

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

<b>Decision Maker:</b>	<b>Director of Environment, Nasir Dad</b>
<b>Date of Decision:</b>	<b>24 April 2023</b>
<b>Subject:</b>	<b>Proposed Prohibition of Waiting – Bullcote Green, Royton</b>
<b>Report Author:</b>	<b>Andy Cowell, Traffic Engineer</b>
<b>Ward (s):</b>	<b>Royton South</b>

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**Reason for the decision:**

Bullcote Green is a residential cul-de-sac located in the Heyside area of Royton. It extends from the B6194 in a south easterly direction to its terminus, a distance of approximately 220 metres. All the residential properties are located on the south side and have off-street parking facilities. Two further connecting cul-de-sacs branch off in a south westerly direction and these are approximately 90 metres long.

Heyside Cricket Club is located on the north side of Bullcote Green and the club have regular matches which generates on-street parking along both sides of the road. There are existing parking restrictions in operation at the western end of Bullcote Lane at the junction of the B6194, which also cover the entrance to the cricket club.

The Highways Department of the Council recently received a request from a resident of Bullcote Green for new waiting restrictions to be introduced along the south side to address obstruction issues. It is reported that during cricket matches, visitors park on both sides of Bullcote Green which has led to the Fire Service having problems gaining access to the end of the road. The Fire Service have recently attended the site and leafleted offending vehicles.

The Highways Department have made contact with the Fire Service and they support the introduction of parking restrictions as a permanent solution to the access problems and also to prevent vehicles parking over fire hydrants.

Officers have inspected the site and fully support extending the existing restrictions along the south side of the road to cover the full length, including the turning head at the eastern end and around the two junctions with the connecting cul-de-sacs.

It is proposed to promote new prohibition of waiting restrictions on Bullcote Green as detailed on plan 47/A4/1670/1.

If approved, the proposal will:

- improve vehicular access along Bullcote Green especially for emergency service vehicles
- improve access to fire hydrants
- allow motorists to use the turning head unhindered

**Summary:**

The purpose of this report is to consider the introduction of prohibition of waiting restrictions at Bullcote Green, Royton

***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 no comments have been received.

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 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
<b>TOTAL</b>	<b>1,700</b>
Annual Maintenance Cost	100

The advertising & road marking expenditure of £1,700 will be funded from the 2023/24 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, 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 introduction of a No Waiting At Any Time restriction is welcomed to keep residents and pedestrians safe (Mahmuda Khanom)

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/A4/1670/1

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

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

<b>Item No</b>	<b>Length of Road</b>	<b>Duration</b>	<b>Exemptions</b>	<b>No Loading</b>
	<u>Bullcote Green, Royton</u> (South-west side)  For its whole length including the cul-de-sac end, a distance of approximately 222 metres	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Bullcote Green, Royton</u> (North-east side)  In the turning head, from its most easterly point for a distance of 20 metres in a north westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Bullcote Green, Royton</u> (Both sides)  Within the most westerly connecting cul-de-sac extending from its junction with the main spine road adjacent to numbers 5 and 32 Bullcote Green for a distance of 10 metres in a south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Bullcote Green, Royton</u> (Both sides)  Within the most easterly connecting cul-de-sac extending from its junction with the main spine road adjacent to numbers 36 and 57 Bullcote Green for a distance of 10 metres in a south westerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

Delete from the Oldham Borough Council (Royton Area) Consolidation Order 2003

**Part I Schedule 1  
Prohibition of Waiting**

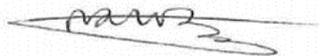
Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Bullcote Green, Royton</u> (South Side)  From its junction with Heyside for a distance of 45 metres in an easterly direction	At any time	A, B1, B2, B3, B4, C, E, J, K3	

**There are no background papers for this report**

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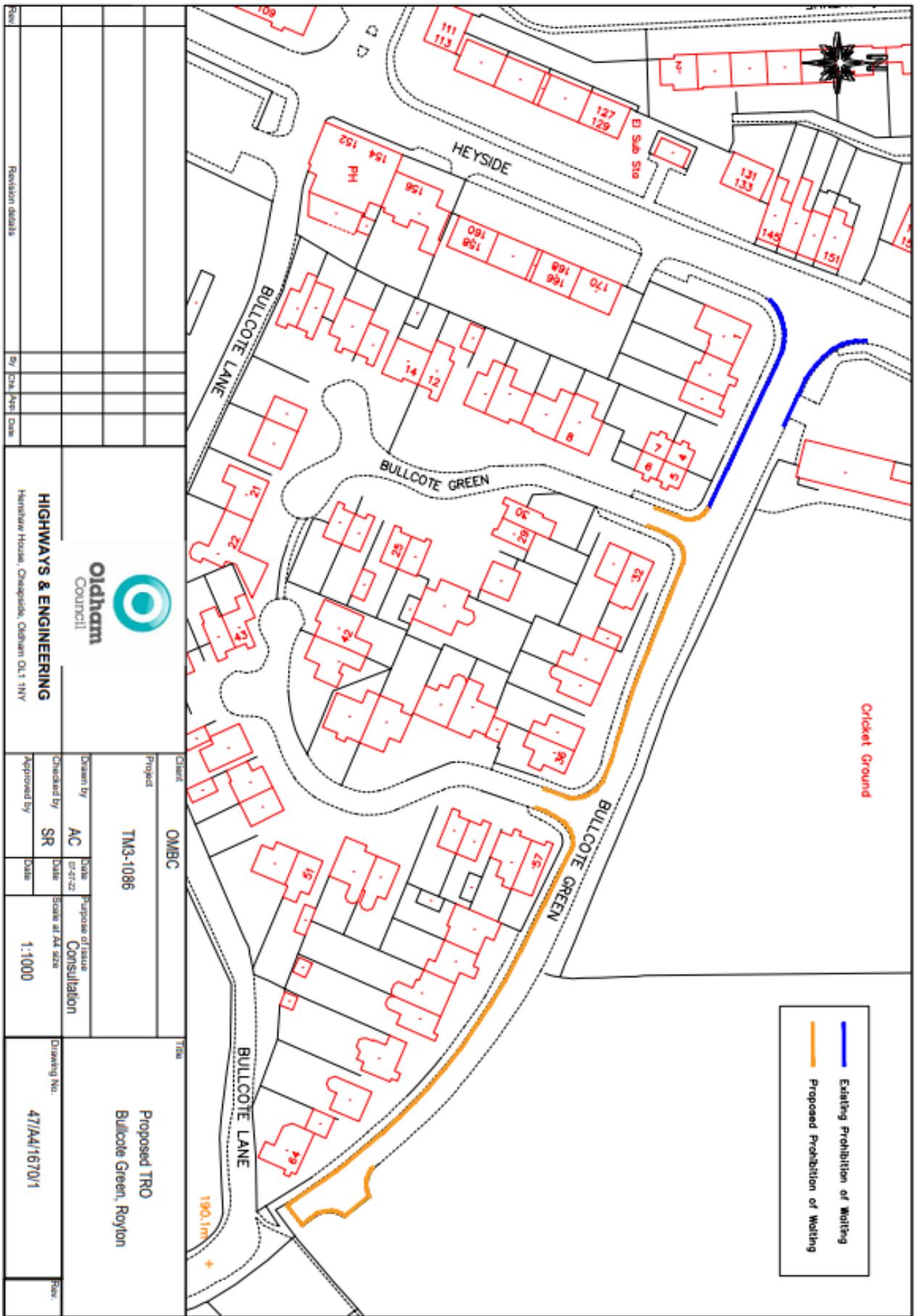
<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 21 April 2023	

In consultation with Director of Environment



Signed :

Date: 24.04.2023



Rev.	Revision details	By	On

  
**Oldham Council**  
**HIGHWAYS & ENGINEERING**  
 Heronshaw House, Chesapeake, Oldham OL1 1NY

Client	OMBC
Project	TM3-1086
Drawn by	AC
Checked by	SR
Approved by	
Date	
Purpose of Issue	Consultation
Scale at A4 size	1:1000

Drawing No.	47/A4/1670/1
Proposed TRO	Bullcote Green, Royton

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