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## Delegated Decision

<b>Decision Maker:</b>	<b>Emma Barton, Executive Director for Place &amp; Economic Growth</b>
<b>Portfolio area:</b>	<b>Cllr J Stretton – Portfolio Holder for Neighbourhoods</b>
<b>Date of Decision:</b>	<b>28 June 2022</b>
<b>Subject:</b>	<b>Proposed Prohibition of Waiting – Whinberry Way / Ripponden Road, Moorside</b>
<b>Report Author:</b>	<b>Andy Cowell, Traffic Team Ext. 4577</b>
<b>Contact Officer:</b>	<b>Gordon Anderson, Head of Highways and Engineering</b>
<b>Ward(s) Affected:</b>	<b>St James'</b>

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### Purpose of Report

The Council has received reports of indiscriminate parking on both sides of Whinberry Way, between the junction of Ripponden Road and the junction of Spinners Way, Moorside.

The concerns relate to vehicles parking in this location affect visibility for motorists emerging from Spinners Way and also affect the two-way flow of traffic close to the junction of Ripponden Road. Concerns have been raised that vehicles entering Whinberry Way from Ripponden Road are forced into the opposing carriageway when vehicles are parked close to the junction. The situation is compounded by the higher speed limit on Ripponden Road and poor forward visibility at the corner of the junction.

Officers have inspected the location and support new restrictions to address the issues reported.

### 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 – Whinberry Way / Ripponden Road, Moorside**

### **1 Background**

- 1.1 Ripponden Road forms part of the A672 strategic route connecting Oldham with Ripponden. Whinberry Way is a local distributor road located on the outer edge of the town. It forms the main spine road within a housing estate consisting of detached and semi-detached houses. At the point where the roads connect, Ripponden Road has a speed limit of 40mph with Whinberry Way subject to the urban speed limit of 30mph. There is a pedestrian island located on Ripponden Road immediately to the north-east of the junction and a dedicated right turn lane marked out at the junction. All the properties in the area have off-street parking facilities. There are no existing parking restrictions in place at the junction.
- 1.2 The Highways Department of the Council recently received reports of indiscriminate parking on both sides of Whinberry Way, between the junction of Ripponden Road and the junction of Spinners Way.
- 1.3 It is reported that vehicles parked in this location affect visibility for motorists emerging from Spinners Way and also affect the two-way flow of traffic close to the junction of Ripponden Road. Concerns have been raised that vehicles entering Whinberry Way from Ripponden Road are forced into the opposing carriageway when vehicles are parked close to the junction. The situation is compounded by the higher speed limit on Ripponden Road and poor forward visibility at the corner of the junction.
- 1.4 Officers have inspected the location and support new restrictions to address the issues reported. However, to prevent vehicles being displaced onto Ripponden Road and to address other issues, the proposal has been extended out to include a wider area.
- 1.5 It is proposed to promote new prohibition of waiting restrictions on both sides of Whinberry Way and Ripponden Road as detailed on plan 47/A4/1665/1.

### **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 If approved, the proposal will:

- increase visibility along Ripponden Road for motorists exiting Whinberry Way
- increase visibility along Whinberry Way for motorists exiting Spinners Way
- increase visibility for pedestrians crossing at the island
- protect the pedestrian island from becoming obstructed
- improve traffic flow past the island reducing weaving
- protect the right turn lane
- improve traffic flow in and out of Whinberry Way
- reduce the conflict between left turning vehicles entering Whinberry Way from Ripponden Road and vehicles parked on Whinberry Way
- prevent footways from becoming obstructed by parked vehicles
- prevent parking on the south-westbound slow marking on Ripponden Road

## 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 Alexander supports the proposal.

## 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 & road marking expenditure 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.

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Has the relevant Legal Officer confirmed that the recommendations within this report are lawful and comply with the Council's Constitution? Yes

Has the relevant Finance Officer confirmed that any expenditure referred to within this report is consistent with the Council's budget? Yes

Are any of the recommendations within this report contrary to the Policy Framework of the Council? No


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**There are no background papers for this report**

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<b>Report Author Sign-off:</b>	<b>Andy Cowell</b>
	<b>Gordon Anderson</b>
<b>Date:</b>	21 June 2022

**Approved by:**

Signature:  Date: 23 June 2022  
Emma Barton, Executive Director for Place and Economic Growth

In consultation with

Signature:  Date: 1<sup>st</sup> August 2022  
Cllr Jean Stretton, Portfolio Holder for Neighbourhoods

**Proposal**

It is proposed that a Traffic Regulation Order be introduced in accordance with the following schedule and drawing number.

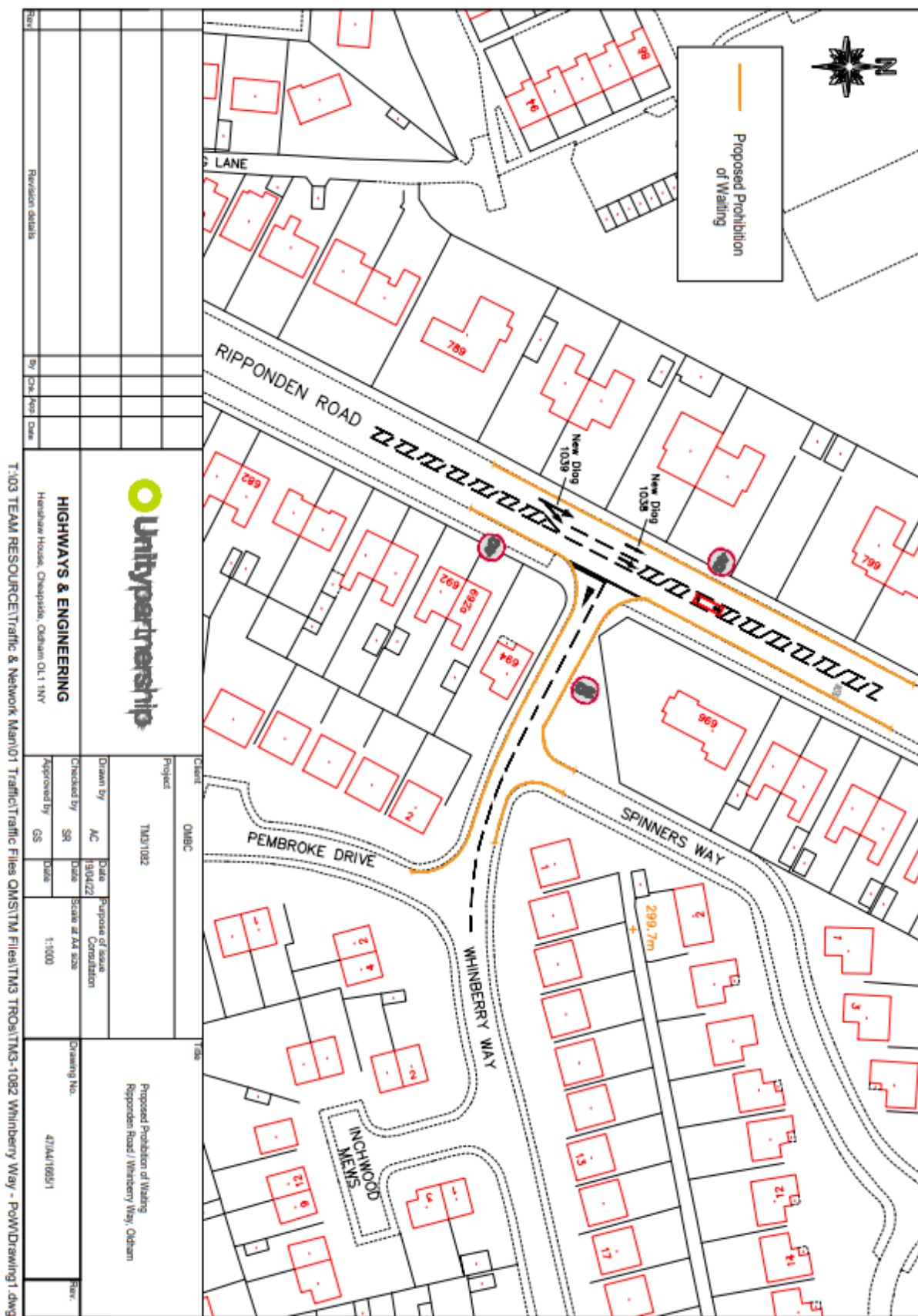
## Schedule

### Drawing Number 47/A4/1665/1

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>Whinberry Way, Oldham</u> (South west side)  From its junction with Ripponden Road to its junction with Pembroke Drive	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Whinberry Way, Oldham</u> (North east side)  From its junction with Ripponden Road to a point 16 metres north east of its junction with Spinners Way	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Ripponden Road, Oldham</u> (South east side)  From a point 30 metres south west of its junction Whinberry Way to a point 65 metres north east of its junction with Whinberry Way	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Ripponden Road, Oldham</u> (North west side)  From a point 30 metres south west of a point opposite the south westerly kerb-line of Whinberry Way to a point 65 metres north east of a point opposite the north easterly kerb-line of Whinberry Way	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Spinners Way, Oldham</u> (Both sides)  From its junction with Whinberry Way for a distance of 10 metres in a north easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Pembroke Drive, Oldham</u> (West side)  From its junction with Whinberry Way for a distance of 10 metres in a southerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	



		<b>HIGHWAYS &amp; ENGINEERING</b> Herdshaw House, Chesapeake, Oldham OL1 1NY	
Project	TM3/1082	Drawn by	AC
		Checked by	SR
		Approved by	GS
		Date	19/04/22
		Purpose of issue	Consultation
		Scale at A1 size	1:500
		Drawing No.	47/04/1082/1
			Rev.

T.103 TEAM RESOURCE/Traffic & Network Main/01 Traffic/Traffic Files OMS/ITM3 Files/ITM3 TROS/ITM3-1082 Whinberry Way - POW/Drawing1.dwg