

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

Decision Maker: Director of Environment, Nasir Dad

Date of Decision: 30 November 2023

Subject: Proposed Prohibition of Waiting – Coverhill Road and Under Lane, Grotton

Report Author: Andy Cowell, Traffic Engineer

Ward (s): Saddleworth West and Lees

Reason for the decision:

Coverhill Road and Under Lane form a route between Grotton and Mossley. Ward Members have received complaints about parking issues along the route at Old Kiln Lane and Grotton Meadows. Neither of these two junctions are protected by parking restrictions.

Residents of Grotton Meadows have expressed concerns over vehicles parking opposite the junction along the east side of Coverhill Road. Egress from this residential cul-de-sac is difficult due to the lack of a footway on the near side and the geometry of the road to the north. Residents report that vehicles often park opposite the junction which compounds this issue by forcing passing traffic closer to the junction.

Officers have inspected the location with a Ward Member and local residents and support the introduction of restrictions at this site. It is proposed to extend the proposal from Grotton Meadows up to Oldham Road including the next junction along at Chimes Court. This is to cater for any displacement which may occur.

Ward Members have also received complaints about vehicles parking on Under Lane at the junction of Old Kiln Lane, including the verge to the south. This junction forms the access to a residential housing estate, and it is reported that

vehicles park on Under Lane close to the junction which affects visibility for motorists exiting this side road. Parked vehicles have also caused damage to the grass verge.

The location of this junction is close to Quickedge Lane, which has also been the subject of complaints about visibility in the past. The junction is located just south of Old Kiln Lane and is located on the inside of a bend making egress particularly difficult. Vehicles parked close to the junction compound the issue. Previous attempts to introduce restrictions at this site have failed due to a high number of objections received from residents at the formal advertising stage. Although there is no appetite from Ward Members to repropose an identical scheme, restrictions have been included on the north side of this junction in this proposal in another attempt to address the visibility issues at the site.

Officers have inspected the location with a Ward Member and fully support the introduction of restrictions at both junctions to improve visibility and protect the grass verge from further damage.

It is therefore proposed to promote new prohibition of waiting restrictions along Coverhill Road and Under Lane as detailed on plan 47/A4/1707/1.

If approved, the proposal would reduce the risk of a collision involving motorists exiting Grotton Meadows, Old Kiln Lane and Quickedge Lane.

Summary:

The purpose of this report is to consider the introduction of prohibition of waiting restrictions along Coverhill Road and Under Lane, Grotton.

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 A Marland, I am in full support of these proposed restrictions and new enforcement measures.

Councillor S Al-Hamdani, there have been ongoing parking issues in this location, particularly with regards to the space opposite Grotton Meadows. The junction from Coverhill Road on to Oldham Road is narrow and has poor visibility due to the angles of the roads, and ensuring that the traffic is kept clear from these locations seems a positive step that addresses two current issues, and I am supportive of this improvement to highway safety.

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

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.

Oldham Impact Assessment Completed (Including impact on Children and Young People)

No

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:

There is a potential risk to users of the highway if the restrictions are not introduced.

Co-operative implications

None (Jonathan Downs)

Community cohesion disorder implications in accordance with Section 17 of the Crime and Disorder Act 1998

None.

Environmental and Health & Safety Implications

If approved, the restrictions will improve safety for road users..

IT Implications

None.

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/A4/1707/1

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>Coverhill Road, Grotton</u> (West and south-west side) From its junction with Oldham Road to a point 28 metres south of its junction with Grotton Meadows	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Coverhill Road, Grotton</u> (East and north-east side) From its junction with Oldham Road for a distance of 150 metres in a general southerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Chimes Court, Grotton</u> (Both sides) From its junction with Coverhill Road 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>Under Lane, Grotton</u> (East side) From its junction with Quickedge Lane for a distance of 22 metres in a northerly direction	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Under Lane, Grotton</u> (West side) From a point 24 metres north of its junction with Old Kiln Lane to a point 65 metres south of its junction with Old Kiln Lane	At any time	A, B1, B2, B3, B4, C, E, F, J, K5	
	<u>Old Kiln Lane, Grotton</u> (Both sides) From its junction with Under Lane for a distance of 15 metres in a westerly direction	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: 30 November 2023	

In consultation with Director of Environment

A handwritten signature in black ink, appearing to read 'naus', with a long horizontal stroke extending to the right.

Signed :

Date: 4th December 2023



