



**Oldham**  
Council

## **Delegated Decision**

# **Proposed Prohibition of Waiting – Lansdowne Road, Stockfield Road and Arkwright Street, Chadderton**

Report of: Deputy Chief Executive – People and Place

Officer contact: Darryll Elwood, Technical Assistant  
Ext. 1946

**22 January 2019**

### **Purpose of Report**

The purpose of this report is to consider a number of complaints received from local residents, businesses and Ward Members requesting the introduction of prohibitive waiting restrictions on parts of Lansdowne Road, Stockfield Road and Arkwright Street, Chadderton to alleviate obstructive parking taking place.

### **Recommendation**

It is recommended that no waiting at any time (double yellow lines) restrictions be introduced on parts of Lansdowne Road, Stockfield Road and Arkwright Street, Chadderton in accordance with the schedule at the end of the report.

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## **Proposed Prohibition of Waiting – Lansdowne Road, Stockfield Road and Arkwright Street, Chadderton**

### **1 Background**

- 1.1 Correspondence has been received from local residents, businesses and Ward Members expressing concerns regarding the level of obstructive parking taking place on parts of Lansdowne Road, Stockfield Road and Arkwright Street, Chadderton.
- 1.2 The streets in question consist of commercial properties and the concerns raised relate to a number of these businesses using the highway as an extension to their premises by parking vehicles fully/partially on the footways. The vehicles in question belong to employees or customers of the businesses. Ultimately, due to this obstructive parking pedestrians are being forced to walk in the carriageway, therefore, creating a highway safety issue.
- 1.3 Concerns have also been raised by Diodes Zetex Semiconductors Limited that on occasion deliveries made to their premises have been unable to gain access due to the obstructive parking taking place within the vicinity of their entrance on Stockfield Road.

### **2 Current Position**

- 2.1 Observations have been undertaken which have revealed excessive parking does take place on Lansdowne Road and Stockfield Road and whilst the parking currently taking place on Arkwright Street is minimal, if Arkwright Street was not included in the proposal due to its close proximity to the other streets, parking could be displaced on to this street possibly creating difficulties for vehicles entering and exiting the waste disposal depot. These observations also revealed that if larger vehicles are parked on the streets in question they can obstruct the free flow of traffic; also sight lines for motorists entering and exiting premises/junctions can become obstructed; creating a highway safety issue.
- 2.2 In view of the difficulties being experienced within the area it is felt that a Prohibition of Waiting, Traffic Regulation Order should be introduced in accordance with drawing number 47/A3/1523/1 and the schedule at the end of this report.

### **3 Options/Alternatives**

- 3.1 Option 1: To introduce a No Waiting at Any Time Traffic Regulation Order
- 3.2 Option 2: Not to introduce a No Waiting at Any Time Traffic Regulation Order

#### 4 **Preferred Option**

- 4.1 The preferred option is Option 1: To introduce a No Waiting at Any Time Traffic Regulation Order.

#### 5 **Justification**

- 5.1 In view of the obstructive parking practices taking place it is felt that the introduction of yellow lines should be progressed.

#### 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 supports 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 Chadderton Central Ward Councillors**

- 7.1 The Ward Councillors have been consulted and comments received as follows:

Councillor E Moores - I have observed the problematic parking in this area. I have been contacted by local residents (motorists & pedestrians) who pass through the area and they have expressed serious concerns about inconsiderate and obstructive parking. I have also been in contact with a number of local businesses the majority of whom support the proposal. Based on my personal observations, my contacts with residents and businesses I am fully supportive of the proposals detailed in the report.

Councillor C McLaren - The Ward Councillors have completed two informal consultation exercises with local businesses. The proposals received widespread support with few exceptions. I am, therefore, happy to add my support and look forward to the outcome of the formal consultation. I hope that it will be possible to take the scheme forward.

Councillor E Taylor - I am happy to support this initiative, as the problem is persistent, and it is difficult for residents to utilise part of the pavement, and impossible, if they have a pram or pushchair. Given the volume and type of traffic on the main road, and aforementioned vehicle obstruction, I am concerned that forcing residents to step out in to a busy road is dangerous and could potentially lead to a serious accident.

**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	1,800
Introduction of Road Markings	1,000
<b>TOTAL</b>	<u><b>2,800</b></u>
Annual Maintenance costs (calculated October 2018)	<u>200</u>

8.2 The advertising and initial road marking cost of £2,800 will be funded from cost centre 40916 (Highways Operations – Unity).

8.3 The annual maintenance costs estimated at £200 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 double yellow lines on Lansdowne Road, Stockfield Road and Arkwright Street, Chadderton as detailed, will create a safer environment for both motorists and pedestrians.

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

17.1 The introduction of yellow lines may have a negative effect on Community Cohesion as employees and customers of some of the businesses will have to find alternative parking arrangements.

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 numbers.

Schedule  
Drawing Number 47/A3/1523/1  
Lansdowne Road, Stockfield Road and Arkwright Street, Chadderton


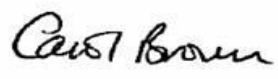
Add to the Oldham Borough Council (Chadderton area) Consolidation Order 2003

Part 1 Schedule 1

<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>Lansdowne Road</u> (Both Sides)  From its junction with Crompton Street to its junction with Geneva Walk in a southerly direction	At Any Time	A, B1, B3, B4, C, E, K3	

	<u>Stockfield Road</u> (Both Sides)  From its junction with Lansdowne Road to its junction with Peel Street in a westerly direction	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Arkwright Street</u> (Both Sides)  From its junction with Lansdowne Road to its junction with Hargreaves Street in an easterly direction	At Any Time	A, B1, B3, B4, C, E, K3	

**APPROVAL**

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

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NO.	DATE	BY	REVISION


**Unitypartnership**  
 HIGHWAYS & ENGINEERING  
 Haverhill House, Churchfields, Oldham, OL1 3YW

Project	176 Rect (176/998)
Author	JM
Checked by	DE
Approved by	12/03/18
Date	12/03/18
Scale	1:2500

Proposed Project of Way - Junction  
 Road, Stockport and Ainsworth Street,  
 Oldham

47/A31/523/1

