



**Oldham**  
Council

## **Delegated Decision**

# **Proposed Prohibition of Waiting – Britannia Avenue, Shaw**

Report of: Deputy Chief Executive – People and Place

Officer contact: Alister Storey, Traffic Engineer  
Ext. 5766

**16 December 2019**

### **Purpose of Report**

The purpose of this report is to consider the introduction of waiting restrictions on Britannia Avenue, Shaw to alleviate obstructive parking taking place.

### **Recommendation**

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

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## **Proposed Prohibition of Waiting - Britannia Avenue, Shaw**

### **1 Background**

- 1.1 Correspondence has been received from residents of properties on Beal Lane requesting the introduction of waiting restrictions on a short length of Britannia Avenue, Shaw, to remove the obstructive parking currently taking place. There are existing waiting restrictions around the junction with Beal Lane, however vehicles are parking right up to these restrictions causing issues with access.

### **2 Current Position**

- 2.1 Britannia Avenue is a residential cu-de-sac off Beal Lane, Shaw. The road is lit and has footway to both sides. The speed limit is 30mph and a residents parking scheme is currently in operation.
- 2.3 Requests for new restrictions have been received from the residents of the properties 55 to 73 Beal Lane, many of who are elderly. Due to the problem with parked vehicles it often causes issues with access.

### **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 Britannia Avenue, Shaw, therefore creating a safer environment for all highway users and aiding residents with access.

### **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 Shaw Ward Councillors**

7.1 The Ward Councillors have been consulted and Councillor H Sykes supports the proposal.

## 8 **Financial Implications**

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

|  | £            |
|--|--------------|
| Advertisement of Order                             | 1,800        |
| Introduction of Road Markings                      | 500          |
| <b>TOTAL</b>                                       | <b>2,300</b> |
| Annual Maintenance Costs (calculated October 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.


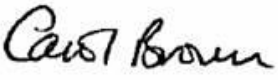
Schedule

Drawing Number 47/A4/1557/1

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

| Column 1<br>Item No | Column 2<br>Length of Road   | Column 3<br>Duration | Column 4<br>Exemptions   | Column 5<br>No Loading |
|---------------------|--|----------------------|--------------------------|------------------------|
|                     | <u>Britannia Avenue</u><br>(East Side)<br><br>From its junction with Beal Lane in a northerly direction for a distance of 8 metres | At Any Time          | A, B1, B3, B4, C, E & K3 |                        |

**APPROVAL**

|  |                           |
|--|---------------------------|
| <b>Decision maker</b><br>Signed _____<br><br>_____<br>Cabinet Member,<br>Environmental Services | Dated 06/01/2020<br>_____ |
| <b>In consultation with</b><br>Signed <br>Director Of Environmental<br>Services                 | Dated 20.12.19            |

