

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

**Decision Maker:** Director of Environment, Nasir Dad

**Date of Decision:** 11 January 2023

**Subject:** Proposed Prohibition of Waiting Order and Revocation of 'No Waiting Mon to Fri', 8am – 6pm Order – Brideoak Street, Waterhead

**Report Author:** Mark Woodhead, Traffic Engineer

**Ward (s):** Waterhead

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**Reason for the decision:**

Brideoak Street is located approximately 2.5km to the east of Oldham Town Centre. It connects directly onto the A62 Huddersfield Road, which provides a link between Saddleworth and the Town Centre. Brideoak Street is a fronted by a mixture of residential properties and provides access to a number of industrial properties, which are accessed off Greenacres Road.

The Highways Department of the Council have received reports, via a residents of inconsiderate parking at the junction of access to a residential parking area. The vehicles parking in this manner are Heavy Good Vehicles serving the industrial units in the area. This parking is also encroaching onto the footway and makes access/egress difficult for motorists using the car park. The situation is compounded by the access to car park being on the outside of a bend in the alignment of Brideoak Street

Officers have inspected the location and recommend new restrictions to address the issues reported. During investigations, it was also identified that part of the existing Monday to Friday 8am – 6pm restriction is not in place on site and has not been in place for some time. It is, therefore, proposed to revoke these restrictions as part of this order.

It is proposed to promote new prohibition of waiting restrictions on Brideoak Street between Sidebottom Street and the car park entrance. It is also proposed to revoke part of the existing orders.

This new restriction will:-

- improve visibility and safety for motorists using the resident car park off Brideoak Street and Sidebottom Street
- remove inconsiderate parking by HGV's

**Summary:**

The purpose of this report is to consider the introduction of a new prohibition of waiting restriction order and the revocation of existing restriction order on Brideoak Street and Sidebottom Street, Waterhead

***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 and reinstate the existing restrictions and signs that are missing.

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

The Ward Members have been consulted and Councillor P Dean fully 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 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.

***Recommendation(s):***

It is recommended that a prohibition of waiting order be introduced and the existing restrictions be revoked in accordance with the plan (47/A4/1684/1) 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 | <u>500</u> |
| 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 conditions; the scheme is being promoted to assist vulnerable users by reducing on street parking

What are the **property** implications

None, the work is being undertaken on the public highway which is under the control of the Highway Authority. (Rosalyn Smith)

**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)

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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

## Schedule

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

### **Delete from Part I Schedule 1 Prohibition of Waiting**

| Item No | Length of Road   | Duration                   | Exemptions                     | No Loading |
|---------|--|----------------------------|--------------------------------|------------|
| (O 224) | Brideoak Street<br>(north side)<br><br>from its junction with Sidebottom Street for a distance of 78 metres in a north westerly direction.                         | Monday to Friday 8am – 6pm | A, B1, B2, B3, B4, C, E, J, K3 |            |
| (O 224) | Brideoak Street<br>(south side)<br><br>from a point 67metres north of its junction with Greenacres Road for a distance of 33 metres in a north westerly direction. | Monday to Friday 8am – 6pm | A, B1, B2, B3, B4, C, E, J, K3 |            |
| (O 224) | <u>Sidebottom Street</u><br><u>(north side)</u><br><br>From its junction with Brideoak Street for a distance of 19 metres in north easterly direction              | Monday to Friday 8am – 6pm | A, B1, B2, B3, B4, C, E, J, K3 |            |

### **Part I Schedule 1 Prohibition of Waiting**

| Item No | Length of Road   | Duration    | Exemptions | No Loading |
|---------|--|-------------|------------|------------|
|         | <u>Brideoak Street, Waterhead</u><br><u>(North side)</u><br><br>From its junction with Sidebottom Street for a distance of 43 metres in a north westerly direction | At any time |            |            |
|         | <u>Sidebottom Street, Waterhead</u><br><u>(Northside)</u><br><br>From its junction with Brideoak Street for a distance of 19 metres in a north easterly direction  | At any time |            |            |

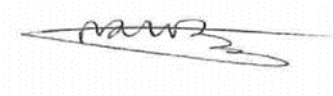
There are no background papers for this report

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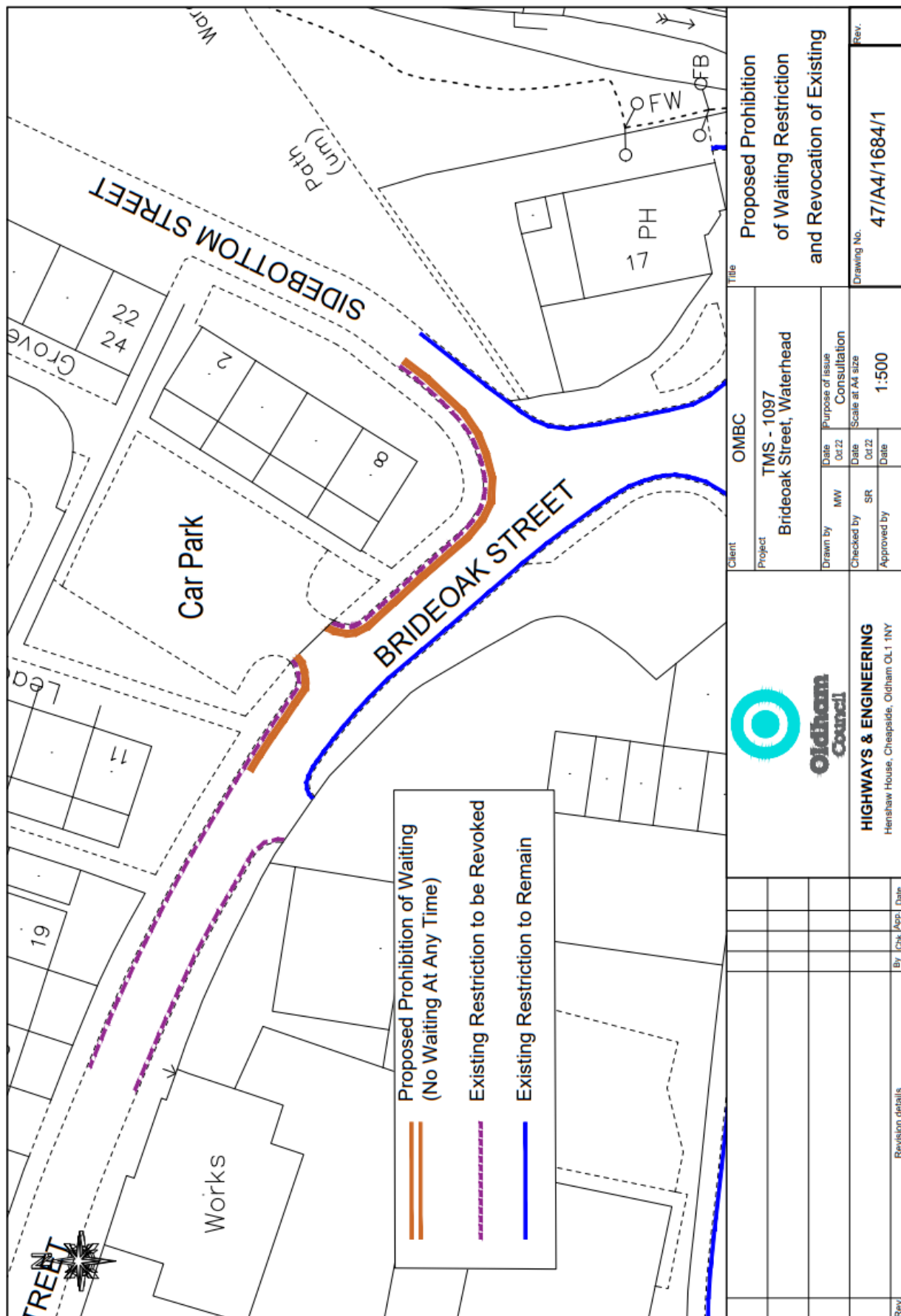
|                                 |  |
|---------------------------------|--|
| <b>Report Author Sign-off:</b>  |  |
| Mark Woodhead                   |  |
| <b>Date:</b><br>11 January 2023 |  |

In consultation with Director of Environment

Signed :



Date: 17.01.2023



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