

Delegated Officer Report **(Non-Key and Contracts up to a value of £100k)**

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Decision Maker:	Emma Barton, Executive Director for Place & Economic Growth
Portfolio area:	Cllr J Stretton – Portfolio Holder for Neighbourhoods
Date of Decision:	13 September 2022
Subject:	St John Street, Lees – Proposed Bus Stop Clearways
Report Author:	Sarah Robinson – Traffic Engineer
Contact Officer:	Gordon Anderson – Head of Highways and Engineering
Ward:	Saddleworth West and Lees

Reason for the decision:

A complaint has been received, via an elected member, concerning the difficulties being experienced by bus passengers being able to access and egress 2 bus stops on St John Street, Lees. In view of the difficulties being experienced the elected member has requested that measures be investigated to help alleviate the problem.

St John Street, Lees connects Lees District Centre with Huddersfield Road Waterhead and is used to access to a large residential area.

The residential properties that front St John Street are terraced with very little off street parking provision; many residents of St John Street therefore rely on the highway for parking.

Due to its connectivity and access to residential areas, the route is serviced by the 184 and various school bus services; 4 stops are available for use. Two of the stops are protected by bus stop clearways, which means they do not become obstructed by parked vehicles and 2 are

not; it is the unprotected bus stops that the complaints relate to.

One of the bus stops is directly outside terraced properties where residents rely on the road for parking, hence the reason why the stop is regularly obstructed, but to introduce a clearway at this location will not only prevent the residents from parking, but they will also be prevented from undertaking tasks such as unloading shopping, dropping off passengers and receiving deliveries.

A site meeting has taken place with Transport for Greater Manchester and it is felt that the bus stop currently in situ outside numbers 103 - 107 should be relocated a short distance to a location that does not have any frontage properties and a bus stop clearway introduced to prevent the stop from becoming obstructed by parked vehicles. The stop on the opposite side of St John Street was also observed to be obstructed by parked vehicles during the site visit; this stop is not directly outside residential properties but is affected by parking due to the high demand to park within the highway. It is therefore felt that this stop should also be protected with a bus stop clearway to prevent continued obstruction

Summary:

What are the alternative option(s) to be considered?

To introduce the bus stop clearways and provide opportunity for the less able to board and alight the bus.

The alternative option is to leave the bus stops without a clearway order, but this will disadvantage bus stop users

Recommendation(s):

Consultations:

The Ward Councillors have been consulted Cllr S Al-Hamdani has stated the enquiry was in support of a local wheelchair user who is regularly forced to use a stop further away from her house because this stop is frequently inaccessible due to parked cars. I am supportive of the approach taken to balance parking needs with this resident's requirements

G.M.P. View - The Chief Constable has been consulted and has no objection to this

proposal.

T.f.G.M. View - The Director General has been consulted and has no comment on this proposal.

G.M. Fire Service View - The County Fire Officer has been consulted and has no comment on this proposal.

N.W. Ambulance Service View - The County Ambulance Officer has been consulted and has no comment on this proposal

Implications:

What are the **financial** implications?

The cost of introducing the Order is shown below:

	£
Advertisement of Order	1,200
Erection of Sign	600
Road Markings	500
Total	2,300
Annual Maintenance Costs (calculated April 2022)	130

The advertising, road marking and signage expenditure of £2,300 will be funded from the Highways Network Management revenue budget.

The annual maintenance costs estimated at £130 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)

What are the **procurement** implications?

As the value falls under £9,999, no procurement process is required. The client department must ensure a reputable company is appointed with all relevant policies and procedures and insurances in place. Where the suitable internal highways and construction framework should be explored since this has pre-qualified contractors

(Dan Cheetham)

What are the **legal** implications?

Since 2002 it has been possible to introduce a bus stop clearway 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)

What are the **Human Resources** implications?

None

Equality and Diversity Impact Assessment

None

What are the **property** implications?

None, the work is being undertaken on the public highway which is under the control of the Highway Authority

Risks:

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

There are no background papers for this report

Report Author Sign-off:	Sarah Robinson
	Gordon Anderson
Date:	15 August 2022

Approved by:



Signature:

Date: 13 September 2022

Emma Barton, Executive Director for Place and Economic Growth

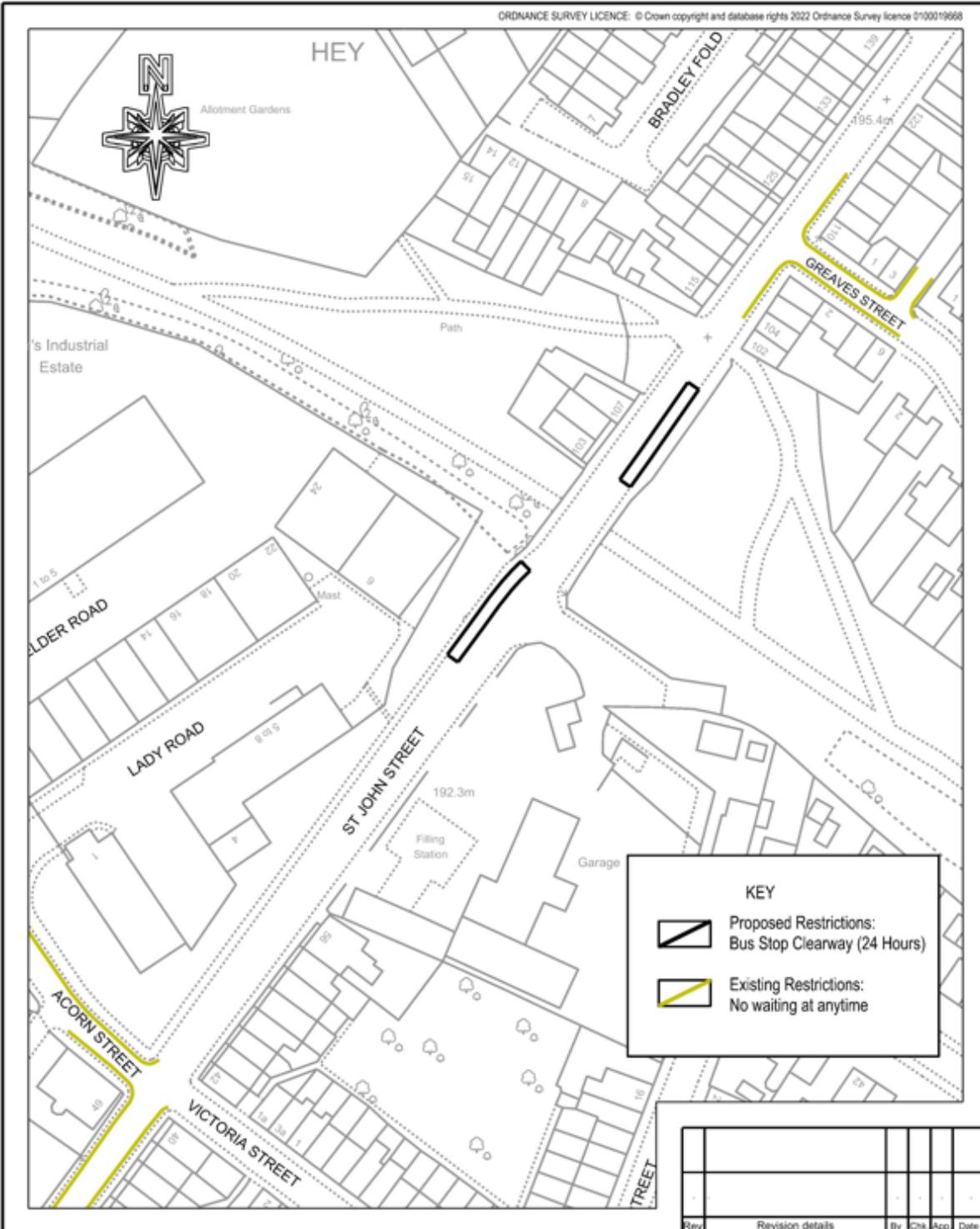
In consultation with



Signature:

Date: 13th September 2022

CLlr Jean Stretton, Portfolio Holder for Neighbourhoods



KEY

-  Proposed Restrictions: Bus Stop Clearway (24 Hours)
-  Existing Restrictions: No waiting at anytime

Rev	Revision details	By	Chk	App	Date



Oldham Council

**Place and Economic Growth
HIGHWAYS & ENGINEERING**
Henshaw House, Chesepide, Oldham OL1 1NY

Client Oldham MBC		
Project File Ref TM3/1083		
Drawn by RW	Date 05-22	Purpose of issue information
Checked by SR	Date 05-22	Scale at A4 size
Approved by GS	Date 05-22	1:1000

Title Saint John Street, Lees. Proposed Amendment to Traffic Regulation Orders	
Drawing No. 47/A4/1661/1	Rev. .

Schedule

Drawing Number 47/A4/1666/1

Bus Stop Clearway

Location	Description	Hours of Operation
St John Street, Lees	<u>South East Side</u> from a point 53 metres south west of its junction with Greaves Street for a distance of 23 metres in a north easterly direction	24 Hours
St John Street, Lees	<u>North West Side</u> From a point 77 metres south west of its junction with Greaves Street for a distance of 23 metres in a south westerly direction	24 Hours

