

Delegated Decision

Proposed Prohibition of Waiting - Chamber Road, Oldham

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 at the junction of Chamber Road and Millbank Close alleviate obstructive parking problems experienced by motorists entering and exiting Millbank Close, Oldham.

Recommendation

It is recommended that 'No waiting - At any time' restrictions to be introduced at the junction of Chamber Road and Millbank Close, Oldham in accordance with the schedule and plan at the end of this report.

Proposed Prohibition of Waiting - Chamber Road, Oldham

1 Background

- 1.1 A complaint has been received via an elected member regarding obstructive parking at the junction of Chamber Road and Millbank Close, Oldham which is not only affecting visibility for motorists exiting Millbank Close but also preventing the free flow of traffic through the junction.
- 1.2 In light of the obstructive parking taking place, waiting restrictions in the form of double yellow lines are proposed to prevent motorists from parking within close proximity to the junction.

2 Current Position

- 2.1 Currently there are waiting restrictions located on the north west side of Chamber Road, south west of its junction with Millbank Close preventing motorists parking in this location. However, there are no restrictions on the north east side of the junction or on Millbank Close itself. In light of the absence of restrictions in these locations residents use the area as a convenient place to park, it is therefore felt the introduction of additional waiting restrictions will not only create better visibility for motorists exiting Millbank Close but assist in the free flow of traffic through the junction of Chamber Road and Millbank Close.

3 Options/Alternatives

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

4 Preferred Option

- 4.1 The preferred option is Option 1.

5 Justification

- 5.1 The introduction of waiting restrictions on Chamber Road and Millbank Close will not only improve the visibility for motorists exiting Millbank Close but assist in the free flow of traffic through the junction, therefore creating a safer environment for all highway users 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 Hollinwood 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
TOTAL	1,700
Annual Maintenance costs (calculated October 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 safety of motorists manoeuvring through the junction will be improved by the introduction of double yellow lines.

17 Equality, community cohesion and crime implications

- 17.1 The introduction of double yellow lines at the junction of Chamber Road and Millbank Close will restrict parking and may create an inconvenience to some residents, having a negative effect on community cohesion. However, highway safety must take precedence over on-street parking.

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/A3/1519/1

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

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Chamber Road</u> (North West side) Extending from its junction with Millbank Close for a distance of 30 metres in a north easterly direction	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Millbank Close</u> (Both sides) Extending from its junction with Chamber Road for a distance of 15 metres in a north westerly direction	At Any Time	A, B1, B3, B4, C, E, K3	

APPROVAL

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

