

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

Decision Maker:	Director of Environment, Nasir Dad
Date of Decision:	26 April 2023
Subject:	Proposed Prohibition of Waiting – Rhodes Hill and Maltby Court, Lees
Report Author:	Andy Cowell, Traffic Engineer
Ward (s):	Saddleworth West and Lees

Reason for the decision:

Rhodes Hill is a local distributor road located on the south side of Lees. It forms part of the urban area and has a speed limit of 30mph. On the north side, to the west of Lees New Road, there are residential properties that front on to the road having no off-street parking facilities. On-street parking therefore generally takes place on the north side although some parking activity also takes place on the south side, this restricting the flow of two-way traffic. The only existing parking restrictions in operation in the area are on the south side covering the junction of Lees New Road.

The Highways Department of the Council recently received a parking complaint from staff at Rhodes Place, which is a care facility located on the corner of Rhodes Hill and Lees New Road. Rhodes Place has a dedicated car park accessed directly from Rhodes Hill positioned approximately 20 metres west of Lees New Road. It is reported that vehicles parked near to the access affects visibility for visitors and staff exiting the car park. Concerns have also been raised that vehicles parked on each side of the access also prevent refuse vehicles from turning into the car park. This has resulted in commercial waste not being collected.

Officers have inspected the location and support new restrictions to address the issues reported and to ease two-way traffic flows. To prevent vehicles being displaced further along Rhodes Hill, the proposal has been extended to the next junction along at Maltby Court and into the mouth of the junction for completeness.

It is proposed to promote new prohibition of waiting restrictions on the south west side of Rhodes Hill and on both sides of Maltby Court as detailed on plan 47/A4/1669/1.

If approved, the proposal will:

- increase visibility along Rhodes Hill for motorists exiting Rhodes Place
- improve refuse vehicle access into Rhodes Place
- improve traffic flows along Rhodes Hill
- prevent parking at the junction of Maltby Court

Summary:

The purpose of this report is to consider the introduction of prohibition of waiting restrictions at Rhodes Hill, Lees.

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 M Kenyon has commented, my own view is that I wouldn't want to introduce parking restrictions which results in a less obstructed highway and therefore increases the propensity for vehicles to speed. Double yellows in the areas you have indicated should be accompanied with speed cushions or other measures to reduce vehicle speed.

For the visibility problems of Rhodes Place, I would support sufficient parking restrictions to enable safer use of that access.

Councillor S Al-Hamdani has commented, there have been multiple crashes in the area recently (none that involved an injury). While there is a clear benefit to the installation of double yellow lines, consideration needs to be given to any increase in speeds as a result. If a decision in favour is reached, a plan should in place to address increased speeds should they manifest

Response to Councillors Comments

It is not usual practise to install speed cushions wherever parking restrictions are installed as this would require separate funding. It is the case though that often restrictions are introduced adjacent to speed cushions so that the cushions can be negotiated by motorists correctly. The proposal was extended down to Maltby Court to cater for any displacement. Very few, if any, vehicles are found to be parked along this stretch of road, but if vehicles do park here then this would prevent the two-way flow of traffic and also cause a hazard the closer vehicles are to the bend

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/A4/1669/1

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

Part I Schedule 1
Prohibition of Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
	<u>Rhodes Hill, Lees</u> (South west side) From its junction with Lees New Road to a point 12 metres north west of its junction with Maltby Court	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Maltby Court, Lees</u> (Both sides) From its junction with Rhodes Hill 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 (Lees Area) Consolidation Order 2003

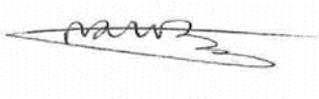
Part I Schedule 1
Prohibition of Waiting

Item No	Length of Road	Duration	Exemptions	No Loading
(0478)	<u>Rhodes Hill, Lees</u> (South west side) From its junction with Lees New Road for a distance of 11 metres in a north westerly direction	At any time	A, B1, B2, B3, B4, C, E, J, K3	

There are no background papers for this report

Report Author Sign-off:	
Andy Cowell	
Date: 26 April 2023	

In consultation with Director of Environment

A handwritten signature in black ink, appearing to be 'M. W. S.', written over a light grey dotted rectangular background.

Signed :

Date: 26.04.2023

