



Oldham
Council

Delegated Decision

Proposed Time Restricted Parking – Beal Lane, Shaw

Report of: Deputy Chief Executive – People and Place

Officer contact: Sarah Robinson, Traffic Engineer
Ext. 4377

16 September 2019

Purpose of Report

The purpose of this report is to consider an instruction received from the Council's Traffic Order Panel for the introduction of time restricted parking along part of Beal Lane, Shaw to assist the businesses with customer parking.

Recommendation

It is recommended that the instructions of the Traffic Order Panel be acted upon by introducing time restricted parking between the hours of 8am – 6pm Monday - Friday which is subject to a maximum stay of 3 hours and a return prohibited within 3 hours, in accordance with the schedule at the end of this report and that a report on the first twelve months operation of the restrictions be submitted to a future meeting of the Traffic Order Panel.

Proposed Time Restricted Parking – Beal Lane, Shaw

1 Background

- 1.1 A Petition containing 100 signatures was received by the Council on 21 January 2019 regarding a request from the public to consider the introduction of time restricted parking along Beal Lane between Jubilee Street and Cheetham Street. The Petition reads:

'We the undersigned appeal to Oldham Council to place limited waiting - restrictions on the north side of Beal Lane, between Jubilee Street and Cheetham Street.

Restricted parking in this section 8am – 6pm Monday to Friday except for 3 hours.

The purpose of this petition is to allow the shops to trade whilst preventing warehouse workers parking on the roadway when there is free off road parking available to them within the confines of the warehouse premises.'

2 Highway Authority Consideration of Petition

- 2.1 Beal Lane varies in width between 6.1 and 6.5 metres; consequently, when vehicles are parked on one side of the road, the resulting width available for two way traffic varies approximately between 4.1 and 4.5 metres.
- 2.2 The length of Beal Lane where Time Restricted parking is being requested by the Petitioners is currently free of parking prohibitions, apart from short lengths of junction protection at Jubilee Street and Cheetham Street and a Bus Stop Clearway area; the long length of road space that is free of restrictions is regularly occupied by parked vehicles.
- 2.3 The minimum road width required for two-way traffic (comprising of mainly light vehicles) to pass safely, is 5.5 metres, consequently the current parking situation obstructs the two-way flow forcing motorists to operate what is less than an ideal, informal 'Give and Take' system for two reasons:
- (i) Vehicles travelling from Jubilee Street towards Cheetham Street have to enter the oncoming lane at risk of traffic approaching from the opposite direction and from around a bend with limited forward visibility at a higher relative speed.
 - (ii) Vehicles travelling from Cheetham Street towards Jubilee Street have an increased advantage at the "Give and Take" section by virtue of the fact that they do not have to enter the opposing lane and can easily dominate the direction of flow at busy periods.

- 2.4 The current arrangement often results in traffic queuing back to the roundabout at the nearby Distribution Centres, or motorists operating a bullish attitude by 'barging' their way along Beal Lane.
- 2.5 The introduction of Time Restricted Parking requires the provision of marked parking bays on the carriageway and an associated Traffic Regulation Order which restricts their use to maximum length of stay; however, when such orders are introduced, the Highway Authority has to be satisfied that when parking bays are introduced it is not at the detriment to moving traffic.
- 2.6 The primary purpose of a highway is for the safe and efficient passage of vehicles: roads and streets should not be automatically considered as a potential parking facility. It is appreciated that parking currently takes place at this location but this is as a result of motorists themselves considering it reasonable to park there; whereas the introduction of controlled parking bays will confirm to motorists that the Highway Authority is actually recommending it is acceptable and safe to park.
- 2.7 The nature of the residential properties along Beal Lane (terraced with no off-street parking) generate a high demand for on-street parking. Consequently, if measures were introduced to prevent this, it is highly likely that any proposal to introduce controlled parking bays would meet with strong objection and is unlikely to be successful.
- 2.8 In view of the above the Highway Authority does not support the introduction of time restricted parking along Beal Lane, Shaw.

3 Consideration by Traffic Order Panel

- 3.1 The petition was submitted to the Traffic Regulation Order Panel for consideration. The Panel considered the views of both the Highway Officers and the petitioners who attended the meeting. Although Highway Officers were opposed to the request, the Panel approved the introduction of the proposals for a 12 month period to allow the effect of the restrictions to be monitored.

4 Options/Alternatives

- 4.1 Option 1: To approve the recommendation
- 4.2 Option 2: Not to approve the recommendation

5 Preferred Option

- 5.1 The preferred option is Option 1 as instructed by the Traffic Order Panel.

6 **Justification**

- 6.1 In view of the instruction given by the Traffic Order Panel for the introduction of time restricted parking a proposal has been drafted for advertisement and introduction if unopposed. The proposal can be seen on drawing number 47/A3/1542/1.

7 **Consultations**

- 7.1 G.M.P. View - The Chief Constable has been consulted and have commented: Having reviewed this location, Gtr Manchester Police would not support the introduction of parking bays on the highway due to safety concerns that this feature would introduce. Beal Lane is a busy commuter route with 2 way vehicular flows throughout the day. At peak times this area is already constrained due to the current on street parking. The carriageway dimensions would not support 2 way traffic if a formalised parking bay is introduced. That in turn would lead to potential safety concerns at the mini roundabout junction which services the industrial estates and lead to injudicious driving behaviour.
- 7.2 T.f.G.M. View - The Director General has been consulted and has no comment on this proposal.
- 7.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.
- 7.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

8 **Response to GMP Comments**

- 8.1 In view of the comments received from the Chief Constable it is suggested the time restricted parking should not be progressed.

9 **Comments of Shaw Ward Councillors**

- 9.1 The Ward Councillors have been consulted and Councillor H Sykes agrees with the proposal on the basis that this TRO Order formalises what currently occurs, but to the advantage of residents and businesses and will hopefully move mill employees who use the road as an unofficial car park in order to avoid using ample Distribution Centre parking.
- 9.2 Councillor H Gloster has commented: I concur with the instructions of the TRO Committee, this order will formalise what currently occurs, but to the advantage of the community, residents and businesses.

10 Financial Implications

10.1 The cost of introducing the Order is shown below:-

	£
Advertisement of Order	1,200
Introduction of Road Markings	500
Signs and Poles	700
TOTAL	2,400
Annual Maintenance costs (estimated July 2019)	270

10.2 The advertising, road marking and signage costs of £2,400 will be funded from the Highways Operations – Unity budget.

10.3 The annual maintenance costs estimated at £270 per annum will be met from the Highways Operations budget. 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)

11 Legal Services Comments

11.1 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.

11.2 Section 32 (1)(b) of the Road Traffic Regulation Act 1984 gives local authorities the power by order to authorise the use as a parking place of any part of a road within their area. It must appear to the Council that the parking places are necessary for the purpose of relieving or preventing congestion of traffic. Under section 35 of the Act, the Council may impose restrictions on the use of the parking places and in particular, the vehicles which may be permitted to use them.

11.3 In addition to the above, under section 122 of the Act, 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. Given the above, it is recommended that great weight is given to the comments of the Chief Constable at paragraph 7.1 above when deciding whether to proceed with the proposals. (A Evans)

12 **Co-operative Agenda**

12.1 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

13 **Human Resources Comments**

13.1 None.

14 **Risk Assessments**

14.1 None.

15 **IT Implications**

15.1 None.

16 **Property Implications**

16.1 None.

17 **Procurement Implications**

17.1 None.

18 **Environmental and Health & Safety Implications**

18.1 Energy – Nil.

18.2 Transport – Nil.

18.3 Pollution – Nil.

18.4 Consumption and Use of Resources – In accordance with current specifications.

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

18.6 Natural Environment – Nil.

18.7 Health and Safety – The proposal will create an obstruction for moving traffic.

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

19.1 The introduction of time restricted parking will have a detrimental effect on community cohesion due to the difficulties that will be created for the residents who may want to park for long periods of time.

20 **Equality Impact Assessment Completed?**

20.1 No.

21 **Key Decision**

21.1 No.

22 **Key Decision Reference**

22.1 Not applicable.

23 **Background Papers**

23.1 None.

24 **Proposal**

24.1 It is proposed that time restricted parking be introduced along part of Beal Lane, Shaw, and that a report on the first 12 months operation of the restrictions be submitted to a future meeting of the Traffic Order Panel as instructed by the Traffic Order Panel at their meeting on 6 June 2019, in accordance with the following schedule.

Add to the Oldham Borough Council (Crompton 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>Beal Lane, Shaw</u> (North Side) From its junction with Jubilee Street for a distance of 10 metres in an easterly direction	At Any Time		


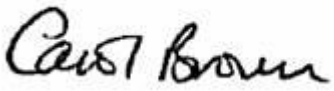
Part 1 Schedule 2

Col 1	Col 2	Col 3	Col 4	Col 5	Col 6
Item No	Length of Road	Duration	Max. period for which a vehicle may wait	Min. Period before vehicle may return	Exemptions
	<u>Beal Lane, Shaw</u> (North Side) From a point 10 metres east of Jubilee Street for a distance of 78 metres in an easterly direction	8am – 6pm Monday - Friday	3 Hours	3 Hours	

Introduce a Bus Stop Clearway

Road	Description
Beal Lane, Shaw	From a point 30 metres west of Cheetham Street for a distance of 23 metres in an easterly direction

APPROVAL

<p>Decision maker</p>  <p>Signed _____ Cabinet Member, Neighbourhood Services</p>	Dated 23.09.19
<p>In consultation with</p>  <p>Signed _____</p>	Dated 17.09.19

Director Of Environmental Services	
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