



Oldham
Council

Delegated Decision

Oxford Street, Oldham – Proposed Revocation of Yellow Lines

Report of: Deputy Chief Executive – People and Place

Officer contact: Sarah Robinson, Traffic Engineer
Ext. 4377

1 April 2019

Purpose of Report

The purpose of this report is to consider an amendment to a Traffic Regulation Order along Oxford Street, Oldham by removing a length of double yellows from outside numbers 4 – 24 and the layby area adjacent to number 2 Oxford Street.

Recommendation

It is recommended that part of the Traffic Regulation Order along Oxford Street, Oldham, be amended in accordance with the schedules at the end of this report.

Oxford Street, Oldham – Proposed Revocation of Yellow Lines

1 Background

- 1.1 In October 1994 an experimental Traffic Regulation Order was introduced which removed the yellow lines from outside numbers 4 - 24 Oxford Street. The proposal was introduced on an experimental basis to allow the parking to be monitored before a decision was made to remove the lines permanently.
- 1.2 Once the lines were removed the parking was not observed to cause access problems for moving traffic, so it was considered appropriate for the yellow lines to be removed on a permanent basis once the experimental period had ended. Unfortunately, due to an administration error the scheme was not made permanent and when it expired the yellow lines became operational again.
- 1.3 As it was the intention to remove the lines permanently, they have not been present on the highway since 1994, however, recently the lines were re-marked further to re-surfacing work in the area, as the traffic orders showed they were still in existence; this has consequently brought the problem to light. It is therefore felt the legal process should be completed to remove the yellow lines permanently from outside 4-24 Oxford Street, as obstructive parking has not been observed or reported since the lines were removed in 1994.
- 1.4 A parking layby has also been constructed adjacent to number 2 Oxford Street and the double yellow lines need removing from this area also.

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 confusion recently created when the yellow lines were re-marked, it is felt that an order should be introduced which permanently removes the yellow lines, in accordance with drawing number 47/A4/1533/1 and the schedule at the end of this report.

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 Werneth Ward Councillors**

- 6.1 The Ward Councillors have been consulted and Councillor F Hussain fully supports and agrees for the removal of double yellow lines between numbers 2 to 24 Oxford Street.

7 **Financial Implications**

- 7.1 The cost of introducing the Order is as follows:

Advertisement of Order	£ 1,200
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- 7.2 This cost will be funded from cost centre 40916 (Highways Operations – Unity).

- 7.3 There are no annual maintenance costs associated with this proposal.

(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 – Nil.

15.5 Built Environment – Nil.

15.6 Natural Environment – Nil.

15.7 Health and Safety – Nil.

16 Equality, community cohesion and crime implications

16.1 The permanent removal of the waiting restrictions will have a positive effect on community cohesion as it will ensure on-street parking is maximised for local residents.

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 Traffic Regulation Order, which imposes yellow lines outside 4 - 24 Oxford Street, be amended in accordance with the following schedule.

Schedule

Drawing Number 47/A4/1533/1

Revoke from 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>Oxford Street</u> (North Side) From its junction with Edward Street to its junction with Block Lane	At Any Time	A, B1, B2, B3, B4, C, E, F, J, K4	

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>Oxford Street</u> (North Side) From its junction with Edward Street, to a point 25 metres east of Bath Street	At Any Time	A, B1, B2, B3, B4, C, E, F, J, K3	
	<u>Oxford Street</u> (North side) From its junction with Bath Street for a distance of 5 metres in an easterly direction	At Any Time	A, B1, B2, B3, B4, C, E, F, J, K3	
	<u>Oxford Street</u> (North Side) From a point 39 metres west of Bath Street to its junction with Block Lane	At Any Time	A, B1, B2, B3, B4, C, E, F, J, K3	

APPROVAL

Decision maker

Signed

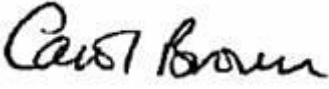


Cabinet Member,
Neighbourhood Services

Dated: 04.03.19

In consultation with

Signed



Director of Environmental
Services

Dated: 02.04.19

