

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

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

**Date of Decision:** 5 July 2023

**Subject:** Proposed Prohibition of Waiting – Carr Lane, Uppermill

**Report Author:** Andy Cowell, Traffic Engineer

**Ward (s):** Saddleworth South

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**Reason for the decision:**

Carr Lane is located on the south side of Uppermill in Saddleworth and provides a link to several residential streets from the main high street (A670). The road is named Bridge Street at its northern end where there are existing parking restrictions in place for a short distance southward, just beyond the bridge over the River Tame. To the south of Bridge Street, motorists often park on the east side up to where further existing restrictions begin near to the junction of Rush Hill Road.

The Highways Department of the Council recently received a request from a local Ward Member for the existing waiting restrictions on the west side to be extended southwards to address the issue of motorists parking on both sides of the road. Due to the demand for on-street parking space in Uppermill, it is reported that during times, motorists are parking on the verge located on the west side whilst also encroaching onto the carriageway, which prevents wider vehicles from passing.

Extending the restrictions alongside the verge will prevent the road from becoming obstructed. The proposal also includes revoking a short section of restriction on the east side of Bridge Street where the road widens to form a short parking bay. The restrictions are not marked on

site so the traffic order will reflect the current position.

Officers have met on site with local Ward Members to discuss the concerns and support new restrictions at this location.

It is proposed to promote new prohibition of waiting restrictions on Carr Lane, Uppermill as detailed on plan 47/A4/1674/1.

If approved, the proposal will improve vehicular access along Carr Lane.

**Summary:**

The purpose of this report is to consider the introduction of prohibition of waiting restrictions along Carr Lane, Uppermill

***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/A4/1674/1

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>Bridge Street</u> (South west side)  For its whole length	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	Mon-Sat 7.30 – 9.30 am and Mon-Fri 4 – 6.30 pm
	<u>Bridge Street</u> (North east side)  From its junction with High Street for a distance of 27 metres in a south easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	Mon-Sat 7.30 – 9.30 am and Mon-Fri 4 – 6.30 pm
	<u>Bridge Street</u> (North east side)  From a point 42 metres south east of its junction with High Street to its junction with Carr Lane	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	Mon-Sat 7.30 – 9.30 am and Mon-Fri 4 – 6.30 pm
	<u>Carr Lane</u> (South west side)  From its junction with Bridge Street to a point 16 metres south east of a point opposite the south easterly kerb-line of Rush Hill Road	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Carr Lane</u> (North east side)  From its junction with Bridge Street for a distance of 10 metres in a south easterly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

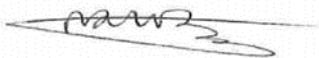
**Part I Schedule 1  
Prohibition of Waiting**

Item No	Length of Road	Duration	Exemptions	No Loading
	<p><u>Bridge Street</u> (Both sides)</p> <p>From its junction with High Street for a distance of 65 metres in a south easterly direction</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	<p>Mon-Sat 7.30 – 9.30 am and Mon-Fri 4 – 6.30 pm</p>
	<p><u>Carr Lane</u> (South west side)</p> <p>From a point 28 metres north west of its junction with Rush Hill Road to a point 16 metres south east of that junction</p>	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	

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

<b>Report Author Sign-off:</b>	
Andy Cowell	
<b>Date:</b> 5 July 2023	

In consultation with Director of Environment



Signed :

Date: 10.07.2023

