

Report to TRO Panel

Objections to Proposed Disabled Persons Parking Places Order – Osborne Street, Shaw

Portfolio Holder:

Councillor A Shah, Cabinet Member for Neighbourhood Services

Officer Contact: Deputy Chief Executive – People and Place

Report Author: Jeanette Whitney, Technical Admin Officer

Ext. 4305

20 September 2018

Reason for Decision

The purpose of this report is to consider a number of objections received to the introduction of two disabled persons parking places on Osborne Street, Shaw.

Recommendation

It is recommended that notwithstanding the objections received, the disabled bays be introduced as originally proposed and in accordance with the schedule contained in the original report.

Objections to Proposed Disabled Persons Parking Places Order – Osborne Street, Shaw**1 Background**

- 1.1 A proposal to introduce two disabled persons parking places on Osborne Street, Shaw was approved under delegated powers on 6 September 2017 (reference D3049). A report was submitted to the TRO Panel on 12 March 2018 and a copy of the report is attached at Appendix A. The Panel deferred the decision until a feasibility study had been completed which investigated the removal of the footway area to enable the disabled bays to be located directly outside the applicants properties, rather than on the opposite side of the road. The residents opposite have objected to the disabled bays.
- 1.2 An investigation was also undertaken into the possibility of acquiring and using non-highway land as potential car parking areas to free up space on the existing highway network to minimize the effects of one or more Blue Badge holders in the Osborne Street area has been completed.
- 1.3 The outcome of both investigations revealed the work to be costly and cannot be funded from existing Council budgets.
- 1.4 Consequently, the TRO Panel are now asked to make a decision on the item deferred at the last two meetings.

2 Options/Alternatives

- 2.1 Option 1: To approve the recommendation.
- 2.2 Option 2: Not to approve the recommendation.

3 Preferred Option

- 3.1 The preferred option to approve is Option 1.

4 Consultations

- 4.1 The Traffic Management Unit, including all of the emergency services were consulted and no comments were received.

5 Comments of Shaw Ward Councillors

- 5.1 Ward Councillors have been consulted and Councillor H Sykes has commented 'We now have a proposal to increase parking spaces in the area and are currently awaiting confirmation of how that is funded. As per my earlier report until this solution is exhausted I would not proceed with this request'.

6 **Response to Councillors' Comments**

6.1 Aside from the area on Victoria Street adjacent to the bungalows, which the developer of the bowling green site has agreed to provide, there is currently no funding allocated for the proposed increase in parking spaces in the Osborne Street area. It could be many years (if ever) until funding is made available for these proposals and the decision on the disabled parking bays cannot be deferred indefinitely.

6.2 In March the TRO Panel considered these applications and decided to defer the decision to a later meeting. Any decision whether or not to further defer the decision on the Order would therefore need to be taken by the TRO Panel.

7 **Financial Implications**

7.1 These were dealt with in the previous report.

8 **Legal Services Comments**

8.1 These were dealt with in the previous report.

9 **Co-operative Agenda**

9.1 In respect of the proposed disabled persons parking places there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

10 **Human Resources Comments**

10.1 None.

11 **Risk Assessments**

11.1 None.

12 **IT Implications**

12.1 None.

13 **Property Implications**

13.1 None.

14 **Procurement Implications**

14.1 None.

15 **Environmental and Health & Safety Implications**

15.1 These were dealt with in the previous report.

16 **Equality, community cohesion and crime implications**

16.1 None.

17 **Equality Impact Assessment Completed?**

17.1 No.

18 **Key Decision**

18.1 No.

19 **Key Decision Reference**

19.1 Not applicable.

20 **Background Papers**

20.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act :

None.

21 **Appendices**

21.1 Appendix A – Copy of TRO Panel report, 12 March 2018

22 **Proposal**

22.1 Notwithstanding the objections received, it is recommended that Option 1 be approved and the Proposed Order be introduced without amendment, as detailed in the schedule and shown on the drawing contained in the original report.

APPENDIX A
COPY OF TRO PANEL REPORT



Oldham
Council

Report to TRO Panel

Objections to Proposed Disabled Persons Parking Places Order – Osborne Street, Shaw

Portfolio Holder:

Councillor F Hussain, Executive Director, Environmental Services

Officer Contact: Executive Director, Economy, Skills and
Neighbourhoods

Report Author: Jeanette Whitney, Technical Admin Officer
Ext. 4305

12 March 2018

Reason for Decision

The purpose of this report is to consider a number of objections received to the introduction of two disabled persons parking places on Osborne Street, Shaw.

Recommendation

It is recommended that notwithstanding the objections received, the disabled bays be introduced as originally proposed and in accordance with the schedule contained in the original report.

Objections to Proposed Disabled Persons Parking Places Order – Osborne Street, Shaw**1 Background**

- 1.1 A proposal to introduce two disabled persons parking places on Osborne Street, Shaw was approved under delegated powers on 6 September 2017 (reference D3049). A copy of the approved delegated report is attached at Appendix A. The proposal was subsequently advertised and fifteen letters of objection and one petition have been received. The letters of objection and petition are attached at Appendix B.
- 1.2 Prior to the objections being considered by the Panel, the Ward Members requested consideration be given to the creation of off-street parking by removing the footway from outside the bungalows.
- 1.3 A feasibility study has been funded by Ward Members and carried out by the Highways Team, the details of which are not yet available.
- 1.4 In view of the length of time it may take to obtain appropriate funding it is felt further consideration should be given to the implementation of the disabled bays.
- 1.5 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.
- 1.6 Unfortunately, due to the length of disabled parking bays, they sometimes extend across the frontage of the applicants neighbours property, especially on terraced streets. However, the space on the highway outside a person's property is not restricted to their use and if it is the only convenient place to introduce a disabled facility for a neighbour then the residents will have to change their parking habits.

2 Options/Alternatives

- 2.1 Option 1: To approve the recommendation.
- 2.2 Option 2: Not to approve the recommendation.

3 Preferred Option

- 3.1 The preferred option to approve is Option 1.

4 Consultations

- 4.1 The Traffic Management Unit, including all of the emergency services were consulted and no comments were received.

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5 **Comments of Shaw Ward Councillors**

- 5.1 Ward Councillors were previously consulted at ModernGov stage and comments were received which are detailed in the report at Appendix A. Councillors have again been consulted and Councillor H Sykes comments are a longer term solution is required to disabled parking in this area, hopefully the feasibility study will provide a way forward that would help accommodate these and future blue badge holders and others who wish to use the road space.

6 **Financial Implications**

- 6.1 These were dealt with in the previous report.

7 **Legal Services Comments**

- 7.1 These were dealt with in the previous report.

8 **Co-operative Agenda**

- 8.1 In respect of the proposed disabled persons parking places there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework

9 **Human Resources Comments**

- 9.1 None.

10 **Risk Assessments**

- 10.1 None.

11 **IT Implications**

- 11.1 None.

12 **Property Implications**

- 12.1 None.

13 **Procurement Implications**

- 13.1 None.

14 **Environmental and Health & Safety Implications**

- 14.1 These were dealt with in the previous report.

15 **Equality, community cohesion and crime implications**

- 15.1 None.

16 Equality Impact Assessment Completed?

16.1 No.

17 Key Decision

17.1 No.

18 Key Decision Reference

18.1 Not applicable.

19 Background Papers

19.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act :

None.

20 Appendices

20.1 Appendix A – Copy of Delegated Report

20.2 Appendix B – Copies of Letters of Objection

21 Proposal

21.1 Notwithstanding the objections received, it is recommended that Option 1 be approved and the Proposed Order be introduced without amendment, as detailed in the schedule and shown on the drawing contained in the original report.

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Appendix A
Copy of Delegated Report

Delegated Decision

Proposed Disabled Persons Parking Places Order – Various Locations

Report of: Executive Director, Economy, Skills and Neighbourhoods

Officer contact: Jeanette Whitney, Technical Admin Officer
Ext. 4305

21 August 2017

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

It is recommended that the proposed disabled bays detailed in the Schedule at the end of the report be introduced.

Delegated Decision

Proposed Disabled Persons Parking Places Order – Various Locations

1 Background

- 1.1 The Traffic Section within Unity Partnership 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.
- 1.2 Applications received in 2016/17 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.
- 1.3 The costs will be met from the LTP Minor Works Programme 2017/18, Agresso Cost Centre M0590.

	£
Advertising Costs	3,000.00
Signs/Poles	12,000.00
Lining	10,000.00
TOTAL	25,000.00
Annual Maintenance Costs (calculated July 2017) to be funded from the highways revenue budget	3,200.00

2 Options/Alternatives

- 2.1 Option 1: To approve the recommendation.
- 2.2 Option 2: Not to approve the recommendation.

3 Preferred Option

- 3.1 The preferred option to approve is Option 1.

4 Justification

- 4.1 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.
- 4.2 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.

5 Consultations

- 5.1 G.M.P. View - The Chief Constable has been consulted and has no comment on this proposal.
- 5.2 T.f.G.M. View - The Director General has been consulted and has no comment on this proposal.
- 5.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.
- 5.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

6 Comments Of Alexandra, Chadderton Central/North/South, Coldhurst, Crompton, Failsworth West, Hollinwood, Medlock Vale, Royton North/South, Saddleworth South/West and Lees, Shaw, St Mary's, Waterhead, Werneth Ward Councillors

- 6.1 The Ward Councillors have been consulted and Councillor D Williamson and Councillor D Murphy support the proposal within the Crompton Ward.

Councillor B Brownridge supports the proposal within Chadderton North Ward.

Councillor H Sykes has commented that he has some serious concerns regarding the proposals for Osborne Street, Shaw. It is the one proposed outside No 11/13 Osborne Street but I assume the application is from the properties where the 'dots' are on the map ie No 2.

It would make much more sense if it is for this property to be at the top of the street in the 'hammer head/turnaround' while on the map it looks further away it will allow level access to No 2.

Also when it comes to sighting the posts can we be sensitive to the site lines/view of those whose windows they might be in front of – we have had this problem on Victoria Street just round the corner. I hope you can take on board these points.

Another point to consider is the two spaces on Osborne Street are very close to the four disabled parking bays that have only recently appeared on Victoria Street that are probably within easy access to No 2 Osborne Street.

These bays on Victoria Street have increased parking problems on Osborne Street as they have displaced non registered disabled drivers. We already have similar problem on the other side of the Housing 21 properties on Elizabeth Grove.

A conversation needs to be had with Housing 21 as more and more of their tenants have cars and are registered disabled. There is scope on the land they maintain to very easily create a number of dedicated disabled spaces either on Elizabeth Grove or at the top of Osborne Street. I do hope serious consideration will be given to these suggestions.

7 Consideration of Ward Councillors Comments

- 7.1 An application has been received from the residents of both 4 and 10 Osborne Street and are being progressed as they meet the Council's criteria for this facility. The bays are being positioned at the locations that are appropriate in terms of highway safety and as close as possible to the applicant's property. The suggestion to implement one of the bays in the turning head area is not really appropriate in this instance as its presence would obstruct the facility and result in motorists having to reverse the full length of the street.

We agree that in the general area there are several disabled bays now in operation and there has to be a point at which any further requests are considered for refusal. The ideal solution is for Housing 21 to provide its tenants with appropriate parking facilities, but when this has been discussed with them previously, they have not been prepared to provide off street parking facilities. Housing 21 have been contacted, due to the high demand in this general area and discussions are ongoing.

We make every effort to erect poles out of view of residents' windows, but we are restricted to a small area, as the signs have to be erected within the length of the marked bay.

8 Financial Implications

Capital Implications

- 8.1 The cost of advertising and implementing the disabled persons parking bays amounts to £25,000 as detailed in 1.3 above. This will be wholly funded from Capital, from existing Local Transport Plan (LTP) grant resources of the 2017/18 Capital Transport Programme.
- 8.2 There is budget available of £30,000 LTP Highway Maintenance grant, on cost centre M0590, Disabled Parking Bay Applications, to fund these works.

Revenue Implications

- 8.3 The estimated annual maintenance costs of £3,200 will be met from existing resources of the Highways Operations budget (40916).
(Cath Conlon / Sadrul Alam)

9 Legal Services Comments

- 9.1 Section 32 of the Road Traffic Regulation Act 1984 gives the local authority power to provide on street parking places, for the purpose of relieving or preventing congestion of traffic. Section 45 of the Act allows the Council to make an order designating parking places on highways for vehicles of any class specified in the order and the Council may make charges for vehicles left in a parking place so designated. Under section 45(2) the order may designate a parking place for use only by such persons specified in the order. The Council may operate the scheme by way of permits issued to residents and may charge for the issue or use of a permit.
- 9.2 In determining what parking places are to be designated under section 45, the Council must consider both the interests of traffic and of owners and occupiers of adjoining properties. In particular the Council must have regard to:
- a) the need for maintaining the free movement of traffic
 - b) the need for maintaining reasonable access to premises; and
 - c) the extent to which off street parking accommodation is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places under section 45.
- 9.3 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)

10 Co-operative Agenda

- 10.1 In respect of the provision of Disabled Persons Parking Places, there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

11 Human Resources Comments

- 11.1 None.

12 Risk Assessments

12.1 None.

13 IT Implications

13.1 None.

14 Property Implications

14.1 None.

15 Procurement Implications

15.1 None.

16 Environmental and Health & Safety Implications

16.1 Energy – Nil.

16.2 Transport – Nil.

16.3 Pollution – Nil.

16.4 Consumption and Use of Resources – Nil.

16.5 Built Environment - Minor alteration to visual appearance of area.

16.6 Natural Environment – Nil.

16.7 Health and Safety – Nil.

17 Equality, community cohesion and crime implications

17.1 The provision of disabled parking places will ease concerns for disabled residents but the facilities may effect community cohesion due to the reduction in on-street parking that will result.

18 Equality Impact Assessment Completed?

18.1 No.

19 Key Decision

19.1 No.

20 Key Decision Reference

20.1 Not applicable.

21 Background Papers

21.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act :

None.

22 Proposal

22.1 It is proposed to introduce disabled persons' parking places, in accordance with the schedule below:

SCHEDULE 1

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

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
(R129)	<u>Flake Lane, Royton</u> (North side) From a point 17.8 metres west of its junction with Rochdale Lane for a distance of 6.6 metres in a westerly direction (outside 2 Flake Lane)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(R100)	<u>Shaw Road, Royton</u> (South east side) From a point 153 metres south east of its junction with Fitton Street for a distance of 6.6 metres in a south westerly direction (outside 158 Shaw Road)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

{R113}	<u>Dogford Road, Royton</u> (East side) From a point 12.5 metres north of its junction with Mellor Street for a distance of 7.6 metres in a northerly direction (outside 14 and part of 12 & 16 Dogford Road)	Disabled persons vehicles	24 hours daily	No limit	Not applicable
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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
(0.878)	<u>Colwyn Street, Oldham</u> (North side) From a point 33 metres east of its junction with Plato Street for a distance of 6.6 metres in an easterly direction (outside 50 Colwyn Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
{0.878}	<u>Eric Street, Oldham</u> (North east side) From a point 23.8 metres south east of its junction with Red Hall Street for a distance of 6.6 metres in a south easterly direction (outside 99 Eric Street)	Disabled persons vehicle	24 hours daily	No limit	Not applicable
(0.858)	<u>Medway Road, Oldham</u> (South west side) From a point 18.6 metres south east of its junction with Medway Close for a distance of 6.6 metres in a south easterly direction (outside 6 Medway Road)	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
(S127)	<u>Oldham Road, Springhead</u> (North side) From a point 14 metres west of its junction with Cross Street for a distance of 6.6 metres in a westerly direction (outside 177 Oldham Road)	Disabled persons vehicle	24 hours daily	No limit	Not applicable

SCHEDULE 2

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

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
(O282)	<u>Nile Street</u> (South East side) From a point 30 metres west of Coldhurst Street for a distance of 30 metres in a south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K4	

SCHEDULE 3

Insert the Oldham Borough Council (Oldham area) Consolidation Order 2003

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<u>Nile Street</u> (South East side) From a point 30 metres west of its junction with Coldhurst Street for a distance of 23.9 metres in a south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K3	

SCHEDULE 4
Oldham Area - Disabled Bays
Insert into Part II Schedule 4

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>Belgrave Road, Oldham</u> (South side)</p> <p>From a point 23.3 metres north west of its junction with Honeywell Lane 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>Burlington Avenue, Oldham</u> (West side)</p> <p>From a point 15.9 metres south east of its junction with Frost 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>Chapel Road, Oldham</u> (West side)</p> <p>From a point 14 metres north west of its junction with Devon Way 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>Clarksfield Road, Oldham</u> (South East side)</p> <p>From a point 43.8 metres south west of its junction with Yorkdale for a distance of 6.6 metres in south westerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Clovelly Avenue, Oldham</u> (East side)</p> <p>From a point 80.3 metres north west of its junction Hollins 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>Eric Street, Oldham</u> (North West side)</p> <p>From a point 14.5 metres north west of its junction with Goss Hall Street 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>Eric Street, Oldham</u> (North East side)</p> <p>From a point 3.1 metres north west of its junction with Goss Hall Street 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>Esther Street, Oldham</u> (East side)</p> <p>From a point 11 metres north west of its junction with unnamed access road at gable of number 65a in a north westerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Frederick Street, Oldham</u> (West side)</p> <p>From a point 51.4 metres north west of its junction with College Avenue 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>Gainsborough Avenue, Oldham</u> (East side)</p> <p>From a point 57.2 metres south east of its junction with Hulme 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>Gainsborough Avenue Oldham</u> (West side)</p> <p>From a point 53.3 metres south east of its junction with Hulme 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>Glaisdale, Oldham</u> (North side)</p> <p>From a point 16.5 metres south west of its junction with Yorkdale 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>Greenacres Road, Oldham</u> (South side)</p> <p>From a point 24 metres east of its junction with Constantine Street for a distance of 6.6 metres in an easterly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Greengate Street, Oldham</u> (South East side)</p> <p>From a point 7.8 metres south west of its junction with Sickle 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>Hillside Avenue, Oldham</u> (North East side)</p> <p>From a point 38.7 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>Kersley Street, Oldham</u> (West side)</p> <p>From a point 42.1 metres north west of its junction with Spinks Street 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>Keswick Avenue, Oldham (North side)</u></p> <p>From a point 49.3 metres south east of its junction with Thatcher Street for a distance of 6.6 metres in a south easterly direction within the layby opposite number 49</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Kingsley Road, Oldham (South side)</u></p> <p>From a point 32.3 metres south east of its junction with Cranbrook 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>Lorne Street, Oldham (North side)</u></p> <p>From a point 39 metres east of its junction with Manley Road for a distance of 6.6 metres in an easterly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Lune Street, Oldham (East side)</u></p> <p>From a point 15.8 metres north east of its junction with Lorne 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>Moorhey Street, Oldham (East side)</u></p> <p>From a point 26.6 metres south of its junction with Laurel Street for a distance of 6.6 metres in an southerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	<u>Nile Street, Oldham</u> (East side) From a point 53.9 metres south west of its junction with Coldhurst Street for a distance of 6.6 metres in a southerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Oxford Street, Oldham</u> (South side) From a point 50.3 metres north east of its junction with Rutland Street for a distance of 6.6 metres in a north easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Pitt Street, Oldham</u> (South side) From a point 21.1 metres south east of its junction with unnamed passageway at gable of number 113 for a distance of 6.6 metres in a south easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Radnor Street, Oldham</u> (North side) From a point 20.9 metres south west of its junction with Gloucester Street North for a distance of 6.6 metres in a south westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Ripponden Road, Oldham</u> (South side) From a point 18.7 metres east of its junction with unnamed access road at gable of number 848 for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Ronald Street, Oldham</u> (South West side) From a point 5.7 metres north west of its junction with Goss Hall Street for a distance of 6.6 metres in a north westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	<u>Rutland Street, Oldham</u> (South side) From a point 42.8 metres east of its junction with Oxford Street for a distance of 6.6 metres in an easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Sunfield Road, Oldham</u> (East side) From a point 9.2 metres south of its junction with unnamed passageway at gable of number 56 for a distance of 6.6 metres in a southerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Sunfield Road, Oldham</u> (East side) From a point 22.5 metres south of its junction with unnamed passageway at gable of number 100 for a distance of 6.6 metres in a southerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Upland Road, Oldham</u> (North West side) From a point 34 metres north west of its junction with Manley Road for a distance of 6.6 metres in a north westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Windsor Road, Oldham</u> (North East side) From a point 37.5 metres north west of its junction with Wemeth Hall Road for a distance of 6.6 metres in a north 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
	<p><u>Bexhill Walk, Chadderton</u> (West side)</p> <p>In the parking area located to the rear of properties 7/9 Bexhill Walk</p>	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable
	<p><u>Burnley Lane, Chadderton</u> (South East side)</p> <p>From a point 11.2 metres south east of its junction with unnamed highway at gable of 233 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>Cypress Avenue, Chadderton</u> (West side)</p> <p>From a point 194 metres north of its junction with Andrew 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>Garforth Street, Chadderton</u> (North West side)</p> <p>From a point 42.6 metres north east of its junction with Eustace 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>Henley Street, Chadderton</u> (North West side)</p> <p>From a point 28 metres north east of its junction with Kingston 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>Middleton Road, Chadderton</u> (North side)</p> <p>From a point 66 metres north west of its junction with Thurland Street 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>Rochester Way, Chadderton</u> (North side)</p> <p>In the parking area located to rear of properties 31 to 41 Rochester Way</p>	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable

SCHEDULE 6
Failsworth 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>Albert Street West, Failsworth</u> (West side)</p> <p>From a point 21.4 metres south east of its junction with Barons Court 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>Piercy Street, Failsworth</u> (North side)</p> <p>From a point 13.9 metres north east of its junction with West Street for a distance of 6.6 metres in a north easterly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No limit	Not Applicable

SCHEDULE 7
Royton 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>Albert Street, Royton</u> (East side)</p> <p>From a point 20 metres south of its junction with Westerdale Drive for a distance of 6.6 metres in a southerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Blackshaw Lane, Royton</u> (South East side)</p> <p>From a point 46.5 metres south east of its junction with Saint Ives Way 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>Flake Lane, Royton</u> (South side)</p> <p>From a point 27.7 metres west of its junction with Richmond Avenue for a distance of 6.6 metres in a westerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>High Barn Road, Royton</u> (North side)</p> <p>From a point 39.5 metres south east of its junction with Pennine View 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>Lily Street, Royton</u> (North East side)</p> <p>From a point 2.02 metres north east of its junction with Fitton 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>Oaklands Road, Royton</u> (East side) From a point 17.6 metres north of its junction with Campania Street for a distance of 6.6 metres in northerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Park Lane, Royton</u> (South side) From a point 77.8 metres south east of its junction with Bleasdale Street for a distance of 6.6 metres in a south easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Rochdale Road, Royton</u> (East side) From a point 25.2 metres north west of its junction with Lakeland Drive for a distance of 6.6 metres in a north westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Roman Road, Royton</u> (North side) In the parking layby opposite No 8	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

SCHEDULE 8
Saddleworth & Lees 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>Church Street, Lees</u> (East side) From a point 13.4 metres south west of its junction with Barn Fold for a distance of 6.6 metres in a south westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	<p><u>Stonebreaks Road, Springhead</u> (South West side)</p> <p>From a point 12 metres south east of its junction with Woodbrook 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>Wellington Road, Greenfield</u> (East side)</p> <p>From a point 89.9 metres north east of its junction with Queensway for a distance of 6.6 metres in a north easterly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

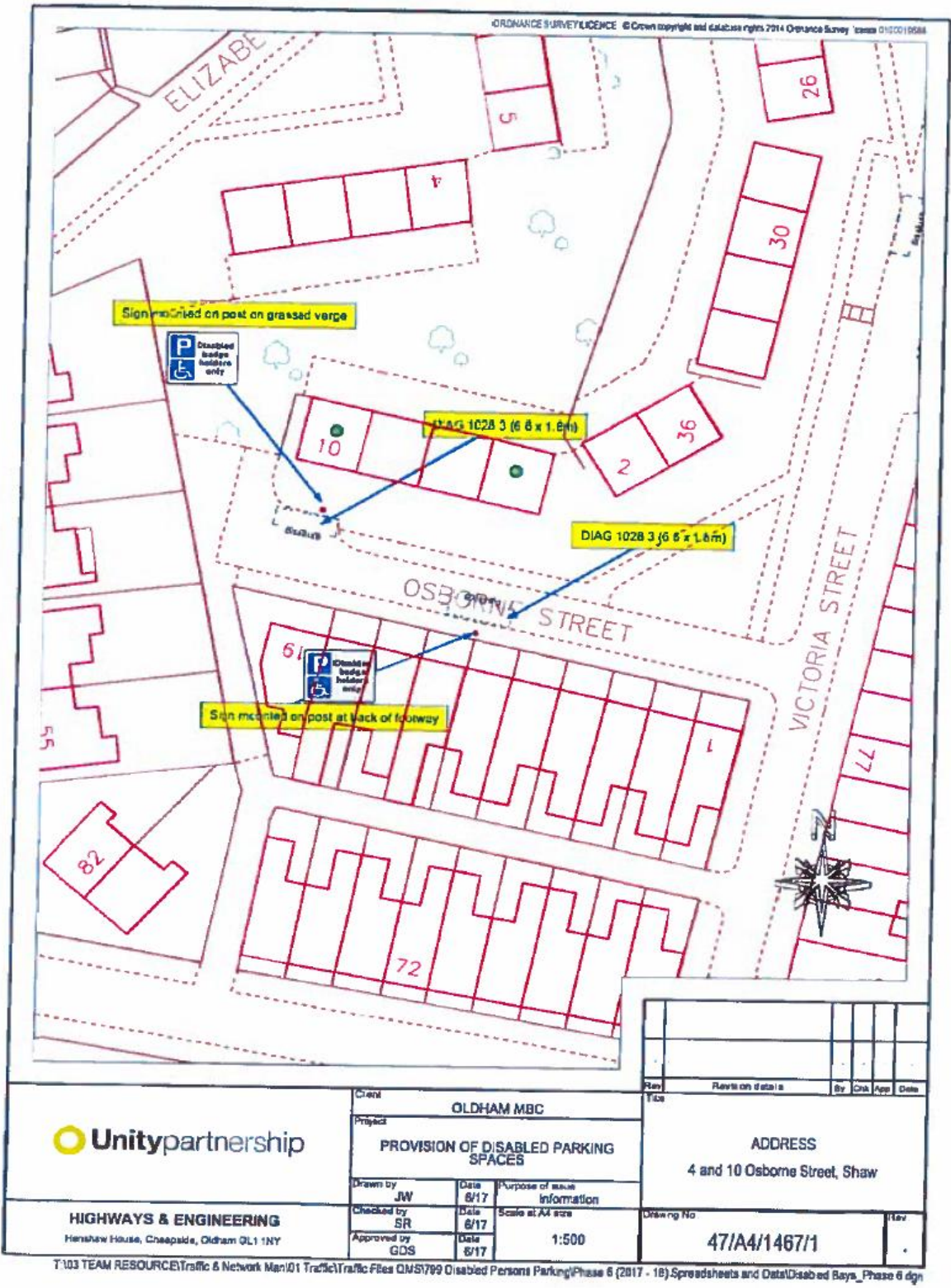
SCHEDULE 9
Shaw Area - Disabled Bays

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>Assheton Road, Shaw</u> (South side)</p> <p>From a point 37.7 metres east of its northern junction with Assheton Road for a distance of 6.6 metres in an easterly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Cunliffe Drive, Shaw</u> (West side)</p> <p>In the parking bay outside property number 27</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<p><u>Glebe Street, Shaw</u> (West side)</p> <p>From a point 37.4 metres north of its junction with Salts Street for a distance of 6.6 metres in a northerly direction</p>	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

	<u>Osborne Street, Shaw</u> (North side) From a point 48.9 metres west of its junction with Victoria Street for a distance of 6.6 metres in a westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Osborne Street, Shaw</u> (South side) From a point 29 metres west of its junction with Victoria Street for a distance of 6.6 metres in a westerly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable
	<u>Trent Road, Shaw</u> (South side) From a point 14.6 metres south east of its junction with Valley Rise for a distance of 6.6 metres in a south easterly direction	Disabled Persons Vehicle	24 Hours Daily	No Limit	Not Applicable

APPROVAL

<p>Decision maker</p> <p>Signed:  Cabinet Member, Environmental Services</p>	<p>Dated: 06 September 2017</p>
<p>In consultation with</p> <p>Signed:  Director Of Environmental Services</p>	<p>Dated: 22 August 2017</p>



APPENDIX B
COPIES OF LETTERS OF OBJECTION

Osborne Street,
Shaw,
Oldham,
OL2 7AB
27.10.17

Environment Group Solicitor to the Council

Paul Entwistle

Civic Centre

West Street

Oldham

OL1 1UT

Dear Sir

I write in objection to this document in particular the bays proposed for Osborne Street Shaw-

Proposed Disabled Persons Parking Places Order-VariouS Locations dated 21.08.17

I am currently a resident of Osborne Street and I feel myself and my family will be negatively affected by the proposals. Our objections are as follows:

There are 5 disabled bays in close proximity to the properties.

The installation of bays longer than the width of the houses would result in less cars fitting on the street and thus more difficulties.

The disabled parking space being applied for outside of no 10 Osborne Street is situated in a turning head. This will make navigation of the street and turning at the top of the street an impossibility for all vehicles including emergency vehicles.


A disabled car sign-post will be within 3.6m of the main front living room window of both NO11 and NO13 Osborne Street, therefore providing obstruction of a clear view.

The ideal solution would be for Housing 21 to provide safe, off road parking for their disabled residents. There is ample land registered to Oldham Council which could be used for this purpose.

I do hope a well-considered solution can be found which benefits all.

Kind Regards,



 Osborne Street
Shaw
Oldham OL2 7AB

31st October 2017

Environment Group Solicitor to the Council
Paul Entwistle
Oldham Council
Civic Centre
West Street
Oldham, OL1 1UT

Dear Sir

Ref: LJM/T017/17
Proposed Traffic Regulation Order
Implementation of Disabled Parking Bays on Osborne St, Shaw.

Further to the return of my previous letter of objection, I hereby submit my amended **letter of objection** to the proposed TRO for disabled parking spaces, Osborne Street, Shaw. I object to both spaces outside no11/13 and outside no10. I present my reasoning below.

I confirm having lived at this address for 45 years, that this proposal if implemented, will inevitably lead to the demise of the neighbourhood. Surely, this cannot be the objective of Oldham Council? Given the nature of this proposal, It would be my opinion that Oldham Council have not thoroughly considered all aspects, have not conducted thorough surveys of the street at various times of the day, have not considered the array of people and age groups living on the street and in the surrounding area and have not surveyed traffic movements in the neighbourhood and the associated congestion.

There are two applications for disabled parking, one which overlaps both no11 and no13 Osborne Street, the second which is located directly outside of No.10 Osborne Street. The latter would be located in a turning head at the top of the street. This will inevitably mean that vehicle users will struggle to negotiate the hammerhead and will be forced to reverse the entire street length. Emergency vehicles which are larger (ambulances and the like) would be equally affected and will be forced to reverse the length of the street. The same could be said for delivery vehicles whom visit on a daily basis the small street known as Osborne Street. Large vehicles which are forced to reverse the length of a street would be deemed dangerous and a potential hazard and a very real risk to other road users, particularly pedestrians.

The street contains 10 number terraced houses and 5no bungalows. Therefore, there is effectively a requirement for the parking of some 15no vehicles either contained on Osborne Street and/or spilling onto surrounding streets. The street is already extremely congested with the parking of cars, a fact which cannot be ignored by the councils highways department. It is a fact of modern day life that most people (regardless of ability) have vehicles, be it those who own terraced houses, bungalows, semi-detached, detached or other type of residence. Therefore, there has to be places to park vehicles when they are not being used. Surely, there has to be some consideration of this?

The proposed document published by Oldham Council entitled "*Proposed Disabled Parking Persons Order - Various Locations, Report of: Executive Director, Economy, Skills and Neighbourhoods*", published 27th August 2017, lists under Section 7.1, that the applicants for the spaces are those whom live at NO4 and NO10. The applicants at NO4 have effectively been proposed a disabled parking bay on the opposite side of the street and immediately outside of NOs11 and 13, in fact staggered between the two, with a disabled sign post also being positioned outside of the same houses. This surely is a mistake? How can it be right to place a disabled parking bay on the opposite side of the street from where the disabled applicant/s reside and immediately outside the residence of others? Please can Oldham Council shed some light on this? I repeat the fact that most people own and drive cars. Where then are those whom live at both No's11 and 13 expected to park their vehicles, given the surrounding congestion as they surely cannot be expected to drive their vehicles uninterrupted for 24hrs a day, 7 days a week? I note, that road users do not necessarily have any particular right to station their vehicles on the highway, but this is a fact of modern day life and cannot be loosely disregarded as being a non-valid statement. It is a very valid statement, and equally as valid as a disabled parking bay.

On the same subject, the disabled bay sign-post will be immediately outside of the two main windows of NO's11 and 13. Surely, it cannot be right to position a street post outside of the principal window view of two houses, which for 100+ years have had unobstructed views. Please can Oldham Council Highways provide some valid and fair justification as to why this particular disabled parking bay is to be positioned on the opposite side of the street from the applicant? Is it not the objective of placing a disabled parking space as close to the applicants home as possible in order to reduce travel distance? I note, that there are large grassed areas immediately outside of the bungalows numbered 2 through to 10. Would it not be most practical to partially convert these areas to parking bays? This would also by default reduce the number of vehicles parking on the highway and would result in Osborne Street being a more easily navigable street for vehicles and emergency vehicles.

I note, that no road users have a particular right to park their vehicles on the highway. Why then is it right for a personal application for a disabled parking bay to be given the go-ahead on a public highway? Can I ask Oldham Council Highways to justify how this would not be deemed to be a form of discrimination against those whom may not suffer from any disability, yet are equally required to have vehicular use of the highway? Afterall, all road users pay road tax!

Congestion is a very real fact of highways usage. A proposed parking bay which displaces two regular parking bays will simply transfer vehicles that are required to park onto streets elsewhere, thereby causing a problem elsewhere.

I also question the saturation levels of disabled parking bays. There are currently, in very close proximity with Osborne Street, 5no disabled parking bays situated along Victoria Street. These are within very short walking distance of Osborne Street. Given the number of houses and occupants in the vicinity, I would question the current spaces and why these are not deemed to be sufficient or even over-compensating for this entire neighbourhood? Can I ask Oldham Council Highways to provide evidence of any other areas of Oldham where there are as many disabled parking bays on a 'per householder' basis.

Having read the Oldham Council document "*Proposed Disabled Parking Persons Order - Various Locations, Report of: Executive Director, Economy, Skills and Neighbourhoods*", published 27th August 2017, there are objections and concerns made by Cllr Howard Sykes. Have the concerns raised under section 6.1 been considered at all, or simply dismissed ?

In the same document, under Section 7.1, there is a sentence which reads as follows "*...The ideal solution is for Housing 21 to provide its tenants with appropriate parking facilities...*". Please can Oldham Council Highways department provide justification as to why this is not the case, and instead of providing off-road parking spaces which would be of benefit to all road users and residents are instead proposing a solution which will have a negative impact on the whole neighbourhood.

Again, in the same document under Sections 9.2 and 9.3, the documents hits on various points such as the need for maintaining the free movement of traffic and the need for maintaining reasonable access to premises. The two proposed disabled parking bays outside of NOs11/13 and NO10 are completely at conflict with these two points. The same section 9.2. c), states "*the extent to which off street parking accommodation is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged*". Again, the proposed disabled parking bays on the highway are at conflict with this point, in that there is a vast opportunity to exploit the large garden areas in front of the bungalows to designate as disabled parking bays as opposed to using up the precious highway area.

It is clear, when you consider all of the negative effects this will have, that the proposed disabled parking bays allocated for Osborne Street will result in a massively detrimental effect and will result in the downturn of the neighbourhood. I myself do not own or drive a car, however, I am seeing already the negative effect that this proposal is bringing simply by looking outside my window and observing my neighbours. Already there have been arguments and frustration caused entirely by this application, something I have not witnessed before from any of my neighbours, having lived on the street for some 43years.

There are other more practical opportunities which should be looked at before any highway marking of disabled bays is implemented. One such solution would be to convert the large garden areas both in front of and to the rear of the bungalows (where the applicants reside) into designated disabled parking areas, which would also have the added benefit of reducing travel distance to household. By the same token this also frees up highway space (a commodity which is in high demand), making the street easier to navigate for both vehicles and pedestrians.

For the sake of the street and the surrounding streets, the residents and the neighbourhood, this proposal should be rejected in its entirety.

Yours faithfully


[REDACTED]
Victoria Street
Shaw
Oldham
OL2 7AA
[REDACTED]

8th November 2017

Environment Group Solicitor to the Council
Paul Entwistle
Oldham Council
Civic Centre
West Street
Oldham, OL1 1UT

Dear Sir

Ref: LM/T017/17
Proposed Traffic Regulation Order
Implementation of Disabled Parking Bays on Osborne St, Shaw.

We wish to object to the proposals to create two disabled parking spaces on Osborne Street, Shaw. The reasons for our objections are as follows:

There is a significant issue already with traffic congestion in the streets surrounding Osborne Street. While we fully accept that no resident has a right to park on the highway or immediately outside their property, this does not diminish the fact that the majority of residents are car users and do need to park their vehicles somewhere. The proposed bays are larger than the size of a typical parking bay and would effectively displace two vehicles that would otherwise park in that space. This will have a significant and detrimental knock on effect on other residents and road users in the area.

Both Osborne Street and Victoria Street are narrow highways with only limited space for parking, on one side of the road. Already when residents are receiving deliveries, large delivery vehicles at times have to block the streets. Restricted the space for all vehicles to park in will impact heavily on the frequency of this type of occurrence leading to significant impact and potential conflict between all residents and road users.

There are currently 5 existing disabled bays in close proximity to the properties, on Victoria Street. The streets surrounding Osborne Street provide very limited opportunities for all residents to park and bearing this in mind we believe that the 5 bays already available are more than sufficient provision for dedicated disabled parking spaces and that this provision is surely at saturation point.

The disabled parking space being applied for outside of no 10 Osborne Street is situated in a turning head. This will make navigation of the street and turning at the top of the street an impossibility for all vehicles including emergency vehicles which could have extremely serious consequences.

We believe strongly that there are far more effective and reasonable options that would improve the situation for all residents, most notably the creation of off road parking spaces in the area immediately outside the properties from which these applications have been made.

Yours sincerely

[Redacted signature]

 Victoria Street
Shaw
Oldham OL2 7AA

13th October 2017

Environment Group Solicitor to the Council
Paul Entwistle
Oldham Council
Civic Centre
West Street
Oldham, OL1 1UT

Dear Sir

**Re: Ref: LJM/T017/17
Proposed Traffic Regulation Order
Implementation of Disabled Parking Bays on Osborne St, Shaw, located outside of
NO11/13 and NO10.**

I hereby submit my **letter of objection** to the above proposal. I present my reasoning below.

I am a resident currently living on Victoria Street and I have recently discovered the proposals for disabled parking bays on Osborne Street. This is completely ridiculous and should be dismissed as being the most ridiculous proposal ever put forward by Oldham Council.

Parking on Victoria Street is already difficult and has been made much worse by the recent addition of disabled parking bays on Victoria Street. I note, there are at current 5no disabled parking bays on Victoria Street which occupy some 33m of highway space.

The current disabled parking spaces on Victoria Street have resulted in massive congestion and sometimes have resulted in the street being extremely difficult to navigate. These current spaces have also made parking for others (i.e., able bodied), difficult or impossible.

The current disabled spaces on Victoria Street have already had a significant negative knock-on effect on the surrounding streets. Are Oldham council trying to bring this neighbourhood to a complete standstill? Any more disabled parking spaces in this neighbourhood will simply add to this congestion and will make navigating or parking on the local streets a complete nightmare. Is it the objective of Oldham council to cause the demise of an entire neighbourhood, as this is the effect it will have?

If this proposal was granted then current occupiers of those properties on Osborne Street would no doubt move their parking to Victoria Street. Those who are then trying to park on Victoria Street will be forced to park on Farrow Street, Kershaw Street, Church Road, Chamber Road.....where will this end?

The parking on Victoria Street was some time ago (before the implementation of disabled parking on Victoria Street) reasonably amicable. It is now ridiculous and will be worsened if more disabled spaces are implemented on Osborne Street. This is totally unacceptable.

Cont....

....cont

We note that those seeking these spaces are residents of the assisted and tenanted bungalows. These bungalows have massive outdoor spaces to both the front and the rear where disabled parking spaces could be readily located at minimal cost and minimum disruption to other road users and other residents of the terraced housing stock in this neighbourhood.

It is clearly obvious that those whom have put this absurd proposal forward have no idea of the issues with parking in the neighbourhood, nor parking outside of terraced properties in general. I would certainly doubt that those whom have put this ridiculous proposal forward would propose the same outside of their house or their residence! Have they considered the difficulty and disruption this will bring to families and those with young children in the neighbourhood? I think not!

I am shocked that this proposal has received outline approval without prior consultation with residents in the locality. This would have been objected to outright at that time prior to the scheme gaining its signatory approval in August 2017.

This proposal should be rejected in its entirety. It is completely absurd. It is ridiculous. It will simply lead to massive upheaval, unrest and friction between all residents.

Please accept my letter objection.

Yours Faithfully

A large, irregular black redaction mark covers the signature and any text that might have been present below the signature line.

Environment Group Solicitor to the Council
Paul Entwistle
Civic Centre
West Street
Oldham
OL1 1UT

03/11/17

<http://committees.oldham.gov.uk/documents/s84777/Proposed%20Disabled%20Persons%20Parking%20Places%20Order%20-%20Various%20Locations.pdf>

Dear Sir,

I am writing to you regarding the above proposal following recent applications made by Housing 21 for siting of disabled parking bays in Osborne Street, Shaw, OL2 7AB.

Please see the below objections I wish to put forward.

- The disabled parking bays are being proposed on a row of terraced properties where parking for the owners of the properties is already tight. There are 10 terraced and the properties measure approximately 4.8m wide each which just caters for parking of 10 house owners' vehicles. The current parking situation is tight but is well managed by the residents, relying upon consideration of one another and cooperation, and is currently amicable.
- Each disabled parking bay is 6.6m long which in effect displaces 2 regular parking spaces. Therefore, the installation of the Proposed Bays is likely to mean that three to four fewer vehicles are able to park on Osborne Street which will cause even greater strain on parking availability for local residents. More particularly, the Proposed Parking Bays will account for 13.2 metres of a 50 metre road, being 26.4% of the road and available parking space.
- Osborne Street is a narrow cul-de-sac and parking is currently restricted to one side only. Consequently, the Proposed Bays would prevent non-disabled residents from parking outside of their properties. Further, the bay proposed for outside number 10 Osborne Street is situated in a turning head at the end of a cul-de-sac, which will greatly reduce the space available for vehicles to turn round. Larger vehicles (such as emergency vehicles) may well find it difficult to turn round in the reduced space of the turning head.
- There are five disabled parking spaces already taking up navigable road space on Victoria Street which has had a detrimental impact since implemented on traffic flow and parking. These are in extremely close proximity to those applied for on Osborne Street and already create congestion.
- A disabled car sign-post will be within 3.6m of the main front living room window of both NO11 and NO13 Osborne Street, therefore providing obstruction of a clear view.
- The ideal solution would be for Housing 21 to provide safe, off road parking for their disabled residents. There is ample land registered to Oldham Council which could be used for this purpose. There is approximately 6.6m of garden space to the frontage of the bungalows along with 1660mm width of footpath. This would provide the required disabled parking space to be in closer proximity of their home instead of across the road.

We have lived on Osborne Street since May 2005. I have Multiple Sclerosis and my husband has Myalgic Encephalomyelitis and haemachromatosis. We are both under consultants at Salford Royal NHS FT and can provide medical evidence to support this. Our conditions impact us both physically and medically we are both classed as disabled so we would be required to apply for a disabled permit resulting in us to be in 'competition' for the disabled spot if implemented outside our house and number 13.

I do hope a well-considered solution can be found which benefits all.

Many thanks and regards

[REDACTED]
[REDACTED]
Helen & Scott Dumbarton
[REDACTED]
Osborne St
Shaw
OL2 7AB



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Our Ref: ND/ND/479458C.1 [REDACTED]

Your Ref:

3 November 2017

Environment Group Solicitor to the Council
 Paul Entwistle
 Oldham Council
 Civic Centre
 West Street
 Oldham
 OL1 1UT

By post and by email: paul.entwistle@oldham.gov.uk

Dear Sirs,

Letter of Objection
Proposed Disabled Parking Bays on Osborne Street, Shaw, Oldham, OL27AB

We are instructed by [REDACTED] Osborne Street, Shaw, Oldham, OL2 7AB. This letter is being sent to you by means of our client's formal objection to the proposed Traffic Regulations Order dated 9 February 2017 ("the TRO") which seeks to introduce two disabled persons parking places on Osborne Street outside the properties known as number 10 and 11/13 Osborne Street. ("the Proposed Parking Bays").

1. THE PROPSOAL

- 1.1. We are instructed that following applications by the residents of 4 and 10 Osborne Street for on-street disabled parking, Oldham Council ("OC") made a recommendation to introduce the Proposed Parking Bays and issued the TRO.
- 1.2. We refer to the Delegated Decision headed 'Proposed Disabled Persons Parking Places Order – Various Locations' dated 21 August 2017 ("the Decision"). A copy of the Decision is enclosed with this letter. In the Decision, OC provide that the Proposed Parking Bays are the only effective way to help disabled residents in the local area. No options or alternatives are proposed or considered by OC other than the Proposed Parking Bays.
- 1.3. As part of the Decision process, OC consulted with various local Ward councillors. It should be noted that Councillor Howard Sykes raised a number of concerns with the Proposed Parking Bays and requested that OC and Housing 21 consider the parking situation on Osbourne Street further so that it may be improved for all residents. Councillor Sykes raised concerns that there was already four disabled parking bays (there is in fact five) in nearby Victoria Street. The vehicles displaced by the disabled spaces in Victoria Street have consequently increased the demand for parking on Osborne Street. Mr Sykes was therefore concerned the Proposed Parking Bays would further reduce available parking on or around Osborne Street and that such a reduction was unreasonable in the circumstances.

In your corner

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1.4. Further, Mr Sykes was concerned over the location of the necessary signs for the Proposed Parking Bays. This was likely to interfere with a resident's line of sight from their front window.

1.5. In acknowledgement of these concerns, OC state in the decision that the *"ideal solution is for Housing 21 to provide its tenants with appropriate parking facilities"*. However, it is understood that Housing 21 are unwilling to do this.

1.6. Despite the concerns raised by Mr Sykes and its acceptance that it would be preferential for Housing 21 to provide appropriate parking facilities, OC elected to recommend the approval of the Proposed Parking Bays.

2. THE OBJECTIONS

2.1. OC has fundamentally failed to consider the impact that installing the Proposed Parking Bays would have on local residents and on traffic management along Osborne Street.

2.2. The following objections are hereby raised in opposition of the Proposed Parking Bays:

a. Parking along Osborne Street is already in high demand.

i) There are ten terraced houses and five bungalows that use Osborne Street for parking. Fourteen of the fifteen properties currently have at least one car per household. Thus, there is a requirement for fourteen (and up to fifteen parking spaces) along Osborne Street. However, there is only space for 11 vehicles. Consequently, demand far outstrips supply even before consideration is given to the Proposed Parking Bays and the space that they will require. We enclose images with this letter showing the high demand of parking along Osborne Street.

ii) Each disabled parking bay is 6.6m long which in effect displaces 2 regular parking spaces. Therefore, the installation of the Proposed Bays is likely to mean that three to four fewer vehicles are able to park on Osborne Street which will cause even greater strain on parking availability for local residents. More particularly, the Proposed Parking Bays will account for 13.2 metres of a 50 metre road, being 26.4% of the road and available parking space.

b. Osborne Street is narrow and parking is currently restricted to one side only. Consequently, the Proposed Bays would prevent non-disabled residents from parking outside of their properties. Further, the bay proposed for outside number 10 Osborne Street is situated in a turning head at the end of a cul-de-sac, which will greatly reduce the space available for vehicles to turn round. Larger vehicles (such as emergency vehicles) may well find it difficult to turn round in the reduced space of the turning head.

c. Traffic management would be severely affected. Parking would likely be so limited that delivery drivers attending residents' properties would be unable to park near the necessary property and would likely have to block the middle of the road whilst unloading, as often occurs on Victoria Street.

-
- d. There are already five disabled parking bays in close proximity to Osborne Street, on Victoria Street. There is therefore already a significant amount of designated disabled parking bays within the immediate area. Further, the installation of disabled parking bays on neighbouring streets has increased demand for parking on Osborne Street as vehicles displaced by the disabled parking bays on Victoria Street seek to park on Osborne Street. In the premises, it is submitted that the installation of the Proposed Bays would leave wholly insufficient parking for non-disabled residents.
 - e. As to the bay proposed to sit in between number 11 and number 13 Osborne Street, it will be necessary to erect a sign within four metres of the front windows of both properties. This will obviously interfere with the residents' line of sight from their front windows and will constitute an obstruction to what is currently a clear view.

2.3. In consideration of the above, it is submitted that the benefit gained from the installation of the Proposed Parking Bays is wholly disproportionate to the difficulties it will cause local residents in an area where parking is already limited and traffic management issues present themselves daily.

3. ALTERNATIVES

3.1. Although not suggested within the Decision, it appears that there is possible alternatives that could warrant further investigation. It is understood that there are significant grassy areas which are under the control of OC outside the properties of the disabled residents that have applied for the disabled parking bays. It is submitted that Disabled parking bays could be installed to these areas. This would not only create allocated disabled parking bays but would also preserve the current parking availability for non-disabled residents.

3.2. We invite the comments of OC as to the consideration it has given to this, or any other alternative solutions.

4. DOCUMENTATION

4.1. We enclose a signed petition from residents opposing the Proposed Parking Bays.

4.2. In order for our clients to carry out a further assessment of your decision, please provide us with copies of the parking availability assessment carried out by OC.

5. NEXT STAGES

5.1. Please acknowledge receipt of this letter as soon as practical.

5.2. We trust you will consider the objections raised in this letter and we invite you to set out your position in response within the next 21 days. If there are to be further investigations or a public hearing we trust you will notify us of such procedure in your response.

Yours faithfully,



JMW Solicitors LLP

Direct Dial: 0161 828 1890

Direct Fax: 0161 828 8340

Email: nathan.dean@jmw.co.uk

Victoria Street
Shaw,
Oldham
OL2 7AA

Oldham Highways Department / Oldham Planning Department

Civic Centre

West Street

Oldham, OL1 1UT

Date 24/10/17

Dear Sir / Madam

Re: Letter of Objection regarding the "Application for Disabled Parking Spaces, Osborne Street, Shaw, OL2 7AB"

Further to the proposed application for Disabled Parking on Osborne Street, Shaw, OL2 7AB.

I am currently a resident on Victoria Street (located at the bottom of Osborne Street). Although I am not a resident on Osborne Street, I feel the application, if agreed upon, would greatly impact the parking on Victoria Street, and other surrounding streets. Residents, including myself, often have to use nearby Farrow Street to park our vehicles.

I therefore, totally disagree with the proposed application for disabled parking spaces on Osborne Street. There are already disabled parking bays on Victoria Street.

I am fully aware of the difficulties faced by people with disabilities, and do not discriminate.

I ask, on behalf of all residents, for your understanding, and hope for a positive solution for all.

Kind regards



Victoria Street
Shaw,
Oldham
OL2 7AA

Environment Group Solicitor to the Council
Paul Entwistle
Oldham Council
Civic Centre
West Street
Oldham, OL1 1UT

Date 07/11/2017

Dear Sir

RE: 2nd LETTER OF OBJECTION WITH REGARDS TO:

The Application for Disabled Parking Spaces Outside NO11/13 and NO10, Osborne Street, Shaw OL2 7

REF: LJM/T017/17

Reasons for Objection –

- (1) Disabled parking spaces proposed for Osborne Street, which in effect is a cul-de-sac, would create unnecessary levels of congestion. The parking of vehicles would then spill out onto Victoria Street, which is already seriously congested with parked vehicles. Victoria Street, in my opinion, is a side Street (albeit with open access to each end of the street), yet at times is like a miniature version of the M62 (constant traffic driving through, at times at great speed).
- (2) There are already 5 disabled parking bays on Victoria Street, which are in close proximity to Osborne Street. Are these bays not sufficient enough for disabled parking in the area?
- (3) Health and Safety. I feel the issue isn't just with the parking of cars, but also with pedestrians in general using the area for access, either to their own homes, or just getting around the area on foot. Reference point (1).

I ask, on behalf of all residents, for your understanding, and hope for a positive solution for all.

Kind regards



Environment Group Solicitor to the Council
Paul Entwistle
Oldham Council
Civic Centre
West Street
Oldham, OL1 1UT

[REDACTED]
Osborne Street
Shaw
Oldham
OL2 7AB

29th October 2017

Dear Sir

RE: LETTER OF OBJECTION WITH REGARDS TO:

The Application for Disabled Parking Spaces, Osborne Street, Shaw OL2 7

REF: UJM/T017/17

I am writing to you regarding the recent applications for siting of disabled parking bays outside of Nos.11/13 and No.10, Osborne Street, Shaw, OL2 7, and in connection with the proposed TRO.

I completely object to these proposals. I consider that they are ill considered and completely impractical.

My reasons for objecting are as follows.

The proposed disabled parking space outside of NO10 is situated in a turning hammer head at the top end of the street. This will make it extremely difficult for all vehicular road uses to turn at the top of the street. This will make it impossible for emergency vehicles to turn at the top of the street. If an ambulance or fire engine is forced to enter into Osborne Street in the case of an emergency, then for the egress of the same, the emergency vehicle would have no other option but to reverse all the way down the street. With vehicle parking being busy and generally all the way down one side of the street, reversing of an emergency vehicle down a street of some 50m in length is fraught with health and safety issues and would be extremely dangerous. There are young children in the neighbourhood and if there is an emergency situation on the street, the lives of young children 'playing outside' will unnecessarily be put at risk.

The proposed disabled parking space outside of and staggered between NOs11/13 will result in unacceptable levels of congestion. Road users generally are required to park outside of property to access property, to carry out frequent maintenance on property and for all other normal day to day activities. This fact simply cannot be ruled out and dismissed, it is an important factor to consider. The proposed disabled space staggered between two properties due to its excessive length will effectively displace any parking opportunity for two regular parking vehicles. Although we are constantly reminded that no road users have the right to park on the public highway and that no property owners necessarily have the right to park outside of their residence, the siting of a disabled bay immediately outside of terraced housing stock will have a negative impact on road users in the neighbourhood, simply due to the fact that road users do at some point in the day have a need to park their vehicle. Road users do not simply drive around for 24 hours a day without ever stopping! A disabled parking bay that displaces two regular parking bays will result in everyday road users having to park vehicles on other streets in the neighbourhood, simply transferring the problem elsewhere. This will have a negative knock-on effect with other nearby streets.

All residents of property generally can have day to day deliveries. There are daily deliveries and postal requirements to Osborne Street. I ask Oldham Council Highways Department to confirm where delivery drivers and postal services should park their vehicles, for deliveries to the residents of Osborne Street, given the current congestion levels and the negative impact that a disabled parking bay will have ?

Again, we are and have been constantly reminded that no road users have the right to park on the highway. Then, I ask Oldham Council Highways Department to please confirm why then can disabled parking spaces (which are applied for on a personal basis) be put on the highway? Is this not discriminating against those whom are 'able' bodied, yet still have a requirement to park a vehicle somewhere?

Already in the neighbourhood and in extremely close proximity to Osborne Street, there are 5no disabled parking spaces already situated on Victoria Street. Please refer to the attached drawing. Would these existing 5 spaces not already constitute saturation of the level of disabled parking bays afforded to the area? It would appear that 5 disabled spaces in the immediate vicinity of 20 bungalows is extremely excessive. In this statement, we have only considered 20 bungalows as it is and has been only the residents of the bungalows whom have previously applied for and are now applying for disabled parking spaces. This statement cannot be dismissed as this information is freely available to the public.

We point out that those whom are applying for the disabled parking space to be sited immediately outside of NOs11/13 do in fact reside in the bungalow on the opposite side of the street, being NO4 Osborne Street. This fact is highlighted in the publicly available Oldham Council document titled "*Proposed Disabled Parking Persons Order - Various Locations, Report of: Executive Director, Economy, Skills and Neighbourhoods*", under section 7.1. This is not practical or logical. Please can Oldham Council Highways Department confirm why this is the case? Would it not be more practical for this disabled parking bay to be immediately outside of NO4 and on the same side of the street as NO4? This would then result in shorter travel distances which is the principal objective for the siting of a disabled parking bay. A further issue of the NO4 Osborne Street application for a disabled parking bay being on the opposite side of the street is that the sign-post of the same will be immediately outside of the terraced properties of NO11/13 and within a distance of 4m of the ground floor principal windows of both NO11 and NO13. Again, for this reason, it would be a better considered proposal to site this particular bay on the opposite side of the street, with the sign-post also sited on the opposite side of the street and outside of NO4.

I can confirm having measured the width of Osborne Street that it is 4.962m wide approximately. The footpath on the side of the terraced housing is 2.0m wide and the footpath on the opposite side is 1.64m wide. The siting of a disabled parking bay, given the narrow width of the street, will cause unnecessary congestion.

Cont.....

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I confirm that those applying for the disabled parking bays reside at the bungalows being NO's 4 and 10 Osborne Street. Again, this information is freely available in the publicly available document published by Oldham Council and therefore cannot be simply dismissed as being a 'derogatory' statement. The bungalows use the even numbers on the street and are numbered 2, 4, 6, 8 and 10. The bungalows have substantial garden spaces measuring approximately 6.5m front to back. Would it not be more practical in this instance to partially convert the garden spaces into disabled parking spaces? The garden space would perfectly accommodate disabled parking bays and the added benefit of this would be that the parking would then be in immediate vicinity of those applying for the parking space. Travel distances would then be reduced to 7.0m max as opposed to being 16m. This option would also by default free up much needed space on the highway of what is already a congested street in both terms of navigation and parking.

Having read section 9.2 of the publicly available Oldham Council document titled "*Proposed Disabled Parking Persons Order - Various Locations, Report of: Executive Director, Economy, Skills and Neighbourhoods*", The proposed disabled parking bays situated outside of NO11/13 and NO10 goes against all the subheadings, a), b) and c) within the same section. The disabled parking bay outside of NO10 goes against subheading a) relating to the free movement of traffic. The disabled parking bay outside of NO11/13 goes against sub-heading b), the need for maintaining reasonable access to premises as it is situated immediately outside of others houses (i.e., not outside of the applicants residence). Furthermore, the disabled parking bay outside of NO11/13 goes against sub-heading c), the extent to which off street parking accommodation is available in the neighbourhood, because parking is already extremely congested currently. The siting of a disabled parking bay will unnecessarily add to this.

I can confirm, having lived on Osborne Street for some 15 years, that the existing disabled parking bays situated along Victoria Street are causing severe congestion in the neighbourhood. At times, Victoria Street is entirely non-navigable due to vehicles having to park in the middle of Victoria street to deliver items to the residents of the bungalows, as other on street parking opportunities have been vastly reduced by the current disabled parking bays.

I can confirm that this application is already directly causing great stress and friction between residents in the neighbourhood particularly those living on Osborne Street. This can be confirmed by the recent Police visit on Monday 23rd October to question residents regarding threatening behaviour. This can be confirmed by the large public attendance at the meeting on the 25th October 2017 convened by Cllr Howard Sykes. This application must be dismissed as it will ultimately lead to further stress and more friction between residents. Surely, the health and well being of all residents and road users should be an important consideration of Oldham Council?

Cont.....

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My closing statement is this:

I really do implore that you give extremely careful consideration to the points highlighted above with regards to this completely absurd application/TRO. It is obvious in my mind that if any disabled parking spaces are marked out on Osborne Street, the resulting outcome will be massively detrimental to the neighbourhood. It would bring with it a negative impact on the neighbourhood and will create an unnecessary level of disharmony, friction and confrontation between the residents. I can freely say this as this is already happening. The large attendance at the meeting held at Shaw Parish Council on Wednesday 25th October clearly demonstrates this concern. The Police visit on Monday 23rd October reinforces this statement. This is something which OMBC, Oldham Highways Department and Unity Partnership should be looking to avoid at all cost.

There are better and much more sensible options, the best of which would be to convert the large garden spaces in front of the bungalow housing where the disabled residents live into driveways. This would provide for off road parking for the disabled persons in immediate proximity to their place of residence, without having to walk across the highway, up a pavement, and then up a garden path. It would ease congestion on the street. Surely, this would be the most practical and sensible solution. To my understanding, this would seem to be the only logical and acceptable solution!

Yours faithfully

A large, irregular black scribble redacting the signature and address. Below it are two horizontal black bars redacting the sender's name and address line.

+ Enclosures

(letter from Cllr Howard Sykes, Photographs showing current congestion and Drawing).

Appendix Document to Letter of Objection Against the marking out of Disabled Parking Bays on Osborne Street, Shaw. OL2 7AB

Photographs of the Street scene at Night showing parking arrangement



Photos taken looking at the bungalows to which the Application for Disabled parking bays relates (See the publicly available Oldham Council Document).

Note: the large available garden space which could be readily and easily converted into disabled parking bays, reducing travel distance for the disabled persons to the property.





Photos taken looking up the street scene – Viewing South West Direction

Note: the tight but just about managed parking for the residents. We note and are reminded that no road users are entitled to park outside of their residence or on the public highway. However, given the number of terraced housing stock and houses without driveways road users do need to park vehicles somewhere.





View looking South and up the street scene.

Note: the mixture of larger and smaller cars which make efficient use of available parking space



View looking from further down – viewing in a South west Direction



View taken from the bottom of the street looking in a South West Direction



View looking up Victoria Street from Rochdale Road end, note congestion as a direct result of the current Disabled Parking Bays.



View taken from the bottom of Osborne Street looking down Victoria Street.

Note the bottle neck created at the location of the current disabled parking bays on the left hand side

Environment Group Solicitor to the Council
Paul Entwistle
Civic Centre
West Street
Oldham
OL1 1UT

[REDACTED]
Osborne Street
Shaw
Oldham
OL2 7AB

3 November 2017

Dear Sir

RE: LETTER OF OBJECTION WITH REGARDS TO:

The Application of Disabled Parking Bays, Osborne Street Shaw OL2 7AB

Ref: LJM/T017/17

We are writing to you regarding the applications for disabled parking bays outside of No. 10 and Nos. 11/13, Osborne Street, Shaw, OL2 7AB.

We completely object to these applications and think there are better and safer solutions for the residents.

Our reasons for objecting are as follows:

The disabled parking bay outside of No.10, which is being proposed, will be situated in a turning point at the top of the street. If you proceed with this it will be impossible for vehicles to turn around, especially emergency vehicles. Also if the bay went ahead would the fence and kerb be removed or relocated so the passenger can get in and out of the car safely?

The disabled parking bay between numbers 11-13 would take up to two normal parking spaces. Which on a street that has nine spaces for fifteen houses, to go down to eight would have a greater knock on effect, on already crowded nearby streets.

If these impractical bays applied for by Nos. 4 and 10 went ahead. How long before Nos. 2, 6 and 8 apply for one? Where does it end? We know it's a public highway and no one has the right to park outside their home but we feel these bays would decrease the value of our house. Adding further bays would make our house worthless and almost impossible to sell. We know you will say that this is not the case, but no one would buy a house with a disabled bay outside it unless they were disabled.

The better and safer solutions would be to lose a bit of the large garden space the bungalows have to widen the road. So the residents have a shorter distance to walk and don't have to cross the road. Another option is to continue the turning point to allow access to the back of their homes. Having the bays at the back, would again make walking distance shorter.

We are not discriminating against anyone; if these bays go ahead it will ruin a peaceful and friendly neighbourhood.

Yours faithfully

Oldham Highways Department

Civic Centre

West street

Oldham, OL1 1UT

[REDACTED]

Osborne Street

Shaw, Oldham

OL2 7AB

[REDACTED]

[REDACTED]

Dear Sir/madam

I am writing with regards to the proposed disabled parking spaces on Osborne Street in Shaw. I would like to make it clear that I in no way hold any discrimination against disability or indeed disabled parking spaces. However, I write with strong objection to the proposed plan for disabled parking on the terraced side of Osborne Street.

This is an already busy street, although at present EVERYBODY has a parking space at the end of a day, including residents on both sides of the street.

By implementing the allocation of the disabled parking spaces, we will lose at least two other spaces due to the measurements that a disabled space requires. This in effect will cause an overspill of parking onto Victoria Street, which already cannot cater for the amount of cars it has.

Also I would like to highlight the safety issues surrounding these streets, they, in particular Victoria Street are extremely congested, especially at peak times of the day where it is surely only a matter of time that an accident occurs due to the congestion. The turning point at the top of Osborne Street where one of the spaces is due to be placed, is also an issue as although vehicle's can drive up the street, they cannot turn around there and are forced to reverse the whole way down the street. This is a particular concern for emergency transport and for the safety of any children playing out.

May I respectfully suggest that the fences even in part be dropped in order for these spaces to be implemented in a practical and safe way for all the residents of Osborne Street.

Yours Sincerley

[REDACTED]

[REDACTED]

30/10/17

Victoria Street,

Shaw,

Oldham,

OL2 7AA

05.10.17

Dear Sir/ Madam,

I write in objection to the document:

Proposed Disabled Persons Parking Places Order-Variou Locations : Dated 21.08.17

I am a resident on Victoria Street and I have recently learned through residents of Osbourne Street about the proposals for Disabled parking bays on Osbourne Street.

Parking on Victoria Street is already difficult and quite often I have to park my own vehicle on neighbouring roads i.e Farrow Street due to lack of space already on Victoria Street.

If this proposal was granted then current occupiers of those properties on Osbourne Street would no doubt use the nearest available spaces which will obviously start on Victoria Street.

The current parking of cars on Victoria Street works on a mutual basis for all residents and often residents will park outside properties not owned by themselves if their own space is occupied but this currently works with respect and understanding from all parties. If this proposal was granted then residents from Osbourne Street would no doubt have to park their vehicles outside properties on Victoria Street and I know this would start to cause friction between residents resulting in possible confrontational behaviour, not a great outlook for OMBC. This knock on effect would no doubt carry over to other streets, namely Farrow Street where the same issue no doubt would start there resulting in animosity between residents.

As parking is already very tight in the area due to lack of space then would the best option not be to use the excessive garden space with regard to the bungalows directly opposite the privately owned houses on Osbourne street?

I am still quite shocked that I have to write this letter after hearing 'only' through the voice of residents on Osbourne Street regarding this absurd proposal and I am saddened that a letter for this proposal was not posted to myself and the other residents on Victoria Street by either the Highways Office, Housing 21 or OMBC.

I do hope this proposal is still in the early process of consideration and should it proceed any further then all residents on Victoria Street and probably even Farrow Street should be properly and correctly notified with the option to reject this proposal as I know most of them will do.

With Regards,



Victoria Street
Shaw
Oldham OL2 7AA

12th October 2017

Environment Group Solicitor to the Council
Paul Entwistle
Oldham Council
Civic Centre
West Street
Oldham, OL1 1UT

Dear Sir

Re: Ref: LJM/T017/17

Proposed Traffic Regulation Order

Implementation of Disabled Parking Bays on Osborne St, Shaw, located outside of NO11/13 and NO10.

I hereby submit my letter of objection to the above proposal. I present my reasoning below.

I am a resident on Victoria Street and I have recently learned through residents of Osborne Street about the proposals for Disabled parking bays on Osborne Street.

Parking on Victoria Street is already difficult and quite often I have to park my own vehicle on neighbouring roads i.e Farrow Street due to lack of space already on Victoria Street.

If this proposal was granted then current occupiers of those properties on Osborne Street would no doubt use the nearest available spaces which will obviously start on Victoria Street.

The current parking of cars on Victoria Street works on a mutual basis for all residents and often residents will park outside properties not owned by themselves if their own space is occupied but this currently works with respect and understanding from all parties. If this proposal was granted then residents from Osborne Street would no doubt have to park their vehicles outside properties on Victoria Street and I know this would start to cause friction between residents resulting in possible confrontational behaviour, not a great outlook for OMBC. This knock on effect would no doubt carry over to other streets, namely Farrow Street where the same issue no doubt would start there resulting in animosity between residents.

As parking is already very tight in the area due to lack of space then would the best option not be to use the excessive garden space with regard to the bungalows directly opposite the privately owned houses on Osborne street?

I am still quite shocked that I have to write this letter after hearing 'only' through the voice of residents on Osborne Street regarding this absurd proposal and I am saddened that a letter for this proposal was not posted to myself and the other residents on Victoria Street by either the Highways Office, Housing 21 or OMBC.


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I do hope this proposal is still in the early process of consideration and should it proceed any further then all residents on Victoria Street and probably even Farrow Street should be properly and correctly notified with the option to reject this proposal as I know most of them will do.


The proposal should / must be rejected completely.

With Regards,

A redacted signature and name, consisting of several thick black horizontal bars obscuring the text.

ENVIRONMENTAL GROUP SOLICITOR TO THE COUNCIL
PAUL ENTWISTLE
OLDHAM COUNCIL
CIVIC CENTRE
WEST STREET
OLDHAM
OL1 1UT

01/11/17


OSBORNE STREET
SHAW
OLDHAM
OL2 7AB

LETTER OF OBJECTION

REF: UM/T017/17

DISABLED PARKING SPACES, OSBORNE STREET, SHAW, OLDHAM, OL2 7AB

Dear Sir/Madam

I am writing to you regarding the disabled parking spaces that have been applied for.

The proposed parking space outside of no. 11/13 will be the size and a half of a car, as the street is already congested now, this will cause even more problems for parking.

The other proposed spot outside no. 10 is a turning point, which will cause problems for any emergency vehicles coming up to the top of the street and being able to turn around. It will result in many having to reverse back onto Victoria Street which in itself is a narrow road.

If residents cannot park on the road and have to park streets away – what happens to the safety of lone females, families with young children and even people with disabilities returning home later at night?

There are already 5 disabled parking bays on Victoria Street, which already causes quite a lot of problems for residents parking cars. Cars passing through (a lot of times you cannot see vehicles coming from either end and have to reserve into tight spots).

The safety aspects of the proposed disabled bays are a great concern to me with two children, like many residents on my street I am concerned that with an already over congested road, parking will spill out onto neighbouring streets causing people to park in bad spots especially were children cross through in between parked vehicles – which will result in an accident.

Surely the sensible option would be to convert the garden that runs up the side of no.2/4 into a driveway for both residents or to remove the pavement on the bungalow side to make parking bays. I think either suggestion would be expectable to all parties concerned in this matter.

I do hope that you make careful consideration when making your decision, and that the outcome is the right one in everyone's interest.

Yours faithfully



Environment Group Solicitor to the Council
Paul Entwistle
Oldham Council
Civic Centre
West Street
Oldham, OL1 1UT

[REDACTED]
Osborne Street
Shaw
Oldham
OL2 7AB
October 30, 2017

Dear Sir/Madam,

RE: Letter of Objections for Disabled Parking Bays on Osborne Street Shaw, Oldham, OL2 7AB Ref:LJM/TO17/17

I am writing my objection regarding the Proposed Disabled Parking Bays outside of house numbers 11/13 and a second proposed Disabled Parking Bay outside house number 10.

I am fully aware that no persons have the right to park on the highways, with that being said cars do park on the highways and as such on Osborne Street.

Osborne Street is only a small street with a total of 15 Homes (this count does include both sides of the street) Between the total of Residents which use the road on Osborne street there are a total of 15 vehicles that require parking for the properties throughout the day, evening and through the night. There are also daily deliveries made to both sides of the street and carers to both sides of the street.

The congestion has reached an overwhelming amount at the busiest times of the day. The congestion on Osborne street is added with more congestion on Victoria Street, which road users must use to gain access to Osborne Street. This has a massive negative effect on the area. This is largely due to the number of vehicles the road users have and the newly installed Disabled Parking Bays that have been added on Victoria Street. There has been **FIVE** Disabled Parking Bays in the last few months. This has greatly added to the congestion in the area. The instillation of the Five bays have caused bottle necking and traffic jams. As this is not only the vehicles of the residents that use these streets, but the traffic from the local school as well.

My objections to the Disabled Parking spot outside number 10 is this, this location is in the **Turning Hammer Head** Directly causing congestion Health and Safety issues with any road user trying to turn their vehicle around. This proposed position is not suitable at all and should be discarded immediately. Emergency Vehicles may have room to drive up Osborne Street but unfortunately due to the congestion in the Turning Hammer Head are unable to turn themselves around. This is unsafe for All Residents and Emergency Personal who have come to aid in the emergency.

The Turning Hammer Head is a place/position on the public highways to allow All road users to safely turn their vehicles around. This is not a personal parking spot for any of the residents, as the congestion has a major impact on the safety of All Road users.

My objection to the Disabled Parking Bay outside the properties of 1-1/13 are again the congestion of road users and of residents. With a Disabled Parking spot the length needed will in turn take up the space of two Houses and will displace two vehicles causing more congestion elsewhere.

I know the application for a Disabled Parking Bay are applied for on a personal basis, and once a Disabled Parking Bay is implemented any persons with a blue badge are entitled to park their vehicle in the space provided.

In the Best interest of persons applying for the Disabled Parking Bay is it not the idea for them to have a spot positioned as close to their residence as possible? If this is the case, then I ask why is the position being proposed for the applicant across the highway from the residents and not on the side of the highway in which they reside.

There is ample space to provide the Disabled Parking Bay in a much closer position for the needs of the applicants who are requesting the proposed Disabled Parking Bays. If on the same side to which the applicants reside they will have less distance to travel to vehicles there for benefitting the request and avoiding congestion overload on one side of the highways.

I want to make it very clear that I am not discriminating against any persons with a request for a Disabled Parking Bay, I am objecting to the positions in which the proposal is planning to put them.

Kindest regard's,

A dark, irregularly shaped redacted area covering the signature of the sender.

Environment Group Solicitor to the Council
Paul Entwistle
Oldham Council
Civic Centre
West Street
Oldham, OL1 1UT

Residents of:
Osborne Street
Shaw
Oldham
OL2 7AB

29th October 2017

Dear Sir

RE: SIGNED PETITION OF OBJECTION WITH REGARDS TO:

The Application for Disabled Parking Spaces, Osborne Street, Shaw OL2 7

REF: LJM/T017/17

Please find enclosed a petition in opposition to the proposed disabled parking spaces, Osborne Street, Shaw.

The petition has been signed by residents of those streets which will be affected, if the proposed disabled parking spaces were to be implemented, including Osborne Street, Victoria Street and Farrow Street.

The petition has been duly signed by 34 local residents.

Yours faithfully

A large black rectangular redaction box covering the signature of the sender.

**PETITION AGAINST THE IMPLEMENTATION OF DISABLED PARKING BAYS
OUTSIDE OF NOS11/13 AND NO10, OSBORNE STREET, SHAW**

REASONS FOR OBJECTION

- A. There are already 5 disabled parking spaces already taking up navigable road space on Victoria Street and which have since their implementation had a negative and detrimental impact upon traffic flow, congestion and parking. These spaces are in extremely close proximity with the spaces now being applied for along Osborne Street. Surely the existing 5 spaces would be considered 'saturation' in terms of disabled parking spaces in this area and any more would be unreasonably over-compensating given the 20 houses to which the applications for disabled parking spaces are would be associated?**
- B. Each disabled parking space is 6.6m long which, given their length, are displacing 2 regular parking spaces for all other road users. This effect then simply transfers onto other streets. Is it the policy of Oldham Highways to create congestion and grid-lock? We note here that we are constantly reminded that no road users have the right to park on the highway, but this is a fact of modern life and should be a consideration.**
- C. Disabled parking spaces on Victoria Street have already resulted in congestion and worsening of traffic flow.**
- D. Disabled parking spaces proposed for Osborne street (which is effectively a cul-de-sac) will create unnecessary levels of congestion along what is already a short and narrow highway and would go against sections 9.2 and 9.3 of the publicly available Oldham Council document titled *"Proposed Disabled Parking Persons Order - Various Locations, Report of: Executive Director, Economy, Skills and Neighbourhoods"*.**
- E. The implementation of disabled parking spaces on Osborne street will accommodate approximately 13.2m length of highway. Given the street length is only 50m approximately, these two spaces will effectively result in a 26.4% reduction in available and navigable highway space.**
- F. There are other more tangible options which by default would result in a much more positive affect on parking, congestion and traffic flow such as utilising the large garden areas associated with the Council owned land around the bungalows. There is approximately 6.6m of garden space to the frontage of the bungalow properties along with a 1660mm width of footpath. Given the short length of Osborne Street which has a footpath on both sides, the footpath along the bungalows side of the street is only very rarely used. Does it not make more sense and would it not be more practical to convert this footpath and 1.5m of garden space to create disabled parking bays? These would be much closer in proximity to those whom are more likely to require the disabled parking spaces resulting in shorter travel distance for the disabled applicants.**
- G. The disabled parking space being applied for outside of no 10 Osborne Street is situated in a turning head. This will make navigation of the street and turning at**

the top of the street an impossibility for all vehicles including emergency vehicles. Emergency vehicles using Osborne Street would then be forced to reverse a length of 50m back down the street should they ever need to attend to anybody at the top of the street. A large vehicle reversing 50m on a street with parked vehicles and being only 4.95m in width is fraught with danger to other road users and pedestrians.

- H. A disabled car sign-post will be within 4.0m of the main front living room window of both NO11 and NO13 Osborne Street, therefore providing an obstruction of a clear view from the principal window of the property. As the residents of NO11/13 are not applying for disabled parking provision, why then would it be acceptable to place both a disabled spot and a signpost immediately outside of these properties.**

Environment Group Solicitor to the Council
Paul Entwistle
Oldham Council
Civic Centre
West Street
Oldham, OL1 1UT

20th October 2017

Dear Sir

RE: PETITION OF OBJECTION AGAINST (i.e., OPPOSED TO):

The Application for/Introduction of Disabled Parking Spaces, Osborne Street, Shaw OL2 7

REF: LIM/T017/17

This is a signed petition on behalf of the residents of Osborne Street, Victoria Street and Farrow Street whom are opposed to (or object to) the introduction of disabled parking spaces outside of NO11/13 and NO10, Osborne Street, Shaw. OL2 7.

Signed By & Address:

Reasons for the Objection Against Disabled Parking

T. Beeking 5 Osborne St. CL2 7AB.	All of the above
R. McClado 9 Osborne St	9 all of the above
Mayall. 13 Osborne St	All of the above
A. McClado 9 Osborne St	9 all of the above
E. McDonald 15 Osborne St	all of the above
C. McDonald 15 Osborne St	all of the above
A. DUFFY 69 Victoria Street	All of the above.
S. SAILENDU 63 Victoria Str.	All of the above
P. Broadbent 81 Victoria St	All of the above.
Stewart 85 Victoria St	All of the above
79 Victoria St	All of the above
W. Harrod 61 Farrow St.	All of the above.

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Signed By & Address:

Reasons for the Objection Against Disabled Parking

B. B. League
63 Farrow Street
Shaw
63, FARROW ST,
Ian Atrod
61 FARROW ST

all of the above.
all of the above.
.....
—————

Colin Aspinall
62 Church Rd.

all of the above.

80 Farrow St G Taylor

STEPHEN TAYLOR
80 FARROW ST

all of above

W. FRIEND 64 FARROW ST
J. FRIEND SHAW. the above

E. ASHWORTH 13 OSBORNE STREET, SHAW OL2 7AB

J. P. [Signature] 3, OSBORNE ST " " "

M. Bradburn
MARK BRADBURN. 5 OSBORNE STREET. SHAW.

- ALL OF THE ABOVE (A to P).
REASONS. I WOULD LIKE
TO ADD THAT THIS PROPOSAL
IS COMPLETELY RIDICULOUS &
IMMORAL & GOES AGAINST
THE RIGHTS OF TAX PAYING
ROAD USERS.

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Signed By & Address:

Reasons for the Objection Against Disabled Parking

[Signature]
67 Victoria St.

All of the above .

[Signature]
67 Victoria St

ALL OF THE ABOVE.

[Signature]
73 Victoria St

ALL of the ABOVE.

[Signature]
73 Victoria St .

ALL OF THE ABOVE

[Signature]
75 VICTORIA ST

ALL THE ABOVE

83 Victoria St

all of the above .

[Signature]

||

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Signed By & Adress:

Reasons for the Objection Against Disabled Parking

62, Burners
66 Farrow St.


76 Farrow St.

11 Moore
78, Farrow St.

10 Sunkinson

3 Osborne St

ALL OF THE ABOVE

All of above

All of above

All the above.

All of the above