

Delegated Decision

Lomas Street, Failsworth – Proposed Prohibition of Waiting

Report of: Deputy Chief Executive – People and Place

Officer contact: Sarah Robinson, Traffic Engineer
Ext. 4377

6 December 2019

Purpose of Report

The purpose of this report is to consider a request from the Nat West Bank, Failsworth for the introduction of 'no waiting at any time' restrictions (double yellow lines) along both sides of Lomas Street, Failsworth. The Bank has made this request to resolve the obstructive parking practices taking place and hopefully resolve the anti-social behaviour problems being inflicted on Bank employees by the motorists choosing to park in an obstructive manner.

Recommendation

It is recommended that double yellow lines are introduced along Lomas Street, Failsworth in accordance with the schedule detailed in the proposal at the end of this report.

Lomas Street, Failsworth – Proposed Prohibition of Waiting

1 Background

- 1.1 Lomas Street, Failsworth is a no through road which is accessed from the A62 Oldham Road and gives access to a car park used by employees of the Nat West Bank. The Nat West Bank premises are located on the Oldham Road / Lomas Street junction and a cash machine facility is provided within the side wall elevation of the bank, on its Lomas Street frontage.
- 1.2 There is very little on-street parking available within the surrounding highway network, consequently cash machine users and visitors to the bank and nearby businesses use Lomas Street to park.
- 1.3 The parking is however now at a level that the access to and from the car park is being regularly obstructed and bank employees who use the car park are experiencing verbal abuse from the drivers of the parked vehicles. The parking practices are also resulting in motorists having to reverse into Oldham Road, which is a highway safety issue. The Bank have therefore requested the introduction of yellow lines to alleviate the problems.

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 Due the obstructive parking being experienced and the anti-social behaviour of the motorists who use the street to park, it is felt that double yellow lines should be introduced to resolve these issues, in accordance with drawing number 47/A4/1553/1.

5 Consultations

- 5.1 G.M.P. View - The Chief Constable has been consulted and has no comment on 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 Failsworth East 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 September 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 will create a safer environment for users wanting to access the street.

16 Equality, community cohesion and crime implications

- 16.1 The introduction of yellow lines will hopefully alleviate the anti-social behaviour being experienced by the bank employees.

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

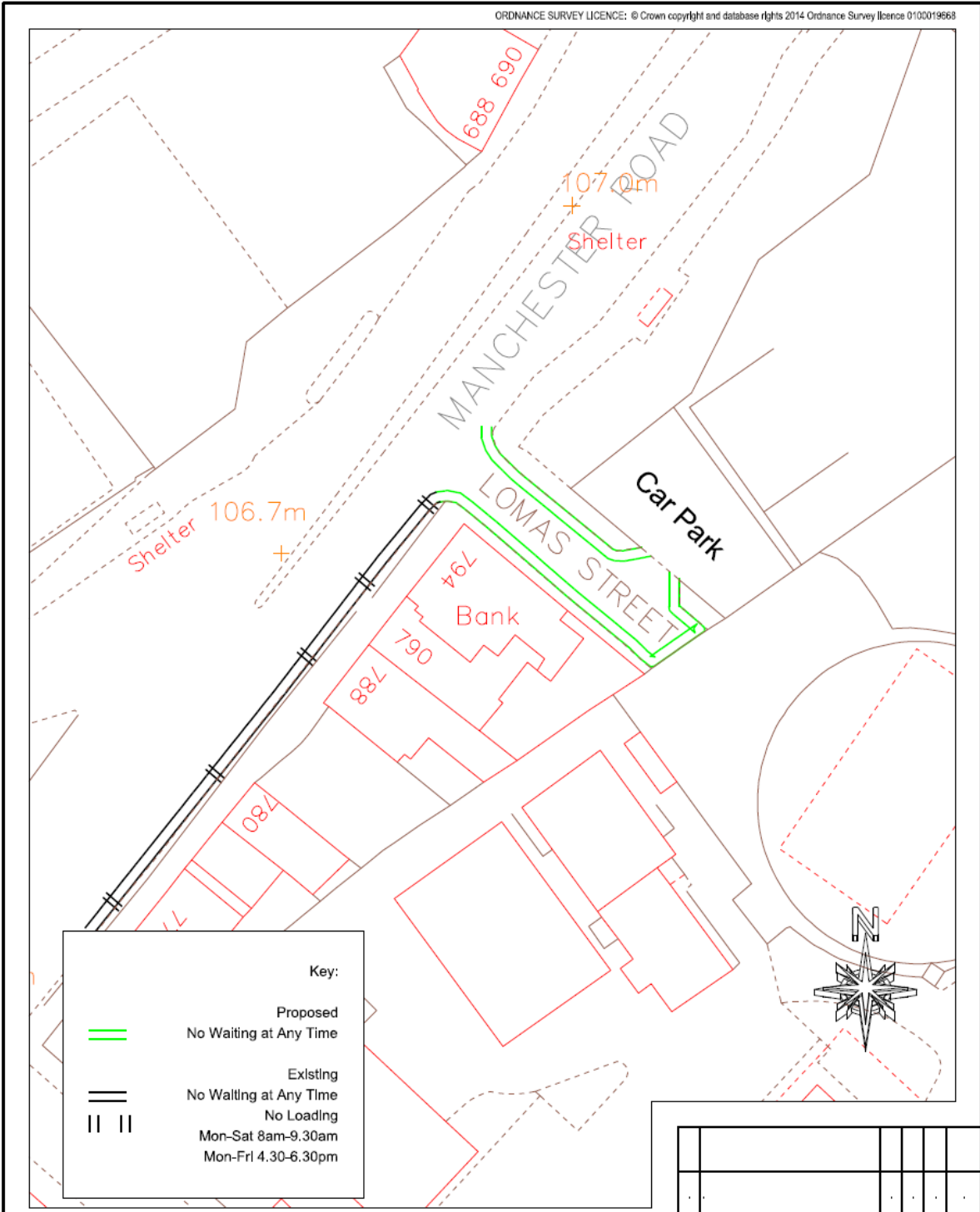
Drawing Number 47/A4/1553/1

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


Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Lomas Street, Failsworth</u> (Both Sides) From its junction with Oldham Road up to and including its cul-de-sac end	At Any Time		



APPROVAL

Decision maker Signed  Cabinet Member, Neighbourhood Services	Dated 17.12.2019
In consultation with Signed  Director Of Environmental Services	Dated 11.12.19




Key:

Proposed
 No Waiting at Any Time

Existing
 No Waiting at Any Time
 No Loading
 Mon-Sat 8am-9.30am
 Mon-Fri 4.30-6.30pm

Rev	Revision details	By	Chk	App.	Date

	Client		Title	
	Project		Lomas Street, Failsworth - Proposed Prohibition of Waiting	
HIGHWAYS & ENGINEERING Henshaw House, Cheapside, Oldham OL1 1NY	Drawn by	Date	Purpose of Issue	
	Checked by	Date	Scale at A4 size	
	Approved by	Date	1:500	
Drawing No.			Rev.	
47/A4/1553/1			.	

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