



**Oldham**  
Council

## **Delegated Decision**

# **Proposed Prohibition of Stopping Order (Bus Stop Clearway) – Cromford Street, Derker, Oldham**

Report of: Deputy Chief Executive – People and Place

Officer contact: Mrs Darryll Elwood, Technical Admin  
Ext. 1946

**26 March 2019**

### **Purpose of Report**

The purpose of this report is to consider the introduction of a Prohibition of Stopping Order (Bus Stop Clearways) in two separate locations on Cromford Street, Derker to alleviate the obstructive parking currently taking place.

### **Recommendation**

It is recommended that a 'No Stopping Order' in the form of Bus Stop Clearways be introduced on Cromford Street, Derker in accordance with the schedule at the end of this report.

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**Proposed Prohibition of Stopping Order (Bus Stop Clearways) - Cromford Street, Derker, Oldham**

**1 Background**

1.1 Complaints have been received from motorists, Local Ward Members and residents living within the Cromford Street area regarding the obstructive parking taking place on Cromford Street within the vicinity of the entrance to the Metrolink car park.

**2 Current Position**

2.1 Cromford Street is located on the east side of the Derker Metrolink car park and is used as a convenient place to park by commuters travelling from the Derker stop once the car park is full. Due to the success of the Derker Metrolink stop the car park is full to capacity most days from peak morning onwards.

2.2 Observations have revealed motorists are double parking along Cromford Street not only preventing the free flow of traffic along the highway but also obstructing the bus stops, preventing the bus from stopping at the designated stop; therefore, creating a highway safety issue for passengers boarding and alighting the bus.

2.3 Whilst the introduction of Bus Stop Clearways will not remove the problematic parking entirely it will create a safer environment for passengers boarding and alighting the bus and will also create space for traffic to pass at this point, albeit on a give and take basis without impacting on the wider area through displaced parking.

**3 Options/Alternatives**

3.1 Option 1: To approve the recommendation to introduce a Prohibition of Stopping Order

3.2 Option 2: Not to approve the recommendation to introduce a Prohibition of Stopping Order

**4 Preferred Option**

4.1 The preferred option is Option 1 to introduce a Prohibition of Stopping Order.

## 5 Justification

- 5.1 In view of the obstructive parking practices taking place, it is felt that the introduction of a bus stop clearway on either side of Cromford Street will provide easier access for buses needing to stop at the designated bus stop and create some space within the carriageway to allow traffic to pass, albeit on a give and take basis within close proximity to the entrance to the Metrolink car park.

## 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 fully support this proposal which will assist bus movements along Cromford Street and ensure passengers can board/alight directly onto the footway.
- 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 St James Ward Councillors

- 7.1 The Ward Councillors have been consulted and Councillor A Cosgrove has commented that the markings already in place for the bus stops are already making a huge difference.

## 8 Financial Implications

- 8.1 The cost of introducing this Order is shown below:

	£
Advertisement	1,200
Introduction of Road Markings	500
<b>TOTAL</b>	<b>1,700</b>
Annual Maintenance Costs (this will be funded from the Highways revenue budget (estimates calculated August 2018))	100

- 8.2 The advertising and road marking costs of £1,700 will be funded from cost centre 40916 (Highways Operations – Unity).
- 8.3 The annual maintenance costs estimated at £100 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 x3250/Sadrul Alam x3305)

## 9 **Legal Services Comments**

9.1 Since 2002 it has been possible to introduce a bus stop clearway without the need for a Traffic Regulation Order. The Council has 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.

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 introduction of two bus stop clearways on Cromford Street, as detailed, will create a safer environment for both motorists and pedestrians.

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

17.1 The removal of obstructive parking in this location should have a positive effect on community cohesion by removing some of the problematic parking on Cromford Street, Derker, Oldham.

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.

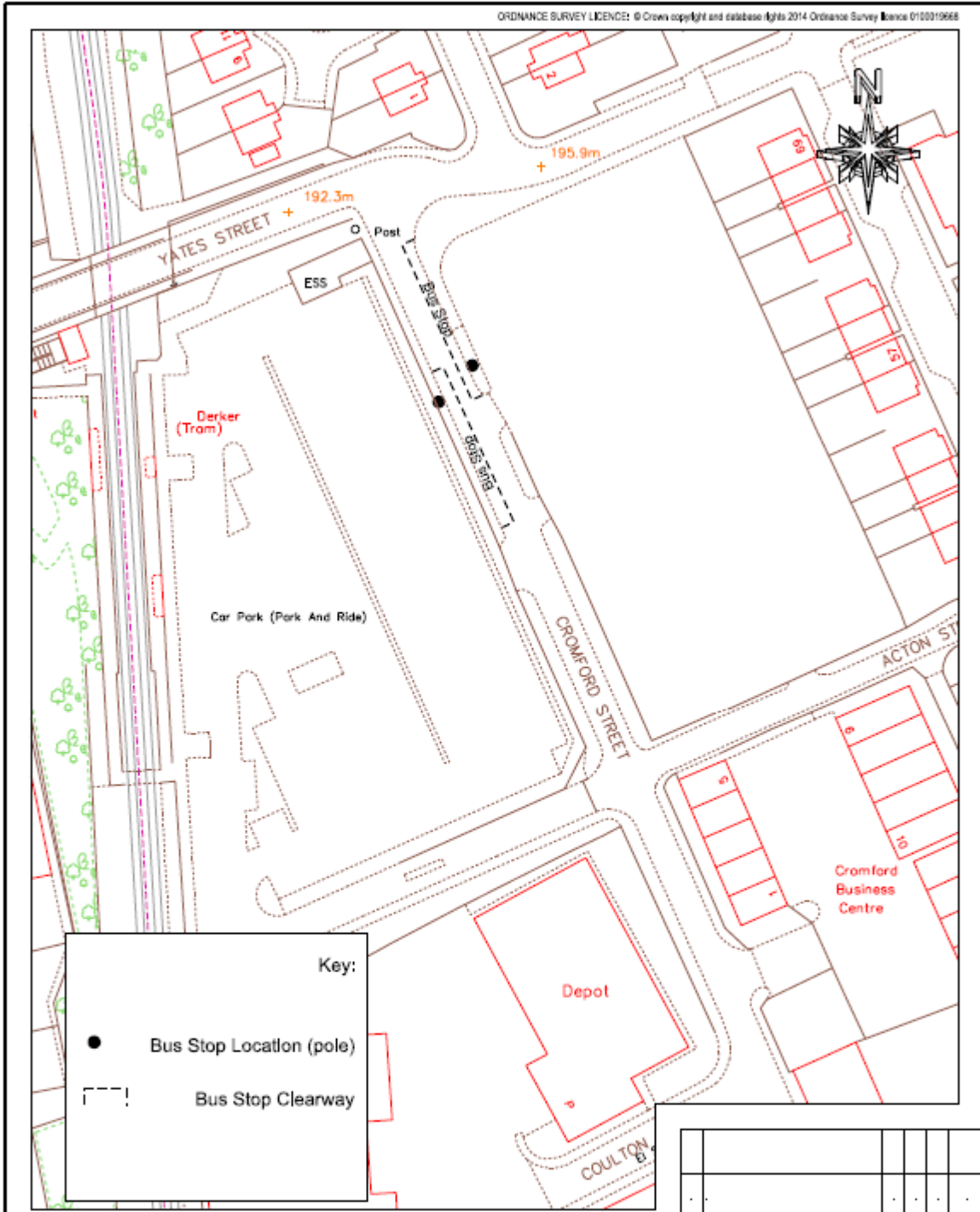
Schedule  
Drawing Number 47/A4/1529/1  
No Stopping Order (Bus Stop Clearway)

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<u>Cromford Street</u> (South West Side)  From a point 35 metres south east of its junction with Yates Street for a distance of 33 metres in a south easterly direction	24 Hours		
	<u>Cromford Street</u> (North East Side)  From a point 8 metres south east of its junction with Yates Street for a distance of 33 metres in a south easterly direction	24 Hours		

**APPROVAL**

<p><b>Decision maker</b></p> <p>Signed             Cabinet Member,            Neighbourhood Services</p>	<p>Dated: 04.04.2019</p>
<p><b>In consultation with</b></p> <p>Signed             Director of Environmental</p>	<p>Dated: 04.04.2019</p>

Services	
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**Key:**

- Bus Stop Location (pole)
- Bus Stop Clearway

Rev	Revision details	By	CHK	App	Date

	Client		Proposed Prohibition of Stopping Order (Bus Stop Clearway) - Cromford Street, Derker, Oldham	
	Project			
<b>HIGHWAYS &amp; ENGINEERING</b> Henshaw House, Cheapside, Oldham OL1 1NY	File Ref: TM3/1004		Drawing No. <b>47/A4/1529/1</b>	
	Drawn by	Date		Purpose of Issue
	Checked by	Date		Scale at A4 size
	Approved by	Date	1:1000	