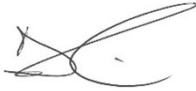


OFFICER DELEGATION SCHEME RECORD OF DECISION

Date: 19/04/21	Ref No: ENG009	
Responsible Officer: Katie Vincent-Mercer		
Title/Subject matter: Proposed Formalisation of No Waiting at Any time – Lily Hill Street, Whitefield		
Budget/Strategy/Policy/Compliance:		
(i) Is the decision within an Approved Budget?	Yes	
(ii) Is the decision in conflict with the council's policies, strategies or relevant service plans?	No	
(iii) Does the decision amend existing or raise new policy issues?	No	
(iv) Is the decision a non-key decision (below £100,000, outside the MO definitions)	Yes	
Is publication still required? (see guidance)	Yes	
Summary: Taking into account the justification for the formalisation of No Waiting at any time restrictions and the objection received to the proposal on Lily Hill Street, Whitefield, to approve for implementation the proposal as advertised. The restrictions are proposed in order to maintain visibility, traffic flows and assist turning movements.		
Options considered:		
Decision: to approve for implementation the proposal as advertised		
Decision made by:	Signature:	Date:

D R Giblin Head of Engineering		24/06/2021
Members Consulted (if applicable) [see note 1 below]		
Cabinet Member		
Lead Member		
Opposition Spokesperson		

Notes

1. Where, in accordance with the requirements of the Officer Delegation Scheme, a Chief Officer consults with the appropriate Cabinet Member they must sign the form so as to confirm that they have been consulted and that they agree with the proposed action. The signature of the Opposition Spokesperson should be obtained if required, to confirm that he/she has been consulted. Please refer to the MO Guidance.
2. **This form must not be used for urgent decisions.**
3. Where there is any doubt, Corporate Directors should err on the side of caution and seek advice from the Council's Monitoring Officer.

TM2/19/460:- LILY HILL STREET, WHITEFIELD

**COMMENTS ON OBJECTIONS RECEIVED IN RESPONSE TO THE
ADVERTISEMENT OF THE PROPOSALS**

Introduction:

No Waiting at Any time restrictions were introduced on Lily Hill Street in 1974. In 2009 some changes were made to remove a small section of the restrictions to provide some limited waiting in one arm of the turning head on Lily Hill Street.

The remainder of the No Waiting restrictions were to be retained along the length of Lily Hill Street from the turning head to Bleakley Street, however the provision of limited waiting required amendments to the original traffic regulation order.

It has come to light that the full length of No Waiting at any time restrictions were mistakenly revoked from the 1974 TRO, rather than just the section where the limited waiting was to be provided.

Enquiries have also been made for consideration to be given to removing some of the No Waiting restrictions to provide further limited waiting to assist the businesses. Given that Lily Hill Street has a number of residential driveways on the west side, is well used by traffic accessing the car park located on it and by traffic travelling between Radcliffe New Road and Bury New Road etc, to maintain visibility and turning movements, it is not considered there is further scope either on the straight section of Lily Hill Street or within the turning head to provide additional limited waiting.

Given that the area has operated with the restrictions in place for a number of years and we do not necessarily want to introduce visibility problems or impact on traffic flows caused by parked vehicles it is recommended that the restrictions are kept in their current form on site and the process followed to legally formalise the restrictions.

This was discussed by the Traffic Management Unit at its meeting of 30 July 2019, the decision being to recommend the formalisation of No Waiting at Any time restrictions on Lily Hill Street, Whitefield in order to facilitate traffic movements and maintain visibility.

The advertised proposals (Bury Times Thursday 06 August 2020) were as follows:-

Formalisation of No Waiting at Any time

Lily Hill St, Whitefield – Both sides including the turning head on the west side, from its junction with Bleakley St/Cross St to a point 24m south of the projected southerly kerbline of the Un-named Side St adjacent to no.23 Lily Hill St

Objections:

Following advertisement of the proposals the Council received one objection as follows:-

Objection ~ (1)

"The local businesses in this area need every bit of parking they can get to encourage trade and this area would be perfect for extra parking spaces. There is no need for double yellow lines in the bays!

Many years ago I complained and was told it was a turning head for heavy goods vehicles - but I can assure you NO trucks come to turn round at the back of my salon!!

I have double yellows all round my shop and would appreciate a little help from you to make it easier for our customers to park close by - especially these days when businesses are struggling to keep going.

The nearby car park is used early in the morning by people travelling on the Metrolink into Manchester and last winter it was impossible for our customers to find a space during the day! (Obviously now it isn't too bad as they are not back at work yet!) I can see why it is a money making scheme for you as I've seen traffic wardens popping up as late as 8.30 in the evening to catch people visiting the nearby restaurants!

I feel very strongly that this area be released for parking and will be consulting all the local businesses to sign a petition to object to these plans."

Further comments received following a brief explanation to the objector regarding why the proposal is to formalise the lining currently in place and why no amendments have been proposed to the lining currently on site.

"I am not happy with your explanation of why the double yellow lines are so important in this small area. Now the 3 spaces are taken up next to the solicitors (usually by their staff or customers) I can't see any heavy goods vehicles being able to turn there anymore (why would they want to??)

A couple of extra parking spots in the bay adjacent to the other parking places would be very appreciated by my less able clients and when the weather is bad (visibility would not be affected) - The bay is of no use to you other than to make money when people inadvertently think it is a reasonable parking spot (especially at night for the restaurants nearby)

I would like someone to meet up with me and look at the area properly and consider this proposal (not just look at a map)

You should want to help local businesses not make life harder for them!

I do know that the people who own crowded house objected to double yellow lines outside their shop and won their case! So why should I be surrounded by double yellow lines?"

Comments on Objections:

It is appreciated that local businesses rely on parking in the surrounding areas and that any additional parking would likely be of benefit.

The "bays" referred to on the westerly side of Lily Hill Street are actually the westerly arm of the turning head. Limited waiting was created in the southerly arm of the turning head in 2009, however the southerly arm was longer in order to sufficiently accommodate a vehicle. This in addition to the retention of the westerly arm of the turning head ensures that there is a suitable turning facility to allow any vehicles, not specifically HGVs, to complete a turning movement should it be required. As such it is considered appropriate to continue to protect the current turning facilities that exist.

There are proposals for the creation of approximately 120 additional spaces at the Whitefield Metrolink Car Park. Once complete this is likely to alleviate some of the pressure on parking in the surrounding area.

The limited waiting already in place is intended to provide a turnover of spaces to allow different drivers the opportunity of parking. This location will be highlighted to colleagues in Parking Services enforcement to ensure that the limited waiting is being utilised as such. Additionally, there is a significant number of limited waiting spaces available on Cross Street which is within reasonable proximity of the objectors premises.

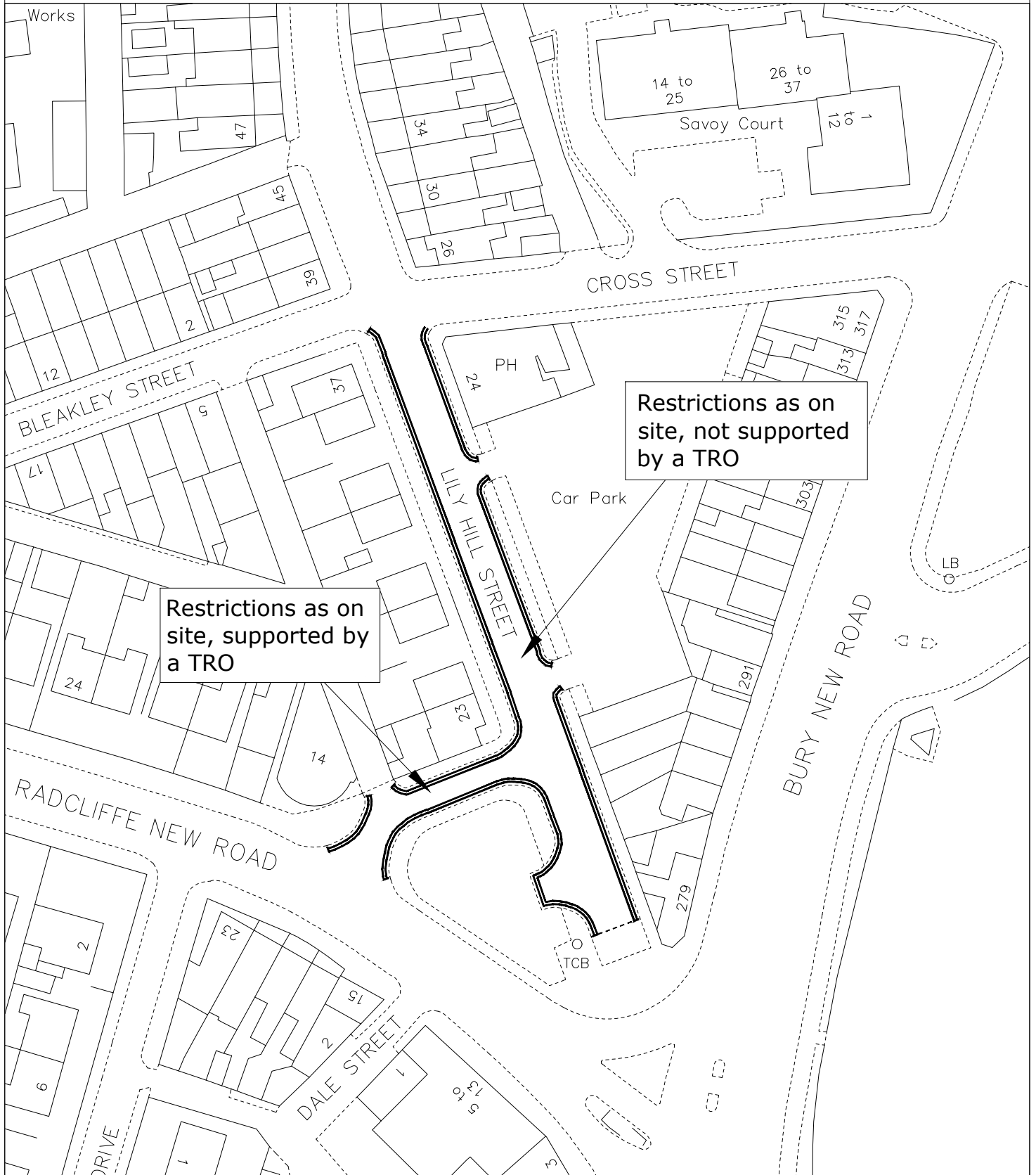
The frontage of the premises is situated on Bury New Road which is a classified road (A56). The premises is located on the exit side of the signalised junction with Radcliffe New Road, just before the commencement of a mandatory cycle lane and right turn pocket into George Street. In view of the traffic flows and location there is no scope to provide parking to the front of the premises.

Site observations are carried out and any restrictions implemented on the highway are considered from a network management perspective and in the interests of highway users. Whilst subsequent enforcement of restrictions may take place, this is not a contributory factor when considering the necessity of restrictions.

Notwithstanding the objections/comments received, in view of the observations carried out of Lily Hill Street, it is still thought that the restrictions are justified in order to maintain suitable traffic flows, visibility and turning movements at junctions and facilitate vehicle turning movements within the turning head. Therefore it is recommended that the restrictions be formalised/implemented as advertised.

Mrs D A Parsons
Senior Engineer
Highway Network Management

Lily Hill Street, Whitefield Existing & Proposed Restrictions Plan



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