



Oldham
Council

Delegated Decision

Proposed Prohibition of Waiting and Peak Time Loading Restrictions – Ripponden Road, 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 and peak time loading restrictions on Ripponden Road, Oldham.

Recommendation

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

Proposed Prohibition of Waiting and Peak Time Loading Restrictions – Ripponden Road, Oldham

1 Background

- 1.1 A local car wash business located on Ripponden Road in the Moorside area of Oldham contacted the Council to report a problem with vehicles parking close to the entrance and exit of the car wash. It is reported that this affects visibility for customers exiting the car wash. It is also reported by Ward Members that parked vehicles affect pedestrian flows in the vicinity of 646 / 648 Ripponden Road.
- 1.2 The car wash is located on the north west side of Ripponden Road between Grafton Street and Goldsworth Road. There is a dedicated entrance and exit point for the car wash and it is reported that vehicles park between these points affecting visibility along Ripponden Road in both directions. Officers have inspected the location and found vehicles regularly parked as reported. Vehicles parked in the same location also affect visibility for motorists exiting the nearby side road of Grafton Street.
- 1.3 On the south east side of Ripponden Road in the vicinity of numbers 646 / 648 vehicles are reported to park on the narrow footway which affects pedestrian movements.
- 1.4 On the carriageway in the vicinity of the car wash there is length of central hatching in place extending from the traffic signal junction at Goldsworth Street / Turf Pit Lane to a pedestrian island located around 10 metres north east of Grafton Street. Two right turn pocket lanes have been formed within the hatching and vehicles parked outside the car wash also deflect north-eastbound vehicles into these areas and into conflict with vehicles travelling south-westbound using the right turn pocket lanes. The restrictions will therefore reduce this conflict and ease traffic flows past this point.
- 1.5 The proposed restrictions are to be extended to the pedestrian island to the north east of Grafton Street and further south west to tie into the existing restrictions at the signal junction. Although vehicles were not found to park in these two locations, any vehicles displaced to the north east of Grafton Street would also affect visibility along Ripponden Road and any vehicles displaced towards the signal junction would also affect visibility at two car park entrances and potentially restrict traffic movements past the traffic signal island. Restrictions are also proposed on the south east side of Ripponden Road over the same length of highway to again account for any displacement which may occur by introducing restrictions outside the business.

1.6 The proposal is to promote new prohibition of waiting and peak time loading restrictions on both sides of Grafton Street at its junction with Ripponden Road, the north-west side of Ripponden Road from a point 13 metres north east of Grafton Street at the pedestrian island to a point 19 metres north east of Goldsworth Road where the existing restrictions terminate at the signal junction, and on the south east side of Ripponden Road from a point 63 metres north east of Turf Pit Lane, at the point where the existing restrictions terminate, to a point 173 metres north-east of Turf Pit Lane, extending beyond the pedestrian island at Grafton Street and alongside the narrow footway.

1.7 The proposed restrictions will:

- increase visibility along Ripponden Road for motorists exiting the car wash, car parks and Grafton Street
- remove the conflict between north-eastbound vehicles and south-westbound vehicles using the right turn pocket lanes
- increase visibility for pedestrians crossing at the islands
- protect the pedestrian crossing points from becoming obstructed
- improve traffic flow past the islands
- improve traffic flow in and out of Grafton Street
- prevent the narrow footway on the south east side of Ripponden Road from becoming obstructed by parked vehicles

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 road safety benefits as outlined in section 1.7.

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 James' Ward Councillors**

- 6.1 The Ward Councillors have been consulted and Councillor A Cosgrove fully supports these plans. This was requested by myself after members of the public in/with wheelchairs or with prams contacted myself as they were being forced to walk in the road due to cars being parked on the pavement.
- 6.2 Councillor G Alexander confirms, I am in agreement with the proposal, as I too have difficulty coming out of Grafton Street onto Ripponden Road.
- 6.3 Councillor B Sharp supports the proposal.

7 **Financial Implications**

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

	£
Advertisement of Order	1,200
Introduction of Road Markings	500
Total	1,700
Annual Maintenance Cost (calculated April 2021)	100

- 7.2 The advertising and road marking costs of £1,700 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.

Schedule

Drawing Number 47/A4/1639/1

Add to 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
	<p><u>Ripponden Road</u> North-west side</p> <p>From a point 63 metres south-west of its junction with Goldsworth Road to a point 13 metres north-east of its junction with Grafton Street</p>	At Any Time	A, B1, B3, B4, C, E, J, K4	7.30am - 9.30am Mon to Sat & 4pm – 6.30pm Mon to Fri
	<p><u>Ripponden Road</u> South-east side</p> <p>From a point 56 metres south-west of its junction with Turf Pit Lane to a point 173 metres north-east of its junction with Turf Pit Lane</p>	At Any Time	A, B1, B3, B4, C, E, J, K4	7.30am - 9.30am Mon to Sat & 4pm – 6.30pm Mon to Fri
	<p><u>Grafton Street</u> South-west side</p> <p>From its junction with Ripponden Road for a distance of 10 metres in a north-westerly direction</p>	At Any Time		

	<u>Grafton Street</u> North-east side From its junction with Ripponden Road for a distance of 16 metres in a north-westerly direction	At Any Time		
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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
0404	<u>Ripponden Road</u> North west side From a point 63 metres south-west of its junction with Northgate Lane to a point 19 metres north-east of that junction	At Any Time	A, B1, B3, B4, C, E, J, K4	7.30am - 9.30am Mon to Sat & 4pm – 6.30pm Mon to Fri
0404	<u>Ripponden Road</u> South-east side From a point 56 metres south-west of its junction with Northgate Lane to a point 63 metres north-east of that junction	At Any Time	A, B1, B3, B4, C, E, K4	7.30am - 9.30am Mon to Sat & 4pm – 6.30pm Mon to Fri

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