

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

Decision Maker: Director of Environment, Nasir Dad

Date of Decision: 13 January 2023

Subject: Proposed Prohibition of Waiting – Oldham Road / Beechfield, Grasscroft

Report Author: Andy Cowell, Traffic Engineer

Ward (s): Saddleworth South

Reason for the decision:

Oldham Road forms part of the A669 strategic route connecting Oldham with Saddleworth. Beechfield is a local residential road which connects with Oldham Road on its south side to the east of Lydgate. At the point where the roads connect, Oldham Road has a speed limit of 40mph with Beechfield which is subject to the urban speed limit of 30mph. There is a pedestrian island located on Oldham Road, immediately to the north-east of the junction and a dedicated right turn lane marked out for Beechfield. All the properties in the area have off-street parking facilities. There are no existing parking restrictions in place at the junction.

The Highways Department of the Council recently received reports of indiscriminate parking at the junction. It is reported that vehicles parked in this location affect visibility for motorists emerging from Beechfield and the two-way flow of traffic into and out of Beechfield. Concerns have been raised that vehicles entering Beechfield from Oldham Road are forced to stop suddenly along the main road. The situation is compounded by the higher speed limit on Oldham 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.

It is proposed to promote new prohibition of waiting restrictions on both sides of Beechfield and on the south side of Oldham Road as detailed on plan 47/A4/1675/1.

If approved, the proposal will:

- increase visibility along Oldham Road for motorists exiting Beechfield
- increase visibility for pedestrians crossing at the island
- protect the pedestrian island from becoming obstructed
- improve traffic flow past the island, reducing weaving
- improve traffic flow in and out of Beechfield
- reduce the conflict between left turning vehicles entering Beechfield from Oldham Road and vehicles parked on Beechfield

Summary:

The purpose of this report is to consider the introduction of prohibition of waiting restrictions at the junction of Oldham Road and Beechfield, Grasscroft

What are the alternative option(s) to be considered? Please give the reason(s) for recommendation(s):

Option 1: To approve the recommendation
Option 2: Not to approve the recommendation

Consultation: including any conflict of interest declared by relevant Cabinet Member consulted

The Ward Members have been consulted and Councillor G Sheldon supports the proposal.

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 fully support the waiting restrictions and clearway markings at this location

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.

Recommendation(s):

It is recommended that a new Traffic Regulation Order be introduced in accordance with the plan and schedule at the end of this report

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
TOTAL	1,700
Annual Maintenance Cost	100

The advertising & road marking expenditure of £1,700 will be funded from the Highways TRO 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 **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. (A Evans)

What are the **procurement** implications? None

What are the **Human Resources** implications? None

Equality and Diversity Impact Assessment attached or not required because (please give reason) Not required because the measures proposed are aimed at improving highway safety.

What are the **property** implications? None

Risks: None

Co-operative agenda The proposed intervention will create a safer environment for residents, in line with the Council's commitment in the Corporate Plan 2022-27 to ensuring residents are healthy, safe and well supported. (Guy Parker)

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

Schedule

Drawing Number 47/A4/1675/1

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

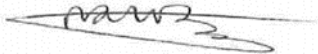
**Part I Schedule 1
Prohibition of Waiting**

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Beechfield, Grasscroft</u> (West side) From its junction with Oldham Road for a distance of 20 metres in a southerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Beechfield, Grasscroft</u> (East side) From its junction with Oldham Road for a distance of 18 metres in a southerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Oldham Road, Grasscroft</u> (South side) From a point 20 metres west of its junction with Beechfield to a point 62 metres east of its junction with Beechfield	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

There are no background papers for this report

Report Author Sign-off:	
Andy Cowell	
Date: 13 January 2023	

In consultation with Director of Environment



Signed :

Date: 17.01.2023

