



Oldham
Council

Delegated Decision

Proposed Time Restricted Parking – Beal Lane, Shaw

Report of: Deputy Chief Executive – People and Place

Officer contact: Sarah Robinson, Traffic Engineer
Ext. 4377

15 February 2021

Purpose of Report

The purpose of this report is to consider the introduction of time restricted parking along part of Beal Lane, Shaw.

Time restricted parking was introduced for a period of 12 months to enable the facility to be monitored before consideration is given to the implementation of a new permanent order. The 12-month order became operative on 8 July 2020, to coincide with the release of the easing of the initial national lock down period thus allowing the nearby businesses to take advantage of the facility. The 12-month order is due to expire on the 7 July 2021 and a decision needs to be made on whether the scheme is introduced on a permanent basis or just left to expire which would see the return of uncontrolled on-street parking.

The Ward Councillors have been consulted and they have confirmed support the introduction of a permanent order; this report therefore commences the democratic procedure for a permanent scheme to be introduced.

Recommendation

Approval is sought for the introduction of a permanent time restricted parking scheme along part of Beal Lane, Shaw, in accordance with the schedules detailed at the end of this report.

Proposed Time Restricted Parking – Part of Beal Lane, Shaw

1 Background

- 1.1 A proposal to introduce a 12-month Traffic Regulation Order along part of Beal Lane, Shaw, which restricted parking to a maximum stay of 3 hours, was approved by the Council's Traffic Regulation Order Panel. The request for the restriction was submitted via a petition, hence the decision made by the Panel.
- 1.2 When the proposal was advertised 5 letters of objection and 1 letter of representation were received; these were considered by the Panel at their meeting on 30 January 2020. The Panel considered the objections together with the concerns of Highway Engineers and Police, who did not support the proposal due to the highway safety issues that could result, but approved the introduction of a 12 month order, over a reduced length, to allow a period of monitoring to take place before a decision is made on whether the facility should be introduced on a permanent basis. It was felt a reduction in the length to be covered by the time restricted parking would give residents the opportunity to park for a longer period on the remaining length.
- 1.3 Observations have taken place, albeit limited due to the working conditions imposed by the Covid restrictions; these revealed limited use of the facility and the vehicles parked were partly utilising the footway. Due to the facility not being fully utilised the parking facility was not adversely affecting highway safety. That said, the local hairdressing business will not have been working to full capacity due to the requirement to introduce social distancing measures within the salon; consequently, the use of the facility may increase when normal service can resume.
- 1.4 A communication has also been received from a resident explaining the difficulties he is experiencing parking when he returns from working a night shift and needs to park during the day when he is on his rest period.
- 1.5 The Ward Councillors have been consulted on the introduction of a permanent facility and they have confirmed their support as they feel the facility is working well and has removed the problematic parking that previously took place.

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 of the Ward Members is Option 1

4 **Justification**

- 4.1 In view of the support for the facility by the Ward Members, it is felt that the statutory process should commence for proposing a permanent order.

5 **Consultations**

- 5.1 G.M.P. View - The Chief Constable has been consulted and GMP's position in relation to the promotion of this scheme has not changed from the initial submission.

Over the last 12 months, vehicle journeys and how residents across the GM area access/use local facilities have been severely impacted due to the restrictions introduced through Covid 19 and we have now encountered a true reflection on how the network is being used. Especially where local businesses are situated.

Due to the width constraints of Beal Lane the introduction of a dedicated parking bay could adversely impact on the functionality and safety of road users.

- 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 Shaw Ward Councillors**

- 6.1 The Ward Councillors have been consulted and Councillor H Sykes supports the proposal.
- 6.2 Councillor H Gloster has commented, I just want to put on record that I fully support this Time Restricted Parking Order. It has had the desired effect and improved the situation in this area tremendously.

7 **Financial Implications**

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

	£
Advertisement of Order	1,200
Introduction of Signage/Road Markings	Nil
TOTAL	1,200
Annual Maintenance Costs (calculated January 2021)	270

- 7.2 The advertising costs of £1,200 will be funded from the Highways Operations – Unity budget. There are no signage/road marking costs as these measures are already in place.
- 7.3 The annual maintenance costs estimated at £270 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 Section 32 (1)(b) of the Road Traffic Regulation Act 1984 gives local authorities the power by order to authorise the use as a parking place of any part of a road within their area. It must appear to the Council that the parking places are necessary for the purpose of relieving or preventing congestion of traffic. Under section 35 of the Act, the Council may impose restrictions on the use of the parking places and in particular, the vehicles which may be permitted to use them. The original time restricted parking should have been introduced on a permanent basis but subject to review after 12 months.
- 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. Given the above, it is recommended that great weight is given to the comments of the Chief Constable at paragraph 7.1 above when deciding whether to proceed with the proposals. (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 facility when fully utilised could create an obstruction for moving traffic

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

16.1 The introduction of time restricted parking could have a detrimental effect on community cohesion due to the difficulties that could be created for residents who may want to park for long periods of time throughout the day-time period.

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

Schedule

Drawing Number 47/A3/1542/1

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

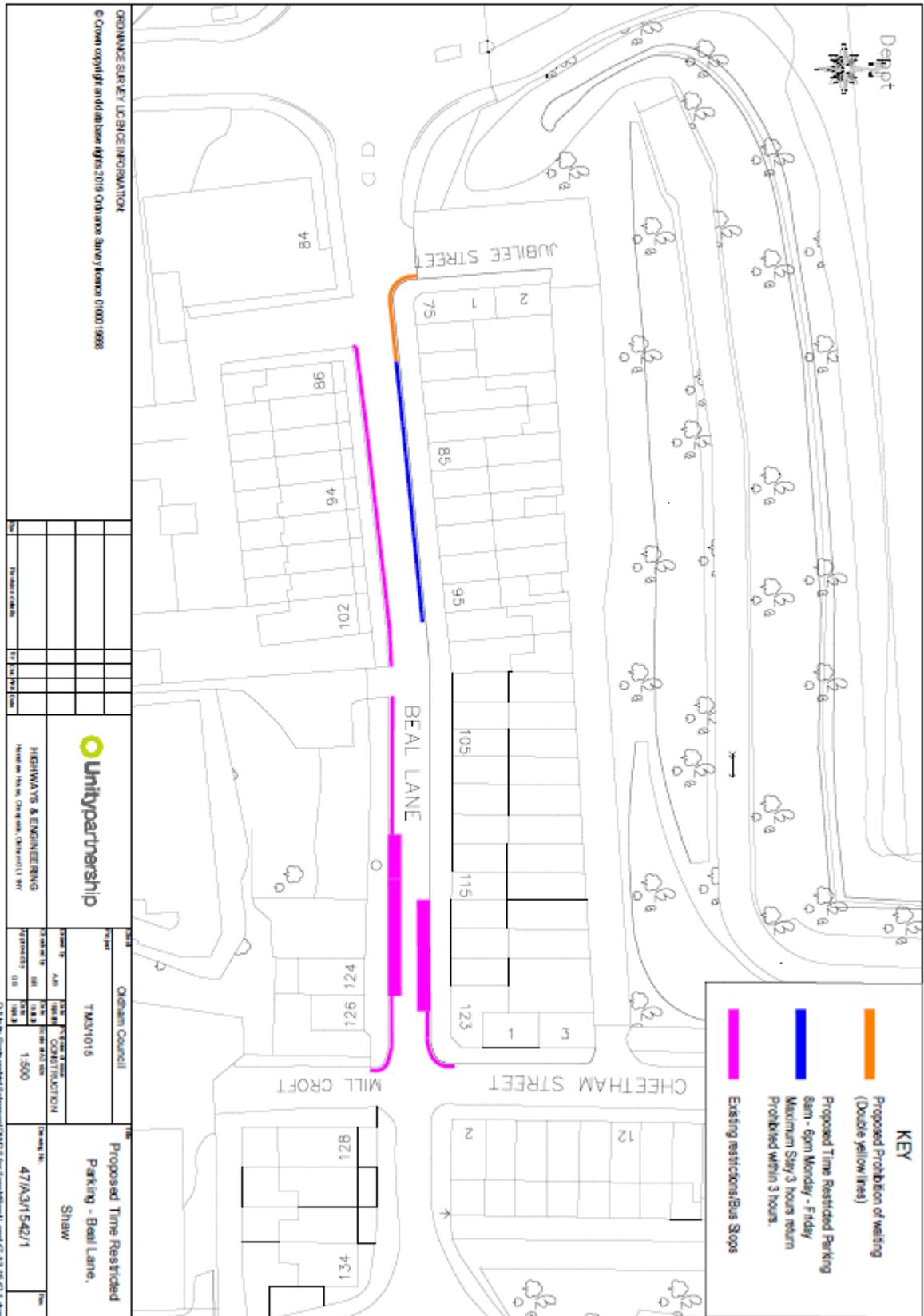
Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Beal Lane, Shaw</u> (North Side) From its junction with Jubilee Street for a distance of 10 metres in an easterly direction	At Any Time		

Part 1 Schedule 2

Col 1	Col 2	Col 3	Col 4	Col 5	Col 6
Item No	Length of Road	Duration	Max. period for which a vehicle may wait	Min. Period before vehicle may return	Exemptions
	<p><u>Beal Lane, Shaw</u> (North Side)</p> <p>From a point 10 metres east of Jubilee Street for a distance of 40 metres in an easterly direction</p>	8am – 6pm Monday - Friday	3 Hours	3 Hours	

APPROVAL

<p>Decision maker</p>  <p>Signed _____ Cabinet Member, Neighbourhood and Culture</p>	<p>Dated 17th February 2021</p>
<p>In consultation with</p>  <p>Signed _____ Director of Environmental Services</p>	<p>Dated: 17 February 2021</p>



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Project Code	17/28/27/100

Unitypartnership
 HIGHWAYS & ENGINEERING
 HEALING HILL, CHEETHAM, CHESTER, CH1 3JY

Client	Chorlton Council
Project	TM3/1015
Project No.	1500
Project Name	CONSTRUCTION
Project Start	01/03/20
Project End	31/03/20

Proposed Time Restricted Parking - Beal Lane,
 Shaw
 47/A3/1542/1