

Delegated Decision

Proposed Prohibition of Waiting – Plane Street Area, Oldham

Report of: Deputy Chief Executive – People and Place

Officer contact: Andy Cowell, Traffic Engineer
Ext. 4577

4 October 2021

Purpose of Report

The purpose of this report is to consider the introduction of prohibition of waiting restrictions in the Plane Street area of Oldham.

Recommendation

It is recommended that prohibition of waiting restrictions are introduced in accordance with the plan and schedule at the end of this report.

Proposed Prohibition of Waiting – Plane Street Area, Oldham

1 Background

- 1.1 Parking Services recently reported a problem with vehicles parking on the existing waiting restrictions on Plane Street, Oldham. Some of the restrictions are unable to be enforced due to missing restriction plates.
- 1.2 The existing restrictions are operational Mon-Fri 8am-6pm & Sat 8am-Noon. There is a requirement for restriction plates to be visible to motorists to ensure enforcement can be carried out. Officers have inspected the site and estimate the cost of installing the missing signs and poles is around £3000.
- 1.3 The area is made up of business and retail premises which have off-street parking and there is little if any demand for parking outside of the operational hours. It is therefore felt that the restrictions could be upgraded to 24 hour waiting restrictions which would remove the requirement to maintain restriction plates. The road is also relatively narrow and does not support on-street parking.
- 1.4 Normington Street and the east side of Hill Street are also covered by the same daytime restrictions. If all the restrictions on these streets were upgraded there would be a significant cost saving and allow better enforcement of the restrictions in future. The proposed restrictions would also ensure that the streets are kept clear of parked vehicles outside of the current operational hours.
- 1.5 The proposal is to promote new prohibition of waiting restrictions on both sides of Plane Street, both sides of Normington Street and on the east side of Hill Street.
- 1.6 The proposed restrictions will:
 - Ensure improved vehicular access and visibility along the streets concerned at all times
 - Reduce the Council's future maintenance liability in respect of restriction signs and poles
 - Allow better enforcement of the restrictions
 - Remove any confusion as to the operational hours of the restrictions which occurs when signs are missing

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 The proposal will provide several benefits as outlined in Section 1.6.

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 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 St Mary's Ward Councillors

6.1 The Ward Councillors have been consulted and Councillor A Hussain confirms I am happy to go along with your recommendation.

6.2 Councillor N Ibrahim confirms I agree with the proposal, this area can become congested during peak time. I do agree that with the new proposal it will be less confusing for drivers with the times on the waiting restrictions. Easier in the long run for enforcement officers and cost effective to the council.

7 Financial Implications

7.1 The cost of introducing the Order is shown below:

	£
Advertisement of Order	1,200
Introduction of Road Markings	1,000
Removal of Signs & Poles	1,500
Total	3,700
Annual Maintenance Cost (calculated April 2021)	100

7.2 The advertising and road marking costs of £3,700 will be funded from the Highways Operations – Unity budget.

- 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 – The proposal will improve access along the highway.

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 proposal will improve safety for road 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.

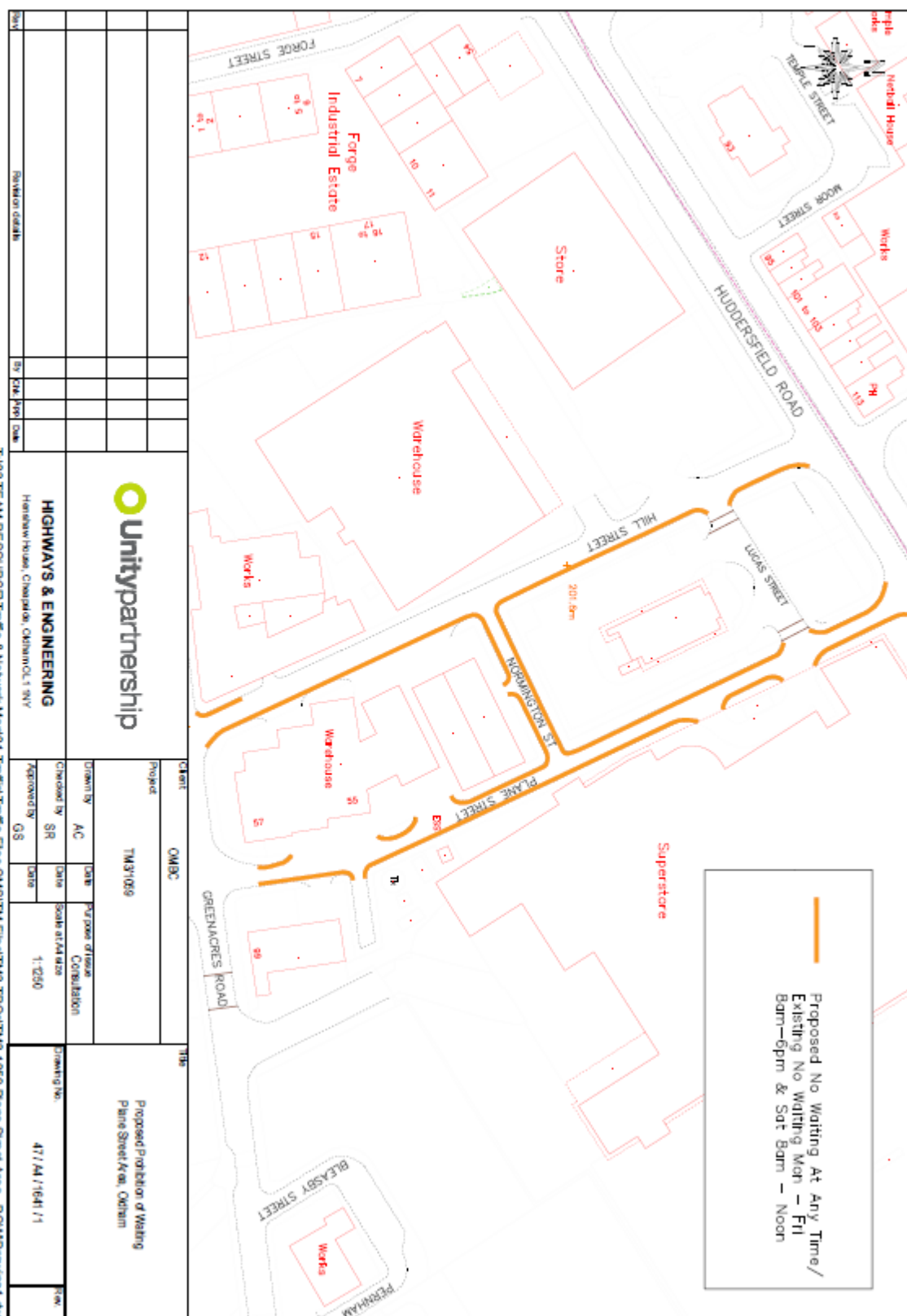
20 Background Papers

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.



Unitypartnership		Client		CMAC		Title	
HIGHWAYS & ENGINEERING		Project		TM3/1059		Proposed Prohibition of Waiting	
Huddersfield, Calderdale, Oldham, T. 1059		Drawn by		AC		Date	
		Checked by		SR		Date	
		Approved by		GS		Date	
		Purpose of Issue		Consultation		Drawing No.	
		Scale at A4 size		1:250		47/14/1641/1	
		Drawing No.		47/14/1641/1		Date	
Revision details		By		Date			

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Schedule

Drawing Number 47/A4/1641/1

Add to the Oldham Borough Council (Oldham Area) Consolidation Order 2003

Column 1 Item No	Column 2 Length of Road	Column 3 Duration	Column 4 Exemptions	Column 5 No Loading
	<u>Plane Street</u> Both sides From its junction with Huddersfield Road to a point 10 metres north of its junction with Greenacres Road	At Any Time		
	<u>Normington Street</u> Both sides For its whole length	At Any Time		
	<u>Hill Street</u> East side From its junction with Huddersfield Road to its junction with Greenacres Road	At Any Time		
	<u>Hill Street</u> West side From its junction with Greenacres Road for a distance of 13 metres in a northerly direction	At Any Time		

Delete from the Oldham Borough Council (Oldham Area) Consolidation Order 2003

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
0.809	<u>Plane Street</u> Both sides From its junction with Huddersfield Road to a point 10 metres north of its junction with Greenacres Road	8am – 6pm Mon to Fri & 8am – 12pm Sat	A, B1, C, E, K3	
0.233	<u>Normington Street</u> (Both sides) From its junction with Hill Street to its junction with Plane Street	8am – 6pm Mon to Fri & 8am – 12pm Sat	A, B1, B3, B4, C, E, J, K4	
0.188	<u>Hill Street</u> (West side) From its junction with Greenacres Road for a distance of 13 metres in a north westerly direction	8am – 6pm Mon to Fri & 8am – 12pm Sat	A, B1, B3, B4, C, E, J, K4	
0.188	<u>Hill Street</u> (East side) From its junction with Huddersfield Road to its junction with Greenacres Road	8am – 6pm Mon to Fri & 8am – 12pm Sat	A, B1, B3, B4, C, E, J, K4	

APPROVAL

Decision maker

Signed:



Cabinet Member,
Neighbourhoods

Dated: 05.10.2021

In consultation with

Signed: **John Lamb**

Interim Director of
Environmental Services

Dated: 04.10.2021