



**Oldham**  
Council

## **Delegated Item**

# **Proposed Prohibition of Waiting – Spring Street, Uppermill**

Report of: Executive Director, Economy, Skills and Neighbourhoods

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

**27 November 2017**

### **Reason for Decision**

The purpose of this report is to consider the introduction of prohibitive waiting restrictions on part of Spring Street, Uppermill to alleviate obstructive parking taking place.

### **Recommendation**

It is recommended that no waiting at any time (double yellow lines) restrictions be introduced on Spring Street, Uppermill in accordance with the schedule at the end of this report.

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## Delegated Item

### Proposed Prohibition of Waiting – Spring Street, Uppermill

#### 1 Background

- 1.1 A request has been received from a resident of Spring Street, Uppermill for the current waiting restrictions on Spring Street, to be extended along the south west side to remove the obstructive parking currently taking place.
- 1.2 Spring Street is approximately 5 metres wide at this point with no footways. Observations have revealed that when vehicles park in this location opposite property numbers 5-9 the residents of these properties can be prevented from using the parking facility/forecourt at the front of their properties.

#### 2 Current Position

- 2.1 Spring Street is a residential street, in the centre of Uppermill Village. The properties on Spring Street consist of terraced/cottage style properties some of which have off street parking available to them and others whose residents rely on parking within the highway.
- 2.2 Currently vehicles park on the south west side of Spring Street as there are no restrictions present, this includes the area opposite numbers 5-11, however, when vehicles park in this location, the residents of these properties are unable to use the off street parking facility available to them to its maximum as they are unable to manoeuvre in and out of the spaces.
- 2.3 In light of this, waiting restrictions in the form of double yellow lines are required to remove the problematic parking taking place. It is understood, however, that some on street parking is required; therefore, it is only proposed to introduce the minimal length to ensure unrestricted access to the parking forecourt in front of numbers 5-9 Spring Street and still allow some on street parking.
- 2.4 In view of the difficulties being experienced by some residents of Spring Street due to the presence of parked vehicles, it is felt that prohibitive waiting restrictions should be introduced in accordance with drawing number 47/A4/1483/1 and the schedule at the end of this report.

#### 3 Options/Alternatives

- 3.1 Option 1: To introduce a No Waiting at Any Time Traffic Regulation Order.
- 3.2 Option 2: Not to introduce a No Waiting at Any Time Traffic Regulation Order.

#### 4 Preferred Option

- 4.1 The preferred option to approve is Option 1.

**5 Justification**

5.1 The introduction of a Traffic Regulation Order in the form of double yellow lines will remove obstructive parking allowing the residents of numbers 5-9 Spring Street to use the forecourt in front of their properties as an off street parking facility to its maximum allowing 6 vehicles to park, therefore creating a safer environment for all highway users.

**6 Consultations**

6.1 G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal.

6.2 T.f.G.M. View - The Director General has been consulted and has no objection to this proposal.

6.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.

6.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

**7 Comments Of Saddleworth South Ward Councillors**

7.1 The Ward Councillors have been consulted and Councillor J McCann supports the proposal.

**8 Financial Implications**

8.1 The cost of making this restriction along with initial road marking and maintenance thereafter is as follows:

	£
Advertisement of order	1,200
Road Markings	500
Total – Advertising/Road Markings	<u>1,700</u>
Annual Maintenance Costs (estimated August 2017)	10

8.2 The advertising and initial road marking cost of £1,700 will be funded from cost centre 40916 (Highways Operations – Unity).

8.3 The annual maintenance costs estimated at £10 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)

## **9 Legal Services Comments**

9.1 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.

9.2 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)

## **10 Co-operative Agenda**

10.1 In respect of the proposal to introduce waiting restrictions on Spring Street there are no Co-operative issues or opportunities arising and the proposals are in line with the Council's Ethical Framework.

## **11 Human Resources Comments**

11.1 None.

## **12 Risk Assessments**

12.1 None.

## **13 IT Implications**

13.1 None.

## **14 Property Implications**

14.1 None.

**15 Procurement Implications**

15.1 None.

**16 Environmental and Health & Safety Implications**

16.1 Energy – Nil.

16.2 Transport – Nil.

16.3 Pollution – Nil.

16.4 Consumption and Use of Resources – Nil.

16.5 Built Environment – Nil.

16.6 Natural Environment – Nil.

16.7 Health and Safety – Nil.

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

17.1 By removing obstructive parking from Spring Street in accordance with the schedule at the end of this report, traffic movements in this location will be unobstructed therefore improving highway safety.

**18 Equality Impact Assessment Completed?**

18.1 No.

**19 Key Decision**

19.1 No.

**20 Key Decision Reference**

20.1 Not applicable.

**21 Background Papers**

21.1 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.

22 **Proposal**

22.1 It is proposed that a Traffic Regulation Order be introduced in accordance with the following schedule and drawing number.


Schedule

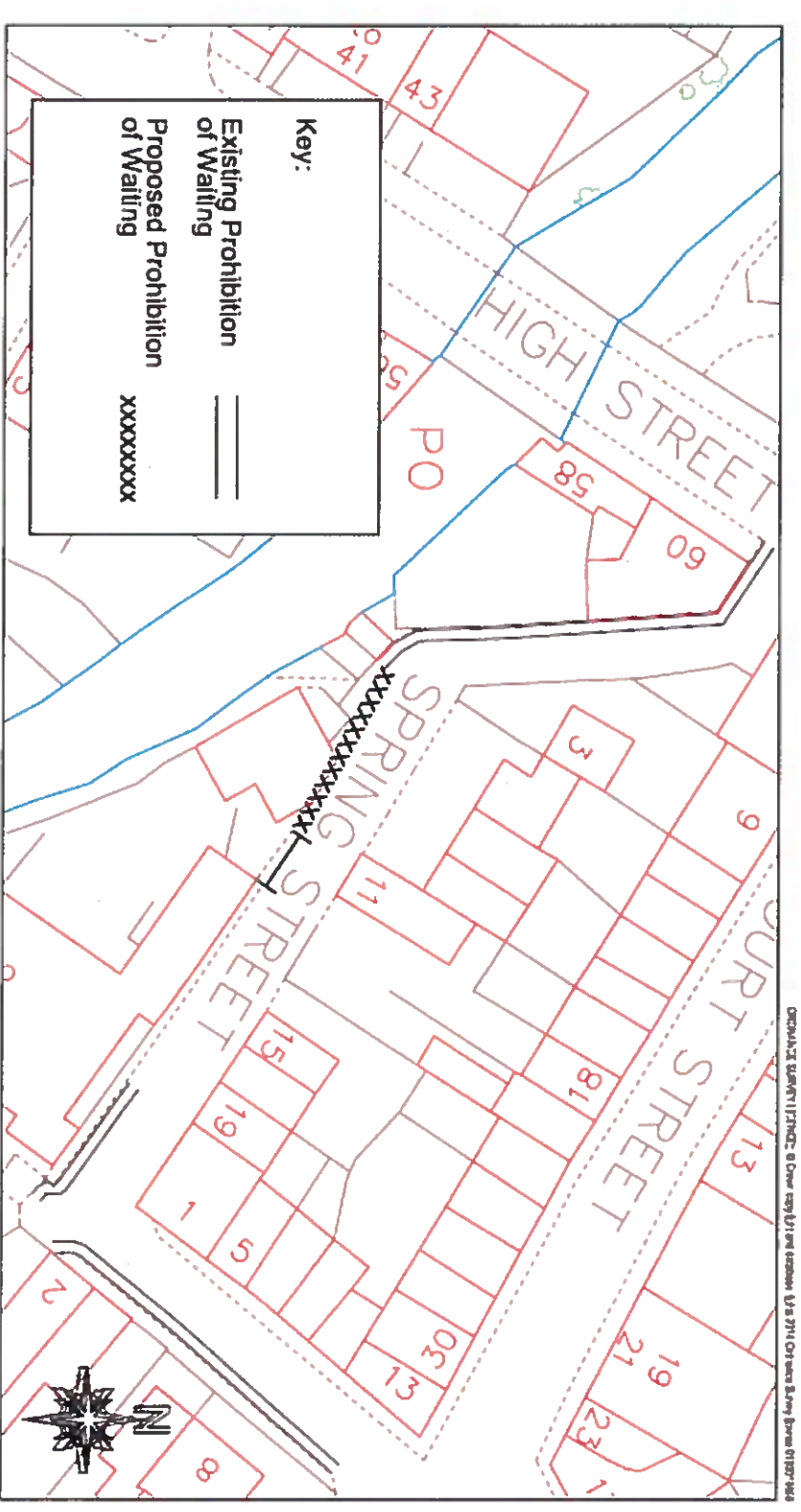
Drawing Number 47/A4/1483/1

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>Spring Street</u> (South West Side)  From a point 40 metres south east of its junction with High Street for a distance of 17 metres in a south easterly direction	At Any Time	A, B1, B3, B4, C, E, K3	

**APPROVAL**

<b>Decision maker</b>  Signed:  Cabinet Member, Environmental Services	Dated: 11/12/2017
<b>In consultation with</b>  Signed:  Director Of Environmental Services	Dated: 08/12/17



		<b>HIGHWAYS &amp; ENGINEERING</b> <small>MEMBER FIRM: CHORNTON, CHERRY &amp; LEE</small>	
Client:	File Ref: TM3/961	Project:	Proposed Prohibition of Waiting - Spring Street, Upperrill
Drawn by:	JV 8/17	Dept:	Surface of Pavement
Checked by:	DE 8/17	Date of AD Plan:	15/00
Approved by:	GD 8/17	Scale:	1:500
Project No: 47/A4/1483/1		Drawing No:	

CRCAD/EMTRAIL/CP/2016/04/01/17/02:08 Drawn by J. L. J. on 04/01/17 Use of this drawing is subject to the terms and conditions of the contract.

