



Oldham
Council

Delegated Decision

Proposed Prohibition of Waiting – Kenworthy Gardens, Un-named Access Road at Warburton Court and Hopkinson Close, Uppermill

Report of: Deputy Chief Executive – People and Place

Officer contact: Sarah Robinson, Traffic Engineer
Ext. 4377

22 January 2019

Purpose of Report

The purpose of this report is to consider the introduction of double yellow lines within Kenworthy Gardens, Warburton Court and Hopkinson Close, Uppermill, to remove obstructive parking problems being experienced.

Recommendation

It is recommended that no waiting at any time restrictions be introduced along part of Kenworthy Gardens, Warburton Court and part of Hopkinson Close, Uppermil as detailed in the schedule at the end of this report.

Proposed Prohibition of Waiting – Kenworthy Gardens, Un-named Access Road at Warburton Court and Hopkinson Close, Uppermill

1 Background

- 1.1 Uppermill District Centre is an established tourist attraction which enjoys numerous small businesses. However, the presence of the businesses results in a high demand for customer and staff parking which overflows into the residential streets.
- 1.2 There is also a high demand for on-street parking from residents who do not have off-street parking provision.
- 1.3 Whilst there are district centre car parks available for use, the majority in the district centre are subject to time restricted parking, which means motorists are unable to park all day. Long stay car parking is available at the sports centre but unfortunately motorists would rather park nearer to the centre, than walk the short distance from the car park, which results in some of the residential streets being subject to obstructive parking. Three streets currently experiencing such problems are Kenworthy Gardens, the un-named access road at Warburton Court and Hopkinson Close. Each of the streets are considered separately.

Kenworthy Gardens

Kenworthy Gardens is a residential estate located to the north of the district centre. The estate comprises of private residential properties and also sheltered housing apartments within Riverside House.

As well as being located in close proximity to Saddleworth School, there is a footpath link to the canal; Kenworthy Gardens is therefore considered by its users as convenient location to park for both amenity and business purposes.

When vehicles are parked on both sides of the road, along the frontage of Riverside House, the carriageway is narrowed to the extent that emergency service vehicles struggle to access the street, leaving residents vulnerable, particularly the elderly living in the sheltered accommodation. The parking is also obstructing the footway for wheelchair users.

The Saddleworth South Ward Councillors have therefore requested that the existing yellow lines are extended on the opposite side of the road to Riverside House to remove the obstructive parking.

Observations undertaken in the area have revealed that the obstructive parking is not a persistent problem but at the times when double parking does take place the problems described above are experienced.

It is therefore felt that the double yellow lines should be extended along one side of Kenworthy Gardens in accordance with drawing number 47/A4/1520/1.

Un-named Access Road at Warburton Court

A request has been received from the House Manager of Warburton Court for the introduction of a short length of double yellow line along the un-named access road adjacent to the Warburton Court premises, on approach its junction with High Street. This request has been made due to parked vehicles obstructing manoeuvres at the junction; when vehicles are parked on approach to the High Street junction motorists are forced to reverse into High Street if they are unable to complete their turn into the access, which results in a highway safety issue.

The matter has been discussed with the Saddleworth South Ward Councillors and 2 have replied confirming support of the introduction of the yellow lines.

It is therefore felt that a short length of double yellow line should be introduced along the un-named access road to ensure there is sufficient manoeuvring space available for vehicles accessing and egressing the junction, in accordance with drawing number 47/A4/1521/1.

Hopkinson Close

Complaints have been received from a resident of Hopkinson Close, Uppermill concerning obstructive parking practices taking place along the footway which is forcing pedestrians into the carriageway; the parking is also making vehicular access difficult for the residents. The resident has requested that yellow lines are introduced to alleviate the problems being experienced.

Observations have been undertaken in the area which has revealed that the problematic parking is taking place and is resulting in the problems described. It is therefore felt that yellow lines should be introduced to alleviate the problems being experienced; the proposal is detailed on drawing number 47/A4/1522/1.

2 Options/Alternatives

- 2.1 Option 1: To approve the recommendations for all locations
- 2.2 Option 2: Not to approve the recommendations

3 Preferred Option

- 3.1 The preferred option is Option 1

4 **Justification**

4.1 In view of the obstructive parking practices taking place at all three locations it is felt that the introduction of yellow lines should be progressed.

5 **Consultations**

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

5.2 T.f.G.M. View - The Director General has been consulted and has no comment on this proposal.

5.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.

5.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

6 **Comments of Saddleworth South Ward Councillors**

6.1 The Ward Councillors have been consulted and Councillors J Hudson, J Curley and G Sheldon agree Option 1 to proceed.

7 **Financial Implications**

7.1 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
TOTAL	2,800
Annual Maintenance costs (calculated October 2018)	200

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

7.3 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)

8 Legal Services Comments

8.1 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.

8.2 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)

9 Co-operative Agenda

9.1 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.

10 Human Resources Comments

10.1 None.

11 Risk Assessments

11.1 None.

12 IT Implications

12.1 None.

13 Property Implications

13.1 None.

14 **Procurement Implications**

14.1 None.

15 **Environmental and Health & Safety Implications**

15.1 Energy – Nil.

15.2 Transport – Nil.

15.3 Pollution – Nil.

15.4 Consumption and Use of Resources – Nil.

15.5 Built Environment – Nil.

15.6 Natural Environment – Nil.

15.7 Health and Safety – The introduction of yellow lines at all these locations detailed, will create a safer environment for both motorists and pedestrians.

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

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

17 **Equality Impact Assessment Completed?**

17.1 No.

18 **Key Decision**

18.1 No.

19 **Key Decision Reference**

19.1 Not applicable.

20 **Background Papers**

20.1 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.

21 **Proposal**

21.1 It is proposed that a Traffic Regulation Order be introduced in accordance with the following schedule and drawing numbers.

Schedule
Drawing Numbers
47/A4/1520/1 Kenworthy Gardens
47/A4/1521/1 Un-named Access Road at Warburton Court
47/A4/1522/1 – Hopkinson Close

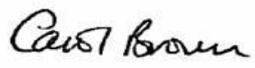
Add to the Oldham Borough Council (Saddleworth area) Consolidation Order 2003

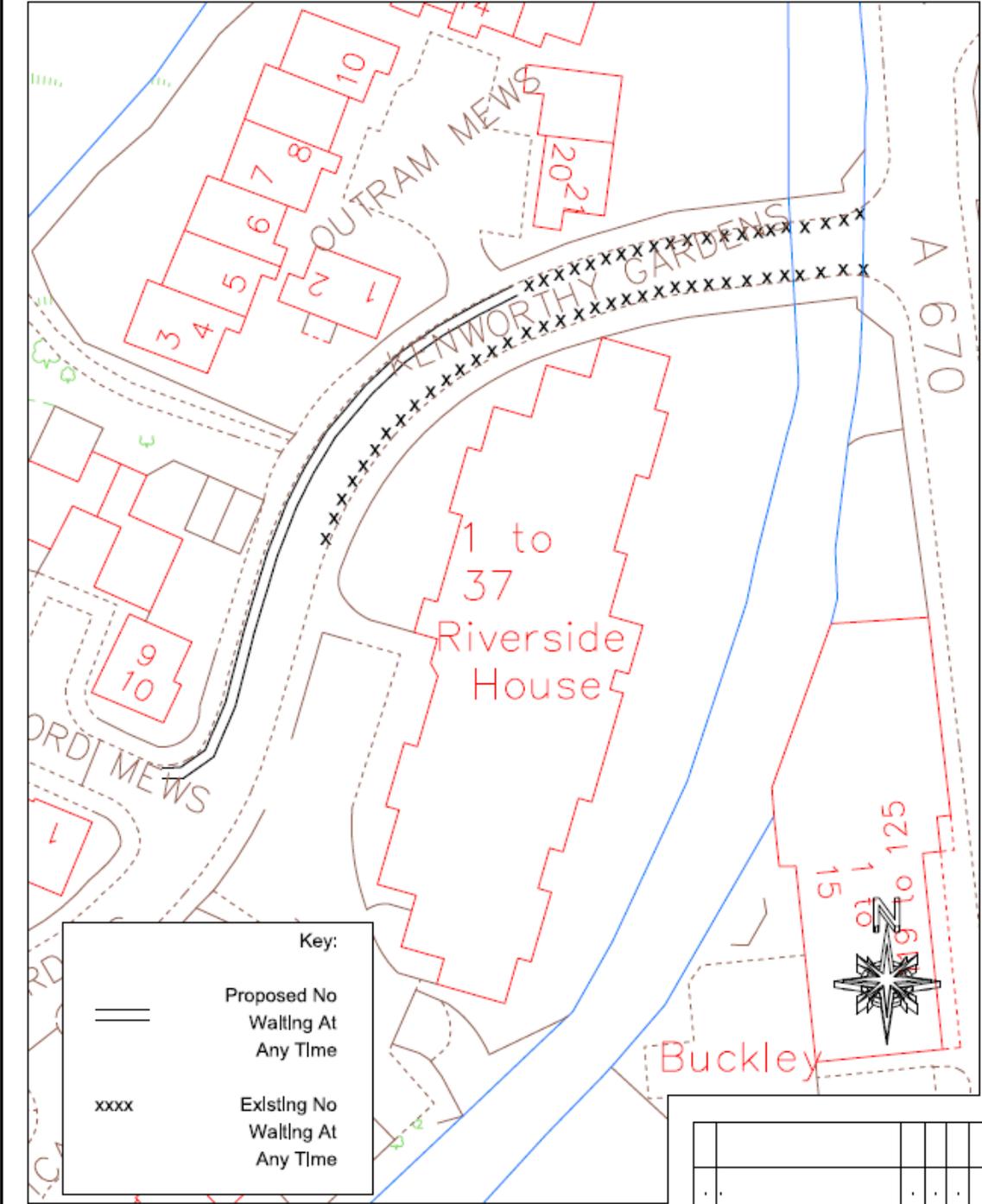
Part 1 Schedule 1

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Kenworthy Gardens</u> (North Westerly Side) Extending from a point 36 metres south west of its junction with High Street to its junction with Telford Mews	At Any Time		
	<u>Un-named Access at Warburton Court</u> (North Side) Extending from its junction with High Street for a distance of 25 metres in an easterly direction	At Any Time		
	<u>Un-named Access at Warburton Court</u> (South Side) Extending from its junction with High Street for a distance of 15 metres in an easterly direction	At Any Time		

	<p><u>Hopkinson Close</u> (North Side)</p> <p>Extending from its junction with Tame Street for a distance of 27 metres in a westerly direction</p>	At Any Time		
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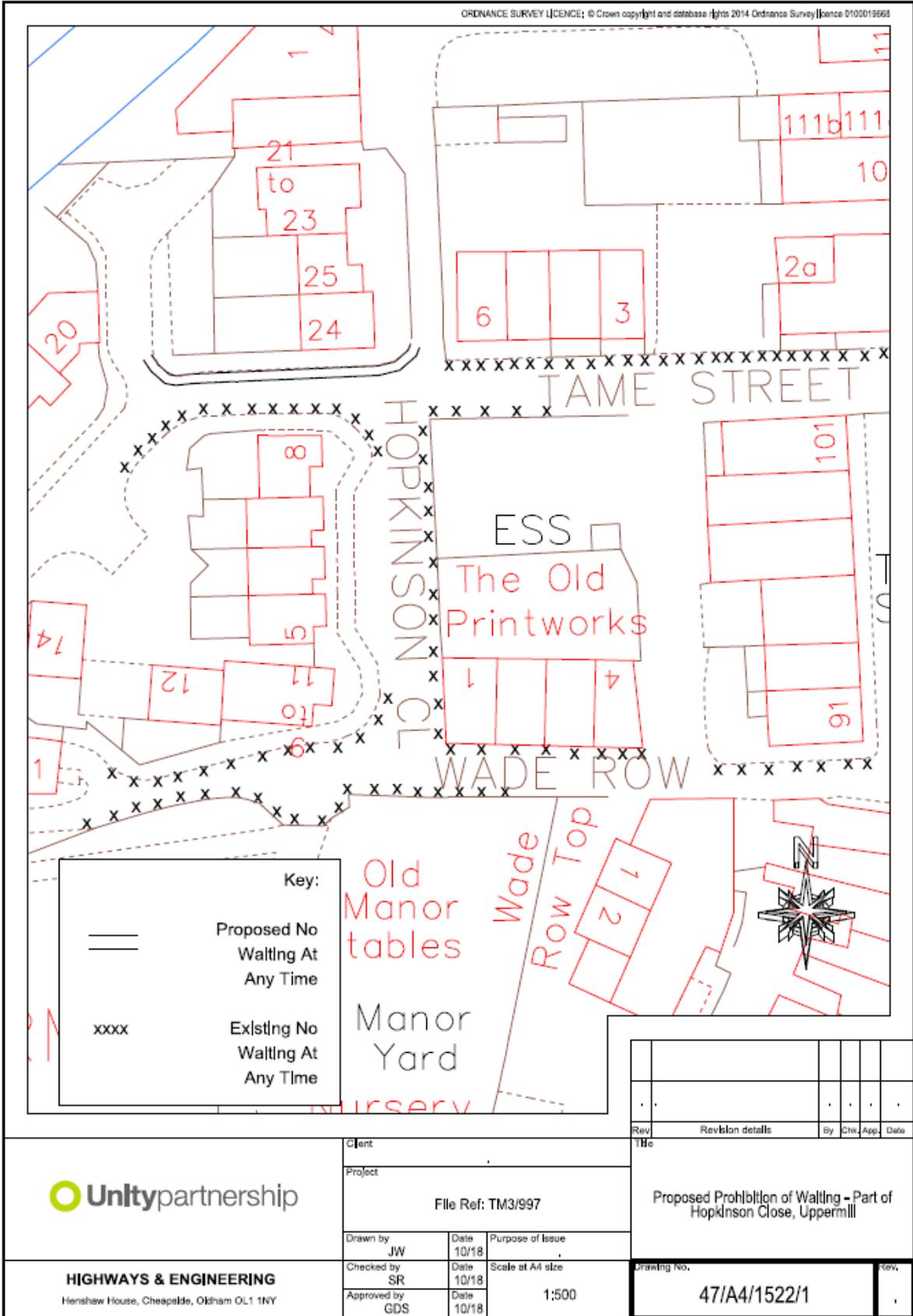
APPROVAL

<p>Decision maker</p> <p>Signed  Cabinet Member, Neighbourhood Services</p>	Dated 05/02/19
<p>In consultation with</p> <p>Signed  Director Of Environmental Services</p>	Dated 25/01/18



	Client .		Rev The	Revision details		By .	Ck .	App .	Date .
	Project File Ref: TM3/997			Proposed Prohibition of Waiting - Part of Kenworthy Gardens, Uppermill					
HIGHWAYS & ENGINEERING Henshaw House, Cheapside, Oldham OL1 1NY	Drawn by JW	Date 10/18	Purpose of Issue .		Drawing No. 47/A4/1520/1	Rev. .	.	.	
	Checked by SR	Date 10/18	Scale at A4 size 1:500						
	Approved by GDS	Date 10/18							

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HIGHWAYS & ENGINEERING
Henshaw House, Cheapside, Oldham OL1 1NY

Client		
Project		
File Ref: TM3/997		
Drawn by	Date	Purpose of Issue
JW	10/18	.
Checked by	Date	Scale at A4 size
SR	10/18	
Approved by	Date	1:500
GDS	10/18	

Rev	Revision details	By	CHK	App.	Date

Proposed Prohibition of Waiting - Part of Hopkinson Close, Uppermill

Drawing No.	Rev.
47/A4/1522/1	.