

Delegated Decision

Proposed Restriction of Waiting - Princess Street, Lees

Report of: Deputy Chief Executive – People and Place

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

1 October 2019

Purpose of Report

The purpose of this report is to consider the introduction of a Restriction of Waiting Order (single yellow line) on Princess Street, Lees to alleviate obstructive parking problems.

Recommendation

It is recommended that a restriction of waiting be introduced on Princess Street, Lees, in accordance with the schedule and plan at the end of this report.

Proposed Restriction of Waiting - Princess Street, Lees

1 Background

- 1.1 A concern has been received from a local business regarding the obstructive parking currently taking place on Princess Street, Lees. This problematic parking is not only creating an obstruction for delivery vehicles trying to access Ferndale Joinery but could also prevent access for larger vehicles including refuse and emergency service vehicles. Waiting restrictions in the form of a single yellow line have been requested as per the schedule and plan at the end of this report to alleviate obstructive parking throughout the day but will not prevent residents from parking in the evenings and Sundays.

2. Current Position

- 2.1 Currently there are restrictions on one side of the section of Princess Street between Warrington Street and Stamford Street (No Waiting Monday to Saturday 8am – 6pm). However, there are no restrictions on either side of the section of Princess Street between Spring Lane and Warrington Street, ultimately vehicles double park on this section of highway, including parking between the existing bollards, on the footways and within close proximity to the access to Ferndale Joinery preventing vehicles from entering and exiting their premises.
- 2.2 Observations and photographs attached at the end of this report reveal obstructive parking does take place and the proposal to introduce restrictive waiting measures will not only assist in the flow of traffic along Princess Street, albeit on a give and take basis but assist vehicles entering and exiting the premises of Ferndale Joinery and create a safer environment for pedestrians by preventing vehicles from partially parking on the footway in this location.
- 2.3 As per the existing restrictive parking measures in place on Princess Street, it is proposed to introduce the additional measures on the same side in the new location and restrict parking for the same length of time and on the same days. This will create a safer environment for all highway users and prevent any confusion by introducing different times and dates to the measures currently in place.

2 Options/Alternatives

- 2.1 Option 1: To approve the recommendation to introduce waiting restrictions.
- 2.2 Option 2: Not to approve the recommendation to introduce waiting restrictions.

3 Preferred Option

- 3.1 The preferred option is Option 1, to introduce waiting restrictions.

4 **Justification**

4.1 The introduction of waiting restrictions on one side of Princess Street will not only improve highway safety for pedestrians but will also assist vehicles travelling along the highway and provide easier access for vehicles entering and exiting Ferndale Joinery.

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 objection to 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 Saddleworth West and Lees Ward Councillors**

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

7 **Financial Implications**

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

	£
Advertisement of Order	1,200
Introduction of Road Markings	500
Signs and Poles	400
TOTAL	<u>2,100</u>
Annual Maintenance costs (calculated February 2019)	150

7.2 The advertising, road marking and signage costs of £2,100 will be funded from the Highways Operations – Unity budget.

7.3 The annual maintenance costs estimated at £150 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)

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 – The introduction of restrictive waiting restrictions on Princess Street, Lees, as detailed, 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, visibility and pedestrian safety will be improved and meet the aspirations of the complainant.

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

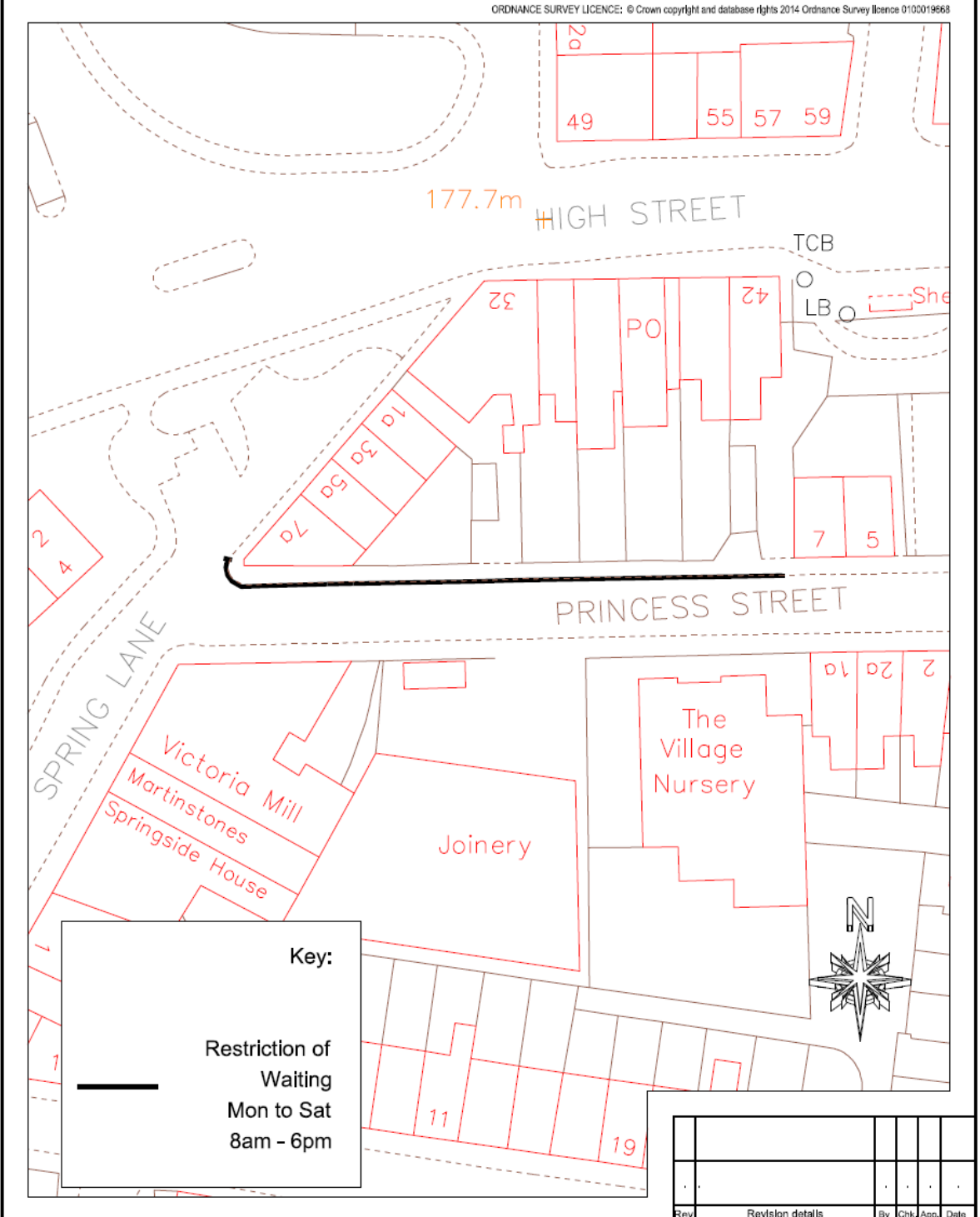
Drawing Number 47/A4/1531/1

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

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<u>Princess Street</u> (North Side) From its junction with Spring Lane for a distance of 56.5 metres in an easterly direction	Mon to Sat 8an – 6pm		

APPROVAL

<p>Decision maker</p> <p>Signed  _____ Cabinet Member, Neighbourhood Services</p>	Dated 02.10.2019
<p>In consultation with</p> <p>Signed  _____ Director Of Environmental Services</p>	Dated 02.10.19



	Client		<table border="1"> <thead> <tr> <th>Rev</th> <th>Revision details</th> <th>By</th> <th>Chk.</th> <th>App.</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Rev	Revision details	By	Chk.	App.	Date						
	Rev	Revision details		By	Chk.	App.	Date								
Project		Title													
File Ref: TM3/1006		Proposed Restriction of Waiting - Princess Street, Lees													
HIGHWAYS & ENGINEERING Henshaw House, Cheapside, Oldham OL1 1NY	Drawn by JW Checked by DE Approved by GDS	Date 03/19 Date 03/19 Date 03/19	Purpose of Issue Scale at A4 size 1:500												
Drawing No. 47/A4/1531/1		Rev. .													





