



Oldham
Council

Delegated Decision

Proposed Prohibition of Waiting and Bus Stop Clearways - Godson Street, Oldham

Report of: Deputy Chief Executive – People and Place

Officer contact: Darryll Elwood, Technical Admin
Ext. 1946

23 January 2019

Purpose of Report

The purpose of this report is to consider the introduction of prohibitive waiting restrictions and bus stop clearways along part of Godson Street Oldham, to alleviate obstructive parking problems experienced by residents of Trinity House when trying to cross the road.

Recommendation

It is recommended that no waiting at any time restrictions to be introduced along part of Godson Street, Oldham in accordance with the schedule and plan at the end of this report.

Godson Street, Oldham - Proposed Prohibition of Waiting

1 Background

- 1.1 A complaint has been received from a number of residents of Trinity House, Godson Street, Oldham regarding difficulties they are experiencing when trying crossing the road outside the entrance of the residence. The difficulties relate to the level of parking taking place along Godson Street which is being created by employees / visitors to Oldham Town Centre or Royal Oldham Hospital parking their vehicles along the carriageway throughout the day. The residents are experiencing difficulties crossing the road safely due to poor visibility. Some of the residents also use mobility scooters and are sat too low to see over the parked vehicles.
- 1.2 To alleviate the problems being experienced, yellow lines have been requested to prevent motorists from parking. It is also proposed to introduce Bus Stop Clearways at the bus stop locations to ensure disabled motorists do not park and obstruct these areas.

2 Current Position

- 2.1 Godson Street is located between Oldham Town Centre and the Royal Oldham Hospital and is therefore used as a convenient parking place by both staff and visitors to the hospital and employees and shoppers to Oldham Town Centre.
- 2.2 Due to the current parking situation, the residents of Trinity House are experiencing difficulties when crossing the carriageway due to poor visibility and having to cross between parked vehicles, particularly when using mobility aids such as wheelchairs, scooters etc.

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 In view of the road safety problems being experienced when vehicles are parked on Godson Street, Oldham in the vicinity of Trinity House, it is felt that double yellow lines should be introduced to alleviate the problem, in accordance with the schedule at the end of this report and drawing number 47/A3/1514/1.

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 Coldhurst 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 road marking/signage and maintenance thereafter is as follows:

	£
Advertisement of Order	1,200
Lining Cost	500
Signing Cost	50
TOTAL	1,750
Annual Maintenance Costs (estimates calculated August 2018)	105

- 8.2 The advertising, sign removal and road marking costs of £1,750 will be funded from cost centre 40916 (Highways Operations – Unity).
- 8.3 The annual maintenance costs estimated at £105 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.
- 9.3 In relation to the proposed bus stop clearway, these can be introduced without the need for a Traffic Regulation Order. The Council has introduced an approvals procedure for dealing with bus stop clearways which to a large extent mirrors the procedure to be followed when making Traffic Regulation Orders. It is recommended that the approval procedure be followed. (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 – Nil.

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

17.1 By removing obstructive parking along Godson Street, Highway Safety will be improved for pedestrian crossing the carriageway, therefore, meeting 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/A3/1514/1

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

Part 1 Schedule 1

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Godson Street</u> (West Side) From a point 34 metres south of its junction with Crompton Street to a point 20 metres north of its junction with Coldhurst Street	At any time	A, B1, B3, B4, C, E, K3	
	<u>Godson Street</u> (East Side) From a point 34 metres south of its junction with Crompton Street to a point 10 metres North West of its junction Lower Edge Avenue	At any time	A, B1, B3, B4, C, E, K3	

Bus Stop Clearway Schedule

Introduce Bus Stop Clearways Order

Drawing Number 47/A3/1514/1

Location	Description	Hours of Operation
<u>Godson Street</u> (West Side)	From a point 23 metres north of its junction with Coldhurst Street for a distance of 24 metres in a northerly direction	24 hours
<u>Godson Street</u> (East Side)	From a point 90 metres south of its junction with Crompton Street for a distance of 45 metres in a southerly direction	24 hours

APPROVAL

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

