



Oldham
Council

Delegated Decision

Proposed Residents Parking Scheme - 25-45 Huddersfield Road, Diggle

Report of: Deputy Chief Executive – People and Place

Officer contact: Alister Storey, Traffic Engineer
Ext. 5766

23 February 2021

Purpose of Report

The purpose of this report is to consider the introduction of Residents Parking for properties 25 to 45 (odd numbered properties only) Huddersfield Road, Diggle.

Recommendation

It is recommended that the restrictions discussed in this report are implemented in accordance with the schedule at the end of this report.

Proposed Residents Parking Scheme - 25-45 Huddersfield Road, Diggle

1 Background

- 1.1 Planning permission was granted for the new Saddleworth School in 2019 with construction of the new site commencing in Spring 2020. There are a number of highway improvements associated with the new school site, some of which are subject to planning conditions.
- 1.2 Huddersfield Road is an unclassified local distributor route that, in the area concerned in this report, is fronted to the west by primarily residential properties. To the east are primarily open fields and the brownfield site where the new school will be located, there is a row of terraced properties towards Standedge Road.
- 1.3 Private off-street parking along this length of Huddersfield Road is limited, with most properties relying on parking on the highway. Waiting restrictions exist along lengths of the carriageway where parking would cause obstruction. In the areas of the terraced properties parking narrows the carriageway to single way running, which leads to congestion.

2 Changes to highway

- 2.1 The footway on Huddersfield Road between Standedge Road and the new school entrance road will be widened to a minimum width of 2 metres. Between Standedge Road and where the footway passes properties 20 to 44, the carriageway will be narrowed to a single lane and signalised shuttle working will be introduced. All on-street parking will be removed along the length of the shuttle working.
- 2.2 The existing bus stops in both directions that fall within the area of the proposed shuttle working are to be removed. The west bound stop will be relocated in a bus stop layby approximately 20 metres east of its existing location. Due to the lack of footway to the west side of the carriageway, the east bound stop will be combined with a new stop just after the school access road adjacent to properties 133/135. The existing footway at this location will be locally widened and an informal crossing point installed.
- 2.3 A new off street car park and a residents parking area, for properties 25 to 45 Huddersfield Road, will be constructed to the East side of Huddersfield Road. The car park and residents parking area will be served by a new access road. The access road will be adopted highway in the form of a one-way crescent. The off-street parking area to the rear of properties 20 to 44 will be accessed off this route.
- 2.4 The footway between the new parking area and the school access road will be widened to a minimum of 2.5 metres.

2.5 The TRO's relating to the proposed restrictions were advertised in May 2020, a number of objections were received to the proposals. The TRO Panel sat to consider a report on the objections on 24 September 2020. The Panel moved to approve the restrictions with slight amendments to the single yellow line restrictions.

3 Residents Parking Proposal

3.1 The residents of properties 25 to 45 (odd numbered properties only) will lose the capacity for on street parking with the introduction of the measures detailed above. It is therefore proposed to introduce an area of residents only parking with each property receiving a maximum of two permits per property. Further free to use parking will be available in the car park adjacent to the residents parking area.

3.2 Properties 20 to 44 Huddersfield Road will have parking provided to the rear of their properties. Conversations regarding this land deal are ongoing, however their parking will be off highway and will not be included within the residents parking scheme. A separate Delegated Decision Report has been produced on this matter.

4 Options/Alternatives

4.1 Option 1: To introduce a Residents Parking scheme for properties 25 to 45 (odd numbers only) Huddersfield Road, Diggle.

4.2 Option 2: Not to introduce a Residents Parking scheme for properties 25 to 45 (odd numbers only) Huddersfield Road, Diggle.

5 Preferred Option

5.1 The preferred option to approve is Option 1.

6 Justification

6.1 The implementation of the residents parking scheme area introduces 20 parking space that will purely be dedicated to the residents of 25 to 45 Huddersfield Road. This along with the new free to use car park and parking areas for properties 20 to 44 Huddersfield Road creates more parking space than is being lost by the measures being introduced on the highway for these properties.

7 Consultations

7.1 G.M.P. View - The Chief Constable has been consulted and has no objection to this proposal.

7.2 T.f.G.M. View - The Director General has been consulted and has no comment on this proposal.

7.3 G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.

7.4 N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal.

8 **Comments of Saddleworth North Ward Councillors**

8.1 The Ward Councillors have been consulted and Councillor G Harkness has commented:

I supported the last parking scheme with the amendments to parking restrictions which were approved. I had some concerns raised by residents in Diggle that there have been changes to the parking arrangements around the turning circle and a reduction/loss of parking around the houses on Huddersfield Road where parking provision is due to be provided. I asked for clarity from Planning and also emailed the hub supposedly dealing with the new development queries. I have received no assurances to date but this report seems to suggest there have been no suggested such changes as the report indicates in 2.3 a new off street parking. It would appear that A is the new resident parking, B unrestricted parking and C resident parking (even).

If these assurances can be given then I am happy to support the scheme.

9 **Response to Councillors Comments**

9.1 To confirm and allay Councillor Harkness concerns, the parking arrangements previously consulted upon in relation to the on-street restrictions have not changed.

10 **Financial Implications**

10.1 The cost of introducing this Order is shown below:

	£
Advertisement of Order	1,400
Introduction of Signage/Road Markings	Nil
Total	1,400
Annual Maintenance Cost (calculated January 2021)	500

10.2 The advertising costs of £1,400 will be funded from the Highways Operations – Unity budget. The cost of introducing signage/road marking costs are excluded from this report as they form part of the Saddleworth School development and will be met from that scheme.

10.3 The annual maintenance costs, estimated at £500 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.

- 10.4 The associated residents parking scheme will be managed by Parking Services. The cost of resident permits over the initial 10 year period is estimated at £2,500 (20 resident permits at £12.50 per permit per annum for 10 years). This cost will be met by Regeneration for the initial 10 year period. Thereafter, permit costs will be met by the residents.

(Nigel Howard)

11 Legal Services Comments

- 11.1 Where for the purpose of relieving or preventing congestion of traffic it appears to the Council necessary to provide suitable parking places for vehicles, under section 32 of the Road Traffic Regulation Act 1984, the Council has the power to provide off street parking places together with means of entrance to and egress from them. Under section 35 of the Act, the Council may impose conditions (including charges to be paid for their use) on which an off street parking place may be used.
- 11.2 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. (A Evans)

12 Co-operative Agenda

- 12.1 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.

13 Human Resources Comments

- 13.1 None.

14 Risk Assessments

- 14.1 None.

15 IT Implications

- 15.1 None.

16 **Property Implications**

16.1 None.

17 **Procurement Implications**

17.1 None.

18 **Environmental and Health & Safety Implications**

18.1 Energy – Nil.

18.2 Transport – Changes to bus stop locations have been agreed with TfGM.

18.3 Pollution – Nil.

18.4 Consumption and Use of Resources – Nil.

18.5 Built Environment – Minor alteration to the visual appearance of the area.

18.6 Natural Environment – Nil.

18.7 Health and Safety – Nil.

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

19.1 The provision of off-street parking in the form of residents parking and the new car park will negate the loss of on-street spaces to the residents to 20 to 45 Huddersfield Road caused by the implementation of on street waiting/loading restrictions.

20 **Equality Impact Assessment Completed?**

20.1 No.

21 **Key Decision**

21.1 No.

22 **Key Decision Reference**

22.1 Not applicable.

23 **Background Papers**

23.1 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.

24 **Proposal**

24.1 It is proposed that a Traffic Regulation Order be introduced in accordance with the following schedules and drawing number.

Schedule

Drawing Numbers 1068035-0100-B-402

Add to The Oldham Borough Council (Saddleworth Area) Consolidation Order.
Part II Schedule 3a

Residents' Parking Places

Column 1	Column 2	Column 3
Item No	Length of Road	Permit Area
	<u>Parking Area off Huddersfield Road</u> (East side) 20 marked spaces off car park access road opposite Number 37 to 43 Huddersfield Road	

APPROVAL

Decision maker

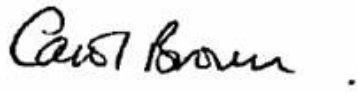


Signed _____
Cabinet Member,
Neighbourhood and Culture

Dated: 23rd February 2021

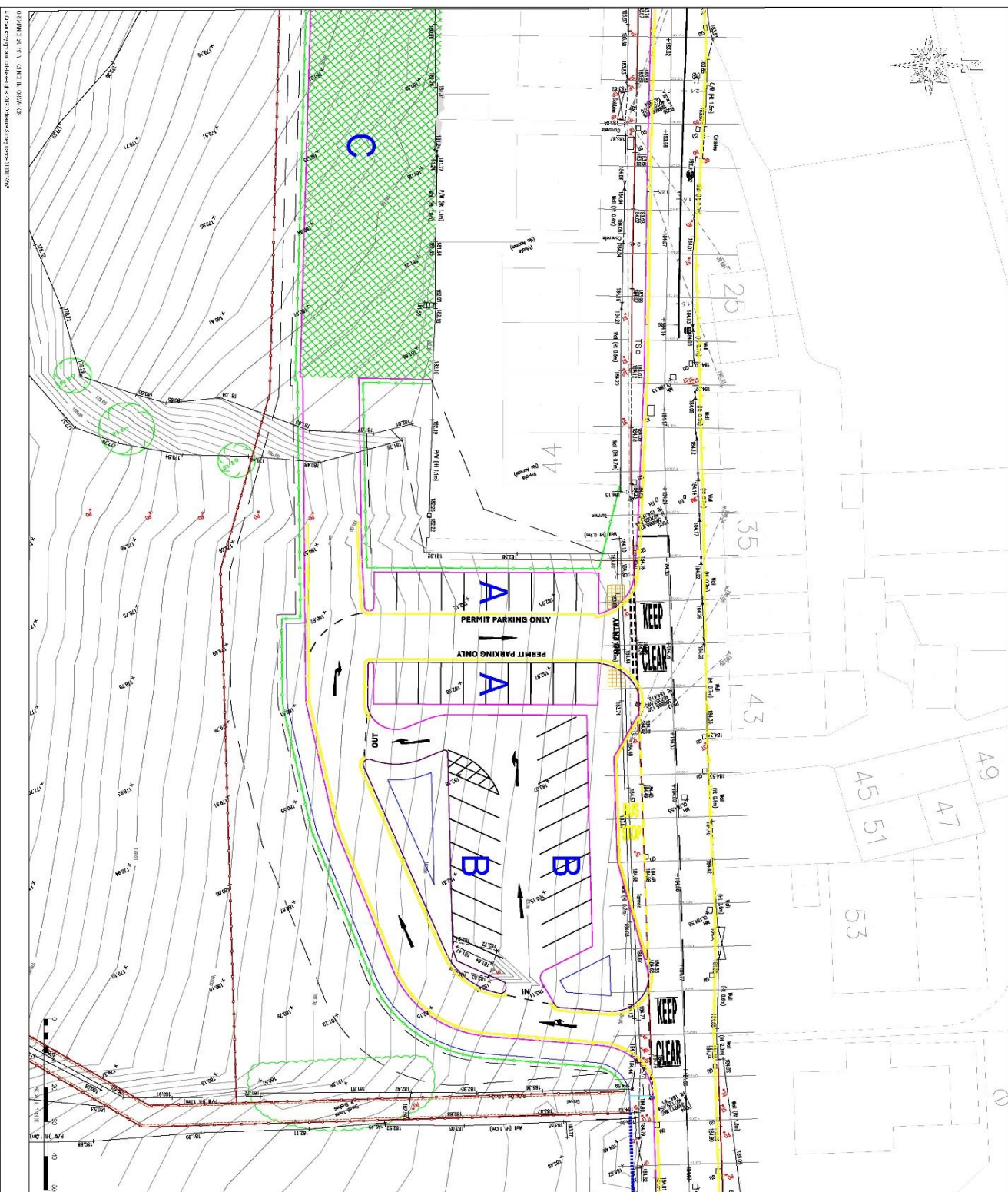
In consultation with

Signed



Director of Environmental
Services

Dated 23 February 2021



NOTES

- A - Residents Parking Area for 25 - 45 Huddersfield Rd
- B - Free to use car park
- C - Parking for properties 20 to 44 Huddersfield Rd



 HIGHWAYS & ENGINEERING
 The Railway House, Chappell, Otham, O.T.11NY

Otham MBC
 Saddleworth School
 General Arrangement
 Sheet 2 of 4

1068035

DATE: 10/09/2022
 TIME: 10:09:40Z
 PROJECT: N.T.S.
 DRAWING: 1068035-0109-002