



Oldham
Council

Delegated Decision

Durham Street Junction with Cambridge Street, Oldham – Prohibition of Waiting

Report of: Deputy Chief Executive – People and Place

Officer contact: Alister Storey, Traffic Engineer
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18 October 2019

Purpose of Report

The purpose of this report is to consider introduction of prohibition of waiting restrictions at the crossroads junction of Durham Street and Cambridge Street, Oldham, to combat obstructive parking.

Recommendation

It is proposed that the Prohibition of Waiting restriction is introduced, in accordance with the schedule detailed in the proposal at the end of this report.

Durham Street Junction with Cambridge Street, Oldham – Prohibition of Waiting

1 Background

- 1.1 Both Durham Street and Cambridge Street are residential streets within a traffic calmed 20mph zone and are subject to street lighting. The area is historically an area of high density terraced housing, however recently there has been development of brownfield sites for modern housing.
- 1.2 The approaches to the Durham Street/Cambridge Street junction get congested with parking. Vehicles are regularly parked up to and on the junction causing issue with visibility for both pedestrians and motorists. There are currently two access protection markings on Durham Street that highlight the dropped kerb crossing, vehicles regularly park across these.
- 1.3 A request has been received from the owner of a nursery based in number 19 Cambridge Street for parking restrictions at the junction. The nursery's playground is on the opposite side of Cambridge Street in the land adjacent to number 20. Children and staff have to cross the road to access the area and concerns have been raised regarding road safety due to the issue of parked vehicles.

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 taking place at the location, it is felt that a prohibition of waiting order be introduced as detailed in accordance with the drawing number 47/A4/1551/1.

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 Werneth 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
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 – Minor alteration to the visual appearance of the area.
- 15.6 Natural Environment – Nil.
- 15.7 Health and Safety – The introduction of yellow lines at junction 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. By removing obstructive parking, visibility for drivers and pedestrians will be increased thus improving highway safety.

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 prohibition of waiting order is introduced in accordance with the following schedule:

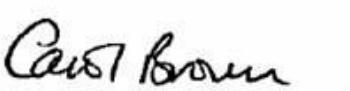
Schedule

Drawing Number 47/A4/1551/1

Add to the Oldham Borough Council (Oldham area) Consolidation Order 2003 Part 1, Schedule 1

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<u>Cambridge Street</u> (Both sides) From a point 10 metres north west of its junction with Durham Street to a point 10 metres south east of its junction with Durham Street	At Anytime	A,B1,B3,B4,C, K,E,K3	
	<u>Durham Street</u> (Both sides) From a point 10 metres north east of its junction with Cambridge Street to a point 10 metres south west of its junction with Cambridge Street	At Anytime	A,B1,B3,B4,C, K,E,K3	

APPROVAL

<p>Decision maker</p> <p>Signed  Cabinet Member, Neighbourhood Services</p>	<p>Dated _21.10.19</p>
<p>In consultation with</p> <p>Signed </p>	<p>Dated 21.10.19</p>

Director Of Environmental Services	
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