

## 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 and Bus Stop Clearway – Delph New Road, Delph</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>Saddleworth North</b>

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### Purpose of Report

The purpose of this report is to consider the Council's response to a number of concerns about vehicles parking on the bend on Delph New Road and also at the entrance to Station Approach, a residential cul-de-sac located nearby. It is reported that the parking activity is associated with Gatehead Business Park.

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

### Recommendation

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

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## **Proposed Prohibition of Waiting and Bus Stop Clearway – Delph New Road, Delph**

### **1 Background**

- 1.1 Delph New Road forms part of the A6052 principal route connecting Dobcross with Delph. At its northern end, just south of the village, it connects with the A62 and forms a staggered cross-roads with The Sound. On the approach to the cross-roads there is a bend in the road with no existing restrictions in place to control parking.
- 1.2 The Highways Department of the Council recently received reports of vehicles parking on the bend on Delph New Road and also at the entrance to Station Approach, a residential cul-de-sac located nearby. It is reported that the parking activity is associated with Gatehead Business Park.
- 1.3 Gatehead Business Park is located to the west of the bend and although there are dedicated parking facilities within the site, parking often spills out onto the highway onto Delph New Road and Station Approach. Concerns have been raised that motorists are forced into the opposing carriageway when travelling along Delph New Road due to the vehicles parked on the bend and also that visibility is affected for motorists emerging from Station Approach when vehicles park near to the junction. Vehicles parked on Station Approach itself also hinder access and egress.
- 1.4 Officers have inspected the location and support new restrictions to address the issues reported. However, to prevent vehicles being displaced into other problematic areas, the proposal has been extended out to include a wider area to include a second bend further west along Delph New Road, a bus stop lay-by on Oldham Road and the north side of the staggered cross-roads.
- 1.5 It is proposed to promote new prohibition of waiting restrictions on Delph New Road, Oldham Road, Huddersfield Road, The Sound and Station Approach as detailed on plan 47/A3/1668/1.

### **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 Delph New Road for motorists exiting Station Approach and Gatehead Business Park
- improve access and egress at Station Approach
- reduce the conflict between opposing traffic along Delph New Road on the bend
- enable buses to access the bus stop lay-by unhindered
- prevent obstructive parking at the cross-roads

## 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 North Ward Councillors

6.1 The Ward Councillors have been consulted and Councillors Lancaster and Byrne support the proposal. Councillor Byrne also stated that it is regrettable that we need to do this but we have tried everything else within reason.

## 7 Financial Implications

7.1 The cost of introducing the Order is shown below

	£
Advertisement of Order	1200
Introduction of Road Markings	1000
<b>TOTAL</b>	<b>2700</b>
Annual Maintenance Cost (calculated April 2021)	100

7.2 The advertising & road marking expenditure of £2,700 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.
- 8.3 In relation to the bus stop clearway, these can be introduced without the need for a Traffic Regulation Order. The Council has introduced an approvals procedure for dealing with bus stop clearways which to a large extent mirrors the procedure to be followed when making Traffic Regulation Orders. It is recommended that the approval procedure be followed.

(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 – N/A**

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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/A3/1668/1

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>Delph New Road, Delph</u> (Both sides)  From its junction with Oldham Road (A62) for a distance of 380 metres in a general south westerly direction measured along centre line of the carriageway	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>The Sound, Delph</u> (Both sides)  From its junction with Oldham Road / Huddersfield Road (A62) for a distance of 25 metres in a northerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Station Approach, Delph</u> (West and northerly sides)  From its junction with Delph New Road for a distance of 90 metres in a northerly and then easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Station Approach, Delph</u> (East and southerly sides)  From its junction with Delph New Road for a distance of 50 metres in a northerly and then easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Oldham Road, Delph</u> (North west side)  From its junction with The Sound for a distance of 25 metres in a south 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>Oldham Road, Delph</u> (North side)  In the lay-by from a point 55 metres south west of its junction with The Sound for a distance of 45 metres in a south westerly direction	24 Hours		



