



Oldham
Council

Delegated Decision

Proposed Prohibition of Waiting – Gateway Crescent, Chadderton

Report of: Deputy Chief Executive – People and Place

Officer contact: Alister Storey, Traffic Engineer
Ext. 5766

6 December 2019

Purpose of Report

The purpose of this report is to consider the introduction of waiting restrictions on Gateway Crescent, Chadderton outside Howarth Court to alleviate obstructive parking taking place.

Recommendation

It is recommended that no waiting at any time (double yellow lines) restrictions be introduced on Gateway Crescent, Chadderton outside Howarth Court in accordance with the schedule at the end of this report.

Proposed Prohibition of Waiting – Gateway Crescent, Chadderton

1 Background

- 1.1 Correspondence has been received from businesses based in Howarth Court Business Park requesting the introduction of waiting restrictions outside the site on Gateway Crescent, Chadderton, to remove the obstructive parking currently taking place.

2 Current Position

- 2.1 Gateway Crescent is an unclassified local road that serves as an access route to a number of businesses. The route has a 30mph speed limit, is lit and has footway to both sides throughout its length. The carriageway is approximately 730 metres in length.
- 2.2 Due to the close proximity of a number of commercial and industrial businesses the lengths of carriageway not already covered with No Waiting at Anytime restrictions regularly become parked with HGV's and other vehicles. This obstructive parking regularly causes problems for drivers of vehicles trying to exit Howarth Court Business Park.
- 2.3 Observations taken on site have confirmed the problem.

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 on Gateway Crescent outside Howarth Court Business 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 comment on this proposal.
- 6.2 T.f.G.M. View - The Director General has been consulted and has no comment on 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 Chadderton Central Ward Councillors**

7.1 The Ward Councillors have been consulted and the Ward Councillors have noted the difficulties experienced on occasions when endeavouring to enter or leave Howarth Court. This problem is caused by inconsiderable parking. The measures outlined in the report should help to ensure that this matter is addressed.

8 **Financial Implications**

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

	£
Advertisement of Order	1,800
Introduction of Road Markings	500
TOTAL	2,300
Annual Maintenance Costs (calculated September 2019)	100

8.2 The advertising/road marking costs of £2,300 will be funded from the Highways Operations – Unity budget.

8.3 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)

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 this proposal 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 None.

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

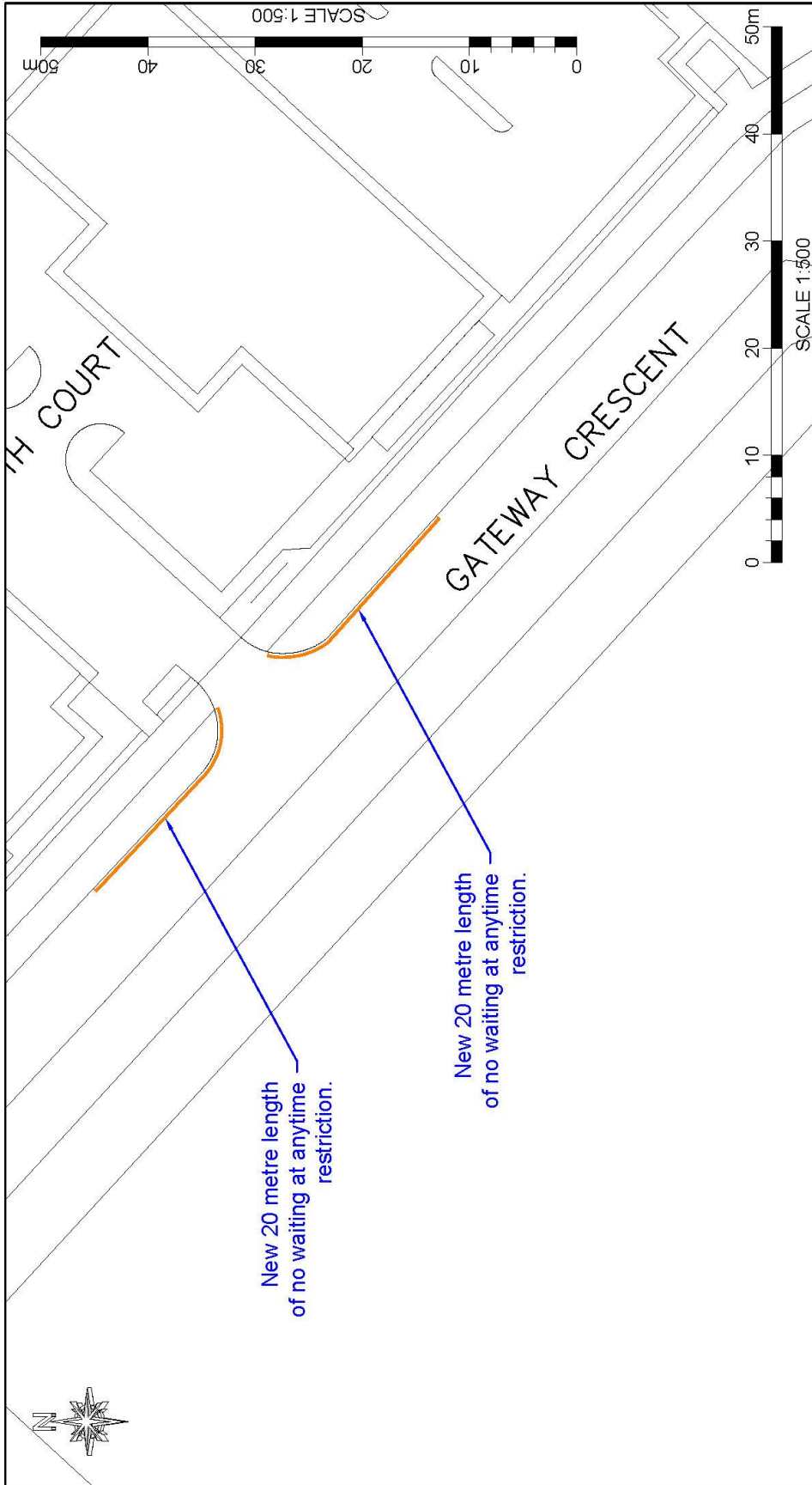
Drawing Number 47/A4/1556/1

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>Gateway Crescent</u> (North East Side) From a point 97.5 metres south east of its junction with The Causeway in a south easterly direction for a distance of 47.5 metres	At Any Time	A, B1, B3, B4, C, E & K3	

APPROVAL

Decision maker Signed  Cabinet Member, Environmental Services	Dated 17.12.2019
In consultation with Signed  Director Of Environmental Services	Dated 10.12.19



		PROPOSED INTRODUCTION OF PROHIBITION WAITING	
GATEWAY CRESCENT CHADDERTON		OF PROHIBITION	
Drawn by AJS	Date 27.10.19	Purpose of Issue DRAFT	Drawing No. 47/A4/1556/001
Checked by SR	Date 27.10.19	Scale at A4 size 1:500	
Approved by G-S	Date 27.10.19		
HIGHWAYS & ENGINEERING Hershaw House, Cheapside, Oldham OL1 1NY			
Revision details		By	Date

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