



Oldham
Council

Delegated Decision

Proposed Prohibition of Waiting – Southlink, 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 along Southlink, Oldham to alleviate obstructive parking taking place.

Recommendation

It is recommended that 'No waiting - At any time' restrictions (double yellow lines) be introduced along Southlink, Oldham in accordance with the schedule and plan at the end of this report.

Proposed Prohibition of Waiting - Southlink, Oldham

1 Background

- 1.1 A Complaint has been received from Horton Mill Primary School regarding obstructive parking along Southlink. This problematic parking not only reduces the carriageway to a single lane for its entire length preventing the free flow of traffic, but also on occasion creates an obstruction for motorists entering and exiting the junction of Southlink and Glodwick Road.
- 1.2 To alleviate the problematic parking being experienced double yellow lines have been requested to allow easier access for motorist travelling along Southlink.

2 Current Position

- 2.1 Southlink is the main entrance/exit not only for employees/visitors to Southlink Business Park but also for Horton Mill Primary School, therefore can experience higher levels of traffic than would be expected for this type of highway, particularly at the start and finish of the school day.
- 2.2 Currently, motorists park along both sides of Southlink for its entire length which reduces the carriageway to a single lane often causing motorists to have to reverse for some distance; if met by a vehicles travelling in the opposite direction. This is also a concern when motorists have to reverse on to Glodwick Road to allow vehicles to exit Southlink, creating a possible highway safety issue.

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 parking problems being experienced when vehicles are parked on Southlink, Oldham, it is felt that double yellow lines should be introduced to alleviate the problematic parking taking place, in accordance with the schedule at the end of this report and drawing number 47/A3/1524/1.

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 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 Saint Mary's 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/signing and maintenance thereafter is as follows:

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

- 8.2 The advertising and initial road marking cost 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. (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 removal of the obstructive parking will create a safer environment for all road users.

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

17.1 The removal of obstructive parking from Southlink may have a negative effect on community cohesion as motorists who park in this location will have to find alternative parking arrangements but priority must be given to highway safety rather than 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/A3/1524/1

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>Southlink</u> (South side) Extending from its junction with Glodwick Road to a point opposite the north westerly radius of Hamilton Street	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Southlink</u> (North side) Extending from its junction with Glodwick Road to a point 15m North East of its junction Hamilton Street	At Any Time	A, B1, B3, B4, C, E, K3	

APPROVAL

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

