

Delegated Officer Report

Decision Maker:	Nasir Dad, Director of Environment
Portfolio area:	Cllr Amanda Chadderton – Portfolio Holder for Neighbourhoods
Date of Decision:	6 October 2022
Subject:	Proposed Prohibition of Waiting and Loading – Coalshaw Green Road, Butler Green, Washbrook and Stanley Road, Chadderton
Report Author:	Richard Tang, Principal Engineer, Highways
Contact Officer:	Gordon Anderson, Head of Highways and Engineering
Ward:	Chadderton South

Reason for the decision: The existing mini roundabout at the junction of Butler Green and Coalshaw Green Road is in the process of being upgraded to a 4-way signalised junction with pedestrian controlled crossing facilities and advanced stop lines for cyclists. To enable the junction to operate correctly, the existing waiting and loading restrictions need to be extended to keep the junction clear of obstructions from parked vehicles.

Summary: Coalshaw Green Road currently has restricted hours parking and peak time loading restrictions adjacent to the mini roundabout. The proposed stop line of the signalised junction for Coalshaw Green Road lies between the existing bus stop and the signal junction. There is a single yellow line, restricting parking between the hours of 8am and 6pm Monday to Saturday

No waiting at any time and peak time loading restrictions currently exist along Butler Green, Washbrook and Stanley Road, but stop short of

the junction on Coalshaw Green Road, and end on Stanley Road, directly outside No.177.

In order for the junction to be clear of parked obstructions outside of these hours, the existing Traffic Regulation Order needs amending so that 'waiting and loading' is prohibited throughout the junction area

A 'prohibition of loading' restriction is required to ensure blue badge holders / delivery vehicles do not obstruct access through the junction.

The proposal is detailed on drawing number N0210218-1200-A-002

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

The alternative option is to leave the current waiting and loading restrictions in place and risk the operation of the signal being compromised by obstructive parking.

Recommendation(s):

It is recommended that the prohibitive waiting and loading restrictions be progressed

Consultations:

The residents directly affected by the proposal have been consulted and 1 resident responded. The resident objected to the proposals, though based on not supporting the signalised junction scheme due to it 'not making any difference, as people will run the red lights anyway'. The resident also commented that there should be alternative safe parking arrangements made.

The Ward Councillors have been consulted.

Councillor G Shuttleworth's commented:

" Your comment in the report:

To enable the junction to operate correctly, the existing waiting and loading restrictions need to be extended to keep the junction clear of obstructions from parked vehicles.

clearly highlights why this piece of work is required and I support this proposal.

The improvements at the junction have been under consideration for many years and has been introduced in order to provide a safe crossing point for pedestrians and to that end it would make sense to ensure that nothing compromises the works overall."

G.M.P View: No comments

T.F.G.M View: No comments

G.M. Fire Service View: No comments

N.W. Ambulance Service View: No comments

Implications:

*What are the **financial** implications?*

The cost of introducing the Order is shown below

	£
Advertisement of Order	1,200
Introduction of Road Markings	500
Amendment to signing	200
Total	1,900
Annual Maintenance costs	100

The advertising, road marking & amendment to signing expenditure of £1,900 will be funded from the Highways Network Management - revenue budget.

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).

*What are the **procurement** implications?*

Providing the contract procedural rules are followed, one written quotation, as the value will be below £9,999.00, then there will be no adverse implications (Philip Harper Oliver).

*What are the **legal** implications?*

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.

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. (Alan Evans)

*What are the **Human Resources** implications?*

N/A

Equality and Diversity Impact Assessment

N/A

*What are the **property** implications?*

There are no property implications associated with this report (Rosalyn Smith)

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

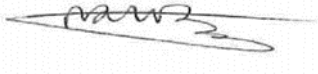
Are any of the recommendations within this report contrary to the Policy Framework of the Council?

No

There are no background papers for this report

Report Author Sign-off:	Richard Tang
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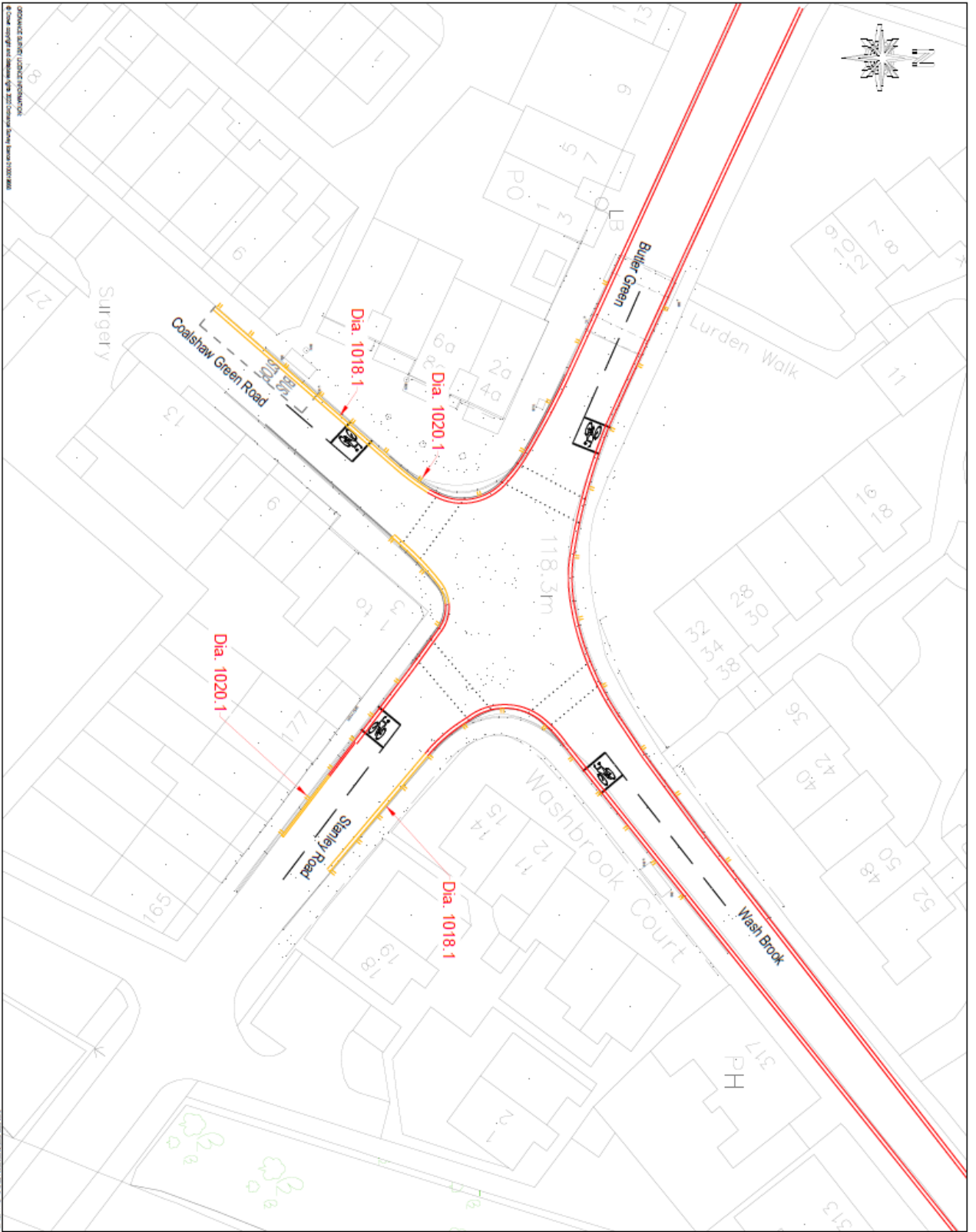
	Gordon Anderson
Date:	



Signature:

Date: 6 October 2022

Nasir Dad, Director of Environment



NOTES

- KEY**
- Existing No Waiting At Any Time (Double yellow line)
 - Proposed No Waiting At Any Time (Double yellow line)
 - Proposed No Loading At Any Time (Kerb bars)

NO.	REVISIONS	BY	DATE



HIGHWAYS & ENGINEERING
 Highway Works, Cheshire, Cheshire CIL 11W
OMBC
 Butler Green
 Signal Junction

**Proposed TRIO
 Road Markings**

Project Code	ND210218
Project Title	Butler Green Signal Junction
Project No.	ND210218-1000-A-02
Project Date	11/2020

Schedule

Drawing Number N0210218-1200-A-002

Delete from The Oldham Borough Council (Chadderton Area) Consolidation Order 2003

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Coalshaw Green Road</u> Both Sides From its junction with Lancaster Street to its junction with Butler Green	Mon- Sat 8am – 6pm	A, B1, B3, B4, C, E, J, K3	
	<u>Butler Green</u> (North East Side) From its junction with Thompson Lane to its junction with Washbrook.	At Any Time	A, B1, B2, B3, B4, C, E, F, J, K4	7am - 9.30am & 4 pm - 6.30pm Mon to Fri
	<u>Butler Green</u> (South West Side) From its junction with Thompson Lane to its junction with Coalshaw Green Road	At Any Time	A, B1, B2, B3, B4, C, E, F, J, K4	7am - 9.30am & 4 pm - 6.30pm Mon to Fri
	<u>Washbrook</u> (Both Sides) From its junction with Butler Green for a distance of 30 metres in a north easterly direction	At Any Time	A, B1, B2, B3, B4, C, E, F, J, K4	7am - 9.30am & 4 pm - 6.30pm Mon to Fri
	<u>Stanley Road</u> (South East Side) From its junction with Coalshaw Green Road for a distance of 24 metres in a south easterly direction	At Any Time	A, B1, B2, B3, B4, C, E, F, J, K4	7am - 9.30am & 4 pm - 6.30pm Mon to Fri
	<u>Stanley Road</u> (North West Side) From its junction with Coalshaw Green Road for a distance of 13 metres in a south easterly direction	At Any Time	A, B1, B2, B3, B4, C, E, F, J, K4	7am - 9.30am & 4 pm - 6.30pm Mon to Fri

Add to the Oldham Borough Council (Chadderton area) Consolidation Order 2003

Column 1	Column 2	Column 3	Column 4	Column 5
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Coalshaw Green Road</u> North West Side From its junction with Lancaster Street to a point 40 metres south west of Butler Green	Mon – Sat 8am – 6pm		
	<u>Coalshaw Green Road</u> South East Side From its junction with Lancaster Street to a point 10 metres south west of Stanley Road	Mon – Sat 8am – 6pm		
	<u>Coalshaw Green Road</u> (North West side) From its junction with Butler Green for a distance of 40 metres in a south westerly direction	At Any Time		At Any Time
	<u>Coalshaw Green Road</u> (South East Side) From its junction with Stanley Road for a distance of 10 metres in a south westerly direction	At Any Time		At Any Time
	<u>Butler Green</u> North East Side From its junction with Thompson Lane to its junction with Washbrook.	At Any Time		
	<u>Butler Green</u> South West Side From its junction with Thompson Lane to its junction with Coalshaw Green Road	At Any Time		

	<p><u>Butler Green</u> North East Side</p> <p>From its junction with Thompson Lane to a point 32 metres north west of Washbrook</p>			<p>7am - 9.30am & 4 pm - 6.30pm Mon to Fri</p>
	<p><u>Butler Green</u> South West Side</p> <p>From its junction with Thompson Lane to a point 32 metres north west of its junction with Coalshaw Green Road</p>			<p>7am - 9.30am & 4 pm - 6.30pm Mon to Fri</p>
	<p><u>Butler Green</u> North East Side</p> <p>From its junction with Washbrook for a distance of 32 metres in a north westerly direction</p>			<p>At Any Time</p>
	<p><u>Butler Green</u> South West Side</p> <p>From its junction with Coalshaw Green Road for a distance of 32 metres in a north westerly direction</p>			<p>At Any Time</p>
	<p><u>Stanley Road</u> Both Sides</p> <p>From its junction with Coalshaw Green Road for a distance of 32 metres in a south easterly direction</p>	<p>At Any Time</p>		<p>At Any Time</p>
	<p><u>Washbrook</u> (Both Sides)</p> <p>From its junction with Butler Green for a distance of 30 metres in a north easterly direction</p>	<p>At Any Time</p>		<p>At Any Time</p>