



Oldham
Council

Delegated Decision

Proposed Prohibition of Waiting and No Stopping on Entrance Markings – Clyde Street and Broadbent Road, Oldham

Report of: Deputy Chief Executive – People and Place

Officer contact: Andy Cowell, Traffic Engineer
Ext. 4577

7 December 2021

Purpose of Report

The purpose of this report is to consider the introduction of prohibition of waiting restrictions at Clyde Street and a no stopping on entrance markings restriction at Broadbent Road.

Recommendation

It is recommended that prohibition of waiting and no stopping on entrance marking restrictions are introduced in accordance with the plan and schedule at the end of this report.

Proposed Prohibition of Waiting and No Stopping on Entrance Markings – Clyde Street and Broadbent Road, Oldham

1 Background

- 1.1 Two separate complaints have been received reporting obstructive parking in the Broadbent Road area of Oldham. It is reported that vehicles park on Ripponden Road close to the junction of Clyde Street and at the junction of Broadbent Road and Whitecroft Street outside Kingsland School. Clyde Street and Broadbent Road both extend from Ripponden Road in a north westerly direction into areas primarily made up of residential property. There are a number of shops located on the north west side of Ripponden Road and two schools on Broadbent Road that generate a demand for on-street parking in the area.
- 1.2 Positioned on Ripponden Road between the junctions of Clyde Street and Broadbent Road is a pedestrian crossing. The controlled zone (zig-zag) markings associated with the crossing extend from Broadbent Road to a point 13 metres north east of Clyde Street leaving an unrestricted area for motorists to park. It is proposed to introduce restrictions in the gap and on the opposite side of the junction to improve visibility in both directions along Ripponden Road. Restrictions will also be extended into the mouth of the junction to ease access and egress from Clyde Street.
- 1.3 Kingsland School is located at the corner of Broadbent Road and Whitecroft Street. There are currently no restrictions in place in the vicinity of the junction and a recent complaint has highlighted that vehicles park close to the junction, affecting visibility for motorists exiting Whitecroft Street onto Broadbent Road and child pedestrians crossing outside the school. It is proposed to introduce a school keep clear marking at the junction to prevent the parking and stopping of vehicles. This will increase visibility between motorists and pedestrians and vice versa, at a point where children may congregate and cross the road and highlight the presence of the school itself.
- 1.4 Officers have inspected both sites and found vehicles to be parked in the reported locations. It is therefore proposed to promote new prohibition of waiting restrictions at the junction of Clyde Street and Ripponden Road and a School Keep Clear 24 hour prohibition of stopping restriction at the junction of Broadbent Road and Whitecroft Street.

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 improve visibility along Ripponden Road for motorists emerging from Clyde Street and improve visibility for motorists and pedestrians at the junction of Broadbent Road and Whitecroft Street outside Kingsland School.

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 St James' Ward Councillors

6.1 The Ward Councillors have been consulted and Councillor G Alexander and Councillor B Sharp support 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	800
Total	2,000
Annual Maintenance Cost (calculated November 2021)	100

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 £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.

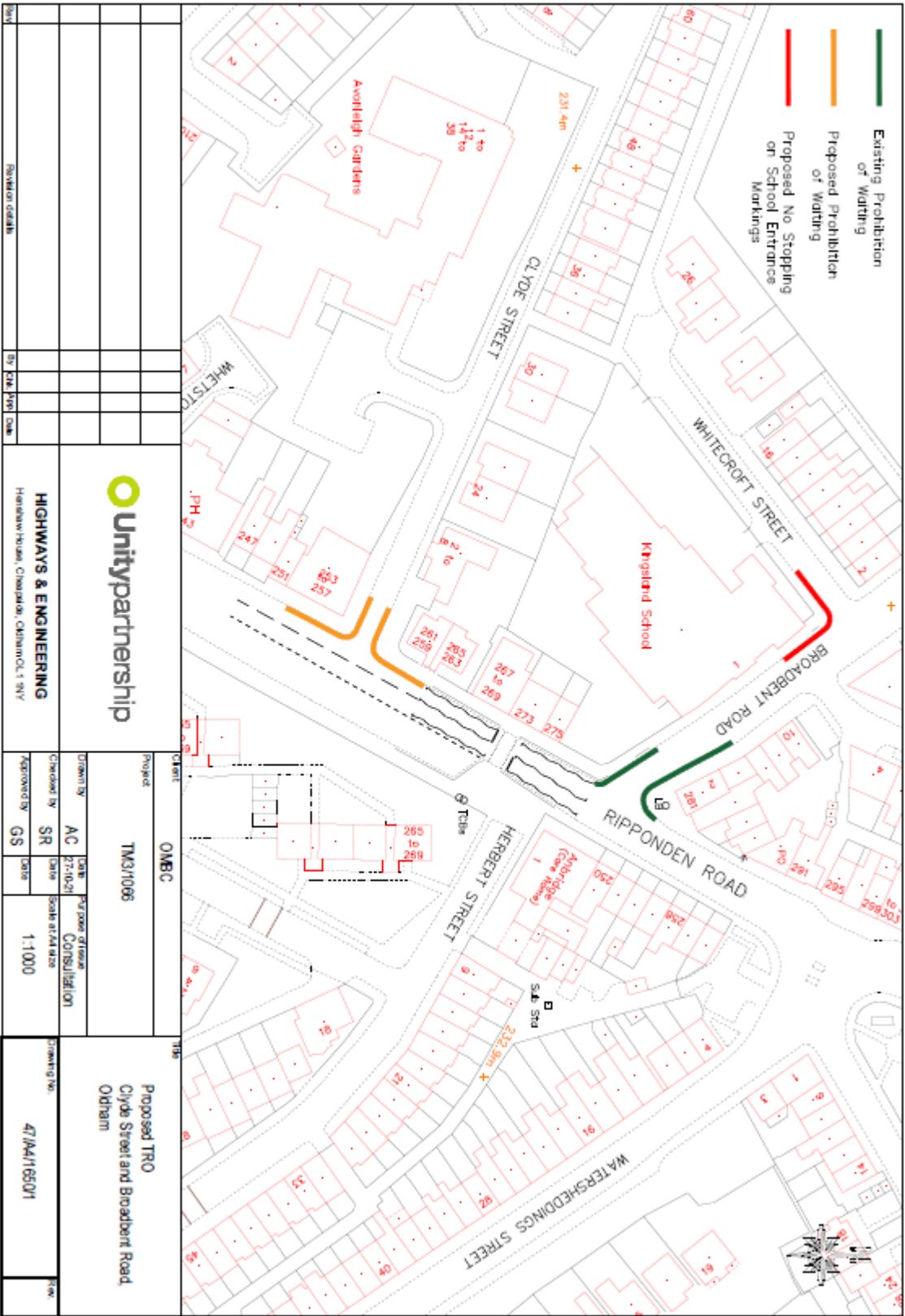
20 **Background Papers**

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.



		HIGHWAYS & ENGINEERING <small>Herbert/Hughes, Chapman, CHARNOLL NV</small>	
Client	OMBC	Drawn by	AC
Project	TM3/1066	Checked by	SR
		Date	27-10-21
		Scale at A4 size	1:1000
		Approved by	GS
		Date	
Proposed TR0 Clyde Street and Broadbent Road Oldham		Drawing No.	47/MA/16501
Rev		By	CH
		Date	

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Schedule

Drawing Number 47/A4/1650/1

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

Part I Schedule 1 Prohibition of Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Ripponden Road</u> (North west side) From a point 13 metres north east of its junction with Clyde Street to a point 15 metres south west of its junction with Clyde Street	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Clyde Street</u> (Both sides) From its junction with Ripponden Road for a distance of 10 metres in a north westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

Introduce the following Order to prohibit Stopping on a School Entrance Marking

Column 1	Column 2	Column 3	Column 4
Item No	Length of Road	Duration	Exemptions
	<u>Broadbent Road</u> South West Side From its junction with Whitecroft Street for a distance of 12.78 metres in a south easterly direction	24 hours	B1, B3, B4, C & E
	<u>Whitecroft Street</u> South East Side From its junction with Broadbent Road for a distance of 12.78 metres in a south westerly direction	24 hours	B1, B3, B4, C & E

APPROVAL

Decision maker

Signed: 
Cabinet Member,
Neighbourhoods

Dated: 08 December 2021

In consultation with

Signed: John Lamb
Interim Director of
Environmental Services

Dated: 07 December 2021