



**Oldham**  
Council

## **Delegated Decision**

# **Proposed Prohibition of Waiting - Stable Street, Chadderton**

Report of: Deputy Chief Executive – People and Place

Officer contact: Sarah Robinson, Traffic Engineer  
Ext. 4377

**21 January 2019**

### **Purpose of Report**

The purpose of this report is to consider the introduction of no waiting at any time restrictions (double yellow lines) along Stable Street, Chadderton to remove obstructive parking problems being experienced by delivery drivers attempting to access the grounds of the La Via Tapas restaurant.

### **Recommendation**

It is proposed that double yellow lines are introduced along Stable Street, Chadderton, in accordance with the schedule detailed in the proposal at the end of this report.

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## **Proposed Prohibition of Waiting - Stable Street, Chadderton**

### **1 Background**

- 1.1 Stable Street, Chadderton is the continuation of Railway Road and provides access to the car park and loading area of La Via Tapas restaurant and the private parking areas of Guinness Partnership Housing Association.
- 1.2 Both Railway Road and part of Stable Street have previously been treated with double yellow lines as part of the implementation of the Metrolink line, but due to numerous objections received at the time this proposal was publically advertised, some of the yellow lines proposed for implementation along Stable Street were removed from the scheme; the purpose of this was to enable the employees of Guinness Partnership to utilise the highway as overspill parking when their car park becomes full.
- 1.3 Unfortunately, the parking is now at a level that vehicles making deliveries to La Via restaurant are being obstructed as they are unable to reach the loading area and are also unable to turn round once they have committed to make the turn into Stable Street. Parking is also taking place partly within the entrance of the restaurant car park which compounds the problem.
- 1.4 The proprietor of the restaurant has been in regular contact with the Highways Team to seek assistance in resolving this problem; the only option available to the Highways Team is to introduce additional double yellow lines to remove the parking.
- 1.5 Observations have been undertaken in the area which have revealed that parking is taking place along Stable Street and also partly within the entrance to the car park of the restaurant; in view of this it is felt that double yellow lines should be introduced to remove all on-street parking from Stable Street.

### **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 is Option 1

### **4 Justification**

- 4.1 In view of the obstructive parking taking place along Stable Street it is felt that double yellow lines should be introduced in accordance with drawing number 47/A4/1528/1.

## 5 Consultations

- 5.1 G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal.
- 5.2 T.f.G.M. View - The Director General has been consulted and supports 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 Hollinwood Ward Councillors

- 6.1 The Ward Councillors have been consulted and no comments were received.

## 7 Financial Implications

- 7.1 The cost of making this restriction along with initial road marking and maintenance thereafter is as follows:

	£
Advertisement of Order	1,200
Introduction of Road Markings	500
<b>TOTAL</b>	<b>1,700</b>
Annual Maintenance costs (calculated Nov 2018)	100

- 7.2 The advertising and initial road marking cost of £1,700 will be funded from cost centre 40916 (Highways Operations – Unity).
- 7.3 The annual maintenance costs estimated at £100 per annum will be met from cost centre 40350 (Highways Operations). If there are pressures in this area as the financial year progresses, the Directorate will have to manage its resources to ensure that there is no adverse overall variance at the financial year end. (Nigel Howard/Sadrul Alam)

## 8 Legal Services Comments

- 8.1 The Council must be satisfied that it is expedient to make the Traffic Regulation Order in order to avoid danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or for preventing damage to the road or to any building on or near the road, or for facilitating the passage on the road or any other road of any class of traffic, including pedestrians, or for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property or for preserving or improving the amenities of the area through which the road runs.

8.2 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)

## 9 **Co-operative Agenda**

9.1 In respect of this proposal 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 Energy – Nil.

15.2 Transport – Nil.

15.3 Pollution – Nil.

15.4 Consumption and Use of Resources – In accordance with current specifications.

15.5 Built Environment – Minor alteration to visual appearance of area.

15.6 Natural Environment – Nil.

15.7 Health and Safety – The introduction of the yellow lines will create a safer environment for all highway users.

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

16.1 Removing obstructive parking along the highway will meet the aspirations of the complainant.

## 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 **Proposal**

21.1 It is proposed that a Traffic Regulation Order be introduced along Stable Street in accordance with the following schedule.

Schedule

Drawing Number 47/A4/1528/1


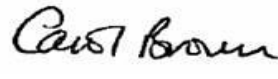
Delete from the Oldham borough Council (Chadderton Area) Consolidation Order 2003

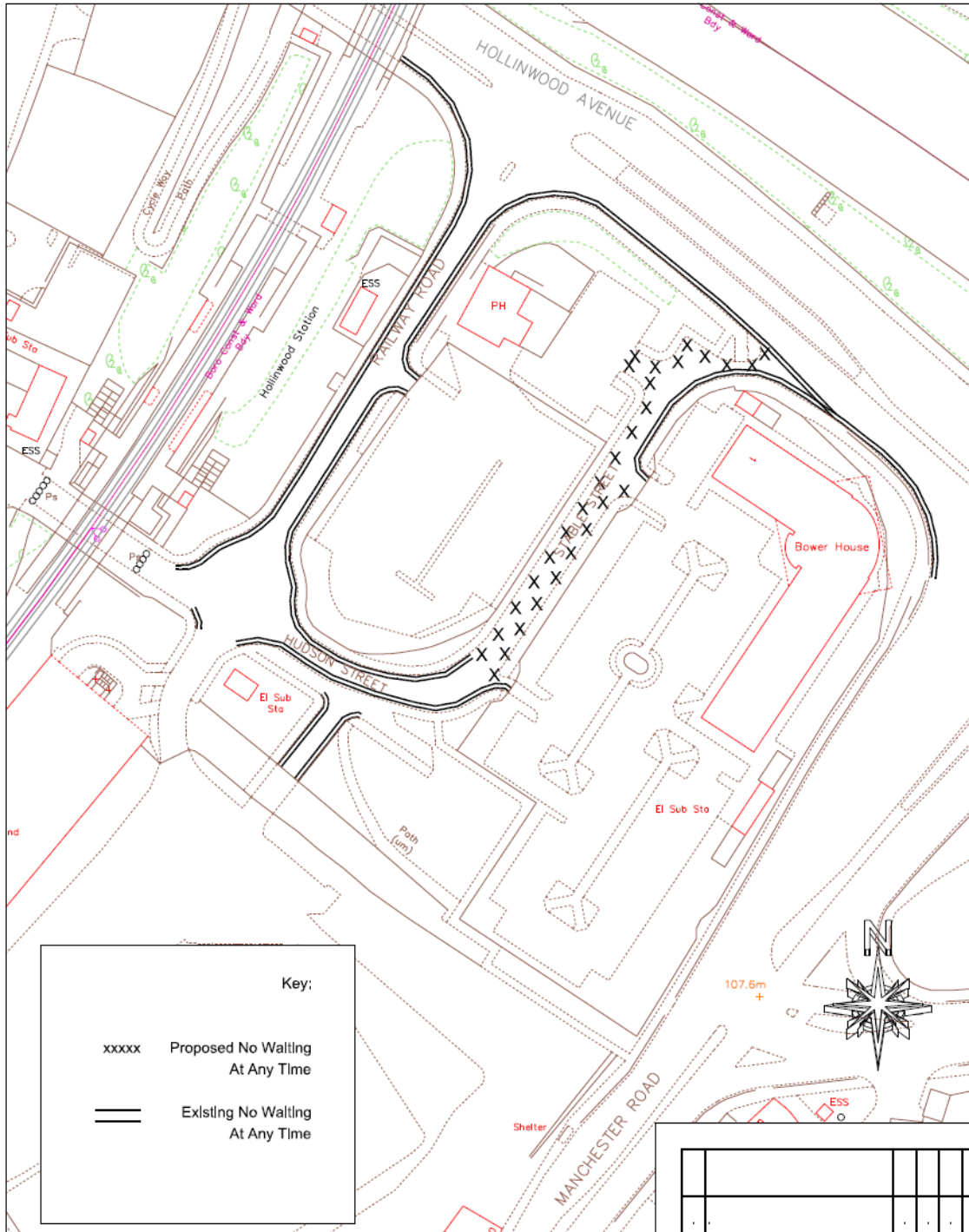
<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>	<b>Column 4</b>	<b>Column 5</b>
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Stable Street</u> (North West Side)  From its junction with Hollinwood Avenue for a distance of 30 metres in a generally westerly direction	8am – 5 pm Mon - Sat	A, B1, B3, B4, C, E, K3	
	<u>Stable Street</u> (South East Side)  From its junction with Hollinwood Avenue, including the left turn slip, for a distance of 39.6 metres in a south westerly direction	At Any Time	A, B1, B3, B4, C, E, K3	

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

<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>	<b>Column 4</b>	<b>Column 5</b>
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Stable Street</u> (Both Sides)  From its junction with Hollinwood Avenue, including the left turn slip, to its junction with Hudson Street	At Any Time	A, B1, B3, B4, C, E, K3	

**APPROVAL**

<p><b>Decision maker</b></p> <p>Signed  Cabinet Member, Neighbourhood Services</p>	<p>Dated 04/02/19</p>
<p><b>In consultation with</b></p> <p>Signed  Director Of Environmental Services</p>	<p>Dated 25/01/19</p>



**Key:**

xxxxx	Proposed No Waiting At Any Time
====	Existing No Waiting At Any Time

Rev	Revision details	By	CHK	App	Date

	Client				Title Proposed Prohibition of Waiting - Stable Street, Chadderton
	Project	File Ref: TM3/1003			
<b>HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Cheapside, Oldham OL1 1NY	Drawn by	JW	Date	11/18	Drawing No. <b>47/A4/1528/1</b>
	Checked by	SR	Date	11/18	
	Approved by	GDS	Date	11/18	
Purpose of Issue Scale at A4 size 1:1250			Rev. .		