



Oldham
Council

Delegated Decision

Proposed Prohibition of Waiting - Mora Avenue Junction with Burnley Lane, Chadderton

Report of: Deputy Chief Executive – People and Place

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Ext. 5766

18 October 2019

Purpose of Report

The purpose of this report is to consider introduction of prohibition of waiting restrictions at the junction of Mora Avenue with Burnley Lane to protect the visibility splays for vehicles exiting Mora Avenue.

Recommendation

It is recommended that no waiting at any time (double yellow lines) restrictions be introduced on Mora Avenue and Burnley Lane in accordance with the schedule at the end of this report.

Proposed Prohibition of Waiting - Mora Avenue Junction with Burnley Lane, Chadderton

1 Background

- 1.1 Both Burnley Lane and Mora Avenue are unclassified residential streets that are subject to a 30 mph speed limit and street lighting, both have footway. Burnley Lane directly links the A663 Broadway to the A627 Chadderton Way. A number of bus routes service Burnley Lane
- 1.2 A new traffic island was installed at the junction in 2018 to improve pedestrian safety and to highlight the junction. Vehicles regularly park on Burnley Lane opposite the island obscuring the visibility for vehicles exiting Mora Avenue. A number of complaints have been received from local residents regarding problems with visibility.
- 1.3 Observations made on site confirm that obstructive parking is causing problems with visibility at this junction.
- 1.4 In view of the above it is felt that measures should be introduced to alleviate the problems being experienced.

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 practices taking place it is felt that the introduction of double yellow lines should be progressed.

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 Chadderton North Ward Councillors**

6.1 The Ward Councillors have been consulted and Councillor B Brownridge supports the scheme.

7 **Financial Implications**

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

	£
Advertisement of Order	1,200
Introduction of Road Markings	500
TOTAL	1,700
Annual Maintenance Costs (calculated July 2019)	100

7.2 The advertising, road marking costs of £1,700 will be funded from the Highways Operations – Unity budget.

7.3 The annual maintenance costs estimated at £100 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 yellow lines at the junction of Burnley Lane and Mora Avenue, Chadderton as detailed, will create a safer environment for both motorists and pedestrians.

16 Equality, community cohesion and crime implications

- 16.1 The introduction of yellow lines may have a negative effect on Community Cohesion as residents in this area will have to find alternative parking arrangements, but highway safety takes priority over the use of the highway for parking.

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/A4/1546/1

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

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Burnley Lane</u> (South West Side) From its junction with Mora Avenue for a distance of 10 metres in a south easterly direction	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Burnley Lane</u> (South West Side) From its junction with Mora Avenue for a distance of 10 metres in a north westerly direction	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Mora Avenue</u> (South East Side) From its junction with Burnley Lane for a distance of 8m metres in a south westerly direction	At Any Time	A, B1, B3, B4, C, E, K3	
	<u>Mora Avenue</u> (North West Side) From its junction with Burnley Lane for a distance of 8m metres in a south westerly direction	At Any Time	A, B1, B3, B4, C, E, K3	

APPROVAL

Decision maker

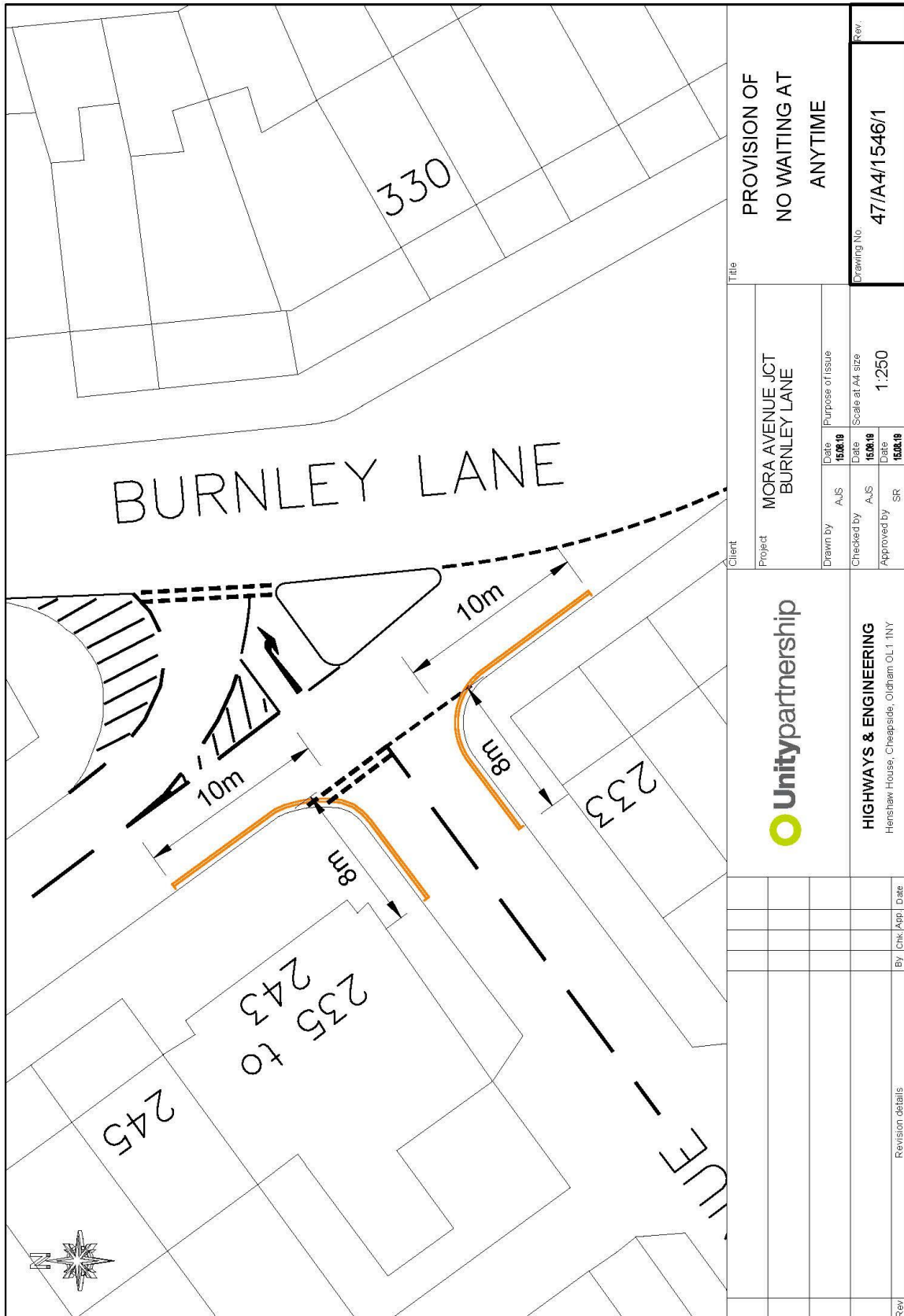
Signed 
Cabinet Member,
Neighbourhood Services

Dated 21.10.19

In consultation with

Signed 
Director Of Environmental
Services

Dated 21.10.19



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