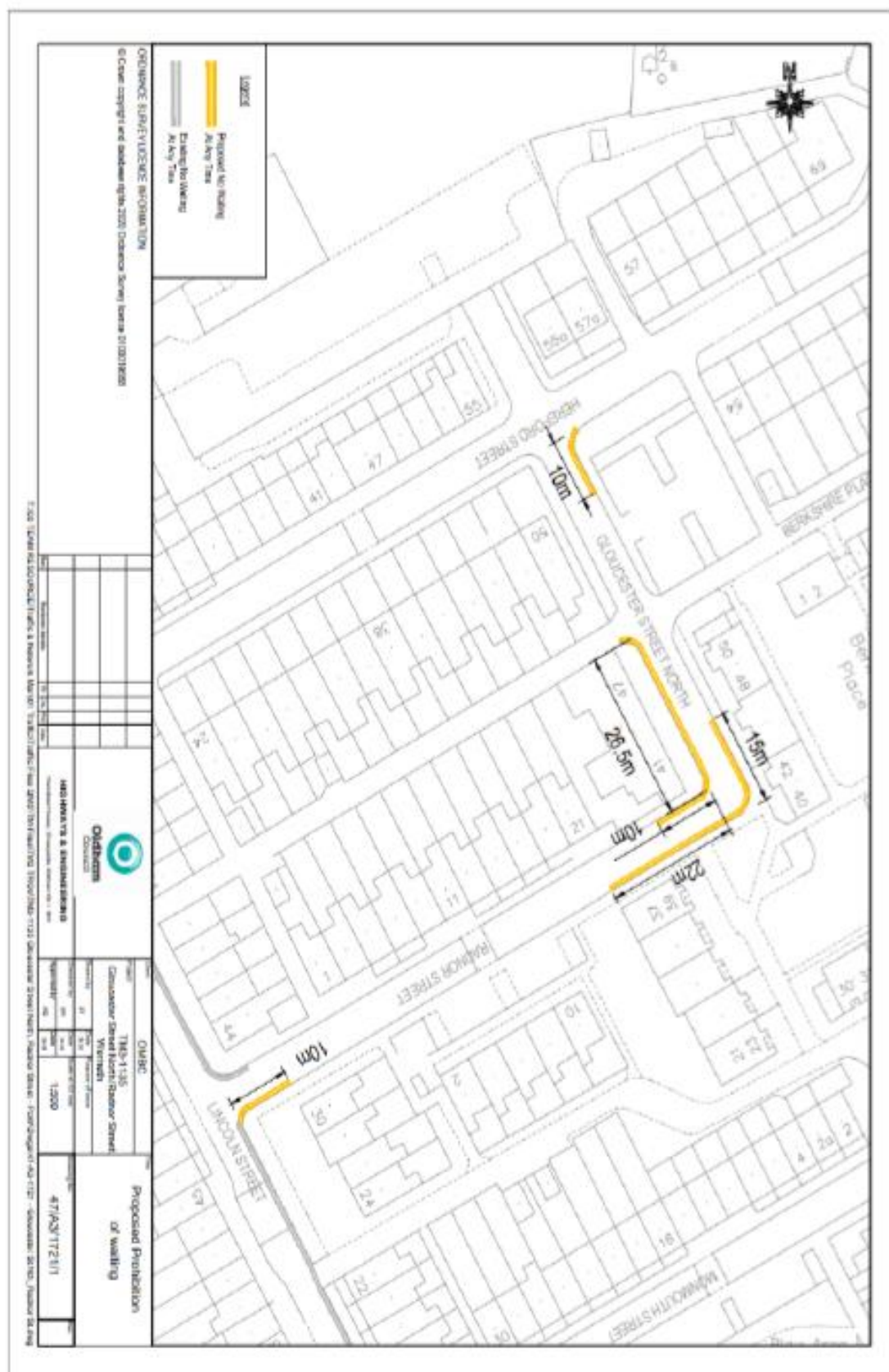
Report Author Sign-off:	
Jill Yates	
Date:	
18 June 2024	

In consultation with Director of Environment

Signed :



Date: 19.06.2024



APPENDIX B
COPY OF REPRESENTATIONS

Objection 1

Hello this is regarding the plan to the prohibition of waiting at Gloucester Street North. The plan is not a solution to the issue, it also isn't a huge issue to begin with. The plan your proposing only attempts to look at the bend from Gloucester to Radnor street which hasn't been a major issue to begin with, regardless of that you aren't even trying to fix the actual issue which is the multitude of vans and trucks parked 24/7 taking all the car park spaces as well as the side of the road towards the bends. They cause the traffic to all overflow on the bends which if you were to instead put residential parking instead would have a much greater effect at reducing the congestion and allowing larger vehicles to pass with ease. Simply putting yellow tape everywhere isn't a solution and will just cause more issues

Comments

Good morning XXXX,

Thank you for the representation regarding the proposed Traffic Regulation Order on Gloucester Street North / Radnor Street. All representations made to a proposed traffic order are included in a report which is then submitted to a future committee meeting. I will provide further details of this in due course. The committee is made up of elected members and a decision is made at the meeting.

Please be advised that as this car park is under private ownership and not within Council jurisdiction, our capacity to implement direct solutions is limited. Nevertheless, our Traffic Management Officers will liaise with the car park owner to explore potential remedies to address this situation.

Secondly, there is currently no budget available for new residents parking schemes and these schemes are generally reserved for areas where problems extend over a wide area, such as near a football stadium or hospital. Schemes are not intended to address individual problems outside a property or along a single street. Further to this, it is reported that some of the access issues are caused by the residents themselves.

Just to clarify, the issue and concerns relating to prevention of access as a result of inconsiderate parking has been identified and raised by local residents. Secondly, a number of supporting letters have been received from local residents who are in support of the scheme, some of which have been directly affected by the incidents of inconsiderate parking. We have also received photographic evidence of ambulances and larger vehicles being denied access through the bend as a result of cars being parked on both sides of road.

Kind Regards,
Mohamed

Objection 2

Dear mr kadir,

My name is XXXX, and my wife's name is XXXXXXXX,

We recently received a letter together with a map enclosed informing us of your intentions to install double yellow lines on Radnor st, and Gloucester st north? Myself and my wife have lived on Gloucester st north for over 20yrs, we lived at XX Gloucester st north for 6 and a half years, the rest of our time here we've spent at XX Gloucester st north.

We moved into this flat because my wife is long term disabled and needed a ground floor dwelling. We have parked our car outside our flat ever since we moved here, our neighbours are great about it and understand why I need to park outside our flat.

My wife's disability, or one of them is that she has no 5th and 6th vertebrae in her back and when she is bad, she can barely walk 10/15mtrs, if the plan to install double yellow lines outside our flat goes ahead, the problem will be that when she is bad, instead of walking to the car outside our flat to go to doctors or hospital appointments, she will be required to walk a minimum of 50/60mtrs, at least double that if I have to park at the bottom of the car park which will be impossible for her to do. We have parked our car outside our property ever since we moved in without any issues whatsoever. Even the waste refuse wagons can get round past my car without any issues because on a Wednesday morning when they come, we are never in, and on the rare occasions that we have been in I've always moved my car further down until they have been. I am asking that someone could contact me to discuss this further plz? I can be contacted on XXXX, or XXXXX. I would really appreciate someone contacting me to discuss this? Thank you for reading.

Comments

Good morning XXXXXX,

Thank you for the representation regarding the proposed Traffic Regulation Order on Gloucester Street North / Radnor Street. All representations made to a proposed traffic order are included in a report which is then submitted to a future committee meeting. I will provide further details of this in due course. The committee is made up of elected members and a decision is made at the meeting.

As Highway Authority, the Council has a duty to maintain access along the highway network. Officers recognise that the proposed restrictions would reduce the number of on-street parking. However, the length of the restrictions has been kept to a minimum (with residents in mind) to address the access issues identified, although the committee can decide to relax the scheme or abandon it if the restrictions are not supported.

Secondly, Traffic Officers have carefully considered your representation, and the concerns mentioned relating to Mrs Gorey's condition. While the proposed scheme is designed to improve highway safety and accessibility for all road users, we recognise the potential impact on your individual situation. After careful consideration, the officers have considered a reduced proposed length of parking restriction, which is felt would still meet the objective of the scheme, and also provide for a parking space adjacent to your property.

The advertised scheme proposed **parking restriction of 15m in length** (see attached Rev A doc) that terminate on the highway adjacent to 46 Gloucester Street North. The revised plan proposes a **reduce double yellow line of 10m in length** (see attached Rev B) which terminates at 44 Gloucester Street North, and as such , will free up one car length parking space adjacent to your property. This will allow you to continue parking outside your property at 44 Gloucester Street North.

Kind Regards,
Mohamed

Objection 3

Dear Mohamed Abdulkadir,

I am writing to express my concerns regarding the recent letter I received as a resident of Gloucester Street North. I am particularly troubled by the new parking regulations that have been proposed, which I believe will exacerbate an already challenging parking situation in our area.

As a resident, I have noticed that the car park is frequently occupied by vehicles that do not belong to local residents, including trailer vans and other non-residential cars. This has significantly reduced the availability of parking spaces for those of us who live here, including residents of the nearby flats. The current options for parking are already quite limited, and implementing the proposed rules will likely make it even more difficult for us to find parking.

I urge you to reconsider the impact of these new regulations on our community, as they do not seem to address the root of the problem. It is vital for residents to have access to parking that meets their needs, and the current situation is far from ideal.

Thank you for your attention to this matter. I look forward to your response.

Sincerely,

XXXX XXX

Comments

Good morning XXXXX,

Thank you for the representation regarding the proposed Traffic Regulation Order on Gloucester Street North / Radnor Street. All representations made to a proposed traffic order are included in a report which is then submitted to a future committee meeting. I will provide further details of this in due course. The committee is made up of elected members and a decision is made at the meeting.

As Highway Authority, the Council has a duty to maintain access along the highway network. Officers recognise that the proposed restrictions would reduce the number of on-street parking. However, the length of the restrictions has been kept to a minimum (with residents in mind) to address the access issues identified, although the committee can decide to relax the scheme or abandon it if the restrictions are not supported.

The Council has a duty in respect to road safety and maintaining access along the highway. It is not the responsibility of the Councils to provide parking directly outside residential properties or businesses as this cannot always be safely achieved.

In regard to the nearby car park, please be advised that as this car park is under private ownership and not within Council jurisdiction, our capacity to implement direct solutions is limited. Nevertheless, our Traffic Management Officers will liaise with the car park owner to explore potential remedies to address this situation.

Many Thanks,
Mohamed

Objection 4

Dear Sir/ Madam

My name XXXXXX XXXX occupies XX Gloucester Street North.

I am writing regarding the restrictions that been proposed to restrict wating or parking on both sides of Gloucester Street North, I would agree if that restrictions on one side of the street I.e on the odd numbers as with that proposed restrictions will effects more than 14 cars that parking there 10 households, moreover there is no alternative to park our cars.

Ther is small car park but need a pit of attention. firstly, if you could take down the middle section to increase the capacity of that car park.

On the other hand half of that car park is been occupied or used by people running recovery business who lives on Herford Street and Radnor Street all the time, their recovery trucks, recoverd cars and their own cars parked there.

And the other half is been used by residents of Berckshire place. Make sure to put up a notice stating resident of Gloucester Street North only.

Secondly, if you just impose time restrictions for the bin collection day which is Wednesdays morning.

Thirdly making more spaces available to be used by residents of Gloucester Street North and Radnor street.

Lastly. It would be very helpful if you send a representative from the council to meet with the effected parties to discuss this matter before you impose your proposal for sure we will come to a solution that satisfies both sides. I hope you taken that in consideration.

Best regards.

XXXXX

Comments

Good Morning Mr XXXXX,

Thank you for the representation regarding the proposed Traffic Regulation Order on Gloucester Street North / Radnor Street. All representations made to a proposed traffic order are included in a report which is then submitted to a future committee meeting. I will provide further details of this in due course. The committee is made up of elected members and a decision is made at the meeting.

As Highway Authority, the Council has a duty to maintain access along the highway network. Officers recognise that the proposed restrictions would reduce the number of on-street parking. However, the length of the restrictions has been kept to a minimum (with residents in mind) to address the access issues identified, although the committee can decide to relax the scheme or abandon it if the restrictions are not supported. The Council has a duty in respect to road safety and maintaining access along the highway. It is not the responsibility of the Councils to provide parking directly outside residential properties or businesses as this cannot always be achieved. The Officers believe that implementation of time limited waiting restrictions would prove insufficient in addressing the fundamental accessibility concerns at the bend in question. Unrestricted access is required at all times , as we have documented evidence of an incident whereby an emergency ambulance was unable to navigate at 2am, thus potentially compromising emergency response capabilities. Secondly, please be advised that as this car park is under private ownership and not within Council jurisdiction, our capacity to implement direct solutions is limited. Nevertheless, our Traffic Management Officers will liaise with the car park owner to explore potential remedies to address this situation.

Kind Regards,
Mohamed

Letter of support 1

Good morning,

My name is XXXX XXXX ,and I live at XX Gloucester street north and my email today is regarding the double yellow lines that will be put outside my house. I would like to say I support this decision as the parking on both sides of the road of my residence has been causing a number of issues for both pedestrians and cars passing. This is also becoming a safety issue especially in the mornings where children and pedestrians with mobility issues on wheelchairs and mothers with prams walk past for school and due to cars parked fully on the kerbs they have to walk on the road. Aswell as this my father and brother park their cars inside our back garden and taking the car out in the mornings and late at night becomes very difficult as seen in the attached images.

Kind regards
XXXXX

Letter of support 2

Hi good evening, I am emailing you in regards to the double yellow lines which are being put in place on Gloucester Street North/Radnor Street Oldham Werneth. I am extremely happy about this happening as I live ok Gloucester Street North and have witnessed how difficult it can get with certain individuals parking inconsiderately. I have no objections against the yellow lines being put in place. I have witnessed an ambulance which came at 2AM couple of weeks ago and was struggling to get pass on Gloucester Street North because of cars being parked on the opposite side in front of what use to be Freehold Liberal Club.

Not only Ambulances if there was a fire the fire service has got no chance of getting through. The street is narrow as it is and with parking like this it's causing many problems.

This issue definitely needs to get resolved and please do not hesitate to impose the double yellow lines.

Letter of support 3

Hi good afternoon I recieved a letter in relation to double yellow lines on Radnor St and Gloucester Street North Oldham Werneth. I am completely FOR this to go ahead because it is getting really bad now. Emergency service vehicles are struggling to get pass in emergencies. Other road users are not able to get pass because cars are being parked on the opposite side. Its only a matter of time where it might lead to conflict amd before it gets to that something needs to be done. Also I live on Gloucester Street North OL9 7RF and my back entrance is on Radnor Street. When i take my car out the garden in the mornings i am struggling because of the cars parked on both side of Radnor st towards the top on the curb. I will attach images.

Letter of support 4

Hi good afternoon I have received a letter in the post in regards to proposed lines being put in place due to parking. I am completely for this and believe it's a really good idea as it is extremely difficult for car to get past outside my house when people park on both sides. Most importantly emergency services struggle to get past because of the sizes of their vehicles. I will attach pictures to show you how bad it is. Please do go ahead with this as it will make it a lot easier for residents to get past and emergency services getting to where they need to without any delays.

Letter of support 5

Hello, I hope you are doing well,

I am sending you this email in reference to the double yellow lines that will be installed on Gloucester Street North and Radnor Street.

Since the street is already narrow, particularly the bend from Gloucester Street north onto Radnor Street, I completely support the installation of these double yellow lines. When people park carelessly, it becomes very difficult for average-sized vehicles to pass by, and for larger vehicles, like delivery vans and emergency service vehicles, it is nearly impossible for them to do so because they have to knock on residents' doors to get the vehicles moved.

The improperly parked cars would make it extremely difficult for emergency personnel to get pass quickly and easily in the event of an emergency, such as the June fire on St Thomas Street North last year or the gas explosion in Shaw many years ago.

In addition to making it difficult for cars to pass, cars parking on Gloucester Street North's pedestrian walkway force pedestrians to cross the street during peak hours, such as early in the morning when parents are dropping off and picking up their children from school, endangering the children by allowing them to walk on the street.

Ultimately, as residents of Gloucester Street North and Radnor Street, we do not want to endanger our loved ones or the general public, nor do we want our cars to be harmed due to improper parking.

I really look forward to hearing your reply!

Kind Regard
XXXXXX XXXX

Comments

Good evening,

Thank you for your comments. These will be included in the report for the Highway Regulation Committee to consider.

Kind Regards,
Mohamed

Alternative Suggestion Letter 1

Dear Sir/Madam,

Further to the Proposed Prohibition of Waiting, I would ask that the Radnor Street "south east side from Gloucester Street North for 22 metres south westerly and on" be extended opposite numbers 19 and 21 Radnor Street. Vehicles double park opposite the On-Street Disabled Parking Bay outside number 21, thereby blocking the road. Vehicles cannot fully park upon the pavement due to fencing and therefore must park partly into the road causing an obstruction.

Yours faithfully,

XXX XXXXX.

Comments

Good morning,

Thank you for your comments. These will be included in the report for the Highway Regulation Committee to consider.

Unfortunately, it would not be possible to propose an extension to the length of restrictions already outlined in this scheme. Any representations received to a proposed traffic order are included in a report to be submitted to a future Highway Regulation Committee meeting. The committee can approve the proposal, abandon it or relax the length of the proposed restrictions. What they cannot do is add new lengths of restriction without starting the whole process again and readvertising a new scheme.

Your comments would indicate that you have no objections to the proposed restrictions but that you want additional restrictions. Please confirm if you want your comments including in the report and if so whether you are objecting or supporting the scheme.

Kind Regards,
Mohamed

APPENDIX C
REVISED SCHEDULE AND PLAN

Schedule

Drawing Number 47/A4/1721/1

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

Part I Schedule I

Item No	Length of Road	Duration	Exemptions	No Loading
(O276)	<u>Radnor Street</u> (Both sides) From its junction with Lincoln Street for a distance of 5 metres in a north easterly direction	At any time	A, B1, B3, B4, C, E, J, K4	

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

Part I Schedule I

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Radnor Street</u> (South East side) From its junction with Lincoln Street for a distance of 10 metres in a north easterly direction	At Any time		

	<u>Radnor Street</u> (North West side) From its junction with Gloucester Street North for a distance of 10 metres in a south westerly direction	At Any time		
	<u>Radnor Street</u> (South East side) From its junction with Gloucester Street North for a distance of 22 metres in a south westerly direction	At Any time		
	Gloucester Street North (North East side) From its junction with Hereford Street for a distance of 10 metres in a south easterly direction	At Any time		
	Gloucester Street North (North East side) From a point 55 metres south east of its junction with Hereford Street to its junction with Radnor Street	At Any time		
	Gloucester Street North (South West side) From a point 33 metres south east of its junction with Hereford Street to its junction with Radnor Street	At Any Time		

Proposed Revised Plan

