



**Oldham**  
Council

## **Delegated Decision**

# **Proposed Prohibition of Stopping Order (Bus Stop Clearways) – GD3 Bus Stop Upgrades, Oldham**

Report of: Deputy Chief Executive – People and Place

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Ext. 1366

**2 November 2020**

### **Purpose of Report**

The purpose of this report is to consider the introduction of a Prohibition of Stopping Order (Bus Stop Clearways) at locations on Middleton Road, Chadderton, Ashton Road East, Lord Lane, Ashton Road West, and Hulmes Road, Failsworth, and High Street, Shaw to install Clearways for bus stops to prevent obstructive parking taking place. These measures are part of the Growth Deal 3 funded scheme to upgrade various bus stops to current accessibility standards as identified by TfGM.

### **Recommendation**

It is recommended that a 'No Stopping Order' in the form of Bus Stop Clearways be introduced at locations on Middleton Road, Chadderton, Ashton Road East, Lord Lane, Ashton Road West, Hulmes Road, Failsworth, and High Street, Shaw in accordance with the schedule at the end of this report.

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## **Proposed Prohibition of Stopping Order (Bus Stop Clearways) – GD3 Bus Stop Upgrades, Oldham**

### **1 Background**

- 1.1 Growth Deal 3 is funding allocated from Central Government for projects that benefit the local area and economy. Transport for Greater Manchester (TFGM) have identified measures to be implemented from the funding, which will upgrade the transport infrastructure throughout Greater Manchester. The measures have been split into 4 separate schemes, one of which is bus stop accessibility.
- 1.2 Routes have been identified within the Oldham Borough which require bus stop upgrades to improve both passenger and driver accessibility.
- 1.3 Many of the bus stops on the routes identified, are not protected with a bus stop clearway marking; this can result in the bus stop area being obstructed by parked vehicles which creates difficulty for bus passengers who are forced to board and alight the vehicle via the carriageway.
- 1.4 The introduction of bus stop clearways results in the removal of on-street parking, which can be problematic in residential areas. To reduce the loss of parking, footway buildouts are being constructed at the stops, where conditions permit, however, where this is not possible TFGM have requested bus stop clearways be introduced.
- 1.5 Bus Stop Clearways are a no stopping order; loading / unloading and boarding and alighting a vehicle is not permitted in these areas whilst the clearway is in operation. The restrictive nature of bus stop clearways means that bus drivers should always be able to access the area to pick up and drop off passengers.

### **2 Options/Alternatives**

- 2.1 Option 1: To approve the recommendation to introduce a Prohibition of Stopping Order to ensure the bus stop areas can be accessed by both passengers and the driver
- 2.2 Option 2: Not to approve the recommendation to introduce a Prohibition of Stopping Order and let the obstructive parking continue.

### **3 Preferred Option**

- 3.1 The preferred option is Option 1 to introduce a Prohibition of Stopping Order.

## 4 **Justification**

- 4.1 In view of the obstructive parking practices taking place, it is felt that the introduction of a bus stop clearway at the various locations detailed in this report will provide easier access for buses needing to stop at the designated bus stop and create some space within the carriageway to allow traffic to pass, albeit on a give and take basis.

## 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 fully supports the introduction of bus clearways at these stops. They will help to protect the bus stops by restricting parking in the immediate vicinity and allowing the bus to align with the kerb in order to aid accessibility for passengers when boarding or alighting.
- 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 Chadderton Central / Chadderton North / Coldhurst / Shaw / Crompton / Failsworth East / Failsworth West Ward Councillors**

- 6.1 The Ward Councillors have been consulted and Councillor C Gloster and Councillor H Sykes support the recommendation as the regulation formalises current bus bay already in place on Milnrow Road, Shaw.
- 6.2 Councillor E Moores has commented that although this may raise issues with residents who do not have access to off road parking, I would support the proposals on safety and traffic congestion grounds.

## 7 **Financial Implications**

- 7.1 The cost of the improvement works to the bus stops including the provision of Bus Stop Clearways, will be £4.4k and will be funded from the £232k budget allocation for this scheme within the Transport Capital Programme.
- 7.2 It should be noted that £37k of the £232k allocation has been committed, leaving a balance of £190.6k which is sufficient to accommodate the cost of this scheme.
- 7.3 The financing of this scheme is Growth Deal 3 Grant.

(John Edisbury)

## **8 Legal Services Comments**

- 8.1 Since 2002 it has been possible to introduce a bus stop clearway without the need for a Traffic Regulation Order. The Council has introduced an approvals procedure for dealing with bus stop clearways which to a large extent mirrors the procedure to be followed when making Traffic Regulation Orders. It is recommended that the approval procedure be followed. (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 Some households will now experience restrictions to parking directly in front of their properties due to the clearway being introduced at kerbside.

## **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 bus stop clearways as detailed in the schedule at the end of this report will create a safer environment for passengers boarding and alighting the buses and the buses entering and exiting the clearways.

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

16.1 The removal of on street parking may have a detrimental effect on residents who rely on parking within the highway; but will have a positive effect on users of the bus service.

**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.

Schedule  
No Stopping Order (Bus Stop Clearway)

Chadderton District

<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>	<b>Column 4</b>	<b>Column 5</b>
<b>Item No</b>	<b>Length of Road</b>	<b>Duration</b>	<b>Exemptions</b>	<b>No Loading</b>
	<u>Middleton Road</u> (South Side)  From a point 46 metres east of its junction with Featherstall Road South, for a distance of 23 metres in an easterly direction	24 Hours		
	<u>Middleton Road</u> (North Side)  From a point 15 metres west of its junction with Main Road for a distance of 23 metres in a Westerly direction	24 Hours		
	<u>Middleton Road</u> (South Side)  From a point 48 metres East of its junction with Lansdowne Road for a distance of 23 metres in a Easterly direction	24 Hours		
	<u>Middleton Road</u> (North Side)  From a point 16 metres East of its junction with Victoria Street for a distance of 23 metres in a Easterly direction	24 Hours		

	<p><u>Middleton Road</u> (South Side)</p> <p>From a point 20 metres South East of its junction with Dalton Street for distance of 23 metres in a South Easterly direction</p>	24 Hours		
	<p><u>Middleton Road</u> (South Side)</p> <p>From a point 10 metres South East of its junction with Norden Street for distance of 23 metres in a South Easterly direction</p>	24 Hours		
	<p><u>Middleton Road</u> (North Side)</p> <p>From a point 27 metres South East of its junction with Norden Street for distance of 23 metres in a South Easterly direction</p>	24 Hours		
	<p><u>Middleton Road</u> (South Side)</p> <p>From a point 132 metres South East of its junction with Firwood Park for distance of 23 metres in a South Easterly direction</p>	24 Hours		

	<p><u>Middleton Road</u> (North Side)</p> <p>From a point 132 metres South East of its junction with Firwood Park for distance of 23 metres in a South Easterly direction</p>	24 Hours		
	<p><u>Middleton Road</u> (South West Side)</p> <p>From a point 7 metres South East of its junction with Firwood Park for distance of 23 metres in a South Easterly direction</p>	24 Hours		
	<p><u>Middleton Road</u> (North Side)</p> <p>From a point 90 metres South East of its junction with Garforth Street for distance of 23 metres in a South Easterly direction</p>	24 Hours		

Failsworth District

	<p><u>Ashton Road East</u> (South Side)</p> <p>From a point 21 metres South West of its junction with James Street for distance of 23 metres in a South Westerly direction</p>	24 Hours		
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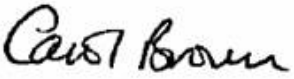
	<p><u>Lord Lane</u> (West Side)</p> <p>From a point 59 metres South of its junction with Clive Road for distance of 23 metres in a Southerly</p>	24 Hours		
	<p><u>Ashton Road West</u> (South East Side)</p> <p>From a point 52 metres North East of its junction with Lord Lane for distance of 23 metres in a North Easterly direction</p>	24 Hours		
	<p><u>Lord Lane</u> (West Side)</p> <p>From a point 15 metres North of its junction with Paddock Lane for distance of 23 metres in a Northerly direction</p>	24 Hours		
	<p><u>Ashton Road East</u> (North Side)</p> <p>From a point 20 metres West of its junction with Church Street for distance of 23 metres in a Westerly direction</p>	24 Hours		

	<p><u>Ashton Road East</u> (North Side)</p> <p>From a point 18 metres West of its junction with Hampton Street for distance of 23 metres in a Westerly direction</p>	24 Hours		
	<p><u>Ashton Road East</u> (South Side)</p> <p>From a point 17 metres West of its junction with Holt Lane for distance of 23 metres in a Westerly direction</p>	24 Hours		
	<p><u>Hulmes Road</u> (South West Side)</p> <p>From a point 6 metres West of its junction with Woodlands for distance of 23 metres in a North Westerly direction</p>	24 Hours		
	<p><u>Hulmes Road</u> (North East Side)</p> <p>From a point 14 metres South East of its junction with Newton Road for distance of 23 metres in a South Easterly direction.</p>	24 Hours		

Shaw District

	<p><u>Milnrow Road</u> (West Side)</p> <p>From a point 15 metres North of its junction with King Albert St for distance of 23 metres in a Northerly direction</p>	24 Hours		
	<p><u>High Street</u> (North Side)</p> <p>From a point 5 metres East of its junction with Westway for distance of 23 metres in a South Easterly direction</p>	24 Hours		

**APPROVAL**

<p><b>Decision maker</b></p>  <p>Signed _____ Cabinet Member, Neighbourhoods &amp; Culture</p>	<p>Dated 3<sup>rd</sup> November 2020</p>
<p><b>In consultation with</b></p>  <p>Signed _____ Director of Environmental Services</p>	<p>Dated 3 November 2020</p>

