

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

Decision Maker: Director of Environment, Nasir Dad

Date of Decision: 24 April 2023

Subject: Proposed Prohibition of Waiting – Paddock Lane, Lord Lane and Wyndale Drive, Failsworth

Report Author: Andy Cowell, Traffic Engineer

Ward (s): Failsworth West

Reason for the decision:

Lord Lane is a local distributor road which provides access to extensive residential areas on the south side of Failsworth. Paddock Lane also distributes traffic to residential streets to the north of Lord Lane and where the two roads connect, a traffic island forms two junctions. Wyndale Drive connects with Lord Lane on the opposite side to form a cross-roads junction. The junctions are currently not protected by any parking restrictions.

A local resident has reported issues with vehicles parking in the vicinity of the island and around the circumference of the island itself, which affects traffic movements and pedestrians crossing.

Officers have inspected the location and witnessed indiscriminate parking at the junctions.

It is, therefore, proposed to promote new prohibition of waiting restrictions on Paddock Lane, Lord Lane and Wyndale Drive, Failsworth as detailed on plan 47/A4/1694/1.

If approved, the proposal would improve visibility for motorists and pedestrians and ease traffic movements at each junction.

Summary:

The purpose of this report is to consider the introduction of prohibition of waiting restrictions at Paddock Lane, Lord Lane and Wyndale Drive, Failsworth

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 S Ball has no objections to these proposals as they will greatly improve road safety in this area

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
TOTAL	1,700
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/A4/1694/1

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

Part I Schedule 1 Prohibition of Waiting

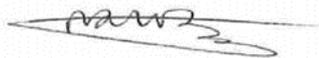
Item No	Length of Road	Duration	Exemptions	No Loading
	<p style="text-align: center;"><u>Paddock Lane, Failsworth</u> (Both sides)</p> <p>The full length of the connecting road which forms the island at the junction of Lord Lane</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p style="text-align: center;"><u>Paddock Lane, Failsworth</u> (West side)</p> <p>From its south western junction with Lord Lane for a distance of 13 metres in a northerly direction</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

	<p><u>Paddock Lane, Failsworth</u> (East side)</p> <p>From its south western junction with Lord Lane for a distance of 44 metres in a northerly direction</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p><u>Lord Lane, Failsworth</u> (North west side)</p> <p>From a point 10 metres south west of its south western junction with Paddock Lane to a point 22 metres north east of its north eastern junction with Paddock Lane</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p><u>Lord Lane, Failsworth</u> (South east side)</p> <p>From a point 10 metres south west of its junction with Wyndale Drive to a point 13 metres north east of its junction with Wyndale Drive</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<p><u>Wyndale Drive, Failsworth</u> (Both sides)</p> <p>From its junction with Lord Lane for a distance of 10 metres in a south easterly direction</p>	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: 21 April 2023	

In consultation with Director of Environment



Signed :

Date: 24.04.2023

