



**Oldham**  
Council

## **Delegated Decision**

# **Proposed Prohibition of Waiting – Church Road and Wellmeadow Lane, Uppermill**

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 the junction of Church Road and Wellmeadow Lane, Uppermill.

### **Recommendation**

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

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## **Proposed Prohibition of Waiting – Church Road and Wellmeadow Lane, Uppermill**

### **1 Background**

- 1.1 Church Road extends from Uppermill village centre in a north easterly direction providing access to a number of residential side streets. Beyond the main populated area the road connects with a network of narrow lanes. Wellmeadow Lane is a residential street situated to the north of Church Road and provides access to further residential streets beyond that. Wellmeadow Lane has two junctions with Church Road. The westernmost junction has restrictions in place which were introduced in 2016 to improve visibility along Church Road. A recent complaint has highlighted that vehicles are parking at the second junction and the complainant has requested that the problem is addressed in the same way.
- 1.2 Officers have inspected the location and found that vehicles do park close to the junction which affects visibility in both directions along Church Road. The main concern is visibility to the east where there is a bend close to the junction. This amplifies the issue further with motorists travelling westbound having poor forward visibility to any vehicles emerging from the junction.
- 1.3 In addition to causing an issue with visibility, vehicles parked further along from the junction closer to the bend, or on the bend itself, force eastbound motorists into the centre of the road and in direct conflict with westbound motorists on the bend.
- 1.4 It is therefore proposed to promote new prohibition of waiting restrictions along Church Road at its junction with Wellmeadow Lane to a point 15 metres on the south west side and to its junction with Saddleworth Fold on the north east side, encompassing the inside of the bend. Restrictions will also be extended into the mouth of the junction to ease access and egress and protect existing dropped kerbs from being obstructed.

### **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 Church Road for motorists emerging from Wellmeadow Lane and improve forward visibility at the bend to the east of the junction, reducing the risk of a collision at the junction and on the bend.

#### 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 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
<b>Total</b>	<b>1,700</b>
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.

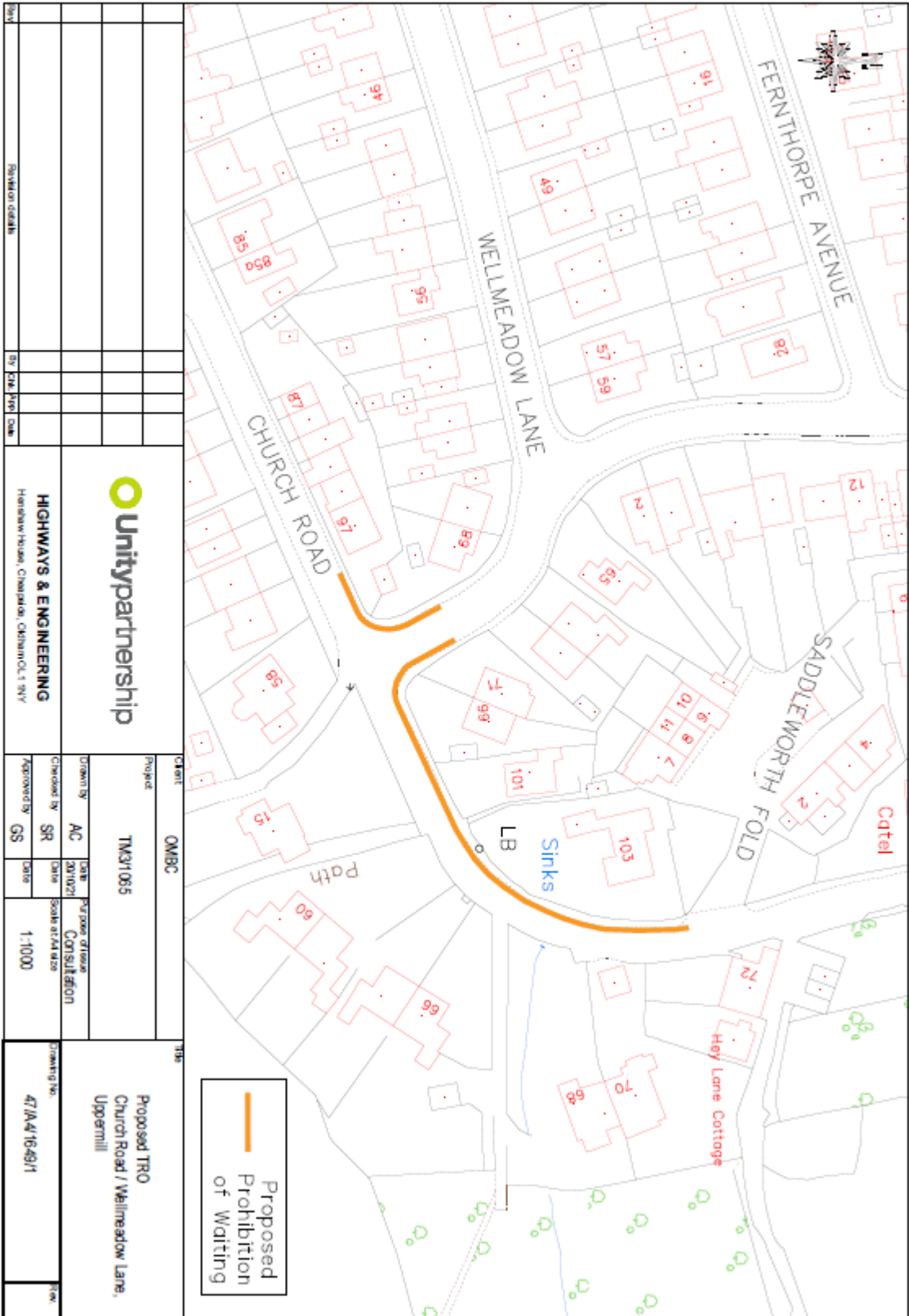
20 **Background Papers**

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.



Proposed  
Prohibition  
of Waiting

		<b>HIGHWAYS &amp; ENGINEERING</b> <small>Headwaters House, Charnock, Oldham, OL1 1NY</small>		<b>Client:</b> OMBC	
<b>Project:</b> TM3/1065		<b>Drawn by:</b> AC		<b>Date:</b> 16/10/21	
<b>Checked by:</b> SR		<b>Date:</b> 16/10/21		<b>Scale:</b> as per drawing	
<b>Approved by:</b> GS		<b>Date:</b> 16/10/21		<b>Scale:</b> as per drawing	
<b>Revision details:</b>		<b>Revision No.:</b> 47/A/16/49/1		<b>Date:</b>	

T103 TEAM RESOURCE: Traffic & Network Monitor Traffic/Traffic Files QMS/TM3 Files/TM3-1065 Church Road, Uppermill - POW/Drawing1.dwg

## Schedule


Drawing Number 47/A4/1649/1

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

### **Part I Schedule 1 Prohibition of Waiting**

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Church Road, Uppermill</u> (North west side)  From a point 15 metres south-west of its junction with Wellmeadow Lane (easternmost junction) to its junction with Saddleworth Fold	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Wellmeadow Lane, Uppermill</u> (Both sides)  From its junction with Church Road (easternmost junction) for a distance of 16 metres in a north westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

**APPROVAL**

<b>Decision maker</b>  Signed:  Cabinet Member, Neighbourhoods	Dated: 08 December 2021
<b>In consultation with</b> Signed: John Lamb Interim Director of Environmental Services	Dated: 07 December 2021