

## **Delegated Decision**

# **Proposed Prohibition of Waiting - Edward Street and St Johns Street, Werneth**

Report of: Deputy Chief Executive – People and Place

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**23 January 2019**

### **Purpose of Report**

The purpose of this report is to consider the introduction of prohibitive waiting restrictions (double yellow lines) on Edward Street and St Johns Street, Werneth to alleviate obstructive parking problems experienced by motorists exiting St Johns Street.

### **Recommendation**

It is recommended that 'No waiting at any time' restrictions be introduced at the Edward Street / St Johns Street junction, Werneth, in accordance with the schedule at the end of this report.

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## **Proposed Prohibition of Waiting - Edward Street and St Johns Street, Oldham**

### **1 Background**

- 1.1 A concern has been received from a local resident regarding the current level of parking taking place on Edward Street, Werneth at its junction with St Johns Street which is obstructing visibility for motorists exiting St Johns Street. Waiting restrictions in the form of double yellow lines have been requested to alleviate parking within vicinity of the junction.

### **2. Current Position**

- 2.1 Observations have revealed vehicles do park on the north east side of Edward Street north west of its junctions with St Johns Street which can obstruct the visibility of motorists exiting St Johns Street. Also parking taking place in this location can obstruct the free flow of traffic through the junction.
- 2.2 Currently there are prohibitive waiting restrictions (single yellow line, Mon-Fri 7.30am to 6.30pm) on the north east side of Edward Street, south east of its junction with St Johns Street. The single yellow line is located in front of residential properties and therefore prevents parking throughout the day but permits residents to park at weekend and in the evening, if they wish. As there are no properties in the proposed location, double yellow lines are considered a more suitable option to remove parking 24 hours a day, seven days a week.

### **3 Options/Alternatives**

- 3.1 Option 1: To approve the recommendation to introduce waiting restrictions.
- 3.2 Option 2: Not to approve the recommendation to introduce waiting restrictions.

### **4 Preferred Option**

- 4.1 The preferred option is Option 1, to introduce waiting restrictions.

### **5 Justification**

- 5.1 The introduction of waiting restrictions on Edward Street and St Johns Street will not only improve the visibility for motorists exiting St Johns Street but will also help with the free flow of traffic through the junction in accordance with the schedule and plan at the end of this report.

### **6 Consultations**

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

- 6.2 T.f.G.M. View - The Director General has been consulted and has no objection to this proposal.
- 6.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.
- 6.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

**7 Comments of Werneth Ward Councillors**

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

**8 Financial Implications**

- 8.1 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>                                      | <u><b>1,700</b></u> |
| Annual Maintenance costs (calculated August 2018) | 100                 |

- 8.2 The advertising and initial road marking cost of £1,700 will be funded from cost centre 40916 (Highways Operations – Unity).
- 8.3 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)

**9 Legal Services Comments**

- 9.1 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.

9.2 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)

## 10 **Co-operative Agenda**

10.1 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.

## 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 – Nil.

16.6 Natural Environment – Nil.

16.7 Health and Safety – The introduction of waiting restrictions on Edward Street and St Johns Street, Werneth, as detailed, will create a safer environment for all highway users.

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

17.1 By removing obstructive parking access along the highway and visibility at road junctions will be improved and meet the aspirations of the complainant.

**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 that a Traffic Regulation Order be introduced in accordance with the following schedule and drawing number.

Schedule

Drawing Number 47/A3/1518/1

Add to the Oldham Borough Council (Werneth area) Consolidation Order 2003

| <b>Column 1</b> | <b>Column 2</b>   | <b>Column 3</b> | <b>Column 4</b>            | <b>Column 5</b>   |
|-----------------|---|-----------------|----------------------------|-------------------|
| <b>Item No</b>  | <b>Length of Road</b>   | <b>Duration</b> | <b>Exemptions</b>          | <b>No Loading</b> |
|                 | <u>Edward Street</u><br>(North East Side)<br><br>From its junction with St Johns Street for a distance of 25 metres in a north westerly direction | At Any Time     | A, B1, B3, B4,<br>C, E, K3 |                   |
|                 | <u>St Johns Street</u><br>(North West Side)<br><br>From its junction with Edward Street to its junction with St Johns Walk                        | At Any Time     | A, B1, B3, B4,<br>C, E, K3 |                   |

**APPROVAL**

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

