

## **Delegated Decision**

# **Proposed Prohibition of Waiting – Chew Valley Road / Rimmon Close, Greenfield**

Report of: Executive Director for Place and Economic Growth

Officer contact: Andy Cowell, Traffic Engineer      Ext. 4577

**1 April 2022**

### **Purpose of Report**

The purpose of this report is to consider the introduction of prohibition of waiting restrictions at Chew Valley Road and Rimmon Close, Greenfield.

### **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 – Chew Valley Road / Rimmon Close, Greenfield**

### **1 Background**

- 1.1 Chew Valley Road is a principal road (A669) forming the main route through Greenfield in Saddleworth. At the south eastern end of Chew Valley Road there is a three arm roundabout connecting it with Holmfirth Road and Manchester Road (A635). Around 200 metres to the north-west of this roundabout is a four arm mini-roundabout connecting it with St Marys Drive and Rimmon Close. Between the two roundabouts there is a school, central pedestrian island and speed cushions. It is this area which has been the subject of complaints about indiscriminate parking.
- 1.2 There are three existing School Keep Clear markings in place outside the school, two on the south-west side where the school is located and one on the north-east side opposite. These markings protect the main crossing point outside the school entrance / exit. Prohibition of waiting restrictions are in place to the north-west of the mini-roundabout on both sides, but only extend to 15 metres on the south-east side and only on one side of the road. Restrictions are also in place from the mini-roundabout 5 metres into St Mary's Drive.
- 1.3 A footway widening scheme has recently been completed on the north-east side of Chew Valley Road opposite the school. On the south-west side to the west of the school entrance there is no footway.
- 1.4 It is reported that residents park close to the mini-roundabout and that parents park on both sides of Chew Valley Road at each side of the School Keep Clear markings.
- 1.5 Parked vehicles at the roundabout affect vehicle manoeuvres into and out of the two side streets. Parked vehicles on Chew Valley Road affect two-way traffic flows along Chew Valley Road. Parking near to the speed cushions prevents vehicles from negotiating them correctly. On the south-west side where there is no footway, the opening of car doors to let children alight in the carriageway creates a conflict with passing traffic.
- 1.6 It is therefore proposed to promote new prohibition of waiting restrictions along the south-west side of Chew Valley Road between the two roundabouts and extend the existing restrictions on the north-east side further south-east beyond the pedestrian central island and the first set of speed cushions. Restrictions will also be applied to Rimmon Close at the mini-roundabout. A new bus stop clearway will be included on the south west side to protect the existing unmarked bus stop.

## **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 two-way traffic flows along Chew Valley Road, encourage parking on the north-east side to allow children to alight safely on the wider footway, ease vehicle manoeuvres around the mini-roundabout and prevent parking near to the island and speed cushions allowing them to be negotiated safely. The bus stop clearway will allow buses to access the stop and let passengers board and alight on the footway.

## **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 fully supports these proposals. There has been sporadic issues with parked vehicles preventing access to the bus stop indicated on the plan and by introducing a clearway this should resolve them.

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 Woodvine and Councillor Sheldon support the proposals.

## **7 Financial Implications**

7.1 The cost of introducing the Order is shown below

	£
Advertisement of Order	1200
Introduction of Road Markings	500
<b>TOTAL</b>	<b>1700</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 revenue 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.

(John Edisbury)

## 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/A3/1659/1

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

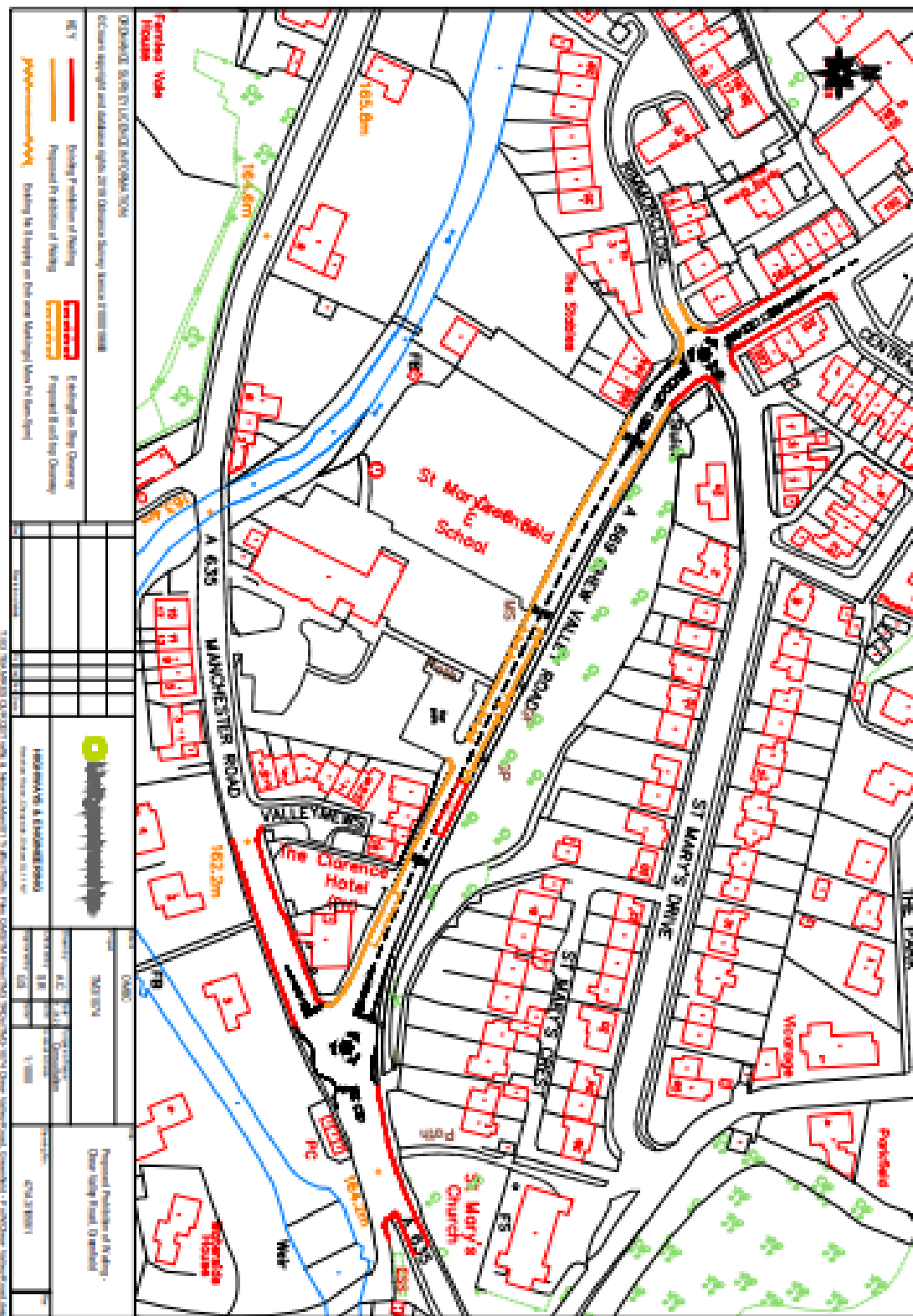
#### **Part I Schedule 1 Prohibition of Waiting**

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Chew Valley Road, Greenfield</u> (South west side)  From its junction with Rimmon Close for a distance of 98 metres in a south easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Chew Valley Road, Greenfield</u> (South west side)  From its junction with Manchester Road for a distance of 95 metres in a north westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Chew Valley Road, Greenfield</u> (North east side)  From a point 15 metres south-east of its junction with St Mary's Drive for a distance of 35 metres in a south easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Rimmon Close, Greenfield</u> (Both sides)  From its junction with Chew Valley Road for a distance of 13 metres in a westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

No Stopping Order (Bus Stop Clearway)

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Chew Valley Road,</u> <u>Greenfield</u> (South west side)  From a point 25 metres north west of its junction with Manchester Road for a distance of 17 metres in a north westerly direction	24 Hours		





**APPROVAL**

**Decision maker**

Signed 

Cabinet Member,  
Neighbourhoods

Dated: 12 July 2022

**In consultation with**

Signed 

Executive Director for Place and  
Economic Growth

Dated: 6 July 2022