
STATEMENT OF COUNCIL'S JUSTIFICATION

TM2/20/473 -- MOSS LANE - LOWER MOSS LANE, WHITEFIELD

Concern had been expressed by drivers travelling to and from Bury New Road along Moss Lane about parked vehicles causing visibility and obstruction problems.

Drivers were parking their vehicles on the westerly bound side of Moss Lane from the end of the existing waiting restrictions towards the bridge over the Metrolink service line.

This was discussed by the Traffic Management Unit at its meeting in September 2015 and again at a meeting in May 2017, the decision being to recommend the extension of no waiting at any time restrictions on Moss Lane on each occasion.

However, observations have indicated that double parking is now a problem especially where there are no restrictions and this is causing additional obstruction problems to two way traffic flow.

It is proposed therefore to extend no waiting at any time restrictions further along Moss Lane on the northerly side as indicated on the attached proposal plan to alleviate congestion and obstruction problems.

In addition, residents of Lower Moss Lane have complained about none residents parking at the cul-de-sac end in the turning area which is causing problems. Any additional restrictions on Moss Lane is likely to displace some of the parking into Lower Moss Lane and it is therefore proposed to introduce no waiting at any time restrictions in the turning area to alleviate the problem.

This was discussed by the Traffic Management Unit at its meeting of 28 January 2020, the decision being to recommend the introduction of no waiting at any time restrictions to alleviate access and obstruction problems.

The extent of the proposed restrictions are described in the accompanying schedule.

Proposed Introduction of No Waiting at any Time Restrictions

SCHEDULE

Moss Lane, Whitefield – northerly side, from a point 195 metres east of the easterly kerblineline of Bury New Road to the westerly kerblineline of Park Seventeen

Lower Moss Lane, Whitefield – southerly side, from its cul-de-sac end (side of Metrolink) for a distance of 15 metres in a north-easterly direction (including turning area)