



Oldham
Council

Delegated Decision

Ward Lane, Diggle – Proposed Prohibition of Waiting

Report of: Deputy Chief Executive – People and Place

Officer contact: Sarah Robinson, Traffic Engineer
Ext. 4377

19 April 2021

Purpose of Report

The purpose of this report is to consider the introduction of prohibitive waiting restrictions (double yellow lines) along part of Ward Lane, Diggle.

Recommendation

It is recommended that double yellow lines be introduced in accordance with the schedule detailed in the proposal at the end of this report.

Ward Lane, Diggle – Proposed Prohibition of Waiting

1 Background

- 1.1 Ward Lane, Diggle is a rural road, with very little footway provision and gives access to the canal towpath and other tourist facilities such as the children's play areas, assault course, the Huddersfield Narrow Canal and Grandpa Greene's ice cream parlour. Diggle Chippy and an allotment area are also located at the Huddersfield Road end of the street; all of these generate on-street parking.
- 1.2 A small parking area has been created adjacent to the duck pond area, but this only accommodates approximately 8 vehicles; when this is full, motorists visiting the area then park along Ward Lane, at busy periods on both sides of the road. There are residential properties located beyond the canal area, the residents of which require unobstructed access at all times. Ward Lane is narrow, having an average width of 6 metres, and when cars are double parked not only is access extremely difficult for the residents, but pedestrians are forced to walk in the centre of the road, in conflict with moving traffic.
- 1.3 Short lengths of double yellow lines have previously been introduced along Ward Lane to remove the obstructive parking practices, but the introduction of the initial lock down period in March 2020, relating to the covid 19 virus, resulted in an influx of visitors to the area, who were primarily visiting Grandpa Greene's ice cream parlour. Grandpa Greene's advertise their business on Social Media which attracts visitors from outside of the Oldham area; depending on the distance they have travelled they will not want to turn round and travel back home so they will find anywhere to park to the detriment of the local residents. Grandpa Greene's do have a private car park facility, but the number of visitors to the attraction outweighs the number of spaces available which therefore results in on-street parking taking place.
- 1.4 From the start of the initial lockdown period regular complaints have been received regarding obstructive parking, resulting in residents not being able to access their properties and pedestrians being forced to walk in the centre of the road with small children, in conflict with vehicles, and with very little space to practice social distancing. A decision was therefore taken to use emergency powers to introduce prohibitive waiting restrictions over a longer length of Ward Lane to remove the obstructive parking practices.

1.5 Temporary orders are operational for 18 months and the order along Ward Lane is due to expire in December 2021. In view of the continuing parking problems, it is felt that the restrictions should be introduced on a permanent basis, together with additional lengths in areas where problematic parking is still being experienced. It also proposed to introduce a loading prohibition over the canal and rail bridge; it has been observed during busy weekend periods that disabled motorists are parking on the bridges on the double yellow lines. Disabled motorists are able to park on double yellow lines for a period of 3 hours when displaying their blue badge in the windscreen of their vehicle; however this parking has resulted in access problems along Ward Lane and is adding additional loading to the rail bridge which is subject to a 7.5 Tonne weight restriction. A loading prohibition cannot be utilised for parking by blue badge holders.

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 is Option 1

4 **Justification**

4.1 In view of the continuing parking problems associated with the Grandpa Greene's business, it is felt that the restrictions introduced under temporary powers should be the subject of a permanent order, together with additional short lengths of prohibitive waiting to cover areas not currently protected. It is also proposed to introduce prohibitive loading restrictions on the canal and rail bridge. The proposals are detailed on drawing number 47/A4/1631/1.

5 **Consultations**

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

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 Saddleworth North Ward Councillors**

6.1 The Ward Councillors have been consulted and Councillor P Byrne supports the proposal.

7 **Financial Implications**

7.1 The cost of introducing the Order is shown below:

	£
Advertisement of Order	1,500
Introduction of Yellow Lines	500
Total	2,000
Annual Maintenance Cost (calculated March 2021)	500

7.2 The advertising and road marking costs of £2,000 will be funded from the Highways Operations – Unity budget.

7.3 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.

(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 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)

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 introduction of a permanent order will improve safety for all highway users

16 Equality, community cohesion and crime implications

16.1 The parking problems associated with the Grandpa Greene's business does not encourage community cohesion

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 and drawing number.

Schedule

Drawing Number 47/A4/1631/1


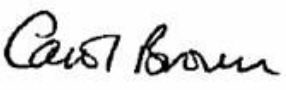
Delete - The Oldham – Saddleworth Area Consolidation Order Prohibition of Waiting Amendment No 66 Order 2019 in its entirety

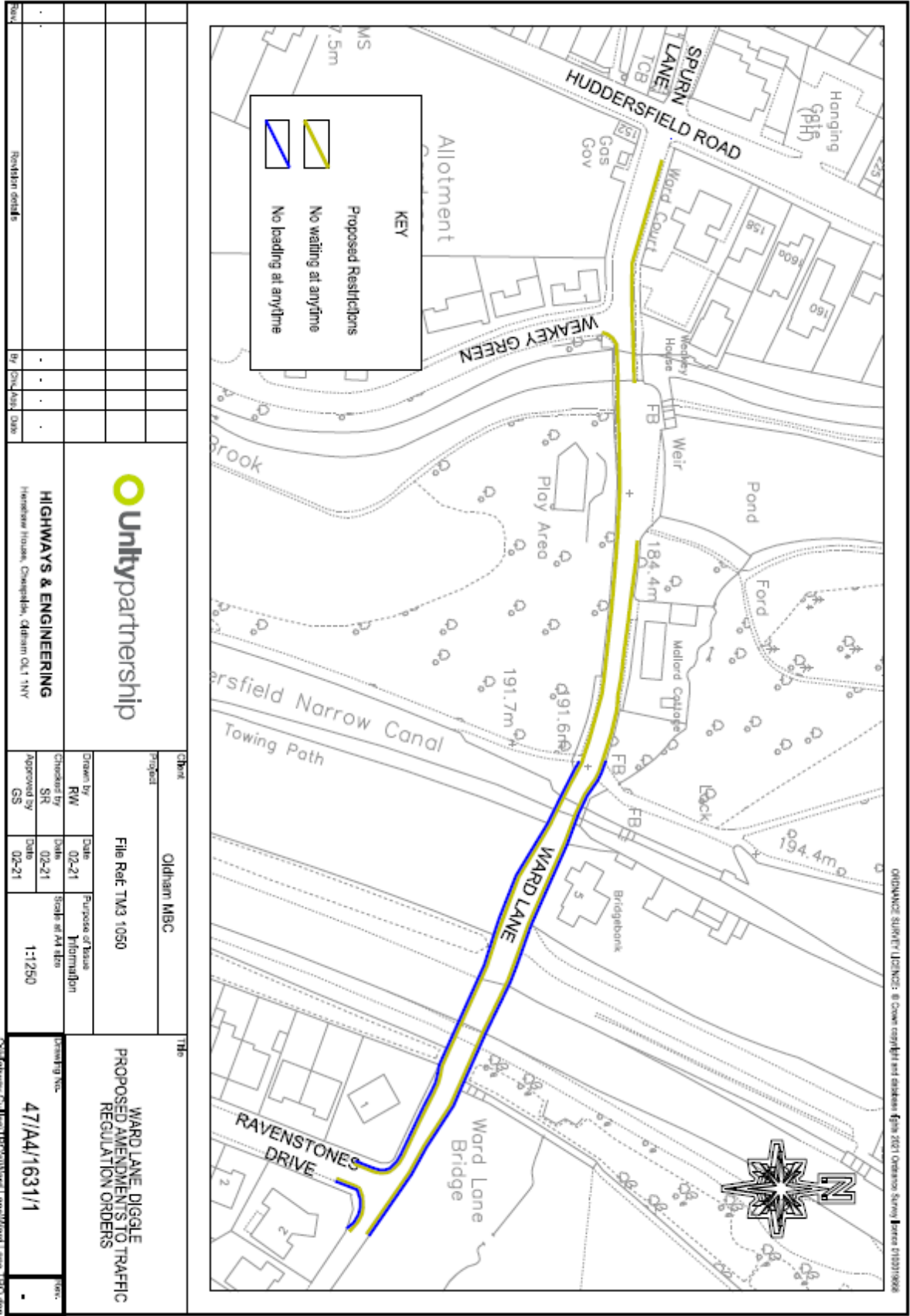
Add to the Oldham Borough Council (Saddleworth area) Consolidation Order 2003

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Ward Lane</u> North Side From a point 6 metres east of its junction with Huddersfield Road for a distance of 59 metres in an easterly direction	At Any Time		
	<u>Ward Lane</u> North Side From a point 106 metres east of its junction with Huddersfield Road to a point 10 metres south east of its junction with Ravenstones Drive	At Any Time		
	<u>Ward Lane</u> South Side Extending from its junction with Weakey Green to a point 10 metres south east of its junction with Ravenstones Drive	At Any Time		
	<u>Ravenstone Drive</u> Both sides From its junction with Ward Lane for a distance of 10 metres in a south westerly direction	At Any Time		At Any Time

	<p><u>Ward Lane</u> North Side</p> <p>From a point 165 metres east of its junction with Huddersfield Road to a point 10 metres south east of Ravenstones Drive</p>			At Any Time
	<p><u>Ward Lane</u> South Side</p> <p>From a point 168 metres east of its junction with Huddersfield Road to a point 10 metres south east of Ravenstones Drive</p>			At Any Time

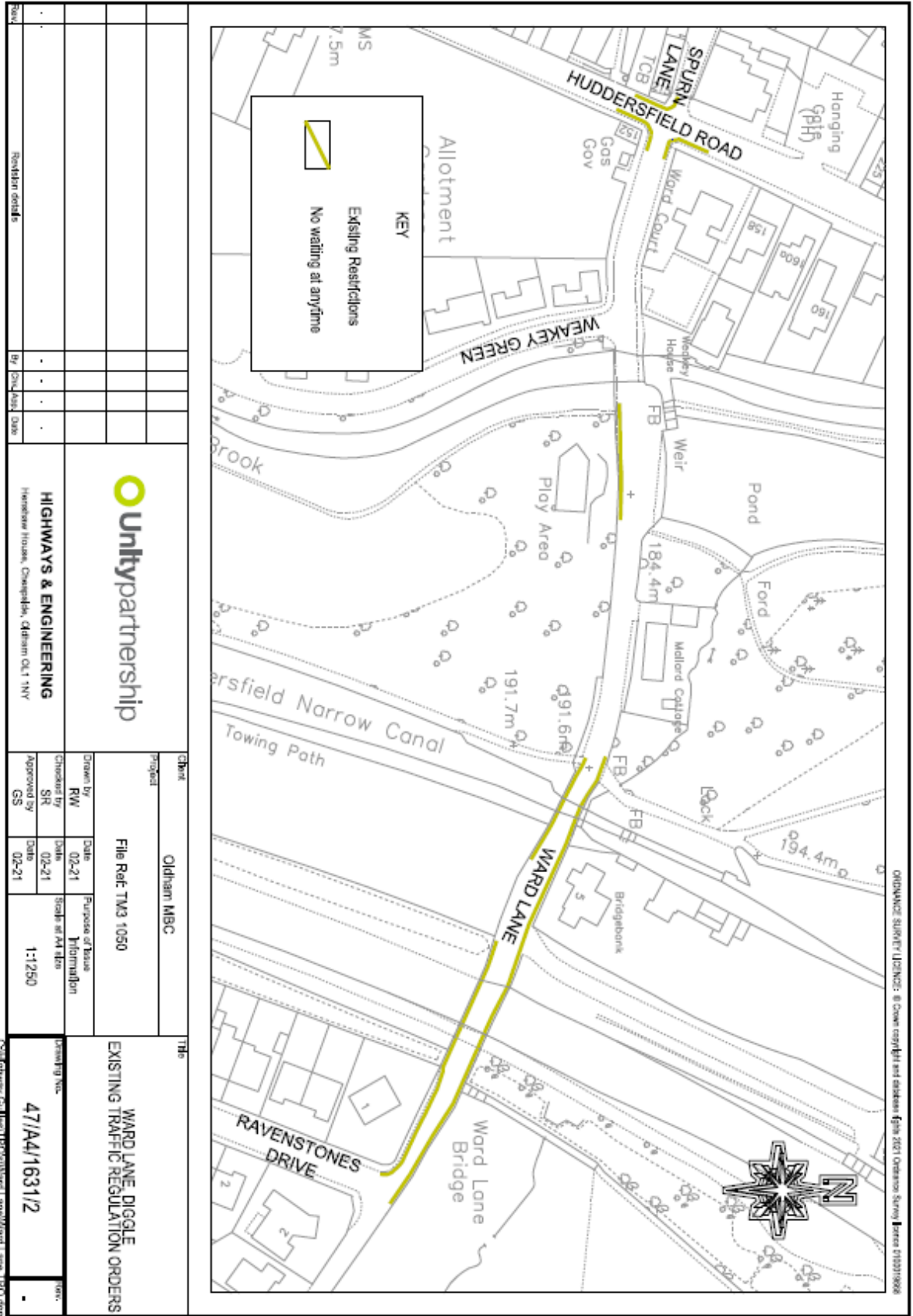
APPROVAL

<p>Decision maker</p>  <p>Signed Cabinet Member, Neighbourhoods and Culture</p>	Dated: 19 th April 2021
<p>In consultation with</p>  <p>Signed Director of Environmental Services</p>	Dated: 19 April 2021



ORDNANCE SURVEY LICENCE: © Crown copyright and database rights 2011 Ordnance Survey. Licence 010019088

Revision details		By: CH/AMK Date:				HIGHWAYS & ENGINEERING Hetherington House, Chapelkirk, Clifton Ct. 1 NY	
Drawn by	RW	Date	02-21	Purpose of Issue	Information	Scale of A4 file	1:1250
Checked by	SR	Date	02-21	Approved by	GS	Date	02-21
Client	Oldham MBC	Project	File Ref: TM3 1050	WARD LANE DIGGLE PROPOSED AMENDMENTS TO TRAFFIC REGULATION ORDERS			
Drawn by	CH/AMK	Date	02-21	Scale of A4 file	1:1250	Ordering No.	47/A4/1631/1
CS19: gateway cut in front of Ward Lane/ward Lane through							



© Crown copyright and database right 2011 Ordnance Survey. Licence reference: 100019284

		HIGHWAYS & ENGINEERING Haverhill House, Chapelthorpe, Oldham OL1 1NV	
Client	Cidham MBC	Project	File Ref: TM3 1050
Drawn By	RW	Date	02-21
Checked By	SR	Date	02-21
Approved by	GS	Date	02-21
Purpose of Issue	Information	Scale at A4 size	1:1250
Drawing No.	47/A4/1631/2	Rev.	-
Title: WARD LANE DIGGLE EXISTING TRAFFIC REGULATION ORDERS			
Drawing No.: 47/A4/1631/2			
Rev:			
By:			
Date:			
Scale:			
Author:			