



**Oldham**  
Council

## **Delegated Decision**

# **Coleridge Road, Oldham (Layby Outside Shops) – Proposed Time Restricted Parking**

Report of: Deputy Chief Executive – People and Place

Officer contact: Jeanette Whitney, Technical Admin  
Ext. 4305

**11 June 2019**

### **Purpose of Report**

The purpose of this report is to consider the introduction of time restricted parking restrictions within the layby outside the shops on Coleridge Road, Oldham to remove the parking problems being experienced.

### **Recommendation**

It is recommended that time restricted parking be introduced within the layby outside the shops on Coleridge Road, Oldham, in accordance with the schedule at the end of this report.

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## **Coleridge Road, Oldham (Layby Outside Shops) – Proposed Time Restricted Parking**

### **1 Background**

- 1.1 A request has been received via an elected member, for the introduction of time restricted parking within the layby area outside the shops on Coleridge Road, Oldham to alleviate the parking problems being experienced.
- 1.2 The layby outside the shops is being used on a daily basis by shop owners and staff from St Thomas School, although there is adequate parking for the shop owners and staff at the rear of the shops for which security lighting has been provided during the winter months.
- 1.3 When shop owners and staff park all day within the layby area this prohibits residents to park outside the shops especially disabled residents who live nearby.
- 1.4 In view of the difficulties being experienced the elected member has requested that restrictions are introduced.
- 1.5 To maintain access to the layby it is proposed to introduce time restricted parking for one hour with no return within four hours.

### **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 parking being experienced within the layby it is felt the introduction of limited waiting restrictions should be introduced in accordance with drawing number 47/A4/1536/1.

### **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 St James' Ward Councillors**

6.1 The Ward Councillors have been consulted and Councillor Alexander supports the proposal.

## 7 **Financial Implications**

7.1 The cost of introducing this parking restriction is shown below:

	£
Advertisement	1,200
Lining Cost	450
<b>TOTAL</b>	<b>1,650</b>
Annual Maintenance Costs (calculated May 2019)	45

7.2 The advertising and road marking costs of £1,650 will be funded from cost centre 40916 (Highways Operations – Unity).

7.3 The annual maintenance costs estimated at £45 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 x3250/Sadrul Alam x3305)

## 8 **Legal Services Comments**

8.1 Section 32 of the Road Traffic Regulation Act 1984 gives the Council power to provide off street or on street parking places, for the purpose of relieving or preventing congestion of traffic. Section 45 of the Act allows the Council to make an order designating parking places on highways for vehicles of any class specified in the order.

8.2 In determining what parking places are to be designated under section 45, the Council must consider both the interests of traffic and of owners and occupiers of adjoining properties. In particular the Council must have regard to:

- a) the need for maintaining the free movement of traffic
- b) the need for maintaining reasonable access to premises; and
- c) the extent to which off street parking accommodation is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places under section 45.

8.3 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. (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 – In accordance with current specifications.

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

15.6 Natural Environment – Nil.

15.7 Health and Safety – The introduction of prohibitive waiting and peak time loading restrictions will create a safer environment for all highway users.

## **16 Equality, community cohesion and crime implications**

16.1 By removing all day parking, access to the layby will be improved and meet the aspirations of the Ward Member.

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/A4/1536/1

Add to the Oldham Borough Council (Oldham area) Consolidation Order 2003  
Add to Part 1 Schedule 2

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Maximum Period for which a Vehicle May Wait	Column 5 Maximum period before Vehicle May Return	Column 6 Exemptions
	<u>Coleridge Road</u> (North side)  From a point 26.5 metres south west of its junction with Swift Road for a distance of 34.8 metres in a south westerly direction (within the layby area)	At Any Time	1 hour	4 hours	

**APPROVAL**

<b>Decision maker</b> Signed:  Cabinet Member, Neighbourhood Services	Dated: 11 June 2019
<b>In consultation with</b> Signed:  Director Of Environmental Services	Dated: 11 June 2019



