



Oldham
Council

Delegated Decision

Part of Goldsworth Road and Northgate Lane, Oldham – Proposed Prohibition of Waiting and Restriction of Loading

Report of: Deputy Chief Executive – People and Place

Officer contact: Sarah Robinson, Traffic Engineer
Ext. 4377

18 June 2019

Purpose of Report

The purpose of this report is to consider the introduction of prohibitive waiting restrictions (double yellow lines) and peak time loading restrictions, to remove the obstructive parking problems being experienced along Goldsworth Road and Northgate Lane, Oldham.

Recommendation

It is recommended that prohibitive waiting restrictions and peak time loading restrictions be introduced along part of Goldsworth Road and Northgate Lane, Oldham, in accordance with the schedules at the end of this report.

Part of Goldsworth Road and Northgate Lane, Oldham – Proposed Prohibition of Waiting and Restriction of Loading

1 Background

- 1.1 A request has been received via an elected member, for the introduction of prohibitive waiting restrictions and peak time loading restriction along part of Goldsworth Road and Northgate Lane, Oldham, to alleviate the obstructive parking problems being experienced.
- 1.2 Goldsworth Road is one arm of a signalised junction with Ripponden Road / Turf Pit Lane and provides access to Moorside Medical Centre, a private housing development and sheltered housing accommodation via a mini roundabout at its Northgate Lane junction. The construction of the medical centre at the junction of Ripponden Road and Goldsworth Road has generated high levels of on-street parking, as the car park area provided for the centre is not adequate for the parking needs of the users.
- 1.3 When parking is not available within the grounds of the medical centre, users utilise the highway to park which at busy times becomes obstructive and makes access to and from Ripponden Road difficult, as well as manoeuvres at the mini roundabout.
- 1.4 In view of the access difficulties being experienced the elected member has requested that restrictions are introduced to improve access into the area, whilst at the same time maximising on-street parking, so displaced parking does not become too problematic further into the area.
- 1.5 A scheme has therefore been developed which recommends that double yellow lines are introduced along Goldsworth Road from Ripponden Road, throughout the roundabout area and a short length into the private residential estate. To maintain access along Northgate Lane, it is also proposed to introduce double yellow lines from the roundabout to the first bungalow on the eastern side of the street.
- 1.6 To maintain access to the traffic signals at Ripponden Road at peak times it is also proposed to introduce a loading ban between the hours of 7.30 – 9.30am Monday – Saturday and 4.00 – 6.30 pm Monday to Friday. These times correspond with the loading restrictions in place along Ripponden Road.

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 obstructive parking being experienced along part of Goldsworth Road and Northgate Lane it is felt the introduction of prohibitive waiting restrictions and peak time loading restrictions should be introduced in accordance with drawing number 47/A4/1535/1.

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 James Ward Councillors

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

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	1,200
Introduction of Road markings	500
Introduction of Signs	435
TOTAL	2,135
Annual Maintenance Costs (calculated March 2019)	144

7.2 The advertising and initial road marking/signage cost of £2,135 will be funded from cost centre 40916 (Highways Operations – Unity).

7.3 The annual maintenance costs estimated at £144 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 – In accordance with current specifications.

15.5 Built Environment – Minor alteration to visual appearance of area.

15.6 Natural Environment – Nil.

15.7 Health and Safety – The introduction of prohibitive waiting and peak time loading restrictions will create a safer environment for all highway users.

16 Equality, community cohesion and crime implications

16.1 By removing obstructive parking, access along the highway and visibility at road junctions will be improved and meet the aspirations of the Ward Member.

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 number.

Schedule



Drawing Number 47/A4/1535/1

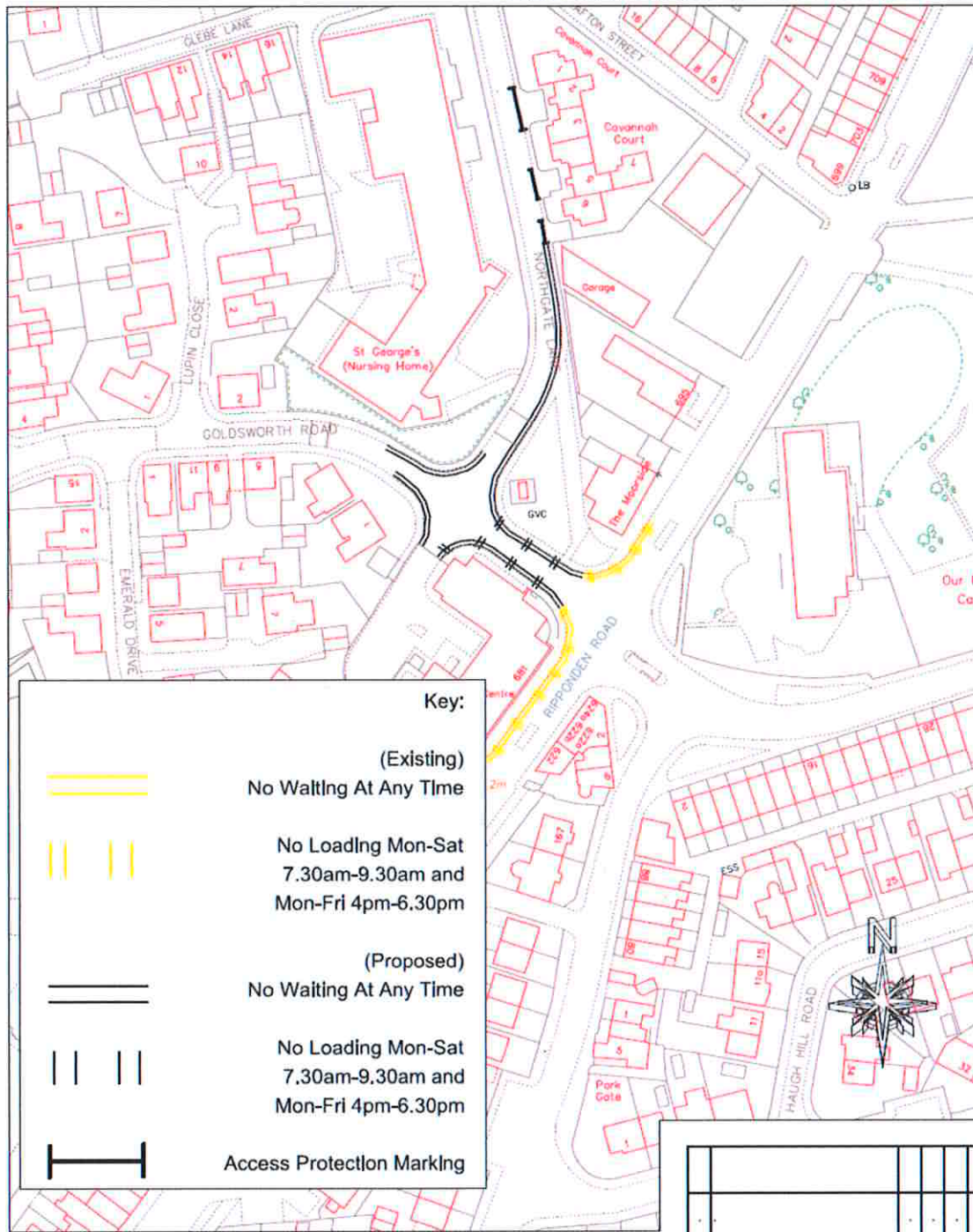
Add to the Oldham Borough Council (Oldham area) Consolidation Order 2003

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Goldsworth Road</u> (Both sides) Extending from its junction with Ripponden Road to its junction with Northgate Lane	At Any Time		Mon- Sat 7.30 – 9.30am and Mon – Fri 4.00 – 6.30pm
	<u>Goldsworth Road</u> (South West side) Extending from its junction with Northgate Lane for a distance of 15 metres in a north westerly direction	At Any Time		
	<u>Goldsworth Road</u> (North East side) Extending from its junction with Northgate Lane for a distance of 20 metres in a north westerly direction	At Any Time		

	<u>Northgate Lane</u> (North West side) Extending from its junction with the Moorside Medical Centre car park to a point 10 metres north east of Goldsworth Road	At Any Time		
	<u>Northgate Lane</u> (South East side) From its junction with Moorside Medical Centre to its junction with Goldsworth Road	At Any Time		
	<u>Northgate Lane</u> (South Easterly) From its junction with Goldsworth Road for a distance of 65 metres in a north easterly and northerly direction	At Any Time		

APPROVAL

Decision maker Signed <u></u> Cabinet Member, Neighbourhood Services	Dated <u>17.07.19</u>
In consultation with Signed <u></u> Director Of Environmental Management	Dated <u>17.07.19</u>



Unitypartnership

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

Client

Project

File Ref: TM3/1009

Drawn by

Date

Purpose of Issue

Checked by

Date

Scale at A4 size

Approved by

Date

1:1250

Rev. Revision details By Chk App. Date

Proposed Prohibition of Waiting and Restriction of Loading/Unloading - Goldsworth Road and Part of Northgate Lane, Oldham

Drawing No.

47/A4/1535/1

Rev.

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