



Oldham
Council

Delegated Decision

Proposed Amendment and Revocation of One Way Orders – Part of Roscoe Street and Rhodes Bank, Oldham

Report of: Deputy Chief Executive – People and Place

Officer contact: Sarah Robinson, Traffic Engineer
Ext. 4377

26 March 2019

Purpose of Report

The purpose of this report is to consider the reversal of part of the one way working along Roscoe Street, Oldham and the revocation of part of the one way working along part of Rhodes Bank, Oldham to facilitate vehicular access to new car park arrangements associated with the Princes Gate development.

Recommendation

It is recommended that the one way orders described in the schedules at the end of this report be amended.

Proposed Amendment and Revocation of One Way Orders – Part of Roscoe Street and Rhodes Bank, Oldham

1 Background

- 1.1 Roscoe Street, Oldham, (Rhodes Bank to Prince Street) is currently subject to one way working in a north easterly direction, due to its narrow width. The permitted direction of travel currently allows motorists to egress into Prince Street.
- 1.2 As part of the Princes Gate development it is intended to provide a car park to the south of Roscoe Street but under the current traffic management arrangements direct access to the area from Prince Street is not permissible.
- 1.3 To enable motorists to gain access to the car park from Prince Street it is proposed that the one way working be reversed.
- 1.4 It is also proposed to provide access arrangements to the car park for motorists who are approaching the area along Yorkshire Street. The current traffic arrangements encourage a 'U' turn manoeuvre from Yorkshire Street to Union Street when attempting to access Rhodes Bank, which for larger vehicles is not possible and is not in the interests of highway safety. This can be alleviated by providing direct access along Rhodes Bank (the length between Yorkshire Street and Union Street). However, this length of Rhodes Bank is currently subject to one way working and is not wide enough for 2 way traffic. It is therefore proposed to widen the carriageway and revert the street back to 2 way working.
- 1.5 The proposals described above are detailed on drawing number 47/A4/1530/1.

2 Options/Alternatives

- 2.1 Option 1: To approve the recommendation
- 2.2 Option 2: Not to approve the recommendation

3 Preferred Option

- 3.1 The preferred option is Option 1

4 Justification

- 4.1 In view of the access arrangements required for the new parking facility to be provided as part of the Princes Gate development, it is felt the one way working arrangements should be amended as detailed on drawing number 47/A4/1530/1.

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 St Mary's Ward Councillors

- 6.1 The Ward Councillors have been consulted and no comments were received.

7 Financial Implications

Capital

- 7.1 The cost of introducing this order is as follows:

	£
Advertisement of Order	1,200

- 7.2 This cost will be funded from an existing capital scheme cost centre M0276 (Eastern Gateway Improvements - Princes Gate).

Revenue

- 7.3 There are no revenue implications connected with this report.

(Sadrul Alam/ Nigel Howard)

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 – In accordance with current specifications.

15.5 Built Environment – Alteration to visual appearance of area.

15.6 Natural Environment – Nil.

15.7 Health and Safety – The amendments to the one way working will create safer traffic manoeuvres to the proposed parking area.

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

16.1 Nil.

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 the one way order along part of Roscoe Street be reversed and the one way working along part of Rhodes Bank be revoked, in accordance with the following schedules.

Schedule

Drawing Number 47/A4/1530/1

Delete from the Greater Manchester County (The County Borough of Oldham (Town Centre) (One Way Traffic) Consolidation) (Amendment) County) Order 1985

Schedule 2

Column 1	Column 2
Lengths of Road in the Borough of Oldham In the County of Greater Manchester	Direction
Roscoe Street between its junction with Rhodes Bank and its junction with Prince Street	From its junction with Rhodes Bank to Prince Street

Delete from the Oldham Borough Council (Oldham Town Centre) (Various Movement Traffic Regulation Orders) (Number 1) Order 2014

Column 1	Column 2
Rhodes Bank – From its junction with Union Street to its junction with Yorkshire Street	Northerly Direction

Introduce the following Order

One Way Traffic

Column 1	Column 2
Road	Direction
Roscoe Street, between its junctions with Rhodes Bank and Prince Street	South Westerly

APPROVAL

Decision maker

Signed

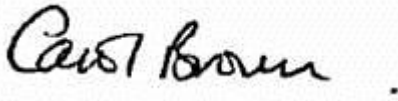


Cabinet Member,
Neighbourhood Services

Dated: 28.03.19

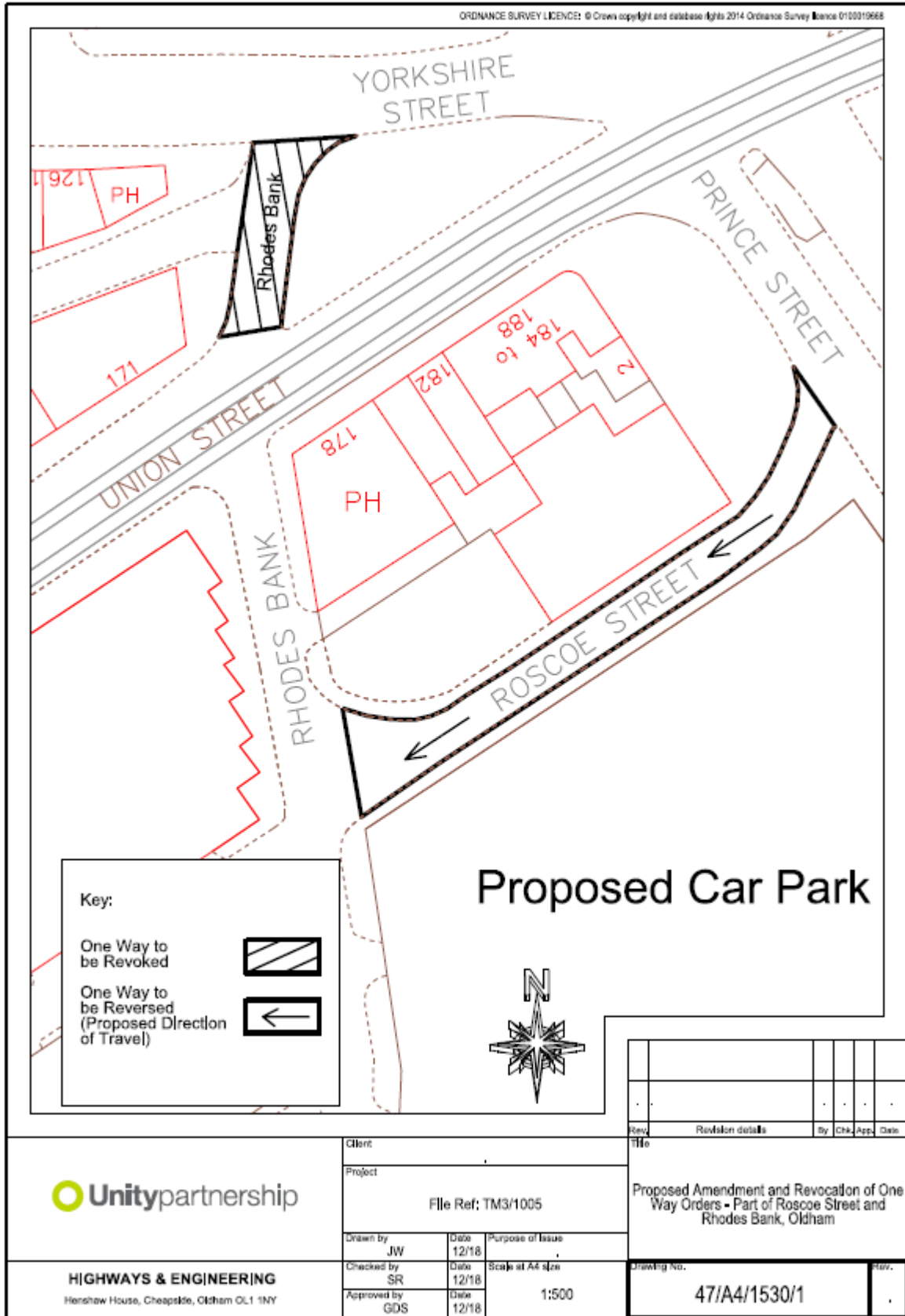
In consultation with

Signed



Director Of Environmental
Services

Dated: 26.03.19



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