



Oldham
Council

Delegated Decision

Holmfirth Road, Manchester Road, Hollins Lane, Tunstead Lane and Waterside, Greenfield – Proposed Prohibition of Waiting and Loading

Report of: Deputy Chief Executive – People and Place

Officer contact: Sarah Robinson, Traffic Engineer
Ext. 4377

5 May 2021

Purpose of Report

The purpose of this report is to consider the introduction of prohibitive waiting and loading restrictions on various streets within Greenfield, Oldham, to address the obstructive parking practices generated by visitors to Dovestone reservoir.

Recommendation

It is recommended that the streets detailed in the schedules at the end of this report be approved for the introduction of either prohibitive waiting restrictions or a combination of prohibitive waiting and loading restrictions.

Holmfirth Road, Manchester Road, Hollins Lane, Tunstead Lane and Waterside, Greenfield – Proposed Prohibition of Waiting and Loading

1 Background

- 1.1 The number of visitors to Dovestone Reservoir, who arrive by car, has been increasing over a number of years. Although the attraction has parking for approximately 125 vehicles, the number of visitors arriving by car far outweighs the spaces available, which results in overspill parking taking place on the surrounding highway network, when the car park is full. The overspill parking initially occurred along Holmfirth Road, even though a central double white line road marking system is present which prohibits vehicles stopping / parking in the carriageway adjacent where the markings are present. Central double white line road markings are introduced when the forward visibility of a motorist is severely restricted, due to features such as bends etc and it is not safe for motorists to cross the centre line to manoeuvre around parked vehicles.
- 1.2 The enforcement of double white line road markings is undertaken by the Police, but due to the need for a continual presence on site, it has not been possible for them to undertake effective enforcement; motorists are therefore either happy to take a chance and park in the hope they do not get observed or they do not appreciate that parking adjacent double white lines is an offence.
- 1.3 The introduction of the first national lockdown resulted in an increase in visitor numbers to Dovestone, as people wanted to use the area for their daily exercise or a 'day out' at what is being promoted by third parties as one of the top places to visit in Greater Manchester; this resulted in an increase in vehicles being parked along Holmfirth Road, which lead to a safety critical problem for moving traffic. Parking also started taking place along the side roads of Hollins Lane and Tunstead Lane resulting in access problems for residents.
- 1.4 As well causing a safety issue for moving traffic, pedestrians were also being forced to walk within the carriageway to pass by parked vehicles, in conflict with moving traffic; pedestrians were also unable to practice social distancing.
- 1.5 In view of the safety problems being generated, the Highways Team took the decision to implement, waiting and loading restrictions along the Holmfirth Road and parts of Tunstead Lane and Hollins Lane in June 2020, under emergency powers, which enabled the Local Authority to undertake enforcement, therefore easing the burden on the Police.
- 1.6 However, as a consequence of the regular enforcement taking place, visitors started to find other locations to park, the nearest locations being along Manchester Road, Greenfield and the entrance to Waterside. Again, parking at these locations obstructed access for residents, pedestrians and commuting traffic, including the bus service. Emergency powers were therefore used to introduce lengths of double yellow lines to try and address the issue.

- 1.7 Emergency orders can only operate for a maximum of 18 months and it was hoped that this would be long enough for the visitor numbers to subside with the easing of lock down measures. However, this has not been the case and the level of parking taking place is still problematic. Whilst it is not possible to address all the parking issues without severely affecting the Greenfield residents, it is felt that the orders introduced under emergency powers should be made permanent.

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 obstructive parking practices being generated by visitors to Dovestone reservoir, it is felt the parking restrictions introduced under emergency powers should be considered for introduction on a permanent basis, in accordance with the schedules at the end of this report.

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 South Ward Councillors

- 6.1 The Ward Councillors have been consulted and Councillor G Sheldon supports these measures and as I live locally can say the restrictions are working well.
- 6.2 Councillor J Curley supports the proposal.

7 Financial Implications

7.1 The cost of introducing this Order is shown below:

	£
Advertisement of Order	1,200
Introduction of Road Markings	Nil
Total	1,200
Annual Maintenance Cost (calculated March 2021)	100

7.2 The advertising costs of £1,200 will be funded from the Highways Operations – Unity budget. There are no road marking costs associated with this order as appropriate markings are already in place.

7.3 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)

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 prohibitive waiting and loading restrictions will create a safer environment for all highway users

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

16.1 Nil

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/A3/1633/1

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>Holmfirth Road</u> Both Sides Extending from its junction with Manchester Road to its junction with the Borough Boundary, with the exception of the adopted lay by parking areas	At Any Time		At Any Time
	<u>Hollins Lane</u> East Side From its junction with Holmfirth Road for a distance of 15m in a northerly direction	At Any Time		

	<p><u>Hollins Lane</u> East Side</p> <p>From a point 166 m north of its junction with Holmfirth Road to its junction with Tunstead Lane</p>	At Any Time		
	<p><u>Hollins Lane</u> West Side</p> <p>From its junction with Holmfirth Road to its junction with Tunstead Lane</p>	At Any Time		
	<p><u>Tunstead Lane</u> East side</p> <p>From its junction with Holmfirth Road for a distance of 557m in a northerly and westerly direction</p>	At Any Time		
	<p><u>Tunstead Lane</u> West Side</p> <p>From its junction with Holmfirth Road for a distance of 15m in a north easterly direction</p>	At Any Time		
	<p><u>Tunstead Lane</u> West Side</p> <p>From a point 66 metres north east of Holmfirth Road for a distance of 402m in a north easterly direction terminating in a generally westerly direction</p>	At Any Time		

	<p><u>Manchester Road</u> North Side</p> <p>From its junction with Chew Valley Road for a distance of 114 metres in a westerly direction</p>	At Any Time		
	<p><u>Manchester Road</u> North Side</p> <p>From a point 53m west of Valley Mews for a distance of 50 metres in a westerly direction</p>	At Any Time		
	<p><u>Manchester Road</u> South Side</p> <p>From its junction with Holmfirth Road for a distance of 70 metres in a westerly direction</p>	At Any Time		
	<p><u>Manchester Road</u> South Side</p> <p>From a point 25 metres east of The Nook to a point 95 metres west of The Nook</p>	At Any Time		
	<p><u>Waterside</u> Both Sides</p> <p>From its junction with Holmfirth Road to its junction with the Private Road, which commences at the bridge over Chew Brook</p>	At Any Time		At Any Time

APPROVAL

Decision maker



Signed _____
Cabinet Member,
Neighbourhoods and Culture

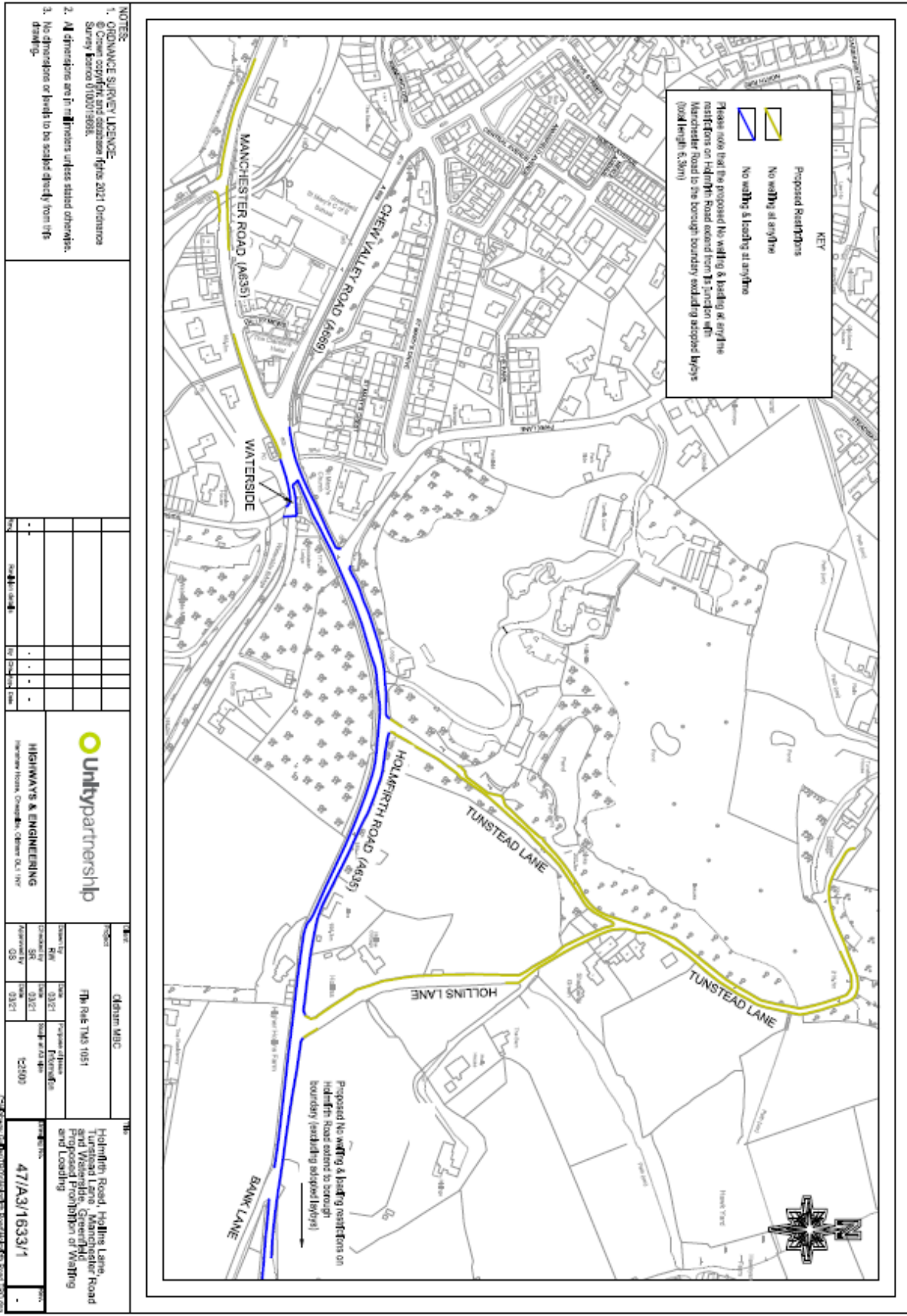
Dated: 06th May 2021

In consultation with



Signed _____
Director of Environmental
Services

Dated: 06.05.21



- NOTES:**
1. ORDINANCE SURVEY LICENSE
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 2. All dimensions are in millimeters unless stated otherwise.
 3. No dimensions or levels to be scaled directly from this drawing.

NO.	REV.	DATE	DESCRIPTION
1		15/03/21	ISSUED FOR TENDERS

NO.	REV.	DATE	DESCRIPTION
1		15/03/21	ISSUED FOR TENDERS

Unltypartnership

HIGHWAYS & ENGINEERING
Highway Works, Change, Oliver, DLI, HV

Project	Client	Drawn	Checked	Approved
TM 046 TM3 1051	Cherem, MJC	SR	SR	SR
Scale	Project Status	Project No.	Project Date	Project Cost
1:1000	SR	47/A3/1633/1	15/03/21	12100

Hollinrith Road, Hollins Lane, Tunstead Lane, Manchester Road and Waterside, Greenfield Proposed Prohibition of Waiting and Loading

47/A3/1633/1